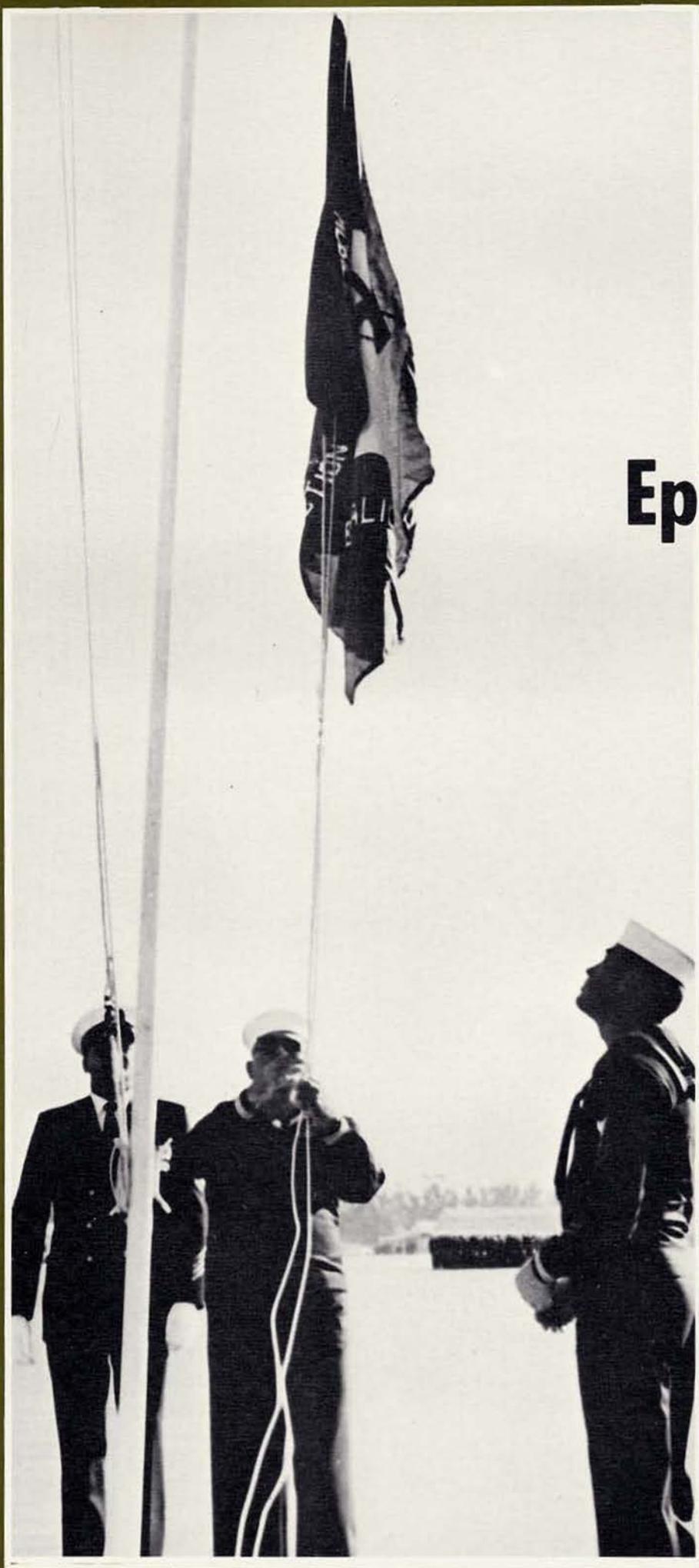


VIET NAM
OKINAWA
GUAM '69





Epilogue

69

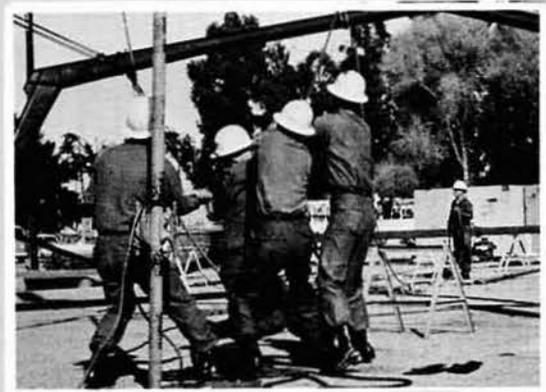
**In Memory Of CM1 Milford Marvin Tognazzini,
Fatally Injured In A Vehicle Explosion On
August 16, 1969, Republic Of Vietnam.**





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Bees Find Home In Vietnam	22
Okinawa And Guam	72
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A-1



HOMEPORT:

A TIME TO TRAIN



A New Training Schedule Commences

In Preparation For Next Deployment

The leave period had passed for most and the great turnover in personnel had at last slackened to where the battalion was once again at full strength.

The opportune time had arrived to begin battalion-wide preparations for the next deployment . . . training. For the men of Naval Mobile Construction Battalion ELEVEN the technical period of training was in progress.

Whether a 10-week school, a brush-up class or on the job training (OJT) such as work on the new club (far right) throughout this time prior to military training and the actual deploying the men receive the technical training that will be required for a successful deployment.

On the battalion level classes in Disaster Recovery Training (right and below), Safe Driving, Civil Disturbances and others were required of the men to insure safety and assistance for any form of man-made or natural disaster which might occur. In addition classes such as the Vietnamese language class were held optional for the men of the battalion showing interest.

It was on the company level, however, that most of the actual technical training was offered for the men of the battalion. Here, schools for their individual rates or related fields were offered. With up to 50% new personnel in the companies, the training received in the various 'A' Schools was relied upon to train the men in the basics that was required of them.

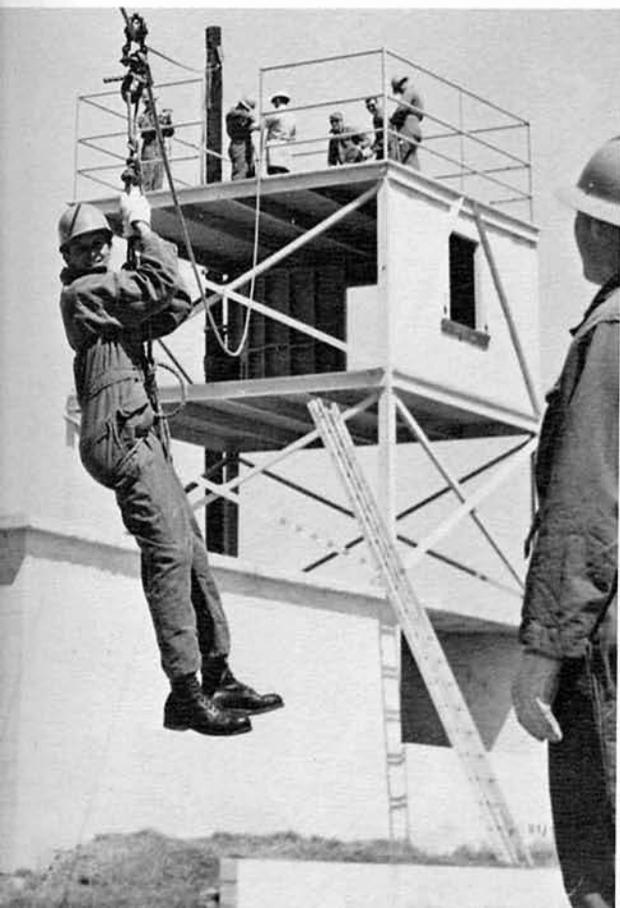
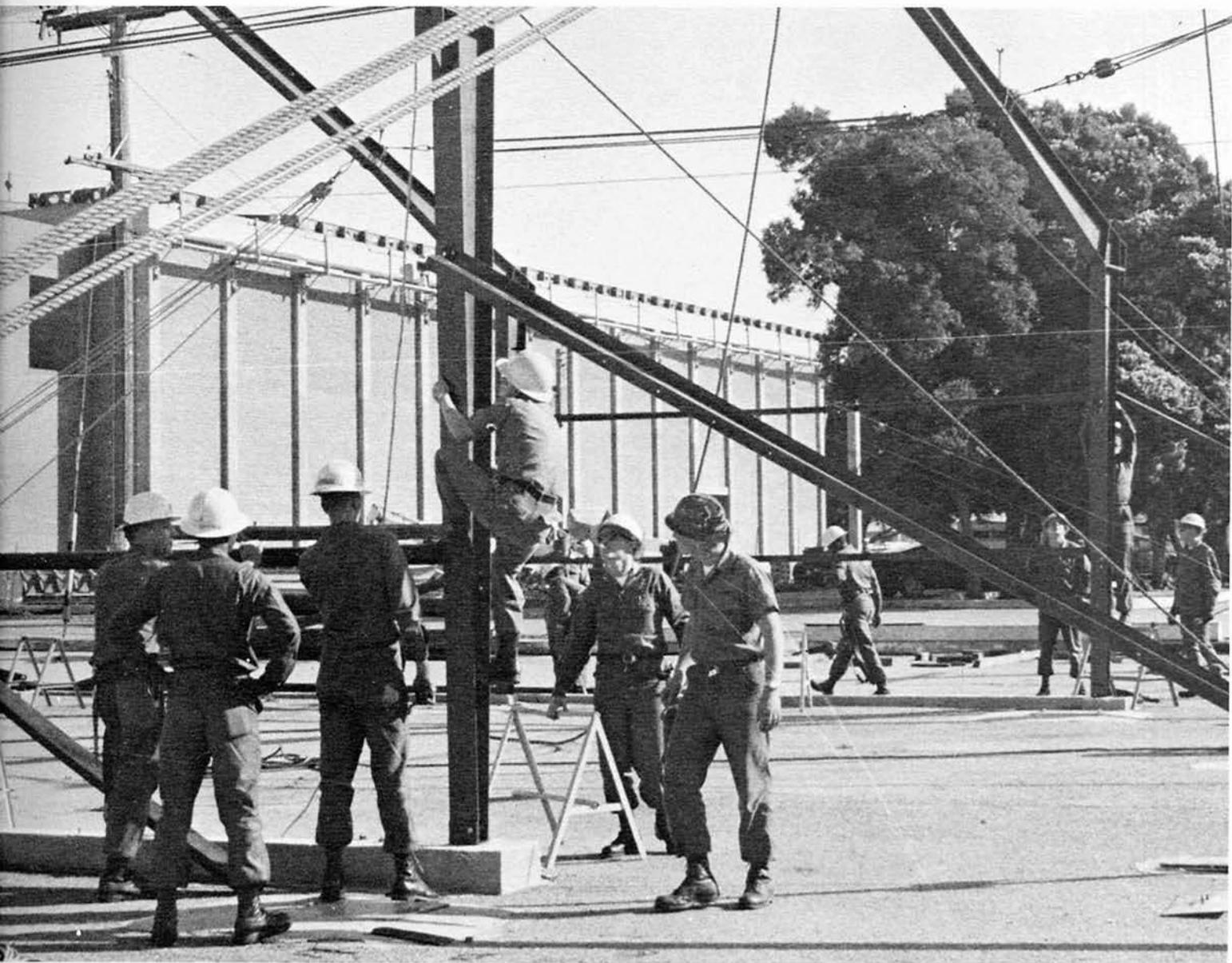
For the veterans of prior schools 'B' and 'C' Schools were offered, as well as, some specialized classes.

For the majority of the construction workers of the battalion the schools were a relatively easy matter to attend because they were located within the Construction Battalion Center at Port Hueneme, Calif. Here, within the various BU, CE, CM, EO, EA, SW and UT rates the men studied the techniques of the construction field that would be of most interest and use to them during future deployments.

Whether they were interested in welding, plumbing, automotive repair, surveying, earthmoving (below) and heavy equipment

(cont. page 9)







Schools Provide Skilled Seabees



(Cont. from page 6)

work (far left), building or electrical work or related classes, they were all located within the confines of CBC.

Construction electricians (left and far left) study and practice the techniques of pole climbing in one of these schools offered in daily sessions on the base.

Other specialized courses in single aspects of the construction field were also given to those with previous schooling or experience. These classes, such as cable splicing school in New York and air conditioning school in San Diego often had the men of the battalion temporarily assigned duty (TAD) for as long as 14 weeks.

The remainder of the battalion, those not involved with the construction rates, were also going through a technical training period at this time. Traveling to San Diego and various other points, the SK's, CS's and other fleet rates within the battalion attended their school later to rejoin the battalion at Port Hueneme before deploying.

With such a variety of schools available to battalion personnel, almost every man received the training in his chosen field during this period.

As much as 90% of the company manpower were in formal classroom training during these periods of technical training. The odd percentage not in schools during these times in the training program were utilized in their capacity for OJT projects around the base.

The OJT work performed by the construction workers included work on a new base club, Butler building work, concrete and fencing projects and other general projects.

In the latter part of the training period battalion personnel were also involved in the construction of a small crafts berth (center) at Port Hueneme and the repainting of hospital rooms for the medical center located on the base.

With the technical training nearing an end and military training still an obstacle before them, the men were through with their training. There would be a time of rest from their rates during the next stage of training.

However, with their deploying they would once again return to the rates for which they had trained in homeport. It would only be noted after the deployment was over whether the homeport training had indeed paid off or not and what changes were needed if necessary. From this time on they could only reflect what they had learned.

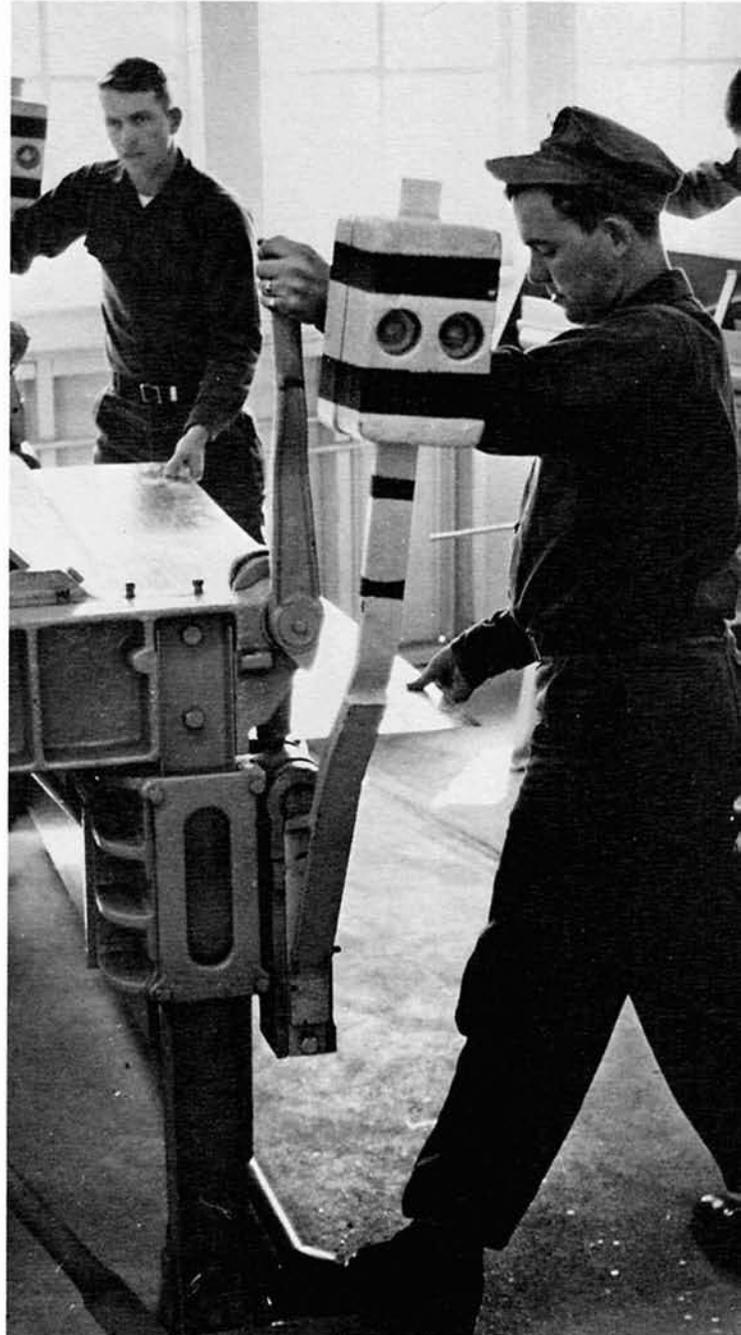




SW3 T. A. Denny and SW2 D. L. Busta work inside the new club being built by battalion construction men on one of the many OJT projects (above). At the same site a builder (upper right) assists with the woodwork portion of the project. The battalion's companies joined together to finish several projects about the base during the training period.

In the shop area battalion personnel learn the secrets of sheet metal work in preparation for an eventual deployment. Painting the office spaces (far right) other construction men carry out still another OJT project.

EACN M. Morand sights in on a transit (center) in part of the training offered battalion engineering aids during the home-port training period.





Time Out For Fun And Relaxation Means A Break From Training

Though work was the norm throughout the homeport deployment there were periodical breaks in the working and studying schedules to allow the construction men to unwind and enjoy the other side of the scale.

During the first week in March battalion personnel along with other units at Port Hueneme celebrated the annual Seabee Ball. The formal occasion boasted an evening of dancing, entertainment (right and below), food and drink and was highlighted with the choosing of a Seabee queen and royalty (upper center).

Again in mid-May battalion personnel were invited to attend a celebration. This time however, the occasion was exclusively for Naval Mobile Construction Battalion ELEVEN personnel. It was late in the homeport deployment and the battalion party was to be the last big event for the men before deploying.

Entertainment by a popular band and dancing (lower center), coupled with food and drink (far right) made the party an exciting and possibly an overindulging evening for the men of the battalion and their wives and girlfriends. However, no complaints were voiced.

The highlight of the evening was the presentation of the Seabee of the deployment award. The award is presented to the construction man most deserving for his merits throughout the year. CE1 Harold E. Colvin was presented the award by Commander William K. Hartell, Eleven's commanding officer (upper right).

The occasion was shadowed with the fact that only hard work remained in preparation for the future deployment but dampened spirits were never visible and laughter and good times prevailed.







Military Training Via The Classroom



With the technical training phase past, the time had arrived to begin battalion-wide military training. Everything that could possibly be accomplished would be scheduled during the next five weeks at Port Hueneme.

For those not up to par along the physical fitness lines, the JFK Physical Fitness Tests would solve the problem. Pushups (below), Situps (center), running, jumping and other exercises would decide whether battalion personnel were in need of shaping exercise. For those not qualifying a special daily exercise period was set up until they could qualify.

Next the battalion personnel were issued 782 gear, a pack containing everything from mess gear to shelter and protection from possible enemy action. Inspections (upper left) assured that every man had the necessary contents for use during the training period and during the deployment.

Classroom instruction (left) comprised a large portion of the first weeks of military training and gave every man the basics he would need for the situations that would and might arise during the deployment. Classes in booby traps, gas warfare and Vietnam environment were only a few of those covered during this period in the schedule.

At many times the men were made part of the class lecture and were made to experience the situation such as in the gas chamber (lower left), for as the old adage states, "experience is the best teacher" and the men learned.

During the next phase of training the Seabees learned to know their weapons, the M-14 and M-16 rifles, and what to expect from them under any conditions. Working with the M-14 first and then on to the M-16, which they would use during the deployment, the men were taught the mechanics of the weapon and became adept at the assembling, cleaning and care of them.

Then it was out to the firing range to become proficient in the firing of the weapon. Up at sunrise and returning after dark, the days were long, but the majority of the battalion would eventually qualify on the range.

With the homeport training fastly coming to an end and the men of Eleven finishing up their firing range activities, preparations were being made for the final phase of the training at Port Hueneme, the actual maneuvers and conditions in the field.

Here all the training to date would be put to use in an overnight bivouac and mission objective. There would be harassment and almost every imaginable combat condition would be put to use.

(cont. page 17)





The Classroom Moves To Broome Ranch



(Cont. from Page 15)

Loading aboard man hauls at sunrise battalion personnel were driven to a starting point for the overnight ordeal. From here on everything would involve manpower alone.

Lining up, the battalion marched to their objective (upper left) and were given courses in the field (lower center) and actual demonstrations which couldn't be conducted in the classroom (below).

Combat rations and water buffalos (left) replaced the regular meals for this period, and a foxhole and shelter half replaced a warm home and a comfortable bed.

Marching in tactical formations the battalion trudged through the rugged terrain facing simulated enemy contact to take a pre-determined position.

Here the battalion split up into various sections and assumed protective, scouting or other duties for the maneuver. Now all that remained was to dig in and wait for the enemy to come and try to overrun the position, which everyone knew they would try to do.

As darkness fell over the position the men had finished their final meal and posted watches for the long night. In the distance an occasional shot could be heard and minor enemy harassment affected almost everyone at one time during this period.

Then it happened, while most of the camp slept the enemy attacked. The initial attack was underway. Now only quick action and experience learned from the classroom would pay off. If the enemy gets through, draw back to the alternate position, but at all costs save the command post.

Attack after attack are experienced around the perimeter and the Seabees manage to stay off the enemy. Throughout the night the enemy continues, but is repelled. And with the dawn the weary and now battlescarred construction men get the word that they have done well and that the maneuver is over. It's time to pack up and go.

This time it was only a game, but once the deployment starts it may very well be a matter of life and death. The experience gained may well make the difference.

It's a longer walk out than in for the tired Seabees, but now the Port Hueneme portion of military training is over. As they return to their starting positions and load back on the man hauls the only time that remains prior to deploying will be at Camp Pendleton for their final phase of military training.







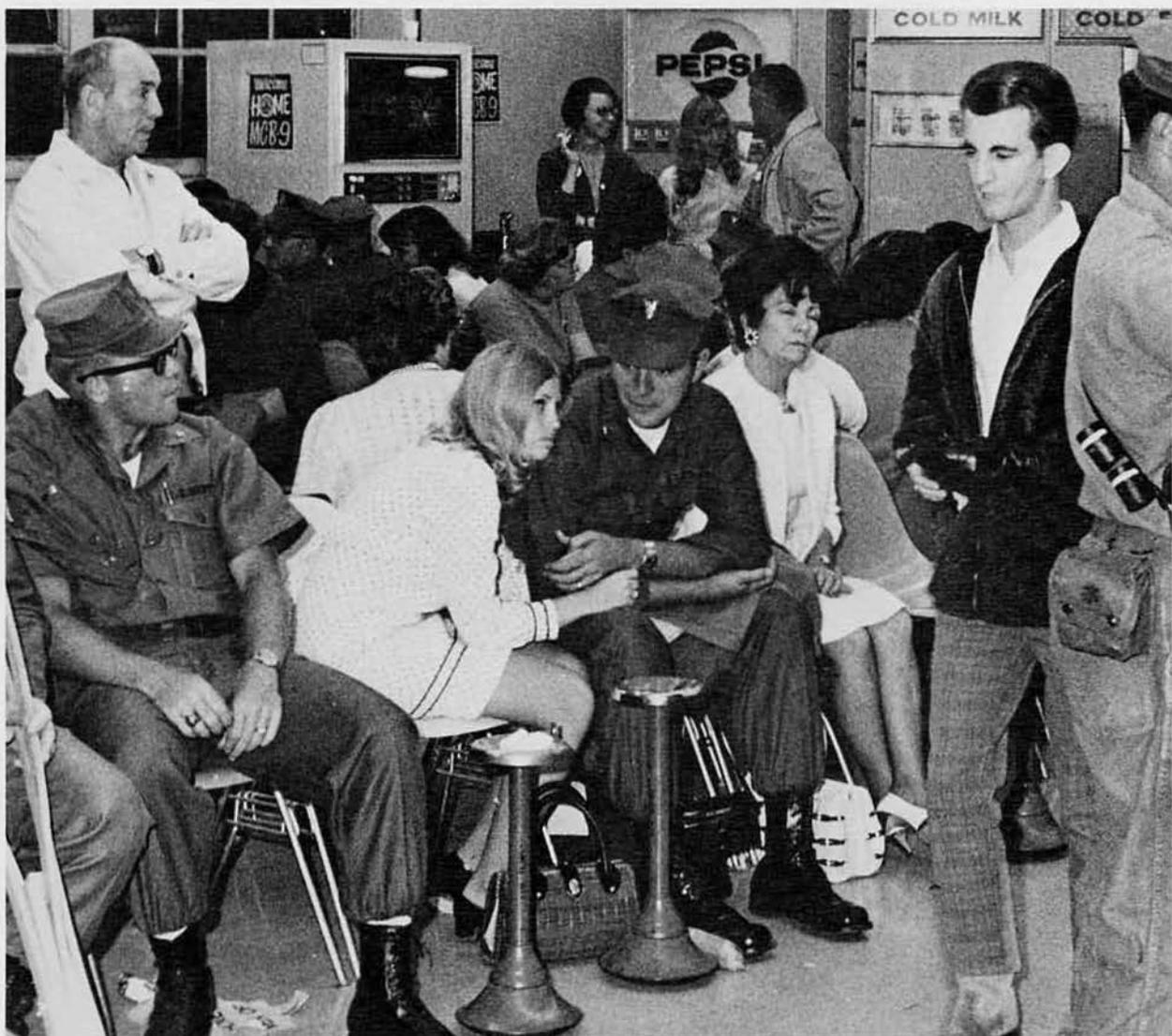
While at Camp Pendleton battalion personnel learn to fire the M-16 in combat situations (upper left) and on the range (lower center) in rounding out their previous experience on the weapon.

The mechanics of the hand grenade and the correct procedures for throwing it (lower left) also enters into the training schedule.

A march through the booby trap course acquaints the Seabees with many of the devices the enemy has been known to use.

And finally another bivouac (upper center) brings the battalion's military training to a close.

In the few remaining days prior to deploying the men and the battalion must take of any last minute details that are necessary. For the next nine months the construction men will be expected to put to use what they have learned during the homeport training periods.



When Training Ends It's Time To Depart

During the last week in June the battalion began their overseas deployment. Family and friends gathered with the Seabees at the Pt. Mugu airport waiting room (lower left). Then with a musical farewell by the CBC band and encouraging by pretty stewardesses (lower center) the men began loading aboard the flight.

Within the week four flights had departed for Vietnam and one for Okinawa. This was to be the fourth consecutive deployment for ELEVEN in Vietnam and its second in the Ryukyuan Islands.

In 1966 the battalion was in Da Nang East for its first deployment to Vietnam. During the deployment at Camp Adenir the battalion built the Monkey Mountain Road, the Tourane Bridge, the main hospital for the area and works for Marines and other units.

In 1967 at Dong Ha, less than 10 miles from the DMZ, NMCB-11 became the northernmost Seabee battalion in Vietnam. The battalion experienced one of the biggest ammunition explosions in history when the base ammunition supply point was hit on September 3.

The Quang Tri deployment in 1968 saw the battalion undertaking a massive project to construct shelter for thousands of Marines and soldiers. Working on seven job sites with every available man 10½ hours daily, the Seabees constructed 2,000 structures in eight weeks.

The history of NMCB-11 dates back to July 1942 when it was commissioned as a wartime battalion. June of 1943 found them at Tuluila, Samoa building airstrips, hospitals and quarters for Marines, and later that year repair and construction of the Pacific Supply Depot at Nouma Harbor, New Caledonia Island.

The following year the men of ELEVEN were at Lombro Point and Los Negros Island repairing seaplanes and building a small craft landing facility. In June 1945 the battalion deployed to Subic Bay, Philippines for construction of an amphibious training center and Marine railway. In December the battalion was deactivated.

On September 14, 1953 NMCB-11 was recommissioned. The battalion saw construction work at Cubi Point, Philippines that year and the next. In 1955 NMCB-11 was at Kodiak, Alaska and later Kwajalein, Marshall Islands. In 1959 the battalion was in Guam.

In the years 1961-1965 the battalion won the Efficiency Award four times, missing it in 1964.



BEES FIND IN VIETNAM



HOME CAMP





Vietnam: A New Nation Faces An Old Problem



In 1954 the tiny country of South Vietnam emerged as one of the free nations of the world. This conclusion to more than 1,000 years of mixed domination by the Chinese and French however, didn't stop conflict within the nation.

In 1959 communist guerrillas infiltrated into the nation and began terrorist raids. Because of the increased terrorist activity the United States pledged support of the independent nation in 1961. This is the situation today.

Looking at the people of this nation gives insight to the more than 2,000 year heritage of Vietnam. The well proportioned but small people are somewhat reserved and polite with great respect for virtue and knowledge. Irreverence for time and taboos on open affection are generally characteristic of the Vietnamese.

The family is the mainstay of Vietnam life. Above all, including a husband, the family is the primary concern in all instances. It would bring dishonor if not observed.

Western influence is reflected in most Vietnamese cities, but in rural areas the thatched roofs, mud walls and dirt floors are reflective of the old way of life.

Market places are present in virtually every Vietnamese village. Here the people gather to gossip and purchase their every need. With fresh fruit, vegetables and more than 300 varieties of fish available the Vietnamese diet is readily sustaining. Tea is the principal beverage with coffee, whiskey, French wines and champagne available in the cities.

Buddhism is the primary religion of Vietnam with Confucianism, Taoism and Christianity represented in sizable proportions.

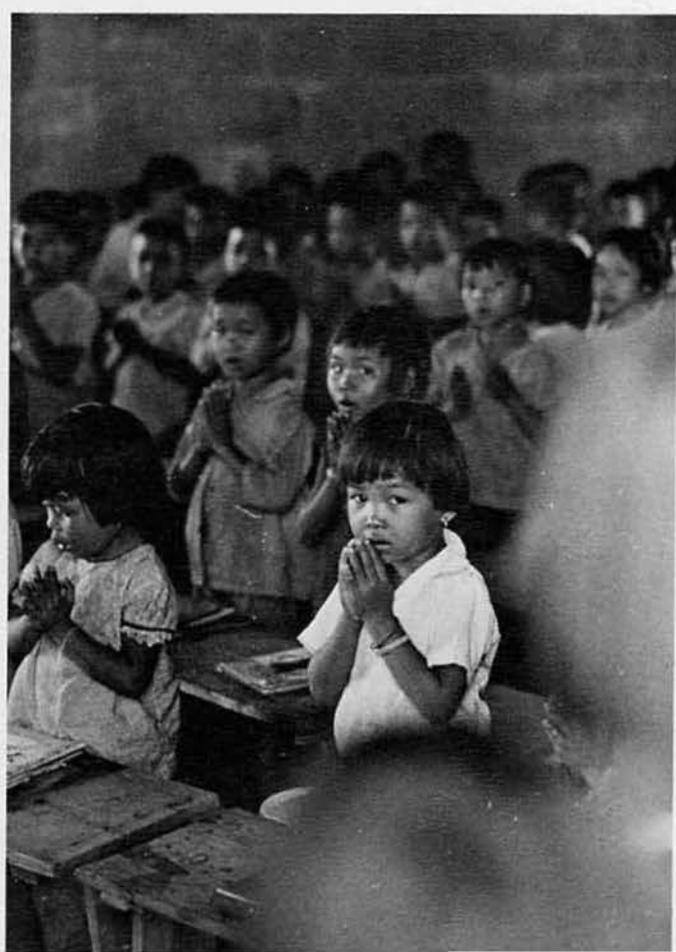
All children are required to take three years of primary education with secondary education and universities for those academically inclined.

Though much of the culture of Vietnam has been lost to the forests and time, the fine wood carvings, metal work and remaining structures reflect the craftsmanship of these unique people.



A Land Reflecting 2,000 Years Of Heritage







Eleven Settles In To Begin A Deployment



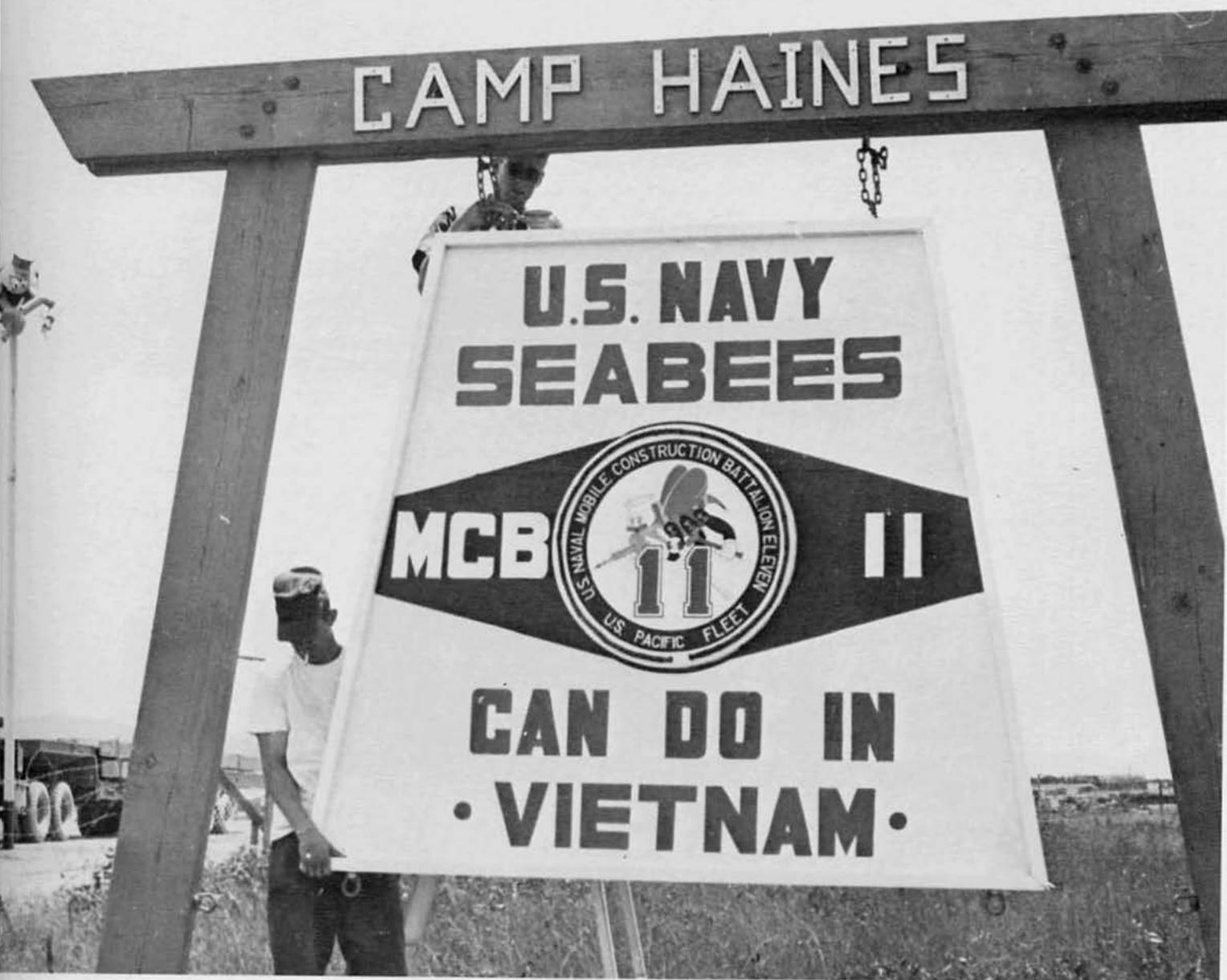
"Welcome to Camp Haines," (below) "We hope your next nine months will be pleasant." This wasn't quite the situation, but at any rate the four Vietnam bound flights eventually landed in Da Nang (upper left), then flew to Phu Bai (center) and finally arrived by manhaul at Camp Haines.

The camp, located at Camp Evans just north of Hue, was an interesting one at first glance. The entire living area was composed of circularly placed huts with showers in the center. Even the administration area was patterned this way. Confusing at first, the Seabees gradually became acquainted with the landmarks to direct their efforts to their huts.

Upon arrival Commanding Officer William K. Hartell accepted the camp from the NMCB-10 commanding officer (lower center) and the flag of NMCB-11 took its place atop the camp (lower left).

On July 28 Commander William K. Hartell, after two years with the battalion, was relieved by Commander Jack L. Godsey (left) in ceremonies within the administration circle.

From now until the end of the deployment the nearly 500 Seabees would put to use what they had learned during their homeport training or previous tours. This was the start, the end was another nine months off.



Commanding

Officer

Mobile

Construction

Battalion

Eleven



This cruise book has special meaning now that we have completed our 1969 deployment. It marks the end of a challenging but, at times, frustrating deployment which found us at locations such as Camp Haines, LZ Nancy, LZ Sally, Song Bo, Phu Loc, Dong Ha, Saigon, Okinawa, Guam, and elsewhere. It marks a deployment in which the Battalion was the largest on active duty, numbering nearly 1100 officers and men. It was a deployment which saw the Battalion split up and spread throughout Vietnam and various islands in the Southwest Pacific. Finally the conclusion of this deployment marks the departure of NMCB ELEVEN from active service.

I am truly proud to have been a part of this unit whose long and brilliant history of service to our country will not be forgotten. To the officers and men who have devoted so much of themselves to make this final deployment a most successful one, I extend my deepest appreciation. We were a "Can Do" outfit and we "Have Done".

A handwritten signature in dark ink, appearing to read "J. Godsey". The signature is fluid and cursive.

JACK L. GODSEY
COMMANDER, CEC, USN
COMMANDING OFFICER



The return of Mobile Construction Battalion Eleven from its fourth Vietnam Deployment gives cause for both happiness and sadness. The return of the command from a long and difficult deployment, to be reunited with friends and family is always a happy occasion. It is a sad occasion to have the Battalion which we have worked so hard for, deactivated. Each man can be justifiably proud of the accomplishments of NMCB ELEVEN and his contributions to these accomplishments. Your service during this deployment, whether it was on Okinawa, Guam, or Vietnam, has been outstanding and instrumental in the Commands ability to complete a difficult task. I wish to express my appreciation to each one of you for the tremendous efforts put forth and wish you success in your future endeavors.

A handwritten signature in cursive script that reads "O. J. Williams".

"O" JAY WILLIAMS
LT. COMMANDER, CEC, USN
EXECUTIVE OFFICER

Executive

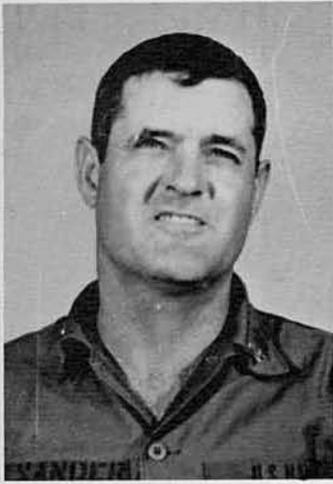
Officer

Mobile

Construction

Battalion

Eleven



EOC B. L. Alexander



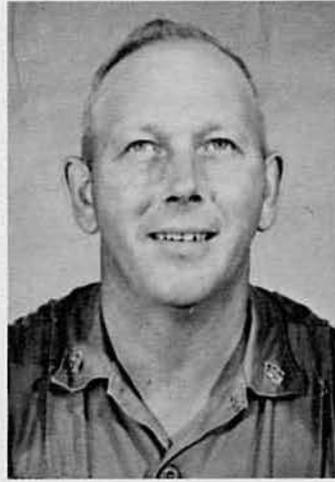
EOC G. Clary



EOC W. L. Collins



CMCS A. Dumas



EOC K. F. Durkee



CMC L. Kleinau



CMC F. Martz



CMC R. Mayer



CMC F. Stevenson

*WHEN THE
LARGEST
COMPANY HAS
A PROJECT
EO'S AND CM'S
ASSURE THAT*

Alpha Keeps Rolling

From the time of their arrival in Vietnam through their departure to homeport the men of Alpha company were tasked with a multitude of independent projects or assisted other companies or battalions to insure maximum productivity.

Upon arrival at Camp Haines crews were sent to Phu Loc, north of Da Nang, to assist in the completion of Route One roadwork in that area. The detachment aided in crusher, drilling and asphalt plant operations as well as, the actual hauling and laying of the crushed rock and asphalt.

During the efforts the detachment rock crusher surpassed its quota of crushed rock for ten consecutive weeks, longer than any previous records for Phu Loc.

The crew returned to the main body in October having completed operations, and assisted the battalion in the completion of major projects in the last month of the Vietnam deployment.

The biggest project for Alpha company personnel throughout the deployment involved the completion of a new road north of Camp Haines to Quang Tri. This joint-battalion effort saw the construction men using the majority of their heavy equipment in the pioneering (above) of the new road and bypass work along with normal earth hauling and moving (left) required.

The new improved route opened in October, however minor improvements and completion work were continued through the end of the deployment.

Through the first ten days of August, Alpha company construction men and their heavy equipment scurried with the rest of the battalion in the construction of a highway bridge south of camp. The bridge, Bridge 15A along Route One, was destroyed by fire.

In a 10-day effort Alpha company vehicles hauled the materials to the site, as they did in almost every battalion site, and used their pile-drivers, cranes and other heavy equipment in the completion of the project in the record time.

On the Song Bo River five miles south of camp, Alpha company personnel were assisting in another battalion project. Using their heavy equipment once again, the construction men assisted other battalion personnel in the reconstruction of a Vietnamese railroad bridge.

For their efforts at the camp site and assisting in the building of a causeway and the raising of a fallen section of the bridge and new spans, the construction men were awarded the Vietnamese medal of honor.

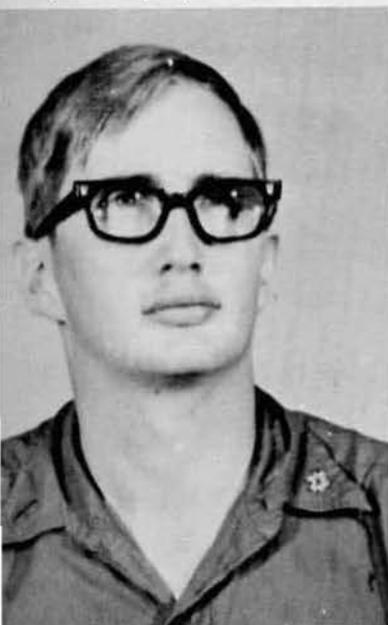
On two other sites north of Hue, Alpha company personnel assisted in the construction of two new timber bridges, links in the Vietnamese transportation system to Hue and south to Da Nang. Their pile-driving and hauling techniques were employed once again on the remote sites.

Within the confines of Camp Haines construction mechanics worked in the sections of the light and heavy shops, sometimes 24-hours a day, to insure that the heavy equipment would be available and running if needed.

By far the largest company, nearly 200 strong, the equipment operators held up their proportion of the work load through the short but productive deployment.



LT R. G. McMANUS
Alpha Company Commander



ENS W. E. REICHMUTH
Assistant Company Commander



ENS J. A. LARSON
OIC Phu Loc Detail





EO3 P. Gonzales steam cleans a piece of Alpha Company heavy equipment.



Abshier



Adams



Ancheta



Ansell, J.



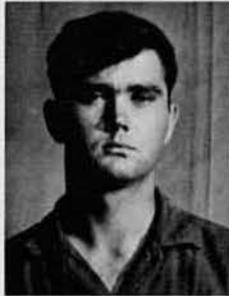
Ansell, L.



Arnold



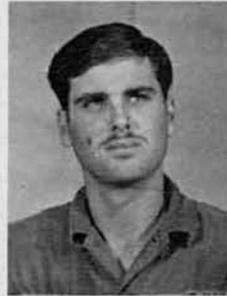
Atkinson



Babcock



Balzer



Barnette



Baumgart



Baut



Bell



Benge



Bennett



Benson



Berg



Bollweg



Boring



Bouck



Bradley



Breen



Broady



Buikema



Burlingame



Burr



Campbell



Campos



Castillo



Chee



Clarin



Clark



Clickner



Cloyd



Coates



Collins



Fill dirt is loaded on an Athey Wagon as work on the My Chan by-pass road progresses.



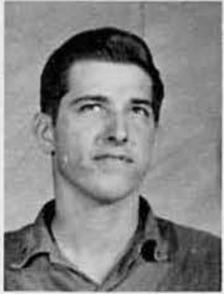
Cook



Cooper



Cusimano



Dady



Davis, J.



Davis, J.



Davis, M.



Dawkins



Decker



DeLucas



Denning



Dunford



Dunsdon



Dupree



Durkee



Eastin



Eby



Echelbarger





Edward



Ehrheart



Elam



Eller



Elliott



Eslinger



Faust



Fay



Fisher



Fitzsimmons



Fraley



Francisco



Frisone



Furmon



Galiney



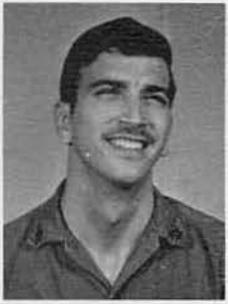
Garcia



Gardner, C.



Gardner, D.



Gentilcore



Geisert



Glover



Graves



Gray



Graybeale



Griffin



Grose



Gustaeson



Hansen



Haralson



Harman



Harris



Harvey



Hedge



Helmstetter



Hofferi



Hudson





Hutchinson



Jacobs, F.



Jacobs, J.



Jansen



Jaynes



Johnson, C.



Johnson, C.



Jorgensen



Judge



Kaley



Kastens



Ketchum



Kitelinger



Koura



Kreth



Krouse



Lautenbach



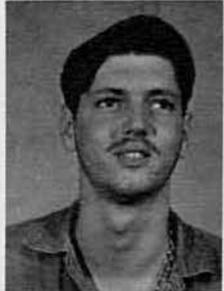
Lawter



Leonard



Lewis



Liber



Like



Maddox, L.



Maddox, R.



MacLeod



Martin



May



McDonald



McKenney



McKinley



McMillian



Meigs



Meyer



Moody



Moore



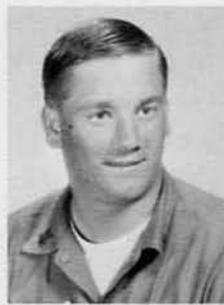
Mora



Morelock



Morgan



Mursh



Neadow



Nelson, D.



Nelson, F.



Nesline



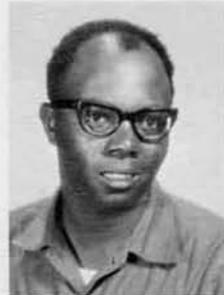
Newcomb



Nichols



Norby



Odom



Pacheco



Pederson



Peloso



Peterman



Petro



Pflaum



Phillips



Pine



Pivik



Plowman



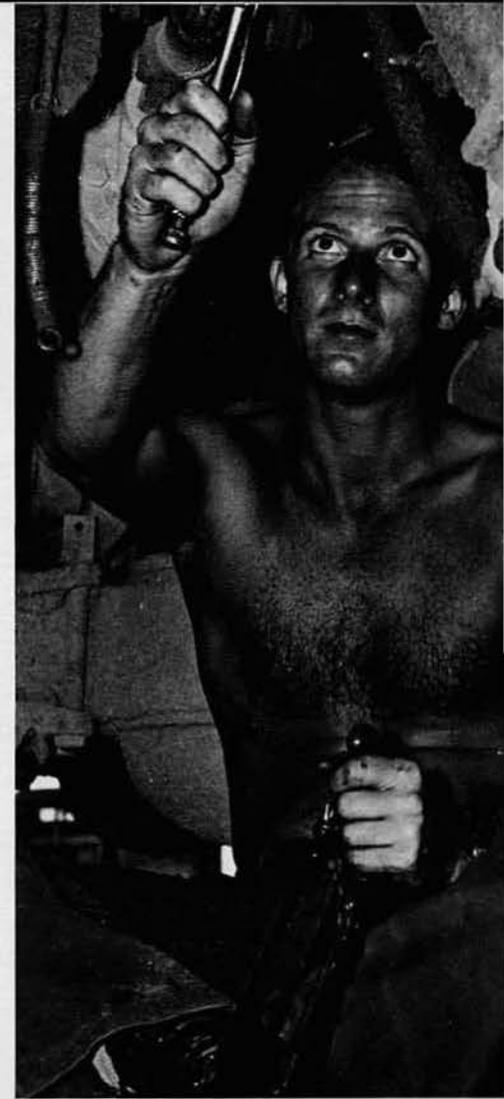
Poillon



Poissant



Polden





Pool



Poore



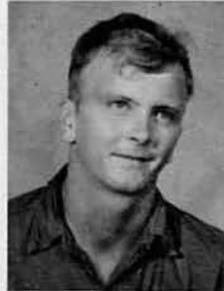
Poss



Preston



Rabish



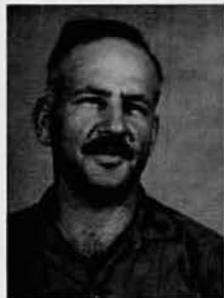
Renner



Richard



Ross



Rossi



Rowe



Sager



Schroeder



Schultz



Scott



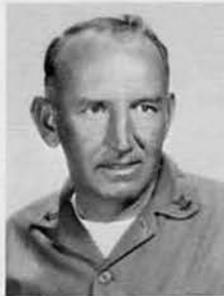
Sharpe



Shay



Shelby



Shelton



Shreffler



Smith, C.



Smith, D.



Sparr



Sprague



Spratlen



Stall



Stephan



Strunk



Swiney



Swan



Tellez



Tingle



Tubby



Tullock



Turnbull



Turner, A.



Turner, D.



Turner, G.



Turnwall



Uptain



Urbiha



Van Tassel



Vasquez



CM's worked on the mechanical aspect of Alpha Company.



Veal



Vermillion



Voigt



Waddingham



Wade



Wallace, D.



Wallace, M.



Ward



Watson



Weiler



Welch



Westmoreland



Wilhams



Williams



Woodard



Wilson



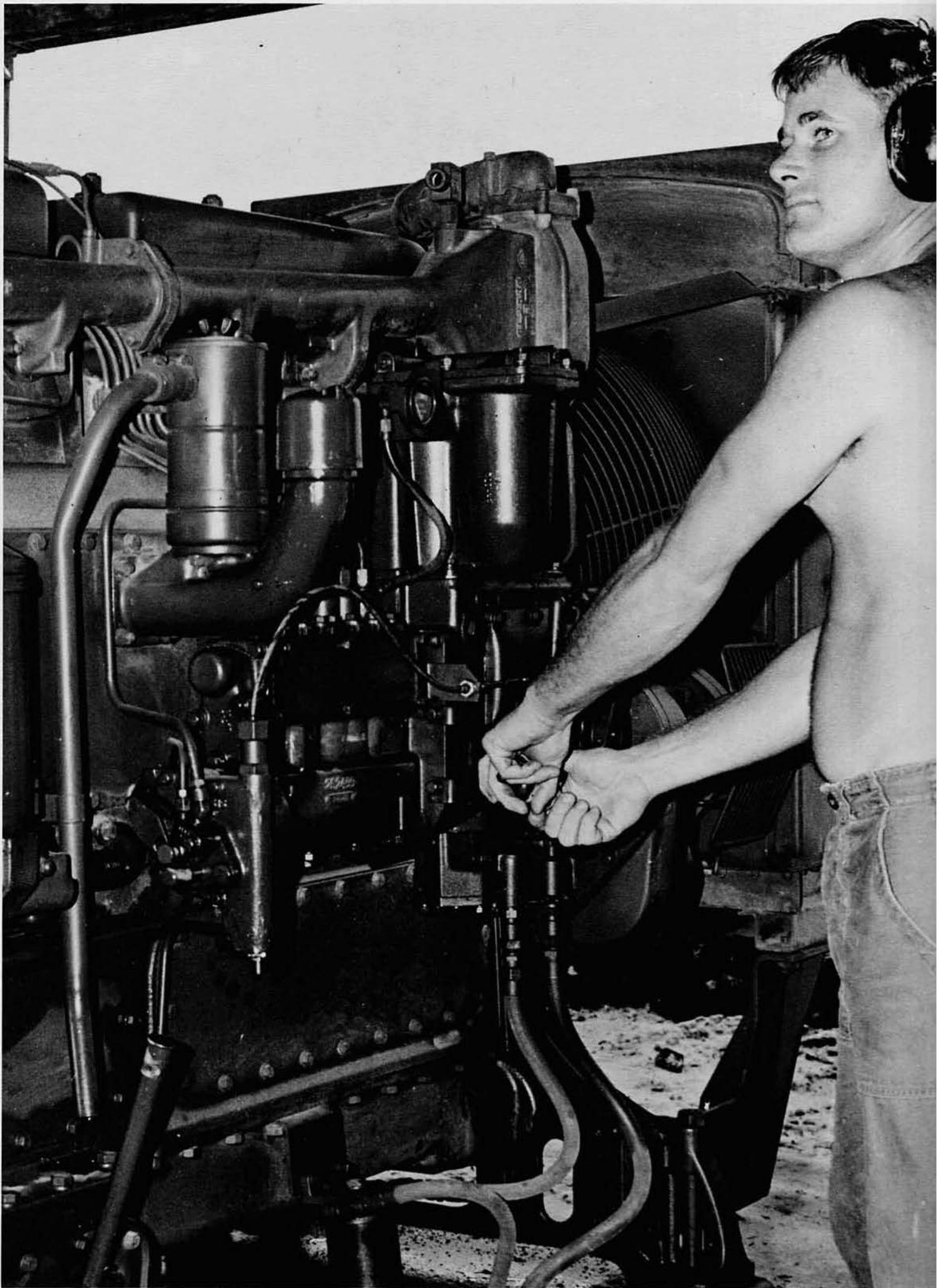
Winkler



Wood



Alpha's dispatcher insured that each job was provided equipment.



For Bravo, A Little Means A Lot



UTCS D. M. FAIN
Bravo Company Commander



UTC C. M. BLAIR
Assistant

Being the smallest company had certain disadvantages along the manpower scale, but obstacles can be overcome and seemingly were throughout the deployment by Bravo company.

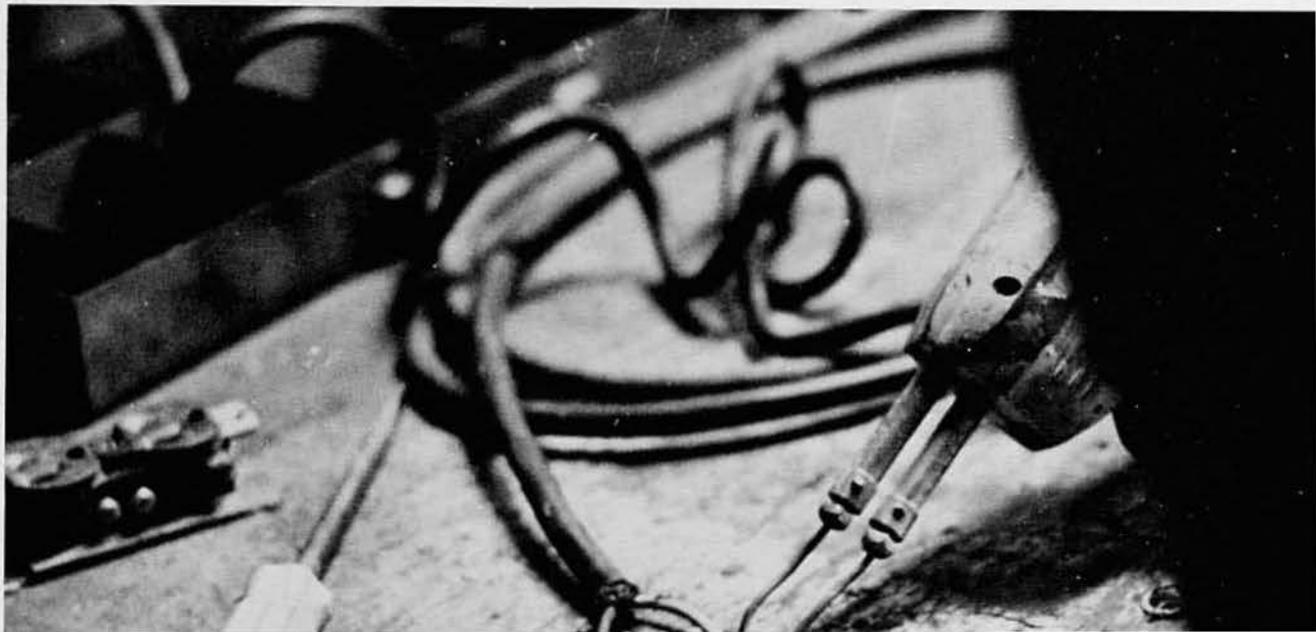
Though small in number they managed to stretch their availability to fill positions in the generator works (left), the water plant and pipeline system, the refrigeration and electrical shops (right) and even to building, cement work (below) and civic action projects.

Throughout the deployment the main pipeline supplying water to the camp had to be repaired. It seemed it was always springing a leak somewhere and a Bravo company crew was kept busy repairing it.

Water fluctuation in a nearby river, the battalion's water source, ran the risk of leaving the battalion without water by submerging the stationary pump system or leaving it stranded above water level. An ingenious Bravo crew came up with the solution — a floating pump.

By placing the pump on a specially constructed pontoon float the pump rose and fell with the fluctuating current and assured a constant water supply for the battalion and other units on the base.

Within the camp and on various sites Bravo company electricians and utilitiesmen assured the conveniences of light and water to all units affected. Thus it was with all the Bravo crews — small in size, but not in feats.





Baker



Bebber



Bennett



Bigenho



Bliss



Boerst



Brown



Brunkow



Childs



Clark



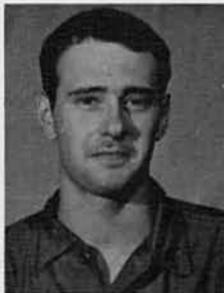
Collins



Cordts



Derrick



Essigmann



Estell



Flowers



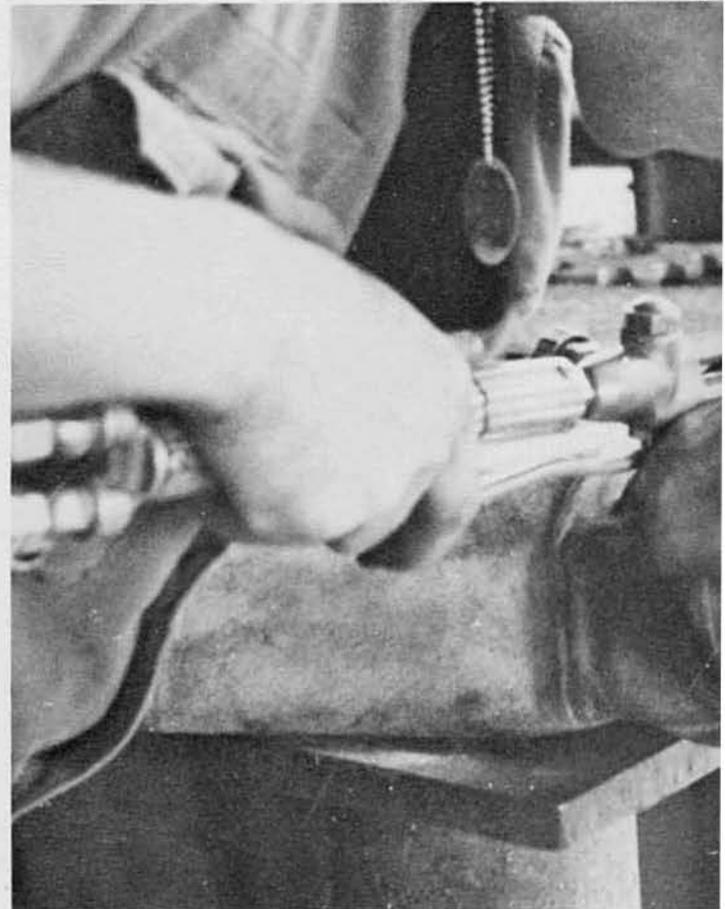
Flunker



Gardner



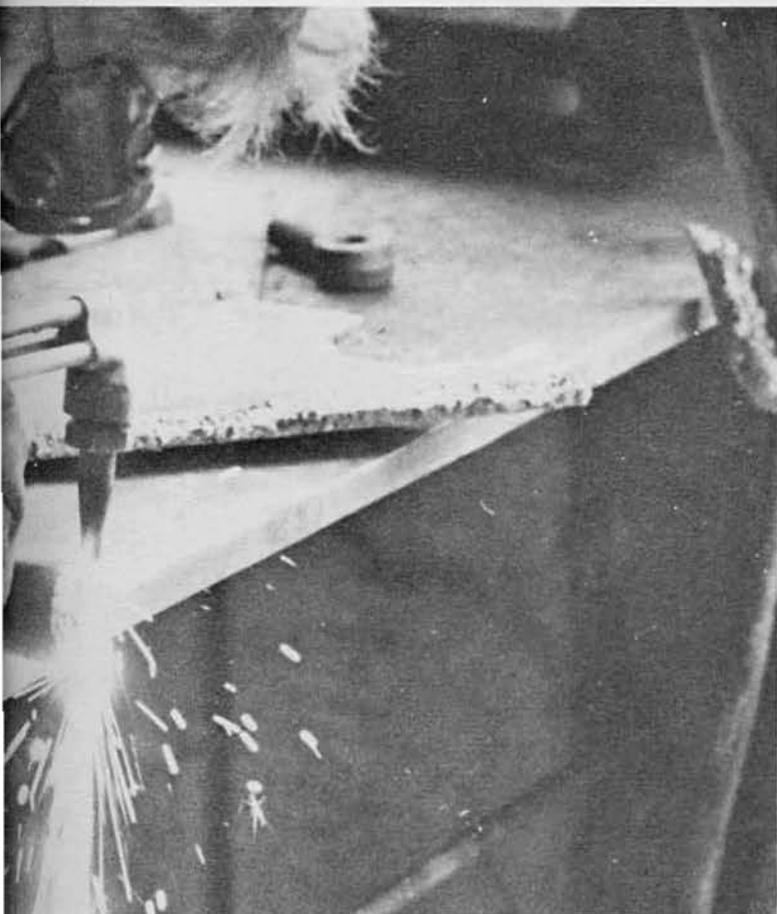
Bravo men tackle a job which usually fall to Charlie Company, laying



Fabrication is often the scene at Bravo's shop area where many par



a cement pad.



hand crafted.



Gosch



Greeno



Gunn



Hall



Hindbaugh



Hall



Holland



Howard



Huffman



Ivers



Jauregui



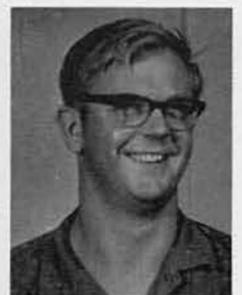
Kyle



Kristofferson



Lascko



Lindon



Lundy



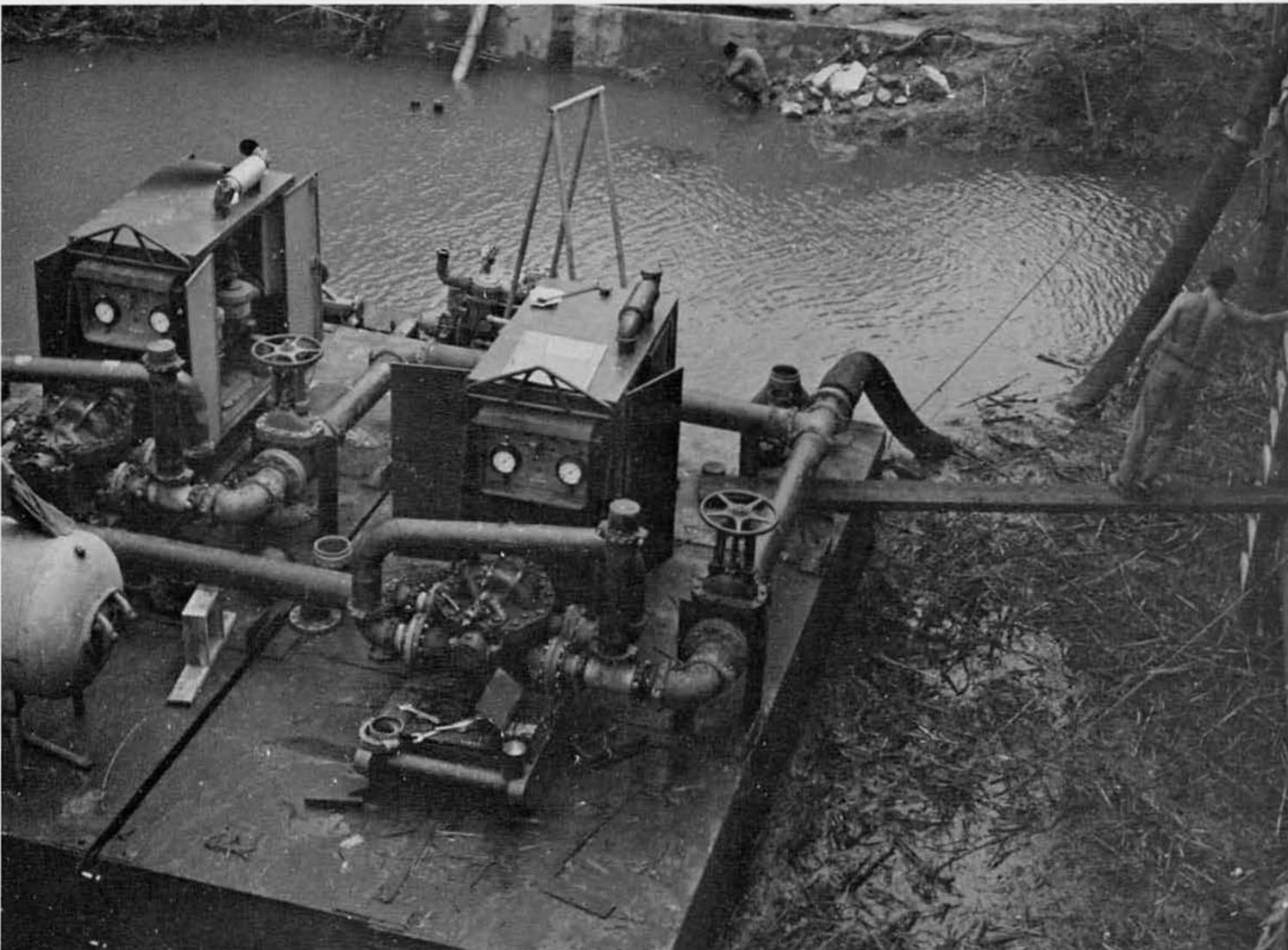
McFarland



McGrew



A floating dock was designed, enabling a pump station to rise and fall with the water.





Minard



Moyer



Nielson



Penner



Petersen



Ramociotti



Richter



Rupp



Schankin



Schellhamer



Smith, G.



Smith, V.



Stier



Sturdevant



Summers



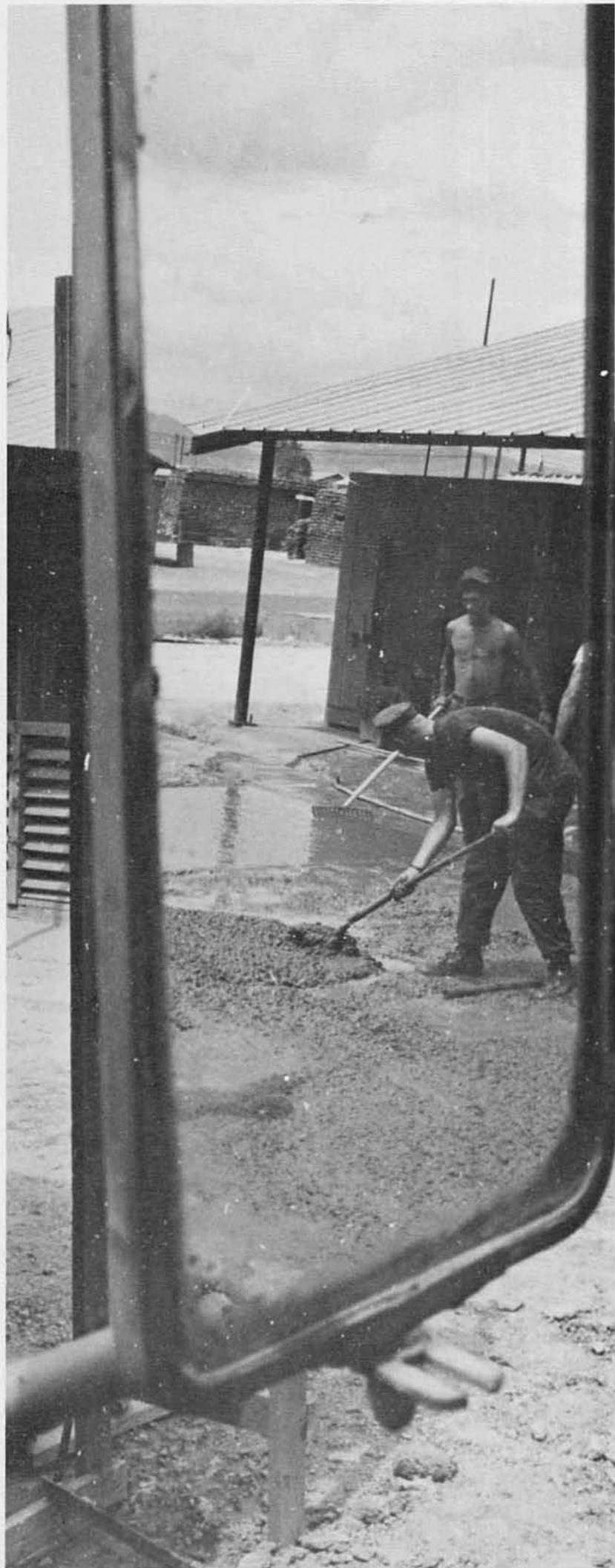
Thiele



Wenzel

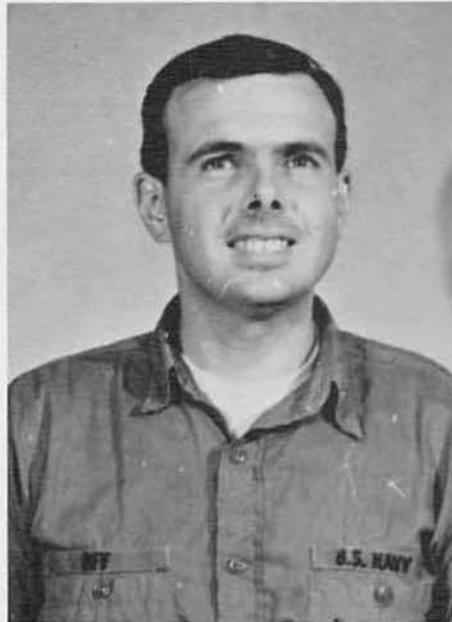


Whitsel





SENDING
 DETAILS TO
 SONG BO
 AND OTHER
 CONSTRUCTION
 SITES



LT L. S. OFF
 Delta Company Commander



BUC J. PERRY
 Assistant Company Commander

Delta Was Diversified, And Productive

Sending details to obscure places was the story of Delta company during the Vietnam deployment at Camp Haines. Theirs was also a story of bridges and because of their small size a story of much activity.

Beginning with their arrival in July a detail was sent to Song Bo to reconstruct a destroyed railroad bridge. Shortly thereafter another detail was sent to Saigon to work on Marine artillery sites. Finally the end of the month found them constructing another bridge along Route One south of camp.

At Song Bo the work carried on until October when a final section was raised from the water and new center spans placed. Serious flooding hampered the construction several times during the last weeks, at one time covering the entire camp site.

In mid-July a Delta company 13-man detail began work on three artillery sites in the Rung Sat Specialty Zone south of Saigon. Water travel was the mode of transportation for the group as they built platforms, perimeters and housing on the artillery sites. The detail returned from their three work sites in August.

When Bridge 15A, five miles south of camp, was destroyed by fire on July 31 a team from Delta company joined forces with another Seabee battalion's team to return the transportation quickly. Working around the clock, the new structure was completed in 10 days and open to traffic.

Two other bridges were completed by Delta company teams during the deployment. These timber secondary bridges north of Hue aided in Vietnamese transportation to Hue and south to Da Nang.

On other fronts Delta company workers constructed towers, laid matting for the airport runway and completed many smaller jobs within the camp and for units in the area. The steelworkers and builders in Delta company were rarely seen around the camp as one crew leader mentioned, but they were every place the action was and proved their worth.



BUC A. F. Baker



SWC M. O. Sunken



Baker, C.



Baker, J.



Begay



Berg, A.



Berg, R.



Beryard



Bower



Bregenzer



Brown



Burkhart, B.



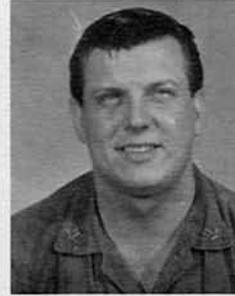
Burkhart, D.



Busta



Claffey



Compton



Connolly



Culliton



Cunningham



Dahl



Davis



DeBusscher



DeJong



Denney



Doria



Edgell



Ero



Fernandez



Fleming



Working night and day Delta Company completed repairs on a runway in two short days.



Fortenberry



Fosmo



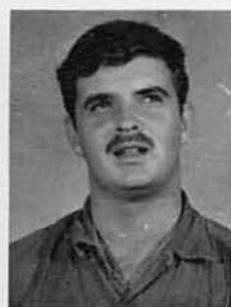
Gamache



Gottshall



Gottis



Hahn, L.



Hahn, J.



Harper



Haukap



Heil



Herman



Hogan



Hollister



Hood



Hunter



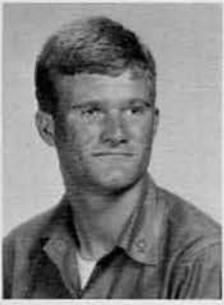
Judge



Klinge



LaFlamme



Langrehr



Leja



Magnus



Mann



Matzke



Maybee



Mazeralle



McBride



Menz



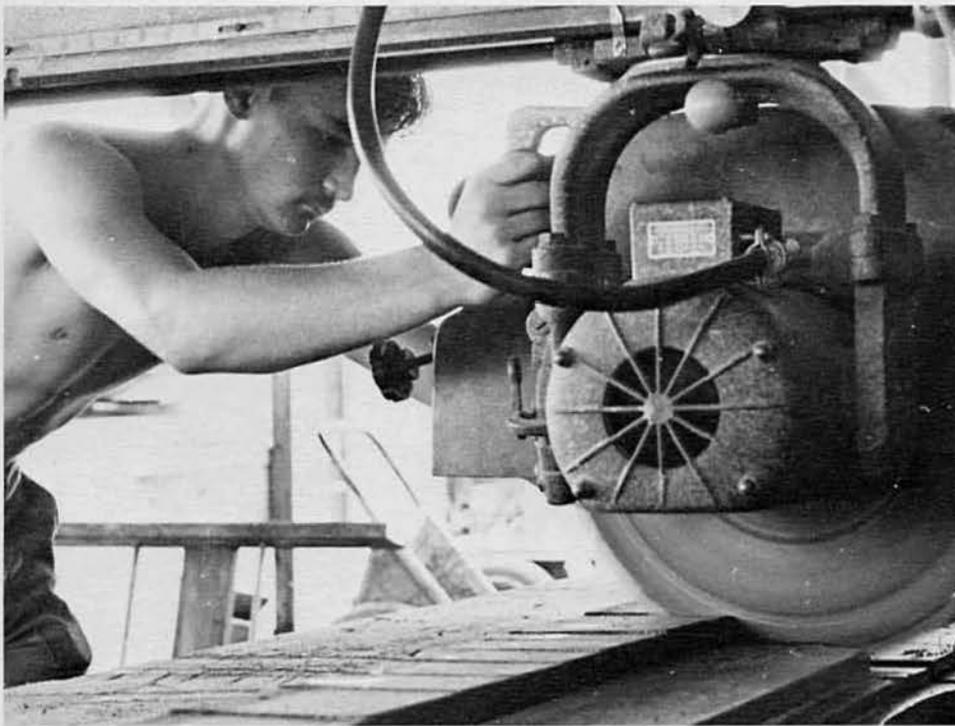
Noble



Peters



Propp



Shop work backed up crews in the field.



Bridge work dominated most of Delta Company's projects.



Richmond



Ruger



Saddler



Scott, D.



Scott, K.



Simmons



Spicka



Springstead



Stone



Street



Strickland



Taylor



Thatcher



Thorton



Volovski



Washburn



Williams



Wisswell



Young



Zanco

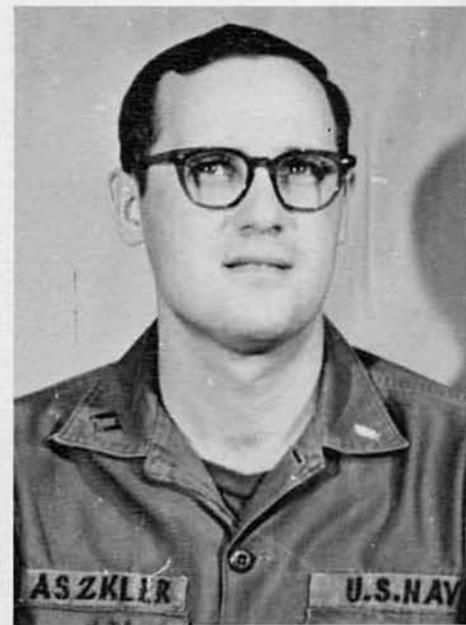




LCDR J. C. GOODMAN
Supply Officer



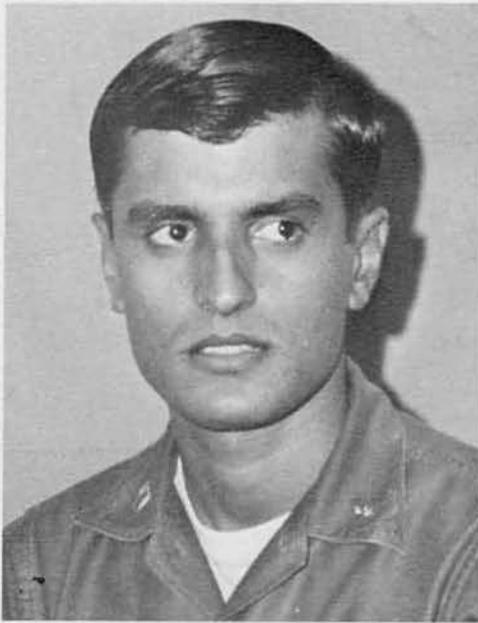
LCDR M. L. ODOM
Operations Officer



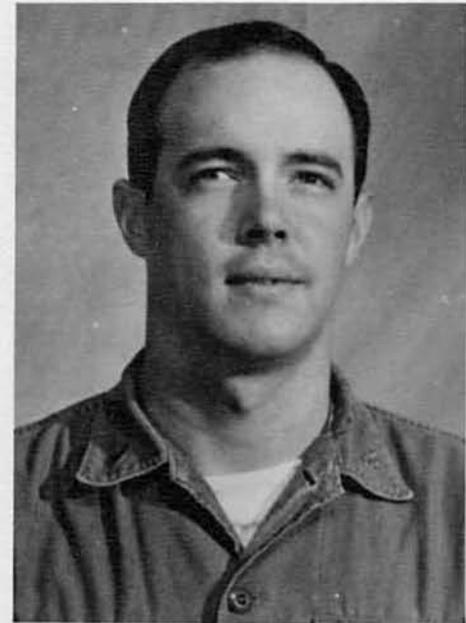
LT S. E. ASZKLER
Dental Officer



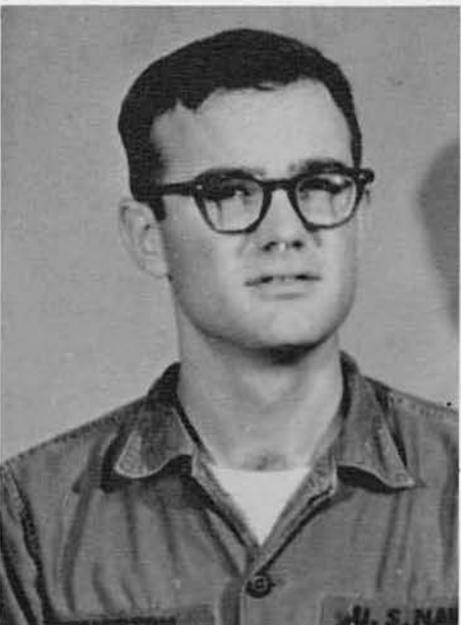
LT O. G. HERRELL
Operations Officer



LT J. S. POULOS
Medical Officer



LTJG D. L. BAUMGARTNER
Training Officer



LTJG W. A. CRANSTON
Administrative Officer

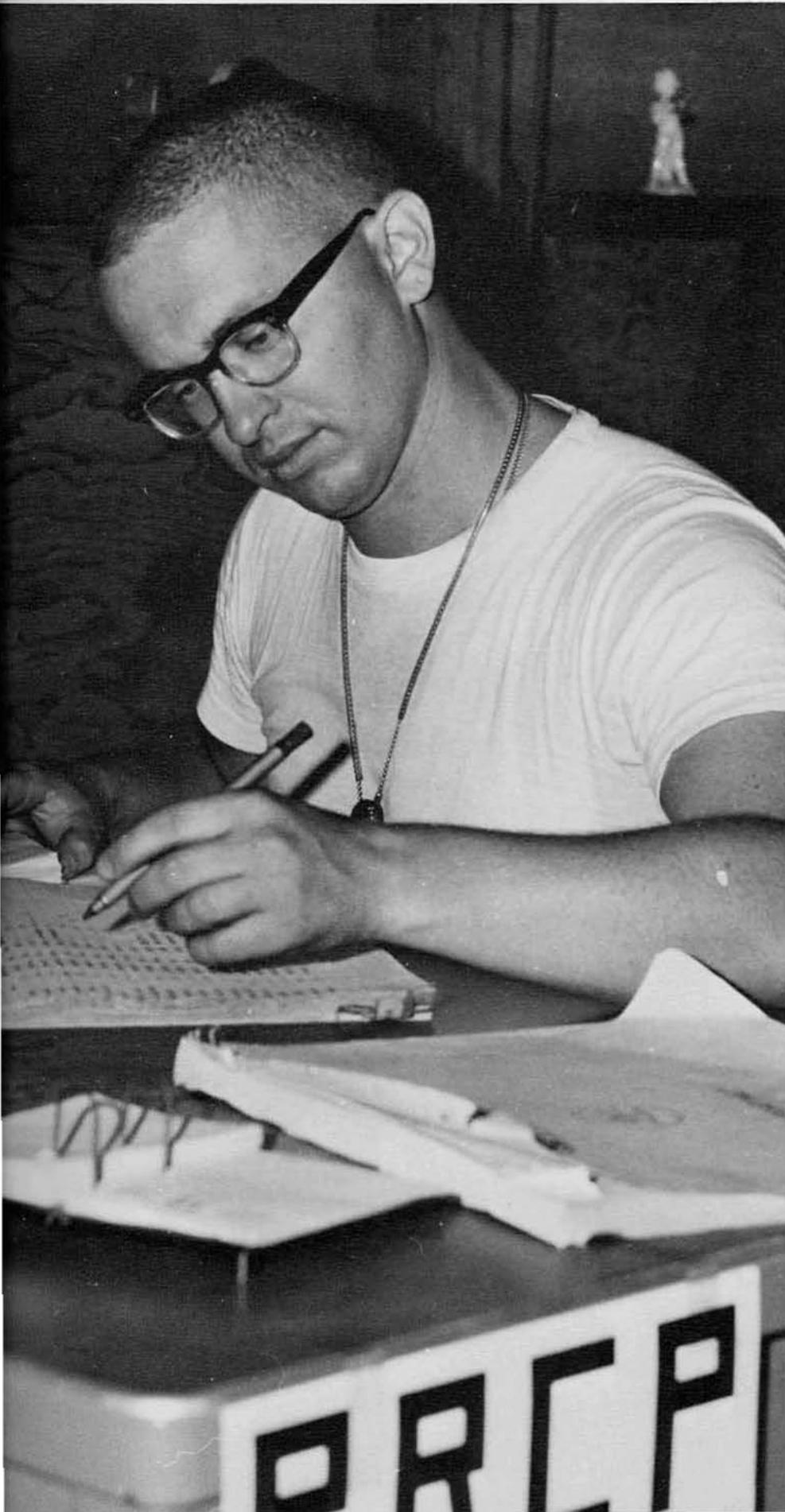


LTJG J. W. GROVE
Chaplain

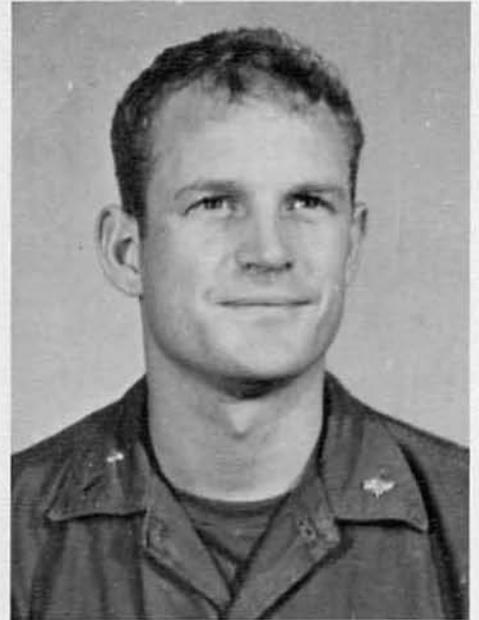


LTJG D. J. HUBERTY
Assistant Operations Officer

It Isn't All Paperwork For Headquarters, "The Men Behind The Men On The Job Sites"



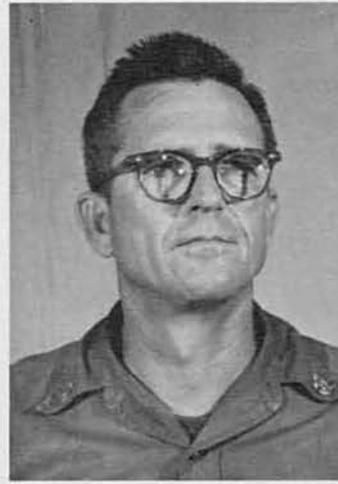
ENS D. L. HOBBS
Engineering Officer



ENS E. S. UNDERWOOD
Disbursing Officer



SKCS J. L. Byrd



CSC H. A. Criddle



GYSGT A. S. Cuellar



HMC C. W. Gordon

*A MIXTURE
OF FLEET
AND SEABEE
WORKERS
COMPOSE*



YNC R. C. Ocampo



CEC W. H. Offerall



CUCM E. B. Smith

Headquarters Co.

Take a few Seabees (engineering aids and other construction rates), add a few personnelmen and yeomen, mix thoroughly with disbursing clerks, storekeepers and ships servicemen, add a pinch of commissarymen and miscellaneous fleet rates and you have a heterogeneous mixture known for record purposes as Headquarters company.

Almost everything that isn't classified as actual construction work within the battalion is handled by these personnel. Although Headquarters company is generally associated with paperwork alone, it's a misconception. The personnelmen and yeomen along with the disbursing clerks deal for the most part with the paperwork. This leaves perhaps 1/2 of Headquarters company concerned with other affairs.

Engineering aids compose a major part of the company and may be found working on the various job sites or drawing plans for sites.

Commissarymen and their staff prepare the battalion's food supply.

Corpsmen and the battalion Medical officer assure that the men are in good health and able to perform their tasks.

Storekeepers keep the men clothed and handle all equipment or materials that will be needed by the battalion to perform its construction projects successfully.

Add to these the miscellaneous tasks of battalion barber, special services and miscellaneous positions within the battalion and the large scope encompassed by Headquarters company becomes apparent.

Headquarters company, the men behind the men on the job sites, proved throughout the deployment that they were an intricate and vital part of the battalion.



CEC R. H. Smith



EAC T. M. Williams





Ausland



Bombalier



Brooks



Brogan



Broadway



Brown, G.



Supply Department provided many necessary materials.



Brown, J.



Burns



Bush



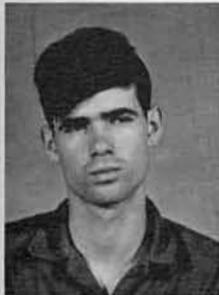
Carlson



Celestino



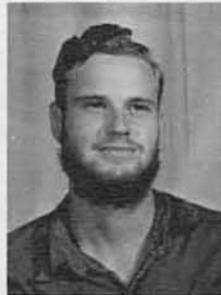
Compton



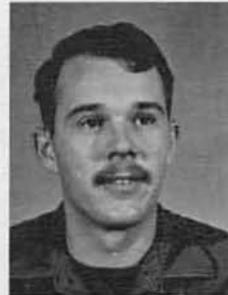
Cooper



Cullen



Demry



Derrick



Dettmann



Diorio



Diramos



Dominguez



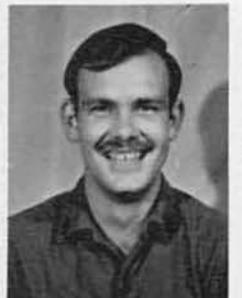
Dominy



Easler



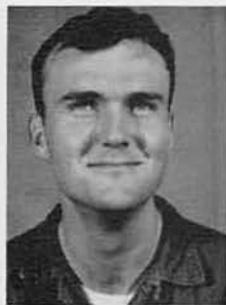
Flores



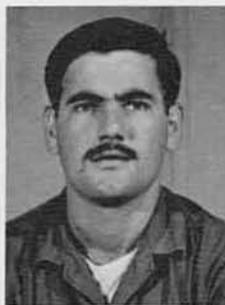
Garrison



Gordon



Grey



Haik



Hecklsmiller



Hogue



Holsopple



Hornsby



Hostetler



Huszarski



Inmon



Jensen



Johnson, D.



Johnson, R.



Johnson, S.



Kammerer



Kirby



Koehnen



Koester



Lang



Lozano



Lucas



Metcalf



Miana



Montefalcon



Mowczko



Myers



Parks



Mortar crews meant maximum security for the camp.



LT S. Aszkler, battalion dentist.



Pruitt



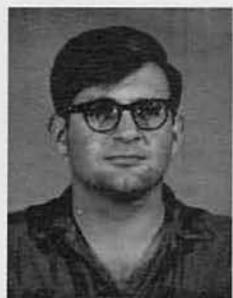
Porch



Porreca



Reibly



Reo



Revell



Rogge



Rulli



Sackreiter



Sammarco



Sanders



Shirer



ust a light trim.



Smith



Stewart



Thomas



Tinker



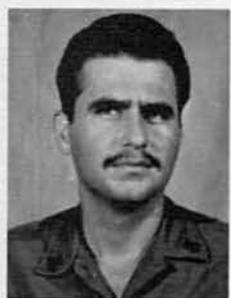
Tucker



Tyree



Vreatt



West



Wilkinson



Williamson



Wilson



Young

Eleven Rebuilds A Destroyed Bridge

A 30-man detail from MCB-11 helped the Vietnamese to restore their railway system by rebuilding a French railroad bridge spanning the Song Bo River. The bridge had been blown up by the Viet Cong.

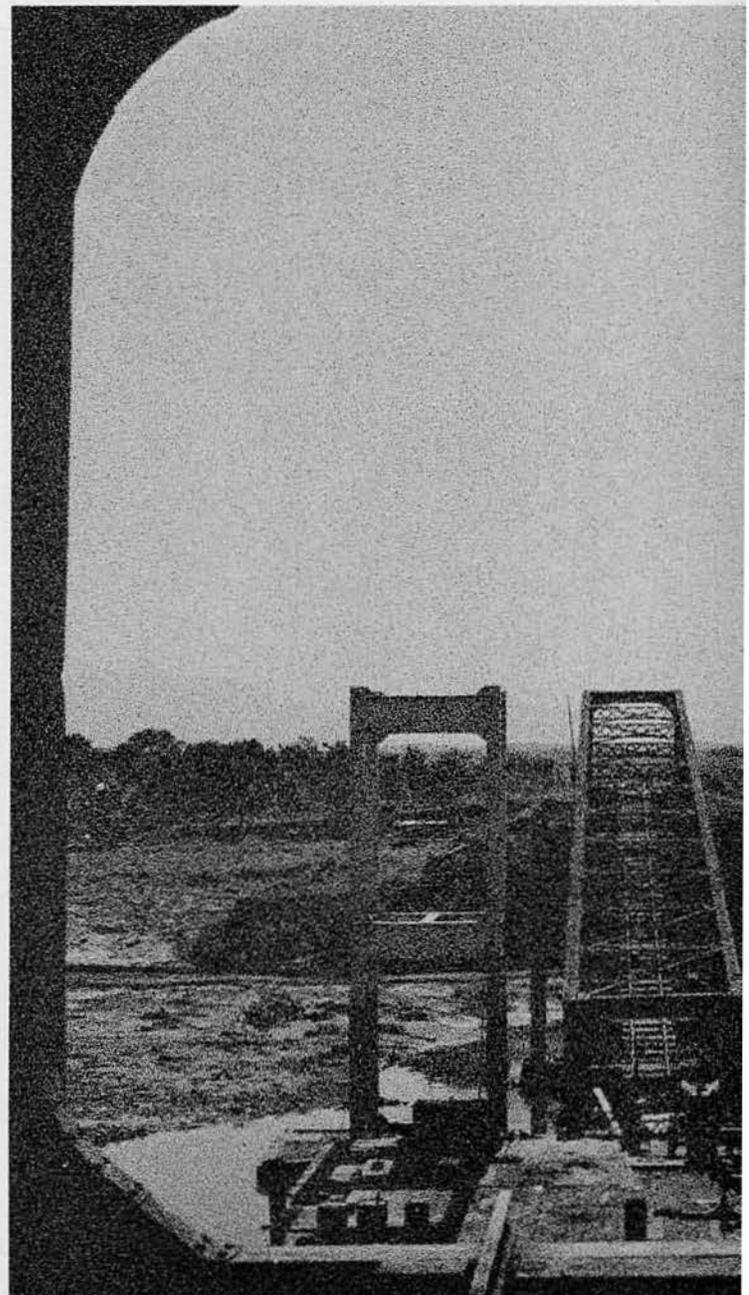
The bridge built by the French in 1906-7 and later destroyed by the enemy served as part of the railroad system which once ran the length of Vietnam.

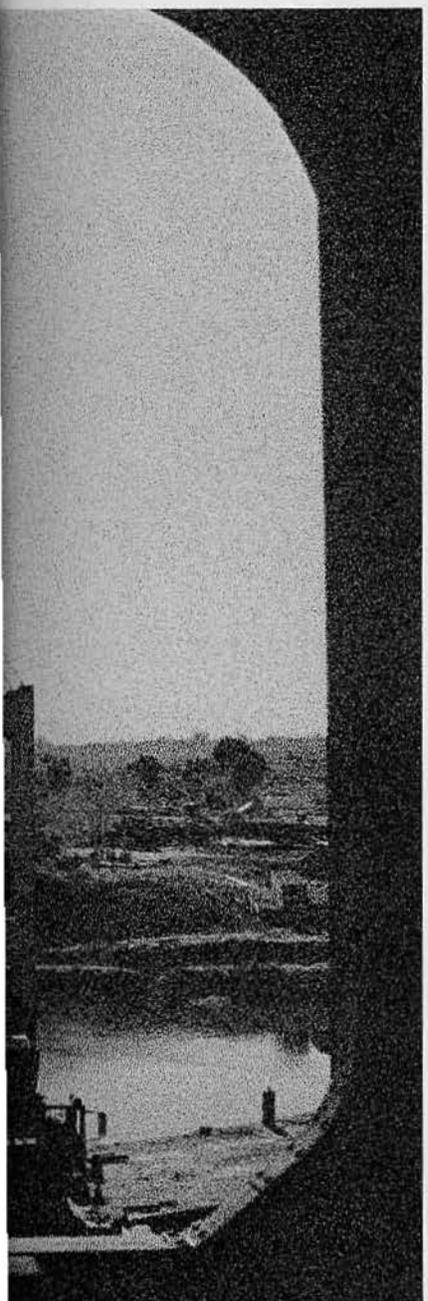
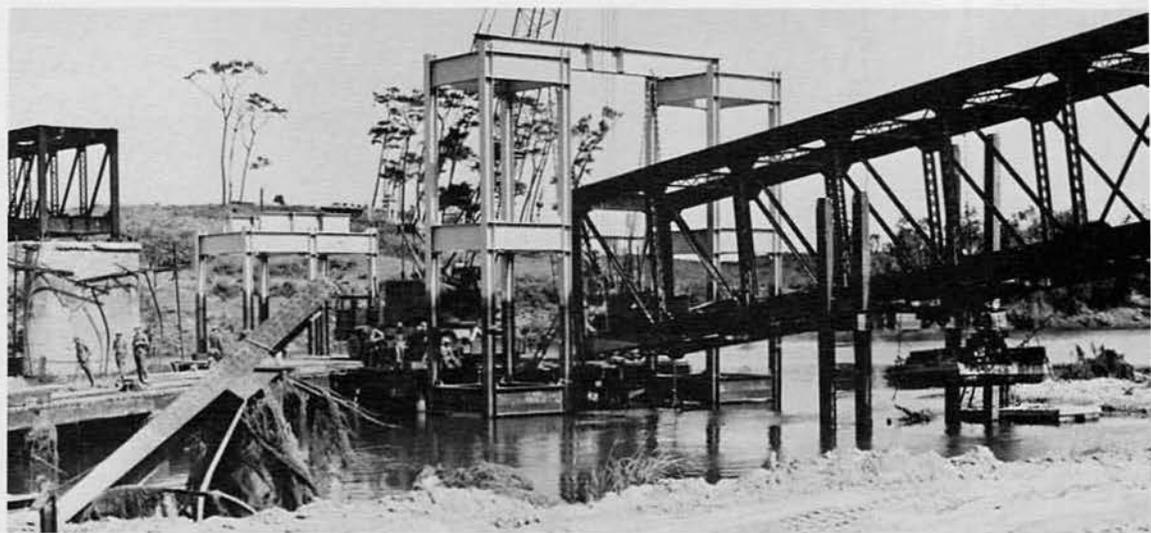
Repair work on the bridge began July 5 with 32 Steel Workers, Equipment Operators and assorted constructionmen working 12 hours daily under the direction of SWC Maynard O. Sunken. The repair project included the clearing of one demolished span, the raising of one span and the prefabbing of two new spans to replace the demolished section. The ruined section was removed by an Army Flying Crane Helicopter.

Headed by Lt. L. S. Off and Chief Sunken the Detail provided its own security when the project was first undertaken in early July. The Seabees, who worked during the day and stood bunker watches at night, withstood incoming mortars and repulsed enemy attacks to earn for themselves the Naval Combat Action Ribbon.

While erecting the towers, the Detail was called upon to weather heavy monsoon rains which raised the Song Bo to a crest 17 feet above normal water level and caused the water to flow waist-deep over the causeway.

In the final phase of the project, the Seabees kept ahead of the Vietnamese railroad crew which was repairing the tracks. Song Bo was a tough job well done.







Phu Loc's Bonnie And Clyde Were Renowned For Roadwork

Bonnie and Clyde, "the crushers", made their way into Vietnam history this year. Their escapades were notorious along Route One north of Da Nang; only highway robbery wasn't the couples notoriety, it was just the opposite.

"The crushers" were exactly what the name implied, rock crushers. Clyde was a 200-ton primary rock crusher and secondary combination which was operated almost entirely by ELEVEN's personnel at Phu Loc. Bonnie was a similar set-up operated partially by battalion personnel. Both produced rock for use in roadwork on Route One.

Clyde surpassed his quota of crushed rock for ten consecutive weeks, longer than any previous records. Quotas of 7,500 tons a week were being produced in the latter days of operation.

But Bonnie and Clyde were only one part of the project at Phu Loc and on Route One. ELEVEN's 135 men along with Seabees from other battalions were involved in drilling, blasting, rock crushing and asphalt operations at Phu Loc.

The project was begun by the battalion with its arrival in July. Operations were headed by Ensign John A. Larson and EOC Gerald E. Clary. The project was completed in October with the closing of the roadwork project on Route One in that area.







CAMP HAINES, RVN



A Joint Effort Is A Ten Day Bridge

Seabees from Mobile Construction Battalions Eleven and One completed a 240-foot timber bridge near Camp Haynes, RVN, replacing one destroyed by the enemy ten days earlier.

Bridge 15A, known locally as the Bau Phu Bridge, was located five miles south of Camp Haines. It was burned early on the morning of July 31. The bridge was an important part of the Route One road system which carries all the north-south surface traffic north of Danang.

Before the smoke had cleared, Seabees from MCB-11 were on the site preparing a bypass and planning a replacement structure.

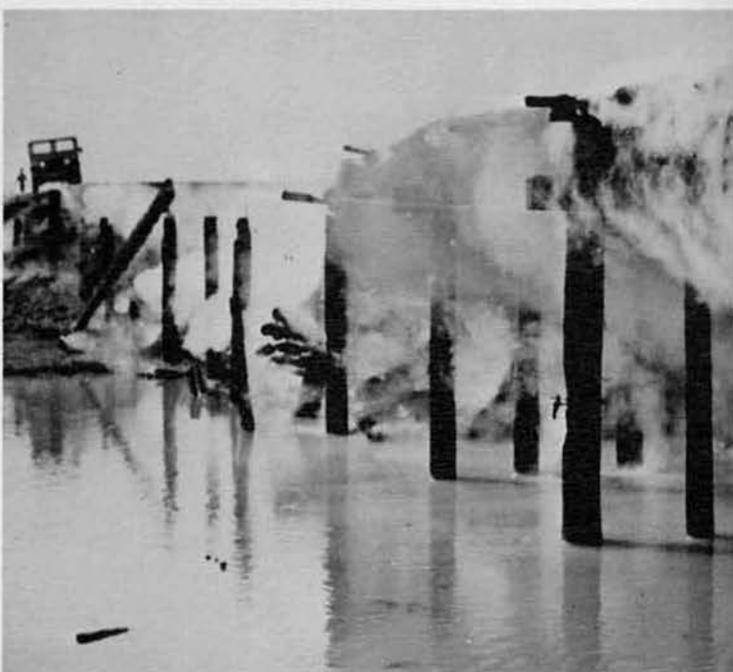
By noon, the rebuilding project was jointly assigned to NMCB's Eleven and One. That afternoon, personnel and equipment were assigned and preparations made to rebuild the structure as quickly as possible. At 1:30 p.m. the following day the first pile was started.

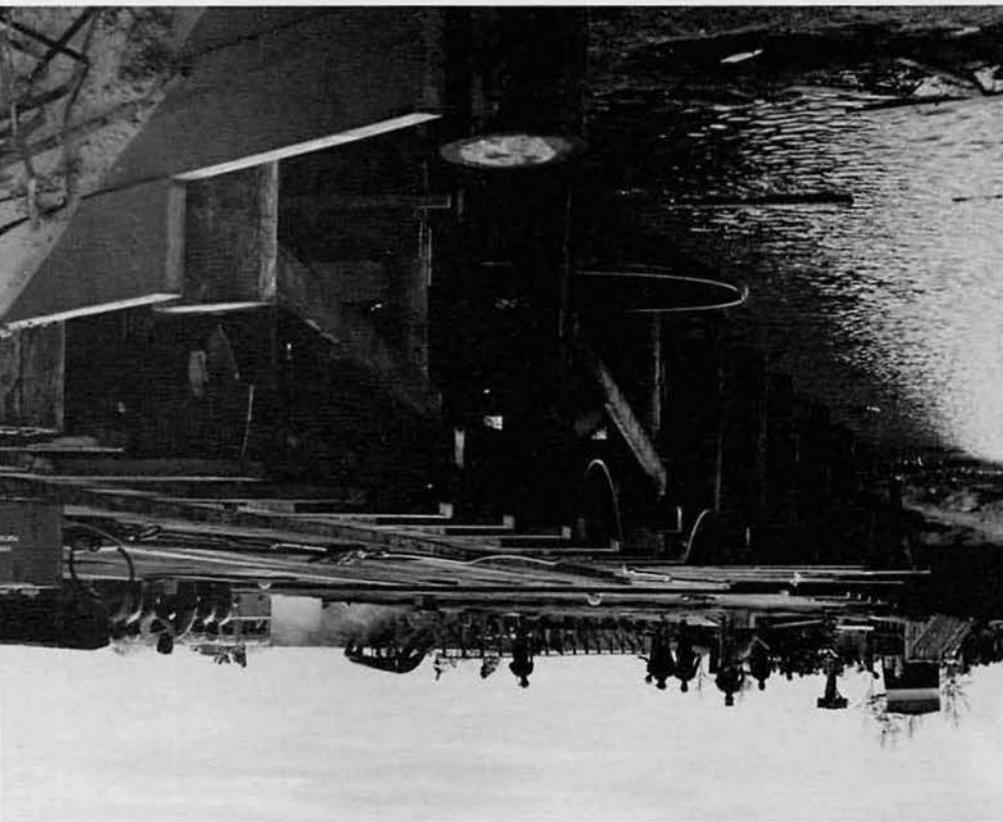
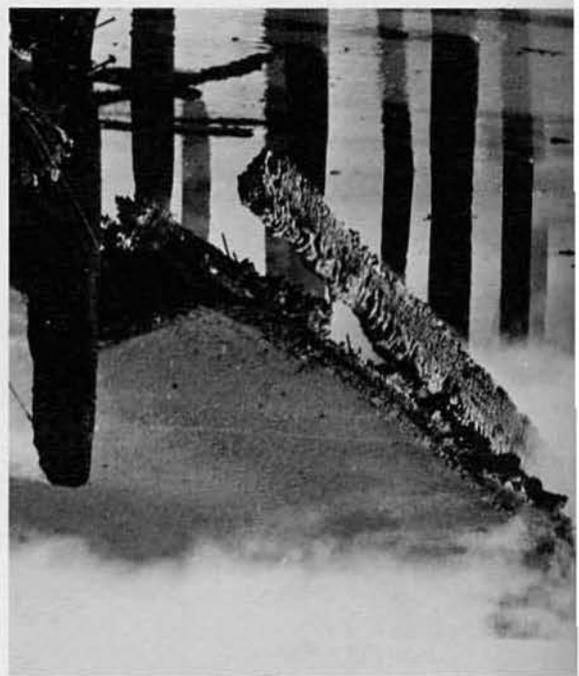
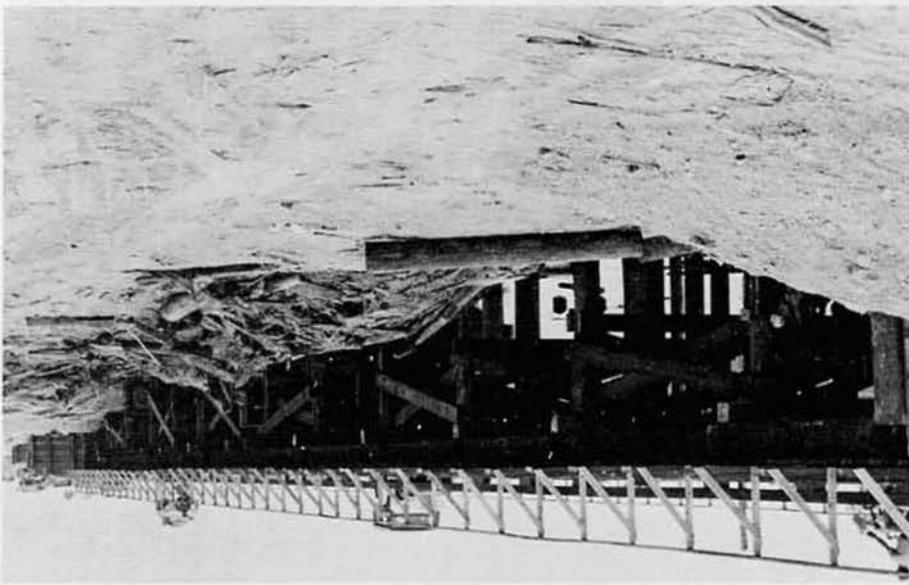
With crews working 24-hours-a-day, the bridge was opened to traffic August 9.

Directing the day and night construction efforts were BU1's R. D. Collins and R. F. Wisewell with EOC W. L. Collins supervising the pile-driving work and EAC T. M. Williams overseeing the surveying.

The project, usually a month-long job, was completed in record time through the cooperation of the two battalions and material help from NMCB's 128 and 133. The new bridge contains 134,131 board feet of heavy timber and cost \$30,000.

Seabee men and machines turned disaster (below right) into a new and better facility (far lower right) at the Bau Phu Bridge.



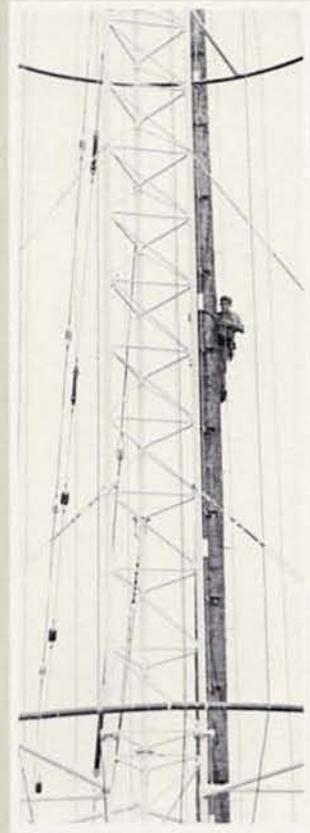


**Route
One
Gets A
Seabee
Facelift**





OKINAWA



FROM
TO



GUAM



**ORIENTAL CULTURE
TRUST TERRITORY**



An Ancient People In A Modern World

OKINAWA HISTORY

Little had been heard until recently about Okinawa, largest island in the Ryukyu Group since World War II when it was the site of the final bloody campaign in the Pacific. Today on Okinawa, some 40,000 American servicemen man a military complex which forms the pivot point in a chain of U.S. bases around the rim of Asia.

Okinawa is the only island in the Ryukyus of any consequence. The 64 islands in the Group (48 inhabited and 16 uninhabited) stretch 650 miles from just south of Japan to near the northern coast of Taiwan.

Okinawa constitutes more than half of the chain's 848 square-mile land mass and contains seven-eighths of its total population. The island is 75 miles long and varies in width from two to 10 miles. The topography ranges from low, rolling hills in the south to jungle and mountainous wilderness in the north.

Long ago the Okinawans had their own kingdom with its capitol at Shuri. In 1372 a Chinese mission arrived at Naha, bent on forcing Okinawan homage. They were successful in securing pledges of loyalty and were benevolent, bringing with them the advantages of bilateral trade and the achievements of Chinese culture. For 300 years the small islands of the Ryukyu Group experienced a golden age of peaceful prosperity in a Chinese atmosphere.

In 1609 the expansion-minded Japanese brought armies to Okinawa. They enjoyed only partial success and shared the spoils with China until 1874 when the latter bowed out. In the ensuing two centuries, the islands gradually became the poorest part of the Japanese empire.

American history was linked with Okinawa more than a hundred years ago when Commodore Matthew C. Perry sailed into

Naha Harbor en-route to Japan in 1853. Though apprehensive of foreign visitors, the natives received Perry with their usual courtesy. In the course of his visit, the far-sighted Perry established a coaling depot and a cemetery for American citizens who died there.

FROM JAPANESE PROVINCE TO AMERICAN BASE

On Easter Sunday (April 1) 1945, five American divisions waded ashore at Hagushi Beach under the support of massive Naval bombardment and round-the-clock air strikes. Two months later Japanese resistance ended and with it one of the most difficult campaigns of the Pacific. Nearly 13,000 American and 103,000 Japanese died before the island surrendered.

Japan gave the U.S. full jurisdiction over the Ryukyus in the San Francisco peace treaty of 1951. The U.S., however, continues to recognize Japanese "residual sovereignty" over the islands. A local Ryukyuan government functions under a Chief Executive and there is a 29-seat Ryukyuan legislature.

WEATHER AND CLIMATE

The weather on Okinawa is unpredictable, varying in temperature from mild to hot. It is cool (40°) but usually sunny during the late autumn, winter, and early spring, and hot (90°) during the summer. Although the Ryukyus are within the Temperate Zone, the Japanese Current provides the warm climate. The humidity (75%) makes these moderate temperatures seem more extreme than they are, but fresh breezes keep the climate fairly agreeable the year around.

A bit cooler than the Philippines and warmer than Japan, Okinawa's weather is pleasant except during the rainy season from mid-April through mid-June and during the typhoon season from late July through late November.





"Echo" Begins A Deployment At Camp Kinser Amid Crude Farming And Modern Utilities

CAMP KINSER

Camp Kinser, a World War II Marine Corps base, was named in honor of Marine Sergeant Elbert L. Kinser who covered a live hand grenade with his body to shield his rifle platoon during an American-Japanese battle on Okinawa on May 4, 1945.

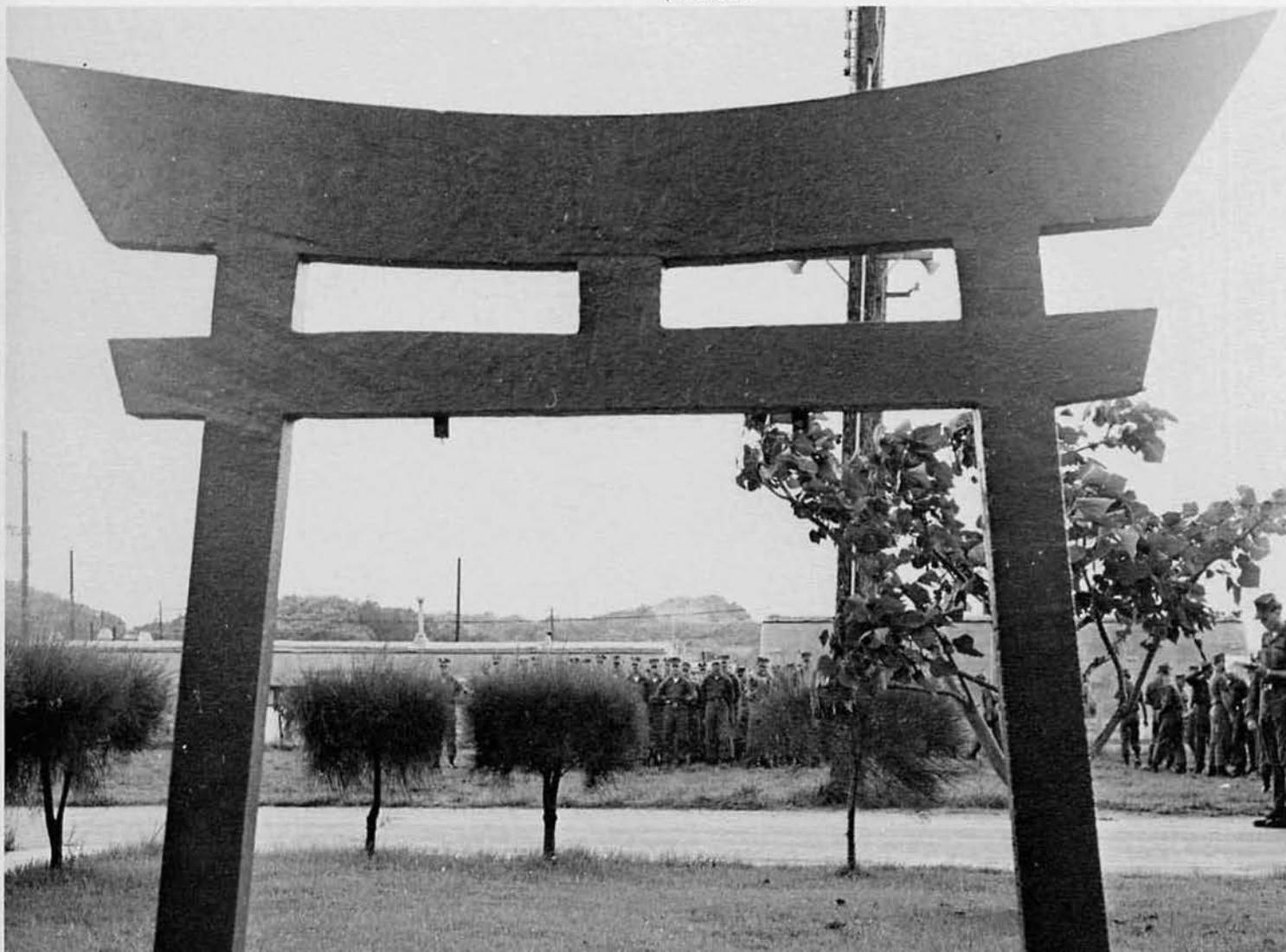
The modern-day Camp Kinser is a 355-acre Seabee base located in the geographic center of Okinawa, next-door to the sprawling Kadena Air Force Base. The Camp will eventually have adequate facilities to support two mobile construction battalions simultaneously.

The Camp is not all "Spartan military life." The countryside is pleasantly dotted with stands of pine trees, rice paddies, and fields of sugar cane and pineapple. Unimproved land on the Camp itself is licensed for farming to local villagers who are allowed to walk or ride their horsedrawn carts through the Camp.

Today Camp Kinser is a quanset-hut camp despite the profusion of modern buildings now springing up throughout its area. Barracks, Administrative Offices, company headquarters, post office, theater, Enlisted Mens' Club, galley, and Supply functions are all housed within temporary structures which will slowly give way to permanent facilities which are completed.

Despite the fact that Camp Kinser is presently a camp of rustic appearance, it can boast of facilities not found on larger military installations on Okinawa. Kinser has its own photography laboratory, package liquor store, and well-stocked Navy Exchange. Also located in the Camp is CBPAC DET OKINAWA which provides services of a printing plant for battalion publications.

Echo Detail's flag flew proudly below the Stars and Stripes (left) from Camp Kinser's flagpole in front of the administrative office area. Echo's day began with "Quarters" (below right) at 6:10 a.m.





CAMP KINSER, OKINAWA





CMC D. ROWE
Alpha Company Commande



CMC R. PECK
Assistant Company Commar



Alpha's There First

Both Okinawa and Guam provided a wealth of projects to keep the heavy equipment of Alpha Company rolling through the short deployment.

At Camp Kinser, Okinawa, the big task was the completion of a perimeter bypass road which had to be cleared, blasted, and graded from dense jungle vegetation and difficult coral formations. When Echo Detail left Okinawa, the road lay in a state of near-completion after 14 weeks' work.

After the Detail's transfer to the U.S. Naval Station, Guam, M.I., Alpha Company utilized every available piece of equipment to tackle the projects provided by the Naval Station's Public Works Department. Alpha's principle expenditure of both men and equipment was made at the future site of a two-battalion Seabee camp. This campsite spanned 865 acres and was covered with heavy tropical vegetation to be cleared before grading and construction could begin.

Also on the Alpha Company schedule was transportation of men, tools, and materials to job sites and working spaces which were spread about the Island.

While the Equipment Operators labored in the public eye, Alpha's Construction Mechanics manned the shop area and performed the repair and preventive maintenance tasks which keep the equipment on the road.

Another realm of the Construction Mechanic was the "BEEP," the complicated exchange of equipment between incoming and outgoing units.

Alpha Company machinery makes short work of tasks which would occupy workmen for many hours (left) and accomplishes grading work which could be done in no other way (below).



Abelt



Adams



Allen



Arrick



Barnett



Beaty



Benton



Berg



Berman



Blackman



Brantley



Bucher



Buschman



Butler



Carver



Chamberlin



Chartrand



Clark, J.



Clark, R.



Cole



Cook



Crocker



Cronin



Darling



Decker



DeHaven



Desilvey



UT's lay a pipeline at Camp Kinser and LCDR E. C. Lenz explains job site to CDR W. K. Hartell.





DeYoung



Dillon



Durham



Ellisor



Ewing



Ferguson



Flanigan



Foster



French, D.



French, L.



Fuller



Goetschius



Goodman



Griffin



Grenewold



Hall



Hansen



Hermanson





Hiott



Howard



Jager



Jarman



Johnson, H.



Johnson, W.



Kangas



Kiefer



Kimsey



Kirk



Kleinschmidt



Knotts



Echo Detail's equipment operators began grading Route 5A, a by-pass road for final paving.



Kokes



Kozerski



Kittleman



After several weeks work Route 5A receives the final asphalt topping.



Krugh



Krzczowski



Laliberte



Lamestra



Larson



Lough



Marowelli



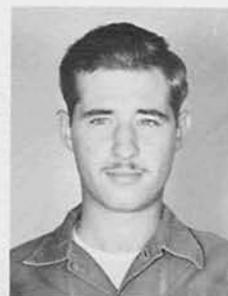
McDaniels



McLean



Menart



Miller, G.



Miller, J.



Morgan



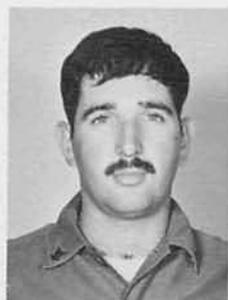
Mudge



O'Connor



Page



Paoletta



Pedersen



A grader 'moves out' smoothing the road as he makes way for a roller.



Penton



Pillar



Porcher



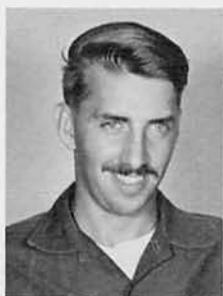
Potts, C.



Potts, R.



Ray



Reck



Reynolds



Rigdon



Robb



Shanahan



Simmons



Singleton



Sletta



Smiley



Smith



Soller



Sommer



Souther



Steger



Sutton



Tsosie



Ua



Walker



Weber



White



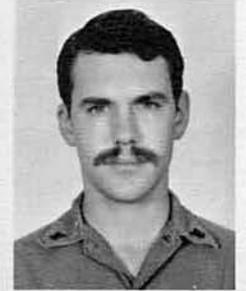
Williams



Worthan



Wright



Van Wert



Clearing dense jungle land seemed to occupy many of Alpha's long working hours.





CWO-2 J. M. GILBERT
Bravo Company Commander

Okinawa Was Tough For Bravo Company



UTC J. E. Brown



UTC K. Clemons



UTC C. Manley



CEC D. A. McCann

BRAVO COMPANY COPY

"B" stands for "Bravo" and "busy." Bravo Company's work at Camp Kinser, Okinawa, a hectic move, and the heavy work load on Guam kept the company in constant motion throughout the deployment.

The permanent construction work at Camp Kinser provided a new challenge for Seabees accustomed to building temporary structures. But it was a challenge fairly-met and the various barracks and mechanical rooms were left to the Detail's relief (MCB-THREE) in a state of 90 percent completion.

Perhaps the most hectic project undertaken by Bravo Company on the Okinawa deployment was a complete rehabilitation of Camp Kinser's electrical system following the visit of Typhoon "Cora." Line crews worked around the clock for five days in order to restore complete power to the camp. "Cora" also necessitated a check of the Kinser water system due to the possibility of pollution following a typhoon. Bravo then began work on an underground power system which will soon replace the present overhead system and minimize the effects of future storms.

Echo Detail's representation in the Okinawa Civic Action Program consisted entirely of Bravo Company men. This is a program designed primarily to build good will between the military establishment and the natives of Okinawa.

Construction Electricians worked busily (left) as the calm "eye" of Typhoon Cora passed over Okinawa.

Utilitiesmen found themselves working on permanent structures such as the new galley at Camp Kinser (right) after having wired and piped only sea-hut type construction during the Viet Nam era.





Adams



Albright



Badilla



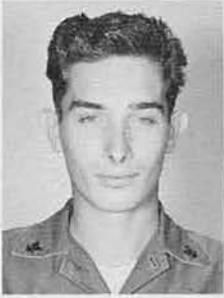
Bartholomaus



Bennett



Bronson



Brown



Canoles



Carroll



Clark



Coffing



Cooper



Installation of high-powered lights greatly improved the camp area at Kinser.



One of several Okinawa projects, a generator building gets a last minute tightening down.



Craig



Creamer



Cronin



Daggett



Davidson



Davis, J.



Davis, S.



DeMille



Derrick



Dible



Dravuschak



Eichel



Earthing



Febo



Finlay



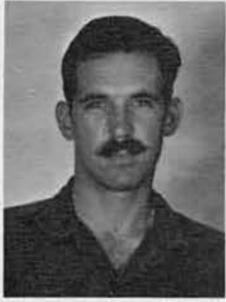
Fliger



Frank, D.



Frank, D.



Frost



Furtami



Geeslin



Green



Hall



Hamer



Helms



Herring



Hopper



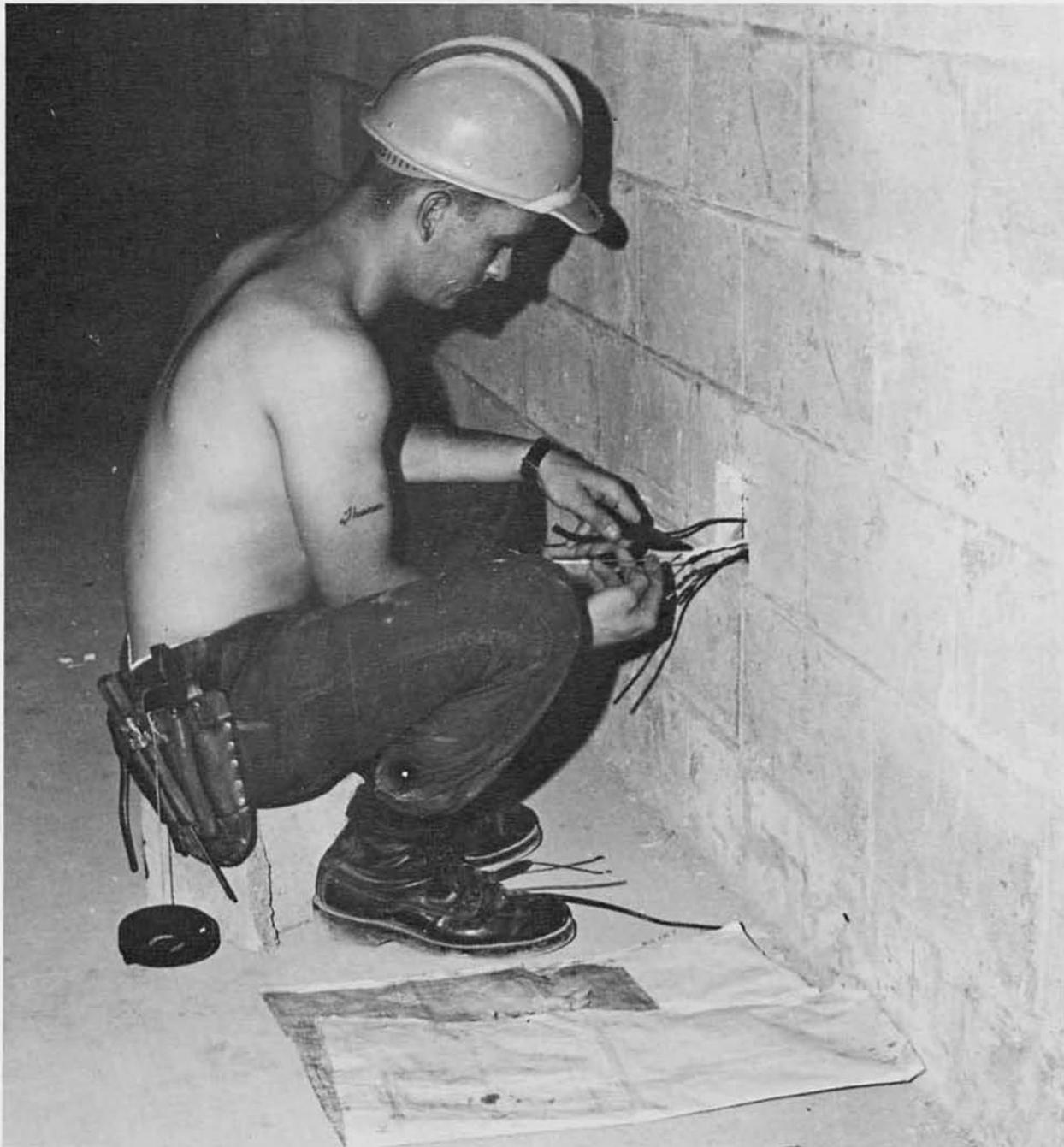
Jones



Kerr



King



Wiring barracks and repairing typhoon damage, Bravo covered it all.



Kleuser



Kohl



Larsen



Lunsford



Lutz



Massey



Mayo



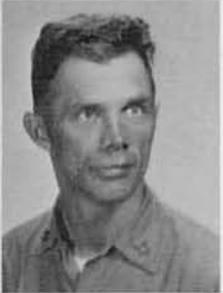
McMillan



Merkel



Merrington



Michael



Miller



Mongalieri



Nelson



Parrish



Patterson





Paul



Perkins



Pernoski



Phillips, L.



Phillips, M.



Plumb



Price, J.



Price, J.



Regus



Rice, E.



Rice, G.



Siano



Sims



Smith, M.



Smith, T.



Spencer



Staley



Sturm



Sumner



Tanksley



Civic action greatly improved relationship between Okinawians and Bees.



Tanner



Thompson



Trexler



Uhrik



Vogel



Wallace



Walters



Wheeler



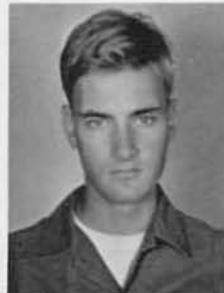
Widdon



Widner



Zera



Zillegs



LTJG T. E. GUNN
Charlie Company Commander

The Actual Building Belongs To Charlie

CHARLIE COMPANY

Looking back on the short Okinawa deployment, Charlie Company left its mark on many permanent construction projects undertaken by Echo Detail in the Camp Kinser area.

New to the Seabees of Echo Detail, permanent construction posed many challenges not normally encountered in the temporary construction recently performed by deploying Seabee units.

In connection with the new enlisted mens' barracks built by Echo Detail, Charlie Company's concrete men were kept busy pouring steps and patching wall surfaces damaged by the typhoon which struck Okinawa in mid-August.

Interior work made up the bulk of Charlie Company's work load. In both the new barracks and the new BOQ complex, wooden surfaces were finished, roofing completed, heaters and exhaust fans installed, subpanels constructed and tile and decking laid.

Camp Kinser is scheduled to eventually accommodate two complete battalions of peace-time strength, as well as provide a regimental headquarters. Thus, the variety of construction was great. Besides enlisted barracks, a two-story Chief Petty Officer barracks was begun. Also included in the first phase of construction were a new 500-man galley and a regimental office building.

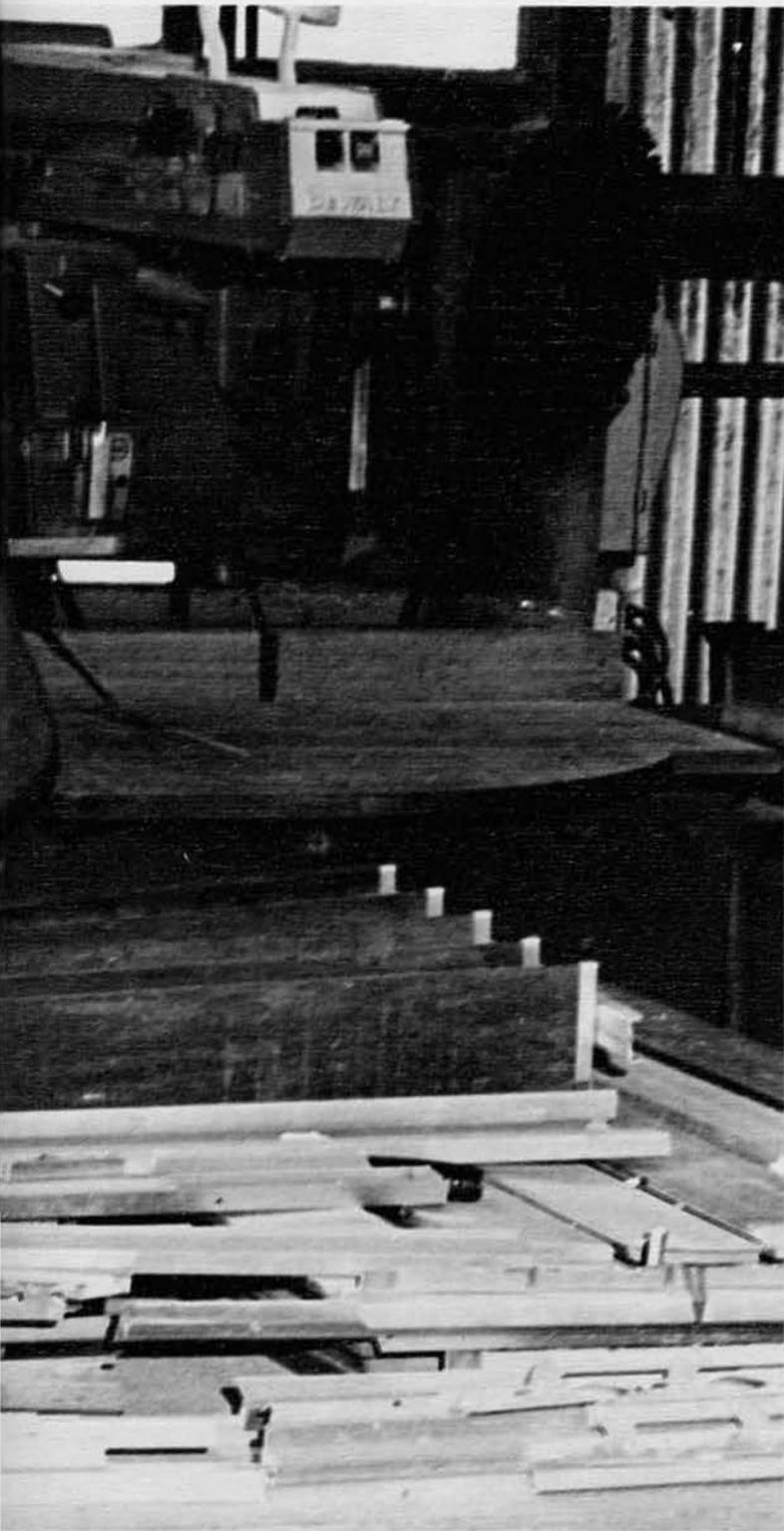
Charlie Company skills are suited to all phases of construction, inside and out, rough and intricate. Concrete men poured and finished a cement slab in front of the new galley (far right). Charlie Company also performed more intricate tasks such as the building of window louvers (near right) for the 10-room BOQ complex.



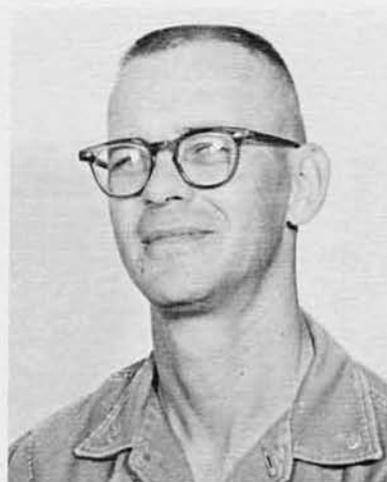
SWC M. P. Miller



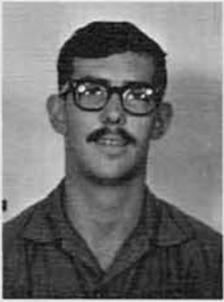
BUCS M. D. Moseley



BUC A. Rozum



BUC L. L. Zierlein



Ackers



Albert



Allen



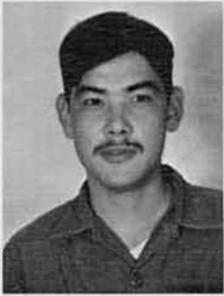
Bailey



Bates



Baughman



Beaumont



Bell



Benton



Bever



Bimat



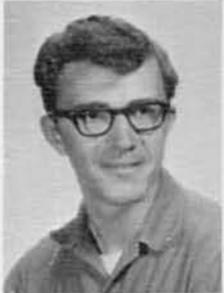
Boone



Breuning



Cain



Campbell



Cline



Colvin



Corbin



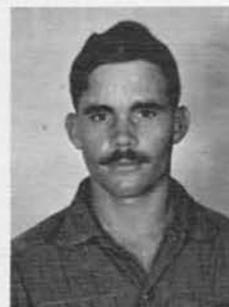
Curtis



Demarest



Dubey



Eaves



Erickson



Finn



Gagnon



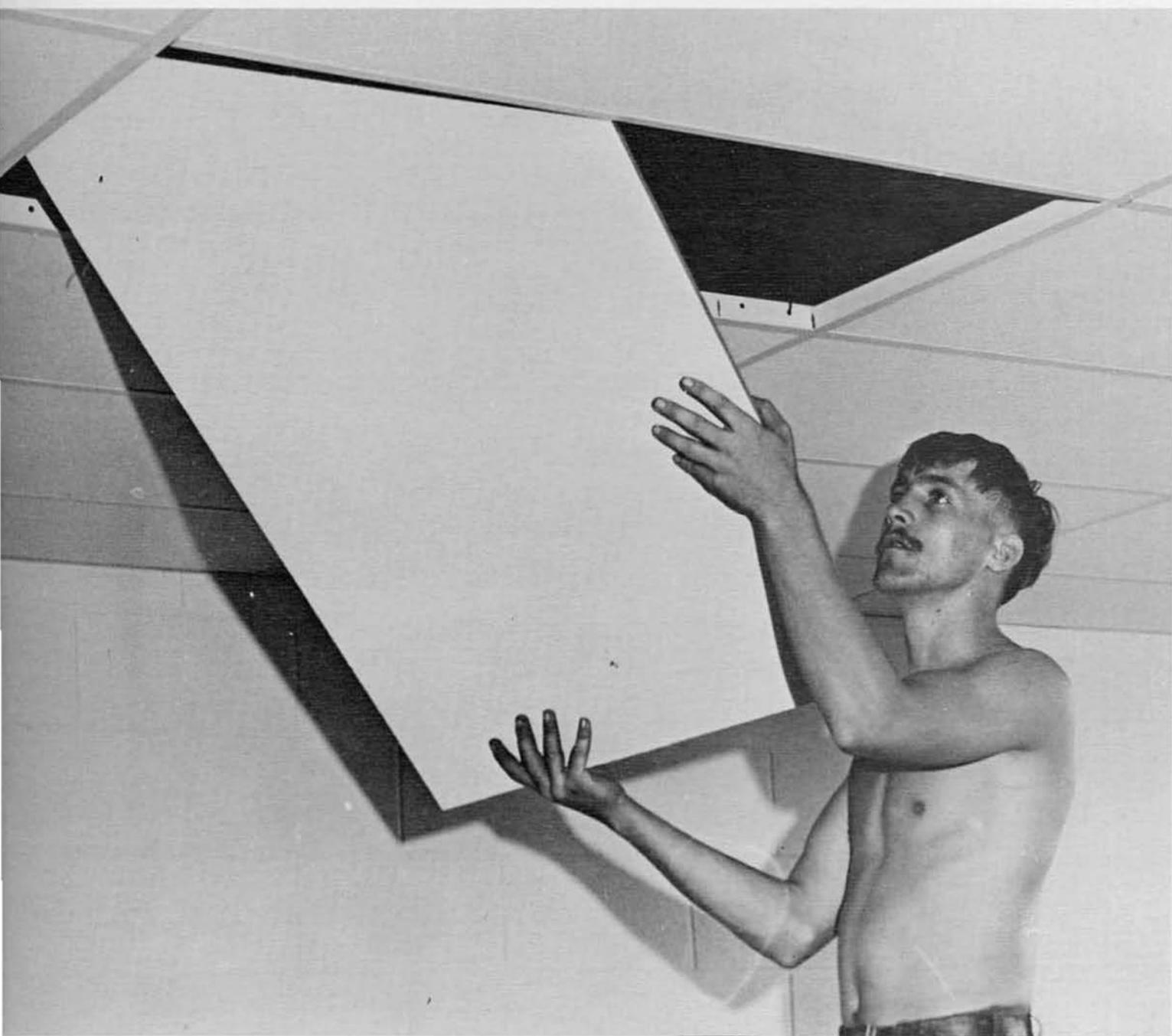
Godfrey



Grauman



Grief



Finish work was the rule as construction men put finishing touches on interior and exterior of buildings.



Gross



Heilala



Hernandez



Hocker



Holmes



Hooker



Jackman



Keena



Kelsey



Kline



Kovacs



LaChausse



Leao



Lee



Lerman



Limaugé



Lindsey



Loftis





Lout



Martin, G.



Martin, R.



Maxey



Meyer



Morton



Napiwocki



Oberling



O'Bryant



Oliphant



Patrick



Pennington



Pernoski



Petty



Pomelow



Pomeroy



Ponderlick



Powell





Primicerio



Rodriguez



Roth



Ryan



Sabin



Scarr



Many projects were left in a near state of completion.



Schlegel



Seager



Serre



Shean



Sheets



Shields



Shoemake



Skibicki



Sony



Strickland



Thamke



Thomas



Thompson



Valdez



Vandeweerd



Wadin



Walker



Wood



Wright



Ziegemeier



Zipfel



Zohfeld



"H" Company Men Deal In Support

HEADQUARTERS COMPANY

Providing many areas of necessary support work, the personnel of Headquarters Company were behind the scene in all battalion projects.

Before the heavy equipment of Alpha Company rolled onto a jobsite, Headquarters Company's Engineering Aids were present with the tools of their surveying trade. With the surveying finished and the task of clearing the land begun, other Engineering Aids began drawing plans which would later be used by line companies in actual construction.

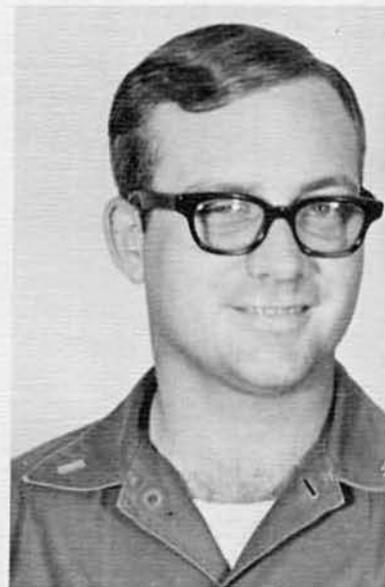
The Administrative Office, made up of Yeomen and Personnelmen, had its hands full during the deployment. Besides the normal tasks of preparing official correspondence and maintaining the Detail's service records, this year's office staff was



LTJG G. L. ANKNEY
Supply Officer



LTJG J. O. CREECH
Administration Officer



LTJG D. F. NITTLER
Operations Officer



ENS D. J. HOLEN
Assistant Operations Officer



BUC J. Flaherty



BUC H. C. Winters

faced with the added work load brought on by the early separation program. Reams of paper went into the separation from active duty of each man who received an "early out." It was in this office that much of Echo Detail's midnight oil was burned.

Providing everything from pencils to uniforms was the mission of the Supply Department. Neither office nor line company operation can succeed without the necessary materials, be they typewriters or saws.

Working in conjunction with the Supply Department were the Food Services and Disbursing sections of the Detail. It is difficult to say whether a Seabee looks forward more to his meals or his pay check. Whatever the verdict, the Disbursing Clerks and Commissarymen were always prompt in rendering their particular services.

Echo Detail's Public Affairs Office was manned by Journalists and Photographers Mates. It was the PAO's task to prepare and mail out publicity for the Detail, as well as prepare magazines, family-grams, the Plan of the Day, and the cruise book.



Beck



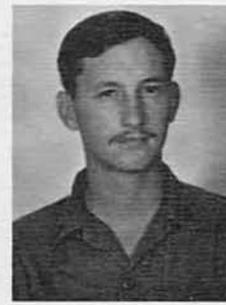
Block



Booth



Byrd



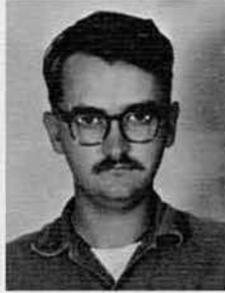
Carlisle



Counts



Craig



Crawford



Dippold



Duston



Evans



Forbush



Forrester



Goodrich



Goshey



Greene



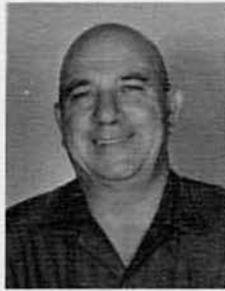
Hale



Hamlin



Hausner



Hinson



Houck



Hume



Johnson



Kraus





Kron



Langelier



Massingill



Massy



Mathis



Narr



HM2 J. French administers aid to an injured Seabee.



Nichols



Nolan



Pearson



Pomelow



Priebe



Pugh



Schluterbush



Schulenburg



Shands



Shrub



Sievert



Stewart



Turnbaugh



Tyler



Wahl



Warren

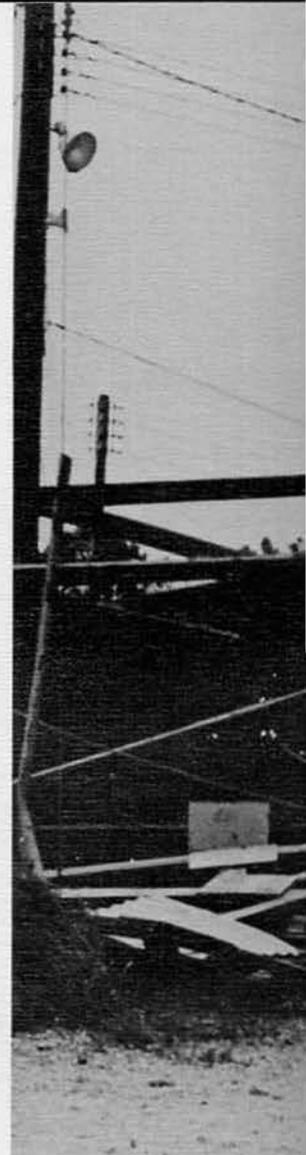


Wehr



Williamson

Typhoon Cora Leaves Her Mark





TYPHOON CORA

Winds and storm clouds built for several days, as did the tensions of those huddled about radios in hope of hearing late weather news. On Okinawa these signs mean "Typhoon!"

Mother Nature dealt Echo Detail little in the way of foul weather during its first few months aboard Okinawa. Then suddenly on the 15th of August, radio and newspaper warnings told of a typhoon, still far out at sea, which was heading toward the Island.

The first vague news reports were soon eclipsed by the setting of Typhoon Condition Three which labeled typhoon weather a probability. As Condition Three was set, personnel scurried about Camp Kinser to pick up loose debris which might be turned into flying danger by winds of typhoon strength.

With the change of typhoon conditions from "three" to "two," all activities began to rig for storm conditions. Equipment was moved to shelter and doors secured.

As Condition One was declared, there could be no doubt that Oki stood directly in the path of Typhoon "Cora" as she raged her way north.

Government vehicles around the Island were secured and Camp Kinser pulled in its head as the storm caught Okinawa dead-center. Quansethut barracks flooded as driving rain found cracks at the doors and windows. Wires from Kinser's overhead electrical system crashed to the ground, taking with them the usefulness of the Camp's electrical equipment.

For two days Cora pounded the Island and forced Camp Kinser's Seabees to eat "C" Rations and drink only that water brought to the huts in tanks. Electricians attempted emergency repairs in an effort to bring back at least partial power.

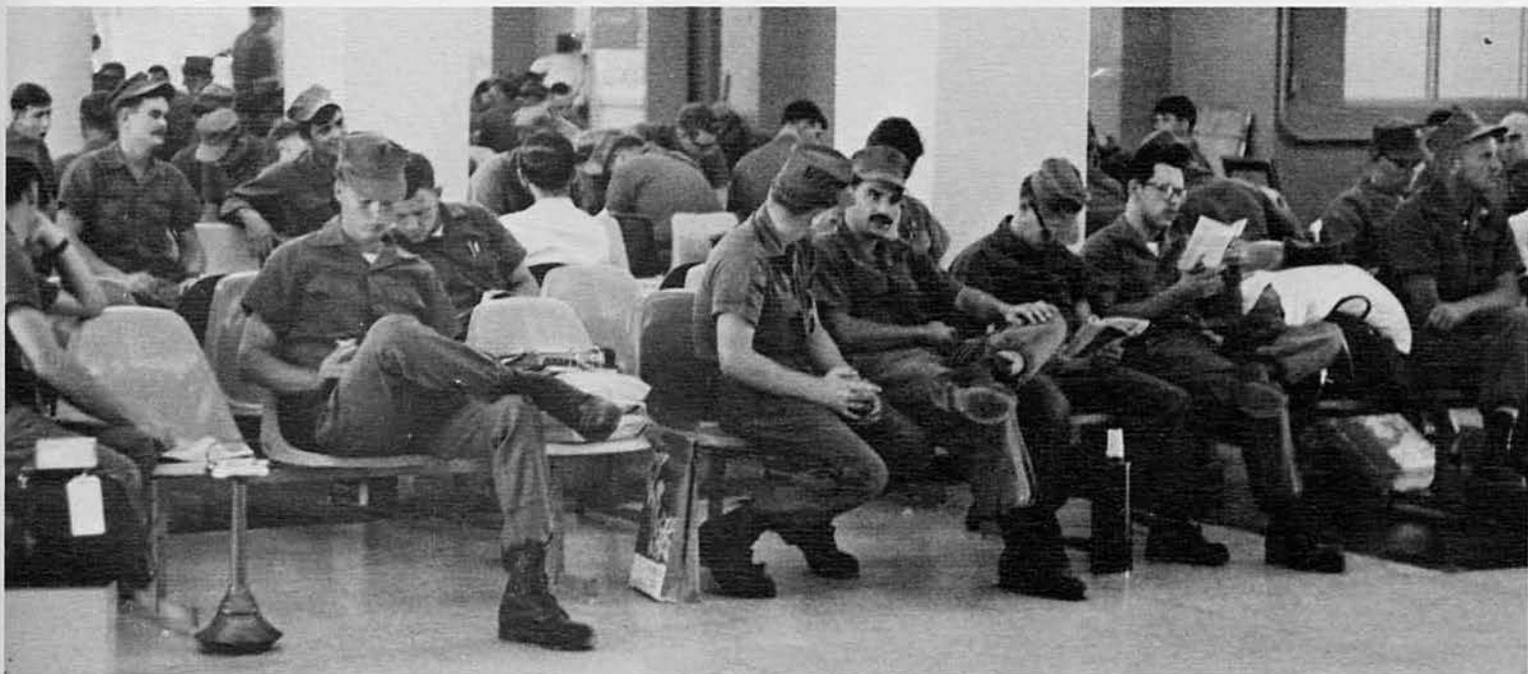
Finally the winds began to die as Cora passed on to spend herself and find a grave at sea. Thanks to adequate preparation and sensible conduct on the part of all personnel, the typhoon left no injuries in her wake. Physical facilities did not make out so well as personnel.

MAJ. GEN. ORIS B. JOHNSON

**“SAYONARA-
WE HOPE YOU HAVE
ENJOYED YOUR VISIT!
HAVE A SAFE AND
PLEASANT JOURNEY”**

**BASE COMMANDER
COL. THOMAS L. MURPHY**

Moving Always Comes For The Seabees



MOVE TO GUAM

Farewells (or Sayonaras) to Okinawa may come easily to those who are homeward bound. But to those who are moving to yet another strange land, the good-byes come hard indeed. Echo Detail found the "Keystone of the Pacific" to be a warm and friendly example of Oriental culture mixed with enough American influence to help an interested Seabee to understand and be understood.

With many regrets but as many expectations, Echo Detail mustered with seabags packed on 22 September and traveled to Kadena Air Force Base to connect with flights to Guam. But the sayonaras were not to be said just yet. A typhoon in the vicinity of Guam cancelled the flights and sent the Detail back to Camp Kinser and the hospitality of MCB Three, which had taken over administration of the Seabee base.

For two long days Echo Detail personnel stayed at Camp Kinser on an alert basis. Finally the word was passed to board the manhalls and again the Detail moved to Kadena. This time the weather was clement and personnel boarded the scheduled C-130s for the move to another island and another chapter in a short deployment.

No one ever claimed that a C-130 was the most comfortable plane in which to make a long trip. Yet perhaps the most common regret of the men of Echo Detail centered around the plane's lack of windows. It would have been good to look back at Okinawa. "Oki" had provided a good outfit with a good deployment, a good memory, and some very good friends.

The signs said "sayonara," (far left) but Echo Detail had plenty of waiting in store both at Camp Kinser (upper right) and at Kadena Air Base (center) before finally boarding the C-130s.



Guam Brought Beautiful Scenery

GUAM ARRIVAL

Arrival on Guam! Echo Detail looked around to find a beautiful tropical island in the best tradition of an "Adventures in Paradise" story. Palm trees, lovely beaches, dark-skinned girls and a sultry tropical climate added to the illusion.

Guam is a U.S. Trust Territory and appeared very "Americanized" to a detail of Seabees just transplanted from the Oriental atmosphere of Okinawa. Billboards advertised "state-side" products and divisions of large American chain-store operations offered services of the same variety as one might find in his home town. Modern highways connected the various towns and villages of the Island and American automobiles made up the bulk of the traffic on these roads.

As Echo Detail manned its working spaces, personnel soon learned that the headquarters building was set in scenic surroundings. Once used as a Navy Wives' Club, the building had been renovated by Echo's advance party and overlooked the ocean and a large patio area shaded by coconut palms. It was in this patio area that the weekly detail parties or "Green Hours" were held.

Space was at a premium and line companies improvised offices in trailers outside the main office building.

Enlisted men found their berthing area to be modern, well-equipped barracks. A swimming pool was provided in the "back yard" for quick cooling off after a hot day.

The Naval Station on which Echo Detail was located provided an excellent Special Services. Groups could charter ocean fishing boats or check out equipment to play a wide variety of sports. Individuals were offered the leisurely use of a hobby workshop or the exercise of a driving range and bowling alley.

The coconut palm (far left) is the principal tree on Guam and provided cooling shade for Echo Detail's patio area (left) as well as for its temporary headquarters building (below).



Guam Brought Work



GUAM

Echo Detail undertook a great variety of projects on Guam which took its workmen to all parts of the Island.

The various line companies do not always work separately. Many times the skills of the Builder, Electrician, Utilitiesman, and the Steelworkers are blended together in the same project at the same time. The ability to specialize on one project and contribute to a unified result on the next is the trademark of the Seabee.

Many of the Guam projects called for specialization of various companies. Charlie Company performed repair work on the U.S. Naval Station's Bachelor Civilian Quarters. BUCN F. W. Albert (above) patched weathered cement joints at the BCQ.

Bravo Company linemen (right and far right) "stepped" poles on a huge transmitter at the Naval Communications Station on Guam. The term, "stepping" means the driving of spikes into a wooden pole. The spikes act as steps for those who want to climb to the top of the pole, but lack either the courage or agility of these men.





A Seabee Job Requires All Companies





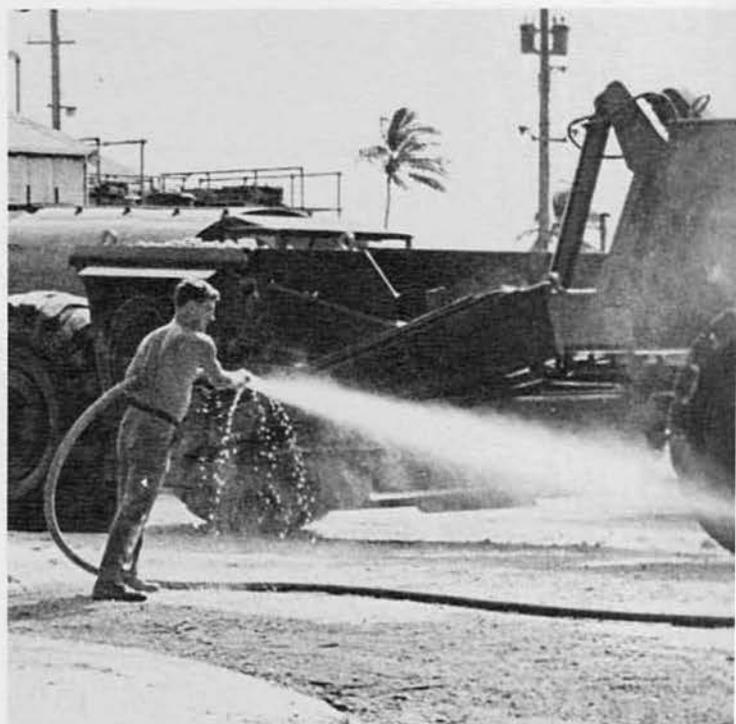
Like any other task undertaken by man, a construction project is best approached one step at a time according to a well-conceived plan for best chances of success.

Headquarters Company arrives first at the proposed site. Heavy equipment can clear land only when its operators know where to go, and these guidelines are set by surveying crews. With the boundaries and "grade" established, Headquarters Company vacates the site in favor of Alpha and the big machines.

Bulldozers cut through soil, rock, and vegetation, dump trucks carry away the refuse, and graders level the ground. This is Alpha Company machinery at work. Level land gives the Builders all the conditions they ask to begin construction. The iron muscles of construction machinery need not flex long before these conditions are met.

Each man doing his job in conjunction with other craftsmen means good work completed in good time. Utilitiesmen like UT3 R. J. Brown (far left) could never ply their trade without the earlier efforts of Engineering Aids such as EA3 T. Turnbaugh and EA2 C. B. Forbush (left).

A Little Prevention Saves Repair Work



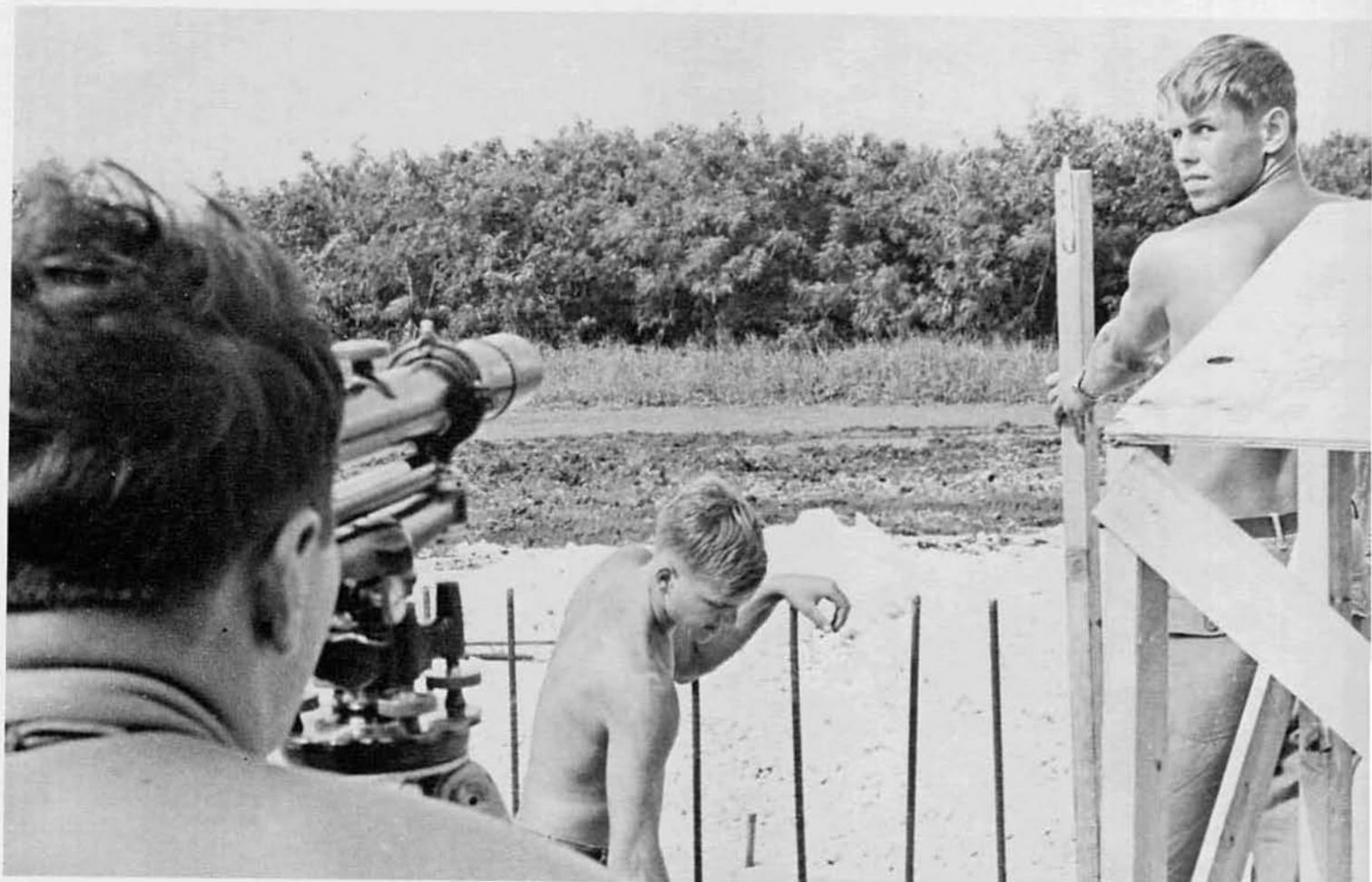


Seabees are as effective as their equipment. In the Alpha Company yards, maintenance work as well as just plain washing (upper left) goes on daily to keep the equipment in top condition and on the job.

It is easy to see why Alpha Company's machinery needs constant attention. Jobsites such as future parking lots (lower left) provide dirt, dust, and rocks which can foul and wear vital parts, thus bringing work to a halt.

The backbone of Seabee equipment maintenance is the "PM" or Preventive Maintenance program. At specific intervals, each piece of Battalion equipment is taken out of the field and given a treatment similar to the "tune-up" which private owners periodically have performed on the family car. Senior petty officers such as CMC R. P. Peck (left) supervise PM operations.

Equipment Operators such as CN J. K. Hall (above) are the happy beneficiaries of Alpha Company's maintenance work. Smooth-operating machines make the workday pass more quickly and leaves a better looking finished product.





Seabees in action! All the skills of the finest civilian constructionmen are taught at Navy construction schools and utilized on projects which serve the best interests of the United States throughout the world.

Echo Detail was a miniature construction battalion employing all of the construction skills taught both by Navy schools and years of professional civilian experience. Although designated as a detail, Echo was comprised of men in every construction rate and could tackle the largest project with the confidence of an entire construction battalion.

Builders R. E. Serre and R. E. Zohfeld place steel reinforcement which will strengthen concrete walls (far left). Charlie Company Steel Workers (left) welded metal supports for a Guam structure erected in conjunction with CBC WEATPAC. Alpha Company (above) graded land at the site of a new two-battalion Seabee campsite on Guam.

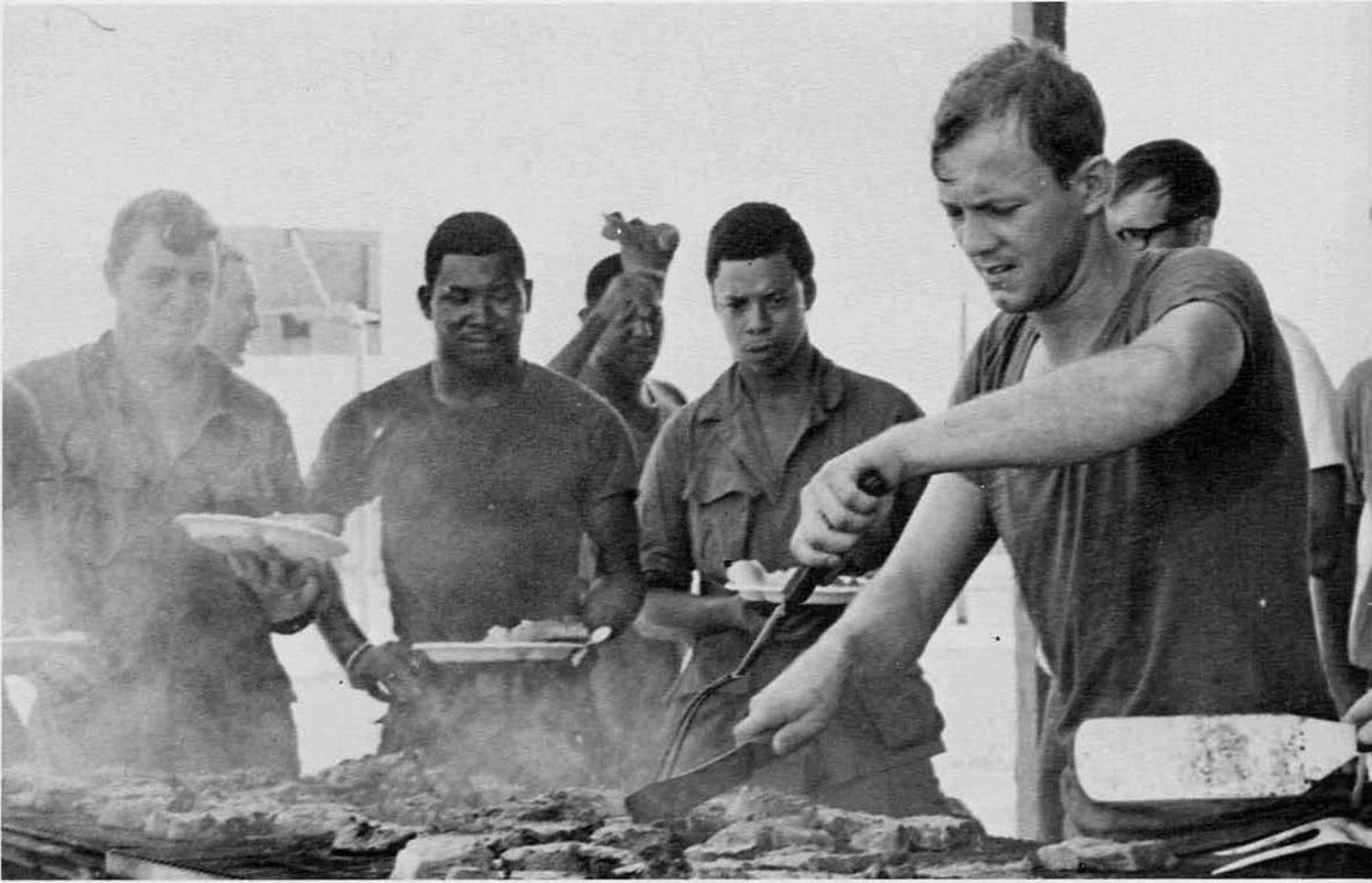
THE



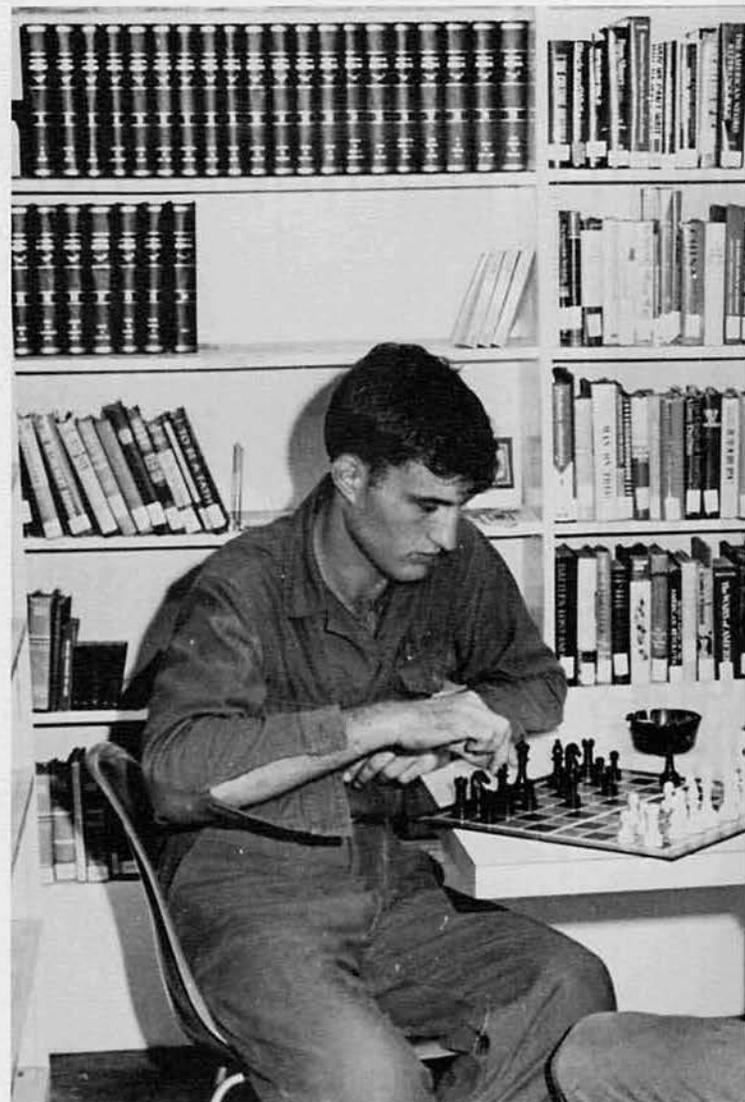


LIGHTER SIDE



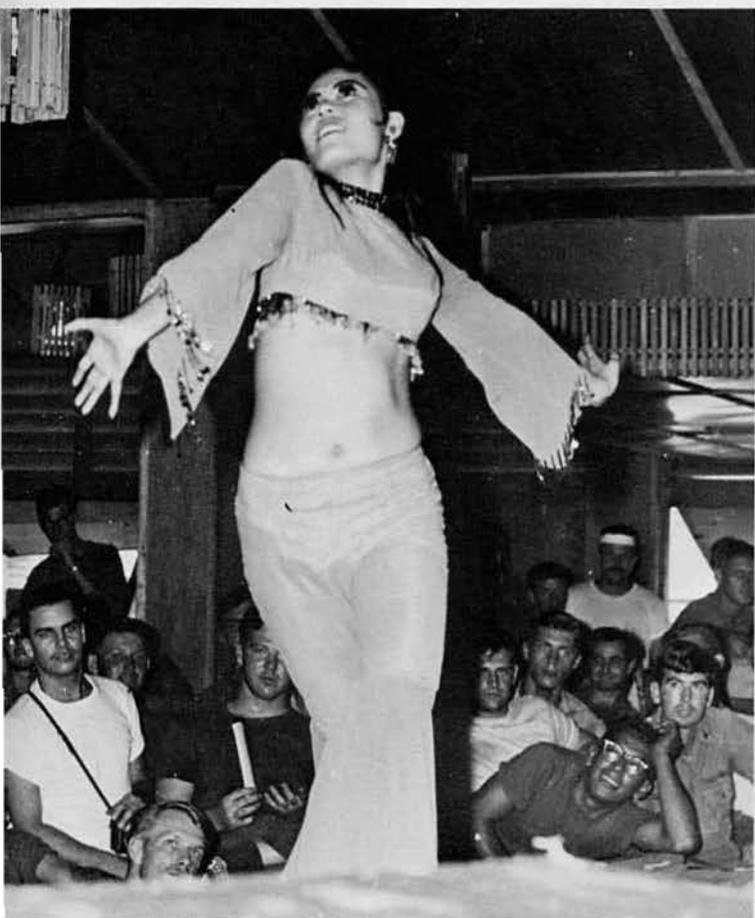


**Vietnam Good Times,
Many Silent Laughs**







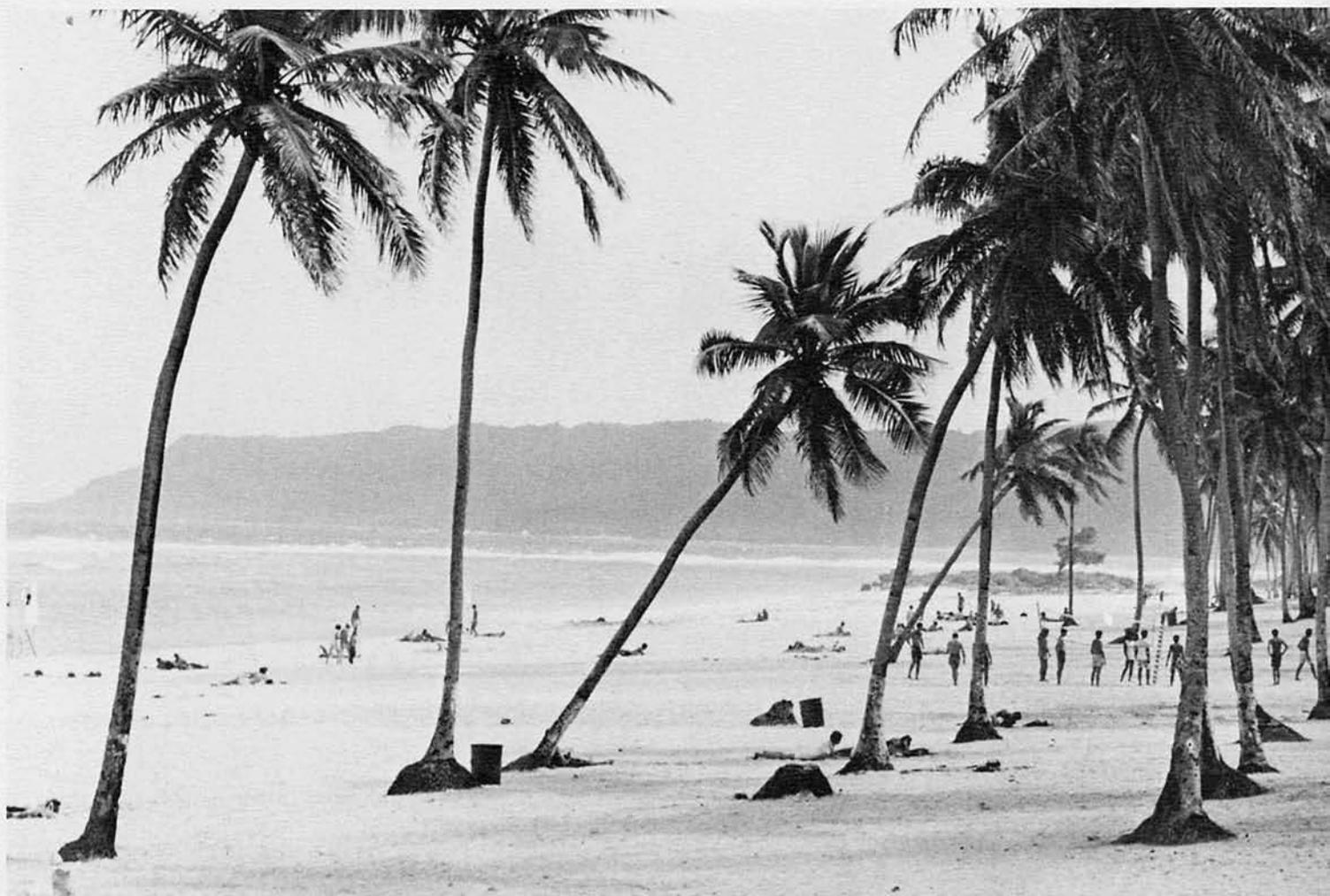






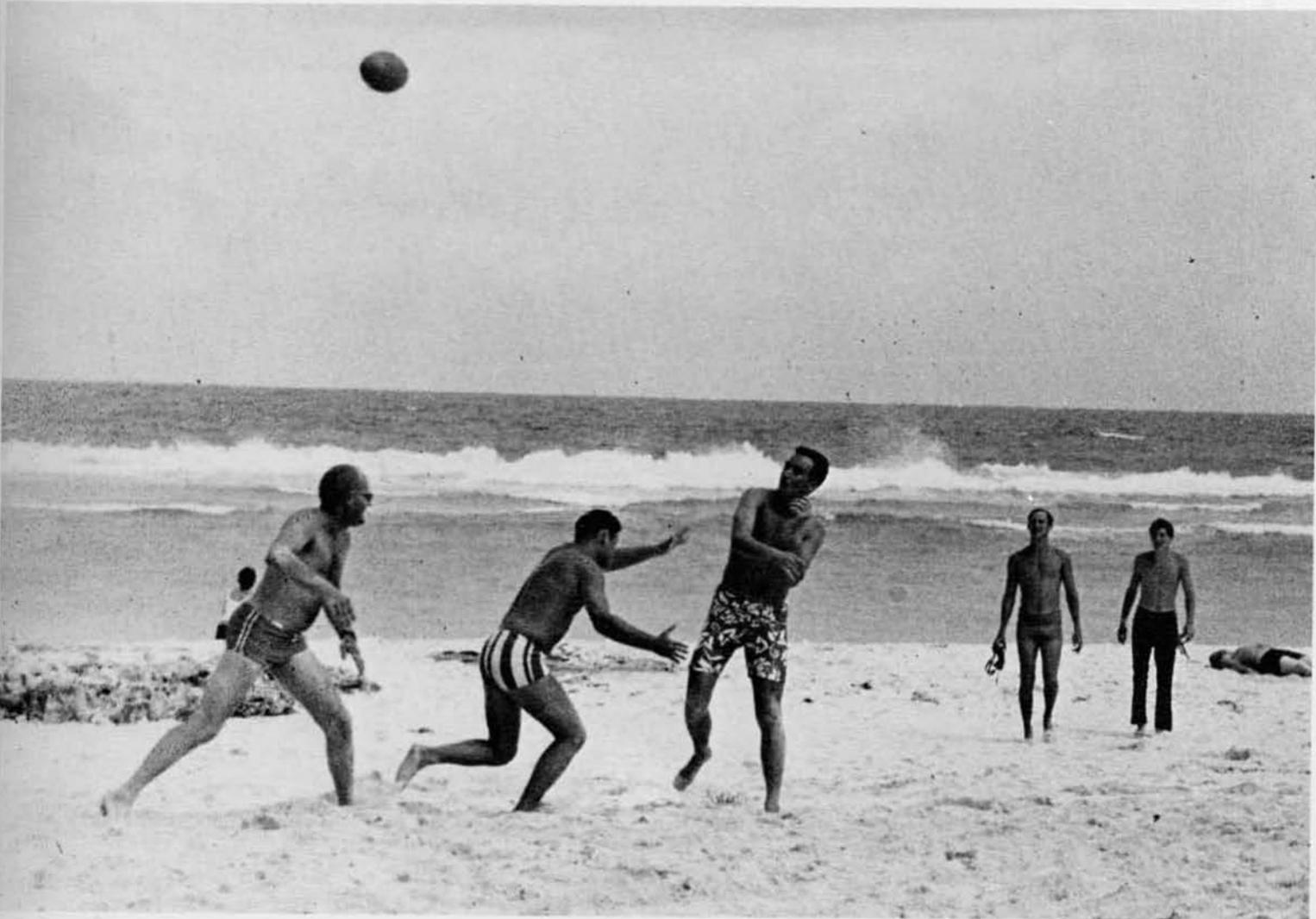
Okinawa, Guam And Amusements







A Dog Called Echo, A Cat Called Detail







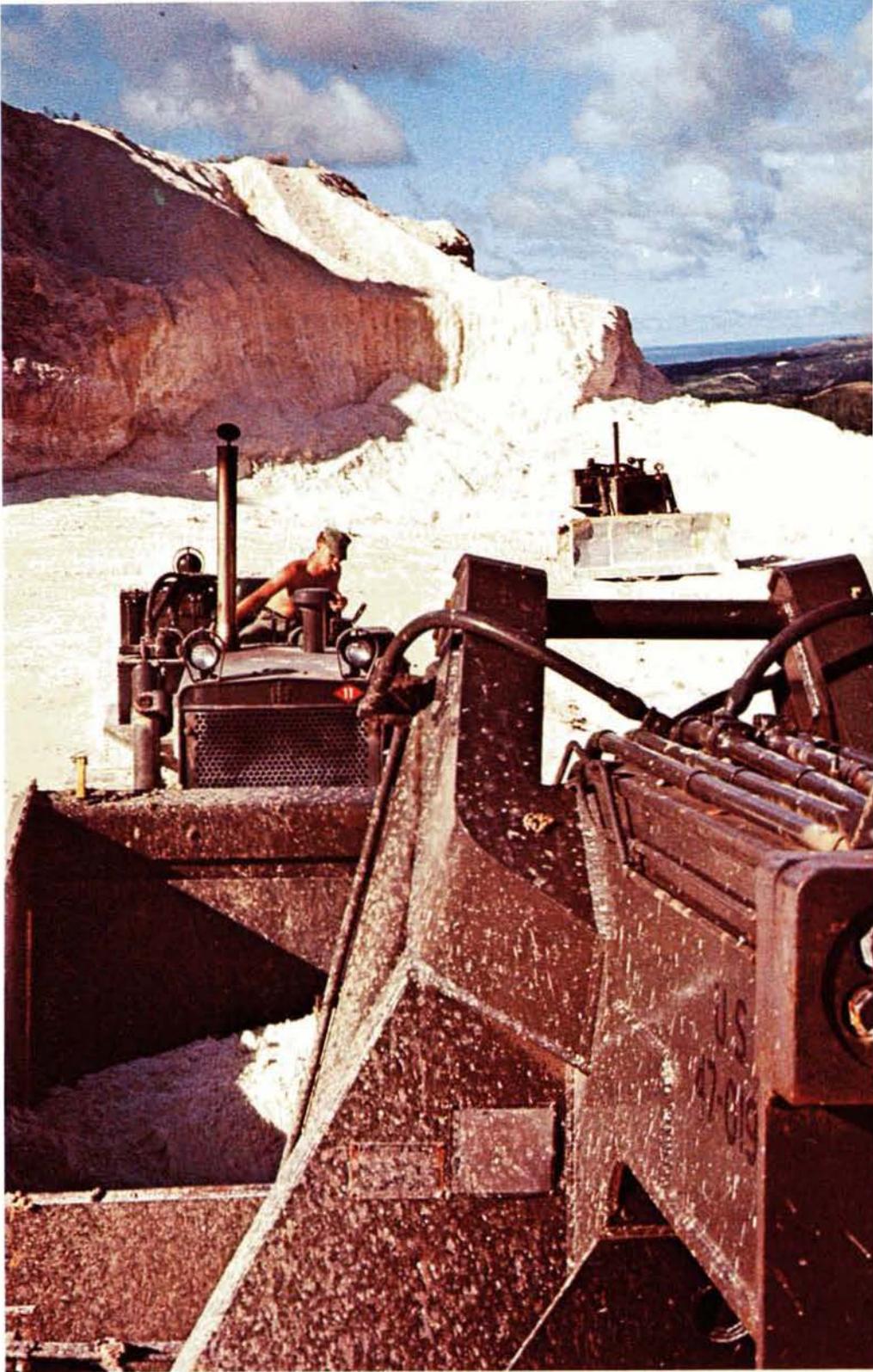
The Song Bo Bridge

**Route
One
And The
My Chanh
Bypass**



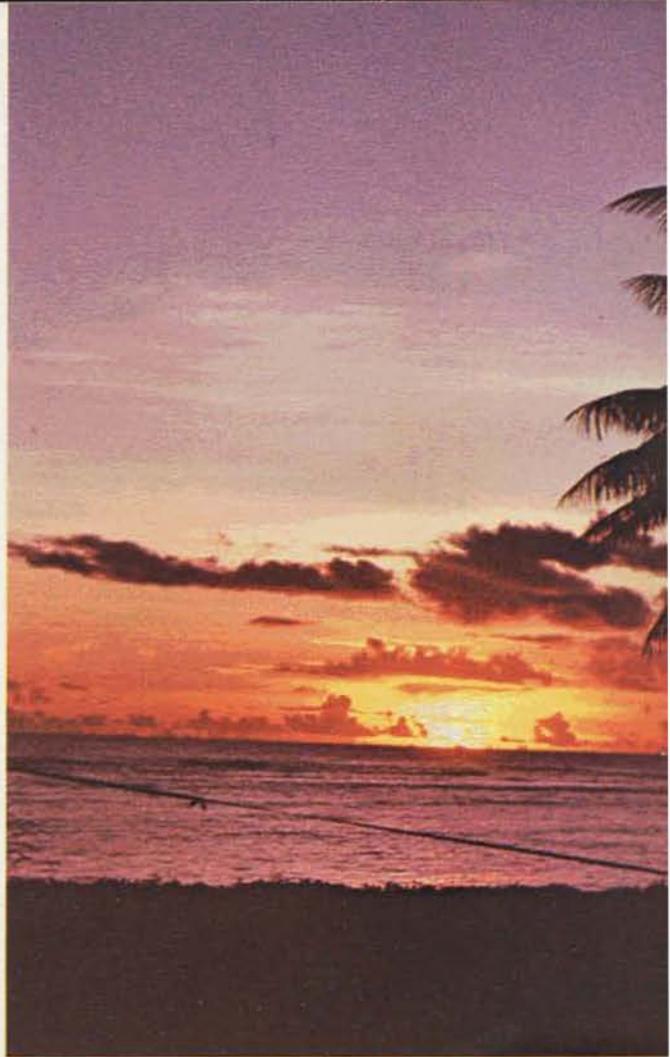


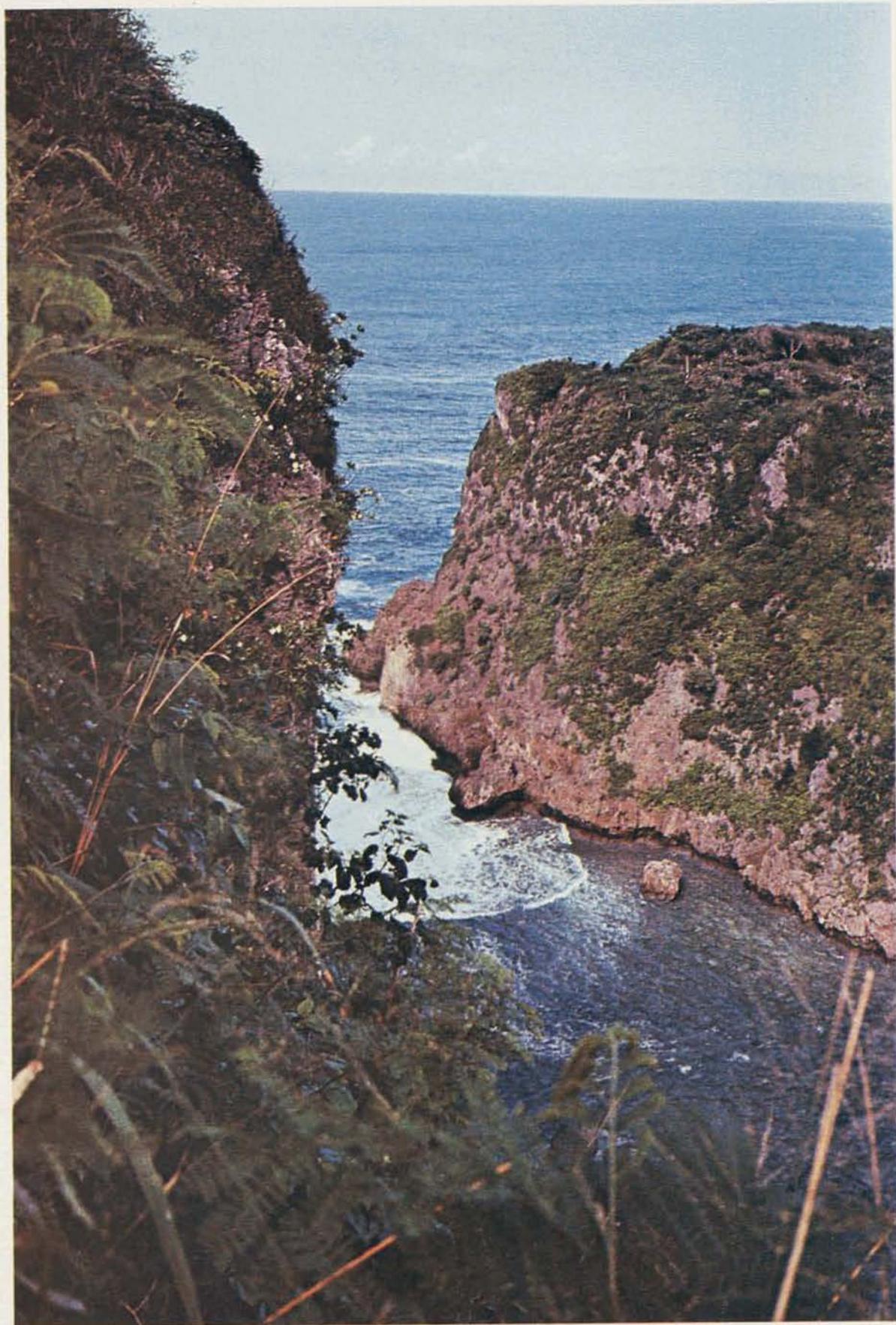
**Guam
Held
Much
For
Alpha
Company**

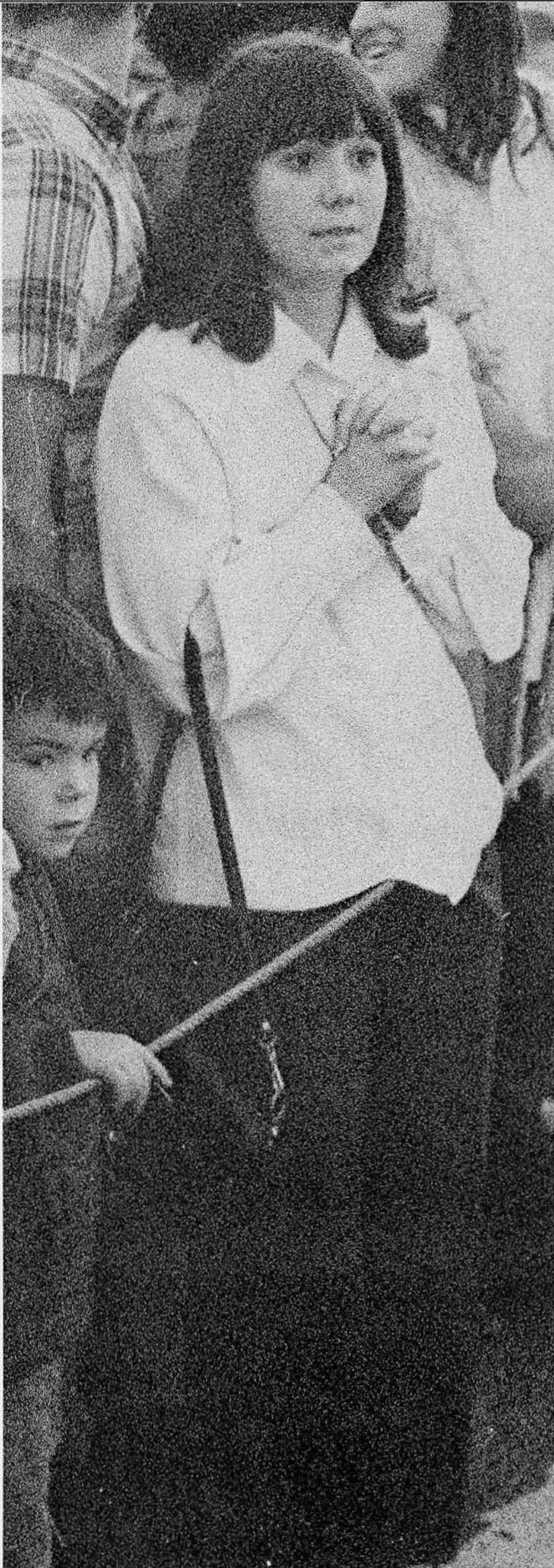




Nature Blessed Guam









*ANXIOUS FACES
OF EVERY AGE
WERE AWAITING*

The Homecoming



The Flag Is Lowered

SIXTEEN CONSECUTIVE YEARS OF SERVICE CAME TO AN END WITH THE DISESTABLISHING OF NAVAL MOBILE CONSTRUCTION BATTALION ELEVEN ON DECEMBER 15, 1969. FLYING SINCE THE BATTALION WAS RECOMMISSIONED IN 1953, THE PROUD MCB-ELEVEN PENNANT WAS LOWERED FOR THE FINAL TIME BY BMT THEODORE HINSON.

BECAUSE ACHIEVEMENTS AND MEMORIES CANNOT BE DISESTABLISHED, MCB-ELEVEN WILL LIVE ON IN MONUMENTS CONSTRUCTED IN BRICK AND STEEL THROUGHOUT THE WORLD. THE GREATEST MONUMENTS OF ALL WILL BE THE MEMORIES WHICH LIVE IN THE MINDS OF THE MEN WHO SERVED WITH ELEVEN AND THOSE WHOSE LIVES WERE BETTERED BY THE PROFESSIONAL EFFORTS OF THESE MEN.

STANDING PROUD AS REAR ADMIRAL SPENCER SMITH AND COMMANDER JACK L. GODSEY REVIEWED, THE MEN OF ELEVEN ASSEMBLED FOR THE LAST TIME TO PAY FINAL TRIBUTE. A SOLEMN MOMENT REFLECTING MANY YEARS OF TRADITIONAL "CAN DO" SEEMED MORE THAN APPROPRIATE AS CDR. GODSEY PRESENTED ELEVEN'S PENNANT TO RADM. SMITH.





snyder

fisher

griffiths

hoenie

richard

mckeeferly

