

DECEMBER 2025

EXTRA

BEE NEWS



Official Newsletter of the Navy Seabee Foundation



NMCB 11
*Tactical Leadership
Training*

Pgs 9-11

From the trades
pg 3

Seabees visit Normandy
pgs 7-8

There's no Bob Hope
pgs 14-15

Seabee's 220-mile
trail run
pg 20

BEE NEWS EXTRA

Table of Contents

17-29	...Always a Seabee
2	Heritage Bricks, Scholarships
3	From the trades
4-6	NMCB 4
7-8	Seabees visit Normandy
9-11	NMCB 11
12-13	This month in Seabee history
14-15	There's no Bob Hope
16-17	NMCB 3
18-21	Seabee's 220-Mile Trail Run
22-25	NMCB 133
26	Veterans Day events
27	UCTI & NMCB 1
28-29	NSU State Department
29	NAVFAC Northwest
30	Nonprofit in the spotlight
31	Reunions & Events
32-36	NSF: What we do and how we do it
33	NBVC Winter Wonderland

Bottom Line Up Front (BLUF)

We're All About The Seabees

At the heart of the Navy Seabee Foundation mission is a promise: we're dedicated to the well-being of the Seabee/CEC Community—and their families. This support spans generations and takes shape in meaningful, tangible ways. From welcoming battalions home with pride to helping to provide an education through scholarships, here's how we stand beside the Seabee/CEC Community.

- Supporting Battalion Homeport Celebrations
- Scholarships to Children and Grandchildren
- Supporting All Seabee Reunions
- Supporting Family Readiness Groups
- Can Do Career Connection
- Annual Foundation Awards
- Supporting Navy STEM Camp
- Recognizing Seabee Centenarians
- And more, all thanks to your support!

Members of NCG2 Chiefs Mess installing heritage bricks at the Heritage Center, NCBC Gulfport



Recently, CBCM Anthony Thibodeaux, CUCS Matt Speece, and NCC Lamar Smith from the Naval Construction Group TWO Chiefs Mess, volunteered to install the latest batch of heritage bricks purchased for installation at Naval Construction Battalion Center, Gulfport. Through yours and their support, we keep the heritage of the great Seabee legacy alive.

DO YOU KNOW A HIGH SCHOOL SENIOR?
(WITH A SEABEE CONNECTION?!)

For the 2025-26 school year, the Navy Seabee Foundation awarded **218 Scholarships totaling \$745,000!**

WHO CAN APPLY?

- Children and grandchildren of a Seabee or Civil Engineer Corps (CEC) Officer. (Step childcare & grandchildren, too!)
- Members of other service branches assigned to a Seabee unit.
- Active duty, reserve, retired and honorably discharged Seabee.

WWW.SEABEE.ORG

2026 APPLICATION OPEN ONLINE JAN 1- APRIL 15

SEABEE.ORG

GOT QUESTIONS?

Email scholarship@seabee.org



Follow Navy Seabee Foundation on social media!

From the Trades to Executive Leadership: The Journey That Built Me

By Vance A. Melanson

Not everyone starts their career with a title. Some of us start with a toolbox, steel-toe boots, and a stubborn determination to build something better.

I'm proud to say I came from the trades. I was turning wrenches long before I was managing billion-dollar portfolios, running global logistics, or serving as a senior public works executive. The trades taught me more about leadership than any classroom ever could — and those lessons stayed with me for life.

Along the way, I've had the privilege of serving beside some of the finest people you'll ever meet: SEALs, Special Warfare operators, Seabees, expeditionary teammates, and executives who came from the same humble beginnings. What we share is simple:

We didn't grow up with advantages.
We created them.
We built ourselves.
And then we lifted others.

☆ What the Trades Taught Me

The trades gave me a foundation I still stand on today:

Work ethic: Do it right, even when no one is watching.

Grit: Push through the hard days — that's where the growth happens.

Integrity: In the trades, shortcuts show.

Teamwork: You don't survive tough jobs alone.

Those lessons carried me through 23 years of Navy service and into senior leadership roles shaping critical infrastructure and global operations.



☆ Leadership From the Ground Up

Every leadership role I've ever held — from Senior Chief to Program Director — was built on simple truths I learned as a young tradesman:

"Respect people.

Lead from the front.

Own the mission.

Never forget where you came from."

I know SEALs who grew up with nothing but grit. I know executives who started by sweeping floors or working night shifts. Many of us rose not because we had a head start, but because we refused to quit.

That's something to be proud of.



☆ Pride in the Journey

People see the medals, promotions, degrees, certifications, and leadership roles — but not the road behind them.

My path was simple:

A tradesman who became a leader.
A mechanic who became a Senior Chief.
A working-class kid who now manages major Navy infrastructure and public works operations.

That journey matters. It shaped everything I am today.

To Anyone Working Their Way Up

If you're grinding right now — keep going. Your background is not a disadvantage. It's your edge.

*"Hard work builds confidence.
Challenges build grit.
And grit builds leaders."*

No one can take away what you build with your own two hands.



NMCB 4 deployment operations

Chinhae, South Korea

Say hi to our Seabees in Chinhae, South Korea! They've been putting in a lot of work recently, maintaining those fundamental skillsets that make a well-rounded Bee.

Photos by: BU3 Cecan



Diego Garcia

NMCB4 Seabees in Diego Garcia stay busy! Idle hands make bored Bees.

Photos by: BU3 Delatorre



Iwakuni

NMCB4 Seabees in Iwakuni are pretty good at moving dirt. They might even be the best at it by now considering how much we keep them in their CESE! They're capping off a landfill so that MCAS Iwakuni can reuse the land. Good job, Bees!

Photos by: EO CR List, BUCA Lyons



NMCB 4 deployment operations



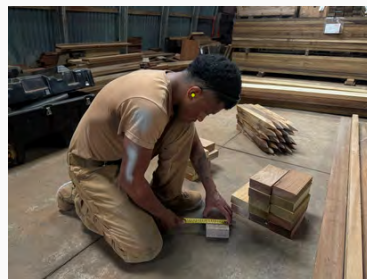
Palau

NMCB4 Seabees in Palau want to say hi!
Photos by: EA3 Dumlao



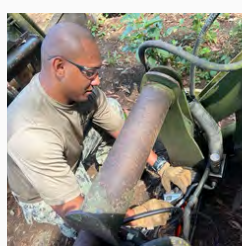
Papua New Guinea

NMCB4 Seabees are building literal and figurative roads in Papua New Guinea! Seabees are at their best when they're doing good work.
Photos b: CECN Troung, CE2 Garcia



Philippines

NMCB4 Seabees in the Philippines have been keeping the CESE running, the beaches clean, their training up to date, and the CONEX boxes squared away!
Photos by: BU3 Flores, BU3 Ross



NMCB 4 deployment operations

Okinawa

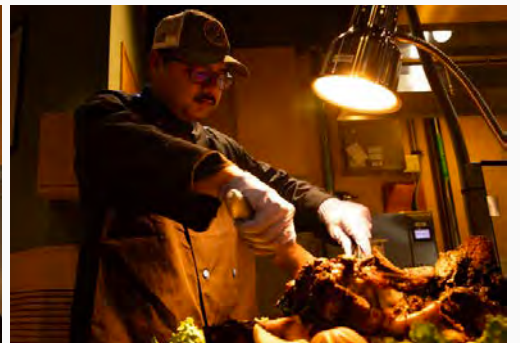
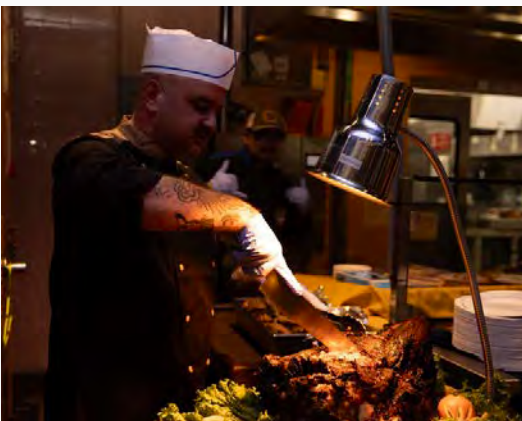
NMCB4 Seabees in Okinawa compact layers of dirt prior to placing concrete. Doing high quality work now ensures a high-quality product later. No shortcuts!

Photos by: BU3 Loeffler



Thanksgiving

However you spend today, whoever you spend it with, we hope you're able to find something for which you can be grateful. Happy Thanksgiving from NMCB4!



Seabees visit Normandy

Submitted by: Pam Taylor

Retired Seabees Tommie and Pam Taylor, Rhonda Jurgensen, and Jeannie Cooper-Nolan recently completed a London, Paris, D-Day tour. The trip started in London where they visited Churchill's War Rooms, Bletchley Park, the D-Day museum at Southwick, and numerous other WWII historical sites and museums. In Normandy, they visited Utah beach, Omaha Beach, the American Cemetery, and numerous WWII museums. While in Normandy, they met and had lunch with Seabee Paule and Claude Ruault, who then accompanied them to Utah beach. Seabee was born on July 2, 1944 in Saint Marie-du-Mont, France. She was delivered by LT Douglas Butman, the Medical Officer attached to a detachment of Seabees from NMCB 81, who had recently landed in Normandy. She is probably the only baby in history to be named for the Seabees! It was indeed a pleasure to meet her and talk with her about her family history and growing up in Normandy.

While visiting the American Cemetery, a wreath-laying ceremony was held at the monument. Rhonda and Jeannie were among the four veterans who participated in this ceremony.



Top: Article for Seabee Paule's 23rd birthday.
Below: American Cemetery at Normandy

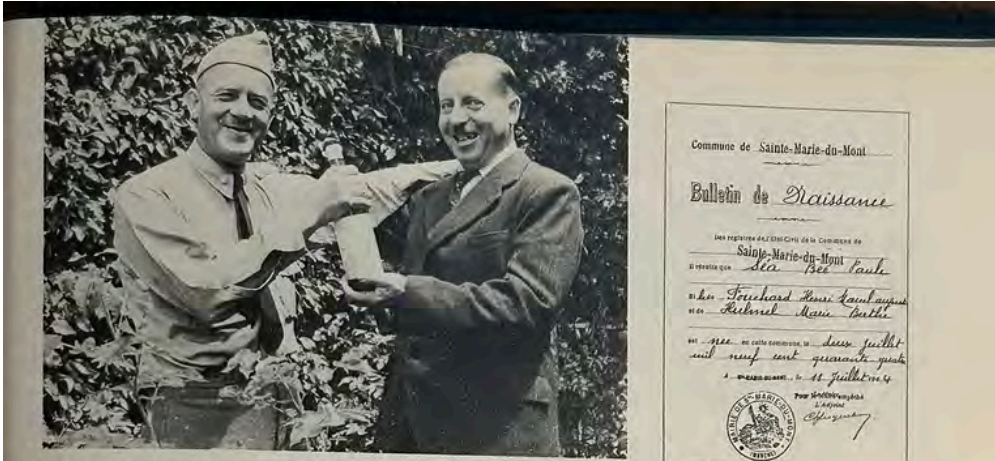


Below Left: Claude Ruault, Pam Taylor, Seabee Paule Ruault, and Tommie Taylor at Utah Beach.

Below Right: Wreath laying ceremony at American Cemetery, Normandy.



Seabees visit Normandy (cont.)



LCDR Richard D. Anderson, and Henri Fouchard, father of Sea Bee Paule Fouchard.

Less than a month after D-Day in France, while the Normandy invasion was still under way, NCB-81 experienced one of those odd happenings of war on which legends are built.

The Seabees were staked out near the French town of Sainte-Marie-duMont waiting for the U.S. Army to push the Germans out of some nearby positions in a small village. Amidst the gunfire and mortar shelling a U.S. Army military policeman breathlessly ran up to the battalion medical officer, LCDR Richard D. Anderson, MC, USN, stuttering some unexpected news.

"In the village-up ahead, sir!" he panted, "A young woman is having a baby!" Commander Anderson calmed the young man and elicited the information that a young woman had fled from the German-held village and sought refuge nearby in the home of one of her relatives. The house was in the line of fire of the German troops who were resisting the efforts of the Americans to dislodge them. The young woman was about to deliver a child, and she desperately needed a doctor. There were no French doctors, nurses or midwives available, because they had fled the battle zone.

Commander Anderson acted immediately. He assured the military policeman that the Seabees would take care of the matter, and then ordered the battalion Executive Medical Officer, LT Douglas Butman, to go forward and assist the young woman.

Lieutenant Butman quickly got together a medical team of Seabees, grabbed his field surgical bag, and took off for the house.

The local citizenry was grateful for the many services rendered by the 81st battalion. Consequently, when they learned that the battalion was building a new field dispensary, the women of the community volunteered to make some Red Cross field flags and spent several days in cutting and sewing for the Seabees.

Finally, the time came for christening the baby girl. Attending the ceremony was Commander Anderson, Lieutenant Butman, CDR W. P. Greenawalt, the officer-in-charge of the 81st battalion and a large delegation of Seabees. The mother asked Commander Anderson if the baby could bear a part of his wife's name. Anderson delightedly suggested the initials of his wife's maiden name, "C. B.", for he knew that such a choice would serve a two-fold purpose. The initials would honor his wife and also would honor the battalion as "Sea Bee."

Thus *Sea Bee Paule Fouchard* was christened in honor of an informal battalion of godfathers who had attended her birth at the height of the fighting in Normandy on July 2, 1944. Miss Fouchard probably was the only baby in history to be named for the Seabees.

*Miss
Sea Bee
Paule
Fouchard*



Left: Article on the naming of Sea Bee Paule Fouchard.

Surrounding photos: Various photos of the memorable visit to Normandy.



NMCB 11 homeport operations

We were cutting it UP back at the beginning of October!

In a first of it's kind training, a certified master arborist trained in advanced tree-removal and vegetation management techniques came out to spend some time with our #Seabess to share his knowledge and skills!

Photos by: MC2 A. Trafton



Family Readiness Group

We Build, We Fight... WE READ!

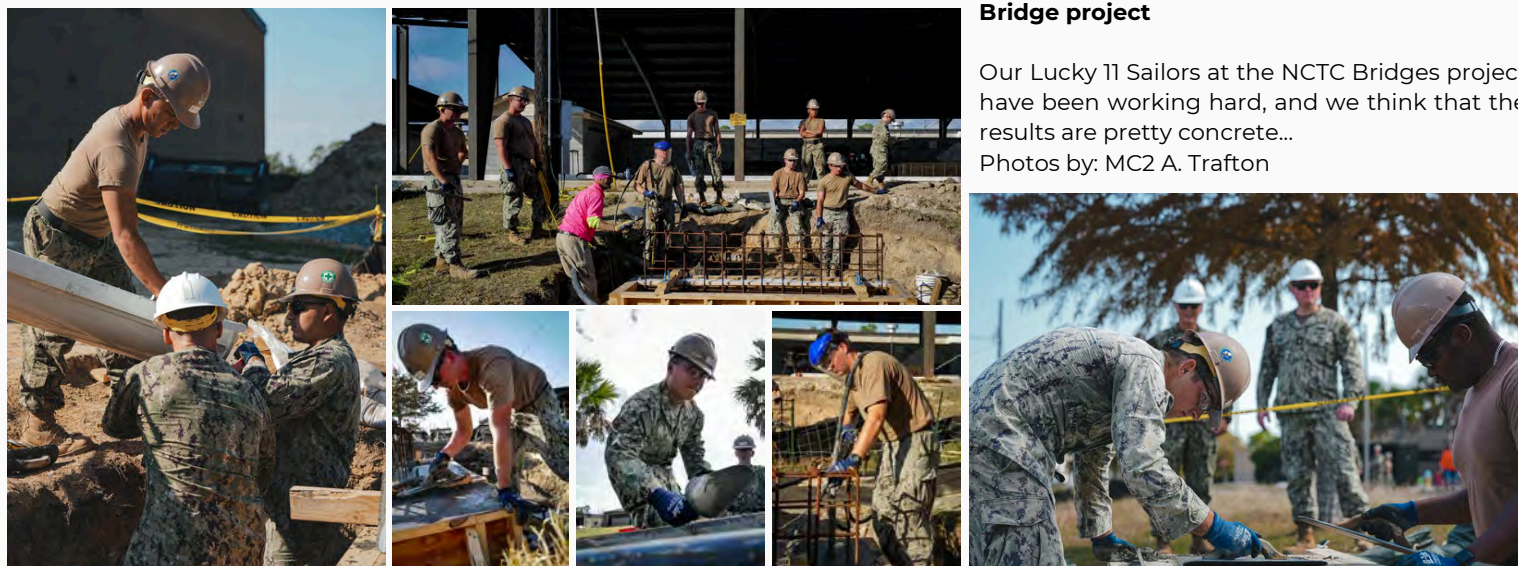
A BIG shout out to our Lucky ELEVEN Family Readiness Group for sponsoring a free little library at the Youth Center on base! Thank you guys for all the amazing things you do for our families!

Photos by: MC2 A. Trafton

Bridge project

Our Lucky 11 Sailors at the NCTC Bridges project have been working hard, and we think that the results are pretty concrete...

Photos by: MC2 A. Trafton



NMCB 11 homeport operations

Woolmarket project

The NCTC Bridges Project isn't the only project that likes CONCRETE and CONCRETE accessories...Our Woolmarket site has also been placing!
Photos by: MC2 A. Trafton

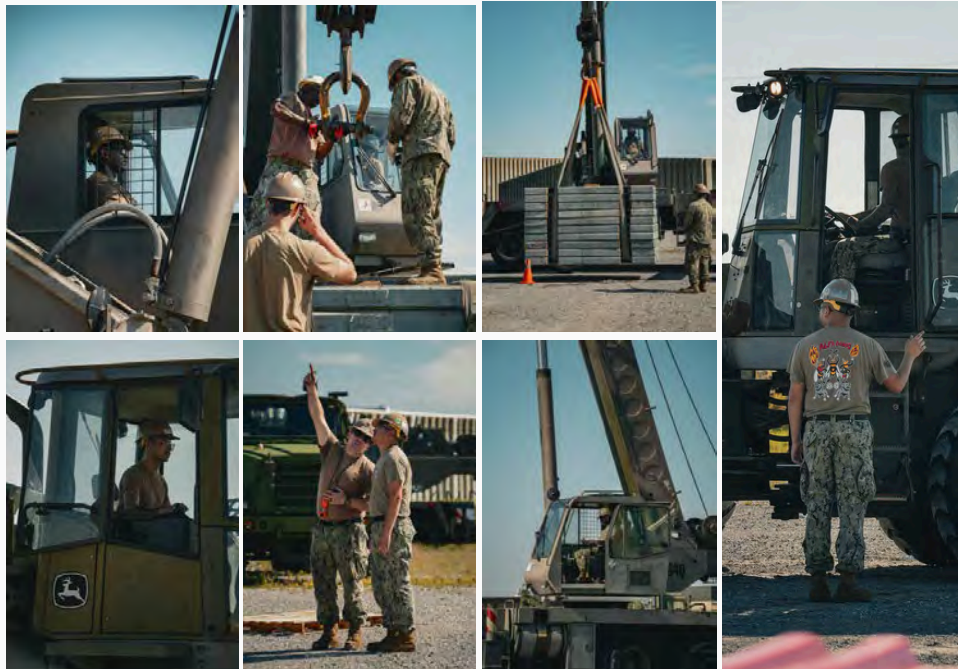


Fit Test

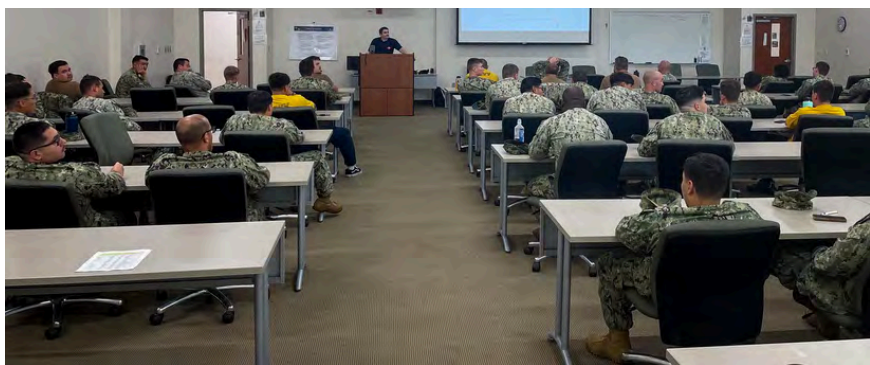
We've been preparing for our upcoming deployment in a myriad of ways! Our Safety Department has been running fit tests for half face respirators for the entire battalion! BUC Powell and SW1 Bollin are holding it down for all 617(+) of us!
Photos by: MC2 A. Trafton

Cranes

We wanted to write a witty joke about cranes, but we weren't sure that anyone would... pick it up... On 09 OCT 25, our crane crew GOT AFTER IT and got certified to do some heavy lifting!
Photos by: MC2 A. Trafton



NMCB 11 homeport operations



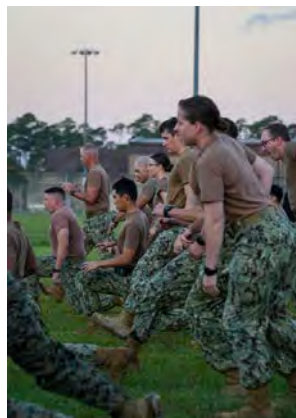
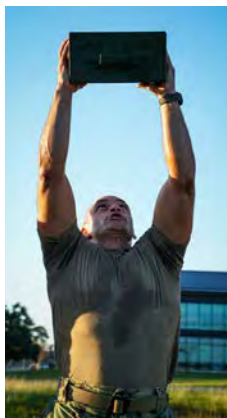
Health

As part of our Battalion Doc's Bee Healthy program, he taught an operational nutrition class to some of our Lucky ELEVEN sailors this afternoon!

Photo by: XO

Tactical Unit Leaders (TUL)

TACTICAL. UNIT. LEADERS. We've got 'em, do you?! From the 20th to the 24th of October we had some of our Lucky Eleven khaki participate in the Tactical Unit Leaders Course, and they had several milestone events! Check out some of the photos from the Combat Fitness Test, Ruck March, and Ground Fighting! Photos by: MC2 A. Trafton



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02 and 05 December 1946: The USS *Yancey* and USS *Merrick*, respectively, departed Port Hueneme, California to take part in Admiral Richard E. Byrd's Antarctic expedition, Operation Highjump. Aboard these ships were 166 Seabee members of the expedition. The mission of Operation Highjump was to map the frozen continent, train personnel, and test gear under cold weather conditions. Seabee tasks at Little American Four included unloading equipment and supplies, setting up a temporary naval base, and building housing, a mess hall and storage facilities. In addition, they built a temporary airstrip, an emergency base further inland, and a communications system. These men were the first Seabees to serve in Antarctica.

05 December 1967: At a convoy passing site NMCB 3's personnel were involved when four mines exploded simultaneously, believed to have been command detonated dud bombs. Several Seabees were knocked down by the blast and one carried 40 feet through the air. Unbelievably, no casualties were sustained.

05 December 1967: RADM James V. Bartlett, Commander of the Third Naval Construction Brigade, dedicated Camp Wilkinson in memory of CMI J.W. Wilkinson, killed during a mortar attack on the Phu Bai/Gia Le bases. Camp Wilkinson was the Seabee camp at the Gia Le Combat Base near Phu Bai, Vietnam.

08 December 2002: Typhoon Pongsona hits Guam, inflicting considerable damage. NMCB 74 and Mobile Utilities Support Equipment (MUSE) assisted in relief efforts on the island.

11 December 2015: U.S. Navy Seabees, assigned to NMCB 27, constructed huts in Kenya. U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied, joint, and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

12 December 2010: A Soldier mans a security outpost at a construction site. Active duty and reserve component Seabees assigned to NMCBs 40, 18 and 26 secured and fortified a remote combat outpost on the eastern edge of Khavajeh Molk, Afghanistan. The village is located approximately 25 miles north of Kandahar and was being used as a patrol base for the U.S. Army 1st Battalion, 66th Armored Regiment. Combined efforts by joint forces restricted the movement of Taliban insurgents and helped secure self-governing efforts in Afghanistan.

13 December 1963: Opening ceremonies were held for a 6,000-foot military airfield located at Nakhon Phanom in northeast Thailand. The airfield was near the Mekong River which divides Thailand and Laos. The construction of this airfield was the first major project undertaken by the Seabees in Southeast Asia. The men of NMCB 3 began the project, which included the clearing of 235 acres of heavy monsoon forest, in August 1962.

13 December 1966: Four personnel of NMCB 8 were wounded in an enemy mining and booby trap incident approximately 10 miles south of Chu Lai on Route No. 1. Two men were wounded when the five-ton wrecker in which they were riding was blown up by a command detonated mine. Two other NMCB 8 personnel were wounded at the scene when a Vietnamese detonated a booby trap believed to be a fragmentation grenade. All four casualties were air evacuated to the First Medical Battalion Hospital in Chu Lai and were in good condition.

13 December 2007: NMCB 1 completed construction repairs to the Al Taqaddum airfield in Iraq one month ahead of schedule. In early January, the 30th Naval Construction Regiment (NCR) (Forward), along with members from NMCB 1, 2nd Marine Logistics Group (Forward), 2nd Marine Aircraft Wing (Forward) and Marine Wing Support Squadron 272, commemorated the official completion of the repairs. The airfield repairs began

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Disclaimer: There is much more Seabee history each month than the two pages captured here and the goal is to share a little from each era.

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FROM	NAVY SEABEE FOUNDATION		TO	INFO TO: ALL SEABEES, FAMILY, AND FRIENDS	

Jan. 2, 2006, and spanned the deployment of four NCRs and five NMCBs.

13 December 2012: Builder 3rd Class Daniel Blount and Equipment Operator 3rd Class Steven Thelusma from NMCB 133, Task Force Anchor, received Purple Hearts for wounds sustained during a mission in Helmand Province, from Brig. Gen. David L. Weeks, Commander, 411th Engineer Brigade, Joint Task Force Empire.

14 December 1945: The Construction Battalion Center, Port Hueneme, CA consisting of the U.S. Naval Advance Base Depot and the U.S. Naval Training and Distribution Center, was established as the center for Seabee activity in the postwar Navy.

14 December 1956: BUC Charles A. Bevilacqua erects a 15-foot tall orange-and-black striped bamboo pole topped with a 16-inch mirrored glass ball atop the newly completed garage at the Amundsen-Scott South Pole Station. This "ceremonial" South Pole is still in use today.

14 December 1967: Detail Foxtrot of NMCB 5 came under enemy fire while deployed at site A-3. The resultant enemy action resulted in one KIA, Roger E. Huestis, BUHCN, and one WIA, Wiliam D. Thompson, BUR2, who later died as a result of wounds received in this action. Thompson died on 15 December 1967.

15 December 1942: When the Seabees were first established, the United States Navy recruited skilled construction workers and taught them how to use advanced base equipment and how to fight. Because they were skilled in their trades, the men were offered petty officer rates based on their experience and their age. However, on December 15, 1942, direct voluntary enlistment in the Seabees was ended in compliance with a Presidential Order requiring all the military services to obtain their manpower through Selective Service. By that time, about 60 battalions had been assembled.

15 December 1944: One of the Seabee heroes of the Second World War was MM3c Malcolm Peppo. Petty Officer Peppo was unloading stores from an LST during the assault on Mindanao, Philippine Islands when the ship was attacked by a Japanese kamikaze plane. Because the ship was being unloaded, its bow doors were open and its ramp was down. It was helpless to maneuver. When the gun crew looked up and saw the suicide plane, headed straight for the beached vessel, the men instinctively jumped down from their positions and scattered. However, Seabee Peppo of the 113th NCB jumped into the vacated gun emplacement and started firing at the oncoming plane. He continued to fire until the plane crashed. For his courageous actions, Seabee Peppo was awarded the Silver Star.

16 December 1970: Camp Kinser was officially rededicated as Camp Marvin G. Shields in honor of Seabee Medal of Honor winner CM3 Marvin G. Shields. RADM S.R. Smith presided over the ceremony. Honored guests included Mrs. Virginia Castellery, Petty Officer Shields' mother and BGEN R.H. Barrow, USMC, Commanding General USMC Base, Camp Smedley D. Butler.

18 December 2010: Active duty and reserve component Seabees assigned to NMCBs 40 and 18 secured and fortified a combat outpost in Diwar, Afghanistan. The Seabees continued working despite a suicide car bombing that killed six Soldiers at the site seven days before. The combined efforts by joint forces restricted movement of Taliban insurgents and help secure self-governing efforts in Afghanistan.

31 December 1970: While traveling by boat between Cho Moi and Binh Thuy in Vietnam, five Seabees of NMCB 74's Detail Charlie were killed in action by Viet Cong forces. They were BU2 Jerry B. Edmonds, Jr., CE3 Harold E. Asher, EOCN Edger P. Beck, CN Wayne Sterling Rushton and CN Frank Neubauer. The Seabees had been working on two projects at Cho Moi. The first project was the construction of a complete modern naval base which could support more advanced bases, and the second was the construction of concrete block housing for 80 families of Republic of Vietnam Navy personnel.

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Disclaimer: There is much more Seabee history each month than the two pages captured here and the goal is to share a little from each era.

A Seabee's short story: There is no Bob Hope

Story by: Raymond "Ray" Cruz

In a land far, far away, in a time long ago, there lived. Wait, this is the way, fictitious stories begin. This is a true account, I am going to present you with facts, just the facts.

Time is Dec, 1967, exact day is uncertain, but close to Christmas. Location is Southeast Asia. Republic of South Vietnam, I Corp, Khe Sanh Combat Base to be exact.

This forward Combat base is located the North East region of I Corp near the DMZ and the infamous Ho Chi Min trail. A once lush and green Jungle/Forest, with a abundance of wildlife. The French had Tea and other crops plantations here. They also used this area as a resort for hunting, trekking and other leisure activity for those that could, during French Colonial days.

The Khe Sanh Combat Base at this time is inhabited by US Marines. I will not try to separate the individual units since all Marines are indoctrinated to believe they are all Rifleman first, and whatever else they do is secondary. Twenty-five hundred plus Marines plus some Air Force personnel, with a compliment of Special Forces and other Army personnel.

Complimenting and in support of the entire Base was a Detachment of the finest and best, US Navy Seabees. This unit is important to the story so the facts are, Bravo Detachment from Construction Battalion Maintenance Unit (CBMU) 301, approximately 32 men, from the various rates that Seabees hold. Unlike Marines, each Seabee has a distinct rate, a specialty or trade so to speak.

The Seabees hold rates as Heavy Equipment Operators, Construction Mechanics, Electricians, Builders, Steelworkers, Utilitymen (plumbing/AC), Engineering Aids; specialties that do not allow any Seabee to perform each other's trade. (Union contract, if it worked that way, but it doesn't).

On or about the week of Christmas, orders were given to pick up some equipment and parts in Danang. The assignment fell to Third Class Construction Mechanic Jack Haigwood and Construction Mechanic Jim Lange. An Equipment operator was

also directed to travel with the mechanics in the event the equipment had to be moved, this task fell to EOHCN Raymond Cruz.

Due to the conditions on the base of constantly being harassed by NVA Gunners and the possibility of a ground attack, they each are fully dressed in the uniform of the day. That being jungle fatigues, jungle boots, flak jacket, helmet, M-16, and full ammo belt, with gas mask.

If anyone has flown in and out of, for example JFK, O'Hara, LAX, all you have to do is look at the reader board to locate your flight, gate and destination. The Khe Sanh Combat Base had none of these. You would walk out to the parking apron with gear in hand and wait for whatever landed and was able to get off the ground. Oh, the base also lacked Red Cap service, so you travel light.

I remember we three jumping aboard a CH-46 "Chinook", hoping it was going to Dong Ha, where our main unit was located. This would be a bonus flight since we could visit with friends, get some good food and maybe get a shower. (Marines were always in the mood for a fight, I believe due to the chow being served at Khe Sanh). Oh no such luck, the Chinook lands in Quang Tri, south of Dong Ha. Quang Tri is another base full of pissed off Marines, must be something in the Kool Aide.

The process is started all over again, wait and we wait, all planes landing and leaving are going elsewhere. Late that afternoon, finally a C-123 is heading for Danang and with some luck there is room in the coach section, we must be truly blessed. Let's give this some perspective. In today's modern air travel, this would take 1+ hour for the distance we were traveling. It has taken us a complete day. Arriving in Danang late in the afternoon we still have to acquire transportation to Naval Support Activity Danang. Taxis must be on some union break we could not hail one down. An Air Force Tech Sergeant in pressed starched greens, noticed our desperate look and allowed us to sit in the back of his shiny green pickup and dropped us off at the NSA Danang gate. The Gate that this wonderful Air Force personnel, who kindly gave us a lift is at the farthest point from the Supply Depot. This we find out after the Tech Sergeant leaves us in the hands of a Fleet Sailor

playing Mall Cop at the gate. The Sailor, in Garrison belt and 45 strapped to his side, checks our orders, waves us in, cool. We turned towards this marvelous image of Security and ask "where do we go", very efficiently he points, without facing us.

Arriving on foot with twilight now at our backs. We know nothing is going to happen but we pressed on, since orders are orders and they must be carried out. NSA supply depot personnel are all gone with the exception of a lone First Class. who was kind enough to tell us we could come back in the morning. After much stammering, he advised us we could spend some time in the EM Club and that the Bob Hope Christmas show was happening this day. Truly we are blessed, someone in the group must have kissed the Blarney stone. I dismiss myself since, I have kissed a few Irish girls but no Blarney or Barnie. We have managed to stay in shape the last couple of months so the walk across the base in full uniform of the day, has not hampered our jog to the Bob Hope Christmas show.

Having been at Khe Sanh for almost 4 months, it takes allot to get me excited, as well as the two traveling companions Jim and Jack, who have yet to miss a step, we walk in cadence almost automatically, nothing has yet broken our temper. Had we known then what we had ventured into...

We approach the outdoor theatre, we can clearly hear loud laughter, something we could only imagine ever happening at Khe Sanh, (it did happen once, the chow hall posted a menu describing the evening meal, soup de Jour, a green salad, choice of prime beef, or chicken in a light cream sauce with mixed greens and wild rice) those cooks are real comedians. Again, I digress.

We follow the throngs of well-pressed greens toward the sounds of laughter and the signature of humans with no stress, you can actually smell the relaxation in the air. This was like a pheromone to us three.

Finally, three residents from Khe Sanh are going to share in something other than C-rations, dust, mud and rats. We approach another Mall Cop who without hesitation

Continued on next page.

A Seabee's short story: There is no Bob Hope (cont.)

and with the authority of Superman stopping a speeding train, puts his hand up flat up to our faces. With all of the education he received at some Ivy League school bellows out, "Where the **** do you three ****s think you are going" such language took us by surprise.

We are going to the Bob Hope Christmas show, again the Ivy league trained linguist, opens his mouth "NO! the **** you're not". This sets off a switch in every Seabee's cerebral cortex and the three, step forward closer to the subject to cut down on swinging wildly and missing.

A second MP approaches and begins to flex something of a muscle under those starched greens and helmet. The two MP's in chorus say, NO! You are not getting in. We three Seabees move closer, which gives us the appearance of looking bigger, a method used in the wild.

The two MP's take a step back, and each reach up, grab and pinch their noses, "You guys Smell." With complete astonished look, we fell silent and searched each others faces for an explanation for why such a comment. We leaned into each other and took a whiff of each other and could not detect any strange odor.

Fact, we had just spent the last 3+ months working 12 to 16 hour shifts rebuilding the runway at Khe Sanh. Round the clock work schedule, in that red laterite and mud that makes up that region. Sleeping in tents or bunkers, eating C-rations and constantly diving, crawling, and dodging the daily and increasing frequency of artillery shells. We all had that well worn-out look, there was no laundry service and why? So, to us, everyone there at Khe Sanh, looked and smelled the same, nothing to write home about.

The two MP's then and may I mention very eloquently pointed out that we not only smelled, our uniforms were filthy, and we had weapons, I had a M-16, 16 magazines loaded, 2 grenades and a bandolier of 5.56 ball ammo plus a gas mask, pretty standard walking around outfit at Khe Sanh. Jim and Jack pretty much the same, except for the sidearm they carried.

We informed the two MP's that we could not surrender the weapons, they informed us again, we were not going in. We started to press the issue when a handful of cloned MP's arrived (shiny helmets,

starched greens, MP armbands) they all look alike.

We could have shot our way in, since those sidearms they had were probably empty and just for show. After much deliberating we decided to return to NSA and get a bunk for the night.

The MA on duty was very kind, I think he took one look at us and felt it his Christian duty to help those in real need. We worked out an arrangement to have our weapons and gear in a separate locked storage unit. He pointed us to a gedunk that was still open and had real food. We rushed over, inhaled some warm food, returned to the barracks and spent the next 2 hours in the hot showers. We each must have lost 5 lbs of layered red laterite that had accumulated on our skin. I washed my socks and skivvies, while in the shower, then slept a full night on a mattress, with no rude awakenings.



The next morning after an early breakfast, we picked up our equipment, supplies and managed to catch a direct flight back to Khe Sanh, not that we were in any rush, just our luck, as it was.

sidebar: when you subsist on C-ration for months on end, a meal of greasy eggs, bacon, sausage, buttered toast, milk and coffee, is not a good choice.

So, for years after leaving the Navy, I would always support that Bob Hope was a myth. I believe the Brass made him up, for the sake of morale. Let me add, I was also denied admission again to the Bob Hope Christmas Show 1968 Naha, Okinawa, while stationed at White Beach, Okinawa...that's another true event.

Being a Seabee is an adventure. I would hate as I age to be placed in a retirement home for old Seabees...could not stand all those BS stories.

*Raymond Cruz "Ray" EOHCN
CBMU 301 "A" Co, Bravo Detachment
MCB 11 Security Platoon
White Beach Okinawa, Port Facilities*

*Bob Hope Show 1967 Danang.
Photo by Fred Herrin CBMU 301*



NMCB 3 homeport operations

Seabees Build Readiness for Operation Deep Freeze

Seabees from Naval Mobile Construction Battalion (NMCB) 3, Detachment Antarctica, conducted hands-on training assembling a Mabey Johnson Bridge (MJB) on a ramp as part of their preparation for their upcoming deployment to Antarctica. Held in support of Operation Deep Freeze, the exercise strengthened the team's technical proficiency and teamwork while reinforcing bridge assembly procedures essential to constructing the permanent barge at McMurdo Station. This training ensures the safe and efficient movement of vital supplies for the U.S. Antarctic Program. (U.S. Navy photos by Petty Officer 2nd Class Komlan Adjasse)



Seabees Conduct Roadwork

Seabees with Naval Mobile Construction Battalion (NMCB) 3, perform construction operations on a road near Naval Air Weapons Station (NAWS) China Lake, California, Oct. 31, 2025. NMCB-3 is homeported in Port Hueneme, California, and consistently trains on high-quality construction, expeditionary logistics, and combat operations to support the U.S. and partner nations. (U.S. Navy photos by Mass Communication Specialist 1st Class Austin Ingram and Mass Communication Specialist 2nd Class August Clawson)



NMCB 3 homeport operations

NMCB-3 Seabees Shoot Crew Served Weapons

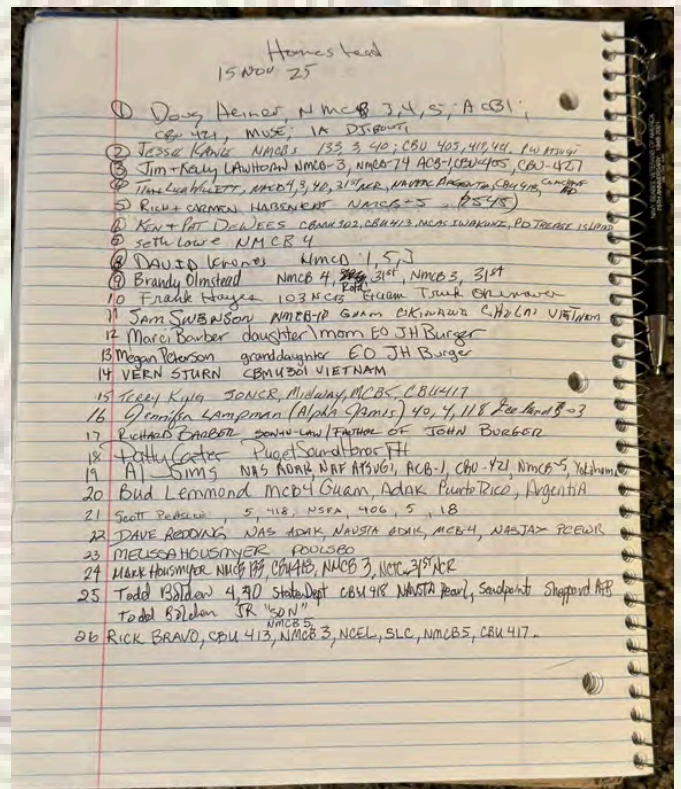
Seabees with Naval Mobile Construction Battalion (NMCB) 3, conduct crew-served weapons training at Fort Hunter Liggett, California, Oct. 29, 2025. The training enhances combat effectiveness and reinforces the battalion's expeditionary readiness. NMCB-3 is homeported in Port Hueneme, California, and consistently trains on high-quality construction, expeditionary logistics, and combat operations to support the U.S. and partner nations. (U.S. Navy photos by Mass Communication Specialist 2nd Class August Clawson)



...Always a Seabee!

Pacific Northwest

Our Seabee Breakfast was over double the normal size, and it was good! We had a great time with Seabees ranging from WWII all the way to a future EO that just signed up for the Seabees in October and will be going to bootcamp soon! And shared with family too. Life is GOOD! Check out the next event on the "PNW Seabees Can Do" Facebook page.



- Home head
15 NOV 25
- 1 Dave Aemer, NMCB 3, 4, 5 - ACBI, CBU 421, MUSE, IA DISTRICT
 - 2 Jesse Kovic, NMCB 3, 4, 5, CBU 403, 410, 441, 1st AFSW
 - 3 Jim + Kelly LAWHORN NMCB-3, NMCB 74 ACB-1, CBU 403, CBU 427
 - 4 Tim + Shelly, NMCB 3, 4, 5, 1st AFSW, NMCB 403, 410, 441, 1st AFSW
 - 5 Rick + Carmen HARBERT, NMCB 3, 4, 5, 1st AFSW
 - 6 Kent + Pat DEWEE, COMBAT, CBU 413, MESA, WAKING, BO TONK, ISLAND
 - 7 Seth + Louie, NMCB 4
 - 8 DAVID LEROUX, NMCB 1, 5, 7
 - 9 Brandy Olmstead, NMCB 4, 31st, NMCB 3, 31st
 - 10 Frank Hoyer, 103 MCB, 31st, Trunk, CHINA, WARRIOR
 - 11 Sam SWANSON, NMCB 10 Guam, O'KINAWA, C.H. LOI, VIETNAM
 - 12 Marc Barber, daughter, mom, EO JH Burger
 - 13 Megan Peterson, granddaughter, EO JH Burger
 - 14 VERN STURN, CBM 201, VIETNAM
 - 15 Terry King, SONAR, Midway, MCB 3, CBU 417
 - 16 Jennifer Lampman (Alpha Games), 40, 7, 11K, Per And B-3
 - 17 Richard BRADY, son-in-law, father of JOHN BURGER
 - 18 Kathy Carter, Puget Sound, 1st AFSW
 - 19 Al Sims, NAS ADAK, NAF ATSUGI, ACB-1, CBU 421, NMCB 3, Yokohama
 - 20 Bud Lemmond, MCB 4 Guam, Adak, Puerto Rico, Argentina
 - 21 Scott Pearson, 5, 11B, NSEA, 406, 5, 1B
 - 22 DAVE ROODING, NAS ADAK, NAUSTA, 2015, MCB 4, NAS JAZZ, PEWER
 - 23 MELISSA HOUSTON, POOLSCO
 - 24 MARK HOUSNER, NMCB 10, CBU 413, NMCB 3, NMCB 3, 31st AFSW
 - 25 Todd Bolden, 4, 30, State Dept, CBU 413, NAUSTA, Pearl, Sandpoint, Sheppard AFB, Todd Bolden, SR, 401N, NMCB 3
 - 26 RICK BRAVO, SPU 413, NMCB 3, NCEL, SLC, NMCB 5, CBU 417

Navy Veteran and Facilities Lead Tackles Longest Challenge Yet: 220-Mile Trail Run

Story by Thomas McMahon
Naval Surface Warfare Center,
Port Hueneme Division

Four days and 210 miles into a 220-mile trail race, Mauricio Puerto felt relatively good, his body and his running shoes still holding up, as he scrambled through the damp darkness up Mammoth Mountain toward the summit — the final climb before descending to the finish line.

Draped in a trash bag to ward off the elements, his headlamp barely illuminating the snow-covered path ahead through thick fog, the Navy veteran and facilities team lead at Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) was close to completing the inaugural Mammoth 200 ultramarathon in California's eastern Sierra Nevada in late September.

If Puerto finished the race, it would be the longest in his two decades of running ultramarathons — races beyond traditional 26.2-mile marathons — as a side pursuit during his activity-duty and civilian careers with the Navy.

But then the foggy night sky in front of him flashed and roared — an ill-timed lightning storm — forcing him to retreat and seek shelter.

As he huddled in the restroom of a remote food shack on the backside of Mammoth with fellow runners, dabbing his soggy feet with paper towels, Puerto heard rain pouring, then hail pelting, outside the structure.

"The storm was getting worse," he said, recalling the experience. "At that point I thought, 'I'm done.'"

If he did not finish the race, known in the running world as a DNF, it wouldn't be the first time in his long list of ultramarathon endeavors. He wanted to complete the Mammoth trek, but as he pondered the tempest, he reasoned, "It's not worth getting killed for a finish and a belt buckle."

So he sat and waited, too hyped up and caffeinated to sleep, even as the hours dragged on into the early morning.

Finishing was always his goal, Puerto said, but he had learned to savor "the journey" of long-distance running ever since he caught the bug for it as a Seabee stationed on Sardinia, when he and his comrades set out to run across the Italian island.

Outdoor adventures

Puerto grew up in the small community of Belchertown, Massachusetts, as a self-described "outdoorsy" kid, spending much of his free time cycling and cross-country skiing around the wooded landscape. His love for running bloomed later, after he enlisted in the Navy in 1992.

As a Utilitiesman for U.S. Naval Construction Battalions, known as Seabees, Puerto worked on facility systems like plumbing, water treatment, boilers, and heating, ventilation and air conditioning (HVAC).

"It's a well-rounded rate," Puerto said.

His first duty station as a Seabee became his favorite — Sardinia, which he described as "a beautiful, mountainous Mediterranean island" — and he returned there for a second tour later in his active-duty service. The rugged isle is about 170 miles long from north to south.

Puerto ran as part of his Navy physical training. He eventually advanced to marathons and tried to qualify for the prestigious Boston Marathon in his home state, but the qualifying time eluded him. Back then, men in the 18-to-34 age range had to run a 26.2-mile race in 3 hours, 10 minutes to be eligible for Boston.

"I was never fast," Puerto said.

His perception of his long-distance prowess shifted when he and a few fellow Seabees decided to run across Sardinia in 2006, during his second tour there, to raise money for their annual ball. They tackled the 173-mile route in a relay, and sometimes Puerto volunteered for back-to-back legs. He surprised himself by running two marathon distances in a row — more than 50 miles.

"It just felt natural to me," he said. "I think that was when it clicked for me that long distance — more than a marathon — is where my niche is."

Embracing the HURT

Puerto's naval career took him to other duty stations in the Mediterranean region, including Naples and Sicily in Italy and Souda Bay in Greece. He also served tours at Naval Base Ventura County (NBVC) in Port Hueneme, California, home of the Pacific Seabees.

While stationed on the Hawaiian island of Oahu, he took another crack at qualifying for Boston by running the Honolulu Marathon in December 2006. He stayed on his targeted pace for much of the race, but then he experienced the crushing phenomenon runners call "hitting the wall" — essentially running out of steam. He stuck it out and crossed the finish line, but he was about 15 minutes over the qualifying time — another disappointment on his quest to compete in Boston.

"I'm tired of this," he said, remembering how he felt about that quest at the time.

That evening, while researching other races, he set his sights on a far longer endeavor: the Hawaiian Ultra Running Team's Trail 100-Mile Endurance Run, tellingly known as the HURT100. The race was only about a month away, leaving him little time to ramp up his training or learn the tricks of the trade in ultrarunning.

"I had no clue what I was getting myself into," Puerto said.



Sardinia 2006

Continued on next page.

Navy Veteran and Facilities Lead Tackles Longest Challenge Yet: (cont.)

He didn't know how to pace himself for that kind of distance. He didn't know about the chafing it causes and how to mitigate it. He didn't know about taking salt supplements to compensate for all the sweating. He didn't know how many calories he would have to consume to power him through 100 miles.

Instead, Puerto said he learned on the fly during the HURT100, asking other runners for advice as he hustled through the Hawaiian rainforest and up and down countless steep hills. When he felt sleepy, someone handed him caffeine pills.

Nearly 90 miles in, a race director approached and told Puerto that one of his family members was in the hospital. Stunned, he dropped out of the race and hurried down the hill toward his car. He borrowed someone's cell phone, called the hospital and connected with his family member. Puerto was relieved to hear that everything was OK; the situation was stable. Then his thoughts wandered back to the HURT100.

"I said, 'Do you mind if I finish this race?'" Puerto said, recalling the conversation.

With his family member's blessing, he returned to the course and pushed himself through the last dozen or so miles to the finish line. Thirty-three hours and 48 minutes from the time he started, Puerto had conquered his first official ultramarathon — although it had nearly conquered him.

"I was destroyed, but I was hooked," he said.

Projects and pasta sauce

After retiring from active-duty service in 2011, Puerto went to work as a civilian for Naval Facilities Engineering Systems Command (NAVFAC) onboard NBVC. He served as NAVFAC's facilities liaison for NSWC PHD.

In 2023, a position opened in the infrastructure division at NSWC PHD, and Puerto joined the command as a facilities team lead. In that role, he manages projects for dozens of facilities — anything from renovating restrooms to replacing roofs to installing HVAC systems or generators.

Puerto said he appreciates the wealth of engineering expertise at NSWC PHD that he can tap into to help keep projects on track.

"We have a lot of good people who specialize in certain areas, which helps us get answers quicker than trying to go externally," he said.

For his part, Puerto provides the command with invaluable experience in managing facilities projects from his time with the Seabees and NAVFAC, according to Carter Divine, deputy manager of NSWC PHD's infrastructure division.

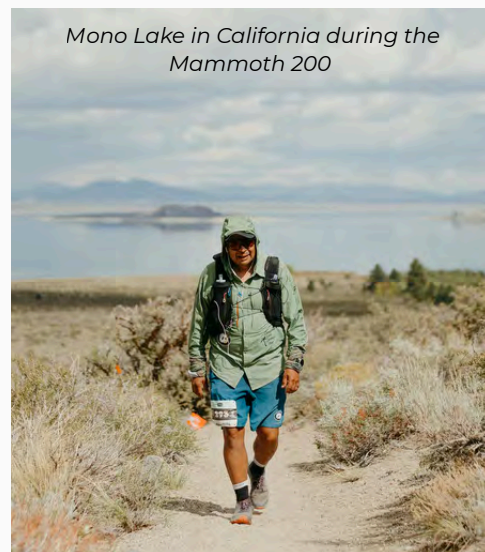
"He's still bringing fresh knowledge on how to effectively work through the processes and get the most bang for our buck," Divine said.

Puerto is also known for bringing his homemade marinara sauce and "huge pots of spaghetti" — fitting fuel for a long-distance runner — to infrastructure division potlucks, Divine added.

"If I had to give you a three-word summary of Mauricio, it would probably be marinara, running and projects," Divine said.

Side hustle

Alongside his civilian career with the Navy, Puerto ramped up his long-distance pursuits. He said he's drawn to both the camaraderie of ultrarunning — "People you're with will bend over backward to help you out" — and, by contrast, the times of isolation out on the trails — "trying to push yourself without any help."



Mono Lake in California during the Mammoth 200

Puerto has returned to Oahu every year since 2007 for the HURT100. He has run the original course of California's Badwater ultramarathon — 146 miles from below sea level in Death Valley to the 14,505-foot summit of Mount Whitney. His longest race before the Mammoth was the Bigfoot 200, a 211-mile trek near Mount St. Helens in Washington state.

By his count, he has completed 178 ultramarathons, many of which were not organized races — like his frequent jaunts over Southern California's Santa Monica Mountains along the 67-mile Backbone Trail. Last year, he ran there and back on that route, for a total of 134 miles.

Ultramarathons often stretch into multiple days, but there's always a time limit for the organized races. If a runner doesn't make it to one of the checkpoints on the course before the cutoff time, he or she is out of the race — a DNF. Puerto has had his share of those setbacks.

For example, in his 19 attempts at the HURT100, he has finished nine times and not finished 10. Sometimes, his DNFs were due to an injury or medical malady that stopped him in his tracks. Others he attributes to matters of the mind — becoming overwhelmed by the daunting distance ahead, for instance, rather than focusing on just the section immediately in front of him.

"Mental is the No. 1 thing in giving up on a race," Puerto said.

At the HURT100 in January this year, he wound up with another DNF.

After that defeat, life got in the way. Caught up with selling his house and moving into a new place, he didn't run for several months. When the dust settled, he looked for another race to motivate him back into action.

"I need to find something that's going to put my gut in gear right away," he said he recalled telling himself.

He found that something via a video announcement on social media: the launch of the Mammoth 200.

Continued on next page.

Navy Veteran and Facilities Lead Tackles Longest Challenge Yet: (cont.)

Lofty endeavor

Puerto trained for about two months for the Mammoth 200, averaging 60 to 80 miles per week, with his longest runs 20 miles at most.

He and his wife, Laura, also drove out to the Sierra Nevada on weekends to hike mountains over 14,000 feet tall, like Whitney and Langley, to acclimate to high altitude. And they traveled to Mammoth ahead of the race to run parts of the course.

Divine said that Puerto applies the same kind of methodical planning to ultramarathons that he does to facilities projects at NSWC PHD, and in both cases that approach is critical to success.

"If you don't take the time to prepare, you're going to fall flat on your face," Divine said.

The Sept. 26-20 race was the first-ever Mammoth 200, starting and ending in the town of Mammoth Lakes at an elevation of 8,050 feet.

As designed, the race would send runners up the 11,053-foot Mammoth Mountain twice — bookending the 215-mile course. In between those two climbs, they would traverse backcountry trails around pristine lakes, through pine forests, past fields of lava rock amid towering volcanic domes, and over alpine passes.

Organizers projected that the total elevation gain and loss would be 31,000 feet — more than the vertical distance from sea level to the top of the world's tallest mountain, Everest.

Puerto started slow but steady — his typical conservative approach at the beginning of ultramarathons. When he reached the top of Mammoth Mountain on the first ascent, he was around eighth from last out of about 140 runners who started the race.

He wore a backpack-like running vest to carry some 15 pounds of essentials such as food, fluids, extra layers of clothes, a GPS transponder with an SOS button for emergencies, and a battery pack to charge his phone.

Aid stations along the route offered an eclectic mix of salty snacks — pickle with your trail mix? — as well as bananas, energy gels, water and other drinks. Certain stations also served heartier fare like pizza and breakfast burritos, and they provided cots for sleeping.

Puerto found sleep elusive. He grew tired running through the night — sometimes drifting side to side — but when he lay down at a sleep station or on a trailside bed of pine needles, he mostly stayed awake, shivering in the cold.

"You hear your heartbeat through your ears — it's so loud — and you're so caffeinated," he said. "Even though I was physically exhausted, my mind was still racing."

Gradually, Puerto picked up his pace and gained more cushion from the cutoff times at the checkpoints — three hours ahead, then four, then six, then seven. His goal was to stay 10 hours in front of the cutoff times.

On the second day, the temperature rose. He felt the sun blasting him as he slogged up the exposed ridge of a volcanic caldera, climbing nearly 3,000 feet over about 8 miles, his shoes slipping on the soft pumice. Soon he had downed his three bottles of water. He could refill them at the next aid station.

At the top of this second-highest pass on the course, close to 10,000 feet, he could see much of the rugged terrain ahead — another 140 miles to go.

Descending from the 11,053-foot summit of Mammoth Mountain during the Mammoth 200



Not a dream

After two full days with no sleep, Puerto was pressing ahead through the night when he witnessed a dreamlike sight: a herd of wild mustangs, standing silently near the trail in the darkness, watching him pass by.

"It was surreal ... like I had crossed into another world entirely," he said.

As the sun rose the next morning, he found himself in a sweeping green meadow awash in golden light. He said his fatigue fell away, and "everything just felt perfect" in the moment.

But the feeling was fleeting — soon the zipper of his running vest blew out, scattering his food, clothes and gear onto the ground. He stood gaping down at the mess, trying to stay calm. This was a real problem, but solving problems is part of ultrarunning, he reminded himself.

So he picked up his belongings, pulled out a few spare safety pins and clipped the broken zipper shut as best he could — a bit of "trail-side engineering," as he put it. Then he soldiered on.

One of the many striking sights he saw along the course was a dramatic change in landscape as he descended from Crater Mountain toward Mono Lake.

"You go from high meadows and forest into lava fields within a few miles — traveling through so many different ecological areas," he said. "It's weird and amazing in the same way."

Mono Lake itself is a spectacle — a vast body of mineral-rich water saltier than the ocean and adorned with calcium-carbonate spires called tufa towers. It also has a Navy connection: In the 1950s and early '60s, the service operated a weapons testing and research facility on the south shore of the lake, according to a historical plaque at the site now known as Navy Beach.

Near the town of Lee Vining, at mile 140, Puerto saw a sight for sore eyes: Laura. She brought a replacement running vest, which he had texted her about, as well as moral support.

Continued on next page.

Navy Veteran and Facilities Lead Tackles Longest Challenge Yet: (cont.)

“Just the presence of someone you love and care for is always a lift up when you’re in situations like this, doing hard things,” he said.

About 30 miles farther along the course, Puerto nabbed his first real sleep at the June Mountain aid station — a 30-minute nap on a cot. He woke up feeling “almost like a new person,” he said. Then he devoured two breakfast burritos before hitting the trail on his reinvigorated legs.

Storm brewing

After four days of mostly clear skies, the weather had shifted when Puerto left the last aid station, at mile 202, around midnight. He ventured out into a thick fog, struggling to spot the flags marking the course.

“It’s an eerie feeling,” he said, recalling the moment. “I can’t really see where the trail’s at in the dark.”

Nor could he see what loomed ahead, although he knew it was coming — the second and final ascent of Mammoth Mountain, a couple thousand more feet of climbing before descending to the finish. He pulled out his phone and used a trail navigation app to stay on track.

Then rain started falling. He donned his waterproof jacket and pants, plus a trash bag for extra protection. Then it started pouring.

He first took refuge in a ski lift shack, sharing a couch with a couple other runners. Then lightning flashed and thunder crashed. They texted the race director, who told them to hold tight.

They waited about two-and-a-half hours before there was a break in the storm — lightning hadn’t struck within a 5-mile radius in the past 30 minutes. The race director gave them the go-ahead.

Outside, about an inch of snow had fallen. Puerto plodded onward, peering into the darkness for the tracks of two runners who had taken off ahead of him.

“I’m following white footprints up these trails,” while also checking the app on his phone, he said, “to make sure I’m not just blindly following someone else.”

He inadvertently sloshed into an icy puddle, soaking his shoes. His gloves were also growing damp.

When Puerto was about halfway up to the summit, the lightning storm came roaring back. That’s when he retreated down the mountain to the food shack restroom, where he sheltered with other runners for several hours as the storm raged. Puerto found a heater in a janitor’s closet, allowing them to dry their wet clothes and gear.

Around 5 a.m., news came from the race director: His team would reroute the course around the mountain instead of over it, avoiding the dangerous conditions at the higher elevation.

Two hours later, Puerto and a pack of fellow competitors followed the race director as he marked the new course through about 3 inches of snow.

As Puerto made his way into Mammoth Lakes and approached the end of the race, he again saw Laura. She grabbed his hand and ran with him across the finish line, both smiling.

Puerto placed 55th out of 92 finishers, male and female. His time, which included the hours of waiting out the storm, was 99 hours, 5 minutes, 53 seconds — about 11 hours ahead of the final cutoff time.

While the planned course was 215 miles, Puerto ended up logging just over 220, according to his Garmin GPS watch. Having to backtrack on Mammoth Mountain and then take the longer detour around it accounted for the extra distance, he said.

Puerto estimated that he slept only about an hour and 20 minutes throughout his more than four days on the course. Despite that shortage of shut-eye, he said, “I felt pretty darn good at the end.”

Up next on Puerto’s ultrarunning radar is a return to the HURT100 in January. After his DNF earlier this year, he’s hoping to notch his 10th finish in what will be his 20th attempt at the 100-miler on Oahu.

“I obviously have a huge hook on that race because it was my first ultra,” he said.

Back in the office at NSWC PHD a few days after finishing the Mammoth 200, Puerto said running such massive distances helps him put things in perspective, at work and in life in general.

“It makes problems much smaller,” he said.

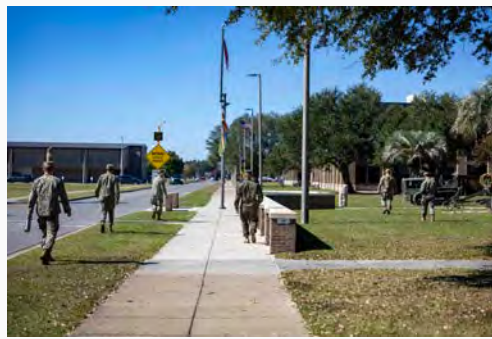
Crossing the finish line of the Mammoth 200 ultramarathon in Mammoth Lakes, California



NMCB 133 homeport and deployment operations

Reinforced concrete pad project

While we were away, our Runnin' Roos in Gulfport completed multiple concrete placements on our reinforced concrete pad project to support UCTI. These types of projects allow us to support other commands and enable fleet maneuverability through high-quality construction.



Command and Control Sustainment Exercise

Seabees, assigned to Naval Mobile Construction Battalion (NMCB) 133, conduct a command and control sustainment exercise on Naval Construction Battalion Center, Gulfport, Mississippi.



Storage Facility Entrance Ramp project

NMCB 133's Runnin' Roos are conducting earthwork to build an entry ramp for a storage facility that we are building for Naval Construction Group TWO. Projects like this allow us to support other commands and enable fleet maneuverability through high-quality construction.



NMCB 133 homeport and deployment operations



Storage Facility Drainage project

NMCB 133's Runnin' Roos are excavating to trace a path for drainage for the storage facility we are building for Naval Construction Group TWO. This project will provide additional space for NCG2 to store construction equipment and is an example of how we enable fleet maneuverability through high-quality construction.



Inventory...

Seabees assigned to Naval Mobile Construction Battalion 133 (NMCB 133), conducts an inventory of construction material in a supply warehouse on Naval Construction Battalion Center, Gulfport, Mississippi.



HMMWV Maintenance

Seabees assigned to Naval Mobile Construction Battalion 133 (NMCB 133), diagnoses a faulty oil pressure gauge for a high mobility multi-purpose wheeled vehicle on Naval Construction Battalion Center, Gulfport, Mississippi.



NMCB 133 homeport and deployment operations

Bridge Training

Seabees assigned to Naval Mobile Construction Battalion 133 (NMCB 133) conduct bridge building trainer course on Naval Construction Battalion Center, Gulfport, Mississippi.



Det Tinian

NMCB 133's Runnin' Roos, deployed to Tinian, are conducting vehicle maintenance, clearing brush, and tearing down old storage buildings as they support the U.S. Air Force 513th Expeditionary Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers as they restructure their camp on Tinian.



NMCB 133 homeport and deployment operations

Det Guam

Seabees, assigned to Naval Mobile Construction Battalion (NMCB) 133, spread the flowable fill concrete on Naval Base, Guam, November 12, 2025. NMCB 133 is deployed under Commander, Task Force 75, which executes command and control of assigned Naval Expeditionary Combat Forces across the 7th Fleet area of operations to defend U.S. allied and partner interest. (U.S. Navy photos by Chief Builder Chadwick Fleming).



Det Guam

NMCB 133's Runnin' Roos in Guam have constructed a high-security fence on the Polaris Point access road project. This involved earthwork for post placement, concrete placement, and erecting the fence itself. This project will allow more direct access for contractors to provide pier services at Polaris Point once it is completed.



Veterans Day celebrations

Washington DC

Here are a few photos from the Veterans Day wreath-laying ceremony at the Navy Seabee Memorial in Arlington, VA where NAVFAC Headquarters, the Navy Seabee Foundation, the Seabee Veterans of America, and members of Naval Support Unit (NSU) State Department came together to honor all who have served and continue to serve. We extend our deepest gratitude to our Veterans and their families for their service and sacrifice.



Gardiner, WA

NAVFAC Northwest honored veterans, past and present, with a special dedication to CM3 Marvin Shields at the Gardiner Cemetery in Gardiner, WA.



UCT 1 deployment operations

22NCR Seabee Divers Support Fleet Readiness in Spain

Seabee divers assigned to Underwater Construction Team One (UCT 1) Construction Dive Detachment Bravo (CDD/B) work alongside Port Operations personnel to conduct maintenance on a submarine buoy to ensure safe berthing and fleet readiness at Naval Station Rota aboard Naval Station Rota, Nov. 19, 2025. UCT 1, CDD/B, currently deployed under 22NCR, is a specially trained and equipped unit within Navy Expeditionary Combat Forces, that specializes in diving, light salvage, underwater construction, and military engineering operations in austere environments.



NMCB 1 homeport operations

Partnership power! The Corps recently completed a successful joint project with the incredible service members of the Naval Mobile Construction Battalion 1 - Airfield Construction Company 1 (Seabees) at our Vicksburg District Harbor and Logistics Center.

This collaboration was a true win-win for everyone involved:

- *Enhanced Infrastructure:* The Seabees performed essential paving and repair work, significantly improving the operational readiness of our Harbor and Logistics Center.
- *Real-World Experience:* The Seabees gained valuable, hands-on training, perfecting their skills in a live, mission-critical environment.
- *Cost-Effective & Efficient:* This partnership proved to be an incredibly efficient and cost-effective way for the District to execute necessary infrastructure maintenance.

By combining the Vicksburg District's needs with the Seabees' expertise and dedication, we achieved outstanding results. This project sets a strong foundation for future partnerships that continue to strengthen our infrastructure while supporting the training and readiness of our military forces.

Thank you to the Seabees for your service, hard work, and partnership!



NSU State Department operations

Tel Aviv, Israel

Barriers don't maintain themselves, but wouldn't that be nice? UTI Rumble is providing some much needed routine maintenance for his barriers in Tel Aviv, Israel. It's not just concrete and steel, its our first line of defense!

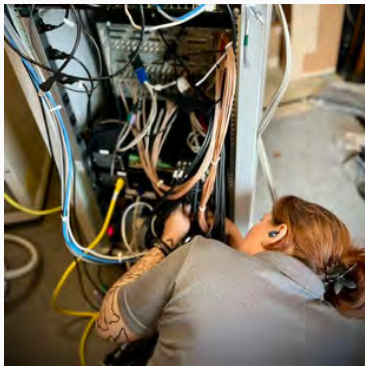
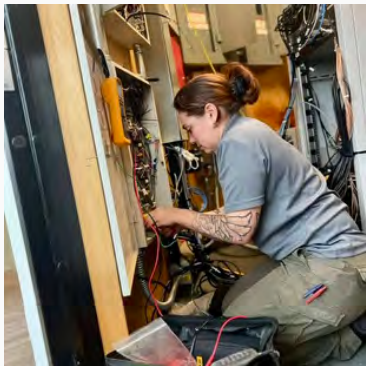
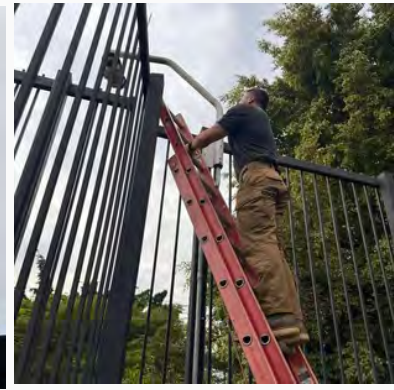
Photo by: CE1 Dixon, NEA Region PAO



Kigali, Rwanda TDY (below)

BUI Cyrus completed a successful TDY while diagnosing some down HDSVS cameras! He was joined by RST Jean Marie and together they got their camera feed back in action. Reliable security starts with reliable cameras.

Photos by: EO1 Calvin, AF Region PAO



Vienna, Austria (left)

Quick action, mission success! On September 30, 2025, SEO Mathew Burnett and CE1 Dustie Bond tackled emergency repairs at the Vienna IZD Tower after a UPS inverter failure caused electrical inconsistencies. The team replaced a damaged matrix and ensured all SIC devices were back online! Bravo Zulu CE1!

Photos by: CE1 Bond, EUR Region PAO

Vienna, Austria (right)

Giving vehicle barriers a second life! After 20 years of wear and tear, the barriers at the Vienna Chancery are back in top shape! SWC Roberts and the ESO Vienna team worked tirelessly to refurbish two delta wedges and a set of tri-wedges. Their efforts included cleaning, welding, and installing new control arms to ensure these critical security devices are fully operational. Hoorah Chief!

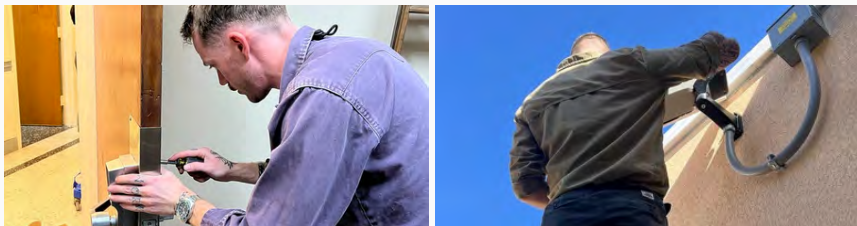
Photos by: CE1 Bond, EUR Region PAO



NSU State Department operations

Έγκωμη, Cyprus TDY

Different system, same mission: reliability. During a TDY to Cyprus, CM1 Kilgore and SW1 Shipman completed their quarterly maintenance that included camera cleaning, x-ray PMs, storeroom cleaning and lock upkeep. The best maintenance is the one that prevents the repair! Keep up the good work you two!
Photos by: EO1 AlvarezCardero, SEUR Region PAO



NAVFAC Northwest

PNW Seabees

Seabee veteran

Shout-out to our Seabees for completing a much-needed emergency management shed for Naval Magazine Indian Island! The 12' x 20' pre-engineered building will store two new fuel tank trailers, ensuring the longevity of the equipment.

We are proud to recognize construction manager specialist Jimmy Reddinger for his outstanding leadership and project management at NAVFAC Northwest.



Reddinger recently led the successful completion of the Repair Shipyard Electrical Backbone Substation A replacement project at PSNS & IMF on the Waterfront, resolving delays and coordinating with stakeholders to keep the shipyard mission-ready. He also revitalized a delayed Judge Advocate General's office project, putting it back on track after nearly 15 months of setbacks!

Today, Reddinger leads the Naval Base Kitsap-Manchester Tank Farm Phase 2 military construction project, where his performance continues to earn praise.

Bravo Zulu, Jimmy for your leadership, problem-solving skills, and dedication to strengthen naval facilities across the Pacific Northwest!

(Courtesy U.S. Navy photo)



...Always a Seabee!

SW Idaho

The Greater Southwest Idaho Seabee Swarm attended the City of Eagle Idaho Veterans Day breakfast. A very special Thank You to the city Parks and Recreation for hosting the breakfast. Good talking with veterans from different eras of service to our nation.



Nonprofit in the Spotlight

In supporting Seabees, our “Non-Profit in the Spotlight” page highlights additional resources available for Bees.

It is our goal to share as much information as we can for nonprofit organizations that support military and their families. If you are part of a nonprofit or have experience with a nonprofit that you have found helpful, we would like to share it with our fellow Seabees, please send us an email at info@seabee.org.



Our Mission:

To help those who have served our country honorably live with dignity and independence.

The service dog programs of America's VetDogs® were created to provide enhanced mobility and renewed independence to United States veterans, active-duty service members, and first responders with disabilities, allowing them to once again live with pride and self-reliance. Not only does a service dog provide support with daily activities, it provides the motivation to tackle every day challenges.

VetDogs trains and places service dogs for those with physical disabilities; guide dogs for individuals who are blind or have low vision; service dogs to help mitigate the effects of post-traumatic stress disorder; and facility dogs as part of the rehabilitation process in military and VA hospitals.

It costs over \$50,000 to breed, raise, train, and place one assistance dog; however, all of VetDogs' services are provided at no charge to the individual. Funding comes from the generosity of individuals, corporations, foundations, businesses, and community organizations.

Once they make the decision to get a service dog, applicants become part of VetDogs' open and welcoming community. Students will come to our 10-acre campus in Smithtown, New York, for our two-week in-residence training program. Classes are kept small to ensure personalized attention for each student and their new dog. Over the course of the time spent with us, the student and dog bond and learn how to work together as a team. They are supported with an uncompromising commitment to excellence, from highly empathetic and certified trainers to a meticulously constructed curriculum.

For more information on how to support or receive these services, please visit:

<https://www.vetdogs.org/>

REUNIONS & EVENTS

"If you never did, you should. These are fun and fun is good." -Dr. Seuss

DECEMBER 2025

- 5 San Diego Seabee Ball Tri-Tournament Golf
Friday, December 5 - San Diego, CA
- 12 84th Seabee Ball Fall Golf Tournament Jacksonville
Friday, December 12 - Jacksonville, FL
- Winter Wonderland NBVC MWR
Friday, December 12 - Port Hueneme, CA

JANUARY 2026

- 1 Navy Seabee Foundation Scholarship Application Opens
<https://www.seabee.org/scholarships/application/>

FEBRUARY 2026

- 6 San Diego Seabee Ball Tri-Tournament Golf
Friday, February 6 - San Diego, CA
- 27 San Diego Seabee Ball
Friday, February 27
- 28 Ventura Seabee Ball
Saturday, February 28

MARCH 2026

- 2 159th Civil Engineer Corps Birthday
Monday, March 2

- 5 84th Seabee Birthday
Wednesday, March 5
- 7 11th Annual U S Navy Seabee Birthday/All Military Ball
Saturday, March 7 - Hiawassee, GA,
- 17 NMCB 128 Reunion
Tuesday, March 28 - Gulfport, MS

Send us information about your 2026 Seabee Birthday events and we will add it to our online list of events and add it to the Bee News.

APRIL 2026

- 15 Navy Seabee Foundation Scholarship Application Deadline
Wednesday, April 15
- 29 2026 Gulf Coast Seabee Golf Tournament
Wednesday, April 29 - The Club at Diamondhead, MS
Register at www.seabee.org

MAY 2026

- 1 2026 NMCB 74 Desert Storm Desert Shield Reunion
Friday, May 1 - Long Beach, MS

JUNE 2026

- 8 2026 DC Seabee Golf Tournament
Monday, June 8 - Westfields Golf Club, Clifton, VA
Register at www.seabee.org

AUGUST 2026

- 10 2026 San Diego Seabee Golf Tournament
Monday, August 10 - Westfields Golf Club, Clifton, VA
Register at www.seabee.org

OCTOBER 2026

- 8 2026 Virginia Beach Seabee Golf Tournament
Thursday, October 8 - Virginia Beach National Golf Club, VA - Register at www.seabee.org

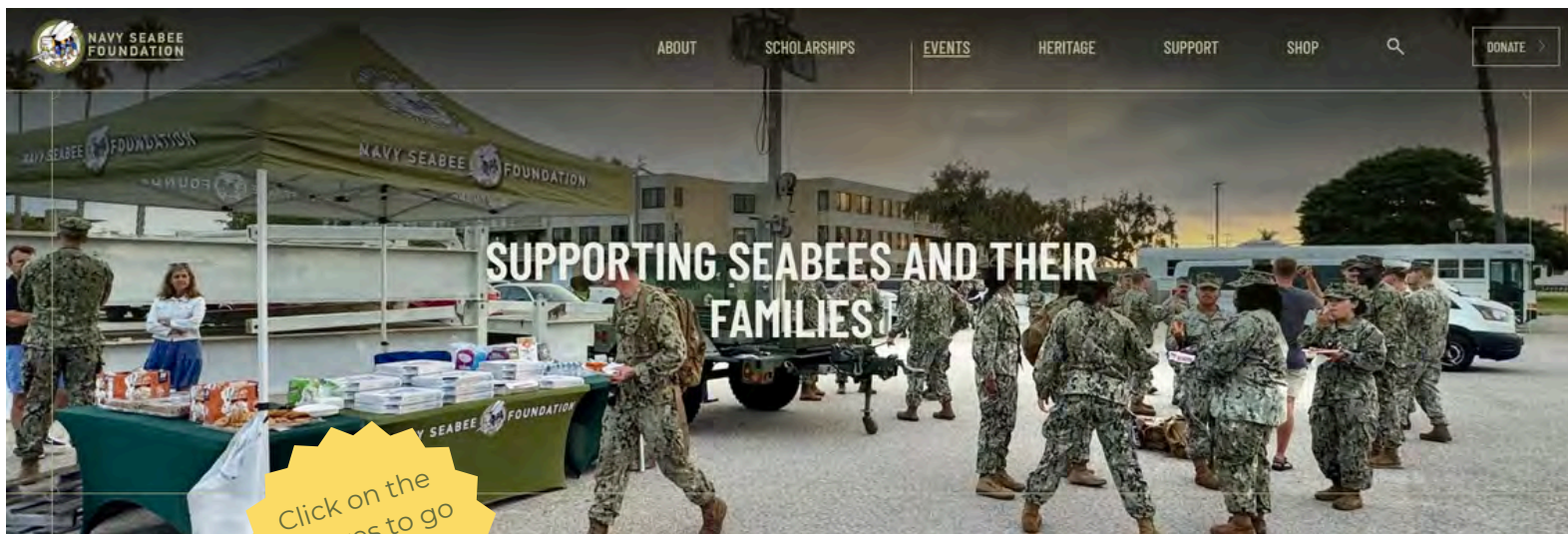
To stay in the know, follow us on social media!



Submit Your Event! Reach out to the Navy Seabee Foundation at info@seabee.org to add your event.



More information about these events available at seabee.org.



For more details about these events, go to www.seabee.org/events


YOUR SUPPORT MAKES A DIFFERENCE!

The mission of the Navy Seabee Foundation is to preserve and protect the history and legacy of the U.S. Navy Seabees and the U.S. Navy Civil Engineer Corps. Purchasing from our shop or buying a brick helps us further our mission.




Navy Seabee Foundation Seabee Store

Purchase Seabee merchandise to help further our mission.



Seabee Memorial Bricks in Gulfport/Port Hueneme

Honor a Seabee family member or friend in your life by purchasing a brick in Gulfport or Ft. Hueneme.



Navy Seabee Foundation Redbubble Shop

You can purchase Seabee stickers, Navy Seabee Foundation stickers and other products.

OTHER SEABEE STORES SUPPORTING SEABEES



Davisville Museum Seabee Store

Support the Davisville Seabee Museum and Memorial Park by shopping from their online store.

Stay tuned for the next print edition of the Bee News for coverage on our recent Seabee Celebration in the Pacific Northwest and a summary of OktoBEEfest events

Click on the pictures to go directly to pages.

Check out the Jobs List!

NEW!
CAN DO
Career Connection
seabee.org



TRANSFORM LIVES WITH YOUR DONATION



seabee.org

Tell Us Your CAN DO Success Story!

We want to hear from you!
Employees and employers who have had success with help from the 'Can Do' Career Connection -- let us know!



CAN DO
Career Connection

Stay Connected with the Navy Seabee Foundation Online

Want to see the impact of your support in real-time? Follow the Navy Seabee Foundation on social media to stay up to date on inspiring stories, historical highlights, scholarship spotlights, upcoming events, and opportunities to get involved. Our social media channels are a daily celebration of the Seabee spirit—from honoring our veterans to sharing the achievements of today’s Seabee families.

You can find us on Facebook at: facebook.com/NavySeabeeFoundation,

Instagram at: @navyseabeefoundation, and

LinkedIn at: linkedin.com/company/seabeefoundation.

Every like, share, and comment helps amplify our mission and connect the Seabee community worldwide. Join the conversation today!

LIKE & FOLLOW THE NAVY SEABEE FOUNDATION TO STAY IN THE KNOW!

facebook
linkedin
Instagram

Winter Wonderland

Naval Base Ventura County, Port Hueneme

Friday, December 12

ventura.naval.lifesw.com

MWR | USAA | Ambassador | TREES FOR TROOPS | LIBERTY MILITARY HOUSING | NAVY SEABEE FOUNDATION

No Navy Endorsement Implied

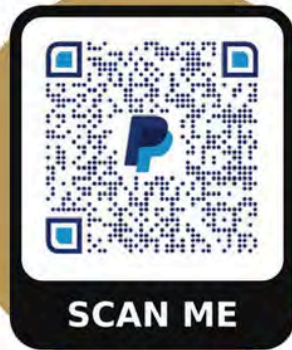
5 Ways to Support the Navy Seabee Foundation:



Donate Online

One-time or reoccurring gifts can be made at

www.seabee.org



PayPal Giving

Scan the code with your smart phone to donate to Navy Seabee Foundation with PayPal.



Text to Give

Text "Seabee" to 44321 to donate from your phone

Venmo Donation

Scan the code with your smart phone to donate to @NavySeabeeFoundation with Venmo.

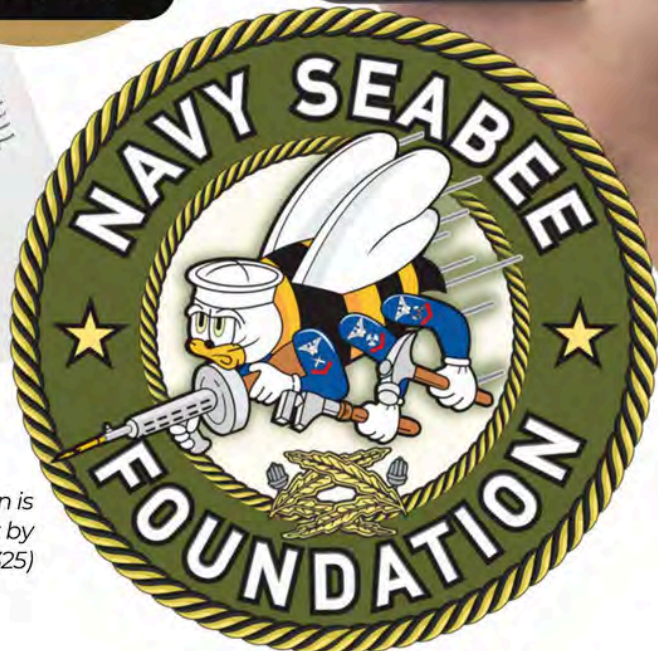


Donate by Mail

Mail a check to P.O. Box 657, Gulfport, MS 39502



Navy Seabee Foundation is designated a 501(c)3 nonprofit by the IRS (EIN #52-0910325)





THANK YOU!

SUSTAINING PARTNER:



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Creative People, Practical Solutions.®

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JWF Company, LLC.



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CAN DO!

seabee.org

To find out how your company can become a Navy Seabee Foundation corporate partner, email us at info@seabee.org

