



# The MCB Eleven STINGER

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Camp Barnes, Vietnam

November 12, 1967

9,000 miles

Lower  
Rates

Ens. J.E. Bolling

In March 1966 the people of Sun Prairie, Wis. gathered clothes, shoes, school supplies, soap, toothpaste, toothbrushes and an assortment of other items. Over 40 boxes were collected, packed and addressed to a yeoman serving with MCB-11 in Da-Nang.

Nothing is exceptionally strange about the generosity of the people of Sun Prairie, but just how the boxes arrived at

Dong Ha almost 21 months later is a mystery. YN3 Norbert J. Nellen had been separated from the Navy five months earlier.

The clues are few, but we know the boxes were in Minneapolis in October 1966 and San Diego in June 1967. A single letter gave the only clue as to who had collected the goods and why.

The letter from a school teacher in Sun Prairie mentioned that she was going to try to arouse student interest in collecting items for the people of Vietnam in response to a letter by

An additional reduction in interstate station-to-station telephone calls became effective recently.

The \$1 maximum rate for a three-minute call anywhere in CONUS except Alaska will be in effect at 7 p.m. Monday through Friday rather than 8 p.m.

The \$1 maximum rate will become effective all day Saturday as well as all day Sunday.

Between midnight and 7 a.m. the rate will be 75 cents.

There is also a new reduced rate schedule applicable to station-to-station calls from

OCT.

# Just Think

Think back to any injuries or near-misses you've experienced. Were you concentrating on what you were doing at the time? Or was your mind off somewhere in the next country, or the next century?

The lion's share of injuries happen, not because of lack of knowledge, but failure to use all the knowledge at your command. And it's when we concentrate that we're most likely to use all the knowledge we have.

It's easy to say, "Latch your mind onto whatever you're doing." But our thoughts naturally tend to slip the leash, jump the fence, and go roaming.

If there is anything to be thankful for, it's an active and free-roving mind--but there is a right time and place. If your mind is exploring the faraway places

## CO's Notes

Cdr. W.K. Hartell

This week's paper finds us only a few weeks from being home. I would like to pass along some advice on our conduct after we return to the States. You have worked hard and endured many hardships to earn an outstanding reputation as a Seabee Battalion during this deployment.

People both in Vietnam and the United States have had nothing but the highest praise and admiration for your courage, tenacity and conduct while performing our mission here in the northern I Corps. However, this tremendous admiration and respect can be destroyed in just a few hours or days if we are not careful after our return.

I know that everyman is going to want to celebrate in his own way after our return. What we must remember is that our conduct will not only reflect on ourselves, but our unit. You owe it to your fellow Seabees to conduct yourselves in a manner which reflects your maturity and the well earned respect of other people. You do not have to prove to anyone that MCB-11 is the best or that you have had a rough deployment. The record speaks for that. Conduct yourself in an acceptable manner and you will grow in stature among your contemporaries.

In conclusion I would like to recommend the following guide:

1. Always make your personal appearance militarily "sharp."
2. Show restraint in your drinking and maintain self-control.
3. Save your excesses for your private domain.
4. Drive safely.
5. Reflect in your public conduct the outstanding character of Seabees.

Know is risky, but what about sawing a post or hammering a wedge in

# XO's Corner

Lcdr. J.C. Totten

I have been very impressed with the attitude and spirit of the crews I have visited on the various project sites this past week. The signs of greatness are evident.

If materials come through there should be no lag in the construction effort. Then we can all share a sense of pride in a job well done to the best of our abilities. NMCB Five can be happy in things made easier because the men of Eleven worked at maximum speed and production right up to the end.

Indications are that this will be one of the best turnover between Seabee units. This is only made possible through the outstanding efforts of each individual involved. The successful turnover to NMCB Five will add to the glory that NMCB Eleven has gained on this deployment.

As for information on where and when, there is nothing definite at present. Indications are that our first main body flight could leave as early as November 29. Alpha company will be the first out and will probably depart on the first four flights. The only other item is that, based on present information, the entire battalion excluding the delay party should be in Port Hue-neme by December 7. If things go without any problems, it could be even earlier. However, using December 7 as the arrival of the last flight in Port Hueneme will insure no disappointments.

# Bravo Banter

CEW3 Bagnell

This week finds Bravo a demolition team at Cua  
company busier than e- Viet  
had a football

# Delta

## Data

BUL3 Christian

The first platoon is building huts for the Marines. They are also putting the finishing touches on the General's Mess, which is quite elegant. A stone fireplace installed by a second platoon crew, graces the galley. It is rumored that they have received offers to build more fireplaces for certain officers upon our return to CONUS. The first platoon is also pouring pads for butler buildings so that the third platoon steelworkers can take over and erect a butler building in an amazing short time. It really is amazing because to watch them work you would swear they only have five men in the crew, but they always manage to finish ahead of schedule.

The second platoon has undertaken a job to rebuild the ridge to Camp Carroll, assisted

# the story of eleven

Lcdr. John C. Totten

PART I

The story of Naval Mobile Construction Battalion Eleven's deployment to Dong Ha should not be written in yards of concrete placed or number of buildings erected or miles of road paved. These figures are impressive but these aren't the story. The story is in the men of Eleven. Without them nothing else would be possible.

Since arriving at this base just 13 miles from the DMZ, the Seabees of Eleven have been subjected to over 90 enemy attacks. These attacks varied from single rounds of 82mm mortar, 152mm artillery or 140mm rockets to over 200 rounds in one day. In addition, details on Route One and at Khe Sanh and Lang Vei have been sniped at and ambushed. The detail at Cua Viet has been through over 30 harassment attacks. The men of the first platoon of Alpha company have had five trucks destroyed or severely damaged by mines. We have suffered five men killed in action and 64 wounded.

The first attack was at 2:45 a.m. April 28 when the advance party was hit with enemy rockets. This was new to most of the men but every one took cover and no one was hurt. The rounds impacted in the Dong Ha Combat Base but none actually fell in the Seabee camp.

The entire main body had arrived and were well into their work when at 2:45 a.m. May 8 the combat base came under heavy rocket attack. Again there were no casualties or damage to equipment or facilities.

On May 18 at 3:22 a.m. the combat base again came under rocket attack with five rounds impacting within this camp. Two men received minor surface wounds and one ten-ton tractor was lightly damaged from shrapnel. The combat base was under rocket attack again the night of May 21 but luck was with us, no rounds in this camp.

On June 6 the 76-man detail at Khe Sanh led by Ens. T.F. Lehehan came under attack at 1 a.m. when the Khe Sanh Combat Base was hit by over 48 enemy rockets. EODCS Donald J. Barnes was fatally wounded by one of the first rounds as he was alerting his men and moving them to cover. Nine other battalion personnel were wounded in this attack, two of them requiring medical evacuation. The loss of Senior Chief Barnes was sincerely felt by all. "Charlie" had hit Eleven hard but he united us in a bond that was to carry through much worse days to come. NMCB-11 dedicated the



EOH2 Theodore R. Neadow was proceeding to the river run gravel site next to the Laotian border on July 17 when the Lang Voi detail was ambushed by NVA regular forces. Rather than loose his dozer he drove it off the side of the hill and back to the Special Forces camp. All personnel immediately regrouped and in the ensuing three hour battle the Seabees of Eleven fought side by side with the Special Forces in repulsing the attack. The Seabees, manning two 81mm mortars and one 4.2" mortar were credited with four KIA's confirmed and seven KIA's probable. There were no battalion casualties or damage to equipment.

On July 26, 3.7 miles north of Dong Ha toward Gio Lihn a 2½-ton cargo truck attached to the road patch crew activated a mine at the edge of the road destroying the truck and wounding two personnel. The battalion ambulance was dispatched to the scene to pick-up the wounded personnel. A five-ton dump truck following in the tracks of the ambulance at the scene of the initial incident activated a second mine, slightly wounding the driver and heavily damaging the truck. The score for July, five men wounded and two trucks severely damaged.

CMACN Hahn

## Alpha Antics

It seems as though everyone is getting quite excited. As near as I can figure, it has something to do with the end of November. I heard Mr. Smith say something about Hawaii, but I doubt that's what everyone is so happy about. Guess I'll have to wait until the other man of the office gets back from Australia to figure out what all the excitement is about.

The equipment operators are doing lots of different things. I see lots of low-boys coming from a place they call

a place down there they call a batch plant. I think that has something to do with those paper sacks that I see those low-boys hauling around. You know, those trucks with "Griz", "Bear", "Beav", "Lawt", "Pup" written on them. I guess they make concrete down there.

I talked to a group of men they call well drillers the other day. I found out they are working over by some people that fly big planes, but they are drilling a well for a place called Dee-Med. I

## Charlie

## Chatter

BUL3 Allemang

This week we have BUH2 Dziemo's crew out working on the Route One bridge project. I hear from the crew that it is pretty out there.

Jack Bridges' crew of

## SAM SEZ

Only three this week. Best week yet. You guys must be taking extra care because it's getting close to going home time. Anyway, all companies accident free this week except the big A and they had three. The total as of November 8 is 138 with Alpha out in front at 49 and all the others no change from last week's standing.

September 20 a man from Delta company was using a hammer and chisel to cut metal. The chisel broke and hit his hand causing a laceration. Not much that can be said here except it should be a reminder to all to check your tools before using them. If any are damaged or unsafe, turn them in to CTR and have them replaced.

Another Delta company steelworker cut his shoulder October 2. Seems he was putting up a vent in a butler building when it slipped out of its frame striking him on the shoulder. Luckily, not too serious. All Sam Sez here is to be extremely careful when working above ground with any object. Know the hazards involved and you can save yourself a lot of pain.

Then October 4 a Bravo company petty officer in one of the Bravo comedy of errors ended up with a 1/2-inch cut on his cheek. Seems this UT started to pick up a piece of pipe and at the same time his helper at the other end decided he would pick up the pipe too. The result was the petty officer was hit on the right side of his face. Proper procedures and proper attention to duty could have avoided this one. A man with safe operations foremost on his mind doesn't have accidents of this type.

And October 9 a steelworker from A co. worked all day with a welding torch without wearing goggles. That is right, the same old story--flash burns. How many times have we run into this one this deployment? By now you think everyone would have the word but I guess it isn't true. Use proper safety equipment and half your problem is solved.

Know the proper methods of doing things, be aware of the hazards involved and use proper safety devices. Just three steps and if we faithfully followed these steps our accident rate would have been considerably lower this deployment.