



# NMCB-8 NEWSLETTER



– U.S. NAVAL MOBILE CONSTRUCTION BATTALION EIGHT –  
– August, 2024 – MCB-11 and MCB8 Reunion Branson, MO 9-23-24

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

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

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

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

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



I HOPE EVERYONE IS DOING WELL and keeping in contact with one another. We are all getting older, and unfortunately, we are losing some of our members. It may be hard to get to the reunions, but your presence is invaluable. Your stories and experiences are what make the reunions truly special. Please notify me who is attending the reunion, as I want to talk to you personally. The forms are on the website.

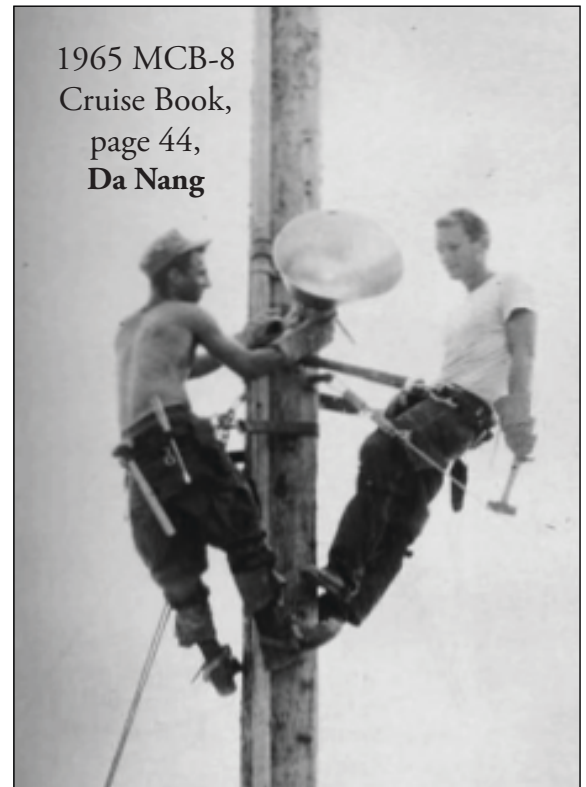
This year, members of the NMCB 8 Association will again join MCB11 at the 2024 Reunion in Branson, MO, September 23 - 26, 2024. We will share both the hospitality and banquet rooms. Each battalion will have its own room for business meetings. The reunion will officially start with registration at 3:00 PM on Monday afternoon, September 23, followed by a welcome reception and light meal.

Time is flying by, and we need to keep in contact. Remember to keep the address/info corrections coming. Our organization is a non-profit corporation. Unfortunately, as we lose members, our costs stay the same. Our most significant cost is the newsletter. Your donations are crucial to our continued operations, no matter how small. We will combine our reunion again with NMCB 11 battalions to receive discounts and help put the reunions together. My heartfelt thanks to the members who have sent us some extra money to keep the treasury

in good order. Your generosity is greatly appreciated. Again, it would be of great help if all of our members who are in a position could send a small donation to the group. This will help keep the newsletter active and help with miscellaneous costs for the reunion.

Please make your tax-deductible donation payable to NMCB8 and send it to Ken Bingham, 7657 Lemur St, Ventura, CA 93003. The mailing list and roster for the NMCB-8 Association need to be continually updated. Only through a current roster can we ensure your receipt of the newsletter and information on current and future reunions. If you have changed your address within the past year, please update this information by filling out the form and emailing it through the website or sending me a letter. —Arnie

1965 MCB-8  
Cruise Book,  
page 44,  
Da Nang





# Seabee Memorial, Washington, D.C.



## IN MEMORIAM

*In remembrance of those who served with us*



We recently learned from John Buckmaster that Dennis Collyns from New Hampshire and Seabee Team 0811 passed away a couple of years ago. Harry Swallow reports that Richard (Bud) Dunning passed away 3 or 4 years ago. Also information on the passing of Roy Heller was received

If additional information is available concerning the passing of friends who served in NMCB-8 that someone would like to post, please provide the information and we will publish it here. Tributes are also welcome.

## NMCB-8 VIETNAM HONOR ROLL

During the Vietnam War 174 Seabees were killed in action. Seven Seabees from NMCB-8 died during this timeframe. Three died from enemy fire, one from natural causes, three from accidents in RVN, and one from an accident while serving with NMCB-8 STAT team 0808 in Thailand.

UPT2 James O. Miller (Camp named)  
Feb. 6, 1967  
Killed as a result of a mortar attack on Tam Ky  
Quang Tin Province.

BUR3 Ray L. Williams  
March 13, 1967  
Killed as a result of an accidental shooting in Chu Lai  
Quang Tin Province.

BUR3 Michael D. Estok  
May 13, 1967  
Killed as a result of a mortar attack on Chu Lai  
Quang Tin Province.

UT1 Harry H. Middaugh\*  
April 25, 1968  
Killed as a result of a vehicle accident on a Seabee jobsite.  
Bung Kan, Thailand  
NMCB-8 STAT-0808

SWF2 Loren F. Studer  
May 31, 1968  
Killed as a result of electrocution while working a steel tank.  
Thua Thien Province.

EON2 Rudy P. Krissman  
July 10, 1968  
Killed as a result of a tire explosion at Gia Le.  
Thua Thien Province.  
NMCB-8 Det. YANKEE.

BU1 William C. Legat  
Oct. 30, 1969  
Died as a result of a heart attack. He was 37 years old.  
Quang Nam Province.

*\*Because UT1 Middaugh was not killed in Vietnam, his name does not appear on the Wall.*

From one of our first Newsletter, year 2000. By Captain Harry Davis.

## Hueneme Seabees build outpost for Green Berets in Viet Nam

The monsoon rains had turned the Nong Son Special Forces Outpost, a mountain top bastion 30 miles southeast of DaNang, into a quagmire of mud and water.

Special Forces "A" Team of the Army's Green Berets, occupants of the outpost since June, found their sleeping quarters—crude underground bunkers—flooded and their lone road—barely a footpath—practically impassable. They needed help, professional help.

Answering the call was Mobile Construction Battalion 3, which is home-ported at the Seabee Center, Port Hueneme, when not overseas. It sent a team of 14 builders and five equipment operators under the command of Chief Petty Officer L. R. Renwick of Port Hueneme. By the time all their equipment—bulldozers, trucks, and roadgraders—had been airlifted in, night had fallen.

The following morning the Seabees crawled out of their tents to begin the task ahead. The crude bunkers gave way to large heavy timber and concrete underground facilities designed for sleeping and the storage of supplies. The footpath road, steep and bumpy, was turned into a solid roadbed capable of handling heavy vehicles.

Nong Son Special Forces Outpost sits atop a mountain barely 300 feet long at its longest point and not quite 50 feet wide. At over 1,000 feet above sea level, the camp has, on occasion, become totally obscured by clouds, making airlift impossible.

Twenty-five miles away, a staging area near An Hoa was set up to receive material convoyed from MCB 3's main camp at DaNang. This, too, provided problems, the most difficult being the narrow, muddy Vietnamese roads with the ever-present danger of Viet Cong attack. Despite the loss of one truckload of materials blown up by a V.C. land mine, Seabees brought their supplies through.

The completion of the facility provided Special Forces with acceptable living conditions combined with optimum protection.

**NOTE: WE (MCB-8) RELIEVED MCB-3 FOR ALL OF THE FOUR DEPLOYMENTS WE MADE, 1965-1969. —kb**

## 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 Newsletter 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**



OK ROLL IT DOWN!  
1965 MCB-8 Cruise Book, page 44



## **Ww Ii The Seabees Live Up To Their Slogan, Too.**

### **Just Ask The Marines!**

They tell a tale, out on the South Sea isles, of two Marines and two Seabees who were idling along a jungle trail, back of the front. "Look," one Marine exclaimed, "there's a Jap sniper in that tree!" "Quick," the other Marine said, "let's get our rifles." "Rifles, nuts!" one of the Seabees retorted. "Let's get an axe and cut the damned tree down."

**A**nd there you have the technique of the Navy's Construction Battalions — CB's — whose amphibious duties and bee-like industry give them the nickname of Seabees. They are masters of the machines with which they fight this mechanized jungle war.

Some Seabees are in fact Marines, officially. Several battalions have been assigned to the First Marine Amphibious Corps, the outfit that marched up the Guadalcanal trail through the bewildered Japanese. These Seabees are entitled to wear the Marines' forest-green uniforms and Marine insignia; first thing they do, on transfer to Marine status, is send their Navy blues home.

### **Digging Tojo's Grave**

The average Seabee is old enough to be the average Marine's father. He is likely to be a skilled craftsman — tractor operator, plumber, carpenter or draughtsman. The Seabees' motto is "Can Do." They will repair your watch, cut your hair, mend your shoes, build a hospital or a bridge, or carve a road out of the jungle. They have moved so much dirt in the South Pacific that they like to say they are digging the world's biggest grave — for Tojo.

Once, during the Solomons campaign, a Seabee pushing a bulldozer on an airport job was irked by Japanese machine-gun fire somewhere to starboard. The Marines couldn't root out the Jap pillbox, and the Seabee naturally couldn't stop work just because the enemy was firing at him. So he raised the scoop of his bulldozer as a shield, charged on the pillbox and buried it neatly under several feet of dirt.

Seabees can shoot, too, but they like to keep their weapons as a last resort. Firing a rifle takes time from work. When they have to shoot, their marksmanship shows the result of their Marine training.

Ingenuity is a prime resource of these construction warriors. When the Seabees ran across an old Nipponese tank, they reconditioned it, used it as a bulldozer. As they noted with glee, it didn't cost the taxpayers a cent.

### **Remaking an Island**

The Seabee outfits attached to the First Marine Amphibious Corps for the daring Bougainville assault made Seabee history. They lost no time getting started on roads leading from the landing place into the jungles. They shoved out

those highways as fast as the Marines could push back the Japs. In fact, the Marines had to keep forward to stay out of the way of the Seabees' road-building machinery. In two days the Construction Battalions did more to remake the face of that island than the Japs had done in two years.

The same battalion quit work on an airstrip one day long enough to let a disabled plane make an emergency landing. A Seabee lieutenant looked up from his blueprints to see the plane sit down — at least three weeks before the field was due to be opened. "He's a little ahead of schedule," the lieutenant observed. "Good thing we had that strip that far along. Let's get that plane out of the way, and go back to work."

It was no accident that the field was "that far along." They had started unloading men and gear on Bougainville with the second wave of Marines. While the Marines fought it out with the Japs, the Seabee surveyors plodded along with them, laying out the airstrip.

Behind the surveyors came light gear — bulldozers, axes, dynamite for blowing out stumps. While shells and machine guns whizzed lead, the Seabees carved out the new strip from the reluctant jungle.

Both in the Navy. There is more to the kinship between Marine and Seabee than the mere fact that they have fought side by side in every island campaign to date. For one thing, Seabees are in the Navy but they are not sailors, and that goes for the Marines, too. For another, they have found that they can turn to each other for aid whenever they need it.

When a battalion of Marine Raiders was about to set out from Guadalcanal to sneak up on the Japs at New Georgia, a battalion of Seabees, in bivouac nearby, voluntarily collected their hunting knives as gifts for the departing outfit. It was a touching gesture.

And when Seabees get one of those tropic thirsts for a bit of American beer, they drop by at the nearest Marine camp. If there's beer on hand, welcome to it, **mate!** The first wounded Leathernecks evacuated to the great hospital for Marines south of Bougainville found an informal reception committee of Seabees on hand to greet them. And when the hospital ward was overfilled, with Seabees — bearing gifts of candy, cigarettes, tiny cans of fruit juices, even their own clothing. Most of all they brought their stories of fighting and working, stories that took the minds of the wounded off their pain. At each good yarn, the lad in the neighboring bunk would stop polishing his treasured rifle or belt buckle, to have an audience for his yarns. The Seabees listened, eyes popping and ears wide, to the tales of boys half their age.

"They're terrific, those Marines," one of the Seabees said. To which a wounded Marine replied: "Say, Pop! You shoulda seen them Seabees up on Bougainville!"

Hi Ken,

[2024]

Boy that Cruise Book stuff seems to really be making my claim move forward. And yes I have tinnitus very bad. All my life I've had that Tinnitus condition.

You know those Convoy's in country that were attacked, I was in one of them. Remember that old Studebaker 6 by 6 Line Truck ? Well I was laying in the back when the 6 by 6 troop truck in front of us was blown off at the fire wall. I remember that six cylinder diesel engine and half of the front axel laying in the rice paddy.

This convoy leaving Camp Miller in Chu Lai, took Route One south about 12 miles. Then turning onto another road that took us daily to a mountain top. We were working on a fire base for the 2/7 marines Echo Company Area. It was shortly after that turn, next to a rice paddy that the whole convoy was attacked. The enemy was using automatic rifle fire. They were strafing all the vehicles. Within seconds, an enemy mine that was hidden in the road was detonated under the truck in front of ours. I'll never forget that day.

The concussion hit me so hard it knocked me out. I woke up in the back of the truck and was deaf with loud ringing in my ears. I then crawled out the back and was trying to get my bearings and holding onto the truck to keep my balance.

Some of our guys came up to me and were saying something. But I could not here them. After they kept pointing to my ears, I felt them. My ears were bleeding. There was blood running out both my ears. I think now that I had a concussion.

Then the firing started again. Me and the others jumped off the road and laid on the bank of the rice paddy. With our eyes at road level, looking into the jungle on the opposite side of the rice paddy. That's were we thought the enemy was.

Now seeing the enemy shooting at us from the rice paddy and a big tree. We realized that we were on the wrong side of the road. The enemy was shooting at us with automatic weapons. Bullets were hitting all around us as we jumped up and ran to the other side of the road. We stayed there until the Marines showed up. Not one of us was hit by the VC and their lousy shooting.

I've always wanted to meet the guy's that were there. The only name I can remember is Daine Lane. He was the leader of our group. He was Second Class after Fitzpatrick. Daine was in the cab of our truck that day, 11 Jan. 1967.

[FROM HAROLD SCHELL]

Harold Schell and I deployed together in 1966  
I was not on the truck. *kb*





In 1968, the Marine Corps requested that the Navy make a change. The Marines were using "MCB" for "Marine Corps Base" while the Navy was using "MCB" for "Mobile Construction Battalion", it was causing confusion in logistics. The Navy agreed and added "Naval" to MCB

**06 August 1945:** A U.S. Army Air Force B-29 bomber, called the Enola Gay, took off from North Field on the island of Tinian and later in the day dropped an atomic bomb on Hiroshima, Honshu, Japan. This was the first time that the weapon, until then held secret, was used for a military purpose. The bomb destroyed over four square miles of the city and brought death or injury to over 160,000 people. Seabees of the Sixth Naval Construction Brigade participated in many phases of the operation. When the USS Indianapolis arrived at Tinian from the Naval Weapons Center, Port Chicago, California, Seabees helped with the unloading of the components of the atomic bomb. The Seabees then stored the elements in a shed built by themselves, and they then organized a detachment to guard the shed and its mysterious contents. Scientists assembled the atomic bombs in the shed with several Seabees assisting as handymen. Later when she started on her mission to Japan, the Enola Gay with her atomic bomb took off from Tinian's North field which the Seabees had built.



AS I GET OLDER AND REMEMBER  
ALL THE PEOPLE I'VE LOST  
ALONG THE WAY, I THINK TO  
MYSELF...  
MAYBE A CAREER AS A TOUR  
GUIDE WASN'T FOR ME.



1965 MCB-8 Cruise Book, page 51, **Da Nang**



1965 MCB-8 Cruise Book, page 52, **Da Nang**

—Chaplin's Corner—

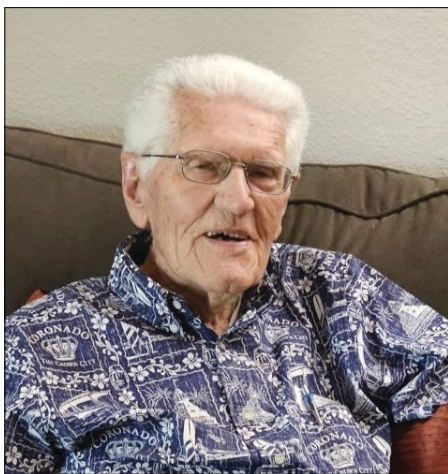
By Billy Boggs

**YOU ARE THE LIGHT. AUG 1, 2024**

Are you a light in this world in which we live? I suspect that most of us would have to process that question and its meaning. I swerved into that question in Matthew 5:16, "You are the light of the world". It caused me to ask myself, "How could I be 'the light of the world' "? It is for sure that I am not going to stand on the street corner and urge people to repent. I'm not one who is comfortable with trying to force my point of view on others. In a case like this, it seems to me that the thing to do is ask the question "what would Jesus do". So maybe I should change the question around to: What can we do today to show those around us the "light" that we have received through faith? Can we let a mother struggling with her kids move in front of us in line? Can we open the door for the person behind us? Can we offer a word of thanks to that cashier who seems to be having a bad day? These actions, though small, can be powerful. And perhaps, through them, some people might be inspired to do likewise. Some might even want to know more about "why" you are such a nice person. If we go through our days thinking about ways we can make the burdens of others easier, we will be "the Light". We will be doing what Jesus would do. In the love of Christ, Billy

**BEE NEWS**





### Marvin Nottingham Obituary

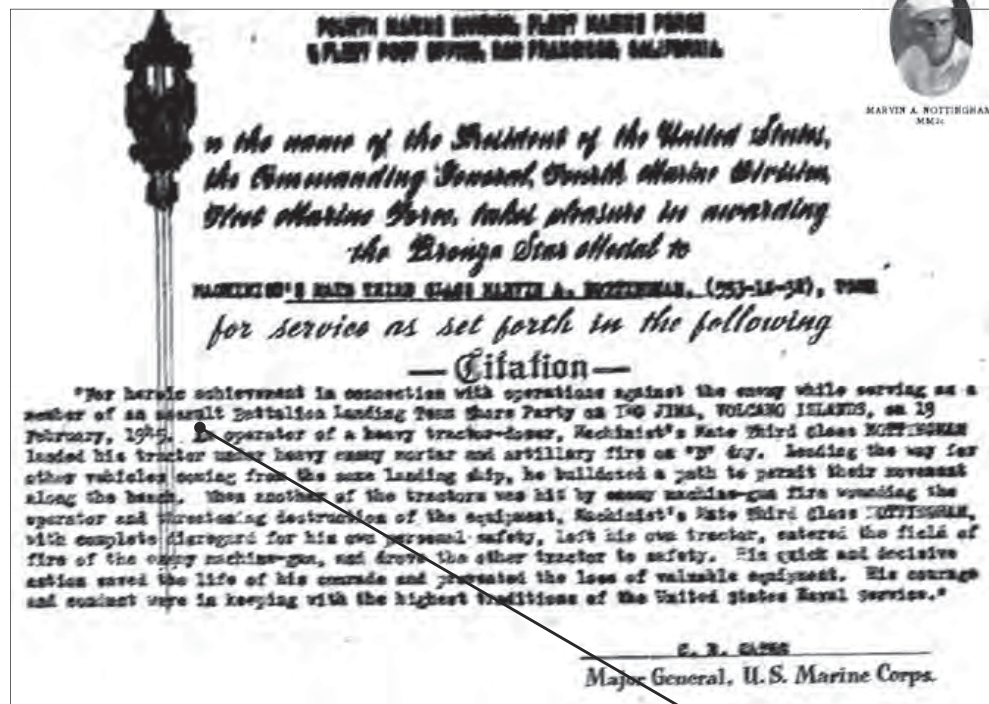
Dr. Marv Nottingham died at age 98. A native of Big Horn, Wyoming, he was a much loved and respected father of four, educator and administrator, author, skin diver, mentor to many and a WWII vet.

At 19, on Iwo Jima, he received a bronze star for valor. He was one of the last survivors of that battle, and it had a profound impact on his life. Marv's book, ONCE A COWBOY was to tell his kids about war, "but war ran out" and it became a memoir. He continued his memories in VICTOR AND CONNECTIONS TO PACIFIC SPINY LOBSTER. PRINCIPLES FOR PRINCIPALS was a professional book.

After the war, he earned a BS from University of Colorado, a Master's in Educational Administration from San Diego State University and a doctorate, an EDD in Education, from the University of Southern California (USC).

Marv taught chemistry, physics and math and became Vice Principal at Coronado High School, in the San Diego area, where he learned his love for skin diving from his students.

Accompanying The Bronze Star For Marvin A. Nottingham Is The Following Citation. It defines him as a Member of the "Assault Team" Not A Support Member.



“FOR HEROIC ACHIEVEMENT IN CONNECTION with operations against the enemy while serving as a member of an assault Battalion Landing Team Shore Party on Iwo Jima, Volcano Islands, on 19 February, 1945. An operator of a heavy tractor-dozzer, Machinist’s Mate Third Class NOTTINGHAM landed his tractor under heavy enemy mortar and artillery fire on “D” day. Leading the way for other vehicles coming from the same landing ship, he bulldozed a path to permit their movement along the beach. When another of the tractors was hit by enemy machine-gun fire wounding the operator and threatening destruction of the equipment, Machinist’s Mate Third Class NOTTINGHAM with complete disregard for his own personal safety, left his own tractor, entered the field of fire of the enemy machine-gun, and drove the other tractor to safety. His quick and decisive action saved the life of his comrade and prevented the loss of valuable equipment. His courage and conduct were in keeping with the highest traditions of the United States Naval service.” —(Re-typed for clarity)

Note: Ten officers and men of the 133rd received the Bronze Star

Above—From the book, “Black Hell” by Ken Bingham, MCB-8

NMCB 4 is testing the self-prime bucket attachment, a one-of-a-kind prototype, at Naval Base Ventura County, Port Hueneme, California. The self-prime bucket attachment is undergoing testing and evaluation for possible use

in future dredging operations in support of port damage repair and waterfront construction projects. (U.S. Navy Photos by Mass Communication 1st Class Dakota Rayburn)



## Fighting Builders With Sicily Forces Performed Duties Beyond Routine Call

Seabees invading Sicily with the first forces to land not only performed their assigned task of getting war materiel ashore, but put in characteristic service above call of duty by - -

Throwing a pontoon bridge between their vessel and a troop-carrying ship which had been bombed so that the troops could race across the water to safety from their burning ship,

Rescuing 90 men from another bombed ship which threatened to explode at any minute,

Salvaging 100 small boats which were used to create the invasion beachhead, and by

"Persuading" a contingent of Italian defenders to surrender arms and a flag, which will be presented to Rear Admiral Ben Moreell, (CEC), Chief of the Bureau of Yards and Docks.

These feats were recently reported by Lt. Comdr. Walter A. Burke, (CEC) USNR, under whose command the Seabees worked and fought.



MR. JAMES HENRY HODGES of Foster, Virginia passed away on Sunday, March 26, 2023, at the age of 76. Funeral services will be held on Saturday, April 1, 2023, at 1:30 p.m. at Faulkner Funeral Homes, Foster-Faulkner Chapel, 160 Main Street, Mathews, VA 23109. Interment with military honors will take

place upon the grounds of Albert G. Horton, Jr. Memorial Veterans Cemetery, 5310 Milners Road, Suffolk, VA 23434 on Wednesday, April 5th at 2:00 p.m., following a short ceremonial service at the cemetery committal shelter.

Jim was born July 28, 1946, to James Matthew and Mary Basnight Hodges. Growing up in Washington, NC, Jim graduated from Washington High School where he lettered in basketball for the Pam Pack. Jim served his country in the United States Navy as a sailor in a Construction Battalion in Chu Li, Vietnam where he was wounded. When healed, he went back to Chu Lai and finished his tour of duty there. He was a proud "Sea-Bee."

Jim returned home after Vietnam and began his career in pharmaceutical manufacturing and engineering. Jim enjoyed his career path with several pharmaceutical giants such as Burroughs- Wellcome, GlaxoSmithKline, and AstraZeneca. He retired from Pfizer Pharmaceuticals in 2004 as a Global Support Manager specializing in OSHA and FDA compliance worldwide. Jim supported Pfizer manufacturing plants in several countries, including Ireland, France, Puerto Rico, Brazil, and Sweden; he traveled extensively to ensure that products were acceptable by FDA standards. Jim was well respected by his colleagues for his work ethic and ability to inspire others with his talent and

knowledge of chemical compounding. He was part of the initial manufacturing of well-known medications such as Zovirax, Digoxin, Exosurf, Sudafed, the first HIV medications approved by the FDA, and many cancer medications. Jim also had tools patented which he used in chemical manufacturing and personally developed.

Jim was proud to be a Freemason, and he strived to uphold the values of that organization during his lifetime. He spent many hours enjoying his hobbies. He loved watching college basketball and was a dedicated UNC Tar Heels fan. One of his fondest memories was attending an NIT game in Madison Square Garden with his brother Ray to watch the Tar Heels play. Model trains and radio-controlled airplanes were a special interest, but his passion was fishing. Jim's favorite style of fishing was a cane pole, a bobber, and a worm on a hot summer morning, eating fried bologna sandwiches. His favorite fish were brim, and he loved coaxing them from their homes in "brackish" water.

After retirement, Jim relocated to Foster, Virginia in Mathews County, spending the best years of his life with his beloved wife, Linda Britton, and enjoying their world together.

Jim is survived by his wife Linda; daughters, Shannon Hodges Craft of Williamston, NC and Catherine Hodges Colson and husband Marcus of Winona, KS and their families; stepchildren, Shane Britton, Brandon Britton, and Bryan Britton, and Kendra Britton Lynn and families; brothers, Tommy and Donald Ray Hodges of North Carolina and their families, as well as grandchildren, great-grandchildren, nieces, nephews, and many friends made along the way.

**No one was a stranger to Jim. He will be missed.**

**Note:** Jim and I shared the same hootch in Chu Lai Vietnam, 1966/67. —*kb*



**IN MEMORY OF THE TWENTY FIVE SEABEES FROM THE 24TH BATTALION KILLED ON 2, JULY, 1943...RENDOVA, NEW GEORGIA ISLANDS..**

**MAY THEY REST IN PEACE!**

1943: Lt. j.g. George Stephenson, CEC, and Lt. Irwin Lee, CEC, of the 24th NCB, were killed on Rendova in the Solomons, the first CEC officers to be killed in action in World War II.

Lee and Stephenson were killed in a Japanese air raid on July 2, 1943 at Rendova Island in the Solomons along with 23 enlisted men of the 24th Battalion.

**Rendova**

On June 30, 1943, the same day as the Segi Point landing, the first echelon of the 24th Battalion accompanied the 172nd infantry in a landing on Rendova. The assault was met by Japanese fire, but bulldozers immediately set to work to cut roads into the jungle. After enemy snipers had been driven back into the jungle, the transports were unloaded and then left the harbor.

The Seabees in their road work immediately encountered extremely difficult ground conditions. After four or five passages by heavy vehicles over the marshy terrain, movement became difficult or impossible. Steel-mesh proved useless after the passage of eight or ten trucks, and even tractors bogged down in two to three feet of mud.

The day following the landings, the Army and Marines

requested that roads be built so that they might move their howitzers and anti-aircraft guns and have access to their ammunition dumps and bivouac areas. The Seabees then cut down coconut trees, sawed them into 12-foot lengths, and used them to build corduroy roads. This was slow work, however, and even then gave only one-lane passage. That day, an air attack caused the loss of three bulldozers and much of the battalion's galley equipment. Battalion casualties included two officers and 23 enlisted men dead. Wounded were evacuated to Guadalcanal.

The Seabees continued to construct and maintain corduroy roads to assist in the unloading and dispersal on the beaches during the eight days required to secure Rendova. Rainy weather aggravated transportation difficulties. Heavy Japanese bombing attacks were daily occurrences while skirmishing and sniping continued. However, the corduroy roads permitted the Marines to move heavy artillery to points from which they could bring the Japanese stronghold at Munda Point under fire. By August 1, the entire 24th Battalion had reached Rendova; on the 15th it moved across the channel to Munda. The invasion began 1 Jul 1943, two officers and 23 Seabees died following a Japanese bombing at 1330 H on July 2nd. They were mired in "mud", strafed while still on the beach, what fuel, ammo, tractors, etc. that had been unloaded were blown to bits, along with all their personal belongings - in the middle of monsoon rains and backed up against a dense jungle.

"Can Do! The Story of the Seabees" by William Brandford Huie (published 1944).

**WW II**

**—From John Ratomski—**



**A log road is made through the jungle mud on Rendova Island. Coconut palms felled along the route served as a ready supply of road building material. Heavy artillery of the Marines was carried over this road to a point where it was in range of the Jap stronghold at Munda.**



# MCB 11 & NMCB 8

## 2024 Reunion

### Branson, MO

## September 23 - 26, 2024



Join us this year in Branson, one of the most military-friendly towns you will visit.

This year members of the NMCB 8 Association will again be joining us. We will share both the hospitality and banquet rooms. Each Battalion will have its own room for their business meeting.

The reunion will officially start with registration at 3:00 PM on Monday afternoon, September 23, followed by a welcome reception and lite meal.

On Tuesday, we will tour the College of the Ozarks, with lunch on site at The Keeter Center, followed with a tram tour of Dogwood Canyon.

Wednesday will start with a business meeting at 9 AM, with each Battalion in a separate room. After the business meeting, you will have free time until 4 PM, when we start taking couples' pictures. A joint banquet will follow.

For additional information about Branson, MO  
<http://www.mcb11.com/Reunion2024/frame.htm>

### Hotel Information

We will be staying at Stone Castle Hotel & Conference Center, 3050 Green Mountain Drive, Branson, MO 65616.

To make reservations call 417-335-4700. Tell them you are with the “**Seabee Reunion**” when making your reservation. The weekday rate is \$99++/night, hot buffet breakfast included. The cut-off date for these rates is **Friday, August 25, 2024**. Requests received after that date will be considered on a space availability basis.



# MCB 11 & MCB 8 - 2024 Reunion Registration Form

**REGISTRATION:** Received on or before 8/22/2024 - \$285 each x \_\_\_\_ = \$ \_\_\_\_\_ .00  
Late registration received after 8/21/2024 - \$305 each x \_\_\_\_ = \$ \_\_\_\_\_ .00

If **Cancelled** on or before 8/22/2024 = Full refund  
after 8/22/2024 = Full refund minus any prepaid deposits

**TOTAL COST** \$ \_\_\_\_\_ .00

**If you cancel, don't forget to call the hotel and cancel your room reservation.**

## **Registration Covers:**

- ✓ **Monday** evening Welcome Reception with lite meal
- ✓ **Tuesday** Tour of College of the Ozarks, Lunch & Dogwood Canyon tour.
- ✓ **Wednesday** Business Meeting and evening Banquet
- ✓ **Thursday** Check-Out
- ✓ All associated taxes and gratuities, excluding hotel room charges.

**Please complete and return ASAP with your check or money order.**

**Provide the name of each person attending.**

1. Name: (Last) \_\_\_\_\_ (First) \_\_\_\_\_

2. Name: (Last) \_\_\_\_\_ (First) \_\_\_\_\_

**First Name(s) you want printed on ID badge.** 1. \_\_\_\_\_ 2. \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Email: \_\_\_\_\_

**Emergency Contact\*:** \_\_\_\_\_ Phone: \_\_\_\_\_

(\*Someone who **will not** be at the reunion with you.)

SPECIAL NEED(s) – Dietary, Transportation or other: \_\_\_\_\_

**Make check or money order payable to MCB 11 Association**

Mail to: MCB 11 Reunion Committee  
P.O. Box 4647  
Lago Vista, TX 78645

Check these web sites for updates

MCB 11 - <http://www.mcb11.com>

MCB 8 - <https://www.nmcb8.com/>

# NMCB-8 Seabees' Association

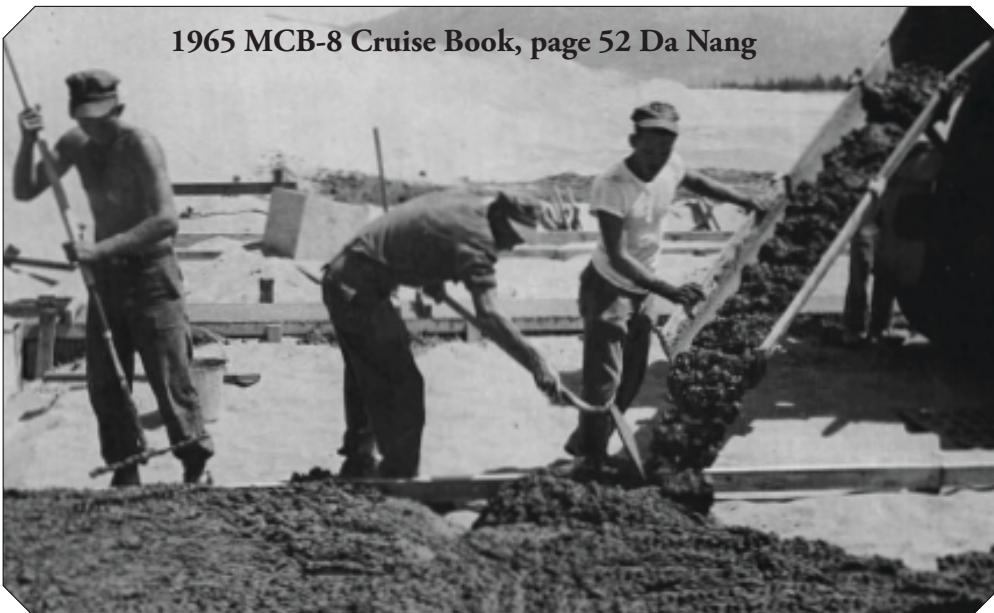
7657 Lemur St. Ventura Ca. 93003

ADDRESS SERVICE REQUESTED

## To:



1965 MCB-8 Cruise Book, page 52 Da Nang



Send address changes and stories to:  
Ken Bingham NMCB8 7657 Lemur St. Ventura CA 93003



### VIETNAM SERVICE RIBBON



The red represents the three ancient Vietnamese empires, the yellow represents the imperial color of Vietnam, and the green represents the jungles of Vietnam. [www.vv.org](http://www.vv.org)