



NMCB-8 NEWSLETTER



— U.S. NAVAL MOBILE CONSTRUCTION BATTALION EIGHT —
— December, 2021 —

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

FROM YOUR PRESIDENT

I WANT TO THANK EVERYONE for attending the Port Hueneme reunion. It was great to see everyone and I especially want to thank Ron Sabbatis. Ron completely took control of setting everything up. The banquet was a great success the meal was the best we have ever had. There's a lot of work that goes into coordinating the reunions, setting up the functions, visiting the area and getting the best deals available. I can't thank the work Ron has done not only over the years but this reunion. This pandemic has been taking its toll on everyone but Ron worked thru this to complete a job that was almost impossible. We all owe Ron a lot of gratitude for his hard work, Thanks again Ron.

We are trying to decide on what type of reunions we will be doing. As the time goes by we need help and money to continue. I want to apologize for not correcting the roster but I plan to combine the roster and correct the names and address within the next 60 days. We are working on a plan for the direction the association will take. This will be out in our next newsletter. Please be safe and keep in contact. Remember, we are Seabees, and NMCB-8 is still alive with our "Can Do" spirit.

—Arnie Cicerone, President NMCB-8 Assoc.



SPECIAL REUNION GUESTS



MCB-8 Commander 1969
Da Nang



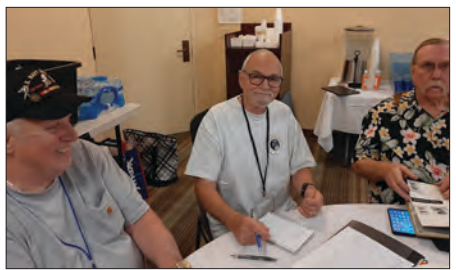
Top: Left to right, Patricia Westberg, Robert Westberg, Jr. Capt. CEC, USN,, (Ret.). R.J. Westberg Capt. CEC, USN,, (Ret.) and Marilyn Westberg.

Center: R.J. Westberg (While in Danang RVN, 1969)

Bottom: President of MCB-8 Association, Arnie Cicerone with Marge Brock (Former wife of Michael D. Estock KIA 5/13/1967), and her sister Nancy. Lamber-son.



MCB-8 REUNION 2021 PORT HUENEME



Two Seabees killed and 93 wounded.

MCB-9



The damage caused to the Naval Hospital by a Viet Cong attack on October 28, 1965. Two Seabees, including SD3 Restituto P. Adenir, were killed and 93 others were wounded. The Seabees renamed their camp near the hospital "Camp Adenir" in their fallen comrade's honor.

VIETNAM



Seabee security catches a ride with the Marines on a M48 tank. Tank built by Chrysler, Fisher Body, Ford Motor Company, American Locomotive Company

NCBC Gulfport Fitness Center to be named after fallen Seabee, BUC Raymond J. Border

THE CHIEF OF NAVAL OPERATIONS has approved Naval Construction Battalion Center (NCBC) Gulfport, Mississippi, to officially name the NCBC Fitness Center for Builder Chief Petty Officer (BUC) Raymond J. Border, who was killed in the Patika Province, Afghanistan, 10 years ago on this day, Oct. 19, 2011. Border, was killed while assessing a route in Paktika province, Afghanistan.

Border served 12 years before his death and had volunteered for an individual augmentee tour back to Afghanistan after deploying with Naval Mobile Construction Battalion 74 the year prior. He was the recipient of the

- Bronze Star with combat V,
- Purple Heart and
- Combat Action Ribbon. (*Equivalent to the Army's CIB*)

The naming of the Fitness Center will allow the Seabees to be able to permanently remember and honor one of their fallen Seabees and Chief Petty Officers. Update: Ceremony date is tentatively set for Feb. 11, 2022,



—From Billy Boggs—

As I set to write this article, it is the season of Advent in our Christian calendar. Advent is the 4 Sundays

leading up to Christmas as we anticipate the birth of the Christ Child. Each Sunday has a theme: Hope,

Peace, Joy, and Love. We are coming up on the Sunday of Joy. What an appropriate time for us to reflect

on that word, that blessing of the emotion of Joy. Last night Sally and I had the honor of attending a

Christmas concert to see one of our great-grandchildren sing. Oh, what an

evening of Joy! Not only did

we beam with pride as we watched our grandchild, but we also celebrated this special time of the year.

As most things in life, we get to choose what feeling we will have in moments like this. To free ourselves

of the obligations of the world and just let ourselves be swept up in the moment and enjoy the beauty

that is before us can give us great Joy. Let me share with you a poem I recently ran across.



When
you
choose
JOY,

you feel good.

And when you feel
good, you do good, and when
you do good it reminds others
of what JOY feels like.

It just might
inspire others
to do
the same.

So let me wish each and all a belated Merry Christmas and a new year filled with
Hope, Peace, Joy and Love.

Billy



Above: This Shows Why Navy Beat Army (Seabee Patch)



Jan. 28, 2012 By James Pinsky. Navy Master Chief Construction Mechanic Kathy Keith (right) awards Utilitesman 2nd Class Jessica San Roque the Expeditionary Warfare pin in a ceremony, in Afghanistan, Dec. 16. San Roque chose Keith to pin her because Keith had been her mentor. Keith is the first female to claim the rank of master chief in her rate, construction mechanic. She is currently deployed to Camp Leatherneck, Afghanistan and is stationed at Camp Krutke with Naval Mobile Construction Battalion Four.



Modern Seabees



8th NCB first commissioned in 1942, saw action during the Second World War from Dutch Harbor, Alaska, to the invasion of Iwo Jima in February 1945 (D-Day). After the war's end, **EIGHT** deployed to Hiroshima to aid Naval forces. In January 1946, after almost four years of service, **EIGHT** was de-commissioned.

Naval Mobile Construction Battalion 8

1950—1953
1960-1962
1965-1966
1966-1967
1968-1969

Although no direct lineage between 8th NCB (WW II) and NMCB-8, 1950—1969 exists, the NMCB-8 Association recognize the two, that share only the number 8, as the same unit.

—Deployment Completion Reports—



NMCB-8 DCR (1965-1966) [PDF, 1.2 MB]

NMCB-8 DCR (1966-1967) [PDF, 1.1 MB]

NMCB-8 DCR (1968) [PDF, 1.9 MB]

NMCB-8 DCR (1969) [PDF, 1.9B]

—I Need Your Help—

Please email me a list of all medals that MCB-8 earned during their different deployments. Please don't include individual awards—just medals deserved by all members of the MCB 8 Battalion in context of each deployment. I will include them in the next newsletter. Many of us (including myself) don't know.

—Ken Bingham, jorden2323@msn.com.

A Short Story from Wayne Heple
Born: Jan. 17, 1929 – Salinas, CA

1947/48 Salinas, CA: I was in my 1st year at Hartnell community college where I had declared my interest in Architecture/engineering. On Dec. 7th, 1947 I received a postcard ordering me to report to the Local Draft Board on Jan 17th-1948 & I appeared before that Board. I was eligible for draft into the Army. I did not want to join the Army my option was, stay in school for a deferment. As I walked out of the room with my deferment, I was greeted by a well decorated WW II Sailor. We talked & he convinced me to join the Navy Seabees (**Benefits**). My parents **"WERE NOT"** happy with my decision. I completed my first year of college; then packed my bags & took the train to San Francisco CA. **On July 10th, 1948, at 1300 I said "I DO"**; Back on the train to San Diego for Boot Camp; Co. 259 (an Honor CO.). Upon graduation 11 of us took a bus to Port Hueneme for our Class "A" School in Surveying. Upon graduation I took the train to Treasure Island & boarded the USAT Gen. Buckner. We set sail (Seasick to Hawaii.) (2 Days of leave). I saw some breath-taking sunsets, colorful ceremony at the IDL & Calm seas to Guam; My first Cruise was over.

Guam: I debarked 3/22/49 to be greeted by **Chief John Cooper (my Boss)**. He drove me to the 103rd NCB Base HQ for a short briefing then sent me to a Quonset Hut to unpack. (My new home). I was assigned to a surveying crew the next day. Our daily surveying assignments varied. My crew function was note taking. The **Red Cross** invited several of us to be Lifeguards on nearby beaches if we completed the WSI training. (& we did). I was also invited to enroll in the **UC Extension program** (Math, English). When the time came Chief Cooper asked me to take the SV 3 test; I passed but still a long way from Admiral. Overall, I had lots of encouragement & experiences. As time permitted (with approval) I also drove a Milk route for extra spending money (in Dependant housing).

My 1st Detachment (CBD): Sept. 22, 1949, to Feb 3, 1950: I joined some of you & we sailed to Truk on LST 1136. Together we built a small Navy community on Moen Isl. (Another story). When my mission was finished I was sent back to Guam, assigned to Public Works.

Korean WAR: At 2145 (9:45pm) on 6/25/51 our Base Air Raid Siren went off and all 1100 of us were in our whites standing at attention on the Parade grounds when the Base Cmdr. said, **"WE ARE AT WAR Again"**, paused & said "OH"; & we may be bombed around 0600 (6am) stay alert. At 2200: 2 Marines handed **Fred Immermann** and I a Rifle/Ammo/canteen/ poncho, etc & said you are going to stand watch at the Asan water plant until 0600. We had no issues or bombs during our watch. Two weeks later 19 of us were called to the Commanders office to be informed we were going to Korea, no details given. The 19 of us left Guam for Port Hueneme for a mission briefing, after 3 weeks of leave before meeting at T.I. We took a bus to Travis AFB (Fairfield CA)

Guam – Truk – Okinawa – Japan – Korea
(K3 MAG-33)

Central California Honor Flight (CCHF)
May 6, 7, 8 2019 from San Luis Obispo CA

22 Veterans, 22 Care takers & 5 (1-RN) support staff, all came from various communities along the Central Coast of CA. A week before we departed, we all met at a local American Legion Post over a hosted lunch. **Purpose:** what we need to take on our flight & opportunity to get acquainted. Most were WW II or Korean Veterans. We were issued 1 CCHF jacket, 2 T-shirts, 1 carry-on-bag, & the trip itinerary.

We had a week to prepare for our
"Honor Flight" to Washington DC

Several Veterans were disabled (wheelchairs, or canes.) Regardless of disability we all stayed together, ate together. We flew American Air Lines both ways. Supportive crews on each flight. (Every place we went we were being photographed or greeted with a Salute' or handshake; with crowds cheering

"Thank you for your service"

Monday: On May 6th at 5am we all met at the SLO Airport in San Luis Obispo airport to a warm greeting, we checked in (TSA, tickets, box lunch, etc.) then departed from a cheering crowd of Family and Friends. As the plane rolled towards the runway we were honored by a Water Salute by the Fire Dept. then took off, a short flight to Phoenix, AZ. Upon arrival we transferred immediately to a larger plane departing for the Baltimore Int. Airport in MA. We were greeted by a large crowd waving small American Flag, & shouting greeting,

Our amazing Bus was waiting for us at the airport & took us to the Airport Hilton Hotel. We checked in, unpack followed by a WELCOME banquet dinner; then to a good night's sleep.

Tuesday: At 6am Up to an amazing Buffet Breakfast followed by a long day visiting monuments & Historical sites. We left the hotel at 7am & as the bus pulled onto a packed freeway the State Trooper turned on his red lights and siren and led our bus down the freeway center line. We did not stop for 45 min. Amazing (by car this same drive is 2 hrs.). Our first stop was Arlington Nat. Cemetery. The pageantry at the Tomb of the Unknown Soldier was awesome (another story); more monuments & museums in & around that area. We had lunch at the newest of the monument (USAF). At 5pm back to our hotel & another delicious banquet dinner. Then up to our room for a good night's sleep.

Aug. 21, 1951: Travis Air Force Base: Standing on a runway skirt **Ensign Hubbard** asked for 2 volunteers. (No Hands went up; something you **never do** in the Navy). **Fred Immermann** & I were standing next to each other, and **Fred** said, "let's go". **Ens. Hubbard** handed us our orders, (*we had no idea what we had volunteered for*). We followed 2 pilots walking towards a United Air Lines Cargo Plane, with engines running and crew removing wheel blocks. **Fred & I** (only passengers). The pilots wasted no time taking off. Then We opened our orders. We were going to Japan. We landed on Aug. 24th at Hamada

AB, Japan. A staff car took us to a nearby APL & we were told to sit tight until picked up. We were given liberty, (Another story) 9 am to 9 pm, each day while our Instruments were being recalibrated.

Three days later the staff car returned to pick us up, returning to Hamada AB where we met the rest of the crew.

We were going to Okinawa not Korea. (Surprise). We landed at Naha AFB and took a bus to an Army base near Buckner Bay. The Project was abandoned due to the arrival of Typhoon "Ruth". (Another story)

After the Storm passed, we flew back to Japan (Atsugi NAS) & we were assigned to MCB 2. We worked on several projects (streets & sidewalks); while preparing for our trip to Pohang, (K-3) South Korea. (Another story)

We departed MCB 2 on Dec. 25th arriving at K-3, MAG-33, Pohang, South Korea midafternoon Christmas day. (Another story).

When our mission was completed, (farewell dinner) a pheasant dinner under glass; another story) we flew back to Japan (where I took the SV2 test). I left the next day for Guam. I was assigned to Public Works on Nob Hill (command center for the Navy on Guam. Two days before we left, I was sent to the receiving center in charge of the Mess Hall Scullery (another story)

I departed from Guam on May 5th, 1952, on the USAT Alterman for Treasure Island & Discharge.

We arrived at Fort Mason, SF, CA May 25, 1952.

Discharged
WELCOME HOME

Army Band, Red Cross cookies & coffee, Gift (Photos)
And our Ferry boat ride to Treasure Island.....Memories

After my decision not to reenlist, I was taken to the San Francisco train Depot for my short tip south to Salinas, CA. I was greeted by family, relatives & friends.

A very Emotional welcome home. & then back to school. (another great story)

I Became a Civilian. First Class

Back to School: - Sept.1952 (GI Bill). I courted my first wife **Patricia Ann Nielsen** & we married Feb. 1954. (A love story) We had 3 children. I worked for Standard Oil Co. (1952-61) for spending money (7 challenging years). In 1961 I was invited to join the Professional Staff of the Boy Scouts of America. My primary assignments were raising Money, Membership & Manpower for the Scouting movement. I served in Fresno, Los Angeles & Sacramento Counties. In Sacramento I was asked to teach a Vocational (ROP) program (Parks/Recreation & Youth Leadership) for the Sacramento County Office of Vocational Education. (another great story). **Patricia** was a highly skilled Educational Administrative. Secretary for local High Schools & climbed to the top of her profession in a very short time. **Our 2 sons:** **Larry** served on a Navy Aircraft carrier "Midway" & **Michael** served in the USN (PSC) in Washington, DC. After 4yrs he transferred to the Army, now retired a Master Sgt. with a Bronze star. (Two more amazing stories). (**The SAD news**), Patricia died after a 10 yr. battle with cancer & our daughter passed 11 yrs. ago of the same. But there is some good news to follow.....

Nancy Padgham (another Love story) a bridesmaid in our wedding & the mother of my God Son (David) re-entered my life. David & Family & his sister Debbie & family had moved to Sacramento. Grandma, of course had to visit her grandchildren. & You know what happened next, (A Love story) Nancy had lost her husband several years back (another story). I now have 4 stepchildren.

At your **2007 Seabee reunion at Branson MO**, you met **Nancy** & you asked us to relieve **Lynn Abbott** of his role (Secretary) in our association. (**Lynn** approved just before he passed away), and you know that story. (You met Nancy at all the reunions that followed).

In Retirement: (1987) We have enjoyed traveling abroad & in the USA. In 2002 we moved from Sacramento to the BlackLake Golf Community in Nipomo, CA, 3 hrs north of Port Hueneme. In 2011 we moved to Arroyo Grande. Two of our 7 families live very close to us. We are both active in Kiwanis & our church. Today at 90+, Nancy and I may go slower but we stay active enjoying our 7 children, 17 grandchildren, & 16 great grandchildren. Life has been very good to us.

THANK YOU - Your support, notes, pictures, etc
have meant more to us than we are able to express.
God Bless, Our Love to you all



—THE OIL PATCH WARRIORS OF WORLD WAR II—

From Vietnam Army Veteran
G.R. Williamson, 11th Cav. (Black Horse)



SEVENTY-FIVE YEARS AGO this month, a Band of Roughnecks went abroad on a top secret mission into Robin Hood's stomping grounds to punch oil wells to help fuel England's war machines.

It's a story that should make any oilman or woman proud.

The year was 1943 and England was mired in World War II. U-boats attacked supply vessels, choking off badly needed supplies to the island nation. But oil was the commodity they needed the most as they warred with Germany.

A book "The Secret of Sherwood Forest: Oil Production in England During World War II" by Guy Woodward & Grace Steele Woodward was published in 1973, and tells the obscure story of the American oil men who went to England to bore wells in a top secret mission in March 1943.

England had but one oil field, in Sherwood Forest of all places. Its meager output of 300 barrels a day was literally a drop in the bucket of their requirement of 150,000 barrels a day to fuel their war machines.

Then a top secret plan was devised: to send some Americans and their expertise to assist in developing the field. Oklahoma based Noble Drilling Company, along with Fain-Porter signed a one year contract to drill 100 wells for England, merely for costs and expenses.



42 drillers and roughnecks from Texas and Oklahoma, most in their teens and early twenties volunteered for the mission to go abroad. The hands embarked for England in March 1943 aboard the HMS Queen Elizabeth. Four National 50 drilling rigs were loaded onto ships but only three of them made landfall; the Nazi U-boats sank one of the rigs en route to the UK.

The Brits' jaws dropped as the Yanks began punching the wells in a week, compared to five to eight weeks for their British counterparts. They worked 12 hour tours, 7 days a week and within a year, the Americans had drilled 106 wells and England oil production shot up from 300 barrels a day to over 300,000.

The contract fulfilled, the American oil men departed England in late March 1944. But only 41 hands were on board the return voyage. Herman Douthit, a Texan derrick-hand was killed during the operation. He was laid to rest with full military honors, and remains the only "civilian" to be buried at The American Military Cemetery in Cambridge.

"The Oil Patch Warrior," a seven foot bronze statue of a roughneck holding a four foot pipe wrench stands near Nottingham England to honor the American oil men's assistance and sacrifice in the war. A replica was placed in Ardmore Oklahoma in 2001.

It is by no means a stretch to state that without this American mission, we might all be speaking German today.

—Special thanks to the American Oil and Gas Historical Society. "There are no noble wars; just noble warriors!"



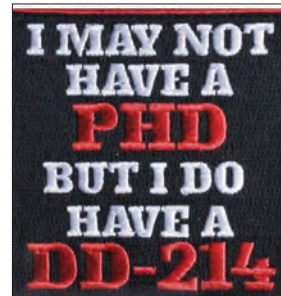
Seabees also drilled for oil during WW II. CBD 1058 (*Construction Battalion Detachment 1058*) was tasked to find oil at the North Slope, Alaska.

Their story is told in the book on the left and can be ordered through Amazon Books.

—Ken Bingham—Author.

WWII German vs. Japanese Camps

Dr. Stenger's figures list 93,941 U.S. military personnel captured and interned by Germany, of whom 1,121 died (a little over a 1% death rate), and 27,465 U.S. military personnel captured and interned by Japan, of whom 11,107 died (more than a 40%.



—Watne D. Heple—

If you and your children/grandchildren want to be inspired, check out Wayne D. Heple's bio/resume on our website. He has a storied inspirational past worth reading.

<https://www.nmcb8.com>



A guy walks into a lumberyard and asks for some two-by-fours. The clerk asks, "How long do you need them?"

The guy answers, "A long time. We're gonna build a house."

—SEABEES DID SURVIVE HOWEVER—

South Vietnam Philip R. Shafer Arthur J. Lord Charles W. Millard Michael R. Werdehoff (1132) On April 19, 1968, Specialist 4th Class Shafer was crew chief on a CH-54 helicopter carrying a bulldozer [*MCB-8 Bulldozer.*] to Landing Zone Tiger located in the A Shau Valley, Thua Thien Province, South Vietnam. Other crew members included Captain Lord (aircraft commander), CW3 Willard (pilot), and Specialist 6th Class Werdehoff (flight engineer). Approximately 1.5 kilometers from the landing zone eyewitnesses reported an explosion in the cockpit of the helicopter which caught fire and crashed at the base of a cliff, exploding. There were no signs of survivors. The crew was initially reported missing in action and after the war was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on their fate.

Arthur J. Lord; Charles W. Millard; Philip R. Shafer; Michael R. Werdehoff (missing on CH54, coordinates YD255095-LZ Tiger) SYNOPSIS: On April 19, 1968 three Army helicopters were shot down in the A Shau Valley of South Vietnam. All three were making supply runs to Landing Zone Tiger in Quang Tri Province. Five men survived the three crashes, and nine men remain missing. The CH47A on which Douglas Blodgett was a crewman, William Dennis was flight engineer, and Jesus Gonzales was crewchief was resupplying ammunition at the LZ when it received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away, but the rest of the crew was never found. They were declared Missing In Action. The CH47 on which Anthony Housh was flight engineer and Michael Wallace was crewchief was hit by 50 calibre and 37 mm ground fire on its approach to the LZ. Housh and Wallace jumped from the aircraft from an altitude of 50-100 feet above the jungle canopy. The others were rescued. No trace of Housh and Wallace was ever found. They were declared Missing In Action. The CH54 "Flying Crane" on which Arthur Lord was aircraft commander, Charles Millard pilot, Arthur J. Lord co-pilot, Michael Werdehoff flight engineer, and Philip Shafer crewchief was carrying a bulldozer into the recently resecured LZ Tiger when the aircraft was hit and crashed. All the crew were classified Missing In Action. Thorough searches for the 3 helicopters were not immediately possible because of the enemy situation. A refugee later reported that he had found the wreckage of two U.S. helicopters, one with 3 sets of skeletal remains, in Quang Tri Province. The U.S. Army believes this could correlate with any of the three helicopters lost on April 19, 1968, but no firm evidence has been secured that would reveal the fate of the nine missing servicemen.

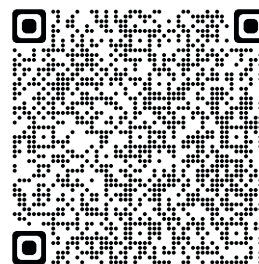
Note: The helicopter, with Seabees aboard, returned to Camp Evans unscathed.



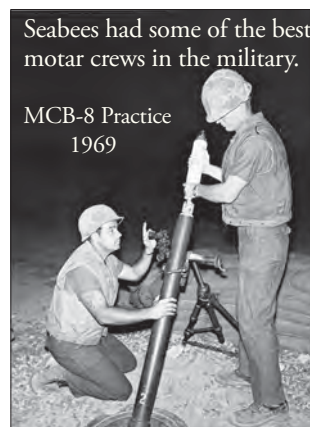
NOTE:

Many Historical Seabee Images can be seen at:

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



To View all MCB-8 Seabee
Cruise Books, use the QR
Code on left. Using your
smartphone camera, point
camera at the QR CODE.
Cruise book website will
appear automatically



MCB-9 at Camp Desurly, Phu Loc received mortar fire killing BUL3 George DeShurley, BULCN Mark E. Hodel, CMHCN James Galati, BUL3 Allan Mair, BUL3 John Peek and BUHCN James Rezloff, Jr. But before this catastrophe, the crew, including DeShurley, scored several direct hits on the enemy mortar position, killing at least nine members of the Viet Cong.



GERMAN SONG "SAILOR" FIRST SUNG

By LOLITA 1960

THEN BY PETULA CARK 1961

(First German Song to become
a big hit in the U.S.)

(SUBSTITUTE SEABEE FOR SAILOR)

Sailor stop your roaming
Sailor, leave the sea
Sailor, when the tide turns
Come home safe to me

As you sail across the sea
All my love is there beside you
In Capri or Amsterdam
Honolulu or Siam
To the harbor of my heart
I will send my love to guide you
As I call across the sea
Come home to me

Sailor stop your roaming
Sailor, leave the sea
Sailor, when the tide turns
Come home safe to me

As you sail across the sea
All my love is there beside you
In Capri or Amsterdam
Honolulu or Siam
To the harbor of my heart
I will send my love to guide you
As I call across the sea
Come home to me (sailor, sailor)

Written By: Werner Scharfenberger,
Josefine Buschsieweke, David Kapp.



To play Song, Scan The QR Code With
Your Smart Phone.



Cam Lo River Bridge 1969. Built By MCB-62 Seabees. Quang Tri
Province, 7 miles from the DMZ. Vietnam. Photo By K. Weston

Brockton Seabee Lands in Vietnam

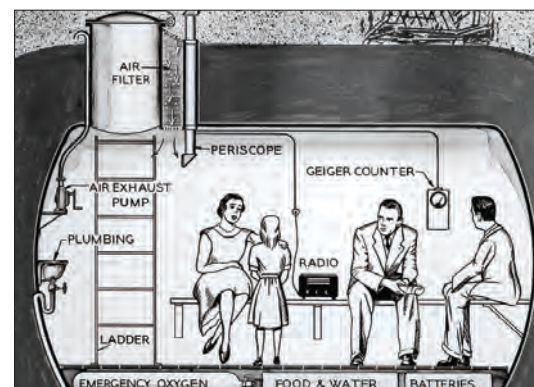


KENNETH E. BINGHAM

Kenneth E. Bingham has notified his mother, Mrs. Elizabeth Bingham of 40 Glenwood Sq., that he arrived in Chu Lai, Vietnam, about one week before Christmas. He is with the U. S. Naval Mobile Construction Battalion 8, a Seabee unit. Kenneth received his basic training at Davisville, R. I. Port Hueneme, Calif., is his home port.

Kenneth was graduated from Brockton Trade High School in 1965. Before enlisting in the Seabees, he attended Franklin Institute. He was a member of St. Paul's Church and the YMCA. Kenneth is the fourth son of Mrs. Bingham and the late Clyde Bingham to serve in the U. S. Navy.

KHE SANH, Vietnam (AP)—
A Seabee dodged into his bunker as another North Vietnamese barrage began hitting this much-bombarded U. S. Marine outpost. He offered a newsmen a can of rations with the comment, "This describes Khe Sanh." The label read, "Mixed nuts, shelled and salted."



Cold War Nuke Bunker

—TIME LOOKS BACK: VIETNAM—
“MCB EIGHT IN VIETNAM”

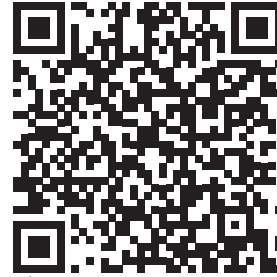
UPON THE DECISION, in August 1965, to increase military and economic aid to the free Vietnamese, a 75-man advance party of the Naval Mobile Construction Battalion EIGHT was sent to its newly assigned camp site at Da Nang, Vietnam, and the rest of the battalion was transferred to Port Hueneme, California, for a period of intensive training. Late in September MCB-EIGHT was airlifted to Da Nang, joining three other battalions already in Vietnam. The advance party had thrown a defensive perimeter around the camp site, and was well ahead of schedule with construction of the base.

The camp site, at the rear of a migrating sand dune about a half mile from the coast of the South China Sea, was some 6 miles southeast of Da Nang. The rear perimeter was established along the western extremity of the dune where there was a 60-foot drop to the Tourane River (Figure 1). Having taken the best advantage of this naturally defensible position, the Seabees completed a camp with berthing, messing, medical, dental, administrative and limited recreational facilities.

Note— For the complete article, scan the QR Code using your Smart Phone Camera.

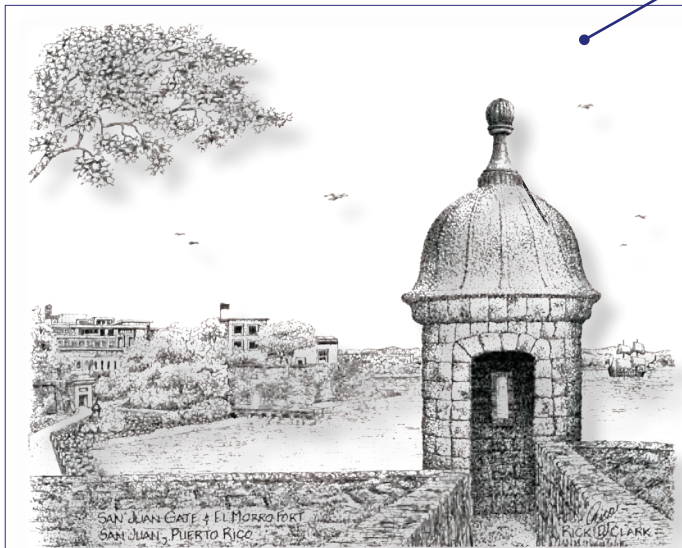
—About QR Codes—

QR codes are scan-able using smartphones devices, which are natively developed to scan/detect QR codes. These codes are generated using an online QR code generator that displays an online information to the scanner when scanned.



**SAN JUAN GATE & EL MORRO FORT
 SAN JUAN, PUERTO RICO**

Art by Rick Clark.



Friends insisted that they meet,
 The future gave no clue
 Their eyes met in wonderment,
 Hers were brown, his were blue

He courted her around San Juan,
 Enchanting sites for love
 A special spark turned into fire
 Ignited from above

San Diego became their home,
 Joined by Javier
 Their love converged throughout the years
 Like champagne and caviar

Travels took them near and far
 And Javier married Dawne
 Their memories are sparkling jewels
 Fifty years have come and gone
 A lovely cog in our lives' wheel
 Is what you've meant to us
 We hope this season brings to you
 All joy and happiness

*Rick & Nilsa Clark
 2021*

FIFTY YEARS




Robert S Danilecki
4 Railroad Ave
Georgetown Ma 01833

Ken Bingham
1773 Tamarin Ave
Ventura Ca 93003

Dear Ken;

Please accept my donation for the NMCB8 Organization. I am also involved in several Non-Profit organizations and the word Non-Profit is very accurate. Thank you for investing your personal time to keep the group alive and running.

Wishing you success and good health going forward. I thought we would be safe from the impact of Agent Orange but my experience has been maybe not as much as I had hoped..

Sincerely

Bob Danilecki

MCB-8 was deployed in areas heavily sprayed with Agent Orange. We have members that have health problems resulting from this chemical.

Then out spake brave Horatius,
us,

The Captain of the Gate:
"To every man upon this earth
Death cometh soon or late.
And how can man die better
Than facing fearful odds,
For the ashes of his fathers,
And the temples of his gods."
Lays of Ancient Rome,

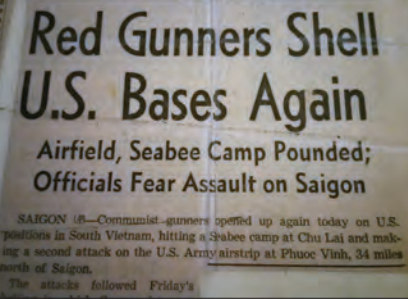
—Thomas Macaulay.

AGENT ORANGE IS A HERBICIDE and defoliant chemical, one of the "tactical use" Rainbow Herbicides. It is widely known for its use by the U.S. military as part of its herbicidal warfare program, Operation Ranch Hand, during the Vietnam War from 1961 to 1971. It is a mixture of equal parts of two herbicides, 2,4,5-T and 2,4-D. In addition to its damaging environmental effects, traces of dioxin (mainly TCDD, the most toxic of its type) found in the mixture have caused major health problems for many individuals who were exposed, and their offspring.



Helicopter spraying Agent Orange

There are 13,815 total Seabees serving in the US Navy today, including 7,000 active duty members, and 6,927 Navy Reservists. The Navy Seabees are highly-regarded and much respected in the United States Navy.



—Female Seabees—

Heather Weber Harkness says:
May 30, 2018 at 8:40 PM

... transitioning to a all male unit was not easy. The men were counseled for months on sexual harassment. It all went well but really funny because when we got there, no one would look us in the eye!

U.S. Navy Personnel Strength

1775–620
1776–3,090
1814– 8,024
1865– 58,296
1945–3,405,525
1969– 758,992
2021– 347,800

MICHAEL H. KJOME

Civilian working for Pacific Architect and Engineers (PA&E). Captured: February 1, 1968 (near Saigon). Released: February 12, 1973.



Incredible story worth reading. The site was eventually over-run by the N. Vietnamese.



LT. Skip Dautel ready for the incoming.

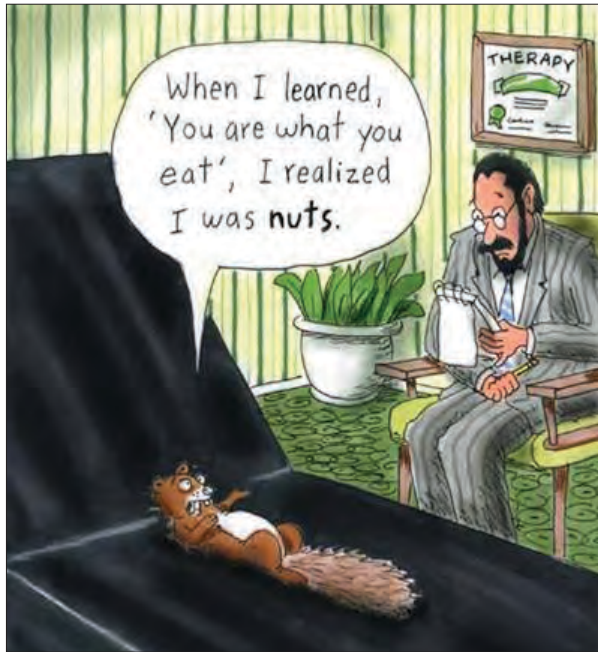
LT. Skip Dautel holds up an example of "The Vagaries of War." His shirt took the shrapnel, not him.¹⁰

Clandestine LIMA SITE 85 Laos: A Seabee demolitions expert leveled the top of the mountain in Laos allowing construction of the top secret site.

THANK YOU TO THE FOLLOWING MEMBERS FOR
MAILING IN EXTRA DONATIONS TO THE MCB-8
ASSOCIATION.

KENT STEWART
ROBERT OLSON
ROBERT DANILECKI

If I left you out, please contact me. -kb



HEADQUARTERS THIRD MARINE DIVISION F.M.F. IN THE FIELD



*The Commanding General, Third Marine Division,
Fleet Marine Force, takes pleasure in COMMENDING*

WOODROW W. COX,
CARPENTER'S MATE SECOND CLASS (OB), U. S. NAVAL RESERVE,
for meritorious service as set forth in the following

CITATION:

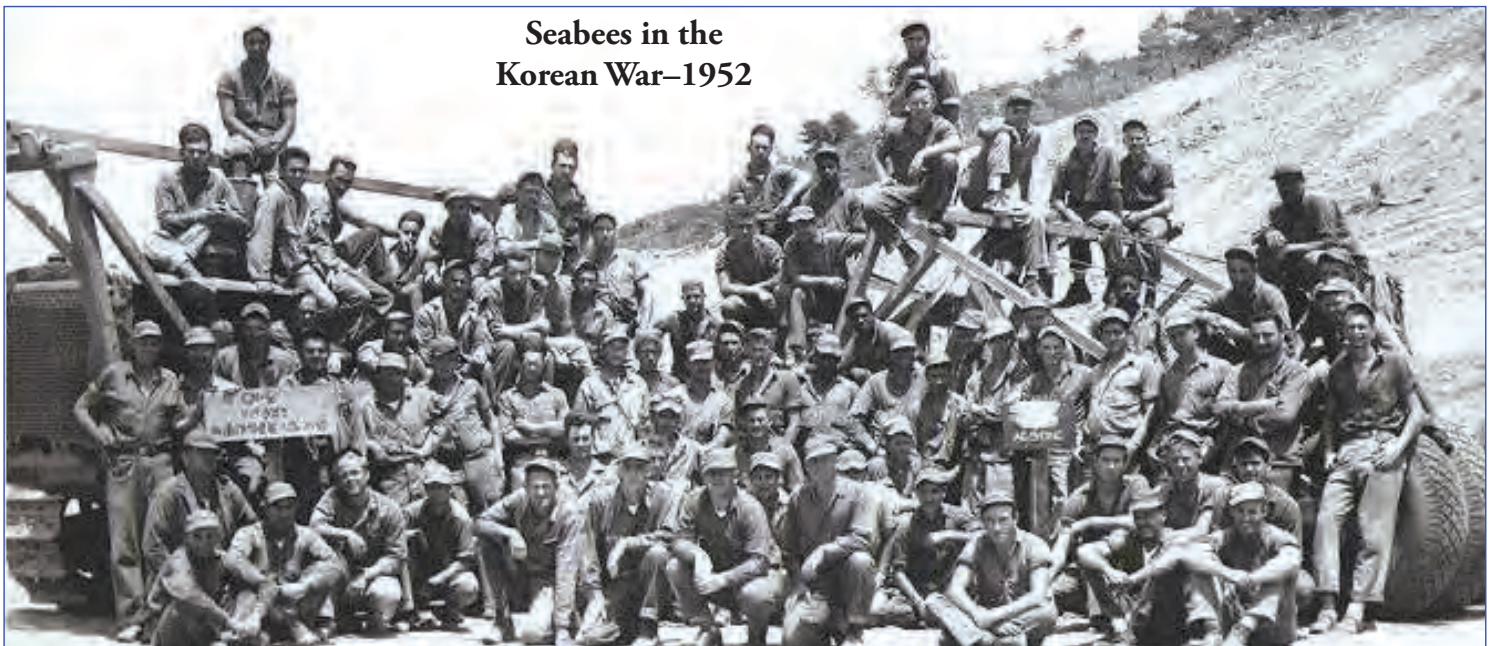
"For meritorious and efficient performance of duty against the enemy, while attached to a Marine division, on Guam, Marianas Islands, from July 28 to July 29, 1944. During this period Carpenter's Mate Cox operated a bulldozer from the reef to the shore, hauling much-needed supplies and equipment almost continuously despite heavy enemy mortar fire. He also, on several occasions, went to the front lines operating his bulldozer under enemy small-arms fire while aiding in the construction of vital routes of supply and evacuation. Throughout the period he performed his tasks in an outstanding manner, and his courageous devotion to duty was in keeping with the highest traditions of the United States Naval Service."

G. B. ERSKINE,
Major General, U. S. Marine Corps,
Commanding

(Original is edited to make text clearer/larger.)

Given a 45-day timeline, the Seabees worked tirelessly for 16 hours a day, often under fire by North Korean bombardments. Sixteen days later, the Seabees constructed a 2,400-foot runway and sent out the discreet call over the transmitter: "Steak for dinner." The coded message signaled all frantic Allied pilots in the area that the airbase was ready. Once the pilots landed safely, the Seabees would refit and refuel the planes if they were salvageable and send them on their way back to aircraft carriers and more risk-averse bases.

Seabees in the Korean War-1952



Operation Crippled Chick crew, Korea, 1952, at Yo-Do Island, Wonsan, Korea. Photo courtesy of the U.S. Navy Seabee Museum.

**"UNHAPPINESS IS THE HUNGER TO GET.
HAPPINESS IS THE HUNGER TO GIVE."**
Majesty of Calmness by William George Jordan 1898

NMCB-8 Seabees' Association
1773 Tamarin Ave. Ventura Ca. 93003

ADDRESS SERVICE REQUESTED

Note: The above numbers denotes your membership dues status (Month-Year).
(Due date)



By Artist/Architect
Rick Clark.



Merry Christmas

Ken Bingham



-NMCB-8 Association Roster Update-

Name: _____

Address: _____

Phone & E-mail: _____

When this virus thing is over with... I still want some of you to stay away from me.

The mailing list and roster for the NMCB-8 Association needs 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 have had a change of address within the past year, you can update this information by filling out the above form. Please include your e-mail address, if you have one. Detach the form at the dotted line and return to:

Ken Bingham, 1773 Tamarin Ave., Ventura Ca. 93003. If you have e-mail and want to make your update electronically, please do so.

Send updates by e-mail to: jorden2323@msn.com.

Thanks for your support!