

# NEW RIVER SECTION SEES HEAVY ACTION

River Section 534 saw heavy action in its first weeks of operations on the Ham Luong River in the Mekong Delta. The section, operating from My Tho under Commander River Division 53, has been patrolling the upper half of the Ham Luong River.

Since it began operations on December 11, the section's patrols recorded nine fire fights and four sniping incidents in their first week of operations. LT R.M. Wolin, Officer-in-Charge of River Section 534, relates that "the patrols received almost every thing in the VC inventory—small arms, automatic weapons, recoilless rifle and rocket fire."

In the first days of operations the section received heavy automatic weapons fire from the south bank of the Ham Luong and returned and suppressed the fire using .50-caliber and M-60 machine guns. Later in the week the section reported four fire fights in one day starting with a four bout run of the eight mile long Ben Tre Canal from the My Tho River down to the Ham Luong. This patrol came under intense automatic weapons fire, rifle grenades and at least one rocket. They returned the fire, and with assistance of an accompanying "Seawolf" light fire team, suppressed it. Later the same day a two-boat patrol on the Cai Cam Canal received heavy automatic weapons and recoilless rifle fire in a coordinated ambush from both banks. The fire was returned and the patrol cleared the area

while calling for a "Seawolf" rocket strike on the bunkered positions.

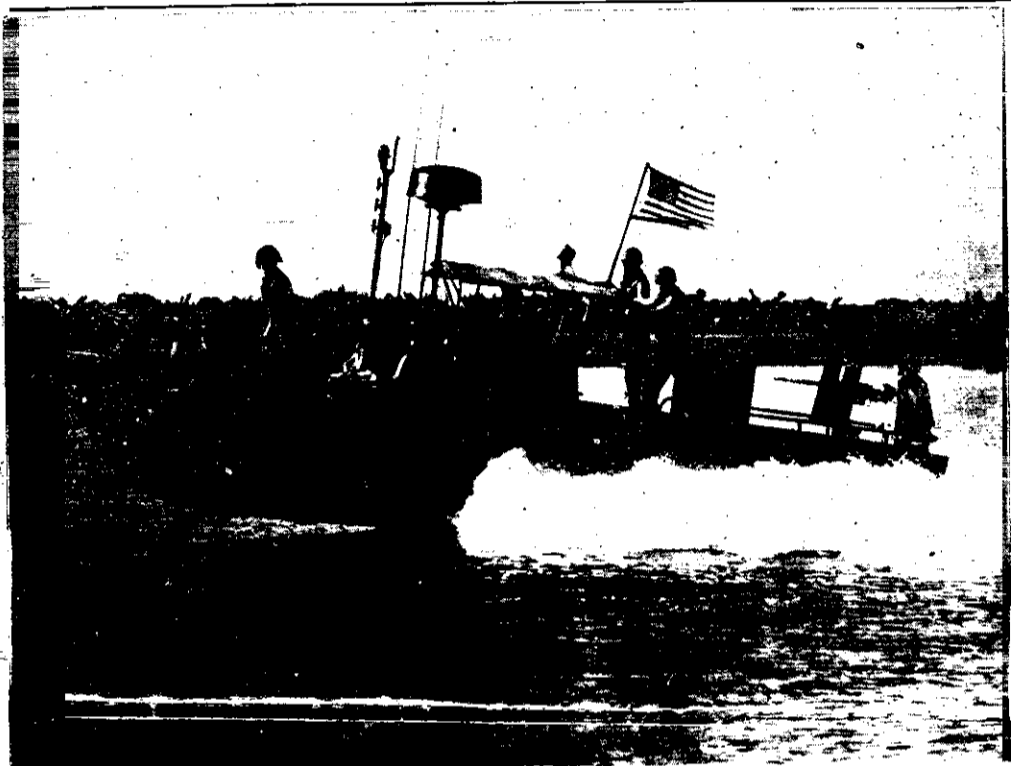
Later that day another two boat patrol received small arms and automatic weapons fire on two occasions. On the following day a patrol received heavy automatic weapons fire from bunker positions on the southern bank of the Ham Luong. They returned fire during five firing runs with .50-caliber, M-60 machine guns and M-72 light anti-tank weapons—destroying one bunker and getting a secondary explosion from a second. Unable to suppress fire, the PBRs cleared the area for a "Seawolf" strike and later, 155mm artillery was called in on the deep bunkered Viet Cong positions.

All the action was not without cost to River Section 534, for the first week of operations had a price of three Navymen wounded in action, none serious. Maintenance crews worked many additional hours to their normal overtime ponents. It attests to their efficiency and ingenuity that not a single boat was unavailable to make its required patrols.

In addition to the excitement of action there were the



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MARK II—A U.S. River Patrol Boat Mark II, the Navy's newest addition to riverine warfare in Vietnam, on a high speed run. (Official U.S. Navy Photo by JOC R.D. Moeser)

more routine duties of the checking of 1,834 indentification cards, detaining of 106 suspects, and conducting three

MEDEVACS for injured Vietnamese. A total of 2,400 pounds of unmanifested rice was found aboard five different sampans entering a 24 hour curfew area in the early morning hours. The sampans, cargos and crews were turned

over to Vietnamese authorities. River Section 534, is the first river section in Vietnam to be using the new Mark II PBRs and in the short period of operations has established itself an enviable combat record.

## Tutuila Wins Efficiency "E"



"E" FOR EFFICIENCY—Captain B.W. Spore (right), Commander U.S. Naval Support Activity, Saigon, presents Commander E.C. Castle, Commanding Officer of the USS Tutuila (ARG 4), with the Battle Efficiency "E" plaque. In competition with four other ships in Vietnam, the Tutuila won the award for the Fiscal Year 1967 for excellence in all phases of her operations.

(Official U.S. Navy Photo by PH1 C. Williams)

## Jennings County Returns

The U.S. Navy tank landing ship Jennings County (LST-846) has returned to South Vietnam's Mekong Delta as an Operation Game Warden support ship after a seven-week repair and maintenance period at Subic Bay, Philippines.

Back on station in the Bassac River, the ship's new commanding officer, Lieutenant William H. Poe and his crew have eagerly resumed their support operations.

Using target information and intelligence supplied by local coastal groups, the Jennings County quickly returned to action by bombarding enemy positions on the Bassac River, recently.

The support ship's armed gunship helicopter teams and river patrol boats (PBRs) continued to seek out and destroy enemy fortifications and

infiltrators attempting to ship supplies and men on the delta's river and canals.

During her visit to the Philippines, the Jennings County had a five-inch rocket launcher installed, which is expected to overshadow the earlier successful efforts of her 81mm mortars and 40mm cannon.

According to LT Poe, "Jennings County is glad to be back on the line and will continue to exploit her mobility and flexibility to stifle the Viet Cong in the rivers of the delta."

Editorial

# The Defense

One of the most frequent questions asked members of the legal profession is: "How can you defend a guilty man?"

The answer lies in the Constitution of the United States and in the oath which an attorney takes on being admitted to the bar.

A person is presumed to be innocent until he is proven guilty. How can an average person who knows little of the law on court procedure defend himself against an accusation? He can't. For this reason, the Constitution gives every person accused of a crime a right to trained counsel.

The courts have taken this to mean that not only may he hire counsel, but that if he is unable to do so, the court must provide defense counsel.

But whether counsel is hired or appointed, the attorney's job is to see that the man he

is defending has the advantage of every right provided by law. In neither case should the attorney be identified with the person he is defending.

Frequently, movies and television scripts mislead one into thinking that defense attorneys can resort to trickery or trumped up evidence to free a guilty defendant.

In his oath as an attorney, the defense counsel has promised that he will "employ ... such means only as are consistent with truth and honor, and will never seek to mislead the judge or jury ..."

In short, a defendant is entitled to a vigorous, but strictly honest, defense. And the attorney is duty bound to render that defense.

## Hummel's Vietnam



"TOGETHER NOW SARGE... WALTZING MATILDA...."

## ADVANCEMENT EXAMS HELD IN FEBRUARY

The Bureau of Naval Personnel recently announced that the February 1968, Navy-wide examinations will be conducted according to the following schedule:	E-7 on Thursday, February 15.
E-9 and E-8 on Tuesday, February 27.	E-6 on Tuesday, February 13.
	E-5 on Thursday, February 8.
	E-4 on Tuesday, February 6.

# HAPPY NEW YEAR?

by LT Robert Freistedt, CHC

How did you celebrate New Year's? On a lonely patrol in Vietnam? On watch or in the sack after a heavy day's work? Perhaps you even got to whoop it up for a few hours at the club. Of course, it's not the same as being at home or out on the town with your best gal.

There are a lot of us that get the idea of starting the New Year happily by consuming a lot of liquid cheer. Whether at home or out here, many people feel they have to get "silly" in order to be "happy". This is their "Happy" New Year. I suppose that is part of the festivities, but it is not the real answer to a year full of happiness.

Just like being out with your best girl, happiness is not how much you can drink but whom you're with.

That is the way it is with life. Whether here in Vietnam or on the streets of Podunk if you are really with God, then the year ahead can be a happy one. At times, it may be lonely, even frustrating, but when you "walk with God" it somehow changes things. Why not try it?

Make the time in Vietnam one where you get closer to your God rather than farther away. There are plenty of ways to do it: regular worship, daily prayer and Bible reading. Even a good talk with the chaplain helps. He is a fellow who likes to see you happy and knows that if you're walking close to God, you can be! HAPPY NEW YEAR! I hope it's that for you.

## NRS Helps Educate Dependents

Do you have a son or daughter ready for college?

More than 800 college students have been helped financially by the Navy Relief Society since its Educational Fund began three years ago.

Currently, 626 students are attending colleges in every state except Alaska, Hawaii, South Dakota and Nevada. Ten are studying outside the United States.

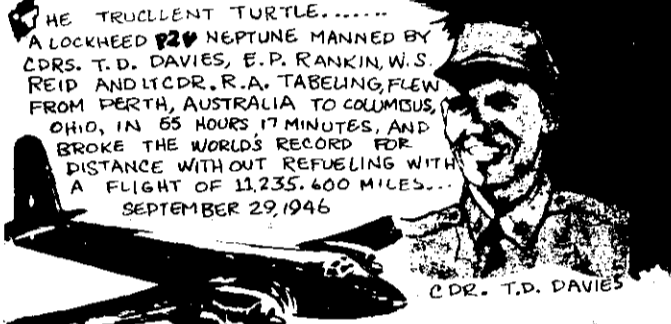
The Society received 652 applications for loans for the 1967-68 school year. Of these, 28 were declined by the students after approval; ten because they received scholarships and ten because they found they didn't need assistance. Eight decided not to go to school.

If the present trend continues, Navy Relief expects to help almost 1,100 students next year. Funds for educational loans should approximate \$875,000.

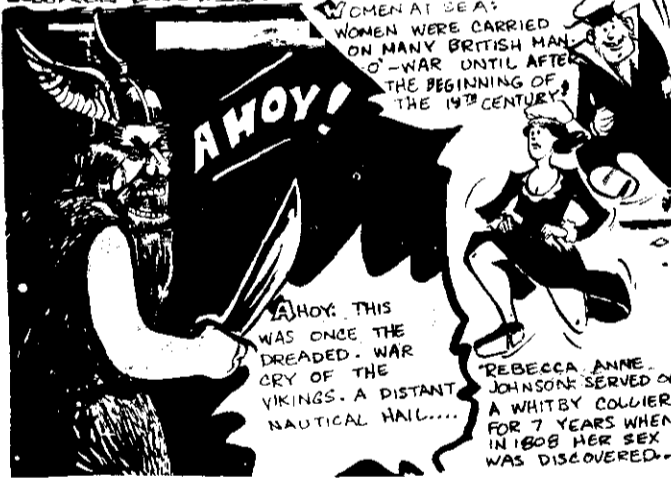
Applications may be obtained from the Navy Relief Society, 1030 Munitions Building, Washington, D.C. 20360. Sons and daughters of regular reserve or retired Navy and Marine Corps personnel are eligible. Deadline for applications is March 15.

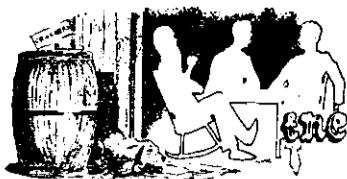
## DID YOU KNOW?

THE TRUCULENT TURTLE..... A LOCKHEED P-2V NEPTUNE MANNED BY CDRS. T. D. DAVIES, E. P. RANKIN, W. S. REID AND LCDR. R. A. TABELING, FLEW FROM PERTH, AUSTRALIA TO COLUMBUS, OHIO, IN 65 HOURS, 17 MINUTES, AND BROKE THE WORLD'S RECORD FOR DISTANCE WITHOUT REFUELING WITH A FLIGHT OF 11,235,400 MILES... SEPTEMBER 29, 1946



## NAVAL EXPRESSIONS





by Charlie Noble

With New Years Day out of the way and well into 1968, we start a whole new cycle of holidays. Be alert to consult the calender before planning your menu to insure you capitalize on certain holidays and their traditional food items.

For example there are jelly rolls for Lincoln's birthday symbolizing the log; cherry pie for Washington's birthday; corn beef and cabbage for St. Patrick's Day; and lamb or ham on Easter Sunday. There are many other menu favorites for certain holidays to make them that much more festive. It would be a good idea to start marking your menu calendar now!

Here are some ideas for St. Valentine's Day February 14 and Washington's birthday February 22.

Pink tinted cup cakes D-1 can be made by adding a few

drops of food coloring to the batter while mixing. Don't be heavy handed, the red coloring goes a long way. Ice and decorate with marachino cherries or red tinted coconut and chopped nuts. Cherry sauce O-23 spooned over plain cake D-1 is a change from the traditional cherry pie K-19. The sauce can also be applied over warm ginger bread G-13 or ice cream on thin sliced pound cake D-19. The thing to remember in decorating your holiday specials is, too much decoration is as bad as no decoration at all, be careful and don't over do it.

## Treasury Department Expands Overseas Banking Program

Programs offering higher interest rates on servicemen's accounts at overseas military banking facilities were expanded upon in two year-end moves designed to make banking more attractive to military personnel and help reduce gold flow.

The Treasury Department, in cooperation with the Department of Defense, authorized military banking facilities to pay four percent interest on servicemen's individual savings accounts anywhere overseas beginning February 1.

Pentagon officials said AMEPCO, Bank of America, Guarantee Trust, Chase Manhattan and First National City Banks were given this new authority to make interest rates on savings accounts the same in all overseas areas.

In a second action the Treasury made the program for paying interest on checking accounts available to servicemen in Taiwan, effective January 1. The program was previously limited to men serving in Thailand and Vietnam.

Officials stressed that the Taiwan program was a test, making the first time interest on checking accounts had been extended from a war zone to a peaceful area. Thailand and Vietnam checking accounts at five percent are permanent programs and have been in effect since banks opened there.

All overseas banking programs are intended as companion pieces to the Uniformed Services Saving

Deposit Program, and are not competitive with it officials said. They pointed out that the overseas deposits program, paying 10 percent interest, is strictly a savings program and that servicemen cannot withdraw money from accounts until their return from overseas.

The programs from overseas saving and checking accounts are designed to provide servicemen with attractive interest rates in accounts with the same flexibility offered in banks at home.

## Special Corps for Navy Lawyers

An act creating a Navy Judge Advocate General's Corps has been approved by President Johnson.

It establishes a corps for Navy lawyers in place of their present status as special duty officers.

"It gives Navy lawyers the same professional recognition accorded to doctors, dentists, chaplains and others who perform specialized duties," the President said. He noted that the new measure also permits women to serve as lawyers in the Navy.

The corps will have the same internal organization as other Navy staff corps.

# THE SMALLEST FLIGHT DECK

"It's like driving on an expressway with your eyes closed," said Warrant Officer John Held, in explaining his first reaction to night landing operations aboard what is considered to be the smallest helicopter flight deck in the world, aboard a craft only 56 feet long.



**SMALLEST FLIGHT DECK**—A U.S. Army UH-1D "Huey" helicopter lands on a U.S. Navy Armored Troop Carrier (ATC) in the Mekong Delta of South Vietnam. The ATC, part of the joint Army-Navy Mobile Riverine Force, has been equipped with a detachable flight deck—probably the world's smallest.

(Official U.S. Navy Photo by PH2 E.P. Shinton)

The Army pilot was testing a newly-developed night landing system aboard the flight deck installed on an armored troop carrier. His landing, the 200th aboard the boat since the helo deck was added last August, was celebrated later when the boat captain, Boatswain's Mate Second Class Lloyd Dillavou, invited the pilot to cut a special cake commemorating the event aboard the boat.

"You have no idea what it's like," Warrant Officer Held said, "to bring a helo down on something that small, especially when you're flying over 500 feet up and it's pitch dark. It can be difficult in the daytime; but

in the dark you lose your sense of perspective when you near the flight deck.

"It's the last fifty feet that count," he added, "when you lose sight of the landing area. Then it's up to Navy crewmen below to get us down and they have become real experts at it. I'll say one thing, it's a lot better than trying to slip into some unlighted hole in the jungle."

To increase the effectiveness of night landings aboard the small carriers, the Navy installed an electric fluorescent-strip lighting system around the sides of the flight deck, making the light visible only from the air.

Boatswain's Mate Dillavou said that duty aboard the floating landing pad is sometimes more hazardous than when he was serving on the Fleet carrier Valley Forge in the Atlantic. "Aboard the Valley Forge," he said, "we had a little more margin for errors on the flight deck, but the helo pilots here in the delta are good and we have never had any serious problems."

Now that helicopters can use the recently-conceived helo pads on the armored troop carriers at night, it gives the Mobile Riverine Force an around-the-clock capability for medical evacuation, resupply and troop lift.

## President Presents Medals to Navymen

**CAM RANH BAY**—President Lyndon B. Johnson presented five Navymen with medals here December 23, during his short stopover.

Rear Admiral Kenneth L. Veth Commander, U.S. Naval Forces, Vietnam, received the U.S. Navy Distinguished Service Medal.

Lieutenant Commander Frank Rhodes Jr., Commander, River Assault Squadron Eleven in the Mekong Delta, was given the Navy Cross.

Captain Paul N. Gray, Commander, River Patrol Force (Task Force 116); Lieutenant (junior grade) Samuel Miess,

attached to River Section 512 in the Mekong Delta, and Engineman Third Class Michael Meeks, attached to River Section 511, all were awarded the Silver Star.

Not present, but announced as receiving the Distinguished Service Medal, was Vice Admiral William Bringle, Commander, U.S. Seventh Fleet.

Following the presentation, the award winners lunched with

General William C. Westmoreland, Commander of all U.S. Forces in Vietnam.





**UNLOADING** — PCSN Bill Niven (left) and SN Tom Potora (right) unload their mail truck at APO 96214, which is NAVSUPACT's secondary mail room.

(Official U.S. Navy Photo by PH1 C. Williams)



**MAIL ROOM** — Postal clerks sort some 115,000 pounds of mail a month at NAVSUPACT's mail room in the COMNAVFORV compound.

(Official U.S. Navy Photo by PH1 C. Williams)

## Navy's "Pony Express Riders"

by

JOSN Anthony G. Popowitz

Just as the Pony Express riders of the "Old West" once rode through hostile territory to deliver mail, the postal clerks of the U.S. Navy are also delivering mail in a hostile territory, not infested with Indians but Viet Cong.

These postal clerks work long and hard hours, doing an almost impossible job of sorting and distributing tons of mail daily to the servicemen in Vietnam.

The Christmas season, as well as the rest of the year, would be very lonely to servicemen without any mail from home. Bringing these eagerly awaited letters and packages from home are the postal clerks of Naval Support Activity, Saigon. This includes the postal clerks from Saigon and large naval facilities to the "Pony Express Riders" who deliver mail to the far and remote detachments of NSA, — detachments scattered throughout the Mekong Delta Region and central South Vietnam.

Take one phase of this mail handling program, — the Christmas season, when literally

millions of letters and packages are sent to servicemen for the holidays. This year's holiday mail handling program, which began in October and will continue through January, was given the nick-name of "Operation Silver Star" by MACV Headquarters (Military Assistance Command, Vietnam).

The postal story actually begins when a letter is mailed stateside to a serviceman stationed somewhere in the Republic of South Vietnam. This letter will proceed to an FPO (Fleet Post Office) or an APO (Army Post Office) in San Francisco. From there it will be flown by chartered jet or cargo plane to an Aerial Mail Terminal in Saigon, Cam Ranh Bay or Danang.

In Saigon, at the large Air Force Post Office and Mail Terminal at Tan Son Nhut

Airport, hundreds of tons of mail arrive weekly. This mail is then sorted into service group branches for faster shipment and distribution.

U.S. Naval Support Activity, Saigon, is carrying more than its fair share of the tremendous work load. Tan Son Nhut Airport is where NAVSUPACT's Fleet Locator post office is located. The primary job of the fleet locator is to handle and deliver all bulk mail to Navy personnel at every naval activity, base, ship and detachment in the II, III and IV Corps Areas of South

Vietnam. This job consists of delivering some 150,000 pounds of mail each month.

At the head of this massive operation is LT Edward J. Baydowicz, Area Postal Officer of South Vietnam. His scope of responsibility covers 65,948 square miles and approximately 16,000 Navymen in country. NAVSUPACT's Fleet Locator has fifteen postal clerks working seven days a week, 24 hours a day in three shifts (eight to ten hours per shift) to distribute the six tons of mail it receives daily.

After the mail has been sorted into service branches at the Aerial Mail Terminal, the NAVSUPACT postal clerks load the Navy mail on wheeled carts called corrals. These corrals are then taken to the fleet locator building where the clerks begin the long and tiresome process of unloading and sorting the mail into naval activities groups.

The mail and packages are then sorted into large bins and sacks representing each

naval command, detachment, base or ship. Chief Postal Clerk Otis R. Miles, the leading chief petty officer, stated, "When the men work full steam ahead, it usually takes approximately one and a half hours to unload a corral of mail, which weighs about 1,600 pounds."

Once the mail has been sorted into naval activities, it is re-bundled and bagged. From the fleet locator the mail is returned to the Aerial Mail Terminal and placed in APO/FPO numbered bins, which correspond to the different naval activities in country. The mail will now be dispatched on the first plane heading in the general area of the APO/FPO number bin it was placed in. It makes no difference whether the mail is dispatched on an Army, Air Force or Navy plane — the mail must go through the fastest way possible.

Air Cofat, NAVSUPACT's nine plane airline, often flies mail to the remote and scattered detachments of NSA Saigon, such as An Thoi, lo-



**A-OK** — Postal Clerk First Class Ronell C. Brown, mail supervisor of APO 96214, checks packages that are ready for distribution to local naval activities.

(Official U.S. Navy Photo by PH1 C. Williams)



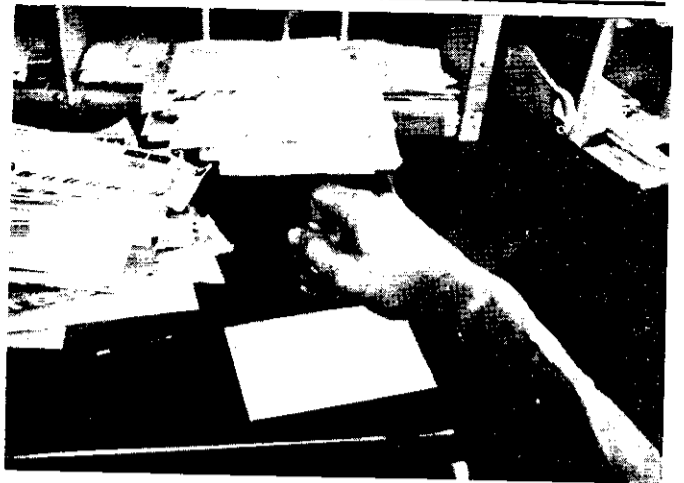
**MAIL AND PACKAGES FROM HOME** — NAVSUPACT's postal clerks move a corral of mail and packages (which weighs about 1,600 pounds) to the Fleet Locator Post Office.

(Official U.S. Navy Photo by PH1 C. Williams)



**MAILMEN**—The postal clerks of NAVSUPACT's Area Post Office and Fleet Locator are; (right to left) LT Edward J. Baydowicz, Area Postal Officer of South Vietnam, YN2 Wayne C. Bish, SN Jerry T. Pennington, PC2 Neal H. Ferguson, SN Billy G. Riley, SN Wayne M. Beale, PCC Otis R. Miles, leading chief petty officer.

(Official U.S. Navy Photo by PH1 C. Williams)



**LOST LETTERS** — A postal clerk at NAVSUPACT's mail room re-routes a lost letter.

(Official U.S. Navy Photo by PH1 C. Williams)

cated on Phu Quoc Island in the Gulf of Thailand or to the remote Navy radar site consisting of only 13 men, on Con Son Island, which is located in the South China Sea.

of every Navyman in the II, III and IV Corps [Area] of South Vietnam. This job alone requires much time and an unbelievable amount of paper work and filing.

NAVSUPACT's secondary mail room and Personnel Locator is situated in the COMNAVFORV (Commander, Naval Forces, Vietnam) Compound, located in downtown Saigon directly across the street from the headquarters of Naval Support Activity, APO 96214, as it is called, distributes all mail and packages on a local basis that were received from the Fleet Locator at Tan Son Nhut. Two to four truckloads of mail are dispatched daily to APO 96214. The primary job of APO 96214 is that of being the Personnel Locator

Postal Clerk First Class Ronell C. Brown, Mail Supervisor of APO 96214, has the responsibility of seeing that the mail is sorted and distributed correctly on a local basis as well as re-routing stray or lost mail to its owner. His men separate the mail, some 115,000 pounds a month, and place it in box numbers making it easy and ready for local pick-up by various commands and civilian agencies under contract with the Navy in the Saigon Area.

Now the "Pony Express Riders" enter the scene. A mere handful of postal clerks are stationed at each detach-

ment. These men often strap on their guns, get into their

trucks and drive through VC infested territory to some small dirt runway where the mail planes land. Sometimes driving as far as ten miles or more through jungles, the postal clerks bring the mail back to their detachment and distribute it to the personnel stationed there. Some very good examples of their "Pony

Express" rides are from the airstrip at Dong Tam to the PBR Detachment of My Tho and from the NSA Detachment of Nha Be to Saigon —areas like these where snipers are prevalent.

Doing an outstanding job, they have well earned the title of being called the Navy's "Pony Express Riders."



**FINAL DESTINATION** — Postal clerks of NAVSUPACT's Detachment My Tho pick-up mail brought in by Caribou (C-7A) at the small dirt air strip in My Tho. These men will then drive to their base and distribute the mail to the personnel stationed there.

(Official U.S. Navy Photo by PH3 F.C. West)

## "Seawolves" Kill 15 in Delta

**CNFV**—U.S. Navy "Seawolves," piloting armed gunship helicopters, struck Viet Cong positions in four separate actions in the Mekong Delta December 28, killing 15 enemy, destroying four enemy sampans, three fortified structures and damaging 11 others. Five U.S. Navymen were wounded.

Eleven of the enemy were killed when "Seawolves" from the Game Warden support ship USS Jennings County (LST-846) supported a Vietnamese Popular Force outpost under attack by Viet Cong, 70 miles southwest of Saigon in Vinh Binh Province.

Five U.S. sailors were wounded when Viet Cong forces struck a river patrol boat (PBR) with recoilless rifle fire on the Ham Loung River, 45 miles southwest of Saigon. "Seawolves" from the Game Warden support ship USS

Harnett County (LST-821) rushed to the area of attack and evacuated the wounded. They then returned to the area to put in three strikes, where they destroyed three fortified structures, damaged 11 others and suppressed all enemy fire.

Four sampans were sunk and four enemy were killed when "Seawolves," based aboard the Game Warden support ship USS Garrett County (LST-786), on a routine patrol over the Mekong River 55 miles southwest of

Saigon, received word of a Viet Cong tax collector in their patrol area.

The "Seawolves" spotted the tax collector's sampan, and after receiving permission from the Cang Loung sector chief, made a strike on the craft, destroying it.

PBRs in the area also fired on suspected Viet Cong forces.

The "Seawolves" continued their patrol, and ten miles southwest of the first sampan incident, sighted three heavily-loaded sampans in an area of known enemy activity.

## Two PBR Crewmen Wounded

**CNFV**—Two U.S. Navymen were wounded when their river patrol boat (PBR) was hit by an enemy rocket December 25, 70 miles southwest of Saigon.

Two Game Warden patrol craft were investigating an unusual number of sampans and junks in a known Viet Cong crossing area when the PBRs came under heavy enemy grenade, automatic weapons

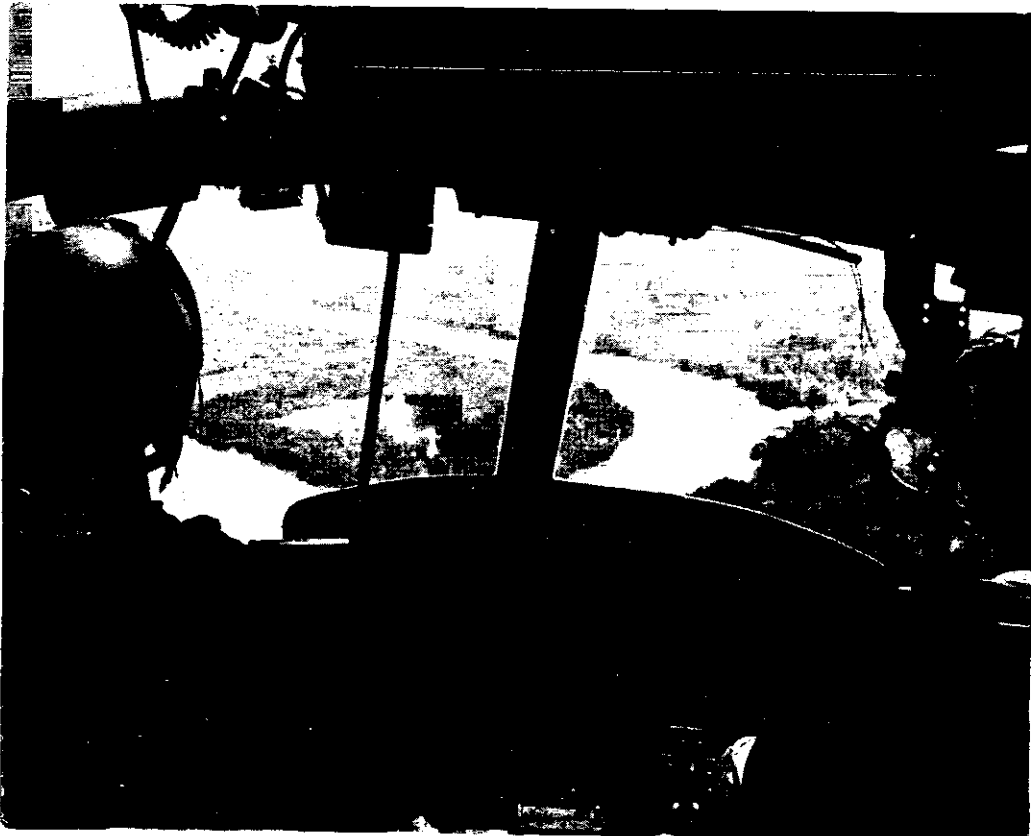
The "Seawolves" received permission to strike the sampans, and during the strike, received light small arms fire, which was returned and suppressed. Four enemy were killed and three sampans were destroyed.

and rifle fire. The two Navymen were wounded when one of the PBRs was hit by a round of B-40 rocket fire.

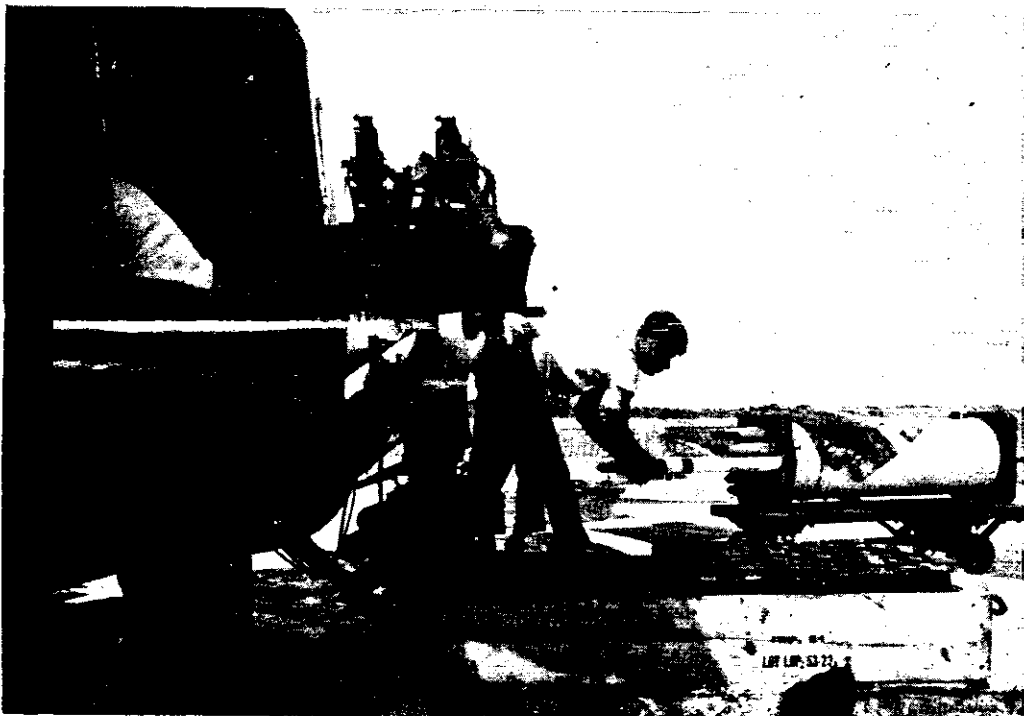
U.S. Navy armed gunship helicopters were called in to support the PBRs.

Unable to suppress enemy fire after several firing runs, the PBRs left the area while the helos directed artillery fire from Cau Ke.

The extent of enemy personnel casualties is not known.



**HITS TARGET** — A U.S. Navy UH-1B helicopter hits a Viet Cong target in the Mekong Delta with 2.75-inch rockets.



**REARMING** — A U.S. Navy UH-1B helicopter is quickly rearmed aboard the USS Harnett County (LST 821).



**MEKONG WARRIOR** — Lieutenant (junior grade) Jeff Smith scouts the Mekong Delta during a patrol.

# “Seawolves” S

Story an

LTJG T

Lieutenant (junior grade) Jeff Smith rolls over, opens his eyes. It's 7 a.m. — but what day, the naval aviator asks himself in Vietnam and it is no different for LTJG Smith.

He finally decides it's Wednesday — the day the steak is the noon meal aboard the ship and the day he doesn't begin flying until noon.

He awakes again at 11:10 a.m. when Lieutenant Steve Beguin flips the bright light on in the stateroom. He will be LTJG Smith's pilot for the next 24 hours of flying a U.S. Navy UH-1B helicopter “Huey” from the USS Harnett County (LST 821) in support of the U.S. Navy River Patrol Boats (PBRs) in that section of the Mekong Delta.

They wash and meet later in the wardroom for lunch. Food is always good aboard this ship, but Wednesdays are special.

Already in the wardroom for dinner are Lieutenant (junior grade) William T. Meneeley, pilot of the cover helicopter for LT Beguin and LTJG Smith, and Lieutenant (junior grade) Morris Steen, Jr., his co-pilot.

From the wardroom it takes the men just a few seconds to grab their flight helmets from their staterooms and a few more seconds to walk to the flight deck. This nearness to the flight deck is one reason the LSTs — three on station at all times in the delta — have been so successful.

“The pilots are just seconds away from the helicopters and because the ship moves near to where the PBRs operate, the helos are just minutes from providing air support when the PBRs get into trouble,” said Lieutenant Commander Ralph Schwartz, Officer-in-Charge of Helicopter Attack (Light) Squadron Three, Detachment Five, aboard the USS Harnett County.

The LSTs were recommissioned primarily to give support to the PBRs as they patrol the rivers in search of the enemy moving men and supplies.

And then the “Seawolves” — as the men call themselves who fly in this squadron — were put aboard the ship.

At night the “Seawolves” can be airborne (scrambled) in about four minutes. During the day, it takes about a minute less because the men do not have to dress.

“There are three classes of scrambles,” said Lieutenant (junior grade) George Sprowls, “depending on how fast you must get underway. We hurry

on every scramble, but a side. The use number one scramble means the M-60 fle we hurry even more.”

This time, though, the lead helo red by about 600. “Seawolves” were not being scrambled, so it was about 20 minutes before the thumbs up signal was given to the cover. With the chine guns a g firing higher the longer ran



**TODAY'S MISSION** — Aviation Ordnance discusses an upcoming strike mission with LT

helicopter. LTJG Meneeley pulled up slowly on the stick and the “bird” began to rise off the deck. A few seconds later the helicopter was off the ship and flying over the muddy Co Chien River.

Sitting in the door of the cover ship holding M-60 machine guns are Aviation Machinist's Mate Third Class Ronald F. Paletta and Aviation Ordnanceman Airman Michael Draper.

Meanwhile, the blades on the other helicopter begin to whirl even harder, and the bird slips off the ship to follow its mate. Manning the .30-caliber machine guns on each side of this gunship are Airman Ronald R. Young and Aviation Structural Mechanic First Class Anthony Rogers.

This is the only helicopter flown by the “Seawolves” that has the twin 30s on each side. The use of the M-60 fle lead helo red by about 600. With the chine guns a g firing higher the longer ran. the co-pilot d fire any gun watch for gro the many t during a strike ber system o designed by a USS Harnett placed on the months ago. By now the flying along Co Chien R. PBRs are p PBR has a and is search supplies, while for a water alongside. T each other, wolves” conti about a mile, the area sever This time hitting. The for the area target, LT B

# talk "Charlie"

Photos

by S. Storck

eyes and looks at his watch.

One day is the same as the next for most men fighting the war

of the 30s over  
x-guns on the  
ices the weight  
ounds.

.30-caliber ma-  
anner can begin  
up because of  
ge, and because

to his gunners that the target  
is the treeline in the bend of  
the river just behind the fish  
nets in the river.

Then the helo begins its  
firing run. LT Beguin cries,  
"Commence firing," and  
Young and Rogers open up

has blasted the target.

Then with the fuel gauge  
reading only 150 pounds —  
enough for about 15 more  
minutes of flying — the two  
birds head to Tra Vinh air-  
field to refuel and rearm.

The helos always fly to-  
gether. "The one flies cover  
so if the lead helo gets fired  
at, the cover helo can im-  
mediately fire back and try  
to suppress it," said LCDR  
Schwartz.

Both birds come swooping  
down onto the airfield, stop  
briefly while the gunners  
cover the guns to keep the  
red clay dust off.

Landing on the ship, of  
course, is a clean operation.  
On the ship, also, the men  
are waiting to instantly begin  
resupplying the helo, and  
usually in two minutes the  
birds can be off on another  
strike.

At first the LSTs remained  
off the mouth of the river,  
but now they go up the major  
rivers to be near the PBRs  
and also to act as a blocking  
force when the Army is con-  
ducting operations.

The LST was chosen for  
this work in the delta, be-  
cause it has a draft of only 13  
feet and can navigate the  
major rivers in the Mekong  
Delta. The Harnett County  
was the first U.S. Navy ship  
to navigate the mouth of the  
Ham Luong River and later  
transit the river.

The two birds return to the  
USS Harnett County in time  
for dinner. It's not the end  
of the day, though, as the men  
will go out again at 6:30 p.m.  
for a dusk patrol.

"Charlie" (VC) likes to  
move at night," said LCDR  
Schwartz, "so the 'Seawolves'  
like to be up there supporting  
the PBRs in their search for  
'Charlie'."

There is no problem to-  
night, though, and the two  
birds return to the ship two  
hours later.

The four officers and four  
men have missed the movies  
aboard the ship, so the officers  
talk in the wardroom and the  
men in the crew's lounge be-  
fore going to bed.

The "Seawolves" received  
their first training from the  
U.S. Army, because the UH-  
1B helicopters are Army chop-  
pers. The "Seawolves" still  
use some Army tactics, but  
"we have also developed some  
of our own," LCDR Schwartz  
said.



Seaman First Class Milton R. Davis (right) and Petty Officer 1st Class JG Jeff Smith.

pes not have to  
s, he is free to  
und fire and do  
hings required  
The .30-cal-  
h the helo was  
member of the  
County and  
helo about three

with their twin 30's. Seconds  
later, LT Beguin presses a  
button and a 2.75-inch rocket  
leaves the rocket tubes. Within  
seconds four more rockets  
are speeding toward the  
treeline.

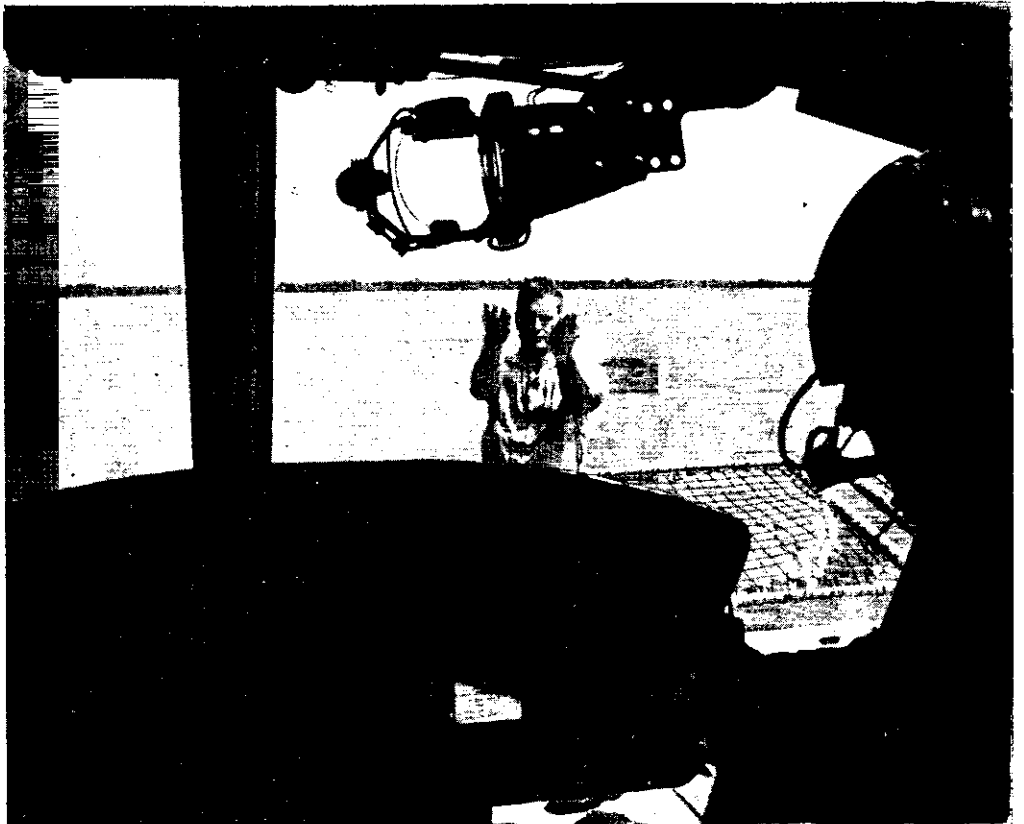
The treeline billows with  
smoke and the lead helo banks  
sharply to the left to get out  
of the range of ground fire.

two birds are  
he banks of the  
ver where the  
trolling. One  
ampan stopped  
ng it for enemy  
the other waits  
taxi to come  
he men wave to  
and the "Sea-  
nue down river  
before circling  
il times.

Now it is LTJG Steen's  
and LTJG Meneeley's turn  
to fire. The two gunners,  
Paletta and Draper, have  
already seen where the lead  
ship has struck, and when  
LTJG Meneeley says, "Fire,"  
LTJG Steen presses the but-  
ton to fire the flex-guns, and  
the two gunners fire their  
hand-held M-60's.

Spotting the  
guin points out

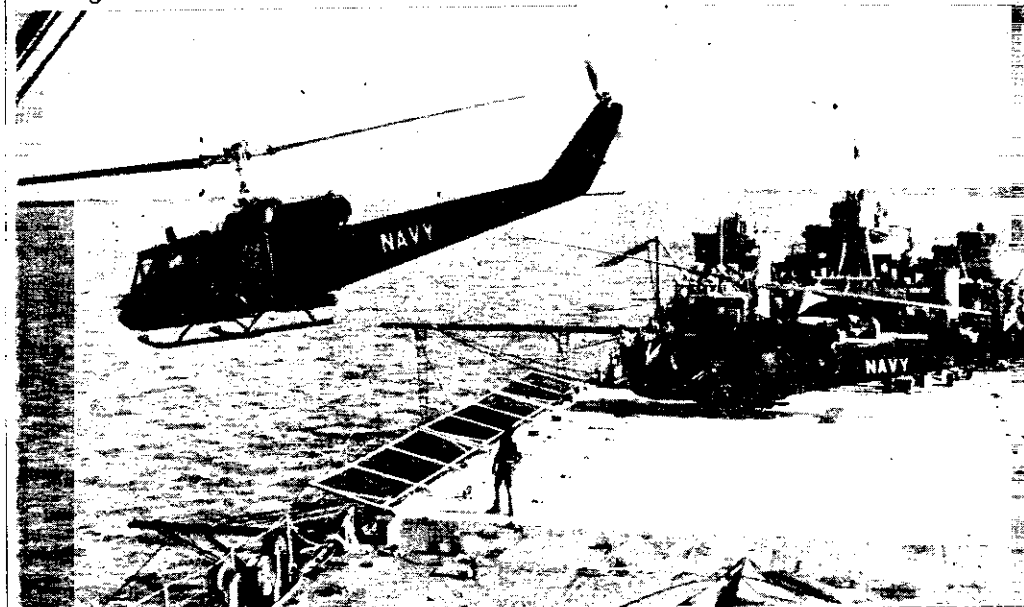
LTJG Meneeley then  
presses another button and  
the first of eight rockets  
leaves the tubes to join the  
five with which the lead ship



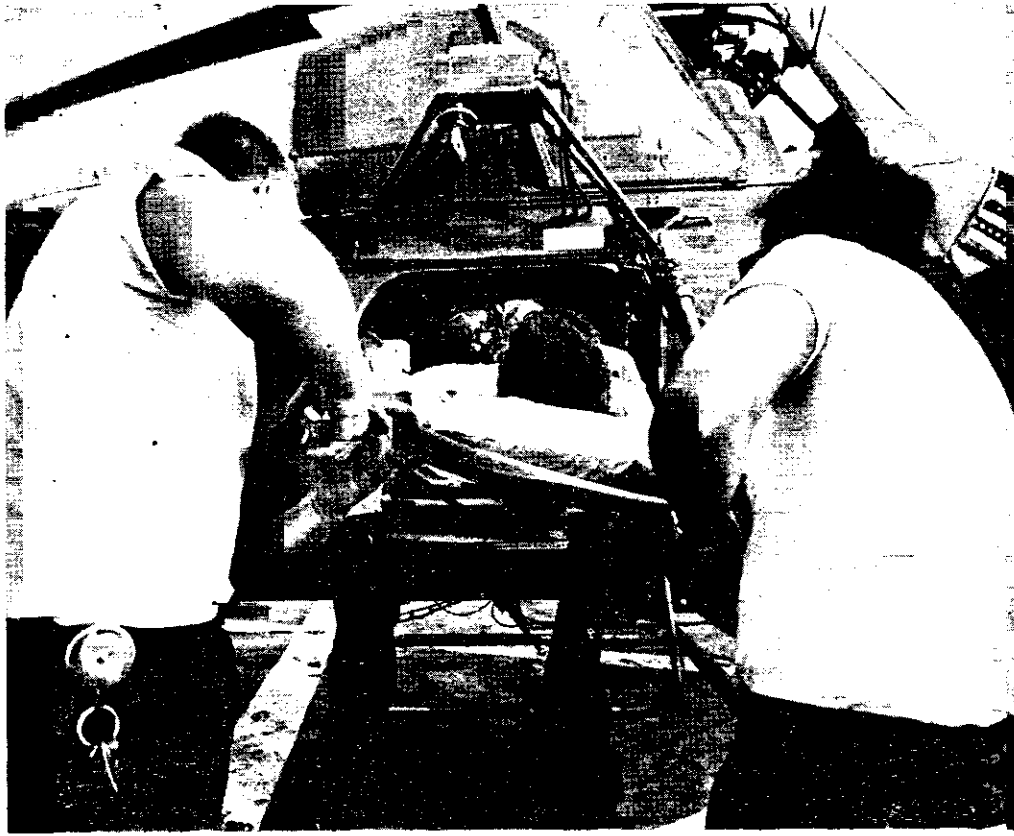
LIFTOFF — Boatswain's Mate Third Class Jerry Moore gives the "up" signal for a U.S. Navy UH-1B helicopter to leave the USS Harnett County (LST 821).



BLASTS VC — Aviation Structural Mechanic Anthony Rogers fires the twin .30-caliber machine guns aboard a U.S. Navy UH-1B helicopter at a Viet Cong position in the Mekong Delta.



ON THE WAY — U.S. Navy helicopter leaves the USS Harnett County (LST 821) anchored in the Mekong Delta of South Vietnam.



**WOUNDED** — Hospitalmen aboard the Repose lift wounded U.S. Marines from a helicopter.



**CHOWTIME** — Hospital Corpsman Third Class John Fuller helps a Vietnamese girl during chowtime in International House.

# ANGEL WITHOUT DISGUISE

Story by JO2 R.N. Edwards  
Photos by JOC R.D. Moeser

Few ships of any naval force sail without weapons of war or protective armor, but the U.S. hospital ship Repose is an exception to many rules of combat. She is an angel without disguise.

In contrast to combatant counterparts, Repose and her sister ships of mercy are awkwardly conspicuous and as vulnerable and harmless as a luxury liner. Her construction more consistently resembles the Queen Mary than it does any ship of the American Navy, yet her mission is no less serious than the most powerful man o'war.

Protected by rules of the Geneva Convention, Repose steams within sight of battle and amid hostile fire from both

land and sea, fighting not with shore bombardment but with medical care, saving the lives that others aim to destroy.

But Repose is also involved in war—sanitary and quiet as it is. Her deadly enemies are the infectious elements of conflict against death and disease not confined to battlefields ashore.

Following the tradition she established in World War II and later as "Angel of the Orient" in Korea, USS Repose steams independently of the

combatant fleet, her stark white silhouette and red crosses beckoning instead of discouraging all who seek treatment and care.

Since her arrival off the coast of South Vietnam in February, 1966, Repose has admitted some 10,000 patients and performed over 5,000 major surgical operations. Her mercy mission is not only a contrast, but a countermeasure in the Vietnam War.

Her first arrival off Chu Lai did more, however, than any-

thing to help revive this legendary ship of the white fleet. It immediately doubled the number of hospital beds available to the tactical area nearest the Demilitarized Zone.

Initially, the 750-bed floating hospital steamed between Chu Lai and Danang, headquarters of the Third Marine Amphibious Force. Her operating schedule now includes stops offshore near Hue, Vietnam's imperial city, and Dong Ha near the 17th parallel.

Here, at the no-man's land

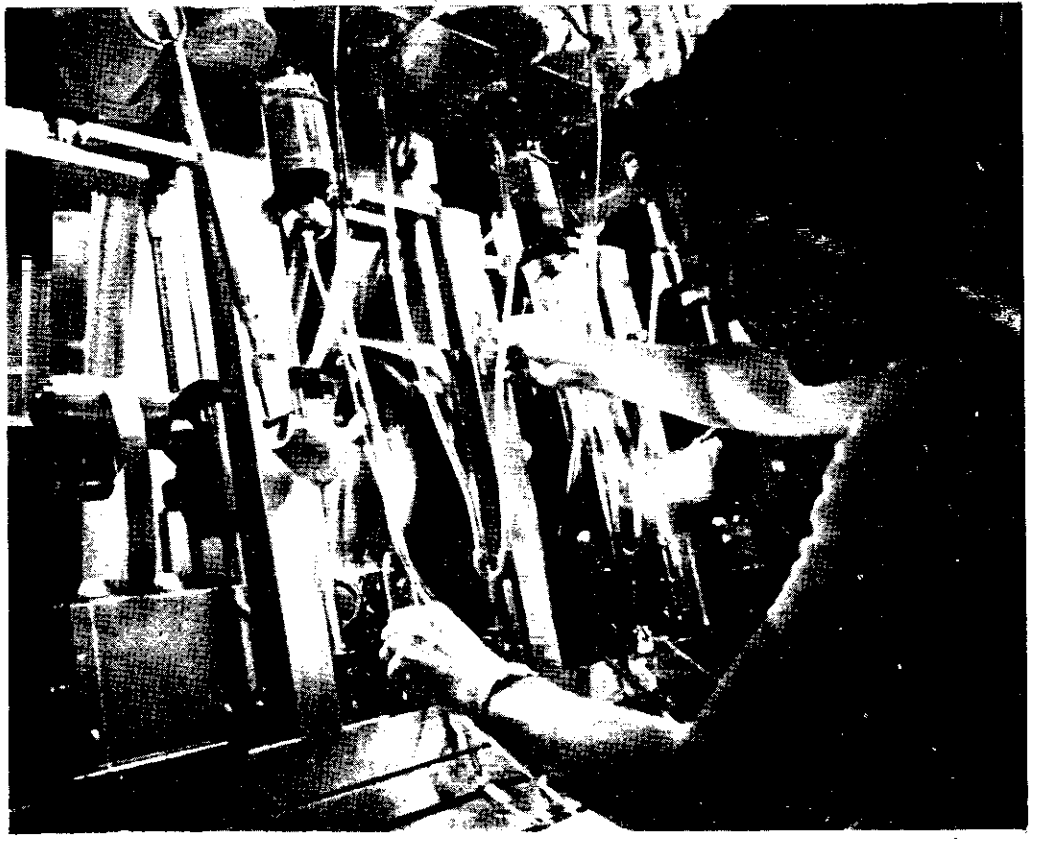
bordering North Vietnam, the "Angel of the Orient" currently steams in slow, graceful circles three days each week.

Most patients are U.S. Marine and allied battle casualties from this sector which comprises 10,000 square miles, 3,000,000 Vietnamese civilians and some 100,000 militarymen.

Like any hospital, however, her service is not limited to any national or social group. She is available to all humanity where a need exists.



**INSTRUMENTS** — Hospital Corpsman Third Class Ron R. Jones prepares instruments during surgery.



**FROZEN BLOOD** — Hospital Corpsman First Class Seimer F. Griffith reconstitutes a unit of frozen blood with a cytolemerator.



In a suite of wards called International House, Vietnamese and other Asian men, women and children — civilian and military alike — receive the most advanced medical and surgical treatment and care the United States has to offer.

A landmark occasion occurred on *Repose* in August, 1966, when the first open heart surgery at sea was successfully accomplished on a 13-year-old Vietnamese girl. Many others since then have been saved by use of the cardiopulmonary bypass technique.

Recalling a year as chief surgeon on *Repose*, Capt. William A. Snyder, a thoracic surgeon says, "We remember a lot of skinny, sick Vietnamese children who come aboard and many fat, healthy children who depart, often many months later."

According to Capt. James M. Campbell, commanding officer of *Repose*, "Our humanitarian purpose just exudes and is apparent in everyone aboard."

*Repose* is equipped with the most modern equipment and facilities available, including a 250-unit frozen blood bank, an artificial heart and lung machine and an ultrasonic diagnostic device similar to sonar.

Comparing the casualty treatment provided in Vietnam with the past, Capt. Herbert A. Markowitz, says, "There are innovations and improvements in just the routine things. It's not unusual now to give a patient 50 or 60 units of blood, but in World War II this was almost unheard of and during Korea it was not common."

Now the third commanding officer of the hospital in *Repose* since her arrival in Vietnam, Dr. Markowitz was an orthopedic surgeon before World War II when he spent four years as a prisoner of war.

Currently, he says, the mortality rate is at an all-

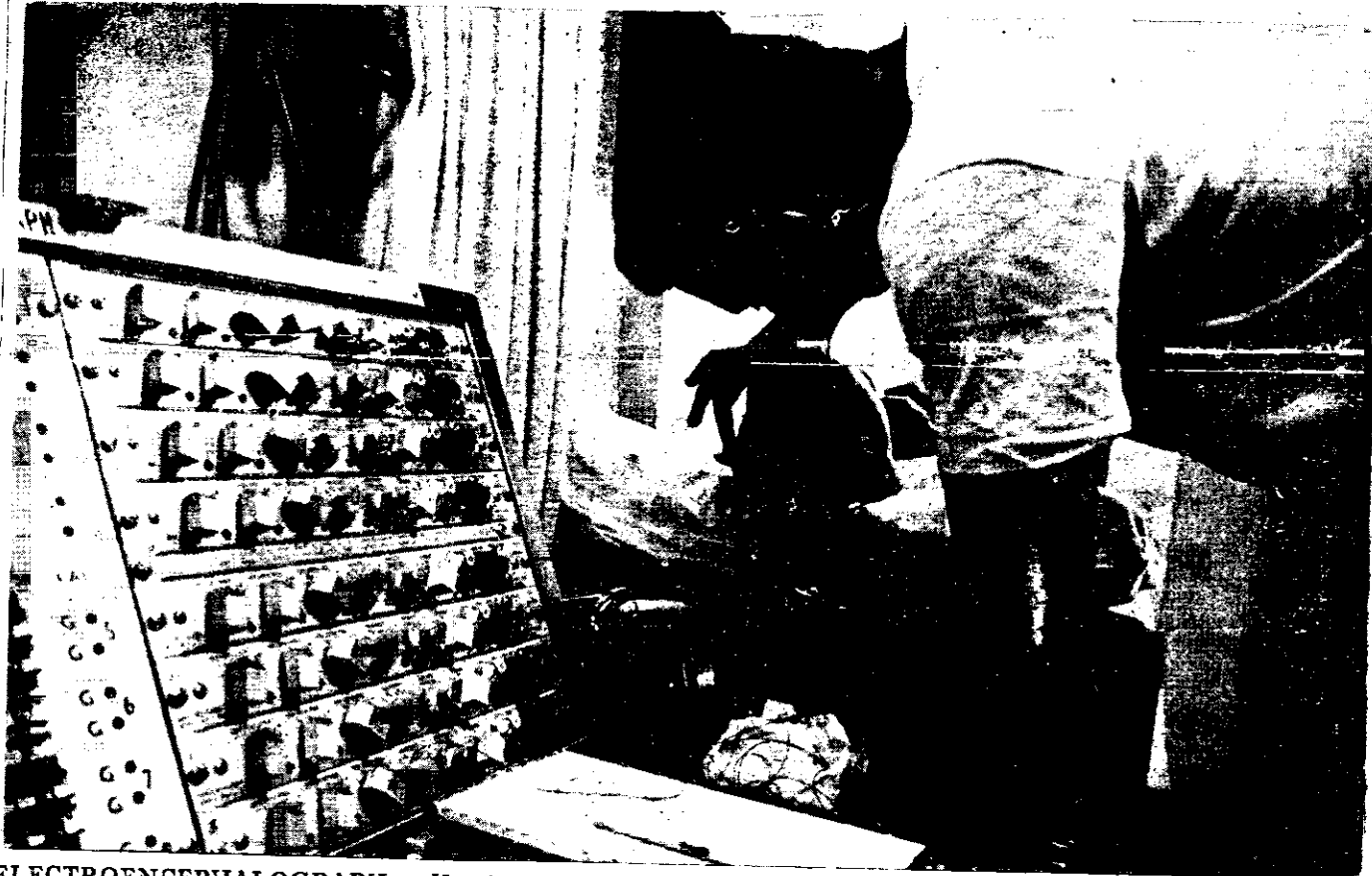
time low of about 1.4 per cent for casualty treatment. About three-fourths of all patients admitted to *Repose*, however, will return to duty or a normal life and the remaining percentage of patients are transferred or evacuated to hospitals ashore for continuing treatment or recovery.

But the mercy mission of *Repose* and ships like her cannot be assessed accurately by figures alone, staggering as they sometimes are. "Numbers are often deceiving here," says Master Chief Hospital Corpsman Donald G. Oppedal, the senior enlisted man aboard. "Our effectiveness is measured by individuals every time."

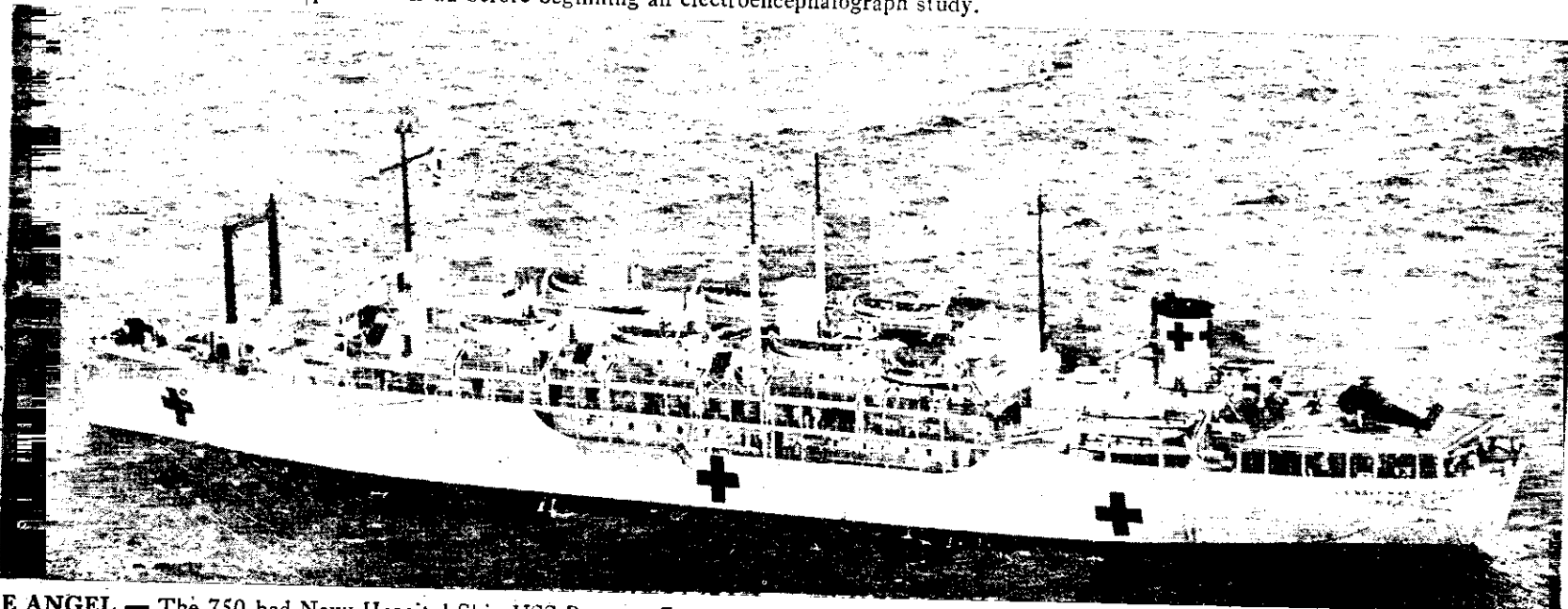
Doctors, nurses, corpsmen and ship's crewmen total about 600, a small staff when compared to a large general hospital ashore. But on *Repose*, all hands are constantly on call. What's more, they cannot go home for a year.



**SURGERY**—Lieutenant Commander John S. Lindsay, Dental Corps, performs oral surgery to remove a tooth.



**ELECTROENCEPHALOGRAPH** — Hospital Corpsman Second Class Darrell D. Steidle inserts tiny electrodes around a patient's head before beginning an electroencephalograph study.



**THE ANGEL** — The 750-bed Navy Hospital Ship USS *Repose* off the coast of Vietnam, where she takes aboard battle casualties and other patients including Vietnamese

# Navy's Peace Corps

Take a group of men who can build a bridge, set concrete, lay pipe, advise on water purification and sanitation, handle light and heavy construction equipment and communicate in Vietnamese, and you might think you're dealing with the Peace Corps.

Add weapons training and unit defense and you know you're dealing with the Navy's version of the Peace Corps, the Seabee Team.

The personnel of these 13-man teams differ from their fellow Seabees throughout Vietnam in that they are concerned entirely with civic action, working with the United States Agency for International Development (USAID) and Civil Operations and Revolutionary Development Support (CORDS).

Their mission can be stated in simple terms — to assist and advise the Vietnamese people of the villages and hamlets in area development and construction and sanitation techniques.

To do this, they work on such projects as the construction of small earth dams, land clearance, the construction and repair of roads, bridges, power generators, hospitals, schools and other public structures, and other development projects designed to give lasting benefit to the people of Vietnam.

Implementing this impressive task list takes all the know-how, ingenuity, imagination and can-do spirit the men can muster.

There are now eight Seabee Teams deployed in the Republic of Vietnam. One of the Peace Corps-in-miniature is CB Team 1011, based at Vinh Long, 55 miles southwest of Saigon, in the Mekong Delta.

The team is headed by Lieutenant (junior grade) Thomas E. Brisbane.

The twelve men who serve with him have eight different designated specialties, but, as with members of any well-coordinated team, they are cross trained so that the hospital corpsman can drive a tractor, and the electrician can give first aid. Other specialties include steel working, surveying, building, plumbing and heavy construction.

CB Team 1011 arrived in Vietnam last August as on-site relief for another team. The members expect to remain in the area until next Spring.

The unit was formed up and trained for four months at the U.S. Naval Construction Battalion Center, Port Hueneme, California. This training consisted of specific equipment, pipe setting, use of water purification systems unit defense and weapons training. After graduating, a two-week field training exercise from Port Hueneme, the team went on to Vandenberg Air Force Base, north of Santa Barbara, where they established a camp, built a bridge and filled in a road.

They also underwent a two-week intensive language familiarization course. The one hospital corpsman with the unit also received dental training.

After arriving in the Mekong Delta, LTJG Brisbane and his crew undertook their first major project—constructing a concrete surface in the

market place of An Duc.

Situated seven miles southeast of Vinh Long, An Duc is a typical delta hamlet with the market place as center of the town's community life. When the Seabees arrived they found the market place to be just an open square between the houses and the river, with a dirt surface that turned to mud after each rain.

With the laying of the concrete, and installation of drainage gutters leading to the nearby Cai So River, the people have a clean, much more sanitary area on which to exhibit their food and goods. Other results of the project were the training of local residents in modern construction techniques, proper use and mixture of concrete, and the creation of favorable impression of what the Government of Vietnam is trying to do for people.

"The people are also weak on equipment maintenance, and one of our main short-range aims is to train some mechanics, soon," LTJG Brisbane said.

Among the trainees in construction techniques at the CB compound in Vinh Long are four Hoi Chanh, former Viet Cong who have rallied to the side of the government.



MARKET PLACE—A member of Seabee Team 1011 works with two Vietnamese workers, pouring and framing the gutter at the An Duc Market place.

(Official U.S. Navy Photo)

The Seabee Compound is completely self-supporting, although the Seabees now eat with the Military Assistance Command advisory team next door.

Another current project is widening and extending an old trail serving an agricultural area. The new road was started by the previous Seabee Team that began laying the crushed rock surface. The new road is now three-and-a-half miles long with two bridges.

While working in the countryside the team members are protected by Vietnamese Regional Force troops who pat-

rol the area. So far, no trouble has been encountered.

Despite the heavy work schedule there is always a little off-duty time. This is mostly spent in civic action projects, such as making playground equipment—swings, see-saws, etc.—out of building materials purchased with funds collected by Army and Air Force personnel at the Vinh Long Air Base.

On duty or off, the building, training and self-help programs go on as the "can-do" Seabees of Team 1011 continue to do... almost everything.

## The Bridge Goes Somewhere

RIVFLOTONE — While planning a now completed phase of Operation Coronado IX, the Mobile Riverine Force planners were faced with a major obstacle to their scheme of maneuvers.

The plan called for Navy assault boats to move the U.S. Army troops and Vietnamese Marines up the Rach Rong river in southwestern Dinh Tuong Province.

A short distance up the stream the passage of the assault boats was blocked by a steel truss bridge built so low the boats could not pass under. A check of the bridge revealed that it was built years ago by the French for a road which no longer exists. Over the years of disuse the wooden flooring of the bridge had disappeared, leaving the steel frame intact.

Since the bridge served no practical function, a recom-

mendation was made to the Commanding General 7th ARVN Division, with whom operation was being coordinated, to destroy the bridge. The Vietnamese had a better idea. They proposed that the bridge be removed intact and utilized in another location where a bridge is needed.

The ensuing events were a classic in allied and inter-service cooperation. U.S. Navy assault boats lifted and supported the Fifth Vietnamese Marine Corps Battalion as they moved in to secure the area. A Vietnamese Navy river assault group then brought in the 40th ARVN Engineering Group with their equipment.

Scaffolding had been built on a barge which the river assault group positioned under the bridge. The engineers quickly unbolted the bridge, raised it up off its foundations and lowered it onto the scaffolding. The river assault craft then towed it out of the area.

During the operation a U.S. Navy commander on the staff of Commander River Assault Flotilla One (TF 117) circled over the area in an Army helicopter to assist in the coordination and movement of the diverse units engaged in the bridge removal.

Within three hours from the time that the Vietnamese

## Nha Be Hit

CNFV—Two U.S. Navy men were wounded when the Naval Support Activity detachment Nha Be, eight miles south of Saigon, came under enemy attack at 1:05 a.m. on January 2.

The base was hit by an estimated ten rounds of 75mm Marines went ashore from the U.S. Navy assault boats the waterway was open. Other Task Force 117 boats immediately moved upstream to support a U.S. Army battalion that had been air-lifted into the area.

A major impediment to the Mobile Riverine Force had been removed and the operation now proceeded as planned. The Vietnamese Government had gained a good steel bridge frame for use in improving the roads for the people of the Republic of Vietnam.

recoilless rifle or 82mm mortar fire. Helicopter gunships were immediately airborne and struck suspected enemy positions while flare ships provided illumination.

The nearby Esso and Shell fuel farms received six to twelve rounds of enemy fire.

There was no material damage to the Navy base. However, a Navy mine sweeping boat (MSB) was heavily damaged by the enemy fire. Enemy casualties are unknown. Both Navy men were treated at the base and returned to duty.

# Amphibians "Rehab" in Subic Bay

The term "rehab," or "rehabilitation," has a pleasant significance for the men of the Seventh Fleet's amphibious force. "Rehab" rates up there alongside "liberty," R&R and other endearing terms to the ears of battle-toughened Marines and Navymen.

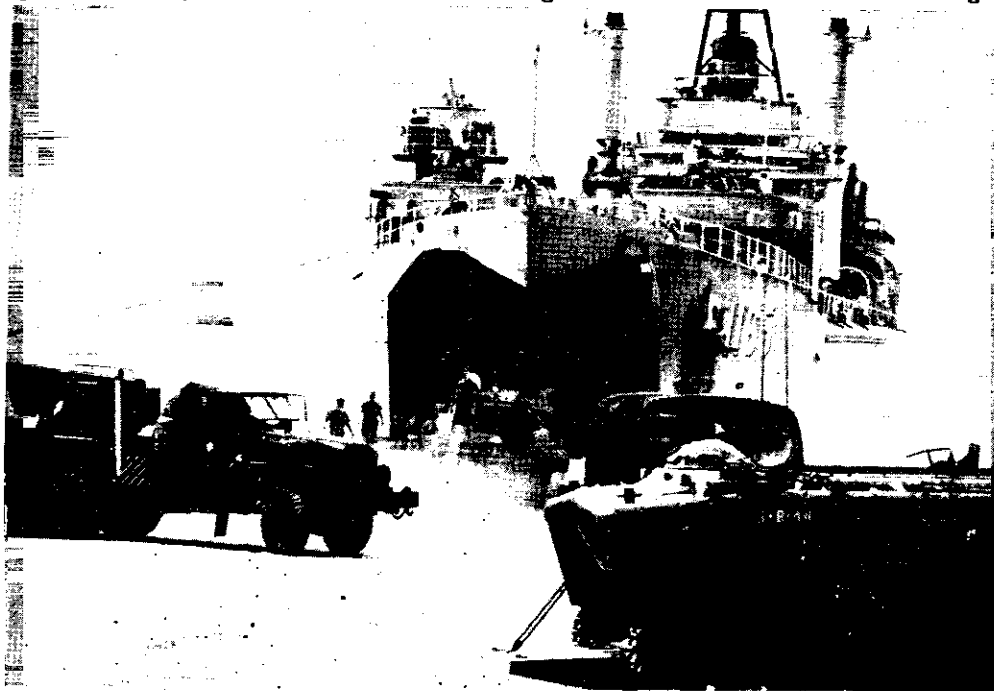
In early December, one of the Seventh Fleet's two amphibious ready groups steamed from the Vietnam war zone into Subic Bay, Republic of the Philippines, for a well-earned rehabilitation period for the ships and crews and for the men and equipment of their embarked Marine special landing force. Assuredly, all hands enjoyed the break from combat.

"Rehab," however, is not all rest.

The rare visit to Subic Bay, the Navy's major staging point for Seventh Fleet operations in Southeast Asia, meant an all hands effort to spruce up ships and battle gear before another long tour off the coast of Vietnam.

The major rehabilitation work came from outside the scagoing task group, although that outside help amounted to another Navy-Marine Corps team effort — from the Subic Bay Naval Base and from the Ninth Marine Amphibious Brigade and Third Force Service Regiment.

High priority in the need for rehabilitation was the 1,700 man Battalion Landing Team 3/1, which had just joined the amphibious ready group and special landing force after an extended tour in the I Corps Tactical Zone



**UNLOADING** — USS Washoe County (LST 1165) winds up her tour with Amphibious Ready Group Bravo as she unloads elements of a Fleet Marine Special Landing Force for rehabilitation at Subic Bay Naval Base. (Official U.S. Navy Photo)

of the Republic of Vietnam. While landing team Leathernecks made minor equipment repairs, underwent amphibious warfare refresher training and squeezed in some much needed rest, Marine maintenance specialists tackled the bigger repair projects — major overhaul of trucks, tanks, amphibious tracks, artillery and optical and electronic equipment. Specialization was the rule:

in one tent located at the Subic Bay special landing force camp, two men devoted their time to re-upholstering vehicle seats rotted and rusted by Vietnam's blistering summer and drenching northeast monsoon.

On another tent-shop nearby hangs a sign which characterized the thoroughness of the rehabilitation effort. It reads, "If we can't fix it, it ain't

busted."

Meanwhile, the five ships of Amphibious Ready Group Bravo — the helicopter assault ship Valley Forge, the landing ship (dock) Alamo, the attack transport Navarro and tank landing ships Vernon County and Windham County — wrapped up a long list of shipboard maintenance projects, conducted amphibious training for the Marines and

topped off on fuel and supplies for another combat tour along the Vietnam coast.

During the twelve day rehabilitation visit to Subic Bay, both the amphibious ready group and special landing force were visited by the commanders in the Seventh Fleet amphibious team, Rear Admiral William W. Behrens, Jr., Commander Amphibious Force Seventh Fleet; and Brigadier General Jacob E. Glick, Commanding General, Ninth Marine Amphibious Brigade. They witnessed an intensive, closely scheduled work-fest on the part of nearly two dozen military commands working together to beef up the combat readiness of the amphibious ready group/special landing force, employed in 45 amphibious operations in the Republic of Vietnam since the initial troop build up in early 1965.

Once the repairs were completed, the "rehab" drew to a close. Eight days before Christmas, the ships re-embarked their Fleet Marines and steamed out of Subic Bay, once more ready for sea and ready to respond to the traditional order, "Land the landing force!" — anytime and anywhere in the Western Pacific.

## OICC Helps Repair VN Roads

Prime Minister Nguyen Van Loc recently praised the efforts of the joint construction venture RMK-BRJ and the Officer-in-charge of Construction, RVN for their response and assistance in the highway rehabilitation and street repair program initiated by the Vietnamese government.

The Prime Minister voiced his appreciation while touring the paving and street repair sites throughout the Saigon-

Gia Dinh prefects. The Charge of Construction for Vietnam (OICC, RVN) that Prime Minister told Captain H.L. Bowman, Deputy and Chief of Staff, Officer in OICC and RMK-BRJ the

road repair program will be accomplished in months instead of years." Prime Minister Loc continued, "the people certainly appreciate what you have done for them and they will know that the American government has been helping them."

The street repair effort is part of a large highway and city street rehabilitation program sponsored and funded by USAID and the Government of Vietnam, Ministry of Public Works.

At present, the National and Interprovincial Highways System of South Vietnam is in a serious state of disrepair, due to insurgent terrorist activity, the heavy demands of war traffic, and the results of the severe natural elements.

As highway transportation is essential for both the continued development of the Vietnamese economy and the requirements of military operations, the objectives and plans of both civilian and

military organizations in Vietnam for highway development overlap. Thus, GVN, USAID, and MACV Directorate of Construction have combined their programs into one comprehensive program.

In addition to 27 kilometers of city streets, RMK-BRJ under the direction of OICC, RVN is making repairs and improvements to several highways which connect with the Saigon Street network. Those highways which will be ready for road work during the present dry season are the 30 km Saigon-Long Binh Highway, the 68 km Saigon-My Tho Highway and the 16 km Saigon-Nha Be Highway. During the past dry season the OICC and RMK-BRJ completed repair work on 7.2 kms of city streets in the Gia Dinh and Saigon areas. Work on the highways and city streets include widening, repair of base course and asphalt resurfacing.



**LISTENS**—South Vietnam Prime Minister Nguyen Van Loc (second from left) listens closely as LCDR George McGee, CEC, USN, Deputy Director of Construction, for the Saigon area, outlines the streets and highways to be repaired and resurfaced by RMK-BRJ under the direction of OICC, RVN. (Official U.S. Navy Photo by LT Richard A. Bennett)

# Vietnam's National Dish

by CDR R.L. Mole CHC

Nuoc-mam, a fish sauce, must be called the national dish of Vietnam. With the exception of rice, no other food can possibly take precedence over this dish.

Rice is filling, and when properly prepared is an excellent food. It is also comparatively reasonable in price. But even the best rice lacks the protein which is essential to good health and vitality. Fish, in its various forms, supplies much of this need for protein. Fresh fish, dried and salted fish, and nuoc-mam are the common ways that the catch of the fisherman is consumed in Vietnam.

To make nuoc mam, 8 to 10 ounces of salt are added to 2 1/5 pounds of fish, which is then placed in a vat with pressure applied to create constant compression of the ingredients. Six pounds of fish will produce one pint of nuoc-mam.

This process is continued from four months to a year. When bacterial fermentation has completed its action, the liquid is drawn off, strained

and placed in containers made of clay. This liquid is nuoc-mam and, according to the Vietnamese, it is "the quintessence of concentrated nutritious fish".

Nuoc-mam is an excellent source of the amino acids needed by human beings. It is rich in nitrates and contains both iodine and vitamin B. However, a word of warning is advisable for those who are tempted to try it. Sometimes the Vietnamese use hot peppers to "spike up" the nuoc-mam. The unwary foreigner has a sudden sensation of being on fire internally. A very small taste is wise unless you have already seared your mouth, throat and stomach with "hot" foods. Some Americans learn to like this national dish so well that they have been seen to dip dessert, crackers, etc. into it.

There are a number of

grades of nuoc-mam on the market. The most desired brand is produced on the island of Phu-Quoc in southwest Vietnam. Nuoc-mam is to the Vietnamese what soy sauce would be to Chinese and Japanese diets. While the odors of nuoc-mam permeate the local markets, and overwhelm the foreigners' sense of smell at first, they seem to come from the empty containers rather than the usable nuoc-mam.

The customary way in which nuoc-mam is served is in small bowls for common use. While it may be spooned into the individual dish, the prevalent practice is to dip the food lightly into the bowl of sauce with a fork or chopsticks and then place it in the mouth.

While the taste of nuoc-mam seems strange at first, it is probably no more unusual to us than our Western dishes would seem to the Vietnamese.

# Orders Must be in Baggage

Members of the U.S. Armed Forces booked for flights on Military Air-lift Command or commercial aircraft must place a copy of the pertinent orders directing travel on the top inside of each piece of checked or unchecked luggage.

This action has been taken to allow more rapid recovery of mishandled baggage and to reduce claims against the government due to lost baggage.

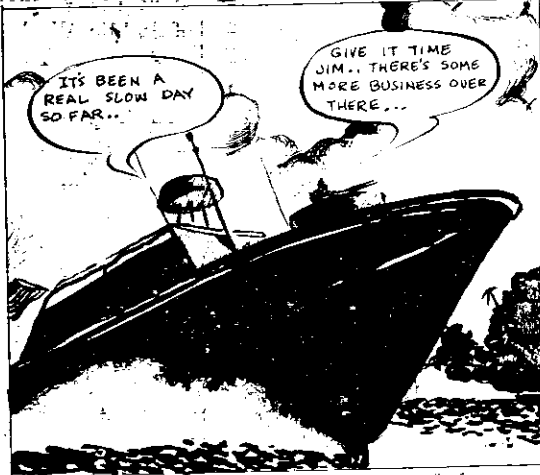
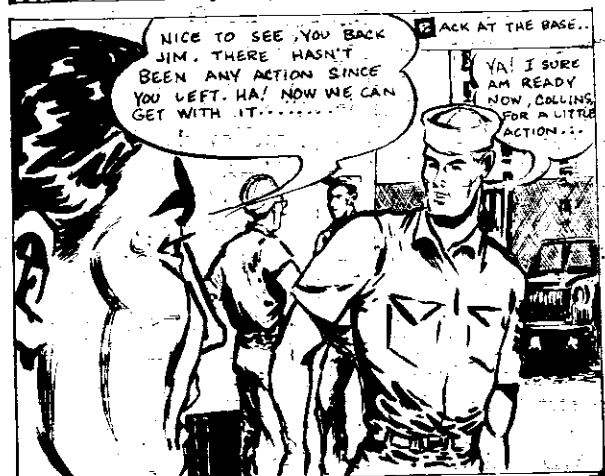
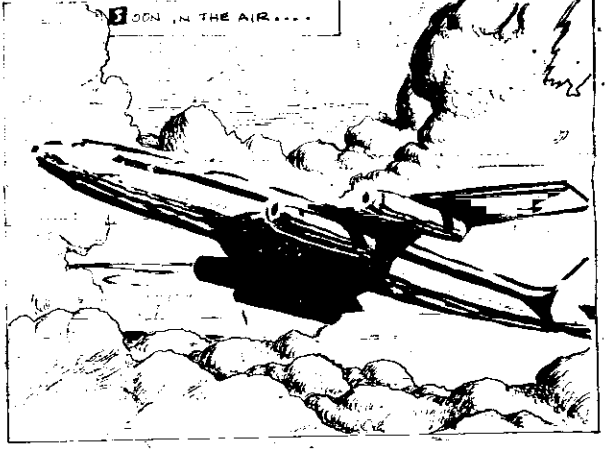
Tags normally affixed to the exterior of luggage, regardless of whether it is checked or unchecked, may become obliterated or detached thus causing delays or confusion in identification and delivery. The orders should be placed inside baggage before the individual reports to a MAC check-in counter for processing. This eliminates the inconvenience of taking this step at the time of check-in. It also reduces congestion at counters and expedites passenger processing.

## Mail Home

FROM: .....  
.....  
APO  
TO: .....

Postage  
1st Class 10cents  
Airmail 16cents

# Jim Scott RIVER PATROL



THIS COULD BE A LITTLE MORE THAN A SEARCH FOR THIS JUNK... WE SHALL SEE... -TO BE CONT'D...