

U.S. NAVAL MOBILE CONSTRUCTION BATTALION NINE  
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From: Commanding Officer, U.S. Naval Mobile Construction Battalion NINE  
 To: Commander Naval Construction Battalions, Pacific

Subj: Deployment Completion Report, Okinawa 1963

Ref: (a) COMCEPAC Employment Directive 2-63  
 (b) COMCEPACINST 5213.1B  
 (c) MCBNINE ltr ser 0023 of 3 Dec 63 (NOTAL)

Encl: (1) Project Completion Reports  
 (2) Final Labor Distribution Report  
 (3) Final Progress and Performance Chart

1. Forward. Reference (a) is the Employment Directive under which U.S. Naval Mobile Construction Battalion NINE deployed to Camp Kinser, Okinawa. Reference (b) prescribes the monthly and final completion reports required. This report is the final report for the Okinawa deployment. Enclosure (1) contains completion reports for individual projects. Enclosure (2) is the final labor distribution report for the deployment.

2. Situation. Ten officers and 89 enlisted men arrived on Okinawa via three VR-21 flights on 21, 22, and 23 March 1963 as the Advance Party. On 1 April the main body of the Battalion arrived on Okinawa. Thirty-three separate projects were assigned, five were later cancelled. MCB NINE was originally scheduled to complete approximately 21,500 mandays in technical training and 11,000 mandays in Military Training. All projects were completed except 6, requiring a total of 26,334 mandays. A total of 14,795 mandays was spent on Military Training. The construction workload was unusually large, but all the projects had to be completed to accommodate the second battalion on Okinawa.

Due to a lack of equipment, construction materials, and construction drawings most projects fell behind schedule during the first 2 months of the deployment. This situation was improved considerably on 24 May by the arrival of 149 pieces of equipment, but the construction progress was further hampered in June by securing all job sites twice for typhoon warnings. During August the Battalion went to a nine hour workday to recover the mandays lost during the first few months of the deployment.

On 6 December 1963 the main body of the Battalion boarded the USS MITCHELL and arrived at Port Hueneme on 22 December, completing an 8 month and 6 day deployment on Okinawa.

3. Material. Very few construction materials were on site upon the Battalions arrival on Okinawa. Because of the short lead time available large quantities of materials had to be locally procured. A considerable amount and variety of construction materials are stocked on Okinawa and easily available. There are two major problems with utilizing local materials. First, the materials are generally of very poor quality. All lumber and plywood is green and very wet resulting in considerable shrinkage and expansion when installed. Windows and doors cut to exact size, would not fit several days later because of dimension changes in the green lumber. Many windows and doors required re-fitting two or three times as a result of shrinkage or expansion. Hammer handles, shovel handles, and axe handles procured from local sources were easily broken.

The second major problem with local materials is the sizing. Local materials are not cut or fabricated to the same nominal dimensions as American products. Several projects utilized a combination of American lumber and local lumber. This situation would require several additional mandays to make the lumber compatible. Other materials, as pipe, were available locally, but many times could not be used as the dimensions were not compatible with American made pipe.

A summary of requisitions processed by project is given below:

<u>Project (DAG)</u>	<u>No. REQNS (OKI)</u>	<u>No. REQNS (CONUS)</u>
011	2	0
013	1	0
015	106	0
016/016-12	72	0
019	0	0
020	83	0
025	2	0
026	20	0
027	3	0
023	25	0
029	1	0
030	46	0
033	28	0
100	11	0
104	77	0
105	2	0
200	0	12
311	83	0
312	80	0
313	0	0
314	16	0
315	6	0
316	65	0
319	0	0

<u>Project (DAG)</u>	<u>No. REQNS (OKI)</u>	<u>No. REQNS (CONUS)</u>
321	0	0
322	15	0
323	21	0
327	1	0

4. Labor. MCB NINE accomplished 83,516 mandays of productive labor, including 25,763 mandays of military readiness. Productive labor averaged 63.4% for the deployment. A more comprehensive labor distribution report is contained in enclosure (2). Individual labor figures for the several projects are contained in the final progress and performance chart contained in enclosure (3). Additionally, each project completion report, enclosure (1), contains a summary of labor utilized by rate.

5. Safety. An aggressive safety program was pursued during this deployment through the use of safety supervisors, and the Safety Policy Committee. Publicity was given to the Safety Crew of the month and safety slogans ran in the Plan of the Day. A summary of the accident record for this deployment is as follows:

<u>Lost time accidents.</u>	<u>Number</u>	<u>Lost Mandays</u>
On the job	2	61
Off the job	1	18
Total	3	79

  

<u>First aid cases.</u>	<u>Number</u>
On the job	124
Off the job	77
Total	201

6. Equipment. The equipment available to the Battalion was adequate to accomplish all assigned missions with the exception of two items. Sheep-foot rollers and a water distributor were needed for various earthwork projects, but were not available. To accomplish the job 2 five ton sheep-foot rollers were borrowed from the U. S. Marine Corps and a tank truck was adapted and used as a water distributor.

The deadlined P-25-A equipment varied from 5 to 10 items. This down time was largely caused by the long lead time required to obtain equipment repair parts. Equipment repair parts ordered from CONUS on a priority 5 took an average of 30 days for air shipment. Most of these items were common repair parts available for off the shelf procurement in the states. Many requisitions were followed up more than twice with standard replies, "being procured for shipment." Priority 12 requisitions took from 60 to 120 days for procurement and some priority 17's ordered upon the Battalions arrival on Okinawa were never received.

All equipment utilized by the Battalion was in fair to good condition and performed satisfactorily except for the six 1957 Transit Trucks. Because of the many and varied breakdowns on these trucks only approximately 3 out of 6 could be kept in service at any one time. The problems could not be isolated to any one area but involved many differing areas. These trucks appeared to have many hard hours of usage on them and are approaching the end of their usefulness.

<u>Equipment repair parts data:</u>	<u>FY-63</u>	<u>FY-64</u>	<u>TOTAL</u>
No. requisitions Okinawa	76	109	185
No. requisitions CONUS	47	362	409

Priority assigned CONUS requisitions:

<u>FY-63</u>		<u>FY-64</u>	
<u>Priority</u>	<u>No. requisitions</u>	<u>Priority</u>	<u>No. requisitions</u>
5	20	5	182
12	24	12	126
17	3	17	54
24	0	24	0

Value of repair parts procured - \$5,012.50

Issues from 6101 kits amounted to 991 stubs at a value of \$4,270.55

7. Morale. Morale was very high during the entire deployment. This high morale is attributed to the general esprit-de-corps of the Battalion and the following specific actions:

a. Battalion policy of emphasizing squad leaders responsibility and upholding the squad leaders prestige by allowing them privileges not given the other men in the Battalion. For example squad leaders were given overnight liberty, allowed to have lights after taps, and provided squad leaders cubicles in the barracks.

b. Establishment of an enlisted men's advisory council to present directly to the Executive Officer suggestions to make Camp Kinser a more livable Camp.

c. Continual emphasis upon the responsibilities of the individual and the earning of privilege. Recognition of individual effort and excellence was stressed.

d. A maximum number of men were allowed to participate in detachments which was regarded as an honor and keenly sought after.

8. Contingency Planning. MCB NINE pursued a vigorous program of updating and revising the Alert Battalion contingency plans. MCB NINE worked closely with Task Force 79 and stressed meaningful planning and service to make the Seabees of real value to the U.S. Marine Corps. Reference (c) is a separate completion report on contingency planning.

A. C. PERKINS

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