DEPLOYMENT COMPLETION REPORT

"MAGNIFICENT SEVEN"
2007

ABOVE: Seabees from NMCB SEVEN pose with the newly commissioned "BEE" aboard Camp Shields, Okinawa, Japan. Seabees dedicated over 528 man-hours fabricating and constructing the newest edition to Camp Shields.

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On 15 December 2007, U. S. Naval Mobile Construction Battalion (NMCB) SEVEN completed its remarkable and highly successful deployment to Okinawa, Japan and other locations around the globe in direct support of U.S. Pacific Command objectives, Operation Enduring Freedom (OEF), and the Global War on Terrorism (GWOT). We achieved an enviable balance between contingency operations, fleet exercises, peacetime construction, Phase Zero operations and training while exhibiting outstanding ambassadorship.

The Battalion was spread throughout 22 locations globally supporting Pacific, Central and Northern Command's Theaters of Operations. Detail sites in Mainland Japan included Atsugi, Fuji, Iwakuni, Yokosuka, Sasebo. Other sites included Chinhae, Korea; Diego Garcia; San Clemente Island; Philippines, and Afghanistan. From its mainbody in Okinawa, the Battalion also supported three exercises by participating in the 2007 Cooperation Afloat Readiness and Training (CARAT) Exercise, the 2007 Peleliu Pacific Partnership (PPP), and the 2008 Talon Vision Exercise. These humanitarian and civic action exercises reinforced Phase Zero operations, a Chief of Naval Operations (CNO) objective.

The Battalion tailored personnel and equipment resources to establish self-sufficient details, ranging from 10 to 63 personnel, and to meet multiple, in most cases, simultaneous missions. The Battalion supported Commanders' Intent to improve Advanced Base infrastructure, practice interoperability with joint and combined forces, enhance security and quality of life in forward operating locations, and, in many cases, improve conditions of civilian citizens in geographical areas at risk of becoming safe havens for extremists and terrorists.

Throughout the deployment, NMCB SEVEN executed superb quality construction with outstanding discipline and accountability. The "Magnificent" SEVEN led the way and set the standard for the entire Naval Construction Force resulting in a successful Pacific Deployment!

ADMINISTRATION

The battalion's Administrative/Personnel Department (S1) provided outstanding support to nearly 600 Seabees. The Department successfully processed 46 transfers and separations, 53 receipts, 67 reenlistments, and seven personnel for advancement under the Command Advancement Program (CAP). The Battalion also administered and processed over 160 personal awards and 200 evaluations and fitness reports. These efforts enhanced the Battalion's readiness and positively contributed to operations.

OPERATIONS

The Operations Department (S3) executed a plan focusing on superior levels of quality and safety. During the deployment, the Battalion executed more than 28,000 mandays of diverse construction throughout the world. We moved the equivalent of 1,800 passengers and 100 tons of Table of Allowance (TOA) and cargo across our geographical span of operations in 25 different air and sea missions.

I EXECUTIVE SUMMARY

NMCB SEVEN's Main Body operated from Camp Shields in Okinawa, Japan. NMCB SEVEN supported the Pacific Command (PACOM) Area of Operations (AO) by operating details in mainland Japan, Korea, San Clemente Island and Diego Garcia. In addition, they participated in four PACOM focused exercises throughout Thailand, the Philippines, Solomon Islands, Marshall Islands, Papua New Guinea, Vietnam, Malaysia and Korea. NMCB SEVEN supported U.S. Central Command (CENTCOM) AO with a detachment of Seabees in support of Combined Joint Special Operations Task Force Afghanistan in support of Operation Enduring Freedom (OEF) an the Global War on Terrorism (GWOT).

Operation's successes started with historic participation in missions like the 2007 Peleliu Pacific Partnership (PPP), a Chief of Naval Operation's strategic initiative. As the Engineering force for PPP, 30 NMCB SEVEN Seabees embarked on the USS Peleliu and completed Engineering Civic Action Projects (ENCAP) in the Philippines, Vietnam, Papua New Guinea, Marshall Islands and Solomon Islands. This was the first time in history a U.S. Navy warship has deployed strictly for a humanitarian mission. NMCB SEVEN Seabees completed 38 ENCAP projects while living the Seabee motto "With Compassion for Others, We Build, We Fight," and leaving the indelible "Can Do" spirit on thousands of struggling people.

NMCB SEVEN's detachment assigned to Cooperation Afloat Readiness and Training (CARAT) exercise departed a month early on deployment in order to fully support this exercise. Despite the early deployment, the pay back was worth maintaining unity of effort throughout the exercise, and positively impacting the lives of influential citizens in the Philippines, Thailand, and Malaysia.

Our peacetime construction program had tremendous impact as well. In Yokosuka, our Seabees exceeded project tasking and produced exceptional quality work on a Kitting Building. Completion of this building is crucial for the future homeporting of the USS George Washington (CVN 73) at Fleet Activities Yokosuka. Other significant projects included the Maebata Carpenter Shop in Sasebo; the Shore Bombardment Area (SHOBA) road access project in San Clemente Island; the gate bollards in Atsugi; perimeter fence repair in Fuji; 120 man barracks project in Chinhae; and the new gate guard shacks in Sasebo.

SUPPLY/LOGISTICS

The Supply Department (S4) excelled in every possible way during this deployment. From the material procurement offices to the service outlets every effort was made to streamline operations and improve customer care. To this end, great improvements were made in the Automotive Repair Parts (ARP) outlet by offloading more than 3,500 low demand parts and by combining six, partial, Consolidated Seabee Allowance Lists (COSAL) into one, thereby simplifying inventory and ordering practices. The entire Greens Warehouse was reorganized and numerous termite infested containers were removed in favor of newer, termite resistant ones. These and other improvements will have benefits that long outlast our NMCB SEVEN's short stay here at Camp Shields. The overall readiness of the Battalion's Supply Department has been greatly enhanced during the deployment.

COMMUNICATIONS

The Communications Department (S6) provided outstanding service to the Battalion during the 2007 deployment to Camp Shields, Okinawa. The Information Systems Department (ISD) provided superb customer service to main body personnel by expeditiously solving more than 1,000 individual trouble calls. In addition, the Department focused their efforts on supporting the tactical communications needs of nine Details, two Deployment for Training (DFT) exercises and two Joint Task Force exercises at locations all around the world. Furthermore, we enhanced the Battalion's internal and external communications by developing, organizing and maintaining the Battalion's Web Portal, a NCF model. The portal currently serves as a hub for real-time and relevant information.

TRAINING/READINESS

The Training Department (S7) executed a comprehensive and vigorous professional development program during deployment focusing on enhancing military and technical skills. Partnering with local Marine Corps, Air Force and some civilian entities, our Seabees received great relevant training that prepare them for operations in this and the CENTCOM theaters. An aggressive Seabee Combat Warfare program was maintained and resulted in 127 personnel Battalion-wide achieving their qualification. Making the deployed training plan all-embracing, numerous hands-on training evolutions, in-rate technical training skills, alcohol and drug awareness, medical issues, and safety sessions were routinely conducted.

The Battalion maintained a vigilant state of communications readiness throughout the deployment thanks to the intensive field communications training provided. A First-rate Tactical Communications training plan was developed and implemented to include training on VHF, HF, UHF/SATCOM and TDN assets. Their rigorous training schedule included monthly Communications Platoon training, Battalion-wide communications familiarity, a deployed Communications Exercise (COMEX) and an inter-Battalion transcontinental HF communications transmission attempt. Overall, we are a Battalion with great communications capabilities and a high state of readiness.

EQUIPMENT

The Table of Allowance (TOA) for the 2007 Deployment has been maintained at a high state of readiness as the ready Battalion in the Pacific Theater. Civil Engineer Support Equipment (CESE) availability for the roughly 500 units of CESE stayed around 90% for the whole Battalion and the CESE availability in Okinawa has remained around 92%. The goals for this deployment were: 1) constant improvement in all Alfa Company programs, 2) efficiency/innovation in the workcenters, 3) technical proficiency, and 4) improving safety.

ALL AROUND MAGNIFICENCE

NMCB SEVEN executed this deployment head on. We met all goals we set ourselves to achieve. We met all requirements of our orders and then some.

I EXECUTIVE SUMMARY

We took pride in everything we did, represented the Seabees, Navy and America with honor. Through an aggressive program, we excelled in meeting the Navy's liberty requirements in Japan and additionally completed five Community Relations projects.

We left Camp Shields better than when we first arrived. Our maintenance backlog was reduced by 80%. Additionally, we left a legacy as four of our Steelworkers dedicated many off-duty hours to build a Seabee that is now displayed with pride in front of the Battalion's Headquarters.

We are also a Battalion that strategically plans for future successes. We cultivated valuable relationships with our other Naval partners, the Marines, while in Okinawa. Our training plan centered around present and future readiness. We took action to start reducing organizational gear by 70% through automation. We practiced our communication and embark skills as often as we could.

The "Magnificent" accomplishments of the Battalion will carry beyond the requirements of our OPORDER. We are a better battalion because we have improved confidence, technical skills and teamwork. We are entering homeport with a thorough plan for success ready to improve upon where we are today! We will continue Succeeding Magnificently!

ADMINISTRATION & SPECIAL STAFF

ADMINISTRATION & PERSONNEL: The Administration and Personnel Department (S1) provided full customer service for more 600 Seabees. With the implementation of the 'Smart Battalion' concept, manning dropped from ten, to five, Personnel Specialists (PS) in Battalion. Transition to primary support from Personnel Support Detachment, Gulfport and Regiment was not implemented prior to the Battalion's departure from homeport. As a result of this, a team of two personnel, correctly and superbly performed the functions of a Personnel Office normally manned by eight personnel.

At the Mainbody, two PSs and nine Yeoman (YN) processed all correspondence, passport applications, recurring reports, leave requests, and coordinated award ceremonies. The PSs processed advancements for seven personnel advanced under the Command Advancement Program (CAP).

For the September 2007 Navy-wide Advancement Examinations, the Personnel Office orchestrated all requirements for 256 Active Duty participants dispersed over 12 deployment sites, including administration to Seabees deployed to a contingency detachment site. The Defense Travel Coordinator processed over 1,300 travel claims for deployment per diem. The Award's YN processed over 160 personal awards, all of which were presented to the recipients before the Battalion re-deployed to homeport, and the Command YN processed over 200 Evaluation and Fitness Reports. The S1 shop transferred or separated 46 Sailors, and gained 53 Sailors while forward deployed, and sent 23 Sailors home on Emergency Leave.

January/September 2007 Navy-Wide Advancement Exam/Chief Selection Results				
	E4	**E5**	**E6**	**E7**
Time in Rate Eligible	82	113	40	56
Participated	82	113	40	56
Selected	64	40	2	7
Battalion Percent Selected	75.6	33.6	5	17.9
Navy Wide Percent Selected	38.8	21.8	12.3	21.1

LEGAL DEPARTMENT: The Legal Department offered legal procedural assistance to over 950 Seabees. Servicing all, the Mainbody site and every Detail/Detachment site, the Legal Department provided numerous powers of attorney, notaries, letters under the auspices of the Service Member's Civil Relief Act; and acted as a liaison between the Command and several government and private entities. From the disciplinary perspective, the dispersion of our Seabees throughout the globe created unique challenges in resolving matters that pertain to behavior disorder and misconduct. However, through coordinated efforts between individual Detail/Detachment site legal representatives and local available resources, all misconduct cases were efficiently and effectively handled and resolved as seamlessly as if the members were at the main body site.

CAREER COUNSELOR: With the all-volunteer force concept, the Navy's ability to attract and retain the number of quality personnel needed to meet manpower requirements is dependent upon the

level of career satisfaction offered by service in the Navy. NMCB SEVEN continued to maintain a positive command environment; the key factor in the success of our Career Information Program and our retention, resulting in NMCB SEVEN meeting all criteria to win the COMFLTFORCOM Retention Excellence Award for FY07. In anticipation of this deployment, we identified, designated and trained 32 Detail/Detachment career counselors in homeport. This well organized team working hand in hand with the Chain of Command guaranteed our success.

SEABEES SERVED BY THE NUMBERS:

Career Development Boards conducted	554
Reenlistments conducted	68
Selective Reenlistment Bonus's (SRB) paid	$525,000
Enlisted Personnel Action requests (1306/7's) processed	35
Personnel attended Transition Assistance Program (TAP)	33
Perform to Serve (PTS) applications submitted	79
Personnel attended Indoctrination	131
Personnel attended First Term Workshop	66

	Eligible	Not Eligible	Reenlisted	Reenlistment Rate	Navy Goal
ZONE A	72	16	25	35%	50%
ZONE B	20	1	16	80%	60%
ZONE C	12	1	11	92%	80%
ZONE D	15	1	14	93%	NA
ZONE E	15	0	2	13%	NA

CHAPLAIN: The Religious Ministry Team (RMT) was responsible for the spiritual, mental and emotional well being of the battalion throughout the deployment. The RMT's efforts focused on provision of religious services, pastoral counseling, visitation, and community relations. The RMT was also responsible for directing the United Through Reading program at the main body site on Okinawa. Midway through the deployment, a successful turnover was accomplished in the Command Chaplain's role, from LT Martie Johnson to LT Daniel Curtis.

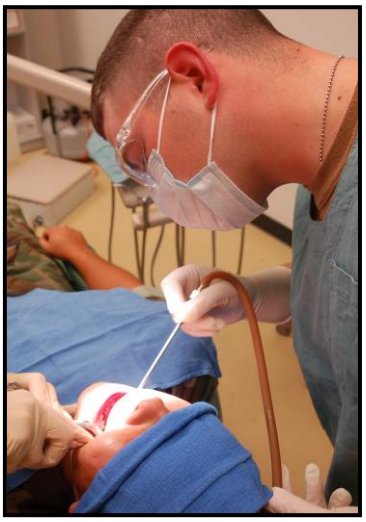
Religious ministry included the resumption of weekly Sunday worship services on Camp Shields, as well as accommodation for those with alternative religious needs. The RMT also developed special command-wide observances for Independence Day, Patriot Day, POW/MIA Remembrance Day, Veterans' Day, and Pearl Harbor Remembrance Day; and the Command Chaplain offered the Invocation and Benediction at Okinawa's Navy Ball.

NMCB SEVEN's Chaplains offered pastoral counseling to approximately 200 Seabees coping with various forms of stress and deployment-related crises. Family separation, adjustment to military life,

alcohol use, and grief were the most common issues. Visits to detail sites created opportunities for face to face counseling and guidance with Seabees going through acute issues.
The Chaplain led the effort in updating NMCB SEVEN's Suicide Prevention Instruction and programming. This update led to enhanced awareness, improved first-responder skills, and a clearer command policy for handling situations of high suicide risk.

Several Community Relations projects on Okinawa were coordinated and conducted in cooperation with the Medical Officer and the Can Do spirit of NMCB SEVEN's Seabees. Volunteers from NMCB SEVEN cut down trees for the Okinawa Orphanage, landscaped at the Okinawa Children's Zoo, and helped clean and move furniture at the Ai No Mura Retirement home. These efforts further strengthened the relationship between the Seabees and our most gracious host nation.

DENTAL DEPARTMENT: Through hard work and coordination with dental staffs at various Detail/Detachment sites, the dental department maintained an excellent readiness status. Due to an unexpected transfer of the Battalion dentist, an agreement was made with 3rd Dental Battalion, 3rd Marine Logistics Regiment in Okinawa to provide dental care for our Seabees. This agreement was instrumental in maintaining our dental readiness.



3rd Dental Battalion assisted in providing dental cleanings and dental operative work for more than 125 patients from July – December 2007. They were instrumental in converting our Class 4 patients to Class 2 or 1 and helped us maintain our dental readiness at excellent levels. In addition to the assistance from 3rd Dental Battalion, we successfully had over 200 dental cleaning appointments at Camp Shields Dental Clinic, which also assisted us in increasing our overall dental readiness.

MEDICAL: During our 2007 Okinawa deployment, NMCB SEVEN's Medical Department continued to provide quality medical care to all members of the battalion. The medical staff worked hard to keep medical readiness above 98%, spearheaded smoking cessation efforts, nutrition classes and provided definitive treatment for a wide variety of ailments. Our medical staff also instructed numerous Combat Life Saver (CLS) courses.

NMCB SEVEN sent corpsmen to Detail San Clemente Island, Peleliu Pacific Partnership, CARAT, Talon Vision and Detachment Afghanistan to support operations and gain valuable tropical medicine and medical mount-out experience. These experiences have proven instrumental to our operational successes in theater and beneficial to the medical department as a whole. This was truly an educational, varied, and memorable deployment for our medical staff.

PREVENTIVE MEDICINE:
With the assistance of Naval Hospital Okinawa on Camp Lester, the medical staff was able to successfully immunize Smallpox, place Purified Protein Derivative (PPD) and draw HIV lab work on all personnel in

main body. Due to the training conducted at the Jungle Warfare Training Center, the hospital provided the medical department with an adequate supply of the Japanese Encephalitis (JEV) immunization for vaccination. Prior to departure from Okinawa, the medical department achieved 100% completion of the Post Deployment Heath Assessment (PDHA) surveys. The medical department successfully initiated and managed multiple wellness programs such as tobacco cessation, cholesterol management, weight management (ShipShape) and women's wellness.

STATISTICS:

NMCB SEVEN Okinawa	
Total # seen at Camp Shields	350
Immunizations	362
PPD, HIV, and DNA Tests	1210
Audiograms	22
Sick in Quarters	61

NMCB SEVEN Okinawa	
Clinic Referred to	**# Visits**
Radiology	62
Orthopedics	28
Optometry	35
Physical Therapy	31
General Surgery	4
Dermatology	11
Mental Health	15
Dietician	Visit
Urology	3
OB/GYN	4
Internal Medicine	8
Cardiology	3

Public Affairs Office (PAO): The NMCB SEVEN Public Affairs Office (PAO) had a magnificent deployment. They produced and published numerous news releases both in house, and externally to media outlets around the world.

The Public Affairs Office released 40 stories and captured more than 6000 images of events, exercises, and construction projects which were made immediately available on the shared drive for access to members of NMCB SEVEN. All 40 stories and more than 249 photos were distributed for release, many of them published on the Navy News website, Stars and Stripes, the Kadena newspaper and local detail site newspapers.

Seabees from NMCB SEVEN were featured on Armed Forces Network (AFN) news six times in Okinawa and at other detail sites. Photographs and stories were featured in All Hands magazine and Seabee magazine, to include making the front cover of the 2007 fall issue of Seabee Magazine. Thanks to the quick dissemination from the Public Affairs Office on Camp Shields, NMCB SEVEN stories were immediately picked up by numerous publications, including the Navy, Air Force, and Department of Defense official websites. Our PAO coverage resulted in an increased audience awareness of our Seabee presence and mission, reflecting positively on the command and the Naval Construction Force.

Internally, the Battalion's PAO Staff implemented several new media products, which included mini video clips, a Quarterdeck video, a redesigned newsletter, and photo layouts for reenlisting service members. The video mini clips were an instant success with NMCB SEVEN Seabees. Movie clips were posted on the share drive for NMCB SEVEN Seabees to download and share with their family members.

One NMCB SEVEN Mass Communications Specialist (MC) participated in the Peleliu Pacific Partnership (PPP) exercise, providing four stories and 23 photos. Other MCs participating in PPP released numerous other articles and photos featuring NMCB SEVEN Seabees. Several photos and stories were featured in Navy Times, including a two-page spread highlighting NMCB SEVEN.

NMCB SEVEN's monthly publication, Magnificent Moments, released their first deployment issue shortly after arriving in Okinawa and earned excellent reviews from service members and their families. More than 20 emails have been received from service members and their families, praising the newsletter's design and content. Each publication included more than 15 stories and photographs from all detail / detachment sites. The publication was converted into a PDF format and distributed to the Family Readiness Group, the 22nd and 25th Naval Construction Regiments and NMCB SEVEN Ombudsman.

The PAO shop created other media products such as the Sailor's Creed poster, event flyers, and personalized DVDs for VIP visits. During the deployment, the PAO shop continued the Home Town News (HTN) release program and created a log of all NMCB SEVEN Seabees. This log was updated and used for sending HTN releases on all new NMCB SEVEN Seabees checking into the Battalion and NMCB SEVEN Seabees who received awards. The PAO worked diligently and recorded 327 HTN releases were composed during the deployment. The PAO shop began work on the 2007 Pacific Deployment Cruise Book shortly after beginning deployment with a goal to exceed last deployment's "best cruise book in the Navy" award and provide NMCB SEVEN Seabees a full color book with a professional layout and memorable photos.

The PAO's mission focus is, and will continue to be, to produce high quality media products that effectively promote Seabees from the "Magnificent" Naval Mobile Construction Battalion and their accomplishments.

Morale, Welfare, and Recreation (MWR): The MWR staff, comprised of representatives from all companies and departments, positively affected the morale of the battalion this deployment through a variety of avenues. They started the deployment off on the right foot, organizing Command support for the 2007 Kadena Special Olympics. More than 35 Seabees volunteered to encourage and support local national and US special-needs participants as well as provide medical support throughout the day.

The MWR staff worked closely with Commander Fleet Activities Okinawa MWR, taking advantage of the rich cultural heritage and natural beauty that Okinawa has to offer through monthly Single Sailor tours. The tours visited numerous locations throughout Okinawa including Churaumi Aquarium (3rd largest in the world), Japanese Underground Naval Headquarters, and 10,000-person Eisa (traditional Okinawan dance) Festival; furthermore, admissions to all locations were subsidized by CFAO. In addition to the monthly trips and with the assistance of Alfa Company, our Seabees were also able to visit popular recreation and culturally significant spots throughout the island.

Seabees were equally active in extracurricular sports during this deployment. The Command fielded three teams in CFAO Captain's Cup softball and volleyball leagues, competing against Navy units throughout Okinawa. The Command also represented the Navy in Japan Military Athletic Conference Basketball, playing against teams from all services located in both Okinawa and mainland Japan. In addition to Captain's Cup sports, the MWR staff also organized an intramural 3-on-3 basketball league as well as weekly pick-up Ultimate Frisbee matches which were as entertaining for spectators as they were for participants. The last big sporting event was the annual Army-Navy Flag Football game on December 2nd, 2007. NMCB SEVEN Seabees made up more than 50% of the starting line-up and represented the Battalion proudly.

The MWR staff operated a Ship Store with command coins and apparel for sale, while companies and departments operated gee dunk messes allowing them to fund frequent organizational outings. Another huge fundraising success was the Khaki Auction, where Seabees donated, upwards of $400 in some cases, to have Khaki work one day in their shop. Along with company, detachment, and department donations, more than $3,000 was provided to the Cruisebook Committee to augment their fundraising efforts.

The MWR staff coordinated and executed two momentous events during the deployment; special observance for POW-MIA day, and the Over the Hump Party. For the POW-MIA day, commemorative black PT shirts with the POW-MIA logo were provided free of charge to all E-5 and below and a special Battalion run was held on Camp Shields to honor our comrades. The Over the Hump party featured a beach blow-out at Torii Station complete with a DJ, water sports, outdoor contests and games, and catering courtesy of the Command E-6 and above. Both events had a lasting, positive impact on our Seabees during this deployment.

TRAINING & READINESS

III

TRAINING & READINESS

TRAINING/READINESS: The Training Department (S7) developed, organized, and executed an extremely robust professional development plan for the Battalion during its 2007 PACOM deployment.

Focus areas included technical training, Seabee Combat Warfare skills, communications, and a vast array of relevant combat skills.

Training Days consisted of a general agenda of classes in the morning and hands-on instruction and in-rate training in the afternoon. Safety and Drug and Alcohol Prevention were recurring themes and Battalion focus areas. All General Military Training (GMT) topics were also covered during this time, the first one beginning in July with Suicide Awareness. Other topics covered that day include Code of Conduct, an anti-terrorism force protection (ATFP) lesson in chlorine attacks, and medical briefs on sexual conduct and tobacco cessation.

August was a great month for the Training Department as they conducted two outstanding Training events. The first was a Seabee Olympics, a squad-size competition held throughout Camp Shields. Sixteen teams were spread over eight different challenges and made round-robin rotations ensuring match-ups with different opponents at each station. Skills were taught prior to each competition: a communications race with yellow canaries, Chemical, Biological, and Radiological (CBR) gear, field stripping the M-16, pre-start procedures on CESE, grenades and throwing techniques, litter bearer procedures, physical strength, and Seabee Combat Warfare knowledge. The highly informative and successful event was both a team-builder and learning experience enjoyed by all.

The second Training Day was an Improvised Explosive Device (IED) Recognition course conducted by the local Marines from the 3rd Marine Logistics Group (MLG). All Seabees were given a brief on the current threat and numerous types of IEDs being used in theater; samples were also made available for hands-on familiarization. Walking and driving lane courses laced with mock IEDs followed in the afternoon along with Marine instructors explaining techniques on hiding locations and implementation. This training will prove invaluable for our next deployment.

September training was nothing short of “Magnificent” with the Embarkation evolution and the pinnacle achievement of the deployment, the Military Training Week. Embark, with its plethora of moving parts, was broken into different sections including CESE preparation, weights and balances, and pallet building. Personnel were taken step by step through each course and gained a better understanding of the entire process through the hands-on exercises. A mock Unit Movement Control Center (UMCC) was set up at a later time and personnel received training on Ground Transportation Requests (GTR). All movements were tracked and manifests checked for accuracy which served as preparation for procedures required the next Field Exercise and deployment.

The Training Department worked tirelessly with Marine Corps and Air Force counterparts in preparation for the Military Training Week which covered 11 different topics: Rapid Runway Repair (RRR), Field Utilities, Combat Life Savers (CLS), Communications Exercise (COMEX), Convoy Security Element (CSE), Jungle Warfare, Indoor Simulated Marksmanship Trainer (ISMT), Crew Serve Weapons familiarity, Entry and Vehicle Control Points (ECP/VCP), and communications gear. The week concluded with the much anticipated ranges where Seabees fired their

assigned weapon and M240B at moving pop-up targets. Encompassing an abundance and vast array of skills required in a contingency environment, Seabees thoroughly enjoyed the Military Training Week and became better prepared to execute current and future missions.

In addition to the military skills learned during the deployment, the Training Department provided important life training in October. Nutrition, physical health, and well being were especially stressed along with dental health and sports injuries. Other training highlights included a mock mast held with the Commanding Officer and a cast of First Class Petty Officers. Junior sailors were able to better understand the entire Non-Judicial Punishment process and its repercussions. The second was a field trip for all Seabees to Kelvin Boston's lecture on money management and fiscal responsibilities, he is the host of PBS's *Moneywise* and his prudent guidance was helpful for Seabees of every rank.

In addition to the remarkable training already provided, Seabees were able to learn numerous skills related to their rate by way of on-the-job training throughout deployment. The S7 Department conducted a thorough Seabee Skills Assessment and ensured specific skills were noted in the personnel's attainment. We qualified five personnel on Blue Force Tracker and sixty-seven personnel as Combat Life Savers. These skills will certainly increase the Battalion's readiness for next deployment.

In preparing for the Battalion's redeployment to Gulfport, Mississippi, the Training Department set up a Return and Reunion class for all Seabees with personnel from the Fleet and Family Support Center (FFSC). Lessons covered were intended to make the transition from "Deployment life" to "Home life" as smooth as possible and included topics such as DUI and driving safety, anger management, domestic violence, and handling reunions with family and children.

MONTHLY TRAINING MANDAYS

JUN	JUL	AUG	SEP	OCT	NOV	DEC
887	1251	1752	3792	876	315	872

ARMORY: The Armory had a busy schedule being the key component of the four ranges and two training events conducted throughout deployment. Two Battle Zero (BZO) ranges, one TOA weapon range with moving targets, and one M240B range were conducted for all hands. The two hands-on training events focused on Crew Served Weapon (CSW) maintenance, safety precautions, limitations, and overall familiarity. Armory personnel also took an active role in weapons support and escort for four separate details: Afghanistan, South Korea, and two in the Philippines. The Armory Division maintained full accountability of over 450 weapons and performed all necessary 3M required maintenance.

SEABEE COMBAT WARFARE: The Seabee Combat Warfare program continued its aggressive agenda throughout deployment with a minimum of four classes per week conducted on Okinawa and throughout detail sites. Nearly everyone was enrolled in the program and personnel set goals and milestones for final qualification. The result was an astounding 127 SCW pins earned increasing the qualification to 47% overall and to 76% for E-5 and above.

COMMUNICATIONS: The Communications Department (S6) provided outstanding service to the Battalion during the 2007 deployment. The department was responsible for Information Services Department (ISD) support to mainbody aboard Camp Shields in Okinawa and at nine Detachment sites throughout the area of responsibility (AOR) – as well as two separate detachments to the Philippines and two Commander Pacific Fleet exercises: Combined Afloat Readiness and Training (CARAT) and Peleliu Pacific Partnership. Their direct efforts focused on network customer service, network security,

Information Assurance compliance (IA), upgrading Defense Messaging System (DMS) services, Secure and Non-Secure Internet Protocol Router (SIPR and NIPR), and intensive field communications equipment training to all Battalion personnel.

TACTICAL COMMUNICATION: The Electronic Technician (ET) work-center took possession of nearly 3,000 communication components worth $3.5M and turned around a 81.5% Record Accomplishment Rate (RAR) deficiency into a 100% RAR within one Quarter. During the Operational Readiness Inspection there were zero discrepancies on equipment and 3M paperwork, receiving accolades from the 30th NCR R6. S6 Department supported all Battalion training and weapon's live fire evolutions with gear and both

ETs and Information Technicians (IT) as technicians and communicators. Prior to post-deployment turnover with NMCB FIVE, the ETs completed a 100% operations check on all communications gear with zero deficiencies.

INFORMATION SYSTEMS: The IT work-center was responsible for monitoring and maintaining 135 ONE-NET office computers, 13 printers and four scanners. Customer service began with 305 accounts created and S6 personnel aggressively responding to - and correcting - 751 trouble-calls. To further address command needs, the S6 ITs were designated as Terminal Area Security Officers (TASOs), and subsequently designated and trained 12 System Area Security Officers (SASOs) from various Seabee rates. These SASOs were assigned to the nine Details – as well as Alfa, Bravo, and Charlie Company to respond to any computer or network needs as designated by S6. The SASOs and TASOs were able to collect 98.5% of the Battalion's IA certificates well ahead of schedule to conform to all Information Assurance Vulnerability Assessment (IAVA) requirements (in accordance with Information Security regulations). The S6 TASOs then scanned the 562 IA certificates and converted them into pdf files, which were stored on CD disks, providing a more efficient filing system, while also reducing departmental embarkation weight requirements.

The IT work-center spearheaded the technical challenge of upgrading the DMDS (Defense Messaging Dissemination System) to Proxy MR (Message Routing) for official NIPR and SIPR message traffic. Then the IT work-center qualified all S6 personnel as message traffic technicians. Together they processed 5,501 incoming messages and transmitted 259 Command messages.

S6 successfully supported Exercise Ulchi Focus Lens (UFL) 2007 by providing an ET and IT to South Korea, as well as an IT to the Marines stationed on Okinawa.

All S6 personnel supported all emergent requirements due to Typhoons Man-Yi and Nari by providing and operating communications equipment effectively establish and maintain command and control during the storms. S6 personnel also provided training to the Battalion during IED Recognition training, Seabee Olympics day and intensified live-radio communications training to all hands during a battalion Communications Exercise.

This deployment provided a young S6 department an opportune time to grow and mature. They met every evolution aggressively and enthusiastically, thereby strengthening and enhancing the Command's communications capabilities to a higher level in order to "Succeed Magnificently" in future missions.

MAINTENANCE MATERIAL MANAGEMENT (3M): During the 2007 Okinawa Deployment, the Battalion's 3M Management Team "Magnificently" inspected and processed over 400 Record Accomplishment Rate (RAR) and ACF reports, 1000 spot-check forms, installed two Force Revisions, and processed 21 ASI and Upline Reports consisting of over 37,100 records. Additionally, by holding numerous classroom and computer based training sessions, and Personnel Qualification Standard (PQS) qualifications, NMCB SEVEN's 3M team trained and qualified 172 personnel at various maintenance skill levels. The 3M office opened, managed, and handled all trouble calls for 74 DISA/MicroSNAP, and SKED 3.1 "user" accounts for the entire Command.

Skill	Percentage of Command Quals. as of 02JUN07	Percentage of Command Quals. as of 02DEC07	Percentage of increase during deployment	Personnel qualified on deployment	Number of personnel qualified
301	91%	94%	+3%	77	572
302	29%	33%	+4%	27	205
303	27%	31%	+4%	25	189
304	17%	19%	+2%	15	114
305	15%	18%	+3%	14	107
306	14%	17%	+3%	14	102

Specific accomplishments:

a. Created and implemented an aggressive spot-check metrics including all chiefs and officers which rotated through each different Work center. This provided increased number of spot-checks per work center, per week and an outstanding training opportunity for others in the Command who otherwise would not be involved in the 3M program.

b. Received and put into action the COMNECCINST 4790.1 (Commander Naval Expeditionary Combat Command) instruction which replaced the COMFIRSTNCDINST 4970.1 instruction. Additionally, the Command 3M Team drafted and flawlessly rewrote the NMCB7INST 4790.1 to directly reflect the COMNECCINST.

c. Installed two Force Revisions “3-07 FR” and “4-07 FR” in all work centers and five detachment sites. Action items attached to these revisions included changing all work center codes in both SKED 3.1 program and MicroSNAP.

d. Performed two Self assessments in all work centers to ensure an efficient running Command 3M program.

e. Maintained overall 100% on all Recorded Accomplishment Rate, and Accomplishment Confidence Factor reports for entire 6 months.

f. Outstanding review during Operational Readiness Inspection (ORI). Corrected two minor discrepancies within days.

OPERATIONS

IV OPERATIONS

NMCB SEVEN's Main Body operated from Camp Shields in Okinawa, Japan. Since the majority of our Seabees were located in the U.S. Pacific Command (PACOM) area of operations (AO) from San Clemente Island to Diego Garcia. An additional 50 Seabees were detached to the U.S. Central Command (CENTCOM) AO in Afghanistan. NMCB SEVEN overcame all challenges in command and control, geographic dispersion, multiple reporting and constant operationally-driven changes in tasking, with the Can Do spirit that makes Seabees famous.

In the PACOM AO, we operated details in mainland Japan, Okinawa, Korea, San Clemente Island and Diego Garcia. In addition, we participated in four PACOM focused exercises; Cooperation Afloat Readiness and Training (CARAT), Peleliu Pacific Partnership (PPP), Talon Vision, and the Ulchi Focus Lens (UFL).

NMCB SEVEN Seabees were critical to the success of two historic exercises supporting the Chief of Naval Operation's strategic initiatives. As the engineering force assigned to Peleliu Pacific Partnership (PPP) humanitarian aid mission, 30 NMCB SEVEN Seabees and 20 ACB ONE Seabees embarked on the USS Peleliu and completed Engineering Civic Action Projects (ENCAPs) in the Philippines, Vietnam, Papua New Guinea, Marshall Islands and Solomon Islands. This was the first time in history a U.S. Navy warship has deployed strictly for a humanitarian mission of this kind. NMCB SEVEN Seabees completed 38 ENCAP projects leaving the indelible "Can Do" on thousands of struggling people. Admiral Willard, Commander U.S. Pacific Fleet, sent a Bravo Zulu to our Seabees participating in PPP. In the message he commented that, "During your four month deployment, you touched and improved the lives of thousands of people through medical, dental, public health, veterinary, engineering and community relations projects."

Detachment Cooperation Afloat Readiness and Training (CARAT) exercise departed a month early on deployment in order to fully support this exercise. 26 of our Seabees were embarked on the USS Harpers Ferry and traveled to the Philippines, Thailand, and Malaysia as part of ENCAPs. The purpose of the ENCAPs was to enhance the image of Host Nation Forces with the local populace, to strengthen the bond of friendship between the United States and the host nations, and to cross train host country engineering forces in general engineering construction techniques. Despite the early deployment, the pay back was worth maintaining unity of effort throughout the exercise. This was the first time a single NMCB supported the entire exercise and, due to its success, will be the new model to follow.

Once PPP and CARAT exercises were completed, our Seabees returned to Okinawa and were re-integrated into the Main Body to support execution of four tasked construction projects and seven CO discretionary projects.

Charlie Company was the prime contractor on all four tasked projects; the Vehicle Storage Replacement Project at Kadena Air Force Base, the Material Liaison Office (MLO) Covered Storage Project at Camp Shields, the Range 16 Communication Facility at Camp Hansen and the Chemical, Biological and Radiological (CBR) Equipment Storage Project at White Beach Naval Station.

Commander Fleet Activities Okinawa (CFAO) Public Works Transportation Division at Kadena Air Force base was in desperate need of a new covered vehicle maintenance facility. Due to quality deficiencies and lack of structural integrity, we began the project by disassembling the roof, wall panels, and structural members of the Pre-Engineered Building (PEB) back down to the anchor bolts. The NMCB SEVEN Quality Control Staff worked with BUTLER buildings to find an appropriate solution to the identified problems. During this process the project crew ground built up rust off the building steel, due to the increased rain exposure, and reapplied a new coat of primer and paint.

Once the crew made the BUTLER approved modifications to the anchor bolt layout they executed re-erecting the building and working twenty-four hour operations to meet tasking. The project was turned-over at 95% WIP.

With an increased battalion workload and decreasing space to store project materials, the Camp Shields 1st Naval Construction Division (1 NCD) Officer in Charge requested for two 150' x 40' PEBs to be erected in the Camp's MLO storage yard. Our Engineering Aides laid out the buildings so Alfa Company could remove the existing asphalt and excavate down seven feet for the future footers and grade beams. The summer rains were our biggest challenge, especially during the civil work. Despite 36 work day delays, due to rain, we brought the building out of the ground by placing 14 column footers and nearly 550 linear feet of grade beams. As the crane crew from Alfa Company was placing the steel columns, our Seabees wasted no time and began excavating and compacting the footers for the second building. The rain returned again during the last work week, but the crew worked hard to finish at 4% over our project tasking.

Seabees are always supporting the United States Marine Corps on the island of Okinawa. NMCB SEVEN was no exception as we completed a 40' x 20' CMU block Communications Building at Camp Hansen's Range 16. We performed all interior construction and finish work after removing the overhead slab formwork. The crew was very flexible and able to meet customer requests for changes, including a utilities excavation and placement across the asphalt access road. Bravo Company's Construction Electrician's completed the electrical connections and interior work, energizing the building and expediting the Beneficial Occupancy Date (BOD).

Bravo Company led the effort on over 450 man-days of CO discretionary work throughout the island. In preparation for the Ulchi Focus Lens Exercise, our Seabee's constructed a 12' x 10' sand table and a 30 linear foot projection wall for the 3rd Marine Infantry Division (3d MARDIV) Combat Operations Center on Camp Courtney. The 3d MARDIV Commanding General was so pleased with our crew's work that he requested for the crew to build a 30 foot long soundproof interior wall in an office.

On Camp Kinser, Marine Combat Logistics Regiment Thirty-Seven (MLR 37) requested our Seabees provided a much needed rehabilitation to their Command's Quarterdeck. At this coveted Marine Corps Quarterdeck, the crew replaced 1,800 square feet of ceiling tile and light fixtures. The crew then removed the degraded watch standers desk and replaced it with an enclosed watch standing station that allowed for better customer service and a more professional look.

Charlie Company contributed to the CO discretionary work by constructing five half-sized SEAHUTS for urban close combat training at the Jungle Warfare Training Center and constructing a CMU barbeque grill for the Camp Hansen USO.

Our pride and professionalism were evident at every project site, but we are particularly proud of the hard work and dedication expended to build a Seabee static display for Camp Shields. As our Seabees realized there was no Bee display on Camp Shields, they went to work and designed one from scratch. After six weeks of hard work and volunteering numerous off duty hours, our Steelworkers completed the best looking Seabee static display in the world!

Twenty-one Seabees from Main Body and eight Seabees from Detail Chinhae had the opportunity to participate in the Ulchi Focus Lens Exercise. The Seabees from Detail Chinhae assembled and disassembled the Harvest Eagle Galley in Pohang for the exercise. From Okinawa, two Seabees embarked on a High Speed Vessel (HSV) to provide armed escort for the weapons, while nine Seabees flew to Pohang to provide messing operations and communications support for 125 personnel. Our Seabees received excellent joint training and numerous Bravo Zulu's from high ranking officials for their hard work at Pohang. Back in Okinawa, ten members of NMCB SEVEN stood watches around the clock at the First Naval Construction Division Combat Operations Center at Camp Courtney. These Seabees enhanced their knowledge of OPLAN 800 and realized the vital role the Naval Construction Force plays in this operation.

Near the middle of deployment, NMCB SEVEN was tasked with supporting the 2008 Talon Vision Exercise. 29 Seabees and four pieces of CESE accompanied the 31st Marine Expeditionary Unit and the Marine Air Group 36 to the Philippines where they conducted Ground Zero operations for the locals. For nearly three weeks the crews installed wooden floors in homes, repaired roofs, painted walls, and improved nearly two kilometers of previously unimproved roadway. Because of their hard work, the detachment completed all construction tasking and was able to complete additional quality of life tasking for the local communities.

Throughout this deployment NMCB SEVEN Seabees at every project site strengthened their construction management and technical building skills, renewing the Seabee pride with their accomplishments. The skills gained during this deployment will be passed on to future generations of Seabees and ensures the Naval Construction Force will remain the number one military construction force in the world.

SAFETY:

The immense amount of time and effort devoted in homeport towards project safety plans by the Company and Detail Safety Representatives, individual Project Safety Representatives, and the Battalion Safety Office proved invaluable for the execution of safe work on the jobsites. The detailed safety plans laid out clear guidance on how and when to conduct daily safety lectures. The development of these in-depth and well-defined project safety plans brought forth a knowledge base for the Safety representatives to easily recognize safety deficiencies for the work being performed.

At the start of the deployment, a new Safety Officer was selected to comply with the First Naval Construction Division instruction, requiring the Safety Officer position to be filled by the same individual for a three year period. With the help of a very knowledgeable Assistant Safety Officer, they hit the ground running. On the first day of work, they ensured the troops at mainbody in Okinawa were educated in the most probable and dangerous types of mishaps that occur on jobsites in Okinawa. The Safety Office reviewed previous work related mishap trends and educated our Seabees throughout the battalion, in an effort to minimize the number of mishaps and ensure NMCB SEVEN was at the highest level of mission readiness.

Shortly after deployment started, the battalion had two potentially serious vehicle mishaps. Fortunately, no one was seriously hurt and a safety stand-down was immediately conducted at all sites reinforcing the safe practices of driving. The Alfa company Chain of Command quickly developed and implemented a new standard operating procedure (SOP) requiring all personnel to be trained by designated Subject Matter Experts (SME) and complete Job Qualification Requirements (JQR). Additionally, all licensed personnel were assigned an experience rating (low, medium, high). Using Operational Risk Management (ORM) operators are assigned tasks that match their level of experience. Alpha Company conducted interviews and reviewed driving records to ensure all Seabees were assigned their appropriate skill level. From the time of implementation, zero vehicle mishaps occurred and all SOP's have evolved to a Battalion wide Job Qualification Requirements (JQR) program.

IV OPERATIONS

The Battalion Safety Staff worked diligently with Detail representatives to resolve any questions, concerns, or issues that arose throughout the deployment. Details Atsugi, Diego Garcia, Fuji, Iwakuni, San Clemente, Sasebo and Yokosuka were all visited and inspected by the Safety Officer to ensure proper execution of the NMCB SEVEN Safety program. Implementation and execution of project safety plans were reviewed to minimize mishaps and allow for our Seabees to safely execute their construction tasking.

The Safety Staff stressed to everyone in NMCB SEVEN that all mishaps, whether minor, serious or even a near mishap, need to be reported to the Safety Office at Camp Shields. All Safety incidents were recorded and tracked to analyze possible trends and prevent future mishaps.

SAFETY SUMMARY

	June 07	July 07	Aug 07	Sept 07	Oct 07	Nov 07	Dec 07	TOTAL
Fatalities	0	0	0	0	0	0	0	0
# Lost Days	0	0	30	4	30	5	0	69
# Lost Duty Cases	0	0	1	2	1	5	0	9
# Light Duty Days	56	46	95	86	162	66	0	484
# Light Duty Cases	7	5	7	8	6	6	0	39
# First Aid Mishaps	9	12	11	13	10	13	0	58
# Govt Vehicle Mishaps	1	1	0	0	0	0	0	2
Total Number Mishaps	10	12	11	13	10	13	0	69
# Govt Vehicle Repair Costs	0	DRMO w/ no replace -ment	0	0	0	$35 Battery	0	$35

ON-DUTY MISHAPS

	June 07	July 07	Aug 07	Sept 07	Oct 07	Nov 07	Dec 07	TOTAL
# First Aid Mishaps	7	6	9	9	5	7	0	43
# Light Duty Cases	5	3	6	6	2	3	0	25
# Light Duty Days	35	9	92	52	25	28	0	241
# Lost Work Cases	0	0	0	1	0	2	0	3
Lost Work Days	0	0	0	2	0	2	0	4
Fatalities	0	0	0	0	0	0	0	0

OFF-DUTY MISHAPS

	June 07	July 07	Aug 07	Sept 07	Oct 07	Nov 07	Dec 07	TOTAL
# First Aid Mishaps	2	6	2	4	5	6	0	25
# Light Duty Cases	2	2	1	2	4	3	0	14
# Light Duty Days	21	37	3	34	137	38	0	270
# Lost Work Cases	0	0	1	1	1	3	0	6
Lost Work Days	0	0	30	2	30	3	0	65
Fatalities	0	0	0	0	0	0	0	0

CAMP SHIELDS (MAINBODY) PROJECT SUMMARIES							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
JK6-689	195	$20k	195	0-100%	100%	0	195
JK7-690	284	$20k	284	0-100%	100%	0	284
JK7-698	213	$20k	213	0-100%	100%	0	213
JK7-692	115	N/A	115	0-100%	100%	0	115
JK7-7XX	1,223	$600k	1223	0-100%	100%	0	1223
JK8-697	485	$29k	485	0-100%	100%	0	485
JK3-802	20	$369k	20	98-100%	100%	0	20
JK5-831	894	$88k	166	81-100%	100%	710	184
JK4-823	2,378	$480k	911	56-94%	94%	1,433	696
JK5-827	1,820	$303k	849	0-60%	62%	56	911
JK4-819	2,577	$317k	614	0-30%	8%	0	141
JK7-XXX	125	N/A	125	0-100%	100%	0	125
NMCB 7 TOTAL	9,373	$2,246k	5200	N/A	N/A	2,144	4,592

LABOR DISTRIBUTION (MAINBODY)

	June 07	July 07	Aug 07	Sept 07	Oct 07	Nov 07	Dec 07	TOTAL
Direct Labor MDs	725	1425	979	739	1003	1057	N/A	5,928
Readiness / Training MDs	130	156	230	535	269	177	203	1,700
Total MDs Expended	855	1,581	1,209	1,274	1,272	1,252	185	7,628
# Personnel	293	293	293	293	293	293	293	
# Direct Labor	82	82	82	82	82	82	82	
# Workdays	12	24	24	22	25	23	2	
% Direct Labor	28%	28%	28%	28%	28%	28%	28%	
Ideal MD Capability	1,107	2,214	2,214	2,209	2,306	2,121	185	12,177
Actual Availability Factor	77%	72%	55%	58%	55%	59%	100%	

Note: *% DL = (Direct Labor Personnel)/ (Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

MAINBODY CO DISCRETIONARY

PROJECT LISTING	MANDAYS
• Sand Table / Projection wall	87
• Office Partition Wall	79
• Gas Chamber	4
• Camp Kinser Quarterdeck Rehabilitation	125
• Jungle Warfare Training Center SEAHUTS	80
• USO Barbeque grills	25
• Construct Camp Shields Seabee	66
TOTAL MANDAYS EXPENDED	**466**
TOTAL MANDAYS TASKED	**400**

JWTC SEAHUTS

Camp Shields Seabee

3rd MARDIV Sand Table

Camp Kinser Quarterdeck

MAINBODY CAMP MAINTENANCE

PROJECT LISTING	MANDAYS
• Alfa Gear Boxes	13
• Softball Field Fence	9
• Alfa Laundry Room	24
• Supply Table Tops	12
• Dumpster Wall Demo	15
• TOA Boxes	5
• Fitness Trail Demo	24
• Live Storage Eye Wash	9
• HT/Steel Eye Wash	6
• MR Eye Wash	14
• Misc.	27
TOTAL MANDAYS EXPENDED	**158**
TOTAL MANDAYS TASKED	**158**

CONSTRUCT FACILITY 2469D RANGE 16
JK5-831

NMCB SEVEN was tasked to complete construction of a range communication facility at Camp Hansen, Okinawa.

Project Data

Scope: Work included installation of windows and doors, running conduit for power and communications to the utility pole, rough and finish electrical, interior painting, tile, and preparing the site for asphalt.

Personnel: 7 personnel

Duration: June - November 2007

Mandays Expended:

NMCB SEVEN:	184
Cumulative:	894

Tasking:

WIP at turnover:	81%
WIP at completion:	100%
Tasked MD:	166
Total Project MD:	894

Material Cost: $87,833

Cost Savings: $312,900

Significant Safety Issues: The crew leader held proper training and the crew safely executed interior painting complete with adequate ventilation and respirators.

Significant Quality Issues: The QC Department and Job Supervisor ensured all materials met the requirements of the plans and specifications and the interior displayed a professional finish.

Significant Design Issues: Building location and orientation differed from the prints and required movement of the exterior lighting and a change in the electrical service connection.

Significant Material Issues: The design changes required material add-ons and delayed the project.

MLO COVERED STORAGE WAREHOUSE
JK5-827

NMCB SEVEN was tasked to begin construction of two pre-engineered buildings at Camp Shields, Okinawa

Project Data

Scope: Prepare sites and construct two 130' X 40' PEB's in the MLO yard. Work included removal of existing asphalt, excavation, placement of footers, placement of grade beams, placement of columns, and erection of structural steel.

Personnel: 17 personnel

Duration: July – November 2007

Mandays Expended:

NMCB SEVEN:	911
Cumulative:	967

Tasking:

WIP at turnover:	5%
WIP at completion:	62%
Tasked MD:	849
Total Project MD:	1820

Material Cost: $302,743

Cost Savings: $338,450

Significant Safety Issues: Housekeeping was a key safety concern due to the size of the site.

Significant Quality Issues: Key quality goals achieved were; compaction of the sub-grade, placement and coverage of the reinforcing steel, and proper placement/layout of the anchor bolts for Building A.

Significant Design Issues: Experienced two typhoons and 26 days of rain which led to 36 total work days of water removal from the excavation. The large amounts of rain delayed execution and made it difficult to reach the required 95% compaction under the footers and grade beams.

Significant Material Issues: None.

REPLACE VEHICLE STORAGE SHED
JK4-823

NMCB SEVEN was tasked to disassemble, square, and reassemble a pre-engineered building at Kadena Air Force Base, Okinawa.

Project Data

Scope: Disassemble building down to the pad and reassemble PEB. Work included structural steel, purlins, girts, roof, wall sheathing, overhead door installation, and rough/finish construction of interior office space.

Personnel:	16 personnel	
Duration:	June – December 2007	
Mandays Expended:	NMCB SEVEN:	696
	Cumulative:	2129
Tasking:	WIP at turnover:	56%
	WIP at completion:	94%
	Tasked MD:	911
	Total Project MD:	2378
Material Cost:	$479,702	
Cost Savings:	$745,150	

Significant Safety Issues: The crew leaders and safety supervisors ensured that all crew members employed fall protection and were aware of fall hazards while working on the roof and elevated lifts.

Significant Quality Issues: The QC Department and Job Supervisor ensured that the PEB and the roll-door frames were square. All construction materials were also checked to ensure compliance with the plans and specifications.

Significant Design Issues: Project was at 56% when the crew arrived and the building was found to be out of square. This required the building to be disassembled down to the concrete pad and reassembled. The extended amount of time the steel was in the weather during disassembly required 75% of the steel to be cleaned and repainted.

Significant Material Issues: None.

CBR EQUIPMENT STORAGE WAREHOUSE
JK4-819

NMCB SEVEN was tasked to begin construction of a storage warehouse at White Beach Naval Facility, Okinawa.

Project Data

Scope: Construction of a 2,200 square foot concrete and CMU storage facility. Warehouse will include office, restroom, and humidity controlled storage room as well as a general storage area. The entire site is to be enclosed in security fencing.

Personnel:	5 personnel	
Duration:	August – November 2007	
Mandays Expended:	NMCB SEVEN:	141
	Cumulative:	141
Tasking:	WIP at turnover:	0%
	WIP at completion:	8%
	Tasked MD:	614
	Total Project MD:	2577
Material Cost:	$317,000	
Cost Savings:	$49,350	

Significant Safety Issues: The crew leader held proper training on the hazards of bending and tying reinforcing steel and ensured that the proper PPE was worn at all times.

Significant Quality Issues: The QC Department and Job Supervisor ensured that the materials met the requirements of the specifications and that the reinforcing steel fabrication matched the prints.

Significant Design Issues: NAVFAC PAC designers need to be more aware of the materials readily available in Okinawa and use them in their designs. It would also help if they designed to metric measurements vice standard units.

Significant Material Issues: The Japanese equivalent of the specified reinforcing steel was not available on the island.

DETAIL SAN CLEMENTE ISLAND

IV

OPERATIONS

San Clemente Island (SCI) is the southernmost of the eight California Channel Islands. It lies 55 nautical miles (NM) south of Long Beach and 68 NM west of San Diego. The island is approximately 21 NM long and is 4-1/2 NM across at its widest point. Since 1934, the island has been owned and operated by various Naval commands. More than a dozen range and operational areas are clustered within a 60-mile radius of the island.

The San Clemente Island Range Complex is the cornerstone of the tactical training ranges supporting the Southern California Offshore Range (SCORE). SCORE supports the largest concentration of naval forces in the world. The SCI land, air, and sea ranges provide the U.S. Navy, U.S. Marine Corps, and other military services space and facilities which they use to conduct readiness training and test and evaluation activities. SCI's distance from the mainland and its complete Navy ownership make the island and its surrounding area ideal for fleet training, weapon and electronics systems testing, and research and development activities. The island is administered by the Officer in Charge of the Naval Auxiliary Landing Force, SCI who reports to the Commanding Officer, Naval Base Coronado.

ADMINISTRATION: NMCB SEVEN main body in Okinawa, Japan retained Administrative Control (ADCON). The responsibility for overall completion of administrative tasks belonged to the Detail OIC. The Cyclic exams were administered to 28 personnel in September. The Personnel Support Detachment (PSD) on Naval Air Station North Island provided any additional administrative support required, like new Common Access Cards (CAC) and pin numbers.

TRAINING AND READINESS: Training sessions were held for six days out of the deployment, in addition to a two day island INDOC course. The two day island INDOC course included presentations from all the commands on island to include a major focus on UXO hazards and how SCORE operates. The other six training days were held per the Battalion training schedule and included a broad range of Navy GMT's, Safety Awareness Training, and Warfare Training.

The Detail provided multiple training opportunities for Combat Life Saver (CLS) refresher course, CPR certifications and First Aid. Additionally, 3M classes to include 301, 302, and 303 were provided for personnel in order to facilitate SCW qualifications. Seabee Combat Warfare (SCW) classes were held three days a week and resulted in 38 Seabees receiving their Seabee Combat Warfare Device during this deployment. This increased the percentage of the Detail from 27% qualified at the beginning of deployment to 92% qualified at the end of deployment.

OPERATIONS: Detail San Clemente Island was tasked to provide engineering and construction support for the Naval Auxiliary Landing Field and SCORE. Embark consisted of an advanced party and a main body. 40 Seabees deployed from Gulfport, Mississippi on 05JUN07 via a Naval Air Logistics (NALO) flight and arrived on the island that same day. The remaining 20 Seabees followed the same route and arrived on island on 12JUN07. Under the direction of the 30th Naval Construction Regiment (NCR), NMCB SEVEN was tasked to execute two projects in support of Shore Bombardment Area on island. The Detail maintained 67 pieces of Civil Engineer Support Equipment (CESE).

The entirety of the Detail's tasking was in support of the Shore Bombardment Area (SHOBA) Access Road Project. This was an extremely high visibility project in support of the SHOBA live fire range on San Clemente Island. The island's primary focus is to train military forces by allowing them to utilize the SHOBA, where they are able to fire air and surface missiles, practice radar exercises, and even allow Sea, Air and Land (SEAL) and Special Warfare Combatant-craft Crewman (SWCC) Teams to use small arms fire and gun fire from ship to shore. The SHOBA Access Road Project encompassed 32 miles of road construction, to include quarry and blasting operations. Due to the location of the island and the logistical challenges of transporting supplies to the island, the sub base material, ¾" minus rock, was produced through blasting and crushing operations at the mid-island quarry. NMCB SEVEN's specific tasking on the road project was first and foremost to dive into uncharted waters and embark on the first ever Naval Construction Force (NCF) Project, which integrated civilian workers with their Seabee counterparts.

After many revisions and amendments, the Ridge Road Project, was awarded to Miller Watts / PaveTech on 29JUN07 in the amount of $13.3M. The contract was a first of its kind because of the way Seabee's were integrated into the project. The contract called for 34 direct labor Seabee's to provide support and work with the civilian contractor, which greatly reduced labor costs to the contractor. Per the contract, Seabee's were largely still responsible for the majority of the sub base preparation, culvert installation, and quarry operations. The contractor was to provide equipment needed, assist in the sub grade and sub base preparations, assist in crushing operations, and take the lead for the placement of asphalt and concrete. The number one focus of the contract was to lower the cost to the Region and allow the Seabee's to improve their technical skills by working side by side with the contractor, in all aspects of the project. It was a win/win for all sides.

Upon contract award the Detail immediately met with the contractor and began coordination of equipment and labor. Several site visits were made to the island before the contractor mobilized to determine the equipment requirements, priorities of work, and labor integration for each aspect of the project. The integration was seamless, immediate, and created an invaluable learning experience for each Seabee involved. Three civilians worked in the quarry with the Seabee quarry crew, civilian surveyors worked hand in hand with the Seabee Engineering Aide's, and road crews integrated to create efficiency and cover multiples areas of the road at once. Much needed equipment was provided by the contractor, to include a state of the art, $6M rock crusher and rock drill for the quarry, in addition to multiple front end loaders, graders, scrapers, backhoes, and rock dumps.

Work at the quarry was the first to pick up momentum after the contract award. The NCF crusher had requireed extensive maintenance and could no longer be relied upon for day to day crushing operations. Prior to the contractor's crusher arriving on site, the NCF crusher had only produced 150CD of ¾" minus material and was constantly in a non-operational status, despite the Detail's best efforts to repair and rewire the equipment. Within the first month of contract award a leased crusher arrived on site. The Seabee's and civilians worked together to load, operate, and manage the stock piles of both raw material and finished product, producing 12,132

CD of ¾" minus product in two months. After two months of crushing rock, crusher operations were halted due to the lack of space to store the material, and lack or raw mineral product to feed the crusher. The crew then shifted its primary focus to blasting operations, so that a large stockpile of raw material could be built up, while the road crew depleted the ¾" minus stockpile by hauling it to the road for grading and compaction.

Blasting is the one area that Seabees and civilians did not integrate. Detail San Clemente maintained complete control of blasting operations due to the safety requirements, Standard Operating Procedures (SOP), explosives procurement, and qualified personnel required. The Detail conducted a total of nine blasts, expending more than 6,450 lbs of explosives, which produced over 10,000 CD of raw mineral product. The blasting crew was able to develop proper benches for the first time at the quarry, enabling a higher yield of mineral product for the amount of explosives used.

The road project crew consisted of three different sub crews. These crews were split up, and conducted various tasks in support of the road preparation to include a sub base crew, hauling crew, and culvert crew. They began the deployment by demolishing 1700 CD of asphalt in preparation for sub base. Upon arrival of the contractor, there was no longer the need to demolish asphalt. Instead, an asphalt pulverizer ripped up the existing asphalt, crushed it, and placed it back where it was for use as sub base. This greatly expedited the sub base process. Crews from the contractor and our Seabee's graded, rolled, and compacted sub base material. Simultaneously, multiple dump trucks and water trucks were required to make runs from the quarry and water tank to the sub base crew daily. The culvert crew completed the replacement of 11 culverts and three culvert extensions, located at various points along ridge road, to allow for proper drainage. A majority of the culvert work was completed using jack hammers, to break up existing concrete casts, and a back hoe for trenching. Each culvert was replaced, and built back up in 6" lifts, and compacted to 95%.

Prior to the Ridge Road contract award, the Detail completed multiple OIC Discretionary projects which included the construction of a storage shed, placement of concrete pads, and finish tile work at the Island Recreational Committee cottages. These projects greatly enhanced the working relationship of the Seabee's on the island, to include the Special Warfare community.

In conjunction with the road tasking, the Detail was also tasked to renovate the single wide trailers, which the Detail used for berthing. There were six single wide trailers, which housed a total of 24 Seabees. These trailers were in poor condition at best and in desperate need of improvements. Prior to the Detail's arrival, funding had already been received from First Naval Construction Division (1NCD), in the amount of $58K, to be used for the renovation of these 24 berthing rooms. The Detail immediately went to work and completely renovated these trailers to include replacement of flooring, wood trim, vanities, showers, drywall patch work, paint, and electrical work. In addition to the construction work on the trailers, each trailer was also upgraded with new TV's, wardrobes, and rugs. The overall improvement of the trailers made a huge quality of life impact for the Seabee's who lived there. The project was completed one month ahead of schedule and will be of benefit to all future Detail's here at San Clemente Island.

The deployment was extremely valuable to each Seabee as they were able to gain valuable experience in planning projects, developing new construction techniques, and mastering their skills through on the job training and working with their civilian counterparts.

SUPPLY & LOGISTICS: The Detail deployed without Table of Allowance (TOA) weapons and ammunition, and did not receive any at the deployment site due to the location within the United States.

Funding was a high priority focus for the first half of deployment due to the fact that MILCON funds, in the amount of $18.9M, from the road project had previously paid for everything on the Detail site to include Consumables, Automotive Repair Parts (ARP), Fuel, GSA vehicles, and barge costs. Once the road project contract was awarded, all Military Construction (MILCON) funding that was left, was awarded to the contractor in the amount of $13.3M, all costs listed above were no longer absorbed by the MILCON funding. ARP parts and Consumable funding were absorbed by NMCB SEVEN main body. Fuel, GSA vehicle costs, and barge costs were provided via the 30th NCR from 1 NCD. The fuel station received weekly barges of fuel and provided fuel for the Detail at a cost.

Due to the remote location of the island, purchasing ARP parts and consumables required an expeditor in San Diego. There were two means of getting supplies to the island, and weight was the determining factor. Supplies could be sent via the barge or rotator flight. Rotator flights operated to and from the island approximately four times a day Monday thru Friday. For anything too large and heavy for the rotator flight, it went to the island via the weekly barge. A Store Keeper (SK) second class deployed to San Diego in order to facilitate parts support, which was incredibly important. A majority of the CESE on SCI was not Consolidated Seabee Allowance List (COSAL) supported and required open purchase requests out in town, vice using the supply system. The expeditor in San Diego ensured operational continuity for equipment and supplies throughout the deployment.

Food Services/Berthing: Food services and drinking water were provided by the Naval Auxiliary Landing Field (NALF), San Clemente Island. Three meals a day were served at the galley. The members of the Detail were berthed in three types of housing. All E3's and below stayed in single wide trailers, which were recently renovated. The single wide trailers offered each E3 and below their own room, with a bathroom that was shared by one other person. Each E3 and below received a mini refrigerator, and microwave in their room. The E4's were housed in permanent party brick barracks buildings. The brick barracks were equipped with small refrigerators, a microwave, sink, and two burners and again, one person to a room with a shared bathroom. The E6's were housed in double wide trailers. These offered each person their own room, each bathroom was shared by two people. The double wide trailers offered a full kitchen, common area, and laundry facilities within the trailer. All personnel had access to cable TV in their room. In addition, there were two gym facilities available, wireless internet in common areas, and a recreation center which encompassed a bowling alley, basketball court, and dining facility.

Material Liaison Officer/Central Tool Room (MLO/CTR): Detail San Clemente Island received 25 tool kits. Any augment tools required were obtained from the San Clemente Island Self Help Shop. All material and tools required for the Ridge Road Project were supplied by the Contractor. For all other projects material was procured using the prime vendor system and working with Graybar. Graybar provided quotes for the bill of materials and then shipped the items, once payment was received, to the island. Materials procured were for batch plant training and the SHOBA Bridge Project. All materials were purchased locally. Camp Maintenance support materials for the Trailer

Rehab Project were purchased via open purchase request in San Diego through the expeditor.

EQUIPMENT MANAGEMENT: Upon arriving on San Clemente Island, the Detail took possession of 67 pieces of Civil Engineer Support Equipment (CESE), which was comprised of 62 pieces of Augment CESE and 5 pieces of loaned equipment. Parts support was provided by NMCB SEVEN main body and the expeditor in San Diego. A majority of the CESE on SCI was not supported through the supply system, and as such required the expeditor in San Diego to procure parts via open purchase requests out in town. The equipment that was supported by the supply system was expedited via main body and shipped to the island.

Once the Ridge Road Project was awarded to a civilian contractor, the civilian contractor was tasked to provide additional equipment in support of the Seabees. The additional equipment was required due to the state of disrepair that the CESE at SCI was in. Prior to contract award, when the NCF controlled the MILCON funding, SCI had been supported with over 40 pieces of rental equipment. Therefore, as soon as the contract was awarded, on 29JUN07, the contractor's first task was to send out the required support equipment. He began support by providing the Detail site with a $6M crusher and multiple front end loaders and excavators in support of the quarry. The Contractor supplied equipment to the road project and quarry on an as needed basis, and throughout the duration of the deployment supplied: two crushers, two front end loaders, one excavator with a 10,000 lb hydraulic hammer, one dozer, one backhoe, one scraper, one grader, one roller, one water tank, three water trucks and five rock dumps. The contractor supplied his own mechanic and provided his own parts support, however there was integration with the contractor and Seabee mechanics, who both worked to keep all equipment operational and delay downtime.

Due to the state of the NCF CESE at San Clemente Island, disposition letters were sent and approved on 15 pieces of CESE. Of the 15 pieces of CESE, 12 were sent to the Defense Reutilization Management Office (DRMO), and three were taken to Port Hueneme for rehabilitation. All 12 pieces approved for DRMO were sent off island, via the barge, taken to DRMO at Camp Pendleton, and ultimately removed from the Tab A. The remaining three pieces were also taken off island on the barge, and convoyed to Port Hueneme for rehab. During NMCB SEVEN's deployment to SCI, the amount of CESE went from 67 pieces to 53 pieces, and an additional 10 disposition letters were sent to higher, requesting that even more equipment be taken to DRMO.

MEDICAL: Detail personnel received general outpatient services from the Naval Medical Clinic on San Clemente Island. The medical clinic on island offered no doctors or advanced medical services. In the event there had been a serious injury, the person would be accommodated by medical evacuation to facilities on the mainland. The clinic was able to perform routine physicals, administer flu shots, and conduct daily sick call with the assistance of our Detail Corpsman. Any person requiring additional medical assistance was flown to Naval Air Station North Island for the day and seen at either the medical clinic there, or at Balboa Naval Medical Center, depending on the nature of the appointment and specialty involved.

In addition to general medical services the Detail corpsman provided on site support for each blast that was conducted at the Mid-Island Quarry. He was able to utilize the island ambulance and was on site for the entire time between the explosives arriving on site, and the clearing of the shot.

SAN CLEMENTE ISLAND PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
SC2-815	26,928	$18.9 M*	2,224	45 - 53%	53%	12,160	1,978
SC7-417	1,044	-	1,044	0 - 100%	100%	0	973
DETAIL SAN CLEMENTE ISLAND TOTAL	**27,972**	**$18.9 M**	**3,268**	**N/A**	**N/A**	**12,160**	**2,951**

*Total project cost of $18.9M covers both SC2-815 and SC7-417.

LABOR DISTRIBUTION

	Jun-07	Jul 07	Aug 07	Sep 07	Oct-07	Nov 07	Dec 07	TOTAL	%Total
Direct Labor MDs	218	643	672	735	785	978	155	4186	64%
Indirect Labor MDs	201	302	316	288	288	387	58	1840	28%
Readiness / Training MDs	160	145	142	37	26	45	0	555	8%
Total MDs Expended	579	1090	1130	1060	1099	1410	213	6581	100%
# Personnel	60	60	60	60	60	60	60	60	
# Direct Labor	44	44	44	44	44	44	44	44	
# Workdays	14	22	24	21	21	28	4	134	
% Direct Labor	73%	73%	73%	73%	73%	73%	73%	73%	
Ideal MD Capability	554	832	871	792	792	1067	160	5068	
Actual Availability Factor	68%	95%	94%	98%	102%	96%	97%	94%	

Note: *% DL = (Direct Labor Personnel)/ (Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

OIC DISCRETIONARY

PROJECT LISTING	MANDAYS
MAROPS Storage Shed	297
Cottage Renovation	61
Others	26
TOTAL MANDAYS EXPENDED	**384**
TOTAL MANDAYS TASKED	**380**

CAMP MAINTENANCE

PROJECT LISTING	MANDAYS
Trailer Rehab Project	818
Misc.	38
TOTAL MANDAYS EXPENDED	**856**
TOTAL MANDAYS TASKED	**856**

CONSTRUCT SHOBA OPERATIONAL ACCESS ROAD
SC2-815

NMCB SEVEN was tasked to construct a 32 mile road on San Clemente Island, in conjunction with a civilian contractor, in order to provide increased access to the Shore Bombardment Area (SHOBA).

Project Data

Project Scope: Construct sub base, in preparation for concrete and asphalt overlay, along the SHOBA access road. Install corrugated metal storm pipe at specified locations according to the plans and specs. Provide support as required to the contractor for hauling, site work, and batch plant operations.

Personnel: 23 Personnel

Duration: June 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	1,978
** Only record of cumulative total available.	
Cumulative:	14,138

Tasking:

WIP at Turnover:	45%
WIP at Completion:	53%
Tasked MD:	2,224
Total Project MD:	26,928

Material Cost: $18,900,000

Cost Savings: $598,000

Significant Safety Issues: Construction signs, cones, and barriers were placed to divert traffic. Due to the road conditions only experienced operators were utilized, slower speeds were mandated, and an aggressive road master program was placed into effect. Crews battled unruly weather conditions at the project site from extreme heat to extreme cold. Fog often presented a huge impact and halted work for several hours due to visibility.

Significant QC Issues: There were no significant quality control issues. The crew leader ensured all culverts were placed at proper angle and grade based on the plans and specifications,

to allow for proper drainage. The backfill for culverts was placed in 6" lifts and compacted to 95%. The only way for compaction of culvert backfill was through the use of a Wacky Packer, a very slow and tedious process.

Significant Design Issues: Requests for Information were submitted on various culverts throughout the road project. There were culverts which needed replacing and were not included on the drawings, and culverts that were in good condition, which were slated to be replaced. The process to correct these deficiencies through the ROICC office was fairly easy and straight forward.

Significant Material Issues: No material issues. All material for the culverts was procured ahead of time and was on site. All sub base material is produced by the quarry on site. All concrete and asphalt material, along with supplemental equipment is to be provided by the contractor.

QUARRY/CRUSHER OPERATIONS
SC7-417

NMCB SEVEN was tasked to conduct blasting and crushing operations to provide necessary sub base material, ¾" minus rock, in support of the SHOBA Ridge Road Project.

Project Data

Project Scope: Rip/blast raw product from the Mid-Island quarry to produce 24,000 CD of mineral product.

Personnel: 10 Personnel

Duration: June 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	973
Cumulative:	973

Tasking:

WIP at Turnover:	0%
WIP at Completion:	100%
Tasked MD:	1044
Total Project MD:	1044

Material Cost: N/A

Cost Savings: $260,000

Significant Safety Issues: Respirators were worn at all times during drilling and crushing operations. An ORM assessment was completed for dozer operations on unstable soil to ensure safe operations while clearing blast material. Additionally, traffic guides were utilized in the quarry, to include front end loaders, dozer, and rock dump operations. Blasting operations were conducted according to the San Clemente and 30th NCR Blasting SOP. Safety briefs were held for all essential personnel prior to blasting and a corpsman remained on site during the entire evolution.

Significant Quality Issues: All blast holes were drilled in order to establish and maintain proper bench height. This also maximized production. All raw mineral products were sized, with a hydraulic hammer if required, to be 24 inches or less for processing by the crusher. The size of rock was continuously monitored to ensure ¾" minus product. Occasionally the screen in the crusher would tear and the finished product would be 2". This was an easy catch, but required close monitoring, and the screen could easily be fixed within the same working day.

Significant Design Issues: The quarry was developed per the quarry site plan to include proper bench development. There were no issues, other than the quarry site plan had not been followed prior, and the benches were not properly developed.

Significant Material Issues: All material required was taken directly from raw material blasted on site. Provided there are enough explosives, this will not be an issue. During deployment 5,000 lbs of explosives were ordered through the Regiment. It took approximately 2 months to arrive. The Regiment has already issued another contract to provide additional explosives for the next Battalion.

TRAILER REHAB PROJECT
SC7-331

NMCB SEVEN was tasked to renovate the interior of 24 Seabee berthing rooms, located in seven singlewide trailers.

Project Data

Project Scope: Renovate the interior of 24 berthing rooms to include replacement of linoleum flooring, showers, vanities, and wood trim. Rewire the electrical system and bring to code, complete drywall and floorboard work as necessary.

Personnel: 7 Personnel

Duration: June 2007 –November 2007

Mandays Expended:

NMCB SEVEN:	818
Cumulative:	818

Tasking:

WIP at Turnover:	0%
WIP at Completion:	100%
Tasked MD:	818
Total Project MD:	818

Material Cost: $59,381

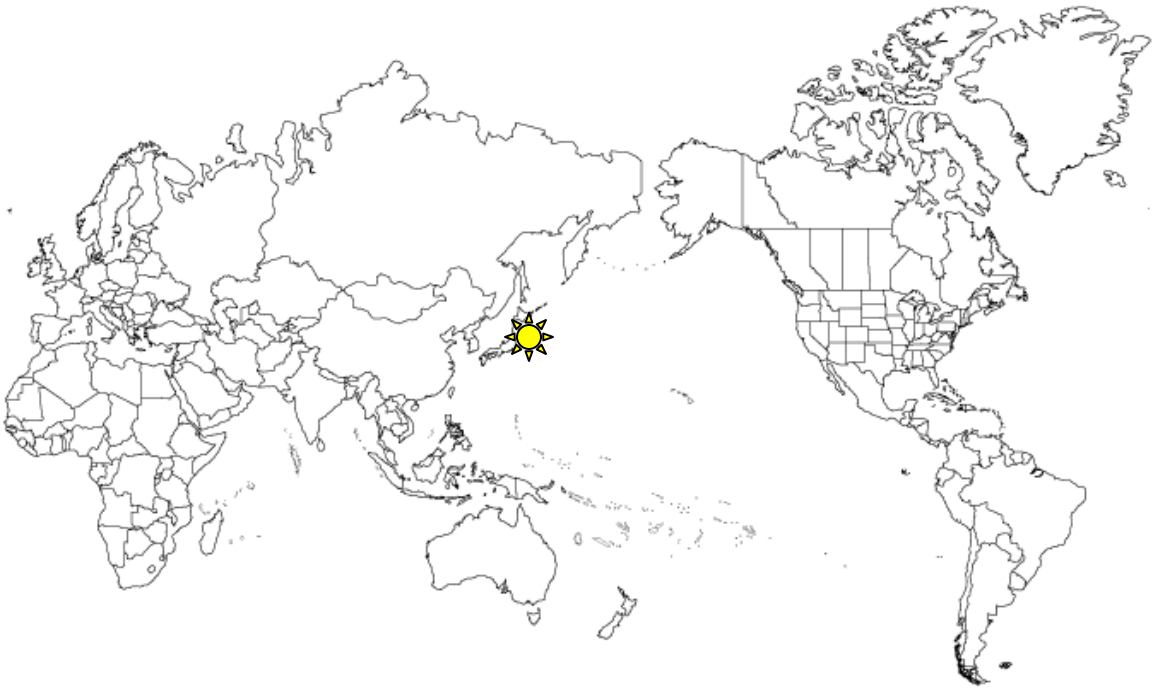
Cost Savings: N/A

Significant Safety Issues: All crewmembers utilized proper PPE when utilizing power tools. All power tools were GFCI protected. Dust masks and eye protection was worn during the sanding of all drywall.

Significant QC Issues: Many of the trailers were discovered to have several quality deficiencies once construction began. The sub-floor in many of the trailers was rotted and required replacement, to include the floor joists. Extensive drywall repair was required, particularly in the bathroom areas. The ceiling in all of the trailers had to be sanded down due to sub-standard installation.

Significant Design Issues: N/A

Significant Material Issues: Material for the trailer rehab project was purchased via open purchase request on the Detail credit card. The expeditor in San Diego purchased all material at local hardware and construction supply stores, then manifested all material on the weekly barge, and sent it to the island. This was an extremely efficient and quick process.



DETAIL ATSUGI

IV OPERATIONS

Naval Air Facility (NAF) Atsugi lies in the heart of the Kanto plain on the main island of Japan, Honshu. The mission of NAF Atsugi is to provide facilities, services and material support for U.S. Navy and Marine Corps aviation operations, and to provide logistic support for Carrier Air Wing FIVE. The 1,249 acres of NAF Atsugi is home to approximately 10,000 personnel, similar to a small town. The weather is like Norfolk, VA, hot and humid in the summer, chilly to cold in the winter.

ADMINISTRATION: For the duration of the deployment, NAF Atsugi Bldg 1312 served as the headquarters for the Detail. The Detail Officer in Charge (OIC) was responsible for overall completion of administrative tasks. The Detail Assistant Officer in Charge (AOIC) and an Engineering Aide Constructionman were the action officers for most issues. NAF Atsugi Customer Service Desk provided administrative support not only for Detail Atsugi but Detail Fuji as well. Advancement Exams were administered midway through the deployment. Both Operational Control (OPCON) and Administrative Control (ADCON) remained with NMCB SEVEN.

TRAINING AND READINESS: Six full days of training were conducted and included Navy General Military Training (GMT), Basic Military Requirements, technical skills and other training intended to improve their careers and personal lives. The Detail held Seabee Combat Warfare (SCW) training three times per week for the first two months of training and then as needed. The Detail had six personnel achieve qualification. Overall, the Detail completed 239 man days of training.

OPERATIONS: The Detail accomplished all assigned tasking. 30th Naval Construction Regiment (NCR) rated the quality of construction as good on most projects and excellent on one during the End of Deployment Review. The Detail only had one minor job site mishap during the deployment and no lost time accidents. The Detail's projects improved the security of the base, the safety of the community, the quality of work of flight line technicians, reduced environmental impacts of soil runoff and added to the beautification of the base.

Fourteen Seabees deployed from Gulfport, Mississippi, on 05JUN07 via commercial air to Camp Shields, Okinawa before boarding military aircraft to Atsugi, Japan located mainland. Twelve Seabees followed as part of the Main body, taking the same route on 14JUN07. Upon arrival the Detail inventoried all tools and equipment and determined that everything necessary to complete assigned tasking was on hand or available. The Detail inventoried the Material Liaison Office (MLO) yard to make sure that all the materials were on hand to start the projects on time.

The Detail completed a turn over of the Reconstruct Line Shacks project from NMCB THREE consisting of 144 mandays which was the final 20% tasking for this project. The Line Shack project consisted of the installation of metal wall studs, finish electrical and the installation of drywall. This project was completed on 03AUG07. This project helped the flight line technicians by replacing old, temporary work spaces with new, permanent facilities. 30th NCR rated the quality of this project as good. No mishaps occurred on this project. Along with the completion of the Line Shacks, the Detail was tasked with one other turn over project, the installation of hydraulic pop-up bollards.

The Hydraulic Bollard project consisted of completing the remaining 40% of tasking from NMCB THREE, 255 mandays for NMCB SEVEN. Construction work consisted of installing hydraulic bollard systems (two locations) and 128 fixed bollards. Work included pavement demolition, new asphalt paving, and power connections. The entire project was estimated at 629 mandays. The Detail finished this project on 10DEC07. This project improved the security of the base by providing secondary containment capability at a primary entrance and egress point. 30NCR rated the quality of this project as good. No mishaps occurred on this project. The Detail did not do a thorough inventory of the materials for this project and failed to notice that piping, sump pumps and a power panel board were missing. The Japanese build panel boards from scratch, which resulted in a long lead time. The Detail ordered some of the materials from Continental US (CONUS) for compatibility with the bollard system, which resulted in long lead times. Despite these material issues, the Detail finished the project before returning to homeport.

Along with the two turnover projects, the Detail was tasked with three other projects: the Reconstruction of Bus Stops, the Construction of a Retaining Wall /Sidewalks at three locations and the Replacement of a Retaining Wall at the track located at the golf course. The scope of work of the Reconstruct Bus Stops project included replacement of seven bus stops with new pre-engineered buildings on concrete footers, a new concrete slab and a wooden bench. The Detail demolished four of the existing wood frame bus stops, but a Public Works contractor removed the other three due to the presence of lead. This job consisted of 500 mandays tasked 0-100%. This project was finished on 28NOV07. This project improved the base transportation system by improving the appearance of the bus stops. 30th NCR rated the quality of this project as good. One mishap occurred on this project. A welder suffered from flashburn when he used a damaged lens. He worked on light duty for two weeks and then returned to full duty. The Detail required additional culverts for one of the bus stops, and procurement lead time delayed the completion of this project from 15SEP07 to 28NOV07.

The Retaining Wall at a Running Track project, which consisted of 404 mandays tasked from 0-100%. This project was completed on 26SEP07. The scope of work included replacing an existing wood frame retaining wall with a new concrete retaining wall with decorative face stretching for nearly 1000 linear feet along a running track near the golf course. This project reduced the environmental impact of soil runoff and improved the appearance of the base in a highly visible area. 30th NCR rated the quality of this project as good. No mishaps occurred on this project.

The Detail's third project was the construction of another Retaining Wall and Side Walk at three locations consisting of 606 mandays and also tasked 0-100%. The scope of work was to construct 480 linear feet of half-foot to four-foot high concrete retaining wall with decorative face and 640 linear feet of concrete sidewalk at three locations. The Detail was also tasked with removing and replacing about 600 feet of concrete curb block and 6 drainage gutters. This project was finished on 29NOV07. This project reduced the impact of soil runoff, improved the appearance of the base and increased the safety of pedestrians by providing defined walkways at the Bachelor Housing areas, the main galley, and adjacent to the Medical Clinic. 30th NCR rated

the quality of this project as excellent, especially the broom finish on the sidewalks. No mishaps occurred on this project.

Retrograde was accomplished in two phases. An eight-personnel delayed party remained in Atsugi to turnover with NMCB FIVE. The delayed party was responsible for turning over the office spaces, tools and supplies, and to ensure that NMCB FIVE got situated in barracks rooms. Sixteen personnel departed advanced party to Okinawa on military flight and redeployed via commercial air from Kadena AFB in Okinawa to Gulfport, MS. Mainbody followed approximately ten days later.

SUPPLY & LOGISTICS: Public Works Department at NAF Atsugi provided fuel for the duration of the deployment with the cost rolled into equipment rental rates. Detail personnel deployed with a supply of personal demand items. Personal items were replenished locally at the Naval Exchange, Morale, Welfare, and Recreation (MWR) facilities and Second Fiddle, the second-hand store, on NAF Atsugi at personnel's own expense.

Food Services/Berthing: Food service was provided by the galley at NAF Atsugi, the Far East Café, which is one of three galleys. The main galley serves three hot meals ranging from a wide variety of food. The other two galleys are adjacent to the flight line and are only open when the Carrier Air Wing is in. Our Seabees were housed at the bachelors enlisted quarters with laundry facilities.

Material Liaison Office/Central Tool Room (MLO/CTR): The Detail received sixteen tool kits upon arrival at NAF Atsugi. No additional augment tools were required beyond what was already in inventory or available at Public Works Self Help. First Naval Construction Division (1 NCD) funded all materials through 30th NCR. The Detail ordered materials through Supply Core, a Prime Vendor, but Public Works provided dumpster service and occasionally FISC provided concrete delivery, pump truck and concrete testing services. Supply Core is the preferred provider for concrete services and materials.

Equipment: The Detail received and maintained nine pieces of leased Government vehicles and six pieces of leased construction equipment all leased and managed through the Public Works Transportation office. The Detail assumed responsibility for upkeep of the vehicles during the duration of the deployment. Lease and repair costs were paid for by 1NCD and repairs were affected by Public Works Transportation. Public Works provided all fuel and rolled the cost into the rental rates.

MEDICAL: The Detail deployed with personnel medical records and received medical attention through NAF Atsugi Branch Health Clinic (BHC) and U. S. Navy Hospital (USNH), Yokosuka, Japan. On three occasions Detail personnel went to the BHC and, unsatisfied with the service, went to the USNH for a second opinion. In all three occasions, the Seabees received more information and treatment for their ailment at the USNH. NAF Atsugi dental clinic provided dental exams, cleanings, and some major surgeries such as removing teeth and root canals, but the availability of dentists fluctuates as their dentists sometimes deploy with the carrier.

ATSUGI PROJECTS							
Project	Total Project Man days	Total Project Material Cost	Man days Tasked	Tasked %	Final WIP	Man days expended by prior NMCB	Man days Expended this Deployment
AG7-331	38	N/A	38	0-100%	100%	0	16
AG7-523	40	N/A	40	0-100%	100%	0	18
AG5-899	692	$95,337	144	79-100%	100%	501	182
AG5-803	500	$226,279	500	0-100%	100%	0	542
AG5-804	404	$74,358	404	0-100%	100%	0	384
AG5-800	606	$95,945	606	0-100%	100%	0	455
AG5-801	629	$383,438	255	59-100%	100%	468	270
ATSUGI TOTALS	**2,909**	**$875,357**	**1,987**	**100%**	**100%**	**969**	**1,867**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov 07	Dec 07	TOTAL	%Total
Direct Labor MDs	198	414	411	377	411	377	0	2188	66%
Indirect Labor MDs	60	125	130	119	130	119	80	763	23%
Readiness / Training MDs	19	68	102	63	69	66	0	387	11%
Total MDs Expended	277	607	643	559	610	562	80	3338	100%
# Personnel	26	26	25	25	25	25	8	N/A	
# Direct Labor	20	20	19	19	19	19	0	N/A	
# Workdays	11	23	24	22	24	22	11	137	
% Direct Labor	77%	77%	76%	76%	76%	76%	0%	76%	
Ideal MD Capability	248	518	513	470	513	470	0	2732	
Actual Availability Factor	88%	93%	100%	94%	94%	94%	0	94%	

Note: *% DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

OIC DISCRETIONARY

PROJECT LISTING	MANDAYS
Side walk for Bus Stop 1027	18
TOTAL MANDAYS EXPENDED	**18**
TOTAL MANDAYS TASKED	**40**

RECONSTRUCT LINE SHACKS
AG5-899

NMCB SEVEN was tasked to provide finish interior and utilities for one building.

Project Data

Scope: Construct five 11 FT by 25 FT pre-engineered buildings for aircraft working crews. Work shall include concrete foundation, heating, air conditioning, lighting, and power systems.

Personnel: 5 personnel

Duration: June 2007– August 2007

Mandays Expended:

NMCB THREE	501
NMCB SEVEN:	182
Cumulative:	683

Tasking:

WIP at turnover:	79%
WIP at completion:	100%
Tasked MD:	144
Total Project MD:	692

Material Cost: $95,337

Cost Savings: $239,050

Significant Safety Issues: None.

Significant QC Issues: None

Significant Design Issues: None.

Significant Material Issues: None.

REPLACE RETAINING WALLS/RUNNING TRACK
AG5-804

NMCB SEVEN was tasked to demolish the existing wooden retaining wall and replace it with a new concrete decorative face retaining wall.

Project Data

Scope: Replace existing wooden retaining wall with new concrete retaining wall with decorative face 1000 LF long.

Personnel: 5 personnel

Duration: June 2007 – September 2007

Mandays Expended:

NMCB SEVEN:	384
Cumulative:	384

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	404
Total Project MD:	404

Material Cost: $74,358

Cost Savings: $134,400

Significant Safety Issues: Although this project was located along a major road, there were no safety issues due in part to several precautions taken, including all crew members wearing reflective vests, use of road guards as necessary, and the erection of temporary barriers between the running track and the road.

Significant QC Issues: None

Significant Design Issues: None.

Significant Material Issues: None.

CONSTRUCT RETAINING WALL/SIDEWALK
VARIOUS LOCATIONS
AG5-800

NMCB SEVEN was tasked with constructing new retaining walls and side walks in various locations.

Project Data

Scope: Construct 480 LF of 0.5 FT to 4 FT high concrete retaining wall with decorative face and 640 LF of concrete sidewalks at three locations.

Personnel: 12 personnel

Duration: September 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	455
Cumulative:	455

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	606
Total Project MD:	606

Material Cost: $95,945

Cost Savings: $159,250

Significant Safety Issues: Although this project was located along various major roads, there were no safety issues due in part to several precautions taken, including all crew members wearing reflective vests, use of road guards as necessary, and the erection of temporary barriers between the road and the side walks.

Significant QC Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.

INSTALL WEST GATE BOLLARDS
AG5-801

NMCB SEVEN was tasked with installing 14 hydraulic bollards with 2 hydraulic pump units (HPU's) that allow the bollards to activate by push-button or manually.

Project Data

Scope: Install hydraulic bollard systems (2 locations) and 128 ea fixed bollards. Work includes pavement demolition, new asphalt paving, and power connections.

Personnel: 7 personnel

Duration: September 2007 – December 2007

Mandays Expended:

NMCB THREE	468
NMCB SEVEN:	270
Cumulative:	629

Tasking:

WIP at turnover:	59%
WIP at completion:	100%
Tasked MD:	255
Total Project MD:	629

Material Cost: $383,438

Cost Savings: $220,150

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Significant Safety Issues: We used water filled barricades to block through traffic on the project. Security was able to redirect traffic through the housing area to eliminate nearby vehicle traffic. NAF Atsugi sent out a base wide message informing all personnel that we will be doing construction on the west gate for a period of 3 months.

Significant QC Issues: None

Significant Design Issues: Congestion of underground utilities and incorrectly mapped underground utilities required numerous changes to the design, all accomplished by relocating equipment or power line routing.

Significant Material Issues: Public Works specified hydraulic bollards made in CONUS, which made material delivery lead times significant.

RECONSTRUCT BUS STOPS
AG5-803

NMCB SEVEN was tasked with demolishing 4 existing wood frame Bus Stops with concrete foundation and install 7 new pre-engineered Bus Stops with foundation.

Project Data

Scope: Demolish and reconstruct four wood frame bus stops on existing concrete slabs complete with wooden bench and asphalt shingle roof. Size of bus stops: 13 FT x 9.3 FT.

Personnel: 6 personnel

Duration: June 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	542
Cumulative:	542

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	500
Total Project MD:	500

Material Cost: $227,877

Cost Savings: $202,717

Significant Safety Issues: None.

Significant QC Issues: None

Significant Design Issues: None.

Significant Material Issues: None.

DETAIL CHINHAE
PROJECT SUMMARIES

Commander, Fleet Activities Chinhae (CFAC) is located on the southern coast of Korea, just 40 minutes from Pusan. Home to approximately 260 Sailors and family members, Chinhae offers Sailors small-town comfort not found in Korea's larger cities. Spacious base housing and a sense of closeness help make Chinhae the Navy's "best kept secret". The mission of CFAC is Fleet Support and Base Operations on the enduring USN facility in Korea and coordinates all USN and Allied port visits. They are responsible to serve as an effective instrument of United States foreign policy.

ADMINISTRATION: For the duration of the deployment, CFA Chinhae Bldg 827 served as the headquarters for the Detail. NMCB SEVEN Okinawa assumed Operational Control (OPCON) and Administrative Control (ADCON) for the duration of the deployment. Eight Advancement Exams were administered during the deployment: One First Class exam, Six Second Class exams, and One Third Class exam.

TRAINING AND READINESS: The Detail executed its approved training plan and included six full days of Navy General Military Training (GMT) which provided our Seabees a broad range of military knowledge in an effort to improve their career and personal lives. Two days were used to train with the Marine Corps in HESCO barrier construction. The Detail also held Seabee Combat Warfare (SCW) training three times per week, resulting in four personnel achieving qualification. Overall, the Detail completed 189 mandays of training.

OPERATIONS: Embark occurred in two phase movement. Fifteen Advanced Party (AP) Seabees deployed from Gulfport Mississippi, on 02JUN07 via commercial air to Camp Shields, Okinawa with a follow on flight via military air to Chinhae, Korea on 06JUN07. Nine Seabees deployed in a delayed party from Gulfport Mississippi, on 15JUN07 via commercial air to Camp Shields, Okinawa with a follow on flight via Military air to Chinhae, Korea on 18JUN07. During their deployment, the Detail completed the 120 Man Open Bay Barracks project, participated in the Ulchi Focus Lens (UFL) Exercise, and started the Tactical Vehicle Parking Lot. Following MB arrival 15 Seabees began working seven days a week to have the 120 Man Barracks ready to support the UFL exercise.

The 120 Man Open Bay Barracks project consisted of 954 man-days (MDs) bringing the project to 100% completion. Scope of work included 40 ft by 80 ft pre-engineered building, a two story open bay barracks with complete HVAC system, a common head with shower on both floors, and a common laundry on the first floor. The structure consists of a steel frame erected on a six-inch thick reinforced concrete slab, with a metal roof, and metal siding. Projects included landscaping around the barracks and interior finish work. NMCB Seven's tasking included the installation of 40 light fixtures, switches, receptacles, over 90 feet of conduit, 4,000 feet of wire, three service panels, two 2,000 Liter water heaters, 18 sinks, toilets, 2,500 square feet of ceramic and vinyl tile, exterior stair case, interior/exterior doors, and 2,000 square feet of sheetrock with painted finish.

NMCB SEVEN tasking was completed on time allowing the facility to be used as needed by the base for the Ulchi-Focus Lens exercise. Even with limited funds available, the Detail ensured that the quality of work was not compromised. The Detail safety organization did a great job and ensured there were no lost time mishaps on this project. This building greatly added to the operational capability and quality of life for base personnel.

From 31JUL07 through 07AUG07, the Detail re-deployed eight Seabees to Pohang, South Korea to support the UFL Exercise. Tasking included the set-up of the Harvest Eagle Galley tent that consisted of the installation of the power distribution, HVAC, water lines, and galley equipment to feed 500 personnel. From 31AUG07 through 05SEP07 detail retrograded the HEG and assisted First Naval Construction Division (1 NCD) with retrograde of the camp. All Class IV materials were onsite and the Detail brought tool kits from Chinhae to support set-up and retrograde. NMCB SEVEN tasking was met ahead of schedule allowing all exercise personnel to have hot meals upon arrival for the exercise.

While in Chinhae, a seven man crew started the Tactical Vehicle Parking Lot. The project consisted of a concrete drain culvert, stone ditch, concrete footers, and retaining wall. Over 350 MDs of construction were invested to replace 60 feet of 24 inch concrete culvert, 200 feet of stone ditch, and 100 cubic yard of concrete in footers and walls.

Detail Chinhae also participated in a Community Relations Project (COMREL) in conjunction with the Republic of Korea (ROK) Navy. Detail Chinhae sent 23 Seabees to the Aikwangwon Orphanage to plant mushroom logs. The money made from the sale of the harvested mushrooms is used to support daily operations at the orphanage. The ROK Navy sent 15 personnel to help with the COMREL as well. Detail Chinhae was specifically requested to perform this COMREL by Rear Admiral (RDML) Wisecup due to historical significance. At the end of the Korean War, the Seabees built the initial facilities of the Orphanage and the Seabees have been volunteering there ever since. Although this COMREL was a simple day of labor it had significant and lasting impacts on winning the hearts and minds of the people of Korea.

Retrograde was accomplished in a two phase movement. Six personnel remained on site to perform turnover of barracks, office spaces, tools, and supply documentation as well as to

conduct turnover of Civil Engineer Support Equipment (CESE). Twenty three Seabees returned to homeport with all accompanying baggage via Military and commercial air by 15DEC07.

The deployment enabled Seabees to gain valuable experience planning projects and developing new construction techniques. Detail Chinhae allowed NMCB SEVEN to practice their ability to task-tailor a team of Seabees to match the work requirement, re-deploy the team to a remote location work with other military units, forge diplomatic and working relationships, maintain live storage of CESE utilizing the 3M system, and practice command and control over the unit from a distance.

SUPPLY & LOGISTICS: Public Works Department at CFA Chinhae provided fuel for the duration of the deployment. Augment and Class IV materials were purchased locally. Detail personnel deployed with a 30-day supply of personal demand items.

Food Services/Berthing: Food service in Pohang was provided by CNFK and Camp Mujuk. Hot meals were served up for breakfast and dinner and Meals Ready to Eat (MRE) for lunch. Bottled drinking water was provided by Camp Mujuk. The members of the detail were billeted at Barracks Bldg 783, 791, 794, and 796 while onboard CFA Chinhae. While re-deployed to Pohang our Seabees were berthed in Open Bay Barracks in the CNFK compound.

Material Liason Office/Central Tool Room (MLO/CTR): The Detail performed a wall to wall inventory of MLO/CTR to insure validity and accountability of warehouse tools and Class IV materials prior to and during turnover in order to ensure the success of future Battalions. Any augment tools required for projects were purchased with project funds. All materials were procured through local supply.

EQUIPMENT: The Detail received and maintained 12 pieces of CESE. Repair parts were acquired through the mainbody. NMCB SEVEN assumed financial responsibility for repairs and upkeep of CESE during the duration of the deployment through mainbody Okinawa.

MEDICAL: The Detail deployed with medical records and received medical attention through CFA Chinhae's medical facility. One Independent Duty Corpsman (IDC) provided medical services for the UFL Exercise in Pohang. During deployment, heat stress and dehydration were primary concerns. An ample supply of drinking water was available at the project site to combat dehydration and before work the crews held safety lectures to increase awareness.

CHINHAE PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
KO7-331	25	N/A	25	0-100%	100%	0	25
KO7-523	100	N/A	100	0-100%	100%	0	100
KO7-636	189	N/A	189	0-100%	100%	0	189
JK7-692	86	N/A	86	0-100%	100%	0	86
KO5-844	4,425	$672,571	954	85-100%	100%	3,471	954
KO6-847	1,340	$250,000	383	0-32%	24%	0	327
KO6-846	1,443	$100,000	45	0-3%	3%	0	45
CHINHAE TOTAL	**7,608**	**$1,022,571**	**1,755**	**N/A**	**N/A**	**3,471**	**1,726**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov 07	Dec 07	TOTAL	%Total
Direct Labor MDs	149	324	350	311	337	311	0	1782	69%
Indirect Labor MDs	50	108	116	104	112	104	0	594	23%
Readiness/Training MDs	21	26	45	33	31	33	0	189	8%
Total MDs Expended	220	458	511	448	480	448	0	2565	100%
# Personnel	20	20	20	20	20	20	20	N/A	
# Direct Labor	15	15	15	15	15	15	15	N/A	
# Workdays	11	24	26	23	25	23	0	132	
% Direct Labor	75%	75%	75%	75%	75%	75%	75%	75%	
Ideal MD Capability	186	405	439	388	422	388	0	2228	
Actual Availability Factor	91%	86%	90%	89%	87%	89%	0%	88%	

Note: *% DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

OIC DISCRETIONARY

PROJECT LISTING	MANDAYS
Alfa Co. Dispatch Office	100
TOTAL MANDAYS EXPENDED	**100**
TOTAL MANDAYS TASKED	**100**

CAMP MAINTENANCE

PROJECT LISTING	MANDAYS
Camp Beautification	25
TOTAL MANDAYS EXPENDED	**25**
TOTAL MANDAYS TASKED	**25**

UFL SUPPORT
JK7-692

NMCB SEVEN was tasked to set-up and tear down the Harvest Eagle Galley tent working with CNFK and Camp Mujuk in Pohang for Class I, III, and IV support.

Project Data

Scope: Support for Ulchi-Focus Lens '07.

Personnel: 9 personnel

Duration: July 2007 – August 2007
August 2007 – September 2007

Mandays Expended:

NMCB SEVEN:	86
Cumulative:	86

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	86
Total Project MD:	86

Material Cost: $0

Cost Savings: $30,100

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Missing parts and set-up directions for the HEG tent.

120 MAN OPEN BAY BARRACKS
KO5-844

NMCB SEVEN was tasked to finish all interior work and any punch list items.

Project Data

Scope: 40 ft by 80 ft pre-engineered, two story open bay barracks with complete HVAC system, a common head with shower on both floors, and a common laundry on first floor. The structure consists of a steel frame erected on 6-inch thick reinforced concrete slab, metal roof, and metal siding.

Personnel: 7 personnel

Duration: June 2007- November 2007

Mandays Expended:

NMCB SEVEN:	954
NMCB THREE:	3,471
Cumulative:	4,425

Tasking:

WIP at turnover:	78%
WIP at completion:	100%
Tasked MD:	954
Total Project MD:	4,425

Material Cost: $672,571

Cost Savings: $1,548,750

Significant Safety Issues: None.

Significant Quality Issues: Most of interior finish products were DRMO parts so unsure of how long they will last and no warranty provided on products.

Significant Design Issues: Funding approached MILCON. Poor interior design and major material delays were constant concerns.

Significant Material Issues: None.

TACTICAL VEHICLE PARKING LOT
KO6-847

NMCB SEVEN was tasked to install new concrete culvert, stone ditch, and retaining wall.

Project Data

Scope: Construct site work, retaining wall and underground utility tie-in for new tactical vehicle parking lot.

Personnel:	8 personnel	
Duration:	September 2007- November 2007	
Mandays Expended:	NMCB SEVEN:	327
	Cumulative:	327
Tasking:	WIP at turnover:	0%
	WIP at completion:	24%
	Tasked MD:	383
	Total Project MD:	1,340
Material Cost:	$250,000	
Cost Savings:	$124,600	

Significant Safety Issues: Erosion control and soil stabilization on hill side.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Material delays are a constant concern keeping project on schedule.

Diego Garcia
PROJECT SUMMARIES

IV

OPERATIONS

The mission of Detail Diego Garcia is to provide construction capabilities to Naval Support Facility Diego Garcia in support of United States Pacific Command (USPACOM).

ADMINISTRATION: For the duration of the deployment Bldg 437 served as headquarters for the Detail. The Detail Officer in Charge (OIC) was responsible for overall completion of administrative tasks including written and oral communications, project documentation, and personnel items. Eight Advancement Exams were administered during the deployment: two First Class exams, three Second Class exams, and three Third Class exams.

TRAINING AND READINESS: All required General Military Training (GMT) including all NMCB SEVEN mandatory training is complete. Physical training was conducted three times per week improving fitness of all Detail personnel. Detail Seabee Combat Warfare (SCW) training was held two times per week. Overall, the Detail completed 356.5 mandays of training.

OPERATIONS: The construction tasking was met to the extent that the logistics allowed. Materials for the Construct SEAHut project (DG6-860) were not delivered on island until the week of turnover. This prevented us from meeting any of the 472 mandays tasked for that project. In a similar fashion, the materials for the Fire Station Storage Facility (DG6-858) were delivered in late August. This caused a delay in the start of this project and the inability to meet the tasking. We worked two shifts to take the project only 8% lower than tasked.

In summary, though the level 1 shows that we came short of tasking, all mandays are accounted for and were used on projects to increase the quality and provide the customer with additional OIC discretionary work. UTCS(SCW) Hartford was able to get a first hand look at all of the above during his End of Deployment visit in late October.

SUPPLY & LOGISTICS: Vehicles and fuel are provided by base transportation. One of the greater challenges for the Detail was material procurement and delivery. The main material delivery method was by cargo ships due to the Island's isolation. The Detail incurred three to six month delays due to the 45 to 75 day standard timeframe of purchase to arrival.

Food Services/Berthing: Food service is provided by the base Galley. Berthing is located in BEQ 16 for all E-6 and below. Rooms are located on the first and second deck. All are on one side of the building maintaining Detail integrity. E-7 thru E-9 are located at BEQ's Six and Seven.

Material Liason Office/Central Tool Room (MLO/CTR): All kits are at 100%. All tools have been calibrated, repaired, or replaced. Materials for upcoming projects have been placed in labeled bundles for that particular project and are arranged in the order they will be used.

EQUIPMENT: All Civil Engineer Support Equipment (CESE) and operators are provided by local contractor known as DG-21.

MEDICAL: The Detail deployed with medical records. Base medical supplied all care.

DIEGO PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
DG4-847	1981	$184,761	337	83-100%	100%	1569	485
DG6-859	177	$7,740	182	0-100%	100%	0	187
DG6-858	590	$114,181	366	0-62%	54%	0	420
DG6-857	566	$134,487	379	33-100%	76%	188	321
DG6-860	1475	$150,000	472	0-32%	0%	0	0
DG7-331	45	N/A	45	0-100%	100%+	0	160
DG7-523	90	N/A	90	0-100%	100%+	0	110
DG7-636	227	N/A	227	0-100%	100%+	0	356
DIEGO TOTAL	**3314**	**$434,203**	**2098**	**N/A**	**N/A**	**1757**	**2039**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov07	Dec 07	TOTAL	%Total
Direct Labor MDs	188	367	384	358	384	358	0	2039	72%
Indirect Labor MDs	45	105	110	100	110	100	0	570	20%
Readiness / Training MDs	18	45	39	38	45	37	0	227	8%
Total MDs Expended	251	527	533	496	539	495	0	2841	100%
# Personnel	23	23	23	23	23	23	23	N/A	
# Direct Labor	18	18	18	18	18	18	18	N/A	
# Workdays	12	24	25	23	25	23	0	127	
% Direct Labor	78%	78%	78%	78%	78%	78%	0	78%	
Ideal MD Capability	243	466	486	446	486	446	0	2573	
Actual Availability Factor	79%	88%	87%	89%	88%	88%	0	87%	

Note: *% DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125

OIC DISCRETIONARY

PROJECT LISINTG	MANDAYS
PWD Mezzanine	46
Special Boat Unit tension membrane structure	44
Q-Ship	12
TOTAL MANDAYS EXPENDED	**102**
TOTAL MANDAYS TASKED	**90**

EXTEND/MODIFY PWD BUILDING #138
DG4-847

NMCB SEVEN was tasked with constructing additions and alteration to Building #138.

Project Data

Scope: Construct 20 ft by 65 ft extension to Building 138 complete with sprinkler system and HVAC.

Personnel: 9 personnel

Duration: December 2006 – October 2007

Mandays Expended:

NMCB THREE:	1569
NMCB SEVEN:	485
Cumulative:	2054

Tasking:

WIP at turnover:	83%
WIP at completion:	100%
Tasked MD:	337
Total Project MD:	1981

Material Cost: $184,761

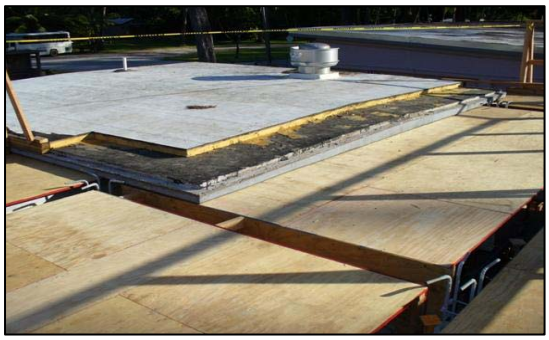
Cost Savings: $650,650

Significant Safety Issues: The Safety Petty Officer and project supervisor ensured that all personnel around hazardous materials such as drywall dust, paint, and paint fumes took the required safety measures such as proper ventilation and dust masks.

Significant Quality Issues: A water closet urinal, lavatory, or bidet shall not be set closer than 15 inches (381mm) from its center to any sidewall, partition, vanity or other obstruction.

Significant Design Issues: None.

Significant Material Issues: Delivery of material was 60-75 days from purchase. Materials arrived randomly, the 30-60-90 day delivery order did not exist.



CONSTRUCT ADDITION WATER TREATMENT LAB
DG6-857

NMCB SEVEN was tasked to install an addition to an existing water treatment facility.

Project Data

Scope: Prepare site and construct CMU extension of water treatment laboratory building complete with A/C, electrical, water, and sanitary piping system.

Personnel:	6 personnel	
Duration:	February 2007 – November 2007	
Mandays Expended:	NMCB THREE:	188
	NMCB SEVEN:	321
	Cumulative:	509
Tasking:	WIP at turnover:	33%
	WIP at completion:	76%
	Tasked MD:	379
	Total Project MD:	566
Material Cost:	$134,487	
Cost Savings:	$98,700	

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Due to the delay in authorization and ordering of specialized cabinets the project will not be taken to 100% completion as tasked.

CONSTRUCT FIRE STATION STORAGE FACILITY
DG6-858

NMCB SEVEN was tasked with constructing a storage facility for a fire station.

Project Data

Scope: Erect 60' x 30' PEB on site for firehouse #2.

Personnel:	12 personnel	
Duration:	October 2007 – November 2007	
Mandays Expended:	NMCB SEVEN:	420
	Cumulative:	420
Tasking:	WIP at turnover:	0%
	WIP at completion:	62%
	Tasked MD:	366
	Total Project MD:	590
Material Cost:	$114,181	
Cost Savings:	$147,000	

Significant Safety Issues: The excavation of the trench for the electrical line involves digging through existing utility trenches. The crew will ensure that they do not damage these lines during the placement of the new electrical line. All underground utilities shall be clearly marked to ensure visibility

Significant Quality Issues: All formwork dimensions conform to the updated specifications on the project prints. The tolerances set for the formwork is within 1/4" for the formwork and 1/8".

Significant Design Issues: None.

Significant Material Issues: Lack of materials for DG6-860 has led to 24 hour operations on DG6-858.

SIDEWALKS IN VARIOUS LOCATIONS
DG6-859

NMCB SEVEN was tasked with constructing sidewalks on Diego Garcia.

Project Data

Scope: Construct sidewalks at CDF Galley in Diego Garcia.

Personnel: 6 personnel

Duration: July 2007 – September 2007

Mandays Expended:

NMCB SEVEN:	177
Cumulative:	177

Tasking:

WIP at turnover:	43%
WIP at completion:	100%
Tasked MD:	182
Total Project MD:	319

Material Cost: $774

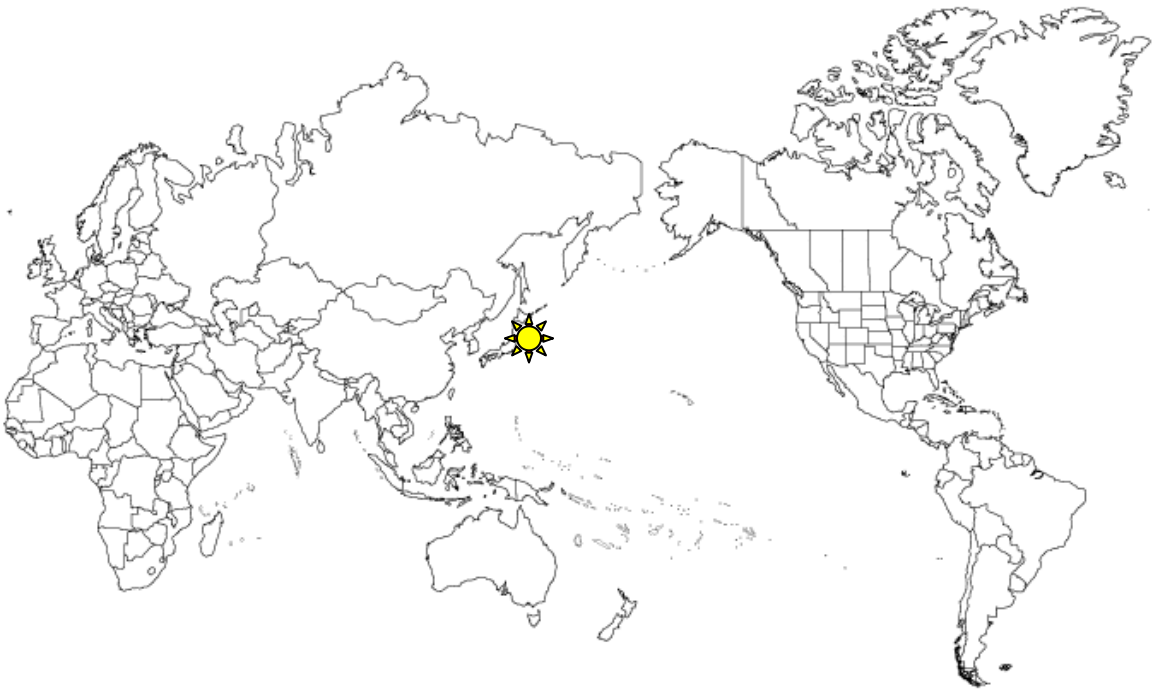
Cost Savings: $61,950

Significant Safety Issues: None.

Significant Quality Issues: Forms will be constructed and maintained so the finished concrete will be true to line of grade, and of the dimensions and shape IAW plan specifications.

Significant Design Issues:

Significant Material Issues: Delivery of material was 60-75 days. The 30-60-90 day delivery order did not exist. Materials arrived randomly.



DETAIL FUJI

IV OPERATIONS

Combined Arms Training Center (CATC) Camp Fuji is located in East Central Japan at the base of Mt. Fuji. Camp Fuji's neighbors, Takigahara Garrison, a Japanese Ground Self-Defense Force facility, along with Gotemba City are right out side the gate. Camp Fuji is home to one Marine Corps Battalion and Headquarters Company. Camp Fuji's mission is to support units training on the grounds and ranges. This is the only place in Japan where they can implement all parts of combined arms exercise, including air, artillery, and armor.

ADMINISTRATION: For the duration of the deployment, CATC bldg T-24, served as the headquarters for the Detail. NMCB SEVEN retained Operational Control (OPCON) and Administrative Control (ADCON) over Detail Fuji. While deployed the Detail took part in the September Exam Cycle and administered five Second Class exams and two Third Class exams. The Personnel Support Detachment (PSD) in NAS Atsugi administered the tests.

TRAINING AND READINESS: Six full days of training were conducted and consisted of Navy General Military Training (GMT) and safety training. Our Seabees gained a broad range of military knowledge improving their careers and personal lives. The Detail also implemented a rigorous Physical Training (PT) routine. On occasion the group joined the local Marines taking part in the Officer's Obstacle Course. The Detail held Seabee Combat Warfare (SCW) training three times per week; this resulted in nine personnel achieving the qualification. The Detail also took part in Improvised Explosive Device (IED) Recognition Training provided by local Explosive Ordnance Disposal (EOD) personnel as well as some combat scenario training from the Camp Operations Officer. Both are sure to come in handy in the Battalion's upcoming deployment to the Iraq. Overall, the Detail completed 111 mandays of training.

OPERATIONS: Detail Fuji was tasked to provide engineering and construction support to PACOM. Movement to the deployment site was executed in two phases. Eight Seabees deployed from Gulfport, Mississippi on 02JUN07 via military contracted civilian aircraft. The six remaining Seabees arrived on 12JUN07 with two additional Seabees joining the detail on 6AUG07.

The Detail was tasked to replace 2900 meters of chain link security perimeter fence. The project was changed into a rehab project at the customer's request after the Detail arrived. The fence line was constructed through a jungle like terrain presenting a variety of challenges. Due to the rough terrain an access road had to be created along the fence line to facilitate the removal of demolished fence material and the delivery of new material. Two acres of land had to be completely cleared for 300 meters of new fence line installation, which enclosed base property not previously enclosed by the existing fence line. This in turn expanded the bases controlled foot print and improved the overall security posture. No significant issues were encountered on this project.

Food Services/Berthing: The Base galley provided all food services. The members of the Detail were berthed in permanent party barracks. Each member of the Detail had their own room with a shared head in between the rooms. Members had AFN cable connections and Internet connections provided by Marine Corps Community Services (MCCS) in the rooms for a

fee. There are two gyms located on base, a library with free movie rentals, and many hot spots available for Internet connection use through out the base accessible to all Seabees.

Material Liaison Officer/Central Tool Room (MLO/CTR): Detail Fuji was responsible for maintaining and updating 18 tool kits. Any augment tools required were obtained via loan from Detail Atsugi, Detail Yokosuka or Facility Maintenance Department on Fuji. All materials were ordered through the prime vendor Supply Core. The Detail encountered language barriers and multiple vendor issues when it came to procuring materials. The Detail corrected these shortfalls by sending pictures of items required and working issues through the Facility Maintenance Department for language barriers.

EQUIPMENT MANAGEMENT: Upon arriving to the site, the Detail took over 13 pieces of Civil Engineer Support Equipment (CESE) and three white gear vehicles issued from Atsugi's Public Works Department (PWD). All repair parts were purchased by NMCB SEVEN mainbody in Okinawa, Japan.

MEDICAL: NMCB SEVEN personnel received their medical attention from the Camp Fuji Branch Medical Clinic. Each member's medical records were brought from mainbody for care and updates while on deployment.

FUJI PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
FJ6-823	701	$165,000	682	4-100%	100	19	588
FUJI TOTAL	**701**	**$165,000**	**682**	**100%**	**100%**	**19**	**588**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov07	Dec 07	TOTAL	%Total
Direct Labor MDs	80	161	216	189	216	189	0	1051	52%
Indirect Labor MDs	60	161	168	147	168	147	28	879	43%
Readiness / Training MDs	11	18	27	16	11	14	0	97	5%
Total MDs Expended	151	340	411	541	395	350	28	2027	100%
# Personnel	14	14	16	16	16	16	16	N/A	
# Direct Labor	8	7	9	9	9	9	0	N/A	
# Workdays	10	23	24	21	24	21	0	123	
% Direct Labor	57%	50%	56%	56%	56%	56%	0%	56%	
Ideal MD Capability	90	181	243	213	243	213	N/A	1183	
Actual Availability Factor	101%	99%	100%	96%	93%	95%	N/A	97%	

Note: *% DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

OIC DISCRETIONARY

PROJECT LISTING	MANDAYS
Barracks Smoke Shack	25
Base Club Fence	42
CESE / MLO Yard Realignment	64
TOTAL MANDAYS EXPENDED	119
TOTAL MANDAYS TASKED	125

REPLACE PERIMETER FENCE
FJ6-823

NMCB SEVEN was tasked to replace 2900 meters of CATC Fuji perimeter security fence.

Project Data

Scope: Remove and replace 2900 meters of chain link security fence.

Personnel: 9 personnel

Duration: June 2007 – November 2007

Mandays Expended:

NMCB THREE:	19
NMCB SEVEN:	588
Cumulative:	607

Tasking:

WIP at turnover:	4%
WIP at completion:	100%
Tasked MD:	682
Total Project MD:	701

Material Cost: $165,000

Cost Savings: $212,450

Significant Issues:

Significant Safety Issues: Local wildlife presented some concerns due to the location of the project and the presence of poisonous snakes.

Significant Quality Issues: In the new fence line areas attention to the existing boundary markers was paramount.

Significant Design Issues: The majority of the fence line ran through hilly terrain and dense vegetation and called for clearing and grubbing operations that were not originally planned for. The scope of the project was changed from a total replacement to a rehab of the existing fence line at the customer's request.

Significant Material Issues: The long lead time between the ordering and receiving of the materials along with the language barrier between the local vendor, Supply Core, and the NMCB presented some issues.

DETAIL IWAKUNI

IV OPERATIONS

Marine Corps Air Station (MCAS) Iwakuni, is located in Iwakuni, Japan. The mission of MCAS Iwakuni is to provide services and support the Fleet Marine Force. MCAS is currently undergoing new construction and renovation projects that will greatly increase facilities and improve services.

ADMINISTRATION: For the duration of the deployment, MCAS Iwakuni Bldg 277 served as the headquarters for Detail Operations. The Detail Officer in Charge (OIC) was responsible for overall completion of administrative tasks, project documentation, and Host Nation liaison work. Eight Advancement Exams were administered during the deployment: one First Class exam, three Second Class exams, and four Third Class exams.

TRAINING AND READINESS: Six full days of Navy General Military Training (GMT) were conducted to provide our Sailors a broad range of military knowledge in an effort to improve their career and personal lives totaling 102 man days of training. The Detail improved in every category of the Fall 2007 Navy Physical Fitness Assessment (PFA), as the whole the Detail averaged a weight loss of 10 lbs, decrease in 3% body fat, a 14 second improvement on the 1.5 mile run, 12 more curl ups and 13 more pushups compared to arrival. The Detail held Seabee Combat Warfare (SCW) training three times per week, which resulted in two qualifications, three re-qualifications and a 25% increase towards the Personnel Qualification Standard (PQS) requirements.

OPERATIONS: 137 tasked mandays were lost due to watertight integrity and design issues. This caused a halt in construction on Building 263 and the relocation of administrative spaces in Building 260. Detail Iwakuni's advanced party deployed from Gulfport, Mississippi, on 04JUN07 via Chartered air to Camp Shields, Okinawa before boarding military aircraft to Iwakuni. Ten Seabees followed as delayed party, taking the same route on 15JUN07.
The Detail completed the construction of two high priority projects, a new two story Scorers Booth turned over to the Detail at 62% and a Sidewalk Handicap Ramp project in the Monzen Housing area of MCAS Iwakuni. The Remodeling of Building 260/263 into new Seabee Detail spaces was scheduled to be completed by Detail Iwakuni but due to significant structural integrity issues in Building 263, numerous design changes, material availability, and the disestablishment of this deployment site for the next few deployment cycles the tasking was decreased to only completing the office spaces. The Scorers Booth was received from NMCB THREE at 62%. Scorers Booth construction was executed from March 2007- September 2007. Scope of work included completion of the electrical system, installation of doors, windows, stairs, gutters, and all interior and exterior finishes to the new structure. The Monzen housing Handicap Ramps consisted of removing 24 existing sections of sidewalk at various crosswalk intersections, replacing them with new prefabricated angled curb sections to form concrete handicap accessible ramps. This project was completed one week ahead of schedule.

The reconfiguration of Bldg 260 for new Detail spaces started on 18JUN07 and started with the conversion of Bldg 263 into new administrative spaces and Bldg 260 into the new shop spaces

including a new head facility with a new water supply line and sewage line. Due to structural and electrical integrity questions of Bldg 263, the administrative spaces were moved to the area of Bldg 260 originally scheduled as a lounge. Due to time constraints, material shortcomings, utility complications, and the disestablishment of this deployment site, the Detail's tasking was reduced to renovating the administration spaces in Bldg 260.

On 1NOV07, two Seabees were sent to Detail Sasebo to help with the completion of their tasking. Retrograde began with Detail personnel preparing all tools and equipment to be sent to various other Detail sites, Port Hueneme, or the Defense Reutilization Management Office (DRMO). On 29NOV07 13 Seabees left advanced party. Five personnel remained on site to perform the turnover of barracks, office spaces, tools, supply documentation, and to conduct the Battalion Equipment Evaluation Program (BEEP). Five Seabees returned to homeport with all accompanying baggage via two commercial flights on 15DEC07.

SUPPLY & LOGISTICS: Facilities at MCAS Iwakuni provided fuel for the duration of the deployment at no expense to the Battalion. Augment materials were purchased locally. Detail personnel deployed with a supply of personal demand items. Personal items were replenished locally at the MCAS Exchange or local stores in Iwakuni.

FOOD SERVICE/BERTHING: Food service in Iwakuni was provided by Robinson Dining Facility. Our Seabees were berthed at the Transient Quarters: 15 rooms in BEQ 335, 4 rooms in BEQ 1189, and 1 room in BOQ 1193.

Material Liaison Office/Central Tool Room (MLO/CTR): The Detail received 41 tool kits upon arrival at MCAS Iwakuni. Any augment tools required for projects were provided by Facilities. All materials were supplied by the customer. Procurement and delivery of required materials was accomplished by the Facilities planning and estimating department.

EQUIPMENT: The Detail received and maintained 15 pieces of Civil Engineer Support Equipment (CESE). Repair parts were ordered through mainbody in Okinawa. NMCB SEVEN assumed financial responsibility for repairs and upkeep of CESE during the duration of the deployment.

MEDICAL: The Detail deployed with their medical records and received medical attention through MCAS and local medical facilities in Iwakuni for the duration of the deployment.

IWAKUNI PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
IW5-827	310	$123,241	117	62-100%	100%	242	143
IW6-829	525	$120,934	525	0-45%	43%	0	469
IW7-331	250	$0	250	0-100%	49%	0	123
IW6-830	110	$7,711	110	0-100%	100%	0	130
DETAIL IWAKUNI TOTAL	**1,195**	**$251,886**	**1,002**	**N/A**	**N/A**	**242**	**865**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov 07	Dec 07	TOTAL	%Total
Direct Labor MDs	76	164	209	183	181	206	85	1104	70%
Indirect Labor MDs	14	69	59	54	68	15	11	290	18%
Readiness/Training MDs	22	26	26	38	45	14	10	181	12%
Total MDs Expended	112	259	294	275	294	235	106	1575	
# Personnel	19	19	19	20	20	18	18	N/A	
# Direct Labor	11	11	11	11	11	11	11	N/A	
# Workdays	11	22	23	22	22	22	10	132	
% Direct Labor	58%	58%	58%	55%	55%	61%	61%		
Ideal MD Capability	136	272	285	272	272	272	124	1633	
Actual Availability Factor	72%	70%	82%	81%	83%	81%	77%	79%	

Note: *% DL = (Direct Labor Personnel) / (Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD) / Ideal Capability

OIC DISCRETIONARY

PROJECT LISTING	MANDAYS
MAG 12 Air conditioner replacement	9
BEQ TV Brackets	10
Remove spoils from new Bowling alley site	6
Storage cage repairs	5
MAG 12 Tent flooring	6
TOTAL MANDAYS EXPENDED	**36**
TOTAL MANDAYS TASKED	**40**

CAMP MAINTENANCE

PROJECT LISTING	MANDAYS
Various Camp Improvements	80
TOTAL MANDAYS EXPENDED	**80**
TOTAL MANDAYS TASKED	**80**

IW7-331 MOVE OUT- MOVE IN

PROJECT LISTING	MANDAYS
Remove Materials and Equipment from BLDG 277	123
TOTAL MANDAYS EXPENDED	**123**
TOTAL MANDAYS TASKED	**250**

RENOVATE BLDG FOR NMCB DET SHOP

IW6-829

NMCB SEVEN was tasked to perform interior and exterior renovations to Bldg 260 and to work with the local Facilities department for material support.

Project Data

Scope: Renovate Bldg 260 for new Detail Iwakuni spaces.

Personnel: 6 personnel

Duration: June 2007 – December 2006

Mandays Expended:

NMCB SEVEN:	469
Cumulative:	469

Tasking:

WIP at turnover:	0%
WIP at completion:	43%
Tasked MD:	525
Total Project MD:	525

Material Cost: $120,934

Cost Savings: $164,150

Significant Safety Issues: Proper PPE was worn during all phases of construction.

Significant Quality Issues: None.

Significant Design Issues: 137 tasked mandays were lost due to watertight integrity and design issues. This caused a halt in construction on Building 263 and the relocation of administrative spaces in Building 260. A thorough constructability review may have prevented the problems. There was a design change mid-deployment to incorporate the offices into Building 260 which led to a month long construction delay. The main sewer line connection for the head facility in bldg 260 was poorly designed and site conditions did not provide the required slope for proper sewer drainage without the installation of a lift station.

Significant Material Issues: Material availability and deliveries were often delayed due changes in scope.

REPLACE SCORERS BOOTH
IW5-827

NMCB SEVEN was tasked to take over at 65% and bring the Scorers Booth to 100%.

Project Data

Scope: Remove old Scorers Booth and replace with a concrete and CMU two story building. Install the electrical panel and all necessary circuits to run the power for the internal electrical devices along with the controls for the new scoreboard.

Personnel:	5 personnel	
Duration:	June 2007- September 2007	
Mandays Expended:	NMCB THREE:	242
	NMCB SEVEN:	143
	Cumulative:	385
Tasking:	WIP at turnover:	62%
	WIP at completion:	100%
	Tasked MD:	117
	Total Project MD:	310
Material Cost:	$123,241	
Cost Savings:	$134,750	

Significant Safety Issues: Proper PPE was worn during all phases of construction and the erection of the stair case.

Significant Quality Issues: Quality Control plans were developed in homeport and modified as final tasking was assigned.

Significant Design Issues: None.

Significant Material Issues: Material availability and deliveries were often delayed due to the long routing process.

CONSTRUCT HANDICAP RAMPS
IW6-830

NMCB SEVEN was tasked to remove existing sections of sidewalks at crosswalk intersections and replace then with handicap ramps.

Project Data

Scope: Cut out and remove 24 existing sidewalk sections for new handicap ramps. Fill and compact area, set forms, place prefabricated curb sections, and place new concrete sidewalk ramps for crosswalks in the Monzen housing area of MCAS Iwakuni.

Personnel: 5 personnel

Duration: August 2007- October 2007

Mandays Expended:

NMCB SEVEN:	130
Cumulative:	130

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	110
Total Project MD:	110

Material Cost: $7,711

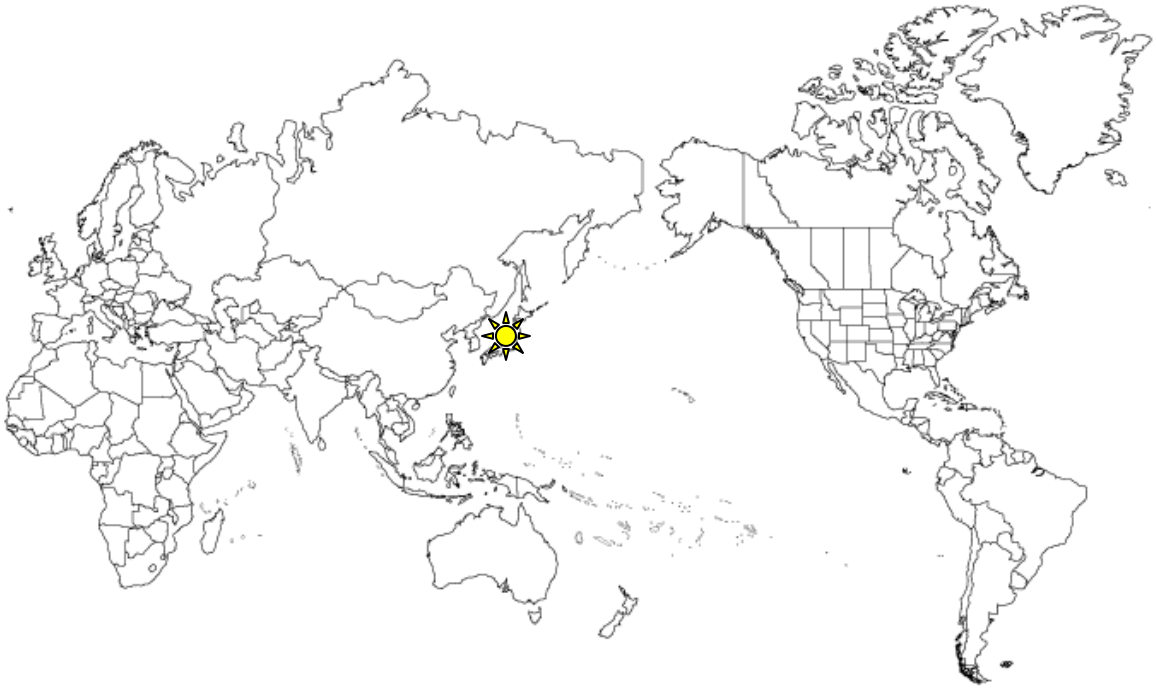
Cost Savings: $45,500

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Inconsistencies with slump of and the amount of concrete received from contractor.



DETAIL SASEBO

Commander Fleet Activities Sasebo (CFAS) is located on the southernmost of Japan's 4 main islands, Kyushu. CFAS stands ready to support Seventh Fleet units in their mission to ensure peace and security in the Pacific region. CFAS provides fuel, munitions, and personnel support to ships at sea, while maintaining support to multiple tenant commands ashore.

ADMINISTRATION: For the duration of the deployment, CFAS Bldg 319 served as the headquarters for the Detail. The Detail Officer in Charge (OIC) was responsible for overall completion of administrative tasks including written and oral communications, project documentation, and personnel items. Ten Advancement Exams were administered during the deployment. NMCB SEVEN retained Operational Control (OPCON) and Administrative Control (ADCON) over the Detail.

TRAINING AND READINESS: The Detail executed their approved training plan that consisted of Navy General Military Training (GMT) as well as Seabee Combat Warfare (SCW) training two times per week and resulted in 3 of 19 personnel achieving the qualification. Overall, the Detail completed 184 mandays of training.

OPERATIONS: The Detail consisted of 25 Seabees (1 officer, 24 enlisted) and began preparations for deployment in March 2007. On 06JUN07, NMCB SEVEN Detail Sasebo's Advanced Party arrived to CFAS to conduct turnover with NMCB THREE with the remainder of the Detail arriving on 17JUN2007. Original tasking for the Detail consisted of projects SA3-823: Construct Drainage Ditch and Retaining Wall Hario, SA3-826: Repair Drainage Ditch, SA6-839: Construct 'FATS' PEB, SA6-849: Construct Main Gate Guardhouse Akasaki, and SA6-850: Construct Back Gate Guardhouse Akasaki.

Seabees began work on projects SA6-849 Construct Guardhouse Maingate, Akasaki and SA3-823 Construct Drainage Ditch and Retaining Wall. Due to the rainy season, delays were experienced on both projects. The threat of landslides in the area caused, project SA3-823 to be shut down until the end of the rainy season. The Seabees of Detail Sasebo completed several OIC Discretionary projects while materials were being procured to begin project SA6-850.
One project was the renovation of the Family Readiness Center and consisted of building shelves, an outdoor garden, painting murals on the walls, and placing a concrete sidewalk. This work provided a usable space for spouses and children to come together while the other parent is deployed. The leveling of the Hario Contingency Laydown Area spread spoils from past construction projects into a level surface for use by Naval Munitions Command. Seabee efforts allowed the Navy to avoid $100,000 in construction debris removal costs. The HRO Entryway was another OIC Discretionary project and involved sealing an existing window opening with drywall and providing a mail slot for job applications allowing this process to become more secure.

Seabees began construction on SA6-850: Construct Guardhouse Backgate, Akasaki while continuing construction on SA6-849: Construct Guardhouse Maingate, Akasaki. SA6-849 was an 8'x16' concrete guardhouse with parapet wall, while Project SA6-850 Construct Guardhouse Backgate, Akasaki was of similar design but smaller scale with dimensions of 6'x8'. Both

guardhouse projects presented significant technical challenges in the form of an overhead concrete roof, the use of Japanese clay tile, and the wiring of equipment for Force Protection. A lack of experience and the complexity of the roof resulted in a significant increase in the number of mandays expended on the construction of the formwork for the overhead pour. The amount of time spent on aesthetic preparations of the guardhouse walls and roof due to unfamiliarity with the materials and techniques was also underestimated. These challenges resulted in the percent completed of the projects falling short of the original tasking.

Mid-deployment mission requirements changed for CFAS and the Maebata Carpenter Shop Renovation Project, SA7-744: was added to the Detail's tasking, while projects SA6-826: Repair Drainage Ditch, and SA6-839: Construct 'FATS' PEB, were removed. Due to the damage resulting from a fire at the existing carpenter shop, the operations had to be moved to a smaller facility only capable of operating at 50% capacity and not meeting Operational Plan (OPLAN) requirements. The proposal was to renovate an old magazine into a new carpenter shop, but the initial estimate came in over the Military Construction (MILCON) threshold. The project was re-scoped tasking the Detail Sasebo Seabees with all concrete work while Japanese contractors would do all utility work. This project consisted of the demolition and removal of an existing asphalt floor and concrete ramp, and then providing a new concrete interior floor, concrete ramp, and exterior slab. This project required the removal of 200 cubic meters of spoils and the placement of 138 cubic meters of the concrete.

On 01OCT07, work was resumed on project SA3-823. This projects tasking was adjusted to 50% and the Detail completed the 26 meter long retaining wall, requiring approximately 70 cubic meters of concrete. Completion of this project will provide protection to the ordnance magazine from runoff and soil erosion, ensuring that ordnance operations are not affected.

SUPPLY & LOGISTICS: Fuel was purchased through Public Works for the duration of the deployment. Augment materials were purchased locally.

> **Food Services/Berthing:** Food service on CFAS was provided through the galley for all three meals. Hot lunches were delivered out to the project sites as required. Our Seabees were berthed in Bachelor Enlisted Housing.
>
> **Material Liaison Officer (MLO/CTR):** The Detail received 33 tool kits upon turnover with NMCB THREE. Any augment tools required for projects checked out of Public Works or purchased under project funds. All materials were procured through Supply Core or local vendors. Funding for project materials was provided by Commander Navy Installations Command (CNIC) via the 30th Naval Construction Regiment (NCR).

EQUIPMENT: The Detail received and maintained 11 pieces of Civil Engineer Support Equipment (CESE). Any repair parts were to be purchased locally or ordered through the Battalion's Supply Department at Camp Shields, Okinawa. NMCB SEVEN assumed financial responsibility for repairs and upkeep of CESE for the duration of the deployment.

MEDICAL: The Detail deployed with medical records and received acute care medical attention through the Family Practice-based Branch Health Clinic, under the Naval Hospital Yokosuka and located on Fleet Activities Sasebo for the duration of the deployment. Patients needing hospitalization or extended care were either referred to a local Japanese hospital or were flown to a larger military medical facility in Japan or the U.S. Although the clinic was severely undermanned, sufficient care was provided to our personnel.

SASEBO PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
SA6-823	409	$47,884	205	0-50%	49%	0	281
SA6-839	754	$550,000	8	0-1%	1%	0	8
SA6-849	498	$166,519	473	0-95%	77%	0	633
SA6-850	323	$88,591	307	0-95%	80%	0	442
SA7-744	421	$43,413	421	0-100%	100%	0	415
SASEBO TOTAL	**2,405**	**$896,407**	**1,414**	**N/A**	**N/A**	**0**	**1,779**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov07	Dec 07	TOTAL	%Total
Direct Labor MDs	179	276	315	340	380	256	121	1867	61%
Indirect Labor MDs	79	158	166	178	178	189	81	1029	33%
Readiness / Training MDs	20	61	45	22	19	16	0	183	6%
Total MDs Expended	278	495	526	540	577	461	202	3079	
# Personnel	25	24	25	25	25	25	24	N/A	
# Direct Labor	17	16	17	16	16	13	15	N/A	
# Workdays	11	22	23	22	22	21	10	131	
% Direct Labor	68%	67%	68%	64%	64%	52%	63%	N/A	
Ideal MD Capability	210	396	440	396	396	307	169	2219	
Actual Availability Factor	95%	85%	82%	91%	100%	89%	72%	92%	

Note: *% DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

OIC DISCRETIONARY

PROJECT LISTING	MANDAYS
Family Readiness Center	24
HRO Entryway Project	4
Hario Contingency Laydown Yard	42
TOTAL MANDAYS EXPENDED	**70**
TOTAL MANDAYS TASKED	**70**

Repair Drainage Ditch, Magazine 3025
SA3-823

Essential for protecting the magazine from runoff and landslides and ensuring ordnance operations are not affected, the replacement of the retaining wall and drainage ditch also provided Seabees excellent training opportunities for developing their skills.

Project Data

Scope: Repair drainage ditch and retaining wall at Magazine #3025 to include removal of existing stone masonry wall, remove existing drainage ditch, construct gravity type retaining wall, and install new pre-cast concrete U-type ditch.

Personnel: 5

Duration: June 2007 – July 2007, October 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	281
Cumulative:	281

Tasking:

WIP at turnover:	0%
WIP at completion:	49%
Tasked MD:	205
Total Project MD:	409

Material Cost: $47,884

Cost Savings: $98,350

Significant Safety Issues: Project was delayed at beginning of deployment due to the rainy season and resulting landslides.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.

Construct Guardhouse Main Gate, Akasaki
SA6-849

Upgrading the Akasaki main gate guardhouse from a rundown shack to a new facility that meets the latest force protection measures, this project proved to be technically challenging and rewarding, providing Seabees a chance to specialize in skills that they normally would not experience.

Project Data

Scope: After demolishing existing guardhouse, construct a new 16' by 8' guardhouse consisting of concrete parapet and guardhouse walls, bulletproof windows and doors, and a concrete roof with clay tiles.

Personnel: 5

Duration: June 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	633
Cumulative:	633

Tasking:

WIP at turnover:	0%
WIP at completion:	95%
Tasked MD:	473
Total Project MD:	498

Material Cost: $166,519

Cost Savings: $221,550

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: Ensured formwork design was approved by local engineers prior to overhead concrete placement for guardhouse roof.

Significiant Material Issues: Bulletproof windows and doors experienced delays due to availability of materials.

Construct Guardhouse Back Gate, Akasaki
SA6-850

Upgrading the Akasaki back gate guardhouse to a new facility that meets the latest force protection measures, this project proved to be technically challenging and rewarding, providing Seabees a chance to specialize in skills that they normally would not experience.

Project Data

Scope: After demolishing existing guardhouse, construct a new 8' by 6' guardhouse consisting of concrete parapet and guardhouse walls, bulletproof windows and doors, and a concrete roof with clay tiles.

Personnel: 4

Duration: July 2007 – November 2007

Mandays Expended:

NMCB SEVEN:	442
Cumulative:	442

Tasking:

WIP at turnover:	0%
WIP at completion:	95%
Tasked MD:	307
Total Project MD:	323

Material Cost: $88,590

Cost Savings: $154,700

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: Ensured formwork design was approved by local engineers prior to overhead concrete placement for guardhouse roof.

Significant Material Issues: Bulletproof windows and doors experienced delays due to availability of materials

Renovate Carpenter Shop, Maebata
SA7-744

Mission essential, the renovation of a magazine into a carpenter shop at Maebata would although ordnance operations to once again meet their capability. A joint effort between NMCB Seven and Japanese contractors, both worked together to meet the demanding deadlines.

Project Data

Scope: Excavate for exterior slab and demolish existing wooden shelves, interior slab, and loading ramp. Construct new exterior slab, interior slab, and loading ramp to convert existing warehouse into a carpenter shop.

Personnel: 4

Duration: August 2007 –November 2007

Mandays Expended:

NMCB SEVEN:	415
Cumulative:	415

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	421
Total Project MD:	421

Material Cost: $43,413

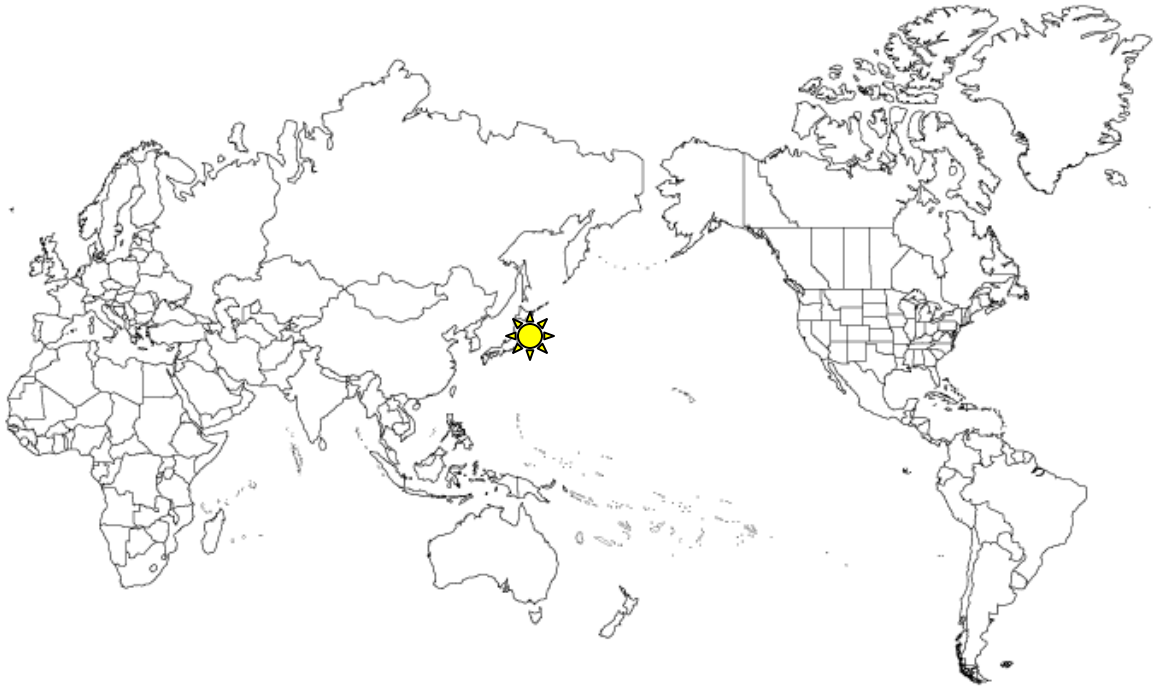
Cost Savings: $145,250

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.



DETAIL YOKOSUKA

Commander Fleet Activities Yokosuka (CFAY) comprises 568 acres and is located 43 miles south of Tokyo at the entrance of Tokyo Bay and approximately 18 miles south of Yokohama. Yokosuka is on the Miura Peninsula in the Kanto Plain region of the Pacific Coast in Central Honshu, Japan. CFAY is the largest overseas U.S. Naval installation in the world and is considered to be one of the most strategically important bases in the U.S. military.

ADMINISTRATION: The responsibility for overall completion of administrative tasks belongs to the Detail Officer in Charge (OIC), including written and oral communications, project documentation, and personnel items. Twelve Advancement Exams were administered during the deployment. Operational Control (OPCON) and Administrative Control (ADCON) remained with NMCB SEVEN throughout the entire deployment.

TRAINING AND READINESS: Six full days of Navy General Military Training (GMT) were conducted to provide our Sailors with a broad range of military knowledge in an effort to improve their personal lives and enrich their careers. The Detail held Seabee Combat Warfare (SCW) training three times per week, resulting in 11 of 20 personnel achieving the qualification.

OPERATIONS: Detail Yokosuka tasking includes the following:

Complete a 1,192 man-day Road Repairs/Drainage project at the Ikego housing installation camp ground. Tasking was to strip forms from 65'x13'x2' wall, compact in 6" lifts and bring road to elevation, and prepare for final subgrade for contractor to place asphalt. Crew completed the excavation of 300 meters of ditch to install conduit for duct bank, 300 meters of concrete swale. The project was completed according to the plans and specifications and with a Beneficial Occupancy Date (BOD) in September.

The project was tasked with 632 mandays. NMCB SEVEN was tasked with the remaining 18 – 100%. The crew started the project with the bending and placing of 28,000 LF of steel reinforcing bar and the placement of 200 cubic meters of concrete. After the footer was completed a technical representative from the building manufacturer arrived and oversaw the erection of the structure and to ensure the erection process did not void the manufacturer's warranty. After the erection was completed, the building was outfitted with 20 lights and power,the four HVAC units were omitted from the project by request of the customer due to funding. The project was completed with a BOD of 1NOV07.

The most prominent project was the Construction of the Kitting Building at Berth 12. The building will directly support the USS GEORGE WASHINGTON (CVN 73) when it is relocated to Yokosuka in May 2008. This project was scheduled to start in early July 2007, but had several design and environmental issues which delayed the start until August 2007. NMCB SEVEN had to cautiously remove 150 cubic meters of existing concrete, which was used to encapsulate contaminated soil. The concrete had to all be removed by hand ensuring no damage to the protective sarcophagus membrane which was directly underneath the concrete. NMCB SEVEN was able to return the project to its original schedule and turned the project over at 54%.

SUPPLY & LOGISTICS: Accountability in both outlets was outstanding. Our Material Liaison Officer (MLO) orders a majority of our material from the vendor Prime Vendor Supply Core. The contractor delivered material on site or to our MLO warehouse for storage. Detail Yokosuka purchased all required supply, office, and consumable materials through Naval Facilities Engineering Command Far East (NAVFAC FE) and Self Help using Yokosuka outlets. The Detail coordinated with the Supply department for all shipping and receiving needs. Detail Yokosuka coordinated with the NMCB SEVEN Supply Department for uniform replacement, consumable funding requests, inter-battalion travel requirements, and order modifications.

Food Services/Berthing: Commander Fleet Activities Yokosuka, Japan galley provided breakfast, lunch and dinner. Personnel were berthed at the base permanent party barracks.

Material Liaison Office/Central Tool Room (MLO/CTR): MLO procured construction material through Defense Supply Center Philadelphia (DSCP). Detail Yokosuka purchased material through the Prime Vendor Supply Core. Fleet Industrial Supply Center (FISC) was also used for material support. Our Central Tool Room (CTR) turned over four tool kits upon arrival onsite.

EQUIPMENT: Detail Yokosuka did not have any Civil Engineer Support Equipment (CESE). The Detail had nine B-assigned vehicles that were rented from Public Works Transportation. If any additional support was needed project funds were used for rental equipment.

MEDICAL: The Detail deployed with all medical records and received medical care at the Naval Hospital Yokosuka. Dental care was also provided at the Naval Hospital and dental records were maintained at the mainbody site in Okinawa, Japan.

YOKOSUKA PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
YO3-890	1087	$620,353	241	78-100%	100%	813	274
YO5-895	632	$658,150	521	18-100%	100%	168	475
YO5-896	1269	$190,043	530	0-42%	54%	0	679
YOKOSUKA TOTAL	**2988**	**$1,468,546**	**1292**	**N/A**	**N/A**	**981**	**1286**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov 07	Dec 07	TOTAL	%Total
Direct Labor MDs	136	203	325	315	273	236	0	1,488	58%
Indirect Labor MDs	74	162	146	129	141	129	0	781	31%
Readiness / Training MDs	28	51	56	51	51	41	0	278	11%
Total MDs Expended	238	416	527	495	465	406	0	2,547	100%
# Personnel	21	21	20	20	20	20	0	N/A	
# Direct Labor	15	15	15	15	15	15	0	N/A	
# Workdays	11	24	26	23	25	23	0	132	
% Direct Labor	71%	71%	75%	75%	75%	75%	0	74%	
Ideal MD Capability	186	405	439	388	422	388	0	2,228	
Actual Availability Factor	88%	63%	86%	94%	77%	71%	0	80%	

Note: *% DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

OIC DISCRETIONARY

PROJECT LISINTG	MANDAYS
Paint Office Spaces	26
MWR Deck Negishi Housing	111
TOTAL MANDAYS EXPENDED	**137**
TOTAL MANDAYS TASKED	**200**

Road Repair /Drainage
YO3-890

NMCB SEVEN was tasked with 700 meters of sub-grade and drainage improvement.

Project Data

Scope: Prepare sub-grade for pavement along 700 meters of existing gravel road. Project includes clearing, grubbing, grading, compacting in lifts and storm drain installation. Paving was to be contracted out.

Personnel: 8 personnel

Duration: December 2006 – September 2007

Mandays Expended:

NMCB THREE:	813
NMCB SEVEN:	274
Cumulative:	1087

Tasking:

WIP at turnover:	78%
WIP at completion:	100%
Tasked MD:	241
Total Project MD:	1087

Material Cost: $620,353

Cost Savings: $380,450

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: NMCB SEVEN identified a faulty design for the retaining wall that was part of this project. Wing walls were needed to further protect the road from erosion.

Significant Materials Issues: None.

CONSTRUCT PEB AT BASKETBALL COURT
YO5-895

NMCB SEVEN was tasked to erect a Tension Fabric Structure over an existing basketball court.

Scope: Construct 8,000 square foot PEB (TFS) structure to enclose existing basketball court. Project includes installation of foundation, erection of PEB structure, installation of sheeting, insulation, electrical, and HVAC. (HVAC installation is subject to MILCON threshold.)

Personnel: 8 personnel

Duration: March 2007- November 2007

Mandays Expended:

NMCB THREE:	168
NMCB SEVEN:	475
Cumulative:	643

Tasking:

WIP at turnover:	18%
WIP at completion:	100%
Tasked MD:	521
Total Project MD:	632

Material Cost: $658,150

Cost Savings: $225,050

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: The scope of work called for four HVAC units. The cost of the four units would have put the project over the MILCON threshold. After meeting with the costumer and Public Works the units were taken out of the project.

Significant Material Issues: None.

Construct Kitting Building
YO5-896

NMCB SEVEN was tasked to construct a 60' X 40' pre-manufacture building to support the USS GEORGE WASHINGTON (CVN 73) when it is relocated to Yokosuka, Japan.

Project Data

Scope: Construct 3300 SQ FT PEB in the vicinity of berth 12. Interior floor plan will include three-high pallet racks and aisles to accommodate a 3-ton forklift. Scope includes site work, foundation, PEB construction, lighting and electrical fixtures.

Personnel: 8 personnel

Duration: July 2007-May 2007

Mandays Expended:

NMCB SEVEN:	679
Cumulative:	679

Tasking:

WIP at turnover:	0%
WIP at completion:	54%
Tasked MD:	530
Total Project MD:	1268

Material Cost: $190,043

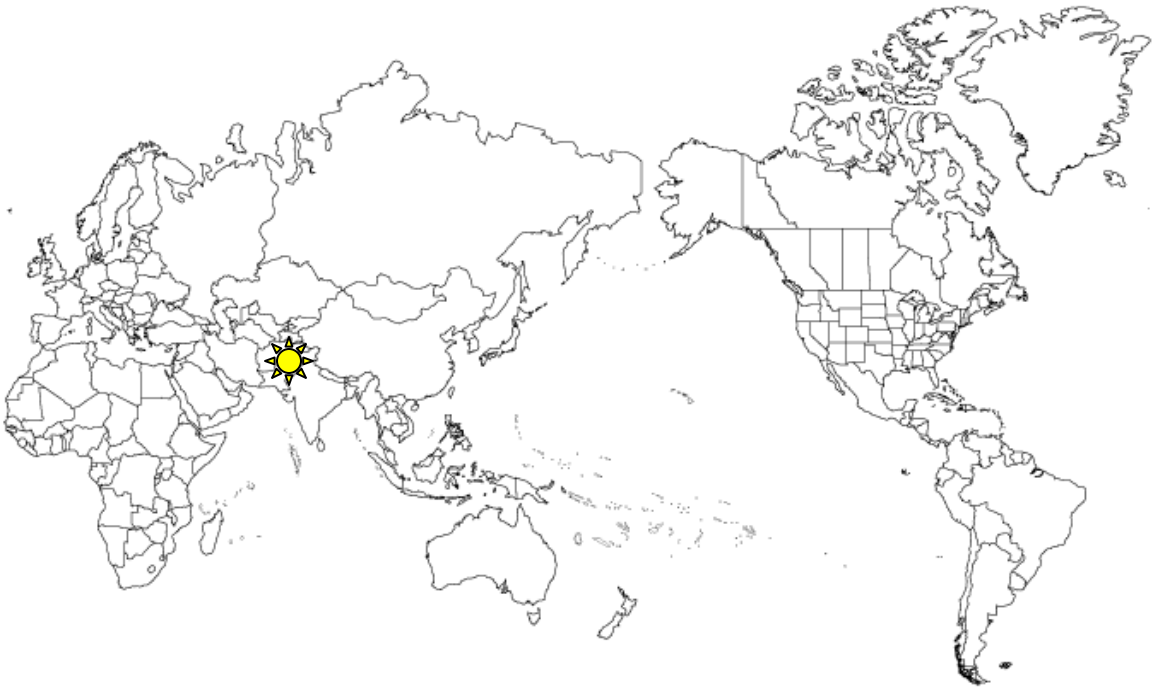
Cost Savings: $ 237,650

Significant Safety Issues: None.

Significant Quality Issues: Ensuring the anchor bolts were installed per the plans and specifications.

Significant Design Issues: After several design and environmental issues which delayed the start, NMCB SEVEN was able to remove all concrete without damage to the membrane and return the project back to its original completion date.

Significant Quality Issues: None.



DETACHMENT AFGHANISTAN

Bagram Airfield, located in the Parwan Province of northeastern Afghanistan, serves as the hub of operations for coalition forces in support of Operation Enduring Freedom. Run by Combined Joint Task Force-82(CJTF-82), Bagram supports 8,000 military and civilian personnel. Attached to Combined Joint Special Operations Task Force Afghanistan (CJSOTF-A), the Seabees from NMCB SEVEN Detail Special Operations Forces (SOF) provided sustained construction support as well as continued to establish a reputable relationship between the Naval Construction Force and Special Operations Forces.

ADMINISTRATION: For the duration of the deployment Camp Heselton served as the headquarters for the Detachment. The Officer in Charge (OIC) was responsible for completing project tasking and liaison work with coalition forces. Eighteen Advancement Exams were administered during the deployment: two First Class exams, seven Second Class exams, and nine Third Class exams. Commander, CJSOTF-A through the J7 department assumed Operational Control (OPCON) over the Detachment, while Administrative Control (ADCON) remained with 22 NCR. The Detachment had various outlets for administrative support to include CJSOTF-A, NMCB SEVEN, 22 NCR(F), and Navy Central Command (NAVCENT) Detachment.

TRAINING AND READINESS: The Detachment executed their approved training plan. The training schedule included a broad range of Navy General Military Training (GMT), Safety Awareness Training, Seabee Combat Warfare training, and In-Rate Specific Training which directly contributed to 11 of 16 eligible Seabees advancing in rank off the September Exam Cycle. The Detachment held Seabee Combat Warfare (SCW) training nightly, resulting in 13 personnel achieving the qualification. Overall, the Detail completed 296 mandays of training.

OPERATIONS: Seabees deployed from Gulfport, Mississippi, on 02JUN07 via commercial air to Camp Moreell, Kuwait before boarding military aircraft to Bagram. While at Camp Moreell, the Detachment underwent an extensive Reception, Staging, Onward Movement, and Integration (RSOI) training. Courses included marksmanship, rules of engagement, and laws of armed conflict. The detail deployed from Kuwait to Afghanistan with an advanced party (AP) and mainbody to accommodate for limited berthing and facilitate turnover. Once all personnel were on site the detail began with construction tasking.

The number one priority of work was to develop and execute the master facilities plan for the relocation of CJSOTF-A from Camp Vance to Camp Heselton. This relocation project directly contributed to increased combat readiness and quality of life for the members of CJSOTF-A. Due to the complexity of some the structures to be erected, the Detachment requested reach back support from Naval Facilities Engineering Command (NAVFAC) Atlantic. The plan was broken into three phases with the first phase's completion date targeted for 01JUN08. Due to the size of the future camp, the Seabees of NMCB SEVEN had to coordinate which structures they could construct and which had to be contracted out. Phase I included a K-span to be used as a maintenance facility, the build out of an existing rock and mortar building to serve as an armory, the construction of several concrete pads for the placement of containerized berthing, a six bay carport, and block building to serve as the Commander and Command Sergeant Major's berthing.

Overalll, Phase I of the master facilities plan included construction of 10 buildings valued at close to $800k. Of those projects three were turned over to NMCB ONE: the AF7-910 Armory, AF7-907 CDR-CSM Berthing, AF7-904 Kspan. Phases II and III were turned over in the planning phase.

The second priority of work was contingency construction at Forward Operating Bases(FOB) throughout Afghanistan. Tasking included construction of SWA Huts, electrical distribution, and concrete work. This work greatly enhanced the quality of life and mission readiness of the Special Operations Forces soldiers in country.

Due to Naval Construction Force realignment, turnover took place two months ahead of the original plan without any issues. All tool kits and material were turned over at 100% validity. Upon completion of turnover with NMCB ONE, the detail redeployed to Camp Moreell for two weeks. While at Camp Moreell, the detail provided its services on a couple of OIC discretionary projects as well as camp maintenance. After the short stay in Kuwait the detail redeployed to the NMCB SEVEN mainbody site in Okinawa, Japan. All personnel were then sent back to their respective companies. All members of Detail Afghanistan incorporated into mainbody without skipping a beat and continued outstanding support to the construction tasking there.

SUPPLY & LOGISTICS: The Detachment deployed with Table of Allowance (TOA) weapons. A full combat load of ammunition, OTVs with side plates, and Individual First Aid Kits (IFAC) were drawn from supply in Camp Moreell. There were major issues in procurement of materials and funding. Materials were in such a high demand and so scarce across the region that some projects never received the Class IV requested via the bill of materials. Fuel and other petroleum, oils, and lubricants (POL) were provided by CJSOTF-A.

Food Services/Berthing: Food service in Bagram was provided by Kellog, Brown and Root (KBR) and drinking water was procured through CJSOTF-A. Our Seabees were berthed in re-locateable buildings, which are storage containers configured into berthing spaces. While at forward operating bases, crews were berthed in B-Huts.

Material Liason Office/Central Tool Room (MLO/CTR): The Detachment turned over 34 tool kits in CTR upon arrival to Bagram. Organic tools were provided by 22 NCR (F) while augment tools required for projects were purchased by CJSOTF-A. All materials were supplied by the customer via CJTF-82 supply or through local purchase. Coordination for procurement and delivery of required materials were accomplished by the Detachment.

EQUIPMENT: The Detail received and maintained 17 units of Civil Engineer Support Equipment (CESE). Any repair parts were to be procured through CJSOTF-A or ordered through the 22 NCR in Kuwait.

MEDICAL: The Detail deployed with skeleton medical records and an Independent Duty Corpsman (IDC) to handle all medical needs. For any other medical support the Detachment utilized the Bagram Hospital. Our IDC also served as a liaison with base medical personnel to handle any other issues. The IDC also took part in Medical Civic Action Programs (MEDCAP) missions to provide medical care to the local population greatly enhancing relations between the people of Afghanistan and coalition forces.

BAGRAM PROJECTS							
Project	Total Project Mandays	Total Project Material Cost	Mandays Tasked	Tasked %	Final WIP	Mandays expended by prior NMCB	Mandays Expended this Deployment
AF7-901	506	NA	700	N/A	100	276	230
AF7-902	129	$262,244	129	N/A	100	0	129
AF7-903	122	$114,815	122	N/A	100	0	122
AF7-904	600	$204,696	600	N/A	19	0	196
AF7-905	122	$114,815	122	N/A	100	0	122
AF7-906	77	$57,274	77	N/A	100	0	77
AF7-907	750	NA	750	N/A	13	0	95
AF7-910	600	$27,433	600	N/A	74	0	464
AF7-911	313	NA	400	N/A	100	0	313
BAGRAM TOTAL	**3,219**	**$781,227**	**3,500**	**N/A**	**N/A**	**276**	**1,748**

LABOR DISTRIBUTION

	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov07	Dec 07	TOTAL	%Total
Direct Labor MDs	430	805	678	738	185	N/A	N/A	2836	64%
Indirect Labor MDs	126	49	220	141	222	N/A	N/A	758	17%
Readiness / Training MDs	65	212	212	208	126	N/A	N/A	823	19%
Total MDs Expended	621	1066	1110	1087	533	N/A	N/A	4417	100%
# Personnel	51	51	51	48	48	N/A	N/A	48	
# Direct Labor	39	39	38	37	35	N/A	N/A	35	
# Workdays	16	25	25	23	14	N/A	N/A	98	
% Direct Labor	76%	76%	74%	77%	73%	N/A	N/A	75%	
Ideal MD Capability	702	1097	1069	957	551	N/A	N/A	N/A	
Actual Availability Factor	71%	93%	83%	99%	56%	N/A	N/A	N/A	

***Note**: % DL = (Direct Labor Personnel)/(Total Personnel)*
Ideal MD Capability = # Direct Labor x # Workdays x 1.125
Availability Factor = (Actual Direct Labor MDs + R/T MD)/Ideal Capability

PLANNING & ESTIMATING

PROJECT LISINTG	MANDAYS
Planning and estimating	474
TOTAL MANDAYS EXPENDED	**474**

FOB MISSIONS

PROJECT LISINTG	MANDAYS
FOB NARAY	16
FOB KAF	559
FOB ANACONDA	43
FOB COBRA	41
FOB QALAT	3
FOB CHAMKANI	24
FOB FARAH	69
TOTAL MANDAYS EXPENDED	**755**

OIC DISCRETIONARY

PROJECT LISINTG	MANDAYS
Old Jise Renovation	88
Rigger's Concrete Slab/Deck	65
Small Arm's Range	126
Vance ECP	49
Three way lighting system in RLBs	39
Camp Vance (Lighting and HVAC)	32
BAF (Projects for other Commands)	83
TOTAL MANDAYS EXPENDED	**482**

K-SPAN
AF7-904

Project Data

Scope: Construct KSPAN on concrete pad. Place concrete footers with a 5 foot side wall. Enclose angle iron and bottom of Kspan with a concrete cap. Work included all utilities.

Personnel: 8 personnel

Duration: July 2007 - Oct 2007

Mandays Expended:

NMCB SEVEN:	196
Cumulative:	196

Tasking:

WIP at turnover:	N/A
WIP at completion:	19%
Tasked MD:	600
Total Project MD:	600

Material Cost: $204,696

Cost Savings: $68,250

Significant Safety Issues: None.

Significant Quality Issues: Due to the complexity of the footer design, extra time had to be devoted to ensure that the designs were adhered too.

Significant Design Issues: Due to the scope of the project the detail needed reach back support from NAVFAC LANT. The scope and preliminary design concepts were sent to NAVFAC engineers who produced a formal design.

Significant Material Issues: None.

CDM – CSM BERTHING
AF7-907

Project Data

Scope: Construct 1,764 sqft Concrete Masonry Unit (CMU) building on a 12" slab with double Welded Wire Fabric (WWF) mat. CMU will be used to construct the outside and interior walls. Two front rooms are 200 sqft. Two back rooms are 300 sqft. All door openings are 3 ft. Rebar 16 inces OC to be in every other block web. 4 sqft thickened edge with rebar cage and stub ups. Windows are 3 ft wide by 5 ft tall. Roof is constructed using steel framing members, plywood and angle iron. Install toilet, sink, shower, and water heater (5GL). Also install 7 split A/C units. Install 9 fluorescent lights fixtures. Install 16 duplex receptacles. Install one light/fan combo, one head with one shower, one lavatory, and one water closet will be constructed, two drains, one in shower and one in middle of bathroom. Wastewater drains and sewage piping will be 4 in PVC. The PVC pipe will be sealed with PVC cement after being cleaned with PVC primer. Electrically the head and berthing will have fluorescent lighting. The head will have one exhaust fan/light combo. Install two GFCI receptacles in bathroom. Install 15 3-way switches.

Personnel: 3 personnel

Duration: Aug 2007 – October 2007

Mandays Expended:

NMCB SEVEN:	95
Cumulative:	95

Tasking:

WIP at turnover:	N/A
WIP at completion:	13%
Tasked MD:	750
Total Project MD:	750

Material Cost: N/A

Cost Savings: $33,250

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: Due to the scope of the project the Detail received reach back support from NAVFAC LANT who produced a formal design based on mission requirements.

Significant Material Issues: None.

ARMORY
AF7-910

Project Data

Scope: Construct CMU walls to 112 inches to establish seven rooms to include four armory rooms, two berthing, and 1 bathroom. Core fill all block in 4' lifts. Rebar placed no further then 24" apart. The head will have a raised floor to accommodate utilities, one commode, one sink, one urinal, soap dispenser and towel dispenser. 2 in X 6 in joists for the ceiling with plywood sheeting. New lighting and split A/C units will be installed.

Personnel: 5 personnel

Duration: July 2007 - October 2007

Mandays Expended:

NMCB SEVEN:	464
Cumulative:	464

Tasking:

WIP at turnover:	N/A
WIP at completion:	77%
Tasked MD:	600
Total Project MD:	600

Material Cost: N/A

Cost Savings: $162,400

Significant Safety Issues: None.

Significant Quality Issues: Due to poor quality of the block, extra time had to be spent on ensuring the courses were flush.

Significant Design Issues: None.

Significant Material Issues: The quality of block used was quite poor and the materials from the electrical and mechanical bill of materials had not been received.

SITE PREP PHASE I
AF7-901

Project Data

Scope: Clear three concrete pads, a 300 linear feet sidewalk and fifty pallets of sand bags. Bring existing elevation to grade. The existing elevation will be raised 1 ft to 2 ft.

Personnel:	6 personnel	
Duration:	April 2007 - October 2007	
Mandays Expended:	NMCB SEVEN:	230
	Cumulative:	506
Tasking:	WIP at turnover:	4%
	WIP at completion:	100%
	Tasked MD:	700
	Total Project MD:	700
Material Cost:	N/A	
Cost Savings:	$177,100	

Significant Safety Issues: Had to ensure that all required vehicle safety measures were enforced due to the amount of equipment working in the same area.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.

BDOC CARPORT PHASE I
AF7-902

Project Data

Scope: Place concrete slab reinforced with double mated WWF.

Personnel: 4 personnel

Duration: July 2007 – September 2007

Mandays Expended:

NMCB SEVEN:	129
Cumulative:	129

Tasking:

WIP at turnover:	N/A
WIP at completion:	100%
Tasked MD:	300
Total Project MD:	300

Material Cost: N/A

Cost Savings: $45,150

Significant Safety Issues: None.

Significant Quality Issues: Emphasis on placement of the anchor bolts in order to ensure they lined up properly.

Significant Design Issues: None.

Significant Material Issues: The bill of materials to complete the entire carport was submitted and hadn't been received.

BDOC ANNEX PHASE I
AF7-903

Project Data

Scope: Design and construct pads for placement of twenty, 20 ft X 8 ft Relocateable Buildings (RLBs). Contractor will design the interior of the RLBs. Interior will include panel board sheathing for walls and the entrance to the RLB. All framed in wood. The entrance will consist of a recessed wall with a window and a door. Coordinating the placement of RLBs will be through the local contractor. Seabee work will include: The roof, constructed with steel plywood and angle iron and install the electrical, two outlets, one light switch, one split A/C unit and two fluorescent lights.

Personnel: 5 personnel

Duration: June – July 2007

Mandays Expended:

NMCB SEVEN:	122
Cumulative:	122

Tasking:

WIP at turnover:	N/A
WIP at completion:	100%
Tasked MD:	300
Total Project MD:	300

Material Cost: N/A

Cost Savings: $42,700

Significant Safety Issues: No significant safety concerns.

Significant Quality Issues: No significant quality control concerns.

Significant Design Issues: None.

Significant Material Issues: There was difficulty in coordinating the placement of the containers with the contractor. Also, the bill of materials for the Seabee's scope hadn't been received.

CMDT ANNEX PHASE I
AF7-905

Project Data

Scope: Design and construct pads for placement of twenty, 20' X 8' RLBs. Contractor will design the interior of the RLB's. Interior will include panel board sheathing for walls and the entrance to the RLB. All framed in wood. The entrance will consist of a recessed wall with a window and a door. Coordinating the placement of RLBs will be through a local contractor. Seabee work will include: The roof, constructed with steel plywood and angle iron and install the electrical, two outlets, 1 light switch, 1 split A/C unit and 2 fluorescent lights.

Personnel:	5 personnel	
Duration:	June – July 2007	
Mandays Expended:	NMCB SEVEN:	122
	Cumulative:	122
Tasking:	WIP at turnover:	N/A
	WIP at completion:	100%
	Tasked MD:	300
	Total Project MD:	300
Material Cost:	N/A	
Cost Savings:	$42,700	

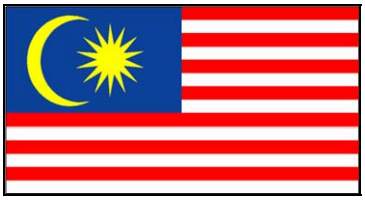
Significant Safety Issues: None.

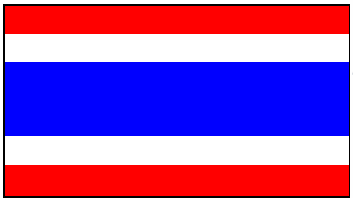
Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: There was difficulty in coordinating the placement of the containers with the contractor. Also, the bill of materials for the Seabee's scope had not been received.

DETACHMENT CARAT





Cooperation Afloat Readiness and Training, known as CARAT, is an annual series of bilateral maritime training exercises between the United States and six Southeast Asia nations designed to build relationships and enhance the operational readiness of the participating forces. Participants historically include the Navies of Brunei, Indonesia, Malaysia, the Philippines, Singapore, and Thailand. The individual exercise phases generally focus on training with participating nations' sea services. The purpose of the exercise series is to improve military readiness and interoperability with each CARAT partner in a variety of mission areas of mutual benefit. CARAT began in 1995 with the concept of scheduling several previously existing bilateral exercises with Southeast Asia nations into one series of sequential exercises. Doing so resulted in more efficient use of assets and forces. Commander Logistics Group Western Pacific / Commander Task Force (CTF) 73, who operates from Singapore, is the U.S. Navy's executive agent for CARAT.

US Navy Seabee Participation in CARAT has been ongoing for many years. Typically, a separate Detachment from the Deployed NMCB in Okinawa is sent to each participating exercise location (i.e., one Detachment for each location). Past Seabee CARAT locations have included Indonesia, the Philippines, and Thailand.

In 2007, CARAT continued the focus on interoperability among the Navies of Southeast Asia. Along with standardizing training, tactics, and procedures (TTP), efforts concentrated on improving situational awareness and effectiveness in combined operations along with cooperative, information sharing to improve efficiency and effectiveness of operations against transnational maritime threats. CARAT specific efforts included a joint Command, Control, Communications, Computers, Information (C4I) via Combined Enterprise Regional Information Exchange System (CENTRIXS), warfare training, legal symposium, force protection, security, law enforcement training, and an increased focus and commitment to assisting people of the region via Medical, Dental, Veterinary, and Engineering Civic Action Projects and Community Relations (COMREL) Programs. Indonesia did not participate in CARAT 2007, but a small Naval Engagement Activity (NEA) was held among the U.S. and Indonesia instead. The planned Engineering Civic Action Project (ENCAP) was cancelled in Indonesia. The first ENCAP in Malaysia was held during CARAT 2007.

A Detachment of twenty-seven Seabees from NMCB SEVEN participated in a highly successful 2-month CARAT exercise. Unlike previous years, this Detachment followed CARAT from nation to nation aboard the USS HARPERS FERRY (LSD 49) and C-130 flights and was more integrated into the exercise as a whole. The Seabee Detachment participated with Host Nation Military Construction Engineers in the Philippines, Thailand, and Malaysia. The Detachment completed nine projects encompassing a wide array of construction trades and a made an impressive impact on the lives of thousands of school children and local communities throughout Southeast Asia.

ADMINISTRATION: The Detachment Officer-in-Charge (OIC) was responsible for overall completion of administrative tasks including written and oral communications, project documentation, Host Nation liaison work, and personnel items. Petty Officer Indoctrination was conducted with four personnel being frocked to Third Class Petty Officer. One person was

frocked to Petty Officer First Class. The Detachment reported daily to their Operational Control (OPCON), CTF 73 as well as provided a muster report to their Administrative Control (ADCON), NMCB SEVEN. Additionally, daily sitreps were sent to NMCB SEVEN when internet was available.

TRAINING AND READINESS: The Detachment executed training based on their location and on what services were available. While embarked on the USS HARPERS FERRY, physical training was conducted every other day on the flight deck with Seabee Combat Warfare (SCW), in-rate, and upcoming project related training being administered daily. While ashore, physical training was not conducted in the Philippines due to inadequate facilities, but was conducted three times a week during the CARAT Malaysia Phase. Seabee Combat Warfare (SCW) and in-rate training was conducted three times a week as well.

OPERATIONS: The Detachment completed nine ENCAP in the Philippines, Thailand, and Malaysia during the CARAT exercise. The Seabees completely embarked themselves to and from Kadena Air Force Base, Okinawa, Japan and in between countries via the USS HARPERS FERRY and C-130 Navy Air Logistics Office (NALO) flights. Twenty-Seven Seabees deployed from Gulfport, Mississippi, on 12MAY07 via NALO C-40A to Camp Shields, Okinawa, Japan before boarding the USS HARPERS FERRY to the Philippines on 25MAY07. During the exercise, a two-man advance echelon (ADVON) party preceded the twenty-five main body personnel to ensure all logistics and proper items were in place.

The CARAT exercise consisted of three locations. First, the team embarked on their first five ENCAP jointly with the Philippine Seabees at Kuampurnah Elementary School located on Basilan Island, Philippines a part of the Sulu Archipelago. The scope of work consisted of renovating classroom roofs and ceilings, placing a 2,700 square foot courtyard, completing a school clinic, renovation of a head facility, and installing new doors and windows. The Philippine CARAT phase lasted from 30MAY07 to 12JUN07.

Secondly, the CARAT team embarked a C-130 for the next location, Pattaya, Thailand. At Ban Huai Yai Primary School, the team completed three ENCAP projects alongside the Thai Marine Engineers. The projects consisted of constructing a new 5,000 liter elevated water tank, constructing a new four-stall restroom facility, and constructing a 50 meter perimeter masonry wall with gate. The Thailand CARAT phase lasted from 13JUN07 to 27JUN07.

Lastly, the CARAT team embarked on the USS HARPERS FERRY for the last time and transited to Kememan, Malaysia. Due to prior planning and coordination, the ENCAP project was underway prior to the CARAT Main Body arrival on 2JUL07. The team joined the Malaysian Army Ninety-One Royal Engineer Regiment who already had commenced on the extensive ENCAP two weeks prior. The joint team's scope consisted of building a new 65 square meter multi-purpose classroom building at Sekolah Kebangsaan Meraga Beris Primary School. The Malaysia CARAT Phase lasted from 2JUL07 to 13JUL07.

The Detachment retrograded back to Main Body Okinawa in several groups via a C-130 flight and commercial air flights by 18JUL07. Retrograde was accomplished upon return whereby all tool kits, gear, equipment, weapons, and ammunition were inventoried, accounted for and turned into the respective location.

Our Seabees executed command and control and gained construction skills and techniques from the host nation construction engineer counterparts throughout the CARAT exercise.

SUPPLY & LOGISTICS: All supply and logistics were handled by the Detachment leadership with support from 30th NCR, NMCB SEVEN, USS HARPERS FERRY, and VR-54 Revelers, C-130 Squadron. Detachment personnel deployed with a supply of personal demand items. Personal items were replenished locally when available.

Food Services/Berthing: The ADVON team was crucial and ensured all food services and berthing were set prior to the Detachment's arrival. Food service, bottled water, and gatorade were contracted out at the various locations. The team brought a supply of MREs that were utilized where appropriate (e.g., lunch, before NALO flights, etc.). Berthing varied at each location. In the Philippines, the team's quarters consisted of an open, covered pavilion with cots and mosquito netting (brought by the Detachment) at a Philippine Marine Corps Camp, Camp Luis Biel II located approximately 6 kilometers (km) from the work site. The ADVON team overcame several logistical challenges in the Philippines. Not only did they overcome the challenges of moving personnel, equipment, and material ashore to Basilan Island via a Philippine LCU, they procured all the food and berthing requirements for the Medical Civic Action Project (MEDCAP) team upon arrival. In Thailand, the team berthed in vacated school classrooms adjacent to the Thai Marine Engineers. In Malaysia, the team berthed in a local hotel about 2km from the work site. The ADVON team did an outstanding job adjusting the Malaysia food services and berthing arrangements when notified two weeks prior to the Detachment's arrival that the agreement made during the planning conference was no longer valid.

MLO/CTR: The Detachment brought all tool kits with them. These kits were maintained in accordance with the Seabee Supply Manual. All materials were identified ahead of time and purchased using exercise Humanitarian Civic Action (HCA) funds. Some materials were purchased while on site with pre-arranged small pot of HCA funds. Purchases were controlled by the Detachment OIC and delegated to the ADVON Chief. Procurement and delivery of required materials were accomplished primarily by the contractor. The team's professionalism and cordial demeanor with the contractors and host nation military engineers was critical to obtaining the correct materials and ultimately the mission's success.

EQUIPMENT: The Detachment brought 2-5K generators along with a concrete mixer and an assortment of tool kits and scaffolding. Three triple containers (tricons) and one 463L pallet were used for movement of the support items.

MEDICAL: The Detachment deployed with skeleton medical records and a corpsman. The biggest medical issue was dehydration given the extreme heat and humidity throughout the exercise. The leadership took extra measures to mitigate this.

RENOVATION OF ROOFS / CEILINGS
KAUMPURNAH SCHOOL, BASILAN, PHILIPPINES

NMCB SEVEN was tasked with renovation of classroom roofs and ceilings repair the roof sheathing, roof frame, ceiling grid, and ceiling panels as necessary.

Project Data

Scope: Team evaluated each roof and repaired the roof sheathing, roof frame, ceiling grid, and ceiling panels as necessary.

Personnel:	4 personnel	
Duration:	May 2007 - June 2007	
Mandays Expended:	NMCB SEVEN:	36
	Cumulative:	36
Tasking:	WIP at turnover:	0%
	WIP at completion:	100%
	Tasked MD:	36
	Total Project MD:	36
Material Cost:	$20,000 (for all CARAT Philippines Projects)	
Cost Savings:	$12,600	

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.

CONCRETE COURTYARD
KAUMPURNAH SCHOOL, BASILAN, PHILIPPINES

NMCB SEVEN was tasked with forming and placing a 2,700 sqft concrete pad courtyard.

Project Data

Scope: The courtyard consisted of red clay, which made the area extremely dusty in the summer and unspeakably muddy during the rainy season. Team formed and placed concrete over 1/3 of the courtyard allowing the students a sanitary place for recreation and giving the school a much needed outdoor assembly area.

Personnel: 4 personnel

Duration: May 2007 - June 2007

Mandays Expended:

NMCB SEVEN:	31
Cumulative:	31

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	31
Total Project MD:	31

Material Cost: $20,000 (for all CARAT Philippines Projects)

Cost Savings: $10,850

Significant Safety Issues: None.

Significant Quality Issues: The quality of the concrete and delivery method was very poor. Once construction materials and methods were identified, the project went smooth.

Significant Design Issues: None.

Significant Material Issues: None.

KAUMPURNAH SCHOOL, BASILAN, PHILIPPINES

NMCB SEVEN was tasked with completing a semi constructed school clinic and place and finish new concrete floor.

Project Data

Scope: Originally started by the parent teacher association, the existing clinic was not in use due lack of the funds for actual completion. We completed the clinic and installed relevant furnishing giving the school an adequate area to care for sick students.

Personnel:	5 personnel	
Duration:	May 2007 -June 2007	
Mandays Expended:	NMCB SEVEN:	45
	Cumulative:	45
Tasking:	WIP at turnover:	0%
	WIP at completion:	100%
	Tasked MD:	45
	Total Project MD:	45
Material Cost:	$20,000 (for all CARAT Philippines Projects)	
Cost Savings:	$15,750	

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Once construction materials and methods were identified, the project went smooth.

KAUMPURNAH SCHOOL, BASILAN, PHILIPPINES

NMCB SEVEN was tasked with renovating the existing head facility.

Project Data

Scope: This facility was closed after the septic tank became too full for use. Additionally, over time the facility has been vandalized resulting in its current state of missing interior walls, a proper roof, and all toilet fixtures associated with a head. The team made all necessary repairs needed for a serviceable head; this eliminated the practice of having students urinate on the walls of the school within 50 ft of a classroom.

Personnel: 5 personnel

Duration: May 2007 -June 2007

Mandays Expended:

NMCB SEVEN:	40
Cumulative:	40

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	40
Total Project MD:	40

Material Cost: $20,000 (for all CARAT Philippines Projects)

Cost Savings: $14,000

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Once construction materials and methods were identified, the project went smooth.

KAUMPURNAH SCHOOL, BASILAN, PHILIPPINES

NMCB SEVEN was tasked the installation of new doors and windows at various locations.

Project Data

Scope: Many of the schools doors and windows were badly damaged or improperly installed leaving the school with no adequate way of securing classrooms in the evenings. This condition led to vandalism of classrooms and thievery of school supplies. The team evaluated all doors and windows making repairs to wooden window louvers and replacing inadequate doors (about 12 doors). Securing the school classrooms will help stop the vandals and thieves and restore pride in teachers and students alike making them more likely to care for the facilities.

Personnel: 2 personnel

Duration: May 2007 -June 2007

Mandays Expended:

NMCB SEVEN:	18
Cumulative:	18

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	18
Total Project MD:	18

Material Cost: $20,000 (for all CARAT Philippines Projects)

Cost Savings: $6,300

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Once construction materials and methods were identified, the project went smooth.

PERIMETER MASONRY WALL WITH GATE
BAN HUAI YAI PRIMARY SCHOOL, THAILAND

NMCB SEVEN was tasked with constructing a 1.5 meter high x 48.47 meter long masonry and concrete perimeter wall to include a 4.57 meter long, steel rolling gate.

Project Data

Scope: Construct a 3.5 meter high x 2.5 meter wide masonry and concrete platform, installation of a prefabricated 5000 liter water tank, plumbing from existing well and installation of approximately 200 meters of new19mm PVC water lines to the five existing buildings and new restroom facility.

Personnel: 5 personnel

Duration: 14 June 2007 - 26 June 2007

Mandays Expended:

NMCB SEVEN:	55
Cumulative:	55

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	55
Total Project MD:	55

Material Cost: $21,181.09 (for all CARAT Thailand Projects)

Cost Savings: $19,250

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Once construction materials and methods were identified, the project went smooth. The language barrier was the most significant in Thailand of the three countries visited during the CARAT Exercise. The joint team of Seabees and Thai Marine Engineers worked closely to overcome this issue, but an interpreter would have been helpful at least during the first few days.

FOUR STALL RESTROOM FACILITY
BAN HUAI YAI PRIMARY SCHOOL, THAILAND

NMCB SEVEN was tasked with the construction of a 5 meter wide x 8 meter long masonry and concrete restroom facility with wood trusses, galvanized roofing and lighting.

Project Scope

Scope: Construct a 5 meter wide x 8 meter long masonry and concrete restroom facility with wood trusses, galvanized roofing and lighting. The restroom facility will contain 4 stalls, each stall will consist of an Asian style floor mounted toilet, water holding tank and hose bib.

Personnel: 7 personnel

Duration: 14 June 2007 - 26 June 2007

Mandays Expended:

NMCB SEVEN:	77
Cumulative:	77

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	77
Total Project MD:	77

Material Cost: $21,181.09 (for all CARAT Thailand Projects)

Cost Savings: $26,950

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Material delivery was sometimes slow. Concrete delivery was frequently late, causing minor delays. Team worked together with the construction material supply contractor to coordinate deliveries to ensure there weren't any major delays. The language barrier was the most significant in Thailand of the three countries visited during the CARAT Exercise. The joint team of Seabees and Thai Marine Engineers worked closely to overcome this issue, but an interpreter would have been helpful at least during the first few days.

ELEVATED WATER TANK
BAN HUAI YAI PRIMARY SCHOOL, THAILAND

NMCB SEVEN was tasked to construct a 2.5 meter wide x 3.5 meter high masonry and concrete platform, install a prefabricated 5,000 liter water tank, install plumbing from existing well, and install approximately 200 meters of new19mm PVC water lines.

Project Scope

Scope: Construct a 3.5 meter high x 2.5 meter wide masonry and concrete platform, installation of a prefabricated 5000 liter water tank, plumbing from existing well and installation of approximately 200 meters of new19mm PVC water lines to the five existing buildings and new restroom facility.

Personnel: 4 personnel

Duration: 14 June 2007 - 26 June 2007

Mandays Expended:

NMCB SEVEN:	44
Cumulative:	44

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	44
Total Project MD:	44

Material Cost: $21,181.09 (for all CARAT Thailand Projects)

Cost Savings: $26,950

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Once construction materials and methods were identified, the project went smooth. The language barrier was the most significant in Thailand of the three countries visited during the CARAT Exercise. The joint team of Seabees and Thai Marine Engineers worked closely to overcome this issue, but an interpreter would have been helpful at least during the first few days.

CONSTRUCT SCHOOL BUILDING
MERAGA BERIS PRIMARY SCHOOL, MALAYSIA

NMCB SEVEN was tasked to construct a masonry and concrete platform, install a prefabricated water tank, install plumbing from existing well, and install 200 meters of PVC water lines.

Project Data

Scope: Construct a 65.325 square meter (m^2) concrete and brick structure with prefabricated roofing on an existing slab to be utilized as a classroom building for 24 primary school students and additionally as a parent-teacher open forum.

Personnel: 16 personnel

Duration: 3 July 2007 - 11 July 2007

Mandays Expended:

NMCB SEVEN:	128
Cumulative:	128

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	128
Total Project MD:	128

Material Cost: $20,407.93

Cost Savings: $44,800

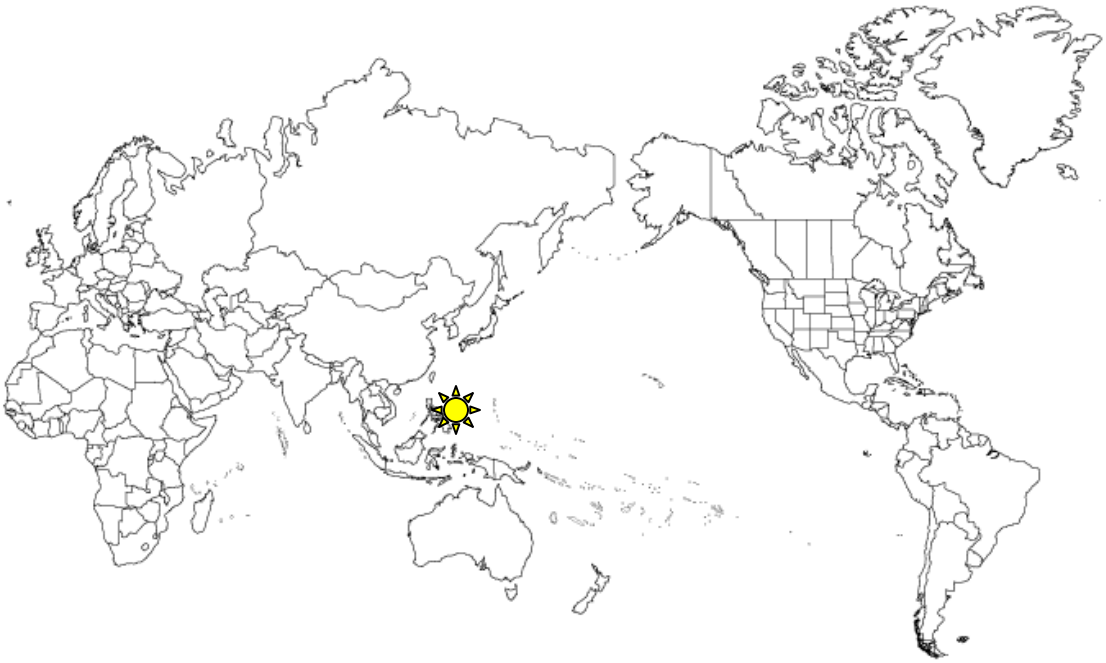
Significant Issues:

Significant Safety Issues: None.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Contractor for materials and life support items was not local. This created difficulties on material deliveries and follow-up. OIC and Malaysian OIC discussed that it was likely that material pricing was high. Due to this being the first ENCAP in Malaysia, many personnel including the US Embassy Office of Defense Cooperation (ODC) did not have the experience compared to the Philippines and Thailand when executing an exercise like CARAT.



DETACHMENT PACIFIC PARTNERSHIP

U.S. Navy Seabees had the unique opportunity to participate on a humanitarian and civic assistance mission. The Seabees served alongside medical, dental and other personnel including non-governmental organizations (NGO's) aboard the USS Peleliu (LHA 5). The mission took them to several nations in Southeast Asia and Oceania from 23MAY07 to 20SEP07.

The purpose of this mission was to enhance legitimacy of the United States/Host Nation (HN) alliance and relationship with local populace, continue to support the Republic of the Philippines (RP) in the War on Terrorism, and enforce Maritime Influence Strategy (MIS) objectives.

The Seabee detachment consisted of Seabees from Naval Mobile Construction Battalion (NMCB) SEVEN and Amphibious Construction Battalion (ACB) ONE. The detachment's Operational Control (OPCON) to Commander Destroyer Squadron (COMDESRON) THIRTY-ONE. The Humanitarian Assistance (HA)/Community Relations (COMREL) operation was named Peleliu Pacific Partnership (PPP) 2007.

The Seabees participated and led a total of forty-two engineering civic assistance program (ENCAP) and COMREL projects in five countries that included the Republic of the Philippines, Socialist Republic of Vietnam, Papua New Guinea, Solomon Islands, and Republic of the Marshall Islands. The projects focused on community medical clinics and schools and included new construction, rehabilitation, general maintenance, painting, building improvements, interior plumbing and electrical work, playground installation, solar panel installation and pre-engineered building (PEB) construction.

This Seabee mission was historic. As the first mission of its kind on a "gray hull" warfighting ship, the Navy has set a new benchmark in HA operations. NMCB SEVEN and ACB ONE proved that Seabees are catalysts of the good will of the American people during PPP 2007. Seabees will continue to be the engineer force of choice as we live our motto, "With compassion for others, we build, we fight, for peace with freedom."

ADMINISTRATION: The detachment was OPCON to Commander Destroyer Squadron (COMDESRON) THIRTY-ONE. NMCB SEVEN DET PELELIU PACIFIC PARTNERSHIP personnel remained under the ADCON of NMCB SEVEN. Detail leadership submitted daily Situational Reports (SITREPs) to DESRON THIRTY-ONE's Operations Department and copied NMCB SEVEN's Operations Department.

ACB ONE DET PELELIU PACIFIC PARTNERSHIP personnel remained under the administrative control of ACB ONE. Detachment leadership submitted daily SITREPs to DESRON THIRTY-ONE's Operations Department and copied ACB ONE's Operations Department.

TRAINING AND READINESS: The Detachment executed training based on their location and on what services were available. While embarked on the USS PELELIU, physical training was conducted every day along with Seabee Combat Warfare (SCW), in-rate, and upcoming project

related training. While ashore, physical training was not conducted, but SCW's and in rate training was conducted where services were available.

OPERATIONS: The Detachment participated and led a total of forty-two engineering civic assistance program (ENCAP) and Community Relations (COMREL) projects in five countries that included the Republic of the Philippines, Socialist Republic of Vietnam, Papua New Guinea, Solomon Islands, and Republic of the Marshall Islands. The projects focused on community medical clinics and schools and included new construction, rehabilitation, general maintenance, painting, building improvements, interior plumbing and electrical work, playground installation, solar panel installation and pre-engineered building (PEB) construction.

Civil Engineer Support Equipment (CESE) was supplied by ACB ONE and Naval Facilities Expeditionary Logistics Center(NFELC) through R43 at the 30th Naval Construction Regiment (NCR). ACB ONE and NMCB SEVEN line hauled the NFELC CESE from Port Hueneme, California to the USS Peleliu in San Diego, California. The CESE was embarked on the USS Peleliu via LCU with the assistance of Assault Craft Unit One (ACU ONE) and Beach Masters Unit One (BMU ONE). Class IV was embarked on the USS Peleliu from the pier via the ship's side port ramp and the use of the ship's forklifts.

All twenty-three ACB ONE Seabees embarked on the USS Peleliu in San Diego at the ship's homeport. Three NMCB SEVEN Seabees flew commercially from Gulfport, Mississippi to San Diego, California and embarked on the ship. The remaining twenty-seven NMCB SEVEN Seabees flew via NALO from Gulfport, Mississippi to Pearl Harbor, Hawaii and embarked on the ship in Pearl Harbor. Dependent upon the project location, local transportation at the project site was via contracted buses and trucks operated by host nation nationals or via the embarked CESE aboard the USS Peleliu.

Preliminary site surveys were conducted by the Naval Criminal Investigative Service (NCIS) and included Joint Special Operations Task Force Phillipines (JSOTF-P) in the Philippines. Intelligence information was provided by NCIS and JSOTF-P to the DESRON 31 Force Protection Officer.

Convoy and jobsite security in the Philippines JOA was provided by Armed Forces Philippines (AFP) Marines and Army. Jobsite security in the Bicol Region of the Philippines was provided by the AFP Army or local police if there was security needed. The Papua New Guinea Defense Force provided limited jobsite security. No jobsite security was provided in Vietnam, Solomon Islands, or Republic of the Marshall Islands.

Convoy movements in the Philippines JOA were not authorized during dark hours. Seabees carried their TOA weapon during convoy movements in the Philippines JOA and stowed them with a watch at the jobsites. Weapons were in Condition III during all movements. Outer Tactical Vests (OTV) and Kevlar helmets were worn during all movements.

Specific threats in the Philippines JOA involved local terrorist attacks by the four major terrorist organizations present in the Philippines. No major threats were present in the remaining countries or the Bicol Region of the Philippines.

SUPPLY AND LOGISTICS: Proper planning and a close working relationship with the USS Peleliu was key to logistical success. Material requirements were determined by the First Naval Construction Division (1 NCD) Pacific/30th NCR advance party at the Pre-Deployment Site Surveys. The Bills of Materials (BMs) generated by the advanced party were forwarded to the Supply Officer of the USS Peleliu who communicated with the Husbanding Agent. The Husbanding Agent was tasked with providing materials on site prior to the start of construction.

Berthing aboard the USS Peleliu was established by the ship's Supply Department and the Combat Cargo Officer. Junior enlisted stayed in ship's berthing, Chiefs stayed in Chiefs' berthing and the officers were provided with state rooms. Messing, potable water, toilets, laundry, and showers were available onboard. Officers paid a fee for their meals and to be a member of the wardroom.

Berthing in the Philippines' JOA was provided by JSOTF-P at the CAT-A house, Castle Grayskull (Panamao Beach), and Camp Siangco Philippine Marine Base. Sitangkai Island stayed in Base-X tents at the jobsite. The Bicol Region Philippine projects returned to the ship each night. The Seabees stayed in a combination of Base-X tents, buildings at the sites, or returned to the ship each night for the remaining four countries.

Bivouac gear, hand tools, power tools, and rain gear were issued from 30 NCR in Port Hueneme. Many tools and consumables were purchased with mission funding by the ACB ONE Supply Department through the USS Peleliu Supply Department. First Naval Construction Division (1 NCD) purchased six Base-X 305 tents for the mission which were delivered to and embarked on the USS Peleliu in San Diego.

There were minor challenges that arose from misinterpretation by the contractor of the type of material requested. Fortunately the contractor was flexible and the correct materials were eventually delivered on site. There were also challenges due to the remoteness of the sites and the ability of the contractor to deliver to the site due to inaccessibility. This caused big delays for material delivery in Jolo, Philippines at Suh-uh Elementary School. Many materials for Papua New Guinea and Solomon Islands came from Australia. The quality of the material was excellent but differing electrical standards caused issues. Also, the ship delivering the materials for Solomon Islands from Australia broke down which would have caused major material delays had the PPP team not adapted and had the materials delivered to Madang, Papua New Guinea and loaded on the USS Peleliu for delivery to the Solomon Islands.

EQUIPMENT:

DESCRIPTION	ITEM COUNT	PROVIDED BY
GRADER ROAD MOTORIZED DED 125 NET HP MINIMUM	1	NFELC
ROLLER MOTORIZED VIBRATORY COMPACTOR FRONT	1	NFELC
DISTRIB WATER	1	NFELC
FEL WHEEL W/4-in-1 BUCKET & BACKHOE ATTACHMENT	1	NFELC
MIXER CONCRETE 11 CU FT PORTABLE WHEEL MOUNTED	1	NFELC
TRUCK DUMP 7 TON MTVR	1	ACB1
TRUCK DUMP 5 TON	3	NFELC
TRUCK CARGO 5T STAKE TRUCK	3	NFELC
TRC CRWLR 105HP	1	30 NCR-GUAM
TRUCK FORKLIFT TELESCOPIC HANDLER 11000LB DED	1	ACB1
TRUCK UTILITY EXPND CAPACITY HMMWV 4-SEAT	2	NFELC
GEN 15KW SKID	2	NFELC
FLOODLIGHT TRLR	2	NFELC
TRUCK UTILITY CARGO HMMWV 2-SEAT	2	NFELC
TRLR TNK 400G	1	NFELC
TRK WELL SUPPT	1	NFELC
TRK TNK FUEL	1	30 NCR
TRI-CON	9	NFELC
ATV 4x4 500CC	2	UCT2

MEDICAL: Aboard the USS Peleliu, sick call and pharmacy services were available during and after working hours. NMCB SEVEN also had an Independent Duty Corpsman (IDC) aboard. All jobsites were provided with a corpsman by the USS Peleliu. Drinking water was provided by bottled water purchased by the USS Peleliu.

Jobsites were frequently co-located with Medical Civic Action Program (MEDCAP) missions. With the exception of the Philippines and Vietnam, the jobsites were typically remote and not located near a major hospital that could provide critical care. The clinics that the Engineering Civic Action Program (ENCAP) projects were near were typically very limited in the type of care that could be provided.

An initial prescription of doxycycline was distributed prior to deployment. A prescription of primaquine was prescribed for the final seven days of the doxycycline prescription. All immunizations were completed prior to deployment. There were no common medical complaints reported. There were no cases of malaria or dengue fever.

GUINOBATAN EVACUATION CENTER
GUINOBATAN, PHILIPPINES

NMCB SEVEN was tasked to renovate an evacuation center.

Project Data

Scope: The project tasking consisted of roof repair, repair of the existing showers, installation of bathroom fixtures, repairing plumbing, replacing electrical fixtures, repairing electrical, and installing a new water pump.

Personnel:
4 Seabees
1 HM
2 Indian Engineers
10 Philippine Army Engineers

Duration: June – July 2007

Mandays Expended:

NMCB SEVEN / ACB ONE:	68
Cumulative:	289

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	N/A
Total Project MD:	289

Material Cost: $30,000

Cost Savings: $101,150

Significant Safety Issues: Issues included heat/humidity and children in close proximity to project site.

Significant Quality Issues: None.

Significant Design Issues:

Significant Material Issues: Roofing material was not what was ordered on BM (lighter gauge than ordered), and therefore we had to send material back and reorder the proper material. Not enough material was ordered on original BM to complete job. These issues both delayed execution.

TAYUNGAN ELEMENTARY SCHOOL
JOLO, PHILIPPINES

NMCB SEVEN was tasked to renovate an elementary school.

Project Data

Scope: The project tasking included ceiling repair of four classrooms, replacing side walks, rebuilding sixteen windows, slats and grates, patching three classrooms floors, total removal of one classroom floor and replacement with concrete, and installation of a 3000 liter water reclamation gutter system. Over 180 bags of cement and 100 gallons of paint were used to improve the appearance of four classrooms and two buildings. The scope also included construction of 123 student desks and 4 teacher desks.

Personnel:	14 Seabees 8 Philippine Seabees	
Duration:	June – July 2007	
Mandays Expended:	NMCB SEVEN / ACB ONE: Cumulative:	265 465
Tasking:	WIP at turnover: WIP at completion: Tasked MD: Total Project MD:	0% 100% N/A 465
Material Cost:	$17,230	
Cost Savings:	$162,750	

Significant Safety Issues: Heat and humidity.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Project materials showed up late due to location of project. Construction materials were brought in from Jolo City which was over an hour and half away along poorly maintained roads.

SU-UH ELEMENTARY SCHOOL
JOLO, PHILIPPINES

NMCB SEVEN was tasked to renovate an elementary school.

Project Data

Scope: The project tasking consisted of the placement a side walk, replacement of fascia, and eaves on two buildings. Installed new window slats in four buildings and replaced five doors. Installed a 3000L water reclamation system to include gutter system. Replaced 150 sqft of corrugated roofing on one building. Sealed and painted the roof, exterior and interior of five buildings. Constructed 155 student desks and five teacher's desks.

Personnel: 14 Seabees
8 Philippine Seabees

Duration: June – July 2007

Mandays Expended:

NMCB SEVEN / ACB ONE:	265
Cumulative:	465

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	NA
Total Project MD:	465

Material Cost: $17,230

Cost Savings: $162,750

Safety: Heat and humidity.

Quality Control: None.

Significant Design Issues: None.

Significant Material Issues: Project materials showed up late due to poorly maintained roads and wet weather. Travel to and from the project site was restricted to rhib boats, and set constraints on how much we could bring to and from the job-site on a daily basis.

P.J. TOOMEY MEDICAL CLINIC
SASAMUNGGA, SOLOMON ISLANDS

NMCB SEVEN was tasked to renovate an existing clinic and construct a SEA hut.

Project Data

Scope: The project tasking consisted of constructing a 16'x 32' finished sea hut, including the installation of a new water reclamation system. The scope also included repairs to the Clinic such as screen repair and installation of 2 bathroom sinks, a shower, and a new set of stairs.

Personnel:	18 Seabees 4 Indian Engineers	
Duration:	August 2007	
Mandays Expended:	NMCB SEVEN / ACB ONE: Cumulative:	108 132
Tasking:	WIP at turnover: WIP at completion: Tasked MD: Total Project MD:	0% 100% NA 132
Material Cost:	$78,932	
Cost Savings:	$46,200	

Significant Safety Issues: Issues included extreme heat, humidity, sun exposure, and rain.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.

MARSHALL HIGH SCHOOL.
MAJURO, MARSHALL ISLAND

NMCB SEVEN was tasked to renovate a 7 classroom school building.

Project Data

Scope: Prepare, prime, and paint the interior and exterior of the 7 classroom building. Install ceilings in 6 classrooms and upgrade electrical in all classrooms to include installation of light fixtures.

Personnel:	4 Seabees 1 HM 20 COMREL	
Duration:	August – September 2007	
Mandays Expended:	NMCB SEVEN: Cumulative:	32 200
Tasking:	WIP at turnover: WIP at completion: Tasked MD: Total Project MD:	0% 100% 256 200
Material Cost:	$18,995	
Cost Savings:	$70,000	

Significant Safety Issues: Issues included extreme heat, humidity, and sun exposure.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: Received material to repair the entire roof, but the roof only needed to be sealed with Vulcan seal at the ridge cap.

TAGAS RIVER FLOOD CONTROL
TOBACO, PHILIPPINES

NMCB SEVEN was tasked to clear debris from a section of the Tagas River.

Project Data

Scope: The project tasking consisted of clearing as much landslide debris as time would allot for a 600m section of the Tagas River canal to help control flood water in the event of another typhoon.

Personnel: 7 Seabees
1 HM
5 Philippine Army Engineers

Duration: June – July 2007

Mandays Expended:

NMCB SEVEN / ACB ONE:	119
Cumulative:	221

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	NA
Total Project MD:	221

Material Cost: N/A

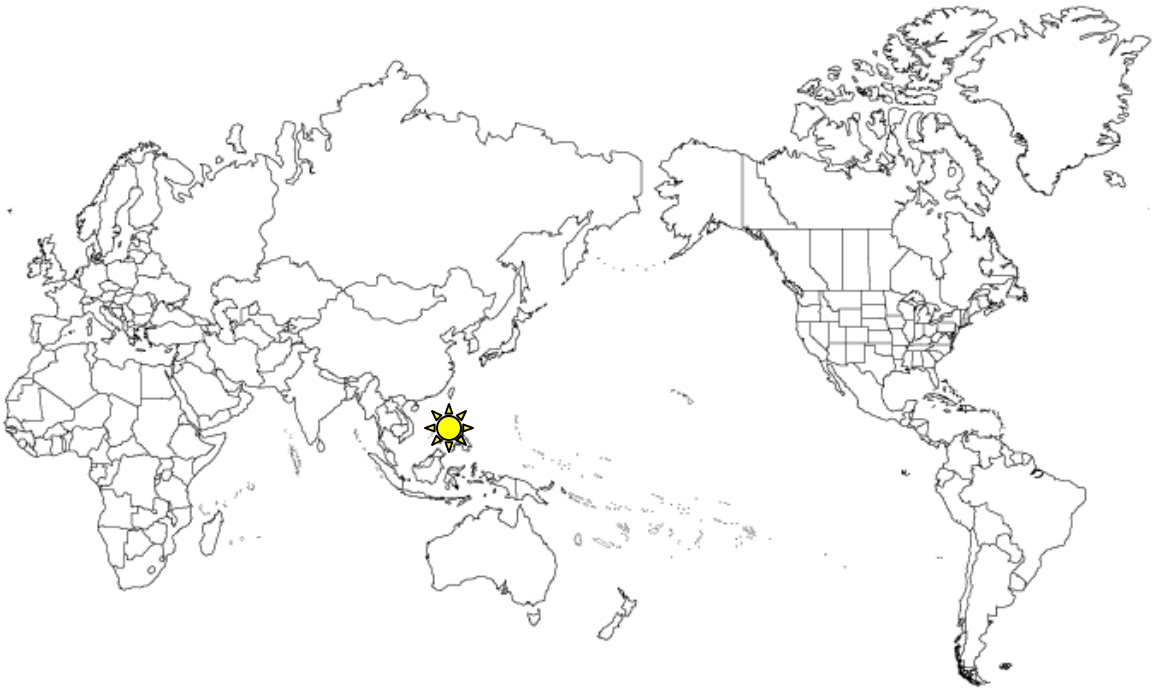
Cost Savings: $77,350

Significant Safety Issues: Issues included; extreme heat and humidity, pinch points on equipment, backing guide and driving large construction equipment on highly congested roads. All issues were addressed and mitigated by the crew.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.



DETACHMENT TALON VISION

NMCB SEVEN was tasked to send a 29 person detachment to the Laguna province of the Philippines on or about 05 Oct 2007 to provide Humanitarian Civic Assistance (HCA) capabilities to the Talon Vision 2007 exercise. Tasking included the construction of (36) raised wooden floors in existing local huts, the construction of (6) two-head restroom facilities, and the construction of (1) four-sink washroom. The purpose of the tasking was to provide stability to the region by spreading an image of goodwill upon the host country and ourselves, to strengthen the bond of friendship and cooperation between the United States and Philippines, and to cross train host country engineering forces in general engineering construction techniques.

ADMINISTRATION: The Detail Officer in Charge (OIC) was responsible for overall completion of administrative tasks including written and oral communications, project documentation, Host Nation liaison work, and personnel items. The Detachment reported daily to MWSS-172 as well as provided a muster report to NMCB SEVEN.

TRAINING AND READINESS: The Detachment executed training based on their location and on what services were available. Physical training was not conducted in the Philippines due to inadequate facilities, but individuals were encouraged to conduct physical training whenever possible and in what capacity they could. SCWs and in-rate training was conducted on an as needed basis throughout the deployment.

OPERATIONS: The Detachment completed two Engineering Civic Action Projects (ENCAP) in the Philippines, and assisted in the completion of another during the Talon Vision exercise. The detachment embarked alongside Marines from MWSS-171, MWSS-172, MAG-36 and various other units participating in the exercise. The Detail AOIC flew in advance out of Kadena AFB to Clark AB, Philippines via C-130 on 3OCT07. 25 personnel of the delayed party departed MCAS Futenma and arrived in Clark AB, Philippines via C-40 on 7OCT07. Three members of the detachment departed Naha Port aboard a “blackbottom” ship and arrived in Subic Bay, Philippines on 5OCT07.

The ENCAP execution included the Relocation Village Rehabilitation Project in Calauan. This project included three main tasks. The first was to construct elevated wood flooring in the existing huts. All existing huts contained dirt floors that severely limited their ability to live in a comfortable or sanitary fashion. Local families requested that we put in a raised floor. The solution was to place raised wooden floors in all (36) huts. The floors were constructed using 2x4 floor joists and ¾” plywood sheathing. The materials used were procured in country through the Talon Vision HCA projects contract. All flooring was completed on 21OCT07.

The next task was to construct two-head facilities for the village. The entire Calauan village section of concern contained two heads for all 63+ families in the area. Not only was this an inconvenience for the local population but it created a high probability that the septic system would likely fill at a rate that would be unsustainable for the village. The solution to this problem was to build head facilities on the existing septic tanks. We built a total of (12) two-head

facilities making (24) heads for the families to use. All Restroom Facilities were completed on 26OCT07.

The last task at the Calauan village was the construction of a four sink wash room. The local villagers did not have any washing facilities in the region. Villagers and their children bathed in the open by the water well. This created a sanitary concern since the water well is the same water source used for drinking and cooking. In order to solve this we constructed a four-sink washroom structure near the vicinity of the well. The water used to wash themselves, their children and their clothes will drain into the existing septic system and will keep gray water out of the local water supply. The wash room and a concrete walkway were completed on 23OCT07.

The second project that was undertaken by the detachment Seabees was the construction of a Farm to Market Road Project in San Juan, Philippines. This project occurred concurrently with the previous project. The project had two main tasks to complete; the first was to improve the condition of the existing roadway. The trail that was initially made through the region is used to get material from the farms to the local markets in order for the local population to be self-supporting. The existing condition of the roadway was too poor for vehicle traffic to be able to traverse it. To mitigate this, the roadway was graded and compacted. Proper drainage ditches were created to keep the roadway in good condition through the rainy seasons. A 3" gravel sub-base was used and compacted and then topped with a 3" base course to complete the gravel roadway. The total distance completed was 2,500 meters and it was completed on 28OCT07.

The Detachment retrograded back to Main Body Okinawa in two groups. 26 Detachment members flew via a C-130 flight from Clark, Ab to Kadena, AFB Okinawa, JP on 4NOV07. Three Seabees returned via blackbottom ship with the Civil Engineer Support Equipment (CESE) out of Subic Bay on 12NOV07 and arrived in Naha Port, Okinawa on 16NOV07. Retrograde was accomplished upon return. All tool kits, gear, equipment, weapons, and ammunition were inventoried, accounted for and turned into the respective location.

SUPPLY & LOGISTICS: All supply and logistics were handled by the Detachment leadership through MWSS-172 and MAG-36 POC's. Detachment personnel deployed with a supply of personal demand items. Personal items were replenished locally when available.

> **Food Services/Berthing:** Hot meals were provided to detachment personnel for breakfast and dinner at the billeting location dining facility. Due to the travel time to the projects, lunchtime meals on the jobsite consisted of Meals Ready to Eat (MRE's). Bottled water was provided consistently for both on the job and at the billeting location. Berthing was contracted for the duration of the exercise and all individuals remained in one location throughout the deployment. The contracted location was a hotel-style resort in the Cavinti, Laguna Area.
>
> **MLO/CTR:** The Detachment brought all tool kits with them. These kits were maintained in accordance with the Seabee Supply Manual. All materials were identified ahead of time and purchased using exercise funds. Some materials were purchased while on site with additional exercise funding. Purchases were controlled by the area logistics Officer and overseen by the Detail OIC and AOIC. Procurement and delivery of required materials were accomplished primarily by the contractor.

EQUIPMENT: The Detachment brought 1-5K generator, one Saw Trailer, one Roller-Compactor, an 1150 Dozer, an MTVR Wrecker and an assortment of tool kits. Three tricons were used for movement of the support items.

MEDICAL: The Detachment deployed with medical records, a corpsman and basic medical supplies.

RESETTLEMENT AREA REHAB PROJECT
CALAUAN, LAGUNA, PHILIPPINES

NMCB SEVEN was tasked to rehabilitate a resettlement village in the Laguna Province.

Project Data

Scope: Installation of raised wooden hut flooring in existing 12'x18' structures. Construction of structures enclosing two head units on existing septic systems. Construction of a wash room where the residents can bathe and clean in a sanitary and private manner.

Personnel: 19 Seabees
1 HM
10 PI Engineers

Duration: 07 – 27 October 2007

Mandays Expended:

NMCB SEVEN:	388
Cumulative:	388

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	388
Total Project MD:	388

Material Cost: N/A

Cost Savings: N/A

Significant Safety Issues: Issues included extreme heat, humidity, sun exposure, working with power tools and working at heights over 6'.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: The quality of certain materials made consistency in design difficult. Another issue was obtaining further supplies from the contractor.

ROAD IMPROVEMENT PROJECT
CAVINT, LAGUNA, PHILIPPINES

NMCB SEVEN was tasked to improve a farm-to-market road in the Laguna Province.

Project Data

Scope: Surface Improvement of the existing dirt roadway, and improvement of area drainage.

Personnel:	8 Seabees PI Engineers MWSS-171 Personnel	
Duration:	07 – 27 October 2007	
Mandays Expended:	NMCB SEVEN: Cumulative:	195 195
Tasking:	WIP at turnover: WIP at completion: Tasked MD: Total Project MD:	0% 50% 390 390
Material Cost:	N/A	
Cost Savings:	N/A	

Significant Safety Issues: Issues included extreme heat, humidity, sun exposure, and working with heavy equipment.

Significant Quality Issues: It was known from the beginning that the progress of the project was weather dependent. Based on the properties of the soil, even a small amount of rainfall would degrade the soil bearing capacity enough to slow and eventually stop the project. It rained almost every day of the project duration which caused the project to bogg down and eventually stop. Material would be placed and graded and as the next vehicle would come to drop the next load, the newly finished section would be degraded to the point that it would need refinishing.

Significant Design Issues: None.
Significant Material Issues: None.

JOINT SPECIAL OPERATIONS TASK FORCE PHILIPINES
(JSOTF-P)

IV

OPERATIONS

ADMINISTRATION: NMCB SEVEN retained Administrative Control (ADCON) over the Detachment. Operational Control (OPCON) was retained by Commander Special Operations Command Pacific (COMSOCPAC) through the Joint Special Operations Task Force Philipines (JSOTF-P) Engineers.

TRAINING AND READINESS: Due to the lack of resources, no training was conducted.

OPERATIONS: The 10 person Detachment embarked from Okinawa, Japan to Zamboanga, Philippines on 4NOV07 on a Naval Air Logistics (NALO) flight in order to provide engineering and construction support to JSOTF-P soldiers and local military forces as well as support with humanitarian efforts for the local community. Priorities of work were established by the JSOTF-P Engineers. Once at the project location, the on scene Commander could change tasking based on local requirements.

SUPPLY & LOGISTICS: The Detachment deployed with Table of Allowance (TOA) weapons from Camp Shields. Ammunition was supplied by JSOTF-P. JSOTF-P supplied funds for construction material and Petroleum, Oil, Lubricants (POL) as needed. Due to remote locations of some of the project sites, access to additional items needed was limited and caused several delays.

Food Services/Berthing: Galley facilities were run by local contractors. Berthing differed at each location due to availability. Accommodations ranged from tents with cots to air conditioned barracks with bunks.

MLO/CTR: The Detachment deployed with two tool kits and concrete mixer.

EQUIPMENT: No construction equipment was required. Transportation was provided by JSOTF-P.

MEDICAL: Medical needs were provided by U.S. Military Medics at each location. Camp Navarro also had a clinic with an on call medic to facilitate sick-call other medical needs as necessary.

CONSTRUCT DINING FACILITY AND REMODEL TEAM HOUSE

NMCB SEVEN was tasked to construct a dining facility and remodel the interior of a team house for U.S. Special Forces at Basilan Island, Philippines.

Project Data

Scope: Construct 24 ft x 28 ft dining facility with concrete slab and screened walls. Enclose team house with two A/C units and six ceiling fans and reinstall 5,000 ft of new wiring to provide climate control for the facility. Construct 20 ft x 30 ft wood deck and erect Artic Tent.

Personnel: 10 personnel

Duration: 6 November 2007 – 24 November 2007

Mandays Expended:

NMCB SEVEN:	144
Cumulative:	144

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	144
Total Project MD:	144

Material Cost: $13,200

Cost Savings: $50,400

Significant Safety Issues: The weather caused great concern due to high temperatures and rain. All hands were required to be mindful of dehydration, slippery conditions, and mold collecting on personal items.

Significant Quality Issues: None.

Significant Design Issues: None.

Significant Material Issues: None.

REPAIR ROOFS AND INSTALL WATER TANKS

NMCB SEVEN was tasked to repair 2,600 sqft of roof and install two 4,000 Liter water tanks at Santa Barbara Central School of Zamboanga City, Philippines.

Project Data

Scope: Place 2,600 sqft of new roof sheathing and gutters. Install two 4,000 Liter water tanks with wood constructed bases and pipe existing gutter lines for potable water.

Personnel: 10 personnel

Duration: 25 November 2007 – 7 December 2007

Mandays Expended:

NMCB SEVEN:	88
Cumulative:	88

Tasking:

WIP at turnover:	0%
WIP at completion:	100%
Tasked MD:	88
Total Project MD:	88

Material Cost: $8,850

Cost Savings: $30,800

Significant Safety Issues: Bulletproof windows and doors experienced delays due to availability of materials.

Significant Quality Issues: When applying roof sheathing, some wood members of roof were termite damaged. Personnel had to replace with framing members.

Significant Design Issues: None.

Significant Material Issues: None.

SUPPLY & LOGISTICS

INTRODUCTION: The Supply Department (S4) came to Camp Shields charged with the task of maintaining Battalion support operations. After arrival, the Department took it upon itself to find ways in which it could surpass previously accepted levels of material organization, efficiency, and service. During its tenure in the Pacific, NMCB SEVEN has made great strides towards these goals.

STOCK CONTROL OFFICE: The Supply Department's main objective is getting the Right material to the Right people at the Right time. To this end, the Stock Control Office processed 3,000 requisitions through the supply system, 372 open purchases, and expedited 76 Not Operationally Ready Supply and Anticipated Not Operationally Ready Supply Requisitions (NORS/ANORS). The financial Storekeeper meticulously managed both NMCB SEVEN and Camp Shields's Operating Targets (OPTARS) valued in excess of $1.7M. The proper management and execution of 22 service contracts enabled proper care and maintenance of the camp and an aggressive Material Outstanding Validation Program enabled the Supply Department to recoup $1,300 in OPTAR funds.

AUTOMOTIVE REPAIR PARTS (ARP) OUTLET: The S4 Department took charge of Consolidated Seabee Allowance List (COSAL) for the Camp Shields ARP Outlet. Specific tasking at the beginning of the deployment was to finish the Wall to Wall Inventory and make any improvements in the ARP which could be realized in one deployment. During the Operational Readiness Inspection (ORI) it was discovered that three years of COSAL updates remained outstanding and were essentially awaiting implementation. These updates were not completed because each individual line item has to be manually entered into MicroSNAP, researched, processed, and implemented. NMCB SEVEN was tasked to update the COSAL and Consolidate six COSALS into one. This task required a significant amount of time, personnel, and effort to accomplish. Eight Storekeepers were reassigned to the ARP Outlet to begin the significant administrative task of manually eliminating over 7,000 Stock Record Cards, roughly 30% of the entire inventory. A four person contractor team was hired by 30th Naval Construction Regiment (NCR) to pull all parts and prepare for shipment. 3,500 Line Items were identified valued at approximately $420,000. After completion of the update, 10 tractor trailers hauled all material to the shipping point, the material was then forwarded to Port Hueneme and will be used to fulfill augment material needs throughout the Naval Construction Force. The next tasking, Consolidation of six COSALS into one, began very shortly after the offload ended. This concerted effort occupied nearly two months of continuous labor at the hands of the personnel in ARP and will eventually enable more accurate accounting of material. They consolidated over 4,800 line items of like material to make more efficient use of limited warehouse space, and bring the ARP to the level required for deployment of the Battalion. The remaining action for the COSAL update is to bring the inventory validity up to an acceptable level by conducting a complete Wall-To-Wall inventory of all Non-Selected Item Management (Non-SIM). NMCB SEVEN was not able to accomplish this tasking due to the time constraints of deployment. NMCB FIVE is well situated to complete this task, run the Global Level Setting function in MicroSNAP and execute the Automatic Reorder, which is currently more than $600,000. ARP personnel successfully tech edited, issued and replenished 1,830 material requirements valued at $122,000, ensuring maximum availability of critical repair assets, while continuing to provide logistical support for nine globally deployed

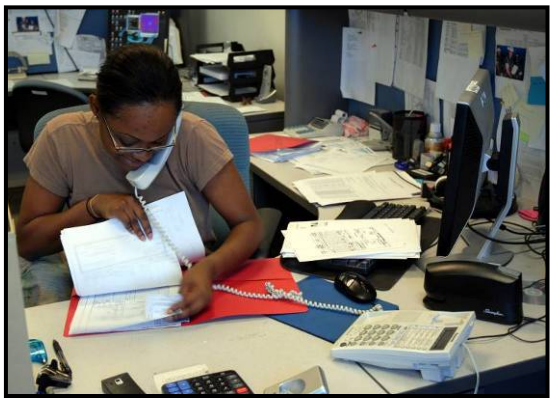
Details. They accomplished all of this with no impact to the rest of the Battalion with regards to ARP. The improvements NMCB SEVEN has made to Camp Shields ARP Outlet have had a significant impact on the Battalion's mission readiness and will continue to enhance the mission capability of other Battalions deployed to the Pacific.

782 Gear/Chemical Biological and Radiological (CBR): The improvement of the Greens Issue storage and inventory was a primary goal for the Supply Department during this deployment. The warehouse custodians completely reorganized the available space, replacing termite infested wooden boxes with new all weather termite resistant boxes, and conducting a complete 100% inventory of all green gear and 782 Gear items. A total of 135 boxes were filled and labeled storing 22,940 items with an approximate value of $1M. Several trips to the Defense Reutilazation Management Office (DRMO) were conducted to clear out space in the 3,000 sqft building. Warehouse personnel disposed of approximately $750K worth of unserviceable or obsolete material, greatly simplifying inventory accountability and visibility of material on the shelf.

MATERIAL LIAISON OFFICE: The Material Liaison Office (MLO) supported 39 projects in the Pacific Area of Responsibility. The MLO staff, continuing the Herculean effort of reducing excess material from the yard, processed 3,628 line items through DRMO including dilapidated scaffolding and compaction tools from the Central Tool Room. All told, more than 50 cubic yards of weather-deteriorated construction material was recycled or discarded. In addition to significantly improved organization of project materials, and space created for the ongoing MLO Covered Storage Project and storage for upcoming projects; the reorganization of the yard made it possible for MLO to weather two typhoons without damaging a single piece of material. MLO staff managed, tracked, and issued several million dollars of materials and tools supporting multiple construction projects in the Area of Responsibility (AOR) utilizing the Project Material Planning and Tracking Program (PMPTP), a web-based system allowing for real-time tracking of project materials worldwide. Working side by side with the Quality Control, Operations, and Detachment sites, MLO maintained a battalion-wide excess material tracker allowing Detachments to balance bill of materials lists for their respective projects and identify identical excess items in stock, resulting in reduced delivery times for critical path materials. The MLO staff achieved 100% accountability of project materials through continuous updating of Project Material Status Reports in PMPTP which were verified against frequent inventories of stored project material in the warehouse and yard.

MLO utilized various procurement vehicles for material and services in support of construction tasking with an emphasis on finding local sources to reduce Continental United States (CONUS) transit time delays. Balancing the Prime Vendor contract against local vendor purchases, maintained through FISC via Blanket Purchase Agreements (BPA), ensured a best-value approach to use of project funds while providing high-quality and timely materials. The MLO staff sought out any and all avenues to improve on the material procurement process, including proactive partnering with the vendors, sister battalions, contracting officers from NAVFAC and DSCP, as well as 30th NCR staff. The MLO staff's hard work has produced a well-organized, capable, and efficient MLO operation that can fully support future Battalion's mission tasking.

FOOD SERVICE: Members of the food service division served the battalion in different environments from shipboard service to the Peleliu Pacific Partnership to the isolated line Detail at San Clemente Island, but its most significant mission by far was feeding NMCB SEVEN's main body at Camp Shields. The Battalion's highly skilled and dedicated Culinary Specialists (CS) set their standard for excellence when they began cooking the day they stepped foot off the plane in Okinawa. In addition to the meals they provided every day in the galley, they provided support for numerous cookouts, planned and catered numerous VIP events, and coordinated meals at other facilities to support training. The CS's maintained and operated barracks facilities for over 300 Seabees at Camp Shields, coordinating the movement of all personnel in and out to support the Battalion's ever changing tasks and manning needs. The stellar performance in these diverse and demanding roles they were assigned, proved NMCB SEVEN's Culinary Specialists are the epitome of the "Can Do" spirit.



DISBURSING: Over the last six months NMCB SEVEN Disbursing Office expanded its role far beyond the work that is traditionally associated with disbursing. Disbursing personnel took the lead in professional development by administering more than 250 enlisted advancement exams, they became the point of contact for language exams within the Battalion, and helped the S6 Department develop a Job Qualification Requirement (JQR) for Combat Operations Center Communications Watch Officer, all while updating pay status and maintaining records for Battalion personnel spread across 13 Details and Detachments traveling between more than twenty locations in 12 countries. Apart from the special pays normally associated with deployment travel, Disbursing processed over $264,000 in Special Reenlistment Bonus payments and 1,530 individual pay documents. In short, Disbursing rose to the unique challenges of this deployment and at every turn exceeded expectations.

TRAVEL: Maintaining, tracking and processing of the Battalion's globally deployed personnel is a significant undertaking. The travel clerks have accurately tracked and processed over 1,300 sets of orders and amendments supporting the dynamic tasking for this deployment. In addition to the deployment orders, they have issued and processed more than 20 sets of emergency orders ensuring rapid action and support. Accurate tracking and timely processing of over $1M of travel obligations ensured precise accounting of the Battalion's travel OPTAR. Timely responses to the dynamic schedule of the battalion ensured maximum operational readiness and mission accomplishment.

POST OFFICE: Though handicapped by the absence of trained Postal Clerks in the Battalion, Postal Operations truly excelled over the course of deployment. By instituting a decentralized mail distribution system making use of departmental mail orderlies reporting to a Ship's Serviceman Seaman (SHSN) located at the Battalion Post office, the Supply Department was able to keep the mail flowing. The hard work of our SHSN and the mail orderlies made mail operations possible this deployment and greatly contributed to battalion morale.

BARBER SHOP: One Ship's Serviceman Seaman (SHSN) manned the Barber Shop in mainbody providing outstanding customer service with military regulation haircuts. The barbershop provided service for over 300 Seabees assigned to Camp Shields. The Barber Shop performed

more than 30 outstanding haircuts a week throughout the deployment and ensured that Battalion personnel maintained a clean cut professional appearance.

CONCLUSION: The Supply Department came to Camp Shields intending to leave it in better shape than it was received. There is no question that this goal was realized. Inventories were streamlined, equipment was organized, and ordering mechanisms were improved all while providing exceptional service to battalion operations and personnel. Every Seabee in the Department has completed the deployment with some measure of pride in what was accomplished.

EQUIPMENT POPULATION (Okinawa)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV
In Service	132	124	116	124	126	131	132
IEM	235	241	249	241	234	228	225
Total	367	365	365	365	360	359	357

RAR REPORT SUMMARY (Okinawa)

Month	SKED Checks	Checks Completed	RAR	Spot Checks	UNSAT Checks	Partial Checks	ACF	PPR
JUN	826	826	100%	11	0	0	100%	100%
JUL	2344	2344	100%	29	0	0	100%	100%
AUG	1085	1085	100%	43	0	0	100%	100%
SEP	2104	2104	100%	89	0	0	100%	100%
OCT	1943	1943	100%	128	0	0	100%	100%
NOV	1000	1000	100%	108	0	0	100%	100%

EQUIPMENT AVAILABILITY STATUS (Okinawa)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV
% Organic	94.19	94.19	96.11	96.30	95.45	93.77	94.85
% Augment	84.37	86.45	96.30	95.11	96.10	81.67	82.48
% Availability	90.12	93.53	95.88	95.88	95.77	91.97	90.18

EQUIPMENT POPULATION (San Clemente)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV	DEC
In Service	48	45	39	35	37	38	42	43
IEM	2	6	8	7	6	5	4	3
Total	50	51	47	42	43	43	46	46

RAR REPORT SUMMARY (San Clemente)

Month	SKED Checks	Checks Completed	RAR	Spot Checks	UNSAT Checks	Partial Checks	ACF	PPR
JUN	236	236	100%	6	0	0	100%	100%
JUL	386	386	100%	8	0	0	100%	100%
AUG	247	247	100%	8	0	0	100%	100%
SEP	382	382	100%	12	0	0	100%	100%
OCT	323	323	100%	12	0	0	100%	100%
NOV	215	215	100%	12	0	0	100%	100%

EQUIPMENT AVAILABILTIY STATUS (San Clemente)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Auto	22	22	22	22	22	22	22	22
Construction	22	22	22	22	22	22	22	22
MHE	2	2	2	2	2	2	2	2
Support Equip	5	5	5	5	5	5	5	5
DRMO	16	16	16	16	13	9	1	1
Total	67	67	67	67	64	60	52	52
% Availability	73%	73%	62.05%	62.05%	71%	75%	81.13%	81.13%

EQUIPMENT POPULATION (Fuji)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV	DEC
In Service	9	9	9	10	9	9	12	12
IEM	0	0	0	0	0	0	0	0
Total	9	9	9	10	9	9	12	12

RAR REPORT SUMMARY (Fuji)

Month	SKED Checks	Checks Completed	RAR	Spot Checks	UNSAT Checks	Partial Checks	ACF	PPR
JUN	0	0	100%	0	0	0	100%	100%
JUL	41	39	95.12%	6	0	0	100%	95.12%
AUG	54	54	100%	9	0	0	100%	100%
SEP	55	55	100%	13	0	0	100%	100%
OCT	86	86	100%	15	0	0	100%	100%
NOV	57	57	100%	3	0	0	100%	100%

EQUIPMENT AVAILABILITY STATUS (Fuji)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Auto	7	7	7	7	7	7	7	7
Construction	3	3	3	3	3	3	3	3
MHE	1	1	1	1	1	1	1	1
Support Equip	2	2	2	2	2	2	2	2
Total	13	13	13	13	13	13	13	13
Total Equip in Service	9	9	9	10	9	9	12	12
% Availability	69	69	69	76	69	69	96	96

EQUIPMENT POPULATION (Iwakuni)

	BEEP	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
In Service	13	14	14	13	13	14	14	14
IEM	0	0	0	0	0	0	0	0
Total	16	16	15	15	15	15	15	15

RAR REPORT SUMMARY (Iwakuni)

Month	SKED Checks	Checks Completed	RAR	Spot Checks	UNSAT Checks	Partial Checks	ACF	PPR
JUN	58	58	100%	6	0	0	100%	100%
JUL	80	79	98.7%	8	0	0	100%	97.5%
AUG	112	112	100%	12	0	0	100%	100%
SEPT	71	71	100%	12	0	0	100%	100%
OCT	49	49	100%	12	0	0	100%	100%
NOV	26	26	100%	9	0	0	100%	100%

EQUIPMENT AVAILABILITY STATUS (Iwakuni)

	BEEP	JUN	JUL	AUG	SEPT	OCT	NOV
Auto	11	11	10	10	10	10	10
Construction	2	2	2	2	2	2	2
MHE	2	2	2	2	2	2	2
Support Equip	1	1	1	1	1	1	1
Total	16	16	15	15	15	15	15
Total Equip. in Service	13	14	14	13	13	14	14
% Availability	81%	88%	93%	87%	87%	93%	93%

EQUIPMENT POPULATION (Chinhae)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV	DEC
In Service	12	12	12	11	10	8	8	8
IEM	0	0	0	0	0	0	0	0
Total	12	12	12	11	10	8	8	8

RAR REPORT SUMMARY (Chinhae)

Month	SKED Checks	Checks Completed	RAR	Spot Checks	UNSAT Checks	Partial Checks	ACF	PPR
Jun	74	74	100%	2	0	0	100%	100%
Jul	100	99	99%	4	0	0	100%	100%
Aug	96	96	100%	8	0	0	100%	100%
Sep	135	133	98.5%	12	0	0	100%	100%
Oct	68	67	98.5%	12	0	0	100%	100%
Nov	38	38	100%	9	0	0	100%	100%

EQUIPMENT AVAILABILITY STATUS (Chinhae)

	BEEP	JUN	JUL	AUG	SEP	OCT	NOV
Auto	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
MHE	0	0	0	0	0	0	0
Support Equip	12	12	12	12	12	12	12
Total	12	12	12	12	12	12	12
Total Equip. in Service	12	12	12	11	10	8	8
% Availability	100%	100%	100%	91%	83.33%	66.66%	66.66%

EQUIPMENT POPULATION (Sasebo)

	BEEP	JUNE	JULY	AUG	SEPT	OCT	NOV
In Service	8	7	6	7	7	8	8
IEM	3	4	5	4	4	3	3
Total	11	11	11	11	11	11	11

RAR REPORT SUMMARY (Sasebo)

Month	SKED Checks	Checks Completed	RAR	Spot Checks	UNSAT Checks	Partial Checks	ACF	PPR
JUNE	13	13	100%	2	0	0	100%	100%
JULY	45	45	100%	11	0	0	100%	100%
AUG	68	68	100%	10	0	0	100%	100%
SEPT	39	39	100%	12	0	0	100%	100%
OCT	52	52	100%	12	0	0	100%	100%
NOV	43	43	100%	12	0	0	100%	100%

EQUIPMENT AVAILABILITY STATUS (Sasebo)

	BEEP	JUNE	JULY	AUG	SEPT	OCT	NOV
Auto	6	6	6	6	6	6	6
Construction	1	1	1	1	1	1	1
MHE	2	2	2	2	2	2	2
Support Equip	2	2	2	2	2	2	2
Total	11	11	11	11	11	11	11
Total Equip. in Service	8	7	6	7	7	8	8
% Availability	72.73%	63.64%	61.10%	63.64%	63.64	72.73	72.73%

LESSONS LEARNED

MAINBODY

1. KEYWORD: ADMINISTRATION

A. ITEM: Per Diem Orders for Battalion Personnel

B. DISCUSSION: Per Diem Orders are issued to all forward deployed Battalion personnel to disburse M I/E per diem (3.00 to 3.50 per day, location dependent). Periodically, Battalion personnel required travel to and from detachments and homeport, at cost to the government. When processing the travel, the Command initially created amendments to the per diem orders to include airfare and other associated costs. Due to multiple funding sources and travel classifications, several lines of accounting were used when issuing orders. Creating amendments, using multiple lines of accounting, caused problems when liquidating the travel vouchers and eventually led to Defense Travel System (DTS) rejection errors when closing out FY07 travel, creating undue hardship on some Seabees and late processing fees on Government Travel Charge Cards due to non-processing of liquidated funds.

C. RECOMMENDATION: One line of accounting should be used for each set of travel orders. If a member executes travel to another detachment site, closeout the per diem orders, begin a new set of travel orders for the detachment site visit, and repeat when re-initiating the per diem orders upon completion of the detachment site visit.

2. KEYWORD: ADMINISTRATION

A. ITEM: Tracking Multiple Travel Orders.

B. DISCUSSION: Several Battalion personnel executed travel during deployment to sites other than their normal deployment site. Under normal circumstances, orders to disburse M I/E per diem were easy to track, as each Battalion Sailor received one set of orders. When multiple, additional travel orders were generated for travelers, orders became more challenging to track through to completion (liquidation of travel voucher). The DTS tracking tool is ineffective, at best.

C. RECOMMENDATION: Create an internal, Command directive or system to track non-routine travel. That is, any travel that occurs in addition to the per diem orders for the daily M I/E.

3. KEYWORD: ADMINISTRATION

A. ITEM: File Retention

B. DISCUSSION: Due to Navy and Marine Corps file retention requirements, many files are required to be retained for two or more years. Paper retain files tend to be bulky and heavy. With Organization Gear weight limitations becoming more restrictive, allowed weight significantly reduces the ability to relocate file retains. Unfortunately, many file retains must be at ready reference for day-to-day Administrative functions.

C. RECOMMENDATION: Scan all paper files to electronic files to significantly reduce the weight profile of the Department, yet still retain functionality for processing correspondence.

4. KEYWORD: SUPPLY

A. ITEM: Special Pay

B. DISCUSSION: This deployment, several detachments were moving from country to country and their pay entitlements were constantly changing from month to month. As a result, some pay was not started on time and other pay was not canceled on time and had to be taken back, causing undue hardship for some service members.

C. RECOMMENDATION: Ensure the Disbursing Office is more proactive at keeping up with Battalion Operations.

5. KEYWORD: SUPPLY

A. ITEM: Records Keeping

B. DISCUSSION: At the beginning of deployment the Galley had no one formally trained to use the Food Service Management System (FSM). The individual selected to be Records Keeper was able to develop a high level of proficiency over the course of the deployment; however, when circumstances forced her to leave unexpectedly we were forced to appoint a new Records Keeper who had only the minimal training we were able to provide during deployment.

C. RECOMMENDATION: During homeport before an Okinawa/Guam deployment, a minimum of two Culinary Specialists should be sent to Records Keeper School to learn Food Service Management.

6. KEYWORD: SUPPLY

A. ITEM: Continuing Services

B. DISCUSSION: Upon the end of the year close out, S4 Department discovered that there were services that still had available funding. This money could have been spent in other areas during this fiscal year.

C. RECOMMENDATION: Have a spread sheet with all services that Supply has for the entire fiscal year whether it is closed or not. Then make sure that the comptroller has a copy of the same spread sheet so that if there is anything that S4 overlooked the comptroller may be able to catch it. This spreadsheet should be updated and verified monthly so that there are no surprises at the end of the fiscal year.

7. KEYWORD: SUPPLY

A. ITEM: Credit Card Certification

B. DISCUSSION: Even now at the end of NMCB SEVEN's deployment Supply is still receiving credit card bills for the previous units. Finding the paperwork for the services has become difficult. Furthermore, the Supply Department is having problems with identifying the local vendors (i.e. the names on the receipts are not reflecting the names on the certifications), and identifying which CG account these services should be billed to.

C. RECOMMENDATION: Reduce the number of open purchases beginning 45 days from turnover by restricting purchases to mission essential items. Have a detailed and accurate list of outstanding items as well as local vendor's names.

8. KEYWORD: SUPPLY

A. ITEM: Vehicle License

B. DISCUSSION: Upon arrival in Okinawa Supply discovered that it is necessary to make bi-weekly trips to Naha to pick up outstanding requests once they arrive. No one in the department was licensed to drive the MTVR required to pick up the material.

C. RECOMMENDATION: Find out exactly what the Supply Department will be required to drive at least two to three months out and began license training in homeport.

9. KEYWORD: SUPPLY

ITEM: Defense Travel System (DTS)

DISCUSSION: The DTS program will work but not in its current form. Lack of training and willingness to allow the system to function properly leads to improper processing of travel requests and causes a significant delay in the processing of vouchers.

RECOMMENDATION: S1 should be responsible for all aspects of travel to include the financial section. This will eliminate the any misunderstanding of what is and is not funded. It will also place the responsibility of the proper operation and accounting in on one department.

10. KEYWORD: MATERIAL LIAISON OFFICER

A. ITEM: Scope of Turnover Between Battalions

B. DISCUSSION: Considering how much of the Material Liaison Officer's responsibilities are tied to fiscal years, material acquisition differed significantly from the previous deployment which occurred in the 2nd and 3rd quarters of FY07; and, this deployment which finish FY07 and crossed into FY08. Although overarching guidance was given by the Regiment, a deck-plate level turnover accurately forecasting challenges during the fall could not be given by the outgoing MLO and vice versa

C. RECOMMENDATION: In addition to turnover between battalions at the deployment site, outgoing MLOs should also get in contact with their counterparts two deployments ahead. This will provide a first-person account of what to expect during the quarters of the fiscal year when a battalion will be deployed as well as general turnover information.

11. KEYWORD: MATERIAL LIAISON OFFICER

A. ITEM: Long Lead Items

B. DISCUSSION: Long lead items are always an issue with projects forward-deployed to geographically remote areas. Much of the construction material specified in the drawings, particularly those with government-furnished material such as pre-engineered buildings, could take up to eight weeks to ship from CONUS. In an attempt to avoid this with common items such as reinforcing steel, local Japanese equivalents were sought out whenever possible. This also created some issues as certain SAE sizes had to be specially made by vendors or simply not available. Continuing the reinforcing steel example, the structural grade called out in the drawings for several main body projects had to translate into metric, verified by Public Works via RFI, just to find out the metric equivalent required three weeks for fabrication. The resultant time was comparable to the initial six to eight week delivery time from CONUS. Furthermore, this condition was unique to Okinawa and did not occur on mainland Japan.

C. RECOMMENDATION: Construction documents intended for use in the Pacific AOR should include SAE and metric/local equivalents, especially in the plumbing and electrical sheets. Incoming battalions should be alerted to long-lead items as they occur to be taken into consideration in their project planning and estimating.

12. KEYWORD: MATERIAL LIAISON OFFICER

A. ITEM: Availability of Scissor Lifts

B. DISCUSSION: Multiple scissor lifts were rented for three of the five active projects undertaken during this deployment, in addition to new scaffolding provided by Regiment. The scissor lifts provided for increased production due to their maneuverability around the jobsite; and, in some cases, provided for a safer work platform.

C. RECOMMENDATION: Procure at least one, possibly two, scissor lifts at the main body site and detachments as dictated by future tasking.

13. KEYWORD: ALFA

A. ITEM: Mechanical Experience to Repair the CESE in the Current TOA

B. DISCUSSION: The 3M program takes away some of the trouble shooting experience away from the construction mechanics. NCTC's Curriculum is out of date for the equipment that is in the current TOA (i.e., training centers teach on equipment that is being phased out). While up-to-date classes are being developed, these classes are few. Another constraint is the number of class seats (e.g., MTVR) are small while in homeport. This will even get worse with the implementation of the MRAP. The beginning A4 had never been trained or been an A4 in a deployed unit.

C. RECOMMENDATION: As we roll into phasing in new equipment, focus on the training required to keep the availability of this equipment high. Establish requirements

early in homeport in order to request additional seats from the chain of command for these high demand classes. Establish programs to use outside resources to cover areas which training centers do not cover, but are needed (e.g., air conditioning). For example, use civilian schools like local technical colleges, car dealerships, or apprenticeship programs as a source to leverage and increase our knowledge and technical proficiency.

14. KEYWORD: ALFA

A. ITEM: Changing of R43 Site Reps in Mid-Deployment

B. DISCUSSION: About half way though the deployment, R43 changed the regimental site representative for Okinawa. The change included a gap in the billet. The resulting change made it difficult to adjust from one site representative to another.

C. RECOMMENDATION: If possible, have the same site rep throughout the entire deployment.

15. KEYWORD: ALFA

A. ITEM: Automotive Repair Parts Ordering

B. DISCUSSION: Personnel ordered or received repair parts that were incorrect for a myriad of reasons. It can be hard to what went wrong in the process given the complexity. Receiving incorrect parts not only decreases efficiency it also wastes funds at times. A review of the process is necessary to increase the efficiency and increase the equipment availability.

C. RECOMMENDATION: Assign an Alfa Person to track when wrong parts are received and to determine what went wrong. Recommend using someone assigned to Cost Control. Analyze the data and discuss with the S4 Department about ways to improve the process as well as discuss with personnel where the shortfalls occurred to eliminate any repetitive mistakes.

16. KEYWORD: CHARLIE

A. ITEM: Construction Methods

B. DESCRIPTION: The MLO Covered Storage project experienced delays due to excessive rain. The entire site was excavated for footers and grade beams at once and when it would rain it would take a day or two to pump all of the water out of the excavation. By the time the excavation was dry and compacted it would rain again and the entire process would start over.

C. **RECOMMENDATION:** More Company leadership involvement in engineering solutions.

17. KEYWORD: CHARLIE

A. ITEM: Local Equivalents

B. DESCRIPTION: Project at White Beach was delayed because the reinforcing steel was specified in American grades. It took time and effort to find a Japanese equivalent grade and it turned out the equivalent was not available in Okinawa.

C. RECOMMENDATION: Coordinate material requirements with local vendor well in advance to ensure availability or to designate an equivalent.

18. KEWORD: SAFETY

A. ITEM: Organizational Gear Weight

B. DESCRIPTION: Due to limitations on organizational gear weight that can be taken on deployment, some details are forced to deploy without all the required safety instructions and correspondence.

C. RECOMMENDATION: To minimize weight, scan all records that are required to be retained and have electronic copies of all instructions and correspondence. Pre-weigh all

org gear required for deployment and request that amount. This will ensure that all required safety items are transported to deployment site and not removed from boxes at time of turn-in

19. KEYWORD: SAFETY

A. ITEM: Travel Funds for Site Visits

B. DESCRIPTION: Funding could not be secured for the Battalion's Safety Officer to visit sites and inspect individual Detail Safety Programs.

C. RECOMMENDATION: Each department, division and special assistant needs to request funding for visits prior to the fiscal years budget being set. Cells for travel estimates should not be taken lightly as they are everyone's responsibility.

DETAIL SAN CLEMENTE

1. KEYWORD: OPERATIONS

A. ITEM: Equipment Licensing

B. DISCUSSION: Detail San Clemente personnel deploy with many ratings that are forced to operate equipment on a daily basis. These operators have never been exposed to heavy equipment operations and there is a steep learning curve and many hours of behind the wheel training under a training license required before these personnel are able to operate these trucks. Now that we have integrated with the contractor we are also operating their equipment in addition to NCF equipment. The contractor's are picky about who operates their equipment, and they will have only experienced EO's operating. That leaves the rest to operate the NCF equipment.

C. RECOMMENDATION: Target those personnel who will operate equipment during the SAT phase of homeport and train them then. If possible, ensure these personnel arrive at SCI with a license in hand, not a training license, but a full license. Where feasible, members should be trained throughout homeport on a variety of equipment to include rollers, excavators, graders and Front-end Loaders. By doing this you will become more efficient from the start of the project.

2. KEYWORD: OPERATIONS

A. ITEM: Crew Assignments

B. DISCUSSION: Always try to pair a senior Petty Officer with junior Petty Officer or Constructionman when dealing with heavy equipment. I know that this deployment was considered a training deployment. I also that no matter how safe you think you are being, accidents can and do happen.

C. RECOMMENDATION: Pair people together smartly and safely. This worked for us, but it was a lesson that came too late.

3. KEYWORD: OPERATIONS

A. ITEM: Communications with Contractors

B. DISCUSSION: On two separate occasions the contractor's superintendent shifted priorities without first consulting with either the Ops Chief or the Project supervisor.

C. RECOMMENDATION: On Fridays at 0700 the Quarry and Road Project Sups sit down with Brian and Rudy, Pavetech Sups, and set a schedule and priorities for the following week. This is also a platform to discuss and issues that arose during the previous week.

4. KEYWORD: OPERATIONS

A. ITEM: CBCM

B. DISCUSSION: With the Seabee's being required to provide only labor to the road sub-base construction, coupled with the speed and regular change in resources that are made available to the contractor, make the normal project planning unrealistic.

C. RECOMMENDATION: Track all contractor support as a LOE, as well as the quarry. The culverts can be a traditional project, even if the contractor provides labor to them.

5. KEYWORD: OPERATIONS

A. ITEM: Use of Contractor's Equipment

B. DISCUSSION: The contractor has switched superintendents and crews several times, and has lost continuity with equipment usage and condition.

C. RECOMMENDATION: Recommend a turn-over with contractor prior to Seabee operation of their equipment, to include pictures.

6. KEYWORD: SAFETY/HAZMAT

A. ITEM: Respirator Training and Cards

B. DISCUSSION: Ensure personnel are fitted in homeport using the respirator that is employed at the quarry on SCI. NMCB SEVEN trained on both the North and 3M respirator, and it paid dividends upon arrival.

C. RECOMMENDATION: The detail has hundreds of 3M 2097 P100 Particulate/Organic Vapor Filters on hand and over 15 3M 6000 Series Half Mask Respirators. Ensure personnel are trained on this mask in homeport. Ensure blue Respirator cards are issued to all personnel after fit test.

7. KEYWORD: SAFETY/HAZMAT

A. ITEM: Hazardous Materials

B. DISCUSSION: Hazmat storage and containment is limited on SCI.

C. RECOMMENDATION: Get rid of what you can at one time. The Hazmat Barge comes once every three months and storage is limited on base. Another issue is that the island does not provide us with drums after we dispose of ours.

8. KEYWORD: SAFETY/HAZMAT

A. ITEM: Writing tickets

B. DISCUSSION: Over all safety for everyone is my job but, everyone also has to take ownership in their safety. If tickets are issued, no matter how insignificant people think they are at the time, i.e. rolling up the window. This will let people know that the rules are in place for a reason. Everyone HAS to follow them and more attention to detail will be placed on the small things and will make people think about ORM. It will become second nature to do the right thing to keep them safe.

C. RECOMMENDATION: The only job the Road Master has is being the Road Master. Write tickets and security will let you borrow their radar gun.

9. KEYWORD: MEDICAL

A. ITEM: Detail Corpsman

B. DISCUSSION: NMCB SEVEN was able to deploy with a corpsman. This paid huge dividends. The Island OIC's policy is that Detail's of 30 or more people bring their own corpsman. The island only has two IDC's at any given time. Additionally, for blasting operations, a corpsman is required to be on site at all times. The island WILL NOT support this evolution. If you don't bring a corpsman, you won't blast. Additionally, with a Detail of 60 personnel, you are the largest command on island. The medical staff cannot support sick call everyday for sixty people; this is what your corpsman will do.

C. RECOMMENDATION: Deploy with a corpsman. This benefits the island in that when there are no blasting evolutions going on, the Corpsman can assist the island medical personnel with sick call and other medical support issues, but more importantly, it allows the detail a dedicated corpsman to maintain Seabee medical records, liaison with San Diego Medical establishment if off-island care is required and support blasts.

10. KEYWORD: MEDICAL

A. ITEM: Screening of Personnel

B. DISCUSSION: San Clemente Island is a rather isolated place to stand duty. Personnel who have had past bouts with depression should be screened carefully to ensure they are sufficiently well to operate in an isolated environment with limited recreational opportunities or medical support. There is only a clinic here and it is manned by IDC's and they are not trained to deal with those battling depression or other mental illnesses.

C. RECOMMENDATION: Carefully screen your high-risk personnel. Be aware that recreational and medical support is very limited at SCI. A very strong MWR coordinator is a must in order to keep the troops occupied. There are limited activities on Island but with some creativity quality of life can be increased. It is also crucial that you monitor the troops very closely. Off island liberty, something we originally saw as a luxury is in fact a much-needed MWR tool.

11. KEYWORD: CESE

A. ITEM: Condition of Equipment

B. DISCUSSION: The shape of the equipment out here is not in the best of shape and it is very difficult to maintain. ARP is not very well stocked and that affects the down time of a piece of CESE.

C. RECOMMENDATION: Pre starts are very crucial! Find the problem before it becomes a bigger problem. If something doesn't seem right, document it and have it looked at. If anything, that part can be put on order and hopefully arrive before that piece breaks. Make sure everyone knows the correct way to do a pre-start and knows what it is that they are supposed to be checking for. They also need to make sure hard cards are being filled out properly. On the project people tend to just jump in equipment and go. Send out field crew to ensure pre-starts are completed. This prevents major downtime and equipment loss later on.

12. KEYWORD: CESE

A. ITEM: Outstanding Requisitions

B. DISCUSSION: During our deployment we found numerous outstanding Reqs that took 3 or more months to receive.

C. RECOMMENDATION: Review CSMP weekly to track all outstanding Reqs. Have good communications and a plan of attack with Main body (A-4) to correct any CSMP discrepancies before BEEP. We found that our biggest hold-up was the time it took for supply to receive and then ship us our parts. It usually takes about 2 to 3 months to receive parts from main body. If you can have them sent from Port Hueneme, straight to the island, it will save you time.

13. KEYWORD: CESE

A. ITEM: SKED Force Revisions

B. DISCUSSION: The lag time to receive updates for SKED in a timely manner is next to impossible. We received all of our SKED revisions, two weeks before the deployment ended.

C. RECOMMENDATION: Have Main Body send instructions for the Force Revision for a stand-alone computer system. Have main body ship them FEDEX to the Quenton Roosevelt Blvd address in San Diego, then your expeditor will get it to you.

14. KEYWORD: CESE

A. ITEM: Air Filters

B. DISCUSSION: We have had problems with equipment smoking and running poorly.

C. RECOMMENDATION: At the end of each workday, or first thing in the morning, have personnel blow out their air filters. That's also for the troop carriers.

15. KEYWORD: CESE

A. ITEM: DRMO

B. DISCUSSION: DRMO runs are best made to Camp Pendleton, the DODAC# is N55103. It is a confusing process to understand at first, but once you've got it down, CESE can be sent to DRMO quite easily.

C. RECOMMENDATION: Use the following steps when sending CESE to DRMO:

a. George Witherover is the POC (DSN 365-4332) for making appointments. Best you schedule appointments at least three weeks out otherwise he wont have any available.
b. All DRMO pieces need to be just the vehicle. I.e. no collateral….
c. If vehicle is running the vehicle need to be at ¼ tank or less. No leaks No material in dump bed.
d. If vehicle is not running: Drain Everything!!! No leaks i.e. replace drain plugs and reconnect hydraulic hoses.
    - Transmission
    - Hydraulic
    - Engine
    - Power Steering
    - Coolant
    - Fuel
e. If there is a major component missing i.e. Engine or transmission there needs to be a limited technical inspection form filled out.
f. A DD-200 is to be filled out for DRMO pieces there is a requirement of only one vehicle per document.

16. KEYWORD: CESE

A. ITEM: Fuel Truck Runs

B. DISCUSSION: The fuel truck is a full time job when everything is running. I.e. the contractor crusher needs to be filled twice a day. The rock dumps need it every day and pretty much every thing else can be filled ever other day.

C. RECOMMENDATION: The contractor stops at 1600 so the best time to take fuel up to the quarry equipment and the crusher is at the end of the day. When everything was running, except for the rock dumps because they just arrived, we had to fill up the fuel truck every third day. You will need to fill it every other day when the crusher starts back up again. The turn around time for filling the fuel truck is about three hours. The fuel station is open from 0800 to 1600 M-TH and 0800 to 1000 on Friday. You need to make sure the truck is full prior to liberty so the contractors can fill themselves.

17. KEYWORD: ADMINISTRATION

A. ITEM: Manifesting Flights

B. DISCUSSION: Manifesting a flight at the last minute can be a problem, because there are so many people on the island there are not always openings for last minute cases such as medical/dental, liberty, or emergency leave cases.

C. RECOMMENDATION: If you are aware of an emergency leave message that may be coming through book the flight then, do not wait until the message is sent because it may be to late, you can always delete a manifested flight later if needed. If you have knowledge of anyone with a pre-existing medical issue it is much more convenient to schedule their flights before their appointments so that you know they can be there on time. Liberty flights have been rather easy, make sure when the flights post you immediately schedule departing/return flights because they may not be there later. This has not really been a problem because our liberty is on week days, however if you plan to depart on a Friday and return on a Monday it may be difficult seeing as how the personnel on island do have the weekends off. **FLIGHTS WILL BE POSTED 2 WEEKS OUT**

18. KEYWORD: ADMINISTRATION

A. ITEM: Galley

B. DISCUSSION: The Island Recreational Committee will support Det functions but, there are some stipulations.

C. RECOMMENDATION: While being on the island the IRC has been great when it come to the morale of the Seabees. I recommend that your MWR person becomes a member of this committee. They meet about every two weeks at the Salty Crab and are responsible for a majority of festivities on the island. The IRC will fully endorse any party that you plan to host providing you with food, drinks, etc. as long as you make the event open to the entire island. If you do not wish to utilize them the galley makes it very simple to receive food also. Ask to talk to Ray or Lito and they will give you the form, after marking what items you would like give it back. You will have to provide your own drinks, plates etc. The Salty Crab is really good about allowing us to use their facility, just talk to Nona or Rick. **IF YOU ARE ORDERING FOOD FROM THE GALLEY FOR A PARTY, NOBODY CAN DINE THERE FOR THE MEAL IN WHICH THE FOOD HAS BEEN PROVIDED**

19. KEYWORD: CAMP MAINTENANCE

A. ITEM: Wash Rack

B. DISCUSSION: When the wash rack is full at the Alfa shop submit a work request to Public Works 4-9123 they will schedule it for action.

C. RECOMMENDATION: It is a good idea to schedule the emptying of the wash rack as early as possible because it takes about 2 to 3 weeks for the contract to be filled and BGI (Black Gold Industries) to get out here to do the job.

20. KEYWORD: CAMP MAINTENANCE

A. ITEM: Broken Washers and Dryers

B. DISCUSSION: When a washer or drier goes bad submit a work request to Public Works 4-9123 they will schedule it for action.

C. RECOMMENDATION: When and if a washer or drier goes bad it can take about 3 to 4 weeks to get another one. The driers in the doublewide trailers are special propane driers so they have to be ordered special. The rest of the driers are 220 Volts.

21. KEYWORD: CAMP MAINTENANCE

A. ITEM: Toilet Tanks

B. DISCUSSION: Sometimes the toilet tanks in Trailer 3 do not fill properly. The problem is recurrent and will have to be monitored. This is caused by small pebbles in the line they get stuck in the float valve and block off the water flow or severely reduce it..

C. RECOMMENDATION: Check the toilets in Trailer 3 monthly when a problem exists clean out the float valve, it is not usually necessary to replace them, and flush out the line. When no more pebbles are seen reassemble the water supply to the toilet tank and all should be well.

22. KEYWORD: MISCELLANEOUS

A. ITEM: Seabag Requirements

B. DISCUSSION: Although San Clemente Island is classified as a state side detail it is a very remote place and reach back to the Mainbody is not always easy. The readiness of the troops needs to be a top priority of the detail leadership before deployment, as there is no supply for uniform items. Items that immediately come to mind: SCW's pins, blousing straps, etc. These items can be procured in San Diego, but not on island.

C. RECOMMENDATION: Detail leadership needs to conduct Seabag inspections before deployment to ensure troops have all prescribed uniforms items. We did this and it paid big dividends as we found that obtaining Seabag items at SCI is impossible, you have to utilize San Diego if anything is required.

23. KEYWORD: MISCELLANEOUS

A. ITEM: Duty Section

B. DISCUSSION: The base utilizes the MA's to enforce closing of the Salty Crab, which can create a high level of tension between the Seabees and other tenant commands.

C. RECOMMENDATION: To alleviate any possible friction between Seabee's and base security, highly recommend that the OOD and duty section ensure that Detail personnel leave the bar in an orderly manner, as well as provide any personnel requiring assistance to their quarters.

DETAIL ATSUGI

1. KEYWORD: SUPPLY

A. ITEM: Material Lead Times

B. DISCUSSION: Japanese methods often differ, and sometimes this will result in longer lead times for materials than for similar materials in America. One example is they build power panel boards to design rather than providing commonly used sizes and materials to be assembled by the customer. The process for this procurement is for the Detail to provide the design requirements from their specifications and drawings, the contractor then develops their own specifications and drawings on the power panel board, which then has to be reviewed by Public Works because it is in Japanese. If PW approves the design, the Detail will send it back to the contractor to be built. This process is lengthened even further when Supply Core is used because all information must pass through a middle man, the Supply Core representative.

C. RECOMMENDATION: It is crucial that Detail Leadership follow the guidance of the Operations Department and meet its deadlines. Send the Bill of Materials to the Detail site ahead of time and request the on-site OIC confirm estimated delivery lead times and design coordination requirements. Estimate 90-120 days time between finished BM to materials on site, which includes time required to request funds (a separate issue).

2. KEYWORD: OPERATIONS

A. ITEM: Coordination with Public Works

B. DISCUSSION: The Public Works Department had no standing meeting with the Detail and showed no interest in having one. During re-organization and personnel cuts in PW (occurred prior to the Detail's arrival), the billet for Project Manager for Seabee projects was cut or moved elsewhere. The Facilities Services Contract Manager became the de facto PM for Seabee Projects, but he had other duties and no experience managing construction projects. All coordination was done between Detail Project Supervisors and Public Works Engineering Technicians, Seabees on Shore Duty. Issues arose when the Seabees (on both PW and the Detail) did not understand how contracts worked or the finances behind the contracts. The Detail had the impression that PW was paying for support services, when in fact PW was waiting for funds to proceed. Delays also occurred in turn-around with Requests For Information, Field Adjustment Requests and coordination and scheduling of Pre-Construction Meetings with certain ETs. None of the ETs actively inspected the projects, so we received almost no feedback while projects were in progress unless we specifically asked them to address an issue.

C. RECOMMENDATION: OIC should meet with the Project Manager for Seabee Projects or FSCM on a weekly basis to review contract support, RFIs, FARs, base coordination and ET involvement with their projects.

3. KEYWORD: OPERATIONS

A. ITEM: Project Management

B. DISCUSSION: The Detail had no Crew Leaders or Project Supervisors who had experience in their jobs. Most of them were hard workers, and they tended to continue to work hard instead of leading and managing. They would forget that they were in charge of ensuring the project's resources were efficiently and effectively used, those resources being

personnel, tools, equipment and materials. They struggled with planning ahead, i.e. ensuring they had all the resources they needed ahead of time. They did not know how estimate schedules, instead using their gut feel or just guessing. They did not know the administrative side of leading a project, including what kind of information goes into project packages (using chapter 14 of the Crew Leaders Handbook) and doing daily updates on CASS sheets.

C. RECOMMENDATION: OIC's must ensure Project Supervisors have formal or informal training at planning and estimating, leadership (Petty Officer Indoctrination refresher would work), and project management. Project Supervisors need to ensure they are training their crew so that they can step up, if necessary.

DETAIL CHINHAE

1. KEYWORD: SUPPLY

A. ITEM: Local Material Purchases

B. DISCUSSION: Prime Vendor pricing is 20-30% higher than purchasing materials through local supply. With projects that have come close to MILCON limits it has been necessary to purchase materials primarily through local supply. The local supply department is small and takes several weeks to process an entire BM.

C. RECOMMENDATION: Additional time needs to be built into the schedule for the small supply department in Chinhae to process project BMs.

2. KEYWORD: SUPPLY

A. ITEM: Local Vendors

B. DISCUSSION: Local vendors speak very little English. The supply department has personnel who can translate but have very little construction knowledge. There are mix ups in translation all the time between local supply and the vendors.

C. RECOMMENDATION: Whenever possible the SME should meet with the vendor and visually inspect a sample of the requested materials before delivery to ensure we get the right materials.

3. KEYWORD: SUPPLY

A. ITEM: Use of Korean Materials

B. DISCUSSION: To have a quick turn around for material procurement Korean materials are ordered. Most of those materials do not have labels in English making it difficult to use properly and safely.

C. RECOMMENDATION: Public Works can translate the labels. The translation should be posted on all materials to ensure proper and safe use of materials.

4. KEYWORD: OPERATIONS

A. ITEM: Lack of Contingency funds

B. DISCUSSION: Funds received for projects only cover the vendor quote. If there are shortages of materials or something was forgotten on the original BM funds must be requested for the shortfall. This can cause delays to the project.

C. RECOMMENDATION: OIC's request that 10% contingency funds be available locally for small purchases to keep from delaying the project.

DETAIL DIEGO GARCIA

1. KEYWORD: SUPPLY

A. ITEM: Material Delays

B. DISCUSSION: Material purchased is shipped from Port Hueneme California by freighter and can take from 60-75 days to arrive.

C. RECOMMENDATION: Purchase bulk materials in Singapore. Even if cost is higher it should offset the cost of shipping from California.

2. KEYWORD: SUPPLY
A. ITEM: Material Container Tracking
B. DISCUSSION: The originator of the shipment as the only tracking agent does not allow the receiver (Diego Supply) to plan for, or prioritize these incoming containers.
C. RECOMMENDATION: 30th NCR should notify Diego Supply Department and Det Diego whenever shipment is inbound. Shipping assets are very limited and the Diego Supply Department decides what will make it to the island and when.

3. KEYWORD: SUPPLY
A. ITEM: Material Containers Missing Contents Lists.
B. DISCUSSION: Response time would be greatly improved if the Detail immediately knew what was missing from a shipment. A contents list would also allow the Detail to plan a better project execution order based on available resources and those incoming.
C. RECOMMENDATION: 30th NCR send the contents list to the Detail.

4. KEYWORD: SUPPLY
A. ITEM: Materials Not Shipped in 30, 60, 90 Format
B. DISCUSSION: Materials of different projects are accumulated at a warehouse. Once there is enough bulk they are shipped out in no certain order.
C. RECOMMENDATION: All materials for a project are accounted for and shipped as one "project bundle". This would also greatly improve material location or replacement response time. Either you have everything or you don't.

DETAIL FUJI

1. KEYWORD: CESE
A. ITEM: Materials
B. DISCUSSION: As in almost every deployment, receiving parts for CESE was the number one driving element in the slow turn around of repairs. All parts ordered were sent from the supplier to Main Body Okinawa and then out to the Detail sites.
C. RECOMMENDATION: ARP should be delivered directly if possible. If not possible, explore local purchase of ARP.

2. KEYWORD: SUPPLY
A. ITEM: POL Acquisition
B. DISCUSSION: POL's could not be purchased locally. It was through the stock system. This delayed deliveries.
C. RECOMMENDATION: Every Detail site that has CESE should have a funded MIPR for the purchase of POL's, or an understanding of the host command to support the NMCB with POL's.

DETAIL IWAKUNI

1. KEYWORD: OPERATIONS
A. ITEM: Facilities Experts
B. DISCUSSION: The neighboring maintenance shops, consisting primarily in highly skilled MLC workers, possess a tremendous wealth of experience in various methods of Japanese construction. Their craftsmen-like expertise was frequently sought for advice and guidance on unfamiliar construction techniques. To the Detail's benefit, they enjoyed frequent interaction with Seabees.

C. RECOMMENDATION: Ensure the oncoming Detail is thoroughly introduced to the various foremen of the maintenance shops and is aware of the expert experience that is so readily accessible.

2. KEYWORD: OPERATIONS

A. ITEM: CBCM

B. DISCUSSION: CBCM has several "bugs" that make it difficult to use. The program will not allow changes after the initial project schedule has been established. Project planning is constantly evolving and changes become necessary. The re-baseline option at the 30-day review often makes changes to durations and mandays of other activities resulting in different tasking numbers agreed to at the 30-day review.

C. RECOMMENDATION: An industry standard software application (i.e. Microsoft Project, Primavera) should be procured and utilized. These programs allow for the flexibility needed when adjustments are made to tasking. The programs are utilized by the industry and training opportunities within the civilian sector could also be utilized. More importantly these programs are the industry standard and recruitment and retention would likely increase since the members know the skills they are learning are used in the civilian sector as well. Regardless if an industry standard software or CBCM is used, it is important to insure that all project supervisors and crew leaders are fully trained and have ample hands-on experience with the program prior to deployment. This was submitted via separate Issue Paper.

DETAIL SASEBO

1. KEYWORD: OPERATIONS

A. ITEM: Project Funding/Material Purchase

B. DISCUSSION: The time it takes from submitting a fund request to when the funds are available at DSCP takes several weeks. This delay is compounded at the beginning and end of fiscal years due to either funds not being available or the work overload at the end of the year.

C. RECOMMENDATION: Plan for 6-8 weeks in advance when trying to establish project funds and obtaining materials. If you are trying to set up funds at the beginning or end of a fiscal year then plan 10-12 weeks for funding to be established.

2. KEYWORD: TRAINING

A. ITEM: Training of Personnel

B. DISCUSSION: Many bases have several training opportunities for personnel to take advantage of.

C. RECOMMENDATION: Get in contact with the base training office to see what opportunities would be beneficial for Seabees. Also contribute by offering training in return.

3. KEYWORD: EQUIPMENT

A. ITEM: Government Vehicle Use

B. DISCUSSION: The use of government vehicles by personnel while deployed is a privilege. Certain limitations as far as their use are set.

C. RECOMMENDATION: Establish a written policy spelling out Government Vehicle operation rules. Make sure all personnel follow rules for use of government vehicles.

4. KEYWORD: OPERATIONS

A. ITEM: Community Relations

B. DISCUSSION: Small efforts supporting the base community or local community pay big dividends in promoting the Seabees.

C. RECOMMENDATION: Look for opportunities to volunteer efforts, be in contact with the base and encourage your troops to get involved with groups out in town.

5. KEYWORD: OPERATIONS

A. ITEM: Excavation and Underground Utilities

B. DISCUSSION: When excavating at several of the jobsites, prints did not reflect the location of underground utilities. The practice of leaving abandoned lines in place and not keeping accurate drawings have made it difficult to determine where to dig

C. RECOMMENDATION: During excavation operations, be very cautious when digging. If abandoned lines are discovered, after confirming them with Public Works, remove from the ground.

DETACHMENT CARAT

1. KEYWORD: SUPPLY

A. ITEM: Tricon Containers

B. DISCUSSION: Current tricon storage containers from Okinawa deployment site are in rough shape and do not allow flexibility to fit the space requirements of different NALO aircraft in PACOM (e.g., C-40s, C-9s, C-130s). Additionally, by using a larger container, such as the tricon, this limits the type of NALO aircraft that can be used to the C-130. With limited aircraft resources, this could result in movement delays that could have been avoided if smaller containers were used, if made available. Using containers provides a secure, dry space for storage and is essential when conducting an exercise, such as this one, to multiple countries and on multiple modes of transport. Larger containers like a tricon can be difficult to find adequate transportation resources for in certain countries where the exercises and DFTs frequent.

C. RECOMMENDATION: 30th NCR should make every possible effort to resource the Okinawa deployment site with quality containers that offer flexibility in order to conduct future exercises and DFTs of this type. Recommend acquiring containers of varying sizes that can be used in various NALO aircraft along with ISU containers with the 463L aircraft pallet already in place (this will save time and effort).

2. KEYWORD: SUPPLY

A. ITEM: Ammo Acquisition

B. DISCUSSION: A 90-180 day advance notice is required to obtain ammunition from 31st SRG. This was difficult as the need for ammunition was not determined until well under this timeframe.

C. RECOMMENDATION: Recommend requesting ammo early on in the process with the option of canceling the request at a later date. Another option is to obtain ammunition from the ship or another local command, if available.

3. KEYWORD: OPERATIONS

A. ITEM: Low-lying Power Lines

B. DISCUSSION: Larger trucks and cargo are often not a normal site for the roads and areas that the DFTs and exercises participate. This can cause movement issues.

C. RECOMMENDATION: While attending conferences, ensure the roads and area can accommodate your anticipated cargo, trucks, and other items.

4. KEYWORD: OPERATIONS

A. ITEM: Transportation for Deploying the DFT

B. DISCUSSION: A combination of the COMFAIRWESPAC (NALO) mission schedule through Atsugi and LSD 49 was the plan to move the DFT to the different sites along with back to the Main Body site, Okinawa. This created some delays and logistics were challenging. **C. RECOMMENDATION:** For DFT/CARAT missions, use the most reliable means of transportation. This is likely via a ship. Ship transportation is the most reliable and economical

means. If there are delays, personnel will still maintain billeting onboard the ship without incurring extra costs.

5. KEYWORD: READINESS

A. ITEM: Weapons and Ammunition

B. DISCUSSION: Bringing weapons and ammunition were a requirement given our project location and the FPCON in the Philippines. Getting weapons clearance for this in the Philippines was not difficult. Weapons clearance was difficult in Thailand and Malaysia and in fact never obtained. This made logistics difficult and an alternative solution was executed by using the Ship's armory.

C. RECOMMENDATION: Ensure bringing weapons and ammunition is discussed at the planning conferences in every potential country the DFT is going to conduct ENCAP in. Ensure the CARAT exercise coordinator is aware of this and a solution is discussed and documented in the Final Planning Conference (FPC) agreement.

6. KEYWORD: ADMINISTRATION

A. ITEM: Passports

B. DISCUSSION: Having passports was a requirement in order to fly out of Malaysia. While all Det members applied for passports, not all passports arrived in time to allow all personnel to fly out on the NALO flight. This forced 9 personnel to ride LSD 49 from Malaysia to Singapore and then fly commercially out of Singapore to Okinawa.

C. RECOMMENDATION: Due to Seabees worldwide operations, recommend all battalion personnel apply for passports during the Battalion's Indoctrination Class. A passport log should be created or established to track all personnel to ensure all personnel have active passports. Log should contain the Seabee's passport number and expiration date. One option would be to track this in the PISTOL program. When planning exercises, try to plan to travel via air in/out of countries without a passport requirement or with less requirements to the greatest extent possible.

7. KEYWORD: READINESS

A. ITEM: NMCB Exercise Coordinator

B. DISCUSSION: While conducting an exercise in multiple countries, it can be difficult for CARAT Leadership to follow-up, coordinate final details, and handle any issues that arise. The issue is compounded when the detachment departs earlier than when the rest of the Battalion deploys.

C. RECOMMENDATION: Assign a NMCB Exercise Coordinator from Main Body to be a single POC to handle these issues. This person shall have adequate access to e-mail, international phone calls, and be able to communicate effectively with the appropriate personnel.

8. KEYWORD: ADMINISTRATION

A. ITEM: Business Cards

B. DISCUSSION: While conducting the various planning conferences and during the actual exercise, it is essential and professional to have business cards on hand..

C. RECOMMENDATION: Have the Battalion provide business cards using a standard template for exercise leadership to use at the planning conferences and during the exercise. This will create an easier means to pass POC information to both US Exercise personnel and Host Nation personnel.

9. KEYWORD: SAFETY

A. ITEM: Safety / PPE Equipment

B. DISCUSSION: The countries visited lacked certain safety gear that US Navy Seabees had. This included hard hats, hearing protection, safety glasses, steel toed boots, and other safety gear.

C. RECOMMENDATION: Recommend for future exercises consideration be given to provide safety / PPE equipment to the host nation construction forces. This will reinforce safety to the US Navy Seabees, train the host nation to follow better safety practices, and promote a safer construction environment within their country.

10. KEYWORD: OPERATIONS

A. ITEM: Seabee Paraphernalia

B. DISCUSSION: Some Battalion Seabee paraphernalia (t-shirts, command coins) was brought on the exercise. Different items were traded amongst the Seabees and the Host Nation Construction force. I wish we brought more Seabee paraphernalia to promote the US Navy Seabees.

C. RECOMMENDATION: Promote the US Navy Seabees as much as possible. Need to bring as much Seabee paraphernalia as possible. Recommend acquiring stickers, t-shirts, hats, Battalion Logo items, command coins, etc. ORF could be used. The more the better!!

11. KEYWORD: OPERATIONS

A. ITEM: Exercise Start / "Ice Breaker"

B. DISCUSSION: During the exercise, two phases of the exercise saw the host nation forces start the projects prior to our arrival due primarily to logistical issues. This made things slightly awkward upon our arrival.

C. RECOMMENDATION: Start the exercise with the host nation at the same time to the greatest extent possible. Have some training classroom time and "ice breaker" time to meet each other and discuss the projects at hand along with any specific joint training. Recommend this be a half day at the beginning of each CARAT phase. Overall objective: Create a better understanding of each other, emphasize specific topics relating to project tasking, and create a joint working environment.

12. KEYWORD: OPERATIONS

A. ITEM: Translator

B. DISCUSSION: The language barrier in each country can be difficult at times. While having a translator was not needed at each country, it should be seriously considered at least at the beginning of the exercise (especially during any "ice breaker"). During the planning process, translation services may also be required.

C. RECOMMENDATION: Ensure you query the battalion on their linguistic abilities. Recommend the Battalion have and maintain a database of each Seabee's linguistic capabilities. This can assist in making detail assignments along with provide a Battalion POC for any translation service which may be required during the planning process.

13. KEYWORD: OPERATIONS

A. ITEM: Advanced Party Team

B. DISCUSSION: CARAT 2-person ADVON was essential and de-conflicted the majority of the issues prior to the arrival of the remainder of the Detail. The Advanced Party Team ensured the Detail was ready to start work upon arrival at the project site.

C. RECOMMENDATION: Definitely recommend an Advanced Party on any future multi-location exercise.

14. KEYWORD: COMMUNICATIONS

A. ITEM: Cellphones with SIM Cards

B. DISCUSSION: Cellphones are a must as Iridium Phones can be unreliable at times. Phone cards are easy to come by at most locations. The use of text messages is fairly inexpensive and is the easiest way to communicate at many locations.

C. RECOMMENDATION: Use cellphones as another means of communication. Acquire different SIM cards and calling cards along with the cellphone in Okinawa prior to the exercise

start to ensure instant means of communication upon arrival in a new country. Main Body should be aware of this and have the means to text message as well. Ensure that cellphones are "unlocked" so you can switch SIM cards in different countries.

15. KEYWORD: COMMUNICATIONS

A. ITEM: Computer Assets

B. DISCUSSION: We elected to bring a small personal printer with 2 reems of 8.5" x 11" paper. Several personnel brought their own laptops for personnel use during the exercise and used them for work as well. This worked out well. At some locations, the only means for power was the 5K generator even with power adapters. Additionally, a CAC reader – to access certain .mil sites is a necessity.

C. RECOMMENDATION: Recommend checking out a small comm. package to include a small printer (this was unavailable from the S6 shop, but may be able to purchase if given enough notice), power adapters, transformer(s), 8.5" x 11" printer paper (NOTE: in Asia, many countries do not carry 8.5" x 11" paper. Their standard paper was A4 type), and CAC reader(s). Do not rely on the internet capabilities of a US Navy Ship if you are riding on one. Ship's e-mail is typically reliable. CAC reader is a necessity in order to access certain .mil sites especially the newly created GES portal.

16. KEYWORD: ADMINISTRATION

A. ITEM: Custom Documentation / Passport Fees

B. DISCUSSION: While debarking from the Port of Kemaman in Malaysia, custom officials requested custom documentation. This requirement was unknown and the host nation CARAT Exercise coordinator assisted in providing the documentation only with a minor delay. Malaysia requires passports to enter/exit via air. In order to get an entry passport stamp, there was a US$40 fee per passport. This was also undisclosed, but handled effectively upon being told about the fee.

C. RECOMMENDATION: Inquire about any additional fees that could possibly be charged or any additional documentation. Think outside the box and be especially inquisitive when going to a country never visited before by Seabees as our requirements and work is quite different than the typical Navy activities.

17. KEYWORD: OPERATIONS

A. ITEM: Movement

B. DISCUSSION: During the CARAT Philippines Phase, we had to disembark the ship and travel to Basilan Island via LCU. Ship was anchored out due to unavailability of a pier to handle the ship's draft and water depth requirements. Logistically, this was extremely difficult and involved a lot of coordination between the OIC and the ADVON team. Using the Philippine LCUs and the Tabuk Army Landing Area on Basilan Island was successful. NALO flights were scheduled without any major issues, but flights were delayed due to weather or aircraft problems.

C. RECOMMENDATION: Recommend locations of future exercises are in an area with an adequate pier to moor to, if possible. Movement via ship was very timely. Recommend using the ship for movement as it provides a fairly solid schedule along with easier means to transport gear, equipment, and personnel than compared to air travel. As always, be flexible and have a plan in case things change!

18. KEYWORD: ADMINISTRATION

A. ITEM: ISOPREP, DD1833 Form

B. DISCUSSION: Completing this form for each individual is very time consuming as it needs to be completed on Secret Internet Protocol Router Network (SIPRNet). Form is required to be filled out by each individual as determined by the location you are going to. It requires digital

photos of each individual as well. The task becomes difficult when the det changes personnel last minute.

C. RECOMMENDATION: Leave ample time to complete this task. Try to solidify the det organization in advance as much as possible.

19. KEYWORD: OPERATIONS

A. ITEM: Helping Others

B. DISCUSSION: Numerous times, we had to assist others from the exercise. For example, we had to assist the Medical team participating in the MEDCAP, Philippines CARAT phase by setting up their life support contracts.

C. RECOMMENDATION: Expect to help others!! Be ready to an ambassador for the US, US Navy, and US Navy Seabees, and US Naval Construction Force.

20. KEYWORD: OPERATIONS

A. ITEM: Embark Preparations – NALO Flights

B. DISCUSSION: Embark preparations for NALO flights can be very tight given the exercise timeframe. While NALO flights were not as stringent as Air Force and typically do not hold JIs prior to departure, the Detail's embark crew should be trained and prepared. Some items of note:

a. Need to have a Hazdec certifier on the Detail or ensure that one is available at the departure airport!
b. Need to make sure contracted vehicles / forklift have access to flight line (normally, this is requested at least 24+ hours in advance).
c. Recommend getting in contact with airfield manager prior to embark process.
d. Need gear ready 24-48 hours in advance (e.g., JI, etc.); this can be difficult due to limited time during the exercise and when the schedule is dictated by the aircraft availability.
e. Ammo that has been taken out of packaging needs to be contained (i.e., placed in magazine not just loose in an ammo container). Ammo in magazines need to be placed in a proper ammo can for storage.
f. Be aware of the NALO 24-hr hotline # is 00819093067749 (NALO Atsugi).
g. Need Better containers, ISUs preferred.

C. RECOMMENDATION: Movement by ship eliminates many of these challenges and should be the preferred means of transportation as much as possible. If "NALOing" or flying via another means, ensure your personnel are properly trained to fully mount yourself out including meeting all the requirements for a joint inspection. Fly out of commonly used airports as they will likely have someone to assist in the mount out.

21. KEYWORD: OPERATIONS

A. ITEM: One NMCB Supporting the Entire CARAT Exercise

B. DISCUSSION: This is the first time a single NMCB Det conducted the ENCAP operations for all phases of the CARAT exercise. This was highly successful as the Seabees became more integrated into the CARAT exercise and the Seabees gained a wealth of knowledge from every country visited. One down side is that the projects at each site are smaller given the shorter project duration (around 2+ weeks at each site).

C. RECOMMENDATION: Ultimately, this is a decision of the 30th NCR on how to conduct the operation. I think we (NCF) are going in the right direction by having the same group, meaning our NMCB Detail, go to multiple sites and follow the exercise as it progresses. We need to continue to integrate more into the exercise.

22. KEYWORD: OPERATIONS

A. ITEM: Planning Conferences – Meeting Minutes / Documentation / After Action Report

B. DISCUSSION: The Conferences are not only useful for planning, but also a great time for networking/interaction amongst the different members involved in the exercise; this includes BOTH interaction with the US participants and the Host Nation personnel. It is essential to know the CARAT Org and different parties in involved and to have this information on paper. The NMCB Det created a shared website on NKO, which worked out well as long as internet access was available. This site had the capability to share information and have discussion topics and was a great tool to use throughout the planning and execution of the exercise. This information though was limited to the ENCAP portion of the CARAT exercise.

C. RECOMMENDATION: Recommend an after action report of some sort be created after each conference of the CARAT exercise. This should include all participants' names, position, rank, email, and phone number. This information should be made available on from a central location (e.g., password protected or CAC login website). Recommend CARAT create an official AAR for historical and other reasons. Recommend better means of filing sharing being used for planning and referencing purposes. This will help improve communication rather than rely on multiple means of communication. Often message traffic gets transmitted via SIPRNet means that can be sent via Non-classified Internet Protocol Router Network (NIPRNet). For many commands, this is cumbersome and difficult to get the necessary information and to follow up on.

23. KEYWORD: OPERATIONS

A. ITEM: CARAT Organization

B. DISCUSSION: It was unclear at times exactly who was filling each position. For example, the liaison officer for each site was not known to the Seabee Detail until the person actually came to the site. The CARAT Organization needs to be published for everyone's use.

C. RECOMMENDATION: Recommend a CARAT Organization chart be created following the planning conferences. This should be distributed to all personnel especially OICs. This organization should be a living document as changes are expected especially among the reservist participants.

24. KEYWORD: OPERATIONS

A. ITEM: Project Location and Scope

B. DISCUSSION: The project location and scope were not defined for some of the phases until after the final planning conference. This creates a heavy burden on getting all the necessary items completed in order to complete the ENCAPs. Some items require significant lead time, for example, ammunition, certain material or equipment needed for the construction tasking, weapons clearance, and country clearance requirements.

C. RECOMMENDATION: Determine the project location during the initial planning conference. The project scope should be completed during the final planning conference. Depending on the final planning conference date, the project scope may need to be completed earlier. At minimum, the project scope should be finalized two months in advance of the ENCAP start date. The bill of material should be completed 45 days prior to the Detail's arrival to the site.

25. KEYWORD: OPERATIONS

A. ITEM: Funding

B. DISCUSSION: The host nation (HN) may request and make changes to the project scope which can have an impact on the budget. The budget is controlled and provided by the US Navy, so changes should only occur if approved by the US Navy.

C. RECOMMENDATION: The Seabee OIC/AOIC need to always pay attention to all funding. Make sure HN counterpart understands to your fullest ability regarding money and how the contracts for construction material will work.

26. KEYWORD: OPERATIONS

A. ITEM: Reporting Requirements

B. DISCUSSION: Reporting requirements to OPCON, CTF-73 and ADCON – 30th NCR were not specified to include reporting format and required information to provide.

C. RECOMMENDATION: CARAT Exercise OPCON and 30th NCR ADCON determine reporting requirements during the planning conference and finalize reporting requirements and timeframes during the Final Planning Conference. 30th NCR include these reporting requirements and timeframes in the OPORDER to the NMCB.

27. KEYWORD: ADMINISTRATION

A. ITEM: DTS

B. DISCUSSION: The Defense Travel System, DTS, is extremely difficult and time consuming. It has requires several personnel within the Battalion itself to approve travel requests. The system requires each individual to have their own credit card, which creates issues of its own. The system does not have the ability to do group orders, which makes things extremely difficult. Last minute travel has proven to be very expensive when using this system.

C. RECOMMENDATION: Recommend that greater options be given for overseas travel. It appears that domestic travel in the US using DTS is fairly successful. Battalion admin should investigate the means of doing group orders via DTS.

28. KEYWORD: ADMINISTRATION

A. ITEM: Government Travel Credit Card (GTCC)

B. DISCUSSION: A service member must have a government travel credit card (GTCC) in order to use DTS. Some members on the detachment did not receive their GTCC before leaving on the CARAT exercise. Any future exercise may have a similar situation, which creates problems especially when trying to arrange travel during emergencies.

C. RECOMMENDATION: If credit cards are required in order to use DTS, recommend that all Battalion personnel apply and receive a government travel credit card during the Battalion's Indoctrination class. This should be track in a database similar to the passports. Recommend the credit cards be activated upon receipt and then deactivated. Admin can then hold onto the credit card in a secure location.

PELELIU PACIFIC PARTNERSHIP

1. KEYWORD: LOGISTICS

A. ITEM: Understand Logistics of the Area

B. DISCUSSION: The remoteness of project sites and language barriers in Jolo caused supply delays and made it difficult to get the correct materials and quantities at the job sites. Some materials that are common in the United States are not readily accessible in the Philippines and often the nomenclature also differs.

C. RECOMMENDATION: For logistically challenging sites, stage personnel at the site prior to the ENCAP arriving and during the project to receive early arriving materials and assist with on the spot changes. Make sure the same person receives materials daily and is paying attention to the BM submitted and what is being delivered. Stock the ship with common class IV material prior to getting underway and make it accessible to the job sites.

2. KEYWORD: LOGISTICS

A. ITEM: Project Scopes

B. DISCUSSION: Not enough time was given by JSOTF-P to scope the Suh-uh School. An in-depth analysis of the building's condition was not able to be conducted. This lead to a drastic increase in the scope once the crews started in to the project due to dryrot, termite damage, and spalling concrete. Changing scope also gives false hopes to the host nation when we do not deliver with our original promise. Finally it causes previously bought material to not be used and additional materials to be procured.

C. RECOMMENDATION: Insist on the time needed to properly scope the projects. Allow a couple of members of the mission execution team to accompany the ADVON to all jobsites. This provides a general overview of the project to those executing it, gives ownership to the executing command, and provides another set of eyes while scoping the job.

3. KEYWORD: OPERATIONS

A. ITEM: Coordination with Local Contractors

B. DISCUSSION: There was confusion regarding what work the Vietnamese contractor was required to do versus what the Seabees were required to do. There was also confusion with the contractors with regard to sequence of construction.

C. RECOMMENDATION: Have embed coordinate with the contractor when dealing with what work the contractor will do and sequence of construction before the Seabees arrive.

4. KEYWORD: OPERATIONS

A. ITEM: Quality of COMREL Projects

B. DISCUSSION: COMREL jobs are often large and require a great amount of painting to be completed in a finite amount of time. The personnel tend to focus on the amount of work to be accomplished which can cause the quality of work to deteriorate over time. At the Danang Vocational Center the quality of work quickly declined on the first day.

C. RECOMMENDATION: The Seabee onsite as the technical advisor must meet with the senior COMREL person onsite immediately on the first day to discuss quality and sequence of work.

5. KEYWORD: OPERATIONS

A. ITEM: Unforeseen Conditions

B. DISCUSSION: The contractor placed a foundation directly over a drainage culvert. The Seabees hit the culvert when demolishing the concrete slab in preparation to install the footings for the sunshade.

C. RECOMMENDATION: Recommend the ADVON asks for existing drawings that could identify underground conditions prior to demolition or digging. If drawings are not available, conduct a site survey prior to digging or demolition.

6. KEYWORD: OPERATIONS

A. ITEM: Project Scopes

B. DISCUSSION: During the Papua New Guinea phase of Peleliu Pacific Partnership Seabees were tasked with several ENCAP/COMREL projects. Each of these projects increased in scope and duration from the original scope that was determined during the pre-deployment site survey. When these decisions are made without following the proper chain of command, projects fall in danger of not being completed.

C. RECOMMENDATION: Personnel wanting to change the scope of and ENCAP/COMREL project should express their concern to the LPO on site, but should not expect action. The LPO can then address the concern with his/her chain of command who will then inform the appropriate personnel in order to reach a decision.

7. KEYWORD: OPERATIONS

A. ITEM: Ship to Shore Movement

B. DISCUSSION: The project site in Kar Kar was very difficult to access due to beach conditions. Additionally host nation personnel crowding the site limited the use of the original approach. These combined factors reduced the use of available beach by 33%, making it more difficult for the preferred approach and vehicle offload. Several of our vehicles became temporarily disabled on the beach, one of which was disabled for more than four days.

C. RECOMMENDATION: Bring a dozer or other salvage asset to all locations that have beach landings in less than optimal conditions. Also bring as many vehicles as possible equipped with a winch. Bring mo-matting aboard the landing craft to improve the conditions of the beach prior to offload. Coordinate with the host nation to provide crowd control to avoid limited use of the beach and mitigate the risk of injuring the locals.

8. KEYWORD: OPERATIONS

A. ITEM: Embed – OIC interaction

B. DISCUSSION: Some of the remote sites in the Philippines and in Papua New Guinea were not visited by the ENCAP OIC nor the engineer during project execution. Limited movement and logistics was the primary reason. In these cases the LPO on site was at the mercy of the local population and their ideas regarding scope.

C. RECOMMENDATION: Pre-deployment site surveys should be accompanied by the ENCAP OIC. The executing activity needs to be an integral part of the planning process. Additionally, the first day of any project should include a face-to-face with the embed engineer and the ENCAP OIC at the project site.

9. KEYWORD: LOGISTICS

A. ITEM: Host Nation Power Requirements

B. DISCUSSION: The Panmin elementary school project required a hammer drill to effectively and safely tie the roofing rafters to the existing structure. The detail had a battery operated hammer drill on site but the battery would deplete after three or four holes. The detail had to purchase a drill from the local economy which required 220 volt power.

C. RECOMMENDATION: Coordinate power requirements during the pre-deployment site survey. Deploy with assets that can accommodate the power distribution system of the nations that will be visited. Deploy with several step-down transformers for each work location.

10. KEYWORD: OPERATIONS

A. ITEM: Partner with the United States Public Health Service (USPHS)

B. DISCUSSION: The USPHS was embarked aboard the USS Peleliu to team up with the Navy forward deployed preventative medicine unit (FDPMU). FDPMU was at the Joseph Staal, Papua New Guinea site with the Seabees for almost the full duration of the project. The USPHS civil engineer with FDPMU approached the Seabees with a shallow well design that he wanted to try at Joseph Staal. The Seabees teamed up with the machinists on the ship and had two well points fabricated per the USPHS engineer's design and the well points were taken to the site. The USPHS engineer utilized the Seabee's tools and local help to install the wells, but in the end not all of the parts were present to make two fully functional wells. Had there been more time and coordination prior, all of the proper parts could have been purchased. Small and inexpensive projects such as the shallow wells pay huge dividends to the community that is being served when they can get clean drinking water versus drinking from a polluted source.

C. RECOMMENDATION: Invite the USPHS to send a member exclusively with the Seabee detachment and integrate the USPHS engineer in with the detachment. Have the USPHS engineer attend all planning conferences and pre-deployment site surveys with the specific intent of creating public health projects for the Seabees to construct with USPHS guidance in the field.

11. KEYWORD: OPERATIONS

A. ITEM: Include Engineering in the Mission Statement

B. DISCUSSION: The mission statement billed this as a medical mission. Although medical was a major part of the mission, engineering played a big part as well and had the same or a greater impact on the impression left with the local population. The Seabees typically remain at a site for the entire duration that the ship is in-country. Medical may be at a site for three to four days out of the mission phase and differing medical personnel are at the site each day. With the Seabees at the site for the entire duration, they are able to meet the local population, befriend them, and serve as ambassadors, leaving a lasting impression with the local population. They also build and repair facilities, leaving the community with a visual reminder the United States Navy was present and aiding the community..

C. RECOMMENDATION: The highest level of the NCF should engage with the Fleet Commander to sell the fact that engineering is a major part of these humanitarian missions.

12. KEYWORD: LOGISTICS

A. ITEM: More Tool Kits on Humanitarian Missions

B. DISCUSSION: When tool kits are parceled out amongst job sites accountability becomes a big issue. If a tool kit is kept intact for a single jobsite it makes accountability and inventory easier to accomplish. It was difficult to tell how many tool kits to bring for this mission because the project scopes were not yet fully developed when planning for the mission was underway.

C. RECOMMENDATION: Bring enough tool kits so that full kits can be given to each project site instead of partial kits that were parceled out from full kits.

13. KEYWORD: TECHNOLOGY

A. ITEM: Develop Projects to Improve Community Sustainability

B. DISCUSSION: Some of the project sites were very remote and the communities had difficulty obtaining fuel. The Seabees could develop projects that assist these communities in making their own bio-diesel from the natural resources immediately available to them. An example is many of the communities have coconuts readily available. The oil from the coconuts is frequently extracted and used by the locals. That oil could be converted to bio-diesel and used to run a generator or some other small diesel engine.

C. RECOMMENDATION: Research various bio-diesel home manufacturing kits and determine which kit is the easiest to operate. Research which natural fruit or vegetable sources are available to produce oil at specific job sites. Provide one of these kits on a future mission as a trial.

TALON VISION

1. KEYWORD: SUPPLY

A. ITEM: Individual Funding / Charge Card

B. DISCUSSION: All funding for project materials was routed through MWSS 172. While we were as careful and thorough as possible when making our Bill of Materials (BOM's), there are inevitably going to be necessary additional purchases throughout the course of the project. The situation required our Detail to make the new requirement known through our local chain of command so that it could be acquired through the contractor. This process led to many delays and an overall lack of consistency and reliability in material acquisition.

C. RECOMMENDATION: All future DFT's should have access to individual funding. The preferable method would be through the use of a Government Purchase Card. This would make it possible to proceed to the local hardware stores and pick up the necessary items without having to stop work for an extended period.

2. KEYWORD: OPERATIOINS

A. ITEM: Choice of Contractors

B. DISCUSSION: The contractor that was chosen to provide material for the Calauan project was based out of Manila. While this contractor may have been the cheapest option, most of the materials that were provided came out of Manila which is about four hours away. This caused major delays in the receipt of necessary materials. Also, in interfacing with the contractor, it became obvious that he was not entirely knowledgeable of the construction procedures and materials we were working with. This made it difficult to explain what was required and also led to the wrong parts being ordered.

C. RECOMMENDATION: Recommend that the contractor be carefully chosen during the Final Planning Conferences with proximity to jobsite area and level of experience in items based on the scope of work considered.

3. KEYWORD: LOGISTICS

A. ITEM: Transportation

B. Discussion: Transportation needs were continuously met throughout the project duration. All transportations assets were staged on site nightly and were ready to use in the morning at any time.

C. RECOMMENDATION: Recommend that future DFT's utilize local transportation contractors that will stage on site.

4. KEYWORD: OPERATIONS

A. ITEM: Force Protection

B. DISCUSSION: Coordination between the 202nd Brigade of the Philippines Army and the Detail was smooth and effortless. All force protection issues were quickly addressed and all needs were provided for. Force protection escorts were billeted at the same site as us which made quick coordination possible.

C. RECOMMENDATION: Recommend using host nation support for force protection needs.

5. KEYWORD: ADMINISTRATION

A. ITEM: Personal Money Aquisition

B. DISCUSSION: Most purchases in the region could not be made with American dollars. This created monetary problems since there was not a way to get Pesos while at the billeting or job sites. ATM runs were utilized to get personnel funds for necessary items. However, this led to a security concern since busses full of Americans were loading up on cash.

C. RECOMMENDATION: Recommend that arrangements be made with the billeting location to provide ATM services and an exchange. Otherwise, recommend that these services be provided upon arrival with the understanding that they should get enough for the duration of the exercise.

6. KEYWORD: OPERATIONS

A. ITEM: High Speed Vessel (HSV) Reliance

B. DISCUSSION: The main body Seabees deployment plan was initially to board an HSV and travel to the Philippines. After the HSV was delayed, arrangements were made to travel via aircraft to the site. Had we relied on the HSV for our transportation, we would have begun our project upwards of two weeks late and would not have had sufficient time to complete them.

C. RECOMMENDATION: Do not rely on an HSV for timely arrival to deployment location.

7. KEYWORD: READINESS

A. ITEM: Weapons and Intelligence

B. DISCUSSION: Our DFT was required to bring weapons with us to the Philippines. Weapons were brought crated in boxes provided by the armory. They were sealed to insure

they were not opened during shipment and brought aboard the aircraft. The weapons were brought to and from the jobsite in their sealed crates daily under armed guard. At the end of the day they were locked in a CONEX box and a two man watch was set. A single unopened crate of 5.56mm ammunition was transported with the weapons. This procedure was utilized throughout the entire duration of the project as no information regarding a change to the Threat Condition was ever obtained.

C. RECOMMENDATION: Recommend ensuring that daily intelligence reports are obtained. Reports should include the necessity of weapons at the sites and the condition (boxed, distributed during convoy, condition four, ammunition in magazines, etc) that weapons should be in.

8. KEYWORD: SAFETY

A. ITEM: Safety / PPE Equipment

B. DISCUSSION: The countries visited lacked certain safety gear that US Navy Seabees have. These include hard hats, hearing protection, safety glasses, steel toed boots, and other safety gear.

C. RECOMMENDATION: Recommend consideration be given to provide safety / PPE equipment to the host nation construction forces during future exercises. This will reinforce safety to the US Navy Seabees, train the host nation to follow better safety practices, and promote a safer construction environment within their country.

9. KEYWORD: SUPPLY

A. ITEM: Consumables

B. DISCUSSION: While necessary consumables were placed on the original bill of materials (BOM), certain key consumables were not acquired until well past necessary. One specific example was saw blades. We arrived with the blades in the saws and expected to receive more before the others went dull, but did not. This required us going through a period without the ability to use our circular saws thus delaying progress.

C. RECOMMENDATION: Acquire enough consumables in Okinawa before deploying to last the duration of the exercise, but still place the consumable on the BOM so that those used from homeport can be replaced. This will ensure that consumables are purchased using exercise funds but also that the DFT will not run out.

10. KEYWORD: OPERATIONS

A. ITEM: Exercise Timing

B. DISCUSSION: The month of October is one of the rainiest of the year for the Philippines. This proved to be quite true during the progression of Talon Vision. The amount of rainfall seriously hindered the progress of the exercises ENCAP projects. For example, the San Juan Road project only proceeded about half as far as seemed feasible during the FPC.

C. RECOMMENDATION: Account for weather and season and determine feasibility.

11. KEYWORD: OPERATIONS

A. ITEM: Pneumatics

B. DISCUSSION: A lot of time was spent swinging hammers on simple sheathing and flooring that could have been saved if pneumatic tools were utilized.

C. RECOMMENDATION: Recommend including a small electric compressor and various pneumatic tools on exercises with the space available.

12. KEYWORD: COMMUNICATIONS

A. ITEM: Cellphones with SIM Cards

B. DISCUSSION: Cell phones are a must as iridium phones have a short battery life and, at times, can be unreliable. Phone cards are easily obtained at most locations. The use of text messaging is fairly inexpensive and is the easiest means to communicate at many locations.

C. RECOMMENDATION: Use cell phones as the primary means of communication. Acquire different SIM cards and calling cards along with the cell phone in Okinawa prior to the exercise. This will ensure instant means of communication upon arrival in a new country. Main Body should be aware of this and have the means to text message as well. Ensure that cell phones are "unlocked" so you can switch SIM cards in different countries.

13. KEYWORD: SUPPLY

A. ITEM: Repair Parts

B. DISCUSSION: While the Seabee equipment proved to be well maintained and operated with minimal problems, problems with other units' equipment proved that the unplanned can happen. The time required to find repair parts for several pieces of equipment was considerable, and caused the piece to be deadlined until the project was almost over.

C. RECOMMENDATION: Recommend that common repair parts be brought for equipment based on the piece's maintenance history. If they cannot be brought for space/weight considerations then a fast and reliable vendor for repair parts should be identified during the planning phases and conferences.

14. KEYWORD: COMMUNICATIONS

A. ITEM: Internal Communications

B. DISCUSSION: The San Juan Road Project spanned the length of about one to two kilometers. This caused a problem since it was almost impossible to communicate from one end to the other without some form of internal communications..

C. RECOMMENDATION: Local short distance communication assets such as the XTS-5000 should be brought along to allow for unimpeded communications.

DETACHMENT SIERRA (AFGHANISTAN)

1. KEYWORD: SUPPLY

A. ITEM: Ordering Materials

B. DISCUSSION: When you first arrive it is difficult to order materials because none of the supply outlets or service departments will let you order anything without a Signature Card.

C. RECOMMENDATION: Ensure that all personnel that will be expected to order are on the Army's Signature Card for DRMO, SSA, Class IV Yard, and KBR Service Desk. Also ensure that a DODAC is included. This will allow your people to order materials from any outlet.

2. KEYWORD: SUPPLY

A. ITEM: Transportation for MLO Petty Officer

B. DISCUSSION: The material procurement process is difficult due to the fact if you want materials quickly and to ensure all orders are being followed through and routed correctly your MLO Petty Officer needs to hand carry all requests to the individual outlets. This can be a very time consuming process.

C. RECOMMENDATION: Ensure your MLO Petty Officer has a designated vehicle.

COMMENDATORY CORRESPONDANCE

Subject: R 231403Z OCT 07 COM TWO TWO NCR(UC) DEPLOYMENT COMPLETION BRAVO ZULU
TO NMCB SEVEN(uc)
CC FIRST NCD PACIFIC PEARL HARBOR HI(uc)
COM TWO FIVE NCR(uc)
NMCB ONE(uc)
NMCB ELEVEN(uc)
NMCB SEVEN FOUR(uc)
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FM COM TWO TWO NCR
TO NMCB SEVEN
INFO COMFIRSTNCD
COM TWO FIVE NCR
NMCB ONE
NMCB ELEVEN
NMCB SEVEN FOUR
BT
UNCLASS//NO5000//
SUBJ/DEPLOYMENT COMPLETION BRAVO ZULU// RMKS/

1. CONGRATULATIONS ON A HIGHLY SUCCESSFUL DEPLOYMENT BY THE MAGNIFICENT MEN AND WOMEN OF NAVAL MOBILE CONSTRUCTION BATTALION SEVEN IN SUPPORT OF THE COMMANDER JOINT SPECIAL OPERATION TASK FORCE IN AGHANISTAN.

2. YOUR SEABEES SUPERBLY EXECUTED A CHALLENGING AND HIGHLY VISIBLE TASKING IN SUPPORT OF NUMEROUS FIREBASES SPREAD ACROSS THE AOR. THE VERTICAL AND HORIZONTAL CONSTRUCTION AND OTHER MISSION ESSENTIAL COMBAT SERVICE SUPPORT YOU PROVIDED AT BAGRAM HAD A TREMENDOUS IMPACT ON SOCOM OPERATIONS. YOUR REPUTATION FOR EXCELLENCE AND PROFESSIONALISM WAS UPHELD, MAINTAINING THE PROUD HERITAGE OF THE “MAGNIFICENT SEVEN” AS YOU COMPLETED HUMANITARIAN AND CONTINGENCY CONSTRUCTION IN SUPPORT OF CJSOTF AFGHANISTAN. ONCE AGAIN YOUR BATTALION HAS STRENGTHENED THE SEABEES REPUTATION AS THE "CAN DO" ENGINEER FORCE OF THE MILITARY.

3. AS YOU RETURN HOME TO YOUR FAMILIES AND LOVED ONES, YOU SHOULD BE PROUD OF YOUR ACCOMPLISHMENTS AND THE SIGNIFICANT CONTRIBUTIONS YOU HAVE MADE TO THE GLOBAL WAR ON TERROR. I WOULD LIKE TO EXPRESS MY SINCEREST APPRECIATION FOR AN OUTSTANDING DEPLOYMENT. BRAVO ZULU NMCB SEVEN!

4. COMMODORE MCLEAN SENDS.
// BT NNNN

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RUEHJA/ODC INDONESIA
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RHOVQHS/COMSEVENTHFLT
RHMFIUU/COMNAVSURFPAC SAN DIEGO CA
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RHOVMFG/COMDESRON THREE ONE
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RHMFIUU/COM THREE ZERO NCR
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MSGID/GENADMIN/CTF73//
SUBJ/BRAVO ZULU FOR CARAT-SEACAT 2007//
GENTEXT/1. BRAVO ZULU TO THE CTG 73.5 TASK GROUP FOR EXECUTING A HIGHLY SUCCESSFUL CARAT/SEACAT 2007 EXERCISE SERIES. YOUR EXECUTION OF ROBUST SCHEDULE OF EVENTS WITH OUR CARAT/SEACAT PARTNERS DEMONSTRATED YOUR COMMITMENT TO IMPROVING INTEROPERABILITY IN SOUTHEAST ASIA.
2. AS THOSE WHO PLANNED AND EXECUTED CARAT/SEACAT 2007, YOU PROVIDED EXCEPTIONAL COMMAND LEADERSHIP, GUIDANCE, AND OVERSIGHT DURING ALL PHASES. YOUR CREWS DEMONSTRATED ADEPT OPERATIONAL PLANNING AS WELL AS EXCEPTIONAL FLEXIBILITY IN THE EXECUTION OF HUNDREDS OF SCHEDULED EVENTS. YOUR ABILITY TO QUICKLY ADAPT TO CHANGING CIRCUMSTANCES AND ENVIRONMENTS IN SOUTHEAST ASIA WAS CRITICAL TO THE SUCCESSFUL ACCOMPLISHMENT OF CARAT/SEACAT OBJECTIVES.
3. SOME OF THE MANY HIGHLIGHTS PRODUCED FROM YOUR EFFORTS THIS YEAR INCLUDE SUPPORTING JSOTF-P ANTI-TERRORISM EFFORTS IN THE SOUTHERN PHILIPPINES, ASSISTING THE ARMED FORCES OF MALAYSIA IN THEIR SAR FOR A MISSING HELICOPTER, INTEGRATING THE RSN
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FORMIDABLE INTO CARAT FOR THE FIRST TIME, AND ESCORTING VIETNAMESE OBSERVERS DURING CARAT BRUNEI.
4. YOUR OUTSTANDING PERFORMANCE AND TEAMWORK DURING DEMANDING OPERATIONS ARE A TESTAMENT TO THE EXCELLENCE OF YOUR TRAINING, PREPARATION AND OVERALL READINESS. YOUR PERFORMANCE HAS FURTHERED OUR ENGAGEMENT INITIATIVES IN THE REGION, IMPROVED INTEROPERABILITY WITH KEY STRATEGIC PARTNERS AND BUILT ON THE FOUNDATION OF MARITIME SECURITY COOPERATION.
5. MY PERSONAL CONGRATULATIONS ON A JOB EXCEPTIONALLY WELL DONE. RDML BURKE SENDS.//
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CHIEF JUSMAG MANILA RP
COMLOG WESTPAC
COMSEALOGPAC SAN DIEGO CA
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NAVCRIMINVSERVFO SINGAPORE
NAVMED WEST SAN DIEGO CA
NAVENPVNTMEDU SIX PEARL HARBOR HI
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COMMANDER JOINT SPECIAL OPS TASK FORCE-PHILIPPINES CTG 515.1 FISC PEARL HARBOR HI FISC DET SINGAPORE FLTSURGTEAM ONE NRCC SINGAPORE DET MANILA

COMFIRSTNCD LITTLE CREEK VA COMNAVBEACHGRU ONE FIRST NCD PACIFIC PEARL HARBOR HI MOBSECRON SEVEN COMCMRON ONE COMCMRON ONE COMCMDIV ELEVEN COMHELSEACOMBATWINGLANT NORFOLK VA COMHELSEACOMBATWINGLANT NORFOLK VA HELMINERON FOURTEEN PHIBCB ONE ACU ONE BMU ONE COMTHIRDFLT COMTHIRDFLT COMFAIRWESTPAC ATSUGI JA COMFAIRWESTPAC ATSUGI JA COM THREE ZERO NCR COMPHIBGRU THREE COMPHIBGRU THREE COMDESRON THREE ONE COMDESRON THREE ONE COMSEVENTHFLT

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SUBJ/BRAVO ZULU AND FAREWELL//
GENTEXT/RMKS/1. COMMODORE STEWART, CAPTAIN ROADES AND CAPTAIN FLINN, I WANT TO PERSONALLY CONGRATULATE YOU AND ALL OF THE MANY ORGANIZATIONS THAT SUPPORTED THE PELELIU PACIFIC PARTNERSHIP FOR A JOB VERY WELL DONE.

2. OVER THE PAST FOUR MONTHS, THIS DIVERSE MULTINATIONAL, MILITARY AND CIVILIAN TEAM HAS SUPERBLY EXECUTED HUMANITARIAN ASSISTANCE OPERATIONS INCLUDING MEDICAL, DENTAL, VETERINARY, PREVENTIVE MEDICINE, ENGINEERING, AND COMMUNITY RELATIONS PROJECTS IN SIX DIVERSE COUNTRIES THROUGHOUT THE SEVENTH FLEET AREA OF RESPONSIBILITY. YOUR EFFORT WAS UNPRECEDENTED IN THE SCOPE AND DURATION OF HUMANITARIAN ASSISTANCE IN A NON-CRISIS SITUATION, AND WAS EXTREMELY POWERFUL IN TERMS OF THE PARTNERSHIPS YOU FORGED AND DOORS YOU OPENED FOR FURTHUR COOPERATION.

3. YOU SUPERBLY INTEGRATED PERSONNEL FROM MULTIPLE U.S. MILITARY COMMANDS, THREE NON-GOVERNMENTAL ORGANIZATIONS, AND FOREIGN MILITARY PERSONNEL FROM TEN COUNTRIES INTO YOUR WIDE-RANGING OPERATIONS, INCLUDING TEAMS FROM AUSTRALIA, CANADA, INDIA JAPAN, MALAYSIA, NEW ZEALAND, PAPUA NEW GUINEA, REPUBLIC OF KOREA, SINGAPORE, AND VIETNAM. YOUR TEAM HAS ENHANCED SECURITY AND STABILITY IN THE REGION BY IMPROVING THE LIVES OF TENS OF THOUSANDS, BY ENHANCING HOST NATION MEDICAL CAPABILITIES, AND BY PROVING THE VERSATILITY OF GREY HULL PARTICIPATION IN FUTURE COOPERATIVE RELIEF AND HUMANITARIAN EFFORTS. WHAT YOU HAVE ACCOMPLISHED TOGETHER IS INSPIRATIONAL, AND REMINDS US ALL OF THE IMPORTANCE AND VALUE OF HELPING THOSE IN NEED.

4. FAIR WINDS AND FOLLOWING SEAS AS YOU PART COMPANY AND DEPART THE SEVENTH FLEET TO BEGIN YOUR JOURNEY HOME TO A WELL-DESERVED REUNION WITH FAMILY AND FRIENDS.

5. AGAIN, THANK YOU FOR A JOB WELL DONE. YOU SHOULD BE JUSTIFIABLY PROUD OF HOW MUCH YOU HAVE DONE FOR SO MANY.

6. VADM DOUG CROWDER, COMSEVENTHFLT, SENDS.//

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