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the **ESPRIT**
of **53**



Captain's Corner



CDR R.K. MILLER

As of this writing in mid-September, the August issue of the *Esprit of 53* is still not back from the printers, the "word" on early-outs has been changed, changed back, and expanded. The Navy is in the midst of a dollar necessitated reduction in Ships, Planes, Men and Real Estate called Project 703.

MCB-53 has received information stating that substantial reductions will be made, and we have already lost some people in this reduction. We will lose many more. Project 703 presents a challenge to all of us. We must insure that motivated, highly qualified officers and petty officers are not lost to the Navy because we failed to act to retain them. Also, we have been directed to make sure that only the very best personnel are re-enlisted in the U.S. Navy. It will become increasingly more difficult to re-enlist; the Navy can only accept the best and the standards will be hard to meet, not just anyone can put U.S.N. after his name!

By the time this is published, we will be on the last month of our deployment. MCB-53 has an outstanding reputation in the I Corps. Let's keep it that way. We are completing our third Disaster Recovery operation at NSA Da Nang Covered Storage in East Da Nang. These same buildings were constructed by MCB-53 in 1968; now we are putting them all back together. This type of work gets old early, especially since this is our third try at it. We were given this job only because the Regiment knows we can do it. We are building the famous MCB-53 SEA Hut at LZ Baldy. We were given this job only because the Regiment knows we can do it. It would be a shame for the Battalion to let down during this last month and taint the previous seven months operation. I urge each of you to make one last ditch effort and finish up this deployment with the same spirit and drive we started with.

MCB-53--THE ACTION BATTALION

XO's column

Recently and especially now within two months of going home, the questions I'm most often asked concern the early separation or discharge policy this year. The policy and changes thereto have been passed as soon as received through chain of command and Plan of the Day. But, to be sure everyone has the same word on this subject that affects approximately 220 men, I will list the early out policy as it now stands while writing this article.

GROUP VIII PERSONNEL (SEA-BEE RATES):

1. All personnel who are RVN exposed and whose EAOS is within 14 months of the date of arrival of the last plane in Davisville are eligible for early separation/discharge. All such personnel can not be retained on active duty and must be dis-

charged within nine months of their EAOS.

2. All personnel regardless of RVN exposure must be discharged within nine months of their EAOS from arrival of the last plane in Davisville through 31 December 1969. In other words, all group VIII personnel with an EAOS of 30 September 1970 or sooner will receive an early separation, after arrival in Davisville, on 15 November 1969 or the date on which they have 9 months remaining obligated service. As it now stands, personnel with an EAOS after 30 September 1970 and who are not RVN exposed will remain on active duty.

NON-GROUP VIII PERSONNEL:

1. All RVN exposed personnel whose EAOS is within 365 days of the date of arrival of the last plane in



LCDR D.L. FORNEY

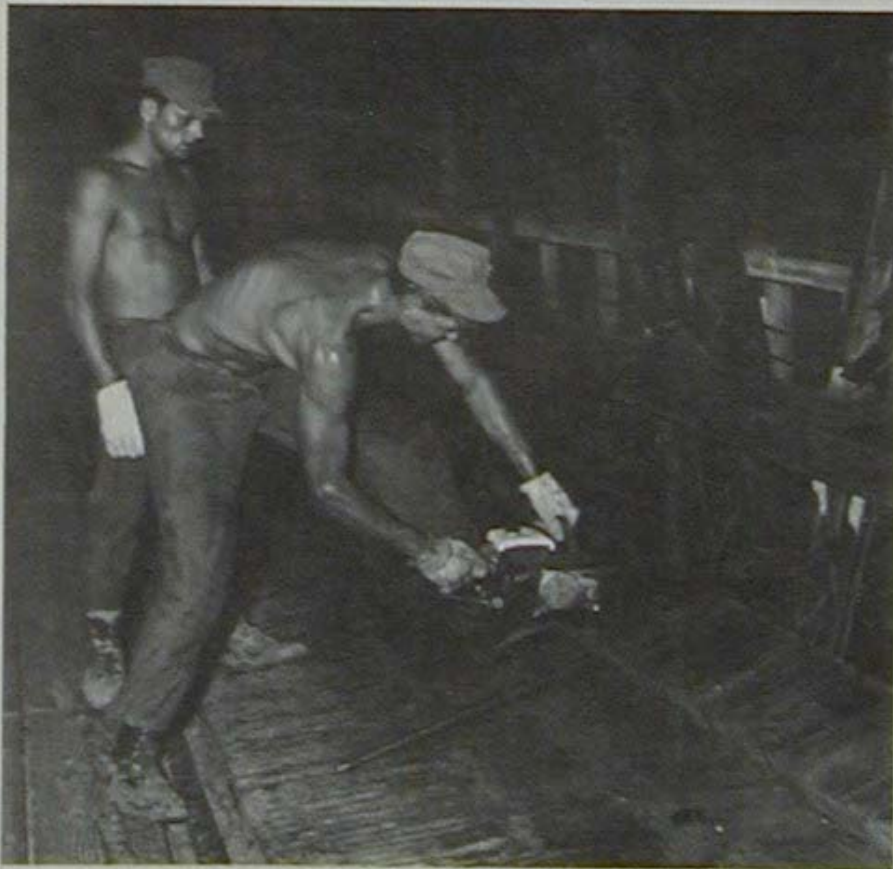
Davisville are eligible for early separation/discharge.

2. All personnel who are not RVN exposed and whose EAOS is within 90 days of the date of arrival of the last plane in Davisville are eligible for early separation/discharge.

I cannot promise that the policy will not have changed by the time this article is read, but if it has, the word will be passed to you as soon as it is received.

At Nam O

BU2 J.H. Schmidt cuts out a section of curbing from the Nam-O bridge just north of Camp Haskins as BU3 J. W. Brady stands by to lend assistance. The men were part of a crew that replaced 450 feet of worn timber decking on the bridge, which is used by both motor vehicles and the Vietnamese National Railway. The latter caused a design change halfway through the redecking when it was discovered that a low cow-catcher was tearing up some of the new timbers.



(COVER SHOT) UTCN W.A. Davies (left) and UT3 D.E. Jones install plumbing in the COMM/ELECTRIC building at 1st FSR.



A ten ton truck carrying steel beams disembarks from the LCU that brought it from Da Nang to the bridge site.

Bridge renovation --Seabee style

Lang Co bridge over the mouth of Lap An Lagoon just north of Hai Van Pass is one of the key links in Highway 1 between Da Nang and Northern I Corps. During the last three months 35 men of 53's Detail Whiskey have been reconstructing this vital highway bridge.

Although it is called reconstruction, the term doesn't really indicate the magnitude of the job. The old French-built bridge is being completely replaced except for the piers, and even they are undergoing extensive modifications. The old bridge consisted of eleven narrow one-way spans supported by reinforced concrete piers. The new two lane bridge will be the same length -- approximately 670 feet--and use the same ten piers, but each pier is being reinforced by the addition of six heavy steel yokes which are being prefabricated in-camp and trucked over Hai Van Pass to the site and installed.

The old spans are lifted out of place with a 50 ton crane and set aside for disposition by the Vietnamese government. The new spans, each consisting of seven

heavy steel wide-flange beams, are set in place in sections. Then a solid layer of huge 8x18 timbers for the subdeck is placed, and a wear deck of 3x12's is nailed down to complete the roadway.

Just in case anything should happen to the temporary pontoon bridge installed to carry traffic while the

old bridge is being rebuilt, 53 must be able to reopen a combination old and new bridge on seven days notice, but since work is now nearing the point where the bridge will soon be open to traffic anyway, such an emergency reopening is unlikely.

Although almost all of the materials for the bridge or-



Splinters fly as these MCB-53 Seabees rip up the old French decking.



Builders pour a head wall during the early stages of construction.



Crew members construct the SEA huts they will live in while on the jobsite

iginally came from the U.S., 53 personnel had a field day locating some of it and transporting it to the job-site. The massive span beams, each over sixty feet long and weighing about 9,500 pounds, were trucked to the Tien Sha ramp, loaded aboard a Navy LCU (truck and all), shipped to Lang Co, and then trucked directly to the steel prefab yard on site. The 8x18 treated timbers used for the subdeck were located in various Seabee yards in Northern I Corps and trucked south to the site as they were needed.

According to Officer-in-Charge CUCM B.T. Chancey, the bridge will probably be open for traffic in the latter half of September, although there will be considerable work remaining before the job is finished. Curbs, railings, extensive electrical work, and a protection system to keep enemy swimmers away from the piers will all have to be added before 53 can call the project complete.

Master Chief Chancey says he is extremely impressed

with the work his men are doing. The men of the Battalion can rest assured that when they head home they will be leaving behind a first-rate example of the fine workmanship that 53 will be remembered for.



A crew sets the heavy steel H-beams in place for the first span. The one lane French bridge with its high railing is in the background.

typhoon Doris

After months of sweltering sun and blowing dust winter is again coming to the tropics. This year's first damaging storm of the monsoon season for I Corps was typhoon Doris which moved in from the southeast on September 1 and struck the coast in the vicinity of the DMZ, causing considerable damage to 53's crusher and asphalt site at Vinh Dai.

Moving inland from the South China Sea with winds estimated at up to 80 knots, Doris brought 24 hours of driving rain and left Foxtrot Company with a major job of camp cleanup and repair. The asphalt test lab and a generator shack were completely demolished, 40% of the galley roofing was blown off, and a number of smaller buildings were overturned and damaged. Telephone communications were in shambles as wires dangled from poles throughout the camp. Security bunkers on the perimeter were badly in need of repair.

Damage to the crushers and



Foxtrot Company personnel repair damage done to the galley roof.



Trucks were loaded with debris after typhoon Doris left her mark.



E03 Robert Trammel (left) and E0CN Roger Schultz clear wreckage at the generator shack.

asphalt plant was not serious, but the detachment's primary objective of crushing rock and paving Northern I Corps highways would be secondary for the next few days as all hands pitched in to repair the damage and restore the camp to a livable condition.

Doris was the first typhoon of the season to do significant damage to I Corps, but she probably won't be the last. Rainfall data for this region of coastal Vietnam show an average monsoon rainfall of 16 inches in September and a whopping 23 inches in October compared to the normal 2 to 3 inches per month for each of the first six months of 53's deployment.

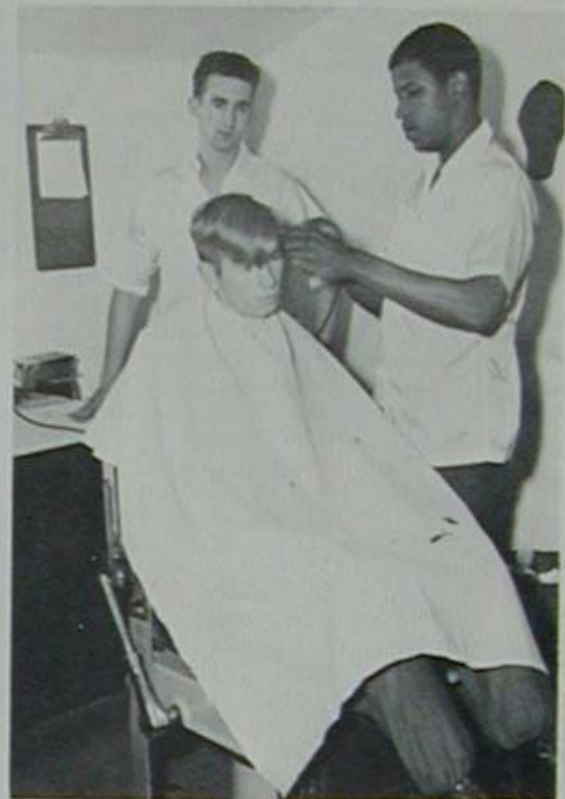


(ABOVE) "DO YOU HAVE....?"--SN Ralph L. Rutledge fields a question from a customer at the MCB-53 exchange. Though the exchange is well stocked for its size, customer requests are frequent. SH2 H.H. Robinson, store manager, tries to fill all orders on the weekly run to the China Beach Exchange, but his success depends on what China Beach has in its warehouse.

The MCB-53 exchange grosses anywhere from \$300 to \$1000 every day, but sales sometimes go as high as \$3000 on a pay-day. Toiletries are the biggest seller, though the store also does a high volume on cameras and electronic gear.

Store efficiency has increased considerably lately with the addition of new shelving and an extension to the store-room. Both were constructed by a Security working party and enable Robinson and EA2 C.T. Estes, his new assistant, to carry more items and get them on the shelves faster.

CAMP SERV



(LEFT) LICK 'EM AND STICK 'EM--PC3 Ronald L. Stinebaugh pastes a stamp on a package for BU3 John D. Behan during noon postal hours. Stinebaugh and PC2 "Chief" Kellogg drop off about 300 pounds of parcel post mail and about 15 pounds of letters each morning at the Da Nang Airbase. In return, they pick up 15 pounds of letters, 200 pounds of third class mail and about 150 pounds of air parcel post at Camp Tien Sha. Sorting the mail usually takes about half an hour with Alfa and Charlie Companies getting the bulk of it. In addition to handling the mail the two postal clerks sell about \$60,000 of money orders a month.

Kellogg says his operation has been going smoothly this deployment. His only problems are an occasional letter with an incomplete return address and an equally rare letter with "Free" typed in the upper right corner instead of written.

ICES

(LEFT) OOPS! SORRY ABOUT THAT SIDEBURN--SH3 Sherman E. Ames trims up CN S. E. Cushman as SN Ronald R. Smith stands by in the background. Manning their shop from eight in the morning until eight at night, the two battalion barbers find themselves busiest just before an inspection and, oddly enough, the day after. There are always a few shaggy Seabees who fail the Sunday inspection.

Though many complain about the military haircut, SN Smith says that some Seabees occasionally ask to have all their hair shaved off. Generally they do it on a bet and nearly always it's at the beginning of the deployment.

To make their work more pleasurable Ames and Smith have set up their tape recorders on a table across from the barber chairs. Other improvements to the shop include an air conditioner "that works" and vacuum clippers to keep the customer's hair from going down his back.



(ABOVE) WHO'S MINDING THE BOILER?--UT3 J.C. Blanton (left) and UT3 William L. Adams take time out to pose in front of the boiler room door. If Blanton looks a little tired it's probably because it's his turn to sleep. The two work in twelve hour shifts, and besides checking the boiler pressure gauges they tour the galley to check for steam leaks, inspect the water level and chlorine content in the water tanks, and make sure the water pump operates efficiently.

Though Adams and Blanton occasionally do minor repairs on the boiler, they leave most repair work--such as setting electrodes, changing the fuel pump and repacking the water pump--to UT2 A.J. Young, who is in charge of camp maintenance.

(LOWER RIGHT) WAY TO DRILL 'EM PODNER!--LT Roderick W. Butlin, DC, checks a tooth before filling as DT3 William A. Dickson assists. Lately, the doctor has been averaging 12 to 15 patients and 20 fillings a day. The work has been backed-up somewhat because of the two month stretch when the battalion was without a dentist. During that time Petty Officer Dickson and DT1 Larry E. McCullough were mainly kept busy cleaning teeth.

The Ritter chair and drill used by MCB-53 was built in 1938, but that's not as bad as it sounds. Newer drills are too sophisticated for use in Vietnam. The dusty air and mineral laden waters over here would require special filters for the water and air systems of the drill.

The office is equipped to

handle nearly every dental problem. But should a patient have a complicated surgical extraction or need a

partial, he is sent to either NSA Hospital or the 1st Medical Battalion for work and fitting.



Chaplain's Corner

THE POWER OF ONE LIFE

The one who was born as a baby in Bethlehem nearly two thousand years ago was the most influentially powerful person who ever lived.

You have no doubt heard someone remark, "What difference can one man make?" One man can make a big difference if he is the right man, in the right place, at the right time, and in the right circumstances. Such could be said about the man Jesus Christ. He was the right man, God's only Son. He was in the right place, "God sent forth His son into the world." The time and circumstances were right: "In the fullness of time God sent forth His son." The ingredients of His life were mixed and mingled in the crucible of history, and what a difference His life

has made in our world. Socially, morally, economically, aesthetically and theologically. He has affected the lives of men as none other has ever done. As the hymn-writer has so ably expressed it; "The whole world was lost in the darkness of sin...Like sunshine at noon-day His glory shone in." John wrote in His Gospel; "The Word was made flesh and dwelt among us, and we beheld His glory, the glory as of the only begotten of the Father, full of grace and truth."

The advent of His life has affected the life of this planet as none other.

The magnetism of His life is suggested by the following tribute paid to Him by an unknown author:



LT Ira O. Cantee

"Here is a man who was born in an obscure village, the child of a peasant woman. He grew up in another obscure village. He worked in a carpenter's shop until he was thirty, and then he was an itinerant preacher for three years. He never wrote a book. He never held an office.

"He never owned a home. He never set foot inside a big city. He never traveled two hundred miles from the place where he was born. He had no credentials but himself.

"He never had anything to do with this world except the naked power of his divine manhood. While still a young man the tide of popular opinion turned against him. His friends ran away. One of them betrayed him, and another denied him. He went through the mockery of a trial. He was nailed to a cross between two thieves.

"His executioners gambled for the only piece of property he had on earth while he was dying, his coat. When he was dead he was taken down and laid in a borrowed grave through the pity of a friend.

"Nineteen wide centuries have gone and today he is the centerpiece of the human race. I am far within my mark when I say that all the armies that ever marched, and all the navies that ever sailed, and all the parliaments that ever sat, and all the kings that have ever reigned, put together have not affected the life of any upon this earth as powerfully as has that One Solitary Life."



LT Ira O. Cantee (left), MCB-53's Chaplain, is thanked by CAPT Robert W. Radcliffe, 111 MAF Chaplain, after handing over \$1,500 (177,000\$VN) for the 111 MAF Vietnamese Education Scholarship Fund. A five man Vietnamese committee will channel the money to the poor, but deserving high school students in Quang Nam and Quang Tien Provinces in the Northern I Corps area. It costs \$37.01 to educate a Vietnamese high school student for one year. The money came from MCB-53's Civic Action Fund.

'Tinker toys' do a job at HA THANH



Seabees unload an asphalt kettle from the back of a C-7 Caribou. The unit spreads Peneprime, a liquid asphaltic compound, and can be towed behind a jeep or small truck.

When it comes to "tinker toys" a six man detail from MCB-53 has the inside story. In a job lasting a little over a month the men used special miniature equipment (airlift type) to lengthen and improve an air strip near the Ha Thanh Special Forces camp in Southern I Corps.

The scaled down equipment, which includes two TD-6 dozers, two scrapers, an airlift dump truck, a backhoe, a grader and a roller, is kept by the battalion just for such inaccessible job-sites as this. Their light weight allows airlift by chopper.

MCB-53's equipment was not flown the whole 80 miles to

Ha Thanh, however, because each piece was close to the choppers' maximum load. LCUs carried them to Chu Lai, and from there they were trucked by MCB-58 to Quang Ngai. At Quang Ngai the pieces were hooked to the bottom of several Chinook and CH-47 Sky-crane helicopters and flown the last 20 miles to the site.

A crew under EOL C.E. Harris immediately began leveling the runway and parking area. They also removed part of an adjoining hill which came dangerously close to the wings of arriving and departing aircraft. The detail finished up by coating the entire airstrip with Peneprime, a liquid asphaltic compound.

While they were there, the Seabees also involved themselves in some Civic Action work. They built a security berm, or earthwork embankment, around an entire Montagnard village and levelled a roadway through town. They even dammed up a stream to form a swimming hole--which they enjoyed as much as the tribespeople.



A CH-47 Sky-crane arrives with a miniature backhoe hooked beneath it.



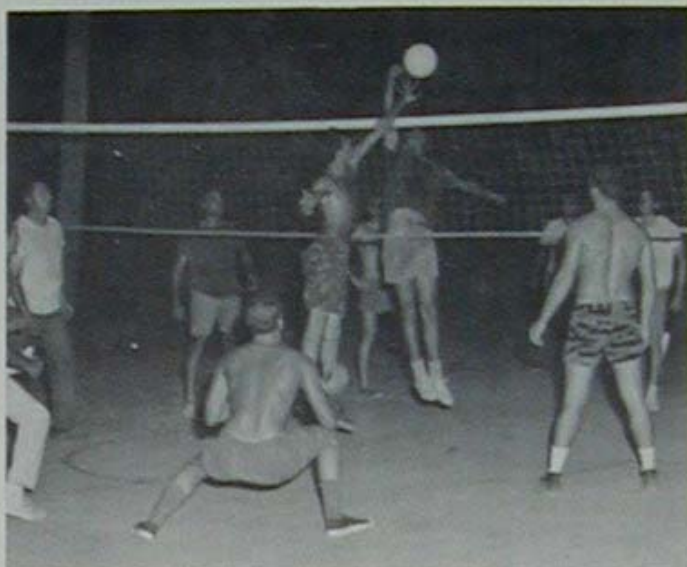
A TD-6 dozer gets a workout from a crew member. The Special Forces camp can be seen in the background.



A C-7 Caribou sits at the end of a reworked section of the airstrip.



VOLLEYBALL CHAMPS - (front, l-r) Caraway and Peadon, (second row, l-r) Pellecchia, Schmidt, Line and Kiebach, (third row, l-r) Drobny and Lyon.



Pellecchia blocks LT Runberg's attempted slam.

Volleyball CHARLIE COMPANY WINS PLAYOFF

The Charlie Company volleyball team emerged as champions of the intramural league by defeating the Officers in a playoff contest held after the regular season was completed. Each team finished up the regular season with a 9 and 1 record.

Charlie Company took the first and third match of a three match contest. By skillfully setting up their taller men, the enlisted men defeated the hustling officers.

Led by the spiking of Jim Schmidt and Jim "Papa-san" Caraway, Charlie's constructionmen had very little trouble in defeating the rest of the league competition. They had previously suffered their only defeat at the hands of the officers.

Kaufman sets up Schmidt for the "big spike."

LT Jg Werner spikes the ball as Caraway reaches up in defense.



"Papa-san" Caraway jams one over.



ALFA

BY EO2 A.R.

CURRENT

COMPANY

There's no doubt about it, we are nearing the end of the deployment. Senior Chief BOWDEN keeps telling everyone to "think BEEP," and CM2 ELDER and Chief JEFFERSON have already sharpened their pencils for the equipment turnover.

The past couple months have been filled with quite a bit of work for the Alfa Bees. A six man detail to Ha Thanh reworked that camp's little airstrip--EO1 HARRIS is still grumbling about the toy dozers and graders he was given for the job. Meanwhile EO1 GOODKNIGHT and EO2 "Toad" SMITH were down at Landing Zone Baldy telling the grunts how much they enjoyed being in Indian Country. Crane operators EOCN ANDERSON and EO2 COOK also kept busy on the Lang Co Bridge project, a vital link in Route 1. It's rumored that they spent their nights trying to figure out what CM3 VAN EYNDE was doing up there.

EO1 ADKINS, our training petty officer, is already getting things set up for homeport in Davisville. The exams are coming in shortly so I hope all you Alfa Bees have your courses and practical factors in. Figure on November for the exams.



Bravo Company line truck--(left to right) Gilbert, Mull, Hubbs, Hutcheison and Berg drill holes for telephone poles.

Poor CM2 TREMMEL hasn't even had time to think about homeport. He's been too busy yelling at EO2 CURRENT to turn down the air conditioner. But his problems are nothing compared to what EO3 WEISENBERGER ran into. He recently discovered that it's definitely a "no no" to dump the excess concrete from his TM on MCB-8 property.

Meanwhile back in camp, the model airplane bug has hit Alfa Company. CM2 STEPFINS was the first to learn what happens when you stick your finger in a whirling propeller. CM3 MCMICHAEL and CM3 SHANNON further discovered that if you don't pull your plane out of a power dive soon enough, it will splatter itself on the ground.

It's about time that big silver airplane came and took us all home.

BRAVO

BY CE3 J.T.

COMPANY

WYLIE

Here we are again, nearing the end of another deployment, but you wouldn't believe it by the work load that the Bravo Company shops are putting out. The steelworkers, builders, utilitiesmen and electricians are really putting out to complete our many remaining projects.

It seems the only real slot car fans in MCB-53 are in Bravo Company. That's where you find UTCN J.M. BOND and UT3 G.D. CHAMBERS blowing their minds over little screws and bolts almost every night. And they will take on all comers.

Looks like CE2 G.B. BERNARD ("Uncle Bernie"), one of Bravo Company's expeditors, has adopted another friend, a cute little pup, and has decided to name it after his best friend CE2 G.D. HUTCHISON. The dog's name is "Shortimer." The thing that worries us is the "Beware of Dog" sign outside the "Bat Cave."

It seems Bravo Company had a pretty good volleyball team this season thanks to a great effort under team captain CE2 L.R. MARTIN. And even though most of our super athletes are on detachment



EO2 R.A. Cofrancesco pauses for a moment at ASP2.

FOXTROT COMPANY

BY JOE P. HUTCHINS

Under the protection of BU2 "General MacArthur" Samson's security platoon, MCB-53's Seabees at Vinh Dai have repulsed 'wave after wave' of stone-throwing rock apes according to our indirect news service (rice paddies). To date the detachment's best defense against the rock apes is CE3 ABELL. He is the only one believed to be able to keep up a steady conversation with the creatures. Eventually the apes disperse, mumbling something to the effect that "he talks too much!"

Equipment operators WEBB and JENSEN are drinking more and driving less as of late. They were in a rock dump that was pushed halfway (well maybe a slight exaggeration) a-

cross the DMZ by a Duster that had broken a track. They were a good ways up the Ho Chi Minh trail before they stopped! By the way, does the Ho Chi Minh trail travel through the DMZ?!? Well anyway, fortunately neither of the men was hurt seriously. The rock dump is "temporarily out of order" and, needless to say, the Duster is doing fine!

A pair of crutches was delivered to a Montagnard boy near Vinh Dai by EO3 TRAMMELL and EOC SUTTON. They fit fine and the old ones were thrown off the side of the road amidst the cheers of the local villagers.

SN EBERLE is back up north and glad to be there so some-



Vinh Dai expeditor CM2 W. Baldwin takes a break during his busy day. Along with EO1 W. Robertson, he is responsible for getting badly needed materials to Foxtrot Company.



The security team at the quarry site west of Vinh Dai.

bravo co. cont.

to Lang Co bridge, LZ Baldy and others, we are still looking forward to an exciting basketball team.

Well that's all for now, and we'll be seeing you next issue when we'll bring you another exciting and perilous adventure in the life of the most fantastic subcontractor the world has ever known--Bravo Company!

Do your Christmas shopping early this year. Buy all your friends a CRUISEBOOK. (only \$5)



one said. Was glad to rejoin his friends or something like that. That's ridiculous - YN3 KRECHKO is down in DaNang!

HM3 BEAVER EVERITT has returned to the states for separation and is a civilian by now. EO3 W.C. SMITH will have to find a new drinking buddy, but that's the way it goes.

Time is passing steadily by and before long everyone will either be separated, transferred, or on leave. Whatever category you, the men of Foxtrot Company, fall into, take it easy and remember that everyone's "day in the sun will come."

Headquarters Company

by BU3 R.J. ALBERS
EA3 W.G. COMBS

It's getting to be that time of the deployment when a young man's fancy lightly turns to thoughts of home. Not that we're getting tired of the work (not too tired anyway), it's the morning swim to the office that's getting old.

Of course, nothing bothers Chief BOGLE at CTR too much. He's been known to fall asleep in mid-stride. BU1 "Salesman" HOSINSKI is always there to wake him up, though. So far he's sold the chief 30 Navy Relief raffle tickets. Grand Prize this year is a duty station in Alaska. SW2 DIENST is still muttering about all his problems. His latest worry is how to get BU3 NOGGLE and SK3 STEPHANS out of their air conditioned office. The two have decided to have no more contact with Vietnamese weather until their flight leaves in November.

The deployment has also taken its toll on SK2 LEE in GSK. He's making the Vietnamese workers sign 1250's for the dirt they carry out the door in dustpans. SK2 CRAWFORD is doing no better. He's on his 18th letter to his congressman complaining that his job leaves him no time for sports.

Even Chaplain CARTEE is getting weary. He complains that EO3 CARTMILL disappears with the Civic Action truck right after quarters and doesn't return until quitting time. EO2 BERNIER is also cracking under the strain. He just sits at his desk grumbling in Vietnamese about uncompleted Civic Action reports.

Over in MLO ENS JOHNSON is still trying to figure out what to do with the \$50 in Australian money that he brought back from R&R. Chief LEWIS has offered to trade it in the local market for some Vietnamese stogies.

Even with the end of the deployment drawing near, MLO



PN3 Niswander reviews service records in the personnel office.

continues to come up with needed materials. Maybe that explains what UT2 Beckett and CE2 Carlson have been doing nights at other battalions' construction sites. If they could just convince UT3 MOAURO and BU2 PEADON not to give their hard earned materials away so fast. It's a good thing they have SK3 CHIARAVALLI and YN3 ALDERSON in the office to keep up with the paperwork. Alderson, by the way, is the only yeoman in the Navy to make rate with a minus 10 on his typing test.

The Engineering and Operations departments are also thinking about the end of the deployment. UT2 COPELAND sits at his desk dreaming of his MACH I and perhaps a conservative brown leather shoulder holster ala Steve McQueen in "Bullet." Meanwhile BU2 PELLETIER continues to mutter about Australia while staring out the window with a far-away look in his eyes.



AFPS

CE1 MILLS has returned to the field with the departing remark, "Greater sacrifice can no man make than to serve...." Laboring long and grueling hours over the drafting boards one finds EA3 ELKEN mumbling, "Now if we have three more parties this month..." Sitting nearby is EA3 SYLWESTER working out plans for his "Thanksgiving Wedding." Typing like a man possessed, YN3 DALE dreams of his fiancée-to-be's bright red XKE--"That car will have to go, but I'd like to try it out for a couple months." Sure Gilbert.

Long hours are nothing new to the survey crew. The crowds at the exchanges are making it tougher and tougher to get in by three o'clock these days. EA2 BARTON returned from Hawaii absolutely worthless for the first three days, while EA2 SNOW spent the better part of two weeks packing and repacking to go. EA2 CAUSEY went south to one of the projects with his usual cheerful vocalization of sentiment---"This is forty miles of the roughest, toughest....road in all of Vietnam." EA3 "Ball of Fire" FLUGSTAD has gone off to test his resources against the "byrds" of Australia. I wouldn't place any bets on that one as it looks like a sure thing for the Aussies.

Currently on detachment are EA2 "Shepherd" ANDERSON and 53's only frustrated pianist, EA2 GUENZEL. Back at Red Beach FACN FISHER seems to have delusions of grandeur ala Marlon Brando in the "Wild Ones" as he thumbs through his motorcycle catalogs. EA3 Combs is still praying for snow--"Cope, you have to ski, it's the greatest!" Meanwhile, Chief NENTHORN just sits back and ponders his memories of five blissful days in Hong Kong.

The Happy Fishermen.....



Returning from a fishing trip in a lagoon at Lang Co, these Vietnamese fishermen are all smiles so the catch must have been good.

The craft was passing under a bridge being constructed by a detachment of MCB-53 Seabees when the photo was taken.

MCB-53, ___ CO.
FPO, N.Y., N.Y. 09501

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TO: