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Senate

(Legislative day of Wednesday, September 7, 1966)

The Senate met at 11 o'clock a.m., on the expiration of the recess, and was called to order by the Vice President.

The Chaplain, Rev. Frederick Brown Harris, D.D., offered the following prayer:

Our Father, God, in the abundance of Thy mercy another day is added to the record of the lengthening years, as swift to its close ebbs out our little day. For the tomorrows and their needs we do not pray. For the day of Thy grace which now bathes us in its returning light, give us courage, give us vision, give us wisdom, that we fail not man nor Thee.

Save us from being embittered by ingratitude, pettiness, or meanness, and from cowardly compromise in the world battle now raging for the minds of men. Valiantly may we fight the good fight whose issue will mold the future, knowing that soon the night cometh when no man can work.

May Thy kingdom of love and righteousness come within us, that we may contribute worthily to mankind's abiding peace.

We ask it in the Name which is above every name. Amen.

THE JOURNAL

On request of Mr. MANSFIELD, and by unanimous consent, the Journal of the proceedings of Monday, September 12, 1966, was approved.

REPORT OF SURGEON GENERAL— MESSAGE FROM THE PRESIDENT

The VICE PRESIDENT. The Chair lays before the Senate a message from the President of the United States, which, with the accompanying report, will be referred to the Committee on Labor and Public Welfare, without being read.

The message from the President is as follows:

To the Congress of the United States:

The decade since 1956 has been one of unprecedented efforts in health re-

search—and in future years, our commitment to this vital field will grow.

Success for our research efforts depends not only upon the dedication of thousands of professional researchers across the Nation, but upon the adequacy of the facilities available to them.

Realizing this, the Congress, through the Health Research Facilities Act, has provided since 1956 more than 1,330 matching grants totaling over \$360 million for the construction or renovation of research space.

I believe this program is an impressive example of the commitment of our people to better health—and of our success in pursuit of that national goal.

It is with pride, therefore, that I submit for the information of the Congress, the 10th Annual Report of the Surgeon General summarizing our accomplishments under the Health Research Facilities Act, as amended.

LYNDON B. JOHNSON.

THE WHITE HOUSE, September 13, 1966.

MESSAGES FROM THE PRESIDENT— APPROVAL OF BILLS

Messages in writing from the President of the United States were communicated to the Senate by Mr. Jones, one of his secretaries, and he announced that the President had approved and signed the following acts:

On September 12, 1966:

S. 3105. An act to authorize certain construction at military installations, and for other purposes.

On September 13, 1966:

S. 3418. An act to amend the Peace Corps Act (75 Stat. 612), as amended, and for other purposes.

ENROLLED BILLS SIGNED

The VICE PRESIDENT announced that on today, September 13, 1966, he signed the enrolled bill (S. 2263) relating to the composition of the District of Columbia Court of General Sessions, which had previously been signed by the Speaker of the House of Representatives.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Bartlett, one of its reading clerks, announced that the House had passed, without amendment, the bill (S. 3625) to designate the dam being constructed on the Allegheny River, Pa., as the "Kinzua Dam," and the lake to be formed by such dam in Pennsylvania and New York as the "Allegheny Reservoir."

The message also announced that the House had passed a joint resolution (H.J. Res. 688) to give effect to the Agreement for Facilitating the International Circulation of Visual and Auditory Materials of an Educational, Scientific, and Cultural Character, approved at Beirut in 1948, in which it requested the concurrence of the Senate.

HOUSE JOINT RESOLUTION REFERRED

The joint resolution (H.J. Res. 688) to give effect to the Agreement for Facilitating the International Circulation of Visual and Auditory Materials of an Educational, Scientific, and Cultural Character, approved at Beirut in 1948, was read twice by its title and referred to the Committee on Finance.

EXECUTIVE COMMUNICATIONS, ETC.

The VICE PRESIDENT laid before the Senate the following letters, which were referred as indicated:

REPORT ON RECEIPT OF APPLICATION FOR LOAN UNDER SMALL RECLAMATION PROJECTS ACT

A letter from the Assistant Secretary of the Interior, transmitting, pursuant to law, an application for a supplemental loan from the Settlement Canyon Irrigation Co., of Tooele, Utah, under the Small Reclamation Projects Act (with accompanying papers); to the Committee on Interior and Insular Affairs.

AMENDMENT OF PUBLIC LAW 89-428, AUTHORIZING APPROPRIATIONS UNDER THE ATOMIC ENERGY ACT OF 1954

A letter from the Chairman, U.S. Atomic Energy Commission, Washington, D.C., transmitting a draft of proposed legislation to amend Public Law 89-428 authorizing ap-

tellectual ability. As a law student, he was brilliant in his studies and passed the bar examination with record high marks. He has served in both branches of the Philippine Congress and in numerous official positions for his country.

The visit to this Nation comes almost 11 months after President Marcos was elected to head his government by a 600,000-vote majority over his opponent. Both he and his lovely wife are active in state affairs.

I ask unanimous consent that an article published in the September 11, 1966, issue of *Parade* magazine, which tells of the many fine accomplishments of this visiting First Lady, be printed in the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

IMELDA MARCOS: THE FIRST LADY OF ASIA—THIS BEAUTY AND HER HUSBAND, PRESIDENT OF THE PHILIPPINES, WILL PAY US A STATE VISIT

(By Vera Glaser)

WASHINGTON, D.C.—Imelda Romualdez Marcos, the brunette wife of the president of the Philippines, who is about to visit the U.S. comes on strong. Besides magnificent honey-colored skin, eyes of fiery topaz and the figure of a beauty queen, she has brains and energy to boot.

When President and Mrs. Johnson get their first look at "Meldy," as 32 million adoring Filipinos call her, they will discover why she is regarded in some quarters as the First Lady of Asia. Her style, cultural flair and interest in much needed welfare projects, set against the backdrop of the young democracy her husband leads, have earned her comparison with Jacqueline Kennedy and Eleanor Roosevelt.

"It's a privilege to be associated with them," Mrs. Marcos said in rippling silk accents—her folk singing on the campaign trail helped elect her husband—"but I would rather be myself."

At 36 Mrs. Marcos, mother of three is the glamorous teammate of 49-year-old Ferdinand E. Marcos, World War II hero and political wonder boy, who was elected the Philippines' sixth president last November, ousting incumbent Diosdado Macapagal. Overcoming her early distaste for politics, she barnstormed for her husband by plane, car, jeep and outrigger canoe.

"He's hired a movie star," a political foe charged after Mrs. Marcos had enchanted voters by singing in Ilocano, the tongue of her husband's province in northern Luzon, and in her own Visayan dialect. In pointed heels and bright Philippine *terno*, the traditional floor-length dress with butterfly sleeves, she hiked back the rutted road to prove she was really the candidate's wife.

Now she is official hostess at Malacañang, the rambling white presidential palace set among acacias and circled by a wrought-iron fence, in teeming, humid Manila. The Palace was formerly the residence of Spanish and U.S. governors. Choosing their private apartment there was a problem, Mrs. Marcos recalled humorously, 'because in one wing of the Palace all the presidents died, and in the other all the presidents lost.'

Finally they settled on a four-bedroom suite. There, in endless, animated private talks, they mull over plans for their current effort to renew Filipino pride in a national heritage tracing back to 3000 B.C.

"You're in charge of culture and welfare," the president told his wife at his inaugural, an event attended by Vice President and Mrs. Hubert H. Humphrey.

In a nation still battling poverty and corruption, the assignment might seem stag-

gering to anyone but "Meldy," who in less than a year has launched a flurry of projects which have captured the popular imagination, inspiring the "haves" to dig deep into their pockets for her causes.

Her kickoff for a 35-million-peso cultural center raised the first million in a single night. She managed the feat by gathering political and social leaders together for a gala benefit of *Flower Drum Song* with an all-Filipino cast. The remainder of the money was collected from private sources in four months, and construction on the combination theater, library and museum is scheduled to begin shortly.

Now Mrs. Marcos is boosting a national market for Philippine art and handicrafts. In addition, she is up to her eyelashes in promoting tourism, selling beautification and coordinating a cradle-to-grave welfare program for which private and government agencies equally share the costs. Children, juvenile delinquents, unwed mothers, prisoners, the mentally retarded and the aged, all are due to benefit.

"When you are First Lady, you can work yourself to death, or you can sleep," contends Mrs. Marcos. "When I lie down even for a minute, I tell myself I could be helping a hundred, perhaps a thousand people, in that time."

A BEATLE BOO-BOO

Filipinos respond with a fierce loyalty. In July the Beatles, given the red carpet treatment on their arrival in Manila, were lucky to get away alive after affronting the First Lady by failing to keep a Palace luncheon date. Shouts of "Scram!", "Get out of our country!" and a score of unprintable curses were hurled by the angry crowd. The mop-haired troupe was pushed and shoved, and one of their party was kicked to the ground. Police protection and other courtesies were withdrawn.

Mrs. Marcos's warmth and charm are lavished on friend and critic alike. When the Philippine congress voted to send troops to fight beside the U.S. in South Vietnam, pro-Communist demonstrators picketed the Palace. President Marcos called in the leaders, but his wife ventured outside to wave and smile to the pickets. Applauding, they departed quickly.

Public life is not new to this First Lady. She is a member of the Romualdez family of Leyte, a powerful political clan which has produced senators, congressmen, ambassadors, a Supreme Court justice, governors and bank presidents. Her father was Dean of Law at St. Paul's College, where she earned a bachelor's degree in education and later won a music scholarship and worked at teaching and writing. Her younger brother, Benjamin, is the newly named ambassador to the U.S.

"MISS LEYTE"

Imelda grew up in Manila. She was sent there to study after her mother's death. She was then 8 years old, and she lived with her uncle, the Speaker of the Philippine House, who served as her guardian. At 18, her good looks, lyric soprano voice and 36-23-35 measurements won her the title of "Miss Leyte." At 24, her whirlwind romance with Marcos was a national sensation.

The love story began when Imelda and her aunt visited the capitol during a late session. Marcos, a young congressman who had emerged from the war with nearly every decoration bestowed by the Philippine and U.S. governments, was in the thick of battle again—this time fighting the administration on its budget.

Although 13 years Imelda's senior and considered Manila's most eligible bachelor, Marcos succumbed after one look and sought an introduction. But "Meldy" refused to give him her telephone number. Undaunted, Marcos pursued her to Baguio, the summer capital, where the courtship flourished.

Eleven days after their first meeting, they were married in a civil ceremony. To the bridegroom's surprise, Mrs. Marcos refused to enter the hotel suite he had reserved, until a church wedding could be arranged 10 days later.

To this day the presidential pair believe 11 is their lucky number. As Mrs. Marcos explains it, "My husband was born September 11. We were married after 11 days of courtship. We had our first child, Maria Imelda, about 11 months afterward. We were sure we were going to win this election because this is the 11th year of our marriage."

Most evenings the president takes time to help his children, Maria Imelda, 11, Ferdinand Jr., 7, and Irene, 5, with their studies in Tagalog, the official Philippine language, as well as English and Spanish.

Then, at the end of each day, Mr. and Mrs. Marcos enjoy comparing notes.

Besides Philippine styles, she wears slacks, Paris frocks, Italian knits and American suits but seldom dons her fabulous jewels. The president describes his wife, who dances the frug and jerk, as "irrepressible." She describes their marriage as "out of this world."

"Whatever I am, I am Ferdinand's creation," the First Lady claims. "He has helped me to grow with him, not side by side, but a little behind him."

PRESENTATION OF CONGRESSIONAL MEDAL OF HONOR POSTHUMOUSLY TO NAVY SEABEE MARVIN GLEN SHIELDS

Mr. JACKSON. Mr. President, I was proud and honored to be present at the White House today as the widow of Navy Seabee Marvin Glen Shields, of my State of Washington, received the Congressional Medal of Honor in his behalf posthumously. Mr. Shields, a native of Port Townsend, Wash., is the first member of the Seabees to receive the Medal of Honor. This heroic young man, who died in the service of his country, receives this highest of awards on the eve of the 25th anniversary of the Navy Seabees. A construction mechanic, third class, his honor is a tribute to the more than 300,000 Americans who have served in the Seabees since its inception in 1942.

I wish to point out also that Marvin Glen Shields is the first Navy man to receive this award in the Vietnam war. Four Army men have won the Medal of Honor in Vietnam. Significantly, Army Special Forces 1st Lt. Charles Williams won a Congressional Medal of Honor in the same action at Dong Xoai in South Vietnam on June 10, 1965, that took the life of Marvin Shields and posthumously won for him the Medal of Honor.

Lieutenant Williams, who was present at the presentation of the Medal of Honor to Mrs. Shields at the White House today, asked for a volunteer to accompany him in an attempt to knock out an enemy machinegun emplacement which was endangering the lives of a besieged special forces, Seabee, and Vietnamese camp at Dong Xoai. Williams and Shields, in a heroic effort, were successful in silencing this Vietcong weapon, and Shields, whose mission at this camp was in construction, lost his life.

I am also proud of the 8 other Seabees who fought with the 11 special forces men in that incident at Dong Xoai. Of these nine Seabees, eight won Purple Heart medals. All nine won awards for

heroism, including five recipients of the Bronze Star, three of the Silver Star and Marvin Shields the Medal of Honor.

It was a moving moment when seven of the Seabees and Lieutenant Williams were present at the White House as President Johnson presented the award to Mrs. Joan Shields, of Seattle, the widow of this American hero, and their daughter Barbara, 2½ years old.

Also present were his father, Mr. William Shields, of Salinas, Calif.; his mother, Mrs. Victoria Casselery, Port Townsend, Wash.; his brothers, Ronald Shields, of Seattle, and Frank Casselery, Port Townsend; and Mrs. Shields' mother, Mrs. Louise Campbell, of Sequim, Wash.

I ask unanimous consent to have printed in the RECORD the citation read at the White House today in presentation of the Medal of Honor to Marvin G. Shields. I further ask unanimous consent that two publications just released by the Department of the Navy, the "Story of the Seabees, World War II to Vietnam" and the "Dong Xoai Story, June 9-10, 1965," also be printed in the RECORD.

There being no objection, the citation and publication were ordered to be printed in the RECORD, as follows:

CITATION

The President of the United States in the name of the Congress takes pride in presenting the Medal of Honor posthumously to Marvin G. Shields, Construction Mechanic, Third Class, United States Navy.

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving with United States Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 June 1965. Although wounded when the compound of Detachment A-342, 5th Special Forces Group (Airborne), 1st Special Forces, came under intense fire from an estimated reinforced Viet Cong regiment employing machine guns, heavy weapons and small arms, Shields continued to resupply his fellow Americans with needed ammunition and to return the enemy fire for a period of approximately three hours, at which time the Viet Cong launched a massive attack at close range with flame throwers, hand grenades and small-arms fire. Wounded a second time during this attack, Shields nevertheless assisted in carrying a more critically wounded man to safety, and then resumed firing at the enemy for four more hours. When the Commander asked for a volunteer to accompany him in an attempt to knock out an enemy machine gun emplacement which was endangering the lives of all personnel in the compound because of the accuracy of its fire, Shields unhesitatingly volunteered for this extremely hazardous mission. Proceeding toward their objective with a 3.5-inch rocket launcher, they succeeded in destroying the enemy machine gun emplacement, thus undoubtedly saving the lives of many of their fellow servicemen in the compound. Shields was mortally wounded by hostile fire while returning to his defensive position. His heroic initiative and great personal valor in the face of intense enemy fire sustain and enhance the finest traditions of the United States Naval Service.

STORY OF THE SEABEES: WORLD WAR II TO VIETNAM

(By Lcdr W. D. Middleton)

The Navy's Seabees were less than six months old when their first unit came under fire early in World War II. Only three weeks

after the Marines assaulted the beaches of Guadalcanal in August 1942, Seabees of the Sixth Naval Construction Battalion followed them ashore to begin the difficult job of converting a muddy former Japanese landing strip at Henderson Field into an all-weather airfield capable of supporting anything from fighter aircraft to Army B-17's.

The construction job was tough enough, but to make matters worse Henderson Field was under almost constant attack by Japanese artillery and aircraft, and great craters were torn in the airfield every time a bomb or shell scored a hit. As if all this didn't give them enough to do, the Seabees had to be ready to take up positions in the defensive perimeter in the event of Japanese landing against the narrow beachhead.

Typical of Seabee ingenuity at Guadalcanal were the "crater crews" that rushed to repair the damage after every hit on the airfield. Quickly learning from experience, the Seabees stockpiled Marston matting (the pierced steel planking used to surface the field along the runway in bundles sufficient to repair an average sized hole. Construction equipment and trucks, already loaded with enough sand and gravel to fill a bomb or shell crater, were placed under cover at strategic points along the runway.

Whenever Japanese bombers approached or artillery opened up, the Seabee "crater crews" raced from their foxholes, tore away damaged matting, backfilled the craters, and quickly laid down new matting. Before long the Seabees were doing the job so rapidly that forty minutes after a bomb or shell fell it was impossible to tell that the airfield had ever been hit.

Throughout the three-month battle for Guadalcanal the Seabees performed construction miracles to expand Henderson Field and to keep it open, at one time continuing work even when Japanese troops had pushed the Marine front line to within 150 feet of the field. During one particularly fierce attack, the Japanese put no less than 53 bomb and shell holes in the airfield during a 48-hour period.

But despite the worst efforts of the enemy forces, the Seabees were able to keep Henderson Field open throughout the bitter campaign, and their success in keeping Marine fighter planes in the air played no small part in the eventual U.S. victory at Guadalcanal. Thus was begun the Seabee "Can Do" tradition of World War II.

SEABEES AND MARINES

One of the earliest traditions developed by the Seabees of World War II was an unusually close comradeship with the United States Marines. Although they fought and built almost everywhere in the global conflict, and worked with Army troops and fleet sailors as well as Marines, the Seabees' greatest contribution to World War II victory was the role they shared with Marines in the bitter island-hopping war in the Pacific.

Based upon mutual respect and shared hardships, the Seabee-Marine fellowship was born as early as 1942, when Marines and Seabees worked and fought side-by-side throughout the bloody battle to hold the Guadalcanal beachhead and to keep the Henderson Field airstrip open to Marine fighters and Army bombers. In this and later Pacific campaigns the Seabees learned to admire the Marines' unsurpassed skill as professional fighting men, and the Marines became equally impressed with Seabee skill as professional builders.

As often as not this Seabee-Marine mutual esteem was expressed in good-natured jokes at each other's expense. Recruited largely from the ranks of skilled construction workers, the average Seabee was ten years or more older than the typical Marine. Soon after the first Seabees came ashore at Guadalcanal the Marines were joking, "Never hit a Sea-

bee, he might be some Marine's father." The Seabees quickly retaliated by manufacturing "Junior Seabee" badges, which they awarded to deserving Marines. And the Seabees liked to claim, "Marines only capture territory; it's the Seabees who improve territory."

In a classic piece of one-upmanship on one occasion during the Pacific campaign, the Seabees managed to best the Marines' proud boast of always getting places first. At New Georgia in July of 1943 a detachment of Marines charged ashore from landing craft in a dawn assault and rushed up the beach looking for Japanese troops, only to be greeted by a party of Seabees that had already landed on the enemy-held island to make a reconnaissance for an airfield site.

The close relationship that grew up between Marines and Seabees during World War II has continued throughout the post-war years. As they have ever since the formation of the first construction battalions 24 years ago, Marines still guide and assist Seabees in learning their necessary fighting skills. Much of the Seabee construction effort since the end of the war has been devoted to Marine Corps facilities. And today, in the Republic of Vietnam, the Seabees are devoting almost their entire effort to the construction of advance base facilities to support the operations of the Third Marine Amphibious Corps.

SEABEE INGENUITY

One of the earliest Seabee traditions to emerge during World War II was the almost legendary ability of a Seabee to improvise. Hastily formed and rushed into the war, the early construction battalions were nowhere near as well equipped as the present-day battalions. Frequently, too, supplies of construction materials and spare parts were insufficient for the job at hand. None of this, however, deterred the resourceful Seabees from getting the job done.

Early in the Solomon's campaign, for example, the 15th Construction Battalion was handicapped by a lack of machine tools. A Seabee warrant officer, who had been a machinery salesman before the war, set out on a trip to New Zealand, where he successfully repurchased equipment from his former customers, and the Seabees soon had a well equipped machine shop. More equipment was scrounged from the aircraft carrier *Enterprise* in return for repair jobs. Before long the Seabees were taking in repair work from the Army and Marines, and were even repairing airplanes.

Lacking a replacement for a blown out bulldozer head gasket, Seabees in the Ellice Islands fashioned a replacement from thin sheets of metal and paper, and quickly put the "dozer back into service. A Seabee chief on Samoa manufactured a replacement condenser out of waxed paper, tinfoil from cigarette packages, and an old beer can in order to keep one piece of equipment operating. On Guadalcanal another Seabee petty officer kept captured Japanese trucks in operation by improvising replacement radiators out of metal ammo boxes, a method that was soon being used all over the Pacific. Other Seabees learned how to keep tractors running by mounting fuel drums in place of smashed radiators.

The 55-gallon fuel drum, as a matter of fact, proved to be one of the most useful of Seabee construction materials. With the ends cut out and welded together, thousands of drums were converted into culverts. Split down the side and flattened, they made excellent roofing material. One group of Seabees even manufactured a sightseeing canoe from fuel drums.

Worn out tires that would no longer hold inner tubes were kept in service by filling them with a mixture of palm tree sawdust and cement. Beer and Coke bottles were used as insulators for power and telephone lines. Seabees learned how to make replace-

ment watch crystals out of plexiglass from wrecked planes, devised a method of welding broken dental plates with a mixture of ground rubber and cement, and one Seabee machinist even manufactured a pair of silver stars from two quarters for a newly promoted general. Other Seabees made extra money during off-duty hours by manufacturing fake Japanese battle souvenirs and native jewelry for sale to gullible new arrivals.

Perhaps the best-known of all stories of Seabee ingenuity, however, is that of a first class petty officer named Aurelio Tassone, who converted a bulldozer into a piece of combat equipment during the Treasury Islands campaign in 1943. Coming ashore on his bulldozer, Tassone found that a Japanese pillbox was holding up the advance. While a Seabee lieutenant provided covering fire with a carbine, Tassone raised his blade as a shield against enemy fire and advanced on the pillbox. At the last minute Tassone dropped the blade and demolished the emplacement.

SEABEES' MAGIC BOX

Probably the least glamorous in appearance of all the new "weapons" that helped the U.S. to win World War II was the lowly steel pontoon—the Seabees' "magic box"—that became an indispensable tool of a hundred purposes for the U.S. Navy's mighty amphibious forces.

Civil Engineer Corps planning as early as 1936 had foreseen a need for a variety of barges, small yard craft, and other miscellaneous floating equipment in the event of a major amphibious war in the Pacific. By 1940 a CEC captain, John N. Laycock, had set to work in earnest developing his ideas for a standardized steel pontoon that could be assembled into an almost endless variety of floating equipment. By early 1941 the first experimental pontoons had been successfully tested and soon thousands of them were in production.

The basic pontoon was little more than a steel box five by seven by five feet. The real key to its versatility was the system of heavy steel angles and special hardware, or "jewelry," developed by Capt. Laycock which permitted the pontoons to be assembled in a wide variety of arrangements. Strings of pontoons were assembled for use as barges or piers, and with the addition of a specially developed outboard propulsion unit, the amphibious Seabees had a self-propelled barge or a warping tug for work around a harbor or beachhead. Cranes, pile drivers, dredges, and almost any other kind of equipment for waterfront work could be mounted on a pontoon barge. Arranged as a barge with pontoon walls on each side, and equipped with the necessary piping and pumping equipment, a batch of pontoons could be assembled as a floating drydock for PT boats and other small craft.

Seabees, of course, found many more uses for the versatile pontoons than those envisioned by its designers. Many saw service as fuel and water tanks, and a pontoon with the addition of a little piping could be mounted on a flat bed truck to make a water distributor. With the addition of a door a pontoon made a fine paint or gear locker. A Seabee cook in the Russell Islands even converted a pair of the pontoons into an oven and grill.

The pontoon really came into its own, however, in the Allies' 1943 landings in Sicily. The Navy's versatile LST had been designed to approach a steeply sloping beach, drop its ramp, and discharge its load of tanks and other vehicles directly onto the shore. Since they assumed the LST's and other large landing craft couldn't get close enough to make a landing on the shallow sloping beaches along much of the southern shore of Sicily, the Germans had installed only relatively light defenses.

The ingenious Capt. Laycock, however, had already gone to work on a new use for his versatile pontoons. Special hardware and fittings were devised that permitted assembly of the pontoons in long two-pontoon wide causeway sections, which were hung on the sides of the LST's. As the landing ships approached the shore the causeway sections were cut loose, dropped into the water, and their momentum carried them into the beach. The intrepid amphibious Seabee crews that rode the pontoons quickly connected the causeway sections, the LST's were "married" to the outer end, and in a matter of minutes vehicles were rolling ashore.

First used in the Sicily landings, where causeways over 300-feet long were employed to land allied forces where they weren't expected, the new pontoon adaptation was a major factor in the success of the operation, and for the remainder of the war the LST-pontoon causeway combination was used in almost every major amphibious assault.

Even today, a quarter of a century after its development, the versatile pontoon remains as a workhorse of the amphibious Seabees. Only last May, when MCB-10 and Marine Corps forces landed at Chu Lai, Republic of Vietnam, their equipment and supplies went ashore over the familiar pontoon causeways.

"RHINOS" IN OPERATION OVERLORD

Among the difficult problems faced by planners of "Operation Overlord," the great Allied invasion of Normandy in 1944, was one presented by the character of the beaches where the landings were to take place. At both Utah Beach and Omaha Beach, where the U.S. forces were to land, the slope of the beaches was unusually flat, and the water line moved up or down the beach a half mile or more as the tide rose or fell. Just off the shore and running parallel to the beach, sand bars—whose position shifted constantly with the tide or storm conditions—presented still another problem.

Because of these positions, it would have been almost impossible to use LST's or other amphibious craft in the usual manner. Landings could have been made at high tide, but unless the vessels were quickly unloaded, the rapidly receding tide might leave them stranded high and dry on the beach, exposed to German attack until the tide came back in and refloated them. If landings were made at low tide the vessels would ground on the sandbars, leaving troops and vehicles with deep water between them and the shore. Even if they were able to get past this obstacle, the intruding tide might overtake them before they could get all the way up the beach.

Under these conditions even the Seabees' famous pontoon causeways, first used the year before in Sicily, would have been unable to bridge the gap between ships and shore. The Civil Engineer Corps' Capt. John Laycock, who had originally developed both the pontoons themselves and the pontoon causeways, quickly came up with still another variation of the Seabees' "magic box" to solve the problem of the Normandy beaches.

One hundred-eighty of the pontoons were assembled into a huge ferry barge, six pontoons wide and thirty pontoons long, powered by two of the large outboard motors developed for use with smaller pontoon barges. A specially developed loading and unloading ramp was placed at one end. Big enough to take half an LST load of supplies and equipment, the pontoon ferries were designed to "marry" an LST safely anchored in deep water. As soon as the ferry was loaded it cast off and headed for the beach under its own power. With its shallow draft the pontoon ferry could easily get over the treacherous sandbars to the beach. Only two trips were needed to unload an LST, and then the ferry proceeded to unload another ship.

To a naval aviator, who happened to fly over one of the first experimental models at Quonset, R.I., the Seabees' pontoon ferry looked more like a rhinoceros than anything else, so before long "rhino ferry" became their unofficial name.

As the great Normandy invasion grew nearer, Seabees of the 81st and 111th Construction Battalions worked in British shipyards to assemble their rhino ferry fleet, and as soon as they were completed, they took them to sea to practice the tricky job of "marrying" them to LSTs and transferring cargo.

On June 5, 1944, the day before D-Day in Normandy, the rhino ferries and their Seabee crews headed out to sea for the journey to France, each of them on a 300-foot towline behind an LST. Early on D-Day morning the LSTs and the rhinos were off the beaches at Omaha and Utah. Unexpected heavy seas made the task of joining the ferries to the LSTs almost impossible, but after several hours of effort the job was finally completed and the rhinos were on the way to the beaches. It was close to noon before the first rhinos reached the beach, only to discover that the Germans had planted mines and obstacles all along the beaches that made it almost impossible to land. A few got ashore that day, but many of the Seabee crews had to wait offshore with their ferries for a day and a half or more before demolition teams were able to clear the beaches so they could land.

Throughout the first days of the Normandy invasion, despite the hazards of severe weather, mines, and German gunfire, the Seabees and their rhino ferries shuttled between the invasion fleet and the beaches, landing thousands of trucks, tanks, and other vehicles, the tons of the supplies that sustained the American armies ashore.

THE GREAT B-29 BASE ON TINIAN

By the summer of 1944, advancing U.S. Forces in the Pacific War against Japan had reached the Marianas Islands, 4,000 miles west of Hawaii and less than 2,000 miles from Japan itself. On June 15, the Marines hit the beaches at Saipan. On July 21, they began the invasion of Guam, and only three days later the same Marines that had taken Saipan were swarming ashore on Tinian.

Even before the Marines had officially secured Tinian, Seabees began landing to work on their biggest single job of the entire war—constructing the world's largest air base for the Army Air Corps' B-29 "Superfortress" bombers that would soon begin carrying the war to the Japanese homeland. Tinian, 12 miles long, six miles wide, and fairly flat, provided a good airfield site that placed the new B-29's within range of Japan for the first time.

To support the huge B-29 fleet that was to operate from Tinian the Seabees built six runways, each a mile and a half long. Four were built at North Field, together with 11 miles of connecting taxiway and hardstands for 265 planes. At West Field, an 18-mile taxiway network and 361 hardstands were built to support the remaining two bomber runways, as well as two smaller airstrips. In addition to the airfield facilities themselves, the Seabees constructed nearly a thousand buildings, miles of roads, fuel and ammunition storage, and utility systems for the Tinian base.

To carry out the huge construction task, the Navy organized the Sixth Construction Brigade, made up of three Construction Regiments, each of which in turn was made up of several battalions. Altogether some 15,000 Seabees were involved in the Tinian work. The fleet of well over 1,500 pieces of heavy construction equipment assembled for the job included almost 800 trucks, 173 scrapers, 160 tractors and bulldozers, 60 graders, and 80 power shovels.

Working in two ten-hour shifts daily, the Seabees built the world's largest air base in record time. Although much of the terrain was reasonably level, in places the bomber runways required cuts as deep as 15 feet and fills 30 to 40 feet high. By the time the job was done the Seabees had moved more than 11 million cubic yards of earth and coral.

Removal of coral "heads" from the runway sites and quarrying of coral for runway surfacing consumed an average of 12 tons of dynamite and 4,800 blasting caps a day. Maintenance crews worked around the clock to keep equipment going despite the ravages of coral dust that wore out moving parts in a fraction of the usual time. Twenty-four welding crews were required just to repair the damage done to power shovels, bulldozers and scrapers by the hard coral.

Except for one runway, which took 73 days to build, none of the B-29 runways took over 53 days to complete, and the entire base was completed in less than a year. Only a few months after the Seabees first started work the Army's B-29 fleet began striking at Japan from the Tinian base. The biggest Seabee job of the war had played a vital part in launching the great bombing raids that speeded victory in the Pacific War.

CUBI POINT

By far the largest peacetime job ever undertaken by the Navy's Seabees was the construction of a major base for the U.S. Seventh Fleet at Cubi Point, on Subic Bay in the Philippine Islands. Required to support the growing U.S. commitments in the Far East, the Cubi Point base was started at the height of the Korean War in 1951.

Overall direction of the project was in the hands of the 30th Naval Construction Regiment, which was set up at Cubi in September 1951. During the next two years the arrival of Mobile Construction Battalions 2, 3, 5, 9 and 11 brought the Cubi Point construction force to a total of some 3,000 Seabees.

Working as many as three shifts a day, six days a week, the Seabees spent five years converting Cubi Point's jungle and mountains into a modern base for Seventh Fleet carriers. Huge trees, sometimes as much as a hundred and fifty feet tall and six to eight feet in diameter had to be blasted out of the way; swamps filled, and even a native village relocated.

A huge hill was removed and Cubi Point itself widened to accommodate the base's airfield. One battalion was given the task of removing 85 feet from the top of a mountain to provide a safe approach to the runway. Over 200,000 cubic yards of rock and earth were moved in the process.

Once the airfield was done the Seabees built roads, piers, shops, ammunition storage, and barracks to complete the base. By the time the great project was done it was estimated that 20 million manhours of Seabee labor had gone into the building of the Cubi Point base, and that a greater volume of earth had been moved than in the digging of the Panama Canal.

At Cubi Point the Seabees built a major new base for the Navy, but perhaps even more important the project provided a priceless opportunity to develop construction skills and leadership qualities in a whole new postwar generation of Seabees. Hundreds of Seabees who first learned their skills at Cubi Point still serve on active duty. Now senior petty officers and chief petty officers, they provide the indispensable background of experience needed to guide and train the young Seabees of the 1960's.

SEABEES ON THE ICE

This year's 1966-67 Operation Deep Freeze marks the beginning of a second decade of Seabee participation in the continuing U.S. program of scientific study and exploration of the Antarctic continent.

Seabees first landed on Antarctica in 1947 as part of the Navy's Operation High Jump

expedition led by RADM Richard E. Byrd. Seabee work in this first post-World War II Antarctic expedition included unloading of supplies and equipment and the construction of new facilities near Byrd's 1939-40 Little America base.

Although Operation High Jump lasted only a few months, the Seabees and the Navy returned to the ice to stay in 1955 when the U.S. began constructing permanent scientific outposts in the Antarctic. The Seabees of the first Operation Deep Freeze, as it was called, were part of the newly formed Mobile Construction Battalion (Special) organized at Davisville, Rhode Island and specially trained in cold weather operations. Their Deep Freeze mission including hauling of supplies by tractor and sled across the ice, construction of camp facilities at Little America and McMurdo Station, and construction of a ski-plane airstrip on the ice of McMurdo Sound.

Among a "wintering over" party from the first Deep Freeze II, were nearly 200 Seabees, whose tasks included support of the scientific program and construction of a 6,000 foot ice runway on McMurdo Sound. Working throughout the Antarctic winter in temperatures that often fell to 65 degrees or more below zero, and despite a fierce three-day blizzard that once destroyed the entire project, the Seabees had the new runway ready for arrival of a Deep Freeze II advance party by air from New Zealand in October 1956.

Before the end of October, RADM Dufek, Commander of Deep Freeze II, took off from the Seabees' ice runway to become the first explorer ever to land at the South Pole by plane. A few weeks later, Seabees, sled dogs, construction materials, and equipment followed the admiral to the Pole to commence construction of a permanent camp at South Pole Station.

In the nearly ten years since the first Deep Freeze expeditions, thousands of Seabees have continued to work at Antarctica, building roads, runways and buildings at the American stations on the frozen continent.

In 1962, a milestone in the use of nuclear energy was achieved when the first of several nuclear reactors began to produce electric power and heat, and to distill fresh water, at McMurdo Station. Operating the reactors were crews made up largely of specially trained Seabees.

Although the climatic environment and much of the materials and equipment they work with have been far different from those normally encountered by Seabees, their traditional qualities of ingenuity, skill, energy, and endurance have enabled the Navy's Seabees to establish a distinguished, and still growing, reputation for their many achievements on the Antarctic ice.

SEABEE TEAM

An important new part of the Seabee tradition in recent years has been the several types of Seabee Teams, which have proven a valuable addition to U.S. programs aimed at strengthening the free world by helping the people of underdeveloped nations help themselves.

Utilizing the construction skills of carefully selected men, Seabee Teams have been deployed to locations a widespread as Southeast Asia, South America and Africa, where their skills have been employed in a wide variety of "civic action" construction missions aimed at improving the living conditions of the people of other nations.

Even more important than the work they have done themselves, the Seabee Teams have helped to train people of these countries in modern construction methods so that they themselves can continue to improve their own living conditions long after departure of the Seabee Teams.

Although Seabees have always been eager to lend a helping hand wherever they have been, the formal Seabee Team program was not born until 1960, when an Atlantic Seabee

detachment was deployed to Haiti. Their mission was the construction of a road, causeway, and pontoon bridge at Lake Mira-goane, Haiti, when flooding of the lake threatened to isolate the southern tip of the island.

Soon after this first venture, other Seabee Teams were sent on a regular basis to other countries for similar missions. Since 1960 Atlantic Seabee Teams have deployed to such countries as Chile, Costa Rica, Santo Domingo, Liberia, the Republic of Chad and the Central African Republic, where they have built farm-to-market roads taught construction skills, and engaged in disaster relief work.

Since January 1963, teams from the Pacific Seabees have been deploying to Thailand and the Republic of Vietnam, where they have engaged in a wide variety of rural development work, including road, bridge, and school construction. Several teams deployed to the Republic of Vietnam have been engaged in construction of Special Forces camps. One team, Seabee Team 1104, was constructing such a camp when it participated in the heroic defense of Dong Xoai against a heavy Viet Cong attack last June.

In addition to the normal 13-man teams, other special teams from the Pacific battalions have performed similar work in Southeast Asia. Well-drilling teams have helped provide pure water supplies to rural villages in Vietnam, and EO/CM teams have helped in a rural road building program in Northeast Thailand.

RADM J. R. Davis, former Commander of the Pacific Seabees, recently expressed the comment of the U.S. ambassador to Thailand that no other U.S. aid program has accompanied as much in proportion to its cost as has the Seabee Team program.

Thus, in a few short years, the Seabee Teams have become a proud—and continuing—part of the Seabee story.

A NEW CHAPTER

In the spring of 1965, as the U.S. increased its commitment of military forces in support of the war against the Viet Cong in South Vietnam, the Seabees were once again called upon to provide construction support to Navy and Marine Corps forces in a combat area. Not since World War II had the Seabees been committed on such a large scale in support of combat operations.

MCB-10, then deployed on Okinawa as the Pacific "alert battalion", was the first to go. Late in April MCB-10 commenced its mount-out, and within less than ten days the entire battalion, its equipment and supplies, and aluminum matting to construct an 8,000-foot expeditionary airfield, were embarked on amphibious force ships of the U.S. Seventh Fleet.

Early on the morning of May 7, in one of the largest operations of its kind since the Korean War, Marines came ashore in a coordinated amphibious landing to occupy the Chu Lai site. The Seabees of MCB-10 were right behind them with their equipment and supplies to set up a camp and begin work on the Chu Lai runway. In only 21 days time, high performance Marine jets were flying strikes against the Viet Cong from the Seabee-built airfield. During the remainder of its Chu Lai deployment MCB-10 continued to expand and improve the airfield, and constructed a wide variety of roads, cantonments, and other facilities in support of units of the Third Marine Amphibious Force operating in the Chu Lai sector.

MCB-3, deployed on Guam as the Pacific "back-up battalion", was the next to leave for Vietnam. Preceded by an advance party, which started work on a battalion camp at the base of Hill 327 at DaNang, MCB-3 mounted out from Guam in May and commenced construction work at DaNang by the end of the month. Chief among Three's projects was the rebuilding of a road leading to the Marine missile site on Hill 327.

MCB-9, deploying from Port Hueneme early in June, was the third battalion to arrive in Vietnam. Establishing its camp next to the South China Sea at DaNang East, Nine immediately started work on a wide variety of projects, chief among them a large Naval Hospital and an extremely difficult road to a missile site on Monkey Mountain, in DaNang Bay.

In order to coordinate mobile construction battalion work in Vietnam, the 30th Naval Construction Regiment, inactive since the Cubi Point project in the early 1950's, was reestablished at DaNang in May. Initially, the regiment was under the command of CAPT Harold F. Liberty. The current commander is CAPT Nelson R. Anderson.

Seabee strength in Vietnam was increased to four battalions in September, when MCB-8, previously an Atlantic battalion, moved to Port Hueneme and almost immediately deployed to DaNang where it commenced work on port facilities and other projects.

MCB-5 became the fourth Pacific battalion to deploy to Vietnam in September when it relieved MCB-3 at DaNang. A second Atlantic battalion, MCB-4, moved its home port to Port Hueneme in November, and deployed to Chu Lai a month later to relieve MCB-10. Most recently, MCB-11 deployed to DaNang early in February to relieve MCB-9.

The large scale commitment of Seabees to the war in Vietnam has proven the value of the long, hard peacetime deployments and the continuing emphasis on training, mobility, and self-sufficiency characteristic of the Navy's mobile construction battalions. For each of the seven battalions that have thus taken part in the Southeast Asian conflict has shown the same capability to deploy to a new location, establish itself, and commence production construction with a speed, effectiveness, and flexibility unmatched by any other military engineering unit.

With Seabees in demand as never before since World War II the Navy has commenced a broad build-up of the naval construction force. Each of the ten original battalions has been increased in its officer and enlisted complement and early this year the Navy Department announced the formation of four new battalions at Davisville, Rhode Island. MCB-40 was formally commissioned on Feb. 1, with MCB's 58, 62, and 133 to follow during the next few months.

Clearly, as General Douglas MacArthur wrote to Adm. Ben Moreell during World War II, "the only trouble with your Seabees is that you don't have enough of them!"

ABOUT THE AUTHOR

"The Seabee Tradition" is adapted from a series of articles highlighting Seabee accomplishments originally published in the MCB-11 Stinger during 1965.

The author, LCDR William D. Middleton, has been executive officer of MCB-11 since August 1964, and is presently deployed with the battalion at DaNang. His previous naval service includes assignments at Port Lyautey, Morocco; at NAS Minneapolis; as civil engineering adviser to the Turkish Navy on the staff of the U.S. military mission to Turkey; and as planning officer at PWC Norfolk.

During a period of inactive duty he was employed as a structural engineer with firms in California and Wisconsin, and as a bridge designer with the Wisconsin State Highway Commission.

In addition to his engineering duties, LCDR Middleton has long been active as a writer. He has written numerous articles for newspapers and magazines, among them American Heritage, and is the author of two published books of railway history, with a third due for publication later this year.

He received a bachelor of civil engineering degree from Rensselaer Polytechnic Institute in 1950 and later did graduate work in the engineering and journalism schools at the University of Wisconsin.

His wife Dorothy and sons William and Nicholas currently reside at 1061-A Guadalcanal Street on the Center.

THE DONG XOAI STORY: SEABEES VICTIMS OF VIET CONG RAID

The quiet serenity of a rainy night in a small Vietnamese military compound quickly turned into a nightmare of death and suffering for nine members of Seabee Technical Assistance Team 1104 early this month. Assigned to construction and improvement of training facilities of a Civilian Irregular Defense Group (CIDG) camp at Dong Xoai, 55 miles north of Saigon, the Seabee Team and 11 other U.S. Army Special Forces personnel were trapped in one of the bloodiest and hardest fought battles of the Vietnamese war.

The camp area contained a complex of compounds to support three CIDG companies, a Regional Forces company, a small Vietnamese Special Forces detachment, and an armored car platoon. Also in the area was the District Headquarters and a battery of 105mm howitzers.

The bizarre sequence of events started when a lookout reported that "Viet Cong were all over the airfield." A 200-round barrage by 60mm mortars at 11:45 p.m. on June 10 preceded the "human wave" assaults on the walls of the CIDG compound. Intense close range combat continued until 2:30 a.m. when the CIDG defenses were breached and the surviving U.S. troops made their way to the adjacent District Headquarters.

There they were quickly surrounded by the Viet Cong who were employing flame throwers, machine guns, recoilless rifles and small arms against the fortifications. When daylight approached the 2nd Air Division and VNAF aircraft began hitting Viet Cong positions outside the District Headquarters.

A U.S. rocket launcher team of 1st Lt. Charles Williams, U.S. Special Forces Camp Commander and Seabee Marvin G. Shields, CMA3, moved outside the headquarters defenses and successfully destroyed a Viet Cong .30 Cal. machine gun position. Shields was killed returning to the building.

The first lift of relief forces to secure a landing area about a mile and a half north of the embattled village was quickly engaged by VC forces. A pitched battle developed as aircraft continually strafed and struck the VC positions with napalm. About noon the landing area was overrun by Viet Cong forces; only three Vietnamese soldiers reportedly survived from the group of 196 troops and two U.S. advisors originally flown in.

In the meantime, a second lift of relief forces landed at a nearby rubber plantation and was also quickly pinned down by intense Viet Cong fire.

During the middle of the afternoon a coordinated effort of heavy close air support by fixed wing aircraft, permitted elements of the 118th Aviation Company to evacuate the wounded U.S. personnel from the District Headquarters.

Shortly thereafter, a Ranger relief force landed at a soccer field southeast of the town. Another group landed near the District Headquarters. This 300-man force finally reoccupied the District Headquarters compound and captured numerous Viet Cong weapons.

Sporadic fighting continued throughout the second night and the Rangers moved out the next day and recaptured large areas.

Eye witness accounts of the battle area describe the bodies of civilians and military dead strewn throughout the town. Men, women and children were walking around in a daze, the recent events being incomprehensible to them. Others were found sobbing over the fallen bodies of members of their families. Several soldiers were found with their hands tied behind their backs,

probably used as human shields during the battle.

The village itself was nothing more than charred ruins; some areas were still burning and smoldering from the recent conflict.

The final count of casualties of the original 20 Americans forces was three killed, 16 wounded and one unscathed survivor. A total of 12 other Americans were listed as dead or missing as a result of action during the two-day battle. The Vietnamese forces suffered approximately 46 wounded and 300 dead or missing. Viet Cong losses were estimated at more than 700.

Of the nine man Seabee Team, 2 men were killed:

Marvin G. Shields, 26, CM3 of 141 East Clara St., Port Hueneme. He is survived by his wife, Joan, and infant daughter who are presently visiting in Sequim, Washington.

William Clifton Hoover, 25, SW2. He is survived by his parents, Mr. and Mrs. Clifton William Hoover of 1320 Hawthorne Drive, San Diego, Calif. Funeral services were held Tuesday at Fort Rosecrans with full military honors.

Six other men suffered injuries:

James M. Keenan, HM2, was treated in Saigon and released.

James Barnett Brakken, 32, BU1, of Puyallup, Washington, was also treated and released.

James Davis Wilson, 29, CM1, was released from the Saigon hospital on June 18. His wife, Janice, and two small children reside at 973-A Jelly Drive.

The other three wounded Seabees have been transferred to the hospital at Clark Air Force Base in the Philippines for further treatment and convalescence. They are:

LTJG Frank A. Peterlin, 26, Officer in Charge of the Seabee Team. He is from Oglesby, Ill.

Johnny Ray McCully, 34, EOC. His wife, Petra and two small children live at 611 East Pleasant Valley Rd., Port Hueneme.

Lawrence W. Eymann, 29, UT2. His wife and daughter live at 441 Santa Rosa St., Port Hueneme.

Douglas Martin Mattick, 22, BU2, was the one American not hurt during the fighting.

Four other members of the Seabee Team were not at the camp when the attack occurred. They are:

Jack Lee Allen, 33, EO2. His wife, Lillian, and three children live at 1520 Woodland St., Oxnard.

John Curtis Klepfer, 24, EO2. His family lives at 950-B Pearson Drive, Port Hueneme.

Frederick Joseph Alexander, 24, EA3, from Buffalo, N.Y.

Richard Stanley Supczak, 32, CE3, from New Bedford, Mass.

WOUNDED SEABEE TELLS OF VC RAID

(By Marie Levi)

It's quiet now.

The sounds the Seabee hears are the everyday pleasant ones of home—chicken frying in the pan . . . roller skates on the sidewalk . . . the voice of a neighbor at the door . . . a jet far overhead . . .

But James D. Wilson, CM1, can still hear other, more insistent, sounds. Pushing through his consciousness is the din of a mortar barrage, the whistling of rifle shells through a military compound, the blast of shrapnel just before it enters human flesh.

Just a month ago today, Wilson and eight other members of Seabee Technical Assistance Team 1104 listened to these sounds of war at Dong Xoai, Viet Nam. They were part of a 30-man force: 11 were Army Special Forces personnel, the others RVN troops.

With the exception of Johnny McCully, EOC, who was standing watch the Seabees were asleep when all hell broke loose at 11:45 p.m. on 9 June.

Bounced out of their bunks by the thunder of mortars and the staccato of small arms fire, the men quickly took up defensive positions. They were to stand against overwhelming odds of men and arms for the next 14 hours. They were all to feel the searing pain of shrapnel fragments entering their bodies, the deafening roar of battle. Two of the Seabees were to die.

"The very first assault wiped out our communications and destroyed our medical supplies, with the exception of two small bags that James Keenan, HM2, had with him," says Wilson.

"Two out of the three compounds in the camp were overrun and occupied by the Viet Cong. They took over our reserve supplies of ammunition and all through the night and part of the next day they blasted us with mortars, recoilless rifles, flame throwers, and machine guns."

All around them, men were dying. Of the 30 troops, some 10 survived; no man was spared injury.

"If it hadn't been for a jerry-rigged radio put together by one of the Special Forces sergeants, we would have been done for," says Wilson.

With the radio, the survivors were able to maintain communication with command headquarters, and by dawn, American jets began strafing and bombing the area around the camp.

"It was the only thing that saved us," says Wilson.

Two groups of Vietnamese reinforcements tried to move in to save the Dong Xoai camp. The first was on the ground 15 minutes before being wiped out; the second group was pinned down by the Viet Cong and unable to advance.

"There was no possible way to hang on. The Viet Cong were firing on the compound and on the planes overhead with captured American weapons, and the small supply of ammunition we had was just about exhausted."

The only hope was to evacuate the survivors. At 2 p.m. on May 10, American jets and Skyraiders started a heavy bombing and strafing attack around the outside wall of the camp. In the meantime, three helicopters sat down in the middle of the area and picked up the remaining Americans and RVN troops.

"We couldn't have lasted 15 minutes more," says Wilson.

It was almost the heartbreaking end for Douglas Mattick, BUH2. When he started to enter the third helicopter, he was waved off, the chopper was already loaded to capacity. For a moment, he thought another helicopter was due in, but when he saw the three disappearing in the distance, the full force of his predicament hit him. He grabbed the radio, put in a quick distress call, and before long another helicopter was in for the rescue.

"Of the nine of us, two—Marvin G. Shields, CM3, and William C. Hooper, SW2, were dead. LTJG Frank A. Peterlin, officer in charge of the Seabee Team, and McCully were missing." (Both were wounded outside the compound, but were picked up the following day.)

After treatment, four members of the Seabee Team returned to Port Hueneme on July 1. Flown in by commercial aircraft, were Wilson; Dale Brackken, BU1; Keenan; and Mattick.

McCully is still hospitalized in San Diego; LTJG Peterlin is undergoing treatment in Okinawa; and Lawrence W. Eyman, is at Clark AFB Hospital, Philippine Islands.

Recalling the massive Dong Xoai attack, Wilson remarks: "It's hard to imagine the sheer strength of numbers among the Viet Cong. They attack in a human wave—it would be impossible to down them all."

"Besides that, the VC round up people in the villages—young and old alike—and use

them as human shields. They are completely ruthless as far as human life is concerned. It was a common sight to see women and children disemboweled as an example to other villagers.

"It was a time of horror," he added, "but the morale of the team never dropped. When the going got rough somebody would make a wisecrack, and the tension eased."

"Sure, we wondered sometimes if we would ever get out alive, but we helped each other keep our hopes up."

Of the four men who returned here last week, Mattick expects an early discharge and return to college. The other three will return to Seabee duty after a 30-day leave period.

Some of STAT 1104 team members have already volunteered for additional Seabee Team duty in Viet Nam; others will return if assigned there.

As for Wilson, he won't even consider anything but more Seabee duty. A career man with 11½ years already on the books, he expects to serve 30.

"I had a chance to cross rate to communications technician," he says. "It would have meant more shore duty and faster promotions, but I couldn't give up the Seabees."

Most of the men on the Seabee Teams feel exactly the same way.

SEABEE TEAM OIC AWARDED SILVER STAR

For his gallant action during the Viet Cong attack on Dong Xoai, Vietnam, on June 9, LTJG Frank A. Peterlin, Officer in Charge of Seabee Team 1104, was presented the Silver Star Medal by CDR W. W. Barron, MCB-11 Commanding Officer. The awards ceremony, attended by officers and men of the battalion, was held at Camp Kue Army Hospital.

The Silver Star is the fourth highest medal issued by the Navy. ADM Roy L. Johnson, Commander in Chief, U. S. Pacific Fleet, in the citation accompanying the award, said:

"For conspicuous gallantry and intrepidity in action while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 June 1965.

"Shortly before midnight on the preceding night, the compound which LTJG Peterlin's team was assisting to construct came under intense mortar, machine gun, heavy weapons, and small arms fire from an estimated, Viet Cong reinforced regiment.

"LTJG Peterlin quickly went to a position on the berm surrounding the compound and for three hours exposed himself to hostile fire while firing at the enemy. During a massive Viet Cong attack with flame throwers, hand grenades and small arms fire, supported by mortar, machine gun, and heavy weapons fire, LTJG Peterlin, at close range, shot a Viet Cong carrying a flame-thrower.

"Shortly afterward, LTJG Peterlin was knocked down by an explosion and wounded by a bullet through his right foot. Despite his wound, LTJG Peterlin successfully evaded the Viet Cong forces which had overrun the compound and was able to conceal himself from the enemy for more than a day before being rescued. His coolness and effectiveness under fire were a constant encouragement to those about him."

CAMP SHIELDS HONORS SEABEE HERO

CAMP SHIELDS, CHU LAI, RVN, September 10.—Today the Seabee Camp at Chu Lai was named Camp Shields in memory of Marvin G. Shields, CM3.

Shields died from wounds received while members of his unit, Seabee Team 1104, were assisting in the defense of the Special Forces Camp at Dong Xoai against an attack by the Viet Cong on June 10. The attack began late the previous night.

While assisting a wounded Army officer to a safe position, Shields sustained wounds about his face, neck and back. Despite these

wounds he continued steadfast in fighting against the Viet Cong, both by means of his rifle and by throwing hand grenades.

When light broke on the morning of the 10th, Shields readily volunteered to assist in destroying an enemy machine gun emplacement. Though he had never used a 3.5 inch rocket launcher before, he performed the job well and was instrumental in destroying the position while under heavy enemy fire.

In returning to his previous position machine gun fire struck his right leg, nearly tearing it off. Though mortally wounded, he was able to move to a sheltered position and received aid. Throughout the remainder of the morning he was instrumental in keeping up the spirits of the defenders by laughing and making jokes.

Shields died that afternoon shortly after being evacuated by helicopter.

For his bravery and devotion to duty Shields has been recommended for the Navy Cross. His actions throughout were in keeping with the highest traditions of the Naval service.

The Seabees of MCB-10 are proud to enshrine the name of Marvin G. Shields in the camp which they established as a memorial to a fellow Seabee who exemplified the "Can Do" spirit of the Seabees in action against the Viet Cong.

Shields is survived by his wife, Joan, a young daughter and his mother Mrs. Victoria Cassalery, all of Port Townsend, Washington.

PUBLIC INVESTMENT IN NATION'S AIRPORTS MUST NOT BE WASTED IN TRANSITION OF AIR CARRIER EQUIPMENT AND SERVICES—AIRLINES, MANUFACTURERS AND FAA MUST SHARE BLAME FOR FAILURE TO DEVELOP AIRCRAFT FOR THE SMALLER AIRPORTS—PHASING OUT OF PLANES MUST NOT DEPRIVE COMMUNITIES OF FLIGHTS

Mr. RANDOLPH. Mr. President, on September 7, 1966, it was my privilege to have addressed the National Association of State Aviation Officials, gathered from 41 States, at the organization's meeting in Wheeling, W. Va. I stressed my belief that Congress, during the next 2 years, must meet the newer challenges of current and future aviation and must especially make major policy and financial decisions with respect to the airports of this country.

There are, I noted, approximately 3,500 publicly owned airports in the United States and, of this number, only 555 accommodate scheduled commercial air service—220 having trunk airlines service and that of local feeder line carriers, while 235 are utilized commercially by local service carriers only.

Indicative of the major problem facing us is the fact that only 100 of our airports can accommodate commercial jet aircraft—or only 1 of every 5½ airports presently having scheduled air carrier service. This is a sobering and disturbing fact.

Mr. President, I stressed that we properly could say that only 100 of approximately 3,500 publicly owned airports can be classed as "modern" in this jet age. But I remarked that we must not assume that all of the approximately 3,400 publicly owned airports not capable of ac-