

Gray: 'We Will Remain Until the Conflict Is Won'

Captain Paul N. Gray, Commander Task Force 116, made the following statement after the recent death of four Operation Game Warden personnel:

"On the morning of May 24, the Viet Cong inflicted the greatest disaster in the history of Game Warden operations. A PBR patrol from River Patrol Section 531 was viciously ambushed by recoilless rifle and automatic weapons fire.

"Four of the five men aboard PBR 101 were killed, and only through the courageous efforts of the lone survivor, Seaman Michael James Devlin, was the boat saved from veering out of control onto the enemy-held bank of the Co Chien River. Every man on the patrol was either killed or wounded, yet the Viet Cong did not obtain a victory. The PBRs were seriously damaged, but they were not lost.

"PBRs are and will continue patrolling that same river. The Navy still has men who are eager and willing to accept life and death odds in the conflicts between democracy and anarchy, freedom and isolationism and

open courage and fear.

"We shall honor the men who died on May 24 (including a Vietnamese National Maritime Policeman): Witt, Castleberry, Quinn, and Leazer. We shall not forget those who were wounded. We shall strike back and hurt the responsible enemy. He has found that we are not invincible; each of our units has lost men and equipment to his efforts.

"But, of far greater importance, we should recognize that he has employed nearly everything in his arsenal to stop our mine countermeasures and to break our control of the major rivers of the Mekong Delta and Rung Sat Special Zone. Still, thanks to the outstanding courage, fortitude and dedication to duty displayed by the men of the River Patrol Force, we remain and we will remain until the conflict is won and freedom is secured."



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

JUNE 30, 1967

Game Warden Units Inflict Heavy Losses on VC

Monitors Rescue Infantry

U.S. Navy Monitors came to the aid of two beleaguered Ninth Infantry Division companies in a battle June 19 that resulted in more than 200 Viet Cong confirmed kills.

The Monitors from Navy River Division 92 were called into the fight shortly after boats landed three companies of troops for a sweep near the Rach Hui River.

Two of the companies were pinned down and raked by heavy fire from an estimated 300 VC.

The Monitors took up positions less than 100 yards away and returned the fire with 81 mm mortars, 40 mm and 20 mm cannons, 40 mm grenade launchers and .50-caliber machine guns.

Supporting fire reportedly came as close as 10 yards to the infantrymen, who told them to "keep it coming."

The joint Navy-Army infantry operations are a new type of warfare, which haven't been used in United States military tactics since Civil War days.

If Up for Waiver Don't Take Exam!

Up for a field promotion in August? You'd better not take the exam if you are.

Recently the Bureau of Naval Personnel had to withdraw the advancement of 23 Navymen who had been granted the waiver, then took the exam and failed it!

Provisions in COMNAVFORVINST 1430.1B and COMNAVSUPPACT-INST 1530.1 prohibit personnel who have been field waived from taking the advancement exams.

Be sure you're on one list, but not the other!

Navy river patrol boats and other units of Operation Game Warden saw heavy action to the detriment of the Viet Cong during the past few weeks.

The most successful action in terms of confirmed enemy killed was an engagement on the Co Chien River the night of June 6 in which nine enemy troops were killed and at least seven sampans sunk. The Viet Cong were attempting a river crossing.

The incident began when Sa Dec-based River Patrol Boats 81 and 118 spotted a cluster of sampans at 8:45 p.m. while investigating suspicious movement near the river bank.

After hailing several times and firing warning shots the patrol spotted seven sampans evading upriver. The PBRs took the river craft under fire after a final attempt to stop them failed. All seven were sunk and nine enemy troops were killed.

A My Tho-based patrol used one grenade to eliminate two enemy snipers June 8. After receiving fire from a river bank on the lower Ham Luong River the PBR crews observed

two men running from the area. A grenade was dropped between them, killing both.

That same day, a Nha Be-based PRB patrol foiled a Viet Cong mine attempt. The Navymen observed an object with suspicious looking prongs floating on the water. It seemed to be anchored.

As the PBRs were turning away, the mine was command detonated, shooting up a spout of water 30 feet in diameter some 50 feet into the air.

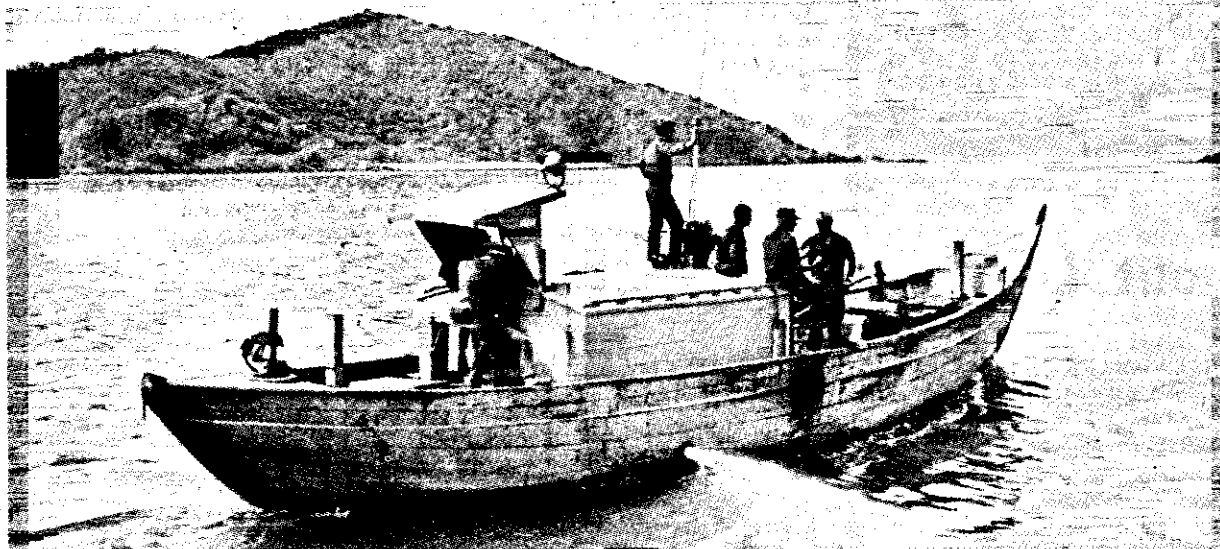
Due to the timely spotting and evasion, damage was limited to equipment jarred loose on PBR 147 and a bruised forward gunner.

River Patrol Boats of the My Tho-based Patrol Section 531 killed two enemy who were attempting to escape after they had fired upon a Vietnamese Army (ARVN) outpost on the Ham Luong River June 9.

PBRs 106 and 109 were on routine combat patrol when they observed an ARVN outpost under attack. Rushing to the outpost the patrol boats opened up with .50-caliber machine guns and 40mm grenades, suppressing the enemy's fire.

Shortly thereafter the PBRs picked up a contact on their radar in approximately the same area as the outpost. Closing to investigate, the patrol boats illuminated the area and discovered a sampan with four occupants attempting to cross the river.

Upon being spotted, the occupants jumped into the water and were taken under fire by the boat's .50-caliber machine guns. Two of the



CONG HUNTERS -- A Vietnamese Navy junk with U.S. advisors aboard is shown off the Hon Heo Peninsula during a recent joint Korean-Vietnamese-United States operation.

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

(Continued on Page 3)

EDITORIAL

Praise From A Fighting Commander

MILLIONS of words have been written and spoken in praise of the thousands of American fighting men engaged in the bitter struggle to safeguard the cause of freedom against communist aggression in the Republic of Vietnam.

The most eloquent praise a fighting man can receive is that which comes from his commander because there is a kinship that exists between them based upon mutual respect and confidence strengthened by the ordeals of combat.

General William C. Westmoreland, commander of the U. S. Military



SHAWER/MullerKey • AFNB

Assistance Command, Vietnam, had this to say about the American forces there:

"Who are these men? They are mostly youngsters representing every State of the Union—from the farms, the cities, the factories and the campuses. They are the sound product of America's democratic society. They are the sum of our educational system, our medical science and our communications. Their excellent morale results from knowledge of their jobs, sound military policies, professional unit leadership and unprecedented material support. Their medical care is superb, their food is excellent and their mail is carefully handled. Shortages have been few and of short duration.

"As an individual, the fighting man I command is a tough, determined professional in battle one day, and (the) next day, a sensitive, compassionate friend helping the Vietnamese people. He is a fighter, a thinker, and a doer. He has seen—at first hand—Communist subversion and aggression at work; he has acquired a deeper appreciation of the importance of freedom. And from his ranks in the years ahead will come the confident, alert, intelligent citizens and leaders who will make this nation's future greater than its past.

"With fighting forces like these, a commander cannot help but look forward with confidence as he views the military situation." (AFNB)

The Jackstaff News

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Letters to Editor

Chief Inquires About Leave

Dear Editor:

We aboard USS Krishna receive the JACKSTAFF NEWS regularly and we've noticed many articles on leave and R&R. In one article you stated that it is possible to take leave in addition to R&R but when we check with the yeomen they give us the same old story about not having any information or regulations concerning them.

I would appreciate it very much if you could let us know what notice or instruction authorizes leave while we are stationed in-country.

Another question that comes up quite often around here is if it is possible to take leave along with your R&R so that you have a stay longer

Chaplain's Corner

In Defense of Foul Talk

By Chaplain O'Brien

It isn't often that you see a chaplain rising to the defense of a bad habit—especially like profane, foul and improper language. But there are a few justifying reasons—if you like reasons for bad language. Here they are:

1. Foul language, especially by officers and petty officers in their work, helps get a job done quickly when the officers and petty officers are lacking qualities of leadership and ability to command men otherwise.

2. Foul language is really the mirror of your mind. Filthy language equals a filthy mind—but at least you are no hypocrite.

3. Foul and profane language is a great time saver. It saves time in studying the English language and its correct use.

4. Your foul language tells the story of your background—and who isn't proud of their home.

5. Your bad language used in some places and not in others, as before parents, superiors, loved ones, etc., shows that you are considerate of others.

It is quite certain that the above reasons will be a great consolation to our profane brethren. No, the chaplain is not seeking thanks for the above consoling words to the profane . . . it is all in the line of his duty. And the profane are welcome to use the above reasons at any time to justify themselves.

Letter Thanks Air Cofat

The following is a letter of appreciation for Air Cofat personnel received by Commander Naval Support Activity, Saigon from Lieutenant Commander J.B. Hayes, Fourth Coastal Zone Advisor:

"I wish to express in the strongest possible terms our gratitude for the willing cooperation of flight officers and men of your command who have flown the Phu Quoc "Nuoc Mam" run during the past year.

"The Fourth Coastal Zone personnel have rarely experienced such wholehearted support from other sources as we have enjoyed while working with your command. Your men have supplied us with our "wants" within their capability. When we were in need we had merely to contact your men and we never felt alone at An Thoi.

"Our operations here owe a measure of success to your support. I hope that in the months ahead we here now and those who come after us can count on the same spirit of the brotherhood of arms which has existed thus far. I believe such cooperation can and will be a major factor to help bring the present conflict to the fast and satisfactory conclusion for which we are all striving.

"If it should ever be possible for the men in my command to work again with you and the men of your command, it will be a professional opportunity and a personal pleasure. For your efforts, I offer you a sincere 'well done'."

Naval Historical Foundation Needs Financial Assistance

The Naval Historical Foundation is in need of financial assistance.

The Foundation is a private organization founded to preserve artifacts and documents of historical value to the U.S. Navy so that such material can be used to interest and educate the American people in the relationship of sea-power to the national welfare.

To commemorate the 40th Anniversary of the Foundation in 1966, two special projects were undertaken.

The first project was a 3-year program to catalogue several hundred thousand historical records and documents which has been loaned in bulk to the Library of Congress. The documents contain information that is not available elsewhere. The cost of the project is expected to total \$43,000.

The second project was the refurbishment and expansion of the Truxtun-Decatur Naval Museum. The project was completed last year at the cost of \$24,000.

The Foundation's financial support is provided by two sources: contributions, which are tax exempt, and the dues of its 1,900 members.

Interested personnel may send contributions to:

Naval Historical Foundation,
Room 1078, Main Navy Building,
Navy Department, Washington, D.C.

than five days. Any information you can furnish will be greatly appreciated.
W.E.D., MMC, USS Krishna (ARL-38)

Dear Chief:

Although ships stationed in-country run their own leave programs, they must conform with MACV and NAVFORV policies. These policies state that in addition to one authorized five-day, out-of-country R&R trip, personnel are also authorized one seven-day annual leave period per normal 12-month tour, NOT to be taken in conjunction with R&R.

For further leave information, see NAVFORV Instruction 1050.4 of 16 January 1967.

LST Is Tiger Or Pussycat

CNFVN—The crew of the tank landing ship USS Jennings Country (LST 846) recently demonstrated that they could give outstanding service in either providing gunfire support or in demonstrating good will.

The Jennings Country rendered gun-fire support on several occasions to U.S. Army Advisors and Vietnamese near the mouth of Vietnam's Soi Rap River 30 miles southeast of Saigon.

The first target was a known Viet Cong position which Army Advisors requested that the Jennings Country take under fire.

With the target some 2,000 yards inland, the Jennings Country moved to within 400 yards of the river bank and fired approximately 400 rounds into a heavily-bunkered area with her 40mm weapons system, causing extensive damage.

The next day the Jennings Country scattered Viet Cong troops along the river's west bank with a heavy barrage of 40mm cannon fire. And on two more occasions during the next few days the LST's guns were effectively used against enemy personnel and positions.

Gun Crews Prove Usefulness

When asked about the role of the 22-year-old Jennings County as a gun fire support ship, the ship's skipper, Lieutenant L.M. Patella, replied:

"The gunfire missions conducted by this ship's gun crews have once again proved the usefulness and versatility of the LST in the Navy's new river warfare."

Lt. Patella has served in Vietnam every year since 1963.

On the other side of the coin, during a recent 22-day port of call to Vung Tau, the crew of the Jennings County used their spare time to accomplish civil action projects in the area.

Included in the projects were painting and repairing of village school houses and Vietnamese Army dependent's housing and distribution of food, clothing and toys.

The ship's crew also participated in volleyball games with villagers at nearby Can Gio and afterwards treated the Vietnamese to a U.S. style barbecue featuring hot dogs with all the trimmings.



Do Van Thien

Policeman Decorated

CNFVN—A Vietnamese National Policeman has been awarded the Bronze Star by the U.S. Navy for heroic action with Operation Game Warden river patrol boats on the Bassac River October 26, 1966.

The award was presented to policeman Do Van Thien by Captain Paul N. Gray, Commander of the Navy's River Patrol Force in Vietnam, at Can Tho.

The citation states:

"Policeman Thien was assigned duties as liaison with the local populace and as a regular crew-member aboard River Patrol Boats 34 and 40, when an enemy sampan evaded the patrol and beached amid heavy supporting fire from the shore.

"Policeman Thien directed intense, accurate machine-gun fire at the enemy's position.

"Determined to recover the sampan for its intelligence value, he hailed a passing sampan and with a shipmate proceeded toward the beached craft.

"When he was forced into the water by withering hostile fire, he swam back to the nearest PBR and joined in suppressing the hostile fire.

"By his initiative and courage under fire, Policeman Thien significantly contributed toward halting the advance of an enemy battalion."

Policeman Thien is one of a number of National Policemen and Vietnamese Popular Forces soldiers with the Navy's Operation Game Warden on the inland waterways.

Operation Game Warden Seawolves Blast VC

(Continued from Page 1)

enemy were killed. The sampan was destroyed, but one Communist Chinese rifle was captured.

Can Tho-based PBRs picked up a Chieu Hoi rallier June 4 and then went back to the same place the next day to pick up three of his friends whom he said also wanted to turn themselves in. The three friends were picked up and then wanted the sailors to rescue their families to prevent Viet Cong reprisals.

Patrol Boat 36 made the hazardous journey through small canals, moving deep into hostile territory to rescue the families of all four men. There were no incidents.

USS Harnett County-based PBRs 100 and 102 were caught in an enemy ambush June 5 and five Navy men were wounded. The action took place on the Ham Luong River.

The two PBRs were on a routine combat patrol near Viet Cong infested slands in mid-stream when the enemy opened fire with automatic weapons and a recoilless rifle.

Both boats were damaged by the enemy's heavy automatic weapons fire. One recoilless rifle round hit and passed through PBR 102 without exploding.

Helos Kill Five Enemy

Two U.S. Navy Seawolf helicopters from Helicopter Light Attack Squadron Three scored June 16 when they destroyed three enemy sampans, damaged two others and killed five enemy troops on the Bai Lai River 35 miles southwest of Saigon.

The helos commenced firing after the enemy refused inspection and ignored warning shots. The enemy troops jumped from the sampans and were heading into the brush when the helos opened fire.

Two days before, the Navy Seawolf helicopters had killed three of the enemy and sunk two sampans in action in the Rung Sat Special Zone.

The Seawolves, on combat patrol along the Dong Trang River 40 miles southeast of Saigon spotted an enemy sampan transiting the river at 7:04 a.m. Visible in the boat were two rifles.

Seeing the helicopters, the occupants overturned their sampan, attempted to sink it and escape in the water.

The Seawolves opened up on the evading enemy. When the action was over there were three enemy killed and two sampans and one hut destroyed.

U.S. Navy helicopters also put a dent in enemy ranks June 7 when they killed three enemy 75 miles south of Saigon near the Co Chien River. However, one of the gunships was hit by ground fire.

Trailing smoke and losing power, the helo went into a long turn and glided to a level crash landing. It hit a rice paddy dike and overturned several miles from the enemy positions.

Four crewmen were slightly injured in the crash.

The wingship provided suppressive fire and coordinated rescue of the injured crew. One of the cover chopper's crewmen was injured by ground fire.

And the Seawolves interrupted a training flight June 10 to shoot up a concealed enemy sampan and its two occupants in the swampy Rung Sat Special Zone.

The pilots of the Navy gunships were training two new pilots in aerial reconnaissance.

One of the Seawolf pilots, Lieutenant John Smoot, said a sampan was under a tree amid the mangroves with two men sitting in it.

Lt. Smoot said, "I could see the two men stand and jump as we made the first pass."

The sampan was sunk and one enemy was killed.

Operation Game Warden personnel also performed a large number of mercy missions, including numerous medical evacuations. Four South Vietnamese airmen were rescued after their helicopters collided and crashed into the Bassac River near Can Tho.

Two Navy men, Seaman T.J. Huebner and G.R. Kimball, went over the side to help the men aboard.

Gunfire Support Missions Highlight Market Time

Highlighting Operation Market Time during the last few weeks have been gunfire support missions by Coast Guard cutters and Navy Swift boats.

One of the recently arrived 311-foot cutters, the Bering Strait (WHEC 382) fired on an enemy troop concentration on the southwestern coast of Vietnam June 7. One bunker was destroyed and three damaged by the cutter's five-inch gun.

The cutter Point Marone (WPB-82331) sank three enemy sampans, destroyed one enemy hut and damaged three other huts in an area 180 miles southwest of Saigon June 10. The cutter, a unit of Division 11 based at An Thoi on Phu Quoc Island, answered a call for naval gunfire support from an aerial spotter plane which received small arms fire from a canal where the sampans subsequently were sunk. The action took place about noon.

A short time later, at about 2:15 p.m., Swift Boat (PCF-5) responded to a call from another spotter aircraft in the same area. The An Thoi-based Swift lobbed 81mm mortar fire onto targets marked by the spotter. Two enemy sampans loaded with supplies, which were beached and in the process being unloaded, were destroyed by the mortar fire.

The evening of June 11, the cutter Point White off shore from Vinh

Binh Province, 125 miles south of Saigon, received enemy automatic weapons and small arms fire from the beach. The Point White's crew immediately returned fire using .50-caliber machine guns and the craft's 81mm mortar.

One secondary explosion occurred on the shore after the mortar assault. Enemy casualties were not determined.

Earlier in the day, the cutter Point Banks provided 81mm mortar illumination in an area 125 miles southwest of Saigon for friendly ground forces under attack. An enemy force, estimated at platoon strength, engaged the troops after they were landed by junk boat to sweep the area. The Point Banks fired 37 high explosive mortar rounds to suppress the enemy and to light the area.

Swift Boat 98 destroyed one enemy cargo junk and damaged another as the two were attempting to unload supplies June 12 some 60 miles south of Saigon.

At 5:30 p.m. the Swift responded to a call by a spotter aircraft which reported the junks beached on the coast. A sizeable enemy force was known to be in the area.

NAVY SURGICAL TEAM

By Ted Jorgenson, JOC

CNFVN—The house field phone rang with a nerve-jarring jingle. "Bac Si (Doctor's) House" the half-awake man answered.

"Yes, at once, I'll come right over," he said.

Again, in the middle of the night, a member of the U.S. Navy surgical team at the small fishing village of Rach Gia on the Gulf of Thailand was called out to do emergency surgery on a Vietnamese either injured in the war or in an accident or who was suffering from an acute illness requiring immediate surgical attention.

The Navy surgical team at Rach Gia was composed of two surgeons, the only two Navy nurses in Vietnam, an Air Force anesthetist and a Chief Hospital Corpsman laboratory technician.

The team performed practically all the surgery at the Kien Giang Province Hospital since the medical group's arrival here, a year ago as the second such team.

The group, headed by an orthopedic surgeon, Navy Commander John D. Lebouvier, of Baltimore, Md., was recently relieved by a

new, exclusively Navy, team and rotated to the U.S. after completing a one-year tour of duty.

The team performed more than 1,000 surgical operations on Vietnamese during the year, over 50 percent of which were performed on patients suffering from war-caused wounds.

Sponsored and under the operational control of the United States Agency for International Development (USAID), the surgical team at Rach Gia has had, since its inception, the mission of upgrading the level of surgery at the 512-bed, French-built hospital in addition to providing a broader surgical capability than has previously existed.

The Navy surgical teams that have served at Rach Gia have made some progress in upgrading the level of surgery at the hospital and significant progress toward providing a broader surgical capability, according to Doctor Lebouvier.

It has not all been one-sided though, Doctor Lebouvier said.



CONCENTRATION—Cdr. John D. Lebouvier, Navy surgeon, is absorbed in his work as he performs emergency surgery on a Vietnamese boy injured in a motorbike mishap. Doctor Lebouvier headed the Navy surgical team that recently completed a year's tour at the small fishing village of Rach Gia on the Gulf of Thailand.

(All photos pages 8-9 Official U.S. Navy Photos by Ted Jorgenson, JOC)



LIKE A SCENE FROM 'BEN CASEY'—but it's for real as the Navy surgical team at Rach Gia performs one of more than 1,000 operations accomplished during their one-year tour.



IT ONLY HURTS FOR A LITTLE WHILE—Doctor John W. Beggs, a civilian member of the Navy surgical team, removes stitches from a Vietnamese boy's lip as the final step in correcting a harelip condition.



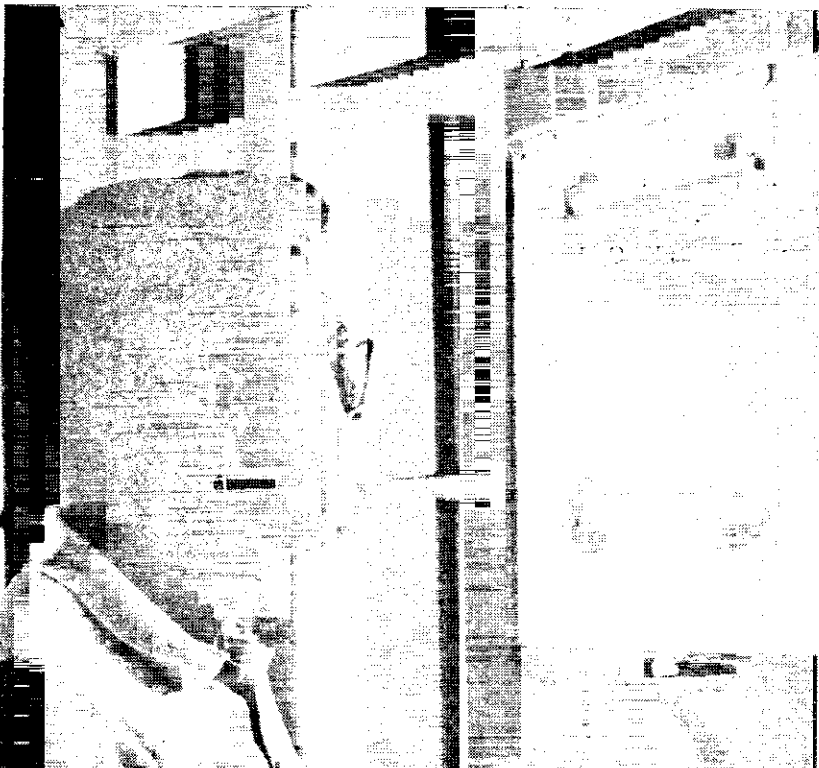
ABDOMEN CHECK—Navy nurse Lcdr. Robina W. Beveridge gently feels the abdomen of a Vietnamese patient at a clinic held for dependents of Vietnamese Army personnel. At the time the picture was taken, Lcdr. Beveridge was 50 percent of the Navy nurse complement in Vietnam.

"I think we all have learned, certainly from a professional viewpoint, as much from our experience here as we have given," the doctor commented.

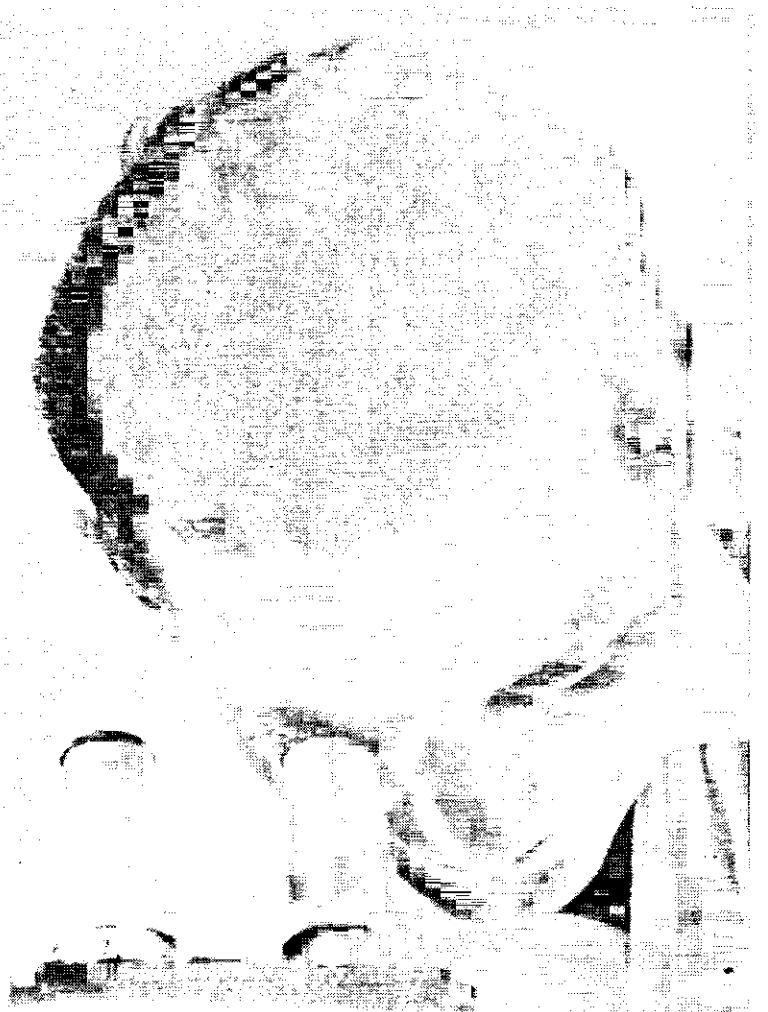
As an orthopedic surgeon, the doctor pointed out, he has learned a great deal from the number and

variety of operations he has performed on patients with war-inflicted wounds.

"One interesting observation I've made since being here," he said, "is that we don't have to do as much to gunshot or battle wounds as we thought before."



HMMMM—Cdr. Donald W. Hopping, Navy surgeon, ponders an X-ray during his tour of duty with the surgical team at Rach Gia.



MEANWHILE, BACK AT THE LAB—Chief Hospital Corpsman William M. Thomas checks some slides. Chief Thomas was a member of the Navy surgical team that recently completed a year's tour at Rach Gia.

Doctor Lebouvier's assistant, a general surgeon, Commander Donald W. Hopping, is equally enthusiastic over the wide variety of surgical cases he has handled since being at Rach Gia.

Some cases, such as typhoid fever-caused perforated bowel, is rarely seen in the United States anymore, he said.

Chief Hospital Corpsman William M. Thomas Jr. shares the views held by Doctors Lebouvier and Hopping.

As a laboratory technician advisor to the Vietnamese head of the hospital's lab, now considered one of the best in Vietnam, Chief Thomas has been in an excellent position to add to his knowledge in the area of parasitology (the study of parasites).

"In my one year here I've learned as much in my special field of parasitology as I would have in several years back home," he said.

The two Navy nurses, Lieutenant Commander Robina W. Beveridge and Lieutenant Catherine M. Wilhelmy have had somewhat different experiences, however.

Nursing in Vietnam, in general, does not have the professional status that it does in the U.S. or in Europe. Further, more of the nurses in Vietnam are male—females having just recently begun to enter the profession in numbers.

"We've held some formal classes, but mostly it's been on-the-job training," Nurse Beveridge said.

"What we've really tried to do during our year here," Lieutenant Wilhelmy said, "is to show that the profession of nursing is something

worthwhile that it's truly a profession. I think we've made some progress."

Air Force anesthetist, Captain William R. Irish, was probably one of the busier members of the team as he was present at all major operations.

"I have found my chief job here to be of a training nature where I've done my best to train the Vietnamese in the latest practices in my field," he said.

It's difficult, according to Doctor Lebouvier, to assess the extent of progress made in the sense of accomplishing the team's mission.

It is, however, much easier to determine the influence the team's presence in Rach Gia has had on the Vietnamese living in the province of Kien Giang.

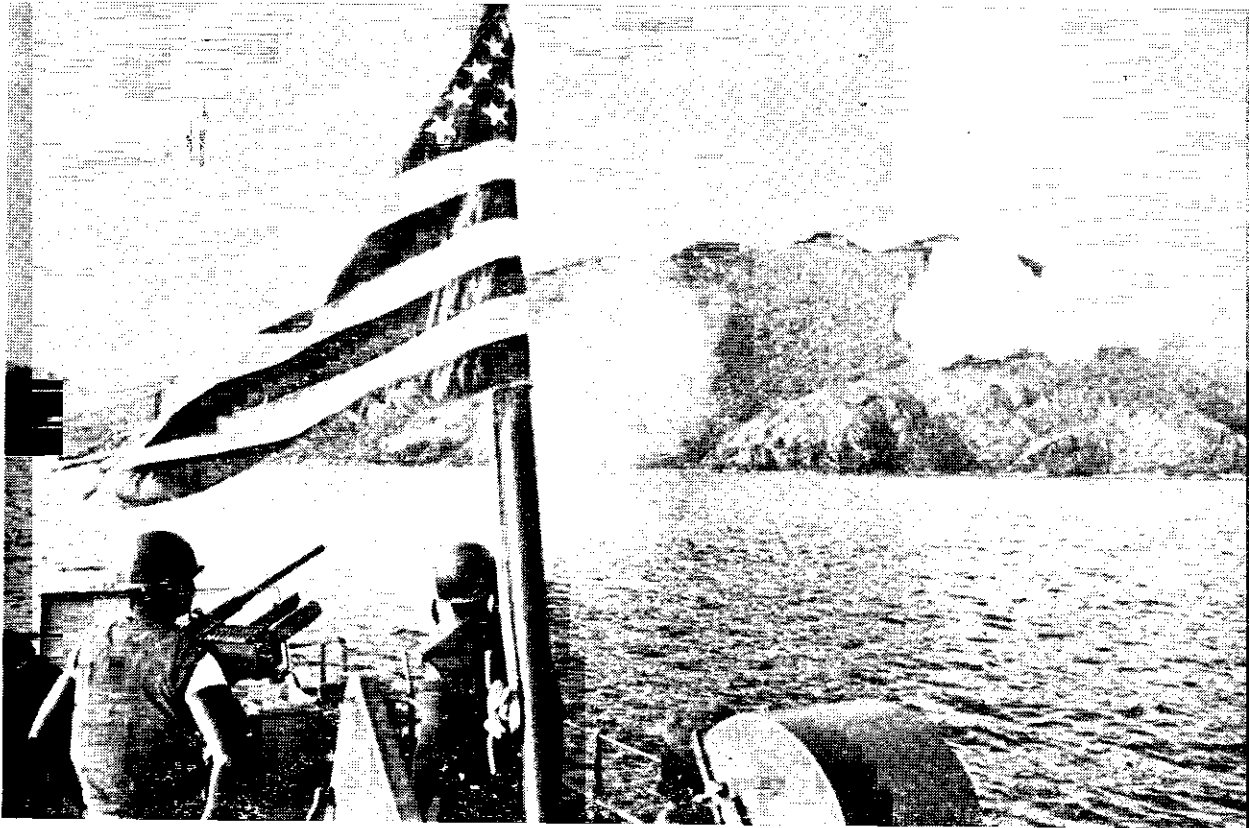
"One thing I'm certain of," Doctor Lebouvier said, "is that our presence here has lifted the morale of all the people in the area."

Friend and foe alike, the doctor said, now know that they can receive surgical care if needed from the American doctors here.

"You would be surprised," he said, "from what distances they came, and the mode of transportation often used to avail themselves of our services."

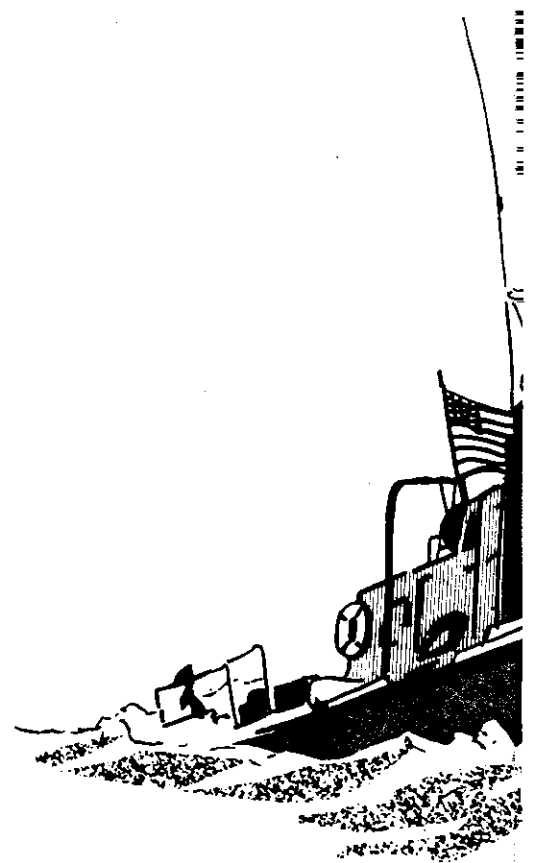
According to the doctor, patients come by ox cart, barge, sampan or by foot often arriving at the hospital hours, even days, later than they should.

"But they come," he said. "That's the important thing, and that's what we're here for to do what we can for them."

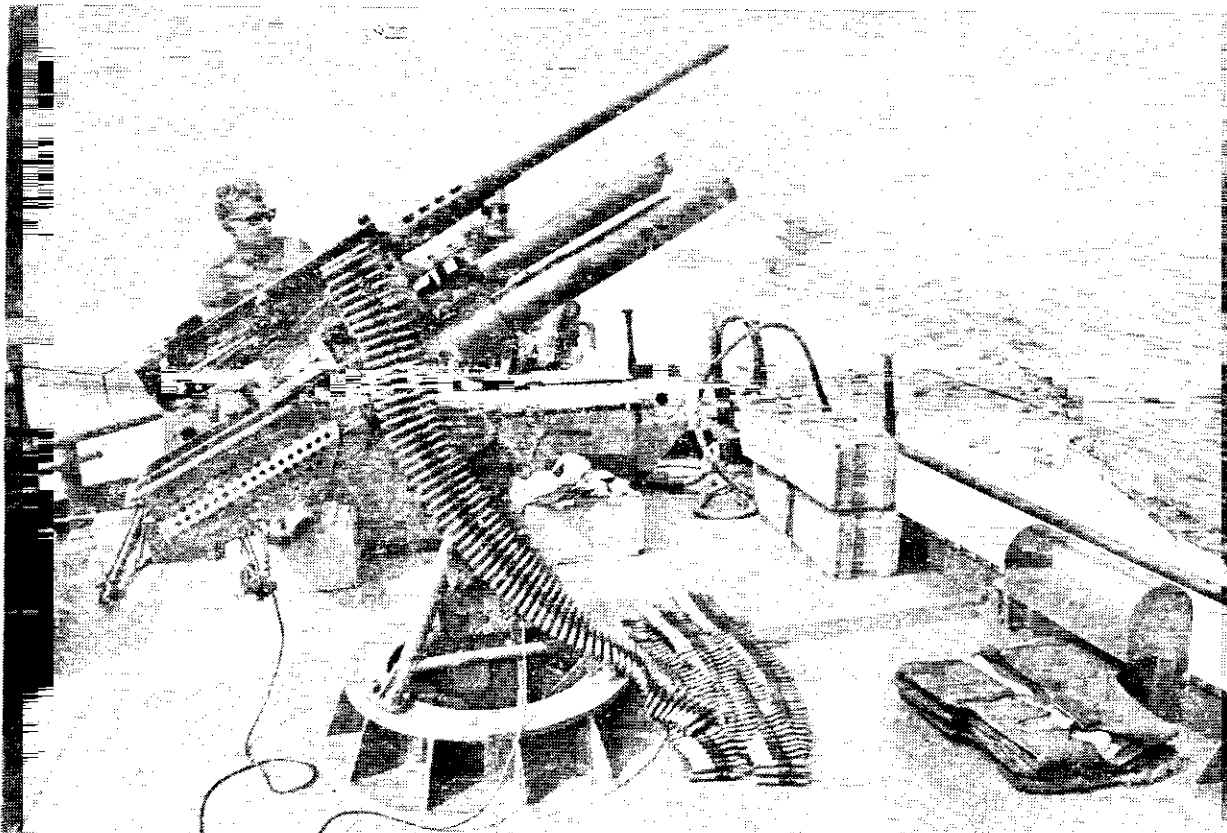


VC STRONGHOLD BLASTED—Swift boat crewmen watch their mortar rounds land dead center on a VC position.

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

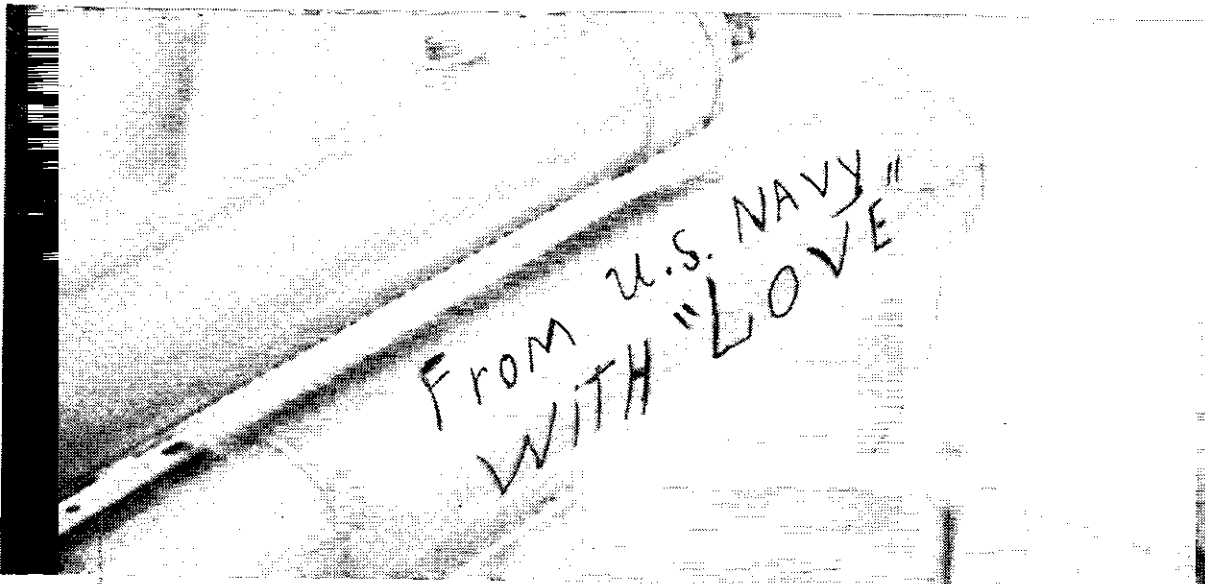


Swift Boat

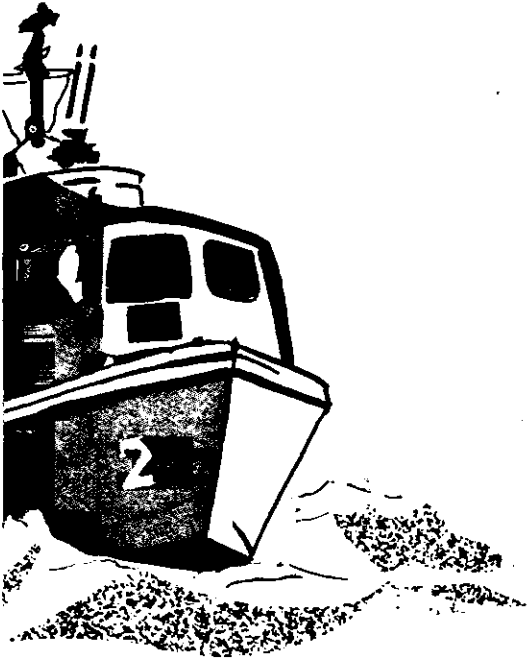


PRIME WEAPON — The Swift's "main battery" is the "over and under" 81 mm mortar and .50 caliber machine gun mounted on the stern. This particular weapon carries a "personal message".

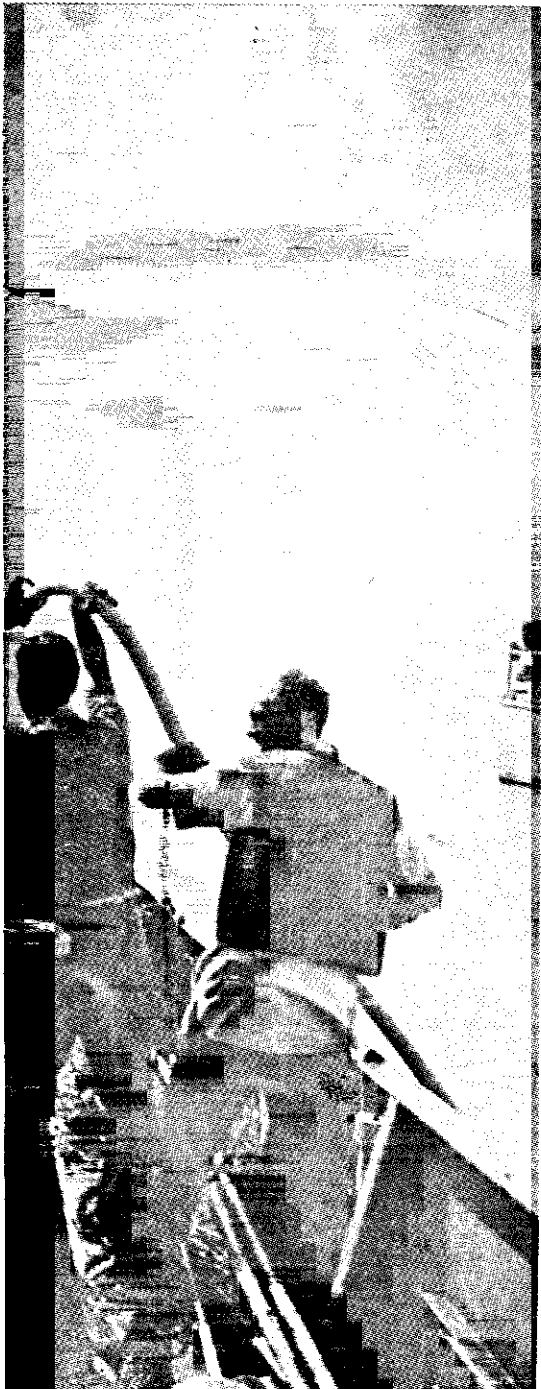
(Official U.S. Navy Photos by Corbin, PHI)



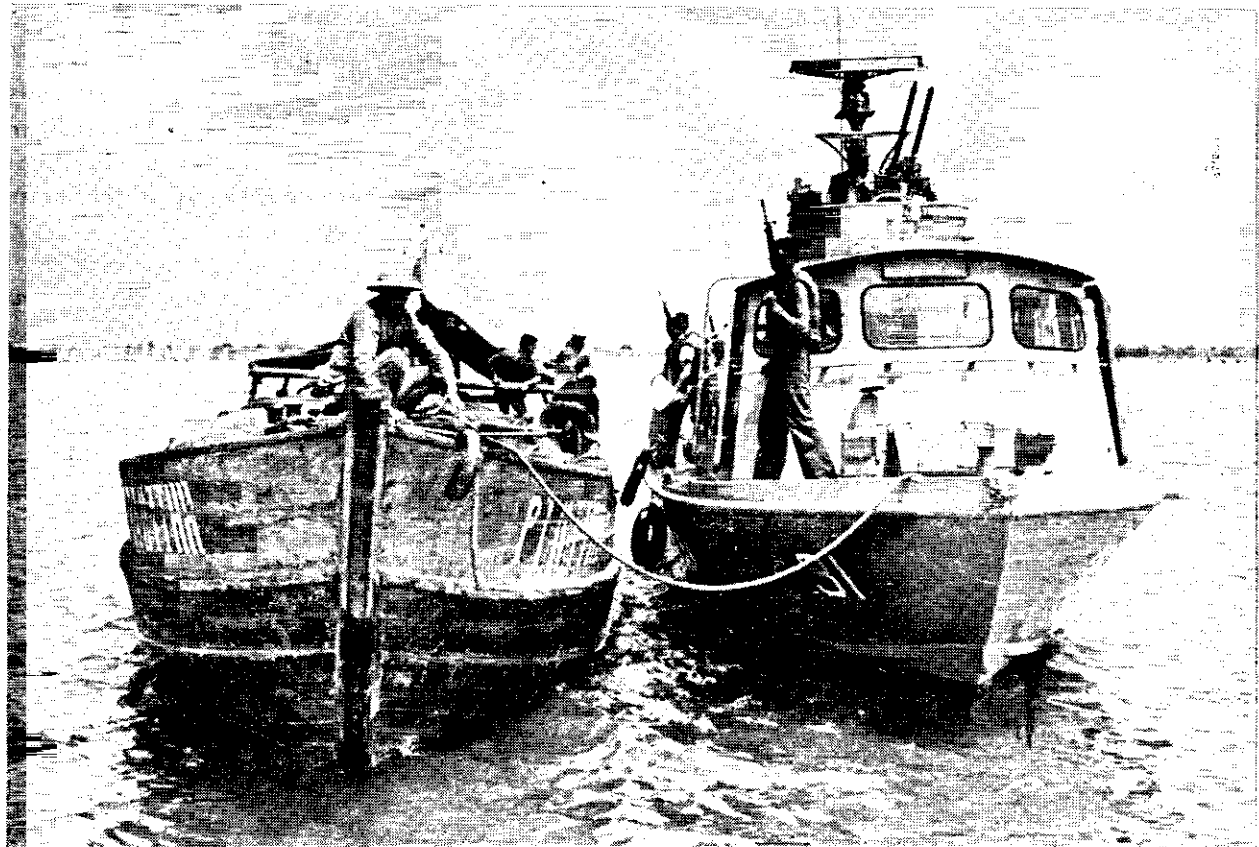
BOARDING PARTY—Operation Market Time after its capture while attempting to infiltrate captured or sunk by Swift sailors and other Operati



at Pictorial



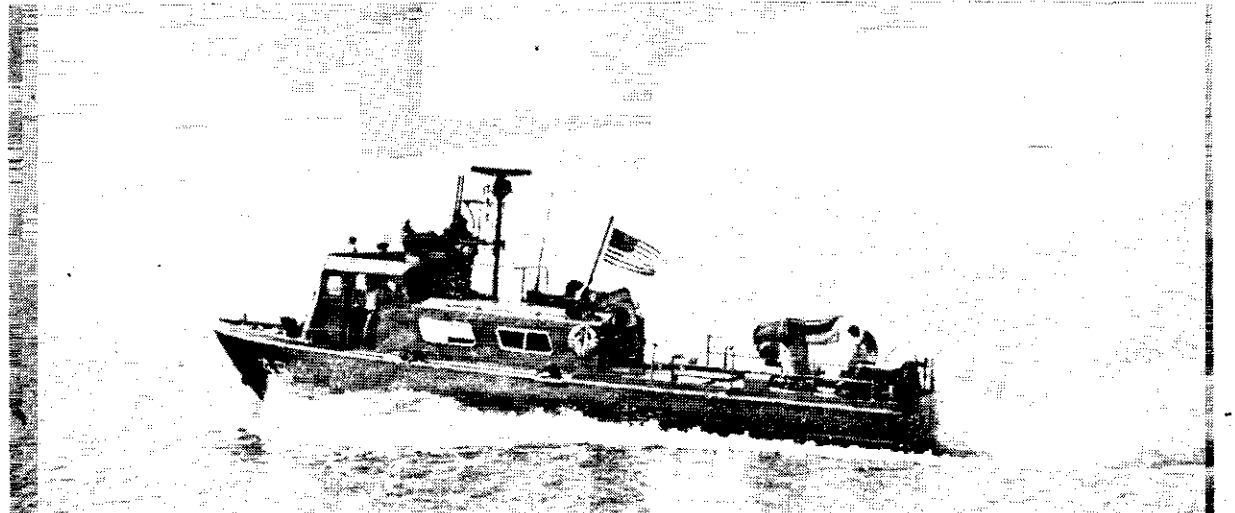
sailors fight a fire aboard an enemy trawler
rms. Six arms-laden trawlers have been cap-
on Market Time personnel.



LOOKING FOR VC—The big chore for Swift boat crews is inspecting hundreds of small craft daily, such as this junk, to prevent the enemy from infiltrating arms and men from the sea. Operation Market Time units, of which Swifts are the mainstay, inspect approximately 30,000 junks and sampans a month.
(Official U.S. Navy Photo by McCarty, PHI)



GOOD WILL MISSION—Swift boat sailors are helping win "the other war" with civic action projects such as this delivery of "Project Handclasp" gifts to the village of Hon Mieu.
(Official U.S. Navy Photo by Ivy, PH2)



SWIFT AT SPEED—The PCFs are capable of speeds of 25 knots, which explains the derivation of their name.
(Official U.S. Navy Photo by Corbin, PHI)

MSTS Delivers

By Ted Jorgenson, JOC

CNFVN — The military's vast, world-wide cargo and passenger "line", the Navy-operated Military Sea Transportation Service (MSTS), is the prime mover of men and supplies to Vietnam.

Ninety-eight per cent of the cargo brought into the country is carried by MSTS or MSTS-controlled ships. Major unit lifts are also made by ship.

The local MSTS command accounts for approximately half of the total cargo carried today by MSTS ships around the world.

The "Far East's largest shipping company", as MSTS, Vietnam personnel refer to their command, operates United States Naval or MSTS ships with the bright blue and yellow stripe markings on their stacks; General Agency Agreement ships; time chartered and voyage chartered ships.

All four categories contribute to the in-flow of cargo and personnel to Vietnam.

The command has on an average of from 65 to 70 deep draft ships under its control on any given day. All MSTS-controlled ships in waters 100 miles off Vietnam, or three days out of port, come under the operational control of MSTS, Vietnam.

Biggest business at MSTS, Vietnam is cargo, including petroleum, oil lubricant (POL) products. All high-priority refrigerated cargo arriving in Vietnam comes on MSTS ships.

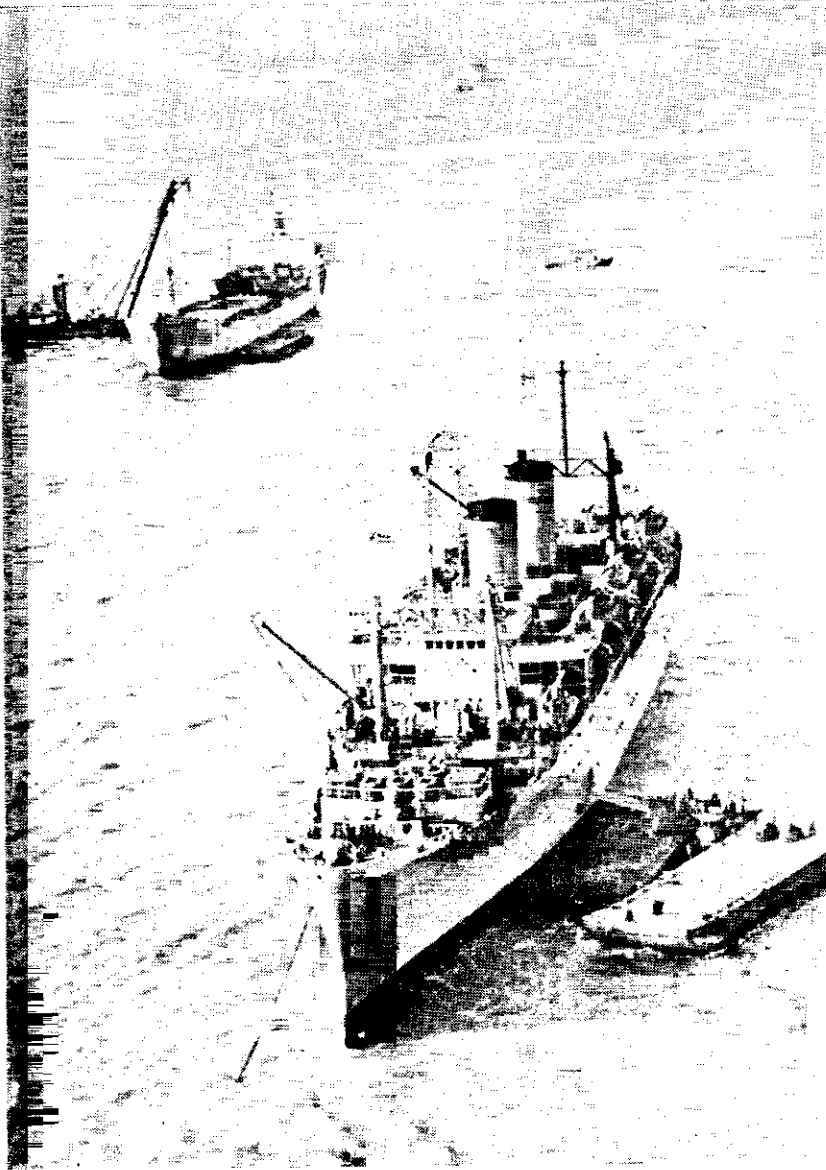
Almost all of MSTS passenger business is in the nature of unit lifts in which whole divisions or brigades are moved from assembling points across the seas to Vietnam.

The most dramatic such lift took place between July 15 and Aug. 23, 1966 when two USNS ships, the Darby and Patch, steamed 12,358 nautical miles from Boston to Vung Tau, completing the longest single point-to-point troop lift in the 17-year history of MSTS. The ships carried 3,124 troops of the Army's 196th Light Infantry Brigade.

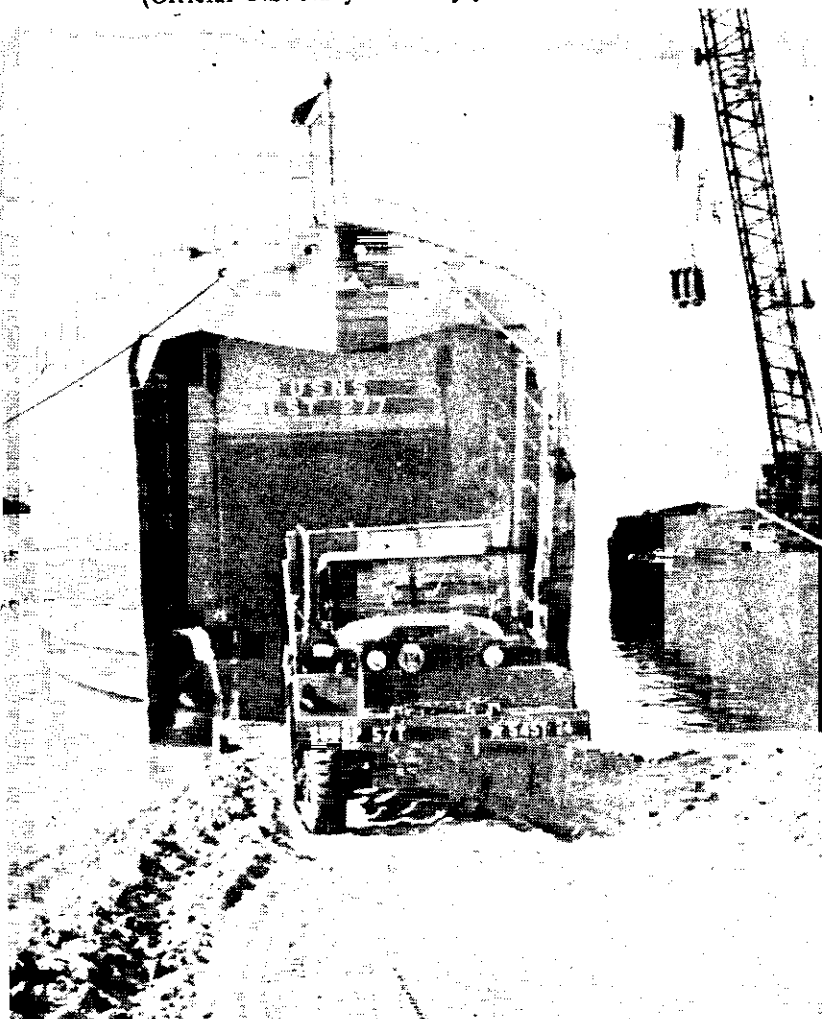
Equally as impressive, if less dramatic, is the accomplishment of MSTS, Vietnam in conjunction with other commands in drastically reducing the "hold time" for ships arriving in Vietnam to off-load cargo to the present average of 1.8 days.

The MSTS, Vietnam has had its share of hostile action. The first significant incident occurred in 1964 when the USNS Card, a former CVE used as a plane transport, was mined while tied-up to a pier at Saigon Port.

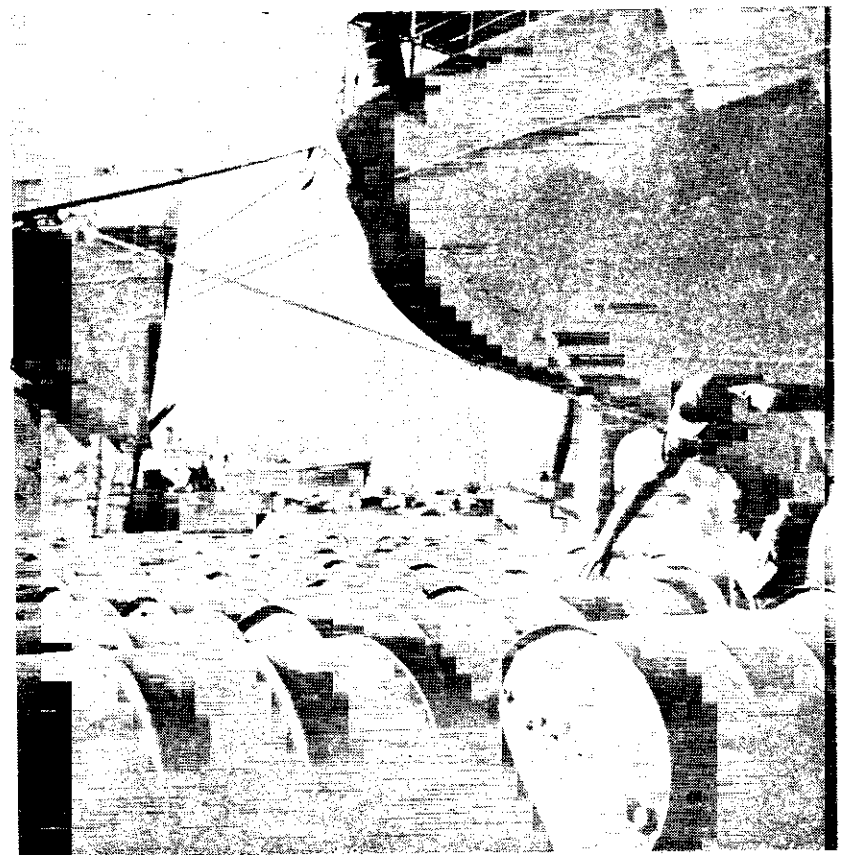
The enemy was so proud of this accomplishment that North Vietnam issued a postage stamp commemorating the event. However, the



TROOPS & CARGO—The United States Naval Ship (USNS) General Edmund T. Walker (foreground), a veteran of the Far East troop ship run, prepares to disembark troops at Vung Tau while a floating crane off-loads cargo from the USNS Bondia. Ninety-eight per cent of all cargo arrives in Vietnam on MSTS or MSTS-controlled ships.
(Official U.S. Navy Photo by J.T. Luscan, PH)



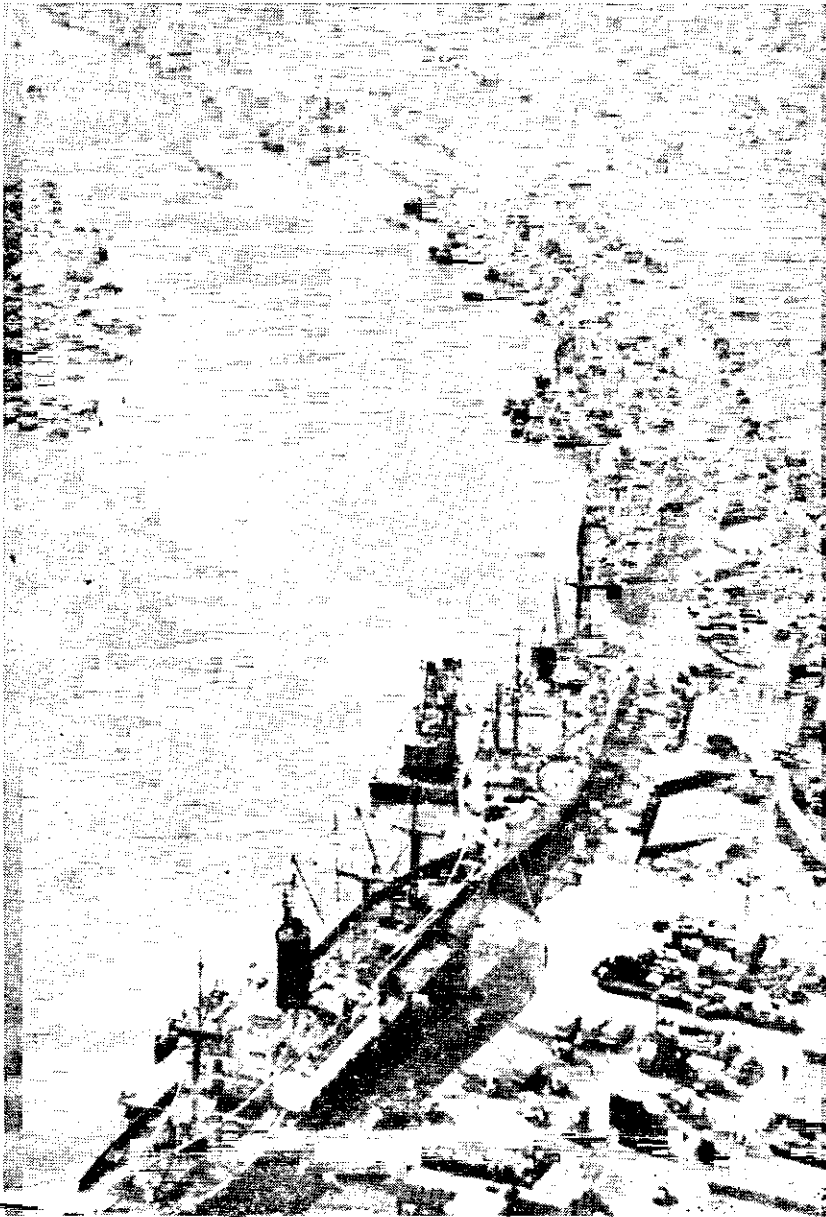
HANDY—A Tank Landing Ship (LST) of the Military Sea Transportation Service demonstrates its versatility as ammunition is loaded by crane and a truck is used to unload cargo from the well deck. The ship is at the LST ramp at Cam Ranh Bay.
(Official U.S. Navy Photo by Ted Jorgenson, JOC)



LUBRICATION FOR WAR MACHINES—A soldier checks oil drums off-loaded at Saigon Port. The three ships in the picture are under control of the Military Sea Transportation Service, the Navy command responsible for hauling 98 per cent of all cargo to Vietnam in support of the war effort.

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

The Goods Here



BEEHIVE—Ships under the control of the Military Sea Transportation Service are strung out along the piers at Saigon Port while their vital cargo to support the war effort is off-loaded. Hold time for MSTS and MSTS-controlled ships at all Vietnamese ports has been reduced during the past year to a new low level average of 1.8 days.

(Official U.S. Navy Photo by J.T. Luscan, PH1)

ship was refloated and is back in service. It just recently completed another trip to Saigon.

Another major incident involving an MSTS ship occurred when the SS Baton Rouge Victory was mined Aug. 23, 1966 while en route to Saigon on the Long Tau River, the main shipping channel to Saigon.

Other MSTS and MSTS-controlled ships have been fired on from the banks of the Long Tau in the continuing enemy effort to block the vital shipping channel to Saigon. Some of the ships have sustained light to moderate damage.

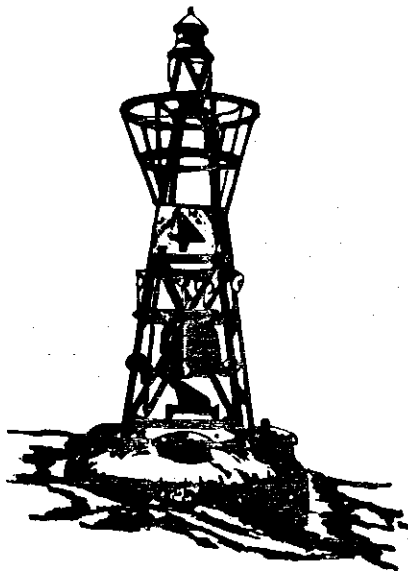
In addition to its main responsibility of getting cargo and personnel into the country, MSTSO, Vietnam has the task of moving the major portion of in-country cargo through its shallow draft division.

These moves are usually made by the Alaska Barge and Transport Company of Seattle, Wash., a prime MSTS contractor, or by MSTS-controlled tank landing ships (LSTs).

Another and new responsibility MSTSO, Vietnam has assumed is that of bringing into the country United States Agency for Interna-

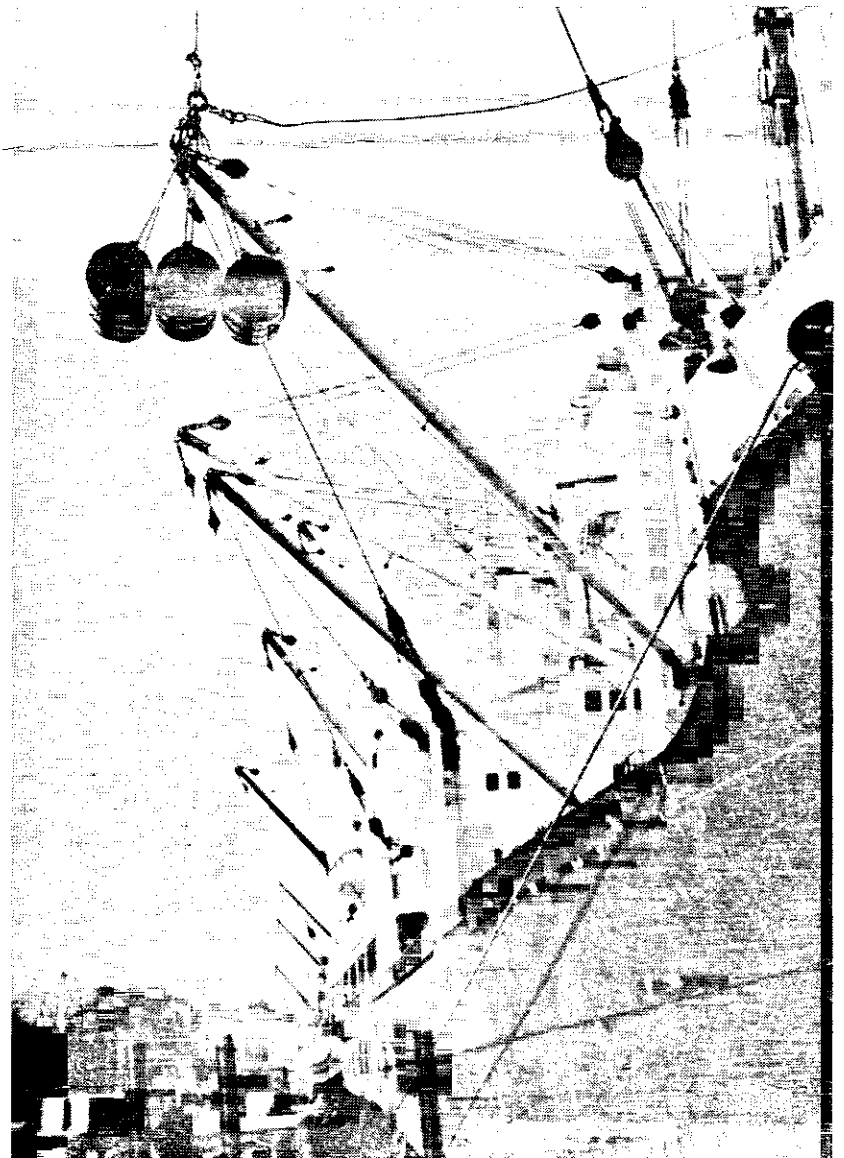
tional Development (USAID) cargo. This cargo, earmarked for the Vietnamese, will receive the same treatment as military cargo.

According to the commander of MSTSO, Vietnam, Navy Captain G.F. Pfeifer, the stepped-up tempo of MSTS Activity in Vietnam to support the war effort accurately reflects the Navy's long-held view of the importance of sea transport.



BIG LOAD—A house trailer is off-loaded from the MSTS-controlled Seatrain Louisiana at Cam Ranh Bay. Ships of the Seatrain Lines are designed to haul such cargo as fully-loaded boxcars and trailers.

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



BOOM FULL—A boom full of oil drums is lifted over side of a Military Sea Transportation controlled ship at Saigon Port. Saigon Port is still South Vietnam's biggest and busiest port.

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



PIER BUILDER—Damage Controlman First Class Robert S. Schnase receives the Secretary of the Navy Commendation for Achievement from Commander W.J. Shea, Officer-in-Charge of the Naval Support Activity Detachment Cat Lo. Schnase was cited for his leadership ability in directing unskilled seamen and local laborers in building a pontoon pier for berthing U.S. Navy patrol craft.

(Official U.S. Navy Photo by Don Bordwell, PH1)

Aussies, Navy, Coast Guard Aid Injured Vietnamese Boy

Eight-year-old Pham Tan Cung of Quy Thien was seriously injured recently aboard his father's fishing boat off Cap Mia. The Australian guided missile destroyer HMAS Hobart, operating nearby on a gunfire support mission, came to the aid of the boy who had fallen against the flywheel of the engine in the fishing boat.

Both the boy and his father were taken aboard the Hobart where surgeon Lieutenant Leo Barnett stitched the lacerations. Then the Hobart requested an emergency medical evacuation by other units in the area.

The USS Washtenaw County (LST-1166), engaged in logistics support in the same area, answered the call and proceeded to a position astern of Hobart while contacting the U.S. Marine Corps ashore who were able to call a U.S. Army helicopter.

A U.S. Coast Guard patrol boat, the Point Orient, made the transfer of the boy and his father from Hobart to the Washtenaw County and from there the father and son were evacuated by helicopter to medical facilities in Quang Ngai. The preliminary medical treatment and evacuation were accomplished within one hour.

HMAS Hobart had been providing gunfire support in the Duc Phuo area, during which time her guns gave valuable assistance to Marine and Army forces ashore.

NX Guest Houses, Motels & Hotels Ease Moving Strain on Pocketbook

Guest houses and motels run by the Navy Exchange are now providing inexpensive temporary housing for sea service families in many parts of the country and overseas.

The facilities have been established where convenient and inexpensive civilian accommodations are not available. The quarters include motels, hotels, mobile home, cottages and apartments. Although the period of occupancy varies with each command, usually a visit does not exceed 15 days.

Guests enjoy maid and linen service. If cooking is permitted, equipment either is provided or is obtainable from the Family Services Center in the area.

Guest houses now in operation are located at NTC Bainbridge, Md.; NAS Jacksonville, Fla.; NAAS Whiting Field, Fla.; NAS Grosse Ile,

Mich.; NS San Juan, P.R.; NEF EI Centro, Cal; NS Kodiak, Alaska; NHA Yokohama, Japan and NS Keflavik, Iceland.

Hotels and motels are available at NH Philadelphia, Pa.; NAS Lakehurst N.J.; NAS Cecil Field, Fla.; NAAS Fallon, Nevada; NS Washington, D.C. and Yokosuka, Japan.

Similar facilities soon will be in operation at NAS Pensacola, Fla.; NS Adak, Alaska; NS Argentinia, Newfoundland; NS Midway Island; NAS Corpus Christi, Texas; NS Charleston, S.C.; NS Mayport, Fla.; NAS Atsugi, Japan and NS Subic Bay, Philippines.

'Freedom Shares' Offer Investment Opportunity

A new higher interest U.S. savings note has been placed on sale and offers servicemen in Vietnam yet another opportunity to save systematically.

Called Freedom Shares, the notes will be sold in conjunction with Series E Series Savings Bonds. One Freedom Share will be sold with each bond of equal or greater value.

Only those persons already purchasing Series E Savings Bonds will be able to buy the Freedom Shares. These persons may authorize increased deductions from their pay to buy the Freedom Shares.

The minimum deduction per month for a Freedom Share is \$6.75, which will purchase a \$25 note under the quarterly purchase plan. Maximum deduction allowed per month for a Freedom Share is \$81, which will purchase a \$100 note.

Shares are available in denominations of \$25, \$50, \$75 and \$100, at a cost of \$20.25, \$40.50, \$60.75 and \$81.00 respectively.

Compounded semi-annually, interest on the new security is 4.74 per cent when held to its maturity of four-and-a-half years. The yield is less if the note is redeemed before maturity, but it must be held at least one year before it can be cashed.

The new note, which went on sale May 1, will be available for two years or for the duration of the Vietnam war, whichever is longer.

The same tax deferral privilege will be granted as applies to Savings Bonds.

277 Cars Sold in Month Through Exchange Here

Four U.S. automobile manufacturers sold 277 cars in a recent month at exchanges in Vietnam, it was announced by Colonel Jack C. Ice, Commander, Vietnam Regional Exchange.

The sale brought in a total of \$896,327, which not only helped stem the gold flow but also represented an encouraging response to the Army and Air Force Exchange New Car Sales Plan.

Under the plan, overseas military personnel can select and purchase cars for U.S. delivery at the lowest possible cost and with the greatest possible assurance of satisfaction and protection.

Car manufacturers' representa-

tives at the Cholon main store in Saigon and most up-country exchanges are stepping up their respective programs to provide information on prices, models, accessories, availability, transportation charges, sales tax and other data applicable to buying a car.

Vietnam Regional Exchange officials are optimistic that car sales in the coming months will continue to increase.

Operation Capt. Kidd Fights Decay

"Operation Captain Kidd" is well on the way towards eliminating many cavities among Navy children.

The Navy's preventive dentistry program for children was launched in February, and by now thousands of dependents have received an application of stannous fluoride.

The goal is treatment of 261,000 children at 230 Navy and Marine Corps facilities. Many of the bases have completed their programs. Others are working on a continual basis. Some won't start until summer when vacationing children are more available.

The children, who are between six and 18 years old, perform part of the treatment themselves. Before coming to the clinic they brush their teeth with a special dentifrice, developed by the Navy.

Due to military commitments, the treatments usually are performed on Saturdays or after working hours. Five minutes is allotted to each patient, permitting dental officers to treat ten an hour.

Each child is given an oral examination, a topical stannous fluoride application, a demonstration and lecture on oral hygiene, booklets on dental health and a preventive dentistry kit.



SORRY ABOUT THAT — Akika Wakashayiba has just been handed a line by a boatswain's mate.

The program has been designed to stimulate patient involvement—to make parents and children aware that preventing cavities is as important as treating them.

They Also Serve Who Sit and Wait--Until Needed

By Ensign Hoite Caston

"The only thing I wanted to do," said Lieutenant (jg) John W. Cain, "was get to the beach and out over water. If I got there, I knew I had it made."

A Navy A4 Skyhawk pilot of carrier-based Attack Squadron 192, Cain had just bombed a petroleum storage depot near Haiphong when he felt the thud and shake of an enemy hit.

A pilot gets accustomed to all sorts of noises, bumps and sensations when he flies his jet fighter or bomber into combat over North Vietnam. His radio squawks and crackles in his ear, sharp turns and dives press him back tightly into his seat. Air pockets and winds jolt and shake his craft around him.

These are all normal and often welcome sensations to the pilot as he guides his complicated craft through attacks against his targets.

But one sound and sensation that each pilot privately hopes he never has to experience is the noise of a heavy thud followed by a sharp jump of the plane. There is little doubt as to the cause of this sound and resultant jolt. Cain radioed: "I'm hit. . . gonna have to go down."

Those were the first thoughts that flashed through Bill Cain's mind and now he moved into action.

"I had good power and speed from my dive, so I figured I'd make it," said Cain. "But then my radio went out and all my electrical systems with it. I was cut off from everybody."

He first thought that his engine had gone out too, but somehow it continued running. "I just hoped it'd get me over the ocean. That was my only thought."

Fire, Smoke in Cockpit

The cockpit began filling with fire and smoke from his burning console and he tried to switch over to his backup systems.

"I knew the hydraulics would probably conk out any minute, so I tried to change over to manual control. But no go. It wouldn't kick in."

The fire and smoke continued to get worse. Since his radio was out and he was cut-off from the other pilots, he could not tell if his plane was burning externally or not.

"For all I knew, I was just one big fireball!"

He was doing roughly 240 miles-per-hour at 2000 feet when he lost complete control of the craft. Every time he would push the throttle forward for more power, he would get more smoke.

"I knew the steering was gone when I had everything cranked for a hard right roll and the plane started to slowly roll to the left over on its back. That was it, brother. I knew it was time to vacate the premises, ocean or not!"

Cain pulled the wind curtain of his ejection seat down over his face and after a split-second pause heard two explosions as he was catapulted out of his floundering jet.

"I felt the wind rushing by as the seat spun around a couple of times before the chute popped. It probably only took a couple of seconds to open, but it sure seemed a lot longer." The next thing he knew all the fire, smoke and noise were gone and he was drifting quietly down.

As he passed through the clouds he could see the F8 Crusader jet fighters of Fighter Squadron 194 and members of his own attack squadron circling overhead. That made him feel good. He also saw water below him. That made him feel even better.

"But then I saw land—on both sides of me." These patches of land

were Do Son peninsula and Do Son island, both near the mouth of Haiphong harbor.

"I was coming down right smack on the island. As I got closer to ground I could see people running around down there and I just knew I was going to land right on top of them. I figured it was all over and that I'd be a guest of the Hanoi Hilton before the night!"

This was Cain's first actual use of a parachute, so he wasn't completely familiar with its behavior. But he learned fast. He already knew that if you pull on the shrouds a certain way, you will drift in that direction.

"Well, I started to pull like hell



AND AWAY WE GO!— "They didn't waste any time getting out of there and I wasn't going to argue!"

on this one shroud to get out over the water between the island and the peninsula. I didn't think it was working at all, but somehow I landed in the water right between the two pieces of land."

As he was coming down, the F8's were strafing the beaches all around him trying to keep any shore fire from getting to him. He had lost his pocket radio transmitter during the ejection so he was still cut off from the other pilots. All through his descent the Crusaders kept circling him, returning shore fire and hitting small boats converging on the area.

The commanding officer of VF-194, Commander William F. Conklin, was overhead. He and other pilots of his squadron had been flying a flak suppression and combat air patrol mission in the same strike. Cdr. Conklin had heard Cain's brief radio message saying he was hit.

Even though he was low on fuel, Cdr. Conklin assumed immediate charge of the rescue mission. It was his job to suppress the enemy until the propeller-driven Skyraiders of the Rescue Combat Air Patrol arrived on the scene. The Skyraiders, because of their slower speed, have more maneuverability and staying power to cover for the rescue helicopter.

The Rescuers Arrive

Ensign Howard N. Van Dorn, Skyraider pilot of Attack Squadron 52, was flying just off the coast. In only eight minutes, he and the Search and Rescue helicopter were on the scene.

"That's when all hell broke loose!" said Cain. "The copter made about two passes over me trying to maneuver in to pick me up. Then they started hitting us with everything they had. Mortars and 37 mm fire began to rain near us."

"I wasn't thinking about much else but getting out of there, but I do recall thinking that this whole thing was just like the movies. There were shells going off overhead, mortars sending up big showers of water and small arms fire getting closer all the time. Just like the movies!"

The helicopter began to take some shrapnel hits from the beach. The gunner on board was busy returning fire with his machine gun while another crewman lowered the cable and hook for Cain to get on.

(Continued on Page 12)

'That's When All Hell Broke Loose!'

(Continued from Page 11)

"As soon as I had draped my legs over the hook, the chopper hauled the cable up and started to lift off with me hanging right underneath. They didn't waste any time getting out of there and I wasn't going to argue! I got banged around underneath the chopper quite a bit until we got out further and they finally hauled me aboard."

The escape was none too soon, for the communist mortar fire had been "walking" right up to the helo, even straddling it near the end. "Just before we left, the last round landed about 50 feet from us," Cain said, "And that was close enough for me!"

Lt. Cain, an outgoing young man, admits he enjoys being the center of attention, but, "This was a little too much!" In addition to the North

Vietnamese shore fire and boats down below, there were eight Skyraiders, six Crusaders and five Skyhawks overhead at one time or another. Quite a show and all for young Bill Cain!

But the most essential members of the team were obviously the courageous crew of the rescue chopper from Helicopter Squadron Two. The pilot was Lieutenant Steve Millikin and the co-pilot was Lieutenant (jg) Thomas E. Pettis. The crewmembers were Petty Officers Second Class Peter J. Sorokin, who worked the hoist, and Charles B. Sather, who manned the machine gun.

Even with mortar fire moving their way and after taking direct hits from small arms fire, the copter crew stayed over Cain for 10 minutes as he struggled with the hook.

Little glory is ever accorded those who also serve by sitting and waiting... until they are needed... and who then willingly place themselves in danger to save another's life. This is the task of the men whose job is SAR—Search and Rescue.

Hundreds of pilots owe their lives to these men. Bill Cain is now added to that list. Echoing the gratitude of Naval aviators before him, he asks, "How do you pay back a debt like that?"

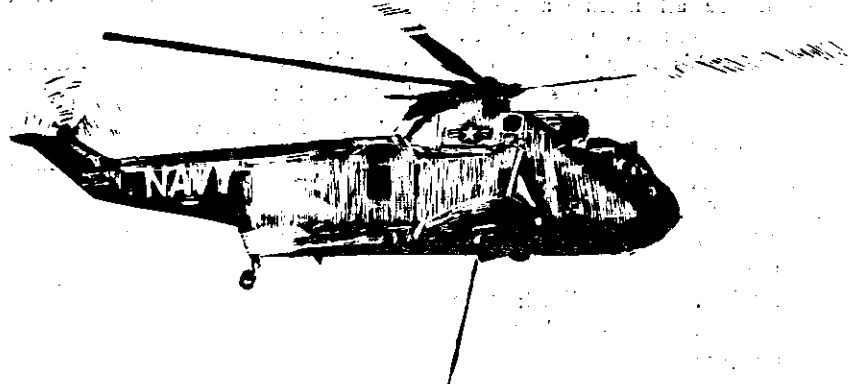
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Jim Scott

RIVER PATROL

TWO OF YOUR MEN ARE MISSING..... SCOTT AND O'BRIAN.

THE COVER BOAT COMES IN TO PICK UP THE MEN FROM THE LEAD BOAT....

CHARLIE UNKNOWINGLY HELPS JIM GET OUT WHEN ONE TRAMPS ON THE SCORPION....

O'BRIAN WAS ALSO WASHED UPON THE SHORE BUT FINDS HIMSELF IN A MUCH BETTER POSITION AS A PRETTY GIRL IS LOOKING DOWN AT HIM.....

SIR, YOU MUST GET UP AND GO INTO THE JUNGLE, THE V.C. ARE NEARBY.. I KNOW WHERE FRIEND IS....

HE'S NOT TOO FAR FROM HERE, WE SHOULD WAIT...

NO, YOU MUST TAKE ME TO HIM NOW.....

YES, IT'S A TOUCHY SITUATION. WE'LL WAIT FOR NIGHTFALL.....

HE IS JUST BEYOND THE V.C. SOLDIERS.

WHERE ARE YOU FROM, HOW DID YOU...

PLEASE DON'T ASK ME ANY QUESTIONS... I CAN NOT ANSWER ANY..

...JIM, OVER HERE!!

O'BRIAN, MAN I'M GLAD HE MADE IT...

O'BRIAN AND THE GIRL WAIT FOR NIGHT TO COME. MIKE FURTHER QUIZZED THE GIRL WITH NO RESULTS....

WE WILL LEAVE NOW AND TRAVEL ALONG THE SHORE LINE, MAYBE WE CAN PICK UP ONE OF OUR PATROLS..

THE THREE WENT TO... HER HUT AND RESTED FOR THE DIFFICULT JOURNEY BACK TO THE BASE TO BE CONT.

NO, WE MUST NOT DO THIS. THE V.C. ARE MANY... YOU WOULD NOT HAVE A CHANCE...