

NAVY SEABEE VETERANS of AMERICA

CAN DO

Volume 29, Number 1, March 2019



**And we promise that we'll remember the "Seventh of December"
We're the Seabees of the Navy
Bees of the Seven Seas**

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NOTICE: DEADLINE FOR JUNE 2019 CAN DO is MAY... 15, 2019.

VISIT THE NSVA WEBSITE AT: www.nsva.org

Cover: Pearl Harbor HI. Dec. 7 1941, USS Arizona BB-39

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PUBLIC SERVICE ANNOUNCEMENT: PLEASE REMEMBER TO GET YOUR FLU SHOT



**JAMES J. FUREY
COMMANDER NSVA**

On October 4, 1955, James J. Furey enlisted in the U.S. Navy and entered boot camp training at Bainbridge, MD. After boot camp, he was sent to the "A" school for builders in Port Hueneme, CA and from there was assigned for 18 months to MCB10 whose flag was on Guam. Thereafter, he was sent to Public Works on Adak in the Aleutian Islands of Alaska for a short deployment to Shema, another island further out.

From Alaska, he was sent back to Port Hueneme and MCB5 where he was deployed to Guam for various projects. On September 22, 1959, he was sent to Treasure Island, San Francisco, CA, for separation. According to Jim, the experience he gained throughout his service provided him with lifelong memories, friends and skills.

After separation from the Navy, he joined the United Brotherhood of Carpenters and Joiners of America where he continued his training as a carpenter in a 2-year apprenticeship in a NYC Local where he received credit for his time in the service. As a union carpenter, he worked on a variety of projects and often acted as shop steward or foreman. He has stayed active in the Carpenters Union for close to 60 years.

The last 24 years of his career were spent as Supervisor of Carpenters for the New York City Department of Environmental Protection Division of Facility's Management Construction Service. Towards the end of his tenure, he was the Supervisor of all trades in his division.

Jim and his five children, 10 grandchildren and 6 great grandchildren reside in and around New York City.



CHAPLAINS CORNER

I sincerely hope everyone had a Merry Christmas and will have a Happy New Year. I pray this year will be better than the last. I hope to see you at the National Convention this year.

For Our Armed Forces

Lord God, bless our soldiers, sailors and airmen fighting for our nation at home and in distant lands. Keep them safe from all harm and danger, and grant that they may execute their services faithfully, that peace and good order may be maintained and preserved in our country. Bless their families that wait for them at home, and give them a happy reunion at their return, through Jesus Christ, Our Lord. Amen

God Bless You, Have a Great Seabee Day

BU1 Patrick D. Lyons

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NAVY HISTORY: CANNON BALLS!!! DID YOU KNOW THIS?

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem.

The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled.

Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks thought that was just a vulgar expression?

Send this fabulous bit of historical knowledge to at least a few intellectuals.

Submitted by Dave Howard, Island X-1 Greenville TN.

Portion of the USS Arizona arrives for permanent display in R.I.



▲ HIDE CAPTION

Bob Kenahan, who served four years on the USS Antietam, pays his respects to the section of the USS Arizona. [The Providence Journal / Sandor Bodo]

A rusted piece of steel will say a lot about a day that would live in infamy: Dec. 7, 1941.

The Rhode Island-based World War II Foundation is set to receive a portion of the USS Arizona, whose sinking in the Pearl Harbor attack 77 years ago marked the beginning of America's involvement in the war.

The five-by-four-foot piece of steel from the Arizona's salvaged superstructure will be displayed at the entrance of the foundation's Global Education Center on Main Street in Wakefield after it arrives in a few weeks, said founder and filmmaker Tim Gray. Its prominent position — it will be the first thing people see when they walk in — is a nod to the fact that Pearl Harbor and the USS Arizona is where it all started for the United States of America.

"It represents the horror of that day, the heroics of that day," said Gray, who has made a number of documentary films about World War II. "It represents the surprise of that day, and it represents the exact moment the United States was violently thrown into World War II."

The relic was donated as part of a U.S. Navy program, Gray said. Pieces of the ship have been sitting for decades on Ford Island in Hawaii after having been taken from the sunken battleship. As part of the Navy's program, they are sent all over the world for permanent display, including to Rhode Island, which has deep connections with the Navy. In fact, the Seabees, which have deep Rhode Island connections, worked on packing the relics for shipment, Gray said.

The World War II Foundation's Global Education Center at 344 Main St. in Wakefield is currently open for educational and school tours, but it will open to the public on a limited basis in January, on Saturdays from 9 a.m. to 3 p.m., Gray said. The center, which has a number of other artifacts and educational materials, was dedicated in November.

The relic from the Arizona should arrive in a few weeks, Gray said. He's already working with FedEx — including directly with its CEO, Fred Smith, who has been a supporter, Gray said.

The plan is to have it transported by the state police and an honor guard after it lands on the plane, the sort of reverence that the object is treated with in Pearl Harbor, too, Gray said.

Pearl Harbor was akin to Ground Zero for America's involvement in World War II, Gray said, and having a piece of the Arizona is like having a piece of the World Trade Center.

Unfortunately, Gray said, schools don't teach enough these days about World War II, which killed tens of millions around the globe.

"You can't gloss over that time period, because it was a time period where the history of the world hung in the balance," he said.

Two people from Rhode Island, George Ernest Perkins and Alvaro Everett Vieira, are listed among the casualties on the USS Arizona, according to the National Parks Service. Some casualties do not have home states listed so it is possible other Rhode Islanders died in the attack.

In 2017, the remains of Raymond Haerry, a New Jersey native who lived for many years in Rhode Island, were laid to rest in the USS Arizona. Haerry survived the attack on the Arizona, one of an estimated 335 survivors that day.

According to the National World War II Museum, 2,403 servicemen and civilians were killed in the attack. Nearly half of the victims were aboard the Arizona.

The above article submitted by Arthur Lee, member Island X-8 Tonawanda, New York. Art's daughter Isobel resides in Rhode Island and sent this to her father who in-turn submitted it to the Can Do.

The cover picture for this edition is of the USS Arizona shown anchored in Pearl Harbor on December 7, 1941 on fire and sinking during numerous bombing hits and torpedo attacks from Japanese carrier based aircraft. Truly "A Day that will live in Infamy". The piece of superstructure plating pictured in this article is truly a historic and symbolic piece of American History. This piece of metal is of equal significance to perhaps any and all like mementos in our country's ever evolving history. On December 7th America was dealt a near death blow at Pearl Harbor. A man made catastrophic act of war, the size we had never experienced. The loss of life on this day was devastating. The loss of our military assets was monumental. The realization that America could no longer remain an isolated nation and could not retreat inward any further, our backs were truly against the wall.

As history and witnessed accounts of the following four to five years of WWII bear out, America carried the battle to the perpetrator's homeland and attained total surrender. 405,000 American service men and women gave the ultimate sacrifice, for this reason alone we must not let our generation or future generations forget the "INFAMY" associated with the 7th of December. We must continue to alert them of the dangers of complacency, the lack of social and civic participation and service to country. Sadly only 4% of American's are service veterans. It would seem that being a patriot now days means that you have a decal of our flag on your vehicle or a tie, bandana or a tee shirt that resembles the Stars & Stripes. No personal commitment to protect and defend our country.

We as veterans of the Seabee brotherhood need to instill love of country, service to country & community in our younger generations. Take the time to participate in local parades, Veterans events and your local school by attending Veterans appreciation events. School age youngsters are impressionable, if we take the time to share our experiences perhaps they will follow in our footsteps. On Veterans Day and Memorial Day get out there and be seen. Participate! Wear that Seabee hat, Island Jacket, display a Seabee decal or two on your vehicle. Let people know how proud you are to be a Veteran, a SEABEE Veteran.

101 Year Old Seabee Robert Vollmer



NSVA Island X-4 New Castle, Indiana hosted the North Central District Seabee Reunion in Indianapolis this past June. Robert Vollmer was the honored guest. Wil Painter had previously interviewed Vollmer and prepared a Power Point presentation and presented it as the guest speaker for the dinner at the convention. This article is excerpts from the story of Vollmer, as told by Painter heard at the convention.

Submitted by National Membership Chairperson, Teresa Duning, Island X-4 New Castle, IN.



Pictured above: Wil Painter and Bob Vollmer



Pictured above: Seabees Ted Brodt, Will Painter, Bob Vollmer, Dave Buchanan and Mel Ramige

When the Japanese went into Manchuria in 1931, Vollmer's father who was a WWI veteran, told his sons that he did not want war, but if it occurred, he wanted his boys to be the "first over the top". He and his brother spent hours swimming long distances in a local strip mine lake in Indiana. They would take a case of beer and practice treading water while drinking. Later in the war, that training and conditioning would help save his life. On October 16, 1941 he was issued a draft card and told to "carry it with you at all times". He still carries it 76 years later. He was eager to get into the war and joined up with a British Outfit and was due to report to Halifax, Canada on December 8, 1941. He was studying his electrical manuals preparing to depart the next day when on December 7th he heard the news that 4300 miles away, Pearl Harbor had been attacked. That afternoon he received a telegram from the British telling him to stay where he was and they would be sending him a letter to follow. Vollmer was not waiting. He went out and enlisted in the Army, Navy, and Marines!!

Vollmer recalls quite a turf fight at the Indianapolis recruiting Center where a Navy Chief and a Marine Gunny got into a battle over who would get to keep him. The Chief won, and he was sent to Camp Allen, Norfolk, to join a new Battalion, NCB 22. Camp Allen and nearby Camp Bradford taught him the basics. He learned military skills at Camp Elliott in San Diego and finally, the Seabee Way at Port Hueneme.

He boarded a ship thinking he was going to Guadalcanal. His gear was loaded onto a different ship heading to Guadalcanal and it was never seen again. The ship he got on was headed north and north and north. Instead of Guadalcanal they found themselves in Sitka, Alaska where the Battalion completed 28 projects in 7 months. Next stop was Dutch Harbor. The Battalion was issued long, thick wool underwear and there they loaded sleeping bags marked NCB 22 Massacre Bay Attu, which would be their next destination.

Before winter approached, they had two 5000 foot runways in operation. Bob explains that from a sailors' point of view, the army had proved incapable of building the runways ("They couldn't do sh****") and had to call in the Seabees.

One day Bob was sent down the mountain from his station to pick up the mail from USS Casco in Massacre Bay. While climbing back up the mountain almost reaching the top with only one step to go he slipped and started tumbling down the hill. This started an avalanche and totally buried him at the bottom. He was left in a whiteout world, on arm pinned behind him, and both legs twisted like a pretzel, he could barely move. He started to get worried and said his prayers. He couldn't tell which was up or down. He started digging with his free hand and gained a little pocket, he was able to free his other hand. He used gravity, like a plumb bob, and began digging handfuls of snow transferring snow from the top of his hole to the bottom until he eventually saw the light of day. He couldn't walk, so he crawled to the nearest building. He spent 3 days in field hospital before getting back to work. That was the first of several incidents where he narrowly escaped death.

In another "escape" he was sent with an Indiana Buddy to an island adjacent to Attu. While traveling in the sea, the shear pin on the outboard failed. Then, storm came up, rough seas with large swells, and cold temperatures. While adrift in the Bering Sea he used his rifle as a pry-bar, and adapted part of the oarlock as a replacement pin and got back underway.

On his return from Attu, Bob transitioned at cam parks, Shoemaker, California.

While he was there, he found out his brother, Daniel L. Vollmer, a Marine, had been killed during the initial landings on Tarawa on 20 November 1943. His body was never recovered. Eyewitness accounts suggest his landing craft suffered a direct hit by an 8” shell.

While in the Philippines, his unit figured out that Bob could climb poles, so he began stringing cross country phone and power lines on coconut/palm trees. Standard spikes were too short, so a longer 2 inch spike was developed to go through the thicker “bark” of the palm trees. One time, while it was raining and he was well grounded, he called to his assistant to throw a power switch after a thirty count. Instead, the helper threw the switch immediately, while Bob was still completing the connection. Bob was “energized” and could not let go. He said his knees were shaking so hard it pulled the spikes out of the trunk and he fell to the ground, his weight pulling him free of the wires. Bob survived another close call.

On another mission he was placing an underwater phone cable between two islands that were ten miles apart. The cable was pulled over the water by boat, then Bob’s team was dropped off and the boat departed. Because of a rations mix-up, all they had to eat for days was stewed figs. They met a native who tore one leg off a land crab for them to eat and told them the leg would grow back and the crab would survive. When approaching whales were mistaken by radar for a Japanese landing party, his party of three was given emergency instructions to return to the unit. Without a boat, they had to swim back. He could see the target island, but not the beach because of the earth’s curvature. The water was clear, very deep, and had white sand below. As he went up and down on the swells that he was sure he would crash into the boulders located on the sand below. One sailor didn’t make it. Bob was uncertain as to when he was lost. He thought it possible that sharks may have gotten him. Bob credits his survival to the swimming he and his brother did before the war. He had learned how to float on is back to rest.

Before returning home the Navy asked him to go to Antarctica. He had been gone for three Christmases’ and because of his brother’s death he decided to rejoin his family. It was “Gonna be a hell a Christmas for my mom and dad”. Later, as bodies were being dug up on Tarawa, he gave a DNA sample. A match was never found. It is believed that his brother may have been washed out to sea.

He settled into Palm Springs, California and attended Pasadena Junior College when he brushed up on his geometry. Next he enrolled at the University of California at Berkeley, and took his first surveying course. He said “It was a good school, but I didn’t like all those hippies out there.” A professor encouraged him to attend a big ten school. He enrolled at Purdue University and in 1952 he graduated with a degree in biological and agricultural engineering. After graduation he worked for the Wabash Valley Association on reservoir and flood control projects and then for the State of Indiana for over 50 years joining the Department of Agriculture when it was still called the Department of Conservation. He appropriately says “my favorite expression is, work like a battery bunny that keeps hitting the drum....that’s my religion.... I believe in going until you drop....once you give up and hit the rocking chair you’re done.”



Governor elect Holcomb pictured saying: “It is my honor to present, on behalf of Behalf of Governor Pence, The State of Indiana’s highest award, The Sagamore of the Wabash, to Mr. Vollmer.”

National Seabee Veterans of America, Auxiliary Officers 2017-2019



L-R Linda Hillyer Chaplain, Linda Schmuck Treasurer, Elaine Coffin Secretary/Parliamentarian, Lorraine Santo Vice President and Betty Nelson President. Not pictured Darlene Carpenter Historian.

Hello Everyone,

2018 was a busy year for the board. We accomplished the revisions to the By-Laws and Procedural Manual is being revised. The application for membership is being revised to directly relate to the By-Laws Article IV, Membership. With the final review at the Mid-Year, we should have them on the website soon. The Convention in Stamford CT was very enjoyable and well attended. The NSVVA conducted a raffle and 50/50 which is always fun, successful too. We have started a Newsletter/update email to the membership to keep current information public. I would encourage all Islands and MAL's (Members at Large) to forward Island activities or community service activities to me at Bettybud2000@aol.com to put in the Newsletter/Updates communication. If you did not previously receive this communication please send me your email address, I will put you in the Que. Mid-Year this year will take place in Washington, DC on the 1st weekend in March and the Seabee Ball and Birthday (77th). These events are always a festive time.

Island X-3 Blairsville, GA. Charter was signed in March, 2018 and the officers installed in May. WELCOME Island X-3.

Each National Officer submits an annual report of their events they've attended and participated in representing the organization. If you'd like a copy please contact me. This will show you the work that we do for the NSVVA.

Now that 2019 is in full swing and elections are coming up in September, if there is anyone that would like to run for National Office, please submit your name to either me (email address above) or the National Secretary at denali1eac@gmail.com . Wishing everybody a blessed and a fulfilling New Year.

Respectfully

Betty Nelson,

National President

NSVAA

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Pictured above PNC D. Buchanan, wife Joan and PNAP Nancy Staples accepting Certificate for the Best Themed Float in the Inverness, FL Veterans Day Parade. Presenting the award was Richard Hunt at the Purple Heart Ceremony on 2/16/19.

ISLAND HOPPING

During WWII while on the offensive the Allied Forces did not stop to clear every Island and atoll of enemy forces in the Pacific. They strategically jumped from Island to Island, thus the term Island Hopping became a well-known phrase. Using that analogy we have placed various activities and events under the Island Hopping header that various Islands have sent to us. We hope you find this interesting enough to participate with happenings/events in & about your Island.

Pictured below are NOSC Acting Command Master (SCW/IW) Paul Celli and NSVA National Publicity Chairman Normand Dupuis this past January in Shreveport LA. Seabee Dupuis and wife Marian are touring the states promoting the NSVA and Seabee Knowledge Facebook site, spreading the NSVA word to individual Seabee Veterans, Seabee Reservists, Seabee Swarms and existing NSVA Islands/Departments. Normand's goal is to grow the now shrinking NSVA membership, to establish & promote communications between Swarms and the NSVA and to assist as needed in re-energizing inactive Islands and starting new ones. Feel free to contact Normand at normandchf@aol.com to discuss a visit to your area/Island/Swarm.



Below is a thumbnail sketch of Normand's activities since the 2018 National Convention in Stafford CT.

- Sept.5 Breakfast with four Seabees and 1 card handout on Staten Island, NY.
- Sept.8 New York City SEABEE SWARM Belmar, NJ, which included NSVA X-1 Red Bank, NJ.
- Sept.15 NSVA X-1 Davisville, R.I. meeting.
- Sept.15 Rhode Island SEABEE SWARM, Coventry, RI.
- Sept.26 NSVA X-4 Scranton, PA meeting.
- Oct.1 FLASH SWARM in Hanover PA organized by Chairman, with four SEABEES who are involved with SEABEE SWARMS in Chambersburg and Corry, PA.
- Oct.6 TRI-STATE SEABEE SWARM Corry, PA.
- Oct.20 Attended NSVA X-4 Orlando, FL meeting.

Nov.17 Attended NSVA X-4 Orlando, FL meeting.

Dec.3 Visited FLASH SWARM JAX, FL to inform them on NSVA, gave each SMSA brochures with business card attached and held a rededication ceremony for NSVA monument in Jacksonville National Cemetery.

Dec.7 Visited NMCB-14 GPT, addressed troops, then private conference w/ CO / XO / CMDCM.

Dec.8 Attended annual NSVA Island X-1, Gulfport Christmas party.

Dec. 9 Sunday Brunch with Christy Duval and husband Danny Duval, former CMDCM of NCBC Gulfport. Discussed access to active duty commands.

Dec. 10 Visited President Hilderbrand at CEC/Seabee Historical foundation office.

Dec.13 Attended annual CEC/Seabee Historical Foundation Christmas luncheon. I was presented Life Membership card and Certificate by President Hilderbrand. Spoke about bringing NSVA together with active and reserve SEABEES.

Dec. 14 Attended photo op with X-1 Gulfport members at Biloxi VA National Cemetery. Gave out SMSA brochures w/card attached and met more X-1 members.

Dec.15 Attended Wreaths across America ceremony in Diamond Head, MS. Passed out SMSA brochures w/card attached to a large group of SEABEES in Combat Vets Association and event organizer Breezy Brice.

Dec. 25 / 26 / 28 Met with Ret. CM Christen Mirick and husband Bobby / Ret. SW1 Fernando Aguilar / Ret. BU1 Anthony Amesquita, Jr. about starting a San Antonio, TX SWARM / Island. Left a supply of SMSA brochures w/card attached and a 2019 SMSA calendar with each.

Jan. 5 Attended FLASH SWARM Hurst, TX (DFW). Shared all the topics of our national tour. Explained the differences between a SWARM and an Island, and that the NSVA has no agenda to co-opt existing SWARMS to form NSVA Islands. We support SWARMS as a way to inform about the NSVA, not to take over and that SWARMS and Islands can coexist without conflict.

Jan. 26 Visited SEABEE reservists, drilling at NOSC Shreveport, LA and addressed a classroom full of NMCB 14/ 22/ 28 members on all the topics of our national tour. Invited by EQCM Paul Celli, NMCB-28 veteran who is interested in restarting inactive Island X-6 Shreveport.

Jan. 27 Attended FLASH SWARM in Bossier City, LA arranged by Paul Celli. Explained the differences between a SWARM and an Island, and that Jacksonville, FL. SEABEES first formed a SWARM, and then later voted to restart NSVA Island X-9 FL but still maintain a SWARM side by side without conflict

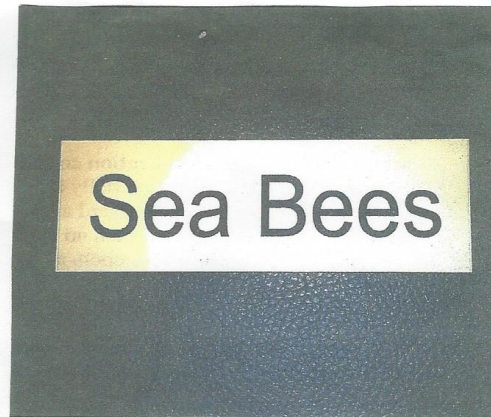
Jan. 29 Attended FLASH SWARM in Lafayette, LA. Met with an NMCB-28 veteran and fiancé, and two X-1 Gulfport members visiting the area. Discussed the local Lafayette SWARM and potential start of a new Island to replace inactive Islands in Alexandria, Lake Charles, New Iberia, and Baton Rouge. Left a supply of SMSA brochures w/card attached.

Feb.9 Potential visit with NMCB-14 drilling reservists in Tallahassee Fl. drilling reservists. Shared all topics of our national tour to date, let brochures w/business card and SMSA calendar. Received contact for Miami det. for upcoming visit, and for sharing with NSVA members living near both dets.

Feb. 10 Attended Meet & Greet in Lake City FL with John and Linda Hillyer, Dave and Joan Buchanan and newcomer BUC (Ret.) Bob Busby of Eustis, Fl. Bob just learned about the Meet & Greet on Saturday from my Facebook group post. We shared with him the differences between an Island and Swarm, the NSVA organization and activities etc. Dave gave him an application and invited him to the upcoming X-23 picnic.



During this Holiday season, we are especially grateful for you for supporting our veterans which has made a recognizable difference in the lives of our veterans who are so deserving of your benevolence. During the holiday season we gather with friends and family celebrating goodwill remembering good times and prosperity but those who are not so fortunate wonder how their lives fell apart. Veterans are sometimes "forgotten" during the holidays. Providing housing and a few basic resources to a veteran in financial crisis enabled them to successfully transition back into the community and become productive members of society. This year, Liberty Manor created a Circle of Honor that has your name on a gold plate to exemplify our appreciation to you for your contribution.



To inform you of some of Liberty Manor's successes this year, we received the *Tampa Bay Lightning Community Hero Award*, we were presented the prestigious *Points of Light Award* by the Honorable President George Bush prior to his passing this past November and achieved the highest rating for charitable organizations by Great NonProfits 2018. Liberty Manor for Veterans has also been acknowledged by the Veterans Administration for being one of the most successful programs in America – and we do this exclusive of any government funding. Most importantly, Liberty Manor has enriched the quality of life by transitioning more than a thousand veterans in a relatively short period of time of eleven years! This is a remarkable achievement as it relates to improving the lives of families.

Veterans serve as a reminder of how good life is in America and how lucky we are to be Americans. These men bravely served our country, willing to pay the ultimate price if necessary. Many were forced to leave behind their loving families for months, sometimes years, sometimes forever. This initiative offers us a grand opportunity to pay homage in a significant way, and our gift will be enjoyed for years to come. Please consider making your contribution before year's end by visiting our Website or by mailing your gift to Liberty Manor for Veterans, Inc. P.O. Box 274081 Tampa, FL 33688-4081. We invite you to visit us and see firsthand some of the impact you have made and to meet the veterans who have benefitted by your kindness. We appreciate your past generosity and thank you in advance for rushing your most generous year-end gift today. You can also make a donation in someone's honor or to continue a legacy in memory of a loved one. We will send a Certificate in your honor or their memory – we do this all year. Let us remember there are only two defining forces who have ever offered to die for you, Jesus Christ and the American soldier, one died for your soul; the other died for your freedom. Help us by making the motto they were promised a reality ensuring that "no veteran will be left behind". Best to you and your family and may you have a Happy Holiday and a Prosperous 2019!

*Liberty for Veterans, Inc is recognized by the IRS as a 501c3 non-profit organization
Contributions are tax deductible accordingly. Federal Identification Number #02-0775720*

U.S. NAVY SEABEE VETERANS OF AMERICA NW DISTRICT, WASHINGTON, ISLAND X-7, MID-COLUMBIA

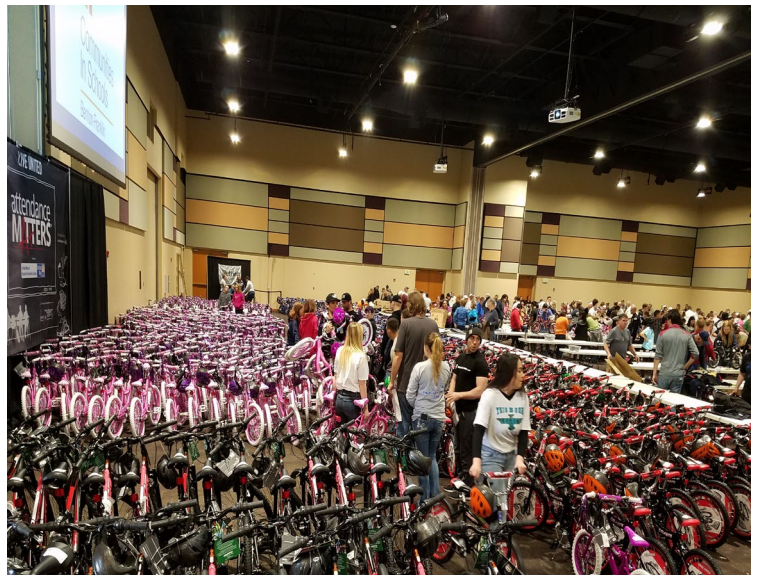
Washington Mid-Columbia Island X-7 members for the 4th year adopted a Veteran for their Christmas family (*this year we were able to adopt two families*). Throughout the year X-7 members pass around the hat to take donations that are deposited in our Christmas fund and a veteran family supplied by the local "Veterans Opportunity Center" or the "VA" is contacted and information on their situation is gathered, number of people in the family, ages, sizes and what they would like or what they really need, we also query them on their acceptance of delivery if they would be responsive to Island members delivering of the gifts and photos taken. A committee is formed and shopping is divided up and between the members, most members recruit their spouses to help with the shopping and wrapping. This year our families were Rod Hampton his wife Patricia and two boys Riley 8 years old and Conner 6 years old Rod is a former Seabee who was attached to NMCB 40 served in Iraq and the Gulf region who had been unemployed and just prior to our dropping off presents had been hired by a local contractor, below a picture taken during our gift drop-off.



Pictured back row L-R: Robert McCarley, Art Moore, Rocky Stoddard, Rod Hampton, Patricia Hampton, Laury Case, Joe Winters. FR L-R: Riley, and Conner.

NSVA Island X-7 Mid-Columbia Cont.

Washington Mid-Columbia Island X-7 members (L-R) Wayne Crosby, Rockey Stoddard and Joe Winters (*not shown*) participated in the Ninth annual Bikes for Tikes, a local event sponsored and organized by the “UA Local 598 Plumbers and Steamfitters” and their Signatory Contractors who are the main sponsor for “Fitters Bikes for Tikes” which provided 1,725 bikes for kids in the Tri-Cities and surrounding areas. This annual event involves hundreds of volunteers assembling children’s bikes, volunteers included veterans, police officers, and students from high school, middle school, and elementary school students all of whom worked through the day to put together the 1725 bikes.



NSVA SE District, Island X-11 Tampa, FL.

SVA Island X-11 in Tampa, stays very active in both the community and the state. We support the Marvin Shields Battalion Sea Cadets in Lakeland. The Annual Warrior Walk, the Seabee monument program and has placed three to date. However, our main focus is supporting the Robert Jenkins Veterans Home and Domiciliary way up north in Lake City FL. Throughout the year X-11 takes clothes, toilet articles, and books etc. to the Home. Christmas is a very special time as we give gift bags and specialty items to each of the 150 residents who live there. The vast majority of the Vets do not have family and rarely get visitors. We recognize their birthdays with cards each month as well. This year we were very blessed with so many gifts that we had to rent a covered U-Haul to carry everything to the home.

Photos: left

Ernie Nelson, Arnie Feller, Island V-Cdr. Walt Sauers, Daniel Draime from NMCB 14 Alumni Association, Past NSVA Cdr. John & Linda Hillyer, Shirley & LCDR Pete Johnston and Auxiliary National President Betty Nelson pose with 150 gift bags from SVA , X-11 Tampa FL.

Right: loaded trailer and readied for the three-hour drive to Lake City.

This Seabee Monument was donated by X-11 members and friends of BUC (SCW) Paul Summers. It is a part of the WWII display at Veterans Memorial Park in Tampa. The Monument was acquired through the Seabee Monument Program headed up by Past NSVA President Dave Buchanan



NSVAA President
Betty Nelson



WREATHS ACROSS AMERICA

Professional truck driver Steve Schildhauer has been chosen to drive this year's Wreaths Across America Honor Truck in the week-long escort to Arlington. A Navy Veteran who served all over the world as a member of the SEABEES, Steve was a mechanic and equipment operator. He continued the military tradition in his family led by his grandfather and great uncle who served in WWII, now being upheld by his stepson who was in the 82nd Airborne in Afghanistan and his nephew who recently finished Marine Corp boot camp.

Steve was nominated by his younger brother Dan, who is also a truck driver and a big fan of his big brother. Read more here: <https://buff.ly/2AIHbKj>



Little Brother Dan

Big Brother Steve



North Central District Commander Robert Wooten and his wife Bonnie are pictured about to place Wreaths Across America wreaths at the Memorial Veterans Cemetery in Madison IN. The Department of Indiana is planning to place a Seabee Memorial Monument in this cemetery.

ORDINARY GUYS
By S. E. JOINER, CY - 38th N.C.B.

You say.
"What does a Seabee do?"
It's hard to say, my son
They do a lot of dreary chores
Plus jobs that "can't be done."
No, sonny, no. Not supermen Just ordinary guys
With an extraordinary yen
For the greatest flag that flies.
No, son. They never fly the planes
Or run the battleships
Or man the spunky submarines
That terrify the Nips.
But planes must have a place to land
And ships a place to berth
And these must be
"Way out in front
To really prove their worth.
The "Bees" are always reaching out
To seize strategic isles
To work, and pray, and sweat, until
The airfields stretch for miles.
Sometimes they work in tropic heat
That withers up a man.
Sometimes they slave in bitter cold
In a frozen, windswept land.
There's little glory to their job
The headlines seldom tell
About the boys who ply their trade
Right in the midst of Hell.
Will a Seabee fight? You're doggone right
They're not inclined to run.
When the foe comes near, they learn to fear
The way he shoots a gun.
He'll creep right up. In the foes front yard
And build a "jump-off" place
Where ships shove off, and planes take off
To slap the Axis' face.
And when this war is won, my lad,
And battle flags are furled.
Those fighting builders will return
To build a better world!



Navy Seabee Veterans of America
16 Graham Ave.
West Haven CT 06516



October 2018 - August 2020

Dear Friend of the Navy Seabee Veterans of America, Inc. (NSVA):

The person presenting this letter to you is authorized to represent the NSVA to request donations for the organization.

The NSVA is a national not-for-profit 501c4 organization incorporated under the laws of the State of Illinois since 1954. Our members recognize that service to God and Country is the foundation on which our Great Nation was founded, we dedicate ourselves to that service, and further pledge our lives and actions to preserve the fundamental ideals of American Government, which we believe are Justice, Freedom and Equality for all.

We continue to serve our country by fostering camaraderie among members to stimulate and inspire interests in all fraternal, patriotic, historical and educational activities of the Navy Seabees. We perform charitable works to assist veterans, their widows, widowers and orphans in their time of distress. We promote and instill interest in, and respect for the professions, trades, crafts, and occupations of our members in times of war and peace.

Please help us continue our mission of commemoration and helping others by donating today. All donations collected will be used to keep the Seabee heritage alive and for the general purposes of the organization including sustaining the quarterly CAN DO Magazine, Seabee Monument Program, Seabee Memorial Scholarship Association and Seabee Historical Foundation. All contributions are tax deductible and you will be provided with a receipt.

To have your advertisement displayed in our quarterly CAN DO publication, please choose annual applicable option(s):

_____ Full Page	\$500.00	(All four editions of the CAN DO plus 4 of each printed copy)
_____ Half Page	\$250.00	(All four editions of the CAN DO plus 2 of each printed copy)
_____ Quarter Page	\$125.00	(All four editions of the CAN DO plus 2 of each printed copy)

Our CAN DO publication is available in print form twice a year, digitally twice a year and has nearly 5,000 recipients.

Please make checks payable to Navy Seabee Veterans of America, Inc. and give to authorized representative or mail to address noted above.

For additional information please visit our website: www.NSVA.org

Thank you for your support of the Navy Seabee Veterans of America, Inc.!

Yours in Service,

James J. Furey

James J. Furey
National Commander

VIETNAM PERSPECTIVES



Several Seabee Vietnam veterans have sent in submissions in to the Can Do for posting. This section contains a variety of these submissions.

'WE WERE MORTARED EVERY COUPLE OF NIGHTS'

GROWING UP IN THE BURGH, I HAD AN OVERLY PROTECTIVE SET OF PARENTS, WITH VERY LIMITED EXPOSURE TO THE REAL WORLD TO SAY THE LEAST. TO ESCAPE, I JOINED THE SERVICE. TO STAY OUT OF VIETNAM, I JOINED THE NAVY. BOY WAS I IN FOR A RUDE AWAKENING.

AFTER BOOT CAMP THEY SENT ME TO SEABEE SCHOOL AND THE SEABEE BATTALION SENT US TO U.S.M.C INFANTRY TRAINING IN NORTH CAROLINA, THEN OFF WE GOT TO VIETNAM. MY C-141 LANDED ON A SUNDAY IN DANANG AND FROM THERE A C-130 TO DONG HA. ON WEDNESDAY WE WENT UP THE ROAD TO A PLACE CALLED CON-THIEN TO DIG A WELL FOR THE MARINES AND ARMY ARTILLERY.

WE WERE GREETED BY A MARINE CAPTAIN. HIS SPIEL WENT LIKE THIS, "WELCOME SEABEES", I'M CAPT. KELLY OF CHARLEY CO. 1ST BN, 9TH MARINES AND YOU HAVE NOTHING TO FEAR, NORTH VIETNAMESE AND VIETCONG HAVE ONLY TRIED TO OVERRUN US TWICE IN THE LAST SIX MONTHS. "I THOUGHT TO MYSELF, (EXPLETIVE), WHAT DID I GET INTO THIS TIME?"

WHEN WE'D GET UP IN THE MORNING, WE'D GO TO THE TOP OF OUR BUNKER (IT WAS CUT INTO THE HILLSIDE), LOOK NORTH AND SEE THE NORTH VIETNAMESE FLAG IN THE DISTANCE. LO AND BEHOLD WHILE ONLY THERE FOR APPROXIMATELY 3 MONTHS, THEY MADE ONE MAJOR PUSH TO OVERRUN US AND WE WERE MORTARED EVERY COUPLE OF NIGHTS OR SO. WE FOUGHT BACK AND WE SURVIVED.

RALPH NORMAN
WEST END, PA.



Ralph Norman outside his Hooch



Entrance to Camp Barnes



Vietnamese gathering food scraps from Outside the chow hall Camp Barnes.



Dang Ha River Bridge Nov. 1969

The Great Seabee Tank Caper

There was a significant, if not historical event, that took place during the height of the Vietnam War which went completely unreported then and was never again mentioned anywhere in the annals of the illustrious Seabee history archives. I am here to correct that error before everyone involved forgets the event even took place or considers it too minor to mention anymore. So this article is intended to correct that oversight and set the record straight.

Sometime around March in the year of 1968, United States Navy Seabee history was made when the Mobile Construction Battalion-121, Alpha Company became the only military unit in the history of the Vietnam war to capture an enemy battle tank!

But before I go into detail on how that epic achievement was accomplished, I must give you, the reader, a little background and a lesson on military terms.

First and most important is the definition of a "Sea story". Although this is a true story, a sea story is not a lie, nor is it completely the truth, variables in war may differ from one account or another. There could be an involuntary embellishment (which Seabees hardly ever make) of facts and figures, all with a certain amount of provable facts in support of the truth, with a plausible deniability.

It has been said that the difference between a fairytale and a sea story is the way they begin, a children's fairytale begins; "Once upon a time", and a Seabee sea story starts "This ain't no shit".

This story is being told in the first person, because I was there, and that's no shit. My name is Dick Jones and I was a member of Bravo Company, MCB 121 of the 32nd NCR, 3rd NCB, and 3rd Marines in the I-Corps region of South Vietnam during the war there.

All Seabees had their Battalion responsibilities as their primary job. Those jobs encompassed the full spectrum of what you would expect to see in a large successful construction company building air fields, ports, roads, pipe lines, electrical distribution, barracks, etc. Alpha Company was made up of drivers, heavy equipment and such. Bravo Company was plumbing, electrical, steam production and such. Charlie Company were carpenters, and building trades. Delta Company were draftsmen, planners, etc. Then there was Hotel Company where the C.O. and staff personnel and supply sat.

My job was mainly the operator of a large portable boiler used in steam production used in every aspect of battalion life.

As is the case with Seabees, we all had two jobs depending on the circumstances at the moment. I was a watch stander, an operator for the steam plant. As in my case, many of us had routine watch standing jobs, every day, 24 hours a day, seven days a week, every week, someone had to be on watch in our primary areas of responsibility.

In my case, I had a choice of watch standing times and I always took the late night duty looking after a huge boiler for the battalion.

As the boiler I was caring for had full automatic controls and safety switches with alarms, at night, I would hide in a loft of the boiler room and sleep the night through. Then bright and early after the next watch stander took over, I would head off to Alpha Company area where all the daily convoys were formed up and offer my services as a "Shotgun" rider on any convoys heading out, North or South of our combat base.

On some days if there was no need for a Shotgun rider, then I would head over to the Battalion Chaplain who often needed armed body guards to escort him when he went off to local churches and orphanages located in Hue, Dong Ha or at the furthest point North of our area down to Phu Loc, South, just before you get into the Danang valley. That area included such places as QuangTri city and to the East as far as the Rock Pile and of course Khe Sanh.

This story is confined to Route 1 heading south from the Combat base at Phu Bai to the quarry near Phu Loc. I was riding shotgun on the refueler, as I often did on these rides.

About 5 miles south on highway 1, at Xa Loc Bien was an old concrete bridge over a small river. Guarding that bridge was an old French tank, which had been there since the Indochina War some 15 years earlier. The tank was an old Chaffee M-24 given to the French Army during our post-war military assistance program.

For months we had driven past that tank with more or less passing interest and the driver of the fuel truck I was on, he and I often talked about, dragging the tank on a lowboy trailer and taking it back to the battalion main camp.

We would fantasize about what the NVA or the VC would think if they saw a tank on our firing line?

Finally, one day on a deadhead trip back to the main camp, we had an empty lowboy trailer in front of us! And sure enough the tractor driver turns into a loop and backs up to the tank. A few Seabees, including myself hook up the tank to the lowboy winch and drag the tank onto the lowboy, and the driver jumps back into the tractor and pulls out, back onto the MSR road and head's North.

The whole operation from the tractor pulling in to get the tank and back out with the tank onboard, took only 10 minutes at most.

Finally, when we pulled into the main camp the tractor pulled over to the heavy equipment storage area, where broken things wait to get fixed. He off-loaded the tank and pulled away. What happened next, I'm not real sure, but it seems to me, with a 50 year old memory of this, that someone later that night painted the tank pink, ending the shock value of having it on the firing line.

So it is MCB 121 was the only American military unit in Vietnam to actually capture a tank and bring it into their battalion area in working order. Up on further inspection it was found that the tank still had about 30 rounds of 75mm rounds stored on the inside of the turret and under the floor platform. Had the NVA or VC ever been aware of that fact, one can only guess the havoc that could have played on any American convoy heading North or South, over that bridge at Xa Loc Bien.

Lo and behold, 50 years after the fact, I recently went to my first battalion reunion last month (October 2018). As we were trading sea-stories I told this one about the Great Seabee Tank Caper and no one there remembered it... until the Master Chief of Alpha Company; EQCM Green came in and confirmed the story to my skeptical audience.

There were many Seabee veterans of that first deployment who could not, for one reason or another, attend this 50th anniversary reunion. If any one of you can flesh this story out, please do. MCB133 was the battalion that relieved MCB121 at Phu Bai, anyone in that battalion remember the Chaffee tank left for their protection and amusement?

It is after all, Seabee History!

This is Peter Atkins with MCB133 at PhuBai with "The Tank"... same place we dropped it months earlier



This is me as a Lieutenant (junior grade) at the Rock Pile on Route 9 in Vietnam between Dong Ha and Cam Lo heading to Khe Sanh. I was the Special Projects Officer in Alpha Company in NMCB-11 doing road upgrade as part of Operation Roadrunner (24-hour-a-day operations with USMC and US Army armored personnel carrier and tank protection) on Routes 1 and 9. I also oversaw the inventory and delivery of rock barged up from Danang to the Off-Load site at Cua Viet at Dong Ha, Vietnam. The rock was crushed into various fines that were used to upgrade and stabilize the roads and for lay-down in the large Ammunition Supply Point (ASP) the battalion was constructing in Quang Tri. We were stationed with the Seabees of NMCB-11 who was located at Quang Tri, Vietnam, in 1968...Bruce B. Geibel



HAPPY 77TH BIRTHDAY WISHES TO ALL U.S. NAVY SEABEES

Subject: Martha Raye in Vietnam

It was well recognized that Martha Raye endured less comfort more than any other Vietnam entertainer.

The most unforgivable oversight of TV is that her shows were not taped.

I was unaware of her credentials or where she is buried.

Somehow I just can't see Brittany Spears, Paris Hilton, or Jessica Simpson doing what this woman and the other USO women, including Ann Margaret & Joey Heatherton did for our troops in past wars.

Most of the old time entertainers were made of a lot sterner stuff than today's crop of activist bland whiners.

The following is from an Army Aviator who takes a trip down memory lane:

"It was just before Thanksgiving '67 and we were ferrying dead and wounded from a large GRF west of Pleiku.

We had run out of body bags by noon, so the Hook (CH-47 CHINOOK) was pretty rough in the back.

All of a sudden, we heard a 'take-charge' woman's voice in the rear.

There was the singer and actress, Martha Raye, with a Special Forces beret and jungle fatigues, with subdued markings, helping the wounded into the Chinook, and carrying the dead aboard. Maggie' had been visiting her Special Forces (SF) 'heroes' out 'west'.

We took off, short of fuel, and headed to the USAF hospital pad at Pleiku.

As we all started unloading our sad pax's, a USAF Captain said to Martha.... "MS Raye, with all these dead and wounded to process, there would not be time for your show!"

To all of our surprise, she pulled on her right collar and said "Captain, see this eagle? I am a full 'Bird' in the US Army Reserve, and on this is a 'Caduceus' which means I am a Nurse, with a surgical specialty.... now, take me to your wounded!"

He said, "Yes ma'am.... follow me."

Several times at the Army Field Hospital in Pleiku, she would 'cover' a surgical shift, giving a nurse a well-deserved break.

Martha is the only woman buried in the SF (Special Forces) cemetery at Ft Bragg.

Hand Salute! A great lady.

Submitted by Norm Sulock NSVA Island X-19 Syracuse, NY

Utah Senator Stops Blue Water Navy Bill:

An objection by Sen. Mike Lee (R-Utah) to passing H.R. 299, the Blue Water Navy Vietnam Veterans Act of 2018, by unanimous consent on the Senate floor Wednesday has effectively doomed any chance of the bill being passed in the 115th Congress. Lee now joins Sen. Mike Enzi (R-Wyo.), who objected last week due to the bill's overall cost. Lee's objection was because he wants to wait and see more sufficient evidence.

"We don't need more sick veterans to prove sufficient evidence," said VFW National Commander B.J. Lawrence. "Agent Orange made Vietnam veterans sick, and science agrees that there isn't any reason to treat so-called Blue Water Navy veterans any different than their peers who served ashore or on the inland waterways of Vietnam," he said. "What both senators have done is fail thousands of veterans — many of whom reside in their home states. Their obstruction to this bill's passage forsakes our nation's promise to take care of those who were injured or made ill due to their military service. Their objections put cost above faithful and honorable service." The VFW is again calling on all members and advocates to demand that the Senate pass H.R. 299 before the end of the year.

Blue Water Navy Bill Press Conference: The VFW showed up in force to a Blue Water Navy Bill press conference in the Cannon House Office Building yesterday. House VA Committee Chairman Dr. Phil Roe (R-Tenn.) and incoming Chairman Mark Takano (D-Calif.) hosted the bipartisan event to urge the Senate to pass H.R. 299, The Blue Water Navy Vietnam Veterans Act 2018, which the House passed unanimously 382-0 back in June, has been held up twice in the Senate over the past two weeks by Sen. Mike Enzi (R-Wyo.) and Sen. Mike Lee (R-Utah), who either objected to the bill's cost or wanted to wait for more sufficient evidence. VFW Legislative Director Carlos Fuentes said, "If America can't afford to take care of her veterans, then America should quit creating us."



TODAYS SEABEES

“26 MILES ACROSS THE SEA, SANTA CATALINA IS WAITING FOR ME”

The Four Preps (1957)



Marines and Seabees Repair Airport Runway on Catalina Island

CATALINA ISLAND, California -- For more than two weeks, Capt. Nicole Stockham has overseen a company of Marines and a dozen Navy Seabees tasked with rebuilding a decaying, 77-year-old runway at Channel Island's Airport in the Sky.

The Marines and Seabees are living in tents near the airport nestled in the hilly interior high on the island. The only access is a winding narrow road bordered in places by eucalyptus trees that act as barriers to steep drop-offs. There are dramatic views of the Pacific and the town of Avalon, which draws 1 million tourists annually. Each day about 100 Marines -- combat engineers, heavy equipment operators and surveyors -- start at sunrise, go to a briefing, grab chow and get to work on the 3,000-foot runway. Their mission: to build a new runway guaranteed to last at least 70 years. The project is expected to be completed by the end of March.

"I'm very happy and proud of the Marines and what they're doing," said Stockham.

The Marine and Navy encampment is similar to an operating base typically used during worldwide deployments or on humanitarian aid missions. Tents are filled with cots, there's a chow hall, and there are power generators, maintenance facilities and communication systems.

Since early January, about 100 Marines and 14 sailors (Seabees) have worked on the runway. They have excavated earth, surveyed the site and prepared forms for concrete-pouring.

By Friday, Jan. 25, five large concrete slabs had been poured, with 119 more to go. The effort by the Marines and Seabees is a first in California and critical to Catalina Island and its public airport.

"This allows us to partner with the community and do something extremely helpful," said Lt. Col. Duncan Buchanan, with the 1st Marine Expeditionary Force, which commands the 3rd Marine Aircraft Wing and the Marine Wing Support Squadron 373 working on the project.

"This will allow them to use the runway for years to come. This is the first time a Marine Corps unit in recent memory has built a runway in California."

Win-win project

The runway project, a public/private partnership between the Marines Corps, the U.S. Navy and the Catalina Island Conservancy, is a win-win. The \$5 million project began with 500 tons of equipment being delivered in mid-December and troops coming over on Jan. 2. The program is part of the Department of Defense's Innovative Readiness Training Program and matches community needs with military training opportunities. For the conservancy, one of the state's oldest land trusts, the project saves the island's runway. Over the years, it has required frequent patching costing the conservancy about \$250, 00 a year. In September, the California Department of Transportation's Aeronautics Division told the conservancy that it needed a long-term repair plan to continue to operate the airport as a public airport.

For the Marine Corps, officials say the partnership provides a unique opportunity to plan, train and deploy Marines to execute a construction mission that tests critical skills. The Marines, expert at working with concrete, are being supported by the Navy Seabees, who typically are tasked with construction work such as facilities, schools, and hospitals and on bases. Some Marines involved in the project will go on to construction projects at 29 Palms or overseas.

"This is extremely important," said Lt. Col. James Bauch, commanding officer of the MWSS-373. "We work with concrete but what we do tend to do are smaller projects. Some Marines here were in Iraq and Afghanistan and used concrete to fix craters on runways to support operations against ISIS."

These expeditionary runways typically include leveling dirt and laying interlocking metal planks. The runways and airfields are temporary.

"We looked at this project and our experiences in Iraq and Afghanistan and realized we need more experience with concrete to support Marine aviation," Bauch added.

The airport's history

Catalina's airport was built in 1941 by William Wrigley. It was carved out of the surrounding landscape by leveling two mountaintops and filling in the remaining canyon to create the main runway. The airport got its name from its location as one of Catalina's highest points, an elevation of 1,602 feet.

During World War II, the airfield and the island were leased to the U.S. government to serve as a front line in the defense of the nation's West Coast. The Office of Strategic Services, a forerunner to today's CIA, used the island as a secret training base for intelligence agents, and the airport's runway was covered with debris so enemy aircraft would not be able to use it as a base.

After the war, the airport was opened for public access in 1946. The conservancy took ownership and responsibility for the airport's operations in 1972, and has managed it as a general aviation airport, said Tony Budrovich, Catalina Island Conservancy president and CEO.

More than 7,000 flights come into the airport each year, about 30 percent of those providing mail service and FedEx and UPS deliveries to the island's 4,000 year-round residents. The island also is a popular tourist spot and swells to about 1 million people in the summer months.

Officials closed the main runway on Monday, Dec. 10. Only a limited number of flights are allowed to land on an alternate runway.

The idea for the project

The joint rebuild project began more than two years ago with an idea from a Navy pilot, who was flying his own aircraft on his day off and landed at the airport.

"He said this runway has a lot of years on it," Budrovich said. "And asked if we had ever considered a partnership with the Navy."

The conservancy talked to the U.S. Navy and the Marine Corps about the project and for the next 18 months, the conservancy worked with the Office of the Assistant Secretary of Defense, Navy personnel and the I Marine Expeditionary Force to develop the plan.

"They loved what they're getting and we loved what we're getting," Budrovich said.

In the encampment

Navy Seabee Lt. Michael Brown, a Navy reservist, was overseeing the Marines' work on Friday.

"When you go overseas, it's harder to get resources," he said, explaining the 500 tons of equipment, trucks and supplies that traveled from Miramar by caravan to the Port of Los Angeles and then over to Two Harbors, from where they were trucked up the steep and narrow winding roadway.

"On an island, it's much more limited and mimics environments that are not here in the U.S," he said.

Brown, who works as a mechanical engineer for Siemens in Allegany, N.Y., explained that he and other Seabees, familiar with construction, are helping the Marines who are not as familiar with the scale of this project. The term "Seabee" comes from the initials "CB" -- construction battalion.

Recent rain, along with cold temperatures and fog have made the work more challenging.

"It was cold and the wind was slapping the tent all night," he said. "There have been times where there's been a constant fog and it chills you to the bone. I came here thinking I'm going to an island in the Pacific and it will be warm and I brought jeans and T-shirts but every night I put on my fleece. Up here, there's no wind block.

For Stockham, who has deployed to Afghanistan, the project has been a valuable tool to teach her Marines about future deployments.

"One of the good things about this concrete project of this scale is that all the Marines get their hands in it," she said.

"Having several days in a row and seeing the whole process work rather than doing a tiny skill is a huge takeaway from this."

This deployment, she said, ranks among the best she's experienced.

"We have fresh fruit, hot meals and showers," she said. "My morning commute, I walk out of my tent and go to the next tent. There's no drive."

New to the Navy..... (Run Forrest Run!!!)

The Navy has never required prospective recruits to demonstrate much in the way of Forrest Gumpian running talent prior to reporting to Recruit Training Command Great Lakes, but changes are on the horizon. Starting Jan. 1, 2018, the service will implement an initial run test that all recruits will have to pass in order to begin recruit training. A mile and a half will have to be covered, for men, in under 16 minutes and 10 seconds, and under 18 minutes and 7 seconds for women, the Navy said.

After passing the test, eligible recruits will be grouped according to fitness abilities and will begin working toward the standards of the Navy's physical fitness assessment. "It is the responsibility of each recruit to work hard and maintain all Navy recruits will have to pass a run test prior to boot camp. Navy standards," said the commanding officer at Great Lakes, Capt. Mike Garrick. "Physical fitness is one of the greatest predictors of sailor success. Before they arrive to boot camp, recruits are expected to train to meet the physical fitness standards." Any sailor-hopeful who fails the initial test will have an opportunity to take it again within 48 hours.

However failing a second time will result in the recruit receiving an entry level separation discharge. In this event, recruits can "reapply at a later date with a waiver from Navy Recruiting Command," Navy officials said. "The initial run standard raises the bar at RTC, helping us develop tough, more qualified sailors during basic military training and send a more lethal force to the fleet," said Rear Adm. Mike Bernacchi, commander, Naval Service Training Command. The Army, Air Force and Marine Corps have all employed some variant of an initial fitness test for years, and while the Navy is joining the Club. The new run time requirements are still quite relaxed, comparatively. Eligibility to ship out to Marine Corps boot camp, for example, requires male poolers to complete a mile and a half run in 13 minutes and 30 seconds, whereas women have 15 minutes to cover the same distance.

IMPORTANT CONVENTION INFORMATION

**2019 NSVA National
Convention
August 14-18
Holiday Inn Bloomington
Airport South**



Holiday Inn[®]

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1201 W. 94th Street
Bloomington Minnesota 55431
(952)-884-8211

\$105 a night

**2019 Navy Seabee Veterans of America
73rd National Convention Registration Form
14 August — 17 August 2019
Holiday Inn Bloomington Airport South
1201 W. 94th Street
Bloomington Minnesota 55431
(952)-884-8211**

Make your check payable to NSVA Memo line "CONVENTION"

Name: _____

Positions held /Island _____

Spouse/Guest name: _____ NSVAA Member Y/N _____

Mailing Address _____

Email address _____ Contact phone number _____

DATE	EVENTS: Details of the tours on following pages REGISTRATION DEADLINE AUGUST 1. Mail check to: Charlie Coffin 16 Graham Ave, West Haven CT 06516	COST	# of PEOPLE	TOTAL COST
	Convention Registration Fee NSVA/NSVAA Members	\$20.00 ea.		
	Saturday night Dinner			
8/17	Banquet Dinner Beef	\$48.00 ea.		
8/17	Banquet Dinner Fish	\$48.00 ea.		
8/17	Banquet Dinner Chicken	\$48.00 ea.		
Total amount enclosed Make your check payable to NSVA Memo line "CONVENTION" Mail check and registration form to: Charlie coffin 16 graham Ave west haven CT 06516 Deadline August 1, 2019				Total enclosed:
THANK YOU				



73rd National Navy Seabee Veterans of America Convention and Reunion

August 14-18, 2019

Hosted by

SVA Island X—2 Twin Cities, Minnesota

8/14: Precon at Holiday Inn Bloomington, MN time TBT

8/15: 9AM NSVA/NSVAA Precon

- Committee meeting to follow.
- 1 PM Start Registration.

8/16: 8AM-2PM Main Body meetings post cons

9/17: 9AM-10AM Memorial.

Shuttle Transportation to and from the Airport

Visit the Mall of America (transportation provided)

Tour Historic Fort Snelling Saturday August 17th—\$15 (transportation provided)

Note: A two (2) week notice is needed for Fort Snelling tour.

Walker Art Center and Sculpture Garden \$15 Seniors \$13

Science Museum of Minnesota (\$19.95 seniors \$14.95)

Minnehaha Park

Minnesota is home to 11,842 lakes...bring your fishing pole!

Breweries, Casinos (shuttle from the MOA), Sporting Events

And much more.

Excellent public transportation to Minneapolis and Saint Paul

Concierge: Dan Bradley will be available to help you find public transportation for entertainment and activities in the Twin Cities. We are here to make your visit fun and exciting.

We ask you to please consider making a donation or placing an ad in the convention booklet.

Questions?

Contact: Kristen Ruder

krisruder@gmail.com

(651) 815-9634



NAVY SEABEE VETERANS OF AMERICA ISLAND X-2 TWIN CITIES, MN

73RD NATIONAL CONVENTION AND REUNION BLOOMINGTON, MN

<p style="text-align: center;">1/4 Page 5" x 3 3/4" \$40 B & W</p>	<p style="text-align: center;">1/8 Page / Business Card 2 1/2" X 3 3/4" \$25 B & W</p>	<p style="text-align: center;">Booklet Rates</p> <p>Full Page (Black & White)\$145.00 1/2 Page (Black & White)\$75.00 1/4 Page (Black & White)\$40.00 1/8 Page / Business Card (B & W)\$25.00 HI BUDDY\$3.00</p> <p style="text-align: center;">All ads must be received no later than June 1, 2019</p> <p style="text-align: center;">*Please attach a business card 200 dpi or higher photos can be emailed Any questions on ads can be answered by: Kristen Ruder krisruder@gmail.com (651)815-9634</p> <p style="text-align: center;">Please make checks payable to: NSVA Island X-2 Twin Cities, MN</p> <p style="text-align: center;">All companies placing an ad will receive a copy of the convention booklet</p>
<p style="text-align: center;">1/2 Page 7 1/2" X 5" \$75 B & W</p>	<p style="text-align: center;">1/8 Page / Business Card 2 1/2" X 3 3/4" \$25 B & W</p>	
<p style="text-align: center;">Full Page 7 1/2" X 10" \$145 B & W</p>		<p>_____ Full Page _____ 1/2 Page _____ 1/4 Page _____ 1/8 Page/Business Card _____ Hi Buddy</p> <p>*Name _____ Address _____ City _____ State/Zip _____ Ship Store Table & Space Rental (*1 Island per Table) No: [] @\$10.00 *Navy SVA/SVAA Island No: [] @\$30.00 Navy SVA/SVAA Department No: [] @\$100.00 NSVA member/business Island Number & State _____ **No sales allowed outside Ships Store as per local ordinance</p>
<p style="text-align: center;">Please mail all convention booklet ads to: Island X-2 Booklet Ad 266 Stanley Street West Saint Paul, MN 55118 (651)815-9634</p>		

UPCOMING CONVENTION AND REUNION INFORMATION

2019 NMCB 4 REUNION in Branson MO.

The Welk Resorts Hotel, 1984 State Hwy. 165

Scheduled for April 25th thru 28th, 2019

For additional info. Visit www.nmcb4reunion.com

ALL SEABEE REUNION GULFPORT MS. April 25 thru 28, 2019

Contact: Jon Scott (228)669-6858 or Robert Smith (228)424-1185

NMCB-62 Reunion (in conjunction with ALL Seabee Reunion above)

Contact: Norm Hahn (715)379-8482 or normhahnjr@yahoo.com

Navy Seabee Veterans 2019 Mid-West Reunion & Convention

May 31 thru June 2, 2019 (weekend after Memorial Day) in Canton OH.

Contact: Paul Patterson (330)685-6527

NMCB-74 2nd Annual Reunion, June 15, 2019

Info: www.seabee74.org or Facebook nmcb74desert storm veterans

NSVA ISLAND X-1, Greenville TN. 5th Annual All Seabee Reunion

August 10th, 2019 Contact Ray McPeek @ 865-776-1051 for details

NOW HEAR THIS...29th Annual MCB 7 – NMCB 7 Reunion

Sept. 19th -22nd, 2019 Colorado Springs, CO.

Contact: D. Blaisdell (419)867-9371 or mcb7ra@yahoo.com for details

MCB-11 Reunion October 2nd thru 6th, 2019 Seattle WA.

Contact: Larry Hagler (512)796-2834 for details mcb11.reunion@earthlink.net

THE WALL THAT HEALS (Vietnam Veterans Replica Wall) Rock Hill SC.

October 24th thru 27th, 2019 Contact: Milt Delair (803)322-0111, m_delair@yahoo.com

SEABEE MEMORIAL SCHOLARSHIP ASSOCIATION and THE SEABEE HISTORICAL SOCIETY DONATIONS

The Can Do will acknowledged donations to the Seabee Memorial Scholarship Association and The Seabee Historical Society. Donations should be mailed directly to the **NSVA National Secretary at the following address, 16 Graham Ave. West Haven, CT. 06516**. Please indicate on the checks Memo line which scholarship or fund you wish to donate to. The following donations have been received.

A donation for \$100.00 to the SMSA Marvin Shields Scholarship Fund by the Department of New York.

A donation for \$100.00 to the SMSA Fallen Seabee Scholarship Fund by the Department of New York.

A donation for \$100.00 to be split between the SMSA Fallen Seabee Scholarship Fund and the Marvin Shields Scholarship Fund by Island X-9, Kingston, NY.

A donation for \$50.00 in the name of Beverly Chrisey, Past Department Auxiliary Chaplain to the Fallen Seabee Memorial Scholarship by the Department of New York.

A donation for \$25.00 to the SMSA Fallen Seabee Scholarship in the name of Clair J. Charles from Island X-5 Lancaster, PA.

A donation for \$25.00 to the SMSA Fallen Seabee Scholarship in the name of Thomas Mehaffey Jr. from Island X-5 Lancaster, PA.

A donation for \$500.00 to the Seabee Memorial Scholarship Association from MCB-7.

A donation for \$25.00 to the Fallen Seabee Scholarship in the name of Fred Hummel from Island X-5 Lancaster, PA.



Welcome Aboard to our Newest Life Members!
John Cubit, Life Membership Chairman, Navy Seabee Veterans of America
It is with pleasure that we welcome the following Seabees as Life
Members of our Organization:



NAME	LM #	ISLAND	CITY	STATE
TENNYSON, Douglas	6725	X-16	South Hillsborough	FL
MAGGS, Rusty	6726	X-5	West Valley	AZ
WILSON, Paul	6727	X-10	Stuart	FL
FINKS, Ron	6728	X-10	Stuart	FL
SPEER, Joseph	6729	X-1	Gulfport	MS
GAGNON, Robert	6730	X-1	Davisville	RI
O'NEAL, Daniel	6731	X-9	Jacksonville	FL
CORMIER, B.J.	6732	X-1	Gulfport	MS
LUCEY, James	6734	X-7	Port Hueneme	CA
COOPER, David	6735	X-8	Sacramento	CA
JOHNSON, Roy	6736	X-1	Davisville	RI
SANTRY Jr., Timothy	6737	X-6	Wilmington	MA
BOYD, Raymond	6738	X-6	Wilmington	MA
SIKORA, Michael	6739	X-19	Daytona	FL
IVASCYN, John	6740	NMCB-9	At Large	
DUNING, Teresa	6741	X-4	New Castle	IN
EWIN, Gary	6742	NMCB-7	At Large	

ATTENTION ALL NEW and EXISTING LIFE MEMBERS

I would like to introduce myself, I'm John Cubit the new NSVA Life Membership Chairman. At this time I'm receiving all records from the National Secretary and past Life Membership Chairman. As I review the records and find out where we stand I will do my best to insure that all new membership applications are processed in a timely fashion. Of course I must control costs so at times it may take a little longer because of the printing one card as compared to being able to have up to 16 cards processed at one time. Please forward all requests along with any required funds to me, this will allow faster service.

My contact information is:

John Cubit, NSVA Life Membership Chairperson
 113 Kislingbury Street
 Rochester, New York 14613-1611
 Phone: 585-647-9294
 Email: egcmcubit@gmail.com

	<h1>FINAL SALUTE</h1> <p>COMPILED BY THE NATIONAL SECRETARY, AS REPORTED BY THEIR ISLANDS AND UNITS NAVY SEABEE VETERANS OF AMERICA, INC.</p>	
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CONSTRUIMUS, BATUIMUS - WE BUILD, WE FIGHT

LM#	Last Name	First Name	MI.	Island #	City	State
915	Santella	Richard	E.	X-23	Crystal River	FL
1014	Halter	Edwin	Jay	X-23	Crystal River	FL
1400	Callen	Edgar	W.	X-5	Whidbey Island	WA
1821	Hummel	Fred	H.	X-5	Lancaster	PA.
2695	Fisher	Robert		X-8	Tonawanda	NY
3653	Grenier	Joseph	R.	X-23	Crystal River	FL
3691	Smiley	Paul	F.	X-1	Davisville	RI
3873	Clark Jr.	Thomas	L.	X-10	Albany	NY
3882	Rudolph	David	A.	X-4	Peoria	IL
4074	Mehaffey Sr.	Thomas	J.	X-5	Lancaster	PA
4600	Nicolls	Jerold	L.	X-1	Gulfport	MS
5389	Nolan	Clifford		X-23	Crystal River	FL
5655	Swenson	John	H.	X-1	Davisville	RI
6268	Cloinger	Edward	D.	X-1	Gulfport	MS
6347	Smith	Jerry	M.	X-2	Hillsborough	FL
6632	Wilson	William		X-1	Greenville	TN
	Armstrong	Michael	A.	X-1	Greenville	TN
	Gauthier	Peter		X-4	Laconia	NH
	Langille Sr.	William	A.	X-4	Laconia	NH

Deceased Brother Seabees, Not NSVA Members:

Alvin Berkencamp, William Carr, Joel Carannante, John Atchley, Buell Balcesse, Joel Falkenburg, Thomas Godwin, William Hallmark, Art Hasselbrink, Brad Helsel, Charles Ivres, Jim Jackson, Ronald Kimp Jr., Edward LaPoint, Ken Mckee, Ed Merrow, Sterling Nielsen, John Sliva, William Stroup, Allen Suhr, Donald Underhill, Warren Wortman, Wayne Edsall

NAVY SEABEE VETERANS OF AMERICA

CAN DO

16 Graham Ave.
West Haven,
CT 06516

1-203-843-5513

Visit us on line at WWW.nsva.org



Non-Profit Org.
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Twin Cities, MN
Permit No. 7911

The Navy Seabee Veterans of America welcomes all veterans, age 18 or older, any rate, rank or branch of service, with Honorable service in the U.S. Naval Construction Force or Naval Facilities Engineering Command

Download a membership application at

www.nsva.org

Or contact **Charles Coffin**
National Secretary
Navy Seabee Veterans of America
16 Graham Ave.
West Haven, CT. 06516

1-203-843-5513

Once a Seabee, Always a Seabee



View or download *CAN DO* online at www.nsva.org