



# NMCB-8 NEWSLETTER



— U.S. NAVAL MOBILE CONSTRUCTION BATTALION EIGHT —  
**March, 2026**

**Next Reunion—September 21–24, 2026. Colorado Springs, CO**

**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

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

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

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

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



### President's Message

I would like to thank all of our members who attended the reunion in Pensacola, Florida. I spoke with Bill Clerke, and he reported a strong turnout and a great time had by all. Special thanks to Larry Hagler and the NMCB 11 group for everything they continue to do for our organization.

I was unable to attend due to work in Tel Aviv, Israel. I've been traveling back and forth, attempting to avoid the ongoing rocket attacks. One night I stayed on the 22nd floor of the Sheraton Tel Aviv Hotel and slept soundly. The next morning

at breakfast, the flight crew mentioned they were exhausted after spending most of the night in a bomb shelter. Still half asleep and without coffee, I wondered what they were talking about — until I realized I had slept through the air raid alarm. I suppose I can thank my CPAP machine for that!

Looking ahead, our next reunion with MCB-11 will be held in Colorado Springs, September 21–24, 2026. Please make every effort to attend. We especially encourage members in the Colorado area to participate. Even if you cannot attend, please consider calling a fellow Seabee and encouraging him to reconnect.

Registration forms will be posted on the website soon. Please register early so we can obtain an accurate count.

If you need assistance, contact me at 562-760-8314 (Pacific Time). I am available any day, any time.

### Reunion Information

MCB-11 Association & NMCB-8  
September 21–24, 2026  
Colorado Springs, CO  
Contact: Larry Hagler  
Email: [mcb11.2026@earthlink.net](mailto:mcb11.2026@earthlink.net)  
Phone: 512-796-2834

### Veterans History Project

We encourage members to preserve their stories. My wife Marilyn, a court reporter, informed me about an excellent resource: The Veterans History Project, supported by the National Court Reporters Foundation. Court reporters volunteer to transcribe veterans' recorded histories.

If you would like your story transcribed, visit:  
[NCRA.org/vets](http://NCRA.org/vets)

After your story is prepared, please send a copy so we can include it in the newsletter.

### Association Business

Time moves quickly, and staying connected matters.



—President's Article Continues:

As a nonprofit corporation, our expenses remain steady even as membership declines. Our largest costs are printing and mailing the newsletter.

Thank you to those who have contributed additional funds. If you are able, please consider making a small tax-deductible donation payable to:

NMCB-8  
Ken Bingham  
7657 Lemur St.  
Ventura, CA 93003

Please keep your contact information current by using the "Contact the Association" form on the website or emailing: [adcicerone@gmail.com](mailto:adcicerone@gmail.com).

I look forward to seeing you in Colorado Springs.

— Arnie

Pete Behena 99 year old Seabee,  
November 15, 2025.

<https://www.nbcpalmsprings.com/2025/11/15/80-years-later-the-seabees>

**Attention: I believe that we are missing from our records a MCB8 Seabee that was killed during our 1967 Chu Lai Deployment. A split rim tire exploded in the A company shop leading to massive head injuries. He didn't use the required tire cage thus causing his death.**

**Do you know his name and have information about him? If so, please email it to me. Ken Bingham, [jorden2323@msn.com](mailto:jorden2323@msn.com).**

## Seabee Caught by Japs Working Beyond Lines

By FRED HAMPSON

BOUGAINVILLE, Jan. 2—(AP)—A 6,500 foot field for light and medium bombers, within less than 250 miles of Rabaul and only 850 miles from Japan's mighty naval base of Truk, is in operation today in these northern Solomons. The airfield, at the base of the fuming volcano, Mount Bagana, was carved out of the heaviest of jungles and was dedicated Christmas day.

Called Piva field after the river village of that name, it is the second field to be established on the expanding United States beachhead which U. S. marines first won Nov. 1 with a landing at Empress Augusta bay on Bougainville's west central coast. The Torokina fighter field of 4,200 feet, superimposed upon a swamp, has been used since Dec. 12.

Torokina has been dispatching fighter planes for the first time in sweeps over Rabaul. Now they can screen bombers flying from Piva, a mere aerial skip and jump from Rabaul. The Piva field is the nearest one of the allies to Truk in the Carolines.

The building of Piva was accomplished with heroics and utter disregard of danger. Once trac-

tors were levelling ground within a few feet of where a bomb disposal crew, under Marine Lt. Ed Curry, of Boston, Mass., was supervising the digging up of a string of Japanese duds or time bombs. Again a Japanese patrol harassing the Seabees got so close to the field that a Seabee was captured.

When Seabee surveyors started laying out the field, they actually worked for several days beyond our lines. As they returned from work they would chide the marines:

"If you boys don't hurry up and take that country, we'll have the field finished before you get there."

The Bougainville fields put dive-bombers and torpedo planes within reach of Rabaul. This is of special significance since that Japanese navy base never has been hit by land-based planes of this type, so deadly against naval craft.

The Piva field was ready for bombers less than six weeks after the Seabees broke ground. The toughest job was in pushing roads through the swamps to it, often under Japanese fire. Once that was accomplished, the clearing, grading and surfacing proceeded swiftly.

Submitted by John Ratomski, son of a WW II 6th Special Battalion member.





Timothy Frank Buckley “The Chief” passed away on May 13th. His death was due to complications brought on by Alzheimer’s disease. He was 87 years old.

The Chief, as he loved to be addressed by, was born on April 2, 1938, to Wilfred Joseph Buckley and Edith Coleman. The second of two sons, the Chief was raised in his beloved Newport, Rhode Island. He graduated from Rogers High School in 1955. After graduation, he joined the United States Navy and later the U.S. Navy Seabees. He thoroughly loved his military career and serving his country. He served with distinction until his retirement in 1990. He retired with the rank of Senior Chief Petty Officer. During his service, he achieved his greatest accomplishment: becoming the first in the Navy to become a Registered Civil Engineer without an advanced degree. After retirement from the service, the Chief continued working for various engineering firms in California and Rhode Island. He enthusiastically donated his time and energy to the Seabee Museum at Port Hueneme, California and loved every minute of it!

The Chief, also known as “The Iron Eagle” (from his role as an extra in the 1986 movie) deeply loved and cared about his family, friends, country

and canine pets, Finn being his most recent companion. He took on the responsibility of raising three sons: Peter and Mark Zakis and Timothy Francis Buckley. He was married to his lovely and devoted wife Valerie for 53 years.

A resident of Ventura, California since 1974, the Chief is survived by his immediate family, daughter-in-law Cristina, grandsons Ricky and Paul, brother, Bill of Newport, and many nieces, nephews, grandnieces and grandnephews.

A special thank you to Rene Gomez and Carena Rush for many years of compassionate and dependable caregiving to the Chief as well as all the other caregivers over the years that assisted our family. Also, thanks to Mission Hospice for always being there and helping along the way.

In lieu of flowers, please donate to The Alzheimer’s Association or the Seabee Museum in Port Hueneme. T

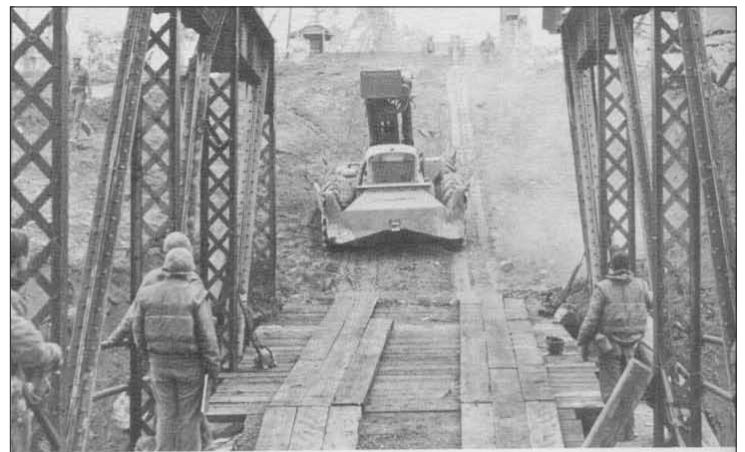
(The Chief was a freind and neighbor of mine. Ken B)

**Walter "Wayne" Kircher, 92, of Nutley, passed away on December 9, 2025.**

He was an electrician with Operating Engineers Local # 68 until retiring in 1996, and a US Navy veteran serving during the Korean War. He began his Navy career in the Navy Reserves later becoming active duty as a Navy Seabee CE3 assigned to MCB8. Upon completing training in Port Hueneme, CA he spent time stationed in Guantanamo Bay, Cuba and Casablanca, French Morocco. He was the recipient of a National Defense Service Medal.

REST IN PEACE!

<https://www.legacy.com/us/obituaries/name/walter-kircher-obituary?id=60263474>



It’s always something, MCB 8 1968



**ATTENTION ALL YOU C-RAT  
EATING SEABEE MUTTS**

**From your Editor/Treasurer/fellow Vet, friend—  
and human being (*Me thinks*).**

**Please consider receiving your MCB-8 Newslet-  
ter by e-mail—if possible.**

**Don't volunteer unless it is convenient for you.  
If you don't use or have email service then forget  
this message.**

**For those of you that can, please consider. You  
can read it or print it out. It is in color.**

**Why you ask?  
Saves time and money.**

**Ken Bingham  
jorden2323@msn.com**



**MCB E I G H T—1960-62  
GUANTANAMO BAY, CUBA  
CAMP LEJEUNE, N.C.  
DAVISVILLE, R.I.**

The Battalion transferred in mid-April to Camp Lejeune, North Carolina for its first deployment: a six-week tour of military training under Marine instruction.

Qualification with the M-1 rifle was the program for the first week of training, and over half of MC8-8's men made expert, sharpshooter, or marksman. Infantry combat training, covering a multitude of subjects, and advanced combat training comprised she curriculum for the next four weeks.

The final week saw the Battalion in the field, using its knowledge to stem the onslaughts of crafty" Marine 'aggressors" .



# Even the Sandbags Were Wired

The day started normal enough for the six man security team that guards MCB-53's rock quarry site ten miles west of Vinh Dai. Vinh Dai is the battalion's rock crusher camp located 6 miles from the DMZ. The security force followed a minesweeping team to the quarry and unloaded one of the M-60 machine guns to place in the Lower Bunker. A 50 Caliber machine gun and another M-60 would be placed in the Upper Bunker on a hill overlooking the quarry.

As Equipment Operator Third Class R.E. Wentworth from Arcunum, Ohio started into the bunker, Construction Mechanic Third Class G.A. Aagard from Wadena, Minnesota grabbed him by the arm and pushed him away. Wentworth couldn't understand at first what Aagard meant when the mechanic started yelling: "Stop, stop! It isn't like I left it!" The

two footprints that Aagard had left as identifying marks the previous afternoon had been wiped clean. Someone had been at the bunker during the night and while smoothing out his own trail had done the same to the identifying marks

The minesweeping team was called in to investigate. One of the men lowered himself into the doorway on his stomach and sure enough right in the entrance was a booby trap. Further investigation found two more well placed mines. Even the sandbags had been completely wired.

What could have been a disaster turned into only a little extra work for the security team. They had to build themselves a new bunker for the old one was left in ruins by the blasts from the mines as they were deliberately set off.

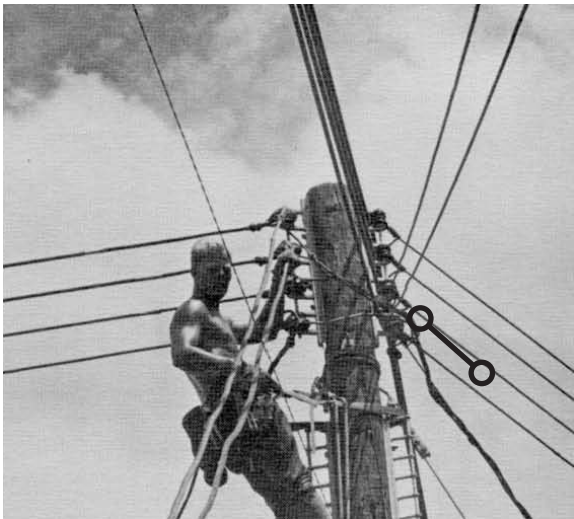
Submitted by John Ratomski, son of a WW II 6th Special Batallion member.





**SOUTH VIETNAM--SEABEE DIVERS INVESTIGATE THE EXTENT OF DAMAGE DONE TO A BRIDGE BY RECENT VIET CONG SABOTAGE.**

Submitted by John Ratomski, son of a WW II 6th Special Batallion member.



Let's hear it for the CE's

Dear Ken,

My name is Victor Johns. I joined the MCB-8 in the spring of 1964 and became the Company Clerk of C Company for about a year. My first deployment was to Spain. I had to request a Captain's Mass to get into the field to do my rate as a builder. It took two seamen to fulfil the tasks of Company Clerk, after training both of them for three weeks.

I came back to the U.S. in December of 1964, at that time there was no way any person should cross the Northern Atlantic Ocean by ship. My next deployment was to the Advanced Party, and we (my unit) were never told where we were going. We were issued rifles, ammo, and equipment. We became the first battalion from the East Coast, specifically Davisville R.I, to enter Vietnam in the summer of 1965. We returned around May of 1966. While I was in Vietnam, I passed the E-5 exam, but at that time it was required to have a year remaining. I did not, and I was not going to extend the 6 month to receive it. I separated in August 21, 1966.

Unfortunately I cannot go to the Reunion, as I cannot sit that long on an airplane, and I lost my wife 3 months ago. I have donated the MCB-8 plaque and some Vietnamese currency to the Seabee Museum at Port Hueneme, which they graciously accepted. I have spent the remainder of my life in Alaska and have worked as a General Contractor for 41 years.

Additionally, please drop me from the mailing list for getting the hard copy of the Newsletter, as I receive them digitally in my email. —*Respectfully, Victor L. Johns*



MCB 8 Mortar Training at Camp Pendleton, 68

**WESTERN UNION**  
SENDING BLANK

CALL LETTERS: **NRG LGG 012 GOVT** CHARGE TO: **CNC**

Washington, D. C. 24 Mar 1966 8:10 AM  
Mrs Jeanne Eater Faulkner  
1739 'S' St., Springfield, Oregon

REPORT DELIVERY  
DON'T PHONE

I deeply regret to confirm on behalf of the United States Navy the death of your son **Arnold Joe Faulkner, EOH3, 542 11 75, USN** on **22 March 1966** as a result of a construction equipment accident. This occurred in **Kham Duc, Vietnam**.  
His wife is being notified and will be requested to inform the Navy concerning her desires regarding disposition of remains. It is suggested that you contact her as to details concerning funeral arrangements. Your son died while serving his country. I extend to you my sincere sympathy in your great loss.

Vice Admiral B. J. Semmes, Jr., Chief of Naval Personnel

**ARNOLD J FAULKNER**

PANEL / LINE  
**6E/38**

DATE OF BIRTH  
**06/28/1944**

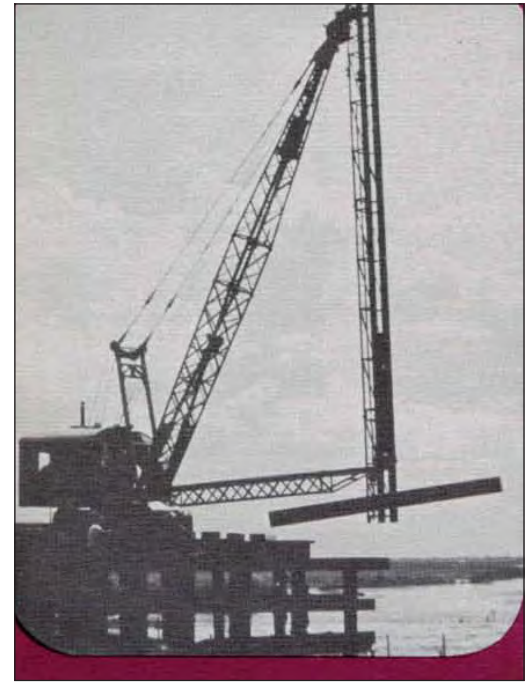
CASUALTY PROVINCE  
**BA XUGEN**

DATE OF CASUALTY  
**03/22/1966**

HOME OF RECORD  
**PORTLAND**

COUNTY OF RECORD  
**Multnomah County**

STATE  
**OR**



### **You Served, They Could Benefit.**

The Navy Seabee Foundation offers exclusive opportunities for the children and grandchildren of those who served in the esteemed Naval Construction Forces, including Seabees and Civil Engineer Corps (CEC) Officers. Seabee Scholarships can be used for a four-year bachelor's degree, a two-year associate's degree, or a technical education (CTE) program, our scholarships are tailored to support their aspirations. Eligibility includes active duty, reserve, retired, and honorably discharged members.

#### **Contact**

**P.O. Box 391  
Springfield, VA 22150  
Phone: 703-690-7672**

#### **—Donation—**

**Address  
PO Box 657  
Gulfport, MS 3950**



Manning the perimeter during 1968 TET.



## A Seabee's short story: Bait for the NVA in Khe Sanh

By Raymond Cruz

Time frame late Feb early March 1968,  
Khe Sanh Combat Base.

During the "Siege", the Runway, a 3,900 ft of aluminum MA1 planks, was the daily target of the NVA's Artillery, Rocket and Mortar Gunners. The Seabees of Construction Battalion Maintenance Unit 301 Detachment Bravo, or CBMU 301, Det. B. maintained that Runway every day for the entire "Siege".

The runway was the lifeline for supplies, medical evacuation and when possible replacements. The men of 301 would muster sometimes 3 teams to repair the damage, this was a daily task. On this one day our Team leader, P.O. Leblanc or Frenchy, Jim Post and myself (Raymond Cruz) are given order to investigate a sighting of a large crater on the eastern end of the runway. Now this runway was 3,900 feet long but, a little less than 1/4 of the eastern end was in no man's land, that is outside of the perimeter.

Frenchy had already scoped out the area, and requested we take the Pettibone, a "cherry picker" or silent hoist, and one of our Deuce and 1/2, the one with no brakes, most of our equipment was in pretty bad shape from all of the shrapnel and hits, being that our yard was next to the runway.

Now, I am sure that somewhere, there exists a manual written by an MIT graduate on how to safely stop a 2 1/2-ton dump truck on an aluminum surface with bald tires and no brakes. A quickie on how it's done, you time your speed & distance so as you approach the desired location, you accelerate, turn, actually yank the steering in one direction as you start your 360 (donut) pull on the emergency brake, those of us that had enough hours using this method could get real close and we don't count the more than a 360 revolution as errors as long as we stopped. I drove the Pettibone with Jim as shotgun, Frenchy was a performer with that 2 1/2, he was there waiting for us at the end of the runway.

We approach this for real crater, and I mean crater and deep. I begin to understand why the Pettibone was requisitioned. This hole is over 6' feet wide closer to 8, and about 25' or better deep.



We are looking around for the cause, no burn marks shrapnel or evidence for the cause. The decision was made to send Jim on the end of the cable to investigate, I should mention that Jim was not thrilled about this, a small debate about why and who would do this resulted in Jim volunteering, what dedication and esprit de corps or something like that.

Just as we ready Jim on the cable and hook, we hear the distinct sound of a mortar leaving its tube so we run for the trenches near the side of the runway. Frenchy yells, "I saw a flash," with a further geographic description of KSCB. The Base is at an elevation of about 4,900 ft and quickly descends into a valley, the eastern end of the runway is also the end of this plateau.

Standing at the end of the runway, you can see the valley, several thousand feet below we make love to Mother Earth, that is we grab as much dirt as we can and get real close, looking for anything above the horizon of the lowest point and you get nominated for a (Purple) Heart. Frenchy had 1 and Jim 2, I never claimed one, having lived a good life and blessed with speed.

We wait the mandatory time and get back to work. Again, we hear that familiar sound and again the dash for cover, Frenchy is not running but standing there looking into the valley and yells, "I KNOW WERE THAT SON OF A B%# IS." He is on the radio to the tower. A short time later a small group of Grunts appeared, one of them with a long rifle and scope, a SNIPER. They begin jawing with Frenchy.

This one Grunt and Frenchy come over instruct Jim and I to go ahead and start working again. Jim and I are a bit confused, we know what's gonna happen and this NVA mortar keeps getting closer. They assure us that its ok, (to be used as Bait). Being good Seabees and following orders, I fire up the Pettibone. Here is the kicker, when it would turn over it smoked something awful, which was a turn on for this NVA gunner.

Again we hear the mortar as it leaves the tube, Jim and I are on the go again, Jim was never a good match for my speed and agility. A few minutes pass and this one Grunt and Frenchy are pulling us from the bosom of Mother Earth. Explaining that they have a good fix on this NVA and we should try this again. With dedication in our hearts we accept, this time Jim gets a jump on me, he must have a sixth sense about this one, but we also hear the crack of a rifle shot and a few cheers.

The group of Grunts are picking up their gear and walking back to the comfort of their bunkers. Frenchy comes over and describes how the sniper took out the NVA Mortar Gunner on one shot. Pretty cool, but we still had to send Jim down into the Crater. Another debate on the merits of the job. Jim did go down, not for long as the base begins to take heavy artillery and rockets, big time. So, we made it back to the Alamo, the biggest and safest Bunker at Khe Sanh, built by who else - Seabee of CBMU 301 Det. B.

This event was originally told in the jargon typical for that period for Grunts and Seabees during the "Siege" of Khe Sanh. A moment forever burned into my memory, I laugh and cry, miss those guys.

## Robert James Olsen Obituary

Robert James Olsen, 81, of Rice Lake, WI, died January 1, 2026, in Marshfield, WI. He was born September 22, 1944, in Toledo, Ohio, to Thomas and Arlene (Anderson) Olsen.

He graduated from Rice Lake High School in 1962, attended UW–Stevens Point and UW–Eau Claire, and served in the United States Navy from 1965 to 1972, including two Vietnam-era tours with NMCB 8. He married Jane Candell on February 10, 1973, in Eau Claire.

Bob was co-owner of Hennings Inc. and later owned and operated Olsen's Office Machines Inc. in Rice Lake for 40 years. He also served as a reserve officer with the Barron County Sheriff's Department and the Turtle Lake Police Department.

He is survived by his wife, Jane; daughters Katy Olsen and Laurie (Mark) Leaf; six grandchildren; sister Nancy (John) Mommsen; and extended family and friends. He was preceded in death by daughters Carolyn Ann and Lisa Marie; his parents; brother Thomas; and sister Kathy Rudd.

### 8th NCB Detachment at IWO JIMA ELLIS AND HIS SEABEE MARINES - - -

In the meantime, a couple of weeks before the Battalion left Pearl Harbor, Chief Ellis and twenty-five men were detached from the Eighth and assigned to the 8th Marine Field Supply Depot as equipment operators.

They were to go on the invasion with the Marines.

Theirs was to be the hazardous job of handling the cranes, bulldozers and trucks -which were to bring supplies from the ships to the front lines. They worked and fought with the Marines during the first three weeks of the invasion and then, the peak of the emergency over, they were reassigned to the Battalion. The men parted from the Marines with mixed emotions, glad to get back to their old mates but sorry to leave the newfound friends with whom they had gone through so much. The Marines expressed their thanks and admiration for the manner in which Ellis and his men had done the job by giving each man an official commendation.



Assemblage Art By Ken Bingham (*Too much time on my hands. - kb*)



# DEPLOYMENT COMPLETION REPORT

DaNang, Vietnam

September 1965 – May 1966

U.S. Naval Mobile Construction Battalion Eight (NMCB-8)

U.S. Naval Mobile Construction Battalion Eight

Care of Fleet Post Office

San Francisco, California 96601

From: Commanding Officer, U.S. Naval Mobile Construction Battalion Eight

To: Commander, Naval Construction Battalions, Pacific

Subj: Deployment Completion Report for Period September 1965 through May 1966 — Submission of

Ref: COMCBPACINST 5213.1C

Encl: (1) Deployment Completion Report

Enclosure (1), summarizing the Battalion's activities during the September 1965 – May 1966 deployment to DaNang, Republic of Vietnam, is forwarded in accordance with reference (a).

Signed,

P. A. Phelps

## SECTION A — Administrative Summary Narrative

Unit: U.S. Naval Mobile Construction Battalion Eight

Period: September 1965 – May 1966

### 1. Employment Status

Mobile Construction Battalion Eight was deployed to DaNang East, Republic of Vietnam, in accordance with COMCBPAC Operation Order 23-65 to provide construction support for U.S. Military Forces.

### 2. Unit Movements

#### a. Advance Party

An advance party of one officer and 69 enlisted men arrived in DaNang on 26 August 1965. The main body followed approximately one month later after changing homeport from Davisville, Rhode Island, to Port Hueneme, California. The main body was transported in seven aircraft, the last arriving 30 September.

#### b. Hue/Phu Bai Detachment

A detached unit of one officer and 50 enlisted men departed DaNang for Hue/Phu Bai between 9–31 October, traveling by LCU and helicopter. Six enlisted men returned 10 April 1966 with the workload. One officer and two men remained temporarily for shipment of remaining equipment and rejoined the battalion on 4 May.

#### c. Training Detachment

Seabee Team 0805 detached in March 1966 to conduct training at Port Hueneme, California.

#### d. Return Movement

An advance party of one officer and 30 enlisted men departed DaNang for CONUS on 20 April.

On 21 May, the first of five flights transported the main body to CONUS. The last flight arrived at NAS Point Mugu, California on 24 May. Marine Airlift Command support was noted as outstanding.

### 3. Significant Events

20 Aug 1965 — Battalion officially changed homeport from Davisville, RI to Port Hueneme, CA

26 Aug 1965 — Advance party arrived in DaNang

11 Sep 1965 — Main body arrived Port Hueneme from Davisville

30 Sep 1965 — Last of main body arrived DaNang

28 Oct 1965 — NMCB-8 camp taken under fire by Viet Cong unit attacking MAG-16 hospital construction site. No casualties. One enemy mine found and destroyed after the attack.

24 Feb 1966 — NMCB-8 and NMCB-5 replaced damaged span on Tourane River Bridge. Span replaced and operational within 39 hours.

18 May 1966 — First operational off-loading of cargo at LST/LCU ramp constructed by NMCB-8.

**22 May 1966 — Camp dedicated as Camp Faulkner\* in memory of A. J. Faulkner, EOHB3, killed in a construction accident while rehabilitating the Special Forces airstrip at Kham Duc. Ceremony attended by senior Marine and Navy officers.**

### 4. Major Problems

Average on-hand strength was approximately 3% below authorized levels. Overhead and security duties reduced available direct labor force by about 4%. Earlier personnel increases would have significantly improved productivity. A personnel status chart followed in the original report.

### 8. Vietnamese Labor Program

NMCB-8 pioneered the use of Vietnamese laborers in the DaNang area. Workers expanded battalion productivity and were trained in:

Steel tank erection

Butler & Quonset hut construction

Road repair

Concrete work

Adequate supervision was essential; productivity declined without constant oversight.

### 9. Awards

30 April 1966 — LTJG Henry L. Merry, CEC, USNR — Navy Commendation Medal — Advance Party OIC and project officer for LCU/LST ramp and port facilities construction at DaNang.

15 July 1966 — LTJG Eugene H. Steffens, CEC, USN — Secretary of the Navy Commendation — Officer-in-Charge of 50-man detachment at Hue/Phu Bai.

26 March 1966 — BMC William A. Silland, USN — Navy Commendation Medal — Assistant Officer-in-Charge of Advance Party and Hue/Phu Bai detachment.

# NMCB-8 Seabees' Association

7657 Lemur St. Ventura Ca. 93003

ADDRESS SERVICE REQUESTED

## To:



**Oh My  
Thailand**

—Love and Serve Each Other—

**Billy Boggs**

As we move through our later years, many of us ask quieter but deeper questions than we once did. We have lived long enough to know that strength is not only measured by what we carried on our backs, but by the way we carry our hearts. As veterans, we have known hardship, brotherhood, loss and perseverance. Those experiences still matter, and they still shape how we love and serve others today.

To love and serve our fellow man begins with simple presence, listening without judgment, offering a hand without asking for anything in return, speaking a kind word to a neighbor, showing patience to a stranger or encouragement to a fellow veteran can be a powerful act of service. We do not need grand gestures to make a difference. Often it is the small, consistent acts of compassion that can change lives.

In the world we now live in, it can feel as though values have shifted and respect has faded. Yet this is precisely where we are needed the most. Our example matters. We made a difference by showing up, by showing integrity, humility, and steadiness in uncertain times. We remind others, especially younger generations, that character is built on responsibility, loyalty, and care for others.

So, my brothers, over the years we gained a great deal of wisdom. Most of it we earned the hard way. So, let's use it well. Love freely. Serve faithfully where you can. And, remember now, especially now, that our lives still have the power to bring light and love into the lives of others.

God has a plan for us all, let's all pray for guidance to follow that plan. Bill