CONSTRUIMUS BATUIMUS_"WE BUILD, WE FIGHT"

1942 ◦ ◦ 1969

NMCB-8 NEWSLETTER

– U.S. NAVAL MOBILE CONSTRUCTION BATTALION EIGHT –

– July 2021 –

Next Reunion—Port Hueneme— Oct. 4,5 & 6, 2021

—President's Column—

JAMES O MILLER UTP2
NMCB 8 2/6/67
DIED TAM KY VIETNAM

RAY L WILLIAMS BUR2
NMCB 8 3/13/67
DIED CHU LAI VIETNAM

MICHAEL D ESTOK BUR3
NMCB 8 5/13/67
DIED CHU LAI VIETNAM

HARRY H MIDDAUGH UT
NMCB 8 4/25/68
DIED BUNG KAN THAILAND

LOREN F STUDER SWF2
NMCB 8 5/31/68
DIED TAN MY VIETNAM

RUDY P KRISSMAN
NMCB 8 7/10/68
DIED PHU BAI VIETNAM

WILLIAM C LEGAT BU1
NMCB 8 10/30/69
DIED DANANG VIETNAM

Finally, I do think we are coming out of the pandemic. I hope you are all well and moving forward.

OUR NEXT REUNION WILL BE IN PORHUE AT HOLIDAY INN, 350 EAST HUMMER RD, PORHUE OCT. 4,5 & 6, 2021. PLEASE CONFIRM ATTENDANCE ASAP USING THE ENCLOSED RSVP* POSTCARD IN THIS NEWSLETTER.
SEE REUNION PREVIEW NEXT PAGE

The hotel allows early or late departures—by two days. It would help if you got the enclosed postcard to Ron Sabbatis very soon. (Please don't let it hang on your fridge.) Ron does a great job with our reunions. But not having a total count of attendees complicates his job. The good news is the museum will be open. It will allow us to meet with the museum personnel about special tours we can receive as a group. Also, we are trying to get an exceptional guest speaker to appear at the banquet. We will keep this as a surprise. Anyway, keep your eye out. We will send a special letter as soon as we get the details confirmed with the registration information. Also, the forms will be on our website.

Time is flying by, and we need to keep in contact with one another. Remember to keep the address/info corrections updated. Our organization is a nonprofit association. As we lose members—unfortunately—our costs stay the same. Our highest cost is the newsletter, mailing, and banquet. This year we will have extra costs associated with the reunion, as this will be the last big reunion. We would like to have a great showing. I want to thank the members who have sent us some extra money to keep the treasury in good order.

Please make your tax-deductible contribution payable to NMCB8 and send it to Ken Bingham, 1773 Tamarin Ave., Ventura CA 93003. The mailing list and roster for the NMCB-8 Association need to be continually updated.

Only through a current roster can we ensure your receipt of the newsletter and information of current and future reunions. If you had a change of address within the past year, please update this information by filling out the form and sending an email through the website or send me a letter.

—Arnie Cicerone

RSVP ABBREVIATION** ***(IJust Found Out.—kb)
Répondez S'il Vous Plaît;
Meaning— "Please Reply."
(Used at the end of invitations to request a response).

—"Fair Winds and ***Swallowing*** Seas"—

Things to do…

CHANNEL ISLANDS MARITIME MUSEUM

HE MULLIN AUTOMOTIVE MUSEUM

Banana Festival
A CELEBRATION OF A DIVERSE WORKING PORT
The Port of Hueneme

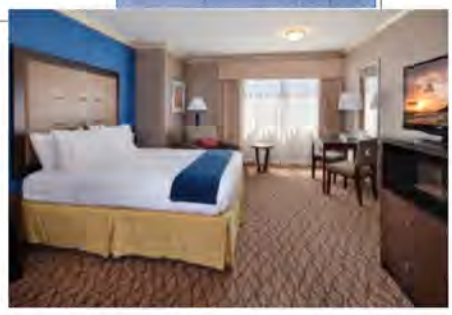
California Strawberry Festival

WHEEL FUN RENTALS

UNITED STATES NAVY SEABEE MUSEUM

Channel Islands
CALIFORNIA STATE UNIVERSITY

HERZOG Wine Cellars



At the Holiday Inn Express Port Hueneme, we know what makes a great stay and we've got it all here waiting for you!. Guest Room Amenities: Spacious guest rooms with one king bed or two queen beds, complimentary Express Start Breakfast daily, complimentary parking and evening guest reception; Refrigerators, Microwaves and Keurig coffee pots, complimentary hi-speed internet access, business center. Executive Suites available. 1575 sq. feet of meeting space with the ability to bring in your own food & beverage. Explore the beautiful beaches of Port Hueneme within walking distance, hannel Islands National Park, U.S. Seabee Museum, Maritime Museum, Golf and more!

ISLAND PACKERS
SINCE 1968

Island Packers Cruises is the Official Boat Concessionaire for the Channel Islands National Park. We offer year round transportation to the "local islands" Santa Cruz and Anacapa. We offer trips to the "outer islands", Santa Rosa, San Miguel and Santa Barbara from March through November on a limited schedule. Island Packers Cruises also offer trips that get close to the islands without going ashore which are designed so you can to view the abundant wildlife found in the waters of the Channel Islands National Park and the Channel Islands National Marine Sanctuary. Seasonally, in summer and winter we offer Whale Watching trips. Other special trips for birding and trips to special areas of Santa Cruz island that are property of The Nature Conservancy are available as scheduled. We also have Harbor Cruises with dinner and live music during the Summer months.
My family and I have done this several times. **It's great!** *(and comfortable) kb*

Go to Island Packers website at: https://islandpackers.com/home/

Thank You Ron Sabbatis For All Of Your Work On MCB-8 Reunions.

Ken, heeding Arnie's plea there is a check on the way to help on our costs. Receipt please as I am a Schedule A filer.

I have noticed that very little history has come forth about the last deployment in 1969 which was my gig. I have no pictures. I am working on some highlights from my memory. I was primarily the S-2A and S2 so we did not get too close to the construction effort. I do have a few highlights from the security effort and when I was acting Bravo Co Commander for 6 weeks.

Few folks realize/know that I was a voluntary recall from the reserves and then went back to the reserves shortly after the '69 deployment. Uniquely, due to my civilian job, with NAVFAC, the reserves, and later NAVSTA Public Works, I ran into: the CO, Bob Westberg a couple times during reserve Training Duty; XO Joe Patterson many times; the S4 LCDR Bingham during my time with the Cargo Handling Reserve program; and worked for the S3, Jim Greenwald for 3 years. I think they may have all passed away now. Patterson and I got to be fairly close over the years and I almost went to work for his engineering company. The Civil Engineer Corps as well as the Seabees is a small world. Over the years I hired several newly retired Seabees for construction management work and they did well, good leaders and fast learners.

Hope this COVID thing gets to where we can have a real reunion. Any thought on using ZOOM or MS Teams if things do not open up?

No idea why I am rambling. Old age I guess.

Ronald (Ron) Vietmeier CWO4 CEC
USN (ret) 3959 Weathers CT SE Port Orchard WA
98366 206 605 3940 ron.seabee@wavecable.com

Charles Jackson French

On September 5, 1942, United States Navy Messman Charles Jackson French swam through the night for 6-8 hours pulling a raft of 15 wounded sailors with a rope around his stomach through shark infested waters. The U.S. Navy Ship the U.S.S. Gregory was hit by Japanese naval fire in the South Pacific. Many were wounded and killed. French successfully brought these men to safety on the shores of The Solomon Islands. French was the first black swimmer to earn the Navy Medal for his heroism in 1943. We remember Charles Jackson French and commemorate his heroism and incredible swimming.

NOTE:

Many Historical Seabee Images can be seen at:

https://www.history.navy.mil/content/history/museums/seabee/explore/online-reading-room/seabeephotos.html

16 June 2006: Seabees prepared a site for the construction of a bridge in Fallujah, Iraq. Seabees assigned to Naval Mobile Construction Battalion Four Zero (NMCB-40) were tasked with rebuilding a damaged bridge used heavily by Iraqi citizens. NMCB-40 was deployed providing support to Coalition Multi-National Forces throughout Iraq.

Road reconnaissance at the deserted village of Xuan O. Viet Cong ambush at Xuan O. Survey of Dam Sam Road. — *U.S. Navy Seabee Musem.*

You're considered to be an intellectual
If you can listen to the "William Tell Overture"
And not think about the Lone Ranger.

There is a bridge in this area named for [Seabee] Chief Carpenters Mate Elmer I, Carruthers. A detachment of Seabees under Chief Carruthers was cutting a road in advance of the front lines when the detachment and its Marine security guard were attacked by the Japanese. Chief Carruthers and six other men were killed and twenty were wounded.

MAKESHIFT GRAVE

"On November 20, 1943, the advance of the United States Marines along the River Piva on Bougainville, British Solomons Islands was held up due to the resistance of the Nips and also due to the fact that there was not sufficient clearing beyond the front lines to permit the Marines to advance in numbers. At that time the front line was some three hundred yards west of Piva River though a path had been "bull-dozed" nearly half a mile east beyond the river and the Marines were in scattered numbers on either side of the path. Company "I" of the 25th Naval Construction Battalion had been assigned the task of driving a path on beyond this point and to such point as the Nips could be contacted and driven back. It had been a very dangerous and tedious piece of work and it had been necessary for the Marines to guard the "Seabees" while they worked in the area making the needed clearing for a further advance.

Chief Carpenter's Mate Elmer Irving Carruthers, Jr. had been in the area the previous day with his men and was not scheduled to return there on the 20th. Carruthers however, volunteered to go and it apparently eased the minds of those assigned to go in to have him along as he had proved himself a good leader and held the courage of the men together. The party set out on the morning of the 20th of November. They were being guarded by a platoon of Marines under the command of a Captain. Sniper fire was coming into the area, but without serious damage to any of the SeaBees. Suddenly Japanese mortars opened up and it was necessary for all to seek cover quickly, since it was apparent that the Nips had the range. Carruthers ordered his men to seek cover under the blade of the "bull-dozer," and as there was not room for him there he fell flat on his face on the ground near a large tree with Marines doing the same thing all around him. A mortar shell hit the top of the tree, and simultaneously another mortar shell hit the ground. Both exploded. The five "Seabees" under the blade of the "bull-dozer" were slightly wounded. Four Marines were killed and several wounded. Carruthers received a shell fragment through his left side (entering from the back) and in his leg.

Carruthers said, "I am pretty badly wounded and I am going to die, for it got me in a vital spot." Immediately they started to get him out and to a dressing station. Father Robert J. Cronin, Lieutenant, Junior Grade, Naval Reserve, attached to the Marine Raiders in the area came running to assist and was most helpful in getting him out of the danger zone and towards the dressing station, but he died before they could reach the station.

On the morning of November 21, 1943, he was buried in Island Cemetery No. 3. Father Cronin read the burial service as there were no Protestant chaplains available at that time. As many of his fellow men as could be spared went to the funeral and those who could not be spared to attend asked the ones going to pay their respects to him.

It was the desire of the Battalion that some token of esteem be given to Carruthers so a bridge on Bougainville Highway 25 was named, "CARRUTHERS BRIDGE," plus the following inscription on the marker (one on each side of the bridge): "Dedicated to Eddie (his nickname) I. Carruthers, Jr., who gave his life blazing a trail beyond the front lines." The members of his Company cast a bronze tablet which was placed at the foot of his grave with the following inscription: in memory of eddie i. carruthers, jr., c.c.m. 25th N.C.B. who gave his life blazing a trail beyond the front lines November 20, 1943

—I Was Born With Free Will—
I Didn't Have a Choice.

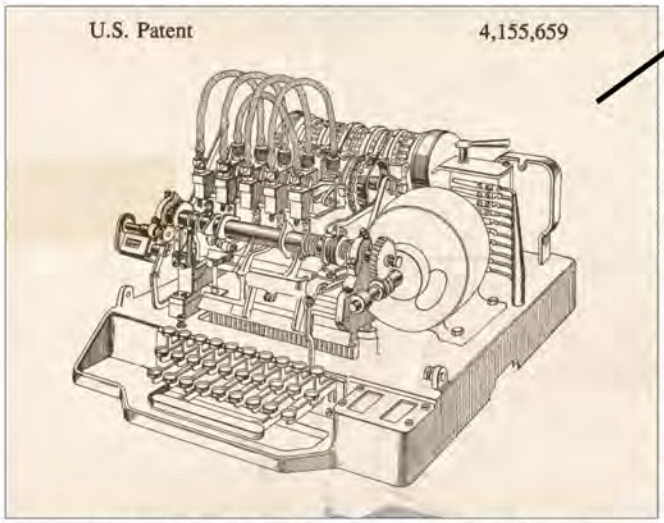


Illustration of the Navy's printing and coding machine patented in 1940. (Troy Carter/TechLink)

Keeping the Axis forces from intercepting communications wasn't easy, but it was very important. The military prepared for such interceptions by using a ciphertext. At the time, the Army and Navy were using the Teletype Corp.'s ECM Mark II (also known in the Navy as CSP-888/889 or SIGABA by the Army) to produce ciphertext. It allowed the accurate production of ciphertext messages and the deciphering of those received.

Three inventors, Edward S. Larson, Carl A. Levin, and Rolf A. Thienemann, employees of TeleType, made an improvement on this spectacular piece of equipment for the Navy during World War II. The Navy patent application was filed on February 5, 1940. "We are aware that heretofore machines of this general type have been proposed and constructed, but they have certain defects that render them not perfectly accurate and dependable under all conditions. The present invention contemplates and provides safeguards whereby the defects in the previous mechanism are overcome," the patent reads.

—During WWII, Over 12,500 Black Service Members Enlisted In Seabee Battalions—

—Notably the 34th, 80th and 17th and 20th (Special). Many of these units deployed all around the world. As they fought for our nation, these pioneering Black sailors also fought against racial prejudices and paved the path toward a fully integrated U.S. military.

—Listen Up—

—All Seabee Cruise Books Are Available On Line At: https://www.history.navy.mil/content/history/museums/seabee/explore/wwii-cruisebooks.html

—kb

17th Special N.C.B. Seabees at Peleliu September 15, 1944.

Volunteer services of a Black Seabee Stevedore battalion received high praise for a job well done during the 1st Marine Division's landing at Peleliu. First wavers landed less than 90 minutes behind the 1st assault waves, and fought side-by-side with the Marines in the same foxholes and were subjected to a deadly mortar barrage for days. The Seabees were part of the shore party, but while engaged in that duty, on the first night responded to a call for volunteers when a shortage of ammunition was reported in the front lines. Practically the entire battalion carried ammunition to the front and brought back wounded. The Seabees also took part in the fighting, when the Marines became shorthanded in one sector. Some of the men manned 37MM guns and did whatever was needed. Narrow escapes were a dime a dozen for the first week, from mortar,machine gun and sniper fire. After the Marines crowded the Japanese off their end of the island, the 17th Special turned again to it's important task of unloading supplies, working under the most difficult circumstances, their crack stevedores added new laurels for the battalion with some emergency unloading. The weather turned almost as hostile as the Japanese, and a couple of hurricanes and typhoons were added nuisances. The 17th Special shouldered the major part of the job alone of getting the supplies and equipment ashore for the housands of men and various units on the island. "Can-Do" **—From John Ratomski**

Thank You To The Following Members For Mailing In Extra Donations To The MCB-8 Association.

Jesse Droughn
Stephan Payton
Lou Beland
John Whitwell
Joseph Garita
Richard Price
Vance Bryson
Bruce Swensen
Richard Petschauer
Larry Thomas
Dan Epplett
William Clerk
William Hallam
Kent Stewart
Charlie Beck
Richard Berry
Karl Holland
Earl Day
Robert Riley
David Abati
Kevin Lynch
Thomas Angier
Victor Johns

—Did You Hear About The—
Dyslectic Agnostic Insomniac?
He stayed up all night wondering if
There was such a thing as a DOG.

MCB-8 member handling a Crew Served Rocket during Advanced Infantry Training at Camp Pendleton CA. Remember the back-blast? Oh My! —*kb*

1940's—A WW II Seabee trains with a bulldozer at Camp Endicott, Davisville, Rhode Island. —*National Archives photo*

From John Ratomski

German Beetle Tank in small covered beach revetment is examined by a Seabee and an engineer officer. It carries 350 kg of TNT and is loaded, suspected of being mined. It can be operated by wires from a dugout in the road behind the anti-tank wall. St. Raphael, France, 16 August, 1944. —*Original description and photo sourced by: US Signal Corps*

Ken,
I just found online that Tim Gray Media will finally be producing a film on the ww2 seabees. I've been contacting this guy for years! (I have the e-mails) his response to me was." The seabees just arent sexy enough" to produce a film on!..Finally! John

Tim Gray

Our crew in Boise, Idaho yesterday interviewing Clint Trefethen who was with the 133rd Seabee Battalion attached to the 4th Marine Division on Iwo Jima.

He came ashore with the second wave on Iwo Jima on Feb. 19, 1945, and was unloading bulldozers and cranes when "all hell broke loose," he said. He later was wounded and received the Purple Heart for his actions on Iwo.

Clint will be featured in 2022 in our film: "The Seabees. We Build, We Fight" narrated by Dan Rather.

From John Ratomski

—Notes from Rick Berry BU2, MCB-8 Plank Owner, 90 years young—

Rick was reluctant to share some of this. However, with all the negative talk about our country, I thought this was important to share. Rick and many other Seabees and citizens, are proof that through hard work and perseverance it's possible to succeed in our country/culture. The U.S. is indeed a great country. Thanks for reminding us Rick Berry.* —*Ken Bingham, Editor.*

Hi Ken, et al.:

The occasion was a chicken dinner at White Fence Farm for my nephew, Tatum, who was home on leave from the Navy.

I wore my "Seabee Can Do" hat. As we were leaving the restaurant, a young man tapped me on the shoulder and took me aside. Then he told me he was in the Army in Vietnam, and his unit got stuck in a place that they couldn't get out of, but the Seabees got them out.

That was a hell of a lot nicer to hear than "thank you for your service" that you should know.

Tatum was a Seabee like his uncle, but couldn't be a builder. They made him a mechanic and was assigned to a Marine unit to work on Humvees.

When he got out after a year hitch, he got a job right away working for a trucking company, in the parts department.

MCB 8 Plank Owner (age 90)
303 989 2794
Rick Berry BUZ

I try to contact my guys from Company D on Veterans Day to wish them "Happy VD". This year the telephone has been disconnected for Kasimer "Casey" Matuzak from Cleveland, Ohio and Captain Art Ackman of Shenandoah, Virginia. Frank Beckman is still around, Omaha 402-571-118?. Don Cha broke his leg while cutting tree limbs after a windstorm at his farm in Iowa, but it mended and he's in his winter house in Phoenix, AZ. Lou Quick is recovering from stomach surgery at his house in Frisco, CO. It took me 5 years of summer weekends to build. Near 5 ski areas. I no longer ski, since new knee, 3 years ago. I skied double black diamond runs, without poles, and one special day at Copper Mountain, I got in 32 runs and quit at 4 p.m. with burning leg muscles and loose bindings. It's been a great life!
Dick

*After discharge, I got a carpenter's union card, they only gave me 2/3 apprentice at a lower pay. I got a job in a large subdivision with a carpenter crew. I was assigned to nail down 1x8 pine flooring subfloor on three houses. I nailed down an entire 100 lb. keg of 8d nails in one day. When I told the strawboss, he said, "Yea, well here's another keg."

When that job petered out, I went back to college under the GI Bill, graduated BSCE (civil engineer.). Worked in consulting engineering for 5 years, then construction engineer for 4 years. Left to help my brother Bob start his business as a salesman. I made 3x the money that I did as an engineer.

Started my own sales business, selling to the federal government on ESA contract. The first year I made $2,000.00 trying to get the purchasing agent's attention. I retired when the business was successful at age 57. I had 10 employees doing *[profit amount omitted —kb)* with the fed, worldwide. Our motto was "Treat people the way you like to be treated".

My son Fred runs the government contract sales company now. Last year he got a "sole source" order from the "US attorneys" for over *[money amount omitted —kb)*. I asked him how many *[money amount omitted —kb)* dollar orders he got. He said 9 or 10 and a whole lot of *[money amount omitted —kb)* figure jobs.

Doris and I traveled, as you know, a total of 67 foreign countries*, both read and write.

Your CB Pal,
Rick Berry BU2

**Countries like: Canada, England, Australia, Belize (British Virgin isle),*

My Home—Built by Me.

Battalion Inspection Gitmo Cuba 1950, COM CB LANT. Good Conduct Medal in Front of 950 Men, MCB-8. My one minute of glory.

Not Rick Berry—just a photo I found. —kb

From Navy Seal Team member Eddie Gallagher's Book.

The 301st NCB was unique in WWII for recognizing Seabee divers with this unit insignia.

"Does this Viet village make my ass look big?"

—From You Editor—

Thanks to those who send notes and stories for the Newsletter; they're great.

However, if your story is lengthy, please submit it in typed lettering. It will save me time and save the Battalion money. I don't have the time, or skill, to type efficiently—so I farm it out to a company who charges. I can scan your typed story and translate it to WORD automatically—but I can't do it with handwritting.

Short notes in writing are fine. I can scan/paste them as-is or type it out myself. But we really do want your stories—especially those who haven't submitted one yet.

Also, remember that you can also receive the Newsletter by e-mail. The benefit is you get it earlier and it will be in color—and it saves the Assoc. money.

Your dues and donation checks may take some time to clear. I wait until I have enough checks to make it a worthwhile trip to the bank. However, after about three months it should clear. If it hasn't, email me at jorden2323@msn.com

—Ken Bingham, Editor and Treasurer (MCB8 1966-69)

1964 Song Lyrics
"I'll Never Find Another You"

There's a new world somewhere
They call the promised land
And I'll be there someday
If you will hold my hand
I still need you there beside me
No matter what I do
For I know I'll never find another you

There is always someone
For each of us, they say
And you'll be my someone
Forever and a day
I could search the whole world over
Until my life is through
But I know I'll never find another you

It's a long, long journey
So stay by my side
When I walk through the storm
You'll be my guide, be my guide
If they gave me a fortune
My pleasure would be small
I could lose it all tomorrow
And never mind at all
But if I should lose your love, dear
I don't know what I'd do
For I know I'll never find another you

But if I should lose your love, dear
I don't know what I'd do
For I know I'll never find another you Another you
Another you

—1964 hit single by The Seekers.

Amphipious Construction Battalion 1 training at Coronado Cal.

"While on guard in the Waves area, we'll dispense with shrill whistles."

From WW II Seabee Cartoon Letter-Gram

World War II
Fewer than 500,000 World War II veterans were alive in 2018, down from 5.7 million in 2000. About 16 million Americans served during WWII.

Korean War
Approximately 5.7 million Veterans served in the Korean War. Today an estimated 2.25 million Korean vets are still living. Most are now in their 80s.

Vietnam War
610,000 Americans who served in land forces during the Vietnam War or in air missions over Vietnam between 1954 and 1975 are still alive to this day. About 2.4 million
Served in Viet*nam.*

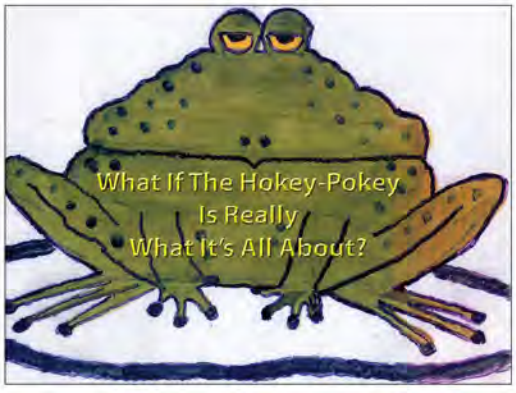
The above stats need further work. It shows Viet Vets are dying at a faster rate that Korean Vets—which is doubtful.—kb

U.S. Navy Gunners Mate 2nd Class Brent Fritchman and Construction Mechanic 1st Class Daniel Nichols, assigned to Underwater Construction Team TWO (UCT 2) Construction Diving Detachment Charlie (CDD/C), fire the M2A1 machine gun during CDD/C's Demolition and Tactical exercise (DEMTAC) on Sept 21, 2020 on San Clemente Island, CA. UCT 2, homeported in Port Hueneme, CA, provides a capability for construction, inspection, repair, and maintenance of ocean facilities in support of Navy and Marine Corps operations across the Pacific region. (U.S. Navy photo by Builder 2nd Class Cedric Ellison)

"Cat's Whisker" Radio. I built these as a kid. Maybe that's why they made me an IPO—Instant Petty Officer—or the more official term Direct Procurement Petty Officer Program (DPPO). —*kb*

To support the Vietnam demand for Seabees, the Navy made a concerted effort to recruit skilled civilian construction trade workers. Using advanced pay grades as an incentive, a program for "direct procurement" of petty officers was very effective: More than 13,000 signed up. [That's approximatly half of the 26,000 Seabees .] that served in Vietnam.

On 15 July 1967, with the waterfront and Dredge Company as its nucleus, the [Philippine] Naval Construction Battalion was provisionally constituted; and pursuant to General Order No. 90 GHQ dated 4 September 1968, the NCB was permanently constituted. With the existence of the Construction Battalion in the Philippine Navy the Naval Construction Force was born out of necessity to have unity of command, which became one of the special units of the Phil. Navy.



Do you see animals first—or people?

A BRIEF HISTORY OF THE SEABEE DIVERS

SEABEEs of the Naval Construction Force (NCF) became involved in construction diving during World War II, in conjunction with the building of numerous advanced bases throughout the Pacific theater. Most of the work was performed by specially trained SEABEEs and Civil Engineer Corps Officers qualified as divers attached to one of several small, semi-independent units being formed to perform combat underwater demolition, limited salvage and underwater construction. These units were the predecessors of the Underwater Demolition Teams (UDT's). *[Also, NCDU's.]*

The mid-1960's saw renewed interest in Ocean Engineering and Ocean Facilities. Ocean facility projects undertaken in the late 1960's served to establish the capabilities of the UCTs. In February 1969, a team of approximately 20 SEABEE divers was assembled to provide underwater construction support for the TEKTITE I undersea habitat, launched in 52 feet of sea water (fsw), in the Caribbean Sea near St. John, US Virgin Island. Due to the ingenuity of the SEABEEs, installation of the 160-ton TEKTITE I undersea habitat was accomplished without the use of a floating crane. Instead, the SEABEEs configured an "underwater elevator" lifting system assembled from locally available Ammi pontoon sections.

The second large scale project was the construction operations on the test array installation of the Azores Fixed Acoustic Range (AFAR) which commenced in March 1970 at the Atlantic Undersea Test and Evaluation Center, Andros, Bahamas, in 1300 fsw. The AFAR project required underwater explosive demolition producing a trench through the precipitous basalt submarine island shelf, and installation of 1,500 feet of split pipe to each of the four large, double-armored power and signal cable. The SEABEE divers devised an innovative procedures which set the standards for many future cable projects. Other projects accomplished by the UCT's included pier reconstruction at McMurdo Station, Antarctica, and cable installation and stabilization in Iceland.

During the Vietnam war, diving SEABEEs served with the NMCBs deployed to Southeast Asia.

Their primary task included repair of war damaged waterfront facilities, and construction of new bridges, piers and POL (petroleum, oil and lubricants) facilities. Often the only diving personnel available, they also performed small boat salvage operations and security inspection swims on bridges, piers and underwater fuel lines.

Commencing in 1971, underwater construction divers were assisting with the building of the naval installation at Diego Garcia, British Indian Ocean Territory. SEABEE diver, performed a variety of harbor maintenance and construction services including performing all subsurface maintenance on the desalination barge which required blasting a new trench for barge mooring at the industrial "I" site.

Later, recognizing the need for a permanent capability for harbor, waterfront and ocean construction, the CNO formally established UCT ONE and UCT TWO and on 15 February 1974, both units were commissioned with an Officer in Charge.

Diving statistics reflected the increasing workload during the early years. In 1979, according to the Naval Safety Center statistics, the two small UCT's were performing 3 percent of all Navy working dives. The trend continued to where in the mid 1980's, although the UCT's comprised less than 10% of all Navy divers, they were performing over 60% of all Navy working dives.

On October 1, 1985, the command status of the UCT's was upgraded to Commanding Officer, consistent with expanded mission requirements assumed during the brief history of the teams.

Today, UCTs consist of three officers and 52 enlisted, 45 of which are SEABEE Divers, who operate on an Air Detachment basis. Each Air Detachment is similar in capability and composition, and is fully capable to carry out each of the Teams mission areas. This includes such varied task as pier and cable inspection; repairs to piers, pilings and cable, maintenance and construction of underwater discharge out-falls, and playing a critical part in every amphibious evolution and exercise. In short, if it has to deal with facilities, and is anywhere on or seaward of the beach, the UCTs are probably involved.

Throughout their history, the UCTs have proven to be highly mobile units, staffed by exceptionally professional construction divers, capable of executing highly complex ocean construction projects, under the most adverse conditions. With project planning, research and development support from Naval Facilities Engineering Service Center (Ocean System Department), and training of the Underwater Construction Technicians from NCTC Port Hueneme, the Underwater Construction Teams are ready to meet the challenge of ocean construction supporting the U.S. Navy and Fleet Marine Force.

This article was submitted to the U.S. Naval Academy for their "Lest we Forget..." series, by LCDR Dave Balk, CEC, USN

Note: For the history of WW II Naval Combat Demolition Units (NCDU's) on Normandy Beach invasion, (OMAHA BEACH] see the NMCB8 newsletter (Feb 2020) on our website.

NMCB-8
NEWSLETTER
SEABEES AT OMAHA BEACH—D DAY, JUNE 6TH 1944

Mr. Arnie Cicerone

NMCB-8 Seabees Association

1773 Tamarin Ave.

Ventura, CA93003

1060 Foxburg. Rd. #218H

Seal Beach, CA 90740

January 19, 2021

Dear Mr. Cicerone:

The latest NMCB-8 just arrived. My husband, LeRoy (Lee) Pass passed away Nov. 10, 2020.

He was attached to NMVB-8 for 3 tours in Viet Nam – Da Nang, Hue/Phu Bai, Da Nang. He was regular Navy assigned to your unit as a 1st Class Disbursing Clerk and then made Chief. Maybe some of your guys remember him. He retired in 1972and was immediately hired as Director of Payroll at California State University, Long Beach. He was in Payroll 4 years, but when an Administrative Assistant position opened up in Plant Operations he applied and was transfered. It was like he was back with NMCB-8. Besides personnel and payroll he taught the Fork Lifting class (One of your guys taught him that skill). He got to hobnob with all the construction crew and the groundsmen, painters, plumbers, etc. Composed construction contracts and got out into the field to check safety on the job for the workers. He was the Safety Officer for Plant Ops. He absolutely loved his job. He stayed on campus 20 years. Unfortunately Agent Orange caught up with him

First with Coronary Heart Disease – the Diabetes 2, and finally Parkinson's. .

Sincerely,

(Ella) Lou Pass

Wife of 68 years.

Ken,

Jan. 12, 2021

You guys do a great job of keeping the NMCB8 Newsletter going & I enjoy it every time. Miss seeing you guys since I have been laid low by a hip replacement 2 ½ years ago that went bad & then covid hit! Hope to see you in Port Hueneme sometime this year.

Tell Arnie he looks good as a jar-head.

Lou Beland

8th NCB at Iwo Jima, Feb. 1945.

Water

The absence of surface streams on the island left only three possible sources of water. These were condensation of steam coming from vents in the ground, distillation of sea water, and tapping of underground water by welis. All three sources were exploited. Tests wells went down. In many instances drillers ran into hard lava rock wh1ch was so hot it took the temper out of the bits. Other weils were abandoned when they produced water with temperatures near 180 F. Bui many wells brought up water which, after its temperature had been lowered and its excess free carbon dioxide removed by aerators, could be used. Condensation of steam proved only a minor source and the final result of the investigation and construc!ion was a dual system. Water for drinking and cooking was furnished by distillation units, and waler for washing and fire p;otection came from wells.

—Too Sexy For My Hat—

(Almost too sexy for his shorts—kb)

Left is a picture [Arnie Cicerone] of me in my long lost hat. My friend sent this to me. She had it for 50 years. It was at her house. She was the sister of Tommy Gianoni who was with us in MCB8 Danang RVN 1965.

Tommy left Vietnam, came home to Massachusetts and was killed in a car accident two months later. He was a great guy.

My son found a VCR tape and asked what it was. I told him that this was his graduation from Boot camp. We all watched this and I went and put my hat on we all had a good laugh.

Note: Ron Sabbattis said that "the hat aged better than the owner."

CAMP SITE

1965/66 Da Nang

Battalion Patch

DEDICATION

From—Victor L. Johns
PO Box 756
Palmer, AK 99645-0756

I WAS A MEMBER OF SEABEE MCB 8 DURING 1964 TO. I have included a check for ***$[deleted]*** for the receipt of the newsletter for twenty years. I have included a copy of a few pages from my "cruise book" that was put together for our service in the DaNang area, and a copy of our battalion patch. This was the first cruise book ever put together for the MCB 8. The patch I have is different from the current insignia on the membership paperwork.

Background:

When I joined the battalion, they had just come off the second tour of duty in Antarctica. The next tour was to Rota, Spain, then we were scheduled to go to Guantanamo Bay, Cuba. That was postponed and we ended in Camp Lejeune for approximately 60 days; went back to Davisville, Rhode Island. An advance party was made of approximately 60 men and we were not told where we would be going.

Three weeks later we were put on a C130 Globe Master and went west so far it became east again and landed in Da Nang.

Just for your information, the AK in the address is for Alaska, not Arkansas. I have come in contact with many in the east area that insist it is the Arkansas - we are a little (?) farther away than that!! We in this state laugh at those who think we are not part of the US!

—Victor L. Johns

Commanding Officer

Captain's Message

During our deployment to Viet Nam* we have experienced long hours at construction tasks·, enemy action, and tropical weather. Your response to each challenge has been to meet and beat every problem facing us. Working in rain, sand, mud, water and wind you have proved yourselves to be unsurpassed as a fighting construction organization. To serve as your commanding officer has been a privilege and a responsibility which I continue to value more each day. To each man in MCB-8 and to former members of the Battalion who deployed to Viet Nam goes my sincere congratulations for a deployment well done, and my best wishes for the future, whether this future be another Viet Nam deployment or elsewhere. To each of our dependents who remain at home go our thanks and appreciation for your loyal support and endurance through many difficulties while we are gone.

P. A. PHELPS
CDR, CEC USN

Seabee Chief Warrent Officer Mark Bierce, Logistics and Support Unit 2's Combat Service Detachmnent officer-in-charge, right, accepts his Bronze Star from the Secretary of the Navy Donald Winter. *—MC1(SW/AW) Katt Whittenberger.*

Seabees Honored For Service In Support Of Specwar [SEALS] Missions

NORFOLK — Secretary of the Navy Donald C. Winter awarded Chief Warrant Officer Mark Bierce, Logistics and Support Unit 2's Combat Service Support Detachment officer-in-charge, a Bronze Star, June 5, at Naval Amphibious Base Little Creek.

Bierce is one of three Seabees from his detachment of 30 who were presented this medal in the past 18 months, including EOCS(SCW) Michael Metheny and BUC(SCW) Darren Drake. All three served as officers in charge of a Combat Service Support Task Unit suporting Naval Special Warfare operations in some of the most dangerous areas in Iraq.

Most Seabees operate as part of a Naval Mobile Construction Battalion, which consists of about 500 people. These three led groups of only about eight to 10 personnel, but were responsible for the same types of projects as a battalion, just on a smaller scale.

Some of these projects include establishing a base camp, building berthing tents, shower tents and construction of numerous Southwest Asia huts to function as Tactical Operation Centers and other essential buildings. A task unit will build about 10 structures per deployment, while a battalion may build 100.

One thing that isn't similar between a battalion and a task unit supporting NSW operations is the operational tempo.

Battalions usually operate on a strict deployment cycle. For each six or seven months they are deployed, the battalion is in home port for the next 10 months. The average number of days away from home port for each individual in the CSSD over the past three years is 285 days per year, according to Bierce.

"This is a job for someone who likes working outside of their comfort zone," Drake said. "It's a whole new ball game here. You're still doing Seabee things, but we do SpecWar things too."

Of the more than 17,000 Seabees in the Navy, less than 500 are assigned to Naval Special Warfare. The members of CSSD receive extra training to prepare them for the environment they'll be working in, such as Blackwater Technical Training; Survival, Evasion,

Resistance and Escape —Airload Planner and Tactical First Responder medical training. The in-rate training also continues, as well as a few extras.

Since it's such a small group of people responsible for supporting an entire SEAL team, each person has to be a jack of all trades and rates.

The unit is responsible for each step of the mission from embarkation to logistics, vehicle maintenance and convoys.

On Drake's deployment, he had to run convoys to pick up food from the nearest forward operating base and bring it to the camp, build a galley and set up a buffet. He was the final approval for a budget of more than $100,000. Bierce handled more than $2.5 million in contracts, but didn't have to build a camp from the ground up like Drake.

Each deployment is different, and each presents it's own set of challenges.

"All of the deployed Seabees face challenging and tough assignments — no matter what unit they are attached to, but I considered my Seabees to be some of the best the Navy has to offer," Bierce said.

With only a 30 member detachment to support four SEAL teams and three other NSW Units, no matter where in the world they're training or deployed, the Seabees attached to the CSSD have to be up to the challenge.

"The SEALs depend on us—they really rely on us to make things happen no matter what they need," Drake said.

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Johnny Ray McCully (Age 88) (Silver Star)

On Sunday, February 3, 2019 of Alexandria, VA. Beloved husband of Petra Mayo McCully of 61 years; loving father of Larry (Cynthia) McCully, and Marlene (Sam) Bass; grandfather of John, Katherine, Kimberly, Keith, and Margaret. Johnny was born in Hennessey, Oklahoma. He grew up and went to school in Oklahoma before enlisting in the U. S. Navy Seabees at the age of 17.In 1964, Johnny was selected as AOIC of Seabee Team 1104 and deployed to Vietnam. Seabee Team 1104 was engaged in the construction of Special Forces "A" Team camps. When the camp the Team was constructing [Dong Xoi] was overrun by the Viet Cong on June 9, 1965, Johnny was wounded and reported missing in action. He was rescued, hospitalized, and returned to duty. He was selected in October 1973 by Admiral Marschall as Master Chief Petty Officer of the Seabees where he served until his retirement from active duty in 1977. He returned to NAVFAC in 1982 as a civil servant working on various projects. Johnny has been awarded the Silver Star, The Legion of Merit, the Bronze Star with Combat "V", the Purple Heart plus other personal awards. Interment will be held at Arlington National Cemetery at a later date. In lieu of flowers, memorial contributions may be made to the Seabee Scholarship Fund or the CEC/ Seabee Historical Foundation. Please view and sign the family guestbook, and check back for service details at www.everlywheatley.com

To Plant Memorial Trees in memory, please visit our Sympathy Store.
Published in The Washington Post from Feb. 8 to Feb. 10, 2019.

Left—Image of Johnny Ray McCully 1969—*Silver Star.*

From our MCB-8 Cruisebook Danang 1969

Note: Marvin Shields Received the MEDAL OF HONOR (posthumously) for his actions during the Battle of Đong Xoài

M.O.H KIA

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty. Although wounded when the compound of Detachment A342, 5th Special Forces Group (Airborne), 1st Special Forces…fire from an estimated reinforced Viet Cong regiment employing machineguns, heavy weapons and small arms, Shields continued to resupply his fellow Americans who needed ammunition and to return the enemy fire for a period of approximately 3 hours, at which time the Viet Cong launched a massive attack at close range with flame-throwers, hand grenades and small-arms fire. Wounded a second time during this attack, Shields nevertheless assisted in carrying a more critically wounded man to safety, and then resumed firing at the enemy for 4 more hours. When the commander asked for a volunteer to accompany him in an attempt to knock out an enemy machinegun emplacement which was endangering the lives of all personnel in the compound because of the accuracy of its fire, Shields unhesitatingly volunteered for this extremely hazardous mission. Proceeding toward their objective with a 3.5-inch rocket launcher, they succeeded in destroying the enemy machinegun emplacement, thus undoubtedly saving the lives of many of their fellow servicemen in the compound. Shields was mortally wounded by hostile fire while returning to his defensive position. His heroic initiative and great personal valor in the face of intense enemy fire sustain and enhance the finest traditions of Naval Service.

LIFE magazine July 2, 1965. Chief Johnny McCully, AIC of Seabee TEam 1104, is being assisted to a waiting helicopter. (Courtesy of U.S. Navy Seabee Museum)

KIA

WILLIAM C. HOOVER, SWF2

Figure 1. Seabee Team 1104 from Navy MCB-11
All members who took part in the defense of Dong Xoai were wounded and decorated for bravery. L to r, standing: John C. Klepfer; Dale B. Brakken; William C. Hoover, killed in action; Lt. (jg) F. A. Peterlin, commander; L. W. Eyman; Douglas M. Mattick; James M. Keenan; J. R. McCully; Marvin G. Shields, killed in action; kneeling, Richard S. Supczak; F. J. Alexander, Jr.; James D. Wilson; and Jack L. Allen.

Charles Duffy Former Seabee
Disappeared January 13, 1961—Missing for 60 years—Location Vientiane, Laos—Age 43

Classification Missing in action. Charles James Duffy is a man who was abducted by members of the Pathet Lao group in 1961 near Vientiane, Laos. He is among the twenty-eight American civilians who remain unaccounted for during the Vietnam War.

Early Life: Charles Duffy, who also went by "Jimmy," was born to Mrs. Augustus Biener of South Monroe Street in Watkins Glen, New York in 1918. He attended Watkins Glen High School and was in the **Navy Seabees** during World War II.

Case: At some point, Duffy went to Laos to work as a civilian contractor for the United States government, although the Defense POW/MIA Accounting Agency reported he was a tourist instead. On January 13, 1961, Duffy and a Laotian companion went hunting in an unsecure region in the Vientiane Province. Local authorities were able to confirm that the two were captured by Pathet Lao, however the companion later escaped.

In 1964, a reliable source within the Laotian authorities reported Duffy died in captivity in 1962 though specific details of his death and burial are unknown. However, a November 2008 newsletter from the Schuyler County Historical Society stated the State Department learned Duffy was shot by his captors in April of 1961.

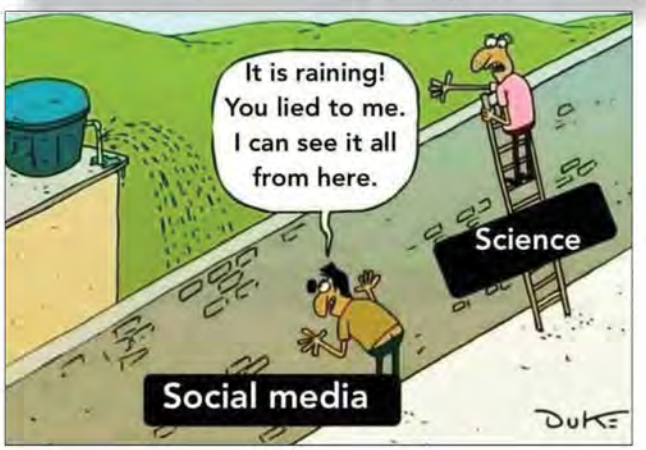
"The lootenant wants just a light overhaul, and can he have it this afternoon?"

Thank you again for a fact full and terrific News Letter "December 2020.

Here in Foxboro MA. today Sunny 29° at Noon Time

Hopefully Covid will continue to fall, and soon we will get the new shots, so far our hospital workers of all measures, First Responders have been inoculate, The Rest will soon be also. Thanks Again were your mask

Kevin Lynch



I authored/published this book several years ago. It's been a good seller on AMAZON BOOKS. I publish Seabee books to support Seabee Projects. The latest project is casting bronze statuetts of the Seabee Memorial for the orgs named below. Ken Bingham, Auther.

BOOK REVIEW – BLACK HELL— THE STORY OF THE 133RD NAVY SEABEES AT IWO JIMA *by Ken Bingham*

Reviewed by Charles H. Bogart Naval Historical Foundation.

This book is, in reality, three books in one, with the book divided into thirds. The first third of the book gives background information on Iwo Jima, the formation of the Seabees and, in particular, the activation and training of the 133rd Naval Construction Battalion (NCB). The next third of the book is a historical account of the 133rd NCB on Iwo Jima, while the final third of the book covers the history of the other Seabee units that served on Iwo Jima.

The book was written [by Ken Bingham] to justify why a Presidential Unit Citation (PUC) should have been awarded to the 133rd NCB. The basis of the claim by the survivors of the 133rd NCB is that they came ashore in the first assault wave at Iwo Jima. Not only did they offload supplies reaching the beachhead but provided armed, BAR and .30 caliber machine gun, beach security teams that engaged the Japanese. The survivors of the 133rd NCB thus contend that since all other first wave units received a PUC, they should also have received that award. The 133rd NCB survivors association has submitted their claim three times over the past decade for a PUC to the Department of Defense (DoD). Each time they were denied. DoD's position is that too much time has passed, and they will not second-guess why the 133rd NCB was not nominated for the award in 1945.

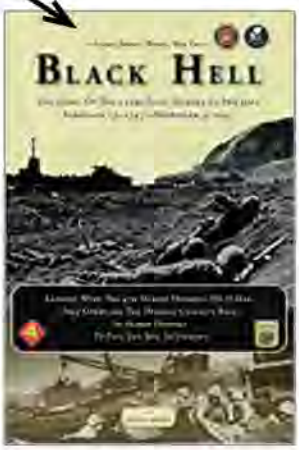
The author starts his book by giving an excellent summary of the assault upon and the capture of Iwo Jima using both Japanese and American sources. He follows this with an account of how and why the Navy formed Construction Battalions, Seabees. The reader is then treated to a section from the 133rd NCB cruise book covering the unit's formation to movement to the Pacific and its landing on Iwo Jima. The 133rd NCB came ashore at Iwo Jima over three beaches, Yellow 1, Yellow 2, and Blue 1. Troop strength was 23 officers and 767 men. Overall, the 133rd NCB suffered 25 percent casualties at Iwo: 40 killed in action, 156 wounded, 2 missing, and 48 evacuated for sickness.

The heart of the book is a recounting by various members of the 133rd NCB concerning what they saw on Iwo Jima. As might be expected, some of these accounts contain more information than others; however, in total, they present a chilling and descriptive picture of the horror of Iwo Jima. One constant theme in these tales is about the randomness of death. There are numerous accounts of "I survived but these men who were alongside of me were killed." This section is supported by a great number of photos of the 133rd NCB.

The book closes with brief histories of other Seabee units that served on Iwo Jima: 8th, 31st, 62nd, 70th, 90th, 95th, 106th, and 301st NCB, 8th Construction Regiment, and 23rd Special Battalion. The coverage of these units is uneven due to lack of detailed reports on some of the units. Unit cruise books were used by the author to develop the story for all of these units except the 106th NCB and the 23rd Special Battalion.

This book is an excellent read for anyone interested in the Seabees, the Iwo Jima campaign, or developing the beachhead during an amphibious operation. The photo reproduction in the book is very good considering that most were copied from printed publications. It is obvious from this book that there is a need for an official history of the Seabees on Iwo Jima that covers the story of the Seabees from the planning of the assault until they were withdrawn from the island.

Charles H. Bogart is a frequent contributor to Naval History Book Reviews and was named a 2011 Naval Historical Foundation Volunteer of the Year.



Note: This book is available on Amazon Books for $19.95 (plus Shipping).

Or, donate $20. *(More if you dare)* dollars to one of the organization shown below and I'll send you a free book copy with free shipping

Email me with your name and address telling me you donated.

Ken Bingham
jorden2323@msn.com

CEC/Seabee Historical Foundation
PO Box 657, Gulfport, MS 39502
(228) 865-0480
info@seabeehf.org

Seabee Memorial Scholarship Association (SMSA)
PO Box 667
Gulfport, MS 39502

"Dinky Dow" is an American "grunt" corruption of Vietnamese "dien cai dau", meaning batty, Squirrel bait, Whacko, Goofy, Etc.

From Skip Dautel—LTJG Dautel, Assist. Delta Co. Commander—
1968 Gia Le Combat Base, Vietnam

January 13, 2021

Ken, Enclosed is a bunch of stuff, some stories for the newsletter, if you'd like, and a donation to the group.

I don't know if the museum would like the "Seabees In Action." I can't remember how I got them. I think my father gave them to me. He was the president and BA of Carpenter's Local Union #839 in DesPlaines, IL in the 1960's. It was/is a 2000-member local covering all the NM suburbs of Chicago. I'm guessing the Navy sent those to the different building trades unions for recruiting purposes.

—Ken, thank you for all you do for our association—*Skip.*

WAKE ISLAND ≈ ~~JAN~~, 1968
FIRST ADVANCED PARTY FLIGHT ≈ JAN 7, 1968 C-54 4 ENGINE PROP PLANE
CALIF - HAWAII: 11 HOURS
HAWII - WAKE ISLAND: 9 HOURS
TOTAL TIME IN AIR TO BIEN HOA 54 HOURS

AND ONE CAME BACK...

24 April 1968

Last week the regiment told us to have our two air liftable (TD-6 also known as tinker toy) dozers stand by with operators to assist with Army operations in the A Shau Valley. Friday, the dozers and operators were helo lifted to Camp Evans, 12 miles North of Hue. The first dozer and helo went out Saturday. The dozer was carried by a CH-53 "Flying Crane" and the operator went in a chinook.

Later, going into the valley, the Flying Crane carrying one of the dozers, flying at 4000 ft., took 2 47mm AA rounds, dropped the dozer then took third round and exploded. The operator (in an accompanying chinook) was to go in and clear a landing zone with other dozers. However, their craft got such intense fire it couldn't land. Watkins said he saw two other chinooks and 4 hueys that had been shot down and were burning in the general area. He came back Sunday and said the other operator was still waiting at Evans. I heard that 2 of MCB_4's (4 is at Camp Evans) operators are driving Russian built dozers somewhere in the A-Shau.

The Airborne, Air Cav, and ARVN divisions kicked off this operation in the A Shau Valley last Fri. or Sat. and have run into a lot of stiff opposition. One S-2 report said an Airborne battalion was helo lifted into an area. They tried to move in every direction, but ran into walls of well dug in bunkers.

This was copied from a letter I wrote to my folks, that I just found.

Two dozers left for the A Shau Valley, and one came back.

Skip Dautel

Ken,

You guys do a great job of keeping the NMCB8 Newsletter going & I enjoy it every time. Miss seeing you guys since I have been laid low by a hip replacement 2 ½ years ago that went bad & then covid hit! Hope to see you in Port Hueneme sometime this year.

Tell Arnie he looks good as a jar-head.

Lou Beland

IWO JIMA MEMORIAL

From Skip Dautel

In 2008, Pat and I visited friends in McCallum, Texas. As we were leaving, my friend Dick (a Korean War Army veteran) suggested we visit a Marine Iwo Jima Memorial a short drive East. When we arrived, we were amazed by a 40-foot-tall statue identical to the Iwo Jima statue of the raising of the American flag on Mt. Sekiguchi in Washington, D. C. We were later told that this statue was actually made first, as a pattern for the D. C. statue.

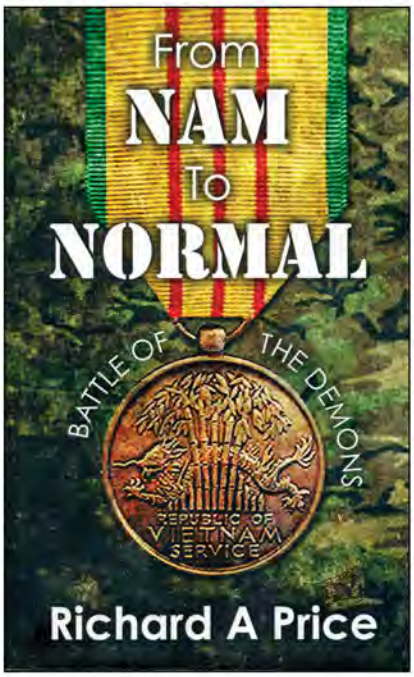
Next to the statue was a modest sized building, we went in. We were greeted by an elderly Mr. Ed Sweeny (80+ years old) who asked us to sign the guest book and directed us to a small (maybe held 50 people) theatre. There we watched a half hour movie of the assault on Iwo Jima. When the movie was over, we were invited to go into the gift store where there were a lot of Marine and Iwo Jima trinkets for sale. While we were in there Mr, Sweney, seated in the next room, started singing the "Seabee Song." He sang the whole song! All verses, perfectly!

When he finished, he came up to me and said "I noticed that you signed the guest book and mentioned Vietnam Seabee." This is his story:

He was a Navy officer (LT.) on a ship in the Atlantic. When they docked in Newport, RI, he received orders transferring him to the USS Nevada in San Diego. To get there he was ticketed on a train. The train was filled, entirely filled, with Seabees from the Seabee Base at Davisville, RI going to the West Coast. He said that the Seabees made him memorize the Seabee Song and sing it, with them, all the way to the West Coast.

As for his connection to Iwo Jima, the battleship USS Nevada was the flagship of the Admiral of all Navy and Marine forces conducting and supporting the invasion of Iwo Jima. Mr. Sweeny was the Gunnery Officer on the Nevada and all the supporting Naval gunfire was originated by or directed through his group.

Seabees of CBMU 301 working at Khe Sanh. Members of this unit were awarded the Presidential Unit Citation for the assistance they gave the Marines during the 77 day siege.



The EA Rating

Navy Engineering Aid rating insignia

The Engineering Aid rating was originally known as a Carpenter's Mate (Surveyors), then in 1948 the rating changed to Surveyor. In 1959, the rating's name changed once again to the more familiar, Engineering Aide, and finally, in 1960, the final name tweek to form the ratings name of today, Engineering Aid. The Navy's computerized personnel system associates the rating name with an alphanumeric Navy Occupational Specialty (NOS) code. For EA, the NOS is H140. Engineering Aids assist construction engineers in development of final construction plans. They conduct land surveys, prepare maps, sketches, drawings and blueprints for roads, airfields, buildings, waterfront structures, pipelines, and drainage systems. EAs estimate costs and perform quality assurance tests on common construction materials such as soils, concrete and asphalt, and perform other engineering technician functions. Engineering Aid class "A" school is approximately 15 weeks long, and is located in Fort Leonard Wood, Missouri. This is a five-year (60 month) enlistment program.

—About the MCB8 Seabee Author—

Richard A. Price is a retired university professor and a veteran of the Vietnam War, who lives with his wife in Newark, Ohio. Price enlisted as a surveyor in the US Navy Seabees in 1966 and served two tours in Vietnam. Once his military service came to an end, he taught drafting and surveying, pursued his PhD in education, and eventually became a professor at The Ohio State University and Kent State University. For forty-four years and counting, Price has battled the traumatic effects of his experiences in Vietnam. To help others manage their similar emotional scars, Price is active with the Vietnam Veterans of America, the Veterans of Foreign Wars, the American Legion, Disabled American Veterans, and Amvets. The Buckeye State Council of Vietnam Veterans of America named him Veteran of the Year, for his children's coloring book on patriotism.

Jan 12, 2021

Im Responding To The NMCB 8 Newsletter. As a Life Member, I Look Forward To Each Newsletter I Recieve.

Your Call For Financial Support, Is Something I Want To Do. Im Enclosin A Check For $[Deleted] I Hope This Small Amount Will Help To Some Degree.

In Addition, I Am Inclding A Copy Of My Book Written Several Years Ago. It Deals With PTSD Which I Suffered From For Many Years Upon My Return From Nam. I Wrote The Book For My Children And To Possibly Help Other Vets. The Books Listed In Our Newsletter Were More Historical, And I Didn't Think My Book Fell In That Category. It Can Be Purchased Through Amazon.

My Sincere Thanks Go To The Officers And Staff For Keeping MCB 8 Alive.

Respectfully,

Richard A. Price (EA 2)
10474 Butler Rd. NE
Newark, OH 43055

Proud To Announce Another MCB-8 Book Author:

Richard A. Price	EA2

To order book, go online to Amazon Books at: https://www.amazon.com/Nam-Normal-battle-demons/dp/1495356183.

Here's a Non-MCB8 Reunion For All Of You Reunion Animals:

ALL SEABEE REUNION, PIGEON FORGE, TN

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Ray McPeek
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"We Build, We Fight"

That's the official motto of the US Navy Seabees, a branch of the Navy that doubles as both builders and soldiers. Officially known as Naval Construction Battalions (CBs, get it?), Seabees are another one of the best combat jobs you can have in the Navy. They are divided up into 7 occupational field ratings:

- Builder (BU)
- Construction Electrician (CE)
- Construction Mechanic (CM)
- Engineering Aide (EA)
- Equipment Operator (EO)
- Steelworker (SW)
- Utilitiesman (UT)

—From a website.

Chaplain's Corner

This article comes from our Sunday, July 4th, morning sermon given by our Certified Methodist Lay Speaker. I thought his message was an important one to share.

As Christians, we have dual citizenship. We are citizens of the United States, with all the rights, privileges, and responsibilities that citizenship entails. But we are also citizens of the Kingdom, and that is our primary mission. The message in the Gospel is simple: love God and love your neighbor. Loving God with everything that you have means putting God first before everything else, just like the First Commandment requires. Doing that will put everything else into focus. But the second part of that commandment is to love our neighbors as ourselves. This is where it gets messy. Matthew gives us some help where he tells us that the way we love our neighbor is to feed the hungry, give the thirsty something to drink, give the naked something to wear, WELCOME THE STRANGER, take care of the sick, and visit the prisoner. Love is an active verb, not a warm, fuzzy feeling. It means looking out for others even above ourselves. It means helping those who society deems unworthy of help. It means getting involved in the messiness of life. Life isn't clean and neat, tied up in a little bow like a Christmas package. It's messy, frustrating, and it's a lot of hard work if you are doing it right. It's about relationships, not things. It's about seeing God in other people, not about dying with the most toys. It's jumping with both feet into the messiness of life, getting down and dirty with those who might seem like the least to most of us, but in reality, are bearers of God's image just as we are. And Jesus showed us how to live that way, both through his message, and through his life. If he can search the highways and the byways to bring the outcasts of society into a loving relationship, so can we. If he can treat everybody, both great and small, as a bearer of God's image, so can we. If he can say that God is love, and prove it through his actions, so can we. That's what dual citizenship is all about. While we should be good citizens of the United States, taking our responsibilities seriously, we should also remember that we have a higher citizenship that demands much, much more of us. While we should do our research on candidates for office, and vote our convictions, we should never let our political beliefs overcome our need to help others. While we should be mindful of our duty to our country, we should never let that duty override our duty to God. As Jesus so succinctly put it, "render unto Caesar the things that are Caesar's, but unto God the things that are God's." While we should help the country make right decisions about taking care of people, we should never let ourselves believe that the country taking care of its citizens substitutes for the imperative Christian commandment to love each other. *—Billy Boggs*

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