



The MCB Eleven

STINGER

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Commendations

BAQ

Who can live off base? Anyone can with some exceptions.

Men from E-1 to E-3 may live off base if they have dependents or relatives within a 75-mile radius of CBC.

Any petty officer may live off base but no farther than a 75-mile radius from CBC.

Persons who are considered to be immature or irresponsible, no matter what their pay grade is, cannot live off base.

If you are an unmarried petty officer or a non-rated man with dependents or relatives, submit a special request

Six letters of commendations and one Good Conduct Award were presented to men of this battalion Wednesday.

up
the
ladder

Eighteen men were advanced to petty officers November 16.

They were:

R.J. Anderson	CMA3
D.K. Clemons	EON3
D.V. Cook	CMA3
G.L. Curtis	CMA3

CMA2 Thomas R. Holland and EOH2 Ancil D. Wortham worked ~~extra~~ hours in Supply's spare parts and held frequent spot inventories. Their accurate records kept inventory control high.

BUL2 William Doemland as squad leader in Bravo company was in charge of both the carpenter shop and steelworker shop.

CEP3 Dale F. Morris of Bravo was the trouble shooter for all camp electrical and generator problems. He rewound and repaired the well motor for the battalion rear area. Morris took the motor to DaNang to use the equipment at NSA and had it back in five days rather than the

thank & Pray

Ltjg. W.E. Dodson

A thought that has meant much to me, comes to mind during this Thanksgiving Season. The idea comes from Philippians 4:6-7 which reads, "Be careful for nothing; But in everything by prayer and supplication with thanksgiving let your requests be made known unto God. And the peace of God, which passeth understanding, shall keep your hearts and minds through Christ Jesus."

Paraphrased it goes like this:

Worry about nothing
Pray about everything
Thank God for anything
And the peace of God
will be yours.

XO's Corner

Lcdr. J.C. Totten

One item not to be overlooked in homeport planning is conduct of Port Hueneme. This includes conduct ashore and proper wearing of the greens.

We will be judged by first impressions upon our arrival in Port Hueneme. No matter what our record has been in Vietnam, we will be judged on appearance and conduct our first few days in Hueneme. This is why we are insuring every man has a proper uniform and a regulation haircut for ConUS.

The next important item to remember is that we all agree you rate a good time to celebrate your accomplishments and the end of an outstanding deployment. However, this does not mean to overdo things. In one night's outing of thoughtless celebration you can undo all the hard work you and your shipmates have put in this deployment. Enjoy yourselves but think about what you are doing, don't go to extremes. And remember the minimum drinking age for alcoholic beverages in California is 21 and it is strictly enforced.

One more item, CBC Port Hueneme is strict on uniform regulations and justly so. The green utility uniform is not permitted after 6 p.m. weekdays and on week-end and holidays in the messhall or in the exchange. Remember this applies to Saturdays, a change from last year. If foul weather jackets are worn they must be buttoned. Utilities can be worn to and from home but no stops along the way. NMCS-11 notice 1020 of October 17 has all the information on uniform regulations during homeport. Make sure you are fully aware of its contents prior to arrival to ConUS. It could effect your departure or leave.

ALPHA Enterprise

EOH2 Curl

This reporter returned from Australia to

with three claymore mines in minor wounds from the sweep team EOH1 Key, SONBA Jloyd, approached the area EOH2 Hasselback, SON2

Delta Data

Bravo

BUH2 Rapp

The second platoon has offered to teach Charlie company how to build a 250-man galley,

NOTICE

First we had regular old promotions, then we added field promotions and recently meritorious promotions. Now we have Stinger's type promotions. Notice Lcdr. Totten on page four has been temporarily promoted to commander but only for this issue.

ALPHA CONTINUED

problem with a hard river bottom. The piling so Bravo company is making shoes for them.

Chief Lassiter has returned from DaNang with the parts to make his gravel grinder run again.

Another road maintenance crew began work on Route Nine recently. They are using crushed rock to fill the low spots and chuck holes.

It was stated in Charlie Chatter last week that they weren't sure they could finish one in a month, the second platoon's 12-man crew finished one in 7½ days. Charlie company's distinguished chief will be instructing two Delta company builders in the art of safe driving this afternoon. How is that for intercompany co-operation?

Also today, Delta company's undefeated football team takes on the mighty Bravo company team. Delta issued the challenge and Bravo company quickly accepted, stating they would be there come rain or shine. The game will be this afternoon on the grinder in front of the galley.

This week the first platoon finished up the General's Mess. The second platoon worked on the Route Nine bridge and both platoons worked on the 600-plus strongbacks for the Dong Ha Combat Base cantonments.

Barter

CEW3 Bagnell

The first part of MCB-5's advance party arrived Tuesday, so it won't be long until we board one of those luxurious C-130's and head back to the good living of home. I was almost sure that when I headed over here I had paid for a round trip ticket and soon I'll get to use it.

The builders are busy constructing heads for the Marines. They also put the finishing touches on Mr. Howell's waterfall. If you'd like to see the first man-made waterfall on Camp Barnes, just go behind the post office any raining afternoon.

The second platoon CE's put the Bravo company area on the new 100kw generator, to ease the ever growing demand on the central generator pad. To help reduce the load on the generators,

the story of eleven

Cdr. John C. Totten Part II: August to September 3

August started out very calm but events toward the end of the month would mark it as a month to be remembered. The Lang Vei detail was the first to come under fire when on August 19 EUN3 Daniel W. Turrissi, while assisting USMC personnel removing a front end loader from the banks of a river near Lang Troai on the Laotian border came under mortar, automatic weapons and small arms fire. Return fire from the men and artillery from Khe Sanh Combat Base ended the action after 20 minutes. Turrissi was slightly wounded and his TD-20 received minor damage. The detail came under attack August 22 from over 30 rounds of 120mm mortar. Later that same day while assisting a Marine vehicle they received sniper fire. There were no damage or casualties to NMCB-11's equipment or men.

The road patch crew hit another mine August 22 about four miles south of Dong Ha on Route One. The dump truck was heavily damaged but sand bags saved the driver and he only received minor wounds. On August 23 about seven miles west of Dong Ha a 5-ton dump truck hauling rock from the quarry at Cam Lo to the crusher at Camp Barnes hit a mine and was heavily damaged. The driver received only minor wounds. In fact EONCN Neal L. Gay, was calmly sitting in sickbay explaining how his buddy's dump truck ahead of him had passed over the same spot and as he began to realize that his truck had been destroyed, he began to shake. Yet the next day and for many days after he was bravely back on the road hauling rock, typical of the spirit of the men of Alpha company.

On August 25 Security company had it's first combat casualty when EONCN Stephen J. Merrill activated a mine while on patrol and blew off part of his hand. The patrol was in a booby-trapped area yet HM3 James W. Preston and BUL3 John J. DeFluri, with complete disregard for their personal safety, unhesitatingly went to the aid of their fallen comrade. Their heroic act undoubtedly saved his life. But this was only the start of the heroic actions.

At 6:08 a.m. August 28, Camp Barnes came under attack from three rockets. Again at 10:45 a.m. and 6:40 p.m., Camp Barnes and the Dong Ha Combat Base received incoming rocket and artillery rounds. A total of 200 rounds fell during these three attacks and at the end of the day NMCB-11 had 4 KIA's and 6 MIA's.

The first rocket round impacted in a Charlie company hut killing instant-

ELEVEN CONTINUED . . .

From August 29 to September 2 the Dong Ha Combat Base received incoming artillery fire on seven different occasions, with all but one occurring during daylight hours. Although some rounds landed close to Camp Barnes, there were no injuries and damage to equipment.

On September 3 at 8:27 a.m. the base came under artillery fire. During the second attack, the incoming rounds struck the Dong Ha Ammunition Supply Point adjacent to Camp Barnes. The secondary fires and explosions that resulted lasted for about eight hours, completely destroying the ammunition dump and raining close to 100 dud rounds on Camp Barnes. During the period, eleven men in the battalion were wounded, over 20 pieces of equipment damaged and 90% of the buildings in Camp Barnes were damaged by shock waves. There were many unselfish acts that day. BUL2 Floyd J. Pratt, with complete disregard for his own safety, drove a cargo truck into the burning ammunition dump to bring out a load of wounded men was one. EONCN Robert E. Lachausse, who was blown off his equipment and went into a Marine bunker then realizing he should be at his condition red station was another. He ran over 1000 yards through raining shells and fire to his condition red station where he reported to his chief and then collapsed. There were many more throughout the day to remember, but it wasn't over.

At 6:40 p.m. enemy artillery fire impacted in the Delta company position seriously wounding two battalion personnel. Three others including the Delta company commander, Ltjg. Robert H. Cahill, received less serious shrapnel wounds going to the aid of the others.

Charlie

SNUFFY

Chatter

Dear Mama,

Sorry I haven't wrote in such a long while. Communicators had me in a corner behind a box in the CP. They kept saying they were doing the battalion a favor.

They sent me to S-4 Mama. This is the place to go to not get something you need. It is called Supply and is run by a tall Mr. Miller and a short Chief Hernandez. Mr. Miller told us he wanted a good turn over when MCR-5 came

BUL3 Allemang

I suppose all of you are getting webbed feet after all of this rain.

The saw crew--BUR3 Paul, BUH3 Rizzo, EUHCN Giebel and SN Breuning--are cutting lumber for the 139 huts.

SAM SAM

Well you had your best work yet. As of Wednesday November 15 only one accident which occurred when an Alpha company dozer rolled over. So they have finally broken 50 giving the battalion a total of 139 for the deployment. All the other companies were accident free again this week. Congratulations.

This week I would like to take the easy way out and pass on an article from the DC Traffic Safety Reporter that pertains to homeport. It's entitled, "Driving While Sleepy."

Driving while sleepy or drowsy is a deadly business which has escaped public attention to an amazing extent. No one is immune to sleep.

Generally, there appear to be two types of drowsiness which affect drivers. One is a type of hypnotism which can usually be broken by a rest stop or a cup of coffee. The other springs entirely from fatigue and can only be properly counteracted by sleep. When one is driving, they are equally dangerous.

There is absolutely no excuse for falling asleep at the wheel and the

courts have so ruled. A driver does not fall immediately into slumber as if he had received a jolt of sodium pentothol. He is warned of approaching sleep by drowsiness and it is incumbent upon him to do something about it, no matter how inconvenient it might be.

Crashes involving drivers who fall asleep will be severe, since there is no opportunity of braking or evasive action which might minimize the results.

If a spell of drowsiness cannot be broken by a walk or coffee and there is no one else to take the wheel, the driver should not attempt to fight nature. He should stop and sleep, even though it might mean sleeping in his car.

He should try to pick some lighted space, as a corner of a service station, lock his doors and catch a nap. Even should the police feel they might have to investigate a motionless body in a parked car, they would rather find the individual asleep than to have to pick up his remains.