



**WELL DONE . . .** Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces Vietnam, congratulates Captain C.L. Stewart, the outgoing Commander of Task Force 115, after awarding him the Legion of Merit. (Official U.S. Navy Photo by Wendell, PH2)

## Capt. DiCori Assumes Market Time Command

By D. G. Van Way, JO2

Hostilities seemed to cease near Saigon for a brief period the morning of March 4 when Captain Ralph Di Cori assumed command of Task Force 115, the U.S. Navy's Coastal Surveillance and Harbor Defense Force in Vietnam (Operation Market Time).

Prior to the brief ceremony, held on board a U.S. Navy Swift boat (PCF) at the Vietnamese Navy Headquarters Pier at 9 a.m., the sound of exploding mortars could be heard across the Saigon River in the Rung Sat Special Zone.

Then, as Captain Di Cori, Captain C. L. Stewart, whom Captain Di Cori relieved, and Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces, Vietnam, arrived, the sound of the mortars abruptly stopped.

"Eleven months ago when I relieved Admiral Ward as Commander Task Force 115, I said that there was much to be accomplished," Captain Stewart said during the ceremony in which he was also awarded the United States Legion of Merit, the nation's fifth highest medal.

"There is still much to be accomplished," he continued, "but not because we have been idle. We are a dynamic organization, not a static one," he said; "and progress is the key to our success."

Captain Stewart said that when he assumed command of Operation Market Time there were no doctrines or tactics established and that the units operated from very primitive and even non-existent bases.

There are now five highly organized Coastal Surveillance Centers controlling 84 Swift boats, 26 Coast Guard Cutters and a number of ships from the Seventh Fleet, as well as a new Operation Stable Door harbor defense force.

The Swift boat was chosen as the site of the change of command ceremony because it is the mainstay of Operation Market Time, the longest single continuous operation being conducted in Vietnam.

Citing the major accomplishments of Task Force 115, Captain Stewart said, "The force has captured or sunk five trawlers with more than 500 tons of enemy supplies. According to Army statisticians, this represents 200 regimental days for each trawler, or a total of 1000 regimental days."

In concluding his remarks, Captain Stewart praised his staff.

"In order to have a successful force, you must have an alert, aggressive and demanding staff. We have that here and without the enthusiasm of my staff we could not have accomplished all we have accomplished," he said.

Admiral Ward echoed Captain Stewart's remarks, adding his own praise to Captain Stewart's with regard to the accomplishments of the force.

(Continued to Page 3)

## River Assault Flotilla Hitting VC on Long Tau

The Navy's newly-commissioned River Assault Flotilla One, commanded by Captain Wade C. Wells, is now operating with elements of the U.S. Army's 9th Infantry Division against the Viet Cong along the banks of the Long Tau River.

Presently operating from the amphibious attack transport USS Henrico (APA-45), the flotilla began offensive operations in the Rung Sat Special Zone on February 16, after the Viet Cong stepped up their attacks on Navy minesweepers on the Long Tau River.

Meandering through the Special Zone, the Long Tau is the main shipping channel to Saigon.

Assigned to River Assault Flotilla One are River Assault Squadrons Nine and Eleven, each composed of two River Assault Divisions. Those units are being equipped with a variety of heavily-armed and armored boats designed specifically for assault operations along rivers and canals such as those which criss-cross the Rung Sat Special Zone.

The boats are being used to move troops and supplies from USS Henrico to operational areas along the Long Tau River and to provide gunfire support for these troops.

River Assault Flotilla One was commissioned September 1, 1966, at Coronado, Calif., to provide support

for U.S. combat troops in a riverine environment.

An advance detachment of the Flotilla's staff, headed by the Chief Staff Officer, Captain Edwin P. Smith, arrived in Saigon late last year to prepare for the arrival of the Flotilla.

In January, River Assault Squadron Nine staff and River Assault Division Ninety-One arrived in Vietnam. These units, along with the Flotilla's advanced detachment, embarked on the tank landing ship USS Whitfield County and began training operations in the Rung Sat Special Zone, which continued until the current operations began.

In late February, Captain Wells, his staff and River Assault Division Ninety-Two arrived in Vietnam. The Flotilla, designated as Task Force 117, then transferred from the Whitfield County to the Henrico.

The Riverine Assault Force is under the Operational Command of Commander U.S. Naval Forces, Vietnam and under the Administrative Command of Commander Amphibious Force, U.S. Pacific Fleet.

## Capt. King To Be Relieved

Captain Herbert T. King, who has been Commander U.S. Naval Support Activity, Saigon since its inception in May 1966, will be relieved in late April by Captain Burns W. Spore.

Captain Spore, a 26-year Navy veteran, will come to Saigon from the Atlantic Fleet where he has served as Commander Service Squadron Eight.

Captain King heads for the Washington, D.C. area where he will study at George Washington University.

A native of Bennettsville, S.C., Captain King attended Clemson College where he was on the football and baseball teams until December 1942 when he enlisted in the Navy. After further studies at the University of South Carolina and Northwestern University he received a commission as an ensign in January of 1945. He was promoted to captain on April 1, 1966.

Primarily a "submarine sailor" since his commissioning, Captain King has also attended the Naval War College at Newport, R. I., and the Army War College at Carlisle Barracks, Pa. Before assuming his

Saigon assignment, he was Project Coordinator at the Key West Test and Evaluation Detachment, Key West, Fla.

Other recent assignments have included Senior Member of the Bureau of Naval Personnel Naval Leadership Field Team, Commanding Officer of the submarine USS Chopper and Executive officer of the submarine USS Batfish.

An administrative material and personnel inspection of the command, including detachments and support craft, is being scheduled in conjunction with the change of command. A change of command ceremony will be held at the Cofat Compound in Saigon, location of the headquarters of the Naval Support Activity, Saigon.

The Commander U.S. Naval Support Activity, Saigon is responsible for providing logistic and administrative support for U.S. Navy Forces in the II, III and IV Corps areas in South Vietnam.

## Chaplain's Corner

# Death and the New Life

By Chaplain Freistedt

"For a tree to grow a seed must die." That is a telling commentary on this season of spring and the time of Easter.

Somehow caught up in the idea of this season and time is a strange tale of a death and a new life; a bloodstained cross and an empty tomb. Yet we may have a hard time understanding it or accepting it. But that is because we have had little chance to see it happen.

We have the testimony of several good fellows who were "in on it" called disciples and we have had a few million people through the years who staked their lives on it. But some of us haven't found the full assurance of the resurrection ourselves, though at times we may have wished or thought it true.

Nature, however, has a strange way of talking to us in parables. A seed dies in the ground and one day somehow, most of us aren't sure, lo and behold a new tree sprouts destined to grow straight and tall and strong.

In a way that is the story of Easter for us. Christ died and arose again for us. That in one sense is what must happen to you and me. We have to die to the old selfish, sinful ways of life so a new man can be born; a straight, tall and true man.

A famous clergyman once remarked: "The world invites us to live now and die eventually. Christianity invites us to die now and live eternally." That is the message of Easter today!

## An Editorial

# Why Are We Here?

Critics of the efforts of the Allied Free World Military Forces in Vietnam often level criticism against "intervention in a Vietnamese civil war." Navy men serving in the Republic ought to know the answer to the argument — because to understand the nature of the Allied assistance to the Vietnamese people is to understand one's own commitment to freedom.

The fighting primarily involves the Vietnamese, but this is no civil war. In 1954 a 14-nation conference at Geneva agreed that newly independent Vietnam should temporarily be separated into two parts — North Vietnam for followers of Ho Chi Minh and his (communist) Viet Minh Party and South Vietnam for those Vietnamese who wanted another way of life.

"Free general elections by secret ballot" were called for by the Geneva accords to select a government for all of Vietnam. However, it soon became obvious that the communists had no intention of allowing freedom of choice in their more populous half of the country. Any elections, therefore, would have amounted to turning all of Vietnam over to the communists.

So the two parts went their own ways (and function internationally) as recognized communist and non-communist nations. The war against South Vietnam is now directed from Hanoi, capital of the North, through an organization of communist guerrillas called the Viet Cong and infiltrated regulars of the North Vietnamese Army.

It is not a rebellion of the people of South Vietnam. It can be conclusively proven that this is a situation of aggression from North Vietnam.

After the temporary partition of Vietnam in 1954 approximately 90,000 Vietnamese went north. Ten times that number emigrated from the North.

Americans questioning the motivation of our commitment point to the fact that the United States was not a signatory of the Geneva accords. This refusal to be identified with the provisions of the treaty was made because of reservations over certain features — in particular the failure to ask the United Nations to supervise the elections. Our representative at Geneva said at the time, however, that we would regard "any renewal of the aggression in violation of the aforesaid agreements with grave concern as seriously threatening international peace and security."

The people of South Vietnam have had the sympathy and support of the American people since 1954 when the first U. S. aid was provided. As the subversion of the North Vietnamese increased, there was a parallel increase in American assistance. Now more than 35 other nations are providing or have pledged military, economic or technical assistance. The allied nations have met the aggression and have, in fact, turned the tide towards military victory.

Three successive United States Presidents have reaffirmed our commitment to the freedom of choice for the South Vietnamese people. As Navy men patrolling the waters of the coast and Delta and supporting these vital, anti-infiltration efforts we are instruments of a policy that, when successful, will allow the South Vietnamese a government of their own choosing and sense of national integrity.

# We Want Letters

Got a gripe? Suggestion for improvement? Or just something you want to get off your chest?

How about addressing a letter to the Editor of the Jackstaff News? We'll even try to find the answers to your complaints or queries and print that information along with the letter.

We can't guarantee to use every letter we receive, but if you have a beef, try your friendly Jackstaff News! It's your paper.

We're no "Dear Abby" so don't bother us with your affairs of the heart, but otherwise we're open for business!

# Like Haggle a Little!

Passing through Tan Son Nhut this week enroute to a Middle East trade festival, multimillionaire horsetrader and automobile dealer "Demented Dan" Dukes of El Paso, Tex., chatted a few minutes with us about U.S. servicemen in Vietnam.

"Why, Son," he boomed, "If I could open a stand over here I'd make another million right fast. I say another million, Son!"

We inquired how he might do that in Vietnam.

"Son, I'd just sell things to our boys here—money pokes, brass elephants, leather things, anything at all. Son, I tell you we got some of the finest fellows in the world on our side here, but they just don't understand about buyin'. No, sir."

Asked to explain a bit, Mr. Dukes put it this way:

"Hagglin', Son, hagglin'." He laughed at our puzzled look.

"You got to haggle, Boy! When you buy something, you can't just pay what the feller asks right off. I say you can't — pay attention, Son — you can't just pay. You got to horse trade, haggle, bargain! Them prices are just teasers, Son."

These folks," he continued, "These Vietnam folks get right to chucklin' when they see an American pay the first price the feller asks. I say they chuckle, Son. They get rich, too. You see, Boy — hagglin' and horse tradin' are their way here. See what I mean?"

We did. He went on.

"There's another thing, too, Son. When a feller keeps payin' these high prices, they stay high and get higher. You don't see horse traders in the States buyin' an automobile for the first price they're quoted. I say, you don't see it, Son! Our boys are wastin', a lot of their money, Son!"

We agreed.

"Got to go, Son, but listen here — when a feller haggles me down good on a car price back home, I buy that rascal a drink. I say I buy him a bourbon and branch water, Boy!"

# No Reimbursement for Carelessness

Navy personnel in Vietnam are advised that claims for lost or damaged property will be disapproved if the loss or damage is caused in part by negligence of the person.

Failure to take adequate precautions in safeguarding personal property normally will be considered negligence. Quarters should be locked, particularly at night and when the occupant is absent. Strict control should be placed on all keys. Money and other valuables should be locked up in some way.

The amount of care which a claimant will be required to exercise will depend upon the circumstances such as the incidence of theft in the area and the amount and effectiveness of local security.

In general, the degree of care required will be measured by the standard of reasonableness. The standard will vary in accordance with the conditions existing and particular locale.

# The Jackstaff News

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# PCF Boat Crew Member Is Awarded Silver Star

By R.F. Tills, J02

Petty Officer Second Class Ralph E. Powers has been awarded the Silver Star Medal "... for conspicuous gallantry and intrepidity in action while serving with Patrol Craft Fast (PCF) Division 103 in Vietnam."

The award was presented by Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces, Vietnam at ceremonies held at Navy headquarters in Saigon.

Powers was acting as machine gunner aboard the Cat Lo-based PCF "Swift" boat 41 when the action took place.

On the evening of May 22, 1966, PCF 41 was conducting a special patrol on the upper Dong Tranh River in the mangrove swamp of the Rung Sat Special Zone, 35 miles southeast of Saigon. The patrol was in an area dominated by the Viet Cong.

As a unit of the U.S. Navy's Operation Market Time, the Swift had conducted routine patrol sweeps of the area for six hours, stopping and searching junks and fishing boats to prevent the infiltration of supplies and equipment to the Viet Cong.

Following the capture of a junk, the boat was proceeding north and just rounded a bend in the river when the VC struck. A rocket fired from a 105mm anti-tank rocket launcher struck the pilot house on the starboard side of the Swift, instantly killing the chief boatswain's mate.

Powers was knocked to the boat's deck. As he recounted later: "My only thought was to get back to my gun mount. Things were happening so fast that there wasn't any time to consider danger or for fear to take hold. We all were scared yes, but we were all moving on instinct."

Scrambling back to his .50-caliber machine gun on the stern of the boat, he swung the mount around and let loose with a heavy, concentrated barrage.

Enemy machine gun and automatic weapons fire was extremely heavy. One round or piece of shrapnel hit Powers' .45 caliber pistol strapped to his waist, knocking it from the holster onto the deck of the boat. A dent in the butt of the weapon was found when the action was over.

Powers received a shrapnel wound and several small cuts and bruises. Said Powers, "I didn't realize I had been hit until much later on in the fighting. I just kept thinking I had to get as much fire into the enemy positions as possible." He stood fast and continued firing, stopping only long enough to reload his machine gun belts.

PCF 41 finally grounded on the muddy riverbank, its steering cables shot away.

The forward gun mount, consisting of twin .50-caliber machine guns, was out of commission due to a hit shortly after the initial attack.

Thus Powers' gun was the boat's prime means of defense. As a result of his fire, the enemy was finally silenced with the exception of sporadic sniper shots.

Swift boat 41 still had to defend itself against possible new attack and capture. The boat's 81mm mortar, still operative, was manned by the officer in charge and the boat's two other crewmen. All had received various minor wounds by this time.

The radio equipment had been damaged and help could not be called. The crew were working against time, with ammunition running low and darkness setting in. The decision was made to abandon the Swift and take to the water.

Individual weapons, the remaining ammunition and provisions were gathered and put on a small raft. Equipment to be left behind was destroyed. Powers put out a fire in the forward cabin and aided the crew's badly wounded radioman, who was then put on the raft. He also carried out the abandon ship duties of the boatswain's mate who had been killed in the initial hit.

Finally taking to the water, towing the raft and its equipment behind them, Powers and the remaining crew battled a strong current, swimming south to reach a Swift boat patrolling a lower station on the river.

"After about one hour in the water," Powers recalled, "we swam into a school of Portuguese man-of-war. We were all stung pretty badly." Though cramped and in severe pain, he kept swimming, though several men had to climb aboard the raft for a rest due to cramps from the stings. During the two mile trip down river, which lasted three hours, Powers refused to rest. He continued pulling and fighting the currents for the entire period.

Arriving in the area of the other Swift, the men gave recognition signals and shouted the names of their counterparts aboard the boat until they were finally spotted in the dark, murky waters and taken aboard.

Waiting for a medical evacuation helicopter, Powers continued to disregard his own wounds, assisting with the care of the other crewmembers.

The citation accompanying Powers Silver Star Medal states, in part: "During the entire course of events, though wounded himself, he courageously continued to perform with initiative and determination. His aggressiveness and coolness under fire, even though in a vulnerable position, saved the crew from possible further injury."



'FOR CONSPICUOUS GALLANTRY' ... BM2 Ralph E. Powers is congratulated by Rear Admiral Norvell G. Ward after being presented the Silver Star Medal for his heroism while serving with PCF Division 103. (Official U.S. Navy Photo by Wendell, PH2)

## Large Trawler Destroyed

Operation Market Time patrol craft destroyed a 100-foot steel hulled trawler attempting to infiltrate arms and supplies to the enemy the morning of March 14 ten miles south of the Marine Corps base at Chu Lai.

It was first spotted by a Navy P-2 "Neptune" Market Time aircraft at 5 a.m. at a point twenty-five miles off Quang Ngai Province. The radar picket destroyer USS Brister (DER 327), the Coast Guard Cutter Point Ellis and the Swift boat PCF 78 were immediately dispatched to the scene.

When the Brister fired warning shots at the trawler, the enemy vessel returned fire with automatic weapons. The Swift boat was moderately damaged in the ensuing

exchange of fire.

Beached at 6:52 a.m. the trawler was bracketed by fire from the Market Time units. At 5:52 a.m. the trawler was destroyed by a violent explosion. Considerable contraband including cork wrapped small arms and uniforms were recovered by a motor whale boat from the Brister and a party from the cutter.

Marine Corps units from Chu Lai were sent into the area to provide security for recovery of the remaining contraband.

## Market Time Changes Hands

(Continued from page 1)

"The Coastal Surveillance Force has performed its mission well," he said. "And has made a magnificent effort in holding the infiltration effort with the Vietnamese Navy."

He continued by saying that although only history will tell the completeness of the task force's success, the force has been highly successful.

"In the future," he predicted, "I expect the force to see a great deal more action because the necessity of moving major shipments of men and supplies to the Viet Cong is becoming acute if they are to continue their war."

"I look forward to the years ahead when the Coastal Surveillance Force can say without reservation that they have done their part in bringing the communist aggression to a halt."

Admiral Ward concluded his remarks by admonishing Captain Di Cori to be ready for a difficult assignment.

"Captain Di Cori, you have a big

job. The groundwork has been well laid by Captain Stewart. I look forward to the continued success of the force."

Captain Stewart was decorated by Admiral Ward and by the Vietnamese Navy.

From Admiral Ward, Captain Stewart received the Legion of Merit for "developing the concepts and tactics of coastal inshore warfare."

The citation states that since Captain Stewart assumed command of the task force, there has been no significant infiltration of enemy troops and material by sea.

Captain Stewart was also presented the Vietnamese Navy's Navy Distinguished Service Order Second Class. The Vietnamese citation praised Captain Stewart for developing close cooperation between Coastal Surveillance Force and Vietnamese Navy Coastal resulting in the capture of a quantity of enemy supplies.

# 'Game Warden' Boats See Heavy Action

In actions this month Operation Game Warden river patrol boats (PBRs) killed at least sixteen Viet Cong and Navy Sea wolf helicopters killed nine in one engagement alone. In most of the encounters enemy casualties were unknown.

The fighting was particularly fierce the first few days of the month.

Four My Tho-based river patrol boats battled the Viet Cong after an ambush the morning of March 1 by an estimated three enemy platoons on the Ham Loung River, 55 miles southwest of Saigon.

The Game Warden patrol craft were hit from heavy weapons positions on both banks of the river.

Navy "Huey" helicopter gunships assisted the PBRs in fighting out of the ambush and in suppressing enemy fire.

During the action, PBR 107 received a heavy weapon round in the port bow. Two Navy men were wounded. PBR 107 evacuated the wounded to nearby Ben Tre. There the boat crew made temporary hull repairs and returned to My Tho.

Enemy casualties in the action are unknown.

River patrol boat sailors killed four Viet Cong while aborting an enemy river crossing attempt that night on the Long Tau River, 11 miles southeast of Saigon.

The Operation Game Warden boats, on normal patrol of the Long Tau at the time, gained radar contact, closed and illuminated the enemy sampan.

The four occupants of the sampan opened fire on the two PBRs. The boats blasted back with their .50-caliber machine guns, killing all four VC.

In addition to killing four of the enemy, the PBR patrol captured the enemy sampan containing two weapons and several packages. The sampan with its contents was taken to the PBRs' base at Nha Be for examination.

The same night a PBR patrol detected three camouflaged sampans 55 miles southwest of Saigon.

The PBRs, proceeding south on the Ham Loung River during a normal patrol, detected one large and two small sampans at the mouth of a canal.

A high-speed run was made by the PBRs on the sampans. The craft were taken under .50-caliber machine gun, automatic rifle and 40mm grenade fire.

Green and black-uniformed personnel were then seen swimming toward the beach. The swimmers ignored warning shots fired by the Navy boats and were taken under fire.

Secondary explosions were observed when the sampans again were taken under fire as they drifted toward the riverbank.

There were no friendly casualties. Enemy personnel casualties are unknown.

PBR crewmen killed four uniformed Viet Cong in river action the following night on the Ham Long River, 55 miles south-southwest of Saigon.

The Operation Game Warden patrol was proceeding south on a routine patrol when the Viet Cong opened fire with automatic weapons.

A Navy "Seawolf" helicopter scrambled from Vinh Long to help suppress the enemy fire.

At 10:15 p.m., PBRs illuminated a radar contact, a large water taxi, showing no numbers and camouflaged with grass and branches.

The craft came out of a canal on the south bank. One PBR made high-speed runs past the craft.

Twelve uniformed men were observed diving into the water and were taken under fire. Four of the VC were killed as they scrambled up the bank.

The water taxi, with two sampans in company, had drifted to within 200 feet of the beach. A PBR made firing runs on the water taxi and on the second run a secondary explosion racked the large craft.

The other PBR made two more firing runs on the craft and captured one of the damaged sampans containing several black uniforms.

Another water taxi was detected

near the beach and was also taken under fire and destroyed.

PBRs continued their patrol and received recoilless rifle and automatic weapons and small arms fire. Fire was returned and the boats cleared the area.

There were no friendly casualties.

The same night PBRs thwarted a Viet Cong river crossing on the Ham Long River, 55 miles south-southwest of Saigon.

The Operation Game Warden patrol, proceeding south between islands in the river, discovered a large junk moving rapidly on the river.

Illuminating rounds were fired revealing 30-40 people sitting on crates on the junk. The patrol received small arms fire from the junk.

The PBRs opened up with automatic weapons and 40mm grenades.

The junk, severely damaged, evaded to an island a short distance away. A search for the craft followed.

Combined U.S. Navy and Vietnamese Navy craft rendezvoused and came under heavy automatic

weapons and recoilless rifle fire from the riverbanks.

Fire was directed at the banks and a U.S. Navy "Seawolf" light helicopter fire team was called in to help suppress the enemy fire.

The helicopters made three firing runs on the VC positions receiving ground fire on the first two runs. Fire was suppressed during the third run. The Seawolf fire team proceeded to the USS Jennings County to rearm.

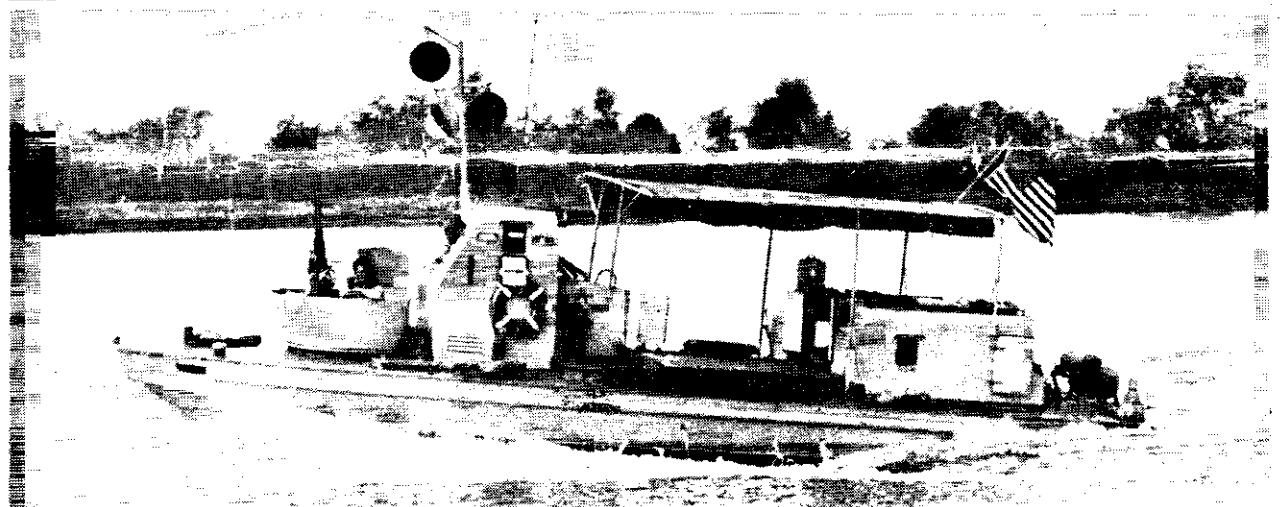
There were no friendly casualties. Viet Cong sniper killed one Navyman and wounded another on the My Tho River the morning of March 12.

At approximately 11:45 a.m., a PBR patrol conducting a routine inspection of a sampan came under sniper fire from a position 150 yards away on the riverbank.

The enemy fire was returned and suppressed with .50-caliber machine guns and automatic rifles.

Transiting the area an hour later, the patrol received automatic weapons fire from two positions on the riverbank.

(See page 10)



## Patrol Craft Converted to Minesweeper

By Ltjg. R. K. Martin

"This is a shallow-draft boat which makes it very convenient for sweeping in these shallow waters." Such is one sailor's description of a new kind of minesweeper recently put into operation at Nha Be.

The man, Boatswain's Mate Second Class Gary M. Conner, is the boat captain of River Patrol Craft (RPC) 2, a unit of Mine Squadron 11, Detachment "A".

"The RPC wasn't designed for minesweeping," Conner observed. "Originally it was used only by the Vietnamese Navy as a gunboat or patrol craft as the name implies. It is used up the smaller back rivers for landing troops."

American-built, the 36-foot-long steel-hulled craft is propelled by a marine diesel engine. Equipped with twin screws, the craft draws only about 30 inches of water during a normal sweep at ten knots.

The boat carries two twin-mount, 50-caliber machine guns, fore and

aft, which Conner describes as "very great firepower".

Presently, there are but two RPCs equipped with minesweeping gear. They complement the larger, 57-foot, wooden-hulled MSB, the mainstay of sweeping operations on the rivers leading in and out of the South Vietnamese capital.

"We're trying to relieve the MSB's workload and commitment as much as possible," Conner said. "We use the RPC primarily in the Dong Nai River running north from Saigon. The Dong Nai is much shallower than the Long Tau River which the MSBs patrol everyday (the Long Tau is the principal channel connecting Saigon with the South China Sea). It's rather diffi-

cult for a deeper-draft boat to do a proper sweep," he added.

The RPCs carry a four-man crew versus the MSB's six men.

Conner said the main purpose of both types of boats is to keep the rivers safe for barges carrying ammunition as well as for merchant ships loaded with vital cargo.

"We're here mainly to cut control wires of command-detonated mines which the Viet Cong are using," he said.

How does he like the RPC as a minesweeper?

"My personal opinion is that this is a much more versatile boat than the MSB merely for its size and it does the minesweeping job much better than anticipated," the California Navyman concluded.



# Psychological Warfare Is Second Front Against VC

By D. G. Van Way, JO2

The U.S. Navy, since introducing small, fast, heavily armed patrol craft to the rivers and coast of Vietnam, has been fighting a fierce, close-in war against the Viet Cong.

The Navy has also been fighting a quieter, bloodless, but equally important war against the Viet Cong. The goal is to help the average Vietnamese farmer and fisherman improve his living standards.

"Psychological Operations" is the name given this effort. It encompasses projects ranging from dropping leaflets appealing to Viet Cong to give up to healing injuries and correcting physical defects.

"Psyops" is a cooperative effort of all Free World forces in Vietnam and the Vietnamese government.

This phase of the war is not being conducted only from the desire to help those who need help, but also to win the confidence of the civilian population in their government.

"The biggest project is 'Operation Hairlip,'" said U.S. Marine Captain Donald L. Price, advisor at Nha Be, Vietnam.

"When we find a child with this deformity," Capt. Price said, "we try to have it surgically corrected at one of our U.S. military hospitals, or in a civilian hospital at the expense of the Vietnamese government or through donations."

Operation Hairlip is not restricted to cleft lips, but includes dental treatment and correction of almost any operable deformity a child or adult is found to have from glass eyes to plastic surgery to remove scars of war.

Navy Psychological Operations people are also involved in leaflet dropping missions and distribution of gift items to Vietnamese who are inconvenienced by searches on rivers and the fishing grounds off the coast of Vietnam.

Gift packages contain "Chieu Hoi" literature, appealing to the Viet Cong to rally to the government cause and fight the communists. "Chieu Hoi" literally means "Open Arms."

The packages also contain toothpaste and brushes, bolts of cloth, plastic buckets, babyfood and other

items that are hard for Vietnamese fishermen and farmers to get.

When a Chieu Hoi returnee turns himself in to U.S. or Vietnamese Navy patrols, he is turned over to the area Psychological Operations unit for initial processing and indoctrination before being sent to the nearest Chieu Hoi training center where he is rehabilitated and usually reunited with his family.

Other leaflets distributed by Psychological Operations units explain why searches are made, why armed boats patrol the rivers and encourage civilians to pass on any information they might have about the Viet Cong.

Medical Civic Action Projects (MEDCAPS) are held regularly. A MEDCAP consists of going to a remote village, usually one suspected of being Viet Cong influenced, and providing on-the-spot medical treatment for the people of that village.

"Psyops" is not a strictly U.S. effort and doctors and dentists of all Free World forces participate in MEDCAP.

A new MEDCAP concept recently augmented into the program by the Navy is going into unfortified villages suspected of being Viet Cong infested.

The operation is preceded by a leaflet drop, telling residents that armed troops are coming to rid their village of Viet Cong.

Two or three days later the operation takes place. Vietnamese Army troops land at the village and set up a defensive perimeter, driving out VC resistors if necessary, after which the MEDCAP personnel move in and treat the citizenry for their ailments.

"Psychological Operations are rapidly becoming one of the most important aspects of the war," Capt Price said. "We can tell by the number of 'Chieu Hoi' ralliers and increasing cooperation from formerly neutral citizens that our efforts to offset the terrorist methods of the Viet Cong are gaining greater success every month."

by Brant parker and Johnny hart



NO PROBLEM TOO SMALL—HMI Crawley checks a Vietnamese youngster at Nha Be after his mother brought him to the tiny clinic because he wouldn't eat. (Official U.S. Navy Photo by J.T. Luscan, PHI)

## No Such Thing as Routine For Navy Corpsmen Here

By D.G. Van Way, JO2

Until the U.S. military buildup in Vietnam, a Navy Hospital Corpsman's job was treating minor aches and pains of sailors, nursing the more seriously ill, administering inoculations and dispensing prescriptions for Navy dependents:

The station corpsman of a U.S. Navy facility in South Vietnam sometimes dreams of this type of duty as "the easy days."

Hospital Corpsman First Class Windel M. Crawley is an example.

During a typical week, "Doc" Crawley treats everything from a sailor's heat rash to a nearly-severed leg of a Viet Cong detainee.

But military medicine to friend or foe is not his only responsibility.

Almost daily members of the civilian population of the tiny village of Nha Be Point, just outside the Navy Base gate, come to see the Doc, knowing that he will either cure their ailment or will send them to the more completely equipped facilities and to "Officer Doctors" in Saigon, 12 miles north.

"I don't go into the village looking for patients," Crawley said.

"I'm too busy to go out and look for business. They come to me, and they know that if someone is sick and can't come here, somehow I'll get out there to see them."

The people do come to see the Doc. He has no set "sick call" time for Vietnamese civilians. They come any time they have some injury or illness that needs treatment and they are seldom kept waiting very long.

"It would be easier to help these good folks if they would come in the minute their stomachs start to hurt or the minute they cut their hands," Doc said.

He explained that the civilians do not want to come and see him unless they think they are in desperate need of help — they think he is too busy for minor complaints.

They go when they are carrying some serious infection that he sometimes cannot treat, but which he would have stopped with a drop of disinfectant had they come two days earlier.

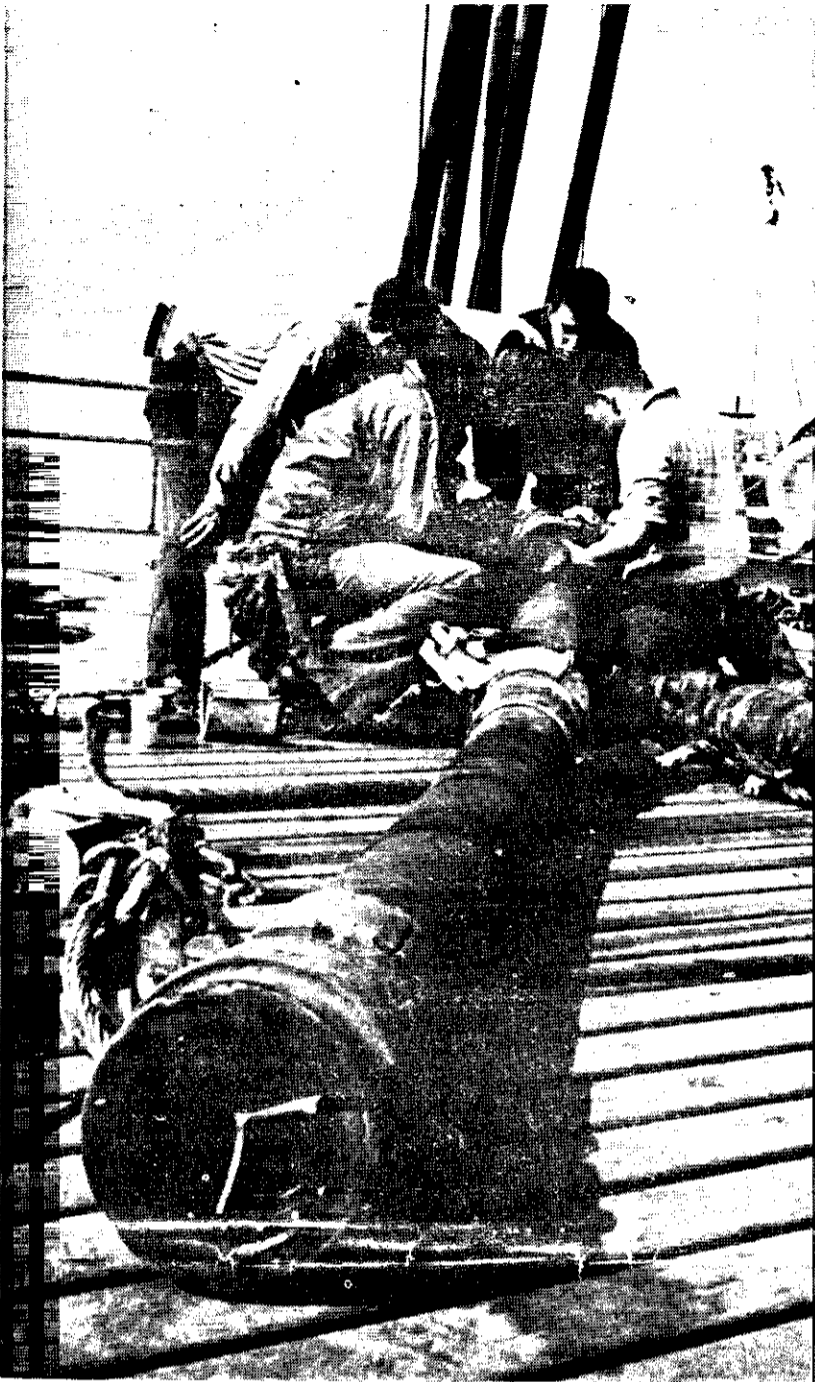
"But they are learning that the sooner they come to see me, the less pain they will suffer, both from their complaint and from my treatment," Crawley said.

Doc Crawley's pleasant personality, sensitivity, to the ailments of his Vietnamese friends and his subtle lessons in personal hygiene have helped to raise the standard of living of many people in Nha Be.

Crawley's story can be repeated many times over throughout South Vietnam.

THE WIZARD OF ID

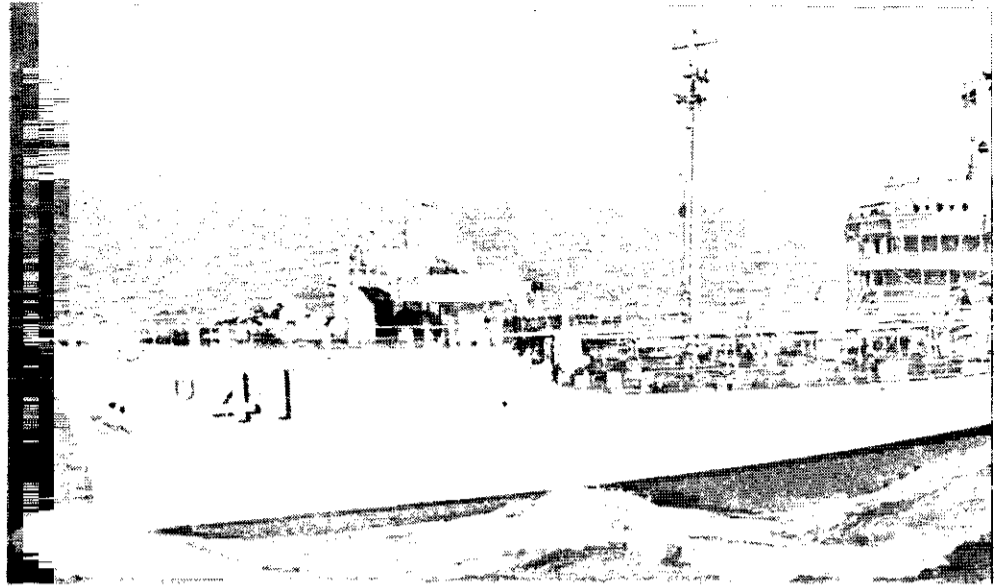




**VITAL LINK** ... Between around-the-clock service to the fighting fleet off Vietnam, fuel hoses require careful attention. Men of the fleet oiler Mattaponi prepare a seven-inch black oil hose line for its next swing to a ship alongside.



**THE OLD 'HEAVE HO'** ... Crewmen of the oiler USS Mattaponi (AO-41) "bear a hand on the highline" during an underway replenishment off the coast of Vietnam. Working amid block and tackle—both steel and fiber—requires skill and caution at every level and lots of pulling together.



## Veteran Oiler Is Vital to

By Richard N. Edwards, JO3  
Photos by Jerry L. Means, PH1

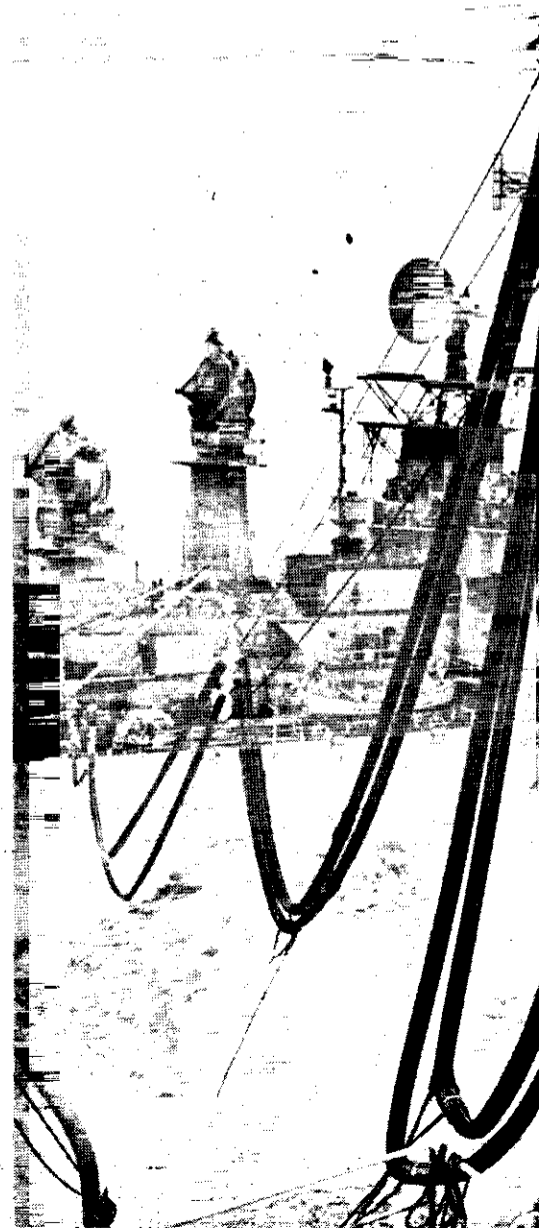
Time and place for the rendezvous in Tonkin Gulf had been established after maneuvering into position. Soon they were cruising alongside each other on the North Vietnam was the nuclear-powered aircraft carrier Enterprise, lauded for its 100,000-ton displacement. On the starboard was the 25-year-old oiler Mattaponi, dwarfed

Crews of Navy ships on both the Seventh Fleet worked rapidly, transferring large hoses from the old oiler and connecting them to the super carrier. In a few short minutes jet fuel was being pumped to the Enterprise at the rate of nearly 20,000 gallons an hour.

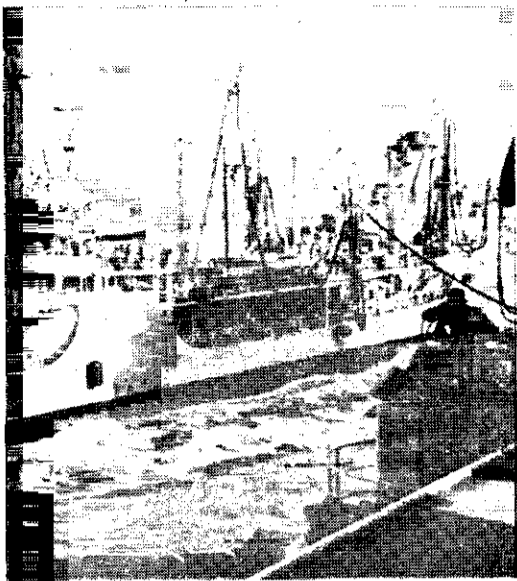
While capable of circumnavigating the earth 20 times without refueling, Enterprise is nevertheless dependent on the veteran oiler for fuel to send her attack and fighter aircraft into action.

Mattaponi repeats this refueling procedure at sea an average of five times daily during each period on the line. And her service is not limited to the floating airfields alone. Other ships must take on

black oil or high performance petroleum to remain on station. "Oiler Matt" chases down even the smallest coastal mine sweepers to replenish them as they continue patrols in the South China Sea.



**ACROSS THE DEEP** ... A double fuel rig from oil to the heavy cruiser Canberra across pounding



## Combat Fleet

established and both ships were there, a precision course. On station off the largest ship afloat. At closed ranks a by comparison.

The 520-foot tanker never closes shop but provides her service regardless of time or weather. She accommodates each ship according to its operational commitments and always at the customer's convenience.



On the Seventh Fleet oiler Mattaponi pumps fuel to the fleet as the South China Sea swells in the South China Sea.

Cruisers, destroyers, escorts and rocket ships come alongside with their gunmounts still smoking from fire support and return to the front line in minutes after underway replenishment at sea. Service force or auxiliary ships also share the more than 1.5 million gallons of fuel within Mattaponi's tanks.

Commanded by Captain Norman K. McInnis, the 225-man crew of this San Francisco-based workhorse begin their circuit ride to the front line armadas on Yankee Station in Tonkin Gulf, then work southward along the gunlines to Phu Quoc Island in the Gulf of Thailand.

"We like to leave port with a full load and return absolutely empty," boasted Capt. McInnis. "Then we feel we've done our job and done it well."

Mattaponi hasn't missed a commitment and never leaves a thirsty ship behind when cargo remains.

"We normally leave port with about 70,000 barrels of black oil and 37,000 barrels of jet fuel," the skipper explained. "Usually about four carriers receive fuel from us before we move into the Market Time areas off South Vietnam."

The 22,000-ton fleet oiler is equipped with eight underway replenishment stations or rigs, including a "spaghetti rig" for small craft. Mattaponi can accommodate large combatant ships along both sides simultaneously, or a large ship to port and two small ships to starboard depending on sea conditions and weather.

Though an invaluable innovation in sustained fleet operations, re-

plenishments at sea are no easy task to accomplish and involve great hazards. Working on the slippery deck of a rolling sea-swept ship with tons of powerful machinery and equipment requires skill and caution at every level.

Each man is aware of the inherent danger when working on open weather decks under heavy block and tackle. All around them on the cargo and tank decks are lines, cables, hoses and winches, straining to complete the mission.

Night operations involve added hazards resulting from restricted vision. But just as combatant ships require fuel in foul weather as in fair, so must Mattaponi respond to every request for replenishment under these conditions.

Along with her primary mission of providing fuel for propulsion, Mattaponi carries CO<sub>2</sub>, acetylene, lubricating oils and greases. Small quantities of general stores and spare parts are available in an emergency. Mail from home and fleet freight are also shuttled along the line to eager sailors and airmen.

Illustrating the importance of morale among the crews at sea, Capt. McInnis recalled one underway replenishment with the medium landing ship (rocket) White River.

"Three things a sailor will fight and work for," he said jokingly, "are money, women and mail. As to which comes first in importance, it depends on which he had last."

White River hadn't had any mail for quite sometime when Mattaponi met her in heavy seas and driving rain. "We had 15 bags of mail for her and the officers and men alike

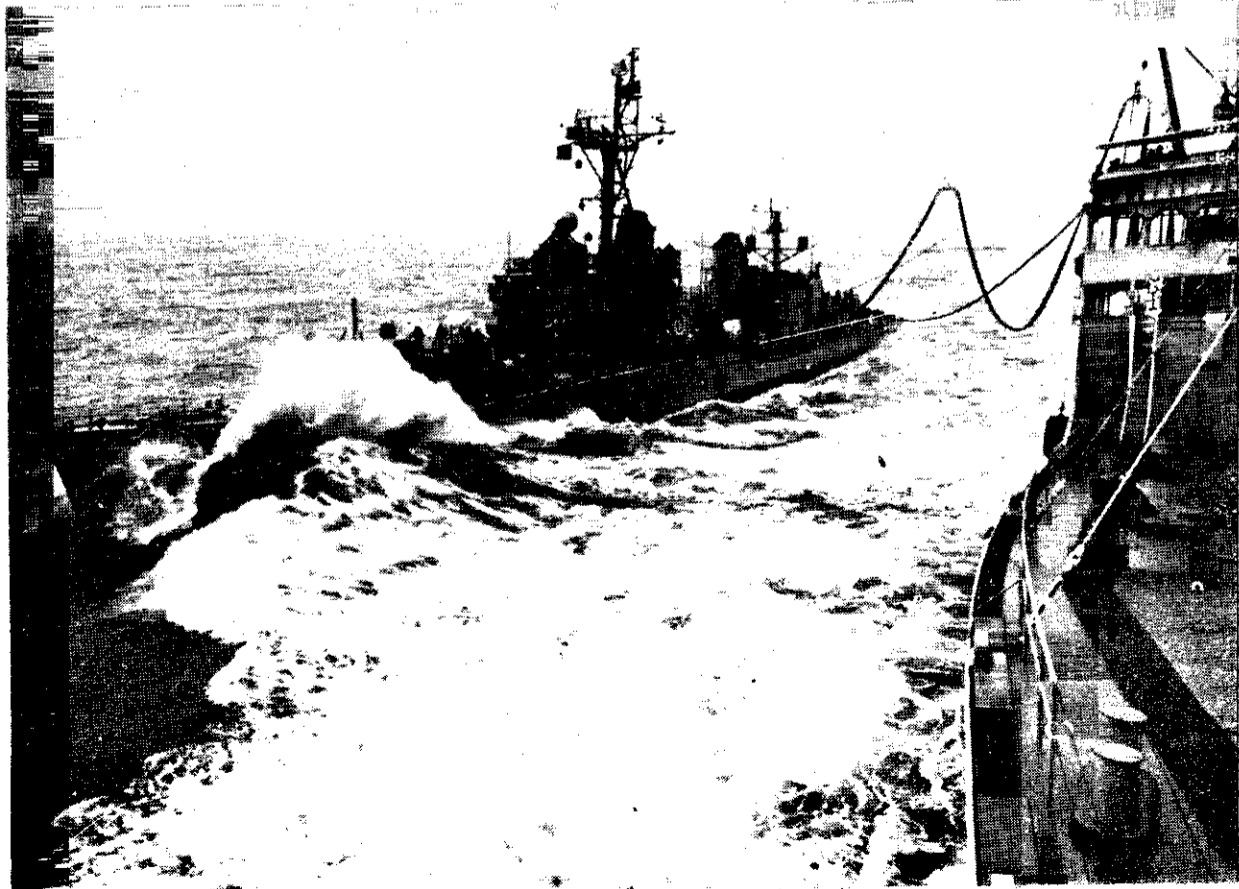


SKIPPER... Captain Norman K. McInnis, CO of the San Francisco-based fleet oiler Mattaponi, oversees a refueling operation.

said, 'we want our mail!'

"Well, we were as brave as they were and we gave them their mail despite the rough, stormy seas," the skipper continued. "It took us three hours and a half to do it as we rolled and pitched. The crew on the little White River looked like drowned river rats before it was over, but they got their mail below decks in good shape."

A veteran of service to the nation's operating fleets since early 1942, Mattaponi continues her determined support in Vietnam. The ever-present U.S. Fleet, remaining on station for extended periods in the combat zone, bears testimony that Capt. McInnis and his crew have indeed honored their commitment of service to the fleet.



FOUL WEATHER AS IN FAIR... Gunfire support ship USS Norris (DD-859) plows the stormy South China Sea alongside the oiler USS Mattaponi. The Seventh Fleet destroyer will soon bring her five-inch guns to bear on enemy targets after the refueling rendezvous on station off Vietnam.



## 'Sea Dragon' Destroyer Hit by Shore Batteries

While conducting Sea Dragon operations about 30 miles north of Vinh March II, the destroyer USS Keppler was hit by a North Vietnamese shore battery.

The ship's forward five-inch mount was damaged and six crewman were injured. The hit came as the Keppler was operating off Cape Falaise about 10 a.m.

Three of the injured personnel were reported in serious condition. All of the wounded were evacuated to other Seventh Fleet units.

The ship's operational capability was not impaired.

The destroyer USS Ingersoll, which was in company with the Keppler at the time of the hit, immediately began firing on the shore battery. The shore battery was silenced. Heavy white smoke in the target area was observed by the ship and a spotter aircraft.

In other Seventh Fleet news, the destroyer USS Picking (DD 685) recently completed three successful weeks of Sea Dragon patrols, stopping the movement of war supplies from North to South Vietnam.

The Picking is credited with destroying 22 waterborne logistic craft and damaging 14 others. The ship also fired on and damaged or destroyed 37 military supply areas, shore batteries and staging areas.

On five separate missions, the Picking was fired on by North Vietnamese coastal defense batteries, but was not hit. On each occasion the ship commenced rapid counter-battery fire.

## Comic Cartoon Entries Asked

The twelfth All-Navy Cartoon Contest is underway for Navy personnel and dependents.

Sponsored by the Chief of Naval Personnel, entries must reach the Chief of Naval Personnel (Attn: Pers-G11) by July 1.

Awards will be forwarded to the respective commanding officers for presentation to the first five place winners. The winning cartoons will be published in ALL HANDS Magazine.

The cartoons must have a Navy theme or background and must be drawn with black ink on 7x10½-inch white paper or illustration board.

A contestant may enter as many cartoons as he desires. Further details are contained in BuPers Notice 1700 of Feb. 21.



**THIS COULD BE YOUR PHOTO!** ... Are you an amateur photographer? Why not submit your photos to the Jackstaff News? The editor and his staff will select photos for publication from those submitted by Navy and Coast Guard personnel in the II, III or IV corps areas of South Vietnam. Any subject is acceptable as long as in good taste—people, places or things. Photos may be dramatic or humorous—as this one by Bruce Whitmarsh, PH2. All entries are subject to clearance by the MACV Office of Information. Send photos to: Editor, Jackstaff News, Code 03, Naval Support Activity, APO 96214.

## Naval Aviation Plays Big Role

Nearly 50 percent of all combat air strikes over Vietnam during the past 18 months have been flown by carrier-based pilots, according to Chief of Naval Operations, Admiral David L. McDonald.

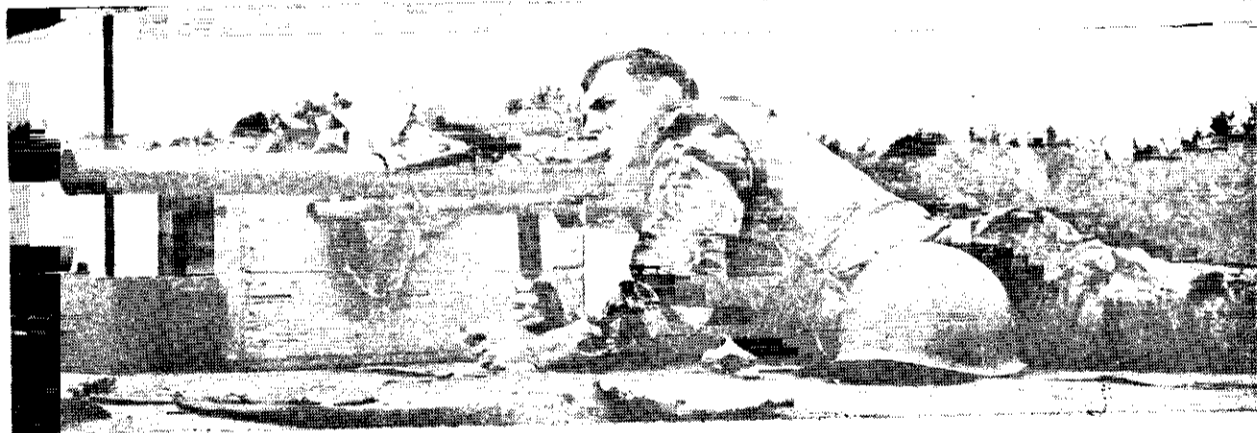
Pointing to the Navy's role as part of the nation's force in readiness, Admiral McDonald said the first air strikes against North Vietnamese targets were flown from aircraft carriers because "they were there; they were ready; they were operating on the free oceans and they could be used at the sole direction of our President."

## Mutual Funds Sold at PX

The Vietnam Regional Exchange has installed a mutual fund concession in its main store in Cholon to provide Vietnam servicemen a chance to invest in American industry while here.

In coming weeks the fund concession, operated by the Channing Co., Inc., plans to expand to most of the larger Exchanges throughout Vietnam.

Twenty-five funds are available with more expected. A minimum of \$25 will open an account. A representative of the firm will assist Exchange customers in selecting the particular fund which suits their needs.



**NAVY SEALS IN ACTION** ... In the top photo a member of a Seal team is aiming a 57mm recoilless rifle while in the bottom photo Seals are put ashore in a Viet Cong infested area from a landing craft. Trained in unconventional warfare, each Seal is a qualified parachutist and former UDT member. All are expert in hand-to-hand warfare and self-defense.

(Official U.S. Navy Photos by Knudsen, PH1, and Robinson, PH1)



# Captain Workman Awarded Legion of Merit

By D.G. Van Way, JO2

Captain Reginald L. Workman has been awarded the Legion of Merit for his part in organizing the staff and operating forces for the Navy units now fighting in Vietnam.

A unique command, which has been termed "a precedent in itself" by Navy historians, the naval force in Vietnam was in its infancy stage when Captain Workman reported to Vietnam in April 1966.

As assistant Chief of Staff for plans to Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces, Vietnam, Captain Workman was responsible for planning the development of the naval force structure in Vietnam and planning the employment of those forces.

Captain Workman had no model from which to work in his planning, since the type of war being fought by the Navy in Vietnam has not been conducted on a large scale since the Mississippi River patrols of the Union Navy during the U.S. Civil War.

According to the citation, "Captain Workman's broad knowledge of United States Navy capabilities and excellent grasp of United States objectives, including strategic and tactical concepts of operations in Vietnam and Southeast Asia, have been singularly instrumental in the successful development of balanced United States Naval forces to contribute to the attainment of the United States' goals in the Republic of Vietnam."

Captain Workman was presented the award by Rear Admiral Ward during a special ceremony at the Navy headquarters in Saigon on March 1, just prior to his leaving Vietnam for his new assignment at the U.S. Naval Reserve Training Center at Chicago, Illinois.



LEGION OF MERIT RECIPIENT . . . Captain Reginald L. Workman, who has been awarded the Legion of Merit for his work in organizing the staff and operating forces of the Navy in Vietnam, briefs the Commander Naval Forces Vietnam staff.

(Official U.S. Navy Photo by Wendell, PH2)

## VNN Commander-in-Chief Has Demanding Responsibilities

By Bob Edwards, JO1

You'll usually find him behind his desk in the large office overlooking the Saigon River. That's where he spends most of his time, signing letters or directives, or making plans to greet distinguished visitors to his Vietnamese Navy Headquarters complex.

He's Captain Tran Van Chon, Commander-in-Chief of the Vietnamese Navy.

Being skipper for more than 16,000 naval personnel isn't an easy task. Besides his primary responsibilities of planning and directing naval operations for his South Viet-

namese forces, Captain Chon is kept busy with an active interest in all phases of the Vietnam war effort.

He makes weekly trips to outlying areas, from Phu Quoc in the south to Hue in the north. He also makes periodic inspections of troops

and units and becomes personally involved in operational and logistics problem areas.

However, the job of Commander-in-Chief is not new to Captain Chon. He previously served in that capacity from 1957 to 1959. He has

also commanded river forces and regional forces and has been assigned as Deputy Director of the Combat Development Test Center in Vietnam. He graduated from the Naval War College at Newport, R.I. in 1960 and his second tour as Commander-in-Chief began in 1966.

At his Saigon headquarters, Captain Chon has a staff of more than 700 personnel at his disposal, ready to help him direct all South Vietnamese sea, river and junk force operations.

Born in the coastal city of Vung Tau on Sept. 24, 1920, Captain Chon returns there to visit his parents occasionally. And when not engaged in his key Navy activities he spends his time with his wife and nine children at their home in Saigon.

Captain Chon's favorite pastime is relaxing with a good book or magazine, and, when he has the chance, he likes to participate in a friendly game of ping pong.

But his leisure hours are few and many times he is found in his office as late as midnight or 1 a.m.

There will be many more long, arduous hours for the Commander-in-Chief of the Vietnamese Navy as long as communist aggression continues in South Vietnam.

## Nostalgic Rendezvous

A nostalgic rendezvous occurred in the Tonkin Gulf recently when two of the oldest, but "fightingest", ships got together. Shortly after her aviators returned from their day's missions, Hancock, the oldest attack carrier in the U. S. Navy, pulled alongside the Shasta, oldest aviation ammunition ship in the U. S. Navy for an underway replenishment of ammunition.

USS Hancock (CVA-19), named after the flamboyant signer of the Declaration of Independence, was commissioned April 15, 1944. Hancock boasts a proud war record and is the only attack carrier to have received a Navy Unit Commendation in World War II and a Navy Commendation in Vietnamese action.

USS Shasta (AE-6), was commissioned Jan. 20, 1942, and is named for an extinct volcano in northern California. During World War II, Shasta served in the Pacific theatre of operations ranging as far north as the Aleutian Islands and as far south as New Zealand. She won the battle efficiency "E" in 1961.



Captain Tran Van Chon (drawing by Jim Hummel)

# Long Xuyen Is Biggest PBR Base

By Bob Sullivan, JO1

It all started with 50 men, six vehicles and the first road convoy through that part of the Viet Cong infested, rice-rich Delta area.

"We were one of the smallest Support Detachments then, but we have grown into the largest PBR (River Patrol Boat) base in the II, III, and IV Corps area."

Those were the words of Lieutenant Ken Anderson, Officer in Charge of the Naval Support Detachment in Long Xuyen, which is located in the IV Corps area 130 miles southwest of Saigon.

Their original base of operations was a villa located about 100 yards from their present site on the Bassac River. Today, they have an administration building; armory; repair shop for PBRs; electrical/electronics repair shop; a supply warehouse; and one MIKE boat.

The men of the Naval Support Detachment have added a boat ramp and completely cemented the entire area since taking over from the Regional Forces who had occupied these spaces.

Needless to say, a lot of hard work has gone into revamping the site into the smooth-running and adequate U.S. Naval Support Activity Detachment it is today.

The support detachment houses PBR Section 522, commanded by Lieutenant Weldon J. Bowling, and PBR Section 523, commanded by Lieutenant Robert J. Walsh. Both sections have 10 boats and five officers and 53 enlisted men assigned.

The detachment also gives partial support—office space and materials—to the Naval Intelligence Liaison Officer.

At the present time, the support detachment has two officers and 67 enlisted men. The allowance eventually calls for a 106-man detachment. Assisting Lieutenant Anderson is Lieutenant (junior grade) R.E. Newman, Operations and Maintenance Officer.

It is the job of the support personnel to handle all security of the base and living quarters, operations and communications, repair of the PBR's and to provide materials, food, lodging and vehicles to the PBR personnel.

In order to accomplish this mission, supplies are brought in by the USS Mark and USS Brule. They also make two truck convoys a month to Saigon to supplement the materials delivered by these ships. Periodic convoys are also made to Can Tho, Sa Dec, and Vinh Long.

The sailors of the PBRs have the job of preventing Viet Cong supply, infiltration, or troop movements along the rivers of the Mekong Delta and Rung Sat Special Zone. These activities are known as Operation Game Warden.

To accomplish this job they work two days on and one day off, seven days a week, alternating between day and night patrols.

Their patrols last from 12 to 16 hours and take them to within three miles of the Cambodian border. While on one of these patrols, they average between 30 and 50 boardings and searchings of sampans.

While patrolling these rivers, they are constantly under the threat of sniper fire from the heavy brush on the river banks.

Another part of their job is to provide assistance to the friendly outposts and handle MEDEVACS (Medical Evacuations) when called upon.

Living quarters for the men are split up so that officers and chief petty officers live in one villa, the support detachment personnel in another villa and the PBR sailors in the hotel which also houses the club and mess hall.

What little off-duty time the men of this detachment have, is

spent at the club located on top of the hotel. The only other entertainment available is a movie which is shown at the club every other night.

The men of the Naval Support Detachment and PBRs are working together—in this city of 35,000—to prevent "Charlie" from taking over in the vital Delta area.

## Game Warden

(Continued From Page 4)

The enemy fire was suppressed with .50-caliber and M-60 machine gun and 40mm grenade fire.

Enemy casualties are unknown.

The Seawolf helicopters killed at least nine Viet Cong and destroyed 21 huts and four sampans the morning of March 13 while aiding an embattled Vietnamese outpost.

PBRs 59 and 60 killed three VC the evening of March 14 while thwarting an enemy river crossing attempt on the Co Chien River.

A sampan was illuminated in a known VC crossing area and three men attempted to escape to the riverbank while other VC on the shore opened up on the PBRs with automatic weapons, small arms and grenades.

The PBRs silenced the fire with four runs using machine guns, grenades and automatic rifles. The sampan was destroyed and the three men killed.

That same night boats from Long Xuyen spotted and destroyed an enemy sampan and killed all of its five occupants on the Ham Long River.

The sampan was hailed but continued to evade into a known VC area. Warning shots were also ignored.

Three direct hits were then made on the sampan by 40mm grenade fire which killed all the occupants and sank the boat.



Michael Puska

## Sailor Finds Relaxation By Fishing

By D.G. Van Way, JO2

The fighting man's dilemma of how to loosen tight nerves has been answered one way by Navy Petty Officer Second Class Michael Puskar.

He relaxes with a hand fishing line at the River Patrol Boat (PBR) pier at Can Tho, Vietnam.

Petty Officer Puskar patrols the Bassac River, a favorite Viet Cong "highway" in the heart of Vietnam's Mekong Delta, 13 hours a day on an Operation Game Warden PBR.

When he has some daylight leisure time, Puskar can be found sunning himself on the pier, catching fish and longusta (giant shrimp) which he gives to Vietnamese at the Can Tho Navy Base.

"It's the best way I know to relax," Puskar explained as he threaded fresh bait on his weighted hook.

"Right now I'm letting my nerves unwind because in a couple of hours I may be swapping lead with "Charlie" down the river. That's no place to run scared and make mistakes."

Puskar has the reputation at Can Tho as being "the coolest head around."

This is reflected by the fact that he is the only Second Class Petty Officer at Can Tho assigned the position of Boat Captain, a job usually held by First Class and Chief Petty Officers.

## Battleship Activation Is Proposed

Chairman Richard Russell of the Senate Armed Services Committee has renewed his demand that the Navy reactivate a battleship for use in the Vietnam War.

The Navy has four battleships in mothballs. The Administration has opposed earlier moves to use battleships because of the large numbers of skilled crewmen required and because of the cost compared with their value.

But Russell said that the estimated \$11 million it would cost to bring a battlewagon out of mothballs is equal to the cost of two airplanes, and the U.S. has lost about 500 planes in the Vietnam War.



LIKE A SETTING FROM 'SADIE THOMPSON'—This unique structure houses the enlisted men of the PBR sections based at Long Xuyen. The only "oasis" for Navymen at Long Xuyen is a club also located in this building.

# THE JUNKS OF AN THOI

By R.I. Edwards, JO1

Looking at it on the map, you might think the island of Phu Quoc would be a prime relay point for Communist infiltration of men and supplies into South Vietnam. It lies in the Gulf of Thailand, south of Cambodia, some 180 miles west southwest of Saigon.

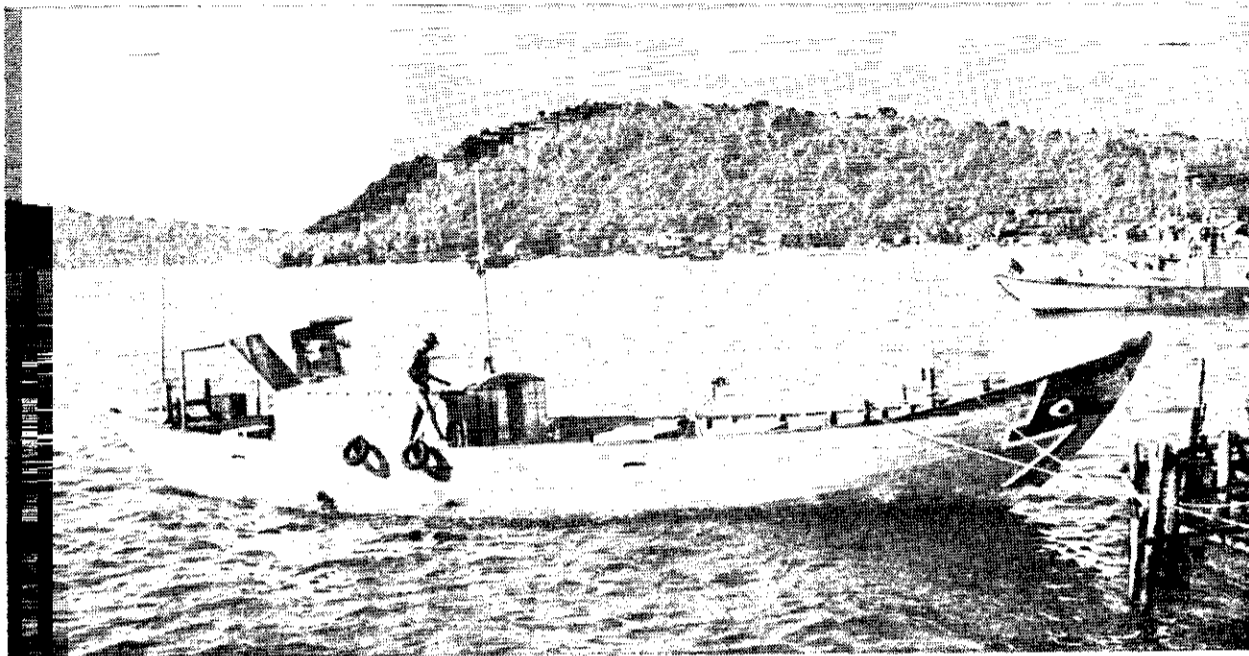
However, although Viet Cong are on the island, their activities are limited by the efforts of the Market Time units based at An Thoi, a fishing village on the southern tip of the 25 mile-long island and headquarters for the Fourth Coastal Zone.

U.S. Navy Swift boats and Coast Guard WPBs patrol not only the waters around the island but the entire southwestern coast of Vietnam. They are supported by the Naval Support Activity Saigon Detachment An Thoi, housed aboard the APL 55 and the landing craft repair ship USS Krishna.

The Swifts and WPBs, however, cannot always get in close to the shore or into the small waterways leading inland from the sea where VC sampans can easily go. This is where the Vietnamese Coastal Groups, formerly known as junk divisions, come in.

Coastal Squadron Two at An Thoi is comprised of three Coastal Groups, 42, 46 and 47. Each group consists of three command junks and approximately 15 motorized fishing boats known as Kien Giang. A third type, the new Yabuta junk, is also being phased into operation at the Phu Quoc base.

Working closely with the junk sailors are U.S. Navymen of Advisory Team 159, based at An Thoi. Normally, two officers and two enlisted men are attached to each Coastal Group. Commander J. B. Hayes, USCG, is Senior Advisor for the Fourth Coastal Zone.



**KIEN GIANGS**—are the workhorses for the Vietnamese junk forces. About 15 of these "fishing boats" are assigned to each of the three Coastal Groups at An Thoi.

The three Coastal Groups rotate on five or ten-day patrols, depending on the mission. The U.S. advisors usually join the crew of six aboard a command junk. Her armament includes .30 and .50 caliber machine guns, M-79 grenade launchers and various automatic weapons.

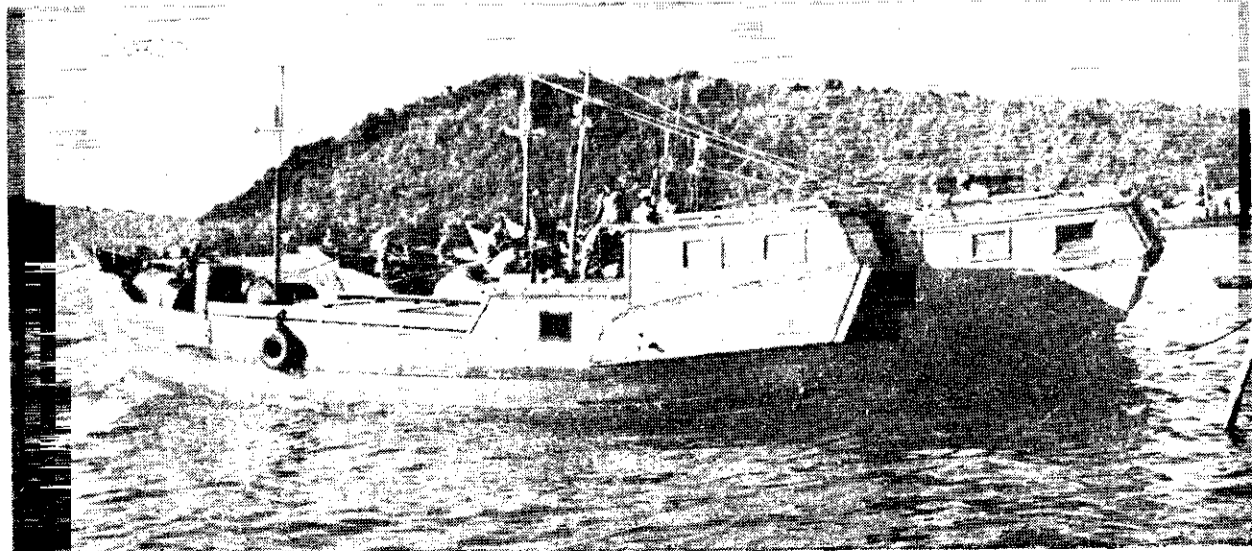
One officer and four enlisted advisors also work with the junk repair facility personnel. Repair operations at present are rather primitive. For hull work, the junks are pulled up onto the beach by a manually-operated chain fall. Logs are then placed underneath the junk as an impromptu "drydock".

Repair shops include engine overhaul and carpentry facilities. They are housed in quonset-type buildings.

Construction is underway, however, for a new repair facility. A pier has been completed and will soon be joined by a marine railway. A crane will hoist the junks out of the water and onto skids located on the beach. PCFs will also be handled in the same manner.



**ON TARGET**—The Coast Guard Cutter Point Grey puts 88mm mortar rounds on a Viet Cong position on Phu Quoc Island. The Point Grey is one of the Market Time units based at An Thoi.



**YABUTA**—is the latest type of coastal surveillance junk and is gradually being phased into use at An Thoi

## Savings Bonds For Education

A special tax-free savings bond program tailored to help finance your child's education is being offered by the Treasury Department

The program — U.S. Savings Bonds for Education — allows you to shift income tax liability to your child by buying bonds in his name. So long as the annual interest on the bonds combined with the child's income does not exceed \$900, no taxes will be due when he cashes the bonds for his education.

The tax liability is shifted by filing a Federal return in the child's name at the end of the first year of bond purchases, listing the increase in bond value as income to him.



# Chief Aids 'Drop-Out'; Boy Resumes Education

By Bob Sullivan, J01

Chief Electronic's Technician John D. Haithcock is one of many U.S. Navymen lending a helping hand to the younger generation of South Vietnam.

He arrived in Vietnam in May 1966, and by June he had a firm friend in a young Vietnamese boy named Ty Lay.

"It was a chance meeting," the chief said. "I wasn't at the Naval Support Detachment, My Tho more than a week when I stopped at one of the local restaurants for lunch and there he was."

Ty Lay was working at the restaurant doing odd jobs to earn a little money to help support his family.

"We hit it off right away and after a few more visits I decided to

help this young boy get an education and maybe a better way of life."

The chief found that Ty Lay was very eager to learn English. He bought him books on English and in his spare time gives him English lessons. "He doesn't speak English very well yet, but we can carry on a conversation now," he said.

Chief Haithcock provided money and clothing to make it possible for Ty Lay to enroll in a school at My Tho and even helps provide for the boy's family.

Chief Haithcock is a member of River Patrol Section 531 in My Tho.



CHIEF AND FRIEND—Chief Electronics Technician John D. Haithcock, of River Patrol Section 531 at My Tho, takes time off to teach his young friend, Ty Lay, English.

## Mail Home

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