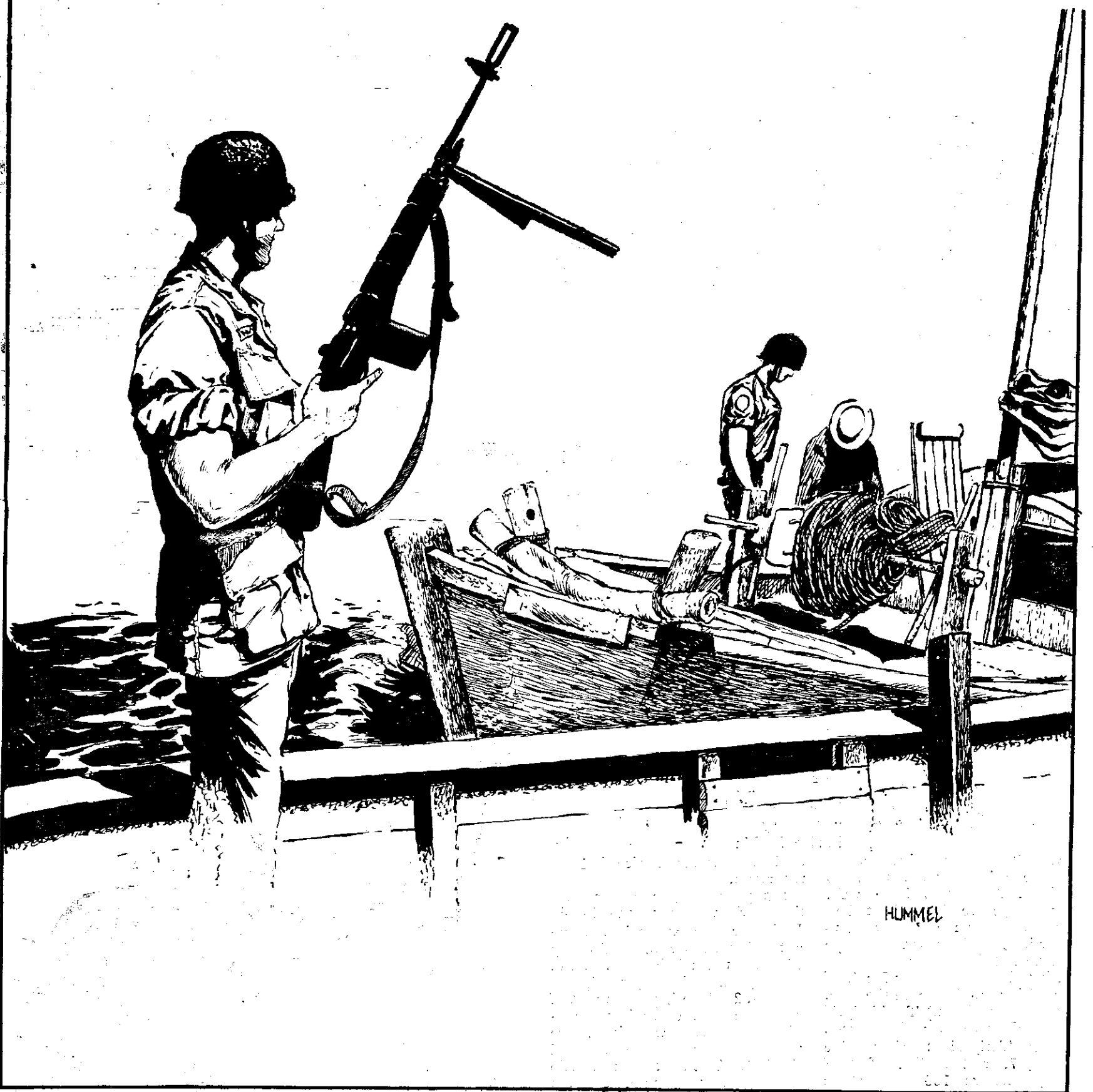


THE JACKSTAFF NEWS

VOL. I No. 26

U.S. Naval Support Activity, Saigon

October 21, 1967



NAVY DAY VIETNAM
October 27, 1967

EDITORIAL

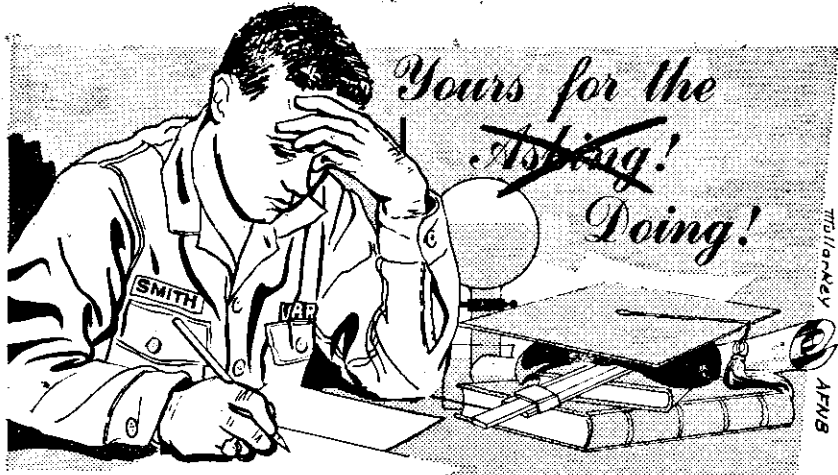
Opportunity Knocks

THE biggest bargain in education today is the armed forces' education program. It gives almost any individual on active duty a chance to continue his formal academic education, regardless of his present educational level or duty location.

The program is one of the finest tools available to build a solid foundation for a career, either military or civilian.

What are you doing to take advantage of the program? Are you using your free time to earn your high school diploma or college credits?

Or, are you one of the many who have fallen prey to procrastina-



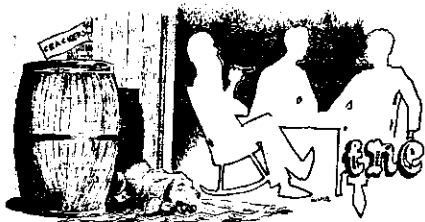
tion and talk about "enrolling in that course next month" or "starting that class next semester?"

The armed forces' education program affords the opportunity to further your education at a fraction of what it would cost as a civilian.

No matter where you are in the world, United States Armed Forces Institute (USAFI) courses are available. On-campus classes are available at colleges and universities near many military installations. High schools offer adult education during the evening hours, making it easier for you to get your high school diploma.

Talking about the educational program won't get you your high school diploma or earn college credits. An interview with your education officer, class enrollment, hard work and long hours of study can get you that diploma.

The opportunity is there. It's yours for the doing. (AFNB)



the CRACKER BARREL

Try Japanese Lamb For A Tasty Meal

By Charlie Noble

OK Stew-burners here we go on the oriental twist to lamb cookery. After this issue we'll have one more item devoted to lamb and then we'll get on to other items of interest that I hope will be helpful to you.

First, lets go to the "Lamb of the Rising Sun" (excuse the pun, I couldn't resist it.) Try Teriyaki Lamb Chops as a main course. Follow Teriyaki Steak recipe card J-7, and in lieu of beef steaks arrange 100 lamb chops in roasting pans. In step 2 add 1 1/2 ozs. of ginger and 1/2 oz. pepper to the marinade, and continue with step 2. Preheat griddle to 350F and lightly grease with shortening. Grill, lamb chops approximately 6 to 8 minutes on each side. To the drained marinade add 1 1/2 cups of water and 3 ozs. of cornstarch, cook approximately 10 minutes, serve over grilled lamb chops. Don't forget

to include steamed rice E-1 on the menu.

Set your compass and palates South Southwest to the Dutch Indies for the next recipe. Have a Sunday supper of lamb curry with all the trimmings. You can find a good lamb curry recipe on card J-82. The important part of any successful curry is the condiments served with it. Serve the curry on mounds of steamed rice E-1. Then let the men help themselves to apple chutney M-61, chopped nuts, grated coconut, diced crisp bacon, reconstituted raisins, chopped hard cooked eggs and chopped green peppers. Serve with salad, tea, hard rolls or onion rolls and finish with a dessert of instant pudding or jello topped with whipped topping.

That's all for now, more in the next issue.

Charlie

Chaplain's Corner

"Keep the Faith--Baby!"

Now that's a real problem for a lot of people today. There is a strong possibility that keeping the faith is even tough for those who bandy about it in jest.

Faith is meaningless unless put into action. We allow ourselves to be zapped by worry and fear in times of crisis. Yet these are the moments when we find out what kind of stuff we are made of. When the Apostle Paul said,

"Stand fast in the faith," he was in effect saying, "Keep the faith, baby. Put it to work. Be an active, alert, energetic Christian. Show people that this business of Christianity really works. That it has something going for it that can make a difference in the lives of men." Why quit the race now men? Put your faith where it belongs and then keep it there. Okay!

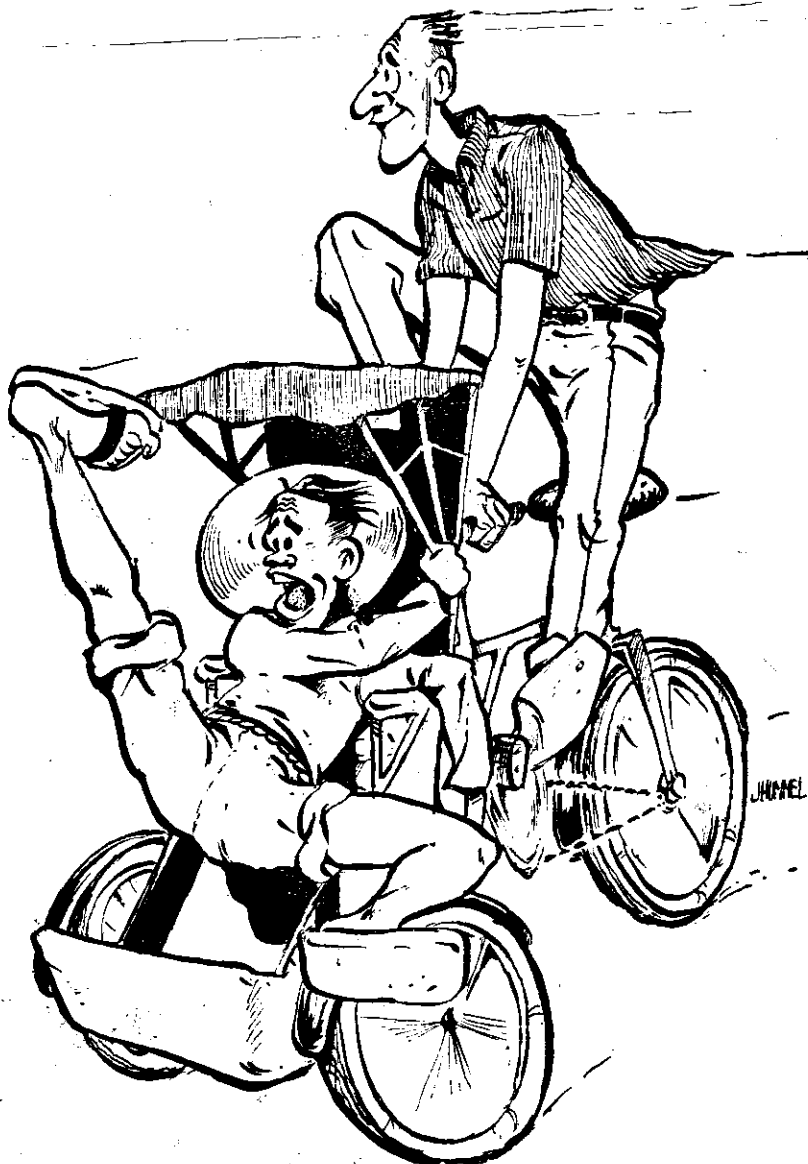
The Jackstaff News

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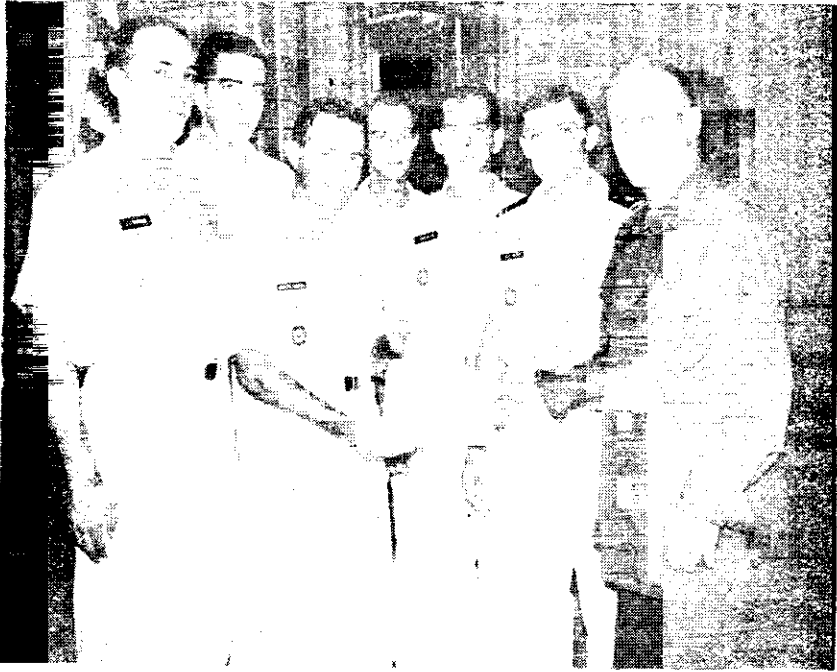
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Hummel's Vietnam



SUNDAY DRIVE IN SAIGON.

JACKSTAFF Wins CHINFO Merit Award



AWARD PRESENTED—Rear Admiral H.L. Miller, Chief of Naval Information, presents the CHINFO Merit Award to the staff of the Jackstaff News. The award was presented to the Jackstaff for being the best overseas letterpress Naval newspaper for the Second Quarter 1967. Pictured right to left are: Rear Admiral H.L. Miller, Chief of Naval Information; LTJG L.A. Van Rooy, Jr., Public Affairs Officer; JOSN Anthony G. Popowitz, reporter; PH2 Larry Lindberg; AEl Jim Hummel, art editor; SN Bill Kobler, reporter; and JO2 Steve Kreher, editor.

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

NAVY DAY OCTOBER 27th

Navy Day is Friday, October 27th and will be celebrated throughout the United States and overseas from October 22nd through October 29th. The theme this year is **U.S. NAVY — MARK OF A MAN**, in honor of the men and women who serve everywhere for us.

Navy Day is the one day each year when our citizens pay tribute to our mighty Navy. On this day a nation of free men and women give honor and recognition to the achievements of our Navy at sea, in the air, and on the land. It is a day to re-dedicate ourselves to those principles of freedom and self government which are guaranteed by our constitution and protected by our Navy.

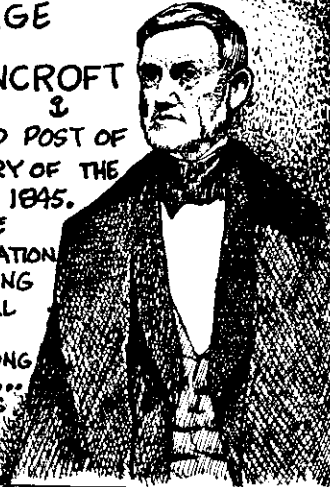
October 27th was originally selected for the annual observance of Navy Day for two reasons: First, it commemorates the day in 1775 when the Continental Congress received a bill providing for the creation and establishment of a fleet to protect the lives and property of a young and struggling

nation. Secondly, this date also marks the birthday of President Theodore Roosevelt, who recognized the vital need for a strong Navy respected by every nation on earth. He is fondly recognized as the father of our modern Navy.

The first national observance of Navy Day took place on October 27, 1922, under the sponsorship and supervision of the Navy League of the United States. Since that year the Navy League, as official sponsor of Navy Day celebrations, has played a major part in keeping American citizens informed and aware of the vital need for a strong, well-trained Navy — one ready to meet any emergency at any time.

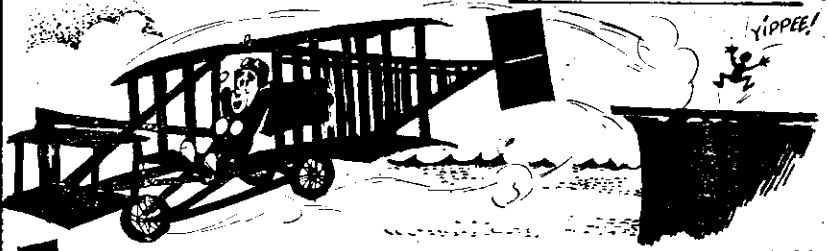
Did You Know?

GEORGE BANCROFT
ACCEPTED POST OF SECRETARY OF THE NAVY IN 1845. WITH THE DETERMINATION OF FOUNDING THE NAVAL ACADEMY. AFTER A LONG STRUGGLE... ANnapolis OPENED OCT. 10 1845.



WEEKLY NAVY NO-NAVY

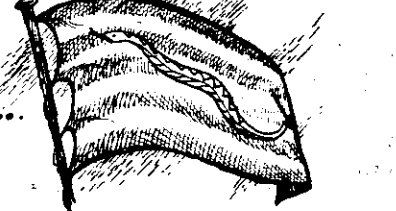
AFTER THE REVOLUTIONARY WAR THE CONTINENTAL NAVY WAS DONE BETWEEN THE YEARS OF 1784 AND 1794 - NO NAVY.



FIRST TAKE-OFF FROM ANY SHIP TOOK PLACE NOV. 14, 1910 FROM THE DECK OF THE USS BIRMINGHAM PILOTTED BY EUGENE ELY.

FLAGS OF THE PAST...

FIRST NAVY JACK....



BY JAMES E. HUMMEL

Vietnam's Independence Day November 1st

Citizens of the Republic of Vietnam on November 1st will observe National Day, a nation-wide holiday which demonstrates the unity of the nation through the conduct of patriotic events.

The observance of National Day holds the same meaning for Vietnamese as does the Fourth of July for citizens of the United States.

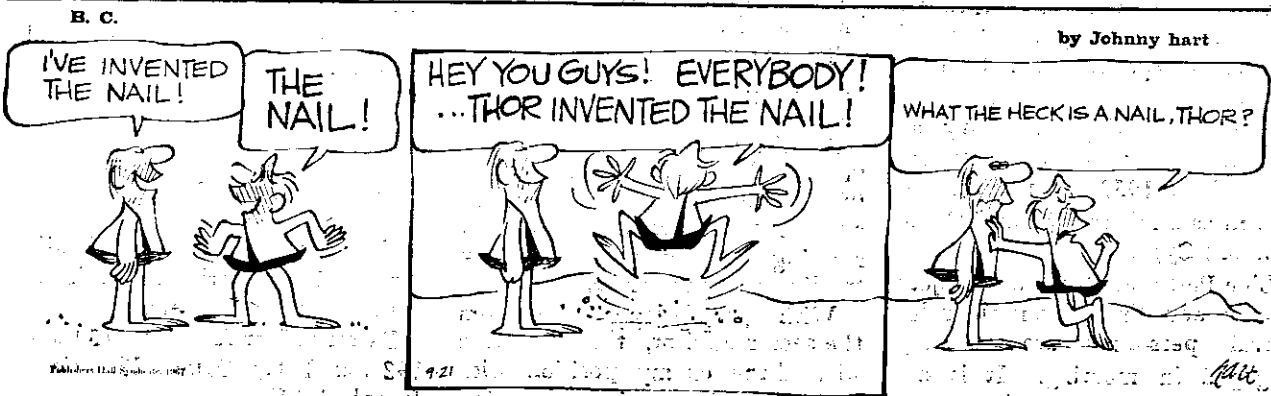
National Day marks an era that began with the downfall of the government of Ngo Dinh Diem in 1963. It provides the Vietnamese, a people with a long history but few national traditions, with an opportunity to identify with the central government, build new traditions, honor new heroes and recognize new national achievements.

In the past, activities which have taken place on National Day have included the dedication of statues in parks and squares honoring the Armed Forces and heroes of the long struggle for freedom. Also, the graves and cemeteries of those who have given their lives for the Republic were decorated. Prayers for peace were said throughout the nation.

The nation also displayed its growing military power in parades and exhibits.

In other events following the observance, members of the Armed Forces were honored with decorations and promotions. The wounded were visited and given gifts. Civilian accomplishments of national significance also have been recognized on this date.

In addition, U.S. and Free World Forces have participated in the National Day observances to show the wide support the Republic is receiving in its struggle for national sovereignty.



River Assault Flotilla One Has Fiercest Battle

Today in South Vietnam's swampy Mekong Delta, the enemy is facing iron boats and iron men.

During Operation Coronado Five, the Navy's River Assault Flotilla One fought its fiercest battle to date.

In a seven-and-one-half hour duel September 15, the heavily armored Navy boats of the joint U.S. Army-Navy Mobile Riverine Force weathered an intense barrage of enemy recoilless rifle, rocket and automatic weapons fire, at point blank range.

Seventy-nine enemy died in the raging battle while the Americans suffered only six fatalities.

The action took place when the combined force met the Viet Cong 263rd Main Force Battalion in the Delta, 47 miles southwest of Saigon.

The enemy fired from well fortified bunkers along the river banks some no more than 20 yards from the boats.

Proof of the iron constitution of both men and boats came to light during the battle when wounded sailors declined to be sent back to the ships of the Mobile Riverine Base to stay with their boats and continue to fight.

Following the initial contact the boats—two of which were afire—moved down stream and regrouped. Then, with guns blazing, they charged back into the gauntlet of enemy fire—this time silencing the enemy guns.

The boats, that were badly damaged, returned to the base for repairs but were battle-ready and on the way back to the area of operations within four hours.

Incidents of courage and danger were commonplace during the

violent hours.

As Steven E. Louis, a fireman aboard one of the armored troop carriers recalled, "Rockets and recoilless rounds were coming at us from all directions."

Boatswain's Mate First Class James L. Brant left his protected position inside the armored coxswain's position to move between the two 20mm gun mounts on his boat. Soon the enemy got a bead on him and bullets came in direction with such consistency that Brant just had time to get back behind the armor plate. Seconds later, a rocket hit the spot he had just left.

There was an engineman who, although seriously wounded by a recoilless rifle round, pulled himself into position behind his .30-caliber machine gun and continued the fight until he was hit again.

Rear Admiral Kenneth L. Veth, Commander of the U.S. Navy Forces in Vietnam, honored the valor of these fighting men with a message following the battle.

"The fighting spirit of the men of the Mobile Riverine Force in the action of 12 to 16 September (Major portion of Coronado V) is noted with great pleasure," the message said. "Their courageous, professional performance in close contact with the enemy is highly commendable. I am proud of all hands who took part in the operation. Well Done."

By the end of the five-day operation, the Mobile Riverine Force accounted for 213 killed while sustaining only 15 fatalities.

THE HORN MEANS COURTESY

Americans regard the sound of a car or truck horn as a warning, and react by getting out or staying out of the way.

The Vietnamese, influenced by religious ideals of patience, humility and restraint, interpret the horn to mean, "Continue what you are doing. I see you, so do not panic!"

The American sailor who fails to understand how the two cultures meet the same situation may create confusion, hostility and pain. Shouting and loud swearing only adds insult to an already difficult situation.

The Navy has traditionally had the requirement that personnel serving abroad honor and respect the customs, institutions, ceremonies and attitudes of indigenous people. Articles 0623 and 1215 of Navy regulations indicate this is a responsibility of all Commands. In an attempt to fulfill this need, the U.S. Navy Personal Response Project has been instituted in Vietnam. Basic to this systematic effort for bridging cultural differences by understanding is the awareness how religions, ethical, cultural belief systems affect Vietnamese be-

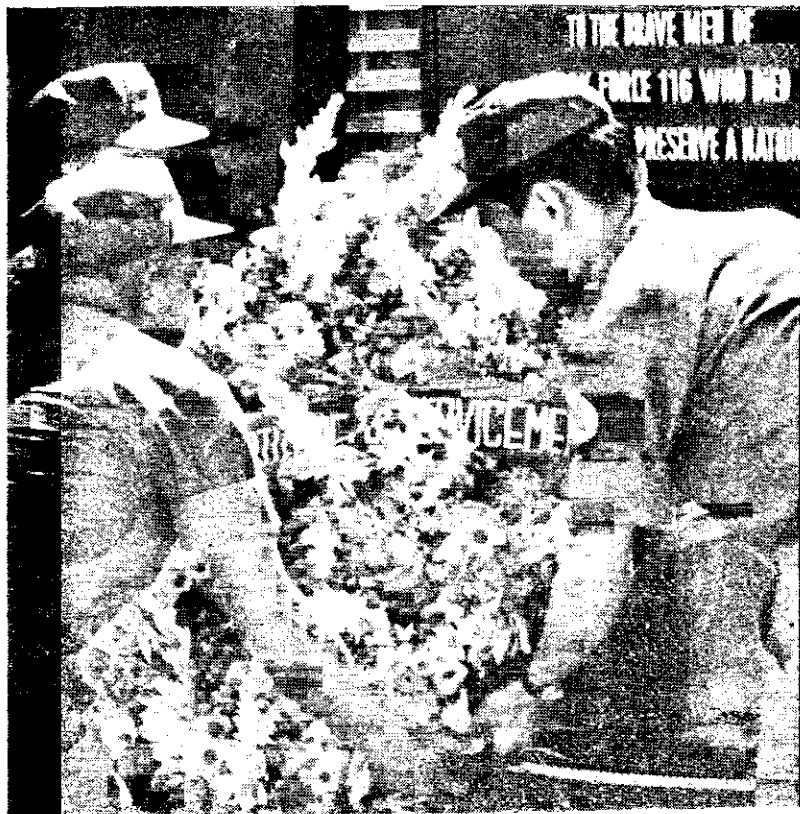
havior patterns.

The Personal Project currently is sponsored by the U.S. Navy Chief of Chaplains; the Commanding General, Fleet Marine Force, Pacific; and Rear Admiral E.B. Hooper, Commander, Service Force, Pacific.

Beginning this project in 1965 for the Marines, Chaplain Mole is attached to the Staff of COMNAVSUPACT, Saigon, as the Navy Personal Response Project Officer. He is serving his second tour in Southeast Asia on this Navy/Marine project to promote a more effective Vietnamese-American partnership through an awareness and appreciation of the value systems of both cultures.

Prior to entering the Navy as its first Seventh-day Adventist Chaplain in 1953, Chaplain Mole served as a missionary in Lebanon and Cyprus.

The Personal Response Project is an added dimension in the roles Naval personnel are already engaged in meeting. It is not merely another program!



PLAQUE DEDICATED . . . Major General Nguyen Van Manh, IV Corps commanding general, (left) places a wreath beneath a memorial plaque during dedication ceremonies at Binh Thuy River Patrol Force Base in the Mekong Delta.

(Official U.S. Navy Photo by JO1 Tom Walton).

Deceased Navyman Honored

A joint U.S.—Vietnamese ceremony was held to dedicate the plaque bearing the names of 44 U.S. Navy men and three Vietnamese National Policemen who were killed patrolling the rivers of the delta in an effort to deprive the Viet Cong their use as infiltration and supply routes.

With platoons of National Policemen and American River Patrol Boat (PBR) crewmen look-

ing on, General Nguyen Van Manh, IV Corps commanding general, and Captain Paul N. Gray, USN, commander of the River Patrol Force, spoke of the heroism of the men who have given their lives in the fight to preserve a nation.

Major Dang Van Luc, IV Corps chaplain delivered the invocation and U.S. Navy Chaplain Lieutenant K.C. Bealo, delivered the benediction.

VC Attempt to Mine PBRs

CNFV—Enemy forces along the My Tho River attempted to mine two U.S. Navy River Patrol Boats (PBRs) October 1st. However, the watermine exploded 10 feet in front of the PBRs and caused no material damage, although one U.S. Navyman received slight burns on the arm from the result of the blast.

PBRs 139 and 142, of My Tho-based Patrol Section 532, were on routine Game Warden patrol approximately 10 miles east-southeast of My Tho when the watermine was detonated, sending a geyser of water 150 to 200 feet into the air.

The PBRs immediately opened up with small arms on the nearby bank of the river and withdrew.

A fire-team of U.S. Navy "Seawolf" helicopters were "Scrambled" from Dong Tam and observed enemy personnel running for cover in a nearby treeline along the river.

With permission to fire from the sector advisor, the Seawolves blasted the enemy position with rockets and machine gun fire,

destroying two fortifications in a secondary explosion and damaging four others.

Another Seawolf fire-team and three other My Tho-based PBRs, rushed to the scene to assist PBRs 139 and 142. All came under enemy automatic weapons and small arms fire as they entered the area.

The Game Warden units returned and suppressed the enemy fire. Enemy personnel casualties were unknown.

There were no other friendly personnel or material casualties in the separate encounters.

Patrol officer for PBRs 139 and 142 was Petty Officer First Class Joseph E. Mise.

Ambulances of the Delta

Day and night the high speed fiberglass boats streak along the rivers that lace South Vietnam's Mekong Delta and Rung Sat Special Zone in pursuit of an evading enemy.

They blast away at entrenched enemy positions with their arsenal of weaponry.

They call alongside one of many rivercraft encountered during the course of a 12 hour Game Warden patrol, looking for the enemy and his contraband.

They speed the seriously ill and wounded to medical treatment up-river.

The U.S. Navy's River Patrol Boats (PBRs) have become the "Ambulances of the Delta". These PBRs are naturals for the dual roles of effective fighting craft and ready, reliable waterborne ambulances.

Their crews have been trained in first aid. They know a smattering of Vietnamese. They are at home on the rivers and are in constant contact with the Vietnamese river folk.

These Delta Ambulances get the "call" in many ways. An anxious voice from a nearby Vietnamese outpost crackles in distress over the boat's radio. Or a hulking water taxi diverts from a normal river transit, its horn blaring the emergency. But more than likely, it will be a simple peasant family waving urgently from their sampan to a passing PBR.

Patrol boat sailors respond quickly to these situations and others like them, without for a minute forgetting their combat mission. Should "ambulance service" be needed, other PBRs in the area are alerted and cover for the missing boat, dispatched on its mercy mission.

PBRs called in for medical evacuation missions (medevacs), have frequently come against heavy enemy resistance.

Chief Petty Officer Van C.

Nicholson took such a mission when he received an urgent call that a nearby Vietnamese popular force outpost was under enemy attack.

Racing in, the Chief beached his boat, despite the enemy fire, and took his crew ashore to evacuate the wounded. As they brought the wounded aboard, Nicholson, joined by Navy Lieutenant (junior grade) Richard J. Cragg and the Vietnamese village chief, covered the evacuation with rifle fire.

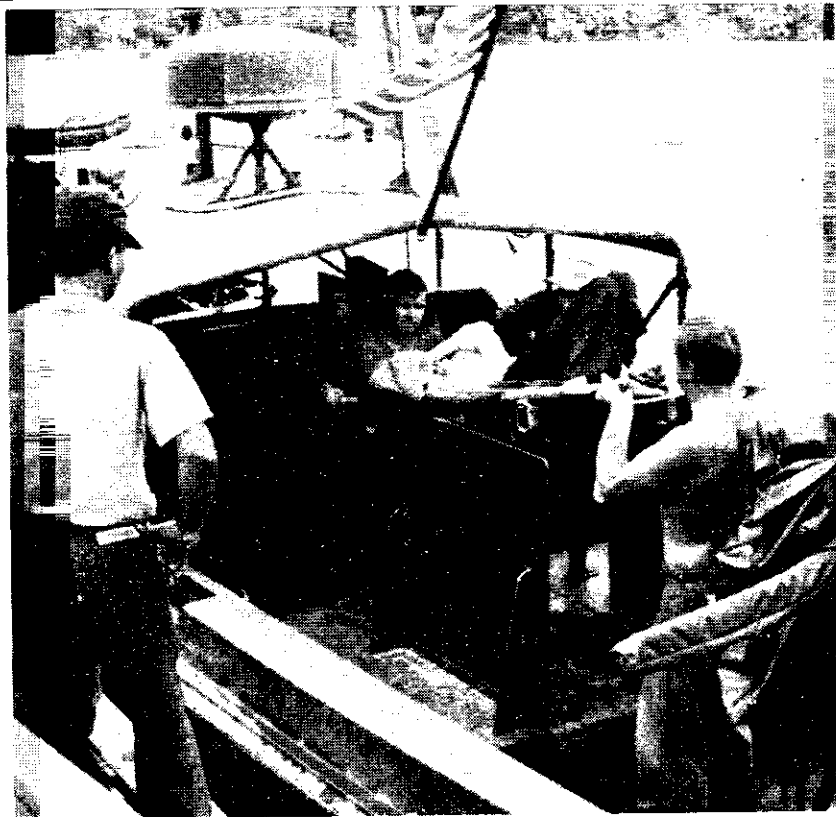
Other crews have encountered easier medevacs. Petty Officer First Class James L. Anderson delivered a Vietnamese civilian to an outpost for questioning because of suspicious identification papers. While at the outpost, he was requested to medevac a seriously ill Vietnamese girl.

He radioed his river section headquarters, they sprang into action with their phase of the medevac. The provincial hospital was notified and an ambulance was immediately dispatched to the pier to await the boat. It all went like clockwork.

The combat record of the Navy's River Patrol Boats is already well documented. The newer role is becoming increasingly so.

Almost daily, stories originating in the Delta and the Rung Sat Special Zone tell of other successful "ambulance" missions.

The "Ambulances of the Delta", which evolved naturally and gradually, have enhanced a larger pacification program . . . the program to win the hearts of the Vietnamese people and bolster their confidence in the cause of the Republic and our Free World Forces.



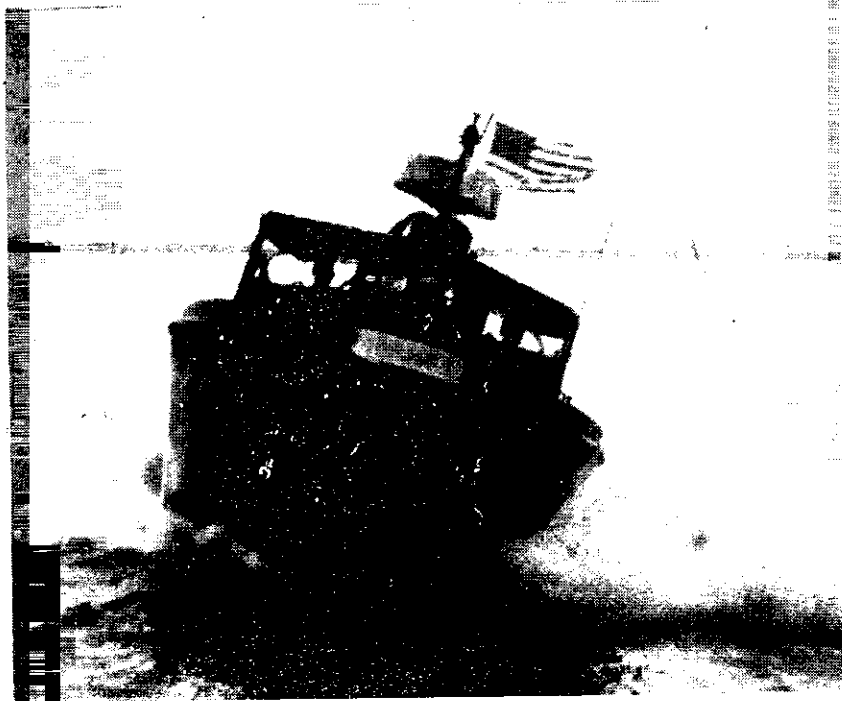
STRETCHER CASE — Navy crewmembers gently lift a seriously ill Vietnamese from their River Patrol Boat on arrival at their My Tho base. The man medevaced from a Vietnamese outpost, was rushed to the nearest medical facility by the PBR.

(Official U.S. Navy Photo by JO2 J.E. Messner)



IMMEDIATE ATTENTION — Petty Officer First Class James L. Anderson gives an ill Vietnamese man a physical check in an attempt to find the nature of his illness. The man, taken from a Vietnamese outpost, was rushed to the My Tho Provincial Hospital.

(Official U.S. Navy Photo by JO2 J.E. Messner)



"AMBULANCES OF THE DELTA" — U.S. Navy River Patrol Boats (PBRs) possessed of great fire power for combat action, often act as waterborne ambulances for the wounded or seriously ill. These craft are naturals for this dual role because of their high-speed and maneuverability.

(Official U.S. Navy Photo by PH1 M.E. Dittman)

Hornet Hel

As the ancient philosopher Lucius Seneca on absent friends are, in a manner, brought together.

With this thought in mind, and knowing mail is one of the greatest morale factors to American servicemen, the anti-submarine warfare aircraft carrier USS Hornet (CVS-12) has, as one of its primary missions, the task of "bringing people together" by delivering mail to Seventh Fleet ships in the Tonkin Gulf.

Using SH-3A helicopters, Hornet delivers mail daily to the more than 20 ships operating in the Gulf. At the same time, out-going mail is picked up from ships for further delivery to its destination.

Captain Gordon J. Robertson, commanding officer of Hornet said, "Personnel on ships in the Tonkin Gulf are finding that they are receiving mail from home in a period of five to six days.

Mail is received aboard Hornet (Carrier Onboard Delivery) aircraft from the Philippines. Once sorted and weighed, it will be delivered to ship within 24 hours.

Post office personnel keep their offices open 24 hours a day in two shifts so that mail may be sorted and prepared for delivery each day.

Hornet receives an average of 75 bags of mail daily. During one 38-day period, Hornet has delivered 44,000 mail to Seventh Fleet ships. A lot of mail weighs the weight of a letter.

The time when mail is received is "Neither rain nor snow could be received on Hornet mail," he added, "nor could it be received on other ships."



DON'T DROP IT — Mail is very carefully lowered to a Seventh Fleet destroyer by a SH-3A helicopter flying from the USS Hornet. The use of helicopter delivery means mail will be delivered to a ship in the Tonkin Gulf six days after leaving the States.



INCOMING MAIL — Mail bags are sorted in the hanger bay of the carrier Hornet after arriving from the Philippines. Once sorted, the mail will be loaded aboard SH-3A helicopters for delivery to the ships in the Tonkin Gulf.



ANOTHER LOAD — Mail bags are unloaded from a COD (Carrier Onboard Delivery) aircraft aboard the USS Hornet by Joe V. Martino. Daily flights bring mail from the Philippines to the Hornet for delivery to Seventh Fleet ships operating in the Tonkin Gulf.

Story
JOC BIL

Photo
PHC R.C.
an
JOC R.D.

ps Morale

e said, "It is by the benefit of letters that"

ived daily on a COD (and Delivery) the Philip-board, it is all normally the proper hours.

sonnel must be manned working in at the mail and ready h morning.

es an aver-f mail daily. lay line per-icopters de-pounds of Fleet ships. considering the average

orn phrase, or sleet..." worded for delivery to in depths."

Once, during the transfer of mail from a submarine to a helicopter, the mail bag fell into the sea. A helo crewman was lowered into the water to recover the bag. Once aboard Hornet, the individual letters were removed from the bag, dried, placed in new envelopes, re-addressed and sent on to their destination.

"As you know, mail is important to everyone, both those at home as well as us out here," said Capt. Robertson. Prompt delivery of mail is one of the most vital elements in maintaining morale of any group of people. Hornet is always welcomed into the Yankee Station area because it means regular mail."

"We continually receive the most favorable comments from the ships we deliver to."



ANOTHER ONE FOR HIM! — Mail is sorted aboard the Hornet by Postal Clerk Third Class Joe H. Steskal (left) and Seaman John Kirchner. The post office is manned around the clock by postal clerks working in two shifts.

By L CASE

By VEEDER and MOESER



NEWS FROM HOME — Boiler Tender Third Class Leo F. Thompson takes time out from his engine room duties aboard USS Sacramento (AOE 1) to read a letter from home.

Corpsmen Open Clinic

By JOSN Anthony G. Popowitz

NSAS—The Vietnamese people in the city of My Tho, located approximately thirty-five miles south of Saigon, are going to live a longer and healthier life thanks to the dedicated men of the Navy's local Medical Civic Action Program.

First instituted in May of 1967, the program has become a reality through the long and tireless efforts of HM1 William H. Henry and HM3 Bill Herring, two corpsmen stationed at the Naval Support Activity Saigon Detachment of My Tho.

"We could see the desperate need the people had for medical attention, therefore we felt it was our obligation and responsibility to do what we could for them", stated HM3 Herring, one of the two original corpsmen who started the program. A third corpsman HM3 R.K. Seely, volunteered to operate the base dispensary alone on a 24 hour call to free the other two corpsmen to operate the clinic.

The local Vietnamese Catholic Church, centrally located in the city, donated a two room building on the church grounds to serve as the treatment center for the Medical Clinic. The majority of the Vietnamese people who come to the clinic cannot afford to pay for medical attention or treatment.

The two corpsmen work at the treatment center five days a week from 9 AM to 6 PM. During their spare time the corpsmen make "house calls" on the people who are bed-ridden or too sick to come to the clinic.

The clinic treats anywhere from 700 to 800 persons a week. Most common of ailments is Staph Infection in the young children, although Tuberculosis is at a very high rate in the area. All the medical supplies for the clinic are obtained through regular Navy medical supply channels.

Several volunteer workers were also donated by the Catholic Church. Other members of the clinic staff include a Vietnamese male and female nurse, who were trained by the corpsmen, along with a permanent policeman and

a retired college professor.

Mr. Crinh-Cong-Toi, the retired professor, donates his time as a master log and bookkeeper of the clinic. At his job, he records the names and major complaints of all the Vietnamese patients coming to the clinic for medical attention and various treatments.

A PBR sailor, BM1 James L. Anderson was taught medical aid from the corpsmen. While on routine Operation Game Warden patrols, "Boats" takes a large medical first-aid kit and treats the minor ailments of the people living on sampams and small river craft.

Now in the process of training the Vietnamese people to operate the clinic, the corpsmen are looking toward the future to the day, perhaps, when the U.S. Navy won't be in Vietnam. Presently, some 65% of the patients are dependants of the Armed Forces of the Republic of Vietnam.

Located in My Tho is the large and fairly modern Provincial Hospital. This hospital extends its facilities and assistance to the Medical Civic Action Program along with the My Tho Naval Base dispensary. The Provincial Hospital takes care of base and local emergencies and the more serious cases that the clinic can't handle. At any time the clinic and base dispensary have full use of the modern laboratory and the new X-ray units located at the hospital.

Treating everything from minor burns, rashes, infections to serious diseases, the corpsmen and volunteers of the Medical Civic Action Program take pride in their endless work. By teaching personal hygiene and aiding the Vietnamese people, the men of Naval Support Activity Detachment My Tho are fulfilling their self-imposed obligation to help the Vietnamese people help themselves.

Navyman Brings Hope To Blind Children



SO THAT'S THE SHAPE OF VIETNAM! — Blind girls who have never seen a map of their country are able to visualize it by tracing its outline in a braille atlas. The maps were presented by the Lions' Club of Coral Gables, Florida after Bob Sharpe, PN2, informed the club of the need. (Official U.S. Navy Photo)

NSAS—The crashing war of bullets and explosives is only part of the battle in Vietnam. The other struggle is for the people's minds—to convince them that the government of the Republic of Vietnam and its free world allies offer them a better hope for the future than communism.

When the people have a commitment to their government then the communist infiltrators will no longer "swim like fish in a friendly sea", live off the land and enlarge their ranks with recruits.

Thus the psychological war is a major effort by the government of the Republic of Vietnam and its allies in which millions of dollars and thousands of man hours are expended.

But perhaps more effective than all this planned effort are the spontaneous demonstrations of friendships by groups and individuals with no axes to grind, only a desire to help those less fortunate.

One of many such persons was Navy Personnelman Second Class Robert E. Sharpe, U.S. Navy, who until recently was attached to the U.S. Naval Support Activity, Saigon. Sharpe found, and fulfilled through the aid of a Stateside Lions' Club, an urgent need at the Saigon Elementary School for Blind Girls.

Sharpe was spending off-duty hours teaching English to a group of the blind children when he discovered that one of the school's problems was teaching geography to the students who couldn't study ordinary maps.

Sharpe wrote of the need to the vice-president of the Lions' Club, Coral Gables, Florida, Mr. Lee Kellerman. Mr. Kellerman read the letter to the club and the club adopted the project of providing the school with the braille atlases.

Sharpe never saw the fulfillment of his effort because of rotation to the States for separation upon completion of normal tour of duty. The braille atlases were presented to the school by the Naval Support Activity Saigon's

Senior Chaplain, Lieutenant Commander Eugene C. O'Brien, and were almost immediately put to use in the classrooms.

The maps are now letting the students "see" countries which were formally only names. The American Great Lakes, the Mediterranean Sea, the towering Himalayas, the vast Pacific have all become real, vital places. Geography has become a meaningful subject.

The impact of this one kindness may be small, but the cumulative effect of many such efforts will help a beleaguered nation's struggle for freedom.

Ticket May Be Required On Compassionate Leave

U.S. servicemen returning to Vietnam from compassionate leave in the States should be prepared to buy an airplane ticket, officials at MACV announced recently.

Both Travis Air Force Base, Calif., and McGuire Air Force Base, N.J., have reported that space available travel is extremely difficult to obtain.

Although many flights leave both bases for overseas destinations, the seats are filled with either replacements or others traveling in a duty status.

The officials said that transportation coordinators at the ports will not permit a serviceman to stand by for space available passage after his leave terminates. A man with insufficient funds for a ticket to Vietnam must report to the nearest transportation officer. An airplane ticket may be supplied, but the cost will subsequently be deducted from his pay.



PART-TIME DOCTOR — Boatswain Mate First Class James L. Anderson prepares medicine for a patient at the "sick call" held at a Vietnamese Catholic Church located in My Tho. These Navy men, who donate their time, treat anywhere from 700 to 800 persons per week. (Official U.S. Navy Photo by PH1 G.D. Olson)



U.S. NAVY ADVISOR . . . Engineman First Class Jimmie R. Hughes advises a Vietnamese worker on the proper methods for repair and overhaul of a diesel engine.

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

NHA TRANG

Improvise -- a Byword

CNFV — Did you ever repair your car engine, or build a model airplane, or try to get that screen door to stay closed? When the right parts or tools weren't available, you were forced to improvise. After awhile, you got pretty good at it.

There are three U.S. Navy men at Nha Trang who are experts at improvising. They have to be, to get their jobs done.

The three—Lieutenant James C. Stout, Engineman First Class Jimmie R. Hughes, and Storekeeper First Class Edgar L. Spigelmire—comprise the U.S. Navy advisory team at the Vietnamese Navy Repair Facility at Nha Trang.

Actually, the repair facility is located in the little village of Cau Da on the southern outskirts of Nha Trang, 175 miles northeast

of Saigon. But the advisors and most of the 45 Vietnamese Navy men and 22 civilians who work at the facility have their homes in Nha Trang, and travel the three or four miles to their jobs every day. Dependents' housing is being built in Cau Da though, to make it easier for the men to work and back home every day.

The repair facility originally belonged to the Vietnamese Naval Training Center at Nha Trang, and was used to keep their training boats operating. But in August 1966, with the war tempo con-



JUNK REPAIR . . . Two Vietnamese workers put braces under the hull of a Vietnamese Navy Coastal Group junk, following its removal from the water for extensive hull and engine repair at the Vietnamese Navy's Repair Facility at Nha Trang.

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



SENIOR ADVISOR . . . Lieutenant James C. Stout (left), senior advisor to Vietnamese Lieutenant Mai Van Hoa (right), officer in charge of the Vietnamese Navy's Repair Facility at Nha Trang, inspects the hull of a command junk with his counterpart, in search of required repairs. (Official U.S. Navy Photo by PH2 B.W. Wendell)

stantly increasing, it was expanded and became a permanent unit of the Vietnamese Navy's Second Coastal Zone.

Today, it is one of seven Vietnamese Navy repair facilities. The others are located at Danang, Qui Nhon, Vung Tau, An Thoi and Saigon, where there are two.

The Nha Trang repair facility is charged with keeping the junks of the Vietnamese Navy Coastal Groups 25, 26, 27 and 28 in top operating condition. The four Coastal Groups, located from Hon Koy on down the coast to Phan Thiet, currently have a combined force of some 36 to 38 junks. From eight to 10 of these rotate through the repair facility each month, for either major or minor repair work. To decide which ones require the most immediate attention, teams of Vietnamese Navy repairmen and an advisor periodically travel to the Coastal Group bases to inspect the junks.

Heading the three-man advisory team at the Nha Trang repair facility is Lieutenant James C. Stout. In his 28 years of naval service, Lieutenant Stout has spent much of his time in the repair and salvage business, including all of World War II. A former enlisted shipfitter, he was officer in charge of the Navy's Shipfitter Class "A" School in San Diego, Calif., prior to his arrival in Vietnam.

Engineman First Class Jimmie R. Hughes, is the engineering advisor on the team. The other team-member is Storekeeper First Class Edgar L. Spigelmire, who is the supply advisor at the facility.

It is these three men who are the improvisers. Explains Lieutenant Stout: "The repair facility has the basic equipment to handle the job, including a 35-ton crane to lift the smaller junks and

engines to the beach, and an antiquated but effective marine railway to pull the heavier boats out of the water. In fact, it is the only marine railway in the Second Coastal Zone."

"But," he continues, "there is always the war zone problem of getting supplies and modern tools to finish the job." This is where the teams ingenuity fits in.

Most work is, by necessity, done by hand, including the cutting and shaping of planks to replace gunwales and keels and worm-caten bottoms of the junks. Although the facility has no machine tools, the repairmen, through their ingenuity, constantly keep the junk engines operating.

"It's amazing!" Petty Officer Spigelmire said recently. "When you consider what these men have to work with, they really do fabulous work. It may take a little longer to get the job done than a modern stateside shipyard, but by improvising, they're getting the same results—the junks are being repaired and sent back to continue their operations with the Coastal Groups."

All advisory work occasionally requires improvising. But for the three-man repair facility team, it's an everyday occurrence.



Advisors Help Vietnamese Train Tomorrow's Leaders

CNFV — South Vietnam's fast-growing Navy, now numbering more than 600 craft and almost 16,000 men, is in action daily along the coast from the 17th Parallel in the north to the Camau Peninsula in the south; and in the Mekong Delta from the Cambodian border to the nine mouths of the mighty Mekong River emptying into the South China Sea.

Since early 1955, U. S. Navymen have been working with the Vietnamese Navy in an advisory role. Today, that advisory effort has grown to include nearly 500 U. S. Navymen, living and working with their Vietnamese counterparts and together striving to build and improve the Vietnamese Navy.

Of those nearly 500 advisors, seven are assigned to the Vietnamese Naval Training Center at Nha Trang, located on 30 acres of land situated on the quiet shores of Nha Trang bay.

Comprising the Vietnamese Naval Academy and 14 Class "A" (basic) schools for enlisted trainees, the Training Center has the responsibility of producing the line and engineering officers, as well as specialized enlisted technicians and seamen, who will keep the Vietnamese Navy in constant combat readiness.

Headed by Commander James Carlin, the three officers and four enlisted men U. S. Navy team advises and assists the Vietnamese instructors at the Center.

"This is the 10th year of the U. S. Navy advisory effort here at the Training Center," explains Commander Carlin. "Since much of the groundwork was laid in the past, our present team of advisors needs only to concentrate on the main areas of teaching including instructor technique, curriculum, lesson guides, scheduling and training aids."

As Lieutenant Commander Alexander M. Salley pointed out, the Training Center's staff members are all quite professional in the area of training, so our advisory effort has narrowed to more advanced aspects". Lieutenant Commander Salley is an advisor to the enlisted Class "A" Schools.

Two-hundred-and-sixty-four

midshipmen are in training at the Academy with but a single ambition — to become commissioned officers through 18 to 24 months of rigorous mental and physical preparation.

At the same time, 506 enlisted trainees in Class "A" schools are currently acquiring a variety of technical skills fitting them to serve in ships and jobs ashore.

"Because the Vietnamese Navy has doubled its size in the last four years, the training program has almost tripled to provide the additional personnel required," explains Commander Dinh Manh Hung, the Training Center's commanding officer. He is a graduate of the Naval Academy at Nha Trang and recognized as one of the outstanding veteran officers of the Vietnamese Navy. Classes at the Naval Academy have steadily grown since the first eight midshipmen were graduated in 1952 and now number approximately 130 men each. Two classes are conducted currently.

Graduating midshipmen receive a reserve commission and are obligated to five years of naval service. The top 40 or 50 of each graduating class join units of the U.S. Seventh Fleet in the Western Pacific for training cruises. Still others are sent to the United States to qualify as Academy instructors.

The fourteen Class "A" schools at the Training Center, with courses ranging in length from 16 to 24 weeks, offer enlisted men technical training in such skills as radar, communications and gunnery.

Since 1952 more than 9,000 enlisted men have graduated from the Class "A" schools. On completion of training, each graduating student is promoted in his speciality to the rank of seaman.

Selected students in nine ratings are then sent for more advanced training to the Class "B" schools in Saigon where courses last 20 weeks.

"Teamwork is vital in the Navy," Commander Hung said. "Every man, officer and enlisted alike, must know his job thoroughly and perform it perfectly. This is precisely the kind of training we give to midshipmen and recruits at Nha Trang."

Lieutenant Commander Raleigh R. Ford, the advisor to the Naval Academy, agrees. "These graduates of the Nha Trang Naval Training Center are among Southeast Asia's best," he said. "These men are professionals—proud of their allegiance to their Navy and their country."



LANGUAGE LAB — An enlisted trainee at the Vietnamese Navy's Training Center at Nha Trang studies English in the center's modern language lab. Class "A" school students and Academy midshipmen receive two hours of English language instruction each week.



ADVISOR — Petty Officer First Class Jerry Crow assists a student of the Class "A" Yeoman school at Nha Trang in typing a letter. Crow is one of seven U.S. Navy advisors assigned to the Naval Training Center at Nha Trang.



CLASS "A" TRAINEES — Vietnamese Navy enlisted trainees at the Class "A" schools in Nha Trang sing in cadence as they march to their classes. There are currently 506 enlisted men attending 14 Class "A" schools at the Nha Trang Naval Training Center.

Seabees Join NSA

Mid September founded U.S. Naval Construction Battalion Maintenance Unit 302 (CBMU 302) joining Naval Support Activity Saigon. This marks the first time an entire organized Seabee Unit has been deployed to the II, III, and IV Corps Areas in the Republic of Vietnam.

CBMU 302 is commanded by Lieutenant M.H. Harper, CEC, USN who has his headquarters at Cam Ranh Bay. Members of his Command are spread throughout the area of NSA's responsibility, supporting and augmenting the Public Works Department when and wherever needed.

CBMU 302 with its sister Unit CBMU 301, was commissioned on April 7, by Rear Admiral E.T. Reich, USN, at an impressive ceremony held at Construction Battalion Center, Port Hueneme, California. CBMU 301 is presently serving in Dong Ha supporting the Commander, Naval Support Activity Danang.

The history of U.S. Naval Construction Battalion Maintenance Units goes back to the autumn of 1942 when the first Units were formed to maintain public works and public utilities and operate power plants; utility distribution system, and transportation equipment at advance Naval Operating Bases. In the Second World War, 136 Seabee maintenance units served at advanced bases in both the Atlantic and Pacific theaters of operation.

When the war ended in the autumn of 1945, most of the maintenance units were inactivated amidst the ensuing and precipitous demobilization. However, a few units survived and in the middle of the 1940s of the post-war period served at United States Naval Bases in the Aleutian Islands and Guam. By the end of the decade, these too, had been inactivated.

With the coming of the Korean War, Construction Battalion Maintenance Unit 1 was activated and served with the First Marine Air Wing in Korea. Subsequently, CBMU 1 returned to Japan with the Marines to maintain the air base at Atsugi. It was soon redesignated as CBMU 101 and continued to serve with the Marines in Japan until March 1956. At that time it was inactivated and separate Construction Battalion Maintenance Units no longer existed.

After an elapse of eleven years the need has again risen for CBMU's, this time in Southeast Asia, and again as always before the Seabees stand ready to support the Fleet.

Grateful for PBRs

The following letter of gratitude, signed by 25 owners of motorized sampans operating on the Ham Luong River, was turned in at the Ben-Lo Police Station.

Dear Commander
Dear Mr. Chief of National Police service.

We, all patrols, workers of motorized sampans and merchants, traveling on the Ham Luong River every day, have the honor to convey to you our gratitude for PBR activities, the fact that we have been provided with security is due to PBR activities day and night.

It is not too long ago, the VC set up their check points along the river to collect money from us and we were oppressed to support the so called south VN Liberation Front, with rice and medicine, especially antibiotics, sometimes motors such as motors for sampans.

Under the VC pressure, we had to obey them, we were forced to help them, we had to increase the price of goods to cover the losses that the VC took from us, and endured their illegal taxes (at least 10 percent).

Since the day, there have been PBR activities on the Ham Luong River, the VC's heartless actions were put to an end and we have had peace of mind in our daily work, we are no longer threatened by their pressure and their retaliation (for example the patrol of Hung-Phat motorized sampan

was captured and liquidated. A number of patrols were forced to witness the execution). Now the VC cannot collect taxes from us.

We feel no resentment when we are searched by PBR forces because we realize their action and their purpose are to cut off VC supplies and annihilate them. We are very satisfied with PBR forces and we pledge to stand by them. We will point out VC (economic and financial cadres) and camouflaged commo-liaison VC living among villagers. We will especially provide information on VC concentration any where along the riverside.

We have high respect for VN policemen and PBR sailors because they have good manners and are very polite when they search our taxi's and they do not take bribes.

We wish the above activities to be continued and increased for ever to protect us, villagers, honest people living in lovely coconut tree areas of the south, from VC sabotage.

We would like to convey our warm wishes and gratitude to Policemen working on PBRs and PBR sailors through your police station, Mr. Chief.

Dear Mr. Commander.

Dear Mr. Chief of National Police service.

May we avail ourselves of this opportunity to renew to you, excellency, the assurance of our highest consideration.

Easy Living For Bachelors

The Navy has recently created a program called SEAFOAM (Satisfactory Environment Ashore For Officers and Men).

The program was created to provide Navy and Marine Corps bachelor officers and enlisted men with facilities comparable to civilian living standards.

Rear Admiral William M. Heamen, Commander Pacific Division, Naval Facilities Engineering Command, which is operating the program in the Pacific Ocean area, has been provided \$3,175,000 to refurbish facilities occupied by more than 50,000 Navy and Marine bachelor personnel living ashore throughout the Pacific area.

The program includes modernization of existing facilities and

providing furniture, furnishings and appliances for such facilities as officer's and enlisted men's housing, clubs, chapels and libraries.

Continuation of the SEAFOAM program will provide barracks with modern, comfortable ranch oak furniture for lounges and day rooms. Dormitory cubicles or rooms will be furnished with no-sag bunks, inner-spring mattresses, 30-inch wide lockers, desks with lamps, arm chairs, plus throw rugs and drapes.

These improvements, coupled with the planned increase in living area, (72 square feet per man minimum), will provide more privacy and comfort and do much to relieve the bleak institutional atmosphere currently prevalent in most enlisted men bachelor housing facilities.

Navy Chaplain Rides Circuit To CG Cutters

The modern day naval circuit-riding preacher is a Coast Guard cutter-hopping Navy chaplain assigned to five Operation Market Time patrol cutters off the coast of South Vietnam.

The cutter Gresham claims this is the first Navy chaplain to be assigned to full time duty with a Coast Guard combatant squadron.

Navy Lieutenant Robert R. Mitchell, Chaplain Corps, USN, will now perform in the capacity of circuit-riding pastor aboard the squadron's five high-endurance Coast Guard vessels assigned to coastal surveillance work in Vietnamese waters.

After approximately one week aboard each vessel ministering to its particular needs, he will be transferred to another vessel patrolling a separate area.

Prior to his commissioning in the Chaplain Corps on December 22, 1966, Chaplain Mitchell served as pastor of the First Baptist Church in West Danby, New York. After attending Navy Chaplain's School at Newport, R.I., he was assigned to Coast Guard Squadron Three as his first active duty assignment.

Although new to the Chaplain Corps, naval warfare operations are not strange to Chaplain Mitchell. As an enlisted man he served as a small boat coxswain in naval amphibious forces from 1943-1946 and participated in the Normandy Invasion.

No Weapons In Hong Kong

Stringent enforcement of regulations regarding the possession of passports and the importation of weapons into Hong Kong have been announced by the government there.

Hong Kong authorities have stated that they will no longer condone the importation of weapons. The most recent incident involved an individual who imported a weapon into Hong Kong packaged and addressed for mailing through the Fleet Post Office to the United States.

The government said all future incidents will result in criminal prosecution. The maximum punishment upon conviction is three years imprisonment and it has been indicated that no appeal from the U.S. Government will be accepted.

In another action, it was announced that all persons dressed in civilian attire who arrive at Hong Kong aboard R&R aircraft are required to have current, valid passports in their possession.

PLASTER PETE



ALL IT FOR A 10 P. RIDE?



A Peaceful Mission

A small force of Vietnamese Regional and Popular Force troops began edging around a small village near the mouth of the Ham Luong River in the Mekong Delta, 50 miles southwest of Saigon.

Within 30 minutes an ambush team from the Vietnamese Navy's Junk Force entered the village and in another half hour a plane was overhead. Shortly after that the silence was broken and the sky was filled with falling objects.

This was not a combat operation. The noise wasn't that of weapons but of loudspeakers and the falling objects were leaflets instead of bombs.

The action was a Medical and Civic Action Program (MEDCAP) operation.

The military troops were strictly a security force for the MEDCAP team and U.S. Navy Advisors who entered the village not only with informative materials explaining their mission but with 1200 pounds of foodstuffs, clothing and medicines.

There was considerable evidence of very recent Viet Cong activities and influence in the area--numerous "spiderholes" and enemy propaganda leaflets exploiting the "anti-war movement" and the "longing for home by U.S. servicemen" - but no enemy were sighted and the team's reception was anything but hostile.

Instead, many of the 400 medical and 70 dental patients treated came from distant villages where similar operations had been conducted.

Also there were a number of the local men present, considered a significant first in this area, showing increased trust in their government's effort.

By early afternoon the Vietnamese Navy doctor and the U.S. Navy doctor and dentist had completed their work and other members of the team had distributed the various commodities.

When the team departed the village, they left behind a healthier, better informed people and, hopefully, a bit of progress at "Charlie's" expense.

Mail Early for Christmas

Plans should be made now by members of the U.S. Armed Forces to purchase and mail Christmas gifts at an early date.

The period of October 1 through December 31 marks the annual workload peak for U.S. military postal activities in Vietnam and thus packages to be mailed home, especially those going via surface means, should be sent early.

"Project Silver Star" is the name given the difficult task of making sure the mail is delivered promptly during this period.

The individual serviceman can take several actions to insure delivery of Christmas packages to U.S. addresses. These include:

--Mail early. Surface mail should be delivered to the appropriate military postal activity before November 1.

--Wrap and address packages carefully. Every year many poorly wrapped and addressed packages never reach their destination. Put the address and your return address inside the package as well as on the wrapping.

--Consult local military postal activities for details regarding weight and size limitations and customs label requirements.

A Package that does not weigh over five pounds and measures not more than 60 inches in length and girth combined can be sent by ordinary surface rates and receive air transportation on space available basis from Vietnam to the West Coast of the U.S.

Mail Home

FROM:

APO

TO:

Postage
1st Class 16cents
Airmail 16cents

