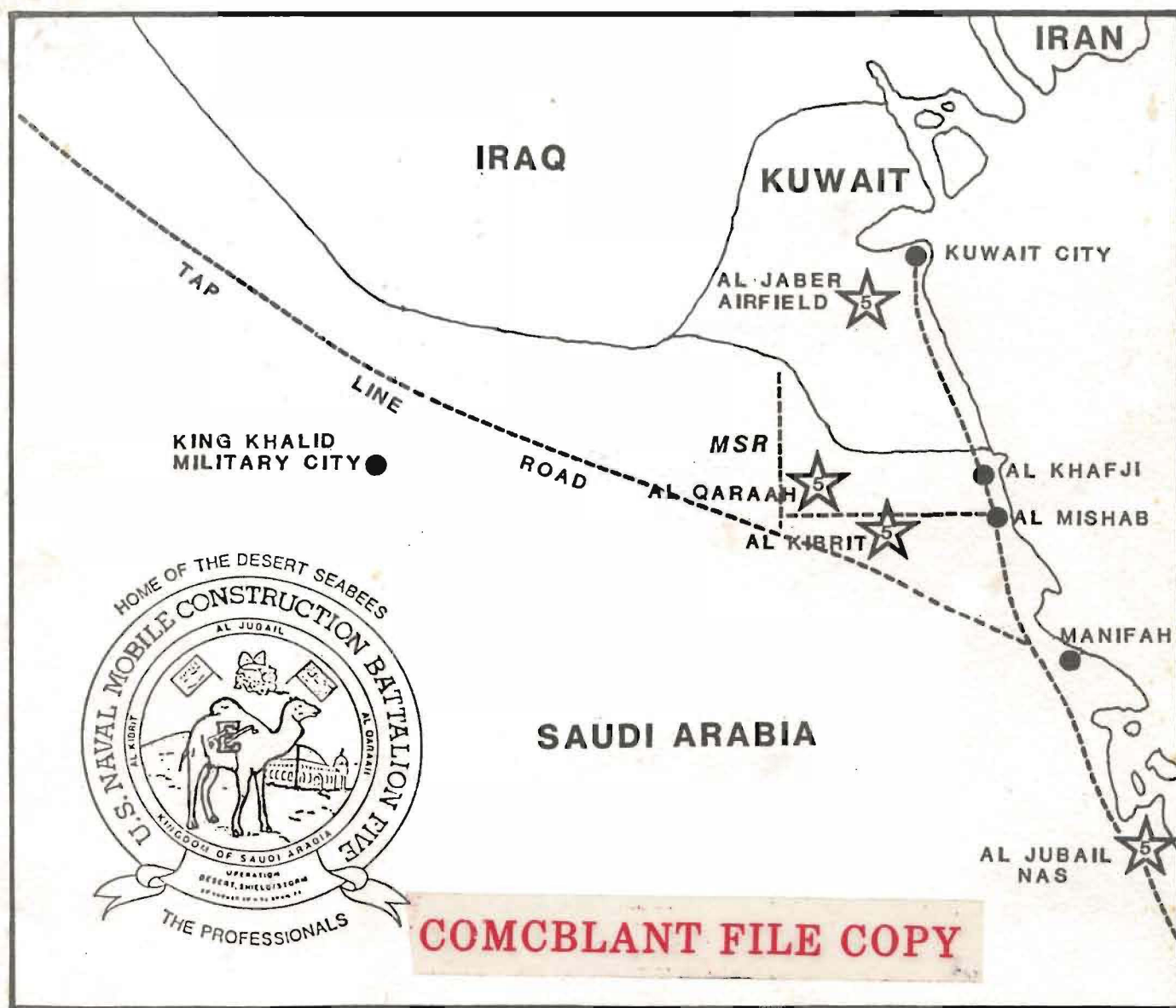


# NMCB FIVE THE PROFESSIONALS



DEPLOYMENT COMPLETION REPORT  
AUGUST 1990 - APRIL 1991

RETURN PROMPTLY TO N3 DEPT.



DEPARTMENT OF THE NAVY

U.S. NAVAL MOBILE CONSTRUCTION BATTALION FIVE  
FPO SAN FRANCISCO, CALIFORNIA 96601-4961

IN REPLY REFER TO:

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29 JUL 1991

From: Commanding Officer, U.S. Naval Mobile Construction Battalion FIVE  
To: Distribution

Subj: SUBMISSION OF DEPLOYMENT COMPLETION REPORT

Ref: (a) COMCBPAC OPOORDER 9001  
(b) COMCBPAC/COMCBLANTINST 3121.1B

Encl: (1) Executive Summary  
(2) Historical Summary  
(3) Administration  
(4) Training  
(5) Operations  
(6) Supply and Logistics  
(7) Equipment  
(8) Camp Maintenance  
(9) Embarkation  
(10) Safety Summary  
(11) Camp Standard Operating Procedures

1. As directed by reference (a), U.S. Naval Mobile Construction Battalion FIVE deployed to Saudi Arabia during the period 26 August 1990 to 10 April 1991 in support of Operations Desert Shield and Storm. Enclosures (1) through (11) are forwarded in accordance with reference (b).

D. F. WALSH

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## EXECUTIVE SUMMARY

ADMINISTRATION NMCB FIVE's Administrative department provided support to the battalion in personnel, legal, medical, dental, religious programs, drug and alcohol counseling, and educational services. The Battalion was awarded the Retention Silver Anchor award for fiscal year 1990. See enclosure (3).

TRAINING Extensive training was conducted this deployment to sharpen military skills and in particular communications, weapons, and CBR protective measures utilizing Marine Mobile Training Teams (MTT), THIRD NCR, and battalion in house instructors. The battalion was fully CMS and secure voice capable this entire deployment. See enclosure (4).

OPERATIONS A unique deployment, the Battalion constructed and maintained a full NMCB camp in the field at NAS Jubail for the first time since the Vietnam War. Demonstrating skill and flexibility the Battalion expertly planned and executed 30,000 mandays of operationally required projects for the U.S. Marine Corps. Half of the Battalion, consisting of the majority of the direct labor, moved to the Saudi Arabia/Kuwait Border with the Marine Ground Combat Element in December 1990 and provided critical combat service construction support as the tactics and phasing of the war changed to support the now famous "End Run." Two 500 man NCF Support Bases were constructed on the border for the "Battalion Main" and details from other Battalions under operational control of NMCB FIVE. A 32 man detail was sent into Kuwait with the First Marine Expeditionary Force to perform work at Al Jaber Airfield during the ground war. At deployment's end, the Battalion had been responsible for constructing camps for 25,000 Marines and Seabees; Galley's for 35,000; two million S.F. of aircraft matting strips and parking aprons; and almost 200 miles of main supply routes through the desert in addition to numerous other projects. See enclosure (5).

SUPPLY AND LOGISTICS The Supply Department's deployment began with mount-out operations in August 1990. This intense effort was totally successful. All Air Detachment material was ready to transport in just 48 hours. Working closely with CBC Supply and 31ST Naval Construction Regiment, the entire Table of Allowance was ready for seaborne transport in two weeks. This equated to 4.3 million pounds of material. During the deployment, the Supply Department was able to effectively handle any contingency. This was particularly true in the food Service Division. The MS's were continually being tested and every time came through with flying colors, including feeding 600 men out of the Air Detachment Galley for two months pending construction of a new facility and then feeding an additional 1000 Marines in need of messing support. Battalion retrograde further tested the Supply Department. Every container was returned to Port Hueneme with an accurate, complete inventory. The Supply Department can take justifiable pride in their accomplishments during Operation Desert Shield and Operation Desert Storm. See enclosure (6).

EQUIPMENT The Alfa Company equipment management program provided outstanding support to the battalion while faced with the worst imaginable working conditions. 274 pieces of automotive, construction and weight handling equipment were safely maintained and thus able to provide quality and timely construction support and transportation services. The transportation department logged over 771,000 vehicle miles primarily in supporting elements of the battalion in northern Saudi Arabia with convoy operations which provided all supplies from laundry to construction material. The Equipment Operators topped 37,000 operating hours to support the construction effort including the operation of a quarry which produced over 300,000



cubic yards of material. The Mechanics maintained an average equipment availability of 85% over the deployment and ended at over 90%, an exceptional achievement. See enclosure (7).

**CAMP MAINTENANCE** Over 3,300 mandays of direct labor were used to maintain and upgrade Desert Seabee camps at NAS Al Jubail, Al Kibrit and Al Qaraah. Standing job orders were the bulk of the work with camp maintenance heavily tasked with providing the battalion's water supply, running the battalion's shower units and running the battalion's power generation station. At deployment completion over 1000 mandays of backlog were established which were cancelled with the closure of the main body site at Al Jubail. See enclosure (8).

**EMBARKATION** In support of Operations Desert Shield and Storm, NMCB FIVE mounted out the Battalion's entire Table Of Allowance. The Air Detachment (Heavy) arrived in theater via Military Airlift Command whereas the Air and Sea Echelon were shipped to Saudi Arabia via the Military Sealift Command. Twenty-four aircraft transported the Air Detachment of 122 men and over a million pounds of equipment and gear. Despite constantly changing aircraft stops and schedules, a 98% ACL was attained by the Aircraft Load Planners. The MV Greenridge transported the remainder of the entire TOA and the Civil Reserve Air Fleet (CRRF) transported remaining personnel. In all 7,500,000 pounds of material, 289 pieces of equipment, and 630 men were embarked to and from Saudi Arabia. This included the entire Battalion and elements of the THIRD Naval Construction Regiment. Upon completion of the Deployment, the Battalion retrograded the Table of Allowance by sea and personnel returned by air. See enclosure (9).

**SAFETY** The safety record achieved on this unique deployment was far superior to past peacetime deployments despite the adverse combat conditions. This is remarkable because the work was done under adverse combat conditions. This remarkable safety achievement can be attributed to a heightened safety awareness by all hands and an aggressive, positive safety program. See enclosure (10).



## OPERATIONS DESERT SHIELD/STORM CHRONOLOGY

At 2100 on Thursday, August 7, 1990, five days after the Iraqi's invaded Kuwait and 36 hours into a 48 hour mount-out for Field Exercise Bearing Duel 90-03, NMCB FIVE was ordered to cease all operations. Early the next day, a message from COMCBPAC Pearl Harbor, Hawaii directed the battalion to prepare for deployment to Southwest Asia in support of the First Marine Expeditionary Force. Immediately, new round-the-clock mount-out preparations commenced, focusing on readying the Air Detachment along with all required material, supplies, and Civil Engineer Support Equipment. The Equipment had to be pulled from warehouses, depreserved, painted desert brown and staged for shipment to Saudi Arabia.

Naval Construction Force Operations Order 90-01 from COMCBPAC provided the battalion with its first snapshot of the situation it was about to enter. Iraq was establishing positions along the Saudi/Kuwait border and an invasion seemed imminent. Naval Construction Forces would be deployed by air and sea to Saudi Arabia in support of U. S. Marine Corps operations to detour and repel an invasion if necessary.

Mount-out continued over the next two months. The first Air Det flight departed NAS Point Mugu on August 26 at 1735 local time, touching down in Saudi Arabia at 0100 ZULU time on 26 August. Air Detachment flights continued over the next 7 days as planes became available. A total of 24 sorties were flown transporting 122 men and 1,169,373 pounds of material. On September 6, the MV Greenridge departed Port Hueneme with eight Seabees, and the remainder of the battalion Table of Allowance. An Advance Party of 159 men departed on 24 September and the 341 man Main Body followed on 12 October 1990. In all, 7,500,000 pounds of material, 289 pieces of automotive and construction equipment, and 630 men were transported to Saudi Arabia.

Although originally planned for deployment to Dharan and Bahrain, NMCB FIVE's destination was changed to the Al Jubail Naval Air Field, located north of Al Jubail, a port city in northeastern Saudi Arabia.

On 31 August, the Air Detachment, which had been expanded to 122 people, officially began work on a 400,000 square foot expansion of an aircraft parking apron, a 3,000 man strongback tent camp for Marine Air Group SIXTEEN, and several other projects. Eventually, the Air Det would move out of the Marine camp that they were sharing and begin construction on what would become NMCB FIVE's Camp Stethem. The camp encompassed 77 acres of land; over 60 strongback berthing tents; personnel bunkers; a road network; internal security facilities; a mile of FEBA; an electrical distribution system; personnel shower facilities, administrative, logistical, medical and dental facilities; a supply yard, an Alfa Company maintenance shop; and a transportation yard. A 48 pair line was installed for internal phone communications. The camp also included a public address system, a MARS station and ultimately 24 overseas phone lines housed in their own SWA Hut. In addition to the original Air Detachment projects, a 100 acre ammunition supply point (ASP) was surveyed with construction starting on 13 September.

The Advance Party arrived on 26 September and took over construction of the Seabee camp while augmenting the Air Detachment on the construction of the Marine camp, aircraft parking apron and ASP. Work on the Seabee camp would continue through the arrival of the Main Body on October 12, and was basically complete on December 16



when the first meal was served in the camp's permanent galley. Work on Marine Corps facilities took priority. The Alfa Company shop, a basketball court, and a Special Services building were added later using mostly camp maintenance resources.

The MV Greenridge arrived in country on 6 October. Offloading was completed on 10 October. Work on the 34,000 square feet Marine Corps Galley at Al Jubail Air Field commenced on 7 October with construction of K-Span hangars beginning on 14 October. The scope of the aircraft apron extension project was increased to 2 million square feet, with the project being divided into three separate projects. SW1 Terry Clary of Delta Company was designated as the project supervisor on the K-Span Hangar project which originally included 11 hangars covering a total of 57,600 square feet. The project was later reduced in scope to include 6 hangars. The 100 acres ASP and now 4,000 man Marine Camp were completed in October/November 1990 with the phased aircraft apron completed in November 1990 and January 1991. 300,000 cubic yards of limestone fill were overlayed to "cap" the loose desert sands for projects.

On 24 November, in preparation for the arrival of the Second Marine Expeditionary Force, work was begun on a massive marshalling/throughput encampment nicknamed "Wally World" in the northwest part of the Al Jubail industrial area. NMCB FIVE's Charlie Company under the direction of LT Al Flenner, was the prime company on the project. It would become the single largest project in Southwest Asia, involving the combined efforts of 7 mobile construction battalions for a total of 7,264 mandays of effort constructing a full service camp for 15,000 Marines covering 1.5 square miles. The project was occupied by the Second Marine Expeditionary Force in December and fully completed on 4 January, 1991.

On 11 December, a 100 man detachment from NMCB ONE, under the direction of LT Jamie McGonagil, reported to NMCB FIVE to assist with construction tasking. The professional showing by these outstanding men truly solidified the one NCF concept. They immediately made a positive impact on Alfa Company operations, and on the construction of a 1000 man camp required for the relocation of the Third Marine Air Wing Headquarters to the Al Jubail Naval Airfield. It was relocated to Al Jubail in anticipation of the air war which would commence in mid-January. BU1 Larry Unrein of Delta Company spearheaded this high priority, short fused project starting on 1 December. The Marine Air Wing moved in during mid-December, and we held the ribbon cutting on 17 January. 4,375 mandays of labor were expended on this project in just 56 calendar days, a truly monumental accomplishment.

On 7 January, in anticipation and support of an eventual USMC attack on Iraqi forces in Kuwait, a water well drilling detail along with a 20 man security force was dispatched to the Combat Service Support Area (CSSA) at Al Kibrit. This detail combined personnel from NMCB ONE and NMCB FIVE under the leadership of Ensign Todd Henricks of NMCB ONE. The detail was tasked to develop an existing well, and drill others approximately 110 miles north of Al Jubail and 30 miles from Kuwait. Four days later, a 38 man detail under the direction of LT Ralph Snow was sent to Kibrit to construct a 40,000 man enemy prisoner of war camp (EPW), designed as a 72 hour holding facility. They were tasked to join with the Water Well Detail, and begin construction of a 500 man Naval Construction Force support base at Al Kibrit. The NCF camp, named Camp Calabro, was completed in three weeks. Again Marine Corps support work took priority. The camp included berthing tents, an Alfa Company shop circus tent, a shower tent, 2 admin/logistics strongback tents, a combat operations center bunker, an ammunition supply point, 1.3 miles of protective wire, fighting positions, and a berm around the entire perimeter of the camp. All facilities were dug in. Camp Calabro ultimately housed 365 Seabees from three battalions under the



tactical control of the NMCB FIVE Battalion Main, a 300 man unit including the Battalion Commanding Officer, CDR D. F. Walsh, and Operations Officer, LCDR W. F. Smith.

The EPW camp was started on 17 January. The project was turned over to Charlie Company and was completed on 8 February. Delta Company was tasked with construction of two 15,000 man galleys, one at Al Qaraah approximately 26 miles to the northwest for the First Marine Division, and one at Al Kibrit for the Second Marine Division. SW1 Donald Mozingo and SW1 Terry Clary were the respective project supervisors.

The most important project in the North was construction and maintenance of the 200 mile main supply route (MSR) running east-west from Al Mishab to Al Qaraah, and later beyond to the border and south to the Tapline road. EOCS Fred Hebener directed crews from both NMCB FIVE and NMCB FORTY. This project proved to be crucial to the efforts of the Coalition Forces, making way for the "End Run" pulled off just before the start of the ground war. All logistics support for the two divisions which would spearhead the attack traveled these roads in incredible volumes.

Back in Al Jubail, all hands were busy supplying and running convoys to the Battalion Main up north. They also completed an aeromedical facility at the airfield, a helicopter pad at the Ammunition Supply Point, and numerous other critical construction projects.

As the Marines moved to the border in preparation for the ground attack, so did NMCB FIVE's Battalion Main. On 12 February, the relocation to Al Qaraah, 18 miles from the Kuwait border began, with the move completed in 7 days. Aside from the construction of yet another camp, NMCB FIVE was busy on several projects. A 1,500 foot Remote Pilot Vehicle (RPV) airstrip was constructed and the MSR, which now stretched to the border, was constructed and continuously maintained. The First Marine Division Command Post Forward at the Kuwait border and two camps for the First Marine Expeditionary Force were also constructed just before the ground assault.

On February 26, immediately after the start of the ground war, LT Leo McKinley took a 32 man detail into Kuwait to dig in the First Marine Expeditionary Force Headquarters for the third time, this time at Al Jaber Airfield. Construction consisted of restoring electrical, potable water, and sanitary services to an existing facility which had been damaged by friendly bombing and retreating enemy forces. Revetted berthing and communications sites were constructed to support the 1,000 man command post and berms were pushed up around each tent and vehicle emplacement. Another 500 man NCF Camp was also being constructed for the Battalion Main which was breaking camp at Al Qaraah and loading up to move into Al Jaber. Tasking at Al Jaber included repair of the airfield for Marine Air Group SIXTEEN, and the construction of additional POW Camps and facilities for the attack on Kuwait City. The speed of the attack and resulting cease fire made further First Marine Expeditionary Force Headquarters movements into Kuwait unnecessary. LT McKinley's detail was recalled, and the Battalion Main was ordered to return to Al Jubail except for a 34 man detail, led by ENS Mark Edelson, which continued maintenance on the MSR until it was no longer needed. The first troops to return arrived on 5 March with others returning daily until 18 March when the return was completed.

The deployment was not yet over. Retrograde projects suddenly became the First Marine Expeditionary Force's top priority. Charlie Company was selected as prime company on the ASP II Ammunition Retrograde Facility. This project consisted of



forty one ammunition shelters inside the ASP berm, and 4 concrete slabs, a K-Span structure, and three new structures known as Sprung Buildings outside the berm. Overall direction of the project was given to BUC Walt Mistler. SW1 Terry Clary ran the K-Span crew while SW1 Donald Mozingo was designated to become the Sprung Building expert. EO1 Dwayne Jones supervised the earth work.

Inside the berm, 25 slabs and 3 shelters were completed. Outside the berm, four slabs, a K-Span and two Sprung buildings were completed. The rest of this project was turned over to RNMCB 24 when NMCB FIVE received orders to return home three weeks ahead of schedule. While ASP II was under construction, Delta Company was busy working on another priority project requested by LTGEN Boomer himself. In just a week, Delta Company formed, placed and finished a 17,000 square feet concrete slab containing 300 cubic meters of concrete, and erected two Sprung buildings to shelter Marines as they waited for their flights home. BU2 Starcher ramrodded the concrete crews with SW1 Donald Mozingo supervising the Sprung erection while CE1 Bernie Fawcett directed the electrical work.

While this critical construction was underway, the rest of the battalion was busy moving to Camp 13 in the Al Jubail industrial area. Camp Stethem was demolished and the battalion washed and prepared NMCB Forty's equipment for ship onload, washed our own equipment and restowed our Table of Allowance for shipment to Port Hueneme.

On 10 April, at approximately 1230 local time, the first flight containing NMCB FIVE's Advance Party of 291 men lifted off from Al Jubail Naval Air Field. Twenty-six hours later, at 0430 local time it touched down at NAS Point Mugu. Two days later, at 1630 local time, the Main Body flight arrived.

Finally, Operations Desert Shield and Storm were over for the men of NMCB FIVE. During its eight month deployment, the battalion lived in the Saudi Arabian sand in expeditionary camps built, maintained, and operated by battalion personnel. In addition to the augmented 700 man battalion, the Galley supported another 1000 Marines at Jubail Air Base and more Marines in the northern camps. Significant construction work was accomplished incorporating, among other things, 50,000 cubic meters of concrete and a small forest of lumber. Two million square feet of aircraft apron, a 100 acre ammunition supply point, camps for over 25,000 personnel, galleys for 35,000, and 200 miles of runway highlighting the battalion's accomplishments as well as numerous smaller projects in direct support of the First Marine Expeditionary Force during the war with Iraq.