

9th Marine Engineer Battalion  
articles and etc. found in the Americal Division  
Veteran's Association data base.



Above is the 9th Marine Engineer Battalion crest.

## **9th Marine Engineer Battalion Articles and related materials compiled from the Americal Division Veteran's Association (ADVA) database.**

ADVA Historian for 2022 comments. Compilation documents have been made for veterans who might not have computer skills to search the extensive files for materials about their unit.

This document was made for veterans of the 9th Marine Engineer Battalion. The items are pretty sparse as the Americal Division publications were intended for Army soldiers rather than Marines. The best material in this document comes from the Division ORLL reporting. The Marine Corps History and Museums department maybe a better source of materials regarding the Fleet Marine Force units.

Maps of the Americal AO with many LZ sites marked are available, but not part of the compilation. A PDF file with nearly every base in Vietnam and grid location is available. Other general information that relates to all units of the Americal Division is in the ADVA data base.

There are Division Operation Reports and Lessons Learned Reports. And named operation reports that can provide insight to the movements of the unit. These will not be incorporated into this document. They can be reviewed online at the AmericalFoundation.ORG website or the Americal Division Portal at the Vietnam Archives at the Texas Tech. University website.

At the end of this document I have inserted examples of Americal Division S2/S3 entries related to the 9th Marine Engineers to illustrate what might be available in the 50 months of Americal Division S2/S3 reports. These are available at the AmericalFoundation.org web-site as well as the Americal portal at the Texas Tech University Vietnam Archive web-site. We also have some S2/S3 reports from the some of the infantry Battalions that might reference the 9th Marine Engineer Battalion.

Copies can be requested from the ADVA historian.

A connection will always exist between the veterans who served with Americal Division to the 9th Marine Engineer Battalion.

**Personal note by Leslie Hines, ADVA Vietnam era Historian:** I hope our veterans appreciate the contributions that the 9th Marine Engineers provided to the Americal Division operations. Always terrified of the mines, I especially appreciated their work on the roads and mine-sweeping. At the time I especially remember eating the great food the Marines served at their mess hall. We loved to get in line when we would fly the C&C missions for their battalion commander, Perea. Real eggs, milk, ice cream with nuts and fruit. It is hard to keep from smiling even today.

Stanton Order of Battle Vietnam reference book documentation on the 9th Marine Engineer Battalion is pretty sparse in the section for Marine units:

Arrived in Vietnam June 1966.

Departed August 1970.

Perhaps a better place to request this type of material is from the Marine Corps History and Museums Department.

According to the Coffelt Database, there were 51 soldiers who lost their lives related to their service with the 9th Marine Engineers in Vietnam.

**Operations:**

**Harvest Moon (Nui Loc Son basin)**

**Operation Frederick Hill**

**Operation Lamar Plain**

List is irrelevant as this unit was integral to the day to day operations in the northern areas of the Americal AO.

list update could be continued using the Operation Reports and Lessons Learned (ORLL) reports for the Americal Division.

**This section is made up of articles from the Army Reporter publication.**

**The largest Army newspaper in the world**

**THE ARMY REPORTER** is published weekly under the supervision of the Information Office, United States Army Vietnam and is an authorized Army publication. The command newspaper has a circulation of 85,000 and is printed by **PACIFIC STARS AND STRIPES** in Tokyo, Japan.

Opinions expressed in this publication are not necessarily those of the Department of the Army. This newspaper utilizes the facilities of the ARMED FORCES NEWS BUREAU and ARMY NEWS FEATURES. Contributions are welcome and may be sent to: THE ARMY REPORTER, USARV-IO, APO 96375 or telephone Long Binh 4204/4311.

**20Jan68-Raft Used To Supply ROK Base**

**CHU LAI, (USAECV-IO)**- A joint Army-Navy support effort here is keeping Korean Marines on the Batangan Peninsula well supplied.

In order to ferry supplies from Red Beach on the Song Cho Moi River, south of here, to a Republic of Korea Marine camp on the peninsula, a 12-ton tactical raft had to be constructed.

Engineers of the 554th Engineer Company, 45 Engineer Group were assigned the task, and assembled four M4T6 bridge floats in their bridge yard here.

Chinook helicopters from the **178th Assault Helicopter Company** flew each of the three-ton floats to the raft site where the superstructure, ferried by a landing craft from the Naval Support Detachment, Chu Lai was waiting.

Marines from the **9th Marine Engineer Battalion** assembled the floats and constructed a tramway system to pull the raft across the 300-foot stretch of water.

**Pacific Stars and Stripes An authorized  
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STARS AND STRIPES

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"Pacific Stars and Stripes" is published in four editions daily at Tokyo, Japan, APO San Francisco, 96503. It is distributed to authorized personnel for 10 cents daily, \$2.50 monthly or \$30.00 yearly, payable in advance per AR 230-1 and AFR 176-1. Second class postage paid at Post Office, San Francisco, Calif.

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Pacific Stars & Stripes  
APO San Francisco 96503  
Published daily: \$3.00 per month.  
Second-class postage paid at San Francisco, Calif.  
October 16, 1965 page 28

**The following articles were published in the Pacific  
Stars & Stripes.**

Monday August 14, 1967 page 17 - Stars and Stripes Newspaper.

## **Pair Brave Shrapnel**

### ***Bulldozer Ends***

### ***Ammo Blaze***

CHU LAI, Vietnam (ISO)—"The explosion came with a shocking impact that almost knocked me out of my chair. I dashed to the door of my tent in time to see the huge wall of smoke and flames billowing skyward."

For the next 30 minutes Lance Cpl. David C. Cothorn, 21, a heavy equipment operator with the **9th Engineer Bn. (*Fleet Marine Force*)**, and Lance Cpl. Andrew W. Lee, 21, would be trying to control the holocaust with Cothorn's bulldozer.

A U.S. Army Huey helicopter had crashed into an Army 155mm gun emplacement and ammunition dump on the side of Hill 54, between Chu Lai and Tam Ky. The chopper had crashed during takeoff.

The plane exploded on impact, spewing burning fuel. The explosion set off more than 200 rounds of 155mm shells stored in the ammunition dump.

"I knew the bulldozer would be needed as soon as I saw what had happened," said Cothorn, "so I cranked it up and headed for the spot, about 200 yards away across highway 1."

"The flames were spreading rapidly, toward another, and much larger, ammunition storage area farther up the hill. The wind was whipping the flames straight toward the ammunition," Cothorn said.

Lee ran alongside the dozer, giving directions by arm and hand signals. Cothorn couldn't see from the seat due to the smoke and heat.

At first Lee had Cothorn attempt to cut a firebreak with the dozer's blade between the advancing flames and the ammunition cache. This didn't work. The flames were jumping the firebreak.

He then guided Cothorn and the machine into the flames. The dozer's blade pushed burning wood, exploding shells, sandbags and dirt into piles, smothering the flames. After several trips into the flames the fire was finally under control.

Neither Marine was injured. "Our hair was singed good and we did get mighty hot, but that's it," said Cothorn. He remembers hearing pieces of shrapnel bouncing off the dozer blade.

"I don't know how we kept from being hurt with all that ammunition exploding all around us. It was just our lucky day."

06March70 Stars and Stripes Newspaper. Friday Page 6

## **Marine Units**

### **Leave Viet**

SAIGON (S&S) — The U.S. Command reported four more U.S. Marine units left Vietnam for Hawaii Tuesday, reducing American troop strength by 359. The units under Phase III of the re-deployment plan were the 3rd Interrogator Team, the **9th Engineer Bn.**, 3rd Amphibious Tractor Bn., and the 1st Radio



## **Army Reporter article:**

20Jan68-Raft Used To Supply ROK Base

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**Marines from the 9th Marine Engineer Battalion** assembled the floats and constructed a tramway system to pull the raft across the 300-foot stretch of water.

This section has information published in the Americal Division's Daily Newsheets. The Daily Newsheets were published daily by the Americal Division. One copy was to be shared by 8 soldiers in the field.

Americal Daily News Sheet- Americal Division News.  
(August 2009 transcription)

AMERICAL  
news (Americal Patch) sheet  
Vol. 1. No. 270 Monday January 15, 1968 page1

AMERICAL DIVISION NEWS

CHU LAI (AMERICAL IO) - Heavy air activity characterized the continuous destruction and harassment of the 2<sup>nd</sup> NVA Division in Operation Wheeler/Wallowa. More than 25 air strikes pounded on suspected enemy locations. One the ground units of the Americal Division reported killing 18 enemy soldiers and capturing over 20,000 pounds of rice in action throughout the southern I Corps Tactical Zone. More than 7,000 pounds of artillery were fired into suspected enemy staging areas and resupply routes.

Government forces reported killing 19 VC in operations around the Tam Ky area. A Popular Forces ambush killed 12 VC and captured two weapons about five miles west of there. About four miles north of Tam Ky, a Regional Force was attacked late Saturday night. In the exchange of fire, they killed seven VC and captured one weapon.

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Members of the 39<sup>th</sup> Engineer Battalion received sniper fire and reported that a child was killed by a VC sniper on Saturday. The men were working on a section of Hwy #1 near Mo Duc, when the incident occurred.

A small VC force blew a hole in a bridge near Hoi An. The bridge was rendered impassable, however, the **9<sup>th</sup> Marine Engineers** quickly opened the highway with a bypass while bridge repairs are being made.

Units of the Americal Division reported that four U.S. soldiers were killed in ground fighting yesterday.

**There were 12 issues of these colorful glossy magazines published by the Division Information Office from May 1968-Fall of 1971. There was only one article in the Americal Division's Southern Cross that mentions the 9th Marine Engineer Battalion.**

**Americal Division Magazine - July, 1969**

### **THEY MAKE THE GOING GREAT**

By SGT HERB HARTLEY

No bridges support heavy artillery pieces vital to infantryman. No roads carry the ever-important convoys. No landing zones or air strips.

This disastrous situation would exist in the division area if not for a broad-shouldered, hard-working lot known as combat engineers.

Under the command of LTC Donald R. Swygert (Carlisle, Pa.), the **26th Cmbt. Engr. Bn.** increases combat effectiveness of Americal troops through construction, impeding the enemy by destroying his facilities, and fighting as infantry, if necessary.

"To say our battalion stays busy is an understatement," said CSM John R. Spehar (Kenosha, Wis.). "Doing the job right the first time doesn't necessarily mean it will be the last. What Charlie doesn't bruise with mines and satchel charges will be damaged by weather or heavy use."

"A couple of months ago we reconstructed the Binh Son Bridge on Highway 1 for the fourth time," LTC Swygert stated.

"It was a cooperative effort. Co. E constructed a temporary 260-foot floating bridge to carry traffic, while the **39th Engr. Bn.** removed Bailey bridging used to close gaps created by VC sapper squads."

Division engineers work with men of the **19th and 39th Engr. Bns.** of the 18th Engr. Bde., and **9th Marine Engr. Bn.** to keep all-important Highway 1 open.

When it comes to pioneering a road into country that has not seen a four-wheel vehicle in years, however, men of the 26th are on their own.

In a typically important mission, engineers were tasked with opening a road across 17 miles of rugged terrain between Binh Son and the Tra Bong Civilian Irregular Defense Group (CIDG) camp so giant artillery could move into position.

The day before the operation began, two airmobile bulldozers, four 3/4-ton dump trucks, a 1/4-ton truck, and a bucket loader were airlifted into the CIDG camp with men from **B Co.**

The next morning, men and equipment began working east, while B, D, and E Cos. cut a path west from Binh Son.

Combat Engineer Vehicles-58-ton tanks with dozer blades and a 165mm demolition gun led the way, barreling over obstacles, filling in trenches, and blasting enemy sniper positions with huge guns.

"It took three miserable days of hard work to get those guns to Tra Bong and because of heavy rains, even longer to get the equipment out," Spehar remarked.

**B Co.** had earned a rest, but that had to wait. A day and a half later, the engineers were committed to another operation occupying them for weeks.

The **26th Engrs.** are proud of the motto emblazoned on their battalion colors: "Way of the Victors," as they continue to make the going easier for the Americal team.

The Americal Division's newspaper, "The Southern Cross" was published from May 1968 through November 1971. These are articles found in the publications that mentioned the 9th Marine Engineers:

**17Aug68-Southern Cross Vol. 1 No. 5. Page 4-5 Full Page Spread  
H i g h F l y i n g S u p p o r t**

**Photo Captions-**

- 1- Gunship banks to start run (flex guns and small rocket pods, might be an older B-Model gunship; rather than the more common C-Models.)
- 2- Painted crest of the 123rd Avn Bn.
- 3- Smoke guides in resupply chopper (These markings look like a 14th Avn Bn helicopter instead of the 123rd Avn Bn.
- 4- Gunship crew sights weapon (One is wearing a "Warlord" pocket patch from B/123rd Avn Bn)
3. "Warlord" OH-23 searches for traces of the enemy. (Helicopter #15280 is shown with a door gunner wearing chicken plate armor and flight helmet using a cut-down M-60 hung out with bungee chord.)
4. Air traffic controller watches chopper land (view is from the perimeter area looking back to the South China Sea at Ky Ha heliport).
5. Maintenance is a never-ending task. (evening silhouette of a crew chief working on the main rotor with the engine cowling opened out for post-flight inspection.)
6. Courier run leaves Chu Lai daily. (Americal Patch with Pelican painted on the helicopter nose (nose art) identifies it as A/123rd Avn Bn helicopter. The skid tips appear to be red. Red tipped skids identify it as a 1st flight platoon helicopter. Blue tipped skids would identify it as the 2nd flight platoon).

**Story and Photos  
by  
Southern Cross  
Staff**

CHU LAI--The men of the 123rd Avn. Bn. make their presence known daily to both enemy and friendly troops throughout the Americal Div. area of operations.

Their duties range from finding the enemy to destroying him and from resupplying isolated landing zones to providing transportation for division personnel.

The battalion is made up of the Co. A "Pelicans," the Co. B "Warlords," the Trp. F, 8th Cav. "Blue Ghosts," a signal detachment, a transportation detachment and a headquarters element. (Note by Leslie Hines: Co C 123rd Avn Bn was often omitted and most people in the unit did not realize it existed. This was a small unit stationed at Duc Pho.)

**Organic Aviation**

It was organized early this year as the division's organic aviation unit from outfits already in the area (Note: formed from the 161st AHC of the 14th Avn Bn., 1st Avn Bde. At the time it was unusual for a division to have organic aviation not under the 1st Avn Bde. It may have been the first one set up this way in Vietnam.). It is commanded by LTC John N. Brandenburg (Note: John N. Brandenburg later commanded a Bn in the 196th Inf Bde. He retired as a Lieutenant General).

(Continued)

(Continued)

The Co. A "Pelicans" are responsible for general air support for the division. Their duties include resupply (Note: Mainly for Division Artillery), road patrol (Note: Mainly for 26th Engineers & **9th Marine Engineers**), the transportation of VIP's and the providing of aircraft for the various courier flights from Chu Lai. (Note: 1 special forces mission was supported at Phu Bai, 1 special forces mission at Da Nang, 1 mission to provide reconnaissance for the Marines at Da Nang, Nightly flare mission, & Command & Control missions for 1st/1st Cav and other units were omitted from this article.)

Their efforts are often unsung, but nonetheless represent a vital cog in the air support of the fighting soldiers of the Army's only named division.

For instance, they fly nearly 50 tons of cargo each week.

#### **Take War to VC**

The high-flying "Warlords" the only aero-scout company in Vietnam, are equipped to take the war right to the enemy's doorstep.

The company carries its own infantry, reconnaissance and firepower support elements in one neat, three-helicopter package.

Using the standard OH-23 observation helicopter, the Co. B "Warlords'" primary mission is reconnaissance. Teams of two gunships and one OH-23 scour the division area for traces of the enemy, and the mobile aerial-rifle section is available for closer inspection when it is needed.

Though the company's duties are primarily reconnaissance, and not combat, its members have accounted for more than their share of kills in action which has been centered mainly in the southern part of the division's area of operations.

#### **Other Support**

The "Blue Ghosts" of Trp. F, 8th Cav., though assigned to the battalion for organizational purposes, are attached to the 1st Sqdn., 1st Cav., and more will be said about them in a later issue.

The 449th Sig. Det. provides avionics support for the battalion's aircraft. Though the scope of the signalmen's mission has greatly increased as the size of the battalion has increased., they have never failed in the vital job of keeping the aviators "on the air."

The 406th TC Det. "Roadrunners" (Note: reorganized to Higher Level Direct Support function as E/723rd Maint. Bn in 1969) keep the battalion in the air and on the go. The detachment provides direct support for the battalion, and calls no job short of entirely rebuilding an aircraft too large or too small.

Personnel from the battalion also are responsible for the operation of the Ky Ha tower, which controls much of the helicopter traffic coming and out of Chu Lai.

**20Feb70-Southern Cross Vol. 3 No. 07 Page 3**  
**Mo Duc Joint Road Project Completed**

Photo Captions.....

1) Two demolitions men assigned to the **26th Engineer Bn.** carefully place charges of high explosive on the surface of a concrete slab serving as a footbridge on the old Mo Duc Path. When the charges were detonated, the concrete slab and the rails were destroyed, but the abutments of the bridge were untouched, as planned.

2) An Army combat engineer cautiously works with an ARVN engineer as they attempt to disarm a booby trap placed in the path of progress on the Mo Duc Road, 30 miles south of Chu Lai. Americans and Vietnamese worked hand-in-hand to complete the project, even on this delicate task.

**FSB DRAGON** -- A joint operation of United States Army, Marine and Vietnamese engineers recently completed the Mo Duc Road nine miles north of Duc Pho.

The four mile road stretches east from Mo Duc on Highway 1 three miles to Nui Ong Do, a civilian relocation village, and then on to the South China Sea.

Prior to construction of the road most supplies reached Nui Ong Do by boat while the only communication between Nui Ong Do and Mo Duc was via paths on rice paddy dikes.

The road was dedicated by LTG Herman Nickerson, Jr., commanding general of III Marine Amphibious Force and LTC Nguyen Van Binh, Quang Ngai province chief at a ribbon cutting ceremony which was also attended by MG Lloyd B. Ramsey, commanding general of the Americal Division and BG Edwin L. Powell, Jr., assistant Americal Division commander.

Construction on the road, which expected to bring a new life to the 3,500 inhabitants of Nui Ong Do, was begun on August 15, 1969.

The Division's **26th Engineer Bn.** had primary responsibility for the construction. The 26th was supported by the ARVN 82nd Engineer Bn., the 39th Engineer Bn., **the 9th Marine Engineer Bn.**, Fleet Marine Force and Mobile Construction Bn., Seven.

Security for the operation was provided by the 140th Popular Force platoon from Mo Duc and the **1st Bn., 20th Inf., 11th Bde.**

The road required construction of two bridges, one 21 meters and another 36 meters in length.

Twenty seven thousand cubic meters of earth fill and the installation of 430 meters of culverts was necessary on a two-kilometer section of the road which went across rice paddies.

In addition to construction problems the engineers were constantly faced with the danger of enemy mines and ambushes. A mine destroyed one five-ton dump truck while sniper fire slightly damaged a bulldozer.

One Vietnamese civilian, two Popular Force and two United States military personnel were killed by enemy action during the construction. Four Vietnamese civilians, two popular force and nine United States military personnel were wounded.

**Tien Phuoc road**

**opened by Chargers**

**By 1LT David Coffman**

**LZ HAWK HILL (196th INF BDE IO)** - Winding through the enemy infested flatlands like a giant snake. Tien Phuoc Road has been in the past one of the most treacherous roads in Vietnam. But times have changed and now the road is open thanks to the efforts of American and Vietnamese soldiers.

"We needed to transport large quantities of equipment from Tam Ky to Tien Phuoc," said Captain Loren Hahman, Topeka, Kan. assistant operations officer for the Chargers. "A lot of it was too heavy to transport by air."

The answer to this problem was to open Tien Phuoc Road. The 14 mile stretch running from Tam Ky to Tien Phuoc would be the focus of an extensive combined effort in the next few days.

The **9th Marine Engineer Battalion** repaired a half-mile stretch of road running east from Tien Phuoc. **Company D, 26th Engineer Battalion**, had the difficult task of repairing the remainder of the road and sweeping it for mines.

"They finished the job in two days," said Captain Hohman. "Considering all they had to do this was very fast."

AT 9:30 in the morning, sixty vehicles moved out of Tam Ky. **F Troop, 17th Cavalry** moved along with the trucks providing security.

Kicking up clouds of dust, the convoy moved along the road without incident. The vehicles reached Tien Phuoc in an hour and a half, were off-loaded, and returned to Tam Ky.

"Units have had trouble operating on this road before," said Major Luther P. Kallam, operations officer for the 196th Infantry Brigade. "our success in opening the road was due to several units who were able to work together effectively."

COMBINED EFFORT IN CLEARING

BARRIER IS.

By SP5 Richard Merritt

LZ HAWK HILL (196th INF BDE IO) - Barrier Island is a 30 mile finger of sand, swamps and glistening beaches. About halfway down its length, the island is cut by a district border line. Here, in the 1950's the French battled Viet Cong hordes that ranged out from a series of ridges rippling along either side of the Troung Giang, a broad half-salt river that sets the Island off from the mainland.

In recent months, infantrymen, cavalrymen and engineer units of the 196th Infantry Brigade, in conjunction with Vietnamese ARVN elements, have totaled over 1,000 kills in hard-fought clearing operations moving up the island. As a result, the enemy's capability to strike American and Vietnamese forces and to harass local villagers has been crippled. "They have been avoiding direct contact," said Captain James E. Adams, Bridgeville, Pa., "and have used bombs, mines and booby traps." Captain Adam is assistant intelligence officer for the 196th Inf. Bde. The clearing operations began in February. With an infantry company providing security, bulldozers from the **9th Marine Engineers** initiated the attack.

The giant machines leveled the tree-shrouded dykes from which enemy forces fought for so long.

Although some of the dozers hit booby traps, the tracks took all the impact and the drivers were not hurt.

"Along with the systematic clearing, we are continually assisting the Vietnamese Government in setting up refugee areas and Popular Force outposts on the island," Captain Loren Hohman, Topeka, Kans., assistant operations officer for the 196th.

By late April most enemy forces had retreated farther into the island in an attempt to escape the Allied juggernaut. The Vietnamese Air Force pounded the VC retreats with air strikes and the bulldozers continued to clear the Troung Giang.

The strangulation hold the Viet Cong once held on the scattered farming and fishing communities was broken.

"Barrier Island should never again be the threat it once was." said Captain Adams. "Our combined efforts have made enemy movement in the area much more hazardous."

Army commanders feel certain the extensive clearing project will effectively subdue the enemy that sniped at the French and harassed the Americans. This time the Allies plan to evict the VC permanently.



26Jul70 page 24  
Pacific Stars & Stripes  
Sunday

## **Marine Units Set Pullout**

### **S&S Vietnam Bureau**

**SAIGON** - Elements of the 7<sup>th</sup> and **9<sup>th</sup> Eng. Bns.** and the 1<sup>st</sup> Brigade Co., all of the 1<sup>st</sup> Marine Div., have begun redeployment to Camp Pendleton, Calif., a U.S. command spokesman said Friday.

The total number involved in the reduction is 1,625 with some personnel of all three units to return to the United States and the remainder to be transferred to other units within Vietnam to complete their tours, the spokesman said.

The 7<sup>th</sup> Eng. Bn. and the 1<sup>st</sup> Brigade Co. are schedule to become units of force troops, Fleet Marine Force Pacific. The 9<sup>th</sup> Bn. will be inactivated upon its return to the United States, he said.

***[Historian Note: The 9<sup>th</sup> Marine Engineer Battalion operated under the control of the Americal Division during part of their service in Vietnam].***

**This is information found in the Task Force Oregon & Americal Operations and Lessons Learned (ORLL) reports:**

AVDF-GC

5 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967

(RCS-CSFOR-65) (RI) (U)

4. Engineer.

a. (C) During May, with the assistance of the **9th Marine Engineer** and the 71st Mobile Construction Battalions, the Task Force completed most urgently needed construction to operate through late August. With the announcement, in early June, that the Task Force would remain in being throughout the monsoon season, an entirely new look was required as pertains to both construction completed since late April and new construction requirements. The requirements were:

1. Upgrading route 1 from the initially planned goal of a pioneer dry weather bypasses and roadbed to semi-permanent bridging and a road surface that, with maintenance, could withstand all season divisional loads.

2. Upgrading all ASPs, FSAs, and heliports to a standard commensurate with the rigors presented by the northeast monsoon.

3. Providing minimal standard 2 troop living conditions in preparation for the northeast monsoon.

November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967.

(RCS-CSFOR-65) (U)

5. Engineer.

a. (C) Throughout the reporting period, monsoon preparation work on 21 construction projects progressed, construction being performed by the **9th Marine Engineer Bn** and elements of the 30th Naval Construction Regiment. Approximately 45% of the total requirement was completed...the major delays caused by lack of construction materials and unforeseen high priority work in support of Naval and Army requirements. Route 1 upgrading to all weather, class 50 capacity was not completed due to the lack of 17,000 cubic yards of rock which was not provided to stabilize the road surface.

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1968  
(RCS-CSFOR-65) (U)

5. ENGINEER.

a. Throughout the reporting period, the major portion of engineer effort was engaged in the minesweeping, repair and maintenance of Highway 1. During the first part of the reporting period there were four battalions engaged in work on Highway 1. The battalions were the 19th Engr Bn (Cbt), the 39th Engr Bn (CBT), the 9th Mobil Navy Construction Bn, and the **9th - Engr Bn (Mar)**. On 20 January 1968, the 18th Engr Bde accepted responsibility for Highway 1 to the CHU LAI main gate. At the end of the reporting period, the responsibility for the repair and maintenance of the highway rested with the 19th, 39th, and **9th Engineer** Battalions. The 26th Engineer Battalion--the Americal Division Battalion, had a portion of the mine-sweeping responsibility.

b. Enemy activity along Highway 1 was heavy during the reporting period. Fourteen bridges were badly damaged or destroyed by demolitions or fire, thirty-four culverts were blown with demolitions, and twenty-two craters or hand-dug trenches were made in the road. Even though the enemy activity on the road was high, the road was not closed for an entire day during the reporting period. The destroyed bridges or culverts were usually discovered by the early morning reconnaissance overflight or by minesweep teams. The road was usually open for traffic again by 1200 hours and was, in all cases, open for traffic before nightfall.

c. One major east-west road was opened during the reporting period. Companies A and D, 39th Engr Bn, opened 22 kilometers of Route 535 from Highway 1 to LZ ROSS. This task was accomplished during the period 13 December 1967 to 30 January 1968.

AVDF-CG

7 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968.  
(RCS-CSFOR-65) (RI) (U).

5. Engineer. Primary engineer effort in the Americal Division AO (Area of Operations) was directed at LOC (Lines of Communications) maintenance, repair, and new construction.

a. Route 1 had primary emphasis with four Engineer battalions committed to the road.

(1) 19th Engr Bn: Southern I/II Corps boundary to BS756496.

(2) 39th Engr Bn (DS Americal Div): BS 756496 to BS 695635 and from BS 643733 to Chu Lai main gate.

(3) 104th ARVN Engr Bn: BS 695635 to BS 643733.

(4) **9th Engr Bn, SMC**: Chu Lai main gate to North edge of Americal Division AO.

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1968  
(RCS-CSFOR-65) (RI) (U)

5. Engineer.

a. Primary engineer effort in the Americal Division AO continues to be directed toward operational support of the Division maneuver elements. Supporting engineer units have a high percentage of effort committed to LOC improvement.

(1) Route 1 has primary emphasis with four Engineer Battalions committed to the road.

(a) 19th Engr Bn: South I Corps boundary to BS7566946.

(b) 39th Engr Bn (DS Americal Division): BS756496 to BS695635 and from BS643733 to Chu Lai Main Gate.

(c) 104th ARVN Engr Bn: BS965635 to BS643733.

(d) **9th Engr Bn, USMC**: Chu Lai Main Gate to north edge of Americal AO.

(2) Route 1 from Chu Lai to Northern Boundary of Division AO upgraded to 2 lane class 60 traffic by construction of the following bridges:

(a) BT379174-270' steel stringer, timber pile bent, reinforced concrete abutments, class 60.

(b) BT430109-228' steel stringer, timber pile bent, reinforced concrete abutments, class 60.

(c) BT498066-300' steel stringer, timber pile bent, timber pile abutment, class 60.

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1968.  
(RCS-CSFOR-65) (RI) (U)

c. The G5 Section is augmented by three Civil Affairs Platoons from the 29th Civil Affairs Company. The 4th and 6th Platoons are assigned to the company and the 51st Platoon is attached to the company. The 29th CA Co provides civil affairs support to **III Marine Amphibious Force**. The three platoons are assigned duty stations with the Americal Division and personnel are attached for rations and quarters. Command remains with the 29th CA Company and operational control is given to the division. All three platoons are assigned area support missions and work generally one in each brigade AO; the 4th CA Platoon at Duc Pho, the 6th CA Platoon at Chu Lai, and the 51st CA Platoon at LZ Baldy. The platoons coordinate civic action programs within the areas of responsibility and act as liaison between the US military and local MACV and civilian agencies.

d. The organic brigades, maneuver battalions, and division artillery of the division have principle duty civil affairs officers. The 26th Engineer Battalion assigns civil affairs duties as a major additional duty.

e. The 29th CA Co provides other civil affairs platoons in support of each of three provinces; Quang Ngai, Quang Tin, and Quang Nam. Division units operate in each of these provinces. These platoons provide civil affairs support to each province and serve as a point-of-contact for this office.

f. Several non-Army units are engaged in military civic action in the division AO. These units are Marine Aircraft Groups 12 and 13, 1st Combined Action Group, Naval Mobile Construction Battalion-71, **9th Engineer Battalion**, and Naval Support activity Detachment. Projects initiated by these units are coordinated by this headquarters with the province concerned.

7 November 1968

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1968.  
(RCS-CSFOR-65) (RI) (U)

4. (U) Civic Action/Revolutionary Development

a. This division supports the Revolutionary Development Program in three provinces; Quang Ngai, Quang Tin, and Quang Nam. The primary method of support is civic action. This division initiated an intensive review and study of the civic action program with the goal of improving control and coordination of the program. Two conferences were held with civic action officers to discuss problems and proposed solutions. The improvements in administration and better understanding resulting from these efforts have increased the effectiveness of the program. A by-product of the review and study has been a decrease in the time required to coordinate civic action projects were started during the reporting period.

b. A second method of support provided by the Revolutionary Development Program is MEDCAP-II. The number of patients treated during this period versus last period increased approximately 10%. Since 1 August 1968, Americal Division units and other units operating within the AO have performed the following MEDCAP activities:

<u>UNIT</u>	<u>VISITS</u>	<u>PATIENTS</u>
11th Inf Bde	216	13,405
196th Inf Bde	34	3,507
198th Inf Bde	429	27,216
1/1st Cav	19	3,287
Div Arty	33	2,313
DISCOM	10	457
26th Eng Bn	16	476
1st CAG	1,101	81,529
<b>9th Eng Bn</b>	<b>13</b>	<b>381</b>
MMCB-71	<u>4</u>	<u>165</u>
Total	1,875	132,736



AVDF-GCLO

10 August 1969

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1969.

10 (C) Engineer

a. Activities for the quarter (1 May - 31 July 1969) consisted of organic engineers devoting primary effort to direct combat support to the Americal Division while **non-divisional engineers** devoted primary effort to improvement of QL1 (LOC) and operational support construction.

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(i) Bridging Operations: The Battalion was constantly engaged in bridging missions along QL1 in support of the 39th Engineer Battalion and the **9th Marine Engineer Battalion** (FMF). The bridge companies capability was greatly increased upon receipt of a quantity of M4 pontoons. Requirements to have more than one large float bridge in operation simultaneously could not have been met without this additional asset. Bridging operations are shown in chronologic order below.

1. On 1 May the 180' DT Bailey Bridge installed during the previous reporting period was removed at the Binh Son bridge site. This enabled MCB 58 to proceed with reconstruction of the permanent concrete bridge. (The installation of an M4T6 bridge bypass, to facilitate MCB 58's work, was recorded in the last report).

2. The An Tan Bridge (QL1-422) was badly damaged by the enemy of 12 May. This was the third interdiction of the bridge in eight months. The **9th Engineer Battalion, FMF**, completed installation of the 105' M6 bridge, class 60, on 13 May. Company E emplaced a 240' M4T6/M4 bridge bypass at the site on 22 May 1969.

3. To pass immediate traffic after destruction of the Timber Trestle bridge at the Bau Bau (Bridge QL1-424), a 100' TS Bailey Bridge was emplaced on 20 May 1969.

4. On 20 June 1969 the M4T6/M4 at An Tan was removed and emplaced at the Bau Bau to allow reconstruction of the permanent span.

5. After emplacement of the M4T6/M4 at the Bau Bau, Company E removed the 100' of the TS Bailey Bridge on 23 June 1969.

6. After heavy rains on 11 July 1969, the M4T6 bridge at Binh Son broke loose and floated approximately five kilometers downstream where it beached on an island. The bridge was recovered the next day but it was not until 13 July that other bridging was emplaced and QL1 reopened to traffic. One man from Company E drowned during recovery operations.

7. To facilitate repair of Bridge QL1-403, a 60' bridge, using M4 and M4T6 decking, was emplaced on 21 July 1969.

d. QL1 paving completed to the end of the report period is shown below.

(1) I/II Corps Border north to BS876310.

(2) QL1 vic BS690648 north to BT247310.

e. LOC interdictions continued; however compared to last period, they were moderate.

(1) Casualties/damage by mines and other LOC interdictions: See summary at Inclosure 1.

**(Continued)**

(Continued)

(2) During the period 6 May through the end of the reporting period, major bridges received damage as follows:

<u>BRIDGE #</u>	<u>COORDINATES</u>	<u>DATE</u>	<u>DAMAGE</u>
436	BT201384	06 May 69	M48 tank caught fire on bridge, bridge burned.
422	BT497067	12 May 69	One half of pier on south end blown.
424	BT379174	19 May 69	South two spans blown.
440	BT102511	21 May 69	South three spans blown.
433	BT230339	12 Jun 69	Blew decking off, on stringer dropped.
434	BT225347	17 Jun 69	Burned.
430	BT268272	11 Jul 69	North two spans blown.
398	BS840330	17 Jul 69	Burned.

(a) QL1-436 was restored to use by installing four 60" culverts. Bypass was opened to traffic on 7 May 1969 by the **9th Engineer Battalion** (FMF).

(b) QL1-422 was reopened to traffic upon the completion of a 105' M6, class 60, bridge by the **9th Engineer Battalion** (FMF) on 13 May 1969.

(c) To open Bridge QL1-424, a 100' TS M2 Bailey Bridge was installed by E Company on 20 May 1969.

(d) QL1-440: There was nothing done to repair this bridge immediately, since there was another bridge adjacent to it with a classification of 11. There is a new bridge under construction at this time, open to one way, class 60 traffic.

(e) QL1-433 reopened to traffic on 13 July 1969 **by 9th Engineer Battalion** (FMF) upgrading the bypass.

(f) Bridge QL1-434 was replaced by emplacing 105' M6 Panel Bridge. Bridge completed by the **9th Engineer Battalion** (FMF) on 18 June 1969.

(g) QL1-430 reopened to traffic by upgrading the bypass. Route opened on 12 July 1969 by the **9th Engineer Battalion** (FMF).

(h) QL1 reopened to traffic by upgrading the bypass. Route opened on 18 July 1969 by the 19th Engineer Battalion (Combat).

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1969.

(5) The **9th Engineer Battalion, Fleet Marine Force (FMF)**, devoted primary effort toward upgrading and paving QL1 from Chu Lai Main Gate to the Song Ba Ren River (BT702510).

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(5) The **9th Engineer Battalion, FMF** continued to minesweep, upgrade, maintain and pave QL1 between Chu Lai and the Song Ba Ren River. At the end of the reporting period, paving was completed from Chu Lai to map coordinates BT 207375.

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3. From 8 to 10 October Company E erected a 150 Double Bailey Bridge at BT207378 to span a washout on QL1. **The 9th Engineer Battalion, FMF**, completed the bypass around the Bridge on 25 October and the Bailey was removed.

CONFIDENTIAL

AVDF-HL

10 May 1970

SUBJECT: Operational Report -- Lessons Learned, Americal Division, Period  
Ending 31 January 1970, (RCS-CSFOR-65) (R2) (U)

(4) **The 9th Engineer Battalion, Fleet Marine Force (FMF)**, devoted primary effort toward upgrading and maintenance of QL1 from Chu Lai to BT145460.

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(2) **9th Engineer Battalion, FMF:**

(a) The battalion continued to minesweep, upgrade, and maintain QL1 between Chu Lai and FSB Baldy (BT145460).

(b) The battalion hauled over 45,000 cy (cubic yards) of various mineral products for maintenance and upgrade of QL1 and Rt 5235 from FSB Baldy to FSB Ross (BT025345). Although Rt 535 is outside the Americal Division's TAOI, it is important because it leads to the strategic Hiep Duc District which is in the Division TAOI. Approximately 25,000 cy were used during December to repair damage from the heavy rains of late November and mid-December.

(c) During the reporting period, one bridging operation was conducted by the battalion. A 90' M-6, single truss bridge, was replaced on Rt 535 at coordinates BT081389 by an 80' timber trestle bridge.

(d) The battalion constructed seven living bunkers, thirty latrines and thirty showers at Hawk Hill. In addition, twenty-nine assorted vertical structures were constructed in support of the Division.

(e) The battalion furnished the command element and one platoon (14 dozers and 28 dozer operators) for the Land Clearing Company (Provisional).

(f) The disposition of the battalion at the end of the period was as follows:

1. HHC(-), Service Company A, and Company C: Chu Lai.
2. Company B: Hill 10 (BT199389).
3. Company D: Hill 63 (BT125453).
4. One platoon, HHC: Rock Crusher (BT108428).

SUBJECT: Operational Report - Lessons Learned, Headquarters, Americal Division, Period Ending 30 April 1970 (U)

(4) The **9th Engineer Battalion**, Fleet Marine Force (FMF), devoted primary effort toward upgrading and maintenance of QL1 from Chu Lai to BT145460 until 21 March 1970. For the remainder of the period they provided haul support for MCB 7 on QL1 North construction and maintenance from Tam Ky to the end of the paved portion.

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(2) **9th Engineer Battalion, FMF:**

(a) The **Battalion** continued to minesweep, upgrade and maintain QL1 from BT520044 to FSB Baldy (BT133453).

(b) During the month of February the **battalion** hauled over 8,750 cy of various mineral products for maintenance and upgrade of QL1 and Route 535 from FSB Baldy to FSB Ross (BT025345). Although Route 535 is outside the Americal Division's TAOI, it is important because it leads to the strategic Hiep Duc District.

(c) The **Battalion** furnished the command element and one platoon (14 dozers and 28 dozer operators) for the Land Clearing Company (Provisional).

(d) The **Battalion** relocated its Headquarters and the major portion of its assets to Da Nang the first part of March.

(e) The disposition of the battalion at the end of the period was as follows:

1. HHC, Service Company, Company C(-): Da Nang
2. Company B: Hill 10
3. Company D: Hill 63
4. Company A: Hawaii
5. 2 platoons of Company C: **9th Engineer** Compound in Chu Lai

AVDF-HL

10 August 1970

SUBJECT: Operational Report -- Lessons Learned, Americal Division, Period  
Ending 31 July 1970, (RCS-CSFOR-65) (R2) (U)

9. (C) Engineer

a. Activities for the quarter 1 May to 31 July 70 consisted of the divisional engineer effort being devoted to direct combat support of the division, while non-divisional units devoted primary effort to the construction of secondary LOC's and operational support construction. One change in engineer troop disposition occurred during the reporting period as MCB-7 was redeployed to the United States in June.

b. LOC Program. During the reporting period as QL-1 neared completion the majority of engineer effort was shifted to construction of secondary and "Farm to Market" roads and to road opening operations to support tactical convoys.

(1) QL-1

(a) the 26th Engr Bn continued to provide tactical bridge support for restoration of QL-1 within the TAOI.

(b) The 39th Engr Bn provided expedient maintenance from the II Corps boundary (BS907150) to Binh Son (BS601920). The Battalion continued construction of concrete headwalls on QL-1 between Binh Son and Duc Pho and is currently providing haul support for MCB-10 for asphalt overpave operations south of Duc Pho.

(c) Naval Mobile Construction Battalion Seven (MCB-7) performed expedient maintenance from Binh Son to vic LZ BALDY (BT145460) and continued paving operations from Tu My (BT213368) to the Ba Ren Bridge (BT102510) until their redeployment in June.

(d) MCB-62 is currently conducting paving not completed by MCB-7. Completion is scheduled for 1 Sep 70.

(e) **The 9th Engr Bn (USMC)** initiated base course construction of the Tam Ky streets 25 Jun 70, in preparation for paving. On 19 July, the responsibility for this project was assumed by MCB-5.

(f) Construction Battalion Maintenance Unit 301 (CBMU 301) continued to provide mineral products for engineer construction throughout the Americal TAOI.

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(c) Land Clearing Operations.

1. The 39th Engr Land Clearing Platoon (LCP), attached to the **9th Engr Bn (USMC)** Provisional Company returned from the Barrier Island II Operation on 24 May 70. A total of 10,043 acres were cleared during this Operation.

**What has not been done in developing this document:**

S2/S3 reporting extracts. It would require a month or two to extract Americal Division S2/S3 entries from the 35ish months of Daily Americal Division S2/S3 reports.

Texas Tech. University's online Vietnam Archive has 9th Marine Engineer monthly and some quarterly reports for the 9th Marine Engineers. These can be viewed or downloaded from the Texas Tech. University web-site. The files have been downloaded into the ADVA data base and can be provided upon request from the ADVA Vietnam era historian.

Maps are also available from the ADVA Vietnam era historian of the areas the 9th Marine Engineers operated in. These can be provided upon request from the ADVA Vietnam era historian as well. Only the I Corps area maps have the main LZs and FSB sites marked on the maps. The locations of battles or sites of deaths can be marked on the maps if they can be determined from reports on file or provided. Lists of men who died in service by unit can also be provided.

The Americal Division Veteran's Association obtained the 50 months of Americal Division S2/S3 Daily Tactical Operations Center reports from the National Archives in a five year effort. An additional five years was spent transcribing the documents so they are computer searchable. These documents are currently being shared with many veterans. Copies reside online at the AmericalFoundation.ORG web-site and also at the Americal Division portal at the online Vietnam Archives maintained by Texas Tech. University. Eight months was spent making a spreadsheet that can filter out entries by unit.

The filters are only set up for May 1968, May 1969, May 1970 and May 1971. I have inserted here examples of what might be related to the Division S2/S3 reports for 9th Marine Engineer Battalion:

**Filtered Americal Division S2/S3 example entries for May 1968:**

Unit	Co.	Date	Entry	Text
9MarEng	All	680501	52	198th, 9th Mar Engr, vic BT259289 at 1445H 5 ton trk South bound on Hy 1 hit a mine. Res: 1 US WHA(M), trk dest. INFO
9MarEng	All	680505	118	CLDC reports seeing tracers 9th Engr loc
9MarEng	All	680507	97	9th Engr, C Co, BT235330 at 1800H VN fuel trk hit mine in road. Truck exploded and road was cut. Crater 10'x10'x5'. Believed to be a command det mine, placed in road this evening. Picked up 1 VCS and turned over to 1-1 Cav.
9MarEng	All	680508	98	9th Engr, Bdrge plat, BT448090 at 1930H 3 veh recd grenade or one explo and 50 rds of SA/AW fire. 1 VC KIA(C) 1 possible KIA. 2 WHA(M) friendly. For info only.
9MarEng	All	680511	116	9th Engr on Red Alert.
9MarEng	All	680511	121	Fire fight in 9th Engr area.
9MarEng	All	680511	122	9th Engr, did have mtrs that fell outside of perimeter. Are firing fm W and NW side of perimeter.
9MarEng	All	680523	3	FSE 3-18 Art at 0135H Arty hill & 9th Engrs are receiving incoming mtrs. Confirmed to be going into 9th Engrs, engr obsv'd loc they were coming from & engd w/SA fire. Recd 30 rds outside of Perm. NCD (See 5/25/68 Journal entry # 033)
9MarEng	All	680523	24	9th Engr, reported that they received 27 rds of mtr fire – 25 being outside the perimeter NCD
9MarEng	All	680523	43	9th Engr Company Commander reported that mortar attack took place at 0130-0145H and 20-25 rds of 82mm mortar fire hit on the N berm of their compound. 1 rd fell inside the compound w/NCD, reported a culvert blown at BS373180 1 lane open to traffic. ETR 1000H
9MarEng	All	680523	81	9th Engr C-9th Engr vic BT259289 at 1015H mine sweep team found 4 mines in the road vic coord BT259289 on Hwy 1 all mines removed from road and destroyed
9MarEng	All	680524	34	9th Engr TOC vic BT117493 at 1000H fd 1 concrete mine, 80% Haylight, 20% concrete, pressure elec firing device, made of bamboo, mine was pulled off road and detonated in rice paddy
9MarEng	All	680524	68	9th Engr, Lt Bardner vic BT259289 C CO fd 20 lb mine in South approach of bridge 35. pressure elec firing device, disarmed, removed and blown in a rice paddy
9MarEng	All	680525	33	9th Engr S-3 vic BT502053 Ref Journal #3 23 May 1968, they found mortar firing pos at BT502052. There were some fuses & shipping plugs in the area.



9MarEng	All	680526	17	CSIC 9th Engr vic BT105506 recd 15 sniper rds, neg cas or Dam, returned fire, cont mine sweep
9MarEng	All	680527	7	9th Engr vic BT433106 at unk time Culverts blown 100 meters south of bridge at coord BT433106- road is passable – through 1 lane - will go back in, in about 1 hour
9MarEng	A	680527	19	S-2 9th A-9th vic BT430109 at unk time during darkness culvert blown, road is passable, ETR 0930H
9MarEng	D	680527	31	9th Eng D-9th Engr vic BT119489 at 0930H fd 1xmine in center of road, 25 lbs, removed and destroyed
9MarEng	All	680529	7	9th Engr 1st Light Recon vic BT408133 culvert blown by pass OK. road passable, ETR unk at this time
9MarEng	All	680530	6	1/1 Cap I vic BT256294 Culvet blown, road is not passable at this time, passed to 9th Engr, ETR 1130.
9MarEng	D	680530	20	9th Engr, Blown culvert at 256294, 9th Engr will repair. Mine fd at BT116495 25lb helitite mine, D-9th, blown in rice paddie
9MarEng	C	680530	31	9th Engr C-9th fd at vic BT256294 at 0950H fd 2 more mines in vic of blown culver. both 25 lb mines. mines were dest & culver repaired

## Filtered Americal Division S2/S3 example entries for May 1969:

Unit	sub_unit	Date	Entry	Text
9MarEng	*All	690512	<b>30</b>	(C) DTOC, MAJ (Colin) Powell. 9th Marines request security for An Tan bridge tonight. Passed to 198th, secure w/1 plat. Passed to CPT Brammer at 0940H.
9MarEng	*All	690512	<b>41</b>	(U) 26th Engr, CPT Williams, BT498067. Bridge 422 (Anton Bridge) half blown, not usable. No est on time for repair. PF Plat secured bridge. US plat fm 1-6 Inf was patrolling vic of bridge. En walked out on cat walk & placed charges. 9th Mar will work on bridge night of 12 May 69. BT407132 fnd wooden road blocks 50m long.
9MarEng	*All	690513	<b>26</b>	(C) 198th Bde, Sp Asbill, An Tan Bridge, BT498067 at 0630H. An Tan Bridge is repaired eff 0630H. (will support tracks). Eff 0800H bridge will support 1xway traffic (all type of mil veh). Sgt Berry 9th Engr. Notified: G3 MAJ Powell; FSE CPT Crawford, III MAF CPT Williams.
9MarEng	*All	690516	<b>58</b>	(C) 9th Engr Bn, Sgt Mokes, element, Tam Ky, BT274264 en, BT275265 at 1830H. Road grader rec 1xsniper rd. Res: 1xUSMC WIA (M). (Info only).
9MarEng	A	690517	<b>20</b>	(U) 9th Engr Bn, Sgt Nokes, A/9th Engr, bridge BT219359 at 0915H. Mine sweep fnd bridge 29 blown. Bridge total loss. Road passable by using bypass. Est 300 lb charge.
9MarEng	*All	690519	<b>55</b>	(U) 9th Engr, LT Aovhart, S-3, BT379174 at 140H. Fnd 40 lb crater charge w/fuze, dest.
9MarEng	D	690522	<b>12</b>	(U) 9th Engr, Sgt Nokes, D/9th Engr, BT105528 at 0747H. 5xton dump truck det unk type mine. Res: 1xUS WIA (E), moderate dam to veh.

### Filtered Americal Division S2/S3 example entries for May 1970:

Unit	sub_unit	Date	Entry	Text
9Engr	All	700509	15	CLDC, CPT Abbey. At 0120H, BT515040, 9th Engr rec unk amt mort fire & SAF w/NCD. At 0220H, 32xUSMC left the area & came to Chu Lai; 16xremained. At 0115H, Arty Hill rec unk amt of mort fire, RPG rds & SAF w/NCD. Counter battery was fired w/unk res. (See DSJ #42 10MAY70)
9Engr	9Engr	700510	42	198th Bde, CPT Clarkson, 3-18th Arty. Ref DJF entry #15, 9 May 70. Change to read, rec 10xRPG rds & SAF.

**Men who lost their lives in service with 9th Marine Engineers:**

<b>lname</b>	<b>fname</b>	<b>suf</b>	<b>svc</b>	<b>rank</b>	<b>pp</b>	<b>grade</b>	<b>mos</b>	<b>age</b>	<b>incident</b>	<b>casdate</b>	<b>event</b>	<b>utm</b>	<b>co</b>
<b>BOONE</b>	<b>JOHN</b>		M	LCpl		E3	1371	24	04/10/1969	10-Apr-69			D CO
<b>BOWDEN</b>	<b>CARLYLE</b>	3RD	M	Pfc		E2	1316	19	04/16/1969	16-Apr-69			SVC CO
<b>BROOKS</b>	<b>THOMAS</b>		M	LCpl		E3	1345	19	11/10/1966	10-Nov-66	KILLED IN INDUSTRIAL ACCIDENT, SPECIFIC LOCATION UNK 19661110	BT555035	B CO
<b>BRYANT</b>	<b>ROBERT</b>		M	Cpl		E4	1345	22	09/13/1966	13-Sep-66	GRADER overturned, HWY QL-1, SPECIFIC LOC UNK 19660913		HQ CO
<b>BURRIS</b>	<b>VICTOR</b>		M	Pfc		E2	1371	19	03/28/1969	28-Mar-69	JEEP HIT MINE NEAR NGAN CAU (2), 9 KM N OF DIEN BAN 19690328	BT067665	C CO
<b>CHAVARIE</b>	<b>NORMAN</b>		M	Cpl		E4	1371	19	07/21/1969	21-Jul-69	ROAD SWEEP AMBUSHED, 7 KM SW OF HOI AN 19690721	BT102516	D CO
<b>COLLIER</b>	<b>JERRY</b>		N	HM3		E4	HM	20	02/07/1968	07-Feb-68	1/11 MARINES CONVOY RTE 547, 5 KM S-SE OF HUE CITADEL 19680207	YD760185	HQ CO
<b>CORSON</b>	<b>TERRY</b>		M	Sgt		E5	1372	20	09/08/1968	08-Sep-68	MINE ON HWY QL-1, 9 KM S-SW OF HOI AN 19680908	BT119489	D CO
<b>DINES</b>	<b>JEFFERY</b>		M	Pvt		E1	2531	19	01/13/1967	13-Jan-67	DUMP TRUCK HIT MINE ON HWY QL-1, 9 KM W-NW OF CHU LAI AFLD 19670113	BT448090	HQ CO
<b>DUNCAN</b>	<b>KURT</b>		N	HM3		E4	HM	21	09/19/1968	19-Sep-68	TRUCK HIT MINE ON HWY QL-1, 5 KM SE OF DIEN BAN 19680919	BT093549	HQ CO

<b>EADS</b>	<b>JOHN</b>		M	LCpl		E3	3531	21	01/13/1967	13-Jan-67	DUMP TRUCK HIT MINE ON HWY QL-1, 9 KM W-NW OF CHU LAI AFLD 19670113	BT448090	D CO
<b>FRIDDLE</b>	<b>KENNETH</b>		M	SSgt		E6	3371	34	10/08/1966	08-Oct-66	JEEP AMBUSHED NEAR NAM YEN (6) 4 KM E-SE OF BINH SON AFLD 19661008	BS649923	HQ CO
<b>GIGLIO</b>	<b>PHILIP</b>		M	Pvt		E1	2531	21	02/23/1969	23-Feb-69			HQ CO
<b>HEDLUND</b>	<b>PETER</b>		M	Sgt		E5	3371	23	02/07/1968	09-Feb-68	1/11 MARINES CONVOY RTE 547, 5 KM S- SE OF HUE CITADEL 19680207	YD760185	HQ CO
<b>JACKSON</b>	<b>BOBBY</b>		M	Sgt		E5	1345	26	01/13/1967	13-Jan-67	DUMP TRUCK HIT MINE ON HWY QL-1, 9 KM W-NW OF CHU LAI AFLD 19670113	BT448090	D CO
<b>JONES</b>	<b>AARON</b>	JR	M	Pvt		E1	1345	18	01/13/1967	13-Jan-67	DUMP TRUCK HIT MINE ON HWY QL-1, 9 KM W-NW OF CHU LAI AFLD 19670113	BT448090	D CO
<b>KANAMAN</b>	<b>KENNETH</b>		N	HM3		E4	HM	22	03/03/1970	03-Mar-70	MINE NEAR LE SON (4), 3 KM NORTH OF NUI DAT SON (HILL 55) 19700303	AT965645	HQ CO
<b>KEHOE</b>	<b>MICHAEL</b>		M	LCpl		E3	1371	20	01/13/1967	13-Jan-67	DUMP TRUCK HIT MINE ON HWY QL-1, 9 KM W-NW OF CHU LAI AFLD 19670113	BT448090	D CO

LAVIGNE	JOSEPH		M	Pfc		E2	1371	20	07/31/1967	31-Jul-67	MINE ON PATROL 7 KM N-NE OF TIEN PHUOC 19670731	BT132203	C CO
LEACH	STEVEN		M	LCpl		E3	1371	18		01-Feb-69	DUD B-40 ROUND EXPLODES, 1 KM E-SE OF THANG BINH 19690201	BT173410	D CO
LEX	MICHAEL		M	LCpl		E3	1316	21	04/16/1969	16-Apr-69			SVC CO
LIVINGSTON	WILLIAM		M	Cpl		E4	1371	20	07/25/1968	25-Jul-68	TANK STRUCK MINE, HWY QL-1, 9 KM NW OF TAM KY 19680725	BT255295	C CO
LUND	TERRY		M	LCpl		E3	1345	23		31-Dec-69			B CO
MABE	CARL		M	LCpl		E3	1371	20	04/02/1968	02-Apr-68	ACAV & USMC WRECKER HIT MINES HWY QL-1, 8 KM NW OF TAM KY 19680402	BT259289	C CO
MEHAFFEY	KEITH		M	Pfc		E2	1371	21	10/21/1969	21-Oct-69	TRUCK AMBUSHED ON HWY QL-1 7 KM SW OF HOI AN 19691021	BT101512	D CO
MOLKENTINE	RANDY		M	Cpl		E4	1341	21	03/05/1969	05-Mar-69			D CO
MOLOSSI	ROBERT		M	LCpl		E3	3531	21	01/13/1968	13-Jan-68	CONVOY AMBUSH ON HWY 9, 1 KM SW OF CA LU AFLD 19680113	XD992469	D CO
MOORE	JAMES		M	SSgt	M	E4	1371	30	02/28/1967	13-Mar-78	DISAPPEARED 7 KM SOUTH OF MARBLE MTN AFLD 19670228 (Body Not Recovered)	BT073670	A CO

<b>NEWMAN</b>	<b>CHARLES</b>		M	Pfc		E2	1371	22	12/18/1969	18-Dec-69	<b>BOOBYTRAP S 9 KM SE OF HOI AN 19691218</b>	BT222515	A CO
<b>NORRIS</b>	<b>LINZA</b>		M	Pfc		E2	1371	20	10/30/1966	30-Oct-66	<b>DROWNED WHILE SWIMMING AT CHU LAI REC AREA 19661030</b>	BT537062	B CO
<b>NOTTINGHAM</b>	<b>RICHARD</b>		M	Pfc		E2	3531	19	03/28/1969	28-Mar-69	<b>JEEP HIT MINE NEAR NGAN CAU (2), 9 KM N OF DIEN BAN 19690328</b>	BT067665	C CO
<b>O'DONNELL</b>	<b>BERNARD</b>		M	Pvt		E1	1371	22	11/16/1966	16-Nov-66	<b>VIC AN MY (4), ON HWY 540 4 KM NORTH OF AI NGHIA 19661116</b>	AT924605	A CO
<b>PIERSON</b>	<b>LEROY</b>		M	Pfc		E2	1371	20	01/13/1967	13-Jan-67	<b>DUMP TRUCK HIT MINE ON HWY QL-1, 9 KM W-NW OF CHU LAI AFLD 19670113</b>	BT448090	D CO
<b>POWERS</b>	<b>MARTIN</b>		M	LCpl		E3	1371	21	02/27/1969	27-Feb-69	<b>Unit was near Hill 10</b>		A CO
<b>PROCHASKA</b>	<b>WILLARD</b>		M	LCpl		E3	1371	20	02/23/1969	23-Feb-69	<b>MEDEVAC HELO LANDED ON BUNKER, LOCATION UNKNOWN 19690223</b>		C CO
<b>PRUSH</b>	<b>MONTY</b>		M	Pfc		E2	3531	20	06/23/1968	23-Jun-68	<b>Unit near Hill 63</b>		D CO
<b>RHOADES</b>	<b>EUGENE</b>		M	Cpl		E4	1371	20	11/16/1966	16-Nov-66	<b>VIC AN MY (4), ON HWY 540 4 KM NORTH OF AI NGHIA 19661116</b>	AT924605	A CO

<b>RICHARDSON</b>	<b>JESSIE</b>		M	SSgt		E6	3537	43	11/16/1966	16-Nov-66	VIC AN MY (4), ON HWY 540 4 KM NORTH OF ANGHIA 19661116	AT924605	A CO
<b>ROBBINS</b>	<b>WAYNE</b>		M	Sgt		E5	1372	23	02/07/1968	07-Feb-68	1/11 MARINES CONVOY RTE 547, 5 KM S-SE OF HUE CITADEL 19680207	YD760185	B CO
<b>ROBERTS</b>	<b>WILLIAM</b>		M	Pvt		E1	3531	20	09/16/1969	16-Sep-69	Vehicle Accident		SVC CO
<b>ROSS</b>	<b>ALAN</b>		M	Cpl		E4	1371	19	05/24/1970	24-May-70			D CO
<b>SABLAN</b>	<b>IGNACIO</b>		M	LCpl		E3	1141	26	08/03/1967	03-Aug-67	FELL FROM ELECTRIC POLE VICINITY CHU LAI 19670803		SVC CO
<b>SAVARE</b>	<b>HOWARD</b>		M	Pfc		E2	2531	22	03/25/1968	25-Mar-68	MORTAR FIRE ON COMPOUND 3 KM W-SW OF CHU LAI AFLD 19680326	BT508055	HQ CO
<b>SCHAEFFER</b>	<b>ARLON</b>		M	Pfc		E2	1371	23	09/19/1968	24-Sep-68	TRUCK HIT MINE ON HWY QL-1, 5 KM SE OF DIEN BAN 19680919	BT093549	D CO
<b>SIMMONS</b>	<b>JAMES</b>		M	SSgt		E6	1342	29	10/14/1967	14-Oct-67	Mine incident		A CO
<b>SPEIGHT</b>	<b>JOHNNIE</b>	JR	M	LCpl		E3	3531	21	09/12/1969	12-Sep-69	DUMP TRUCK HIT MINE HWY QL-1, 8 KM N-NW OF THANG BINH 19690912	BT123485	SVC CO



<b>WELCH</b>	<b>STEPHEN</b>		N	HM3		E4	HM	21	10/21/1969	21-Oct-69	<b>TRUCK AMBUSHED ON HWY QL-1 7 KM SW OF HOI AN 19691021</b>	BT101512	H&S CO
<b>WILKINS</b>	<b>WILLIAM</b>		M	Pvt		E1	1371	18	04/02/1968	02-Apr-68	<b>ACAV &amp; USMC WRECKER HIT MINES HWY QL-1, 8 KM NW OF TAM KY 19680402</b>	BT259289	C CO
<b>WILKS</b>	<b>JAMES</b>		M	Pfc		E2	1371	20	05/22/1969	22-May-69			C CO
<b>YARBROUGH</b>	<b>GEORGE</b>		M	Cpl		E4	1371	20	09/17/1968	17-Sep-68	<b>MINE ON HWY QL-1, 8 KM NW OF TAM KY 19680917</b>	BT259289	A CO
<b>YATES</b>	<b>CHARLES</b>		M	Pfc		E2	1371	20	04/02/1968	02-Apr-68	<b>ACAV &amp; USMC WRECKER HIT MINES HWY QL-1, 8 KM NW OF TAM KY 19680402</b>	BT259289	C CO