



CLOSE CALL—Petty Officer First Class Wayne G. Jones points to an enemy rifle round imbedded in his flak jacket. Jones, a Navy SEAL, was manning a .50-caliber machine gun aboard a large personnel landing craft (LCPL) supporting a SEAL fireteam on a mission in the Rung Sat Special Zone recently when the round hit him and knocked him across the back of the boat. It had gone partially through the flak jacket, through his fatigue shirt and tee-shirt and had made a small puncture wound, just breaking the skin above his heart, before it stopped. Said Jones, "After my wife and two daughters, my flak jacket is now my most prized possession!"

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

Gunboats Turned Over to VNN

CNFVN—Four Patrol Motor Gunboats (PGMs), constructed by Peterson Builders of Sturgeon, Wisconsin have been delivered to the Vietnamese Navy Fleet Command under the U.S. Military Assistance program.

Rear Admiral Kenneth L. Veth, Commander U.S. Naval Forces Vietnam, formally presented the ships to Captain Tran Van Chon, Commander-in-Chief of the Vietnamese Navy, at ceremonies held at Vietnamese Navy Headquarters in Saigon.

Sixteen PGMs have been previously turned over to the VNN. The first five were ex-U.S. ships and were delivered Feb. 15, 1963. Vietnamese crews for the ships were trained "in country" by the VNN with the help of U.S. Navy advisors.

The four latest deliveries will be commissioned in the Vietnamese Navy as the Hoang Sa (HQ 616), Phu Qui (HQ 617), Hon Troc (HQ 618) and Tho Chau (HQ 619).

The 101-foot PGM has a beam of 21 feet and a displacement of 140 tons. Powered by diesel engines, the boats are manned by a crew of two officers and 24 enlisted personnel. Armament includes 40mm and 20mm cannons as well as .50-caliber machine guns.

Navy Swift Boat Sunk But Revenge Exacted

A U.S. Navy Swift boat (PCF) was hit by enemy fire and sunk in shallow water June 25 near the mouth of the Ganh Hao River off the Mekong Delta. Swift boat sailors exacted revenge later in the day when they killed 13 enemy, destroyed four bunkers and sank two sampans at the same location.

One Navyman was slightly injured in the sinking.

The Swift was on routine Market Time patrol about 150 miles southwest of Saigon when at about 7:30 a.m. it received recoilless rifle and machine gun fire from enemy positions on the beach.

A .57mm recoilless rifle round tore a 2½-foot hole in the Swift's starboard bow. The Swift returned the fire as she turned and headed seaward. Minutes later the 51-foot craft sank bow first in 35 to 40 feet of water.

Arriving on the scene, PCF 26 picked up the six-man crew and took them to the Tank Landing

Ship Sedgwick County for helicopter evacuation to the mainland. Swift 26 and the sunken boat are from Coastal Division 13, based at Cat Lo.

Later on June 25, Swift boats 26 and 98 responded to a spotter aircraft report of enemy activity in the area where the boat had been sunk earlier. Using their mortars and machine guns they killed 12 enemy, and destroyed four bunkers and two sampans with what the spotters called outstandingly accurate fire.

It was the second Swift boat lost to enemy action. In February of 1966, PCF 4 struck an enemy mine and sank.

CNO Designate Tours Here; Impressed with Dedication

CNFVN—The Navy's recently designated Chief of Naval Operations, Admiral Thomas H. Moorer, visited Vietnam from June 27 through July 2 as a part of his current tour of Navy facilities in the Western Pacific.

Following his Vietnam tour, Admiral Moorer issued the following statement:

"No one could help but be impressed with the magnitude of your efforts and the selfless dedication of each sailor and Marine on the front line. You may be assured that I will do everything in my power to support you to the fullest in my future endeavors.

"Good luck and good hunting". The chief purpose of Admiral Moorer's visit to Vietnam was to gain firsthand knowledge of the situation and to tour Navy installations and units in the country.

The Admiral toured both Operation Market Time and Operation

Game Warden units as well as the Navy's newest major in-country command, River Assault Flotilla One.

In addition, he visited Vietnamese Navy units, both in Saigon and in the field.

After completing his in-country tour, Admiral Moorer visited Seventh Fleet ships on Yankee Station.

Prior to his selection as successor to Admiral David L. McDonald as the new CNO effective August 1, Admiral Moorer was the Supreme Allied Commander Atlantic, one of the top North Atlantic, Treaty Organization (NATO) commands.

Baby Boy Delivered on PBR

CNFVN—A Vinh Long-based U.S. Navy River Patrol Boat crew had a totally new experience recently when a Vietnamese woman gave birth to a baby boy in their boat as she was being rushed to the hospital.

On a routine patrol, PBR 138 was called alongside a sampan and discovered a pregnant woman alone with a midwife.

The woman was taken aboard with the midwife and the sampan

towed to a nearby village on the way to the hospital at Vinh Long.

At 10:25 p.m., as PBR 138 sped towards Vinh Long, the Vietnamese woman gave birth to a boy, assisted by the midwife, in what

(Continued to Page 5)

EDITORIAL

The Honored Profession of Arms

A professional is defined as a person engaged in an occupation requiring a high degree of training and proficiency. More often than not, the term is applied to those engaged in law, medicine, education, theology or athletics.

By the very definition of the word, we in the Armed Forces are in a calling requiring a high degree of training and proficiency.

We also meet other qualifications as members of a profession. The



military profession requires specific technical knowledge, has an identifiable doctrine, a complex of institutions peculiar to itself, educational patterns adapted to its own needs, a career structure of its own and a place in society.

The military professional is comparable to other professions in many ways. In the performance of his duties, the military man often needs the dedication of a doctor, the faith of a clergyman, the stamina of an athlete, the knowledge of an educator, the judgment of a lawyer and a patriot's unshakable belief in his country.

Every member of the Armed Forces, whether serving for two or 30 years, is a professional in every sense of the word.

He is a descendant of the Roman Legions that helped bring civilization to the world, the gallant Greeks at Marathon, the stalwarts of Valley Forge, the men of the Meuse-Argonne, the defenders of Wake Island and the embattled heroes of frozen Chosin.

The profession of arms, and the men who follow it, have shaped nations and changed the history of the world. Those who follow that profession in today's troubled world hold not only the fate of our nation in their hands, but that of the free world as well.

As a doctor can help heal the sickness of men, a lawyer or educator the illness of society and a member of the clergy the hurts of the heart, the military professional can help heal the sickness of nations.

Walk proudly, for you, too, are a member of an old and honored profession. (AFNB)

Hummel's Vietnam



Chaplain's Corner

We Vote with Our Feet

By Chaplain Collins III

A few years ago, before the Communists built the wall through the middle of Berlin, three million people in East Berlin voted with their feet. They crossed over to freedom. When Vietnam was cut in two, nearly a million people in North Vietnam came South. They voted with their feet. Every year thousands of people escape Red China through Hong Kong. They vote with their feet.

How often we all vote with our feet. We vote for the Church and for its Faith whenever we go to a service to worship Almighty God. Your very presence is a resounding affirmation of how you vote. By the same token, you vote against the Church and against its Faith whenever you stay away as the Church gathers for worship. You vote with your feet.

'Junior' May Be Delivered In a Civilian Hospital

Navy or Marine Corps wives whose husbands are overseas may use the same obstetrician as their civilian neighbors. Not so for expectant mothers whose families aren't disrupted — they must have their babies in military hospitals.

Maternity care is treated as a complete package under the Department of Defense Healthcare program. This means a dependent may not start with a civilian doctor, then have her baby in a military hospital and expect the government to pay the civilian doctor.

Nonavailability statements are not required of a dependent whose husband is overseas or serving in another part of the country. If her husband returns before treatment is completed, she may continue with the civilian facilities, provided she does not change doctors.

Dependents using civilian hospitals should be sure both the doctor and the hospital recognize the government's plan. If not, the dependents must assume the responsibility.

Maternity care includes treatment of complications in a pregnancy, as well as care of the infant, delivery, pre-natal and post-natal.

Dependent will pay the first \$25 when using a civilian hospital. The government will pay the balance up to its stated limits.

Why Not Drop Him a Line?

Got any good ideas, suggestions, recommendations? Need information on any of the Navy's enlisted programs? Why not write to Chief Del Black?

Master Chief Gunner's Mate Delbert D. Black is the new Master Chief Petty Officer of the Navy. As such he is the senior enlisted advisor to the Chief of Naval Personnel on all enlisted matters.

And he can help you. All you have to do is drop him a line. Of course, the MCPO will not be used to iron out local problems that can be solved through request mast procedures. But he will welcome your suggestions and ideas. Your dependents' ideas, too.

The address is: Master Chief Petty Officer of the Navy, Pers 003, Bureau of Naval Personnel, Arlington Annex, Washington, D.C. 20370.

The new MCPO will provide the direct channel of communications between Navy enlisted men and Bupers.

In addition to acting as the senior enlisted advisor, duties of the MCPO include assisting all Navy commands in enlisted matters; accompanying the Naval Inspector General on inspection trips; serving on the board administering BuPers recreation funds; cooperation with the Navy Relief Society and the Navy Wives Clubs of America; and serving as enlisted representative of the Navy at special events.

The Jackstaff News

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25% Discount To Honolulu Offered Wives

Northwest, Pan American and United Airlines now offer approximately 25 per cent discounts on fares from the West Coast to Hawaii and return for wives of U.S. servicemen joining husbands on R&R.

Transportation applies to economy class service only. Travel from West Coast to Hawaii and return to West Coast must be completed not later than 15 days after day of departure from West Coast.

Round trip ticket must be purchased prior to departure from Continental United States, or, if purchased in Vietnam, forwarded to your wife prior to travel. Fares apply only to wives of military personnel in Vietnam on R & R leave to Honolulu.

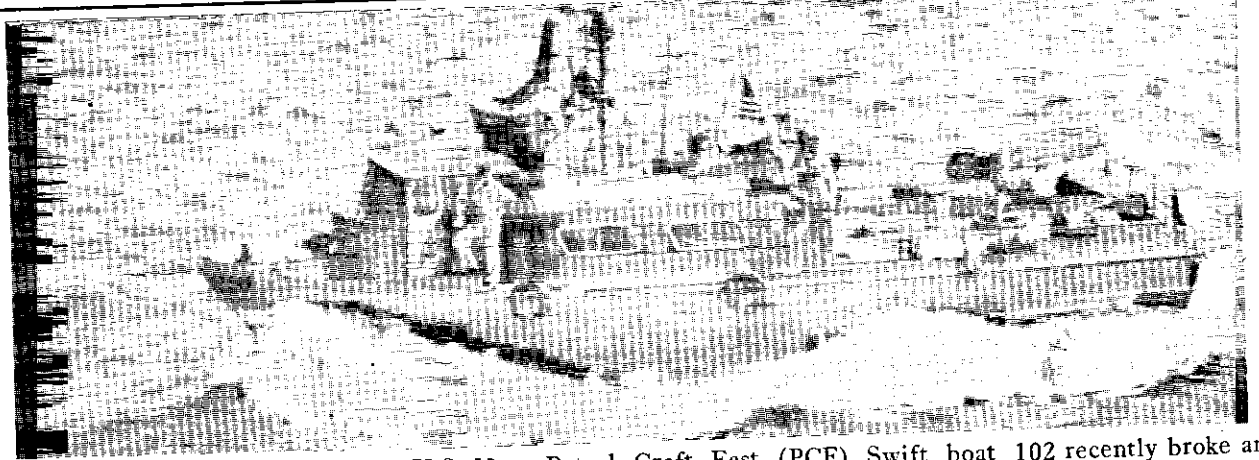
At the time of ticket purchase, a properly executed copy of DD Form 1580 (reverse side of R&R order) must be turned in and the dependent ID card must be exhibited.

During actual travel your wife must have DD Form 1580 and her ID card in her possession.

Tickets may be purchased from any Stateside airline office or JAMTO, or by the sponsor from any authorized airline agent in Vietnam. The round-trip fare will be \$ 165.

"Discover America" and other reduced rate air transportation within the States may be combined with this fare. It is the responsibility of military personnel to inform their wives and furnish necessary copies of DD Form 1580 in sufficient numbers (minimum of two; one surrendered when ticket is purchased and one to be retained in her possession).

The R & R Office, Nav Supp Act Saigon will mail to individuals who have already applied for R & R to Hawaii the necessary copies of orders and DD forms 1580 upon receipt of written requests.



RECORD SETTER—The 50-foot U.S. Navy Patrol Craft Fast (PCF) Swift boat 102 recently broke an endurance record for boats of its type when it sailed 750 miles across the South China Sea from Subic Bay in the Philippines to the U.S. Navy base at Cat Lo. (Official U.S. Navy Photo)

Swift Crosses 750 Miles of Ocean

By Ray Tills, JO2

CNFVN—A 50-foot U.S. Navy Patrol Craft Fast (PCF) Swift boat broke an endurance record for boats of its type when it recently sailed 750 miles across the South China Sea. Bound for duty with the U.S. Navy's Coastal Surveillance Force (Operation Market Time) off Vietnam, the craft made the trip from Subic Bay in the Philippines to the U.S. Navy base at Cat Lo, Vietnam in 56 hours.

Lieutenant (jg) Norman J. Pattarozzi and a five-man enlisted crew went to Subic Bay from their Coastal Division 13 base at Cat Lo to outfit the newly-arrived PCF 102, take inventory of required equipment and supervise yard workers in its mounting.

The crew had expected to be at Subic for about a month, but was there for only four days when they received word that operational commitments required the boat to be in Vietnam as soon as possible. Orders were given for the crew to steam across instead of going the usual way, on a tank landing ship (LST). They were to be underway in 14 hours.

Preparations were begun for the two or three-day trip. Work was rushed to ensure that all needed equipment was aboard, in place and in the best working order.

For food, the men went to the ocean minesweeper USS Force (MSO-445) that was tied up at the pier near them. "We ate real well on the trip," recalls Ltjg. Pattarozzi, "The Force was kind enough to donate six gallons of

ice cream, 10 pounds of steak and 15 pounds of chicken as well as fresh vegetables and bread to our cause."

Since the 331-foot U.S. Coast Guard Cutter Gresham (WHEC 387) was on its way to Vietnam, arrangements were made for the Swift to go in company with her from Subic to Vietnam, refueling from the cutter along the way.

Crew Was Leary

As the time neared for the Swift to get underway, the crew was still a little leary about the trip. "The Swift is designed for inshore, shallow patrol work and not for rough open waters," Ltjg. Pattarozzi pointed out. "The boat in general has proven itself able to take a punishment during its Market Time patrol work, but this particular one was new and still untested."

Weather reports indicated smooth sailing, so at 7 a.m., May 13 the crew got underway for Vietnam.

The 750-mile trip proved to be relatively smooth. Petty Officer

Second Class William A. Chrissakis, the patrol craft's boatswain's mate, recalled: "At the outset we encountered three-foot seas, but we soon passed into about two-foot swells that stayed with us the rest of the way across."

"The only excitement we encountered," Petty Officer Chrissakis continued, "was on the second day out when we ran into a tremendous rain squall. Then our radar picked up a water spout about six miles away that was bearing down on us. Almost at the same time, we realized we were about out of fuel!"

The Swift sailors radioed the Cutter Gresham, then about a mile ahead of them. The Cutter turned back to refuel the Swift and to offer a little protection by steaming alongside.

The rest of the trip was uneventful. As Ltjg. Pattarozzi said: "Some of the merchant ships we passed that were coming from Vietnam just couldn't believe seeing a Swift boat 300 miles out to sea. We really got some strange looks from them!"

Big Reception

Arriving off the coast of South Vietnam, the boat was met by a reception committee of four other Coastal Division 13 Swifts. With red flares and cluster shells going off and accompanied by the cheers of their fellow Swift sailors, PCF 102 steamed into the harbor at Cape St. Jacques and to their base at Cat Lo. Tying up to the pier at 3 p.m., May 15, the boat had made the trip in 56 hours.

The crewmembers said it was an experience they would never forget. Would they want to do it again? Everyone hesitated.

Along with Ltjg. Pattarozzi and Petty Officer Chrissakis, crew members during the record voyage were Petty Officer First Class Brent Parker, Petty Officer Third Class Panfilo H. Contreras, Seaman Dennis L. Green and Seaman Danny Lee Hartley.

(Official U.S. Navy Photo)



NINETY-EIGHT AIR MEDALS—Lieutenant Commander William A. Rockwell awards one of 98 Air Medals presented in a ceremony held onboard USS Hunterdon County, support ship for his Navy "Seawolf" armed helicopter detachment. The detachment has flown more than 325 combat missions since arriving in Vietnam 10 months ago in support of Operation Game Warden, which is tasked to stop enemy movement on the rivers of the Mekong Delta and Rung Sat Special Zone.

Dramatic Rescues at Sea Highlight Market Time

Early Outs Are Approved For Men Here

Will you have between 91 and 180 days of obligated service remaining upon completion of your Vietnam tour of duty?

This being the case you may be granted early separation unless you are in a critical rating or a hospital corpsman.

According to CNO message 241317Z such persons who do not wish to use their additional obligated service time for assignment may be transferred for separation upon tour completion date.

However, this is not automatic. Each individual must request early separation by letter via Commander, Naval Support Activity, Saigon to BuPers (Pers-B211RVN).

MK-15 Is Aid In Searching 'Junk Fleet'

A new electronic device, the Ordnance Locator MK-15, is being used by the Navy to search for contraband hidden aboard the "junk fleet" off the coast of Vietnam.

Developed by the Naval Ordnance Laboratory, White Oaks, Md., the cylindrical device is about the size of a broomstick and contains two detector units, an audio-readout circuit and batteries.

The Naval Research Laboratory conceived the device late in 1965 after sending engineers to Vietnam to study requests from U.S. forces for a hand-held aid in the on-board search of junks. After creating a limited quantity of the locators, NOL's concept won Navy approval and a contract for production of the MK-15 was awarded to Vickers Inc. of St. Louis last year.

Rapid probes of junks with the MK-15 can detect rifles, automatic weapons, grenades and other munitions in varied cargoes.

Religious Booklets Offered Men Here

Chapel Foundation Inc. is offering to mail religious literature to servicemen in Vietnam.

The booklets are free of charge and in accordance with the religious preference of the serviceman.

The organization is supported by St. Louis, Mo. area businessmen and the mailing is done by disabled veterans.

Any individual interested in receiving this free literature is invited to send his name, address and religious preference to:

Chapel Foundation
2927 South Brentwood Blvd.
St. Louis, Missouri 63144

Operation Market Time actions during the past few weeks were highlighted by several dramatic rescues at sea in addition to the sinking of a Swift Boat (see story Page 1).

On the morning of June 24, Qui Nhon-based Swift boat 59 rescued 125 Vietnamese civilians who were helplessly drifting at sea in a disabled passenger junk. The junk had already been adrift for 24 hours when discovered.

The sailors distributed food and fresh water and rendered medical assistance. More important, they fixed the junk's engines so that it could proceed to Nha Trang.

Lieutenant (jg) Robert L. Brown is officer-in-charge of PCF 59.

Another Market Time unit, the costal minesweeper USS Vireo (MSC 205) picked up seven survivors from a capsized small cargo vessel June 29.

The Vireo recovered the survivors from a life raft some 60 miles south of Cam Ranh Bay. They were from the 1,000 ton Shima Agawa Maru, which capsized when its cargo shifted in heavy seas.

Another mercy mission involved only a single person, a young girl, but involved a lot of emotion. Before it was over the Vietnamese girl had been unofficially adopted by the crew of the Coast Guard cutter Yakutat (WHEC 380).

The girl, who had been accidentally shot in the leg, was transferred to the cutter from a Vietnamese Navy craft at a pre-arranged rendezvous. Aboard the cutter fragments of the bullet were removed and her leg put in a cast.

Because of inadequate medical facilities where she lived, she was permitted to spend a five-day recuperative period aboard the cutter. It was during this period that she was "adopted" by the crew.

When she left she had many small gifts and a set of crutches that the Coastguardsmen had made for her.

Market Time units also took part in fire support operations during the past few weeks.

The Coast Guard Cutter Point

Partridge thwarted an enemy resupply operation June 17 when it lobbed 81mm mortars into their heavily-loaded sampans in an area 85 miles southeast of Saigon.

A IV Corps spotter requested the Point Partridge to fire on a target described as "eight heavily loaded and partially covered enemy sampans". The cutter fired 18 rounds from their 81mm mortar on the position.

Flying over the area again the aerial spotter assessed "good target coverage" with one sampan destroyed and two others heavily damaged. Enemy casualties were not determinable.

The Point Partridge is assigned to Coast Guard Division 13 based at Cat Lo.

Swift Boats gave cover fire for Vietnamese Navymen under enemy attack the night of June 22 on Hon Heo Island, 20 miles southeast of Nha Trang off the coast of South Vietnam.

Swift boats 47 and 52, standing by at the request of the Vietnamese, fired .50-caliber machine gun and 81mm mortar rounds into the enemy positions to cover the junk crewmen as they moved back to their craft.

The Swifts caught the enemy in a crossfire and kept them pin-

ned down while the Vietnamese reached their junk without a single casualty.

On July 1, two Seawolf helicopters, a Swift Boat, and the Coast Guard Cutter Point Cypress teamed up to attack two enemy companies and supply sampans near the coast of Kien Hao Province, 80 miles south of Saigon.

Directed by a spotter aircraft, the helicopter fire team attacked and destroyed two sampans. The helos received small arms and automatic weapons fire during the attack.

Gunfire from the cutter and Swift Boat then destroyed two enemy arms storage huts and saturated the area where one enemy platoon was maneuvering.

Also on July 1, the Coast Guard Cutter Point Clear supported U.S. Army ground units under heavy enemy fire on the southwestern coast of South Vietnam, 200 miles southwest of Saigon.

The Army units engaged a company-sized enemy force and came under heavy small arms and automatic weapons fire.

Point Clear, on patrol near the scene, fired 81mm mortar shells into the enemy positions, directed by a spotter aircraft. The cutter's fire brought two secondary explosions and started a large fire.

Buoy Tender Assigned Here

The Coast Guard buoy tender Ironwood (WLB 297) arrived in Vietnam July 5 to begin planting and servicing navigational buoys in six vital areas along the 1,000 mile South Vietnamese coastline.

The 180-foot cutter will be on temporary assignment for one month.

Fourteen new buoys will be placed in commission and will increase by about 20 percent the present buoy system.

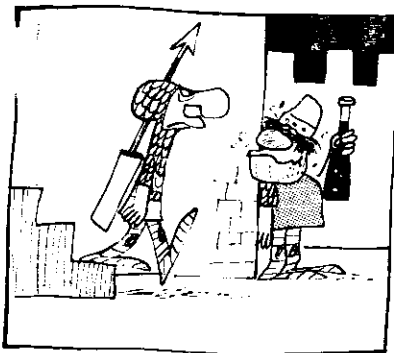
The new buoys will be placed at the mouths of the Saigon and Bassac Rivers. Some 67 buoys in the Danang, Qui Nhon, Cua Viet and Chu Lai areas will be serviced. The work will include inspecting,

cleaning, repainting and repairing the four to seven ton buoys.

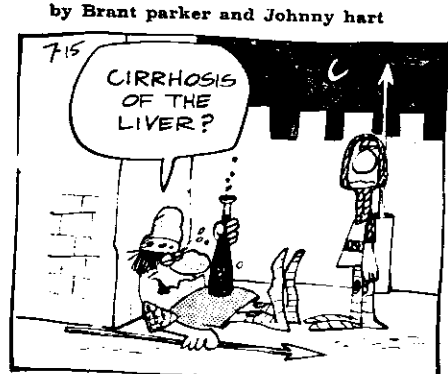
The usual 50-man crew has been beefed up to 62 officers and men. The cutter has been armed with four .50-caliber machine guns for the Vietnam operation.

The cutter Ironwood is the second of her class to work on navigational aids in Vietnam. The buoy tender Planetree (WLB-307) completed a similar assignment last March.

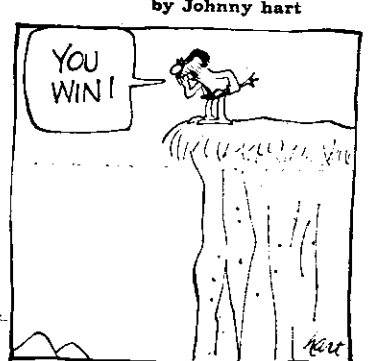
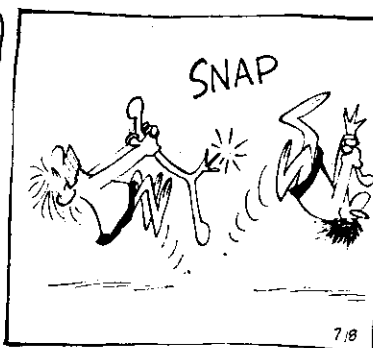
THE WIZARD OF ID



B. C.



by Brant parker and Johnny hart



by Johnny hart

Vietnam Navy Ships Join Operation Market Time

CNFVN—Three Vietnamese Navy ships served for the first time recently as a part of the U.S. Navy's Operation Market Time.

Market Time, begun in March 1966, uses naval sea and air units to prevent Viet Cong infiltration of men and supplies into South Vietnam by sea.

United States and Vietnamese Navy units have been working in close coordination preventing infiltration attempts, but the recent move is the first time VNN ships have operated exclusively in Operation Market Time.

The shore-based Coastal Surveillance Centers (CSCs), which coordinate the Market Time effort and VNN ships, have been jointly manned since the beginning.

One of the first ships to join Market Time was the VNS Ngoc Hoi (PCE-12). The 185-foot patrol escort craft joined May 18 and remained on station until June 4.

The VNN ship patrolled an 80-mile area off the Southeast coast. Her primary duty was to make observations on craft near the Vietnam coast and inspect for contraband material and enemy troops or other persons attempting to enter the country illegally.

The Ngoc Hoi, formerly the USS Brattleboro (PCE-852), was commissioned in the Vietnamese

Navy in 1956. As a U.S. ship she served with distinction in both the Atlantic and Pacific during World War II.

Another VNN ship, the Chi Lang II, operated in Market Time recently, and remained on station for a period of 14 days. This was the second VNN contribution to the Operation Market Time forces.

A third VNN ship that participated in Market Time was the Patrol Gunboat 915.

American units involved in Operation Market Time are the 50-foot Swift boats (PCFs), destroyer radar picket ships (DERs), coastal and ocean minesweepers (MSCs and MSOs), Coast Guard cutters and Navy SP-2H "Nep-tune" patrol planes.

Birth on PBR

(Continued from Page 1) was described as "an easy delivery".

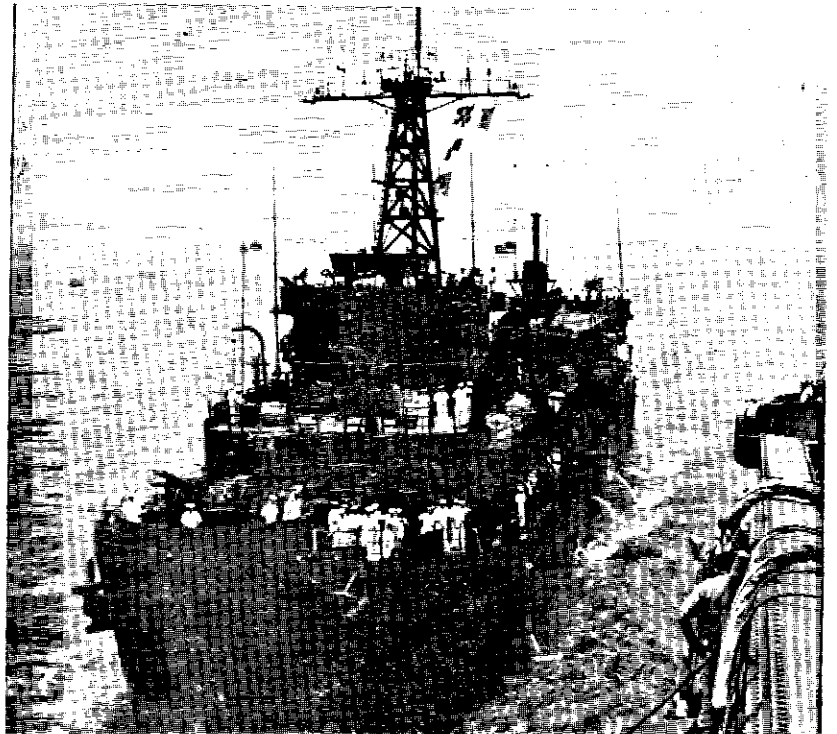
An ambulance met the PBR at Vinh Long and took the mother, child and midwife to the hospital.

Patrol Officer was Petty Officer First Class Ronald W. Yohe. Boat Captain was Petty Officer Second Class Jerry A. Barlow. Boat 138 is from section 523.



'TAD' TO MARKET TIME—The Vietnamese Navy ship Ngoc Hoi (PCE) 12) was one of the first Vietnamese Navy ships to serve with Operation Market Time. Since the operation first began, Vietnamese Navy craft have worked closely with U.S. Navy units but had not been actually assigned under Market Time command.

(Official U.S. Navy Photo by C.B. Hall, PH3)



NEW ARRIVAL IS BAD NEWS FOR VC—One of the Navy's two olive-drab painted, self-propelled barracks ships steams into Vung Tau harbor to take over support of River Assault Flotilla One (Task Force 117). USS Benewah (APB 35) and her sister ship, USS Colleton (APB 36) are the only two such U.S. Navy ships in commission. They have been especially configured for river warfare operations in Vietnam.

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

Self-Driven Barracks Ships Support River Assault Force

CNFVN—The recent arrival of two unique Navy ships in Vung Tau marked the beginning of a new concept of riverine operations in Vietnam.

USS Benewah (APB35) and USS Colleton (APB 36), the only self-propelled barracks ships in commission in the U.S. Navy, arrived in Vung Tau to form a mobile base for the new riverine assault force already operating in the swamps surrounding the main shipping channel to Saigon. The ships will provide living quarters and command and control facilities for the Army/Navy team conducting the operations.

The riverine assault force first saw action in February after the Viet Cong had stepped up their attacks on ships going to and from Saigon. This is the first time the United States has engaged in this type of operation since the Civil War.

Comprised of units from the Army's Ninth Infantry Division and the Navy's River Assault Flotilla One, the operation has consisted of search and destroy sweeps of the Viet Cong controlled, mangrove-covered tidal swamps known as the Rung Sat Special Zone.

The sweeps are conducted by the Army troops operating from specially designed Navy boats.

Before the arrival of the Benewah and Colleton, the force operated from a succession of base support ships which were not specifically designed for riverine operations. The two barracks ships, which can berth over a thousand men each, are converted from tank landing ships and have a shallow enough draft so that they can establish a base of operations wherever needed on the many major waterways in Vietnam.

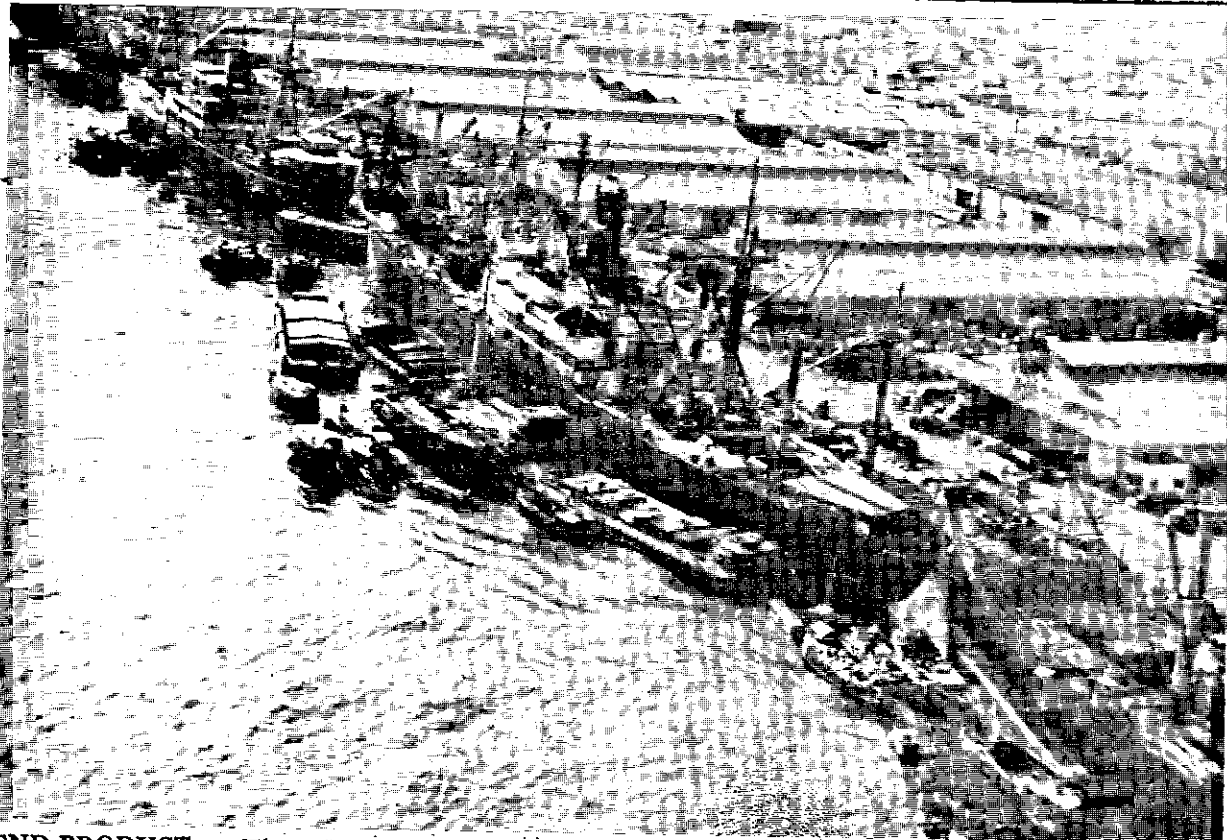
To make them harder to be seen against the dense foliage along the rivers of South Vietnam, the two barracks ships and the boat repair ship USS Askari are the only U.S. Navy ships painted green. These three ships form the nucleus of the mobile riverine base.

Three new types of boats, also painted green, are being used to extend the operation from the mobile riverine base. Armored troop carriers (ATC) are used to haul troops and supplies. Command Communications boats (CCB) are used as an afloat command post and Monitors are used for heavy gunfire support. These are all converted LCMs.

All the boats are heavily armored and carry an assortment of weapons. After the ATCs have landed the troops, the boats patrol the adjacent waterways to block the escape of the enemy and to provide gunfire support until it is time to pick up the troops again.

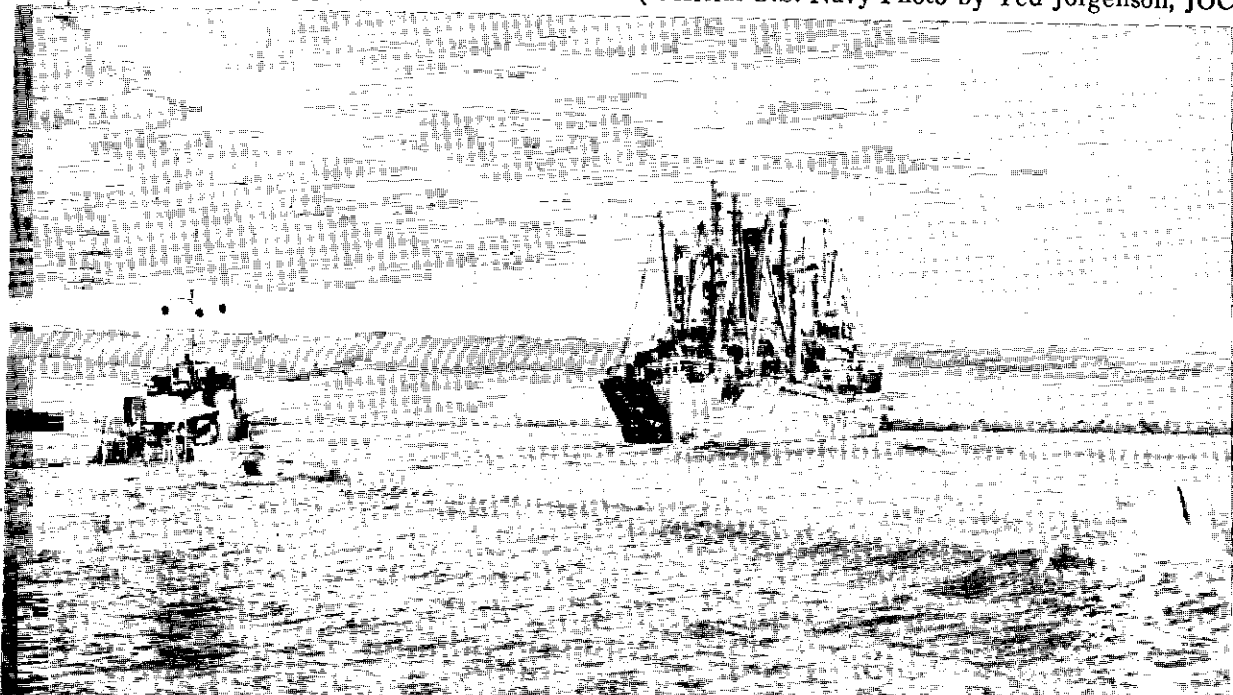
When a unit returns to the mobile riverine base, the men relax aboard the barracks ships, where clean bunks, hot food and showers, movies, a snack bar and as many other comforts as possible are available to them.

Captain Wade C. Wells, Commander River Assault Flotilla One, has his headquarters aboard the Benewah. Benewah is commanded by Lieutenant Commander Gerald Saucier. Lieutenant Commander Floyd R. Banbury is Colleton's Commanding Officer. Lieutenant Commander John F. Campbell commands the repair ship Askari.



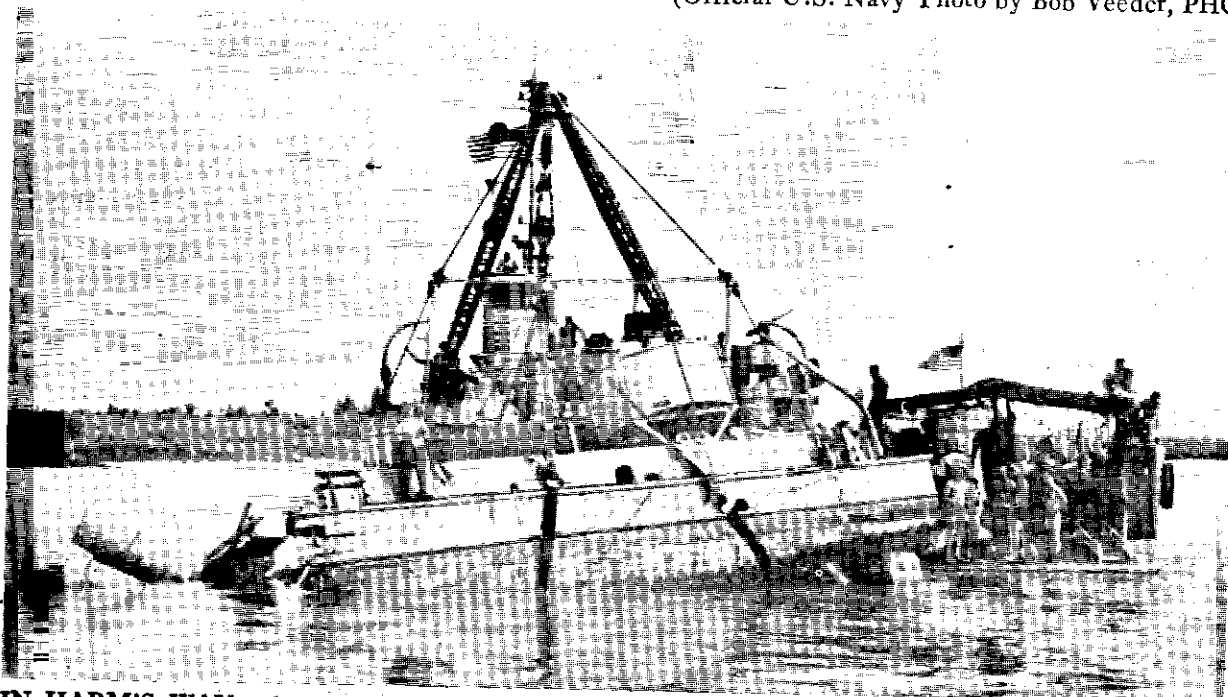
END PRODUCT — The relentless and perilous sweeping of the Long Tau shipping channel to Saigon by the minesweeping boats of Mine Squadron 11 makes possible this bustling port scene at Saigon, still South Vietnam's leading port.

(Official U.S. Navy Photo by Ted Jorgenson, JOC)



MERCHANTMAN AND FRIEND -- A minesweeping boat prepares to overtake a merchant ship as it sweeps the main channel to Saigon. The Viet Cong have never able to close the channel in spite of repeated attacks on the MSBs.

(Official U.S. Navy Photo by Bob Veeder, PHC)



IN HARM'S WAY -- A minesweeping boat is raised from the Long Tau River by Navy salvage experts after being sunk by an enemy mine.

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



WOODEN-HULLED -- A Navy wooden-hulled boat is seen dragging a chain drag across the river to Saigon, dragging a chain drag across the river bank. The Long Tau channel has

Wooden

By R.C. Ve

The days of wooden ships and played on the Long Tau River pitting N to stop the river traffic with mines, re

The stakes are high. Success for the enemy would stop the vital flow of supplies to Saigon, South Vietnam's biggest and busiest port. It would also be a major victory that would raise enemy hopes and morale after a long series of setbacks.

The Navy crews of Mine Squadron 11, Detachment Alfa, are determined that this will not happen. And one major reason for their resolution is the memory of their shipmates who have given their lives keeping the Long Tau open.

When dawn breaks over the Long Tau the minesweeping boats have already been on the river for four hours sweeping for enemy mines. They will put in another eight to ten hours before calling it a day.

For the merchant ships anchored at the mouth of the river, dawn means the start of the trip up the channel to Saigon. Merchant vessels are not allowed to make the hazardous transit at night.

Minesweeping of the Long Tau is not glamorous, but vital; not thrilling, but tedious; not safe, but often deadly.

To get at the merchant ships, the enemy has to strike at the Navy MSBs. He has done this repeatedly since the boats began sweeping March 10, 1966.

The 57-foot MSBs have been hit with mines, attacked from around bends in the twisting channel or fired at with recoilless rifles from the banks of the river.

In November last year the first COMING dangerou
sweeper was sunk by enemy ac-
tion.



led minesweeping boat (MSB) plows up the Long Tau River, the main shipping deep. The chain drag cuts the wires to enemy mines command detonated from open kept open since the beginning of hostilities.

(Official U.S. Navy Photo by Bob Veeder, PHC)

Boats and Iron Men

Iron men, PHC, 7th Fleet Combat Camera Group are not entirely bygone in the U.S. Navy. A daily drama is played out by the crewmen in 57-foot wooden-hulled boats against Viet Cong determined to stop merchant ship traffic with their machine rifles and automatic weapons.

The heaviest attack on the MSBs occurred Feb. 15 this year. In four separate incidents that day one boat was sunk and three were damaged. One MSB crewman was killed and 16 others wounded in the four separate attacks.

The MSBs work two abreast, using a chain drag or float method of minesweeping.

The chain drag cuts wires from mines which are command detonated from the river bank; the O-float cuts loose mines anchored at the bottom of the river.

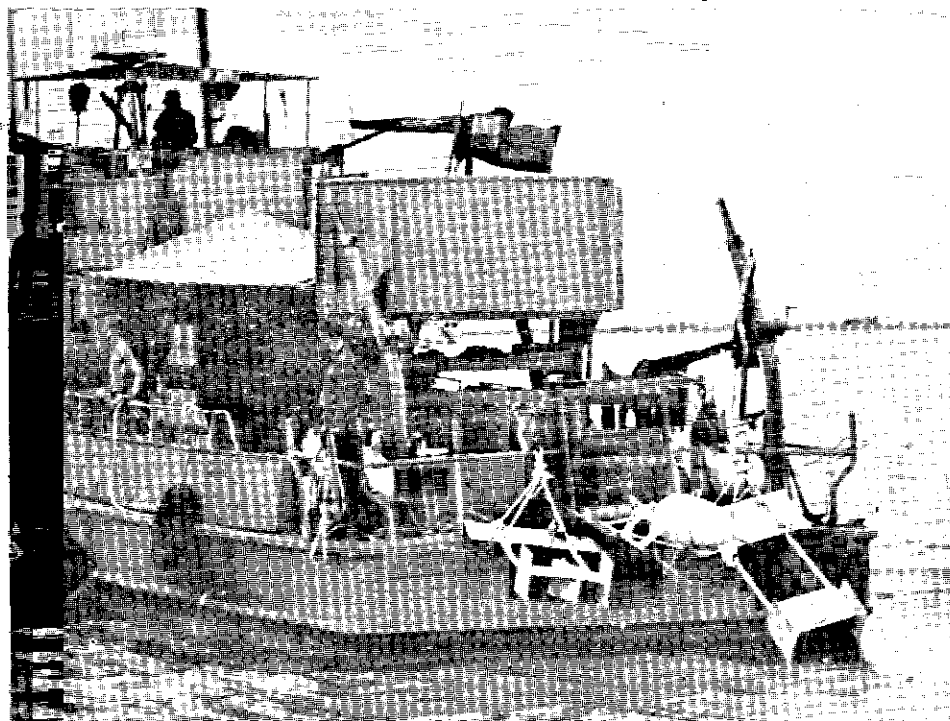
Seven enlisted men make

up the crew of a 57-foot, 44-ton MSB. A petty officer first class is usually boat captain.

The MSBs are armed with two .50-caliber and four .30-caliber machine guns plus a 40mm Honeywell grenade launcher. Additionally, the men carry a variety of hand weapons.

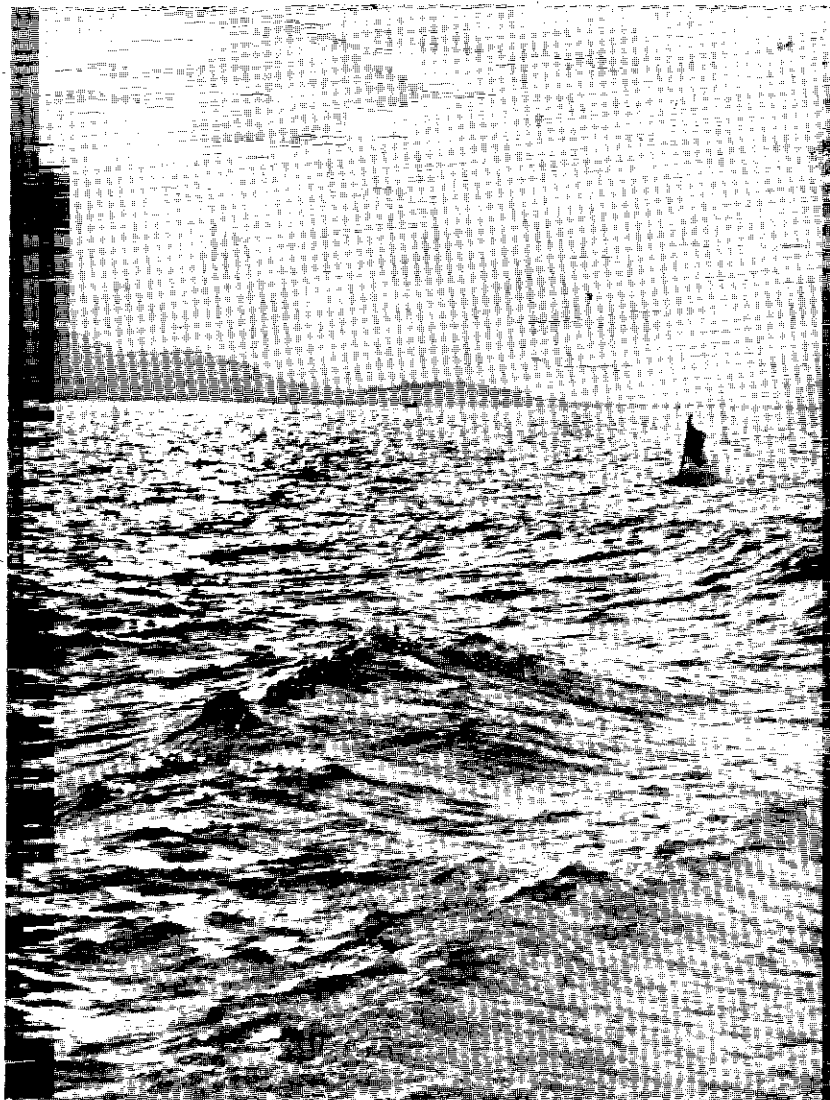
Each crewmember is capable of firing any weapon on the boat — his "emergency station" is the nearest gun.

Detachment Alfa is based at Nha Be on the Long Tau. Minesweeping Squadron 11 is home-based at Long Beach, Calif.



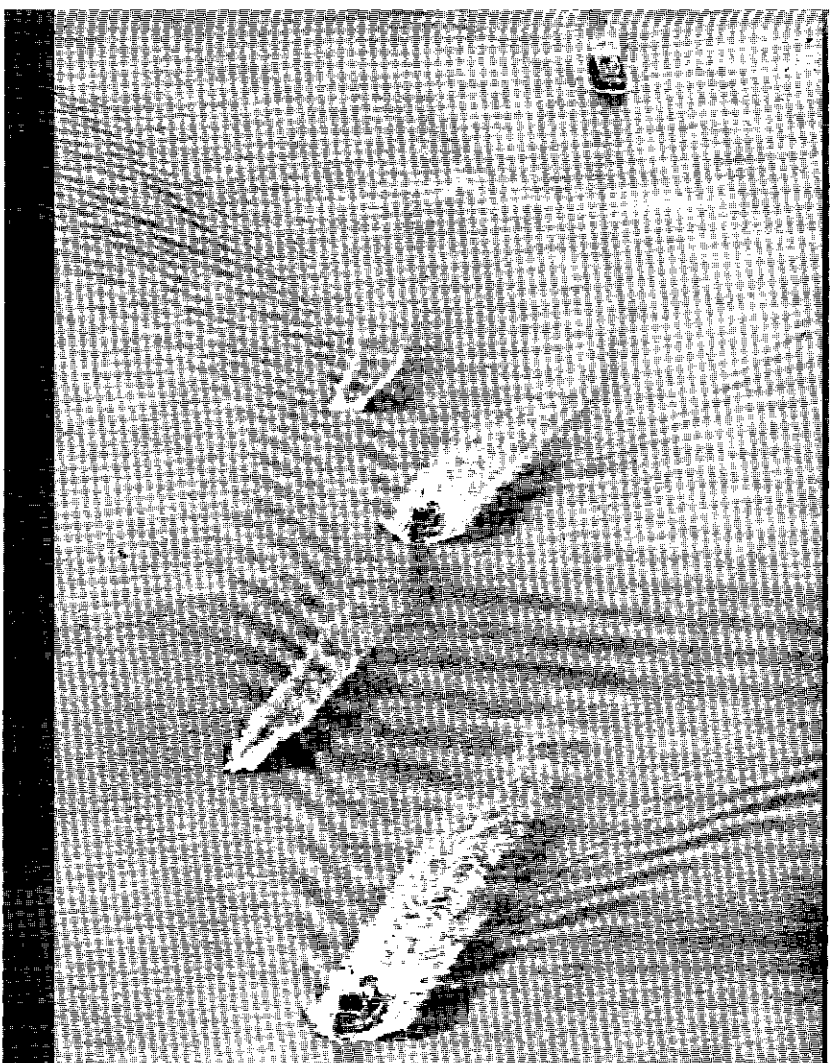
HOME — A Navy minesweeper prepares to tie up at Nha Be after a weary and day of sweeping the Long Tau channel.

(Official U.S. Navy Photo by Bob Voeder, PHC)



SUNRISE ON THE LONG TAU -- When dawn breaks over the Long Tau channel to Saigon the minesweeping crews have already been sweeping for four hours to prepare for the day's merchant ship traffic.

(Official U.S. Navy Photo by Bob Veeder, PHC)



PATTERNS -- Two minesweepers and their sweep floats weave patterns in the Long Tau as they sweep the channel in front of a merchant vessel.

(Official U.S. Navy Photo by Bob Veeder, PHC)

Game Warden Sailors Meet and Destroy Enemy

Operation Game Warden action was highlighted during the past few weeks by firefights by a patrol from the LST USS Garrett County headed by QMC T. M. Digenan that killed ten of the enemy in two separate encounters on June 24.

In an area near the Bassac River mouth, Chief Digenan's PBRs were inspecting four small sampans on the river when a fifth was seen entering the stream from a canal.

Its two occupants turned their small boat back toward the canal after spotting the PBRs in mid-stream. They ignored warning shots as the Navy boats left the other sampans to give pursuit.

When the PBRs drew closer, both men in black leaped from the sampan to swim for shore. Chief Digenan ordered his crew to open fire.

Heavy caliber machine gun fire destroyed the sampan and killed the men in the water.

Four hours later and about 15 miles up river, the patrol spotted a 60-ft junk escorted by a sampan coming into the river from a small canal.

Apparently sighting the patrol, the huge junk and sampan turned to flee back into the canal. Chief Digenan ordered his two PBRs to pursue the craft.

As PBRs 56 and 58 entered the canal to close on the junk and sampan the enemy opened fire with small arms from both vessels.

Junk Exploded

Answering fire with .50 caliber machine guns and 40mm grenades, the PBR sailors killed three occupants of the motorized sampan and exploded the junk in a large fireball, killing five more enemy.

Chief Digenan reported the junk was disintegrated by the explosion. The sampan with motor intact was captured before the PBRs exited the canal.

Two "Seawolf" armed helicopters hit the enemy hard July 1 killing 10 troops and destroying 11 sampans.

In the first action, helicopters 41 and 42 of Helicopter Attack Squadron Three sighted and attacked enemy supply sampans on the Bai Lai River, 50 miles south of Saigon. The sampans were sighted at 6:30 a.m. in a 24-hour curfew area.

In the initial attack, seven sampans were destroyed and one damaged. Eight enemy were killed.

Flying a few miles west of the initial contact area, the helos detected and attacked more enemy sampans, destroying one, damaging another and killing two more enemy.

Three Wounded

There was a fierce battle on the Bassac River June 28 in which PBRs sank a 50-foot junk and small sampan, but suffered three wounded.

The action began when a PBR patrol struck out after a small sampan which tried to evade back into the canal it had exited.

The patrol could not penetrate deep into the canal because of obstructions, but spotted a 50-foot junk making its way further up the canal.

The PBRs fired warning shots and were answered by automatic weapons on the junk and both sides of the canal that opened up on the fiberglass Navy boats, wounding three Navy men.

A Seawolf helicopter fire team scrambled to the scene and began raking the enemy positions as the PBR patrol withdrew to the support ship USS Garrett County with the wounded.

Meanwhile, a second patrol made four firing runs on the junk and enemy shore positions, temporarily suppressing enemy fire.

Two PBR crewmen volunteered to enter the water and attach

lines to the enemy sampan, which had been beached. As they secured the lines to the sampan, the enemy opened up on the men.

While fire was being exchanged by the boats and enemy, the two sailors were recovered unharmed. One PBR left the canal with the sampan in tow, but the enemy craft was so badly damaged that it sank.

The Seawolves again swooped in on the enemy positions as the fighting raged anew and soon enemy weapons were silenced a second time.

Two more sailors entered the water and attached lines to the 50-foot junk as enemy weapons again went into action. The two swimmers returned to their boat under cover of 50-caliber machine guns, which this time permanently silenced the enemy positions.

As the PBRs towed the junk into deep water it sank because of heavy battle damage. Swimmers dove and recovered enemy uniforms and personal items.

Savage Encounter

There was more savage action the following day when four Nha Be-based PBRs came under heavy attack while on patrol on the upper Dong Tranh River in the Rung Sat Special Zone, 19 miles southeast of Saigon.

At 8 a.m., the PBRs of River Patrol Section 541 were hit with recoilless rifle and automatic weapons fire from an estimated enemy heavy weapons squad, supported by an infantry platoon.

One PBR received three direct hits from a 57 mm recoilless rifle wounding four Navy men and a Vietnamese Navy interpreter aboard the craft.

Returning fire with their .50-caliber and M-60 machine guns

and 40 mm grenades, the PBRs fought their way out of the area.

Calling in armed helicopters, the PBRs stood by while the "gunships" saturated the area with rocket and machine gun fire. Shortly thereafter, 105 mm and 75 mm artillery of the Vietnamese Marine Corps opened up on the area.

To cut off any enemy escape route, the 175mm artillery rounds were poured into the rear area of the enemy positions.

Ambush Attempt

The enemy attempted to lure two PBRs into the path of a claymore mine explosion June 29 on the Bassac River. The PBRs were in pursuit of an evading sampan when the mine was set off as they were entering a canal from the river.

At the same time automatic weapons and small arms fire was received from the banks of the canal.

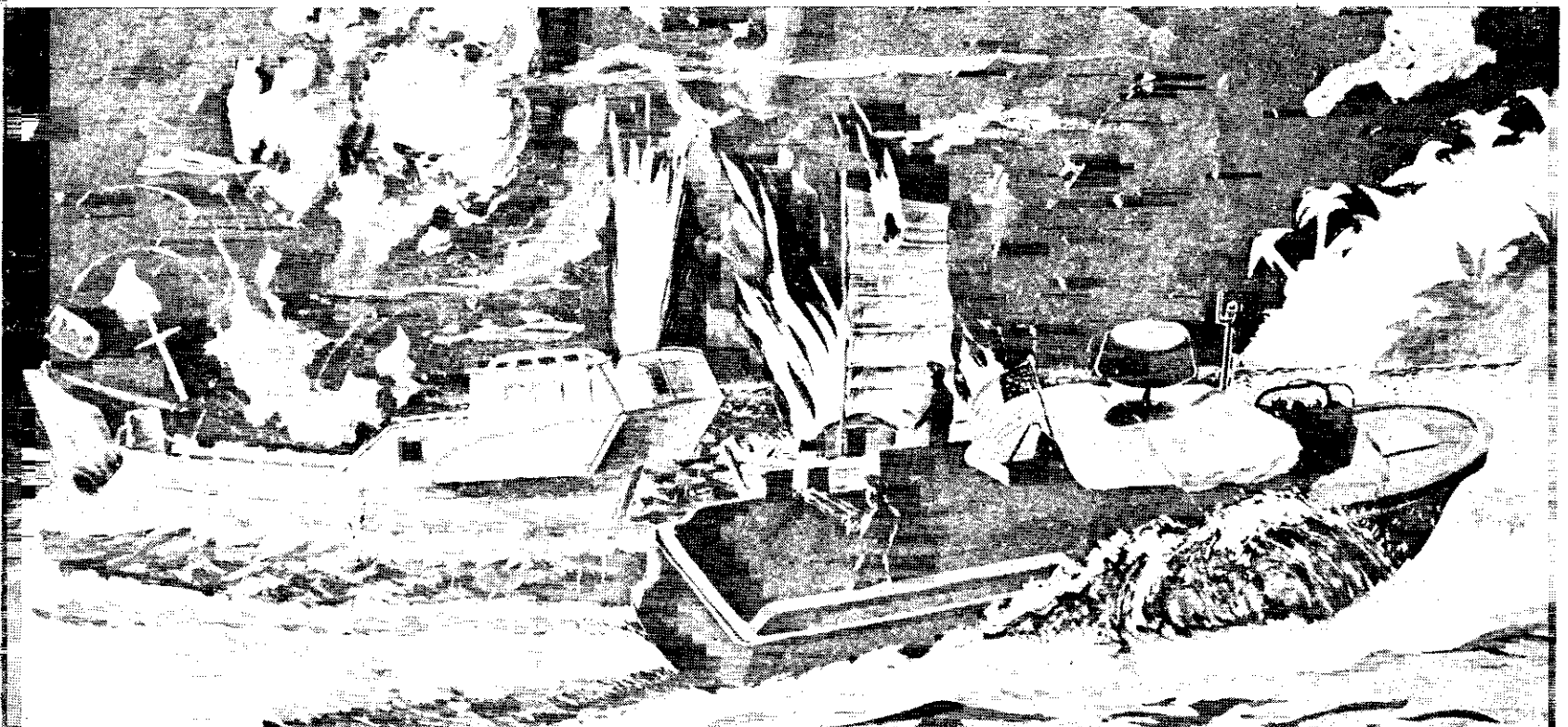
However the patrol, which was from Patrol Section 511 based at the LST Garrett County, suppressed the enemy fire with 60mm mortars, machine guns and grenades. One PBR sailor was slightly wounded.

There was a furious encounter between the enemy and a Can Tho-based PBR patrol the following day on the Bassac River as the Navy men prevented a major river crossing.

The Navy had been alerted that about 70 enemy would attempt to cross the river and a blockade had been set up.

The action started when the PBR crews spotted a camouflaged sampan beached on the bank and moved in to investigate. The enemy then opened up with intense automatic weapons and small arms fire from the river bank, wounding two sailors.

(Continued to Page 9)



ACTION ALONG THE BASSAC—A PBR patrol from the USS Garrett County is depicted as it engaged an enemy junk and sampan. The junk was later disintegrated by a violent explosion. (drawing by Jim Hummel)



CLEAN-UP TIME—Seamen Delano DesHotel (l), Gerald Wilson and Joseph Seaberry (r) have their work cut out for them sponging out one of the eight-inch guns aboard the cruiser USS Canberra in South-east Asian waters.

Sec. Nitze Bids Farewell

The following message has been received from Paul H. Nitze, departing Secretary of the Navy, who has been named Deputy Secretary of Defense:

"I complete my tenure as Secretary of the Navy with the conviction that the Naval Service can meet any challenge; that it can do so with speed and with consummate skill and that our sailors, marines, waves, women marines and their officer leaders are the finest professional military men and women in the world today.

"You have acquitted yourselves with distinction in Vietnam and were first on the scene in the Dominican Republic. You have kept troops in the field, planes in the air, aircraft carriers and escorts, submarines and auxiliaries at sea past the normal bounds of expectation.

"You have salvaged a nuclear weapon half a mile beneath the sea and provided a new form of naval warfare in the rivers and off the coasts of Vietnam. You have kept pace with the technological and managerial demands of this age.

"All this and more you have done with honor and at the price of self-sacrifice, long hours and deprivation of home life. Your uniformed leaders, Admiral McDonald and General Greene, have been superb under the heavy burden of their responsibilities to this nation. I am proud to have been numbered among you.

"Goodbye, good luck and God bless you all."

Game Warden Report

(Continued from page 8)

The PBRs laced the area with .50 caliber machine gun fire, killing four enemy who were firing from behind the sampan and destroying the craft. One boat made a firing pass on some 30 to 40 men seen scurrying along the river bank.

The initial patrol was later relieved by another PBR patrol supported by a Navy Seawolf helicopter fire team. This patrol also encountered heavy enemy fire when it moved in to investigate a second sampan.

The helos and PBRs saturated the area with machine gun, grenade and mortar fire which silenced the enemy positions.

The PBR sailors again caused heavy enemy casualties Sunday morning, July 2, when they interrupted a supply mission on the Ham Luong River.

The two-boat patrol from the USS Harnett County surprised the enemy as they were unloading a large junk and sampan in a zone restricted against civilian traffic.

The patrol took the enemy under fire, which the cargo handlers returned with automatic weapons and small arms. The

Navyman destroyed the junk and the sampan and accounted for five enemy dead.

Patrol officer was Petty Officer First Class Charles F. Harin.

And PBRs returned to the same area the afternoon of the Fourth of July and again hit the jackpot.

The sailors were firing grenades onto the river bank to harass an enemy heavy weapons company reported in the area when a gigantic secondary explosion resulted.

The blast sent flames soaring 500 feet into the air and 150 yards along the river bank. The fire burned for an hour and could be seen for ten miles.

The cause of the explosion was believed to be a direct hit on an ammunition storage dump.

This patrol was headed by Petty Officer First Class Billy J. Latham.

These were only a few of many actions during the period. Game Warden personnel also participated in numerous medical evacuations of Vietnamese military and civilian personnel and engaged in many fire support missions on enemy positions.

Chief of Staff Assured Personnel Here Receiving Promised Duty Guarantees

Captain V.E. Schumacher, Chief of Staff, Commander Naval Forces Vietnam, has received a letter from the Bureau of Naval Personnel advising him that enlisted personnel completing tours in Vietnam are receiving the duty guarantees of BuPers Notice 1306 of Dec. 8, 1966 without exception.

The letter states:

"The Vietnam desk in Enlisted Distribution assures me that BuPers and EPDOs are, without known exception, meeting the guarantees of BuPers Notice 1306 of 8 December 1966. The extent of those guarantees are:

"(1) SEAVEY eligible personnel are guaranteed assignment to shore duty in accordance with SEAVEY procedures but ahead of their contemporaries, provided they have or acquire the necessary obligated service.

"(2) All personnel are eligible to elect assignment to sea duty in the fleet of their choice, provided Atlantic Fleet electees have at least 16 months obligated service; are eligible to receive priority consideration for assignment to overseas duty, provided they are fully qualified in accordance with the Transfer Manual; are eligible to receive priority consideration for assignment to advanced schooling, provided they are fully qualified and are so recommended by their COs.

"In addition to the minimum guarantees, every attempt is made

to place personnel going to sea duty as close as possible to, if not in, the homeport of their choice. Such preferences are not guaranteed because of the restrictions of billet availability versus individual tour completion dates and the additional guarantee that they will be assigned to units which are not deployed or will not deploy within three months.

"Upon completion of the 12 month Vietnam tour, each individual Vietnam veteran is positively identified in each transaction by the statement, "COMPLETING TOUR IN VIETNAM". We forward this designation and the man's preferences to the cognizant EPDO on each and every availability. EPDO then assigns the individual as guaranteed and, if possible, as he prefers.

"The vast majority of personnel reassigned receive orders generally to their liking, as substantiated by the few requests for modification received in BuPers. Many times modification requests are received because of mental vacillation—changes of mind in duty preferences after receipt of orders."

Sailors Show Bravery, Ingenuity Saving Lives

They're going to give a sailor a medal for cutting a Marine's throat!

Final Mission Is Finest Hour

A young Navyman on his last combat mission before being rotated Stateside ignored bullets whizzing past his head and dropped from a helicopter into the jungles of North Vietnam July 2 to rescue an injured Air Force pilot.

The daring rescue by Navy Aviation Technician Anthony C. Hanson deprived the communists of another flier to add to those already imprisoned.

Hanson was aboard a rescue helicopter from Helicopter Support Squadron One searching for a downed Air Force pilot in the North Vietnam panhandle. They found the crash site but there was no sign of the pilot.

With bullets flying about him, Hanson was lowered to within 15 feet of the jungle floor. He let go and jumped into the dense jungle to search for the missing pilot.

After 15 minutes Hanson found the man propped against a tree. His leg was broken and he was only semi-conscious. The jungle umbrella was too dense for the helicopter hoist to penetrate here so Hanson dragged the pilot some 50 feet to a more accessible spot.

The Navyman is Hospital Corpsman Thomas E. Eagles, know as "Doc." The throat-cutting he did aboard an evacuation helicopter saved the life of a Marine who was being choked to death by a jagged piece of shrapnel stuck in his throat.

"He kept looking at me while I plunged the knife into his throat", Eagles recalled, "but he never flinched. It only took a few seconds and I inserted a special tube into his throat, put a small bandage over it to hold it in place and he began to breathe normally."

At the evacuation station, Eagles recounted, "the doctor took one look at the incision and apparently liked what he saw for he went to work on the other wounded and later suggested we fly my patient to another hospital."

"He survived the second ride without any trouble and when they took him off he grabbed me by the wrist and gave me the thumbs up sign along with a weak smile. That was the best day's pay I've had in Vietnam!"

Eagles has flown nearly 350 medical evacuation missions and been shot at with nearly every weapon in the communist arsenal.

There the pilot and Hanson were hoisted to safety. At last reports the pilot was recovering and Hanson was on his way home.

In-Country R & R Is Pleasure Bargain

Taken your in-country R&R yet? How about getting away from it all without leaving the country?

The R&R Center at Vung Tau consists of two modern villas with accommodations for 260 personnel. Messing, billeting and maid services are provided free of charge. Available are exchange facilities, library, free movies, chapel services, snack bar, recreation equipment, novelty stand, barber shop, shoe shine parlor, bar, sunbathing areas and local entertainment nightly.

The beach area, which has been likened to the French Riviera, offers swimming, fishing, boating and surfing. The R&R beach is reserved for U.S. and Free World Forces and transportation to and from the beach is provided. The center will also provide towels, but you must have your own swim gear. Swim suits are sold in the center exchange.

Your local activity must request authority and quotas from the

Naval Support Activity Saigon Special Services Office. Your command will then write up your orders and send you direct to Vung Tau. Once in Vung Tau you will be responsible for your own transportation to and from the R&R Center. And you will need a minimum of seven copies of your orders to facilitate your travel.

Your activity may get its quota by calling, wiring, submitting a chit or dropping in at the R&R Office in Saigon. Effective this month, the center is open to both officer and enlisted personnel.

Vung Tau preserves a certain continental charm with its picturesque streets, its restaurants and its beautiful beaches. You will surely be impressed by the natural beauty of Cap St. Jacques. Why not see your R&R representative soon?

U.S. Savings Bonds Double Your Money with No Risk!

If you've been wise enough to put your extra money into the 10 percent savings program over here, you're probably also wise enough to want to further the interest on your savings after you return to the States. Why not invest that money in United States Savings Bonds?

Savings Bonds earn a sizable 4.15 percent interest (compounded semi-annually) when held to maturity. It's painless and profitable. Say you buy a \$25 bond now. You pay the purchase price of \$18.75 and that's all! Now, just sit back and watch it grow. Seven years from now it will be worth its face value of \$25. Simple, right? But it doesn't stop growing then.

Seventeen years from now its value will be \$36.70, or nearly DOUBLE what you paid for it originally! Larger denomination bonds, of course, grow at the same interest rate.

In addition, the interest earned on your bonds is not subject to state or local taxes and you can defer payment of federal tax on accrued interest until the year in which the bonds are cashed. Moreover, the bonds are not affected by stock market fluctuations. The interest rate is guaranteed and the bonds can never be cashed for less than the purchase price.

Now is the time to start plan-

by Brant Parker and Johnny Hart



HEAVE HO--Ninety-six percent of all the the ammunition delivered to the fleet is delivered via underway replenishment. Eleven Service Force ammo ships support the fleet.

Ammo Ship Put to Test By Duty with 7th Fleet

Although both her name and mission suggest conflict, the former Atlantic Fleet ammunition ship **USS Diamond Head (AE-19)** has joined the Service Force Pacific and combat operations for the first time since her commissioning.

Her first underway replenishment with Seventh Fleet fighting units was to the attack carrier **USS Enterprise** in the Tonkin Gulf. It closely followed her maiden passage of the Panama Canal and first arrival in Pacific waters.

Enroute to the combat zone, the **Diamond Head** visited Hawaii and her namesake, the volcanic landmark there. This was another first for the 22-year old ship, which expects to sail around the world before returning to homeport at Norfolk, Va.

But the years of sea trials and training have now met the time of testing. Her somewhat conventional but efficient equipment and the knowledge and skill of nearly 290 crewmen are all officially "on the line".

Training ordnance has been replaced by the latest deadly bombs and rockets, missiles and projectiles. **Diamond Head** now serves and sustains Navy guns and aircraft on station off the coasts of North and South Vietnam.

Since beginning her service on **Yankee Station** off North Vietnam,

the **Diamond Head** has resupplied three attack aircraft carriers and a sampling of the cruiser and destroyer force conducting shore bombardment. The carrier **USS Kitty Hawk** alone received over 400 tons of explosives from the **Diamond Head**, including 2,000-pound bombs for her strike aircraft.

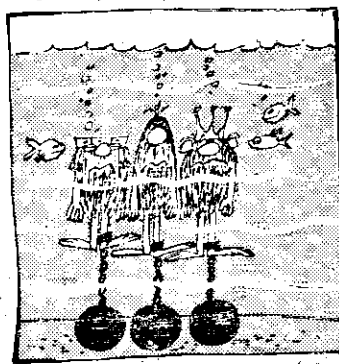
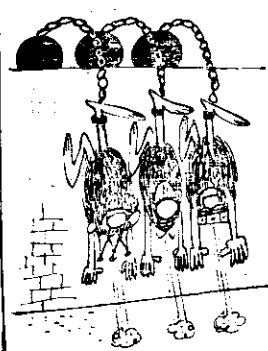
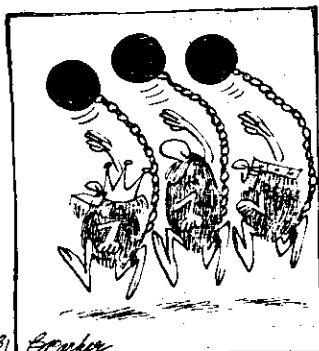
In her first week of support operations, the 14,000-ton ammo carrier re-supplied some 25 combatant ships with her wide range of potent cargo.

Just as Navy pilots are impressed by their first strike mission, most **Diamond Head** sailors are enthusiastic about their task and the effort it demands.

"Teamwork," says petty officer third class **Larry Withers**, "is really boosting the ship's morale. It's hard to believe we came so far this fast, but we all sure know we're here!"

USS Diamond Head, which departed her east coast homeport March 16, is commanded by Captain **Zeb V. Knott**, former Officer-in-Charge of the Navy's precision jet flying team, the **Blue Angels**.

THE WIZARD OF ID



ning your Stateside investment program. See your disbursing officer and ask him for details on United States Savings Bonds.

Get Extensions In Four Months Early

Thinking about extending your tour in Vietnam? Keep in mind that according to **BUPERSINST 1050.9**, your extension request should be received by the Bureau of Naval Personnel at least four months prior to your normal tour completion date.

If you've already received your **PCS** orders, your request for extension will not be approved by the Bureau unless circumstances indicate that the extension would be in the best interests of the Navy.

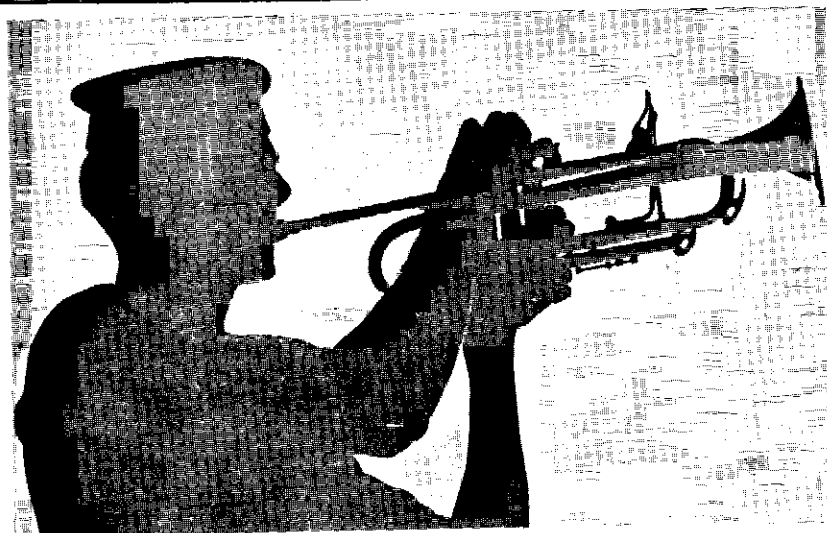
So, if you're going to extend, get that request in early!

If in Saigon TAD Go to Billeting

Coming to Saigon on **TAD** orders? If you are going to stay overnight you are reminded to check in at the billeting office at the **Ambassador Hotel** in downtown Saigon (across a parking lot from the **Brinks Hotel**) to register for government quarters.

If you cannot get government quarters, you should obtain a certificate of non-availability of government quarters from the billeting office.

This certificate will be required when you file your claim for per diem.



TAPS—"Day is done, gone the sun all is well, safely rest." The haunting refrain of taps echoes over Iron Bottom Sound in the Solomons as a Navy bugler aboard the USS Long Beach (CGN 9) pays tribute to fallen shipmates of World War II. The scene might well be the Mekong Delta of Vietnam where Navymen today are dying for the same high principles.

Jennings County Crewmen Mark Channel to Village

The first of eight channel buoys made by crewmembers of USS Jennings Country (LST 846), anchored near Vung Tau, have been placed to mark the narrow channel to the friendly village of Can Gio.

The harbor entrance to the small village is blocked by a large mud bank, making it difficult for even small craft to approach the village.

Previously, the narrow channel was inadequately marked. Boats approaching the pier were constantly in danger of becoming stuck on the mudbank.

Chief Petty Officer William J. Senefeld Jr. helped to manufacture the first four buoys. They

were made from 55-gallon drums, sealed off and painted red and white so they could be easily seen day or night.

The new buoys were placed along the crooked channel so that boats could navigate to the pier quickly and easily without danger of running aground.

Chief Petty Officer Alton P. Kennedy directed the buoy placement, anchoring them down with six-foot steel spikes.

Ballistic Missile Subs Complete 400th Patrol

The Navy's Fleet Ballistic Missile Submarine Force completed its 400th successful patrol recently when the USS Lafayette (SSBN 616) returned to port after 60 days of operation.

Since the initial Polaris patrol by the USS George Washington (SSBN 598) in November, 1960, more than 23,000 days of patrol have been logged.

There are 41 FBM's in commission. Twenty-eight are equipped with the 2,500 nautical mile Polaris A-3 and 13 carry the 1,500 mile A-2. Each Polaris sub is armed with 16 missiles. Of the 41 in commission, 38 have made at least one 60 day deployment.

In a congratulatory message to the sailors of the Polaris Fleet, Secretary of the Navy Paul Nitze stated, "The contribution of this invisible, mobile, sea-based weapons system is a vital factor in meeting our national objectives. Their silent shield of deterrence stands guard against nuclear holocaust by any aggressor. American and allied forces are able to deploy in defense of freedom with the sure knowledge of protection from the deep."

Seaplanes Phased Out Of Active Navy Service

By David G. Van Way, JO2
Paul H. Parker, JO2

CNFVN—The end has come for the Navy's flying boats.

Seaplanes, for fifty years a small but integral part of American naval air power, have been phased out of Navy strategy.

The last active squadron of "Marlin" P5M seaplanes were readied for mothballs after Squadron VP-40 completed Operation Market Time coastal surveillance patrols off the Vietnam coast in April.

Joining the familiar flying boats in retirement is the Navy's last seaplane tender on active duty, USS Currituck (AV-7). She departed Vietnam waters soon after the drone of the giant Marlin engines faded away.

Commander Hugh Longine, Commanding Officer of VP-40, which was formerly supported by the Currituck at Cam Ranh Bay, says the seaplanes are considered obsolete by Navy planners.

"The advance-airbase concept of moving a seaplane patrol squadron to a remote area with a support ship has been outmoded by land-based aircraft with superior capabilities," he explained.

Laud Planes Take Over

Replacing the Marlin as coastal surveillance aircraft of the Navy's continuing operation Market Time are the newer, land-based "Orion" P-3A and "Neptune" SP-2H aircraft.

Capable of higher speeds and twice the range of the graceful Marlin, the P-3s and P-2s can fly from airfields to more economically accomplish the same mission of monitoring ships off Vietnam's 1000-miles of coast.

In favor of retaining the seaplane concept is Rear Admiral Daman W. Cooper, Commander Patrol Forces, U.S. Seventh Fleet, who directs all Navy patrol aircraft in the Western Pacific.

"I do not think there's a better platform for supporting the Market Time operations," he contends. "Although limited by range and dependant upon the support

of a tender, seaplanes can effectively cover the entire Market Time operation from Cam Ranh Bay."

Admiral Cooper explained that the Marlin squadron and USS Currituck deployed a week early during their last deployment with the Seventh Fleet when the P-3 aircraft scheduled to fly the Market Time mission were unexpectedly grounded.

The squadron's quick response eliminated the necessity of using P-3 aircraft which had been pre-committed to patrol activities in other Pacific areas.

"This is really what the seaplane was designed to do in the first place," he continued. "It was not designed to be a cost-effective machine. It was designed to operate with a tender from an advanced base mostly for short periods of time, until the land planes could take over, the" Admiral added.

Currituck's career hangs in the balance. It may not be ended when the Navy decommissions her, according to the ship's Commanding Officer Captain Wayne E. Hammett.

Army May Use Tender

"The Army is investigating the possibilities of converting her to a helicopter and light aircraft repair ship," he said.

"This would not only be personally gratifying to see, since as her Captain I'd like to see her go on serving our country, but it would mean a saving for the U.S." he commented.

Personnel of Marlin Squadron VP-40 will be re-trained to fly the Orion P-3A aircraft.

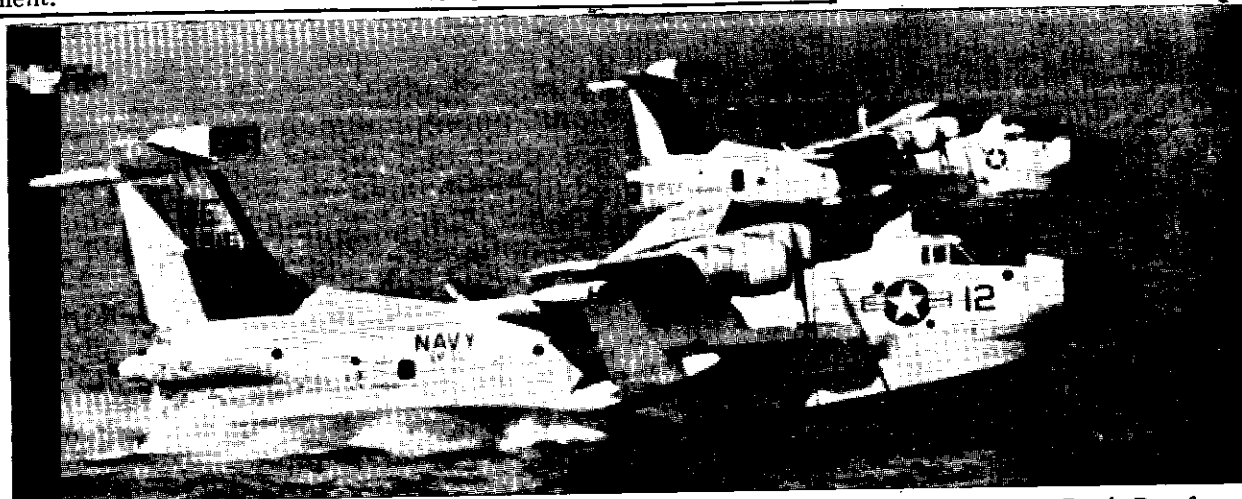
Some of the old-timers are sentimental about the "old water-bird."

"I hate to see her go out of business," admitted long-time Marlin pilot Commander Wilbur Greenleaf. "It has been a useful aircraft and it's not an aircraft that can be easily replaced."

"My first seaplane ride was quite a thrill, plummeting down a sealane and finally getting airborne like a great overgrown Chris Craft," reminisced Commander Richard Klabo.

Fledgling pilot, Lieutenant (jg) Calvin C. Kammayer, confided, "I never thought I'd ever get aboard an aircraft and have to up-anchor before take off! That will be all over now," he added.

The Marlin has been flying since 1950 when she replaced the smaller "Mariner" PBM, flown during World War II. No new seaplanes have been designed since the experimental jet seaplane, the "Seamaster", was abandoned in 1960.



'OVERGROWN CHRIS CRAFT'—With a mighty roar a Marlin P5M lifts off at Cam Ranh Bay for one of last Market Time patrols accomplished by the seaplanes. (Official U.S. Navy Photo by Ltjg. Dow Smith)

USS Castor Is Seventh Fleet's 'Supermarket'

As boatswain's pipes signal a new day for the Seventh Fleet, the general stores issues ship USS Castor (AKS-1) is "open for business." In one 24 hour period recently, this 28-year-old Commander Service Force Pacific veteran re-supplied 15 ships with over 2,000 different supply items.

"Though figures are impressive," says Master Chief Storekeeper Bert Snethen, "effectiveness is our goal."

Since Castor began her current cruise April 23, the 275 Navymen aboard have maintained a proud 90 percent effectiveness. "That means that fewer than 10 percent of the items requested were not available for transfer to the customer," explained the Chief.

Within her five cavernous holds she can carry stocks capable of filling a shopping list of well over 30,000 different products.

During one circuit swing along the gunfire support lines and coastal surveillance areas of South Vietnam, men on the 459-foot

Castor handled and delivered 550 tons of supplies in one day.

"It took us 24 hours to bring the stores on deck from the holds," recalled Storekeeper Third Class Robert R. Kraft. "But after two hours we had unloaded 460 tons in Danang harbor alone. The rest went to ships of the amphibious ready group and naval gunfire forces offshore."

Most tonnage is fed to carriers in the Tonkin Gulf before Castor heads south along the gunline and back again.

"One underway replenishment this trip was to the USS Enterprise", said Lieutenant (jg) Daniel Pettigrew, Castor's stock control officer. Within a couple of hours

the world's largest warship received over 30 tons from Castor's stock list.

From the Tonkin Gulf, the 1939 vintage floating warehouse moves slowly through the South China Sea, calling on each combatant or patrol ship when operations permit a rendezvous.

Petty Officer Kraft recalled supplying the cruiser USS St. Paul by shuttling small boats to the heavy gunship as her eight-inch guns shelled enemy targets near the DMZ. "Occasionally, we could see her dark shape," he said, "but we relied on her gun flashes to guide our boats to her."

Almost every aspect of Castor's task of replenishment is routine

for the seamen who hustle stores from her deep cargo holds for waiting ships at sea. Sometimes sleep must be sacrificed to this laborious schedule.

Just after darkness falls, a young sailor offers a prayer over the ship's speaker system. There's an unusual silence about the decks and crewmen know the day is done. But their work often continues.

"We know the ships need our support," commented a deck hand as he shouldered supplies and stacked them for the next highline transfer. "But there is one thing that can really 'bug' us," he said. "Did you ever work all night and then come along a ship that greeted you with reveille?"

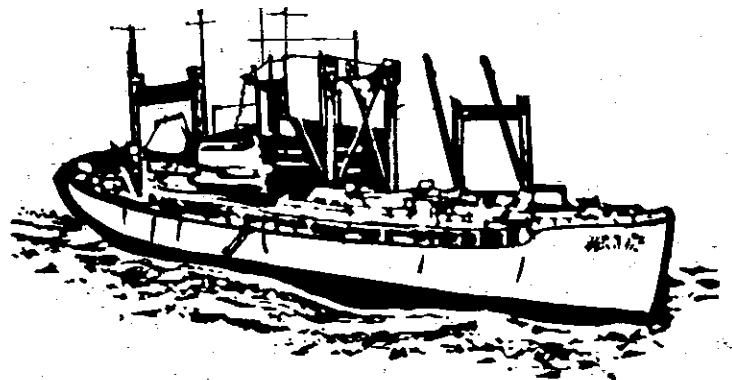
Mail Home

FROM:

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Postage
1st Class 10cents
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Jim Scott RIVER PATROL

LET'S TRY TO MAKE IT WITHOUT HER... I FEEL FUNNY ABOUT THIS...

HOLD ON, MIKE. WITH HER WE KNOW AT LEAST WHERE WE ARE.

OK, THERE SHE IS. LET'S GO, AND GOOD LUCK...

AS LONG AS ITS DARK WE'LL STICK TO THE ROAD...

YOU WAIT HERE WHILE I CHECK A LITTLE FURTHER AHEAD. THERE ARE MANY VC HERE.

AFTER TRAVELING FOR SEVERAL HOURS THE THREE STOP FOR A BREAK...

SHE HAS BEEN GONE FOR A COUPLE OF HOURS NOW. LET'S MOVE IT, JIM.

NO, LET'S WAIT FOR A FEW MORE MINUTES. SHE'LL BE HERE...

AND SHE RETURNS AS JIM SAID, BUT WHY WAS SHE GONE SO LONG?

OVER HERE!! FOLLOW ME...

STOP AND DON'T MOVE FOR PIG.... YOUR JOURNEY IS FINISHED.

THEN SUDDENLY!!

WELL MY FEELING ABOUT HER WAS RIGHT, BUT IT WON'T DO US MUCH GOOD NOW....

THERE'S OUR NEW HOME... BUT I HOPE IT'S ONLY FOR A SHORT STAY...

THIS IS ONLY A SMALL SAMPLE OF WHAT HAPPENS WHEN YOU DON'T COOPERATE WITH PIGS...

JIM AND MIKE WERE THEN TAKEN TO A NORTH VIETNAMESE INTERROGATOR FOR FURTHER QUESTIONING.....

THAT IS OF LITTLE USE TO ME, COMRADE, AND IT WILL BE LITTLE USE TO YOU IF YOU CONTINUE TO RESIST.

JIM SCOTT, E 6, 499 7829

TO BE CONT'D

HOW IS JIM GOING TO GET OUT OF THIS? AND WHY DID THE GIRL GO TO ALL THIS TROUBLE WHEN SHE COULD HAVE TURNED THEM IN AT THE RIVER?