

BARSTOW LOG

SUPPORTING MCLB'S VISION FOR THE 21ST CENTURY

Vol. 7, No. 30

Marine Corps Logistics Base Barstow, California

July 31, 2003

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Check out the Marine Corps Web site.

<http://www.usmc.mil>

NMCI cutover approaches

By **Gunnery Sgt. John Cordero**
Public Affairs Chief

The Navy-Marine Corps Intranet contractor, EDS, assumed responsibility of all Marine Corps networked desktop computers, including the new Enterprise Sustainment Initiative computer equipment, here July 1, reminding people that the NMCI program is here and there's no turning back.

ESI was designed to replace aging computers and position new computers to be assumed by NMCI, with minimal impact to the Marine Corps mission.

Assumption of responsibility, or AOR, is when NMCI officials are in place on a base or station and assume responsibility of networked computers systems "as is."

The next scheduled NMCI milestone here is the "cutover," which should begin some time around September or October, according to Su-

san Louis, lead customer technical representative with the MCLB Barstow Communications Division.

The \$8.8 billion, 10-year NMCI contract was awarded to EDS in October 2000.

The NMCI mission is to enable the sharing of information worldwide with those who need it, when they need it, and to enhance enterprise-wide work, training, and quality of life for every Marine, sailor, and Department of the Navy civilian.

NMCI will replace hundreds of independent networks with one secure network of nearly 400,000 seats and ultimately provide a seamless flow of information across the Department of the Navy. It's a long-term, performance-based contract that includes

training, maintenance, operation and infrastructure.

It's been said if the Marine Corps tried to do what NMCI promises to do that the Marine Corps would wind up losing pace with technology. Not only does NMCI promise to keep the

Marine Corps and Navy technologically current, it's also a tool that will bring the Navy and Marine Corps closer together.

Transitioning to NMCI consists of several phases. July 1 marked the end of Phase I and the beginning of Phase II. Phase I, the detailed engineering, involved planning for change.

Phase II, referred to as preparing for change, is supposed to be a 30- to 60-day period during which a local site is prepared for the start of cutover.

Phase III, site transformation or cutover, is about making change. It's a 30- to 60-day period during which the local computer systems, infrastructure and network operations are transformed to function according to the NMCI contract.

During Phase IV, EDS achieves and proves the service-level agreements.

That NMCI presents a major "cultural" change may be an understatement in some people's minds.

One change people will notice, according to Anita Lewis, Communications Division director here, is that they'll have to call a toll-free number to get assistance from a non-local help desk and may have to leave their computer systems on overnight so that regular software upgrades can be made.

Since NMCI is a performance-based contract, the quality of service

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CWC 725 rebuilds, restores, reutilizes M1A1 Abrams Tanks

By **Rob L. Jackson**
BARSTOW LOG staff

Restoring a classic automobile to its original showroom condition is no easy task, but when compared to restoring or rebuilding a battle-torn M1A1 Abrams Main Battle Tank it's like a Sunday drive.

Just ask the folks at Cost Work Center 725, Maintenance Center Barstow, who perform this enormous task daily.

When purchasing a classic automobile the new owner already knows that this is going to be a time-consuming project, but it belongs to them and they can take as much time as needed.

Not the same can be said for the M1A1 rebuild. Here the CWC 725 folks are performing the work for paying customers, so time and quality of work is essential.

"One vehicle takes (an average of 237 days to) rebuild," revealed Frank Alston, M1A1 project

manager, CWC 725, MCB. "Our negotiated time with our customer is 140 days; our internal time (at this point is 237) days."

However, according to Alston, the Maintenance Center is constantly looking for any improvements, either through resource management, scheduling or part requirements, they can use to reduce that time.

Some of the improvements are already underway with the Maintenance Center's recent changes initiated by its commander, Col. Rob Gerlaugh.

"(The changes) have enabled us to produce our equipment more efficiently because now we see what we have in queue, we see what the next day's work is, and we're able to execute that more efficiently," said Alston.

When talking about his queue Alston is referring to an organized,

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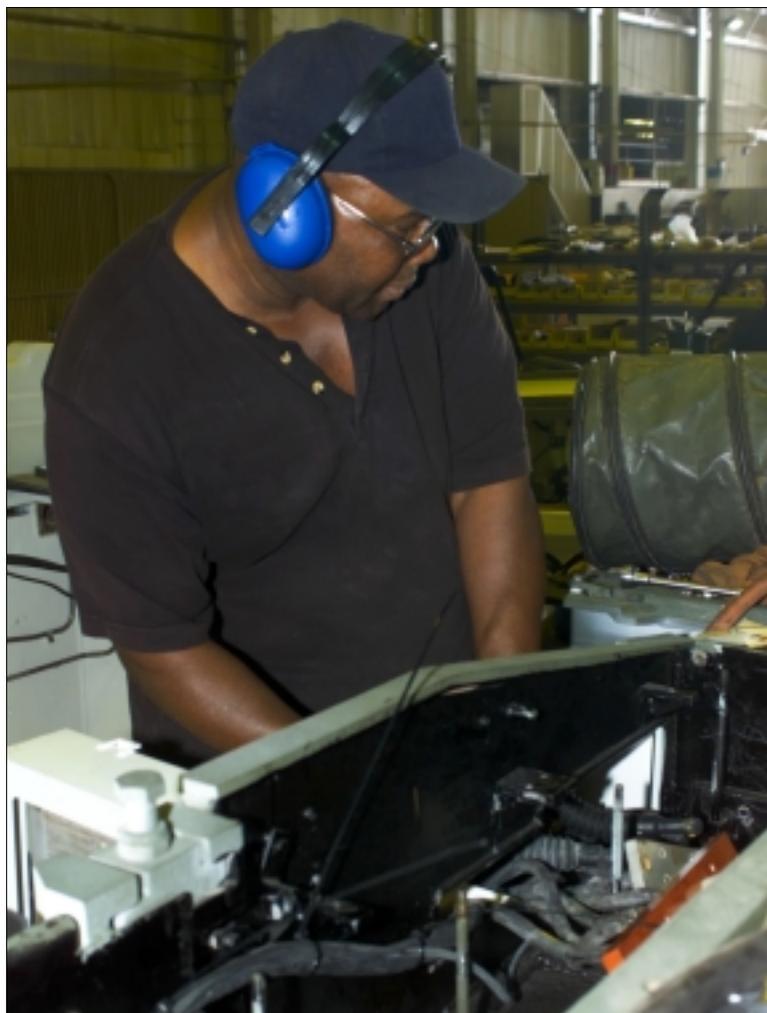


Photo by Rob Jackson

Odell Mosley, heavy mobile equipment, Maintenance Center Barstow, mechanic installs a battery box on an M1A1 Abrams Main Battle Tank during the reassembly phase of the tank's rebuild.

BARSTOW LOG
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<https://www.barstow.usmc.mil>

Number of on-, off-duty tragedies rising

By Gen. Michael W. Hagee
ALMAR 046/03

During the month of June 2003, 13 Marines died in accidents and two Marines committed suicide.

The following is a summary of our casualties for the month of June 2003. Fatalities:

Six Marines died in on-duty ground accidents this month. Two fatalities involved negligent discharges and two involved vehicular rollovers.

There were no aviation fatalities this month.

Seven Marines died in off-duty accidents this month. Four died in motorcycle accidents and three died in private motor vehicle accidents.

Motor vehicle mishaps continue to be the most serious risk to Marines whether they are deployed or at home. Specifically, the number of off-duty accidents remains alarmingly high, and we must reverse this trend now. As we enter the mid-summer months, I am con-

cerned about our effort and effectiveness enforcing safety standards. Professionals do not take unnecessary risks on or off duty. Leaders at all levels are responsible for educating and training their Marines on avoiding potential hazards and minimizing risks associated with their activities. All Marines will continue to be accountable for their own actions.

On-duty mishaps continue to rise. Fatalities in June included two Marines who died due to negligent discharges. Early

indications from one incident suggested "horse play" while standing guard. This carelessness is not only unacceptable when it involves weapons; it is inexcusable and criminal.

I cannot stress enough the importance of good leadership at all levels. Marines must apply risk management to their activities to mitigate the associated hazards with on- and off-duty activities.

Tragically, five Marines have died in the first seven days of July. Each died in off-duty traffic

accidents.

We must redouble our efforts to ensure Marines understand the risks and consequences associated with speeding, drinking and driving, fatigued driving and driving or riding without a seatbelt.

We don't leave Marines to die on the battlefield, and we won't leave them to die on the highway.

Semper Fidelis, M.W. Hagee, general, U.S. Marine Corps, Commandant of the Marine Corps.

Why so many rules?

By Lt. Cmdr. Randel Livingood
Base Chaplain



Have you ever wondered why there are so many rules? I have had the opportunity to look at only a fraction of the books that are used in the state of California in the practice of law and there are entire bookshelves of books that resemble a set of encyclopedias on steroids. I really just get overwhelmed with the number of books and marvel that people must pore over them in search of the right case and the right law in order to prosecute or defend an individual. Needless to say, the rules of law are numerous and so are the rules of religion. All one need do is crack open the Holy Writ and start gleaning through the Hebrew writings and you will find a plethora of laws. Just like the laws that are written for us today to help govern our society from a secular perspective, the religious laws are written to guide a society from a

theological perspective. This leads us back to the question, why are there so many rules? I believe the reason that there are so many rules is because there are so many people. Confused? Let me explain.

People have different ideas of what they should do mostly because they have to work through all the personal reasons for acting in a particular way. In other words, everyone is challenged by personal feelings and emotions and desires when they make important decisions. It is a supreme effort (and nearly an impossible one I might add) to make a decision that is devoid of some of kind of gain for the individual making the decision. If you take the "high road," then you are rewarded for being such a wonderful human being. If you take another route, you may be labeled as being selfish. Still another path might make you liable to be called selfish. So no matter what course of action we take, we are perceived by others in ways which we cannot control. So rules seem to be made to help guide us into doing the right thing.

There is a narrative I read recently

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Just did my job ...



Photo by Rob Jackson

Gunnery Sgt. Hilda B. Goodman receives a congratulatory embrace from Colleen Kamiyama, of MCLB Barstow's Business Performance Office, after her retirement ceremony Monday, which was held outdoors in front of Bldg. 15 here. Goodman retired after 20 years of service to the Marine Corps and plans the settle in Las Vegas.

<p>Chapel Services</p> <p>Protestant Sun. 8:30 a.m. Mass Sun. 10:30 a.m.</p> <p>Confession services before Mass</p>	<p>Catholic Rosary</p> <p>First Saturday of every month. 3 p.m. at the Base Chapel.</p> <p>For more info call 577-6849.</p>	<p>Nebo Bible Study</p> <p>Wednesday Noon-1:30p.m. At the Chapel Office.</p> <p>For more info call 577-6849.</p>
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For information on advertising in BARSTOW LOG, contact Paul Kinison of Aerotech News, Lancaster, Calif., phone: (661) 945-5634.

News Briefs

"News Briefs" is designed to disseminate information to the MCLB Barstow community. Submissions should include a point of contact and phone number, and be received by noon Thursdays for the next week's issue. Submit news briefs via e-mail to editor@barstow.usmc.mil.

Lunch menu

Unless otherwise indicated lunch menus for the Family Restaurant and Cactus Cafe are the same. Lunch menus are subject to change.

Today – Soup and salad bar.

Friday – Three piece fish.

Monday – Sphagetti dinner.

Tuesday – Meat loaf.

Wednesday – Chicken stir-fry.

Active duty military \$3.25, all others, including civilians \$4.75. Lunch entrees include roll/butter, vegetable, coffee, tea or soft drink.

Lunch is served at the Family Restaurant from 10:30 a.m. to 1 p.m. At the Cactus Cafe from 11 a.m. to Noon.

Cactus Cafe serves hamburgers, subs, salads and other line items available for walk in lunch. Other Family Restaurant lunch menu items, please call in your order before 9:30 a.m. to the Family Restaurant at 577-6428.

Breakfast

Breakfast at the Family Restaurant is from 5:30 to 7:30 a.m. At the Cactus Cafe from 5:30 to 6:30 a.m. Prices: Active duty military \$1.60, all others \$3.25.

Family Night Dining

Tonight – Grill your own steak. \$6 first serving, \$.50 per ounce seconds. Baked potato, sour cream and chives, tossed green salad, dessert and choice of fountain drink.

FSD phone numbers

Some Fleet Support Division phone numbers will temporarily change due to construction. The following phone numbers will be effective until Friday:

July 28 — Aug 1
Operations Branch
Supply tech, 577-7481
Quality Assurance Section
Supervisor, 577-7975
PEI Management Branch
Lead supply tech, 577-7863
Fax, 577-7074

Power outages

Due to an upgrade of the Nebo

electrical system, there will be power outages on the dates, times and locations listed below.

Saturday from 7 a.m. to 4 p.m., the following buildings or offices will be affected: 114 (Oasis Temporary Lodging), 370 (base armory), and contractors' offices (All Cities, Stronghold, Phoenix, etc.).

Note: Temporary power will be provided to Building 114.

On Sunday from 7 a.m. to 4 p.m., the buildings affected will be buildings 164, 327, 146, 147, 165, DRMO electric gate, DRMO electric scale, and the east guard gate.

Softball tourney

A one-pitch softball tournament is scheduled to start Saturday at 7 a.m. on Sorensen Field. The cost is \$100 per team, and 10 players is the minimum per team.

Everyone is invited to participate, according to a tournament flyer.

A coaches meeting is scheduled for 6:30 a.m. for brackets and rules to be discussed.

For more information, contact Master Sgt. Richard Holman at 577-6858, Cpl. Joshua Barnhardt at 577-6450, or Danielle Heinze at 577-6307.

SMP Beach Bash

The sign-up deadline for the Single Marine Beach Bash at Marine Corps Base Camp Pendleton is Friday.

The SMP Beach Bash is scheduled for Aug. 8-10 and promises loads of fun with music, contests, prizes, a Luau with Polynesian dancers and more.

Sign-up rosters are available at the base gym, Seven Day Store, and Barracks 176. Single Marines interested in going may also contact Somer Meeden, SMP coordinator, at 577-6812 or meedens@barstow.usmc.mil.

Safety shoes

Safety shoes will be available for purchase on Wednesday at the following locations:

Yermo Annex — Building 573 parking lot from 7 to 11 a.m.

Nebo — Building 236 parking lot, east end, from noon to 2 p.m.

KVN meeting

A Key Volunteer Network meeting is scheduled to start at

the Oasis Club at 4:30 p.m. Aug. 13.

SATO special airfares

Special airfares are available on Continental, Delta, United, and US Airways. Special sale fares require only a three-day advance purchase and are available for travel through Feb. 12, 2004.

Because return from deployment for military personnel could extend over a lengthy time period, the fare sale allows ticketing through Dec. 31, 2003, and travel through Feb. 12, 2004. Domestic sale fares require a three-day advance purchase, a Saturday night minimum stay and 30-day maximum stay. The fares are non-refundable, but no change fees will apply for changes made prior to departure. Fares are applicable all days of the week and have no embargo dates. The appropriate military identification must be presented in person at the time of purchase. These special military fares are not available via the Internet.

Contact SATO at 577-6135 or (800) 827-7777 for more information.

Town hall meeting

A town hall meeting is scheduled to start at the Youth Activities Center at 6 p.m. Aug. 20.

101 Days of Summer Challenge

The following three events remain in the 101 Days of Summer Challenge:

Aug. 15 — Desert Challenge
Aug. 19 — Alcohol and Drug Awareness Class

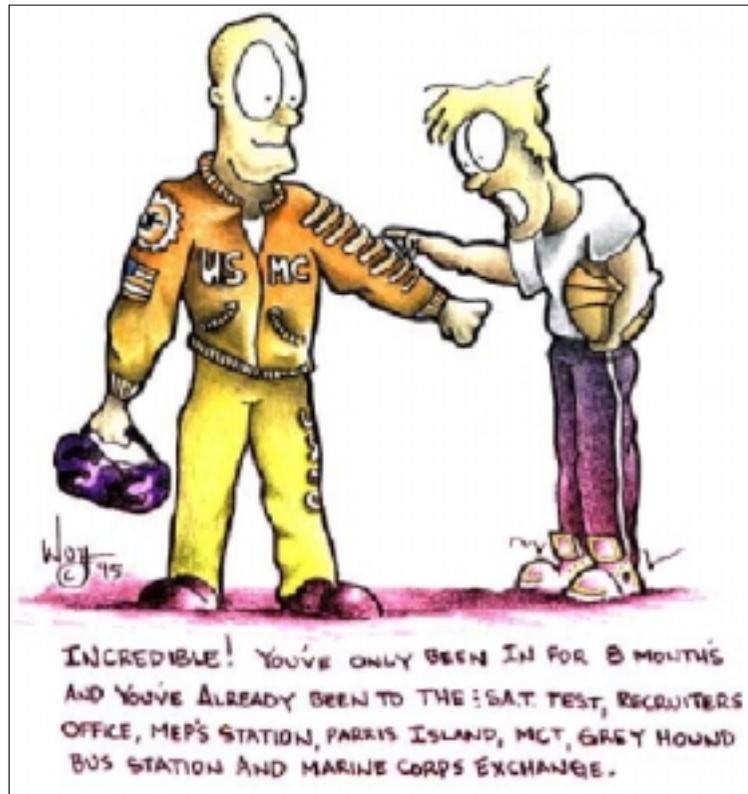
Aug. 28 — Barracks Bash
People who participate in the events earn points toward possibly winning a 27-inch television and more.

The challenge is sponsored by Marine Corps Community Services, the Single Marine Program and the Substance Abuse Counseling Center.

Fuel cards

As of July 21 the retail gas station no longer operates with the current fuel credit cards (green color). The credit cards are being replaced with a gas key.

If people haven't done so already, they should take their credit cards to Building 196 (northeast corner).



John Noxon will provide them with a new gas key. Each key is unique to each government vehicle, so drivers are encouraged to attach the key to the key ring of the vehicle. The CNG station will continue to take the white credit cards.

Uniform changes

MarAdmin 310/03 announced that the mandatory possession date for both one set Marine Corps combat utility uniform — woodland Marine pattern by Oct. 1, 2003, and one pair of Marine Corps combat boots — hot weather by April 1, 2004, is changed to Oct. 1, 2004.

The possession date change is due to the inability to establish retail online uniform sales of MCCUU items. The mandatory possession date is Oct. 2004.

For more information read MarAdmin 310/03.

Play mornings

Starting in August, the New Parent Support Program will be sponsoring "play mornings" every Wednesday from 9:30 to 11 a.m. Parents are encouraged to bring their children, age 5 years old and under, to attend a fun-filled morning of crafts, toys and music. Call the New Parent Support Program at 577-6332 for location and to register.

Flag history

The Mojave River valley Museum is holding a free daily flag display titled "Our Flag, Our History." Until Aug. 31 from 11 a.m. to 4 p.m.

The museum is located in

Barstow at 270 E. Virginia Way, at the corner of Barstow Road and Virginia Way.

Flags from almost every era of American history are represented. Along with the American flags, there will be flags from other aspects of the nation's history, like the California State flag, Marine Corps flag, San Bernardino County flag, San Bernardino County Sheriffs Department and state flags of Utah and New Mexico.

Central to the whole event is a salute to the 48-star flag and World War II. The display will feature the story of two different soldiers and a very interesting tattoo (tattooing is a form of hand making lace) 48- and 50-star flags. Along with flags are lessons on the care of the U.S. flag, flag history and a unique story for each of the flags.

There will also be a children's flag coloring contest with interesting, educational prizes.

Call 256-5452 for more information.

Civilian Leadership Development Orientation

A Civilian Leadership Development Orientation is slated for Aug. 13-14, and Aug 20-21 from 7:30 to 11 a.m. in the Business Performance Office training room in the Green Wing of Building 15. The course is designed to give an overview of the Civilian Leadership Development Program. Personnel should discuss the opportunity with their supervisor and make plans to attend orientation. Contact Lisa Akers at 577-6658, ore-mail akerslm@barstow.usmc.mil by Aug. 6 to reserve a seat.

GOT NEWS? If you think you've got something newsworthy call the public affairs office at 577-6430.

'True American patriot' dies at age 100

By **Gerry J. Gilmore**
 American Forces Press Service

WASHINGTON, — The King (of Comedy) is dead. Long live the King.

Such might be the public reaction to news that American comedy giant Bob Hope had died of pneumonia July 27 at his Toluca Lake, Calif., home at age 100.

Yet, perhaps no other organization mourns Hope's passing more than the Pentagon, for whom the British-born comedian undertook numerous — and often dangerous — overseas tours to entertain U.S. troops between 1943 during World War II to his last in 1990, just before Operation Desert Storm.

In a July 28 statement, the Defense Department cited Hope's death as "the loss of a true American patriot."

The comedian, the statement continued, "holds a special place in the national security pantheon."

Hope, according to DOD, "called the troops 'his best friends,' and he made it his mission to be with them wherever they served, regardless of distance or danger."

Hope was born Leslie Townes Hope in Eltham, England, on May 29, 1903.

His family immigrated to America in 1907. He became a star on vaudeville, Broadway, radio, and in movies and television — and a hero to U.S. servicemen and women.

The comedian became famous for flourishing a golf club during his comedy act.

But Hope also became well-known as a patriot who'd over the last six decades risked his life to visit with and entertain more than 12 million U.S. servicemen and women during 700 trips stateside and overseas in peace and war.

Give Thanks America (<http://www.givethanksamerica.com/>), a national initiative co-sponsored by DOD, Hewlett-Packard and Sorenson Media, has saluted Hope, showing historical video clips from his trips on its Web site.

After the allies' victory over the Axis powers in 1945, Hope continued entertaining service members throughout the Cold War.

He made numerous visits to overseas U.S. troops during the Vietnam War.

Hope made his last troop visit at Christmas in 1990, when he cheered American service members

in Saudi Arabia during Operation Desert Shield, right before the launch of Desert Storm to liberate Kuwait from Iraqi military occupation.

The comedian was honored five times by the U.S. Congress.

The USNS Bob Hope, a roll-on/roll-off cargo ship, was christened in May 1997.

Hope also had an Air Force C-17 transport plane named after him.

In October 1997, Bob Hope was made an honorary veteran by both houses of Congress — the first time an individual has been so honored in U.S. history.

The DOD statement also cited the Pentagon's "profound gratitude" for Hope's decades of service to the country, recognizing the positive impact he had made on military morale over the years.

DOD also extended its "deepest sympathy" to the deceased comedian's family and friends.

As U.S. service members around the world recall Hope's life, they're also likely to utter a sentimental phrase the comedian sang in his act:

"Thanks for the memories."



Bob Hope, radio and screen star, sits with men of X Corps, as members of his troupe entertain at Wonsan, Korea, Oct. 26, 1950. Army Cpl. Alex Klein



Photo by Rob Jackson

The Lifelong Learning Center's newest member, Debra Ann Valdez, is in place for Cameron University's University of Oklahoma MBA program. The first class begins Sept. 8.

NMCI from page 1

EDS provides will have an impact on how much EDS gets paid. At the heart of the NMCI contract are the service-level agreements. Customer satisfaction, measured through such things as surveys, will help determine whether EDS is eligible for customer satisfaction incentives, which could be up to \$144 million per year.

People may learn more about NMCI or stay current on NMCI issues by visiting the base intranet, www.mclbonline; the NMCI Web site, www.nmciinfo.usmc.mil; or the EDS Web site, www.eds.com/nmci.

One reason to become familiar with the NMCI Web site is that it has the most up-to-date official information about NMCI, said Louis.

The Web site may seem riddled with jargon that only information-technology professionals can fully understand, but Louis

said the average computer user should at least become familiar with the specifications of the three seats, the various Contract Line Item Numbers, or CLINs, and the transition schedule.

Three of the basic types of seats (red - \$246.51, white - \$238.64, and blue - \$232.34) includes round-the-clock help-desk support, infrastructure upkeep, enhanced security, technology refreshes, network monitoring, repair services, hardware, software, two unclassified user accounts, and training.

Each CLIN list includes a description of individual service offerings, associated service levels, software, hardware, and pricing, according to the NMCI Web site. Of special note is CLIN 23, Optional User Capabilities, which lists

COTS software or hardware that goes beyond the basic software of a seat.

CLIN 23 also lists the fees on top of the basic seat cost for the additional software or hardware.

Editor's Note:

People who have specific NMCI questions they would like answers to in the Barstow Log should call in questions to 577-6430 or forward those questions to editor@barstow.usmc.mil. Information from www.mclbonline and www.nmciinfo.usmc.mil was used for this article.

GOT NEWS? *If you think you've got something newsworthy call the public affairs office at 577-6430.*

Tank from Page 1

forward staging area for work-in-progress; these are scheduled parts and subassemblies to be worked. In past years it wasn't that way. Instead, vehicle after vehicle would be disassembled and parts would pile up, items Alston calls Code F parts or repairable items.

"It's much easier for (our M1A1 team) to make our production goals because we're working on what we need to be working, rather than working indiscriminately on it all in the holding areas," he said.

When tackling a classic auto rebuild the same basic principle applies. There must be organization to the process, otherwise critical parts may come up missing or misapplied.

As with any project there has to be a starting point in the case of the M1A1 it's a receipt inspection, which is the first phase of what Alston refers to as a specified overhaul and repair or SOAR.

After the inspection is completed, the disassembly of the vehicles begins.

"Once the vehicle is totally disassembled, all the components parts go into storage," said Alston. "What happens to the (hull) next is that it gets steam cleaned and blasted to the bare metal."

The hull, now stripped to the bare metal, is sent to the welding shop where it is inspected for cracks and anything that appears to be abnormal. The shop will fix the cracks then verify they have been repaired through nondestructive testing or dye penetrate. Cracks and abnormalities welded, the hull is moved to the paint shop where it is given a new coat of paint on the exterior and interior.

One of the things customers are most concerned about are cracks in the hulls, said Alston.

"They drafted a Statement of Work (SOW) for the specified overhaul and repair, and basically that gives the customer as close to a rebuilt tank as possible without incurring the total cost of a rebuild."

The SOW specifies that the tank get blasted down to the bare metal, repair all the welds, give it a new base coat of paint, and remove the electrical harnesses from the vehicle. The line replaceable units, what Alston calls LRUs, are cleaned and tested for thermal damage, corrosion and run across a test bench and put back into service.

"We replace all the engines with a (newly rebuilt) Fort Riley engine, which is warranted for one year after it is released from the depot to the fleet," Alston explained. "We rebuild the X-11003B transmission and put new NBC filters in then reassemble the tank from the ground up.

"We do some things in the turret (such as) the elevation mechanism and the traversing mechanism. So



Photo by Rob Jackson

Representatives from the Marine Corps Air Ground Combat Center Twentynine Palms inspect a newly completed M1A1 Abrams Main Battle Tank prior to receipt for return to the parent unit.

we're really close to a zero miles (for the Marine Corps) tank without incurring the cost (of one)."

Once the hull is returned from the welding shop and paint booth, the reassembly begins with tapping out the boltholes and installing new bolts. Next is installing new rubber so the fuel cells and fire suppression system can be replaced; the rubber resembles sound deadening material installed in a car.

The hull then goes to the suspension station to have the road arms installed. This is one of the items that receives a thorough inspection, but no new paint until the final stages of the rebuild. Instead these items fall under inspect and repair only as required (IRON) where they receive new bearings, seals and caps and are then reinstalled on the vehicle.

"This is where it becomes very critical that we have those items (the road arms) processed because between the time the hull goes through the system – repaired, cleaned and painted – we want those products that we've been staging back here," Alston explained.

"That's why coordination is very critical between scheduling things into the shop at the right time and having the right people working on the right things at the right time, and get them back here in time to support the build process."

Next up are the electrical and hydraulics components followed by the driver's seat, hatch and the driver's compartment components. One thing the product manager emphasized was while the hull is



Photo by Rob Jackson

Left to right - James McMullin and David Merica, heavy mobile equipment mechanics, CWC 725, reassemble the M1A1's transmission, another phase of the reassembly process of the tank's rebuild.

being rebuilt, the turret is going through the same process. The idea is to have both parts completed about the same time.

"Once we get this all put together we'll put it through vigorous testing to ensure we have the best product," said Alston. "We'll put it through several different phases of inspections. We do in-process inspections by certified product inspectors, which are my leaders and myself. We're often audited on those

processes by a quality assurance inspector.

"Then we'll do cost work center final inspections to make sure we're trying to fill the customer's requirements by his statement of work, and then we'll pass that off to our quality control folks who will do a division final inspection."

According to Alston, the quality control people are the customer's representative, their eyes and ears on the floor. They are going to be as

critical as possible to make sure the Maintenance Center does not put out a product that does not meet the customer's full expectations.

"Part of that will be road testing the vehicle, testing all the systems, such as NBC, checking the fire control system, the communication systems, optical system, electrical and hydraulics," he said. "All will be tested fully to ensure that we've met all the customer's requirements."

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Tank from Page 6

When the entire process is completed the customer is notified that the product is ready for pickup. The customer, along with MCB product inspectors, will perform a receipt inspection where there the customer will give his product a thorough look before accepting the vehicle.

When rebuilding a classic automobile not as many people get involved with the process unless parts are farmed out for work, as is the case with some parts of the M1A1.

Unless the classic is being restored for an auto show not too many people will give the car a thorough inspection as the finished tank receives, but Alston reveals there is a lot more involvement with the tanks and another reason for the M1A1Abrams line's progress.

"Most people look at the depot and they look at the people that actually work on the line," he said. They don't see the support behind the shop floor control, the planners and expeditors, who go in and troubleshoot and find those hard-to-get parts, working overtime early in the morning and late at night.

"Everybody thinks about the guy standing out in the sun doing this but there are a lot of people behind the scene that support this process, and without them we just couldn't make it. It just wouldn't happen."

Photo by Rob Jackson

Prior to installing the engine and transmission into the hull of the M1A1 an "engine hop" is performed, ensuring there are no oil leaks, hydraulic leaks or other mechanical problems that may cause a malfunction prior to installing the components.

Around the Corps

Marines have fun, face challenge of exercise CARAT

Cpl. John F. Silwanus MCB Camp Butler

Lance Cpl. Nathan Glover crouched down on the side of the road and waited for his platoon sergeant to give the all clear. He tried to relax during the patrol before his company conducted its final assault of the Singapore training phase of exercise Cooperation Afloat Readiness And Training.

Glover, a rifleman with 3rd Platoon, Company I, 3rd Battalion, 8th Marine Regiment, 3rd Marine Division, the ground combat element for the landing force of exercise CARAT, took advantage of the break because he didn't get much sleep the night before.

His anticipation for this assault on the Sarimban Fiba Military Operations in Urban Terrain Facility here had kept him awake and he knew the night attack would afford him little opportunity for rest. His determination to finish was one of the things that kept him driving ahead. Pushing themselves and trying new things defined the Marines and sailors of LF CARAT during the Singapore phase of training.

"We had to push ourselves several times throughout the Singapore training," Glover said. "There were events that kept us awake for more than a day or so, and there were others that were just physically draining. Overall though, it was a good exercise because it was pretty cool to learn about the tactics of the Singapore Army as well. They were great people to work with." LF CARAT is an annual exercise consisting of a series of bilateral training evolutions between the United States and several Southeast Asian countries, with whose service members U.S. Marines and Sailors will train cross-culturally.

CARAT demonstrates U.S. commitment in Southeast Asia while improving operational readiness, interoperability and the capabilities of U.S. forces. The exercise is designed to promote cooperation with other countries and to continue to build lasting, working relationships.

The primary Marine unit participating in this year's LF CARAT exercise is Combat Assault Battalion, 3rd Marine Division, which is comprised of multiple units. The major units represented are Company I, 3rd Battalion, 8th Marine Regiment, 3rd Marine

Division, which is deployed to Okinawa from Camp Lejeune, N.C., as part of the Unit Deployment Program; a Combat Engineer Platoon; an Assault Amphibian Vehicle Platoon, which is UDP to Okinawa from Camp Pendleton, Calif; a detachment from 3rd Reconnaissance Battalion, 3rd Marine Division; a Light Armored Reconnaissance Platoon, CAB, 3rd Marine Division, which is UDP from Company C, 4th Light Armored Reconnaissance Battalion, Salt Lake City, Utah; and a Combat Service Support Element from 3rd Force Service Support Group. The weeklong Singapore phase began with the Marines traveling to the High Confidence Course at Hendon Camp. The Marines spent two days attacking the 75-foot high obstacles, which are designed to help build the confidence of service members with a fear of heights.

"The course was more fun than it was challenging," said Lance Cpl. Samuel Batts, heavy equipment operator, Combat Engineer Company, Combat Assault Battalion, 3rd Marine Division, now attached to LF CARAT. "We were always connected to the course by a safety harness, so it didn't really challenge me physically. For some people, the challenge was just being very high in the air, which was the fun part for me."

According to Maj. Christopher Soh, operations officer, 5th Battalion, Singapore Infantry Regiment, the course was a good opportunity for service members to get more familiar with the way the Singapore military trains.

"It's very beneficial for the Marines to try the course, because we have found it to be a great confidence builder for our soldiers," Soh said. "Plus, many of these Marines have not done anything like this since their boot camp, so it is a good refresher for them."

Once the Marines had tackled the confidence course, Glover and the Marines of the GCE moved on to train with the Singapore military in the Sarimban Fiba Village MOUT Facility. The Marines and Singaporean soldiers each demonstrated their techniques in a MOUT environment for the benefit of the other.

"We got a chance to showcase our abilities in the MOUT facility and the Singapore soldiers were very willing to learn,"

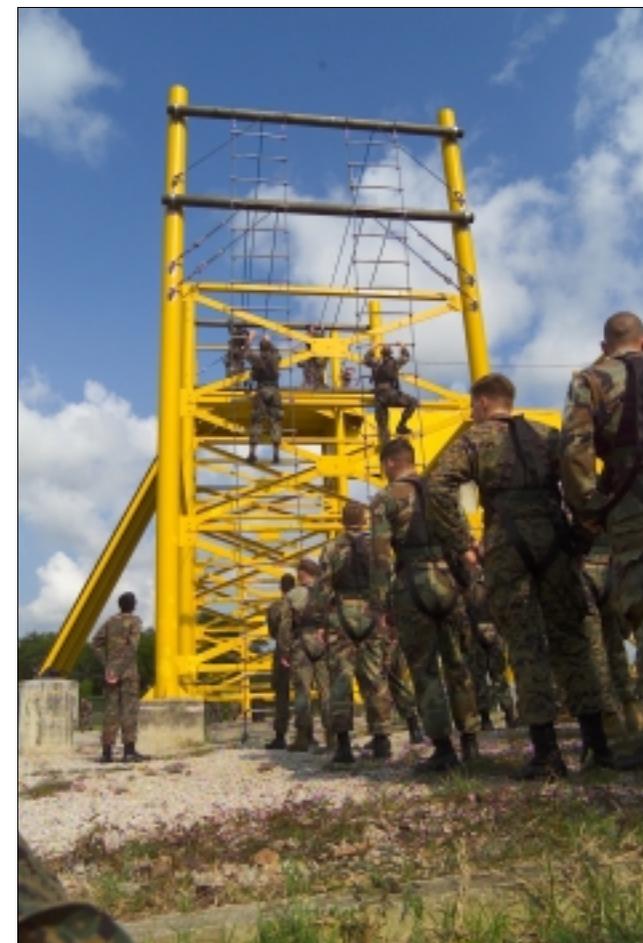


Photo by Cpl. John F. Silwanus

Marines from I Company, 3rd Battalion, 8th Marine Regiment, 3rd Marine Division, make their way slowly up a ladder-climb portion of the High-Low Confidence Course at Singapore's Hendon Camp July 15. The course, which some 300 Marines and Sailors of the Landing Force conquered over a two-day period, was fraught with intimidating obstacles, some as high as 75 feet up, and as far across as 100 feet.

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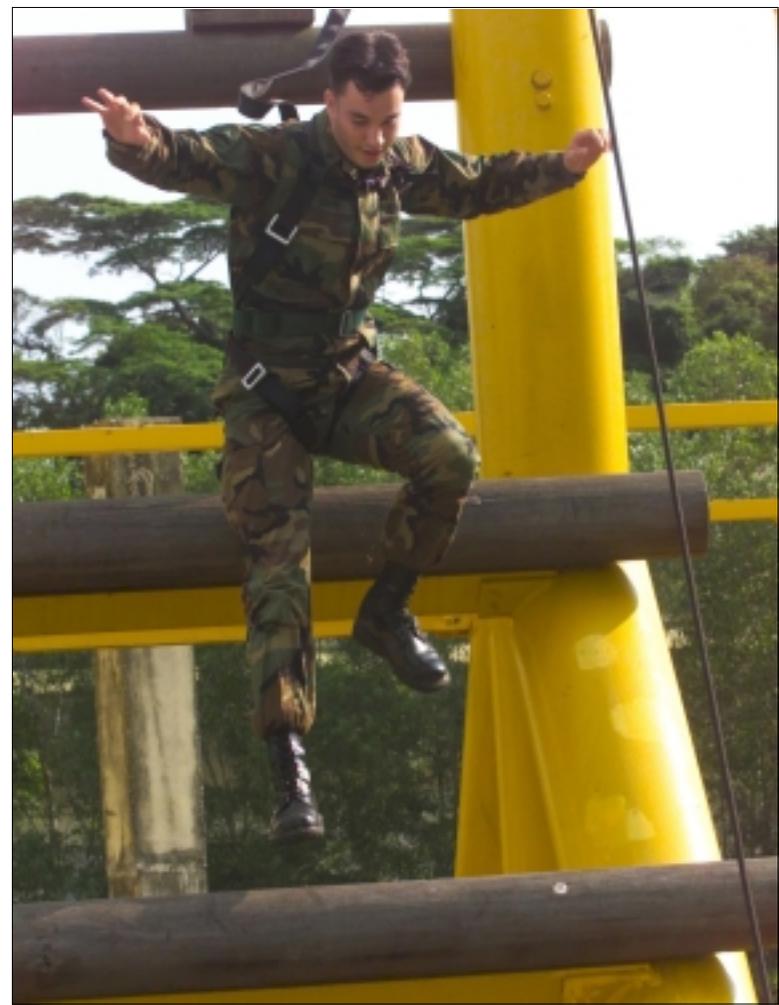


Photo by Pfc. Tomas Hudzinski

Lance Cpl. Ian Barr, receiver transmitter operator, 2nd Platoon, I Company, 3rd Bn., 8th Marine Regiment, runs down a log obstacle of the high-low confidence course at Singapore's Hendon Camp July 15.

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Glover said.

The bilateral training was not limited to the MOUT facility. It was the norm wherever CARAT Marines traveled.

The Marines of the combat service support and command elements participated in a live-fire course at the Pasir Laba Camp Live Firing Range.

Once at the range, the Marines and sailors practiced their course of fire on a simulated trainer.

The Marines and sailors then moved on to begin the final assault. During the final assault the Marines and sailors of Company I were dropped at a landing zone nine kilometers from the MOUT facility, then had to patrol the rest of the way to conduct the final assault.

The service members began their trek to the MOUT facility in the afternoon and continued through, finishing the assault the next morning.

"Since we were conducting the attack at night, I was interested to see how our attack would pan out in the darkness," Glover said.

With the Singapore phase complete, the Marines and sailors of the landing force will now move into the final training phase of exercise CARAT - Malaysia.

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that describes an interaction with those rules. It is a narrative found in the Gospel of St. Mark and talks about some people who have, to the perception of some, broken some religious rules. The people in question were picking grain on a Sabbath day against the rules. Here is the problem, they were hungry and that was the only source of food at the time. So what rule should be obeyed? The one that says no work shall be done on the Sabbath or the one that says that people must eat so that they do not go hungry. A sticky wicket to be sure, but not impossible to answer. The answer is that the spirit or intention of the law is what should prevail. That is true in religious law and in secular law and those who practice to serve that end are good and faithful to the course which was intended. For those people all religious law was summed up in two parts; "love your neighbor as yourself and love God with all your heart, mind, soul, and strength." For

everyone else the other laws have been written. So why do we have so many rules? Probably because we just don't love each other the way we should. OK, so I may be a naive, but if we could love each other the way we love ourselves would we need all the other laws? I don't think so.

I think we would treat each other with respect, care, and attention.

We would hardly ever be cold, hungry, or without companionship if we loved each other, which I think would preclude much of the need for the rest of the rules about stealing, murder or any other rules which exist because of our inhumanity to each other.

Is it impossible for the world to suddenly become a place where people care about each other?

Maybe it is, but it is not impossible for you and I to care about each other, and that is where it all begins.

Peace,

Fr Randel



Super Sale!

By Jim Gaines
MCCS Publicity

The August Super Sale starts tomorrow at your Super Seven Store and the Railhead Exchange.

This sale is loaded with bargains. Check this out: Anchor Hocking 16 piece glassware set for \$9.99. Aroma 5-in-1 rice cooker, cooks 4 to 20 cups, buy it now for \$24.99. JWIN CD/AM-FM boombox, yours for \$19.99. RCA DVD/CD player with progressive scan, sale priced at \$69.99.

Running concurrently with the Super Sale is a Clearance Rack Sale with men's and ladies apparel at 50 percent off last marked price. Also a rack with assorted apparel with 50 percent to 70 percent off last marked price.

This sale is in progress now and will continue through Aug.

30 or until merchandise has been sold.

Drop by the Super Seven Store or Railhead Exchange and pick up Super Coupons, good throughout the month of August. These coupons entitle you, to up to 40 percent off selected merchandise. barbeque grills, home theater systems and men's casual pants. The coupons also offer you \$15 off DVD players and car stereos. Pick up your coupons today. Coupons may also be obtained in the August issue of the MCCS Events Guide

For more information call the Super 7 Store at 256-8974. The Super Seven Store is open Mondays through Fridays 6:30 a.m. to 9 p.m., Saturdays 8 a.m. to 9 p.m. and Sundays 10 a.m. to 6 p.m..

Call the Railhead Exchange at 577-7782 for current hours of operation.

Base Championship Golf Tournament

Saturday & Sunday, Aug. 9 & 10
7 a.m. Registration - 7:30 a.m. Tee Time

Entry fee of \$20 plus green fees & cart

Registration deadline is Aug. 7

Limited to first 60 registrants

Food & beverages provided. Come on out and participate!

Sign up at the golf course today.

Tees n' Trees Golf Course
577-6431