

Game Warden Personnel Engage Foe in Fierce Actions

Several savage actions highlighted Operation Game Warden during the past few weeks. American sailors continued to give their lives in the vital effort to stop enemy infiltration via the Delta waterways, but severe losses were inflicted on enemy forces.

One of the most violent encounters occurred July 11 when a PBR patrol returning to the LST USS Garrett County was ambushed on the Bassac River.

The attack began with the detonation of a claymore mine set up on a tree on the river bank. The explosion was followed by small arms fire. Two sailors were killed and four wounded and one boat suffered extensive damage.

Two Navy "Seawolf" armed helicopters were scrambled for air support to suppress the enemy action with rocket and machine gun fire.

Three other PBRs in the area of the attack saw six enemy running along the riverbank. Using mortars, machine guns and

grenades, the U.S. Navy boats killed three of the enemy.

Earlier in the month the Viet Cong had attempted several ambushes of the PBR sailors from huts along the river bank.

On July 7, PBRs 152 and 160, based at the LST USS Jennings County, received fire from a house on the river bank while acting as a blockading force for Vietnamese troops sweeping the area. The fire killed one Navyman.

Return fire killed at least two enemy.

The following day, My Tho-based PBRs were pursuing an evading sampan when a window opened in a hut to reveal a recoilless

(Continued on page 11)



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

July 28, 1967

Market Time Forces Capture Arms-Laden Trawler

CNFVN--U.S. Navy ships and boats intercepted a steel-hulled enemy trawler the morning of July 15, forcing it aground and blasting it with heavy weapons fire at Cape Batangan, 20 miles southeast of Chu Lai. (See pix page 11.)

Tracked by the Navy for three-and-a-half days, the olive-green ship was taken under fire at about midnight by vessels of the Operation Market Time Coastal Surveillance

the enemy in a cross-fire.

Coast Guard Lieutenant Kenneth Morris, Executive Officer of the cutter, said the fire "really



Cdr. "W" Loron Cranney Jr.

Cdr. Cranney Is NSA CSO

Commander "W" Loron Cranney Jr. relieved Commander Earl B. Lee as Chief Staff Officer of the Naval Support Activity Saigon on July 6.

Commander Cranney comes from the Air Force Flight Test Center at Edwards Air Force Base in California, where he was Navy Liaison Officer for the Naval Air Test Center at Patuxent River, Md.

Born in Afton, Wyoming, he attended the University of Wyoming for one year and then entered the Naval Academy. He graduated with the class of 1945.

Other recent assignments include Executive Officer and later Commanding Officer of Training Squadron 25 at Beeville, Texas; Fleet Air Support Officer on the Commander Fleet Air-Mediterra-

anean Staff; and student at the Armed Forces Staff College.

During World War II, the new CSO participated in the Battle of Surigao Strait, the invasions of Luzon and Okinawa and carrier strikes at Tokyo, Iwo Jima and Ulithi.

Cdr. Cranney is married to the former Elizabeth Schnorr of Tensleep, Wyoming and they have six children.

Cdr. Lee, who was awarded the Legion of Merit for his achievements here, will report to the Defense Communications Agency at Arlington, Va.

speaker onboard, then asked the trawler to surrender. This failing, illumination with spot lights of the enemy craft followed and shots were fired across her bow. Still, the trawler maintained her course and speed.

Little more than two miles from shore, a fight ensued as the trawler fired on a Swift boat with automatic weapons. The other Market Time units then moved in. The Point Orient and PCF 79 saturated the trawler with .50-caliber machine gun fire, catching

rounds of ammunition and about 1,500 various weapons, including machine guns, rocket launchers, sub-machine guns and rifles were captured.

The damaged trawler was towed to Chu Lai and several days later towed to Danang.

This was the eighth trawler intercepted by the Market Time units since the operation began in early 1965. Of the previous seven, four were destroyed, one captured and two turned back.

EDITORIAL

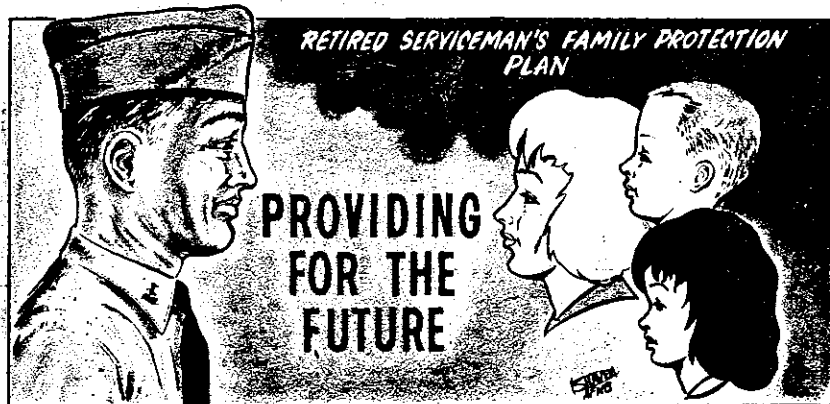
Survivor Income Can Be Assured

YOU are on your last assignment before you change from military uniform to civilian clothes and add your name to the retired list.

It's going to be pretty nice to either sit back and relax, or start that second career and receive your retirement check every month.

But remember, your retired pay stops when you die, it isn't passed on to your family.

For this reason, there is a voluntary survivorship annuity plan



available which can provide an income for your widow and children. Called the Retirement Serviceman's Family Protection Plan (RSFPP), its purpose is to supplement personal insurance programs. It's a program for everyone, but especially for a serviceman who, for one reason or another, wasn't able to start a commercial insurance program during his twenties.

Under the plan the retired serviceman's eligible survivors will receive a monthly check until eligibility ceases.

The plan applies only to the family of the retired serviceman and there is no coverage until retirement. Families of active duty personnel are covered by other programs.

If you decide to enroll in the plan, you must do so before you complete 18 years' service for pay purposes or three years before the first day on which you will be entitled to receive retired pay.

If you're a bachelor, investigate the program anyway as situations can change before you retire.

To get all the information on the Retired Serviceman's Family Protection Plan, see your legal, personal affairs or career advisory officer.

Chaplain's Corner

Faith Is the Thing

by Chaplain Chamberlin

A Chinese king once asked a philosopher what three things made a state secure. The answer was, "A strong army, bread and faith."

The king asked, "Which is the strongest of the three?" "Faith", the wise man replied. "An army may hesitate and bread alone will not make people happy, so faith is the strongest. When people sincerely believe in a cause, they are willing to die for it."

Jesus Christ knew that material things, in themselves, are not the answer to complex human problems. He said, "It is not by bread alone that man can live." It takes faith. It is by faith that a country is built out of a wilderness. It is by faith in the principles of the country that a man will give his life for that country.

Yet, in a very real sense there is a greater faith by which one may live. That is faith in God — faith in God's creative power, as revealed in His word, which will sustain a person in every phase of life.

Yes, Faith is The Thing! Faith in the creative Word of God. Will YOU live by that faith?

Navy Can Be Sympathetic

Jack Jones, a seaman on a destroyer, has a wife and four children back home in the states. One day he gets word that his wife is in the hospital, and his children are being cared for by elderly neighbors who themselves are in poor health. What does he do?

Or Chief Smith, stationed on an aircraft carrier, learns that his wife has left him, abandoning an infant and two other small children. No one knows where his wife is. He has no relatives to care for the children. What does he do?

Cases like these happen every day. Frequently emergency leave will provide the necessary time to make arrangements. Sometimes the situation is more complicated. Then servicemen may request humanitarian reassignment.

Humanitarian reassignments are not easy to come by. Requests are not granted because a man has an outstanding record, but are based on real need.

A temporary duty assignment ashore for humanitarian reasons is known as TD HUMS. A TD HUMS normally lasts no more than four months. Approval is limited to cases which meet special requirements. These include:

1. A severe hardship, not normally encountered by other members of the naval service.
2. The serviceman's presence is necessary to alleviate the hardship or to make arrangements.
3. The hardship is such that it is expected to be resolved within a period of four months.
4. There are no family members or relatives close by who are capable of providing assistance.

If a TD HUMS cannot solve a continuing hardship, consideration may be given to an early assignment of shore duty. If the emergency occurs during shore duty, an extension may be granted.

Indefinite hardships require other solutions, such as release from active duty or a hardship discharge. Such drastic action is required only rarely.

Importance of Sea Exploration Cited

Then Chief of Naval Operations Admiral David L. McDonald said exploration of the seas is as important as probes into space in a speech before Canada's Navy League Convention at Winnipeg.

"Man is now turning his imagination and his technology to explore the unknown portions of the sea, in the sober realization that the success or failure of that effort may profoundly influence his future," the Admiral said in citing the sea as a potential for food, power, fresh water and minerals.

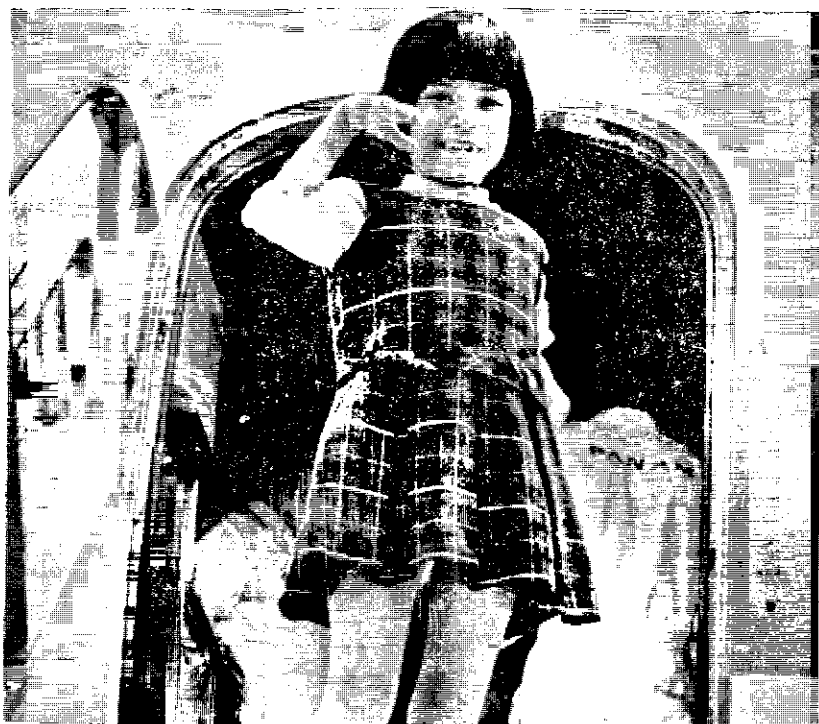
He also said we should bear in mind that "Russia's oceanographic effort is keeping pace with the remarkable growth of her merchant marine and the equally impressive resurgence of her naval strength."

The Jackstaff News

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FLIGHT TO HOPE — At the door of the jet airliner that will whisk her to America, six-year-old Bic Thuy Kennedy waves goodbye to Vietnam and a life of loneliness and unhappiness in an orphanage.

(Official U.S. Navy Photo by Calvin Williams, PH1)

DD Form 1580 Is Required For Special Airline Fares

Airlines in the U.S. now require servicemen seeking reduced furlough fares to have in their possession completed and signed **DD Forms 1580**, as well as leave orders.

Without Form 1580 servicemen will find it impossible to obtain reduced fare tickets. Airline ticket counter personnel use the form to validate a wide range of leave and pass categories including emergency leave.

Use of the form is required only for airline furlough tickets, not full price fares. It is not required by railroads and bus lines. The form is not a substitute for leave or pass documents which may also be required. It is a companion paper to satisfy the administrative routine of domestic airlines.

Transportation officials said difficulties have occurred at commercial airports throughout the country, as personnel from all services have been requesting furlough rates without Form 1580, mandatory since May 1.

Pentagon officials asked commanders to emphasize these points in briefing their personnel about air travel at furlough rates:

1. Individual serviceman must initiate requests for DD Form 1580 since mode of travel is his personal choice and he is responsible for obtaining sufficient copies to cover every leg of his trip both ways; in any case a minimum of five copies.

2. Local printing of forms is authorized in case of short supply.

3. While the certifying officer is usually the leave-granting authority, forms can also be validated by transportation, personnel or administrative officers.

4. Certifying officers may use facsimile signature as a result of a May 8 change by DOD.

Details were first spelled out in DOD Instruction 1336.4 of Nov. 21, 1966, which incorporates the May memo change.

60 Days Notice For Reenlistment

Personnel who plan to reenlist are requested to notify the Naval Support Activity Saigon Personnel Office at least 60 days before the desired reenlistment date.

Notification may be made by mail or telephone. This notification is necessary in order that paperwork may be accomplished and will ensure prompt payment of reenlistment bonus and other allowances upon reenlistment.

Personnel who have executed an agreement to extend enlistment are directed to report to the Personnel Office within 30 days of expiration of enlistment.

Flight to Hope Culminates Adoption of Little Girl

By Ray Tills, J02

CNFVN - - A flight to a new future of hope and happiness climaxed a U.S. Navy lieutenant's long efforts to adopt a little Vietnamese orphan girl.

It began in March, 1966 when Lt. Phillip J. Kennedy first went to the Centre de Nutrition, a Catholic orphanage located in the center of Saigon.

Lt. Kennedy had arrived in Vietnam only the month before. He had come from a tour of duty as communications officer at the Military Sea Transportation Service, Far East Office in Yokohama, Japan.

Lt. Kennedy and his wife had two children—Virginia and Timothy. But while in Japan, they had adopted a little 11-year-old Japanese girl named Eiko.

Now, upon receiving word that his next assignment would be in Vietnam, the two had talked it over and decided that they both wanted to adopt another girl.

After getting settled in his new job as an advisor at the Vietnamese Navy Shipyard in Saigon, he had gone to the Catholic orphanage that March morning to begin his search. But there his search came to an abrupt end.

Her Only Home

Little six-year-old Bic Thuy had lived at the Centre de Nutrition with nearly 100 other war-orphaned children for most of her life. Her mother had died giving birth and her father had been killed by the Viet Cong. The only home she had ever known was the orphanage.

From the beginning, it was hard for both her and Lt. Kennedy. Bic Thuy couldn't speak a word of English and was naturally hesitant and shy. But Lt. Kennedy slowly, patiently, broke through to her.

On his days off he would go to the orphanage, bringing her little presents, taking her for rides along the city streets, playing games with her and the other children. She was soon anxiously looking forward to his next visit.

He wrote to his wife telling her of the little Vietnamese girl whom he had discovered and sent countless photographs that he had taken of her on their afternoon excursions. She also became enthusiastic.

So the paperwork was begun. Documents had to be written and translated, close coordination had to be kept with authorities both in America and in Vietnam, letters and forms and research had to be completed. Lt. Kennedy spent every free moment either with Bic Thuy or trying to get through the seemingly endless red tape.

When his one-year tour in Vietnam ran out, he turned to two old friends working with him in Saigon for assistance: Lieutenant Commanders Richard

H. Dodge and William W. West.

Giving Lt. Kennedy power of attorney, Lt. Kennedy proceeded to his next duty assignment at the U.S. Naval Communications Station at Wahiawa, Hawaii. Joined there by his family, the Kennedys continued to keep in close touch with Bic Thuy, sending her clothing and little presents, while Lt. West and Dodge continued pushing the paperwork through.

When the adoption became official in March 1967, plans were made to get Bic Thuy to her new home in Hawaii. Permission was granted for her to leave Vietnam and enter the United States, and visas and inoculations were obtained.

When passage was finally booked for a flight to Hawaii, Lt. West began to look for someone to escort her on the flight.

Area Auditors

Contacting the U.S. Naval Support Activity in Saigon, he learned that U.S. Marine Corps Major James E. Masters, Mr. Robert Lebb and Mr. Virgil W. Clark, all working with the U.S. Naval Area Audit Service, were returning to their San Diego offices following a four-week assignment in Vietnam and would be on the same flight.

Lt. West contacted the Audit Service Team, describing the situation and requesting their assistance. He learned that they would be more than happy to help.

So the day finally arrived for Bic Thuy Kennedy's departure.

The two Navy men turned her over to her escorts at the restaurant in the Tan Son Nhut Airport terminal.

It had been more than a year since that day in March 1966, when Lt. Kennedy and Bic Thuy had first met at the orphanage in Saigon. A year culminating in a little Vietnamese orphan boarding a jet airliner and leaving unhappiness and loneliness behind to fly towards a future of hope with her new family in Hawaii.

International Mail May Be Expensive

Many personnel when on R&R have been using international mail to mail parcels at the R&R sites instead of using the APO and FPO facilities.

As international mail is more expensive, takes longer to reach its destination and the parcels may become subject to customs, it is recommended that personnel use the APO and FPO facilities when they are available. If they are not available bring the parcels back to Vietnam for mailing.

BOOM IS ON AT CAM RANH BAY

By Bob Edwards, JOI

Expansion and permanency are key words at Cam Ranh Bay. Now a Naval Support Activity Saigon Detachment, it is destined to become a full-fledged Naval Support Facility. The change-over is scheduled for Sept. 1, 1967.

The harbor of Cam Ranh Bay is a natural, perfect and well-sheltered harbor, deep enough to accommodate the largest ocean-going vessels. Cam Ranh peninsula is made up primarily of sand which is often compared to small ball bearings. Because of its tendency to roll it is difficult to build upon or to walk upon. Walking in Cam Ranh's sand is recommended for building leg muscles.

At the southern tip of the peninsula lies the Operation Market Time support base. Physically,

the base is split into two areas: the administration sector with berthing, messing, club and office facilities; and the pier area, which has fuel, repair and drydock facilities.

Also in the main area is the brand new U.S. Navy Communications Station. It is one of the largest communications facilities in Vietnam.

Other construction underway at Cam Ranh Bay includes a new air facility at the western side of the Air Force base. This will be the operating base for Navy patrol

squadrons deployed to Vietnam.

The Naval Air Facility is tasked with maintaining and operating facilities and providing services and material to support operations of Navy aviation units.

In addition to the 14 Swift boats (PCF) of Coastal Division 14 and the four LCPLs of Inshore Undersea Warfare Group One Unit Two, the Cam Ranh Bay support base has begun supporting a newcomer to Market Time operations—the jet-powered patrol motor gunboat (PGM).

The first two 165-foot gunboats

arrived in May. They will be operating solely out of Cam Ranh Bay, patrolling the coastal waters with other units of Operation Market Time.

The PGMs have a crew of three officers and 21 enlisted men. They will be under administrative control of Coastal Squadron One.

When the new Communications Station becomes fully operational it is expected that the staffs of the Coastal Surveillance Force (CTF 115) and Coastal Squadron One will move to Cam Ranh Bay from Saigon. The Communications Station will then serve as the operations center for coastal surveillance operations.

The increase in personnel during the next few months will also require expansion of berthing spaces. To accommodate the nearly 600 Navymen aboard now there are two BOQs and nine BEQs. Another BOQ and six BEQs will be built to handle the incoming personnel. It is expected that more than 1,000 Navy personnel will be in Cam Ranh Bay by Sept. 1.

Also in the construction plans are permanent medical and administrative facilities.

Base maintenance personnel boast a 95 percent readiness record. A complete line of shops include engine, machine, injector, ordnance, electrical, electronic, battery, carpentry and shipfitter facilities.

Also on hand is a mobile crane with a 60-ton lifting capacity and a floating drydock (AFDL) capable of lifting boats of up to 100 tons displacement. These include Swifts, LCPLs, LCMs (Mike boats) and Coast Guard Cutters (WPBs). The 240-ton PGMs are too big for the drydock to handle.

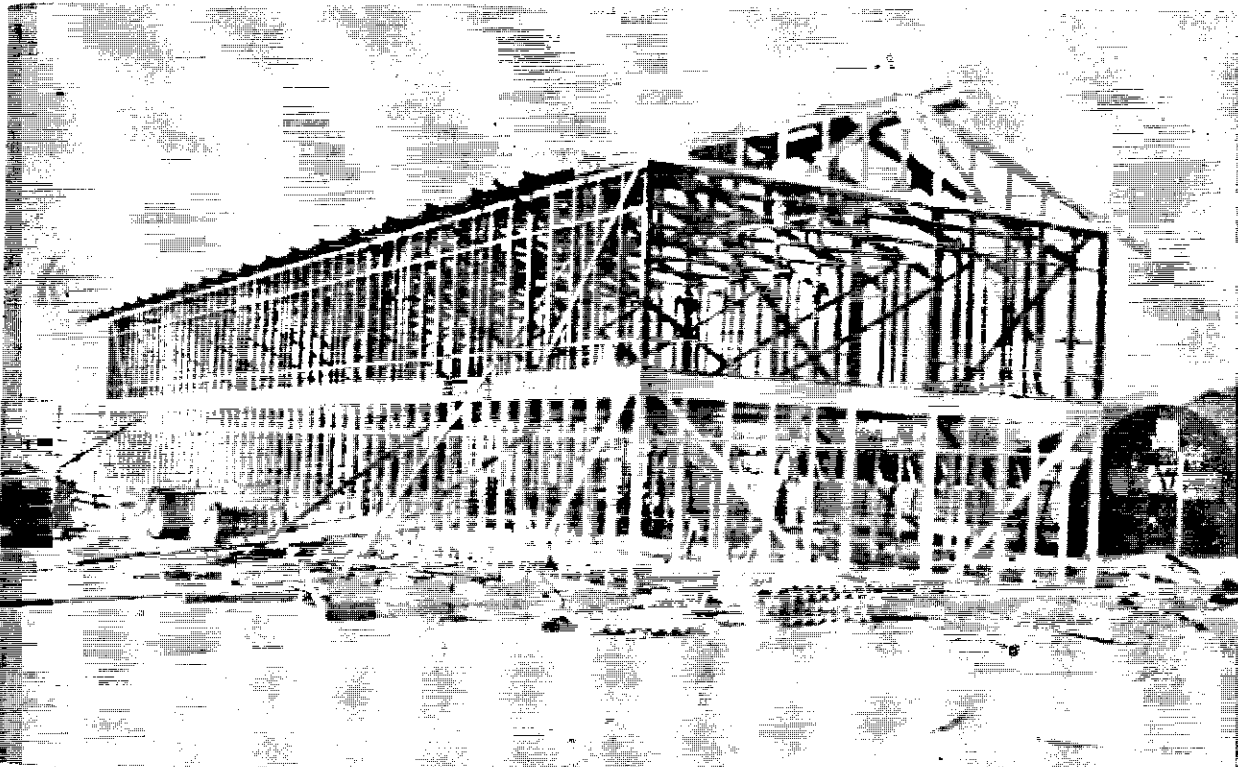
U.S. Seventh Fleet ships in the Gulf of Tonkin also receive support at Cam Ranh Bay. Occasionally a ship on the line does not have time to wait for normal underway replenishment of ammunition, so she pulls into Cam Ranh Bay and quickly receives a load of shells.

Another fleet service at the base is the fleet post office where mail is sorted and distributed for ships operating on Yankee and Dixie stations.

The white sand, blue waters and large rock formations make Cam Ranh Bay an area of striking beauty. The fine-grain sand makes an excellent beach and the shells are some of the finest to be found anywhere.

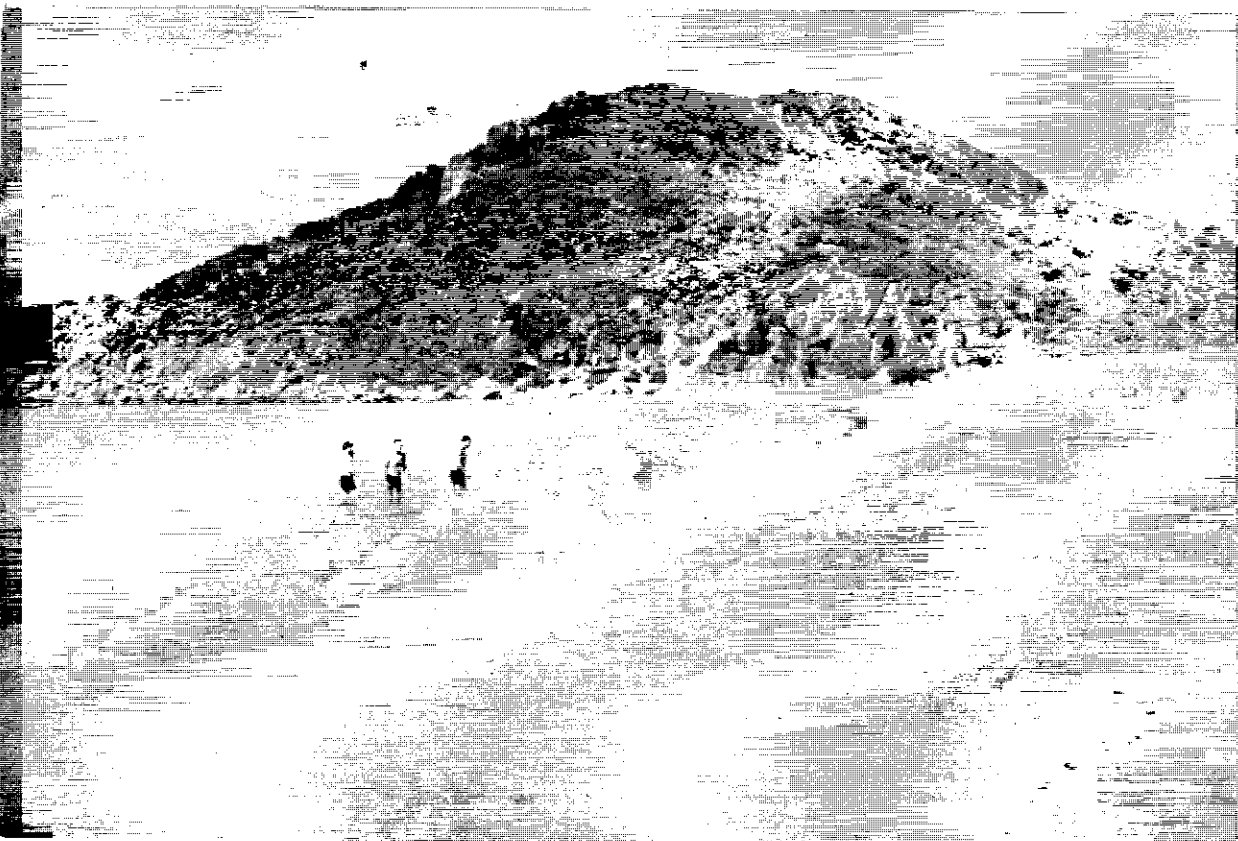
Other recreational facilities available include volleyball, softball and clubs.

Commander R.A. Campbell is Officer-in-Charge of the Naval Support Activity Detachment, Cam Ranh Bay.



GOING UP — It won't be long before seven new BOQ/BEQ structures will be in use at Cam Ranh Bay to help house the more than 1,000 Navy personnel expected to be aboard by Sept. 1.

(Official U.S. Navy Photograph by Larry Lindberg, PH2)



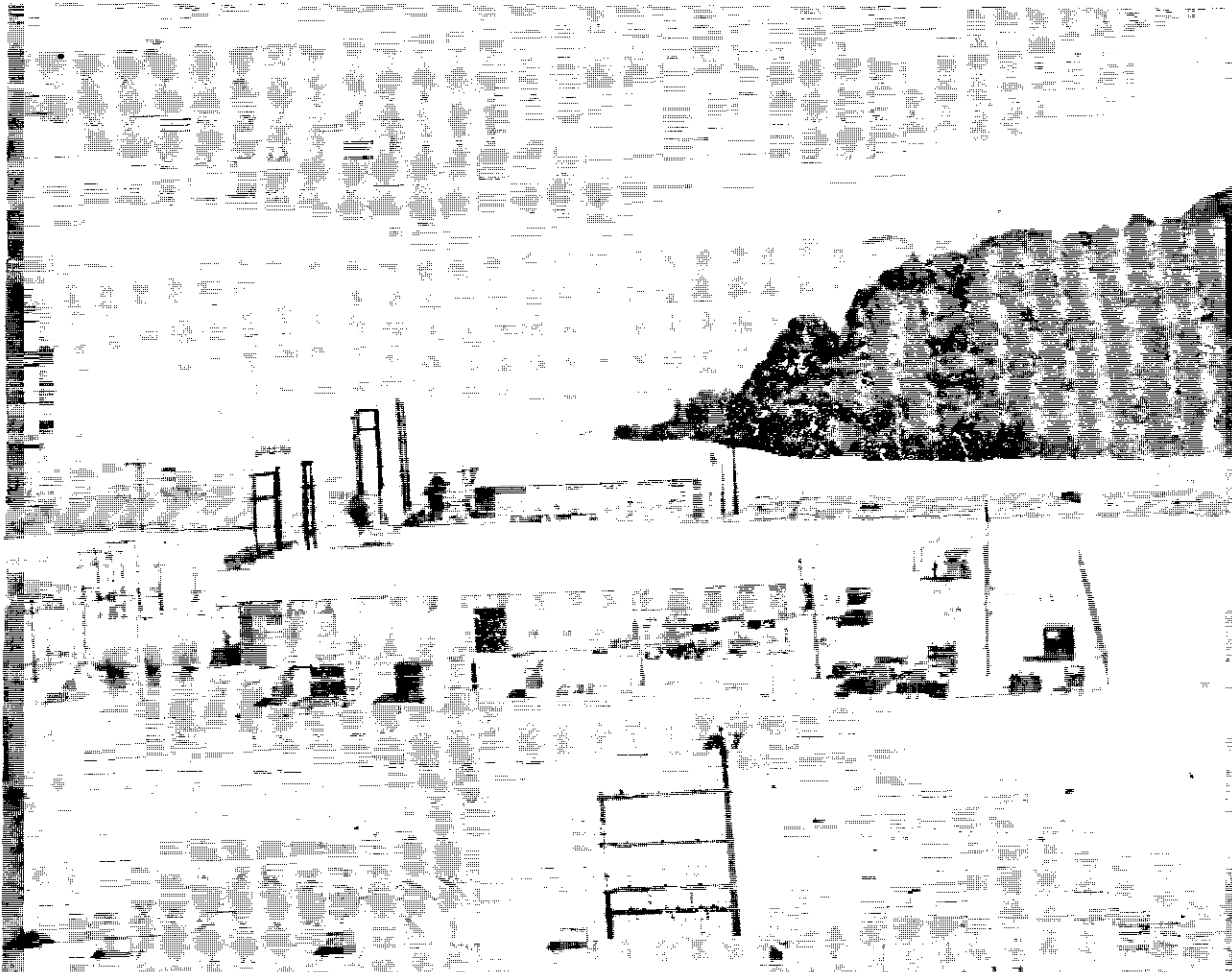
SWIMMERS' DELIGHT — The white, fine-grain sand makes Cam Ranh Bay one of the finest beach areas in the world.

(Official U.S. Navy Photograph by Larry Lindberg, PH2)



CAM RANH BAY EXCLUSIVE — USS Gallup was one of the first of a new class of patrol motor gunboats (PGMs) to arrive in Vietnam. The PGM is the latest addition to Market Time operations and will operate solely out of Cam Ranh Bay. Market Time units have the responsibility of preventing Communist infiltration of men and supplies into South Vietnam from the South China Sea.

(Official U.S. Navy Photograph by Larry Lindberg, PH2)



COMM STATION — The newly-built Communications Station at Cam Ranh Bay is scheduled to become operations center for the Coastal Surveillance Force.

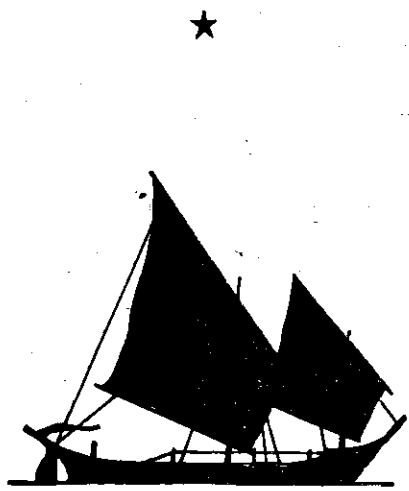
(Official U.S. Navy Photograph by Larry Lindberg, PH2)

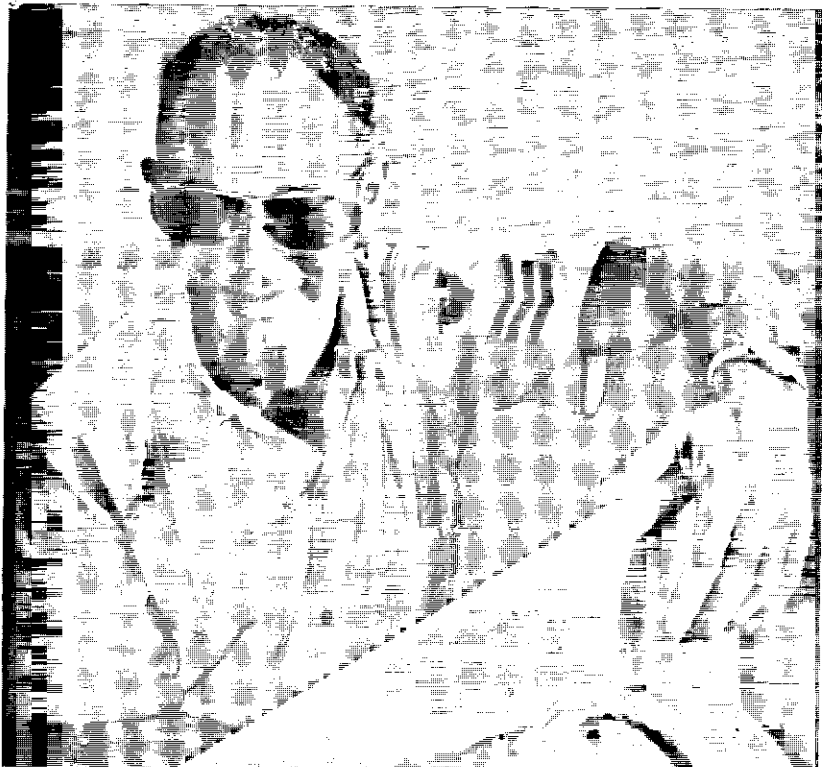
LOW TIDE — At high tide the water's edge reaches trees in some spots in the picturesque village at Cam Ranh.

(Official U.S. Navy Photograph by Larry Lindberg, PH2)

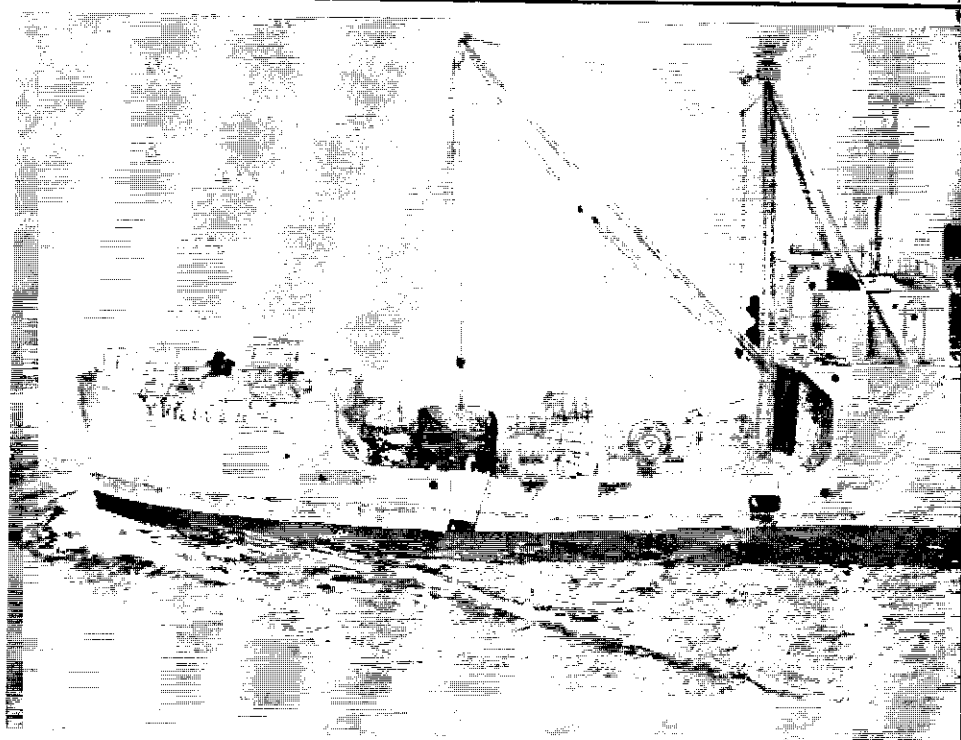


THE BOSS — Lieutenant Commander Norman E. Haack was interim Officer-in-Charge of the Naval Support Activity Saigon Detachment Cam Ranh Bay until the recent arrival of Commander R.A. Campbell.





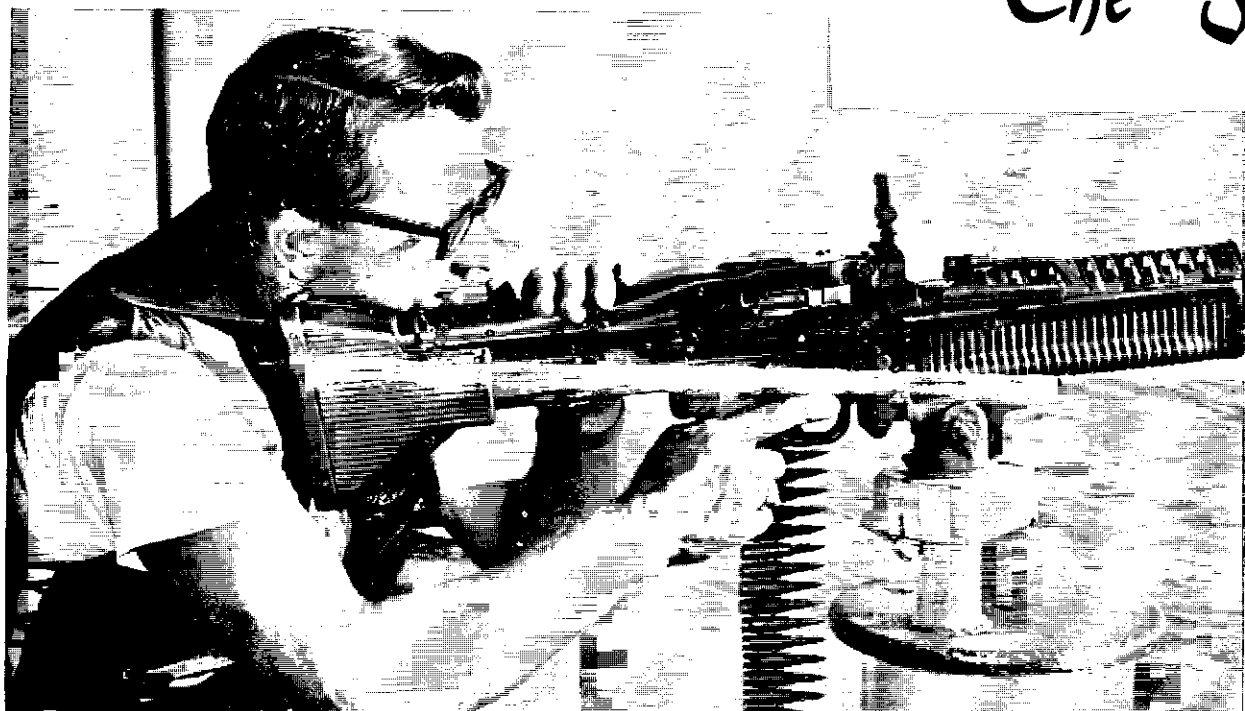
SKIPPER — Boatswain's Mate First M.L. Hale is the YFR's craftmaster. (Official U.S. Navy Photo by Ronald Ogg, SN)



The Story of a Tight,

By Bob Ed

The yard freight refrigerator YFR 889 is sent to South Vietnam to keep Navymen supplied in uncharted waters, floods and other perils.



READY FOR CHARLIE — Machinist's Mate First Class P.R. Truax mans an M-60 machine gun during general quarters aboard the the YFR 889. (Official U.S. Navy Photo by Don Bordwell, PH1)

HANDLE WITH CARE—A pallet loaded with eggs for Navymen in the Delta is lowered through a cargo hatch of the YFR 889 at the New Port Facility in Saigon. (Official U.S. Navy Photo by Ronald Ogg, SN)



The YFR recently gained another distinction when it "brought home the bacon" for the Army. This came about when the refrigeration system on an Army reefer barge broke down and more than 50 tons of bacon seemed doomed to spoil.

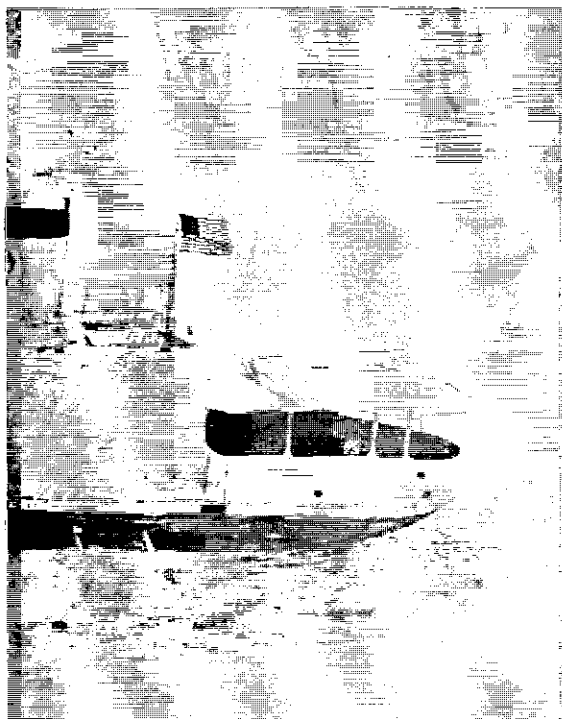
This time it was the Navy not the Marines who came to the rescue in the nick of time. The YFR 889 answered the Army's distress call and, courtesy of the Navy, the Army troops got their bacon.

But the YFR's cargo is not limited to frozen goods. She also carries ammo and all types of general cargo. One time she transported a complete Butler building (dismantled, of course) to Cat Lo.

The YFR 889 with her craftmaster, Boatswain's Mate First Class Malcolm L. Hale, holds the distinction of being the first U.S. Navy craft to make the trip up the Bassac River to Can Tho from the South China Sea. (USS Mark (AKL 12) made the first run down river from Can Tho.)

She arrived in country in late October 1966 and made her first cargo run in early December. She's been on the rivers almost continually since then.

The normal routine calls for three trips per month, sandwiched around a five-day upkeep period. Each run normally takes seven or



Little Ship

wards, JO1

889 is a workhorse that plies the rivers of South Vietnam with chow in spite of Viet Cong bullets,

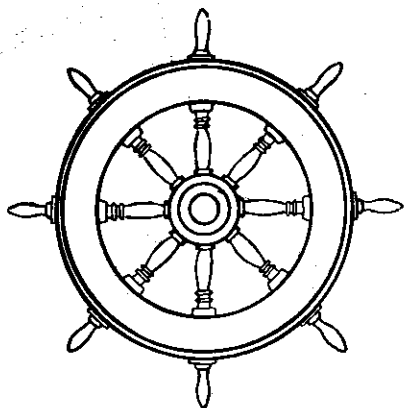
eight days, depending on the cargo and where it's going.

Because of the ever-present danger of Viet Cong ambushes as well as navigational hazards, almost all travel is accomplished during daylight hours. This often necessitates speedy off-loading to make the next base by sundown.

It's a close-knit and hardworking ten-man crew. Every man knows his job and knows that he is vital to the "team". The men often work a 16-hour day when on the river.

The 133-foot craft carries an average load of 75-80 tons with a capability of carrying up to 125 tons. Her displacement is 610 tons with a full load.

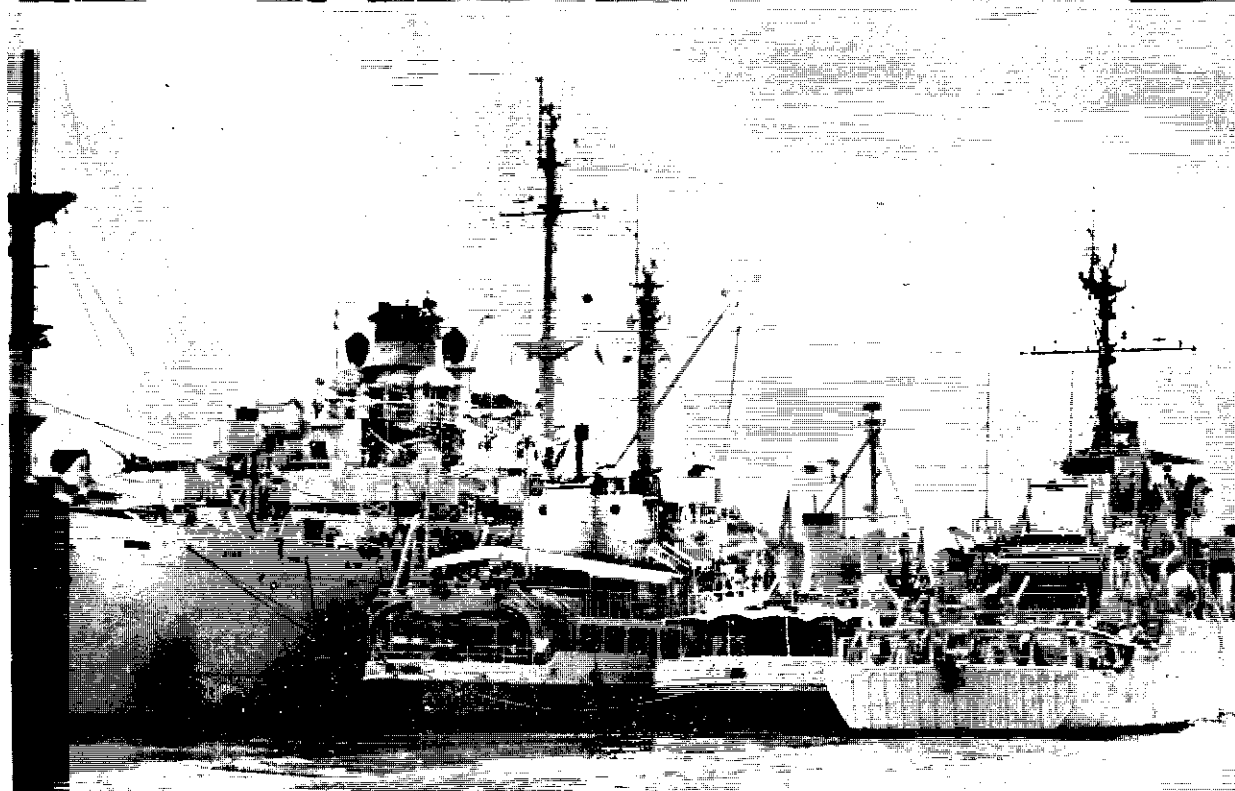
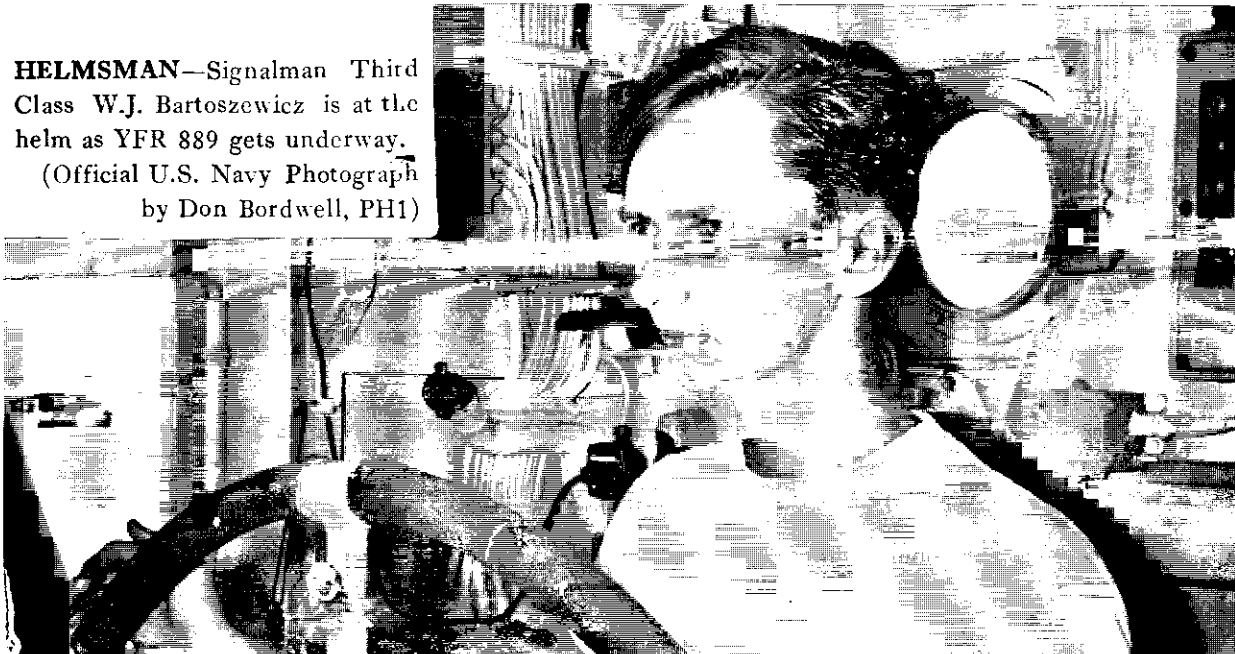
The YFR 889 was recently joined by a sister craft, YFR 890. They perform a vital role in the Navy's mission of preventing enemy infiltration via the waterways of South Vietnam.



THE TEAM — Craftmaster M.L. Hale, BM1, (standing, far left) and his crew get together for a group shot aboard the YFR 889. (Official U.S. Navy Photo by Don Bordwell, PH1)

HELMSMAN—Signalman Third Class W.J. Bartoszewicz is at the helm as YFR 889 gets underway.

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



YFR SANDWICH — The relatively small size of the YFR 889 is evident in this scene where it is sandwiched between the USS Mark (AKL 12) (inboard) and an unidentified ocean minesweeper, all of which are nestled alongside the repair ship USS Tutuila (ARG 4) at Vung Tau.

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

Navy's 'Delta Battleships' Are On the Prowl

Now over 100 years after the Civil War "Monitors" are again on duty in the U.S. Navy to help fight its first major river campaign since the Yankees and Confederates fought for control of the Mississippi and its tributaries.

Navy officials have high hopes for the modern day Monitors and think they will be a decisive factor in winning complete control of the Mekong River Delta, where many observers say the Vietnam War will be won or lost.

The Monitors are assigned to River Assault Flotilla One, a newly commissioned force operating with U.S. Army elements in the Delta.

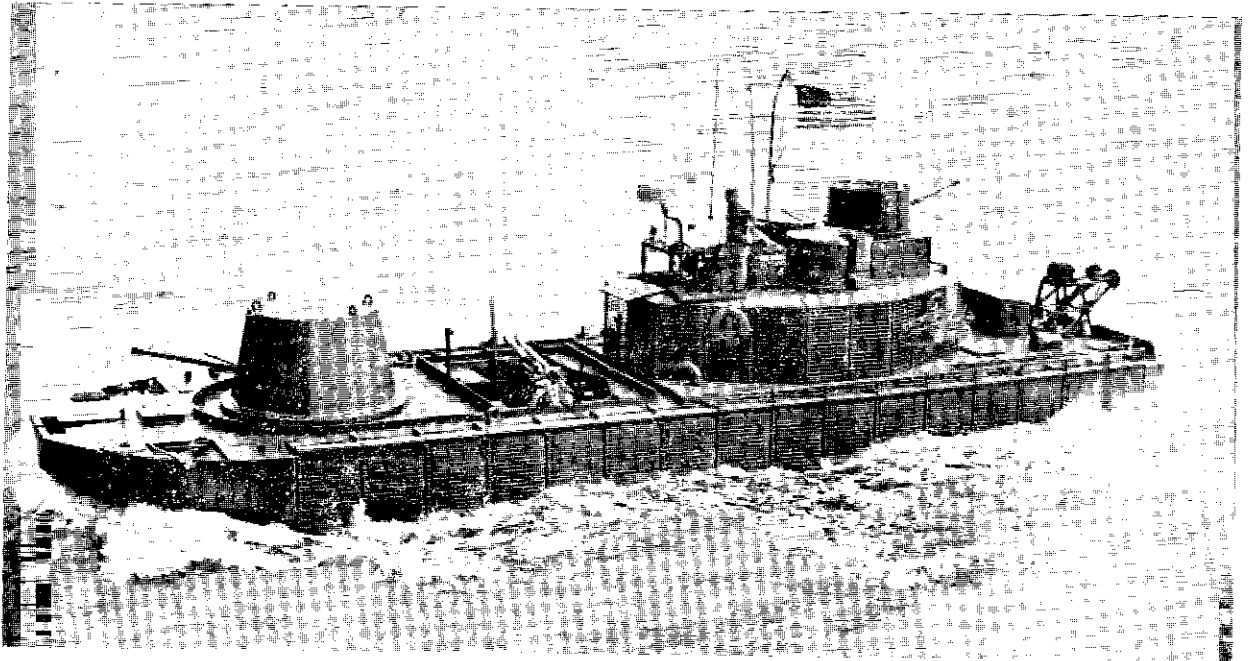
Monitors and their counterparts—armored troop carriers and command ships—are constructed on the hull of Navy Landing Craft designed for amphibious assaults.

They carry cannons, machine guns and mortars to make them low-slung fortresses that can move up the shallow waterways of the Delta and strike hard at the enemy.

The 11 enlisted crewmembers of a Monitor are inside armored turrets and behind the armored sides of their craft. The helmsman can raise slotted steel plates to protect the wheelhouse if the ship comes under fire.

Monitor's sides are protected with "Bar Armor". This consists of steel rods spaced a few inches apart, backed up by 18 inches of plastic foam and a sheet of heavy armor plate. The armored sides add more than three feet to the width of the craft.

What was once the open well of the landing craft—big enough to accommodate a 25-ton tank—is built up with compartments and armored turrets. There are fold-down bunks just ahead of the



DELTA BATTLESHIP - - Heavy fire support ship for the Navy's new River Assault Flotilla One is the 60-foot Monitor. Fire power from the Monitor's 40mm and 20mm cannons and .30- and .50-caliber machine guns protects the armored troop carriers and command boats of the Delta-based Navy Task Force 117. The center-mounted 81mm mortar is used to provide riverborne naval gunfire support for Army units put ashore by the task force.

engine room where six of the crewmen can sleep at a time. There is also space for radio and radar equipment. The Monitors use the same twin diesel engines that powered the original LCM-6.

The River Assault Flotilla's main mission is to provide mobile support for U.S. combat troops attacking and fighting in a river environment.

Both Rung Sat and the Mekong Delta are topographically suited to riverine warfare. The rivers are the only practical means of transportation. Rung Sat is an area comprised almost entirely of mangrove swamps. The Delta, Vietnam's rich, rice-growing area, is interlaced with rivers and a network of canals.

Currently, River Assault Flotilla One, operating as the Navy's Task Force 117, is charged with sup-

porting the 2nd Brigade of the Army's 9th Infantry Division.

The flotilla's advance staff arrived in Vietnam in late 1966. Operational units began arriving in Rung Sat in January 1967.

Operations began in February when the enemy increased his attacks on the minesweeping boats operating on the Long Tau shipping channel which winds through Rung Sat to Saigon.

The Navy's portion of the combined Army-Navy Mobile Riverine Force is commanded by Captain Wade C. Wells.

Captain Wells' flagship is the USS Benewah (APB 35), an amphibious barracks ship now anchored in Vung Tau harbor, 35 miles southeast of Saigon where the Long Tau River empties into the South China Sea.

The USS Colleton (APB 36) and

USS Askari (ARL 30), a landing craft repair ship, are the other two vessels forming the nucleus of the mobile riverine base.

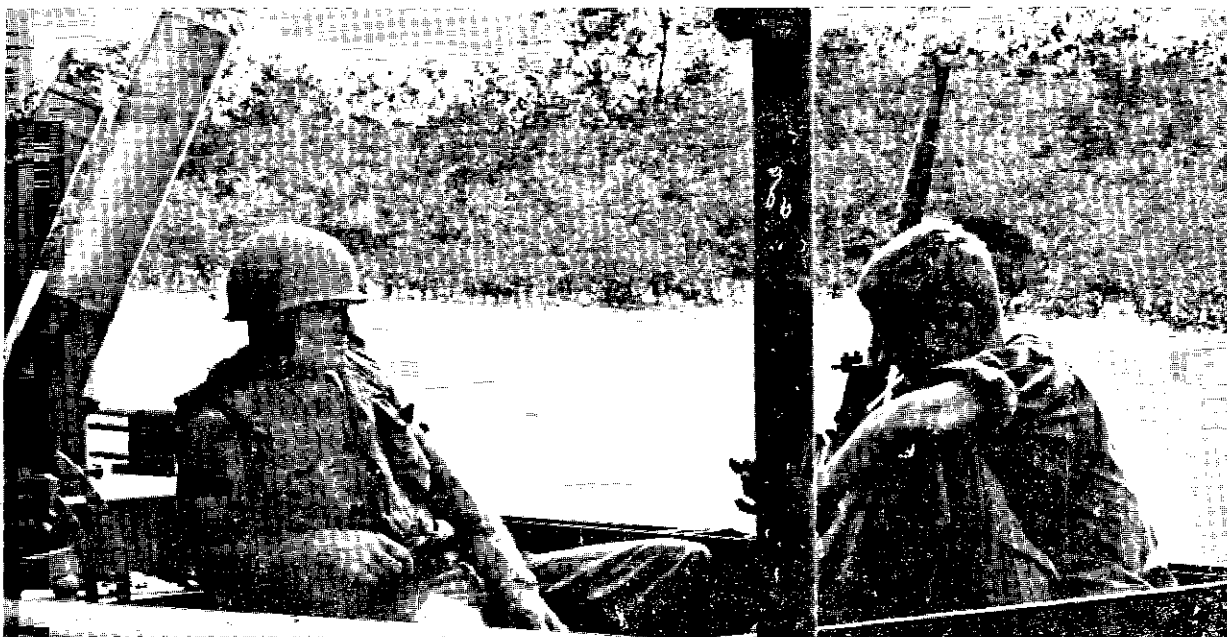
The three ships have shallow enough drafts to enable them to establish a base on any of the major waterways in the Rung Sat or the Delta. Benewah and Colleton each berth over 1,000 Army and Navy personnel.

All three ships are painted olive-drab to make them harder to see in the lush river basin foliage of the Delta and Rung Sat.

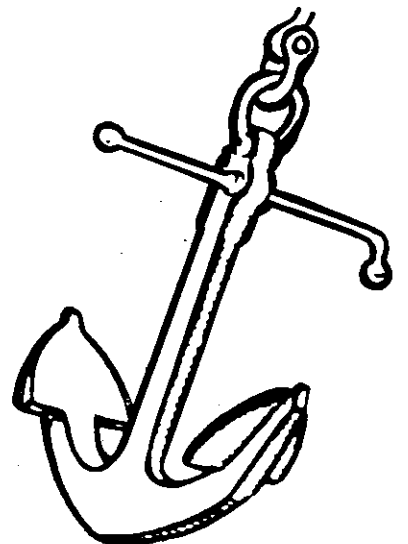
River Assault Squadrons Nine and Eleven comprise River Assault Flotilla One and each is capable of moving an entire infantry battalion with artillery into combat.

After the troops are landed, the heavily-armed River Assault Squadron units provide gunfire support and form a blocking force for the troops ashore.

Monitors, armored troop carriers and command boats now join other elements of the amphibious "web-foot" Navy—River Patrol Boats, Swift Boats, Coast Guard Cutters, etc.—to help bring victory in Vietnam.



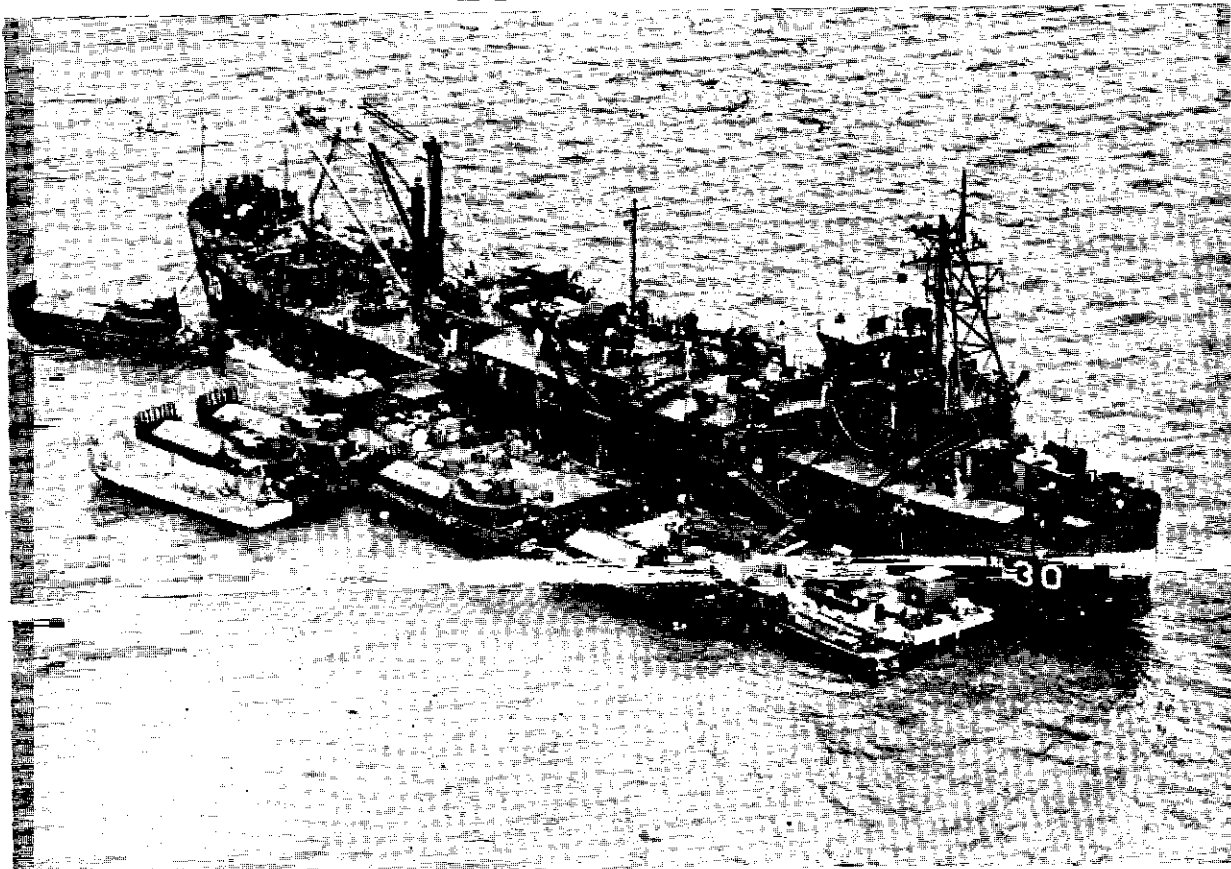
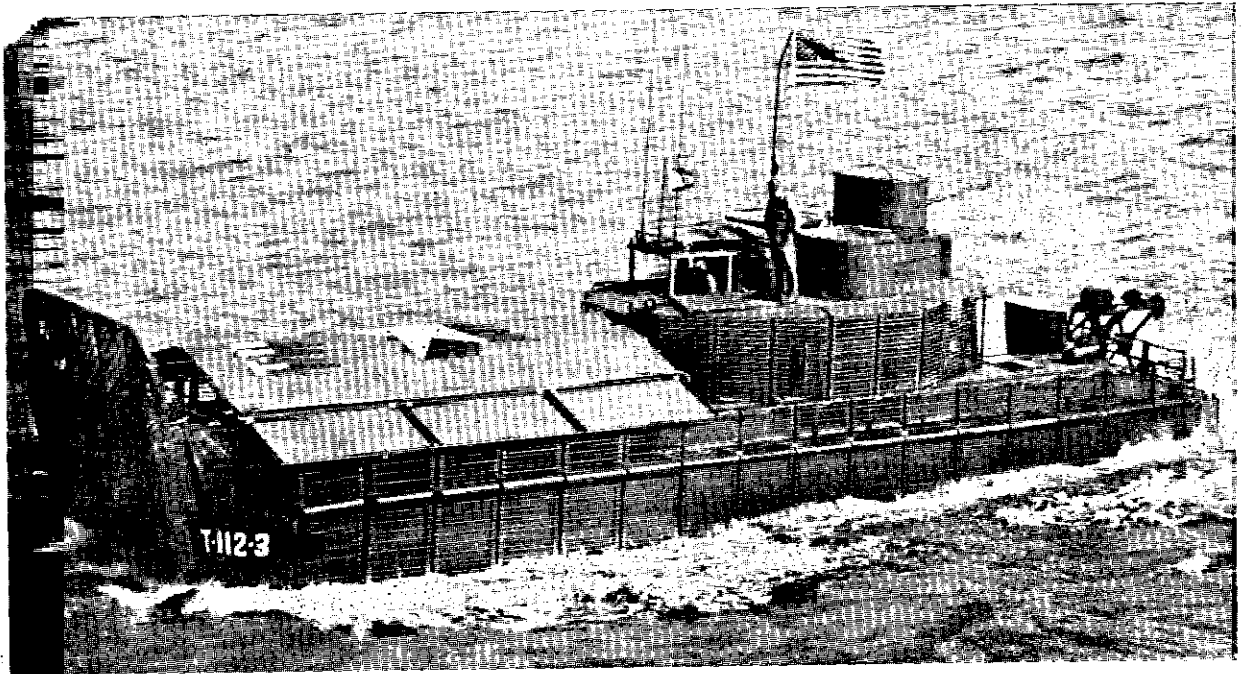
FIREPOWER - - Two gunners of the Monitor rest near their 81mm mortar and .30-caliber machine gun during a search and destroy mission in Vietnam's 400-square-mile Rung Sat Special Zone. The heavily-armed "battleship" of the Navy's River Assault Flotilla One provides fire power protection against an enemy attack.



ARMORED TROOP CARRIER--

Carrying troops to the objective is the mission of the Armored Troop Carrier (ATC) used by the Navy's new River Assault Flotilla One in the Mekong Delta. The boat is a converted landing craft specially outfitted for use on the rivers of Vietnam. Included in the ATC's armament is a 20 mm cannon, two .50-caliber and four .30-caliber machine guns. The seven-man crew also carries individual weapons. Fifty-six feet in length, the craft is powered by two diesel engines.

(Official U.S. Navy Photo by D. Shinton, PH2)



SUPPORT - -One of three mobile base ships of the Navy's River Assault Flotilla One, the Landing Craft Repair Ship Askari (ARL-30) provides maintenance and support for the various craft assigned to the command. The Askari carries a complement of 15 officers and 232 enlisted men.

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

BABY FLAGSHIP - - Acting as a "flagship" for Navy river operations in the Mekong Delta is the Communications Boat (CCB). This 60-foot conversion of a landing craft is used by a river task group commander to direct the movement and landing of Army troops in operations against the enemy in the Delta. Carrying the same armament except for the 81 mm mortar as the Monitor gunfire support boat, the CCB can also provide firepower when necessary. The CCB has a crew of eleven.

(Official U.S. Navy Photo by D. Shinton, PH2)



'Nukes' Proud of Their Ships

Nuclear Navy 'Shows Its Stuff' Off Vietnam

By Hugh A. Mulligan
(courtesy of Associated Press)

As it had every day for the past two months, a chilling rain fell in black shafts against the bridge island of the USS Enterprise (CVA(N)65), the world's largest warship. The monsoon lifted the seas in angry swells and soaked the carrier's decks with a deluge that kept the fighter bombers lashed to their deck cleats.

"Rotten weather", growled Lieutenant Commander Jack Jakubczak, Phantom pilot, over coffee in the ready-room. He had been dressed for five hours, briefed and ready to go.

Just before dawn the storm suddenly slackened and the loudspeakers boomed out "stand by to launch aircraft". The 92,000-ton carrier leaped to life. Moving men, ghostly in the amber runway lights, swarmed across the four-and-a-half acres of flight deck. Plane handlers pushed the Phantom interceptors onto the steam catapults. Pilots in their G-suits raced up the gangways. The hangar deck elevator delivered a flight of huge Vigilante reconnaissance bombers.

Ordnance men hung the bombs and pulled the pins and gave the final thumbs up to the air boss, peering down from his green-glassed observatory high on the carrier's island.

Riding a mile behind in the wake of the carrier, the nuclear-powered destroyer USS Bainbridge (DLG(N)25) picked up the tempo of the air war against North Vietnam.

Plane Guard Duty

Bainbridge, receiving the tactical command from the carrier, turned into the wind, her high bow knifing the sea like a great, gray dolphin with a number on her snout. In a few minutes, she had outrun the USS Epperson (DD 719), the conventionally-powered destroyer in the port wake of the carrier, and was just off the carrier's stern, ready to pick up downed pilots in the event of mishap.

"Puppy dogging", the destroyer men call it.

"Worst consistent stretch of bad weather I've experienced in 17 years at sea," grumbled the Bainbridge's executive officer, Commander Floyd Miller. "Any other

'tin can' but this one would be locked up tight now with everyone holding on for dear life."

A thunderous whine of jet engines and eight flaming eyes disappearing in the dark revealed that four double-engine Phantoms had been launched simultaneously, one from each of the Enterprise's catapults. Sling-shotted off the deck, the 20-ton bombers achieved a speed of 160 miles an hour within a distance of 200 feet.

A second flight of Phantoms was followed in crashing chorus by two flights of Vigilantes, a flight of Intruders, tiny Skyhawks, lumbering tankers and mushroom-topped "superfud" electronic planes. In less than 20 minutes, 40 planes were in the air, heading for the railroad yards outside Nam Dinh.

Nuclear Tom Cat

One hundred miles further north at the top of the gulf, within PT boat range of Hanoi's port of Haiphong, the nuclear-powered cruiser USS Long Beach (CG(N)9) steamed in a solemn circle, exactly five miles in circumference. She was "tom catting", keeping track of every ship in the nearby sea, a combination control tower and combat information center. Her long-range Talos missiles and short range Terrier missiles crouched in their tunnels, awaiting the touch of trained fingers constantly hovering over the control panel.

In the darkened complex of computers and sonar and radar consoles far below decks, nearly 100 highly-trained enlisted men strained to follow wiggling banana-shaped blips and slithery pastel amoebas across surrealistic gauges and eerily-figured clocks, all glowing amber.

If the MIGs came out to play, the 16,000-ton cruiser would be the first to know. If a pilot's radio stuttered out "Mayday, Mayday..."



It was "rotten weather" for flying as the nuclear Navy prowled through the Tonkin Gulf.

I'm hit, going down... Punching out," the Long Beach would marshal the rescue forces: amphibious planes, "Jolly Green" rescue helicopters, destroyers to fight off enemy junks, Skyraider planes to hose down the pick-up area.

If the SAM (Surface-to-Air Missiles) were launched, the ship's radar eyes would read the angle and speed. Her six computers, 20 radar consoles and delicate sonar ears could keep track of 400 targets at a time over a distance of 200 miles, sorting out the friendlies from the enemy.

With the lights of Haiphong 50 miles away and no stars to set a course by, Lieutenant Commander Bob Reed, navigator, stepped into a darkened chamber just off the bridge, fitted on earphones and waited for the Navy navigation satellite to make an orbital pass 600 miles overhead.

This is the world of the nuclear Navy, a world of computers and gadgets and highly-trained seamen with the strange name of "Nukes". They reach for a slide rule more

often than a pair of binoculars and yet they live in a watery world of ships. It is an immaculate, soot-free world of long, long cruises across endless seas under silent stars untroubled by the noise of the old Navy's forced draft blowers.

No other ships in the Navy could perform in the same way the services rendered by the world's only three nuclear-powered surface warships.

When the cruiser Chicago replaced the Long Beach on tom-cattling duty, she had to go down to the south end of the gulf every third night to take on fuel oil from a tanker.

Only the Bainbridge could keep up with the Enterprise, operate in all kinds of weather, stay on station for months at a time without seeing an oiler. Water, 80 percent of the world's surface, is her operating area.

No Garbage in the Groove

When the bombers came home to the Big "E" that morning, there was no "bubble" to fly through, the blanket of noxious stack gases and exhaust fumes that frequently obscure the flight deck of conventional carriers. "No garbage in the groove", the pilots gratefully call it. Nuclear power has all but ended the corrosive effects of stack gases on airplane metals and parts.

"On other carriers," said Lieutenant William Kuhlmann, back seater on a Phantom, "just one 30-day cruise would take all the paint off our planes."

But the biggest boon of nuclear power is freedom from the bondage of refueling. The Enterprise sailed for three years and 200,000 miles before she had to replace the core fueling her eight reactors. The Long Beach and the Bainbridge, both launched six years ago, are still operating on their original batch of uranium 235.

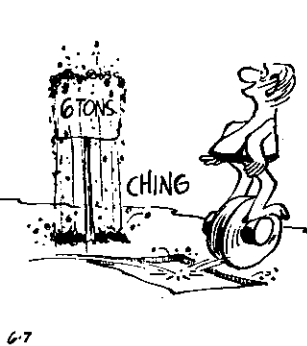
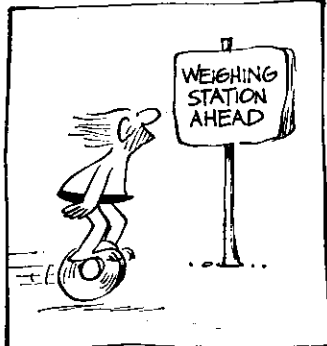
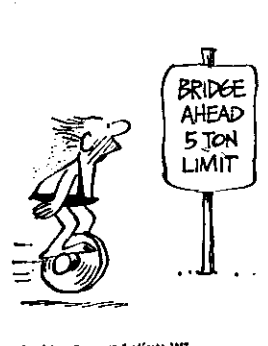
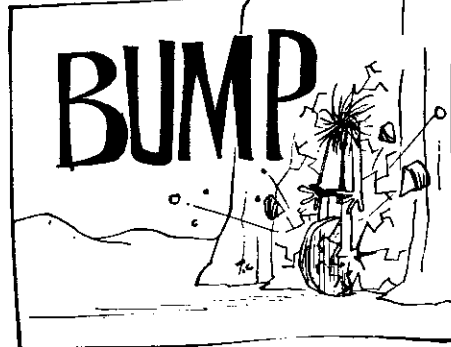
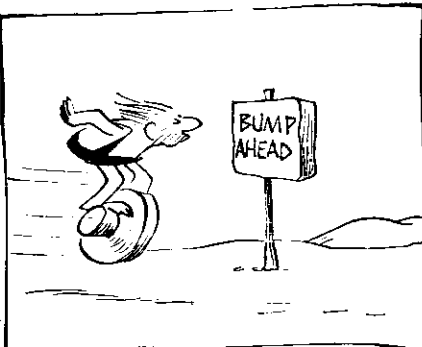
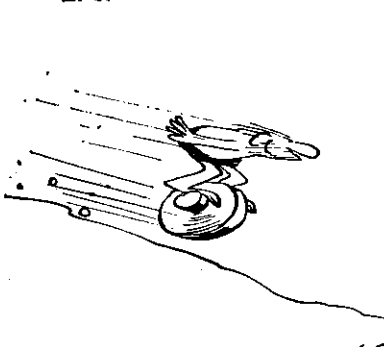
All three could sail around the world a dozen times and more without refueling. To prove the endurance on July 31, 1964 they embarked on "Operation Sea Orbit", a 65-day, 30,565-mile trip around the world without pulling alongside an oiler or a refrigerator ship.

The Navy "Nukes" insist that the future is theirs in naval warfare.

Part of the mystique of the nuclear Navy is its esprit de corps, its feeling of camaraderie reminiscent of the World War I aviators and the great rivalry among the ships.

With speeds classified, no one knows for sure whether the Bainbridge could outrun the Long Beach, but the crewmen of both concede that over the long haul the Big "E" would win out. Those who took part in Operation Sea Orbit still recall the great nuclear drag race in the Indian Ocean.

B. C.



by Johnny Hart

Publishers Newspaper Syndicate, 1967

Publishers Newspaper Syndicate, 1967

Seals Team With Wolves To Hit VC

Combining the stealth of U.S. Navy Seals with the heavy firepower of U.S. Navy "Seawolf" helicopters, an enemy bunker complex and storage area was destroyed in action Sunday, July 9, near the mouth of the Ba Lai River in the Mekong Delta. Three enemy were killed and their documents and weapons captured.

At 4 a.m. Seals crept ashore under the protection of River Patrol Boats and a heavily-armed Mobile Navy Support Team.

Moving silently into the mangrove swamp-jungle, they discovered an enemy rest area, bunkers, sampans and supplies. Fire was received from three enemy. The Seals quickly killed two, capturing a large packet of documents, a 1917 Springfield rifle with grenade launcher and five rifle grenades.

Later, the Seals sighted another enemy proceeding to a canal. When confronted by a Seal, he reached for the Seal's weapon, an act which proved fatal.

Moving inland, the Seals destroyed three enemy sampans, two encampment buildings and seven bunkers.

In support of the operation, U.S. Navy Seawolf helicopters used rockets, grenades and machine gun fire to destroy 10 enemy sampans and two bunkers. Two more bunkers and 12 military structures were damaged.

Using 2.75-inch rockets, the Seawolves scored a direct hit on what was believed to be a well-camouflaged ammunition-fuel storage area, resulting in two huge secondary explosions. The Seawolves received light small arms fire throughout the operation.

There were no friendly casualties in the action.



PRIZE CATCH—Captain Tran Van Chon (right), Commander in Chief, Republic of Vietnam Navy, and Rear Admiral Kenneth L. Veth, Commander, U.S. Naval Forces, Vietnam, stand beside the burned-out pilot house of the 120-foot enemy trawler caught by their naval forces on the early morning of July 15. Captain Chon and Admiral Veth visited the captured vessel at Chu Lai July 17.

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

Riverine Force Clobbers Viet Cong

CNFVN -- The Navy's newest major in-country command, the River Assault Flotilla, continued to make its presence known to the enemy during the past few weeks as it inflicted heavy losses on Viet Cong forces.

During a three-day U.S. Army-Navy riverine operation which ended July 6, the Assault Force killed 31 enemy, detained 64 more and received seven Chieu Hoi ralliers without suffering a single casualty.

The operation took place west of the Soi Rap River in Go Cong Province, bordering the Rung Sat Special Zone.

One Viet Cong who surrendered to the Riverine Assault Force said that about 100 men from his unit had been killed by fire from the Navy's heavily-armed assault craft two weeks ago during a similar operation as his unit moved along the riverbank.

And Viet Cong entrenched in Long An Province south of Saigon are being whittled away by the force.

Search and destroy missions in

areas within twenty miles of Saigon continue to tear gaps in the enemy military infrastructure and are turning up sizable arms and weapons caches.

Since the latest ground-sweep began July 11, U.S. Army troops of the Ninth Division, maneuvering from Navy riverine craft, killed 55 Viet Cong and rounded up 207 detainees for investigation.

Six U.S. Army and one Navy

man were reported killed in the action. Wounded were 31 Army troops, 15 sailors and one Marine.

The troops uncovered one enemy weapons cache which contained 20 water mines and 45 mortar rounds. One grenade factory was also found which contained 300 Chinese Communist grenade handles and 400 detonators with explosives.

NSA Saigon at 'New Stand'

July 8 was a day of uprooting and turmoil for the Naval Support Activity, Saigon (NSAS) as it was moved across town to a new location at 218 Phan Dinh Phung.

The first floor of the new site has long been the location of the NSA disbursing office. Six of the other seven floors of the building had formerly been occupied by Army personnel of the Saigon Support Command. They moved to new offices near Tan Son Nhut.

The former NSA spaces at the "COFAT" Compound in Cholon have been turned over to the Chase Manhattan Bank.

Much of the "muscle" for the move was furnished by transient Navy personnel who joined NSA Navy men in the back-breaking task of moving the equipment and furnishings of 15 offices in one day. This amounted to approximately 7,000 cubic feet of material including five 1,100 pound safes and four 900 pound safes.

A hoist rigged by NSA Special

Services Officer Lieutenant L.M. Broadman and Second Class Boatswain's Mates J.C. Legg and R.G. Barom saved much labor in moving some of the heavier items of equipment to the upper stories. A small fleet of Army flatbed trucks were used for the haul across the city.

Much work is still being done at the new location such as cleaning and painting.

The move was directed by NSA Admin Officer, Lieutenant Commander Thomas F. Fallon.

According to Lcdr. Fallon, "everyone slept pretty well the night of the move after their exertions." He said, "it was a job well done in a very short time."

An even bigger move is being planned for sometime in 1968 when NSA Saigon is tentatively scheduled to move to Nha Be.

Game Warden Report

(Continued from Page 1)

rifle. The first round fell ten feet short of PBR 38, wounding a Vietnamese policeman.

As the boats withdrew, returning fire, three more rounds fell near them but caused no further damage. The enemy also opened up with automatic weapons and small arms.

In spite of the heavy enemy fire, the PBRs remained within range and destroyed five huts and two sampans with return fire. At least one Viet Cong was killed although the extent of enemy personnel losses is unknown.

The most profitable action in terms of confirmed enemy dead in which Game Warden personnel participated was a joint operation July 7 that resulted in 27 Viet Cong killed and a number of weapons captured.

In this operation, a Navy River Patrol Boat, Navy Seawolf armed helicopter fire team and junks of Vietnamese Navy Coastal Group 35 supported a company of Vietnamese Army soldiers in the Vinh Binh Sector.

One U.S. Navy PBR sailor was killed when the Vietnamese junks and the PBR came under heavy fire.

These were only a few of the more dramatic of virtually daily fire fights and gunfire support missions participated in by Operation Game Warden personnel during the past several weeks—in addition to their basic task of searching hundreds of river craft daily for Viet Cong supplies and personnel.

Savings Deposits Reach \$113 Million

Active duty U.S. military personnel overseas have deposited more than \$113 million in the Uniformed Service Savings Deposit Program.

The figures include deposits through May. The average account per subscriber was \$806.

Personnel in the Southeast Asia area accounted for approximately 40 percent, or \$46 million of the

total deposits.

Fourteen percent of all eligible personnel now subscribe in the savings program. This is compared to only 2.1 percent at the end of last September.

Operation 'WHAMO' Brings Help, Goodwill

CNFVN—A joint Vietnamese/Free World Forces psychological operation called WHAMO recently brought food, clothing, medical help and goodwill to thousands of Vietnamese citizens in Kien Hoa Province.

WHAMO, short for "Winning the Hearts and Minds of", is a medical and civic action program whose purpose is to reassure the Vietnamese people of their government's ability and willingness to aid them.

The operation was the third of its kind this year in the Ba Tri District of Kien Hoa Province, 40 miles south of Saigon.

Three tons of commodities including clothing, powdered milk, vulgar (a kind of wheat), corn meal, salad oil and other items were given out. An estimated 250 persons were medically treated and another 120 received dental care.

Two persons, one a man with chest cancer and the other a ten-year-old boy with a severe leg infection, will undergo operations in Vung Tau as a result of the visit.

The operation began at 7:30 a.m. with the landing of Regional and Popular Forces (RF/PF) by four Vietnamese Navy junk boats from Coastal Groups 34 and 37. With them were their respective American advisers.

With the village secured by the RF/PF troops, half of whom arrived from the interior rather than by boat, the MEDCAP team itself moved in by helicopter. It consisted of a Vietnamese doctor, a

Vietnamese nurse, Vietnamese Navy hospital corpsmen, a U.S. Army Dentist, U.S. Army Dental Technician, as well as a Vietnamese Catholic Priest. While the medical/dental team treated patients the priest performed several baptisms and received confessions.

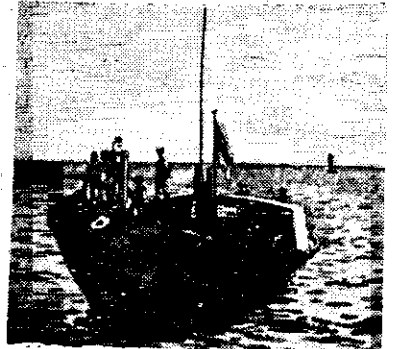
U.S. Navy Lieutenant Larry H. Luellen, psychological observer to the Vietnamese Navy in the Third Coastal Zone of Vietnam, was responsible for the coordination of the effort.

He said, "the last time we were in this area we told the people that we would be back. If there had been no other reason for our return, it would have been the fulfillment of that pledge.

"Only about 25 per cent of our psychological operations fit into the WHAMO category in which troops are needed for security," Lt. Luellen continued.

"I would say this operation was very successful with the people responding positively and appreciatively."

Other U.S. personnel involved were Lieutenant Robert Sutton, senior adviser to Coastal Group 34; Lieutenant (jg) Joseph R. Mayer, assistant adviser to Coastal Group 34; Lieutenant James T. Rubeck and Quartermaster First Class Robert S. Patterson.



SECURITY — for Operation 'WHAMO' was provided by Regional and Popular Forces landed by Vietnamese Navy junks.

Mail Home

FROM:

APO

TO:

Postage
1st Class 10cents
Airmail 16cents

"The difference between a regular MEDCAP and this WHAMO is that in the latter we go into an area which is known to be enemy territory or at least Viet Cong-influenced. That's why the troops must precede the civic action team. Today there was no resistance, but a number of men, presumably VC, were seen leaving the village just before the 'ruff/puffs' (RF/PF) arrived," he said.

G.I. Scott RIVER PATROL

FLASH-BACK TO THE TIME WHEN THE GIRL HAD LEFT JIM & MIKE TO CHECK THE TRAIL FOR ANY DANGER....

THEN SUDDENLY... HOLD ON... THERE ARE SOME QUESTIONS...

LET ME GO!

NOT YET! WHAT ARE YOU DOING SO FAR FROM YOUR HAMLET?... BESIDES THAT I'VE SEEN YOU WITH AMERICAN PIGS! WHERE ARE THEY?

NO! I HAVE A MUCH BETTER USE FOR HER...

COMRADE, SHE WOULD BE A GOOD ADDITION TO OUR CAMP....

BEFORE YOU HELP PIGS, NOW YOU WILL HELP YOUR COMRADES. YOU HEAR ME! IF YOUR ANSWER IS NO YOU AND FAMILY WILL DIE... IF YOU SAY YES... FREEDOM.

NOW LET US GO TO YOUR FRIENDS...

OVER THERE... BEYOND THE CLEARING...

GOOD! WE WILL WAIT NEXT TO THE CLEARING... IN THOSE BUSHES, DO NOT FAIL....

THEY'RE COMING NOW... WAIT FOR MY ORDER... SEND HER BACK TO HER HAMLET AFTER WE HAVE OUR PRISONERS NOW!

THIS THE EXPLANATION OF THE BETRAYAL. JIM AND MIKE ARE NOW PRISONERS... THE GIRL WAS SENT HOME TO BE CONT.