

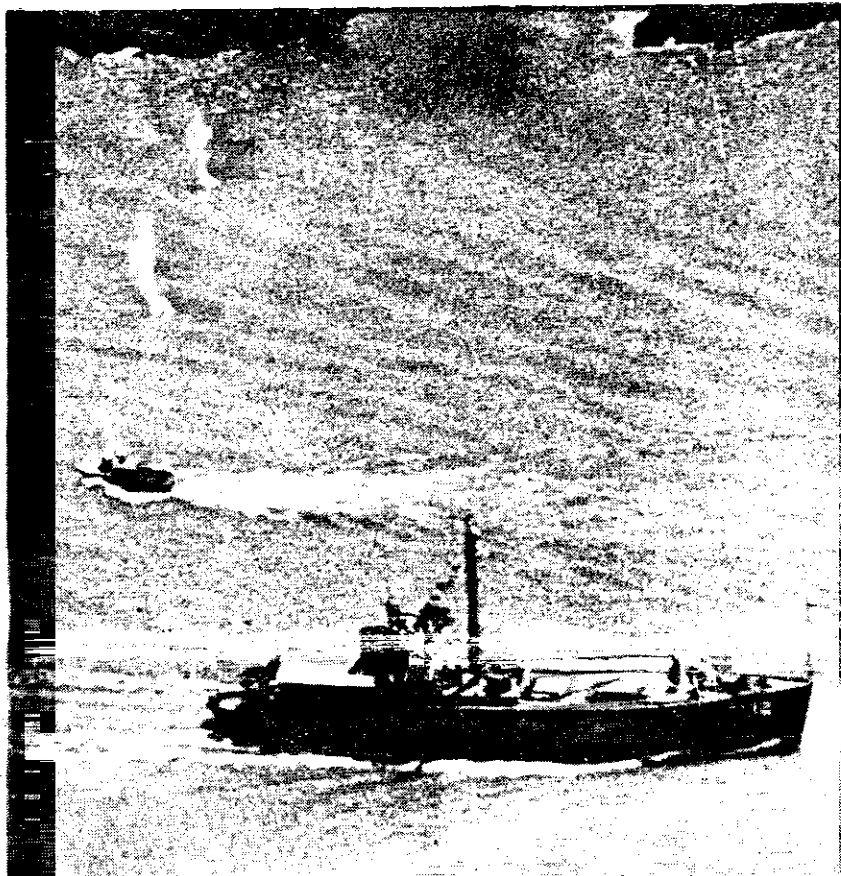
THE JACKSTAFF NEWS

VOL. I No. 15

U.S. NAVAL FORCES II, III, IV, CORPS, VIETNAM

MAY 19, 1967

Huge Fires Highlight Game Warden Action



UNDER ATTACK— Viet Cong recoilless rifle fire sends up geysers near the light cargo ship USS Mark (AKL 12) and a Nha Be-based PBR on the Long Tau shipping channel to Saigon.

(Photo courtesy of United Press International)

Time-in-Grade, Other Waivers Ease Requirements To Advance

Some new rules and waivers for advancement in rate have been issued by the Bureau of Naval Personnel, along with the dates of the August 1967 Navy-wide advancement exams.

Dates for the new military/leadership exams have been set for June 13 for those going up for E-4 and June 15 for prospective E-5s. The regular advancement exams will be held on Aug. 1 for E-4; Aug. 3 for E-5; Aug. 8 for E-6 and Aug. 10 for the chief's exam.

One new rule increases the number of points allowed for medals and awards to 15 instead of the previous maximum of 10. Only 10 of the 15 points may be from Good Conduct Awards. Other decorations will be needed to take full advantage of the increased multiple credit.

The increase will become effective with the E-8 and E-9 exams on May 23 and will be used for the

August exams as well.

New waivers will affect Navy personnel at both ends of the petty officer structure.

In one waiver, designed for "especially well-qualified and deserving personnel," service time for those competing for second class has been set at six months in pay grade E-4, and those going up for third class must merely be serving as E-3s on Aug 1.

This waiver could bring about the odd situation where an E-3 might qualify for an E-5 exam if he is scheduled for advancement to third class as a result of the February exam in an increment after Aug. 1.

(Continued on page 3)

Spectacular fires aboard two fuel barges within six days highlighted Game Warden action in the Mekong Delta and Rung Sat Special Zone in recent weeks.

On April 28 an Esso fuel barge at My Tho erupted into flames and threatened the city's market place and fuel depot before being extinguished by fire fighting teams from the Navy's My Tho-based Naval Support Activity Detachment.

Reports indicate five Vietnamese civilians known dead and the barge and four waterfront warehouses destroyed. Cause of the explosion is unknown.

A support base landing craft was on the scene within 15 minutes with a fire fighting pump aboard. More than 150 gallons of foam were mixed with water to pour on the blazing barge. A PBR shuttled new stocks of foam to the 15 men fighting the secondary fires.

According to witnesses, flames soared some 150 feet into the air.

The fierce oil fire was brought completely under control within 30 minutes through the combined efforts of U.S. Navy, Vietnamese Navy and local fire department personnel.

The men were praised for their "... quick reaction and calm and efficient performance... under extremely hazardous conditions at the risk of their own lives..." by Captain B.W. Spore, Commander Naval Support Activity, Saigon.

Leading the firefighters was Lieutenant Arthur Bates, maintenance officer for the PBRs.

The civilian barge was used to fuel local river craft.

In a similar incident May 3, a 60-foot junk burst into flames while berthed at the Esso pier at the Nha Be tank farm. Aboard the junk were sixty 55-gallon drums of gasoline and forty 55-gallon drums of an unknown inflammable.

Twelve persons were aboard when the fire broke out. Work was being done on a motorcycle aboard the junk and it is believed that gasoline spillage and a spark from the motorcycle caused the fire.

At the outbreak, the personnel aboard the junk cast off to get clear of the pier and then abandoned the vessel. PBR personnel on routine patrol in the area spotted the drifting craft and notified U.S. Navy authorities at Nha Be.

An LCM, converted for use as a fireboat, was immediately sent out from Nha Be. Officer-in-charge of the boat was Chief Warrant Officer Robert L. Smith, salvage and damage control officer at the Nha Be support base.

(Continued on page 8)

Adm. Ward Salutes

Rear Admiral Norvell G. Ward, recently relieved as Commander Naval Forces, Vietnam, sent the following message to personnel of his former command before his departure for the States:

"During my two years as your chief and commander, I have basked in the reflection of your deeds. Through your compassion, your labors, your dedication and valor, you have done much in helping the Vietnamese people to resist the imposition of an unwanted way of life.

"In the time ahead you must continue to give your best and I have every confidence that under Admiral Veth's able direction you will respond as in the past in order that these peoples may retain those freedoms which we cherish so dearly.

"On taking departure I salute you for your valiant deeds and wish you smooth seas and fresh wind as you sail on to new glory. I pray that our Lord will watch over you and protect you."

EDITORIAL

'Power For Peace' at Work; Armed Forces Day, May 20

"POWER for Peace"—when first adopted as the official Armed Forces Day slogan, it was little known that this phrase would be vividly demonstrated in the sweat, tears and blood of American servicemen seeking peace in the defense of a small Southeast Asian nation called Vietnam.

"Power for Peace" was a term meaning an American armed force at the ready—ready to meet and repel any act of aggression anywhere in the world at anytime when directed by the President. It was a slogan born in an uneasy period when it was hoped that America's powerful armed services would act as a deterrent to aggressors.



As Americans the world over prepare to celebrate Armed Forces Day May 20, more than 400,000 U. S. servicemen are bringing to the enemy in Vietnam the meaning of that slogan.

The Armed Forces Day theme is "Armed Forces Report to the Nation"—a report which is carried daily in the dispatches from Vietnam where the United States is at work in a bloody conflict to stop another act of aggression.

It is symbolized by the peace-preserving presence of our Armed Forces in faraway places—in Europe, the Arctic, the Pacific, and other regions of the world.

President Johnson in his Armed Forces Day message points out that nowhere is America's dedication to the love of freedom "reflected more vividly than in the Armed Forces of the United States."

Terming America's military establishment "the mightiest of all time," the President said that this would not be the case, that this mighty arsenal "would give us neither peace nor security without the devotion to duty, the courage and sacrifice of the men and women who wear our country's uniform."

"In Vietnam—and around the world—they perpetuate the ideals which made and preserve us as a nation," President Johnson said.

Dedication... devotion... courage... sacrifice—this is the serviceman's report to his nation. It is a report written clearly among the rattle of small arms fire, the thump of mortars and cannon, and the earth-shaking blast of falling bombs. It is a report that hopefully will demonstrate once and for all the meaning of "Power for Peace."
(AFNB)

Overseas Auto Swindlers Hit by Defense Department

Unscrupulous automobile dealers, itinerant agents and money lenders who prey on servicemen at overseas bases are fast packing and moving. The Department of Defense has scheduled a massive crackdown on the less-than-legitimate businessmen who have been sorely plaguing military authorities outside the United States in recent years.

Pentagon sources estimate that hundreds of servicemen have been swindled this year out of nearly \$100,000 by phony auto dealers who sell cars in Europe and Asia for delivery in the United States. The autos never are delivered.

The problem has been around for a long time, sources conceded, but the racketeering increased sharply with the U.S. buildup in Southeast Asia.

Defense Department officials have taken these steps to curb unscrupulous operators:

1. Signed an unprecedented agreement with the leading auto producers - General Motors, Ford, Chrysler and American Motors - permitting autos to be sold directly through the military exchange systems overseas. About 7,000 cars have been sold so far this year at an average profit to the exchange of about \$25 to \$50.

2. Made public the names of all auto sales firms with records of illegal dealings and ordered them off-limits on military installations and bases.

3. Began a widespread education program among overseas personnel warning them of their shaky legal position in case they do purchase an auto from a shady dealer and urging them to buy from their local exchange.

4. Issued a booklet called "Credit: Master or Servant?" to all personnel which gives a series of common-sense rules along with tips on how to establish and keep a good credit rating. Also included is a table making it easy for the serviceman to figure out how much a credit contract really should cost.

5. Set up a rigid list of specifications for auto dealers seeking permission to sell to military men, including proof they are bona fide agents of a U.S. auto manufacturer.

Chaplain's Corner

An Ounce of Prevention

By Chaplain O'Brien

Every new car that comes off the assembly line at Detroit carries as standard equipment a checklist of suggested preventive maintenance procedures. The manufacturer knows, from experience, that regular care is the key to a car that will give continuing service.

The owner of the car is free to follow or ignore the proposed maintenance schedule. His decision will have a decided effect on the state of his financial condition. A few dollars invested in the ounce of prevention will avoid the necessity of many dollars being invested in the pound of cure.

A similar situation faces a man with regard to the state of his spiritual health. An investment of time and effort in daily prayer, regular worship participation, Bible reading, good work, etc. is spiritual preventive maintenance.

Such a program will enable man to carry out his purpose in life: namely, to know, love and serve God in this life in order to enjoy eternal happiness with Him in the next world. Failure to provide regular care for the soul will result in the wasting of man's talents in a constant cry: "Bail me out again, O Lord."

Flavor for a Favor

ABOARD THE USS HANCOCK IN THE TONKIN GULF

"Perhaps you are all not totally aware,
Of one of the traditions of Naval Air.
We always provide a special prize,
Whenever a ship picks up one of our guys.
Provided today with our best wishes,
Ice cream for saving our pilot from the fishes.
Your efforts were greatly appreciated indeed,
For helping us out when we were in need.
For this the 'Hannah' says thanks for the best,
The Ponchatoula service is tops when put to the test!"

As the Hancock received fuel from the USS Ponchatoula, this message was sent to the oiler's crew as they had recently recovered one of the Hancock's pilots in the Tonkin Gulf.

It is a long-standing tradition in the Navy for the aircraft carrier to show her appreciation by rewarding the rescuing ship with a prize of ice cream.

After the "Hannah" was refueled, the ice cream was transferred to the Ponchatoula's crew.

'Pen Pal' Might Be a Commie

Servicemen in Vietnam have been advised to correspond only with people whom they know and to avoid the possibility of being exploited by hostile intelligence agents through pen pal letters.

The warning was contained in an Army circular. The MACV Information Office reported that a large volume of unsolicited mail is directed to servicemen here.

Most of the letters come from sincere people who desire to show support and encouragement for the war effort. Officials cautioned, however, that some also use this means for spreading subversive material and gathering intelligence.

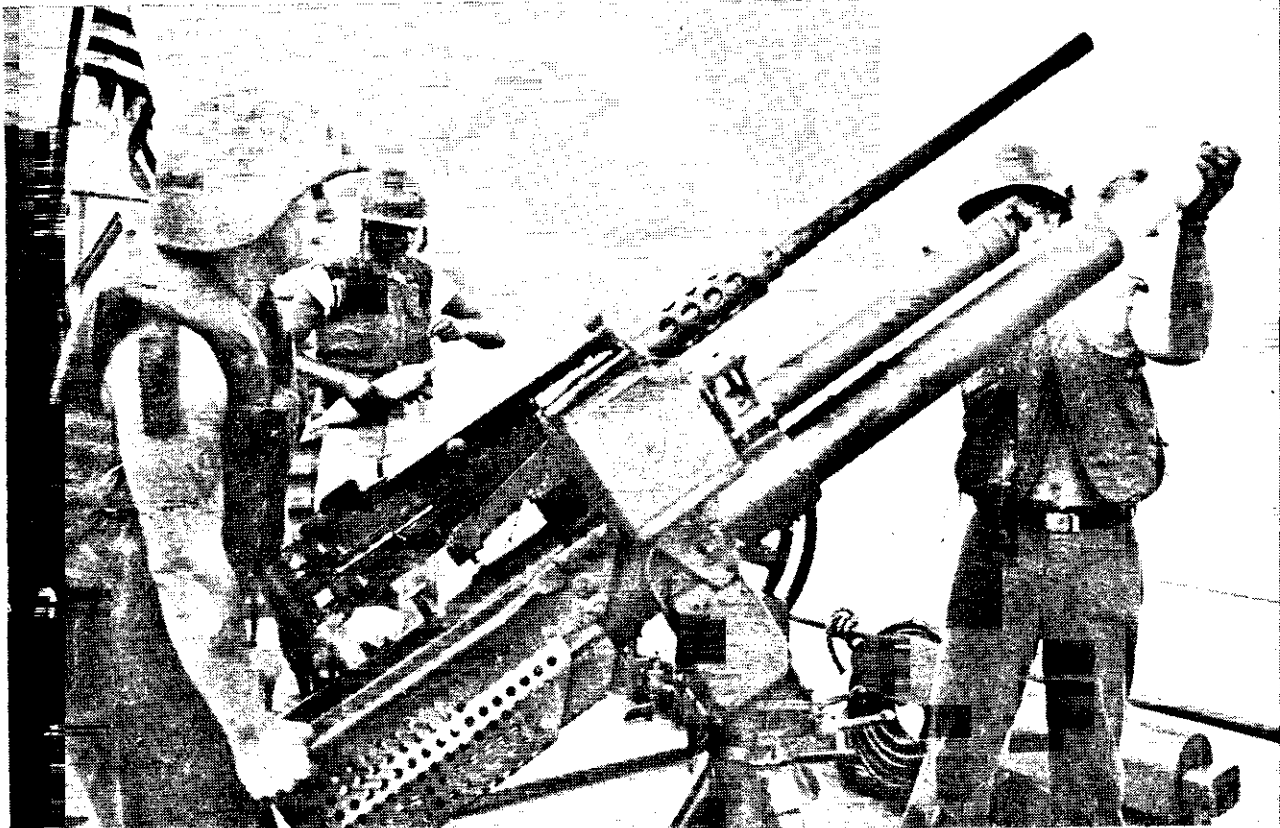
Servicemen are advised not to answer unsolicited mail, to refrain from writing in response to pen pal ads and not to correspond with anyone they do not know.

Any letters of a suspicious nature should be turned in to the unit intelligence officer.

The Jackstaff News

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SWIFT GIVES FIRE SUPPORT — Crewmen of PCF 54 prepare to send an 81 mm mortar round onto an enemy target during a fire support mission on the Hon Heo Peninsula. The gunner is Petty Officer Second Class G.P. Douglas. Swift Boat 54 is based at Cam Ranh Bay.

(Official U.S. Navy Photo by Corbin, PH1)

New Locations Open for Leave

Servicemen stationed in Vietnam may now visit additional places on ordinary leave. The new sites are Penang and Kuala Lumpur in Malaysia, the Republic of the Philippines and Singapore.

The list previously included Guam, Hong Kong, Japan, Okinawa and Taiwan.

The leave times must not exceed the normal R & R time and no passport or visa is needed.

To qualify for the "no passport" ruling, ordinary leave in Penang or Kuala Lumpur, the Philippines and Singapore, servicemen must travel to and from them in uniform aboard a military aircraft.

Personnel on leave will be given seats aboard R & R planes on a "space required" basis.

If civilian clothing is to be worn on leave to Hong Kong, the British Embassy must be notified at least a week before departure from Vietnam.

Lodge Bids Farewell

Former United States Ambassador to South Vietnam Henry Cabot Lodge sent the following farewell message to United States personnel in South Vietnam:

"As I leave South Vietnam after more than thirty months as American Ambassador, I want to say goodbye to all of you who serve the United States of America here with such bravery, such competence and such devotion.

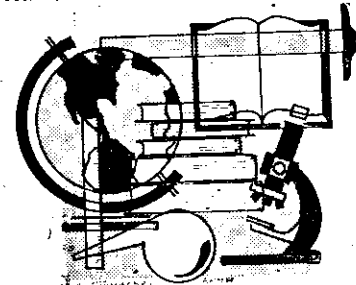
"Whenever I had the chance during my travels in Vietnam, I extended thanks to each of you on behalf of the United States Government. I now do so again. You have responded magnificently to every challenge and done your duty with conspicuous gallantry and great courage.

"You represent America at its best and it has been a rare privilege for me to be associated with you. I leave Vietnam convinced that while the road ahead is still difficult, your success is assured and the aggression will be repelled.

I wish I could shake the hand of each of you. I pray the day will soon come when you return to the United States to receive a hero's welcome and to be reunited with your families. You deserve the best that America can offer.

"God bless you all!"

THE COLD WAR GI BILL OFFERS



INCREASED EDUCATIONAL BENEFITS

Market Time Forces Engage Enemy

Action was again varied in Market Time operation along the coastal waters of South Vietnam.

On April 26 enemy small arms fire drew the naval gunfire of an Operation Market Time Swift boat and resulted in the destruction of five sampans and two buildings in Bac Lieu Province, 155 miles southwest of Saigon.

While on routine patrol, PCF 26 came under small arms fire from the shore line. After suppressing the enemy fire, the Swift moved out of small arms range to wait for a naval gunfire spotter plane.

Several thousand rounds of 50-caliber machine gun fire and 49

rounds from the Swift's 81mm mortar hit the enemy area.

The spotter reported five sampans sunk and eight damaged while two buildings were destroyed and eight damaged during the one-hour engagement.

There were no friendly casualties. PCF 26 is a unit of Coastal Division 13 based at Cat Lo.

Three days later, on April 29, the Coast Guard Cutter Point Cypress sustained minor damage from heavy automatic weapons and recoilless

rifle fire in an area 120 miles south of Saigon. One crewman aboard the cutter received a superficial shrapnel wound.

With a Navy "Seawolf" helicopter gunship spotting the enemy positions, the cutter sent a barrage of mortar and machine gun fire into the area.

Battle damage assessment showed one hut and one bunker damaged. One secondary explosion and a secondary fire were observed. Enemy casualties are unknown.

Point Cypress is a unit of Coast Guard Squadron One based at Cat Lo.

Later in the day, another Coast Guard Cutter, Point Slocum, spotted three fires on the beach in a hostile zone 445 miles north of Saigon.

Point Slocum hit the area with 81mm mortars, causing secondary explosions and a large white flash.

Enemy casualties are unknown. There were no friendly casualties.

Point Slocum is a unit of Coast Guard Squadron One, based at Da Nang.

In other Market Time action, another Cat Lo-based Swift boat, PCF 68, was on patrol off Kien Hoa Province when her crew spotted a 40-foot junk with six to eight people aboard in shallow water. When the Navy men called the junk out for the inspection, the enemy attempted to flee up a canal in the Viet Cong-infested area.

The Swift took the junk under .50-caliber and 81mm mortar fire and scored a direct hit. A large bright flash was followed by an orange ball of flame 50 feet high and a cloud of grey smoke.

Spotter aircraft on the scene confirmed four enemy dead in the water and inspection of the debris revealed two more bodies.

There were no friendly casualties.

Exam Waivers Announced

(Continued from Page 1)

This comes about from the fact that the reduced service in pay grade for promotion to E-5 may be computed anytime prior to Nov. 16. For time in rate purposes the promotion off the February exam is retroactive to May 16 regardless of when the actual advancement occurs. Therefore, some E-3s would have six months in pay grade by Nov. 16 and would qualify for the E-5 exam as an E-3 if recommended by their commanding officers.

Commanding officers have been urged to insure that only especially deserving and well-qualified persons are so recommended.

Personnel granted a time in pay grade waiver for advancement to pay grades E-4 and E-5 will not have to complete their correspondence courses, performance tests and practical factors until the actual date of the exam rather than one month in advance as is normally required.

Full credit has been approved for service with a drilling unit of the Inactive Reserve in computing the total service needed to qualify for advancement to E-7, E-8 and E-9.

It is helpful only in establishing eligibility to take the exam and does not count in figuring length-of-service points in the final multiple. Minimum service required is eight years to E-7, 11 years to E-8 and 13 years to E-9.

Boilermen going up for BTCS or SPCM don't need a current certification that they are qualified to test and treat boilerwater and feedwater to take the exam. But they must have the certificate before they can be promoted.

The Navy decided last December that the certification would be needed for E-8 and E-9. But quotas to attend the proper course have been jammed and many of those who are otherwise qualified to take the upcoming exams have not been able to enroll.

Therefore, officials have decided to waive the requirement for taking the exam. Since the promotions off the May exams won't be made until Nov. 26, it gives those involved an extra six months to get the needed certification.



LIEUTENANT AND FRIEND — Lt. Charles D. Witt, Officer-in-Charge of River Patrol Section 531 based at My Tho, meets Le Van A a few days after the boy's harelip was corrected as a result of the concern of the PBR Navymen.

Boy's Harelip Corrected Through Navymen's Help

CNFVN—Thanks to the concern of a group of U.S. Navymen in Vietnam, a 14-year-old Vietnamese boy can now face the world free of the harelip that had made his life miserable.

Members of River Patrol Section 531 at My Tho, an element of the U.S. Navy's Operation Game Warden, became acquainted with Le Van A, who was marked by a birth defect that laid his upper lip wide open, exposing most of the inside of his mouth.

The boy lives at Phu Phong Regional Outpost on the Mekong River, where the River Patrol Boats

of Section 531 often stop.

Lieutenant Charles D. Witt, officer-in-charge of Section 531, scheduled surgery for the youth. A doctor of the Philippine Army, Captain Urbano C. Calo, performed the operation. Boats of the PBR section provided round-trip transportation.

The boy's deformity was completely corrected.

Belt-fed Grenade Launcher Is Potent New Weapon

River Patrol Boat sailors in the Mekong Delta have a potent new weapon at their disposal to blast Viet Cong snipers.

The new weapon is a hand-cranked, multiple grenade launcher and replaces the old single-shot M-79 launcher. Like the famous Gatling gun, the launcher is operated simply by turning a hand crank and will release up to 250 grenades a minute. It has a range of nearly a quarter of a mile.

According to the manufacturer, Honeywell, Inc., the weapon provides one man with the firepower equivalent of 25 men firing single-shot.

The weapon is mounted atop a

.50-caliber machine gun on the PBR's stern. Special quick-detaching ammunition boxes that hold 48 grenades and chemical fiber belts are also used.

Ammunition handling is made easier by using a rotary split breech that feeds the belt straight through the weapon.

The weapon was tasted extensively at the Naval Ordnance Laboratory, Silver Springs, Md. and at the Naval Weapons Laboratory, Dahlgren, Va., before being introduced in Vietnam.

Navy/Marines Streamline Decorations Procedures

Secretary of the Navy Paul H. Nitze has announced major changes in the Navy-Marine Corps system of awarding military decorations in order to speed up and simplify procedures.

Navy officials said that the old system delayed and discouraged initiation of awards because of paperwork involved. The new procedures are expected to provide a more proper and timely recognition of service.

It was stressed, however, that traditionally high standards for military decorations will be maintained.

Standard recommendation forms are to be distributed throughout the Navy to allow faster and more efficient recognition of outstanding performance.

Authority to award the Silver Star, Legion of Merit and all lesser decorations has been delegated to the

Chief of Naval Operations and Commandant of the Marine Corps. Further delegation of non-combat awards is also authorized.

Secretary Nitze has also established a new award, the Meritorious Unit Commendation, for outstanding ships and units. And the Secretary of the Navy Commendation for Achievement has been renamed the Navy Achievement Medal. It will be used for recognition of both combat and meritorious achievement and takes precedence after the Navy Commendation Medal.

The changes came about as a result of a study of awards procedures by a committee headed by Admiral George W. Anderson Jr. (ret).

Cruiser Long Beach Retraces History on Australian Visit

The guided missile cruiser Long Beach has been retracing naval history in the Pacific during a voyage to Australia.

The trip "down under" gave the cruiser's crew a firsthand view of the scenes of World War II naval action. Movies, lectures and exhibits on the battles are being given to the crew.

The transit from Subic Bay in the Philippines to Sydney took the ship through the Coral Sea just a few weeks before the commemoration of the 25th anniversary of the famous sea battle there May 4-8, 1942.

After a five-day visit in Sydney,

the Long Beach returned via the Solomons Islands and held memorial services for the men killed in the many sea battles off Guadalcanal and Savo Islands. The cruiser also passed through the famous "slot" in which United States and Japanese ships slugged it out in many encounters of 1942 and 1943.

It was the second visit of the Long Beach to Australia. The first stop was made during her 1964 around-the-world cruise when she visited Melbourne.

Second Navy Hospital Ship Now Operating Off Vietnam

The U.S. Navy hospital ship facilities were doubled in April when the USS Sanctuary (AH-17) began her first operational tour in Vietnam.

She arrived in Da Nang Harbor April 10 where helicopters delivered her first patients next day.

Joining her sister hospital ship the USS Repose, a Vietnam veteran, the Sanctuary's mission is to provide specialized and general clinical and hospitalization services for combat-wounded and ill personnel, using the latest advances in both medical science and equipment.

This 750-bed floating hospital has 20 wards, four operating rooms, three X-ray units, laboratory facilities, a pharmacy and supporting units.

In addition, the Sanctuary is equipped with other significant features; including a frozen blood bank, an artificial heart and kidney and ultra-sonic diagnostic equipment.

Originally commissioned in 1945, the Sanctuary spent over 13 months on active duty in the South Pacific before being deactivated in 1946.

The Sanctuary was recommissioned in November 1966 in Algiers, La., having been extensively modernized

and refitted with the most modern medical equipment available.

The Sanctuary has two commanding officers, Captain John F. Collingwood, Commanding Officer of the ship, and Captain Gerald J. Duffner, Commanding Officer of the hospital unit on board.

The Sanctuary is homeported in Alameda, Calif.

1,200 Navymen Extend Since 'Free Leave' Law

The new law granting 30-day special leaves and free travel to almost any place in the world to those who extend for an additional six months in Vietnam has already paid off.

From the effective date of the new program—Nov. 2, 1966—until early March, 1,200 Navy enlisted men extended their Vietnam tours for six months or more. This compares with about 200 extensions requested during the six months before the new law went into effect.

Going Home Soon? Better Read This!

Going home soon? Here are some travel tips which may help you when you get to the States.

First of all, if you should encounter problems in your travel plans, there are two main sources of aid available. The Traveler's Aid Society maintains desks in most major air, rail and bus terminals. And in many major air terminals, San Francisco International, Chicago's O'Hare International and New York's John F. Kennedy Airport, to name a few, Military Information Desks are now operated by the military services.

Some of the assistance offered includes the selection of alternate airlines or alternate destinations when you are unable to obtain a flight, obtaining ground transportation, information on local services available, such as USO, YMCA, etc. and aid in contacting your duty station if you think you'll be late in reporting.

Got your problems squared away? Good. Now let's buy a plane ticket.

No-cost travel is available to military personnel on a space available basis on Military Airlift Command (MAC), Air National Guard, Air Reserve Forces of the Navy and Air Force, Mission Support Aircraft and Fleet Tactical Support Aircraft. It's the policy of all the services to accommodate military leave personnel on aircraft of the above types on a space available basis, with highest priority going to those on emergency leave.

A word of caution: there is usually little or no advance information on military flights, so firm travel plans cannot normally be made in advance.

Almost all commercial airlines offer a 50 percent discount to military personnel who travel on a standby basis. To qualify, the following requirements must be met:

You must be on active duty and traveling at your own expense on authorized leave or liberty. (Travel is permitted within seven days after discharge.)

You must be in uniform when buying your ticket and when traveling.

You must have in your possession a Military Standby Authorization for Commercial Air Travel (DD Form 1580) which you will surrender to the airline ticket office when you buy your ticket. This form will be issued by your local command in a minimum of five copies. You'll need at least one copy for each flight on which you expect to travel and one copy for the ticket issuing agency.

When you check in at the airport, your DD 1580 will be stamped with the date and time. If you're unable to get space on your desired flight, check another airline—they will honor the stamped form.

Prior to boarding, you will be

advised of the point to which you've been cleared. If the point is not your desired destination, you may decline and wait for the next flight to your destination. If you board you will be treated as a full-fare passenger and you will not get "bumped" short of the point to which you've been cleared.

On flights on which meals are served, military standby passengers should receive the same meal service as full fare passengers or in case of any shortage of meals should be issued meal vouchers for use upon landing. (Military standby passengers had occasionally missed out on meals in the past and the airlines have promised to remedy this situation.)

Travelers are cautioned that standby travel is on a space available basis and therefore advance reservations are not permitted. This is especially important to remember during holiday periods when space becomes difficult to obtain on many flights.

You may not register as a standby until you get to the airport. Standbys are boarded in three categories of priority: 1. emergency leave; 2. convalescent and combat leave; and 3. regular leave, liberty and those discharged within seven days.

Travelers within each of the above three categories will be boarded in order of check-in time shown on the DD 1580. The military stand by will be boarded ahead of all other types of standby passengers who are not eligible to make reservations.

Other discounts offered for air travel include reduced rates for reserved seat military travel, leave youth fare (for personnel under age 22), excursion fares and family fares. Normally these fares will be slightly higher than the standby fare. Inquiries should be made to the desired airline ticket office.

If you want to go by train, you'll be interested to know that reduced fares are offered for all rail travel, both one-way and round-trip. The furlough fares are about half of the full fares and are good for coach travel only. Again, you must be in uniform and be traveling at your own expense.

Furlough tickets are good 90 days from date of sale for round trip and 45 days for one-way travel and can be bought any time of the year.

Family fares are also offered by rail lines for travel between many points in the western and eastern areas of the U.S.

Bus lines are offering a 10-25 percent reduction in round-trip fares between most major cities.

Availability of furlough fares and actual cost should be obtained from the local bus representative.



PUSHING PILLS — Seabee Hospital Corpsman First Class Gary Newton prescribes pills for a Viet Cong prisoner being held in a compound near Saigon. Newton volunteered for the job.

(Official U.S. Navy Photo by Ken Bumpus, PHCS)

Seabee Hospitalman Is Doctor to VC Prisoners

By Ken Bumpus, PHCS

Seabee Hospital Corpsman First Class Gary Newton was recently "Bac Si" (doctor) to 255 Viet Cong prisoners being held in a POW compound at Bao Trai, a small village about 25 miles west of Saigon.

Before the arrival of the Seabee team it was necessary for prison guards to accompany ailing VC prisoners to the local dispensary outside the compound.

Newton's offer to hold "sick call" within the prison was gratefully accepted.

"Army medics, USAID (United States Agency for International Development) and other agencies were already taking care of the Vietnamese civilians," Newton said. "So, when I found out about the POWs, I just asked for permission to bring my bag of pills to them."

Most of the cases Newton treated were diseases of the respiratory system and simple stomach complaints. These he treated with pills and medicines provided by USAID.

Occasionally the prisoners were found to need more complicated treatment and these Newton referred to the village dispensary.

His visits to the prison, however, cut down on the need for taking prisoners out of the security of the compound and improved the general health of the prisoners.

Newton also helped in bettering the sanitation of the compound and one of his most valuable "weapons" was a spray gun loaded with DDT.

Besides his patients inside the compound, Newton also treated Chieu Hoi students (repatriated Viet Cong under the "open arms" program) attending re-education classes in Bao Trai.

During an average day he treated approximately 60 to 70 VC prisoners and Chieu Hoi.

Asked his reason for offering to treat the Viet Cong, Newton simply replied, "They needed it."

Newton is from Half Moon Bay, Calif. His wife, Evelyn, and two children live in Port Hueneme, Calif.

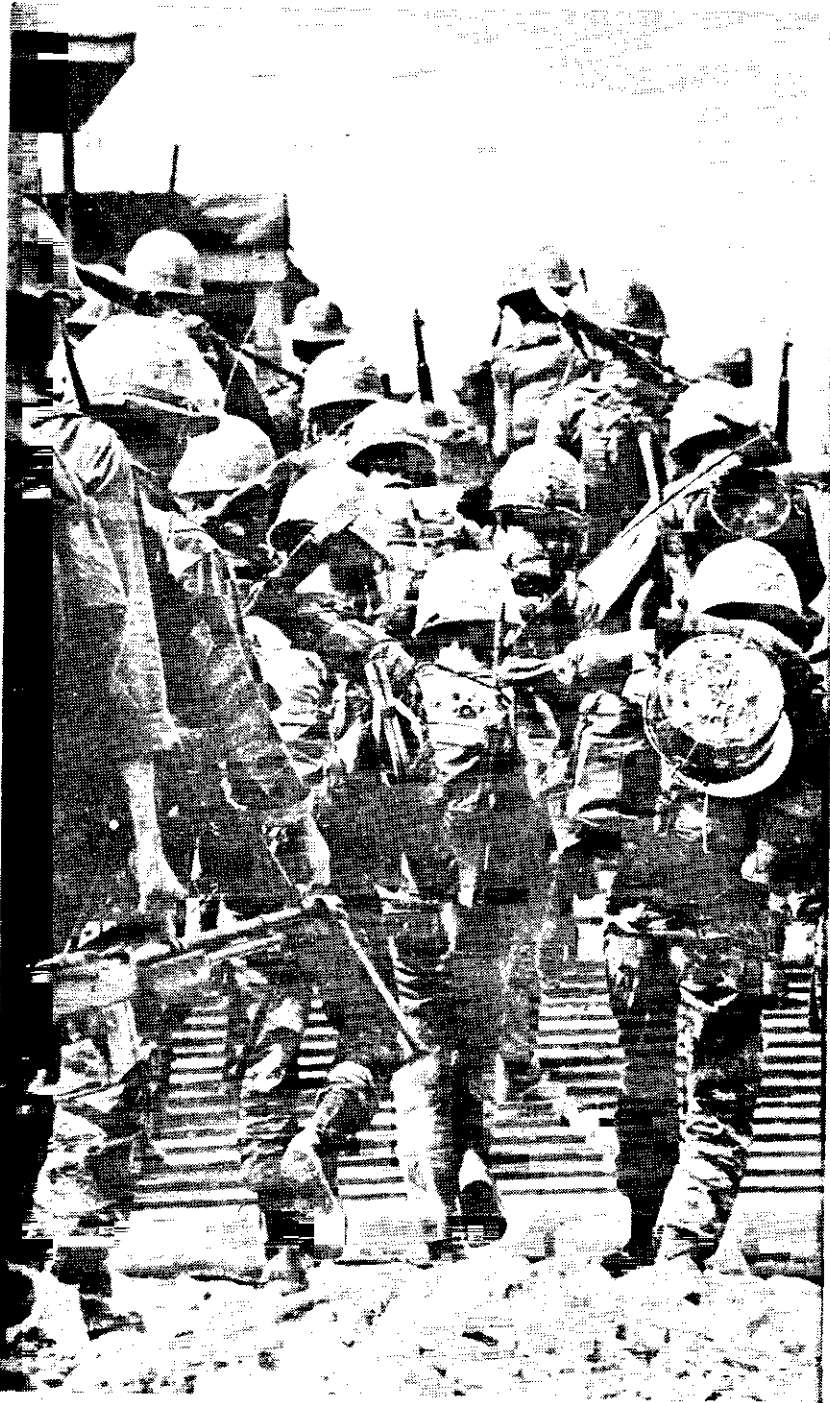
Rocket Ship Racks Up 218 VC

The medium landing ship rocket USS White River recently completed her third tour as a naval gunfire support ship off the coast of South Vietnam.

Since the White River first arrived off Vietnam in May 1966, her five-inch rockets, five-inch and 40mm guns have accounted for nearly 6,000 enemy emplacements, 53 bunkers and 207 sampans destroyed or damaged. She is also credited with 218 enemy troops confirmed killed.

During her latest tour off Vietnam, the rocket-firing ship participated in the amphibious landing operations Deckhouse VI and Beacon Hill I.

The White River is a unit of the Pacific Fleet Amphibious Force and is permanently assigned to the Seventh Fleet. Her commanding officer is Lieutenant W.C. Carlson.



'SAME HEART AND GUTS' — One of the U.S. Marine advisors to the Vietnamese, here embarking for an amphibious operation, described them as "Having the same heart and guts as the U.S. Marine."



LET'S CHECK THAT MAP — Gunnery Sergeant J.G. Holiday, USMC, and Captain Young of the Fourth Vietnamese Marine Corps Battalion study an operational chart during a sweep near the demilitarized zone. (Official U.S. Navy Photos by R.D. Corbin, PH1)

'Smaller Physically, But

By Thomas L. Rainwater, Jr.
CNFVN—Through mud, sand and rice paddies they march and fight their U.S. Marine Corps advisors.

"It's the only job in Vietnam to have," according to Major John W. O'Donnell, senior advisor to the Vietnamese Marine Corps' 1st Battalion.

His fellow advisors share his feeling and enthusiasm.

"It is the type of assignment most Marines ask for but few get," Major Laurence R. Gaboury, advisor to the Vietnamese Marine Task Force Bravo, said.

"What we are trying to do is work ourselves out of a job," the Major added.

"The Vietnamese Marines are using the USMC as a model to build a Corps within the framework of their resources and organization," he continued.

Major Gaboury emphasized, however, that the Vietnamese Marines are not copying the U.S. Marine Corps.

The U.S. Marine Corps' advisory effort since 1954 has resulted in the Vietnamese Marine Corps' modeling, with modifications, its tactics, organization and mission after the USMC.

With its U.S. Marine advisors, the VNMC deploys in a task force organization. The two task forces, Alfa and Bravo, are staffed by approximately 125 officers and men each.

The VNMC with the U.S. advisors, were recently engaged in an operation in Quang Tri province, bordered by the Demilitarized Zone (DMZ) to the north.

For men like Major O'Donnell the

day's work began long before camp broke and the battalion moved out.

With his counterpart, Major Pham Van Thang, Commander of the VNMC 1st Battalion, Major O'Donnell carefully studied the operational chart.

By 8:30 a.m. the VNMC battalions, with their advisors in company, headed for the day's first objective, an enemy-controlled village. The advisors remained with the Battalion Commander or the Battalion Executive Officer. His basic job is to be available to assist his Vietnamese counterpart as required or requested.

As the unit moved over sand dunes, rice paddies and mud toward its objective, Major O'Donnell monitored air support aircraft. When the need for spotter services was required, the aircraft were contacted by radio.

Along with Major Thang, Major O'Donnell sought checkpoints to ensure that the battalion's location was accurately computed and recorded in case artillery support would be needed.

Between 3 and 4:30 p.m., the battalion moved into an area and established a unit headquarters for



VC LAIRS — Abandoned foxholes were proof of the search and destroy operation, but the Vietnamese Marines.

the Same Great Spirit'

01

ght together—the Vietnamese Marines and

the night. The defensive perimeter was established.

It was a quiet day; no VC were found.

But the day was not over for Major O'Donnell, his fellow advisors, or his VNMC counterpart. The day's events were reviewed and the next day's planned activities were discussed.

The rainy night for many VNMC troops in the field was spent either in an abandoned school earlier vandalized by the Viet Cong, a thatched roof hut or a well-constructed brick-cement building. Others spent it under a poncho or in a hammock on the perimeter.

Established by Presidential decree on October 1, 1954, the Vietnamese Marine Corps mission covers the entire spectrum of counter-guerrilla operations—from search and destroy operations to road security.

The all-volunteer VNMC, headed by Lieutenant General Le Nguyen Khang, is a part of the General Reserve Forces of the Republic of Vietnam and is under the direct control of the Joint General Staff.

The U.S. Marine Corps advisor thinks highly of his Vietnamese Marine associates.



STRATEGY HUDDLE — Major John W. O'Donnell, USMC, and Captain Hien, VNMC First Battalion Operations Officer, discuss battalion movements as they approach their objective during a search and destroy operation.



CHOW BREAK — Marine Corps advisors to the Republic of Vietnam Marines take advantage of a break during a search and destroy operation to join their Vietnamese counterparts in some chow.



at the Viet Cong had been in the area covered
enemy elected to run rather than fight the



VERTICAL REPLENISHMENT — Vietnamese Marines unload supplies from a U.S. Marine Corps helicopter during a search and destroy mission.

OPERATION GAME WARDEN ACTION

(Continued from Page 1)

"The barge wedged itself among the pilings of the Highway 15 bridge at Nha Be proper, threatening the bridge and a large market place nearby," Smith recalled later. "All around were Vietnamese homes that could have gone up in flames at any second."

Using grapping hooks, the Navymen brought the barge clear and began towing it up the river, away from the populated area.

"We had 48 five-gallon cans of foam with us," Smith continued, "And we poured it on the fire as we towed the barge. The heat was so intense that the foam was just boiling away. The fire was just coming under control when the foam supply ran out."

Realizing that the barge would explode at any moment, Smith and his crew continued towing until they reached a rice paddy area, three-quarters of a mile away from the populated market place.

As they pushed the barge up onto the muddy riverbank with the bow of their boat, the gas drums began to explode, shooting flames high into the air.

Retrieving their grappling hooks, the firefighters began backing their boat away from the barge. They were approximately 100 yards away when the barge exploded sending gas drums some 100 meters into the rice paddies.

"The drums that were thrown clear were so hot that they were ready to explode themselves," Smith recalled. "So to prevent anyone from trying to recover them and possibly getting injured if they did explode, we destroyed them with small arms fire."

The junk and its cargo were completely destroyed. There were no U.S. casualties, but three Vietnamese civilians originally aboard the barge were hospitalized for burns.

In river operations, PBRs spotted a lantern signal and heard .50-caliber machine gun fire from an area inland while on routine patrol on the Co Chien River, April 21. They requested artillery flares and 15 minutes later the area was illuminated.

Six evading sampans were sighted and warning shots were fired by the U.S. Navymen. They received small arms fire from the sampans, followed by a burst of automatic weapons fire from the riverbank.

The PBRs took the sampans under fire. Machine gun and grenade fire destroyed seven sampans, including another evading sampan spotted in a canal, and caused a secondary explosion which threw a large fireball 30 feet into the air.

There were no U.S. personnel or material casualties. Enemy casualties are unknown. Patrol officer was Chief Petty Officer Marvin Kramer.

On April 23, an evading sampan led a patrol from River Patrol Section 511 into an enemy force trying to cross the Bassac River 95 miles south of Saigon.

The PBR patrol spotted lights and activity in a canal while on routine patrol and came under small arms fire from the riverbank. After suppressing the enemy fire, the patrol continued surveillance of the area.

Half an hour later the same boats sighted a sampan crossing the river five miles from the first firefight. Warning shots from the patrol were countered by heavy enemy automatic weapons fire directed at the PBRs.

Fifteen to twenty men tried to retrieve the sampan which had beached on a mud flat but came under fire from the PBRs and helos called to the scene.

Caught in the boat's searchlight, four enemy were killed by the patrol's .50-caliber machine gun fire. Unable to reach the sampan because of shallow water, the Navymen destroyed it with two grenades.

There were no friendly casualties.

Four evading enemy troops were killed by pursuing PBRs on April 25 on the Ham Long River 55 miles southeast of Saigon.

Chief Petty Officer Frank R. Spatt, patrol officer, reported the enemy failed to heed warning shots as they attempted a river crossing in a sampan. They evaded into a nearby canal where they beached and abandoned the sampan.

As the PBRs closed, they saw the enemy troops running across an open field carrying weapons. The PBR crew downed the fleeing men using small arms, .50-caliber machine guns and 40mm grenades.

There were no friendly casualties although the PBRs received automatic weapons fire as they departed the scene.

Later that same day, the patrol officer of a Nha Be-based PBR patrol was wounded in the wrist by small arms sniper fire while on a routine patrol on the Soi Rap River, 20 miles southeast of Saigon.

The PBRs made several firing passes on the area, raking it with .50-caliber machine gun fire.

A Navy "Seawolf" light helicopter fire team was scrambled from Nha Be, and within minutes struck the enemy position. A forward air controller pilot (FAC) in an L-19 "Bird Dog" aircraft reported a secondary explosion with billowing black smoke after the helos made their attack.

The incident occurred at a known enemy crossing point. Earlier, after hearing voices in the same vicinity, the PBRs had taken the area under .50-caliber machine gun fire with unknown results.

Three days later, on April 28, LST-based PBRs spotted a sampan attempting to cross the Bassac River at a point 90 miles south-southwest of Saigon. When the sampan's occupants sighted the patrolling PBRs, they opened fire. At the same time, heavy automatic weapons fire erupted from both sides of the river.

In return fire the patrol boats caused a large secondary explosion aboard the sampan, destroying it and killing its four occupants. Enemy fire from the river banks was suppressed.

Three Navymen were wounded in the engagement and were evacuated to Can Tho aboard PBR 34. PBR 41 remained on station and was joined by PBRs 40 and 127 which sped to the scene upon initial report of enemy contact.

The patrol boats called in artillery fire on the area and received additional assistance from an Air Force AC-47 gunship. The PBRs spotted and marked the target area for the supporting units.

Moments later, a spotter aircraft sighted an enemy unit moving away from the area and the gunship took off in pursuit.

The four PBRs are units of River Patrol Section 511, based aboard the tank landing ship USS Hunterdon County. Patrol officer for the initial two-boat patrol was Chief Petty Officer John P. Burke.

Hunterdon County-based PBRs were on the scene again the following day to help drive away enemy attackers from Vietnamese Coastal Group junks on the Co Chien River, 80 miles south of Saigon.

The patrol observed the junks being fired upon and sped to the scene. Upon arrival the PBRs received small arms and automatic weapons fire from two separate positions.

The boats made four passes at the enemy positions, spraying them with .50-caliber machine gun fire. The enemy fire was silenced.

Half an hour later, the junks were again attacked and the PBRs made a second series of firing runs, observing a secondary explosion on the second



CONFLAGRATION AT MY THO — A burning fuel barge at My Tho burned four warehouses and threatened the market before being brought under control by Navy personnel.

CONTINUES AT FURIOUS PACE

pass. The enemy did not return fire during the third firing run. There were no U.S. casualties in the action. Enemy casualties are unknown.

An Operation Game Warden UH-1B helicopter gunship crashed April 30 in Long An Province 12 miles south of Saigon, but not before one enemy dead was accounted for by "Seawolf" fire team.

Three U.S. Navymen were injured in the crash, none seriously.

Ground forces immediately secured the area and the damaged helo was extracted later in the day.

The Nha Be-based fire team was supporting a 199th Light Infantry Brigade operation in contact with the enemy in a wooded area. During the afternoon-long engagement the Navy helicopter gunships flew several firing runs on the enemy positions, saturating the area with rocket and machine gun fire.

The helicopter went down after a firing run and was reported to have been hit by enemy ground fire.

The Operation Game Warden "Seawolf" Nha Be detachment is led by Lieutenant Commander Frank Foster.

Normal operating area for the Navy gunships is over the Rung Sat Special Zone and the Long Tau River, main shipping channel to Saigon.

In other action on April 30, PBRs and "Seawolf" helicopter gunships teamed up to suppress an enemy assault on a Vietnamese Army outpost 65 miles south of Saigon on the Co Chien River.

On a routine patrol from their base at Vinh Long, the PBRs spotted the enemy positions and marked them with .50-caliber machine gun tracer fire for the outpost defenders. The enemy then turned small arms fire on the PBRs.

A helicopter fire team, based aboard the tank landing ship USS Harnett County at the mouth of the Co Chien, swooped in to blast the enemy positions with rockets and machine gun fire, suppressing the enemy fire.

There were no casualties among friendly forces. Enemy casualties are undetermined.

One Viet Cong suspect turned himself in to a PBR patrol on May 4 after a brief encounter between the boats and two of the enemy in a sampan.

The sampan was spotted leaving a small canal off the Bassac River, 100 miles southwest of Saigon. As the patrol approached the sampan the second VC jumped into the water and swam for the riverbank.

As he was taken under fire, the patrol boats received small arms fire from the bank.

The enemy fire was soon silenced and the remaining man in the sampan was taken into custody. He immediately produced a "Chieu Hoi" pass and surrendered himself.

There were no friendly casualties in the action and enemy casualties are unknown.

Patrol officer was Petty Officer First Class William P. Kenney. The PBRs are units of River Patrol Section 511.

Earlier that day, PBRs of Can Tho-based RivPatSec 512 stopped an enemy river crossing before the enemy even had a chance to launch their boat.

A routine patrol on the Bassac River was conducting board and search operations when crew members noted movement near a beached sampan. As the PBRs approached to investigate, snipers in the vicinity took the boats under fire.

The patrol took the sampan and immediate area under fire with M-60 machine guns and 40mm grenades, causing a secondary explosion which destroyed the sampan. Enemy fire was silenced.

Patrol officer Ensign Samuel A. Miess said that it was not possible to use .50-caliber machine guns due to the close proximity of civilian homes.

No friendly casualties were reported. Enemy casualties are unknown.

A camouflaged junk and bunker were destroyed the next day by PBRs on the Bassac, 90 miles south-southwest of Saigon.

While on a routine patrol, the PBRs sighted the 50-foot junk beached near a bunker position on the riverbank.

The lead PBR received small arms fire from the area as it approached to investigate. The enemy fire was suppressed with return .50-caliber and M-60 machine guns and 40mm grenades.

No friendly casualties were sustained and enemy casualties were undetermined.

An enemy attempt to mine two River Patrol Boats failed May 6 some 100 miles south-southwest of Saigon on the Bassac River.

PBRs 37 and 38, of the Hunterdon County-based RivPatSec 511, were on a routine patrol when a water mine was detonated five feet from the lead boat.

At the same time, the enemy opened in a cross-fire from at least four machine gun emplacements on either side of the river.

Receiving no damage from the mining attempt, the PBRs swung



SCRATCH ONE SAMPAN — "Machine gun and grenade fire . . . caused a secondary explosion which threw a large fireball 30 feet into the air."

about and returned the fire, using their .50-caliber machine guns, 60mm mortars and 40mm grenades.

An enemy soldier, who had apparently detonated the mine, was spotted and taken under fire as he ran along the river bank. He was the only confirmed enemy killed in the action.

Two other PBRs soon joined the action and the four boats began making firing runs on the area to pin down the enemy until air support arrived. All boats received heavy automatic weapons fire during the passes.

Once the support aircraft had silenced all enemy fire, the PBRs pounded the area with 60mm mortar fire, causing one large secondary explosion that spewed heavy, black smoke. Fire and exploding ammunition were observed and heard for 30 minutes thereafter.

There were no friendly casualties in the encounter and enemy casualties, other than the one confirmed dead, are unknown.

And finally, a Vietnamese Navy light support landing ship (LSSL) came to the aid of PBRs under attack on May 6 on the Bassac 97 miles south-southwest of Saigon.

The two PBRs of Patrol Section 511 were inspecting sampans for possible contraband when a sampan with four persons aboard ignored signals to come alongside the PBRs for inspection and evaded towards a nearby tree line.

As the patrol boats went after the sampan they received light small arms fire from the tree line. The four evaders beached their sampan and ran into the tree line, whereupon the PBRs came under heavy small arms fire from the area.

As the PBRs returned the fire with .50-caliber machine guns and 40mm grenades, the LSSL, a unit of the Vietnamese Navy's River Assault Groups (RAGs), moved in to provide additional firepower.

With the help of the LSSL's 40mm grenade and 81mm mortar fire, the PBRs effectively silenced the enemy fire. One sampan was destroyed.

One PBR crewmember received slight shrapnel wounds during the action. Enemy casualties were not determined.

Admiral Makes Last Seaplane Flight

Marking the end of an era, the last operational flight of tender-based seaplanes in the U.S. Navy was made April 11 from the seadrome at Cam Ranh Bay, Vietnam.

Flying the twin-engine P-5 Marlin Time patrol mission off the coast of Vietnam. were Vice Admiral John J. Hyland, Commander U.S. Seventh Fleet, and Commander Hugh Longino, Commanding Officer of Patrol Squadron 40. They flew a four-hour Market

Admiral Hyland was at the controls as co-pilot during the entire mission and he made the water landing upon return to Cam Ranh Bay.

Pilot with Over 200 Combat Missions

By Toby Marquez

A Navy lieutenant who doesn't read or speak a word of Vietnamese finds his way in North Vietnam more easily than in California where he has lived for two years.

Furthermore, 26-year-old Lieutenant Albert R. Hyde has never set foot in North Vietnam.

Al's familiarity with North Vietnam has come about as a Navy attack pilot with over 200 combat missions in Vietnam of which almost 90% were flown north of the 17th parallel.

"I may get lost in California, but in North Vietnam I'm well acquainted with the roads, bridges, towns and general topography. I always know where I am and where I'm headed," said the bachelor pilot, who not only flies his combat missions without

This feature was written several months ago during the deployment with the Seventh Fleet of the USS Constellation and Attack Squadron 155, known as "The Silver Foxes".

the use of maps but whose keen knowledge of the country has helped him successfully elude enemy missiles and conventional fire.

A Naval Academy graduate (1962), Al is assigned to the Attack Squadron 155, better known as the *Silver Foxes*. Standing six-foot-four in barefeet, the lean and soft-spoken pilot has distinguished himself in a squadron which flies the smallest jet bombers in the fleet—the A-4E "Skyhawks."

"My height is not a problem although there isn't much room in the cockpit for my long legs," said Al, who played center on his high school basketball team.

Today the former high school athlete is a member of a powerful naval team called Task Force 77 deployed in the Tonkin Gulf. The naval armada is composed of five attack aircraft carriers with over

400 aircraft and over 25 support ships including missile-firing cruisers and destroyers.

Al and his task force teammates of some 35,000 men are assigned the difficult task of interdicting the war supplies flowing from North Vietnam to enemy forces in the south.

His team's unique capability to move swiftly its giant floating bases of fire-power close to enemy targets and its immunity from Viet Cong saboteurs has made its role in Vietnam especially significant. For this reason Task Force 77's squadrons of sea-launched jet bombers are carrying massive combat missions north of the 17th parallel.

Al and the *Silver Foxes* are on their second tour with Task Force 77. The squadron was first thrown into action in early 1965—when based on board the carrier USS Coral Sea. Following a brief rest at their land base in Lemoore, Calif., the squadron returned to combat duty in Tonkin Gulf in the early summer of 1966—this time on board the carrier USS Constellation.

"I remember quite vividly our unexpected assignment to Tonkin Gulf in February (of 1965). The Coral Sea had just pulled into Subic Bay in the Philippines for a week's visit. That same night we got orders to proceed immediately to the gulf and join Task Force 77," Al recalled.

"During our first mission that February we lost one of our squadron pilots. I was numbed."

Hyde's introduction to war brought only a stronger determination to stop the enemy at its source. As of the third week of this month, and after 20 months since his first flight over Vietnam, the young lieutenant has racked up 211 combat missions.

However, the pilot's impressive



211 MISSION VETERAN — Lt. Albert R. Hyde had flown 211 combat missions over Vietnam, about 90% of them North Vietnam, at the time the story was written. His Skyhawk has been hit nine times.

combat record has not been without harrowing experiences.

His aircraft has been hit nine times, but somehow he managed to land his jet safely aboard each time. "None of those hits were really serious except the one during a night mission last July," Al said.

"We were flying very low that night and heading for our targets. But before I could make a bombing run a shell fragment ripped through my plane's nose and set it on fire. I pulled off from my run and headed for the sea.

"But by the time my wingman caught up with me to assess the dam-

age the fire had gone out."

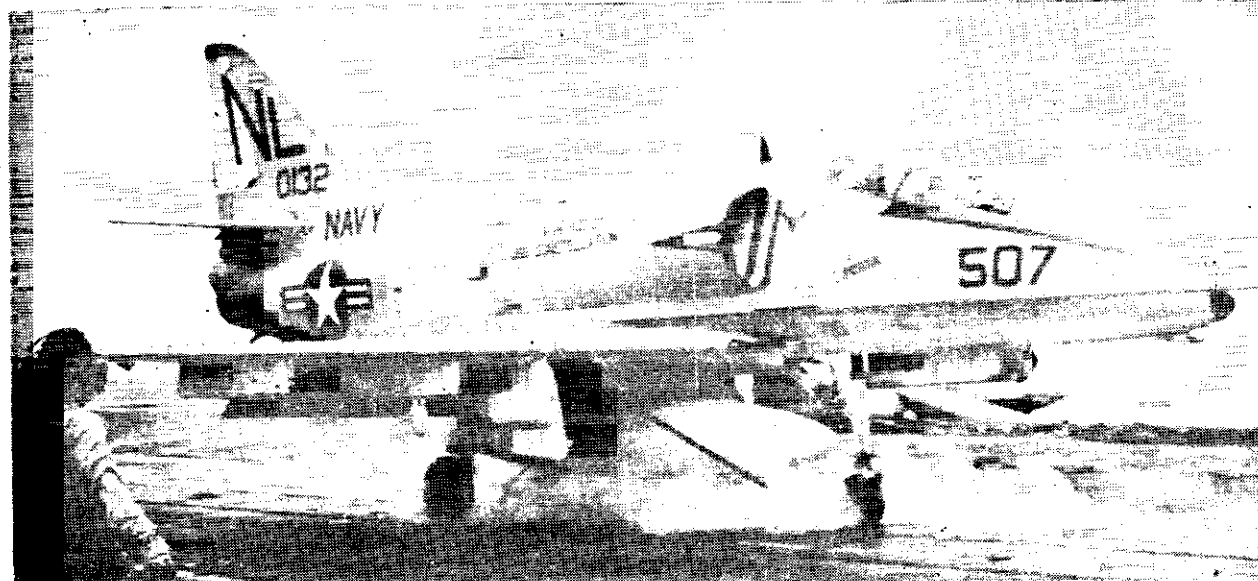
The Michigan pilot said he was more scared attempting to land the damaged jet on board the USS Constellation than being hit during the night raid.

"It is difficult to realize this unless you're a pilot yourself," Al explained. "You see it is hard enough to land a jet at night on board a carrier. With having to compensate your maneuvering on account of the damaged front end, it was a nightmare!"

"I wasn't sure what was happening until my jet came to a complete stop on the flight deck," Al confessed. However, according to other pilots who witnessed the aircraft recovery, "It was a damn beautiful touchdown!" The aircraft was completely repaired on board.

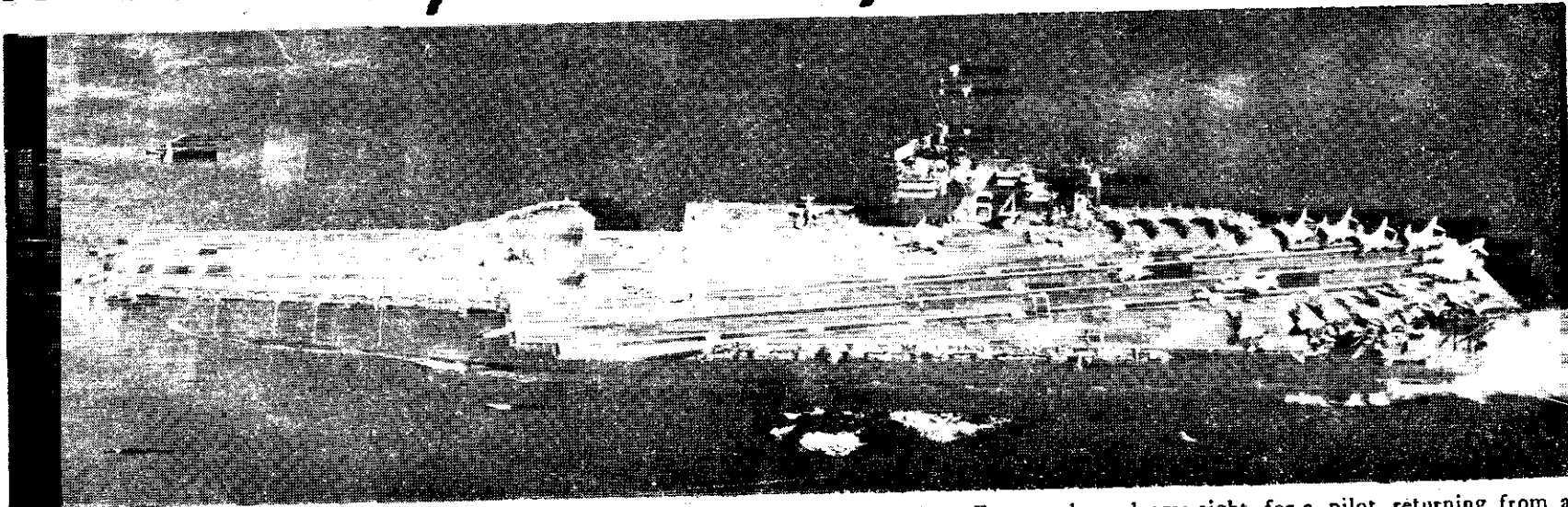
On another occasion when enemy fire ruptured his fuel lines, Al relied on a tanker aircraft sent aloft to refuel him in-flight until he got back to the ship.

Because of his large number of combat missions, Al has been asked if he worries about the odds catching up with him. "Really," Al said with a laugh, "I get too involved in the cockpit watching my panel of instruments and looking for targets to worry about odds. But I do feel scared everytime I head in for a target and see bullets coming up at me!"



NORTH VIETNAM BOUND — Lt. Hyde takes off for another mission over North Vietnam. He says he hopes to make it easier for the American and allied fighting men in the south.

Is Too Busy To Worry About the Odds



'HOME'—The "bird farm" USS Constellation (CVA 64) was home base for Lt. Hyde's Silver Foxes and a welcome sight for a pilot returning from a mission over North Vietnam.

Al has taken part in 15 major missions such as the Haiphong petroleum storage area raid. "It was the most exciting—the heavy enemy fire and tremendous explosions everywhere make it look better than July 4th!"

The dangerous and difficult missions by Al and other Navy pilots in Vietnam were discussed by their task force commander, Rear Admiral David C. Richardson. "Although often subjected to enemy fire, these pilots continue to press their attacks against railroad cars, trucks and barges moving munitions to enemy forces in South Vietnam."

The admiral also said that "A favorite method among our pilots of destroying fleeing targets is to

create 'choke points'—that is sealing off escape routes by first bombing roads, bridges and railroad tracks around the targets. Then diverting forces from other missions to increase the weight of attack, they move in for the kill.

"Their other targets include warehouses, fuel storage and troop staging areas. By interdicting the war supplies coming from the north," the Task Force 77 commander explained, "We hope to make it easier for the U.S. and Allied fighting men in the south."

While the Navy pilots are busy in the skies destroying target after target, they are equally busy on board their fast-moving air bases in the gulf.

Like all the other pilots, Al attends lengthy tactical briefings before and after air strikes. "Our days at sea are pretty full," Hyde said, pulling out a brand new guitar from his locker, "I guess I was a little optimistic when I bought this in Japan six months ago—I haven't had a chance to learn a single chord!"

In addition to bombing runs in North Vietnam, Al flies reconnaissance flights. "During such flights we try to find out what the enemy is doing and we also attack targets of opportunity. Oftentimes we find truck convoys and strings of barges as targets."

Other times Al simply has to sit in his aircraft in a ready-launched position on the flight deck for two hours at a time. All TF 77 carriers in Tonkin Gulf maintain a round-the-clock alert for any emergency. Fully armed jets, with pilots in cockpits, are positioned for immediate launchings.

When not in the cockpit, the lieutenant supervises the work of some 32 plane captains and trouble-shooters as part of his job as a division officer of his squadron. His men are highly-trained technicians who keep the unit's jets finely-tuned for top performances.

"These men check very carefully all parts of the aircraft, service them and are responsible for their security. Out here at sea we encounter rapid corrosion problems due to salt spray. This means additional man hours of scrubbing down and spray painting every square inch of the affected surface of the aircraft. They keep the planes like new inside and out. We pilots put a lot of confidence in these men."

Probably because of his busy shipboard routines, Lt. Hyde has had no chance to take any leave during his two cruises to the Western Pacific. "But I will, as soon as we get back to the States," he said.

"The only thing I regret is because of our tight schedule in Vietnam we haven't had much chance to visit more Oriental cities as we would during normal cruises. I really enjoyed our short visits to Subic

Bay, Philippines; Yokosuka, Japan; and Hong Kong." Al remarked.

During a deployment in Southeast Asia, each ship of Task Force 77 is pulled off the line periodically for a few days of rest and recreation—R&R. Of the three ports the USS Constellation visited, Hyde said he enjoyed best of all his "liberty" in Hong Kong because of its shopping advantages and interesting sights.

Al has received 17 Air Medals, three Navy Unit Commendations and the Vietnam Service Medal. The lieutenant has been recommended for the Distinguished Flying Cross.



Navy Fund Will Aid Students

CNFVN—Rear Admiral Norvell G. Ward, then Commander U.S. Naval Forces, Vietnam, presented a checking account for 80,798 piasters (\$690) recently to the University of Saigon as the beginning of a fund to assist financially needy medical students to continue their education.

Ngo Gia Hy, Dean of the Faculty of Medicine, accepted the account which has been named the Navy Vietnamese Medical Student Aid Fund.

The fund is a donation of Class 701, U.S. Naval Officer Candidate School at Newport, R.I.

Both Admiral Ward and Dean Ngo expressed hopes during the presentation that the fund would become a permanent institution so that needy Vietnamese students might continue their studies.

Individuals or commands interested in contributing to the fund should contact the Commander U.S. Naval Forces, Vietnam Legal Officer.



PEACEFUL INTERLUDE — Lt. Hyde enjoyed visits to Oriental cities such as Hong Kong, but the time for such stops was limited.

Enterprise Man Claims To Be Oldest Sailor on Duty

By R.N. Edwards, JO3

"Call him 'Pop' as some crewmen do and he won't answer," cautions one seafaring mate. "There's no such thing in the Navy, he'll tell you."

Almost 70, Steward First Class Domingo Membrot receives a rare measure of respect and most shipmates who know the jovial Filipino affectionately address him as "Mr. Membrot."

Membrot claims to be the oldest sailor in service. His sea stories are as convincing as a Navy history text. He has served in four wars: World Wars I and II, the Korean War and now the Vietnam conflict.

A crewmember in the division which caters daily to almost 500 officers aboard the attack aircraft carrier USS Enterprise, Membrot first joined the U.S. Navy in 1918 at Cavite, Philippine Islands.

He takes his active duty seriously—and literally—but there's always time for a humorous interlude and friendly greetings as he scurries briskly up ladders and through endless passageways aboard the world's largest warship.

"I like to enjoy life while I have

it," says the youthfully energetic steward-cook who was born July 24, 1897. And no one doubts his determination although some find it hard to match.

"Physically," says his boss, "he's in better shape than some of the teenagers aboard." And until recently when his work schedule increased, a workout in the ship's gym or a lap around the four-acre flight deck was daily routine.

Except for nine months, Membrot's entire naval career has been spent on the high seas. He remembers serving on nearly 30 ships, many of which are long forgotten or are now recalled only as namesakes of the current U.S. Fleet.

Presently assigned to the admiral's wardroom on the Enterprise, Membrot is almost as experienced in serving admirals and dignitaries as he is the culinary profession itself. U.S. Presidents, royalty and foreign heads of state are included

among those who have sampled his service.

Mr. Membrot is also a man with responsibilities. He has provided for 14 relatives in the Philippines since 1948.

Three relatives attend college in Manila and Membrot cheerfully foots the bill. "I give them everything I have," he says. "And I try to make them study." His own formal education totals seven years.

In 1924 Membrot left active duty and raised his own family in the United States before returning to service in World War II. He worked in the Brooklyn Navy Yard during part of this period of civilian life. His wife is now deceased and his two daughters married. He is four times a grandfather.

During another break in active service, Mr. Membrot worked as an inspector for the Reading Railroad between 1947 and 1950. "About that time," he jokes, "I decided to make the Navy my career."

Nov. 30, 1963 marked his 27th year of service and his seventh award for good conduct. His captain proclaimed "Membrot Day" aboard the dock landing ship USS Catamount. Membrot also wears nine other medals.

A naturalized U.S. citizen, Membrot not only speaks good English, but is proficient in Spanish, French and five Philippine dialects. He also speaks some Italian.

In the combat zone off North Vietnam, Mr. Membrot's day begins at 5 a.m., but when the day is done

there's a reserved seat for him in the officers' wardroom during the nightly movie. Later he may instruct an officer or enlisted shipmate in Spanish before retiring below decks for the coming day in Tonkin Gulf.

When in port, Membrot enjoys fishing. But at sea he spends his spare time writing home to his relatives in the Philippines and the United States, reading current events—and planning for retirement.

His cuisine specialty? Fellow Filipino crewmen insist it's adobo, a spicy native dish of beef or pork. Americans claim he can satisfy any connoisseur's appetite. But whether his job is preparing a meal or supervising a dozen other cooks or stewards, Domingo Membrot never lets his 70 years slow him down!



Mister Membrot

Mail Home	
FROM:	Postage 1st Class 10cents Airmail 16cents
AP0	
TO:	

THE BOATS SLOWLY APPROACH THE SAM-PANS... PREPARED FOR ANYTHING....

HONK HONK

BLOW THE HORN FROGGY, AND GET THOSE PEOPLE OVER HERE TO BE INSPECTED...

THEY STILL HAVEN'T MADE ANY MOVE TO GET OVER HERE.... SO LETS GO IN AND SEARCH THEM THE HARD WAY....

RIGHT, PAT.

THE SAMPANS IGNORE THE HORN... THE NEXT STEP IS TO FIRE SEVERAL WARNING SHOTS TO PERSUADE THE SAMPANS TO STOP.

HOW ABOUT SOME MORE AMMO....

THERE MUST BE 28 SAM-PANS!!!

THEY'RE IN A FIRE FIGHT. LETS GO!!!

AS THE PBR'S MADE THEIR APPROACH, THEY WERE FIRED ON FROM THE SAMPANS. THAT LEAVES THEM ONLY ONE CHOICE....

THE HELOS PREPARE FOR THE ATTACK... WHILE DOWN BELOW TWO SMALL BOATS AND EIGHT MEN ARE NOW ENCOUNTERING A HUNDRED OR MORE V.C....