

JUNE 1970



Seabeacon

U.S. NAVAL MOBILE CONSTRUCTION BATTALION SIXTY-TWO

View from the bridge



CDR J.P. JONES, JR.

FRIENDS, ROMANS, COUNTRYMEN-- Awards, commendations, and the "latest word" is the order of business when the captain speaks each Sunday morning at battalion-wide quarters muster. Responsible for all functions of the battalion, the captain's only collateral duty is that of morale officer. To maintain high morale he stresses exceptional food services, prompt mail delivery, and top notch recreational facilities for his men. And we're glad. (Photo by Harry Goforth, Jr.)

The man who succeeds in the Navy today must have a thorough knowledge of his military and professional duties, must put this knowledge to work and must demonstrate good performance.

The man who succeeds in civilian life is faced with exactly the same problem. Obtaining knowledge of his duties and increasing his level of education are basic steps on his ladder to success. Do you want to be successful? If so, what are you doing about it?

If you aren't doing anything, you are probably wasting one of the finest opportunities that will ever be available to you. It is easier now to advance in rate in the Seabees than it has been during any other period in our recent history.

Furthermore, the opportunities for increasing your level of education during the deployment are many and varied. All it takes is a little effort on your part. Unfortunately, too many of you take the attitude that it can wait until homeport, or until next year.

Others may complain that, after ten hours on the job, they just don't feel like studying. But, the point is, excuses and delaying tactics just don't get results.

Now is the time for those of you without high school diplomas to take advantage of the Navy's General Educational Development program and

obtain a high school equivalency certificate. Specially designed books are available from educational services to aid you in successfully completing your high school equivalency test.

If you are a high school graduate, take some college courses. The United States Armed Forces Institute (USAFI) offers correspondence courses in almost every imaginable field; and college accredited courses are also available. In fact, in the USAFI participating college and university program, some 46 leading institutions offer more than 6,000 courses ranging from accounting to zoology.

Language courses are probably the most popular courses USAFI offers. These free foreign language courses, which are ordered through the educational services office, are complete with textbooks, pronunciation guides and prerecorded tapes by indigenous persons. Language courses from all over the world are available, enabling one to study the language of the country in which one is presently stationed or the country to which one expects to be assigned.

What you do about these opportunities is really up to you. Don't fall into the trap of waiting until tomorrow. Instead, go today to the educational services office and get the details about the program best suited to you.

J. P. JONES, Jr.
CDR, CEC, USN

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On the cover

ACTUAL SIZE -- Since the Pel-tier Award medallion recently presented to MCB 62 has up to now only been viewed by the upper echelons of the command, we thought it only fair to show it to everyone. The medallion is mounted on a black finished wooden base with an engraved brass strip naming MCB 62 as recipient.
(story on page 4)

◀ HAAAA!--In ecstasy over the Seabees' response to her wisecracks, this ribald Arkansas lass chose to entertain the troops with her personality. She was a member of a country music group visiting Camp Hoover in May. (Photo by Harry Goforth, Jr.)

Seabeacon

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Don Mynar

Officially number one

Even in Vietnam there is pomp and ceremony. And there was good reason for it on June 10. With music filling the air and dignitaries looking on, MCB 62 was honored as the best Seabee battalion in the U.S. Navy receiving the Peltier Award of the Society of American Engineers.

Making the presentation to Commander John Paul Jones, Jr., commanding officer of MCB 62, was the head Seabee in Vietnam, Rear Admiral Albert R. Marschall, Commander, Third Naval Construction Brigade.

During the ceremony RADm Marschall remarked that he has a particularly warm spot for MCB 62. He participated in the recommissioning of the battalion in 1966, and later had the battalion under his command at Phu Bai, RVN in 1967.

He further commented that selection of the Peltier Award this year indicated to him that an agreement on optimum mixture of operational capabilities and administrative expertise had been reached by the selection board.

He praised the battalion, saying, "Not only have you been outstanding in your performance in Vietnam, and in your performance in homeport,

but you have been outstanding administratively, and in all the other factors that go into making the top battalion of both fleets."

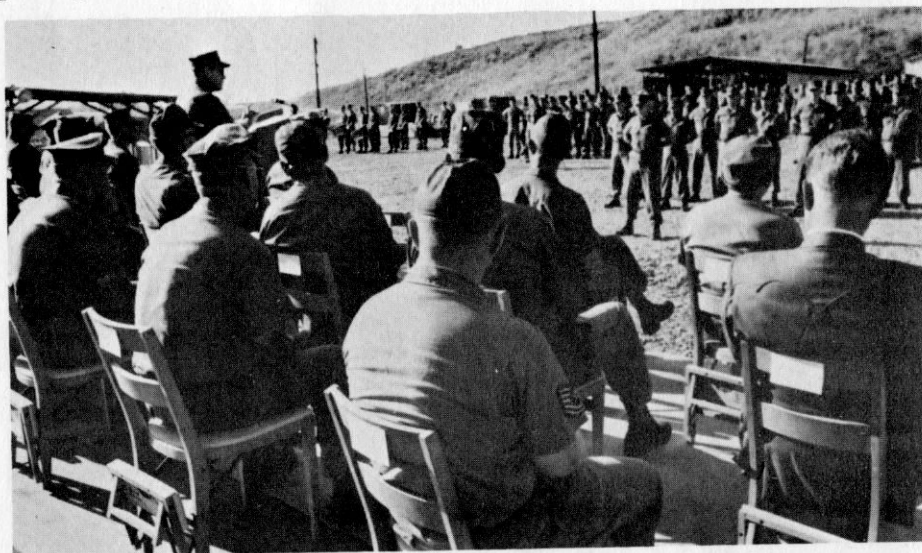
MCB 62 is the first Atlantic Fleet battalion to win the Peltier Award since MCB 1, homeported in Davisville, R.I. took it in 1966.

The award is given annually, based on competition between the "Best of Type" Seabee battalions of the Atlantic and Pacific fleets. In this case MCB 62 and MCB 10.

The award is named for Rear Admiral Eugene J. Peltier, CEC, USN (Ret), former Chief of Civil Engineers and Chief of the Bureau of Yards and Docks (predecessor to the Naval Facilities Engineering Command).

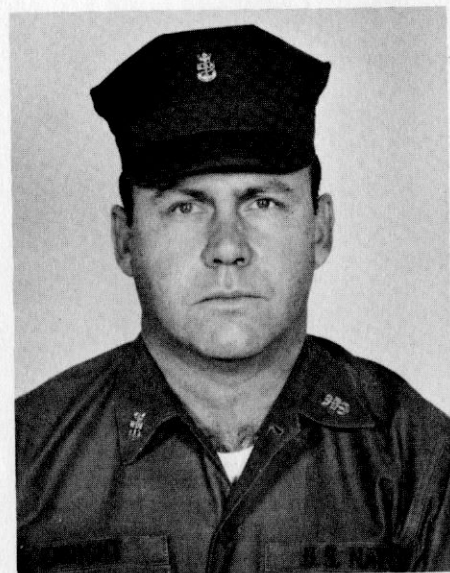
Upon accepting the award for his battalion, Cdr. Jones remarked that he was very proud of the battalion's accomplishments, and that the award belonged to the men in the battalion, all the way down from the executive officer to the last man in the third squad of the third platoon--the Constructionman Apprentice.

Take heed low men on the pole. Be proud. It's men like you, as well as those who supervise, who have made MCB 62 "outstanding."



MCPO's pen

The second week in June saw many visitors in our camp for the Peltier Award presentation ceremony and also several others on various official visits. Most of you saw Captain Krickenberger when he visited all the job sites. Also during that week there was a meeting of the East and West when Master Chief Egelus of CBLANT and Master Chief Olson of CBPAC were both aboard. Most of the discussion I had with them centered around one main topic--what is the future of the career Seabees?



EQCM J.W. ENRIGHT

The possibilities for shore duty is the uppermost in the minds of most of you. The outlook at present is not too bright, but as I mentioned in an earlier article, the establishment of CBU 401 in Great Lakes is the start of a vast improvement in the shore duty picture. At present there is not enough information available to answer all questions, but currently there are plans for 12 to 14 such units with 200-300 Seabees in each unit. These units will be scattered throughout the United States with COMCBLANT responsible for their training and military readiness.

On the other side of the picture, the educated guess

is that two more East-coast battalions will be decommitted. The time of the year will determine which ones it will be.

There are many new deployment sites for the battalions that do stay in commission. We have one battalion going to Guam with detachments in Hawaii and RVN, the Pacific alert battalion in Okinawa, the Atlantic alert battalion in Puerto Rico with many detachments, and another battalion soon to deploy to Guantanamo Bay, Cuba to start construction of the new EM Club and other facilities.

So you can see there are many changes in store for us. The sea duty/shore duty rotation will depend on items such as the number of battalions, the peacetime size of a battalion and finally the end-strength of the Seabees.

I mentioned in my first article the master chief/senior enlisted advisor meeting held in Davisville, R.I. in March, and some of the ideas suggested at that meeting. Some of the ideas have been put into effect. Captain Krickenberger feels that we should hold another meeting, possibly early in September. If this does come about, I will probably attend.

Between now and then, I would like to hear from any of you who have an item you would like to have brought up at the meeting.



Age of Aquarius

When the astronauts of Apollo 13 named their lunar module "Aquarius", they did so in memory of a song they listened to while hurtling through space. Recently the astronauts went to see the musical "Hair" which referred in its hit tune to the "dawning of the age of Aquarius." When one of the characters in the play appeared wrapped in an American flag, the astronauts walked out. They enjoyed the music and the lyrics but not the disrespect paid to the American flag.

The song says, "When the moon is in the seventh house and Jupiter aligns with Mars, then peace will guide the planets and love will steer the stars." Thus, the human longing for peace and love on the earth was expressed so poetically. Another late hit song says, "...there's a new world coming, coming in peace, coming in joy, coming in love." It seems that this younger generation is stating the hope that Christians have proclaimed for centuries. It has never so eloquently been spoken as by these younger citizens, but the means by which it comes will not be astrology and the stars. It will come by the creator of the stars.

The age when peace will guide and love will steer is the age when the Lord returns as he promised he would. When Christ ascended on the Mount of Olivet, the angels said, "This same Jesus that was taken up from you shall return in like manner." He will come as the Prince of Peace and the King of kings and wars will cease. This age will not come with laxness in morals, nor with disrespect to elders and authority.

That this world of ABM's, undeclared interminable wars and social injustices is sick -- all will agree. Nominal Christians and even unbelievers wonder how long this madness can go on. The answer to madness is not further madness, but a return to sanity. Everyone is looking for a new world order. There is little wonder that our youth are disillusioned with the world they have inherited.

The communists are looking for a new world order under a Red flag. They are not harboring any illusions as to the nature of man. Their solution to world peace is through armed might. Their number one exhibit is Czechoslovakia.

Our youth are looking for a new world order through the demise of the "establishment" and the coronation of chaos. The fallacy is that man will not behave as they expect. When left on his own, man tends to become monster-like. Still, our youth contend that it's the only way. Their number one exhibit is the French revolution with its attendant blood-bath and military dictatorship.

Christians look for the coming of Christ as the beginning of world-wide peace, unmingled joy and unfeigned love. This hope is the hope that is in the hearts of everyone -- young and old alike.

Chaplain R. R. Crowe

Harry Goforth LTL-4: Buford's asphalt carpet



FEET THAT TROD UPON THE EARTH (Left) Drawn by "TD-20" operators, these sheep's foot rollers compact laterite clay fill. (Below) Equipment Operator Third Class Ronald Gunther drives a pneumatic tire compactor. (Right) An "MRS" earth scraper rumbles past the project's fill boss. (Photos by Harry Goforth, Jr.)

haupt, "then locate shoulder, slope and grade stakes to indicate to the equipment operators and fill boss, the designated configuration of the road bed."

In its natural state, the spongy brown alluvial soil of the Quang Nam valley does not have the bearing capacity suitable for heavy vehicular traffic. In building roads, one must use a cohesive clay and rock combination that will keep its shape under continuous tire pounding. Driving huge "MRS" and "TS-24" earth scrapers, Buford's fill crew hauls to the new roadbed, tons of hard laterite clay from a place it is found in its natural state on Hill 55. Trip after trip, the grade levels slowly rise.

Following the fill crew, giant "sheep's foot" rollers drawn by "TD-20" dozer operators, pass over the freshly

The first rays of the morning sun have just begun to scatter above the horizon in the east, imparting a faint yellow glow to the sky over South Vietnam's Quang Nam Province. They first illuminate isolated, defoliated Hill 55 in the center of the wide valley, then the dew drops in the tall grass at the valley floor.

Changing directions several times, a road snakes its way down the hillside, crosses a 300-foot-long timber bridge dubbed the "golden-gate", and sweeps out in a southerly direction across the plush green valley. At a point exactly a mile and a half from the river crossing, the road connects to the remains of French-built Provincial Route LTL-4, once a heavily traveled route into western agricultural regions. It is here that the road-builders of MCB 62's Detail Buford begin their work each day.

Assigned a six-and-a-half mile link of LTL-4, running from National Route QL-1 westward, Detail Buford began its work in late April. In conjunction with the 7th Marine Engineering Battalion

assigned to rebuild a western link, their objective is to make possible the resettlement of the natives of the valley who had fled when the Viet Cong seized control.

Up-grading LTL-4 is a task that requires the coordination of numerous engineering specialties as well as the equipment operators, construction mechanics, builders and steelworkers that provide the manual labor. Members of MCB 62's operations staff began planning immediately upon arriving in Vietnam in April. This planning included horizontal and vertical curve design, earthwork computations and material quantity and cost estimates. Scheduling of each individual phase of the operation was done to obtain maximum equipment and manpower usage.

In preparation for the onslaught of Detail Buford, elements from the 7th Engineers, using "Eimco dozers", first begin scarifying the flat terrain along the right-of-way. This is done to remove vegetation, to uncover mines or booby traps and to expose hidden enemy fortifications. The route surveyors, says crew leader Engineering Aid Second Class Paul Wollen-



...highway to home for Quang Nam refugees

equipment operators must compact it to the proper grade and moisturize it to effect an adequate bond.

Using 30-ton pneumatic tire rollers, compacting crews make approximately 40 passes over the road bed bringing the foundation to higher than 105 percent of its maximum registered density. Wetting follows and is done using an eight thousand gallon "MRS" water distributor that sprays the entire contents onto the road in ten minutes. The rock is then dumped onto the road and spread by motorized graders. Heavy grid rollers of various shapes and sizes ensue to force the rock into the wet laterite surface, marrying them into a durable bond.

When the compacting of the rock base is completed, it is then wetted down for the last time and coated with an "asphalt cutback" mixture of tar and diesel fuel. This seals the rock to create an impermeable membrane upon which the asphalt will be laid. The asphalt, hauled from MCB 5's plant at Black Rock Bay, is then applied to the road in a four inch layer using an asphalt paving machine.

The proposed date for the completion of the six-and-a-half-mile stretch, says MCB-62's assistant operations officer Ensign John Rectenwald, was originally June 30, but a lot is left to be done. Every day, the sweep team must cover a larger area and the laterite fill and crushed rock must be hauled a greater distance.

The road crews, by the early part of June, had reached a point just past the first of the two culverts to be constructed. This first culvert, now nearly complete, is, according to engineering officer Ensign George Koob, "...the most easily repairable culvert anywhere." Designed with replaceable concrete lids to facilitate repair if sabotaged, the culverts will only accommodate low runoff water, becoming fords during heavy monsoon

rains.

Life with Detail Buford, say the men, is a tightly scheduled existence, including as much time "out on the road" as possible. Everyone does his job to the best of his ability, realizing that loafing only jeopardizes his own safety as well as that of his comrades. When well deserved slack time comes, everyone enjoys it and no one gets harassment from the higher-ups. A combat zone is no place to bear grudges.

In the Seabee camp on Hill 55, the men of Detail Buford have a lot of the creature comforts of home. Plenty of muscular activity, hot nourishing meals, top-notch bathing facilities and nice soft beds at the end of each day keep them healthy in an otherwise alien environment. At one minute after ten, the end of the day for most, the camp goes dark. Except for the "whirr" of hootch fans and the "boom" of artillery from over the hill, things become quiet and everyone settles down to muster energy for the following day.

C-RATS AND CANNED PEACHES-- (From left) EA3 Ed Sugg, EO1 Sam Bass and EO2 Mike Morisoli enjoy a noon meal on the jobsite. (Photo by H. Goforth)

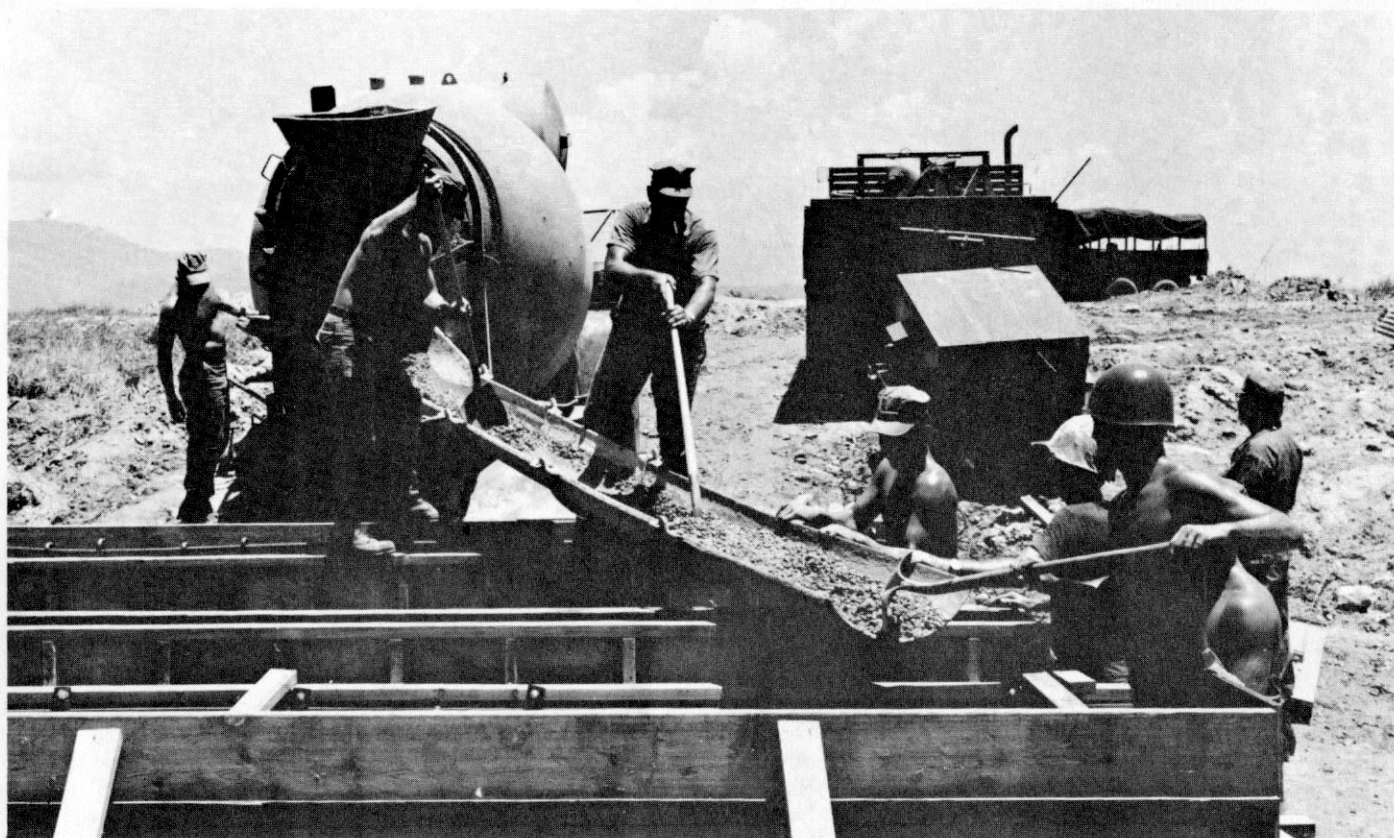


laid fill, compacting it to its proper density. This density, highly dependent upon the soil's proper moisture content, can break down and cause a lack of bearing strength if excess water exists. Rain, therefore, soaking into the fill, has caused numerous delays in the progress of construction.

But there is still over four and a half miles of uncompleted road to build, and there is more to building roads than just compacting laterite fill. The road being constructed by Detail Buford is designed to accommodate low-speed medium weight traffic, and will therefore have an asphaltic concrete paved surface. A crushed rock base is first laid to provide a foundation for the asphalt.

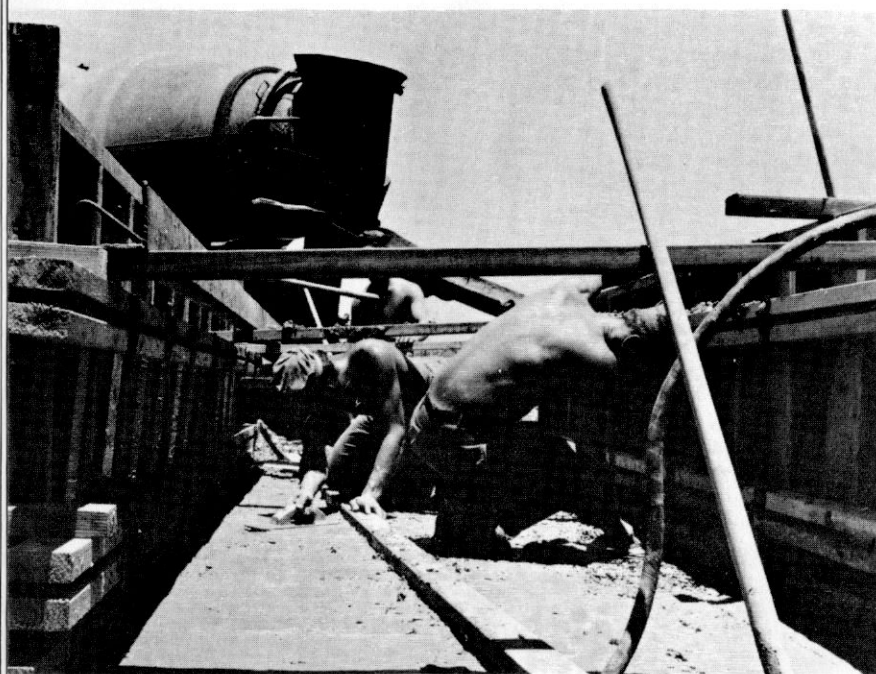
Driving huge "rock dumps" carrying up to 20 cubic yards each, MCB 62's rock transport crews haul the crushed rock from the quarry at the base of Danang's Hill 327 to Hill 55. The crushed rock is stored at Hill 55 in a depository area, to be moved, when needed, to the construction site.

In preparing the surface of the laterite fill to receive the rock base, the e-



Muscles and sweat...

CHARLIE'S BEES MUSTN'T BUMBLE -- Builders and steelworkers from Charlie Company assist (above and below) in building the first culvert on Detail Buford's Route LTL-4 and (right) in repairing a section of the "golden gate" bridge, damaged by enemy sabotage.

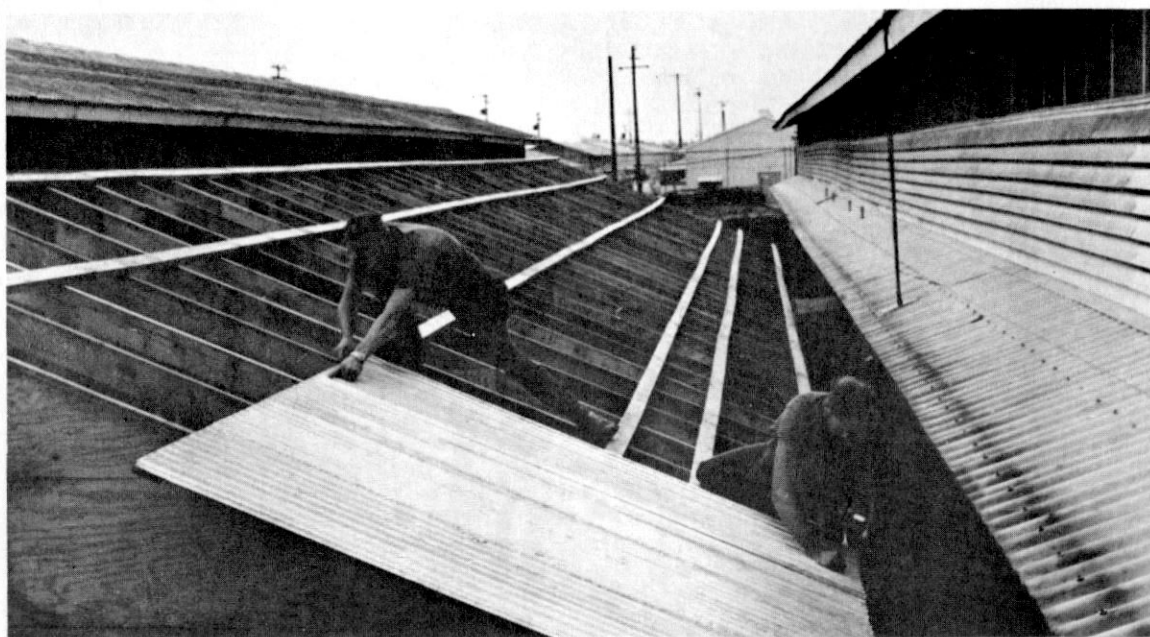


Photos by
PHI Peter Kamishlian



to lift a nation

CHARLIE'S DAM AND DELTA'S BARRACKS -- (Above) An aerial shot of Charlie Company's Bau Nit irrigation dam and (left and below) views of Delta Company's Detail Albany barracks in construction at Binh Thuy in the Mekong Delta.



"Please don't feed the animals" Chaplain R. R. Crowe

■ Now I know how a monkey in a zoo feels," says one member of MCB 62's Detail Albany. With this statement he is describing a phenomenon that occurs daily at the Seabee work site in South Vietnam nearest the Cambodian border. Each evening, as the work day ends and clean-up and chow time begin, the local citizens come to look at the "Hoa Ky's" or "ngoui My's" (Americans).

Mama-sans, papa-sans and even baby-sans all dress up in their best and come to stand near the concertina wire to watch the Seabees line up for chow. For them it's kind of like dressing up and going to a parade, or watching the circus pull into town. The hamlet families seem content to just stand and watch for hours. The Seabees reciprocate and line up

on their side of the wire exchanging with them the few Vietnamese words they know.

Detail Albany is tasked with building an ACTOV (Accelerated turnover to the Vietnamese) Navy base for local riverine forces patrolling at Chau Doc near the Cambodian border. This area has seen little of the military build-up that has taken place in the delta area. A 13-man Seabee team working in civic action, has been located in Chau Doc for some time. But aside from them, few Americans have even been in this area of Vietnam. This is perhaps one reason for the interest that the villagers exhibit in the Seabees and their new base. Another reason, of course, might be the universal tendency everyone has to be sidewalk superintendents. Every place the Seabees are located, construction is going on in a big way.

Riverfront property near Chau Doc is congested and extremely valuable since the waterway is the primary means of transportation in the area. The Seabees, consequently, are constructing their base on built-up land. Handling this feat, the American controlled RMK/BRJ construction cooperative first created a clay dike along the shore line, then filled in the hollow area behind it with river bottom sand. This has given the Seabees an adequate foundation on which to build their camp.

Arriving at the site, Detail Albany's first job was to unpack the barge which had been towed down the coast from Danang, and northwestward up the Hau Giang River to Chau Doc. When the tugboat captain saw the entire "camp" unloaded and spread over the sand, he said, "I'll never believe that was all on one barge."

But it was. The barge contained power plants, trucks, graders, cranes, dozers, living tents, lumber, steel, cement, tools, food and other supplies.

Including a galley, a water purification plant, living quarters, repair sheds, docks, security towers and bunkers, the base will be complete to give the Vietnamese Navy capability of patrol right up to the Cambodian border.

Following the unloading of the barge, the Seabees constructed their own living hootches, complete with pin-ups. They also installed a shower house supplied with refreshing river water with which to bathe their tropical sun-baked bodies each evening after work. Their portable generators now supply electricity for lights, radios and a complete laundry with electric washers and dryers.


Commenting on the men's adaptation to the rugged life officer-in-charge Lieutenant Jerry Bruce said, "That shower and hot chow are the biggest morale boosters in the camp." Nothing could be closer to the truth, for hot, fresh-baked rolls and cakes really set the day off right. The Seabees don't only know how to build. They cook the best chow in Vietnam.

This base near Chau Doc will be one of many as Seabees finish up their work in I Corps around Danang and begin emphasis in the delta. Up until this point in the Vietnam war, the Navy Seabees have largely supported Marine units with their construction effort. Now the Seabees will be supporting the Navy as Vietnamization of the war goes into full swing.

ABOUT THE AUTHOR--With the advent of MCB 62's Seabees to the Delta, Chaplain Crowe is turning into the traditional "circuit riding" preacher of old, like the horseback riding parsons of early frontier days. But instead of horses, Chaplain Crowe utilizes copiers, river patrol boats and jeeps, or any other means at his disposal to bring spiritual and moral help to men on detachments.

NEW ACTOV BASE---From chow halls to four-holers, Detail Albany's builders construct facilities to bring the new camp slowly to its feet. (Photo by Marcel Charpentier)




 Bill Jones

What is a Seabee battalion?

Are the Navy's "salty old men of the sea" turning landlubbers? Yes, they may be. At least that's predominantly the case in one area of the Navy establishment--the Seabees. Members making up the ranks of the Naval Mobile Construction Battalions gaining fame and praise in Vietnam and other parts of the globe.

A Mobile Construction Battalion is just that, an organization that moves around a lot building things. Anything. From outdoor "johns", bunkers, roads, bridges and airstrips to ultra-modern, smooth finished, barracks structures that rival the talents of highly skilled masons and builders in the commercial world.

Basically the mission of a Seabee battalion is to maintain a condition of readiness, to provide rapid and effective construction support for Naval, Marine and other forces, and to be prepared to conduct disaster control proceedings and public work functions. It is also to be ready to redeploy from its employment site within ten days and when necessary, to conduct defensive operations.

Seabee battalions are normally divided into five companies, Alpha, Bravo, Charlie, Delta and Headquarters. Each company is composed of men trained in specific skills, or ratings, to do the particular jobs assigned to them.

Alpha Company, the "M" in MCB, is in charge of the trucks and equipment that keep the battalion on the move and operating smoothly. Almost every job undertaken by a battalion depends in some part upon Alpha's trucks, bulldozers, concrete mixers, ditch diggers, cranes and other pieces of mobile equipment.

During a deployment, Alpha Company men operate the transportation pool, machine shop and auto and heavy equipment maintenance shops. Construction mechanics constantly tear the huge machines down to be cleaned, repaired and rebuilt. Equipment operators handle the mechanized monsters on the many jobs that Alpha Company undertakes. The company serves as a sub-contractor for site preparation, excavation, hauling, pile driving, concrete batching and numerous related projects. Alpha also serves as the prime contractor on highway construction and improvement.

Bravo Company is responsible for the comforts at the end of a long day--a refreshing shower, a cold beer or soda, the electric power used in showing a movie or just listening to the radio. They are the utilities men and electricians who keep the battalion operating with the conveniences of life.

Comforts and conveniences are not the only things supplied by Bravo Company. Its men are also tasked with maintaining and operating the hundreds of power and communication lines in the camp, the boiler room which provides steam and water for the galley and laundry and the ice plant. Also they install and service all the air conditioners in the camp. Camp maintenance is another big task for "B" company. Builders and steelworkers work with electricians and utilities men to repair damaged structures or build new ones. They also operate carpentry, steelworking and paint shops.

The UTs also handle well-drilling and plumbing facilities for the battalion.

Charlie and Delta Companies have basically the same purpose but are split into two companies to spread the wealth of knowledge and skill.

Both companies are staffed by builders and steelworkers. Their jobs include building sea huts, towers, bunkers,

mess halls, clubs and prefabricated steel buildings.

Big jobs such as bridges are a battalion-wide assignment but the major portion of the work is done by "C" and "D" Companies.

Builders handle the construction of forms and pouring of footings of foundations to form the base of the structure. The BUs also handle all aspects of vertical work from masonry to carpentry and finish.

On jobs requiring metal work, the steelworkers take over. Some steelworkers handle the joining of units and sections of steel and sheet metal and forming, cutting, welding and riveting ducts, panels and reinforced steel. Other SWs take the fabricated sections and raise, position and weld them together.

Headquarters Company, comprised of many "fleet" type ratings, is basically a support company for the rest of the battalion. Paper work, orders, food services, barber services, exchange facilities, planning of recreation and care of the payroll are all just a small part of the task taken by this company.

Aside from their professional duties in construction, each man in a Seabee battalion has a military combat function also. All platoons in Alpha and Bravo Companies are assigned as rifle platoons and are armed with M-16 rifles. Charlie and Delta Companies both have two rifle platoons and one weapons platoon each. The weapons platoon mans the M-60 machine guns. Headquarters Company which has three rifle platoons, also has a weapons platoon that operates the 81-mm mortars and provides illumination and fire support as needed.

In the final analysis the Seabees are just "sailors" skilled in construction and able to build anything from nothing in no time at all.

If not for them the Marines would still be trying to build a flag pole to raise the colors on Iwo Jima.

Ron Barker

Engineers, Architects, Ltd.

What "human type" in the ranks of MCB 62 has a GCT/ARI score of 127, has two years of college, is 5'9" tall, weighs 178.2 pounds and more than likely plays volleyball? Chances are if you check the stats you'll come up with something that closely resembles an engineering aid.

Our engineering aid is a very versatile fellow. He can be found on almost any job site the battalion has, making soils, asphalt or concrete tests, reproducing blueprints, surveying for a road, aligning piles, drafting or working in the planning and estimating office. Some engineering aids are also used in the line companies as builders and steel workers. Other EAs are filling various positions throughout the battalion.

All Seabees (Group VIII personnel) are given a General Classification Test (GCT) and three other basic tests to determine the best position for them in a Seabee battalion. The scores of the GCT and the math are combined to give the Seabee his GCT/ARI score. All Seabees have this score. The Navy-wide average for GCT/ARI is 100, but our engineering aids average a remarkable 127.

One of the main reasons for their good showing in this category is the advanced education they've had. The EAs in MCB 62 have an average of two years of college training per man. This includes men who have no college, men who have some college and some who have degrees.

The engineering aid rating was formed when the "fleet" rate of draftsman was split into two groups. One of these groups was combined with the old surveyor rating to form engineering aid draftsman (EAD) and engineering aid surveyor (EAS). Later these two rates were changed to the single rate of engineering aid (EA) as we know it today.

The EA plays an important part in the battalion work-

load. Every project has its beginning from a need of a particular task, then it becomes an idea in the minds of the operations department.

From there the idea goes to the EA's drawing board where it is turned into a visual plan that can be worked on.

The next step in the planning and estimating department. Here the plan is taken and every phase of construction is figured for its time, material and labor costs.

Now the idea finally makes its way into the field, where it stays under the watchful eye of the surveyor's transit until its completion.

All of these steps are necessary for any project the battalion does and the EA is there to give assistance any time it is needed.

Another important task of the EAs of MCB 62 is a military function---manning the mortars. Because of the mechanical and technical skill of the EA, he is the ideal choice for a mortar crew. Many Marines have come to respect the accuracy and the speed of the Seabee mortar teams.

The engineering aids of



Who's who in 62

Harry Goforth

This month, for our Who's who column we've uncovered three men in the battalion, some of which are not necessarily unique, but who represent a few of the typically industrious or dedicated workers that keep our "ship" afloat. This non inclusive list of notables involves a construction mechanic, a commissaryman and a photographer.

Construction Mechanic Third Class Paul Bush has been one of the 13 mechanics assigned to Alpha Company's heavy equipment shop at Camp Hoover. Specifically, with this crew, he has handled the complete overhauling of two huge "MRS" V-6 diesel engines. Perhaps the largest piece of equipment the battalion is assigned, these "MRS" earth scrapers are currently supplying earth fill for the upgrading of LTL-4.

The job of removing the 335 HP, 425 Cubic inch G.M. engine from its mountings takes a full day. Disassembling and replacing the required parts takes about three days. One additional day is required for reinstallation.

MCB 62 are guided by Ensign George Koob, CEC, USN and by Chief Engineering Aid Edward Juchartz. Ens. Koob is a graduate of the University of Missouri at Rolla. EAC Juchartz is also well qualified, with 14 years of Naval engineering experience behind him.

With the guidance of these two men and the versatility of our EAs, every job that MCB 62 undertakes begins in the best of hands.

SCOPIN' IT OUT--EA3 Jim Evans takes instrument readings on a job in the field. He's one of the multi-talented engineering aids in the battalion. (Photo by PH1 Peter Kamishlian)

The "4.0" Seabee Bill Jones

lation. Using a heavy "chain fall" mounted on a steel "A" frame to support the entire 5 ton power package, Bush did most of the work himself. "Most of the guys in the shop can do this work," he says, "but due to all the oil leaks and dirt, no one wants the job." Commenting on emission control he says, "It would be extremely difficult to design an engine of this type and size with such devices."

Before joining the Navy in July, 1968 through the DPPO program, Bush worked as a mechanic with Bill Graham Chevrolet in Owego, N.Y. near his hometown of Bringhamton. Before joining MCB 62 Bush served with MCB 133 at Gia Le.

Commissaryman First Class Clarence Burton is "food technician" in charge of what he calls "the biggest morale factor in Camp Hoover, "the chow hall. Along with instructing the five other rated commissarymen the battalion is assigned, he supervises indirectly, the work of all the other non-rates doing mess duty as well.

Working seven days a week from 3:30 AM to 7:00 PM, the galley staff in addition to preparing the food the battalion consumes, keeps the stockroom supplied and insures that the immaculate appearance of the entire messing facilities is above average.

CS1 Burton treats food preparation as an art. He says that the Navy chow image of "beans, cornbread and hardtack" is out. "Now," he adds "we like to progress the idea of 'goody, we're going to chow', among the men."

As a policy, Burton tries to provide the most diversified choice possible to the crew. Getting his supplies from the Third Marine Amphibious Force supply depot, he has a difficult time getting this variety and doesn't always follow their suggested menu.

In training the younger cooks, the hardest thing he has to do is to teach them

Some people call them "4.0" Seabees. This is the type of person who is selected "Seabee of the Month" during deployment in a program established by MCB 62 to recognize men who are outstanding in professionalism, military appearance and attitude.

The award is established to promote "esprit de corps" and morale among men in the command through individual competition.

Only personnel in pay grades E-6 and below are eligible. On an alternating monthly basis nominees for the award are selected one month from pay grades E-1 through E-4 and the next month from grades E-5 and E-6.

Nominations are made by company commanders and department heads.

A selection committee, compiled of the executive officer, the senior chief of each of the five companies and the battalion master chief, meets the first Wednesday of each month to review and interview each candidate, then select the most deserving for the award.

The "Seabee of the Month" is presented a certificate of award, a 72-hour liberty pass in homeport or a three-day "in country" R&R while de-

to follow a recipe and to develop their imagination. He says, "In dealing with spices and condiments you separate the cooks from the hash-slingers." In comparing a steward and a commissaryman, he says, "It's easier to satisfy the palate of ten men than it is to satisfy the palate of a thousand men," but he hastily adds that psychologically, a steward has more demanded of him.

Burton, once a Navy recruiter in Philadelphia, has spent most of his 20 years of Navy life on "tin cans", based at Newport, and has cruised as far away from home as the Antarctic. He came to MCB 62 in March, 1970.

(See WHO's WHO, page 14)

ployed, a check for \$25 and an inscribed MCB 62 plaque.

April's "Seabee of the Month," Engineering Aid Third Class John M. Collum is a resident of Atlanta, Ga. He is a graduate of Headland High School in East Point, Ga. and attended Auburn University in Auburn, Ala.

Collum joined the Navy under the Naval Reserve Program on February 29, 1968. While serving as a reserve he was assigned to a three-month engineering aid school at Port Hueneme, Cal., from which he emerged number one in his class.

Petty Officer Collum was ordered to active duty at Charleston, S.C. on September 2, 1969 and after a one month stay he reported to MCB 62 at Gulfport.

EA3 Collum, an amateur astronomer, is currently serving on his first deployment with the battalion and is working in the operations office as battalion time keeper.

May's "Seabee of the Month", Steelworker First Class Avon G. Hale is a career Navy man, he enlisted in the service on June 13, 1952.

For the first eight years of his career Petty Officer Hale was a "fleet sailor," serving as a Boilerman and spent four years of this time in Korea. In 1960 Hale crossed rated to the Seabees.

Besides Korea he claims duty stations in Newport, R.I., Davilville, R.I., Guam, Japan and Puerto Rico. Also he has seen service with MCB's 128, 6, 7, 11 and 62.

Currently serving on his first deployment with 62, SW1 Hale is petty-officer-in-charge of the Charlie Company night crew.

Hale hails from Shreveport, La.

Also honored for being runner-up "Seabees of the Month" were Utilitiesman Constructionman Henry R. Williams (April) and Journalist Second Class Donald L. Mynar. Both were awarded an inscribed MCB 62 plaque and a 24 hour "in country" liberty.

CBLANT awards received by 14

With a hand-shake and a hearty well done, 14 men from MCB 62 were given letters of commendation for their part in making the command's Admin Inspection "outstanding".

Presenting the letters during the ceremonies at Camp Hoover, was Capt C. F. Kricenberger, Commander Construction Battalions Atlantic Fleet.

The letters were presented to Chief Yeoman Arnold D. White, Yeoman First Class Curtis M. Warren, Builder First Class James C. Wiora, Builder First Class Gary N. Funk, Gunner's Mate First Class Gerald L. Day, Journalist Second Class Donald L. Mynar, Equipment Operator Second Class Fred A. Hammond, Equipment Operator Second Class Louis D. Hollingsworth, Steelworker Second Class Michael H. Zedan, Yeoman Third Class Melvin L. Fultz,

Yeoman Third Class Herbert A. Marlowe, Personnelman Third Class Joseph C. Dixie, Construction Electrician Third Class David C. Barringer, and Utilities Man Constructionman Henry R. Williams.

Good conduct awards

Fidelity, obedience, conduct and performance. These are the four important guide lines by which men are chosen to receive the Good Conduct Award.

Recently four members of MCB 62 were presented this award by commanding officer Cdr. J.P. Jones, Jr. during ceremonies at Camp Hoover.

The four men, Hospital Corpsman Second Class Arthur H. Casselberry, Steward Jesus P. Florendo, Personnel Man Second Class Raymond R. Ruiz and Construction Man John J. Smith have all had four years consecutive active duty, have not had a quarterly evaluation mark below 3.0 for that period and have not had any convictions by a captain's mast, military court martial or civil court.

Several days prior to this ceremony Boatswain's Mate First Class William M. Greber received his fifth Good Conduct Award representing 18 years of good conduct. This award is a silver star on a red background and takes the place of four previous bronze stars.

Bunt and Dill ship

In recent weeks MCB 62 has had two more shipovers. Steelworker Second Class Robert G. Bunt and Disbursing Clerk First Class Leonard T. Dill.

SW2 Bunt enlisted in the Navy on August 29, 1968. He has re-enlisted for six years and was awarded a \$6,000 bonus.

DK1 Dill joined the Navy on April 9, 1962. His re-enlistment contract is for a period of five years. He also was awarded a \$6,000 bonus.

They are currently serving their second deployment with MCB 62.

Who's who

(Continued from page 13)

The only bona-fide "airdale" in MCB 62 is Photographer's Mate First Class Peter Kamishlian. Members of the Navy's Aviation Group IX, airdales are typically attached directly to fleet air wings, although they are found at nearly every station the Navy has. Photographer's mates are trained in aerial photography for mapping and reconnaissance coverage as well as in landscape and portrait photography.

With Kamishlian's assignment to MCB 62 came his first experience shooting Seabee construction work. He says one of his most important considerations in working for Seabees is "to clear the jobsites of all obvious safety hazards before shooting."

One of his biggest problems in running the lab at Camp Hoover is that projects are so spread out and transportation is so scarce. In the earlier part of the deployment he made frequent trips all the way to the battalion's job sites in the Mecong Delta. Now, however, one of his trainees is there on detachment to provide coverage. "In training a striker for Photographer's mate," says Kamishlian, "the biggest thing I face is teaching composition--anybody can go out and take a snapshot."

While stationed at New London, Conn., he taught submarine periscope photography and helped design a periscope camera while head of the laboratory there. Later he did high speed motion picture photography of torpedo air launchings while attached to the Quonset Point, R.I. Naval Air Torpedo Unit. At Quonset Point, he also became a photo navigator, taking the controls of reconnaissance aircraft while operating a mapping camera at the same time. Using this technique, he helped with an assignment to photograph the entire state of Rhode Island.

Assigned to MCB 62 in early 1969, this current deployment to Vietnam is his second. His home state, he says, is "New England."

62 Wives Club

Picnics, birthday parties and bake sales are just part of the plans for the NMCB 62 Wives Club while the battalion is on deployment.

The planning committee has come up with a number of activities for its members and families.

On June 7th, a picnic was held at the CBC park for the wives and their children and on June 11th a drug program was held to inform the wives of the hazards and dangers of drug use and abuse. The 24th of June found the wives celebrating the battalion's fourth birthday with a party at the CBC's CPO Club.

July promises to be more of the same for these busy ladies with a bake sale and bazaar to be held on July 15th at the base bank, post office and exchange. Before the end of the month they plan to hold a wig show.

With activities such as these the wives will find the deployment going by swiftly and the time for their husbands to return coming closer with each passing event.

"Take five"



Answers To Puzzle 2

CROSSWORD PUZZLE

ACROSS

- 1 Flexible
- 6 Railroad station
- 11 Punctuation mark
- 12 Turkish decrees
- 14 Conjunction
- 15 Climbing device
- 17 Latin conjunction
- 18 Doctrine
- 20 Droid disorders
- 21 Indonesian tribesman
- 22 Underground part of plant
- 24 Before
- 25 Declare
- 26 Looks pryingly
- 28 Puts off
- 30 Pair
- 31 Metal
- 32 Steeples
- 35 Rinse the throat
- 38 War god
- 39 Sailor (colloq.)
- 41 Lampreys
- 42 Deface
- 43 Stone cut in relief
- 45 Posed for portrait
- 46 Preposition
- 47 Falls short
- 49 Pronoun
- 50 Lively
- 52 Intractable person
- 54 Ardent
- 55 Untidy persons

DOWN

- 1 Instruction
- 2 Conjunction
- 3 Lubricate
- 4 Float in air
- 5 Swirling parts of streams
- 6 Followed food program

7 Is mistaken

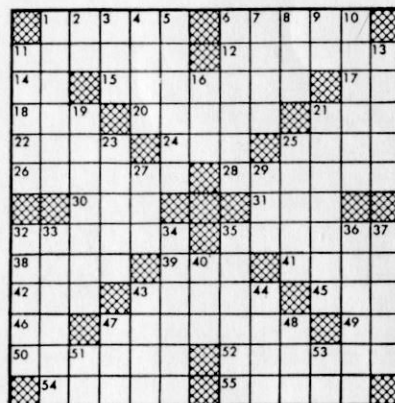
- 8 Dance step
- 9 Hypothetical force
- 10 Seesaw
- 11 Couples
- 13 Heavenly bodies
- 16 European beetle
- 19 More affected by fits of depression
- 21 Takes vengeance
- 23 Journeys
- 25 Aflame
- 27 American essayist
- 29 Greek letter
- 32 Pacific island
- 33 March pompously
- 34 More vapid

DON'T SPIL YOUR VACATION...



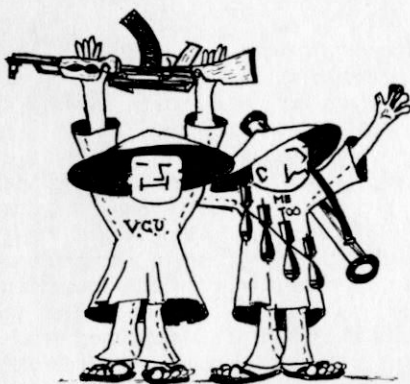
PRACTICE WATER SAFETY!

- 35 Welcomes
- 36 South American animals
- 37 Chemical compound
- 40 Danish land division
- 43 Cavern
- 44 Spoken
- 47 Tropical fruit only (abbr.)
- 51 Symbol for tantalum
- 53 Tuberculosis (abbr.)



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"Alright, hold it you guys!"



Play

QUIZ

1. When and where was the game of volleyball invented?
2. How many times did Babe Ruth lead the American League in home runs per season?
3. What National Hockey League goalie has won the Vezina Trophy the most times?
4. Who holds the record for the one mile run?
5. Who has been College Footballs "number one" ranked team in the country eight times?
6. Who has been the NCAA Volleyball Champion for the last four years?
7. For six years this man held the National League batting crown?
8. What is the lowest number of Home Runs ever to win the National League Home Run Crown?
9. Match the following NBA stars with the teams on which

they spent their rookie season.

Kevin Loughery---Philadelphia
Wally Jones-----Detroit
Al Attles-----Boston
Mel Counts-----Baltimore

ANSWERS

1. Holyoke, Mass. 1895
2. 12 times.
3. Jacques Plante 7 times.
4. Jim Ryun 3:51.1
5. Notre Dame
6. UCLA
7. Rogers Hornsby
8. Garry Cravath Phil.
9. Loughery---Detroit
Jones---Baltimore
Attles---Philadelphia
Counts-----Boston



SOUND ADVICE--Exercise helps build sound bodies. Pert Gloria Root asks, "What physical condition are you in?" (Photo by Playboy)

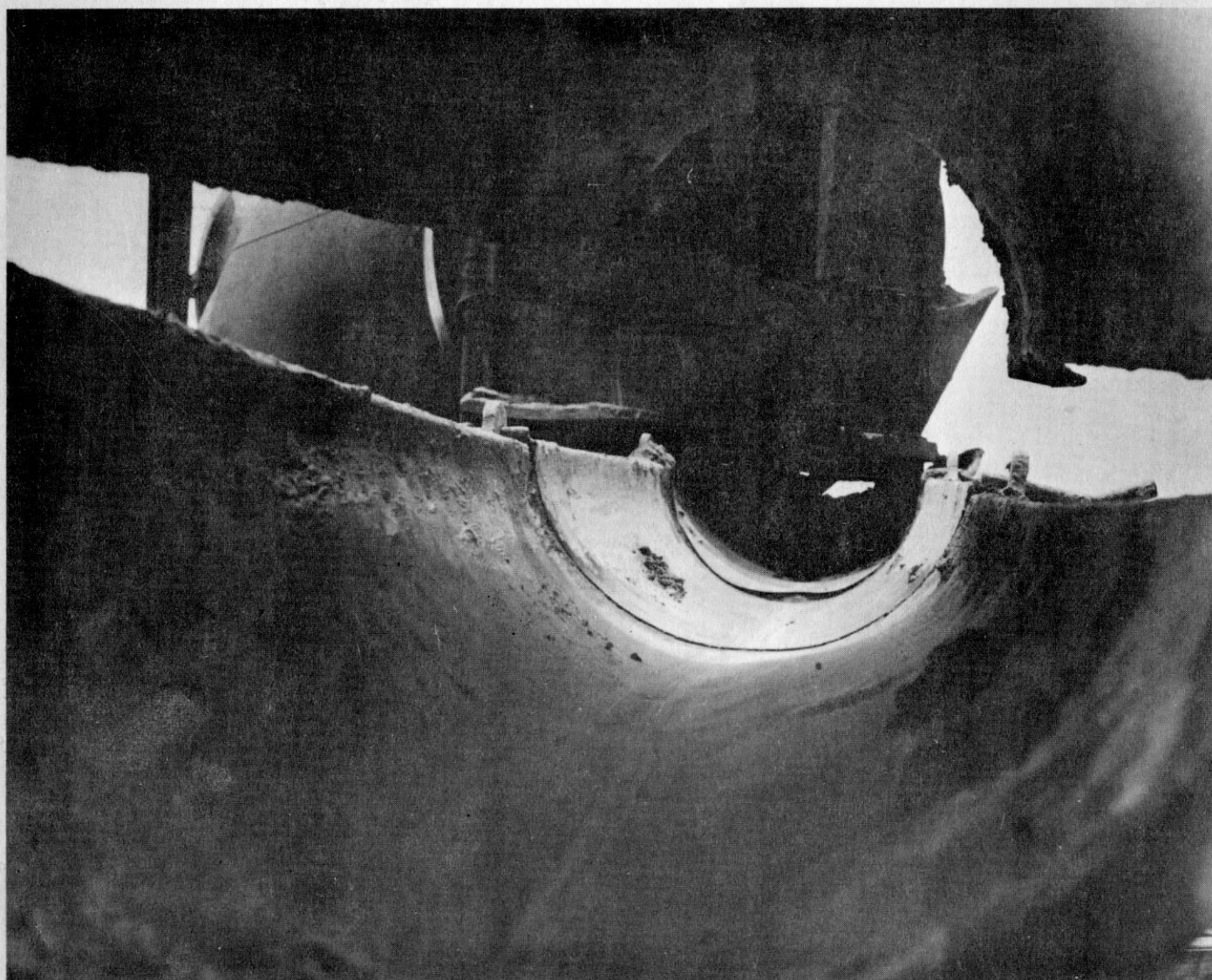
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GEE IT'S DARK IN HERE -- If you've ever wondered how many new things y o u could see if you became as small as a grasshopper, here i s an example of one of them. On a construction site where ready-mixed concrete is used, you might crawl into the chute of a transit mixer...for a minute or two. (Photo by Peter Kamishlian)