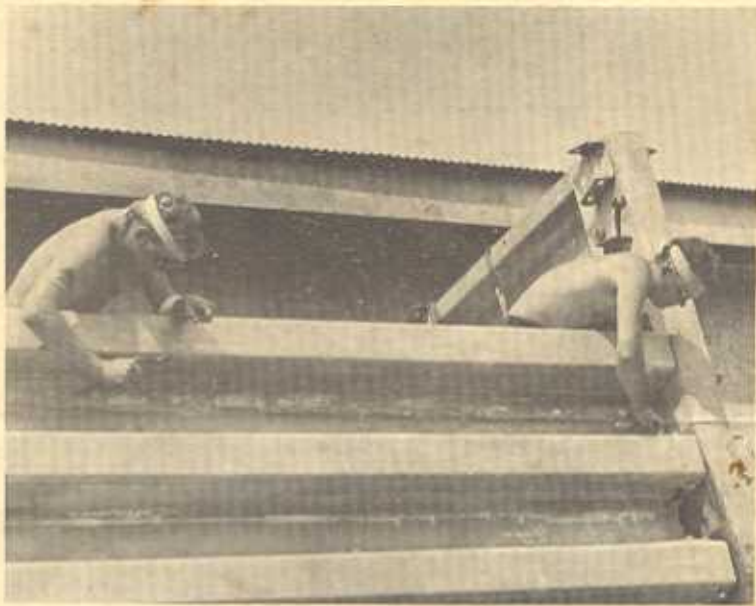


processing the Marines



SW3 C.Y. Sherwood (left) from Burlington, New Jersey, and SW2 M.E. Anderson from Sanford, Maine, put revetments together at FLC.

support.

The entire building is insulated with fiberglass and is provided with a polyethylene dust barrier. The attached 45' X 26' equipment room houses air conditioning equipment rated at 81 tons, 40 to 44 tons of which is required to maintain the proper temperature and humidity in the computer room.

The computers are supported by a 'raised floor' set to .001 inch level tolerance. The raised floor acts as an air plenum and serves to keep positive pressure in the room which in turn keeps it dust free.

Surrounded by approximately 400 lineal feet of 16 foot high, laterite--filled "Armco" revetments, the Data Processing building is well protected against Viet Cong rocket and mortar attacks.



BU3 Richard Boyce (center) from Newcastle, Delaware, and SW2 Bill Ward (background) from Harrisburg, Pennsylvania, tighten down revetment brackets during the construction of a computer facility.



MCB-53 Seabees, with the aid of a crane, put a generator in place that will be used for the Data Processing facility.

AERIAL VIEW OF CAM



CAMP HASKINS NORTH



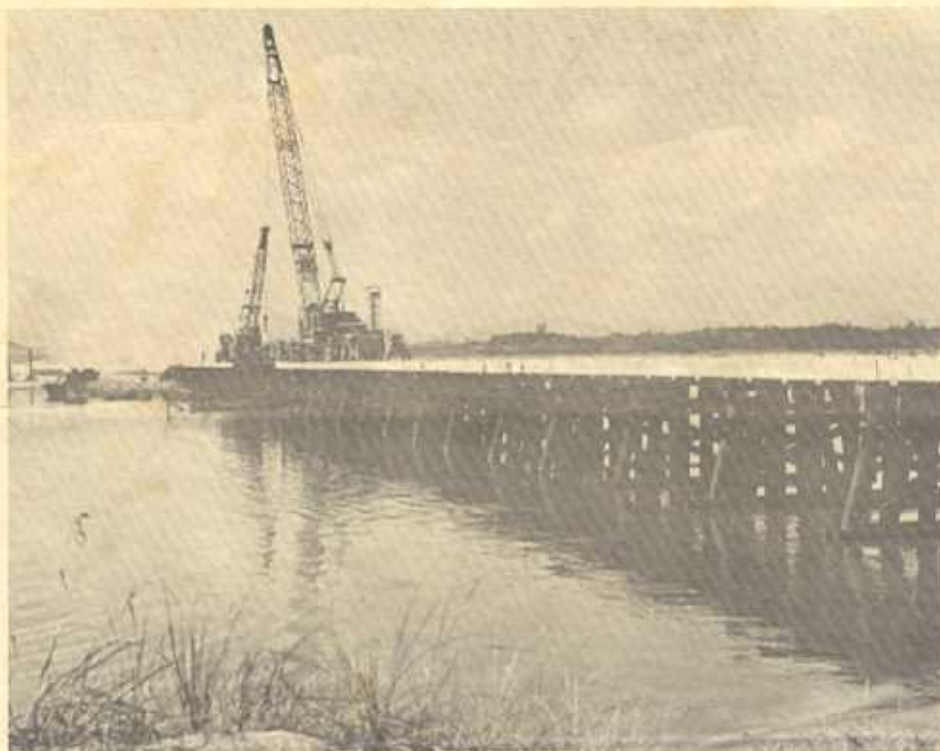
(1) Enlisted Mens Club (2) Chow Hall
 (3) Chiefs Club (4) Red Beach (5)
 Outdoor Movie Theater (6) Delta Co.
 Berthing area (7) Charlie Co. Berth-
 ing area (8) Bravo Co. Berthing area
 (9) Alfa Co. Berthing area (10) Head-
 quarters Co. Berthing area (11)
 Chiefs Berthing area (12) Officers
 Berthing area (13) Officers Mess and
 Club (14) Headquarters area (15) Bat-
 talion Chapel (16) Medical and Dental
 Offices (17) Bravo Co. Shops (18) MLO
 and CTR (19) Alfa Co. Shop and Equip-
 ment area (20) Prefab Shop (21) Batch
 Plant (22) MARS Station (23) Laundry
 (24) Small Arms Range (25) Post Off-
 ice

53's Little Old Bridge Builders

Detail Delta One of MCB-53 has just recently put the finishing touches on the Liberty Bridge. "Just like the Old Bees" these Seabees were turning and burning from sun up to sun down until the bridge was completed. Located 22 miles south of DaNang over the Thu Bon River, the bridge is a critical link in the highway system through the An Hoa Valley Region. The bridge was started by MCB-3.

After MCB-3's main body departed in mid March, MCB-53 furnished ten men to assist MCB-3's delay party in constructing the final spans on the bridge properly. The last span was placed on 29 March 1969 and the bridge was opened to traffic after a ceremony held on 30 March 1969.

A seventeen man Detail Delta One, under LT William Johnson, then constructed a 200 foot approachway consisting of "rip-rap" fill, concrete, and 400 lineal feet of sheet piling. The bridge itself has a 2 inch asphaltic concrete wearing surface, heavy timber curbing, and an iron handrail that was added by the detail. A security



The Liberty Bridge as seen from its northern bank. The bridge was turned over to MCB-53 when MCB-3, the battalion that started the construction, returned to the United States.

lighting system was also installed along with a 100 KW generator and distribution system.

At first the men had to battle a blazing heat without any relief to cool them and it was definitely having an affect on their working day. However, they solved this problem quite simply by adding a diving board and ladder a few days after arrival to a raft that was anchored in the river. They could now take a refreshing

dip whenever the heat became unbearable.

After the old bridge had been demolished by Viet Cong mines, Marine Engineers set up a ferry that was used to keep the convoys moving while the new bridge was being constructed. This method was slow and sometimes awkward and was cutting down the flow of men and supplies to the south. So when it became passable, the new bridge was put into use even though it hadn't been completed.



BU3 L.M. Dennis from Columbia, South Carolina, breaks up the ground at the bridge site with a jackhammer. In the background is what remains of the old Liberty Bridge.

the ESPRIT of 53

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 Family-gram Officer.....LT J.R. PIOL, USNR
 Editor.....JO3 F.F. HUTCHINS, USN
 Assistant Editor.....BUON R.J. ALBERS, USN
 Photographers.....PH1 P.J. MCINERNEY, USN
 EO3 P.A. WATSON, USN

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