

CHEEEEESE -- Commander John Paul Jones Jr. accepts a plaque presented to him by BUC Robert F. Richmond (right) on behalf of the Battalion chiefs on August 30. 62 won the "E" as Best of Type Atlantic Fleet SEABEE Battalion.

SIXTY-TWO SEABEACON

Vol. IV No. 6

Mobile Construction Battalion Sixty-Two

August 1969

MARS Operators Move Information As Hurricane Camille Slams Gulf Coast

As the first reports of Hurricane Camille's rampage along the Gulf Coast reached MCB 62's Camp Barnes, Battalion MARS (Military Affiliated Radio System) station operators worked feverishly to provide communication between many MCB 62 SEABEES and their families in the Gulfport area.

MARS station operators, Seaman Jerry Brooks and Construction Electrician Third Class Ferrel Johns, maintained 24-hour a day operations throughout the storm and the days thereafter. With them were Electronics Technician First Class William R. Rayfield, petty officer in charge, and Radioman Second Class W.F. Smith who provided relief and technical assistance.

Although most telephone lines in the Gulfport area were down, MARS operators provided

tenuous communications with the area throughout the disaster by means of radio and Autovan telephone.

The Autovan hook-up, a special telephone system leased by the government, is primarily used for high priority military calls. During the hurricane the system's underground lines were often the only operable communications.

MARS station operators first heard of the impending storm in a news report broadcast over American Forces Vietnam Radio. It was then that they began their vigil.

Upon learning of the possibility of a hurricane, Lieutenant Commander Charles E. Pegley, III, Battalion Executive Officer, and Lieutenant Commander David H. Gerdel, Battalion Operations Officer, contacted the Keesler Air Force Base weather

station, located near Biloxi, Miss., by MARS radio. First reports indicated that the hurricane had bypassed 62's Gulf Coast homeport.

Four hours later, however, the storm changed directions and spread devastation throughout the area.

As word of the actual storm conditions reached Camp Barnes, Battalion men began crowding into the small MARS station to try to get some word on the welfare of their families. At this time normal communications were practically at a standstill due to the storm's effects on telephone lines and radio antennas.

LCDR Fegley made Autovan calls to the Operations Officer at the Gulfport Construction Battalion Center and the Officer of the Deck (Cont'd on Page 3)

Accidents Claim Lives Of Two Battalion Men

Two MCB 62 men were killed and five others, including one Marine, were injured as a result of two accidents which occurred in August.

Chief Builder Lawrence W. Glover was killed on August 31 as his weapons carrier truck ran over a steep embankment at Bridge 9-4 on Vietnamese National Route #9 about three miles west of the Dong Ha Combat Base. Equipment Operator Third Class Donald F. Horn died on September 2 at the 106th General Hospital in Yokohama, Japan following an August 23 accident at Elliott Combat Base.

Chief Glover, Chief Petty Officer in charge of Detail Snapper at Vandegrift Combat Base, was returning to the detail when the crash causing his death occurred.

The 34-year old chief is survived by his wife, DeLois Ann Glover, two stepsons, Freddie G. Nails, 16, and Albert R. Nails, 14, and two daughters, Ammie, 9, and Claudia, 6, all of 205 Wilson Blvd., Gulfport, Miss.

Injured in the accident were Commissaryman First Class Riley E. Bush, cook for Detail Snapper, and an unidentified Marine Lance Corporal.

Bush is in serious condition aboard the hospital ship Repose. The Marine's condition and location are unknown.

EO3 Horn, a member of Detail Barracuda, received third degree burns over 75 per cent of his body in a gasoline explosion at Elliott Combat Base.

Horn, 19, is survived by his parents, Mr. and Mrs. Herman J. Horn, a brother, Robert, 21, and two sisters, Debra, 14, and Darlene, 8. The family resides at Box 94 in Barneveld, N.Y.

Burned in the accident were Steelworker Third Class Howard J. Jackson and Chief Construction Mechanic William W. Allison. Equipment Operator Third Class Charles W. Davis received flash burns of the eyes as he fought the fire following the explosion.

All three men are in good condition.

Unusual Approach to Bridge.. BEES Await Bridge Approach

A bridge is usually built from one end to the other, but the SEABEES of MCB 62 are starting in the middle to span the Mieu Giang River north of the Dong Ha Combat Base.

They began work in July, driving the piles to support the 530-foot long steel, concrete and timber structure. The first of the central sections of the six span bridge is now going into place.

The SEABEES are taking

this unique approach, putting together the middle of the structure before connecting their bridge to either bank, for two reasons.

First, there's Vietnam's weather. The monsoon season begins in early September bringing heavy rains and swelling the rivers to flood level. This means all work at water level must be completed before the rains begin.

Then there's MCB 62's heavy workload. A top priority road improvement project on Vietnamese National Route #9 has almost all of the Battalion's road building and earth moving equipment tied up. Consequently, the approaches to the bridge, which will require more than 120,000 cubic yards of fill dirt, have not yet been built.

Driving the piles for the five piers that will support the 60-ton capacity spans is a major part of the work at water level. A pile driving crane mounted on a barge pounds the 12 wide-flanged steel beams that make up each pier into the solid rock bed of the river.

When the piles are in place each cluster is capped with a five-foot thick slab of reinforced

concrete. Builders put together wooden forms which are sunk until their tops are just above the surface of the river. Divers secure these to the piles and put the bottoms on the forms.

After Battalion steelworkers fabricate a network of reinforcing bar inside each form, mobile mixing trucks are backed onto a barge and the concrete is poured. About 150 tons of concrete go into each pier cap.

As each cap is completed, prefabricated steel components are bolted to it, and the bridge trestles begin to take shape. The trestles are joined by the huge steel beams that will support the timber roadway of the bridge.

All of the bridge piers are slated for completion by the end of August,

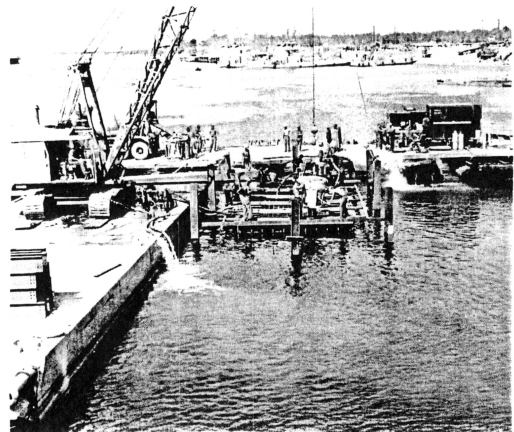
(Cont'd on page 8)

Typhoon Hits, Roofs Miss

Typhoon Doris, with winds estimated at up to eighty knots, slammed into Camp Barnes Tuesday, September 2, causing heavy damage to buildings throughout the compound.

The men of MCB 62 were forced under shelter by the storm for 14 hours. The wind and torrential rain began about 4:00 a.m. and increased to a peak at about 11:00 a.m. The storm was over by 7:00 p.m.

Major damage resulted to seven undustrial and support buildings, 10 living huts and two other buildings. (Cont'd on page 7)



DONG HA BRIDGE -- An Alfa Company crane operator manipulates a bucket of concrete for Delta Company builders pouring pier caps. Crews are rushing to complete water level work before the monsoon season.

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A Letter From The Exec

by LCDR C.E. Fegley

A couple of months ago the Battalion launched its annual drive for contributions to the Navy Relief Society. At that time you heard the Navy Relief Society called "the relief agency of the Navy community," and you were told that it desires and stands ready to assist financially all Navy and Marine personnel and their dependents who find themselves in need of help. These slogans no doubt meant little or nothing to you when you heard them read from the Plan of the Day, again and again during the drive. You probably never thought that you might someday need the assistance of the Navy Relief Society.

But inside of a brief 12-hour period on 17 and 18 August, many SEABEES in the Gulfport area were placed in a position of serious financial distress as Hurricane Camille heaped its fury upon our homes and those of our shipmates. Many homes were totally destroyed, seriously flooded or damaged. It was a matter of time before insurance claims could be filed and payments received, allotment checks were not due for another two weeks and in some cases it would be quite some time until money orders or checks that were in the mail would catch up with dependents. Cars were damaged and needed repairs. Dependents were stranded on base with no place to go. The only clothing some had was what they had on their backs.

The most comforting words we heard here in Vietnam, beside the reports that families were safe, were those of Chaplain Robinson of NMCB 74 who brought news from home that within 48 hours of the disaster our local Navy Relief Society was in operation helping those in need. A Special Navy Relief Society Team had been flown in from NAS Pensacola with \$40,000 and had wired Navy Relief Society Headquarters, in Washington, D.C., for more. Outright grants of at least \$250 were being given to anyone who had an immediate need. Few questions were asked and red tape was cut to a bare minimum.

Chaplain Robinson told of a young newly-wed, married only a few days when her SEABEE husband deployed with one of NMCB 74's first flights. She spent the night of the storm in the shelter and apparently lost everything at home. She approached Navy Relief Society for assistance and was asked if "two-fifty" would be enough to give her a new start. Hesitatingly, she said she thought so. Noticing her dismay, the Navy Relief Society volunteer advised her "Well, if that is not enough, come back when it's gone and we'll give you more." You can imagine her astonishment when the check turned out to be for \$250 instead of the \$2.50 she thought the Navy Relief worker had meant.

Navy Relief volunteers were also on the scene soon after the storm distributing clothing from Pensacola and helping in many other ways.

This is what is meant by the expression, "The Navy Relief Society takes care of its own" and why you were told repeatedly during the fund drive that this is "your charity organization." Even in a tight financial situation not the result of a natural disaster, the Navy Relief Society stands ready to give those in financial need outright grants or non-interest bearing loans.

Assistance from Navy Relief Society is based on two basic considerations:

1. There must be an established Navy or Marine Corps status, or sponsorship of an actual dependent, and
2. There must be a real need.

The response of NMCB 62's SEABEES to the Navy Relief Society's annual drive this year was outstanding. A total of \$1,812.30 was collected in Vietnam and our wives collected a commendable \$240 which pushed the total contribution to the Gulfport Branch of the Pensacola Auxiliary Navy Relief Society to \$2,052.30.

From April 1968 until March 1969 NMCB 62 personnel received a total of \$1,907.40 worth of non-interest loans and \$373.25 in outright grants. So you can see your Navy Relief Society is there when you or your family need them most, and it is your own society for your own benefit. In a natural disaster, a storm knows no rate structure. Anyone can end up in serious financial distress.

On behalf of the men and officers of NMCB 62, I salute those who give freely of their time, the volunteers of the Navy Relief Society. They were there in time of need.



LCDR Fegley



Call home via MARS

A View From The Bridge

by CDR J.P. Jones Jr.

Saluting, or more specifically the cheerful and correct rendering of the hand salute, has long been an act in which I take personal pride. When I return your salute I am recognizing you with respect. When I greet my seniors with a salute I am recognizing them with the same respect. This mutual acknowledgement, and mutual respect, is at the very foundation of the relationship between juniors and seniors in all of the Armed Services. The salute is the military man's traditional way of indicating this respect. It is not a gesture of subservience.

Recently, an excellent Armed Forces Press Service editorial on the subject of saluting came to my attention. I have had it printed below and I recommend it for your consideration.

From pre-Roman times until our most recent moon landing the salute has been a part of the military man.

It is a matter of pride among servicemen, from general to private, to salute willingly, promptly and proudly, as most recently displayed by Col. Edwin Aldrin Jr. when he and Neal A. Armstrong were contacted by President Nixon during their stay on the moon.

Since World War II (when saluting was misguidedly de-emphasized in some areas), the good soldier has stood out among his associates by his smart correct, and cheerful salute. When he salutes or receives a salute he marks himself as a serviceman with pride in himself and his uniform.

As a serviceman he recognizes that the salute is a privilege enjoyed only by military men, and is a mutual acknowledgement of comradeship in the profession of arms.

The specific origin of saluting is lost in antiquity. For centuries, however, men at arms have rendered fraternal and respectful greetings to indicate friendliness. In early times armed men raised their weapons or shifted them to their left hand (while raising the empty hand) to give proof of amiable intentions. During the Middle Ages, knights in armor, on encountering friendly knights raised their helmet visors in recognition.

Like the original hand salute and doffing of the cap, the discharge of weapons, presentation of arms, and lowering of the point of the sword were all intended to signify good will. In every case, the one so saluting momentarily rendered himself incapable of using his weapon offensively. The descendants of these earlier gestures are the modern sword salute, present arms and gun salutes.

Salute with pride and bring credit to yourself and your service. (AFPS)

SIXTY-TWO SEABEACON

U.S. NAVAL
MOBILE CONSTRUCTION BATTALION SIXTY-TWO
CAMP BARNES, DONG HA COMBAT BASE
REPUBLIC OF VIETNAM

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Chaplain's Communique

By LT R.R. Crowe, ChC

A few years ago a friend underwent surgery for the removal of a tumor. The operation was long, and afterwards the patient hung between life and death. Later he confided to me: "I asked the doctor for my wife - I wanted to see her for the last time. I had had it and couldn't hang on any longer. When my wife came in she spoke only comforting and encouraging words, and the will to live came back. I decided I could go on."



Chaplain Crowe

This man's life was saved because his wife never spoke a discouraging word. How precious and powerful are our words to those we love.

Life is sometimes very fragile. It can be crushed like a tender flower by cruel and thoughtless words. Life can also blossom out into something beautiful when awakened by words of kindness and encouragement.

The power of speech is awesome. With it crowds can be inflamed to hysteria. Parents can brow beat the children into ineptness and docility with continual "bad mouthing". Others have been inspired to greatness by encouraging words from parents, wives, or leaders.

David, the psalmist cried, "Set a watch, O Lord, before my mouth; keep (guard) the door of my lips." (Psalm 141:3) David realized the destructive power of his mouth and wisely asked for divine help.

It would be well if we considered this prayer - especially if we have wounded those we love with careless and thoughtless words that always seem to fly out. Often we despise ourselves for having said what we have said. Sometimes we even try to justify ourselves for the cruel cutting. This serves only to make those around us more miserable. Then that misery settles around us and we lose happiness too.

Let our words be acceptable. Let them build up others, rather than tear them down. Speech is the most marvelous gift the creator has given us. May we use it to create joy and happiness.

Navy Ships Belongings

With the end of the deployment fast approaching us and orders beginning to come in, it is time to start making plans for the transfers which will be taking place. The bulk of the planning will have to be done by the service member and his family.

However, the Navy is set up to offer assistance in helping its people make a move, provided certain eligibility requirements are met. The following is a list of eligibility requirements for moving household effects:

1. Be E-5 and above or E-4 with over four years service.

2. Be under orders on a permanent change of station.

3. Be undergoing a change of homeport or home yard.

4. Be ordered to duty under instruction for a period of 20 weeks or longer.

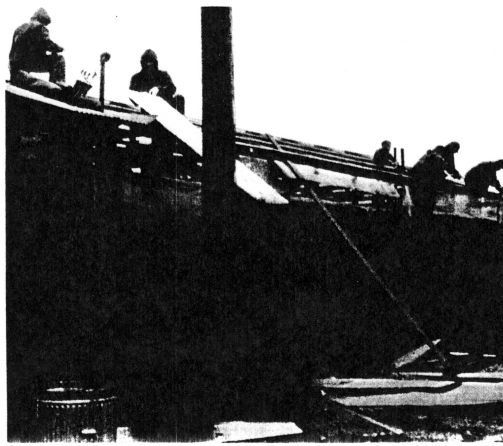
Weight allowance for moving of household effects is determined by pay grades.

Household effects may be shipped from old to new duty station.

Storage of household goods is also authorized. Weight allowances may be stored up to 90 days as a result of PCS orders. An additional 90 days may be requested in writing.

Trailer allowance is also made on PCS orders in lieu of household goods shipment. The eligibility requirements are the same. Payment for moving a trailer is made at the rate of 74¢ a mile if moved by a commercial mover and 11¢ a mile if moved by the owner.

If you will be transferring under PCS orders when you return to homeport, contact the household effects office upon arrival in Gulfport. They will take care of your move.



ROOFING IT -- MCB 62 men work in the rain and wind to repair the roof of the Camp Barnes laundry. The laundry was one of many buildings partially destroyed as Typhoon Doris swept by the SEABEE camp.

Hurricane Camille batters Gulf Coast Vicinity SEABEES Aid in Search, Rescue Operations

(Cont'd from Page 1)

at the 20th Naval Construction Regiment. From them he learned that many MCB 62 dependents had taken refuge from the storm at CBC.

He also learned of the steps being taken by the Navy to help both military dependents and civilian personnel.

In Gulfport, preparations for the storm began earnestly on August 16 as CBC officials implemented disaster

control plans and established a command communications center.

On Sunday, August 17, the speed and direction of Hurricane Camille had changed and Gulfport was almost directly in its path. By 10:30 that morning, gate sentries at CBC were instructed to direct all individuals seeking refuge to shelters on the base.

As the storm's severity increased, Navy and Marine Corps vehicles continued to oper-

Lieutenant Commander William E. Robertson Jr. joined MCB 62 August 12 for his first tour of duty with a SEABEE Battalion.

The former line officer is temporarily acting as Battalion Training Officer, but he is scheduled to relieve Lieutenant Commander David E. Gerdel as Operations Officer in early November. LCDR Gerdel will take over as Executive Officer from Lieutenant Commander Charles E. Fegley, who leaves to head a nuclear activity at Fort Belvoir, Va.

As Operations Officer, LCDR Robertson will be directly responsible for all MCB 62 construction projects. He will coordinate the work of all Battalion line companies, assign the 730 enlisted men to the various jobs and keep track of the progress at all work sites.

A native of Austin, Texas, LCDR Robertson gained his first experience in construction work during summer vacations from the University of Texas at Austin, from which he was graduated in 1959 with a degree in Architectural Engineering.

After college he was employed as an estimator with the W.D. Anderson Construction Company in Austin and with the Robert E. McKee Construction Company in Santa Fe, N.M.

With three years of construction work behind him, LCDR Robertson entered Officer Candidate School in April of 1962. Two months later he was commissioned a line ensign in the Navy Reserve.

After one month aboard the electronics communications ship Vigil and six months in communications training at the Naval Air Station in Glynnco, Ga., he was assigned to the USS Interceptor as Communications Officer.

Having served for two years aboard the interceptor, LCDR Robertson returned to Santa Fe for a year on active reserve status. During this time he was employed by the Brennard Construction Company.

Returning to active duty in August of 1966, he transferred to the Civil Engineering Corps. After attending CEC Officers School in Port Hueneme, Cal., Robertson was assigned to the Public Works Center at Pearl Harbor as a Staff Civil Engineer.

LCDR Robertson's last duty station before joining 62 was the Naval Air Station at Pearl Harbor where he served as Public Works Officer and Staff Civil Engineer. Under this post he was a command representative of the Fourteenth Naval District Harbor Facilities Committee.

Equipment Dispatcher July's Top SEABEE

Equipment Operator Second Class Thomas J. Liesfield, Alfa Company heavy equipment dispatcher, has been named as 62's SEABEE of the Month for July.

As heavy equipment dispatcher, Liesfield must keep records on and control the assignment of 204 bulldozers, graders and other pieces of heavy construction equipment.

During a brief cere-

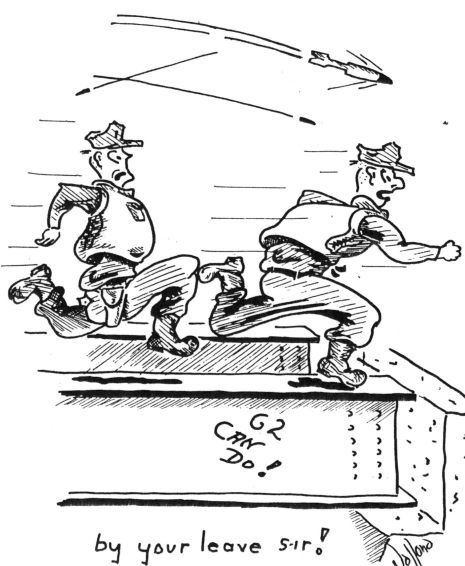
mony on August 15 Liesfield was presented with a letter of commendation by Commander Jones which stated "Through your initiative and devotion to duty (you have) demonstrated the highest qualities of leadership and technical ability expected of a second class petty officer."

Liesfield, who enlisted in the Navy under the Directly Procured Petty Officer Program in 1968, was further commended for his rapid adjustment to military methods. The letter went on to state "Because of your conscientious attitude toward your job you quickly acquired a better than average knowledge of operating procedures of the SEABEES..."

As SEABEE of the Month winner Liesfield received three days in-country R&R, a check for \$25.00 and a Battalion plaque.

Runners up in the contest received a 24 hour in-camp liberty and a Battalion plaque. They were: Utilitiesman Second Class Claude A. Mercer, Builder Second Class Floyd McKamey, Builder First Class Apprentice W. Walker and Steward Second Class Willie L. Hawkins.

Military decorations for heroism can affect retirement pay by 75%.



ate in the community, picking up all refugees.

Shortly after the first intense effects of the storm were felt, all Civil Defense telephone lines became inoperative. For the duration of the storm and well into the next day the Navy provided the primary, and often only, communications between local Civil Defense and other units.

As the eye of the hurricane passed over the area at about 12:30 on the morning of the 18th, Marine amphibious track vehicles were dispatched to pick up additional survivors. The Amtracs continued their search throughout the second phase of the storm.

Despite constant attempts by MARS station operators, there was no telephone communication traffic other than Auto-von calls into Gulfport for about five days after the storm.

Two days after the storm, however, Red Cross messages and MARS-grams, telegrams sent through the MARS system, began coming from Gulfport. Through these sources the Battalion received the unconfirmed word that almost all MCB 62 dependents were accounted for and safe.

As a few telephone lines in the Gulfport area became operable all calls from Battalion men to their families were designated as highest priority.

MCB 62 sent the names and addresses of all Battalion dependents in the area to Gulfport. Officials there tried to check each one and send back word on the safety of the families.

The Camp Barnes MARS station has continued to allow MCB 62 men to contact their families as more telephone lines around Gulfport become operational.

All Battalion men have now received word on the condition of their families, none of whom received serious injury during the storm.



SEABEE BUILDERS BECOME HIGHWAYMEN;

A few weeks ago Vietnamese National Route #9 from Bridge 912 to Vandegrift Combat Base (VCB) was a narrow, rough dirt road almost unpassable in places. Today it is a modern asphalt highway thanks to MCB 62's Detail Barracuda.

The eight-mile stretch of road has been upgraded, widened and paved as the last part

of 62's lines of Communication (LOC) project. Its improvement has been the most complex portion of the entire 35 miles of LOC road work.

The rugged mountainous terrain between Bridge 912 and VCB has made the work on this section of the highway unusually difficult. Almost every type of road building equipment

available to the SEABEES has been used to blast, cut, fill, straighten and level the new highway.

Made up of about 140 men, Detail Barracuda has been at work on the top priority project for more than six weeks. During this time, their working day has been from sun-up to sun-down even on Sundays when most SEABEES take an afternoon off.

Men of the detail have been living in tents at the job site. About 40 SEABEES headed by Chief Equipment Operator Joe Hirtle camped at the eastern end of the project, Bridge 912. The remainder set up their temporary homes with the project officer, Lieutenant Ronald Bates, at Elliott Combat Base, about midway along the road.

While the project was in full swing, a drive from the bridge at one end to VCB at the other was like a lesson in highway construction. All kinds of road work were going on simultaneously at various places along the eight-mile stretch.

At one place, a drilling crew was at work

boring holes where the Battalion's dynamite specialists, assigned to Detail Barracuda, would plant charges to blast away a mountain-side, making way for the roadbed.

A little farther along, a major fill operation was underway. Trucks and scrapers were dumping tons of dirt to raise the level of the road more than 25 feet above a marshy, hollow area.

As each load of fill was dumped, graders spread the dirt evenly and bulldozers towing spiked drums called sheepfoot rollers went back and forth over the area to compact the soil.

Elsewhere, dozers and scrapers were busy shaving off a hillside to widen the road. The

prefabricated steel sections for smaller culverts.

Not far away a fill boss stood beside a nearly completed section of road giving hand signals to the driver of a huge scraper barreling around a curve to lay a final load of fill evenly. The fill boss's signals told the driver what gear to use to bring the load in at the required speed and indicated exactly where the dirt was to be dumped.

Another crew was standing by to spread truckloads of rock over the final fill. After being compacted by heavy rollers, the rock would form the base for the asphalt highway.

In some sections of the project, the asphalt was already underway. First, a thin layer of liquid asphalt was sprayed over the roadway. Then, about 24 hours later, the final paving mixture of hot asphalt and rock would be put down.

All along the route, engineering aides were at work to make sure the road measured up to specifications.

They ran soil tests, checking the ability of the roadbed to carry the weight of the traffic expected. They also measured the moisture content to ensure that the dirt could be compacted properly.

In addition, the engineering aids kept track of grade levels all along the highway, and they carefully watched the crown (the slight elevation at the center of the road needed for drainage) as the final roadbed took shape.

In Detail Barracuda's two camps, construction mechanics, headed by Chief Construction Mechanic W. W. Allison, struggled to keep all of the equipment in top operating condition.

At Bridge 912 minor repairs were made, new blades were put on scrapers and tires were changed; all in a muddy



COPELAND COPES WITH CULVERTS -- Battalion safety Chief L.W. Copeland (in flak jacket) inspects a Charlie Company culvert crew.

Charlie Company's Culvert Crews Race Alfa's EO's Along Highway

There are a number of men from 62's Charlie Company who are casting a wary eye toward the skies as they install drainage culverts along Route #9.

The monsoon season with its torrential rains will soon come to northern I Corps, slowing the project to a virtual crawl.

Many of the rainfall's devastating effects will be lessened along the highway, however, thanks to the culverts being installed by the Charlie Company men who are working with Detail Barracuda on 62's massive Route #9 improvement project.

Ranging from an initial crew size of 12 to as many as 40 men, the culvert builders are primarily involved with the extension of old, French-built box culverts. The drainage systems often have to be extended as much as 30 feet as the road, formerly about 18 feet wide, is widened to at least 33 feet.

Some of the smaller culverts are extended with corrugated metal pipe, but most of the larger cement box culverts are lengthened by building concrete walls about 18 inches thick, 15 feet high and 30 feet long.

Over a span of about one month the crews poured between 300 and 400 cubic yards of concrete for culvert walls

Working under the direction of Builder Chief Frank Vollono and Builder First Class Prentice W. Walker, the culvert crews set up housekeeping at Elliott Combat Base and began their Route #9 project on July 7. The crews were broken into smaller units of from five to seven men each and set to work on areas most critical to the project schedule of Alfa Company equipment operators. This coordination of effort enables the builders to stay ahead of the road widening and upgrading operations.

In order to finish the culverts in time to allow the equipment operators to go ahead with their work uninterrupted, the builders must follow a tight schedule. They receive no weekends off and often have to work in rain, heavy winds and other inclement weather that would bring other road operations to a halt.

One way in which the crews speed up their end of the job is by using pre-cast tops for their culverts. Rather than pour concrete tops which must set for at least four days before road work can go on over them, the builders use tops made by other Charlie Company men in the Camp Barnes pre-cast yard. The roadwork can begin as soon as

the tops are in place.

In addition to building the culverts, the Charlie Company crews take part in protecting them. Each morning two of the builders travel with a Marine sweep team which searches the road and the work sites for mines and booby traps.

It is the job of the two crew members to point out to the Marines all areas where the builders will be working that day. They also inform the rest of the crew members which areas are secure and which should not be entered.

In addition to the culvert construction, the Charlie Company men have had one other important job. Working with members of the company's steelworking platoon, they rebuilt bridge 913, located slightly west of Elliott Combat Base.

The 60-foot-long, single span, steel and timber bridge was open to traffic only two weeks after the start of construction.

The builders are primarily involved with culverts, however, and are now working on the ones between Elliott and Vandegrift Combat Bases.

The work is going smoothly and the men have only one real problem --staying ahead of those speedy equipment operators.

Dedication To Ludban

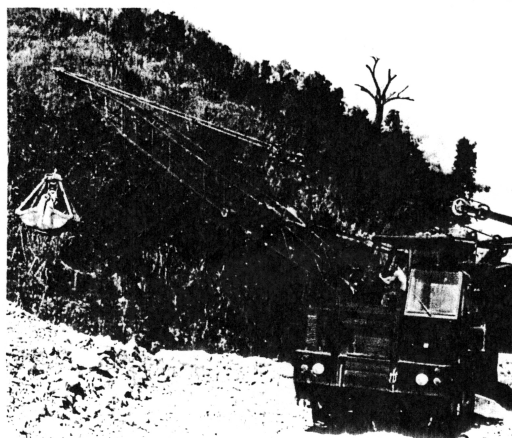
A section of Vietnamese National Route #9 has been dedicated to MCB 62's first combat fatality this deployment, Equipment Operator Third Class, Glenn C. Ludban, by his former crew's members.

EO3 Ludban was killed on June 30 as he stepped on and detonated an anti-tank mine on the shoulder of a section of road where he was working.

A short dedication ceremony attended by about 15 members of Ludban's former crew was held on July 22. A marker was placed on the location of his death naming the section of Route #9 from Gia Creek to Elliott Combat Base the Glenn Ludban Memorial Highway.

dirt removed from this cut was hauled off to be used as fill material.

Nearby a crew of builders, also part of Detail Barracuda, were constructing a huge concrete drainage culvert beneath the road. Another building crew was putting together



CRANE FOR CULVERTS--A crane operator digs away an area where a culvert is to be extended.

NUMEROUS RT NO.9 PROJECTS PROGRESSING

sloping area on the side of a hill. At the camp at Elliott Combat Base more extensive repairs were handled.

With all of these different operations going on at once, careful coordination and a great deal of teamwork were essential.

The coordination was the responsibility of LT Bates, Chief Hirtle and the assistant project officer, Senior Chief Equipment Operator Jarvis O. Wood. They planned each day's work in advance and toured the eight miles of road almost constantly to see that the men and

equipment were employed as efficiently as possible.

A chief petty officer oversaw each major aspect of the work. For example, Chief Equipment Operator R. L. Furne was responsible for most of the earth-moving operations while Chief Equipment Operator J.M. Jacobs was in charge of the rocking crews.

The SEABEES who handled the culvert construction and did some bridge work were headed by Chief Builder Frank Vollono.

The teamwork involved was not so easily char-

ted, but it was just as vital to the completion of the project. Men who were temporarily idle on their own part of the job voluntarily moved to another section to help out with the work there. Operators doubled up to keep the job from falling behind when equipment broke down.

It was not unusual to see one of the hospital corpsmen assigned to Detail Barracuda driving a scraper or a bulldozer to give the regular operator a short break. A cook could sometimes be found in his spare moments assisting a mechanic.

Completion of the project also required teamwork between Detail Barracuda and a detachment of MCB 53 SEABEES deployed to Vinh Dai. The men of 53 supplied the rock needed for the road and handled the actual paving.

Under the direction of Lieutenant Bates, 53's asphaltting crews put down the final surface. They began as soon as Detail Barracuda could prepare a section of the road long enough to make a day's work for the paving machine.

With the paving finished the men of Detail Barracuda have a little yet to do. The shoulders of the road are now being rocked and leveled. Cuts are be-



FILL 'ER UP -- An equipment operator loads his scraper with dirt to be used as fill material along the highway.



BURN, BABY, BURN-- A Marine tank driver burns brush to clear a road shoulder along Rt #9.

ing smoothed into gently sloping banks.

Finally the SEABEES will dress up their project by planting grass seed along the sides of the highway and spreading fertilizer.

When the men of Detail Barracuda disband and go on to other MCB 62 projects, they will leave behind a 24-foot-wide, two-lane highway capable of handling the heaviest combat traffic at speeds up to 50 miles an hour.

Statistics help to show what has been accomplished, although the numbers are often

so large as to be meaningless. More than 200,000 cubic yards of fill material was used to bring the road to its finished grade, and 350,000 cubic yards of landscape was removed in the cutting and leveling.

About 25,000 cubic yards of rock was required for the eight mile stretch of road and almost that much asphalt used.

The best measures of what has been done, though, will be in the finished product.

The banked curves and easy slopes of Route #9 will attest to the professionalism that went into the construction.

The tons of supplies that make their way down the road each day will point to the importance of the job.

But there is something else that only the SEABEES of Detail Barracuda will ever appreciate -- the sweat that built the highway.

Rt No.9 Details Roughing It

Time consuming operations such as road sweeps and the movement of men and equipment make commuting between Camp Barnes and work sites along Route #9 unfeasible. Therefore, SEABEES on Details Snapper and Barracuda must live near their work.

Approximately 90 members of Detail Barracuda have set up camp at Elliott Combat Base, and 50 others stay at Bridge 912. The 18 to 24 men who make up Detail Snapper live at Vandegrift Combat Base.

The men on these details have found living conditions in the "boondocks" quite different from those in Camp Barnes. The men live in tents or underground bunkers rather than the familiar South-East Asia huts or "hootches" of the base camp. Mess halls and showers are

(Cont'd on next page)

Rt No. 9 Explosive Specialists No Astros, But Job Involves Much Blasting Off

If Equipment Operators First Class Gary L. Henzen and Herbert D. Bass say they are having a blast, they probably don't mean that they are enjoying themselves.

They are MCB 62's dynamite specialists, and blasting is their job.

The two men, specially trained at a civilian-operated blasting school in Rochester, have their hands full during 62's current deployment. They have set off more than three tons of dynamite since the Battalion arrived in Dong Ha five months ago.

The biggest part of their work has been on Vietnamese National Route #9 where 62 is upgrading, widening and paving an eight-mile stretch of highway used daily by Marine supply convoys.

Near Bridge 912, about 14 miles east of Dong Ha, Henzen and Bass have used dynamite to cut away a mountain-side, making a shelf for the roadbed. Elsewhere on the Route #9 project they have been called on to break up rocks too large for the scrapers and bulldozers to move.

Although the dynamite

does its work in a fraction of a second, many days or even weeks are needed to plan and set up a blast.

First, Henzen and Bass must examine their blasting site and read the rock. That is, they must figure the contours of the formation and decide how the rock is likely to break apart.

With this information, they plan the blast, or shot as they call it.

They determine the spacing of their charges, the depths of the holes in which the dynamite will be placed and the type fuze to be used. These are all important factors in controlling the blast to shape the cut correctly.

The most difficult and time consuming part of the entire operation is drilling the holes for the charges. Henzen and Bass and their crew use a pneumatic drill to bore 15 to 30 feet into the rock.

Finally, the charges are placed in the holes, the fuzes are set, and wired to be ignited electrically, and the shot is ready.

Under ideal conditions, blasting can be a

fairly routine aspect of the construction operation. But on the highway #9 project terrain and unusual rock formations served to complicate the process.

At Bridge 912 where most of the blasting took place two bulldozers, a drill and the compressor that drive it were lifted by helicopter to the top of an 85-foot-high cliff. The dozers cleared the area so that the drill could do its work.

Once the holes were bored, the equipment was airlifted out of the area until after the first blast. Then, back to the top to prepare for the next shot.

EOL Henzen described the explosions that were prepared in this way as disappointing. He said seams of soft dirt hidden between layers of rock dissipated the force of the blasts causing the shots to have very little effect.

A Marine demolition team assisted the SEABEES in setting up a few of the explosions, but they were able to get no better results. "After a couple of tries, the Marines gave up," Henzen said.

Finally, attempts to set the charges from the top of the ledge were abandoned, and Henzen and Bass began drilling into the side of the cliff near the level of the roadbed.

Henzen explained that this technique was used as a last resort because it allowed the blasters very little control over the shape of the cut.

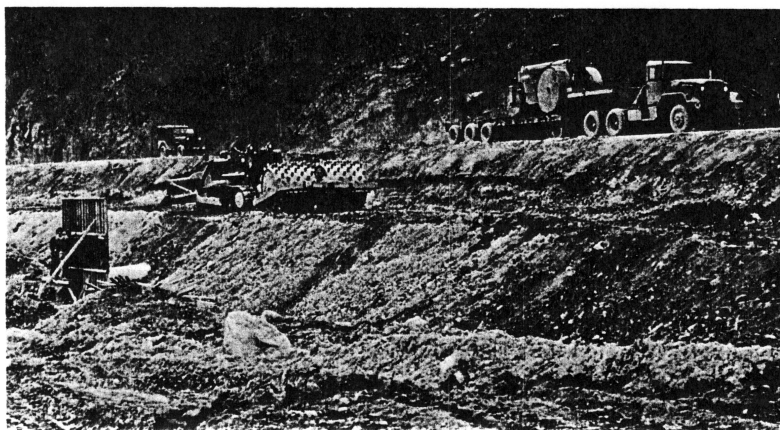
In spite of the problems, though, the highway has now been completed. At Bridge 912 the road glides smoothly past the craggy face of a sheer rock cliff as it winds its way across northern I Corps. There is little trace of the tons of rock so recently blocking its path.

The Marines that drive the convoys are, of course, glad to have the new highway. It cuts hours from the driving time on their supply routes.

But EOL Henzen and EOL Bass share the feelings of most of the rest of the SEABEES who worked on the Route #9 project. They're just glad to be through with that blasted road.

BUY THE MINUTEMAN
ORDER AT PUBLIC AFFAIRS

SNAPPER'S PROJECTS GOING SWIMMINGLY



FILL OPERATION -- Detail Barracuda equipment operators bring a section of Route #9 up to the proper level as Charlie Company builders erect forms for a concrete box culvert near Bridge 912.

SEABEES Join Marines at Elliott To Aid in Road Sweeping Operations

A four mile hike before breakfast is said to be very healthful. However, the Marines and SEABEES at Elliott Combat Base don't necessarily agree. It is their job to sweep almost four miles of Route #9 between Elliott and Bridge 912 for mines, booby traps and ambushes each morning.

The Marines are members of "A" Company of the 11th Marine Engineers. The SEABEES are MCB 62 men who walk the road with the Marines to point out places where Battalion men will be working and in-progress construction which may be booby trapped.

From 20 to 30 Marines make up the major part of the sweep team. Of these, about 18 provide point (forward), flank (side) and rear security.

Three two-man teams perform the actual sweep. One man on each team operates the detection gear as his partner probes for hidden demolition.

A sergeant in charge, a Hospital Corpsman, a radioman and, often, a Marine sentry dog and his handler comprise the rest of the team.

A five-ton truck follows behind to carry the men back to the starting point after the sweep. Many times tanks and other heavy armored vehicles come along to provide greater fire support.

Engineering Aide Constructionman Danny Hawes is one of the SEABEES who walks the route with the Marine group each morning. It is his job to point out new working areas which must be swept. Certain places off the road such as those where equipment operators pick up fill dirt with their scrapers are also checked.

At the end of each hike Hawes reports to

the Operations Officer on all mines and traps found.

Presently, two men from the First Platoon of 62's Charlie Company also travel with the team. The men, who are assigned the mission on a rotation basis, are taking the place of Builder Third Class Frank Ryncarz who previously worked with the sweepers. The Charlie Company men are responsible for making sure that the sites where the company is building culverts are swept.

Each morning the sweep team and SEABEES climb aboard a truck which takes them to the main gate of Elliott Combat Base. There the Marines don the headsets of their detection devices. They assemble the main component of their detectors, a long collapsible pole with a flat metal plate attached.

As the gate guards remove the road barriers, the team forms into three columns, one in the middle of the road and one on each road shoulder. At a signal from the sergeant the columns move out, each man keeping well away from the men around him.

Moving slowly as they sweep the detectors back and forth before them, the Marines try to cover every inch of roadway and shoulder. If they detect something the spot is marked. The next man in line then probes the ground with a bayonet to discover what caused the reading on the detector.

The team has discovered relatively little enemy activity along the route lately. Since mid-July, however, the sweep teams have discovered two Claymore anti-personnel mines, two 60-pound anti-tank mines and several gren-

ades, dud mortars and artillery rounds.

Any demolition found is destroyed by the Marines with C-4 plastic explosive.

Although the four-mile walk each morning is more than a mere constitutional for the three SEABEES, it means a much more healthful place to work for 62's other BEES on Route #9.

Men of Details Snapper and Barracuda Adjust to Living Conditions Along Rt No. 9

(Cont'd from page 5)

often improvisational, and available free-time activities sometimes leave something to be desired.

Detail Snapper at Vandegrift, farthest of the detachments from Dong Ha, is an almost completely self-contained camp in miniature.

Underground bunkers, a chow hall, showers and independent water and electrical systems allow the detachment to function with little outside help. The men even have their own washing machine, a rare luxury in Vietnam.

Supplies are brought to the camp as they are needed and, whenever possible, a mail run is made daily.

Detail Snapper's chow hall serves a number of purposes. In addition to a dining area, the chow hall doubles as a club, game room, library and social center.

Card playing and horseshoes are the main after-hours diversions, and much time is spent watching the Marine tanks and helicopters which frequent Vandegrift.

There are two prominent characteristics of Elliott Combat Base. One of these is a towering jumble of earth and rocks which has given the base its

The primary mission of the SEABEES is construction support for American forces, but not many Navy builders work as closely with the infantry troops as the men of MCB 62's Detail Snapper.

Since early April these men have lived and worked side by side with Marines of the Fourth Regimental Landing Team at Vandegrift Combat Base, probably the most remote military compound in northern I Corps.

Varying in size from 18 to 24 men, Detail Snapper has undertaken a variety of projects, but the biggest job has been to keep Vietnamese National Route #9 open to supply convoys. The highway is the only land route into the combat base.

Most of the work on highway #9 has involved repairing drainage culverts destroyed by enemy snappers. The men have replaced more than 800 feet of culvert during their stay at Vandegrift.

At one time, the SEABEES rebuilt five culverts between Vandegrift and Elliott Combat Base some four miles away. Only a week after they were completed, two of the new ducts were blown up and Detail Snapper was again called on to replace them.

On the same four-mile stretch of highway, the detail has put decking on three bridges. They have also added hand rails and made other improvements on the spans.

This portion of the highway has been, until recently, unpaved, and it was part of Detail Snapper's job to help get the road ready for asphaltting. To do this, the SEABEES hauled fill dirt to widen the roadway in spots and they graded and compacted the surface.

Another group of MCB 62 men, Detail Barracuda, has now widened Route #9 and paved it with a heavy-duty asphalt surface. Its completion cuts the travel time for supply convoys to Vandegrift and reduces the maintenance needed on the road as well.

Still, Detail Snapper has plenty of work to do, for in addition to maintaining the road, the SEABEES are responsible for other construction at both Vandegrift and Elliott Combat Bases.

Right now, they are working on concrete pads for heavy artillery weapons at the two bases. They are also building ten 30-foot-high observation towers for security forces.

(Cont'd on next page)

nickname, "the rockpile". The other characteristic is the roar of large artillery pieces firing throughout the day and night.

At Elliott the men of Detail Barracuda have set up housekeeping amid the incessant noise in large, squad-sized tents. A mess hall and shower are shared with Marines stationed at Elliott. Some SEABEES prefer to bathe with the aid of a water spraying truck, disdaining the crowded showers.

Daily runs are made from Elliott to 62's Camp Barnes for mail, supplies, parts, laundry and security reports.

After working hours, SEABEES at Elliott are left to their own devices. They are able to purchase beer and soda, and movies are made available whenever possible.

In addition to their regular jobs the men of Detail Barracuda also lend helping hands to the Marines. SEABEE equipment, manpower and know-how are given readily to the combat troops.

One device especially appreciated by the Marines is an "automatic sand bag filler", actually a SEABEE ditch digging machine.

The remainder of the

men on Detail Barracuda are living near Bridge 912.

Although this camp site is the nearest to Dong Ha, living conditions are the least comfortable.

The camp consists of a number of dust covered tents clustered around Route #9 before the approach to Bridge 912. Here, as at Elliott, SEABEES and Marines live side by side in the midst of dust, traffic and noise.

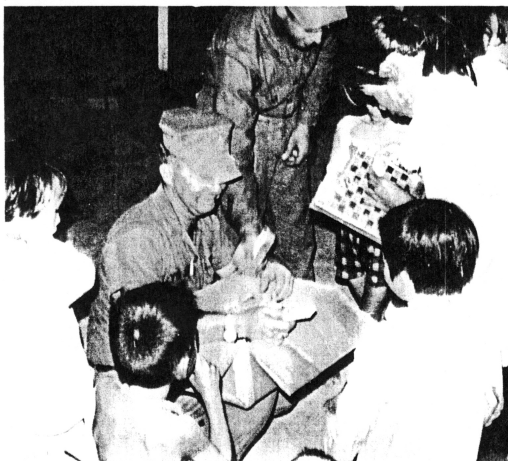
A Battalion commissaryman labors under the adverse conditions to produce two hot and nourishing meals each day, but a third meal consists of C rations.

Showers are no problem. There aren't any. There is plenty of running water, however -- the Gia Khe Creek runs beneath Bridge 912. Here the men wash off the day's accumulation of dirt and grime.

After hours activities are much the same as those of the other detachments.

Despite the rather rigorous conditions of detachment life, the men don't do much complaining. The prevailing attitude seems to be that it is all part of their job.

Some even like detachment life. As one SEABEE put it, "You get cut a little more slack."



HOW SWEET IT IS -- Bravo Company men distribute candy to children at the Delta Med hospital. The SEABEES collected the sweets from sundries packages.

Hospitalized Children at Delta Med "Treated" by Big Hearted SEABEES

The hospitalized children at "Delta Med", the in-patient clinic operated by Delta Company of the Third Marine Division's Third Medical Battalion at Dong Ha Combat Base, have little to be happy about. The smallest kindness can light up their faces to communicate emotions that penetrate any language barrier.

Three SEABEES from Mobile Construction Battalion 62 learned this first hand the evening of August 25. They presented to the 66 children in the wards that

day two large boxes of candy they had collected from "sundry packages."

The three Construction Electricians, members of 62's Bravo Company, are First Class Robert E. O'Loane, Third Class Rupert M. Scharoun, and Constructionman John F. Clinton. They were accompanied by Chief Construction Electrician Robert R. Ward of the Battalion's Civic Action Team.

Soliciting the assistance of Civic Action Officer Lieutenant Junior Grade Eugene A. Graves, the group made arrangements to visit the hospital after working hours. They cleared their plans through the "Delta Med" Commander and also through 62's Officer of the Day. Transportation was provided by 62's Bravo Company.

The bumpy ride from Camp Barnes to "Delta Med" lasted about 10 minutes. They passed through the main gate and entered the courtyard of the hospital. Following the sidewalk bordered by flowerbeds they approached the hospital's clearing station.

Immediately, little heads popped up from behind corners, curious to know what was in the two cardboard boxes the SEABEES carried.

Following the directions of a hospital corpsman, the three men proceeded down the passageway toward the wards. At the sight of the first candy bar the children were overcome with joy, and the SEABEES were overcome with children.

As the men moved from ward to ward the ecstatic children followed them. Some followed on crutches. There was one in a wheelchair. Several had no clothes. Most of them had beaming faces, but a few had that puzzled look.

Eventually, though, the SEABEES were accep-

ted by all. The candy vanished into little mouths or disappeared under pillows to be consumed later.

As visiting hours came to an end the SEABEES said their "good-byes" and promised to come again. They left "Delta Med" knowing that they had given candy that melts in your heart, not in your hand.

Job No Snap For Snapper

(Cont'd from Page 6)

Men of the detail are frequently called on to construct large underground bunkers for the Marines.

Living conditions for the SEABEES of Detail Snapper are sometimes crude. Their tiny camp at Vandegrift consists of only three buildings, a chow hall, a shower and a garage. The men sleep underground in hot, stuffy bunkers capable of withstanding enemy rocket attacks.

The chow hall is the center of most activity. Meals are, of course, prepared and eaten there, but it also serves as club, card room and general meeting place.

During their stay at Vandegrift, the men of Detail Snapper have enlarged the plywood structure and have added a ceiling. They have rebuilt the garage and constructed a grease rack as well.

Horseshoe contests are the principle recreation although the SEABEES often visit neighboring Marine camps to watch evening movies.

In spite of the hardships the men of the detail seem to enjoy their work.

As one SEABEE put it, "We all work together. It's kind of a team thing. Besides," he added, "there's so much to do the time really goes."

Typhoon Rips Camp, Jobs Suffer Setback

(Cont'd from Page 1)

her small structures. More than 60 buildings sustained minor damage. Two MCB 62 men were injured slightly.

While 62's SEABEES were locked in against the wind, many of them watched as, piece by piece, the sheet metal roofs of the camp's buildings were lifted and carried away by the wind.

The Battalion's Bravo Company, in charge of camp maintenance, and details from Delta Company began reroofing the buildings and repairing power lines before the rain stopped. Almost all damages to the camp were repaired by noon the next day.

While the rest of the Battalion weathered the storm in camp, two of 62's senior officers and an enlisted man fought to save a crane mounted on a barge at the Dong Ha Bridge construction site. Commander John P. Jones Jr., Commanding Officer, and Lieutenant Commander David H. Gerdell, Operations Officer, and Builder Third Class Ronald M. Battistoni risked their lives swimming in the swift current to rescue the barge after it broke from its moor-

ings in the strong wind

After their initial efforts, a detail from 62's Master-at-Arms force and a detail from Delta Company secured it further. No permanent damage was reported.

At the road construction site of 62's Detail Barracuda, on Vietnamese National Route #9, the storm caused a rock slide which covered the highway entirely and stopped traffic for hours. Much of the rock had to be blasted away.

Enough was removed by 10:00 AM the next day to allow intermittent use of the road.

Just west of Elliott Combat Base at the site of a bridge also under construction by Detail Barracuda, the storm washed away a temporary river crossing beside the bridge. This necessitated efforts to make the bridge passable immediately.

As Typhoon Doris moved away from Camp Barnes, spreading her destruction into the Demilitarized Zone, the men of 62 surveyed the wreckage and began the process of rebuilding amid the mud.

Two Ships In Simultaneous Reenlistment

How many SEABEES can claim service with five mobile construction battalions? MCB 62's Senior Chief Equipment Operator Jarvis O. Wood can. With almost thirteen years of active Naval service behind him the 38-year-old veteran began on August 26 his third and last reenlistment before retirement.

In contrast, on the same day a 20-year-old former Reservist fleet sailor, MCB 62's Dispensing Clerk Third Class Raymond P. MacDonald shipped over for his first six year reenlistment.

A native of Apex, N. C., EOCS Wood has served with MCB 7, MCB 4, MCB 133, MCB 121, and now begins his third month with MCB 62.

A native of Danville, N.Y., DK3 Raymond P. MacDonald joined the Navy Reserve in March of 1967. His first duty station was the destroyer Ault.

DK3 MacDonald joined MCB 62 in January and was assigned to the Battalion's Dispensing Office.

As a reenlistment bonus DK3 MacDonald received \$4,833.00.

Mr. SEABEE? Can Do Did

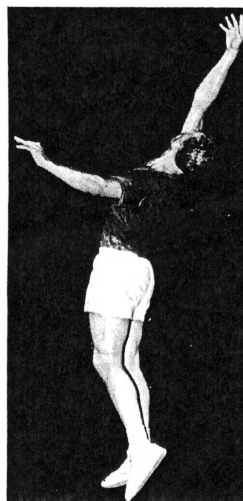
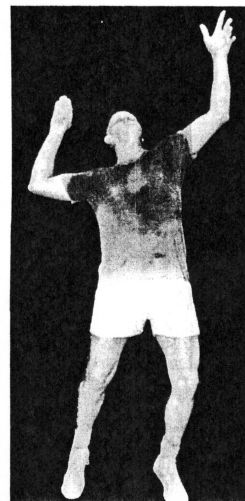
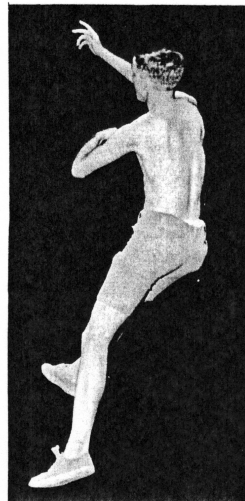
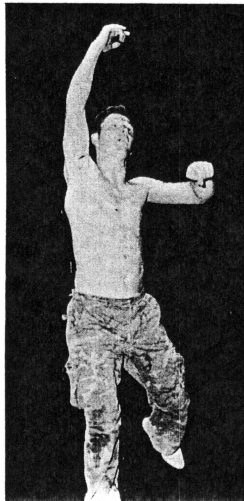
When Michelle Scott, wife of Constructionman James W. Scott of MCB 62, bought a horse sired by CAN DO, it seemed natural to name him MR. SEABEE.

Mrs. Scott trains and shows the horse to occupy her time while her husband is in Vietnam.

CN Scott, however, has a few doubts about his wife's new hobby.

He just doesn't see what he and his wife will do with a horse when he returns to the Battalion's homeport in Gulfport.

Well, a horse is more economical than a car, and they certainly wouldn't bar a MR. SEABEE from CBC.



OFFICERS' BALLET -- Four Battalion officers show their form and grace at a recent volleyball game.

LT Nunez Reports To Med Dept

Lieutenant William D. Nunez of the Naval Medical Corps reported aboard MCB 62 on August 4 to assume the duties of Battalion Medical Officer.

He relieved Lieutenant Carl J. Orfuss who was assigned to the Navy Dispensary in Washington, D.C.

As Battalion Medical Officer LT Nunez is in charge of the Battalion Dispensary and is responsible for maintaining Battalion Health standards.

A native of Chattanooga, Tenn., LT Nunez enrolled in Georgia Institute of Technology in Atlanta in June of 1959 to study pre-med Chemistry. After one year at Georgia Tech he transferred to Emory University in Atlanta to major in pre-medicine and attended until June of 1962.

With enrollment in the University of Tennessee College of Medicine at Memphis he began medical training. Here he was a member of Phi Chi Medical Fraternity. He was graduated with a degree in Medicine in June of 1968.

LT Nunez served his one-year internship at Georgia Baptist Hospital in Atlanta. He completed this service in June of 1969.

LT Nunez entered the Naval Reserve Medical Corps on July 6 of this year. He attended the Field Medical Service School at Camp Lejeune, N.C. just before joining MCB 62.



NEW VILLAGE HQ-- 62's Civic Action Team pours a concrete slab for a new headquarters building in the village of Phu Ngang. The once enemy-held village is a major area of operations for team projects.

Bridge at Dong Ha Delta's Latest Job

(Cont'd from page 1)

From then on, the weather will be unable to interfere with the work. The trestles and central spans will be erected and the timber decking will be put in place in spite of monsoon conditions.

At the same time, the approaches will be finished and concrete abutments will be placed. Then, the final spans joining the central sections to the banks can be erected.

When all six spans are constructed and the bridge is open to traffic, it will be one of the longest highway bridges in northern I Corps. It will handle two lanes of traffic and will support the heaviest combat equipment.

Replacing a makeshift French-built bridge,

the new structure will provide a direct avenue to the northernmost reaches of the combat zone. Currently, tanks and other heavy vehicles must make a detour of about 18 miles to the Cam Lo Bridge, completed by MCB 62 in early July.

The new bridge will also provide an important commercial link for the Vietnamese people in the area. It will be a convenient route for goods from north of the river to reach trade centers in the south.

And as the American troops and local tradespeople cross the bridge they will perhaps notice the sign saying in both English and Vietnamese, "Built by MCB 62."

BEE's Bothered By Bucket Brigade's Bell

It was in 1904 that the Russian Physiologist Ivan Petrovich Pavlov received the Nobel prize for his experiments in conditioned reflexes. In his experiments he taught dogs to salivate upon hearing a given signal.

The conditioned reflexes of Pavlov's dogs were nothing compared to those of the average man in Vietnam. When he hears a certain signal, namely a siren, his immediate response is to jump headfirst into the nearest hole.

Because of this, indiscriminate use of sirens is frowned upon in Vietnam. Even the short test blasts sounded at noon in many camps have been known to cause immediate evacuation of many chow halls.

This was the problem encountered by the men of Alfa Company when they first received a shiny, bright red fire engine from the Third Naval Construction Brigade.

Since the fire engine's siren couldn't be used, some other type of warning device was needed. Alfa Company's firemen put their heads together and came up with a solution -- they would install a bell on the fire truck.

The obvious question which arose was "Where do we find a bell?" With determined men the hook and ladder contingent set out to procure one. No possible source of bells was overlooked. The Alfa Company men questioned Navy river-

boat drivers, the Marines, Army, Air Force, ARVN's (Army of the Republic of Vietnam) and Vietnamese civilians. No bell could be found.

Finally the men asked Chief Construction Electrician Robert B. Ward, Chief of 62's Civic Action Team, to help in their search. Chief Ward told his problem to Lieutenant Junior Grade Eugene A. Graves, officer in charge of the Civic Action Team. LTJG Graves knew of a Vietnamese shop in Quang Tri which sold bells.

Shortly thereafter, Chief Ward returned to Alfa Company triumphantly bearing a brass bell about six inches high. He had bought it in the Vietnamese shop for 500 piastres, about \$5.00.

The bell was attached to the fire truck. A long string was run from the bell to the passenger's side of the truck.

Alfa Company firemen now have their bell, but there is still one slight problem -- there is no way to keep the bell quiet when the fire engine is moving.

As one of the fearless firemen observed, "Now we sound like a *#@* ice cream truck."

Veterans eligible under two or more Veterans Administration programs can receive more than 36 months of educational assistance.

Contact the Career Counselor, EOC Meyers, for additional information on post-service benefits.

SEABEE Military Advisor, Schlader, Teaches Marines

Gunnery Sergeant Charles Schlader, military advisor for MCB 62, conducted classes in the firing of the 106 mm recoilless rifle for nine men from the

11th Marine Engineers August 19 and 20.

The classes, consisting of a day of instruction and a day of firing, were given to familiarize the Marine Engineers (Marine equivalents of SEABEES) with the light artillery weapon. Although the 11th Engineers are obtaining a 106 for their defensive lines, no member of the unit has had any previous experience in its operation.

GYSGT Schlader, a former Marine instructor at Quantico, Va. and Camp Pendleton, Cal., was assigned to instruct the group by Dong Ha's base defense organization.

Crews of SEABEES from 62's Security Company were trained in the operation of the 106 by GYSGT Schlader. They have been firing the weapon on Camp Barnes' defensive lines for the past two months



The 1969 edition of the MCB SIXTY-TWO MINUTEMAN Cruise Book promises to be even bigger and better than the award-winning 1968 MINUTEMAN. It will be a 176 page pictorial record of the projects and activities of MCB SIXTY-TWO and the men who make this the "Can Do" Battalion.

Photographs and articles will spotlight each company and will recall scenes of the Dong Ha area, Special Services Shows, sporting events and camp life.

The 1969 MINUTEMAN is sure to be a lasting memento, a source of many pleasant memories in the years to come.

Pre-publication orders for the 1969 edition of the MCB 62 MINUTEMAN are now being accepted for only \$3.00 each, full price. You can order yours through the Public Affairs Office, MCB 62, FPO San Francisco, 96601

NAME _____ NUMBER OF BOOKS _____
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No cash please. Make checks payable to the MCB 62 Recreation Fund.

Stupski Here

Ensign Lawrence J. Stupski, a Naval Reserve line officer, reported aboard MCB 62 August 20 to assume the duties of Assistant Administrative Officer for the Battalion. This is the ensign's first duty station.

A native of Jacksonville, Fla., ENS Stupski was graduated from Princeton University in 1967 with a degree in politics. He later attended Yale Law School at New Haven, Conn. where he was a member of Phi Delta Phi, a legal fraternity.

In May of this year the 24 year old ensign was graduated from Officer Candidate School at Newport, R.I.