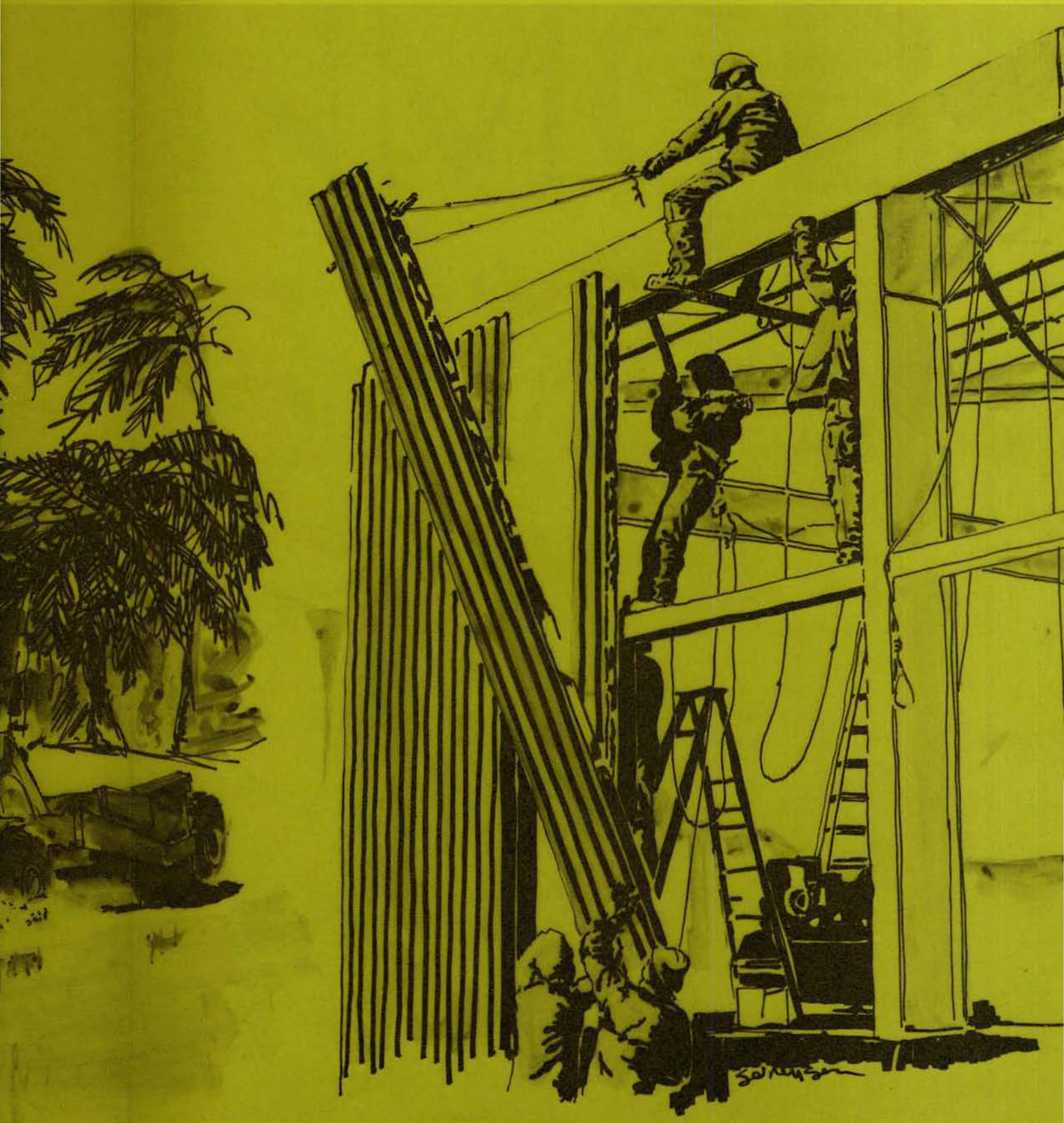




mmcb-71





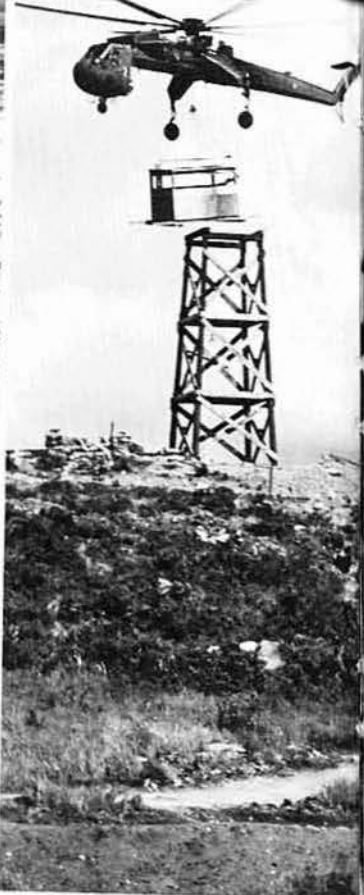


NMCCB

Seventy-one

1971-72





NMCB -71 was originally commissioned in May 1943. After two and a half years of duty in the Southwest Pacific during World War II, the Battalion was decommissioned in December 1945. On October 4, 1966, the Battalion was placed back into commission at the Seabee Center, Davisville. The designation of NMCB-71 was selected for the new battalion because of the original unit's outstanding record. Since 1966 the Battalion has served on five overseas deployments: twice to Chu Lai, Republic of Vietnam; and to Roosevelt Roads, Puerto Rico, Guantanamo Bay, Cuba, and the deployment which is the subject of this cruisebook.

The unit compiled an impressive list of achievements in support of the Third Marines in Vietnam in construction assistance as well as aid to civilian population under the Civic Action Program. At the Seabee Center, Davisville, and within the State of Rhode Island many projects have been undertaken by the Seabees of NMCB-71. They assisted in the Ammi Lift Dock, Buck Hill Boy Scout Camp, Marathon House, and the Washington County Mental Health Center, among many others. During the short time since recommissioning, the Battalion has deployed details to Vieques, Culebra, Culebrita and Luis Pina Islands, Grand Turk, Eleuthera, Andros and Mayaguana Islands in the Bahamas; Greece, Sicily, Vietnam and in the continental United States.

HISTORY



The deployment to Guantanamo Bay, Cuba in 1970-71 saw the Battalion involved in many projects, the most noteworthy of which were the new Enlisted Men's Club and the new camp for the Marines at Camp Bulkeley. The Work undertaken by the Battalion in Cuba provided many much needed improvements in facilities for men and dependents. The men of NMCB-71 distinguished themselves once again by the outstanding quality of their work, both on the job and on civic projects on their own.

The end of the Cuban deployment saw a large change in the emphasis of the Battalion. Seabee involvement in Vietnam was winding down, and the role of the construction forces was gearing toward a peacetime function. The decommissioning of CBU-201 left NMCB-71 with Antarctic construction, and the new communications facility on Diego Garcia in the Indian Ocean demanded a large detachment. In addition there were to be two Seabee Teams going to the Republic of Vietnam and a homeport contingent tasked with administrative work in Davisville.

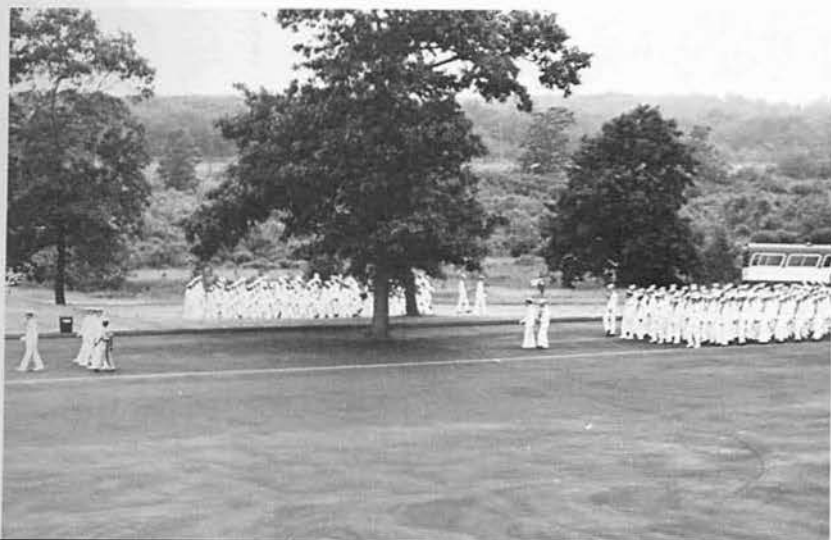
The Antarctic Construction Group was given the responsibility for all construction work on the continent of Antarctica, a huge task involving tremendous efforts from everyone in the detachment to tackle the problems of weather and logistics. Construction for Det Chagos on the island of Diego Garcia was somewhat more conventional, but nonetheless an exciting challenge.



HOMEPORT



CHANGE OF COMMAND





HOMEPORT PROJECTS





MENTAL HEALTH CENTER

The Washington County Mental Health Center was built by Seabee labor as a community service to the non-profit mental health association. Located on a beautifully wooded site near route 1-A, the center was designed to provide day-care help to those in need of mental health care in the area. The building itself is a wood frame, contemporary structure sheathed in natural redwood and shingles, which blends extremely well with the surroundings. The men of the battalion completed work on the project during the short homeport period, a demanding task which required and received the most effort from each man. The finished project was extremely well done, a source of pride to each man who worked on it.

MELVILLE TRAILER PARK

The Melville Trailer Park was constructed to augment the housing in the area of the Newport Naval Base. It was designed to accommodate up to 40 trailers, complete with all utility hookups, in a manner which insured as much privacy as possible.

The project involved clearing the site, laying and connecting all utilities, constructing trailer pads, storage buildings, roadways, and landscaping. The project was begun in May 1971, and completely occupied before the Battalion deployed in the Fall. Demand was so great for the spaces that trailers were moved onto them the day after they were completed.

The project was supervised by Ltjg, Heinstadt, BUC Boniella, and CEC Galey.







QUONSET TRAILER PARK



The Navy's continuing efforts to upgrade living conditions for the men and their families resulted in this project being begun during the homeport period. Preliminary site work and installation of utilities gave on-the-job training to men as they were providing a service to Quonset-Davisville Navy families.



MARINE BARRACKS



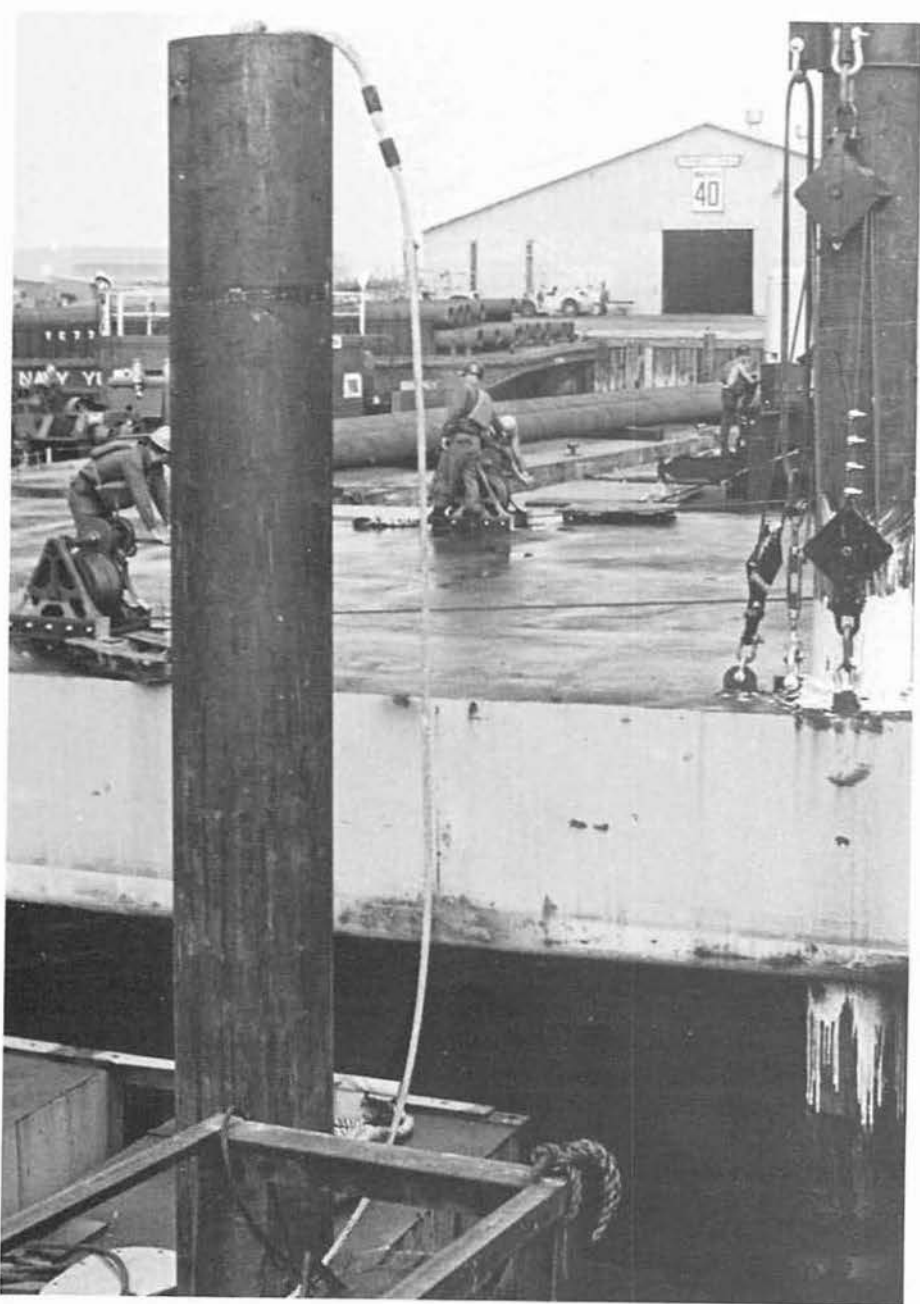
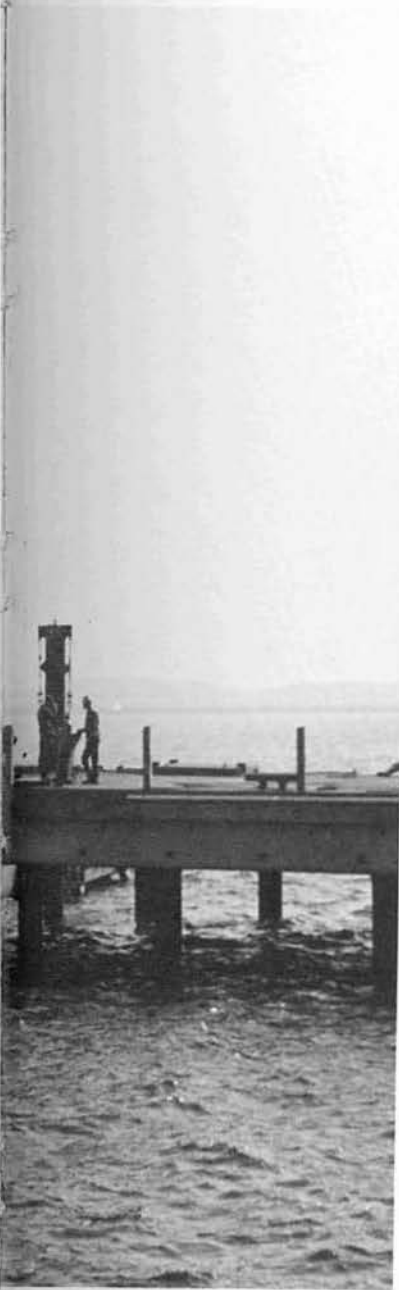
The Quonset Point Marine Barracks Rehabilitation Project is an example of a self-help project. It was undertaken to give the Marines the opportunity to provide themselves with better living spaces at a minimal cost to the government. Utilizing a joint work force of Marines and Seabees, the job has covered many phases of construction, including upgrading of utility systems, floor and wall coverings, and head facilities.

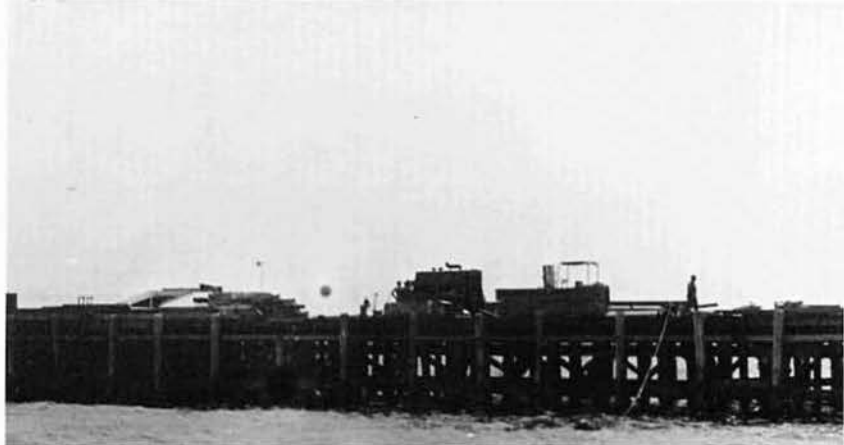




AMMI DOCK

The men of NMCB-71 were tasked with the construction of this new concept in dry docking facilities. Although the project had already been constructed and successfully tested by the beginning of this homeport period, the work continued throughout the summer as work was completed and additions were made. This dock is operated under the idea of a pontoon which is sunk beneath the ship, then inflated with air and floated, bringing the ship free of the water for work. The project was so successful that Det Zulu was awarded the Meritorious Unit Citation, and special recognition for safety in construction. The prototype model constructed in Davisville by NMCB-71's Det Zulu will be a model for future similar projects.





PRUDENCE ISLAND PIER





CAMP FOGARTY MEMORIAL



DAVISVILLE BALLFIELD

MILITARY TRAINING

The yearly ordeal of military training continued this year with several phases. For the first time a test was administered which would qualify those who passed to skip the classwork at Camp Fogarty. Those remaining attended two weeks of classroom and field practice in the use of various weapons and techniques. This was conducted in several groups throughout the homeport period. Then at the end of the summer, just before deployment, the entire battalion engaged in a three day field exercise to hone their skills and get some more rigorous training. At completion, the men of NMCB-71 proved their readiness for military assignments.



AT CAMP FOGARTY . . .





EA3 Macdonald, EACN Stone, SA Nuttal, EACN Nelson, EACN Shelby, SK3 Migneault.

... AND CAMP LEJEUNE



Part of the military readiness training includes training on crew-served weapons which is conducted annually at the Marine Corps Base at Camp Lejeune, North Carolina. The two week session included classroom and practical training on machine gun, 106 mm recoilless rifle, 81 mm mortar, and other smaller individual weapons including grenades and grenades launcher. The men of the battalion were eager to learn, even though the return to Davisville was delayed by a hurricane in the area.



THEN DEPLOYMENT —



TO THE ICE . . .





AND TO DIEGO GARCIA



The men of the Antarctic Construction Group left Rhode Island in late September to early October, flying through California, Hawaii, Pago Pago, and Christchurch, New Zealand. Most of the men had several days stay in New Zealand to prepare for the final leg to Antarctica, and to get their issue of cold weather clothing and supplies. The time was well spent seeing the sights of the quiet, English-style city of Christchurch and the surrounding area. But the time finally arrived and the men boarded the C-130 Hercules and the C-141 Starlifter aircraft for the final leg of the trip. Several hours later they saw the first sight of the Continent of Antarctica thousands of feet below, and then they arrived at Williams Field, the air facility serving McMurdo Station and the work began. They left summer and temperatures in the 70's in New Zealand, and arrived to zero and below.



First view of the "Ice".



Christchurch, New Zealand



NMCB-71 deployed to Antarctica for the first time in 1971-72, taking over the construction tasks of decommissioned CBU-201. There were many different types of construction involved, but all of them meant new techniques in cold weather construction for most of the men. The major projects involved were a new station at the South Pole, a new station at Siple, and major construction projects at McMurdo including a new Fire House and Telephone Exchange, an Incinerator Facility, a new section of Pier, a new Helicopter Landing Field, new Pipelines and Road, and other work to upgrade the quality of living and working conditions at the station. The short season meant long hours and strict deadlines to assure all possible work before February.



Some came by C-130.

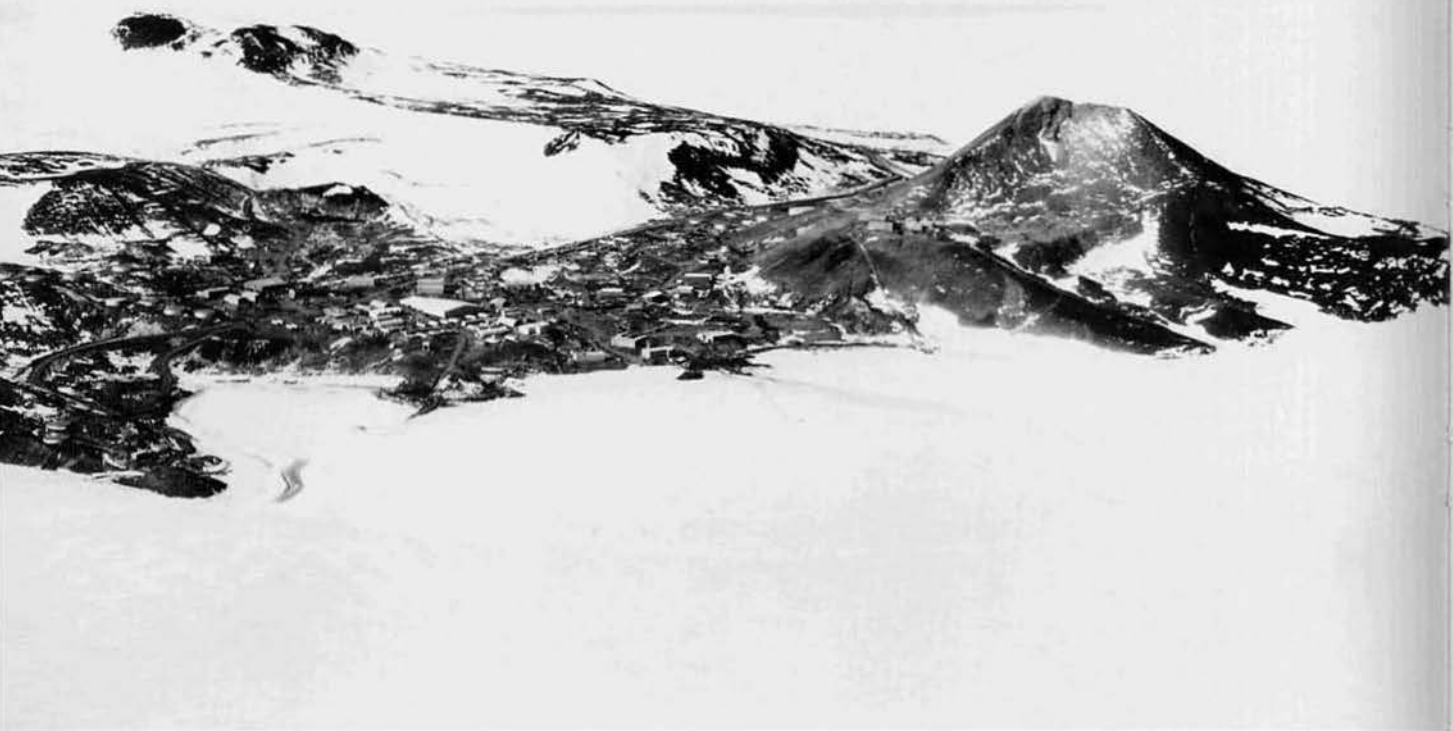


Some came by C-141.



Williams Field Air Facility.

The continent of Antarctica was first sighted in 1820 by a sealing ship. The following year men landed on an island near the Antarctic Peninsula, but it was not until 1895 that men landed on the continental mass. In 1911, two parties reached the Pole. Amundsen was first, followed by Scott and his party. The first group returned, but the Scott party died of exposure on their return trip. It was not for another 45 years until Admiral Dufek landed there that men again stood at 90 degrees south latitude. The Amundsen-Scott South Pole Station is now continuously occupied.



The International Geophysical Year began as joint scientific research projects by most of the countries of the world. It launched projects in Antarctica, and began the continuous operation of many scientific stations and observatories on the southernmost continent. McMurdo Station is the United States' main facility for support of these projects, both ours and, when necessary, those of other countries as well. The Treaty Nations cooperate fully on all aspects of work. During the summer season, 2000 men work through the continuous daylight to give the necessary support to the scientists. Bringing in and distributing supplies, reconditioning and rebuilding quarters and work spaces, and generally doing everything possible to insure the self sufficiency of the 200 man Winter-Over party is the main job of these men, for there will be no help available during the long winter months.





OFFICERS

LT. Q.J. LARSEN
DETAIL O.I.C.



BACK ROW, L TO R, Ens. Zachary, Ltjg. Morton, Cdr. Crosson, Lt. Larsen. FRONT ROW, L TO R, Ens. Burdon, Ens. Sylvester, Ltjg. Heinstadt, Ltjg. Koller.



STANDING, L TO R, BUCN Sargent, BU3 Bannister, BUCN Bento, EOCN Arroyo, BU2 Groves, BU3 Baker, BU3 Polasukas. FRONT, SW2 Johnson, BU3 Tabor, SWCN Kirkpatric, SWCN Piccarella, BU3 Fringer.



FIREHOUSE

The new Firehouse and Telephone Exchange was built to replace old facilities which had long outlived their usefulness. The job consisted of a new two story pre-engineered building housing quarters and working spaces for the fire fighters, and completely new telephone switching apparatus, including all hook-ups and installation.



UT2 Sweetland



UT3 Caton



CE1 Thomas



CEC Pillow



BUC Haifley, Project Chief

BELOW, UTCN Figueroa, BU3 Jacques, UT3 Fix.



L TO R, CE3 Gill, CE3 Marcoux, CECN Voight, CE3 Barnes, CE3 Crank, CE2 Toole.



EO3 Fortune



BACK, L TO R, BU3 Zucher, UTCA Wall, SWCN Cozart, EO3 Combs, EOCA Kimble, UTCN Hoffpauer, EOCA Tarka, BU3 Piscatelli, UT3 Marcoux, SW2 Whidby, ENS Sylvester, EO1 Atwell. FRONT, BU3 Reed, SW3 Edge, SWCA Pollock, EOCA Ward, UT3 Figueroa, EO3 Wallace, EOCN Hershey.



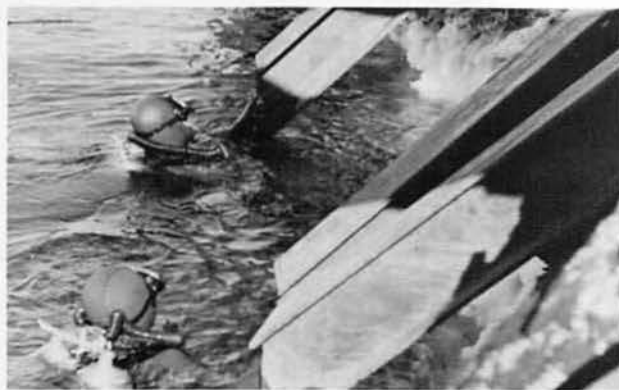
ELLIOT QUAY



This extension of existing pier facing was an ambitious project requiring diverse job capabilities. Holes had to be bored through the permafrost and the underlying ice shelf, then vertical steel pilings had to be set within very close tolerances. The horizontal members were then welded, and finally face panels were set into place. The project was built on an ice shelf, the only final holding power being the freezing action of the Antarctic waters. Divers worked in the 28 degree water, setting the underwater members into perfect alignment. Unfortunately, the waters didn't freeze fast enough this year, and a late season storm tore away most of the work after the battalion had left.

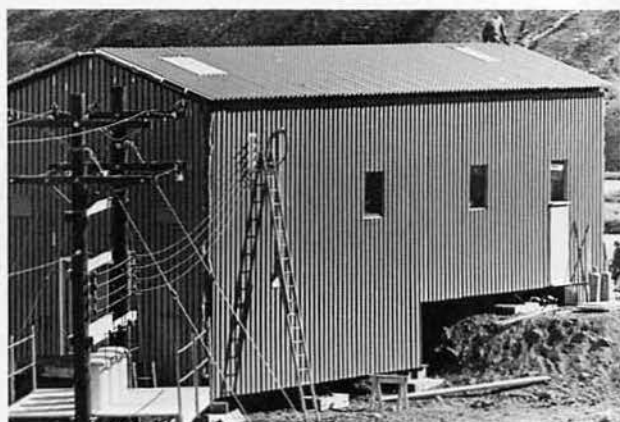


EO3/DV Miller, SW3/DV Hunter, EO3/DV Olson,
BU1/DV Mills, EO2/DV Butler.





CE3 Parniske, CE3 Colvin, CE2 Dustin, CE2 Worosz, CECN Reed, UT1 Drake, UTCN Hoffpauer, SW3/DV Hunter.



INCINERATOR

The incinerator was built on a pad constructed the previous year, as a partial answer to the problem of waste disposal at McMurdo Station. The pre-engineered building contains two fuel oil-operated incinerating units to dispose of the burnable trash. It was completely erected on the site by the men of NMCB-71's Antarctic Detachment.





HELO PAD



L to R, EO3 Coley, EOCS Srock, EO3 Bradshaw, EO1 Watkins, EOCN Luczynski, EOCN Dirkson, EO3 Bijeau, EO3 Ortego.

Two four inch pipes, 7600 feet in length, were installed to connect the existing tanks at McMurdo with the Scott Base area, to connect the storage area to Williams Field with a permanent fuel supply line. Flexible rubber lines have been used until now.



EO3 Prindle, UTCN Zurat, UT2 Fogel, BU3 Nault, BU3 Keister, EOCN Abrams, EO3 Speights.



EO3 Prindle, EOCA Winkler, EO3 Walsh.



EACN Mackenzie, EACN Stone, EA3 Macdonald, EACN Edgar



EACN Klodenski

SURVEYORS

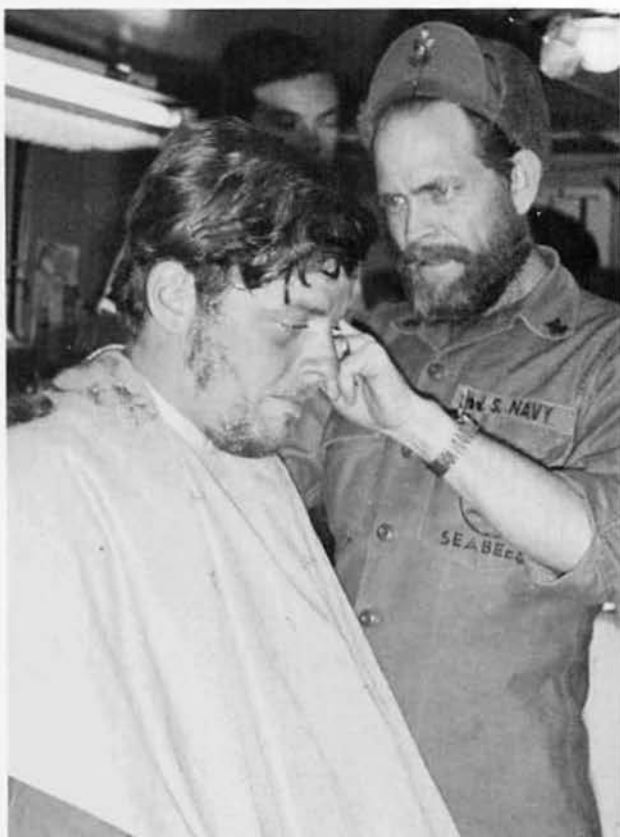




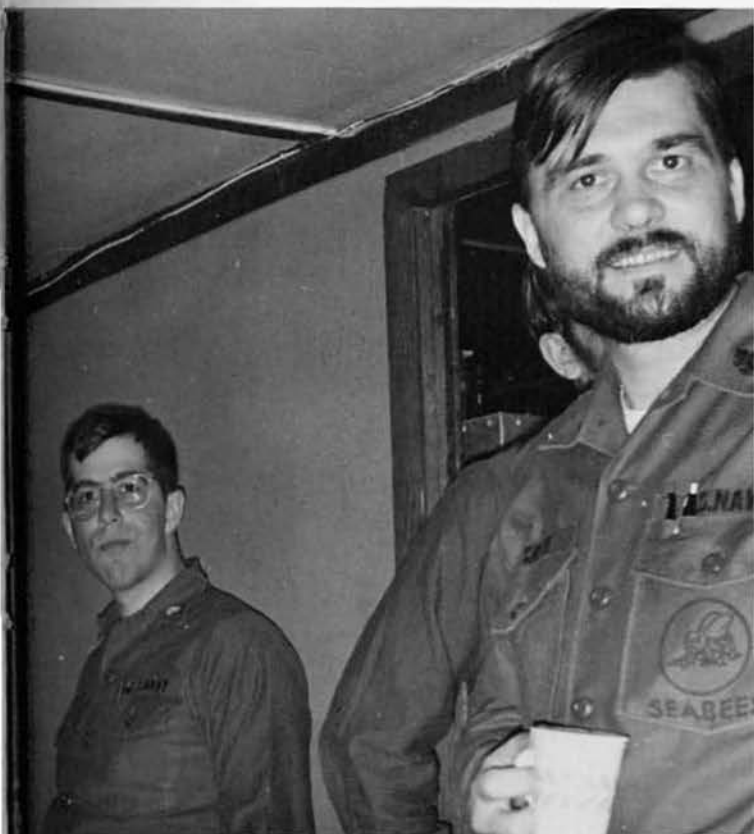
EO1/PN DeRoo



PN2 Arbuckle



BU3 Tanner gets his from SH2 Barbaree.



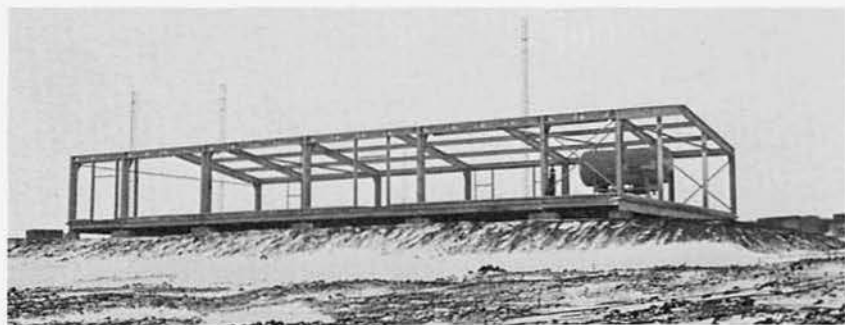
Ltjg. Koller, YNC Smith. BU3 Baim



YN3 Maloney

SUPPORT



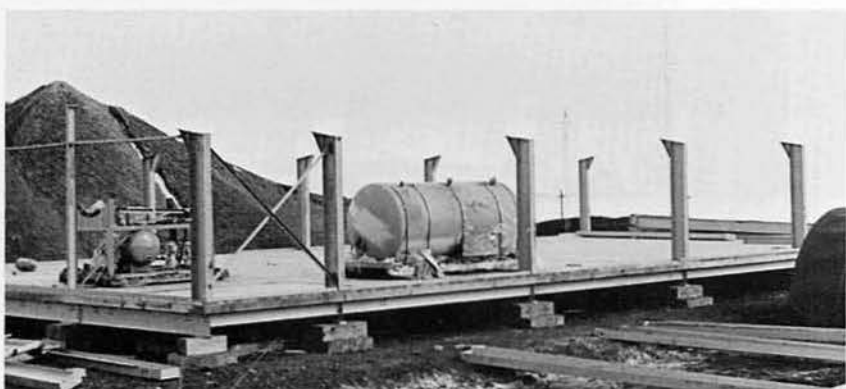


SW3 Blair

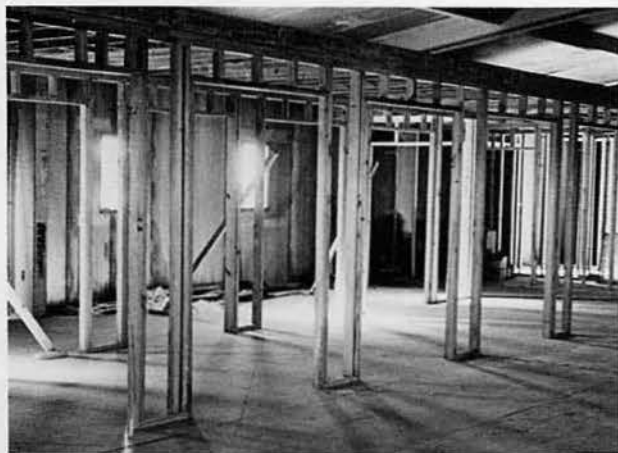
COMM.-TRANSMITTER



BU1 Gaynor



This permanent facility for the communication equipment was built high on the plateau overlooking McMurdo. The entire exterior shell was constructed during DF-72 as well as interior partitioning and preliminary utility supply.



AT RIGHT, TOP TO BOTTOM; EOCA Kimble, BUCN Sargent, BU2 Hoagland, BU1 Gaynor.





BU3 Sylvia, SW3 Mistretta, SWCA Bentley, BU3 Aloysius.

WILLIAMS FIELD

The Williams Field Berthing Facility is another example of the increased quality of living and working spaces on the Antarctic Continent. The Holiday Inn vans are to replace the existing "city" of Jamesway huts and other temporary quarters. They were to be extremely easy to erect by virtue of their prefabrication in the U.S., then flown in and erected on the site in minimum time. They had to be portable, since the Ross Ice Shelf, on which they are erected, moves seaward at a rate that necessitates moving the entire facility "upstream" once every three years. Besides these vans, other work at Williams Field included NCEL support, and the layout of the airfield relocation in anticipation of the move during next summer's season.



BUCN Romsey



CE3 Atwood, HAM Shack

T.A.D. SUPPORT

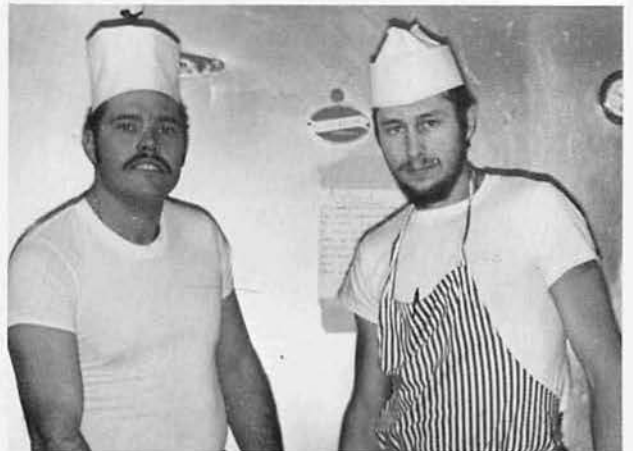
Many of the men of the Antarctic Construction group were assigned to other support units in order to provide the most efficient use of manpower. These assignments were quite varied, from the cooks and mess cooks in the galley, to the mechanics in the shops, to special services and related activities, such as MARS operator. Although not generally connected with actual construction, their support was vital to the deployment's success.



EO3 Bobnis



CMCN McDowell, CMCN Proctor, CMCN Perry.



CS3 Wolfe, BUCN Ferwerda
EOCN Dorcus, BUCN Edblom, BUCA Balanger.





CM1 Dent



EOCN Nunn



UT3 Mattern



DK1 Hackmack

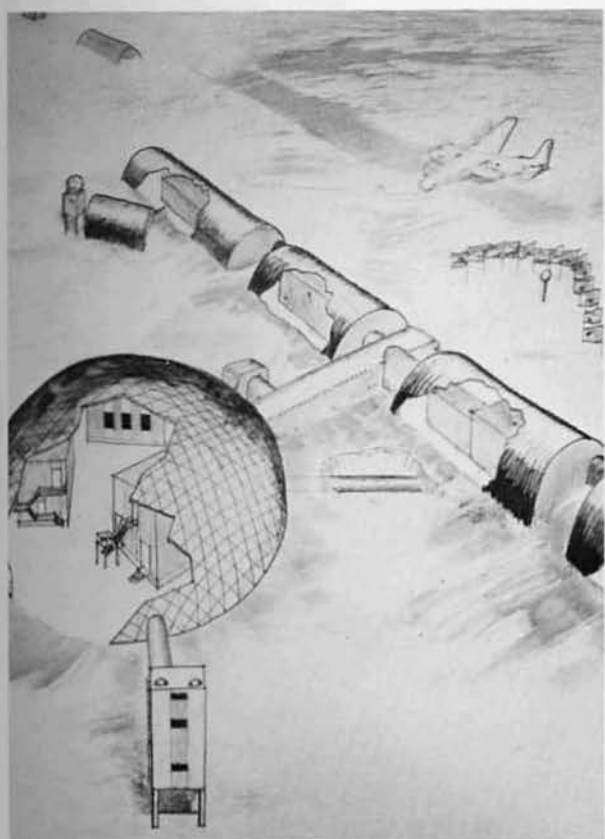


BU1 Dick, on the "back porch".

SOUTH POLE STATION

The Amundsen-Scott South Pole Station has been in existence and constant habitation since 1956. It is located in one of the world's most desolate areas, accessible only via long, overland treks or by C-130 aircraft. The station sits at an altitude of about ten thousand feet, seven thousand of which are ice and three thousand land. This immense ice cap drifts slowly, and is constantly being built up by the drifting snow (it seldom actually snows there). This drifting snow has completely buried the station, and threatens to crush it in spite of the reinforcement of recent years. So the National Science Foundation has funded a new station, to be built by the Navy's Seabees. This was Deep Freeze 72's principle construction project and will be for DF 73 as well. The 165 foot dome, the Utilidor, the Wonderarch, and the enclosed buildings all comprise one of the battalion's most difficult jobs ever.





Drawing of completed station.



EOCN Tarka, CM2 Weatherford





MR1 Tennant



EO1 Manosh



EOCA Toscalowski, CM2 Rose, EO3 Mann, EO3 Church.



EACN Klodenski, SW1 Repass, BU3 Bragg, CMCN Winn.



BACK, L TO R, UT3 Langdeau, SW3 Dobbins, EOCN Sharp, SW3 Patterson, EOCN Hennard, FRONT, SWCN Wells, CE3 Wilkes, SWCN Kilpatrick, SWCN Piccarella, SWCN Lacy, EOCN Arroyo, BU3 Lassel.



EACN Klodenski





L TO R, Lt. Heinstadt, John H. Chafee (secretary of the Navy), SWCN Lacy, SW3 Patterson, CE3 Barnes, PN2 Arbuckle, SW3 Gail, SWCN Heckman, BU3 Warren, SW3 Phillips, EACN Edgar, BU3 Brookstein.



EACN Edgar



BU3 Lincoln





BU3 Warren



EOCA Kimble



SWC Amick "resting"



SW3 Gail and SWCN Heckman assembling dome ring.

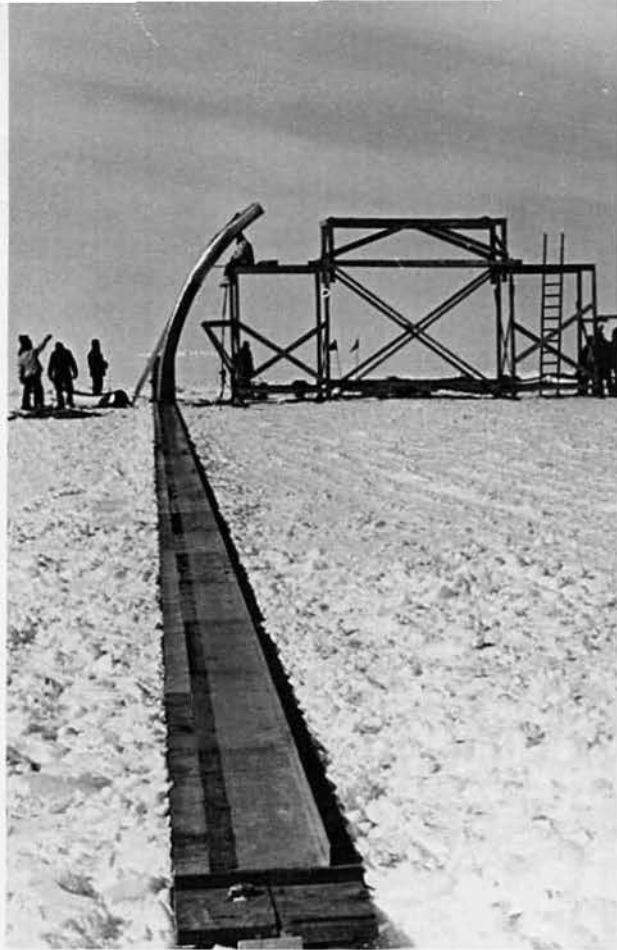




There was precious little time for relaxation with twelve hour shifts. But the men still found the time and energy to enjoy a movie or a drink at the "Club 90", get a late night snack, or just write a letter home. This is not one of the world's best liberty stations.

LEISURE





SIPLE STATION

Siple Station is a completely new station, being constructed as a permanent scientific observation post for the study of VLF radio waves. The men of NMCB-71, led by ENS Zachary and BU1 Cripps, were delayed time and again by the weather, the lack of available aircraft, and problems with equipment. When they finally were able to get to the remote site several hundred miles from the nearest outpost, they immediately set to work erecting their camp, then began preparing the site for more than two hundred feet of Wonderarch. Fighting equipment breakdowns the whole time, the sunburned men of the detail worked hand in hand with the scientists, putting on a last minute effort to complete their work before the winter set in.



L TO R, Ev Passical, Al Purdy, ENS Zachary, BU2 Moody, CE3 Church, UTCA Wall, SW3 Mullenix, SW3 Timmerman, BU1 Cripps, BU3 Paul, EO3 Wallace, SW3 Cozart, BU3 Reed, BU3 Zucher, Mr. Katsufrakas, Bill Trabucal.





L TO R, John Milling, Ev Passical, BU3 Paul, BU3 Zuercher, BU3 Reed, BU3 Tanner, BU2 Moody, BUCN McClanahan, BU1 Cripps, Al Purdy, Bill Trabucal.





L TO R, EOCN Staats, BU3 Paul, CS2 Robertson, SWCN Bentley, PH1 Cook, UTCN Wall, SW3 Mistretta, BUCN Diplatzi, EO3 Wallace, BU3 Reed, BU3 Kent, BUCN Squirlock, BU2 Moody, BU3 Zuercher, SW3 Mullenix, BU3 Tanner, SWCN Edge, CE3 Church, EOCN Stewart, EOCN Winkler, BUCN McClanahan, UTCN Figueroa, SWCN Timmerman.



BU2 Dietrich



UTCA Vancoevorden

PH1 Cook

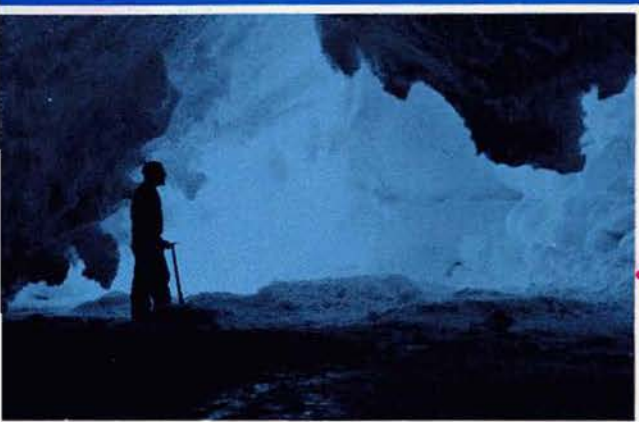
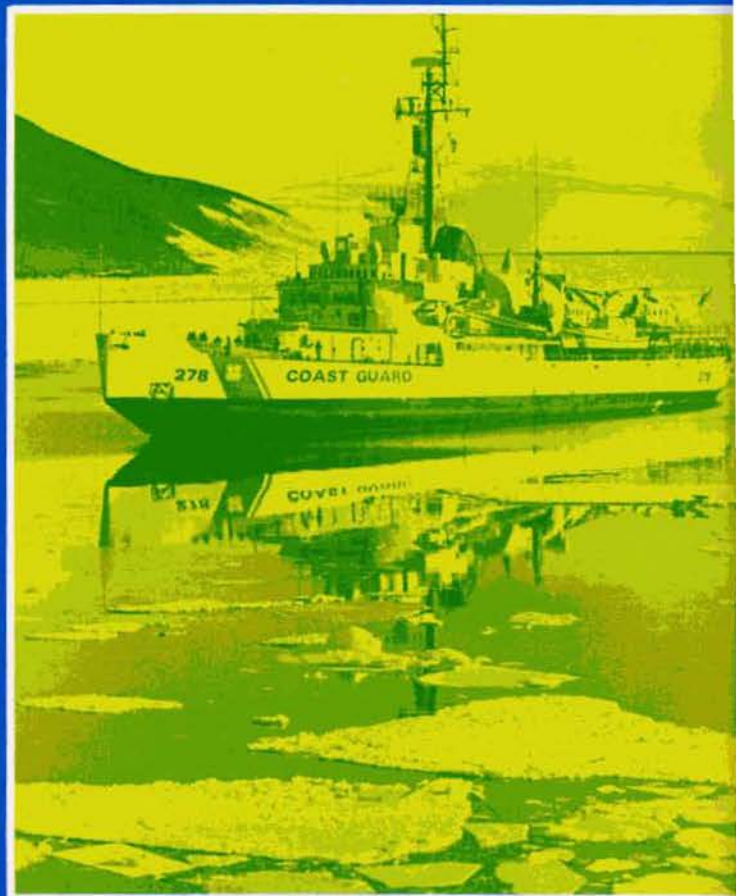


BROCKTON STATION

This small weather station is located on the Ross Ice Shelf approximately two hundred miles south and east of McMurdo Station. The harsh weather had taken its toll of the existing facility, so a small detachment from NMCB-71 flew in and prepared the site for new living and working vans which were flown in later. The men also were tasked with upgrading the new vans and preparing the old ones for return to McMurdo for rehabilitation.



THERE WERE
QUIET TIMES ...

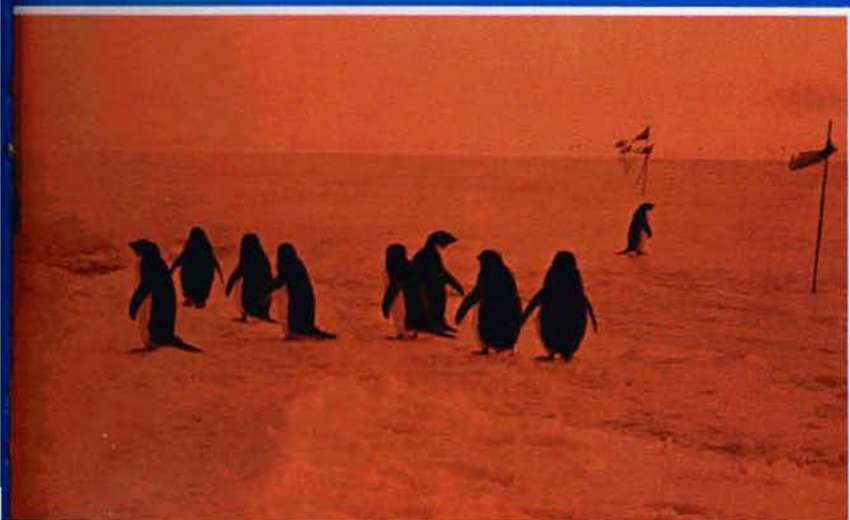


... TO ENJOY THE
SCENERY AND THE
SOLITUDE.





AND TIME TO
RELAX



THERE WERE PARTIES



**THERE WERE
GAMES —**



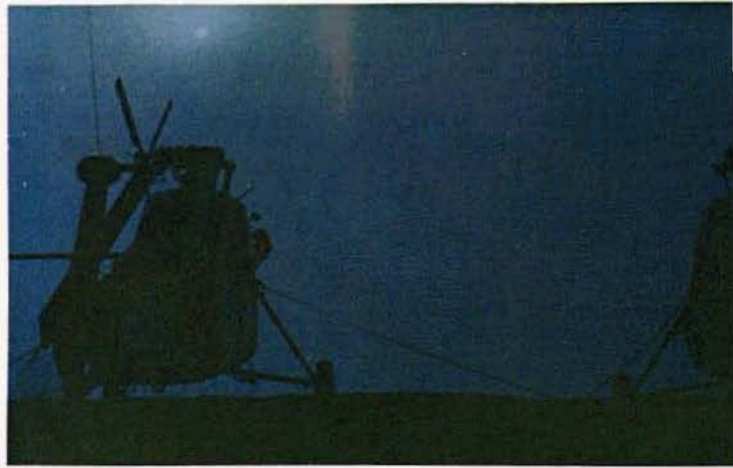
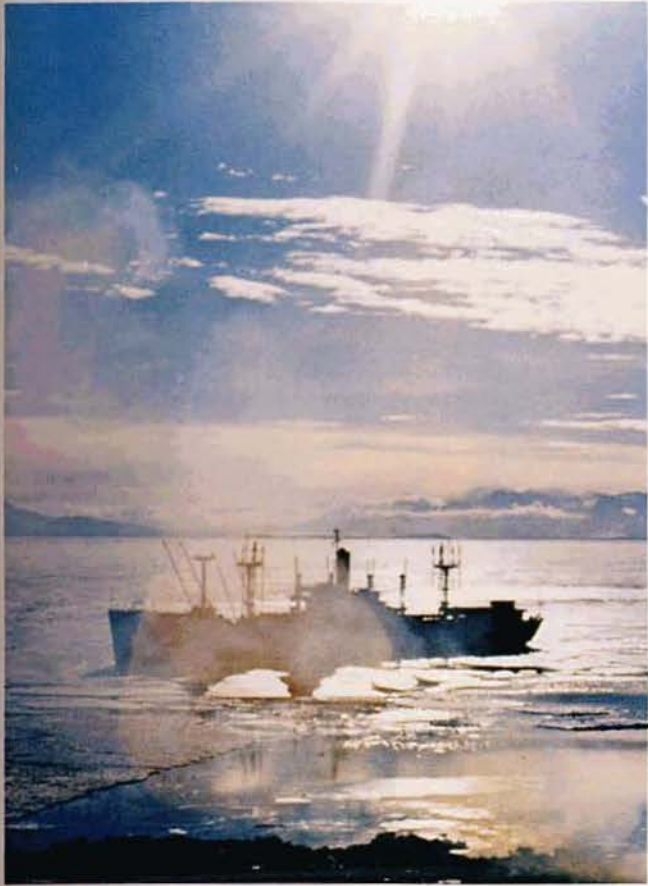


THERE WAS MORE NAVY LIFE.



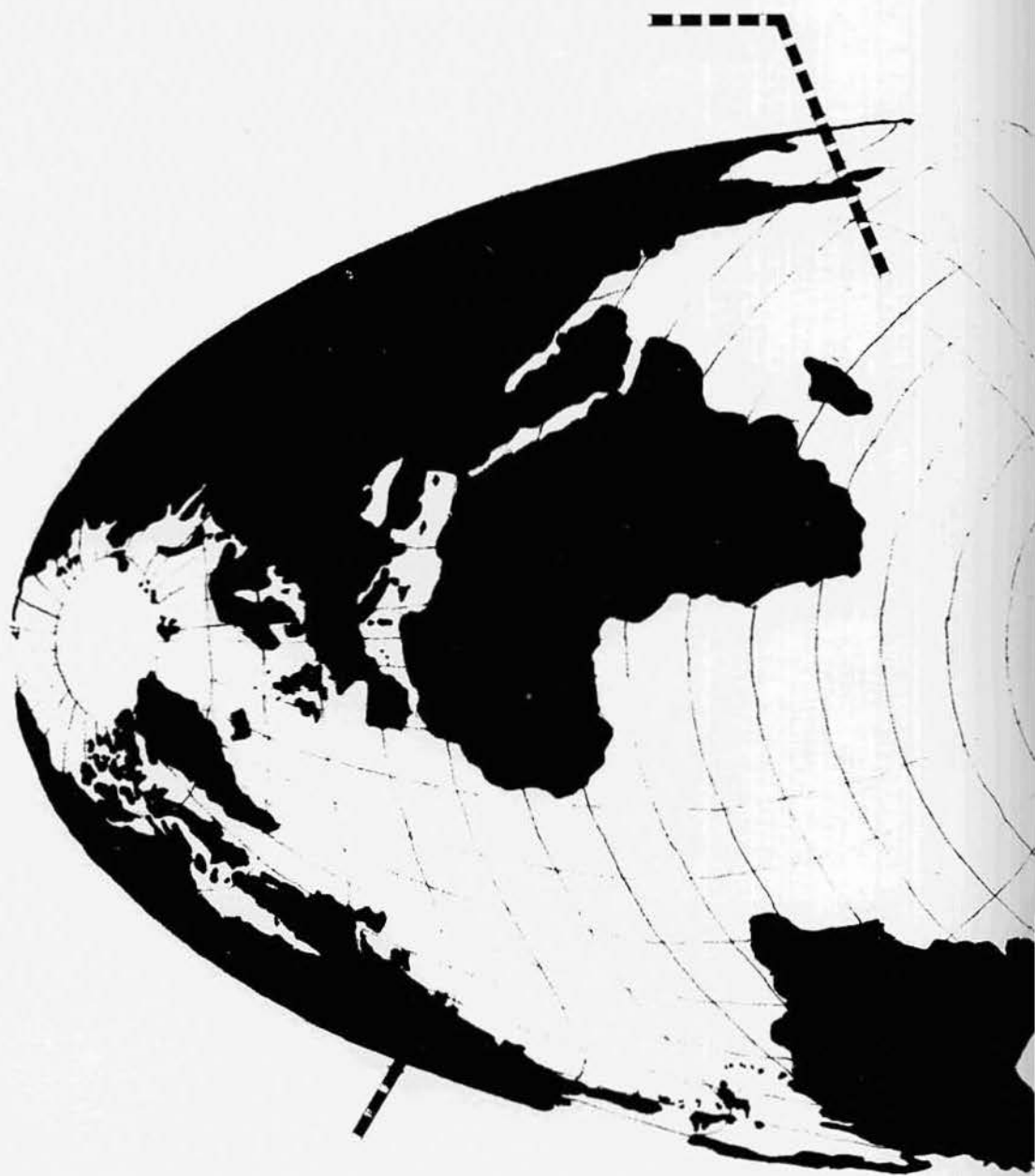
But finally the season was over, the work was finished, and we boarded the planes to begin the long trip home. It had been long and cold and hard, but it had been a time that none of us would ever forget.





DIEGO GARCIA

DET CHAGOS



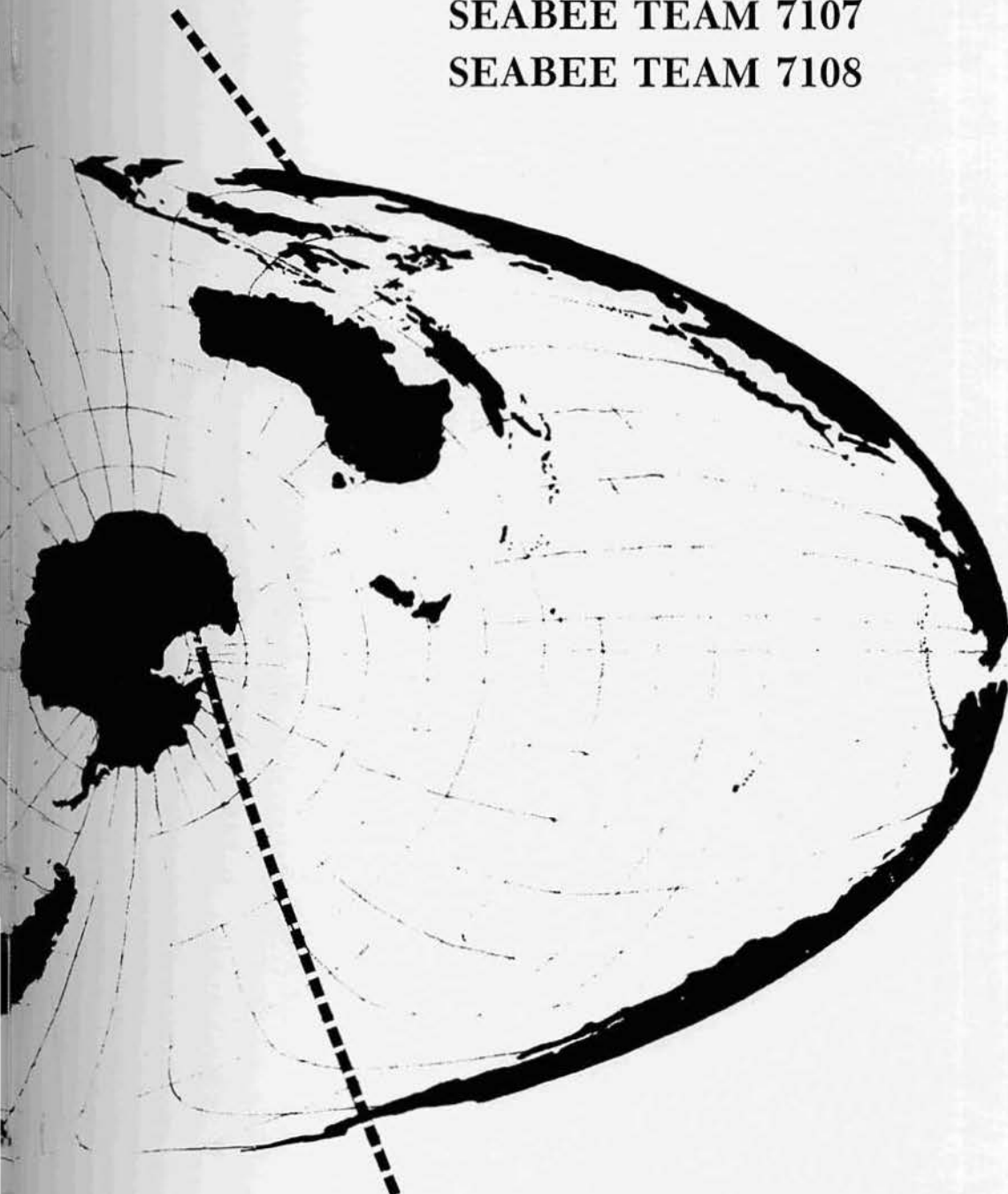
DAVISVILLE

DET DAVISVILLE

REPUBLIC OF VIETNAM

SEABEE TEAM 7107

SEABEE TEAM 7108



ANTARCTICA

DET ANTARCTICA







HISTORY

In the past several years the island of Diego Garcia has become a common-place item of conversation among the Seabees. It was in early 1971 that the first men of NMCB-40 arrived on the isolated atoll to begin work on one of the largest peacetime project undertaken by the Naval Construction Forces erection of an \$18 million communications station. Since then, other battalions have been directly involved in the project, and many other Seabees have added indirect support. In mid-October 1971 the men of NMCB-71's Det Chagos arrived to begin their work as part of an Island Command (composed mainly of NMCB-1) with the job of continuing the work of the first forces in furthering the construction projects and completing the new link in the communication network. For the next eight months these men labored long hours to complete their share of the workload.

Diego Garcia is an atoll, part of the sparse, strung-out Chagos Archipelago located seven degrees south of the equator in the center of the Indian Ocean. There are 52 islands in the chain spread over a 120 mile length, but Diego Garcia is the largest and the only inhabited land. In spite of its isolated location, it has been continuously inhabited since the early 16th century when it was discovered by Portugese explorers. It received its name from these men, although the exact derivation is not known. Its use has been limited to coconut plantations, and to a stopover point for refueling. A phosphate mine operated there for a short time, but soon was discontinued. The inhabitants of the island have enjoyed a very peaceful existence throughout its history, marred by incidents during the First and Second World Wars, when the strategic location made control of the island desirable.



Since the unsettled but uneventful days of World War II, the people of the island have continued their timeless task of gathering coconuts and preparing them for shipping to other parts of the world. Then, in 1966 a bilateral agreement between the United States and Britain was signed which provided the first steps in the process which will eventually see the communications station become a vital link in the world wide system.

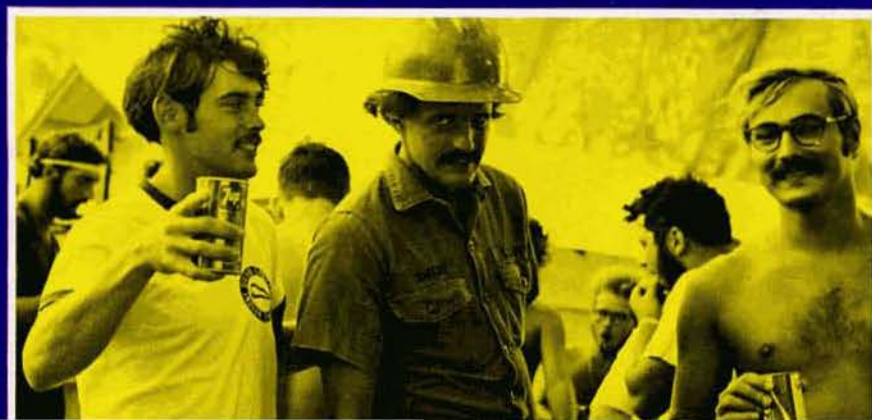
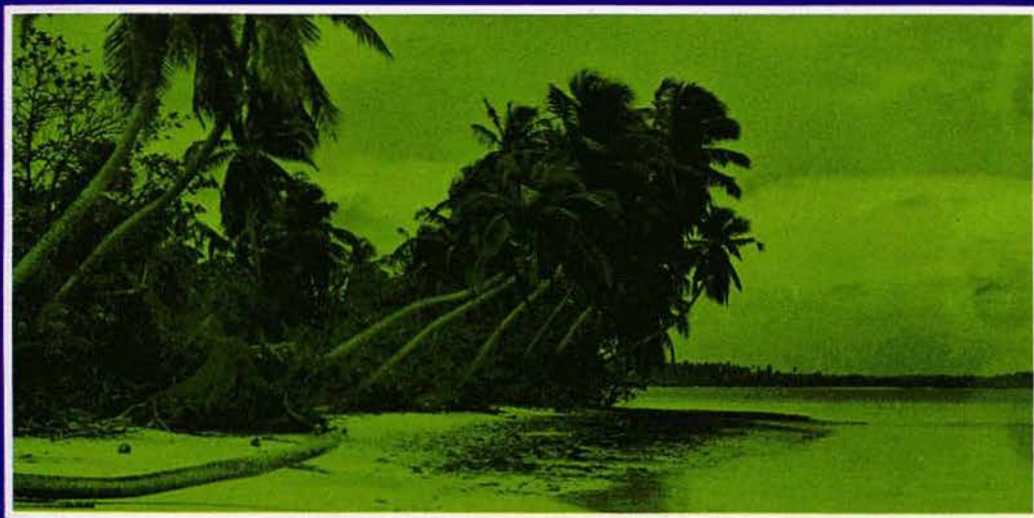
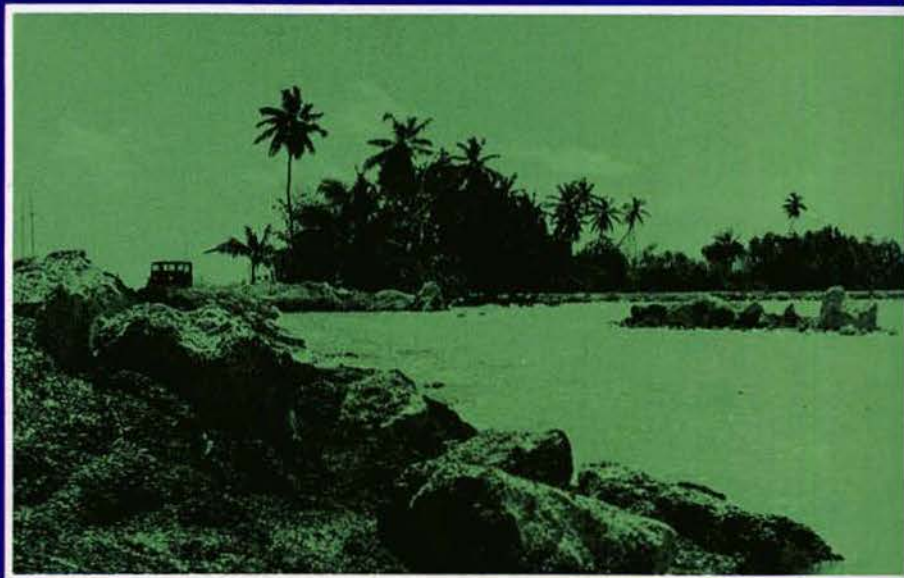
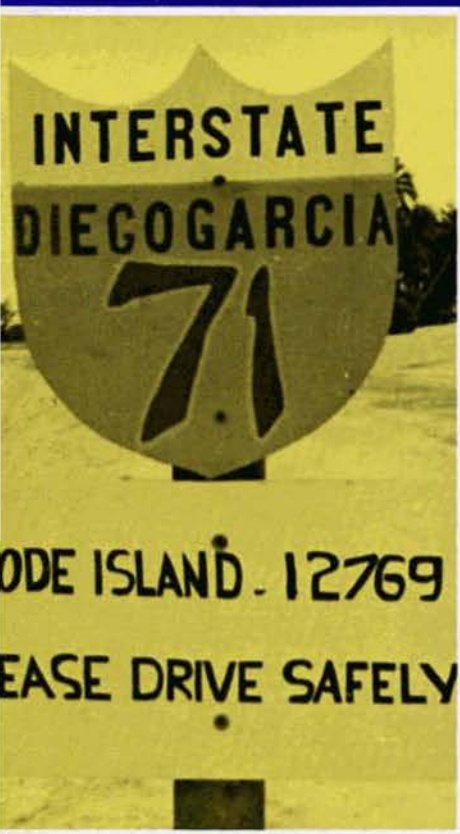
The men of Det Chagos were first faced with readying their own living spaces and working facilities. Then they were able to get to work on their seven major projects: the Cold Storage and General Warehouse; the Power Plant and Desal Building; The Transportation Shops; the Public Works Building; the Industrial Site Development; thirteen miles of road; and thirteen miles of water main.

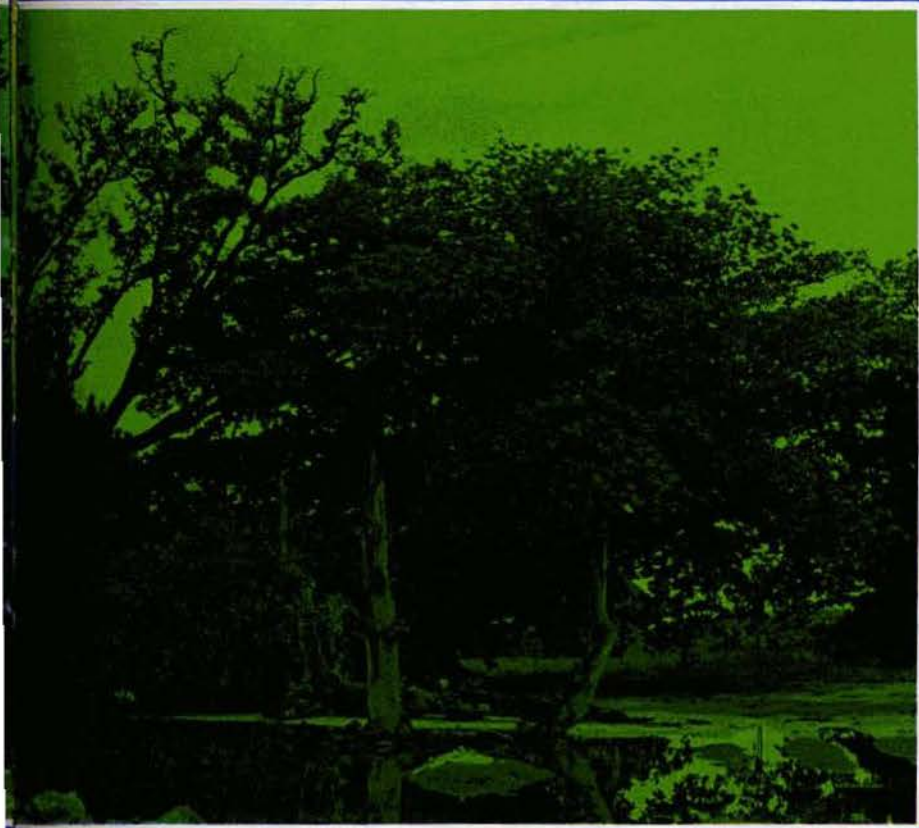
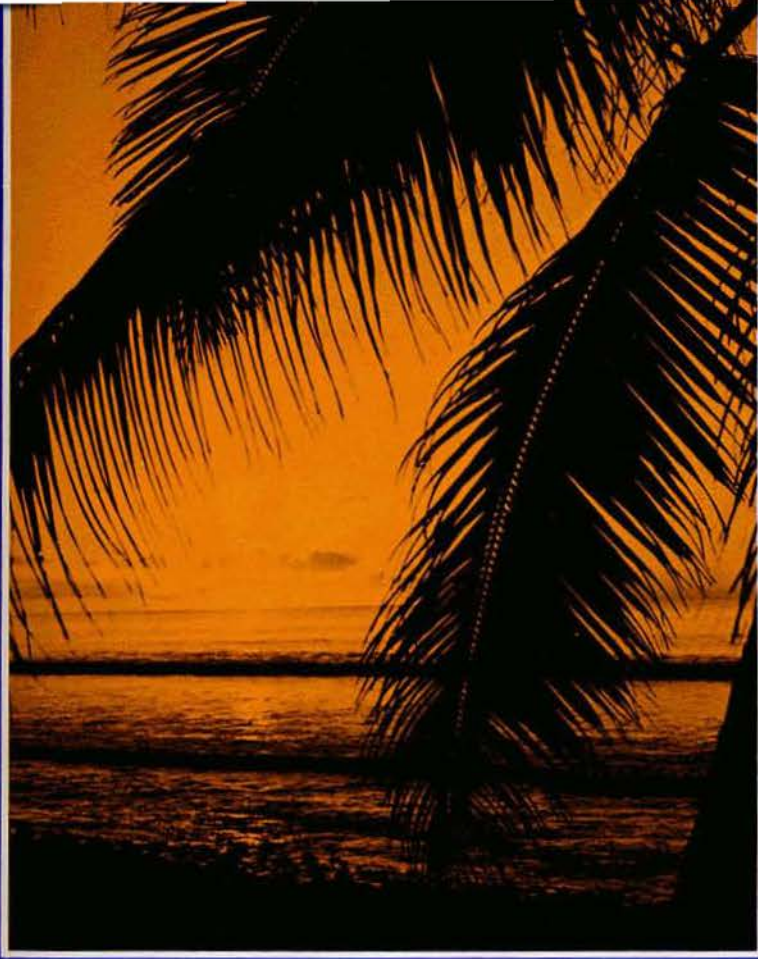


71'S JOBS

NMCB-40 had begun work on some of these jobs, but the majority of the construction fell to Det Chagos. There was extensive site work to be done, primarily on the road and in the Industrial Site area. Utilities had to be installed at all locations, but the largest job of Bravo Company was the thirteen miles of Water main. Charlie Company felt the largest manpower requirement with the four buildings to be completed. The isolated site presented many major problems which had to be solved by the men of the detachment, since they could not wait for outside help. Material shortages and equipment failures had to be overcome, and the always present isolation worked on the morale of the men, particularly when flights were delayed due to the increased activity in Vietnam early in the year. But the adaptable Seabees were up to every demand.









ARRIVAL

After a forty hour flight from Davisville, through Japan and Bangkok, the men arrived on Diego Garcia to begin their deployment. The last leg of their flight was an eight hour flight in C-130's from Thailand, and the island was a welcome sight indeed to these men.





OFFICERS

LCDR. J.L. HATHAWAY

OFFICER IN CHARGE

Ltjg Leinweber receives a letter of appreciation from Commander Crosson.



L. TO R.: Ens. Dean, Ltjg Hurley, Ltjg. St. Clair, Ltjg Anderson, Ltjg. Boroni, Ens. Kopps.



ALPHA COMPANY

The primary effort of Alpha Company was directed toward the completion of a permanent road from the Airfield to the Transmitter Site, a distance of thirteen miles. Under the direction of ENS Hurley and EOC Ruonavaara, the project presented a number of interesting and challenging problems to the crews. Plans called for a portion of the road to be located through almost half a mile of swamp land which required extensive mucking and backfilling operations. Because of a design requirement restricting the roadway to no less than 750 feet from the centerline of the runway, a section of the roadway had to be built up on a causeway through part of the lagoon. The thirteen miles of "I-71" were completed by four crews. One crew would first clear the brush, then another would cut the land down to get whatever the first crew could not. The subgrade crew, which was tasked with bringing the road up to proper subgrade elevations and soil standards, followed. The last crew was the paving crew.

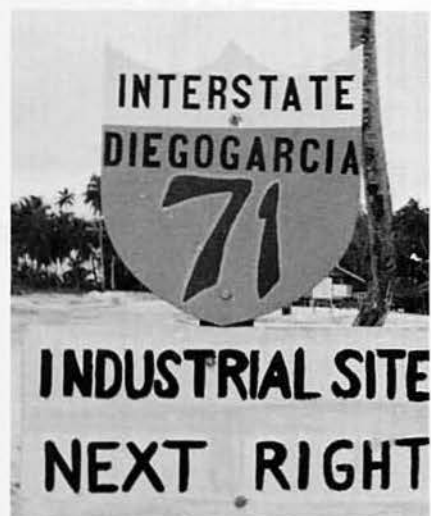
Although this was the major job, there were many others. Equipment support was required on all of the battalion's other projects, in the form of site preparation and material handling. Extensive use of cranes was necessary for structural work.

In addition, many men of Alpha Company were assigned to the Island Command to consolidate efforts in equipment upkeep and repair.



ENS Hurley, LCDR Hathaway, EOC Ruonavaara.







L TO R, EOCA Larson, EO3 Hurlbut, EOCN Snyder, EOCN Bowman, EOCN Quackenbush, EOCN Bigham, EO3 Luck, EOCN Paulo.





L TO R, REAR, EOCN Cole, EOCA Matta, EO3 Mohr, EO2 Brunner, EO3 Keeney, EO3 LaMantia, EOCN Comstock.
FRONT, EOCN Maxwell, EO2 Olson, EO3 Turner, EO3 Fuller, EOCN Ecclestone.



L TO R, STANDING, EO1 Welsh, EOCN Cameron, EOCN Boulden, EO2 Harty, EO3 Guman, EOCN Forman, EOCN Histon, CA Croyle. KNEELING, CA Ropp, EO2 Salvage, EOCA Bullock, EOCN Heine, EOCA Oteri, EO3 Wagner.





L TO R, STANDING, EOC Meyer, EO2 Beck, EO1 Cannaday. EOCA Pat-
terson, EOCN Cloyd, EOCA Guild, EO3 Joy.



L TO R, EOCN Williams, EOCN Tuning, EOC Ruonavaara, EO2 Looney, EO1 Yadon, EO2 Califf, EO1 Wilterdink, EO2 Ward, EOCN Mullen, EOCN Jones, EO3 Wheatbrook, EOCN Walsh.



EO1 Cook



The Utilitiesmen of Det Chagos' Bravo Company had a large and varied work assignment throughout the entire construction program. But their main job was the construction of a water main 68,200 feet long to supply water to all facilities on the island. This included the job of digging a three foot deep trench, a task which gave the men many headaches and difficult moments. Often, blasting was required to cut through the coral. It was necessary at times to work at night to avoid the extreme heat in the trenches during the day. In addition, there were major requirements on all of the building jobs of the detachment. At the Industrial Site, the buildings all needed installation of utilities and connection to the water main and leeching field.

BRAVO COMPANY



ENS Kopps





L TO R, EOCN Leer, CA Rosenthal, CECN Kobor, UT3 Evans, BUCN Mudd, EOCN Gellerson, UT1 Hill, UTCA Bousquet, CECN Hogan, UT2 Hogarth, CE3 Mintzer, UT3 Isamoyer.



UT1 Hill





L TO R, BACK, UT2 Pousson, CE1 Sexton, UTCA Voight, UTCN Skopelja, CE1 James. FRONT, CEC Gale, UT1 Podschelene, CE3 Bowman, CE1 Harwell, CE3 Gillette, CE3 Metz, ENS Kopps. FRONT, UT2 Nelson, UTCA Parks, CECN Maxton, CECN Lewis.







L TO R, STANDING, EOCN Tracy, CE2 Sorge, CECN Calandra. FRONT, CE3 Nalback, CECN Avedano, CA Baker, CE3 Switzer.





Ltjg. Boroni congratulates UTCN Skolpelja, "Bee of the Month"



CHARLIE COMPANY

Charlie Company's diverse work assignments gave the men many challenges. Foremost among jobs were the Power and Desal Plant, the Public Works Building, the Transportation Building, and the Cold Storage and General Warehouse. The Power and Desal Plant began with fabrication and installation of a grounding mat, followed by forming and construction of 36 concrete poured in place columns. Block walls were laid between the columns, and 84 foot steel trusses were installed. Then, the roof slabs were poured to complete the shell. Also constructed were tanks for condensation, water storage, and diesel fuel for the generators. The other three main buildings were essentially similar in construction, but each presented unique problems to the crews.

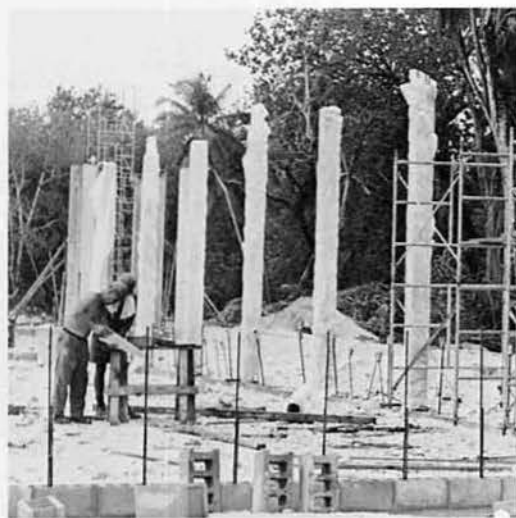
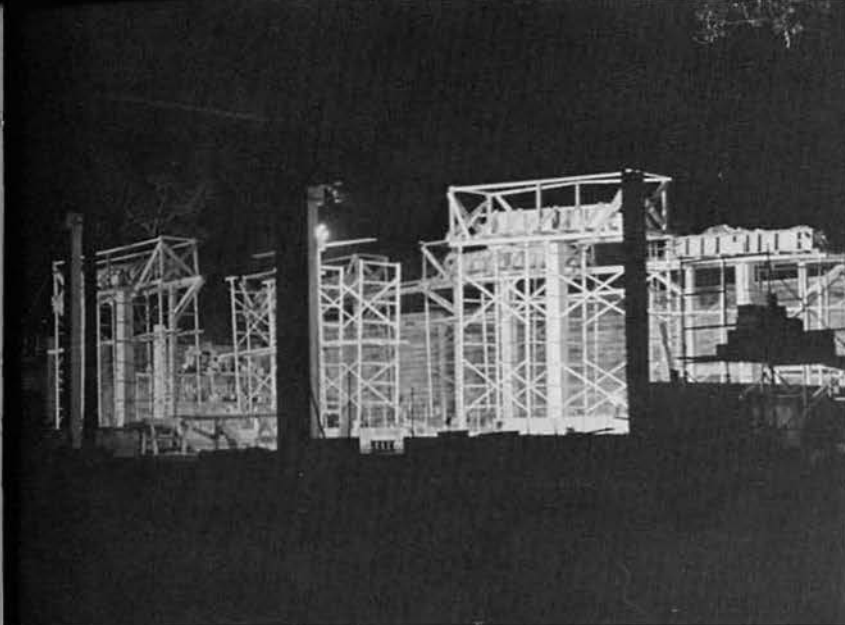


REAR, L TO R, BU1 Mikula, BU3 Taylor, BU3 Klimkoski, CA Roberts. FRONT, SW1 Gooch, BU2 Wilkinson, BUCN Scobee, BUCN Bisogno, BU2 Stringfield, BU3 Ott. KNEELING, SN Bowles, BU3 Johnson, BU3 Sammons, BU3 Michaud, BU3 Gagne, BU3 Doherty, CA Adkins.



REAR, L TO R, SW1 Simmons, SW2 Staten, SW3 Coln, BUCN Bryant, SW3 Hummel. FRONT, SW3 Rush, SWCN Hollowich, SWCN Gatten, SWCN Bullerdick. KNEELING, SW3 Slayman, SWCN Cardino.



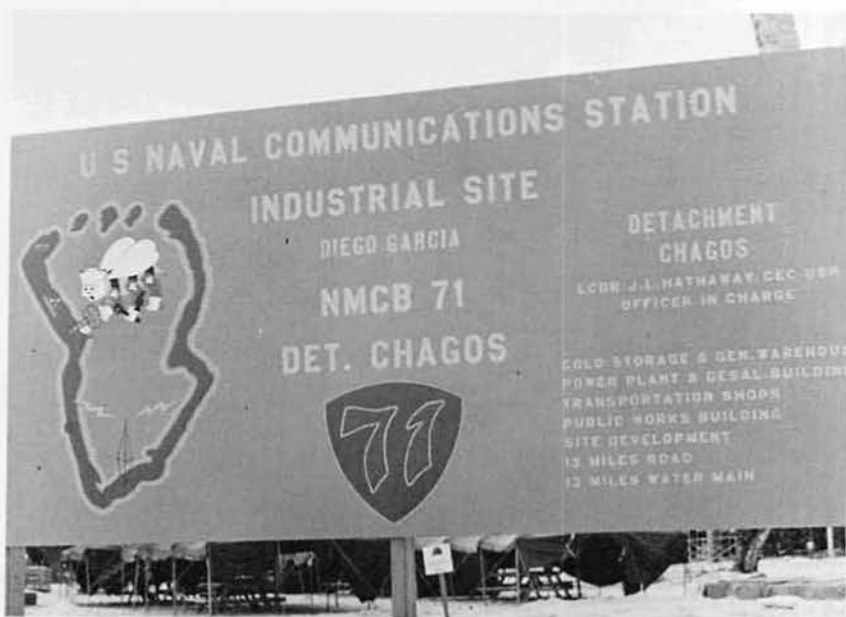


STANDING, L TO R, BUC Roman, BUCN Keen, BU3 Estlinbaum, CA Alvira, BU2 Sager, BU3 Albarano, BU1 Jones. KNEELING, BU2 McKeown, BU1 Curtis, BU3 Cunningham, BU3 Tague.





BACK, CA Corley, BU1 Bishop, BUCA Breeden, BU3 Bell. FRONT, BUCN Morgan, BU3 Mroszak, BU3 Slocum, BU3 Hall, BUCN Huber. FRONT, BUCN Dee, BUCA Conglelose.





BELOW, L TO R, BUCA Lawrence, BU3 Pearson, BUCA Troupe, CN Hatcher, BU2 Ortins, CN Lynch, BUCA Abaied, BUCN Knorr, BU3 Marriott.

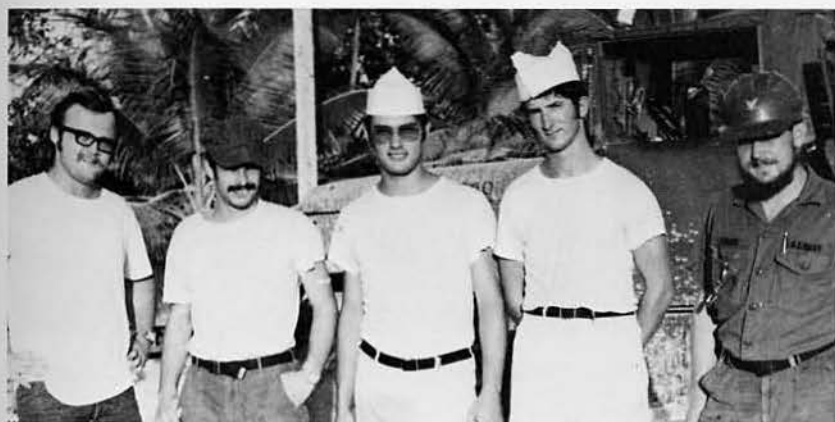




L TO R, TOP, BUCN Stasko, BU3 Estlinbaum, BU3 Candrilli, MIDDLE, BUCA Lane, BUC Rosea, BUCA Wagner, BU3 Skvarla. BOTTOM, CA Curtis, CA Pienkowski, CA Hender.



L TO R, TOP, BUCA Hermans, BUCN Wagner, CA Hendershott, BU1 Jones. KNEELING, BU3 Candrilli, BU3 Estlinbaum, BU3 Albarano, BUCN Jakob.



BUCA Hermands, BUCN Aulson, BUCN Foote, BUCN Kauffman, SW3 Farren.



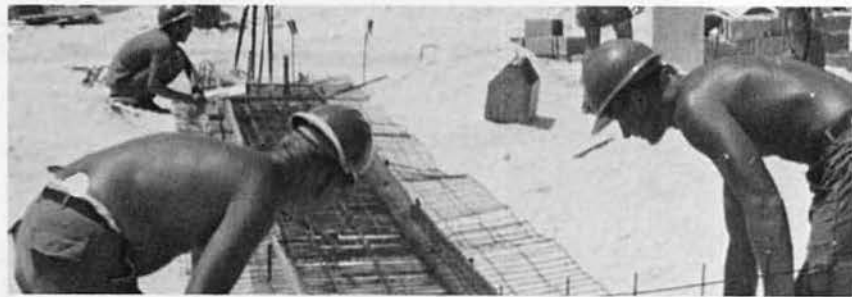


BELOW, L TO R, BU3 Marci, GMG3 Mitchell, BU1 Olson, Ltjg. Boroni, EOCA Thiel, CN Fries.





L TO R, SW2 Deane, BU3 Schell, BU3 Jordan, BU3 Smallen.



L TO R, BU2 Sager, BU3 Willets, BUCN Fettinger, BU3 Wiesen.



Transportation Shop installation included wells for hydraulic lifts and a unique shed roof over part of the structure. The Public Works Building required installation of an under-slab wood chip collector system and other extensive utility hookups. The Cold Storage Building was somewhat unique among Diego Garcia Projects, since it utilized hammerheads on the columns and precast beams for roof structure. Two crews, a day and a night crew, were utilized to make the most of existing tools and personnel.



Cdr. Crosson and Cdr. Oliver



EO3 Turner, EA3 Redmond



EA3 Daniels, Ltjg Anderson



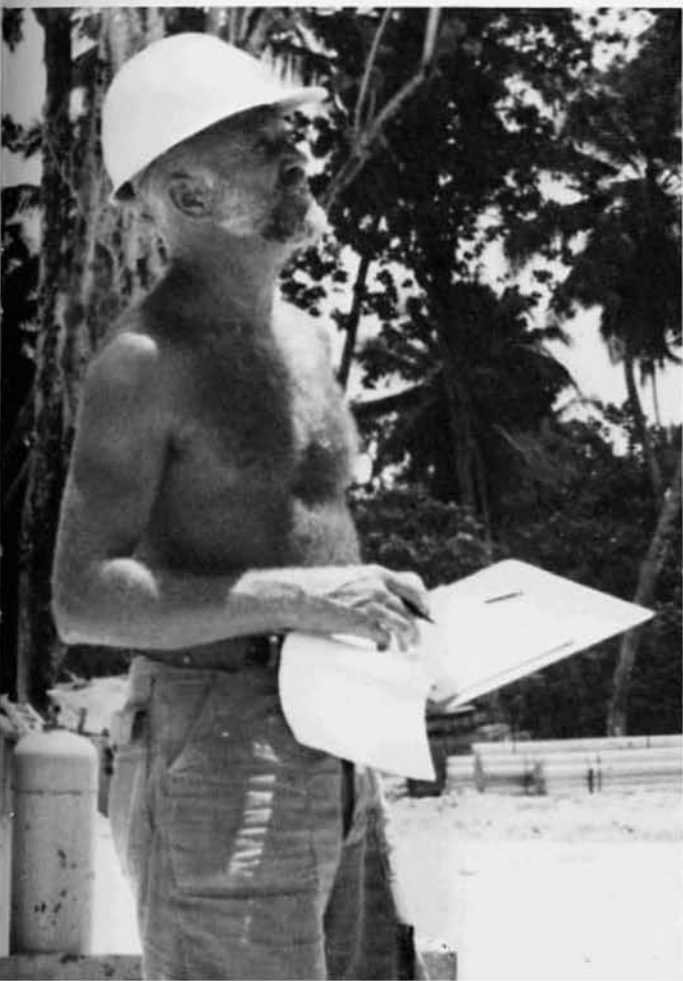
EA2 Harder, UTCN Narish

HEADQUARTERS COMPANY

Headquarters Company is normally assigned support tasks, but in the case of Det Chagos they were of a specialized nature. The Island Command provided many of these functions, although many of these people were TAD from Seventy-One. The people remaining with the detachment were in Engineering, Supply, Administration, and Operations. Among the major jobs were the layout of the road by Engineering, Quality Control, and supply functions for the detachment's construction projects. In addition to these tasks, the men of Headquarters Company assisted when necessary on projects, and provided a variety of other services, including the indispensable supply of cold soft drinks to the crews.



REAR, L TO R, UTCN Narish, EA2 Harder, CE3 Baldwin, SN Houghtaling, SN Hayslip, EAC Reyes. FRONT, UTC Miski, BU1 Baldinger, EA3 Daniels, EA3 Redmond, YN2 Boyce, EACN Nelson, BUCS Collins.



SN Anderson, UTC Miski, CE3 Switzer.

AT LEFT, BU1 Baldinger.



YN2 Boyce at work.



EAC Reyes, BUCS Collins, BU1 Baldinger.



EO3 Mohr, EOCN Maxwell, EO3 Turner, EA3 Redmond.



EA2 Harder, UTCN Narish.



HM1 McDowell, YN2 Boyce

Sleeping on watch?



SN Hayslip



EAC Reyes at work.



Numerous men from NMCB-71 were assigned on Temporary Additional Duty (TAD) to the Island Command, in an effort to consolidate similar work requirements. These men were assigned to various tasks, including food services, equipment shops, administration, special services, engineering, and disbursing. These men handled personnel and recreational requirements, and did their best to cope with the equipment breakdowns and shortages, and other problems of the isolated deployment.



CS2 Langon

TADS



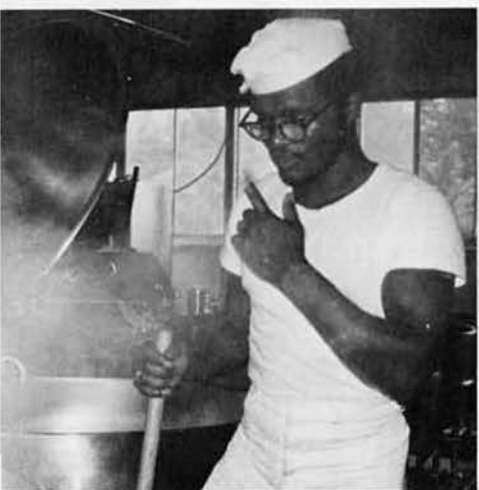
SD1 Catap



CS1 Arthur, CS3 Kirby, CS3 Aldridge, CS2 Wright.



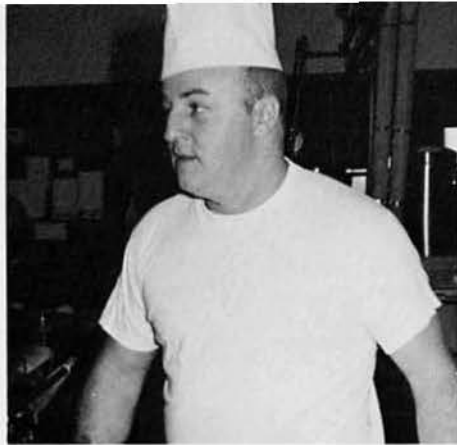
SD1 Catap, SD3 Salgado, SD3 Saclolo.



AT LEFT, CS3 Stukes.



CS3 Edmonds



CS1 Zuendel



CS3 Stukes, CS1 Zuendel, CS2 Paine.



CMCN Statler



TOP, L TO R, CM3 Williams; MIDDLE, CMCN O'Neal, CM2 Byrum, CM2 Reimer, MRFA Moore, CM3 Broome, CMCN Kabuss. EO1 Orm, CM1 Simmons, CMCN Black, CMCN Pierce, CMCN Statler, CM2 Richardson, EO1 Spence.



EACN Shelby, EA3 Ford



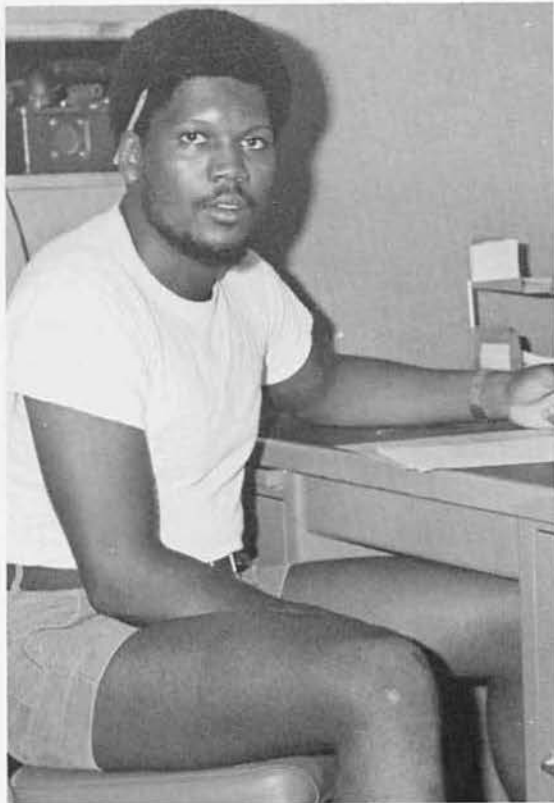
EA2 Fraser, EA2 Hood, TN Bagtas, EACN Shelby, EA2 Jacobs.



SH1 Shelley



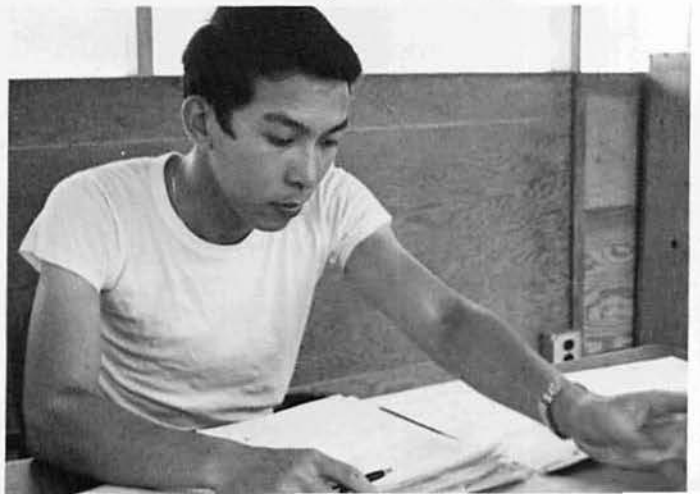
SA Gamble



DK3 Upshaw



SN Henson, SK2 Schoeneck, CMCN Black.
BELOW, SD3 Vivo





EOCA Bucher, ETSN Kohler



CE3 Ambrose



CA Tomberlin



HM1 Jeppe, HM2 Morton, HM3 Slusarczyk, HM1 Dennis, Lt. Heymann.



PNSN Voggs

BELOW, SN Harpstead

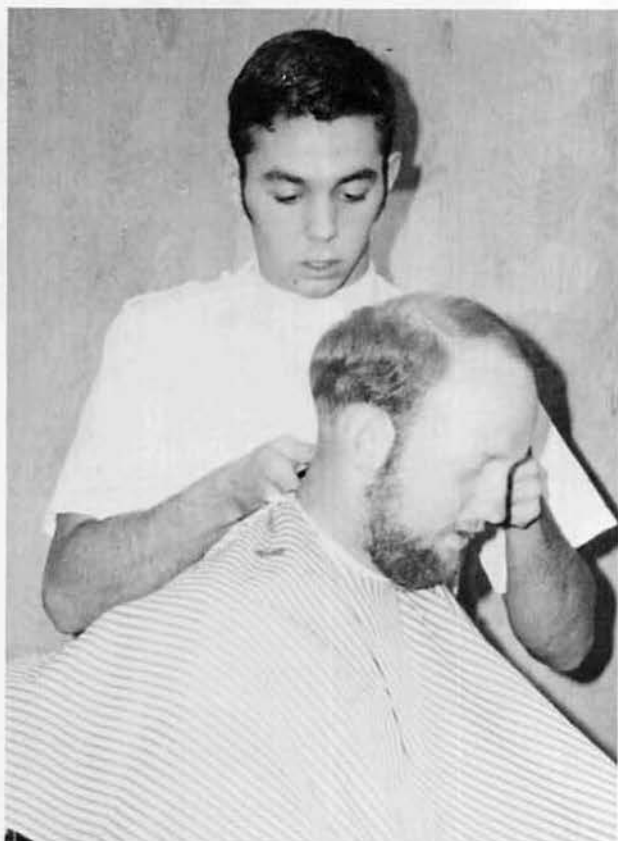


BU3 O'Day, ETN3 Sheparson, BM2 Houston.





SHSA Minelli



SH3 GAGNON



SN Smith



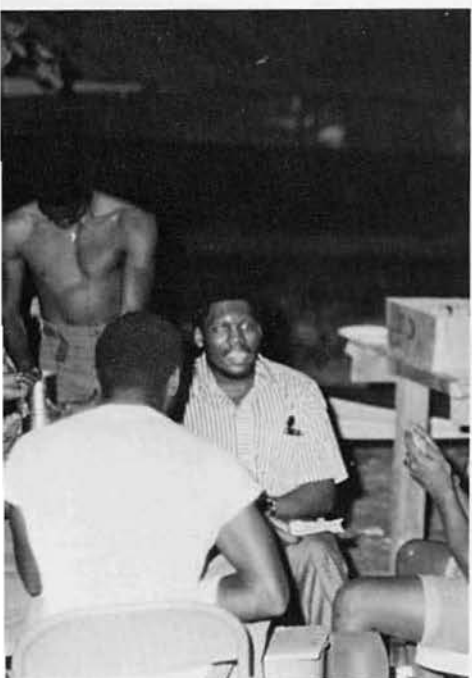
BUEN Morton

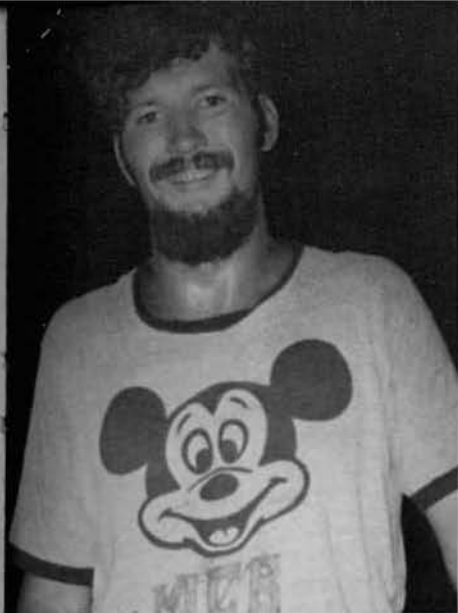


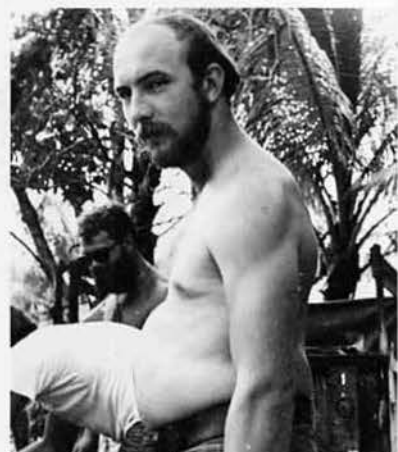


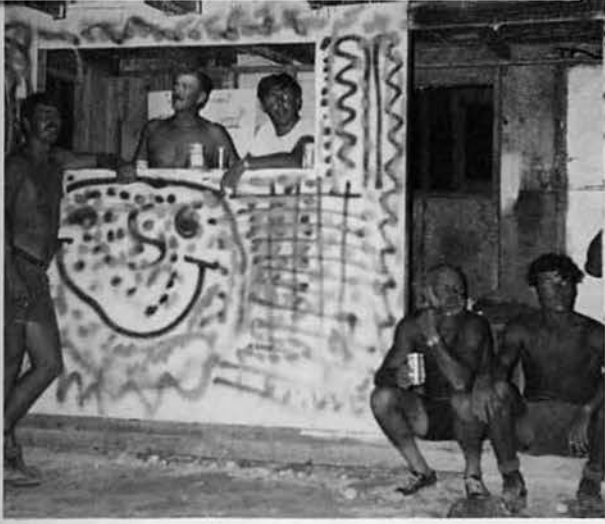
IT'S NOT ALWAYS WORK











**FINALLY, DET CHAGOS
WAS HOME**



KNEELING, L TO R, EACN Femling, BUC Ishii, EO2 Waters, HM2 Harper, CM3 Isaacson, CM3 Cochran. STANDING, LTJG Moriarty, CE3 Amdt, SWCN Oliverio, BU3 Lowe, SWC Bullock, UTCN Smith, EO3 Meredith.



SEABEE TEAM 7107

Seabee Team 7107, under the command of LTJG Jerry D. Moriarty of La Mesa, California, arrived in Vietnam on October 15, 1971, and relieved Seabee Team 1019 at My Tho City. During their deployment they completed seventeen significant civic action projects. Among these were two buildings, two steel and concrete bridges, four timber bridges of 240 feet total length, an elevated band shell and proscenium, helopads, and upgrading of 20 miles of rural roads. Before the Team departed My Tho, eighteen Vietnamese Nationals were graduated from the training program in construction trades. Seabee Team 7107 was one of the four last Seabee Teams to deploy to the Republic of Vietnam.



Seabee Team 7108 was deployed to Go Cong Province under the command of LTJG Tom W. Rockwood of Jekyll Island, Georgia. This Seabee Team was the winner of the Excellence Award for Seabee Teams in the third quarter of Fiscal Year 1972. Among the many projects completed were two large vehicle bridges, an eight-ton capacity Eiffel Bridge, and a Seabee designed 10 ton capacity bridge, whose construction was accomplished using a monstrous homemade piledriving rig. They also completed 23 kilometers of secondary farmer-to-market roads. One of the most important parts of 7108's mission was the training of Vietnamese Nationals in the construction trades. By deployment's end, all trainees had reached an employable level, and were able to pass their skills on to others.

SEABEE TEAM 7108



LTJG Rockwood and Lurp take the report from CEC Sells. In Ranks, FRONT ROW, L TO R, EACN Smith, BUC Baumlin, UT3 Pippin, SW3 Maxwell, EO3 McCardle, CE2 Meinster. BACK, HM1 Jenks, CM3 Buxton, BU2 Glaser, EO3 Morrison, CM1 Manes.



With the Battalion deployed to such widely separated areas, it was necessary to leave a small contingent in the homeport area to take care of the coordination of administrative tasks. Det Davisville was composed mainly of Personnelmen and Yeomen, with the support of supply, post office, master at arms, and other personnel. The detail was commanded by LCDR Donald L. McCorvey, Jr., the Executive Officer of the battalion.



LCDR McCorvey

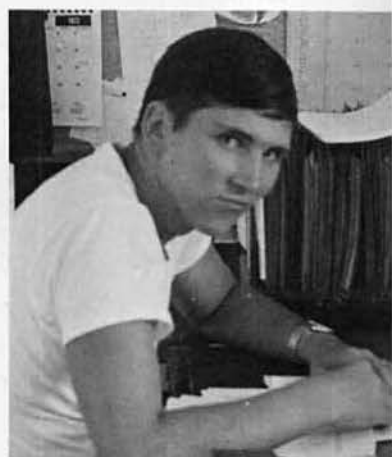
DET DAVISVILLE



LTJG St. Clair



CWO Bevilacqua



LTJG Andersen



The Detail assembles to wish Karen McCombs a fond farewell.



Karen McCombs



YN2 Dupuis



YNSN Swanson



PNSN Barstis, SN Mosellen



PN3 Roach BELOW, EO2 Gerhardt

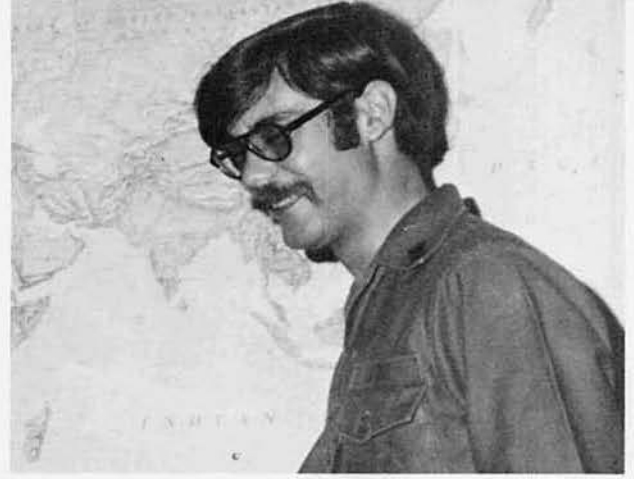


YN1 Blount BELOW, PC1 Rahr





JO3 Matusa



SF2 Phillips



CECN Louzon



CE1 Childers



SK1 Hathaway

SKSA Curry



CEC Farmer

BUCS Gierloff





EOC Wrigley



CMC Patterson



BUC Copp

EOCS Nixon



RETIREMENTS

SWCS Bridges



AWARDS

SEABEES OF THE MONTH

DIEGO GARCIA

| | |
|----------|---------------------|
| NOVEMBER | BU3 J. D. SMALLEN |
| DECEMBER | EO3 S.E. GUMAN |
| JANUARY | EA3 J. D. REDMOND |
| FEBRUARY | BU3 B. D. HALL |
| MARCH | EO3 C. A. LUCK |
| APRIL | UTCN W. G. SKOPELJA |
| MAY | BU2 P. J. ORTINS |

ANTARCTICA

| | |
|----------|-------------------|
| NOVEMBER | EOCN M. LUCZYNSKI |
| DECEMBER | EO3 L. W. CHURCH |
| JANUARY | BU3 G. W. BAIM |



EA3 Redmond



EOCN Luczynski

EO3 Church





BU1 L. E. BISHOP, Navy Achievement Medal



BU3 M. D. MICHAUD, Letter of Appreciation
EA2 J. HARDER, Advancement in Rate



BU3 Smallen, November Seabee of Month.

BU1 L. E. BISHOP
Navy Achievement Medal

EAC A. L. REYES
Navy Achievement Medal

LTJG T. A. BORONI
Navy Achievement Medal

CEC B. SELLS
Navy Achievement Medal

LCDR D. L. McCORVEY, JR.
Navy Achievement Medal

EACN D. SMITH
Navy Achievement Medal

HM1 M. L. JENKS
Navy Commendation Medal

LCDR J. L. HATHAWAY
Navy Commendation Medal



Mrs. Sandra Haifley, wife of Builder Chief Vaughn W. Haifley of NMCB-71, was selected as 1972 Seabee Queen for the Construction Battalion Center. The Queen was crowned by Vice Admiral Charles S. Minter, Jr. at the Seabee Ball in February.



CUCM Evans, CDR. Crosson, and LCDR McCorvey join the "Century Club" by contributing at least \$100 to the Seabee Memorial Fund.



**EVEN BEFORE THE
ENTIRE BATTALION
HAS RETURNED,
TRAINING FOR THE
NEXT DEPLOYMENT
BEGINS. THE CYCLE
NEVER ENDS.**



W.E. CROSSON

CDR., CEC, USN



COMMANDING OFFICER

Commander Crosson was born in Staten Island, New York. He attended Wagner College and Polytechnic Institute of Brooklyn where he received his Bachelor's Degree in Civil Engineering in 1955. He received his commission as an Ensign in the Naval Reserve in December of 1955. His first tour was with NMCB-1, including a trip to Antarctica. From December 1957 until October 1963, he was on inactive duty. After returning to active duty he served as Executive Officer of NAVSCON, Port Hueneme, during which time he augmented to USN. He then spent a year in Vietnam, at Headquarters Support Activity and Naval Support Activity, Saigon. Then in 1967 he went to Naval Public Works Center, Newport, where he was Operations Officer. After earning his Master's Degree in Management at the Naval Postgraduate School in Monterey, he assumed duties as Assistant Officer in Charge of Construction, Thailand, until July 1971. He was awarded the Meritorious Service Medal for his work in Thailand. He is married to the former Marcella I. McGarry and has two children, Kimberly and James.





D.L. McCORVEY, JR.
LCDR, CEC, USN



EXECUTIVE OFFICER

Lieutenant Commander McCorvey was born in Galveston, Texas. He attended UCLA, receiving his Bachelor's Degree in Mechanical Engineering in 1959. A member of Naval ROTC, he was commissioned an Ensign upon graduation. His first assignment was to PWC, Hunters Point, San Francisco. Subsequent tours saw duty in Korea, the Bureau of Naval Weapons in Washington, D. C., Naval Ammunition Depot Earle, and the Naval Postgraduate School in Monterey, where he earned his Master's Degree in Systems Engineering. He then returned to Washington as Area Resident Officer in Charge of Construction. He then served in the Planning and Programming Group at Naval Facilities Engineering Command. He received orders to NMCB-71 in February of 1970. He is married to the former Florence Helen Bushnell, and has two children, Charlotte and Donald.





W. T. GREEN
LCDR, SC, USN



P. L. HEYMANN
LT, MC, USNR



R. S. GARVIN
LT, CHC, USNR





CUCM L.N. HON
SENIOR ENLISTED ADVISOR



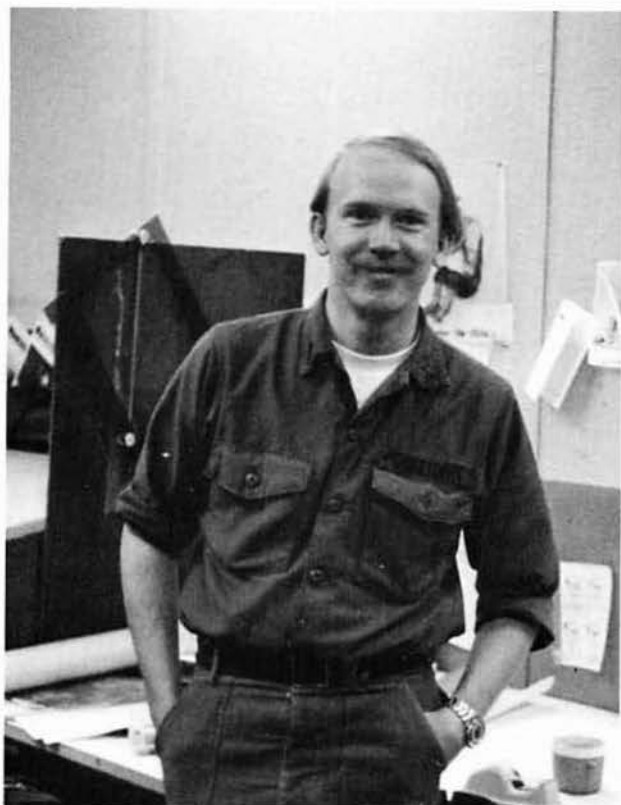
MSGT J. D. PERKINS
MARINE ADVISOR

BMC J.F. DAY
CHIEF MASTER-AT-ARMS





ENS Gray



EA2 Sorenson, Editor

CRUISEBOOK STAFF

ALSO . . .

CWO BEVILACQUA

ENS DEAN

PHAN SMITH

EO3 TURNER

DK3 UPSHAW



EACN Nelson

JO3 Matuza, EACN Nelson







S. W. H. S.

