

Beeline



VOLUME 4 NUMBER 2



What's Buzzing?

Rear Adm. Noah H. Long, Jr.

One of the most fundamental elements of moving the Navy to a more quality focused organization is the recognition of the importance of "customers." For many in the Navy, the concept of having "customers" seems incompatible with the military. But in today's competitive climate, keeping focused on our customers is absolutely necessary for us to remain a strong and viable organization.

Who are your customers? Depending on the project, your customer may be the base commanding officer, public works officer, the Fleet CINC, a Joint Task Force commander or any number of headquarters commands. Your customers are also the people who will actually be using what you build, young Sailors, Marines, Soldiers, victims of disasters or refugees fleeing oppression. Your customers are also the U.S. taxpayers, who expect quality and a fair price. Furthermore it is important not just to "satisfy the customer" but to "delight the customer." That often means doing the extra little things that go beyond simply completing a tasking. It involves being flexible to customers' wishes and giving our customers more than they expect.

The Seabees are well-known for this kind of cooperation with their customers, and it has been displayed in a variety of places recently in the Atlantic Fleet area of responsibility.

During Operation Sea Signal in Guantanamo Bay, Seabees built 1,341 strongback tents and various other projects. Working in snow and mud

during Operation Joint Endeavor in Bosnia, Seabees built six tent camps to house 4,800 U.S. Army soldiers enforcing peace initiatives.

Did our customers appreciate us? You bet they did!

Atlantic Fleet Seabees have recently participated in exercises all over the world in places like Haiti, El Salvadore, Guatemala, Norway, Tunisia, Albania and West Africa, demonstrating to our customers just what Seabees can do.

With reserve support, we saved \$15 million last year at U.S. bases in CONUS by providing much-needed construction and renovation work. These projects are improving quality of life for our fellow service men and women across the Atlantic seaboard. We are providing similar base maintenance support overseas in places such as Souda Bay, Rota, Sigonella and Roosevelt Roads. The base COs, headquarters commands, Sailors, Marines, Soldiers and taxpayers certainly appreciate your efforts.

There is one other set of customers that needs mentioning—that is each other. Whether checking out a tool from the tool room or asking a favor of a co-worker, we are all customers of each other during the course of a normal work day. Treat each other well, because it is these "internal customer" relationships that add to the enjoyment of our jobs and keep work going smoothly.

By recognizing, supporting and delighting our customers we can be confident of our continued role as the contingency construction force of choice well into the future.

Interior View

133 FINISHES UP

Bosnia assignment puts NMCB 133 deployment in a historical contest. Page 3

RESERVIST CALL-UP

Eleven reservists called to Bosnia, activated through CBC Gulfport. Page 5

NASHVILLE CRASH

NMCB 24 DET 0424 aids in F-14 crash site clean-up. Page 6

PHOTO ESSAY

NMBC 133 Seabees go to work in Bosnia. Page 8

OBSTACLE COURSE

NMCB 25 puts tactical training to the test. Page 18

Cover Photo

*NMCB 74 Seabees stand guard during their Field Exercise at Central Training Area Okinawa, Japan.
(Photo by PH1 (AWISW) Dave Kvello)*

The Beeline is published in accordance with Department of the Navy Publications and Printing Regulations, NAVSO P-35 (Rev. May 1979). Opinions expressed in *The Beeline* are not necessarily those of the Department of the Navy. Articles about Seabees and Naval Construction Force units or personnel may be submitted to: Editor, *The Beeline*, RNCFS Support Command, 5000 Marvin Shields Blvd., CBC Gulfport, MS 39501-5016. Telephone 800-782-3510, (601) 871-5022, or DSN 868-5022. Fax 601-871-2990. Internet E-mail: fitzgera%cbgulf@navresfor.cnrf.nola.navy.mil RADMT. J. Gross, Commander RNCFS. Cmdr. T. A. Yeager, Public Affairs Officer, JOC William Mooney, Assistant Public Affairs Officer. JO1 Calvin Gatch, Editorial Advisor. JOSA Angela Fitzgerald, Editor.

Kangroos conclude Bosnian deployment

by JO3 A.J. Falvo

"Seabees continue to build on their great legend here in Bosnia."

- Brig. Gen. Flowers,
USAREUR Engineer

Six days. Six short days was all it took for Naval Mobile Construction Battalion 133 to turn a routine Atlantic deployment into another chance for the "Kangroos" to add a chapter in the history books.

After an impressive six-day mount-out evolution and a spell of bad weather, the Kangroos were on their way to Bosnia. Beginning December 17, more than 175 Seabees boarded C-17 and C-141 cargo planes headed for an opportunity of a lifetime.

Before leaving Rota for their main staging area in Hungary, the Kangroos received a special visit and vote of confidence from Chief of Naval Operations, Admiral J. Michael Boorda. "People all over the world are talking about peace on earth and goodwill toward men," said Boorda. "You Seabees are going now to do something about that."

The Bosnian Mission

DET Juliet Echo's main mission was not to support Naval forces in Bosnia, but to support the U.S. Army's First Armored Division. The DET was to provide tent cities with wooden floors, heat and electricity, to give the Army forces some degree of comfort against the harsh Bosnian winter.

Led by Officer-In-Charge (OIC) Lt. Cmdr. Doug Morton, the first of Juliet Echo's missions came in Harmon, Croatia, where the Army was in the process of constructing two bridges over the Sava River so U.S. forces could cross into Bosnia. Camp Harmon, as it was later called, was



▲ *The Seabee flag flies beside "Old Glory" at the Kangroo's camp in Harmon, Croatia. (Official U.S. Navy Photo)*

used as a major staging area for those Army troops.

After a two-week operation in Harmon, the Kangroos initiated the first of three convoys Jan. 7, to the Brigade

Operating Base (BOB) at Kime, approximately 40 miles north of Tuzla. The threat at BOB Kime was much greater, right down to the mine field only 300 yards away.

The focus then turned to Camp McGovern, about 30 miles to the northeast, which the Army is using as a Forward Operating Base.

Still to be conquered was Camp Colt, about 50 miles north of Tuzla, which is now home to the First Task Force Field Artillery Unit.

On Feb. 4, 133 deployed another 27 personnel to support the mission of Juliet Echo. With home on their minds and work still to be accomplished, 60 Seabees were detailed to Camp Colt on Feb. 20. In less than 24 hours, the Kangroos had completed 32 tent decks, erected 15 temper tents (tents in which the temperature is controlled) and installed electricity in seven tents. The site was completed and pristine for Army entry in just eight days.

Upon the successful completion of Camp Colt, the Kangroos completed work on two additional camps for the



▲ *Four Seabees from 133 install a water bladder at Camp Harmon in Croatia. (Official U.S. Navy Photo)*

Army, 7th and 9th Companies, bringing the total number of camps to six. The detail completed all tasking Feb. 26 and began redeploying by air, rail and sea shortly thereafter.

The troops operated in very muddy conditions, went weeks at a time without showers, and trudged through the cold and wet snow.

But the Kangroos were able to adapt and overcome.

DET Sarajevo

While Juliet Echo was rolling along, another message came to NMCB 133. Adm. Leighton W. Smith, Jr., Commander, NATO Implementation Forces (IFOR), in Sarajevo, had requested additional Seabees for renovations to the IFOR headquarters compound. Eighteen more 'Bees were off to Sarajevo.

The DET arrived in Sarajevo after dark, just in time for the festivities. Their C-130 cargo plane observed tracer rounds just before landing, so the Navy pilots rerouted to a safer landing pattern.

"When we first stepped off the plane, all we heard and saw were small arms rounds and tracers in the distance: we knew right from there it was go-time," said CE2 James Prentice.

"We found out later that we landed during the Bosnian New Year. It was supposedly celebratory fire aimed into the sky."

Apart from the renovations of the IFOR headquarters compound, the Kangroos also completed renovations to the war-torn Parliament building, which is to be used as the main living quarters for the IFOR staff.

The detail arrived back in Rota Feb. 4. On the way home, the Sarajevo detail got some great news. Adm. Smith personally presented each member of the DET with the Joint Service Achievement Medal.

Ingenuity & Teamwork

The cold weather, snow and ground conditions forced the Kangroos to use "Seabee ingenuity" to get the job done.

Zupanja, Croatia - A huge helicopter lands unexpectedly in the field near the Seabee camp in December.

An Army colonel gets out and sees the tremendous mud and a large ditch blocking their path.

He then yells over to Kangaroo BUI Calvin Felix, "Hey Seabee! Build me a bridge!" BUI Felix and BU2 James Chasse pull up a floor section, and drop it across the ditch.

Out of the helo marches Four Star General Crouch. Ensign Maculan proceeds to give an impromptu brief to the general from status charts.

Gen. Crouch tosses ET2 Berry a coin of excellence and departs across the very first bridge built in the Seabee operations.

Kaposvar, Hungary - Lt. Pat Garin, assistant-officer-in-charge, delivers an impassioned speech to the Kangroos. He belts out how tough the upcoming times ahead will be, and how the need for teamwork is vital as never before.

One-hundred-seventy motivated Seabees leave the tent Christmas Eve



▲ BUCA Frank Rokosz frees a fellow Kangaroo from the Bosnian mud. (Official U.S. Navy Photo)

singing "Jingle Bells" at the top of their lungs. Later that night, country singer Larry Gatlin, who had been performing that night for the Army troops, stopped by and delivered a private performance.

Summary

The Rota deployment may have started out as "just another deployment", but now every member of NMCB 133 feels they've created Naval history once again.

BUC (SCW) John Boughton, who spent time with Juliet Echo in Bosnia, said, "I've come back changed and for the rest of my life I can honestly look at any situation and say, 'That ain't so bad.'" *— JOURNAL*



▲ Seabees construct the platform for a hardback tent. (Official U.S. Navy Photo)

Last call for Bosnia

11 construction mechanics called-up for active duty

by JOSA Angela M. Fitzgerald

As the need for Seabees decreases in Bosnia, the need for construction mechanics (CM) increases for NMCB 133. A presidential Selected Reserve Call-Up recently recalled 11 reserve Seabees to active service for up to 270 days.

Ten reservists have gone to Rota, Spain, to support NMCB 133 with "retrograding equipment used in the Bosnian area of operations." One reservist went to Sarajevo to work directly for the admiral there, said Joseph Sacco, CBC, Gulfport, administrative officer and acting Naval Mobilization Processing Site (NMPS) director.

The call-up message from Commander, Naval Reserve Force calling up the Seabees hit the streets Feb. 22, but the reservists weren't notified until the following day. For Construction Mechanic (CM) Second Class Romiro Coba, NMCB 21 Det 121, the surprising news came late in the day.

His reserve center called at 11:30 p.m. Feb. 23. "They said my orders weren't written yet and I had about a week before I had to go. Then when I was at work Saturday (Feb. 24) they called at 11 (a.m.) and said I was leaving Monday," said Coba.

The reservists began arriving in Gulfport, Miss., as early as the evening of Feb. 26. Gulfport is one of the Navy's 14 processing sites. Sacco said the NMPS responsibility is "to ensure that the recalled reservists have proper training and uniforms, their records are in order and that they are medically and dentally proficient to fulfill their requirement. In short, what we do is

make sure they are good to go, wherever that is worldwide, to fulfill the mission."

PNC (SCW/AW) David Brannon, military personnel director at Personnel Support Detachment (PSD), Gulfport, contacted each reservist's reserve center. He stayed in touch to ensure that the reservists didn't end up stranded at the airport, that they had a room reserved and were provided messing arrangements once they arrived at CBC. The activation process at CBC ideally takes two days. The reservists make seven stops on their road to activation. The first stop, perhaps one of the most important, is Gulfport's Personnel Support Detachment. There each reservist is fully brought into the active duty system. They get active duty I.D. cards, en-

sure all of their records are scrutinized and they are incorporated into the active duty pay system.

"One of the biggest challenges we encounter is a reservist getting here without the documentation needed for transformation into active duty (page 2s, marriage certificates, divorce creeds, etc.)." If a reservist's records are messed up upon arrival, the record must be fixed before the reservist leaves, said Chief Warrant Officer Jeffry Bartels, officer-in-charge, PSD, Gulfport. "The goal is to get each person through in one hour," he added.

Five of the reservists finished their activation and were on their way to Rota by March 1, just one week after they were notified. All 11 recalled reservists had arrived in theater by March 12.



▲ CM2 Romario Coba begins his inprocessing to active duty at the CBC Branch Dental Clinic. Evelyn Martin, appointment clerk, checks in the reservists. (Photo by JOSA Angela Fitzgerald)

NMCB 24 cleans up site of Nashville F-14 crash

by Lt. G. S. Phillips

The smell of jet fuel still permeated the air three days after the recent Navy F-14 Tomcat fighter crash. Lt. j.g. Greg Harris, CEC, USNR surveyed the aircraft crash site.

The destruction was devastating. From the burned homes and downed trees, he could see the final path the jet took as it plowed into the Nashville residential area. As a former U.S. Air Force F-4 Phantom weapons officer, he could imagine the final terrible moment as the naval aviator rode his aircraft into the ground. His heart went out to the crash victims and their families. As officer-in-charge for NMCB 24 DET 0424 stationed in Nashville, Harris faced the grim task of assisting in the disaster recovery.

"... I have never seen such devastation as this crash."

On Jan. 31, two days after the crash, Harris received a phone call from his battalion's operations officer directing him to make preparations for providing Seabee disaster recovery assistance to the senior naval commander on-site.

Requesting time off from work, the young naval officer and 1985 Vanderbilt University graduate donned his uniform and immediately reported for duty. He learned that his Seabees would be tasked with assisting in the cleanup and removal of damaged and downed trees, fences and debris strewn across the crash site, and burned homes.

Harris obtained two five-ton dump



▲ BU3 Frank Gaiters, Nashville, Tenn., uses a chain saw to clear trees downed during the recent F-14 crash. (Photo by Lt. j.g. Greg Harris)

trucks, hand tools and numerous chain saws from an engineering battalion located in Martin, Tenn. after contacting Col. Ellis, director of logistics for the Tennessee National Guard.

The following day, DET 0424 mustered an eight-man Seabee working party comprised of volunteers, who also took time off from their civilian jobs.

"I've been on a lot of calls to automobile accidents, and have witnessed the carnage of violent crime, but I have never seen such devastation as this crash. It was pretty rough," said Equipment Operator (EO) Second Class Van Prewitt, a Nashville Metro police officer. "I always thought I'd be mobilized to support some overseas operation like Bosnia. I never expected to be called up to serve in an operation in my own back yard. As tragic as this situation is, I felt good knowing that I could do something for my community. My heart goes out to the fami-

lies," he added.

Over the next few days the Seabees assisted the personnel from Naval Support Activity Memphis in gathering and sorting pieces of aircraft wreckage. The Tennessee Air National Guard provided security at the accident site, and the Tennessee Army National Guard provided additional equipment and personnel.

Harris coordinated removal of aircraft debris to a nearby warehouse in preparation for the accident investigation.

A local waste management company received an emergency contingency contract to haul downed trees and other such debris to a landfill after employees from the Solid Waste Section of the Tennessee Department of Environment and Conservation determined that the rubbish was not contaminated with jet fuel and was safe for disposal. That day, the Seabees filled three 30-yard dumpsters with debris to clear

four of the six residential sites.

To complicate matters, snow storms and record low temperatures sweeping through the South hampered crash recovery operations for the next three days, but on Feb. 6, the Seabees began work to finish cleaning up the residential area.

By this time, all aircraft debris had been recovered and the only military personnel still at the accident scene were the Seabees, a Naval security force and three full-time Equipment Operators from the Tennessee Army National Guard. By the end of the day the Seabees filled two more roll-off dumpsters with tree debris.

With representatives present from the environmental contractor who took initial soil samples immediately following the crash, the Navy's disaster recovery team prepared an environmental action plan to restore the Nashville neighborhood.

The Seabees met with Rear Adm. Dirren, Commander Naval Safety Center; Rear Adm. Christensen, Commander Navy Training and Doctrine Command; and Capt. Stewart, Commander of Nashville's Naval Reserve Advanced Base Functional Component Unit, who had been recalled to active duty to serve as the local liaison for legal and cleanup efforts.

This team developed a two phase approach to completing the final restoration process.



▲ Seaman Troy Marthinsen, from Nashville, Tenn., clears tree limbs from the residential area where NMCB 24's DET began their work.
(Photo by Lt. j.g. Greg Harris)

Phase One involves removing all contaminated soil, which contains more than 100 parts per million of Total Petroleum Hydrocarbon (TPH), and backfilling the excavated areas with new top soil. A nearby landfill approved for hazardous waste storage agreed to receive the contaminated soil.

Phase Two involves removing the debris from numerous house fires which occurred in the crash. Environmental experts classified this debris as non-hazardous which permitted placing the debris in a standard land-

fill. With their environmental clean-up plan in place, Phase Two could not begin until family members affected by the disaster had the opportunity to thoroughly investigate their homes and remove salvageable personal items.

On Feb. 10, the Seabees assisted grieving families in sorting through their wrecked homes to recover personal articles damaged in the fires. This action allowed the local civilian contractors to begin work on Phases One and Two. The final step in Phase Two will involve landscaping the site to its original natural state.

As the disaster recovery operations concluded, family members of victims and military personnel in charge of the operation expressed their appreciation to the Seabees.

During this ten-day period, the Seabees contributed over 29 man-days of direct labor to support the Navy's disaster recovery operation.

"This was an accident no one ever hopes to see happen," said Harris. "I extend my deepest sympathies to all those folks affected by this tragedy. Our unit and counterparts in the other military branches came together as a joint military team to render assistance to our community. We draw a lot of pride from being in the position to help our fellow man."



▲ The F-14 crash devastated this Nashville residential area.
(Photo by Lt. j.g. Greg Harris)

133's 'Can Do' comes through



Seabees take a break in Bosnia.



A Seabee works in the snow on a hardback tent floor.



Seabees from NMCB 133 go to work immediately after arriving on site.

"Our Seabees are ready on arrival. We have already made a name for ourselves in this operation building Camp Harmon in Zupanja, Croatia. So when the IFOR leadership was looking for a quick reaction team that could get there first and make their headquarters more livable, the Seabees were the answer."

-Cmdr. Gary A. Engle, NMCB 133 C.O.



A Seabee works on headers for hardback tents.



Three Seabees work on subfloors in the Bosnian snow.



Seabees work on equipment in B...

While in F...
build sid...
custom...



nia.

only funds a
baseball
Bosnian
Croatia



nia 133 Seabees
walks to get their
out of the mud.



Seabees stretch canvas to form hardback tents for soldiers in Bosnia. Completed tents are shown in background.

Short Bursts

Rear Adm. John R. Perry Award

Congratulations to the men and women of NMCB 25 for your selection as the FY95 Perry Award winner.

The Perry Award recognizes the best overall reservist battalion.

Navy's new 'Right Spirit' campaign

A new initiative to deglamorize alcohol use and prevent its abuse throughout the Navy was announced March 25 by Secretary of the Navy John Dalton. In ALNAV 011.96, Secretary Dalton stated, "any perception that alcohol is central to our tradition is wrong."

The Navy's 'Right Spirit' campaign targets all hands, from seaman to admiral, with the goal of significantly reducing alcohol abuse and its negative effects on fleet readiness. The Marine Corps incorporated a similar campaign into their health promotion program called 'Semper Fit.' The ALNAV implements an immediate policy change regarding alcohol consumption by members under the age of 21.

Effective April 1, 1996, all Department of the Navy bases will be required to strictly conform with the drinking age limitations of the state in which they are located. This revokes previous exceptions -- most notably the one allowing Navy and Marine Corps installations within 50 miles of a foreign country with a lower drinking age (i.e. Mexico) to permit underage drinking at certain establishments on base.

Overseas installations, and ships or activities visiting foreign ports, will conform to local country law. But in no case will drinking be permitted below the age of 18.

Along with this top-down leadership approach toward responsibility, several initiatives are being implemented by the Bureau of Naval Personnel's Drug and Alcohol Program division

(Pers-60). These include enhancing alcohol abuse education, improving data-gathering on affected Sailors, and raising awareness of the consequences of irresponsible drinking.

- Michael McLellan

Coat liners scarce

Orders for large liners for the camouflage cold weather coat from the Navy Exchange Systems Command (NEXCOM) Uniform Support Center have been cancelled because NEXCOM is in such short supply in the supply system.

NEXCOM has requested that everyone stop all routine orders for this item.

The supply that is currently in the system is being saved for emergency situations such as Sailors who are deploying in support of Operation Joint Endeavor.

In emergency situations, contact COMNAVRESFOR N41 at DSN: 678-1095 or COM: (504) 678-1095 for approval prior to submitting orders for individuals deploying in support of Operation Joint Endeavor.

Household goods hotline

The Bureau of Naval Personnel and the Naval Supply Systems Command have been meeting to improve service for Sailors who are moving.

One new innovation is the NAVSUP Household Goods Help Line. It was established to provide tips on how to make a military move go as smoothly as possible.

The help line provides services ranging from telephone numbers for a Sailor's local household goods or claims office to clarifying specific moving entitlements.

The Household Goods Help Line number is 1-800-444-7789.

Specialists are on duty from 8 a.m. to 7 p.m. Eastern Standard Time, Mon-

day through Friday.

Callers can leave a message any other time for a call back on the next business day.

For answers to questions about your upcoming move, call the Household Goods Help Line today.

Tuition Assistance changes

The existing \$285 cap for an undergraduate course and \$395 cap for a graduate course are eliminated. Instead, the Navy will pay 75 percent of tuition costs for all undergraduate courses, without exceeding \$2,500, and 75 percent of all graduate courses, without exceeding \$3,500.

These amounts apply to both officers and enlisted personnel, and waivers for amounts exceeding authorized limits will not be granted.

If a student is officially presented a Bachelor's Degree during the fiscal year, the student is still eligible for fiscal-year funding for graduate study.

In such cases, tuition assistance funds already expended during the year will then be counted toward the graduate level funding cap of \$3,500.

WHOOOPS!!

In the "From the Archive" section of the January/February "Beeline" two photo captions identified Seabees as being from NMCB 24.

The Seabees were actually assigned to Subic Bay - not reservists from NMCB 24.

WORTH REPEATING

"A pint of sweat will save a gallon of blood."

—George S. Patton
(1885-1945)
U.S. general



Beeline Conversations

NRCEP officers recalled to active duty, sent to Europe in support of Operation Joint Endeavor

Lt. Cmdr. Richard L. Curbello, 3rd NCB, reported to Regional Contingency Engineering Management, under the U.S. Commander in Chief, European Command, Vaihingen, Jan. 8.

Curbello, 48, lives in Portland, Tex., near Corpus Christi. He holds an Associates degree in electrical technologies from San Jacinto College in 1983. His active duty service, from 1966-1970, saw him serving aboard USS Frank E. Evans, and with NMCBs 22 and 121. He also served with Navy Recruiting District Houston Texas, from 1972-1973.

Curbello works for NAS Corpus Christi Public Works Department as energy conservation manager and planner. He plans and prepares for military construction and special projects, including contract specifications and economic analysis, and gives technical support to the Public Works officer. For the past two years, he represented NAS Corpus Christi on all Base Realignment and Closure (BRAC) related issues.

"The job was a real challenge," Curbello admits, "because I had no idea what the next issue would be."

Most recently, Curbello was responsible for relocating the U.S. Navy Mine Warfare aviation assets from NAS Alameda to NAS Corpus Christi. During the previous three years Curbello served on the NCB 3 staff as the assistant operations officer for U.S. Marine Corps Affairs. That assignment included responsibilities as action officer for contingency operations or special assignments. In 1993, during Operation Restore Hope, Curbello backfielded the Operations department at the NCB 3 Headquarters in Pearl Harbor. In 1994 and 1995, he spent several extended periods of ADT serving as an NCB 3 action officer in Pearl Harbor.

Two naval reserve civil engineers were recalled to active duty in January and began serving 270-day tours in Europe, in support of Operation Endeavor.

Beeline: *Can you give us a rundown of your recall?*

Curbello: This assignment has been a challenge since departing Texas on Dec. 26. After inprocessing, I was sent to Fort Benning, Ga. After completing training at Fort Benning, I was sent on to USCINCEUCOM in Vaihingen, Germany. I got here on Jan. 8. While at Fort Benning, I underwent medical and administrative processing, selected military and JPOM training and learning to work in a joint environment.

Mosites: I came onto active duty at the St. Paul Reserve Center on Jan. 9. I proceeded to Great Lakes, Illinois, for mobilization inprocessing. I picked up my ticket to London and reported here Jan. 15. I was put into active pay status. My shots were updated. I was issued dog tags and given a dental exam. I went through other mobilization stops such as family services and legal. Still, only being off active duty two years prepared me compared to most reservists.

Beeline: *What are your assignments there?*

Mosites: My current assignment is to support the Deputy Chief of

Lt. Cmdr. Patrick J. Mosites, NCB 25, NAVEUR N7 Augment, reported to the office of Deputy Chief of Staff, Facilities, under the Commander in Chief U.S. Naval Forces Europe, London, on Jan. 15.

Mosites, 35, is a native of Omaha, Nebraska, and currently lives in Cottage Grove, Minn., with his wife, Catherine, and his three children, Paul, Shona and Peter. Mosites earned a Bachelor of Science degree in civil engineering from the University of Nebraska in 1982.

Mosites entered the Navy in 1981 as an E-3, enrolled in the CEC Collegiate program and was commissioned an ensign in May 1982. He has served the Navy for a total of nearly 15 years in both active and reserve billets, with tours that included NSF Diego Garcia, NSA Holy Loch, Scotland, ACB-1 NTS Great Lakes, NTC Great Lakes, ROICC Key West and NMCB 25.

When not on active recall, Mosites works at the Naval Industrial Reserve Ordnance Plant, Minneapolis, Minn., as a construction contract administrator and inspector. He is also resident facilities engineer and a Navy technical representative for an environmental cleanup at the plant. He also administers and inspects construction contracts, acts as resident engineer for facilities, and reviews designs for Navy and Army reserve centers in Minnesota, Wisconsin and Iowa. Mosites' current assignment in Europe marks the first time that he has spent significant time away from his family. He makes occasional phone calls home and, he says, "the separation has allowed me to catch up on my letter-writing skills. My wife likes the letters because they remind her of our courtship days when she was in Scotland and I in San Diego, assigned to ACB-1."

Staff for Facilities, Naval Forces Europe, London, UK, coordinating the movement of the Seabees in and out of Bosnia, using the JOPES (Joint Operation and Planning Execution System), a computer system which coordinates troop movements, sort of like an airline reservation system. With JOPES, Little Creek, Va., inputs a Seabee movement and then the information is sent to the European Command via my office for validation, and a window of travel is established.

Curbello: I serve as a staff action officer in the JLOC/J4-EN cell, supporting Operation Joint Endeavor. I also perform other taskings, as directed, to fill contingencies. USCINCEUCOM is a unified command and all branches of the armed services are represented on staff.

Beeline: *What about your daily routine?*

Mosites: I follow up with the various transport commands to make sure Seabees get from point A to Point B. I also coordinate with the Second Naval Construction Brigade to meet new requirements as they come up for Operation Joint Endeavor. I have assisted in various wargame scenarios to test readiness and provided input for budget questions regarding the future of Seabee battalions.

Curbello: I work within a 24-hour, seven day a week, watch section has five days on the job, with two days off, in differing shifts. I get up in the dark, ride a bus six miles to work and go home in the dark. One still has to take care of the routine aspects of living, like doing laundry.

Beeline: *Has your recall been difficult? What things have been tough on you?*

Mosites: Family separation. My two youngest children have taken the separation the hardest of all. My wife has been running the household all on her own. I can sense the fatigue of our separation in her voice when we talk on the phone. The biggest fear my wife has is that I will be called into Bosnia should things get out of hand. I continue to reassure her that I doubt that will be the case.

effectively with the complexities of joint operations. My strategy for success is threefold: be patient, be persistent and be optimistic.

Beeline: *How is the environment there? What is the local area like?*

Curbello: I'm still waiting to see the sun. The language barrier has made it difficult to get out and converse with the civilian populace. Since being in Germany, I haven't had much of an opportunity to see the countryside. I did get to go into Stuttgart for a half-day. I rode the train, saw the sights: it was a very beautiful city. I also got the opportunity to

“Even though it would be hard to justify some aspects of what we are doing over here to someone in the United States, I know in my heart that it is the right thing to do.”

Curbello: The holidays had an impact on my recall, but there was no real confusion: the mobilization procedures were well laid out: Fort Benning was interesting: I never thought I would be experiencing zero-degree weather in Georgia—or 20-degree weather in Pensacola, for that matter.

Beeline: *What are some of the difficulties you've encountered with your assignment in Europe?*

Curbello: The weather has a definite impact on people here. Especially if you are from south Texas where the winter is usually mild. Since being here, I've seen everything from the mid-30's to the low teens. It has snowed, sleeted and rained. On the night shift, I invariably miss all of the scheduled meals at the dining facility. The duties of the watch dictate when you eat, not the dining facility hours. There are four officers billeted in a single room approximately 16 feet square. You really get to know your roommates well.

Mosites: I had to hit the ground running and learn all the aspects of my billet, the duties of the people I would be working with, and the ins and outs of the JOPES system. There are challenges. An example might be a recently required flight to take eight men into Sarajevo to support the IFOR commander, Adm. Smith. EUCOM couldn't arrange a flight fast enough so we requested the Navy fly them in since they had a plane available earlier. We went through a lot of hoops to get the necessary approvals and arrangements, and in the end we got them there as planned. I overcame problems through persistence, asking questions and developing point of contact lists.

Beeline: *What is the positive side of the situation?*

Mosites: The professional attitude of everyone in getting the job done.

Curbello: There is a lot of support and teamwork from others around me. I just walked in and picked up the ball, and felt like a team member from day one.

Beeline: *What goals have you set for yourself?*

Curbello: I want to do the best job I can while I am here. Basically, being in the work environment and going over the general scheme of things has helped immeasurably.

Mosites: To become fully proficient with the computer systems, deal

visit Vaihingen for a half-day. Guess I really looked like a tourist—window shopping and looking like I didn't know where I was going, which was true. One thing for sure, German food is wonderful—especially the pastries.

Mosites: Britain has been experiencing one of the worst winters since the 1940s. We've had three blizzards, with snow and ice. Despite all that, the British people are open and friendly. One significant impact we have all felt here is the recent start-up of the IRA terrorist bombings. Everyone is very concerned about security. It's certainly understandable. The last bomb was located less than a mile from where I work.

Beeline: *How do you perceive what is happening there and how you fit in?*

Mosites: Our involvement in Bosnia is probably one of the most unique situations. Even though it would be hard to justify some aspects of what we are doing over here to someone in the United States, I know in my heart that it is the right thing to do. I only hope that all the hard work and sacrifice that everyone has made will not be in vain, that peace will hold and the country will heal itself. I take great consolation in the Book of Matthew: "Blessed are the peacemakers for they shall be called the children of God." I think the Navy Seabees epitomize those words.

Curbello: Everything that we work with has an effect on people downrange in Operation Joint Endeavor - and I feel that the work that is ongoing here is contributing to the success of what President Clinton and others want to happen with the mission. I feel that the right things are happening.

Beeline: *Do you have anything else you'd like to add?*

Curbello: When I was first recalled, this job was a big unknown in many ways: I was unsure how I was going to be used once I got here. When I got here, however, I found myself working with people I had worked with before, and I drew on that past experience. Things have come together very well.

Mosites: The one highlight of my assignment will be that my wife will be coming for a visit in March. You see, my wife and I never had a honeymoon and March will mark our 10th anniversary. I missed our first anniversary because of a deployment to Saipan, so we plan on taking a quick trip to Paris and celebrating our anniversary.

-Telephone interviews by JOC William Mooney, RNCFSC Public Affairs

News to Use

Dental readiness

By now, every Naval Reservist is aware of the renewed emphasis on dental readiness. Lessons learned from the largescale mobilization of reservists for Operation Desert Storm revealed a need for improved dental readiness, resulting in the current requirements for a Type One or Type Two dental examination with appropriate x-rays at the time of required physical exams as prescribed by the Manual of the Medical Department. For Seabees under age 50, this is once every five years.

A point to emphasize is that there is no requirement to conduct dental exams outside this normal schedule. For example, a reservist whose last dental (and physical) exam was in 1993 will

be due for his next dental exam in 1998. Dental manpower restrictions and reserve personnel morale issues force everyone to follow this schedule.

Selected Reservists are reminded that a minimum of Dental Class 2 is a "condition of employment" in the Naval Reserve and that each individual reservist is responsible for maintaining good dental health at his/her own expense.

Proposed dental plan for reservists

Congress approved a dental insurance plan for Selected Reservists in February. This plan would make reasonably priced dental insurance, similar to the Tricare plan for military dependants, available to reservists. Although the bill containing this plan

was vetoed by President Clinton, not because of the plan but because of other provisions, there is optimism that a dental insurance plan for reservists will become reality. Such a plan will help reserve Seabees, many of whom are self-employed.

Regulation change for dental exams

Change 112 to the Manual of the Medical Department allows reservists to have dental exams at "an authorized contracted civilian dental office." Previously, all dental exams for reservists were required to be performed in a federal dental treatment facility. The new provision allows commands more flexibility in obtaining dental exams for their personnel.

—articles by Capt. Douglas Rawls

Reserve components to cut 16,000 positions

by Rudi Williams

DoD will inactivate hundreds of reserve component units across the country, including Naval reservists, cutting nearly 16,000 people by Sept. 30, according to a recent Pentagon announcement.

"This is the third year of a five-year restructuring plan, so we consider this a fairly routine year with fewer personnel cuts and inactivations than there were during the first couple of years," said a Reserve Affairs spokesperson.

Secretary of Defense William Perry said reserve component downsizing results from changing defense requirements of the post Cold War world.

"This strategy continues to strive to protect personnel readiness while our forces 'rightsize' to achieve the fiscal 1999 target structure," Perry said. "Readiness remains my top concern."

The reductions will free resources to pay for other quality of life initiatives such as employer and family support

and initial-entry and duty training, Perry noted.

The fiscal 1996 reductions comply with strength levels established through the Bottom-up Review, which provided strategy and force structure adjustments required to meet a post-Cold War threat, officials said.

DoD has three priorities in restructuring:

- To enhance force readiness with an increased reliance on the reserve components;

- To protect people—whenever possible, service members will be transferred to other units; however, transition benefits authorized by Congress will take care of reservists leaving the forces; and

- The drawdown is being managed to minimize the impact on the states' ability to respond to domestic emergencies.

Whenever possible, personnel from inactivating units will be reassigned to other reserve component units within

a reasonable distance from their residence.

If there is no position available, the individual will be separated with the appropriate transition benefits, officials said.

"Individuals who decline the new assignment will be involuntarily separated without transition benefits," a spokesperson said.

Individuals enrolled in a GI Bill program at the time of involuntary separation will continue to receive the benefits, officials noted. DoD will grant waivers to those required to serve a certain number of years in exchange for education benefits.

Reservists and guardsmen who enlisted or re-enlisted for a bonus or the Student Loan Repayment Program will no longer receive payments if their units are inactivated, officials said.

Weapons and equipment at inactivated units will be redistributed to other units, officials said.

— American Forces Press Service

From the ArchHive

Magic Boxes

Pontoon causeways vital in WWII

by Sam Christian

During WWII many roads to victory were built on land and bridges were made to span rivers and streams but there was a more important bridge built on the beaches.

That bridge was the pontoon bridge or causeway. The Navy pontoon was a 5X7X5-foot steel box which when connected together would form a landing barge, a pier, a causeway or a floating drydock. This type of construction tool could be used right under the enemy's eyes.

Without the pontoon causeway some beach landings could not have been made by the United States Navy and Marines without the cost of thousands of more lives.

The first idea that large steel pon-

toons could be bolted together to form barges was written in a report by a Navy civil engineer in 1936.

In 1939 Captain John Laycock, a Navy CEC Officer, had studied the idea and experimented with models of cigar boxes and tested different sizes and shapes for maximum strength and stability.

By the fall of 1940 he had worked out most of the details for a standard pontoon and the hardware to connect the pontoons together.

In May, 1941 the first pontoons were delivered to the Navy for testing.

The steel box became known as the Magic Box of the Seabees due to its versatility and many uses.

Pontoons were used as barges, bridges, cranes, drydocks, piers, reservoirs, wharfs and causeways.

These variations were used from the

beaches of Normandy, Italy, and North Africa to all of the island beaches in the Pacific that the United States landed on.

The first real test of the versatile pontoon was in the creation of a causeway that would enable equipment to be offloaded from Tank Landing Ships (LST) onto the shallow beaches in Europe.

Causeways were designed by fastening two pontoons together side by side and then continuing lengthwise to a maximum length of 175 feet. Most beaches that the landings would occur on would require a causeway of 300 feet.

A causeway more than 175-foot was to flexible to withstand surf action, so a slide rule method was adapted with the use of two 175 foot causeway sections to increase the length.

The first demonstration of the use of pontoon causeways was shown somewhere along Narragansett Bay March 18, 1943, by Seabees with distinguished British and American leaders observing.

With an LST and two 175-foot sections of causeway the Seabees unloaded a huge antitank gun in seven minutes after the LST had grounded 500 feet from shore.

This demonstration determined the United States tactics in Sicily.

Within 24 hours of that demonstration a trainload of pontoons pulled out of Davisville, R.I., to be shipped to accumulation sites along the North African Coast.

The Pontoon Detachments, made up of selected officers and men, were created and trained. Five-thousand-seven-hundred-sixty pontoons were assembled to create 96 175-foot pontoon causeways in North Africa.



During the Mediterranean invasion of Sicily on July 10, 1943, the causeways were manned by three platoons from the 54th Construction Battalion, one platoon from the 1005th Construction Battalion DET, and twelve platoons from the 1006th Construction Battalion DET.

The Seabees worked the causeways under tremendous difficulties caused by flat beach conditions, high winds, and constant enemy fire.

The Seabee Pontoon Units (two officers and about thirty five men for each causeway) had one of the toughest, wettest, coldest, and most unprotected jobs of the war. They rode face down on the causeways as they floated in toward the beach, exposed to bombs, gunfire, floating mines and heavy seas. In the invasion of Italy at Salerno and Naples the 1006th Pontoon DET and a DET from the 70th NCB unloaded ships for ten days under constant fire and bombing.

Before Naples harbor was opened, 190 LST's were unloaded by Seabees over causeways on the south beach.

The 1005th suffered 28 percent casualties, with one officer and seven men killed. It is estimated that approximately 11,500 vehicles went ashore over the 1006th Detachment's causeways during the Italian Invasion.

Pontoon causeways, barges, and docks were used in many other locations in the Mediterranean and North Africa in the landing of troops and equipment to combat the enemy.

For the invasion at Normandy the Rhino Ferry was conceived to aid in getting materials ashore in a hurry. The Rhino Ferry was a barge having a capacity of 300 tons and constructed of six pontoon strings wide and 30 pontoons long and was powered by a large outboard motor.

The Rhino was first made up and tested in August 1943 at the Advance Base and Proving Ground at Davisville,



R.I.

Assembly of the Rhino's began at Falmouth in late November 1943 by a detachment from the 81st NCB. Two other construction sites were started and the 1006th and the 111th NCB assembled ferrys for the invasion. In addition to the Rhinos the Seabees built 36 Rhino tugs, 12 causeway tugs, 12 warping tugs (designed to pull broached boats off the beach) 2 Rhino Repair Barges, and 2 floating dry docks all constructed of pontoons.

The 81st, 111th, 108th, and the 1006th manned the rhinos, causeways and pier-heads during the Normandy Invasion (D-Day) on June 6, 1944.

In the war in the Pacific the pontoon causeway first played a big role in the victory at Kwajalein in the Marshall Islands. Here the biggest landing problem was the coral reefs that prevented the LST's from getting close to the islands.

At Kwajalein the Seabees built a 250-ton and 2000-ton floating drydock capable of handling destroyer escorts for the base.

In the fall of 1942, the decision was made to ship the 15,000 pontoons needed in the Pacific in the form of flat plates and rolled steel.

The Seabees could then complete the manufacture of the pontoons and

then assemble them into barges and piers. Pontoon Assembly Depots were constructed at Manus; Espiritu Santo; Milne Bay & Hollandia, New Guinea; Isle Nou, New Caledonia; Banika, Russell Islands; and Calicoan in the Philippine Islands.

Naval Construction Battalion, Pontoon Assembly Detachments (PAD) were formed to construct the pontoons for the causeways, docks, and piers used in the Pacific.

With welding torches and "Jewelry", Pontooners' lingo for the hardware used to connect pontoons, men of the PADs stormed the

beaches of the Pacific and Europe to assemble roadways of floating steel into causeways, docks and piers.

While they were sitting ducks for enemy gunfire and bombs the Seabees built the last mile for huge convoys of LST's laden with troops and equipment.

PAD One trained at Advanced Base Depot, Gulfport, Miss., and shipped out on Dec 13, 1942, and arrived in Noumea Jan 20, 1943, to start constructing the first pontoons in the Pacific. On June 19 the PAD moved to Manus with 15 men operating in Samar.

PAD Two arrived in the Russell Islands Dec. 16, 1943, and worked there for the duration of the war.

PAD Three departed the United States Jan. 15, 1944 and arrived in Milne Bay, New Guinea, on Feb. 10, 1944, and in November, 50 men were sent to Leyte and Samar in the Philippines.

PAD Four departed Port Hueneme on Oct. 21, 1944, and arrived Hollandia New Guinea in November. In January 1945 it moved to Leyte Samar in the Philippines until the end of the war.

PAD Five departed Port Hueneme Dec 18, 1944 and arrived Guam Jan. 16, 1945, after stops at Pearl Harbor and the Marshall Islands. PAD Five finished up the war at Guam.

NMCB 25 DET puts tactical training to test

by EO2 Ernest J. Varga

NMCB 25 DET 0825, Great Lakes, Ill., faced seven obstacle courses during their November drill weekend. Course environments that might have come from the opening scenes of a Steven King novel were hardly reflected by the course names.

The Seabees battled a cold, bleak and barren tundra; bare rock or soil randomly erupting from the plain and bodies of water that appeared from nowhere when they tackled the courses named "Metal Works," "Fingers" and "Easy Street."

The courses named "Crossroads," "Deliverance," "Steel Stare" and "Clearview" brought new challenges to the 'Bees with howling winds that traveled through the thick forest, brush so dense it allowed no visibility beyond arm's length and unpredictable ravines that fell away steeply.



▲ A Seabee demonstrates how to determine tactical field position. (Photo by Lt. Dennis Self.)



▲ Seabees walk across patches of snow during their field exercise. The Seabees took on seven obstacle courses.

(Photo by Lt. Dennis Self)

Early on Nov. 19, the Seabees began to tackle these obstacles as a part of their preparation and readiness training, but not before undergoing extended classroom instruction on map and compass reading during their October drill weekend at Great Lakes Naval Base, Ill.

The DET training personnel derived the idea of a field exercise in order to reinforce training that the reservists underwent. Additionally, the exercise offered DET members a chance to deal with a vital aspect of any military mission ... military instruction and procedures.

The exercise was held at a McHenry County Conservation District site in northern Illinois. Known as "The Hollows," the site consists of two formidable environments: an abandoned gravel pit, which makes up Metal Works, Fingers and Easy Street, and a densely wooded area, which embodies Crossroads, Deliverance, Steel Stare and Clearview.

During the exercise, the DET developed their "pacing skills" (relating to specific measurement of horizontal distance), their "offsetting skills" (to avoid obstacles, such as a lake that was not on the map) and sharpened their "orientation skills" by holding a bearing on True North.

The seven courses were set up on November 18, by Lt. Dennis Self, Chief Hodges, Petty Officers Obregon, Winstead, Leschman, Mellinger and Varga. Everyone involved in the instruction was familiar with compass reading from their civilian jobs.

The DET was divided into six teams, companies Alpha through Foxtrot, and the courses were run as competitions. Bravo Company took the overall competition and won gift certificates to shoot a round of sporting clays at a local hunting club. The great recreation was also a chance for the Seabees to sharpen their shooting skills.

A second part to the drill is in the works for late summer. The plan is to conduct a large-scale map-reading exercise, including a two-day field hike set up in a large state forest.

Ideally, the DET will be divided into groups, each following separate routes through the forest and rejoining later at predetermined points and times. As planned, the event will involve survival skills.

If other reserve detachments wish to join in the event, contact EO2 Ernest J. Varga, no later than May 31, at NMCB 25 DET 0825, Naval Reserves, Great Lakes Naval Base, Great Lakes, IL 60088.

Career Corner

The first place you look to plan your future.

Personnel policy update

The Bureau of Naval Personnel has released the latest information about Navy personnel policies, programs and initiatives in the quarterly update message (NAVADMIN 029/96). The message summarizes the topics and issues which impact Sailors and assist them when making future decisions.

With the drawdown 80 percent complete, the focus is now on retaining quality Sailors and reducing first-term attrition. The NAVADMIN discusses areas where improvements are being made to increase the number of Sailors who "stay-Navy."

The structure of some ratings has changed in the past several months, providing conversion opportunities for qualified Sailors. The message issues guidance for Sailors desiring challenging careers in the Legalman (LN), Master at Arms (MA), Navy Counselor (NC/less CRF) ratings, and discusses opportunities for Sailors in some aviation ratings to become P-3 flight engineers.

-by Lt. Kelly Watson

Logistics Officer Workshop

The first Naval Construction and Engineering Supply Corps Officer Logistics Workshop was held at the Naval Reserve Center Columbia, S. C., February 17-18, 1996.

The workshop was sponsored by Rear Adm. Robert Stack, USNR, flag sponsor for Seabee Supply programs, and Capt. Bob Davis, USNR, director of resources at the Reserve Naval Construction Force Support Command (RNCFCSC) and senior Seabee Supply Corps Officer.

Twelve Seabee Supply Corps officers attended. The commands represented were RNCFCSC, Second Brigade, Third Brigade, Third Regiment, CBC Gulfport (Augment), CBC Port

Hueneme (Augment), and Naval Construction Force Support Unit 3.

There were three guest presenters at the workshop. Capt. Jim Holloway, USNR, Commanding Officer, Fleet Industrial Supply Center (FISC) East 207, gave an update on FISC Fleet Support; Capt. John Rogers, USNR, Assistant Chief of Staff for Plans and Policy Logistics Task Force Atlantic Fleet (LTFLANT), discussed the Supply Corps Vision Study and gave an update on the Logistics Task Force (LTF); and Lt. Cmdr. Gary Tapp, USNR, Naval Reserve Cargo Handling Battalion (NRCHB) 4 Operations Officer, briefed the group on Expeditionary Logistics Support Force (ELSF) operations.

The keypoints on Saturday's agenda were updates on status, plans and operations for the Second and Third Brigades; Supply Management Inspections/Assist visits; Fiscal Year 97 Supply Officer staffing and rotation; and the status of individual units.

The new Seabee Supply Corps Officer Career Rotation Guide, which is undergoing revision, was also discussed.

Davis ended the session by showing the promotional video for the 1996 Supply Corps Workshop and briefing the group on the 1996 Supply Corps Selection Board schedule.

The last day of the workshop featured presentations on the Supply Corps Vision Study and LTF, FISC Fleet Support and ELSF operations; the NMCB Table of Allowances Project; and the issues of Second Brigade active duty Storekeeper assignments; overall Program Seven funding; and the status of manning in the enlisted ratings were brought to the table.

Stack closed the workshop by expressing his appreciation for everyone's attendance and participation.

All of the participants expressed the feeling that the workshop was a worthwhile endeavor because it presented

an opportunity for them to meet with their counterparts and discuss issues which concern and effect Seabee Supply Corps Officers nationwide. Currently the plans are to make this workshop an annual event and to encourage a wider range of participation in the future.

-by Lt. Cmdr. Bill Mills

Armed Forces Service Medal

President Clinton signed an executive order authorizing the Armed Forces Service Medal. The new medal will go to service members participating in peaceful U.S. military operations on or after June 1, 1992.

Under the guidelines, the Joint Chiefs of Staff will decide which operations are eligible for the award. Service members receiving the award must not face foreign armed opposition or imminent hostile action. All military service members may receive the award.

New regs for AFEM, SWASM medals

Under Secretary of Defense for Personnel and Readiness Edwin Dorn recently revised the criteria for awarding the Armed Forces Expeditionary Medal (AFEM) for Operation Southern Watch, authorized by NAVADMIN 270/95 last November.

In another NAVADMIN released last week, Dorn revised the original criteria allowing service members who earned the Southwest Asian Medal (SWASM) and later become eligible for the AFEM in another tour to wear both medals. For example, an individual who earned the SWASM in 1991 and subsequently returns to the area after Dec. 1, 1995 (the effective date of the AFEM for Operation Southern Watch), may wear both awards. Individuals whose service spans the transition date are only eligible for one of the awards.

From the Master Chief

by UCCM (SCW) Donald Ellis

When we think of rough and tough, fighting Seabees on remote Pacific islands during World War II, we imagine construction workers totally determined to get the job done using all available tools and materials.

We can recognize that same perseverance and flexibility in today's Seabees, who use additional skills and tools to solve tough problems. One of the more primary skills that today's Seabees possess is the ability to understand and operate the personal computer.

Men and women currently entering the Seabees have grown up in the computer age, with computers in their homes and schools. Many new Seabees are as comfortable using a computer as all of us are when using the telephone.

It is critical that the Seabee community recognize the computer skills that have developed naturally in the current generation of Seabees, and that we integrate them into our daily operations and search out ways to implement computers into the overall Seabee mission.

Computers have become the newest tool in the Seabee

toolbox. During the past ten years, computers have grown from basic floppy disk systems to powerful, high-speed hard drives with increased capacity for information storage. This increased data storage is due largely to the advent of CD-ROM technology. Additionally, the introduction of laptop computers has liberated the deskbound data crunchers and allowed Seabees to bring computer skills directly to the job site.

Modern software puts more power directly at the fingertips of today's Seabee. I recently visited a local home remodeling store and was surprised at the many low-cost, powerful construction-related software (from job estimating to project scheduling) now available to the construction community. Today's Seabee needs to be provided with this software during day-to-day operations.

As I look further into the future, I cannot see every tool that Seabees will be using on the job. But I can see that our increased computer skills are today's example of the Seabees total determination to complete a job using any available tools or materials.

Donald Ellis
UCCM (SCW) USNR

**DEPARTMENT OF THE NAVY
RESERVE NAVAL CONSTRUCTION
FORCE SUPPORT COMMAND
5000 MARVIN SHIELDS BLVD
GULFPORT MS 39501
OFFICIAL BUSINESS**