

THE JACKSTAFF NEWS

VOL. I No. 14

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

MAY 5, 1967

RAdm. Veth Assumes Command Of Naval Forces



Rear Admiral Kenneth L. Veth

CNFVN—After almost two years of guiding the U.S. Navy units in Vietnam, Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces Vietnam, was relieved by Rear Admiral Kenneth L. Veth Thursday, April 27.

Rear Adm. Veth took command of the 25,000 Navymen now in Vietnam during ceremonies aboard the operation Game Warden support ship USS Garrett County (LST-786) moored at the Vietnamese Navy piers in Saigon.

Admiral Ward received the nation's third highest award, the Distinguished Service Medal, for his role in planning and directing the U.S. Navy's forces in Vietnam and assisting in the development of the Vietnamese Navy. The presentation was made by Lieutenant General J.E. Engler, USA, Deputy Commander, Military Assistance Command, Vietnam.

Arriving in May 1965, Admiral Ward was the first Navy flag officer assigned to duty in Vietnam and initially served as Chief, Naval Advisory Group of the Military Assistance Command, Vietnam (MACV).

Admiral Veth comes to Vietnam from Washington, D.C., where he served as Chief of Legislative Affairs, Department of the Navy.

Following a leave period in the United States, Admiral Ward will return to the Far East to assume command of the Seventh Fleet's Service Force as Commander Service Group Three. Approximately 40 Navy logistics ships, which supply the wide-flung might of the Seventh Fleet with black oil, butter and

bombs, will be under Admiral Ward's control.

Both admirals are members of the same Naval Academy class — the class of 1935. Admiral Ward distinguished himself during World War II in the submarine service, earning the Navy Cross for sinking five Japanese merchant ships from one convoy in one day.

Admiral Veth received two Legion of Merit awards for his work in organizing and executing a large scale mining of Japanese waters and the Southwest Pacific area during World War II.

As COMNAVFORV and Chief, Naval Advisory Group, MACV, Admiral Veth has operational control over the Navy's Operation Game Warden and Operation Market Time. Other commands comprising U.S. Naval Forces, Vietnam, include Naval Support Activity, Da Nang; Naval Support Activity, Saigon; the Seabees of the Third Naval Construction Brigade; River Assault Flotilla One; and the Military Sea Transportation Service Office, Vietnam. Additionally, Admiral Veth will serve under General W.C. Westmoreland as Naval Component Commander of MACV.

Created in response to the Navy's growing in-country involvement in the Vietnam War, COMNAVFORV celebrated its first anniversary on April 1.

Fast Action Is Promised On Serviceman's Pay Hike

A proposed 4.5 percent pay increase for military personnel and federal civilian employees has been sent to Congress by President Johnson. The increase would be effective Oct 1.

The military pay raise would actually amount to a 5.6 percent increase in base pay, since quarters and subsistence allowances, etc. make up total military pay and the adjustment is being made in the base pay portion of compensation.

This is said to be the first time the government has recognized the new concept of total military compensation.

President Johnson stated in his message that "for our military personnel; pay alone can never reflect the full measure of our debts."

House reaction appeared favorable and Chairman L. Mendel Rivers of the Armed Services Committee said the measure would go through so fast "it will make your head swim".

Here are some typical examples of the proposed pay hike:

Grade	Pay Service	Increase
E-1	Under 2	\$ 5.43
E-2	Over 2	7.90
E-3	Over 3	10.20
E-4	Over 6	14.15
E-5	Over 10	17.42
E-6	Over 12	20.06
E-7	Over 16	23.67
E-8	Over 18	27.28
E-9	Over 20	31.89
W-4	Over 22	39.98
O-1	Under 2	17.02
O-2	Over 2	23.54
O-3	Over 6	34.22
O-4	Over 14	43.33
O-5	Over 18	52.11
O-6	Over 22	62.80
O-7	Over 22	77.55
O-8	Over 26	88.17
O-9	Over 26	98.90
O-10	Over 26	112.09

Exam Results Are Good News

There is good news for just about everyone in enlisted promotion figures released by the Bureau of Naval Personnel. They show that promotions resulting from last February's exams will go to 106,610 sailors on active duty.

Approximately 1,300 Navymen took the exams in the II, III and IV Corps areas of Vietnam. Results received by the Naval Support Activity Saigon Educational Services Office show about 50% of the candidates being advanced.

This is in addition to field promotions. Field promotions went to 4,480 Navymen in all of South Vietnam. This included 1,999 to third class, 1,481 to second class, 802 to first class and 198 to chief petty officer.

For the first time, Navy personnel planners used an advanced computer system at the San Diego Personnel Research Activity to help "massage" the figures. As a result, the figures represent virtually all the promotions which can be expected from the

February tests. There may be a relative few promotions made later, either as "straggler" advancements or as a result of further evaluation of the manpower situation.

Thanks to the better computer system used, the totals include promotions to 2,774 people who took late or substitute examinations and to those who gained field promotions.

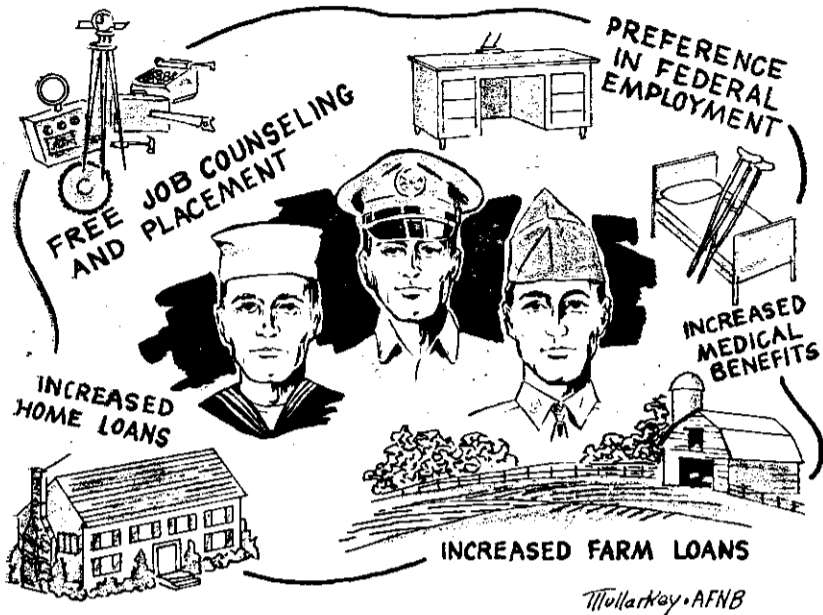
Not everyone will get promoted, of course. There are those who did not pass the exams and those who passed who will not be advanced. But the promotion figures are, in most instances, most liberal. For example, almost 1,600 stewards got promoted with 69 of them making chief.

Your 'Horn of Plenty'

WHEN the Veteran's Readjustment Benefits Act of 1966, more familiarly known as the Cold War GI Bill, was passed, much emphasis was given to the educational benefits it provided.

This emphasis is quite proper. The educational provisions of the bill are available to all servicemen with 2 years' active duty and to veterans with service after Jan. 31, 1955. Hence these benefits are ones which probably will be enjoyed by the most people.

However, there are many other provisions in the bill—benefits that



many servicemen could well use but might let slip by because they aren't aware of them.

One other benefit that is available, right now, to active duty personnel, is the home and farm loan provision—a mighty important benefit for servicemen seeking a home in this day of high mortgage rates and generally "tight" money.

Most of the other benefits are primarily aimed at veterans but it will pay the serviceman on active duty to be checked out on them now. Then, when his time in service is over, he will be fully equipped to take advantage of all the benefits he has earned.

Among the other benefits are Job Counseling and Job Placement; Federal Employment Preference, VA medical care, Burial Flags, and important changes to the Soldier's and Sailor's Civil Relief Act.

Details on each of these benefits are available through educational channels at your place of duty or through the VA. Find out about them now. (AFNB)

Story Of A Tight Ship

Naval history has had its light-headed moments, according to Harold Peterson, chief curator of the National Park Service.

In a recent lecture on "Our Alcoholic Ancestors", Peterson described the ways in which colonists staggered to victory while consuming vast amounts of punch, wine, and hard cider.

Our favorite story, as related by Peterson, concerns the Revolutionary Navy and a venerable ship now revered by all America.

On Aug. 23, 1779, the U.S.S. Constitution set sail from Boston loaded with 475 officers and men, 48,600 gallons of water, 74,000 cannon shot, 11,500 pounds of black powder and 79,400 gallons of rum. Her mission: to destroy and harass English shipping.

On Oct. 6, she made Jamaica, took on 826 pounds of flour and 68,300 gallons of rum. Three weeks later the Constitution reached the Azores, where she provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On Nov. 18, the ship set sail for England, where her crew captured and scuttled 12 English merchant vessels and took aboard their rum.

But the Constitution had run out of shot. Nevertheless, she made her way unarmed up the Firth of Clyde for a night raid. Here her landing party captured a whiskey distillery, transferred 40,000 gallons aboard and headed for home.

On Feb. 20, 1780, according to Peterson, the Constitution arrived in Boston with no shot, no food, no powder, no rum, no whiskey. Just 48,600 gallons of water.

Chaplain's Corner

How To Avoid Shipwreck

By Chaplain O'Brien

When I was serving with Destroyer Squadron 25 I had the opportunity to ride out a few typhoons in the western Pacific. Naturally, I was concerned for the safety of the crew, beginning with myself.

Through experience I discovered what I believe are the three most important factors in bringing a ship safely through stormy weather: confidence in the "Old Man", direction supplied by steering, and power delivered by operating engines.

Given these three, any ship should weather bad seas.

But cannot the same thing be said of life? Cannot life be compared to a voyage? We leave the port of birth and travel on the sea of life to an eternal destination called "heaven."

Our journey includes smooth seas when everything seems to come easy and then there are times when misfortunes lash us.

The virtues of FAITH, HOPE and CHARITY are the three most important factors in bringing us safely through the sea of life. FAITH is direction based upon belief in God and His law; HOPE is confidence in God and His promises; CHARITY is power found upon love of God, self and neighbor.

We are saddened by the shipwreck of a ship. Should we not be sadder at the shipwreck of our life?

Marines Landed Here In 1845

Before the death of author and historian Dr. Bernard Fall in Vietnam recently, he was fond of asking Marines if they knew when the Corps first landed in Da Nang.

Most answers were more than 100 years from the correct date, Fall would point out. While researching the ship's log of the USS Constitution, Fall learned that Marines not only landed here in May 1845, but they "captured" the city of Da Nang and held it for four days.

In response to a call for help from the French Government, the Constitution's Marine detachment was ordered ashore by the ship's skipper, Navy Captain John "Mad Jack" Percival.

Their orders were to find and hold the political and religious leaders of Da Nang hostage until the Vietnamese emperor released a French bishop he was holding captive in Hue.

This they did and from May 10-14, 1845, Da Nang was controlled by a small detachment of U. S. Marines.

Duty Free Entry of Bona Fide Gifts

Public Law 89-368 provides that all U. S. military personnel serving in the combat zone are entitled to a \$50.00 duties exemption on bona fide gifts mailed to the States. All personnel are advised that special endorsements are required on the outer wrapping of such gifts. In addition to the customs declaration the following statement must be inscribed on the surface of the package: "Bona fide gift - \$50.00 exemption claimed under PL 89-368." Failure to affix this statement makes articles subject to customs duty.

The following limitations pertain to such gifts: (1) They must be purchased through authorized agencies of the Armed Forces of the U.S., and (2) they must, in fact, constitute gifts. Personnel are not authorized to mail goods duty free to themselves at their stateside addresses because such mailings are not considered gifts.

The first \$50.00 in aggregate retail value of exempted gifts will be admitted free of duty into the U.S. regardless of the total retail value of the article. Personnel wishing to take advantage of the provisions of Public Law 89-368 must include their rank and serial number in their return address.

The Jackstaff News

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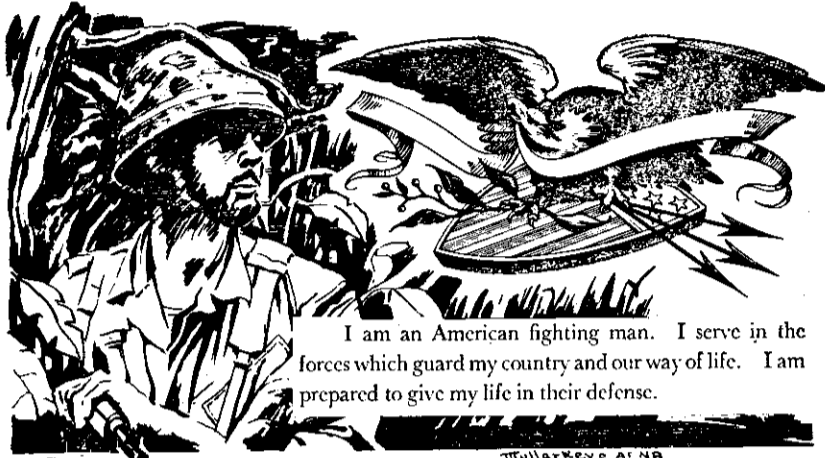
EDITORIAL

Added Armament

POSSESSING the most modern and efficient weapons and equipment known; superbly trained by skilled, dedicated leaders, the men of our Armed Forces today are better prepared to combat enemies of our way of life than ever before.

But weapons and training are not enough. Each fighting man must also be armed with determination, confidence and dedication. These additional factors guide and govern the behavior of the serviceman in combat. They are the foundation for the Code of Conduct of the U. S. fighting man.

The Code is a reflection of the lives, deeds and valor of Americans who have faced the horrors of war in every conflict in which this



I am an American fighting man. I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

Nation has been engaged.

The Code is built with individual faith in our Nation and upon each individual's knowledge of the fundamental precepts of our democratic system and institutions. It is held together with pride in service and respect for national, military and unit history and traditions.

Encompassing all this is the determination to defeat our country's enemies no matter what hardships must be overcome; the confidence that we are morally right to succeed in our cause; and the dedication to pay whatever price necessary to safeguard our country.

These are the things that have, throughout our history, made our Armed Forces the finest in the world and have stirred our men, despite overwhelming odds, to defend a position or gain an objective; given them strength to survive the harsh treatment of POW camps with honor and dignity, care for their fellow prisoners and make miraculous escapes. They have faced death bravely and with honor, firm in the belief their cause is just.

Citizen-soldiers and professionals alike have given meaning to the words, "I am an American fighting man. I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense." (AFNB)



Dear JACKSTAFF Advisor,

I am a good-looking bachelor earning a great deal of money in a challenging and glamorous position acquired overseas which provides me with extravagant financial allowances and enriches my life with the amenities of a tropical beach house, an Indo-Chinese/Malaysian house girl and papaya you can pick right off the tree. Yet, I am not happy. What is my problem? D.G. BM1, Cam Ranh Bay.

Dear D.G.,

We diagnose your trouble as satiation resulting from over-indulgence—lay off the papaya for a while.

Dear Advisor,

I am a chef at an exclusive men's club formerly much mentioned in fashionable circles throughout the world. Although I once consistently received plaudits for my superlative board, a problem now plagues me to exasperation. Due to the exotic location I have fallen under the influence of the indigenous cuisine, primarily the result of a strictly business relationship with one of the delightful Indo-Chinese/Malaysian waitresses in my employ. To face the issue: I cannot resist the addition of that heady (and possibly aphrodisiac?) condiment, nuoc mam, to every dish I prepare. The clientele (a surly lot, if truth be told) are becoming violent. The management is aware that something is fishy and is attempting to nose in on the problem. What am I to do? N.P. CSC, Can Tho.

Dear N.P.

While we have always advised cultural immersion and although Rule Two of the COMUSMACV NINE RULES enjoins us to "join with the people", we cannot help but feel that your enthusiasm has served you and your Delta gormands ill. We suggest that to keep both your customers and your kitchen help happy you resort to the harmless deception of filling old nuoc mam bottles with a mixture of soy sauce and castor oil. And you might throw the management off the scent by stuffing several dead skunks under your once select establishment. That ought to keep them all guessing until you find a more ethnically adjusted clientele.

Dear JACKSTAFF Advisor.

My associates and myself are hoping that you will act as arbiter in an issue that we find challenging. One faction in our group holds that the acronym SAM stands for Space Available Mail. Another party disagrees, saying that the letters more accurately indicate Surface to Air Missiles. Who is correct? H.L. PNSN, An Thoi.

Dear H.L.,

You're both wrong. A SAM is official code for a friendly "Cheap Charlie" as distinguished from an unfriendly "VC Charlie". Cheap Charlies are now officially encouraged and abetted as evidenced by a cryptic note in a recent Military Assistance Command Vietnam Daily Bulletin stating, "Be a cheap Charlie". This official sanction was further revealed in a limerick from the MACV "Piastre Poet" which made a fast journey across our desk on the way into the circular file and which we have retrieved for your edification:

There was a young lady from Phar
Who worked in a Saigon bar.
She brought on inflation
Through tea inhalation,
And her admirers can't take R & R.

Dear JACKSTAFF Advisor,

I am an SA in "A" School with orders to Vietnam. Recently a BM1 returning from that country sold me a pass for \$20.00 which he said will entitle me to free transportation on all U.S. buses. Did I make a good investment? P.D. Jr. YNSA, Bainbridge

Dear Junior,

We have a better deal for you. Send us \$25.00 and we will mail you a pass honored by all motormen of the Saigon Subway Authority. For \$5.00 more we include a box of Saigon tea bags.

Dear Reader,

Do you have problems? Unburden yourself with a letter to the Jackstaff Advisor, Code 03, Naval Support Activity, APO 96214. We'll help you with advice like we gave R.B.H., EN2, My Tho. We advised him to cheer up, things could be worse. So he cheered up and sure enough, things got worse.

A Will May Not Be Enough

A young Marine was recently killed in Vietnam. Back in the States he left a wife and two children. The Marine was fully insured and his carefully written will left everything to his wife. But his wife didn't get his insurance money. That went to his mother.

The Marine had not changed the beneficiary on his insurance policy. Perhaps he thought the will would take care of that. Not at all. The insurance company was legally required to pay his mother.

This could be avoided. Check the beneficiaries on your life insurance policies and be sure that the persons named are the ones you want to have the money. Procrastination is the main reason for such mistakes, so do it now. Even divorce does not prevent the beneficiary from collecting.

The legal assistance officer may be consulted for advice in insurance matters.

SecNav Praises 'Amphibians'

The Secretary of the Navy praised the Amphibious Force recently on the occasion of its 25th anniversary.

Secretary Paul H. Nitze said: "Since the birth of the Amphibious Force 25 years ago, it has added many dramatic pages to the history of the United States Navy. At Guadalcanal, Tarawa, Iwo Jima, Normandy, Inchon and today in Vietnam, the Amphibious Force, with the Marine Corps, has extended a powerful arm of sea power ashore. . . It is a pleasure to extend best wishes to all amphibians, past and present, along with my sincere appreciation for a job well done."

Intense Action Continues For Game Warden Units

Heavy action has continued unabated in recent weeks for the personnel of Operation Game Warden as they continued their efforts to deny the enemy use of the South Vietnam waterways.

A delayed report from Can Tho told of a fierce battle April 7 in stopping an attempted enemy crossing of the Bassac River.

The action began when a PBR patrol from Patrol Section 512 spotted two sampans leaving a canal. The sampans headed back into the canal upon sighting the Navy men and at the same time the PBRs came under fire from both the sampans and the riverbank.

The PBRs opened fire on the enemy positions and were rewarded by two secondary explosions with a large column of smoke and a fireball. The enemy fire continued, however,

and a Navy Seawolf helicopter fire team was called in to blast the positions with rockets, causing more secondary explosions and setting enemy huts on fire.

The enemy were still firing back, though, and more fire power was called in, including artillery, an Army helicopter fire team and a CA-47 "Puff the Magic Dragon".

All enemy fire was suppressed after five strikes by the air units. Nine enemy huts and buildings were destroyed and three sampans sunk during the action. There were no friendly casualties.

In other action that same day, a PBR patrol from Section 511 spotted a heavily-loaded 70-foot junk with armed, uniformed troops onboard, near the mouth of the Bassac River.

As the Navy patrol moved in to investigate, it received heavy fire from enemy positions on both sides of the canal. The PBRs returned the fire and moved up the canal at high speed pouring heavy .50-caliber machine gun fire into the junk and enemy positions.

After the initial engagement, the patrol was fired on nine more times before finally clearing the area with no hits or injuries to friendly forces. The junk initially sighted was heavily damaged and four other large cargo junks were riddled with machine gun and M-79 grenade fire.

Vinh Long-based PBRs 102 and 115 received unusually persistent sniper fire from the banks of the Mekong River the afternoon of April 11. The boats, which were supporting a ground sweep, exchanged fire with enemy snipers for three hours and twenty minutes before return fire ceased.

There were no friendly casualties and enemy casualties are unknown.

Game Warden units from River Patrol Section 523 encountered four sampans on the Co Chien River on April 12. When called for inspection, two sampans complied but the occupants of the other two began

fleeing into the brush.

The Navy units opened up with .50-caliber and M-60 machine gun fire, 40mm grenades and rockets. Two sampans were destroyed by rockets from a helicopter fire team. There were no friendly casualties in this action.

During a reconnaissance patrol at the mouth of the Co Chien River the same day, Navy "Seawolf" helicopters and PBRs poured intense fire into enemy positions.

While on patrol the PBRs received small arms and automatic weapons fire from the riverbank. Intense .50-caliber and M-60 machine gun and 40mm grenade fire was returned and the "Seawolf" helicopter fire team was called in to hit the area.

PBRs spotted for the helos as they made firing runs on the enemy positions. Two bunkers and one hut were destroyed by the helos while the PBRs damaged two huts.

One U.S. Navyman was wounded in the action while one of the helicopters and a PBR received light damage. The boats are units of River Patrol Section 523 based aboard the tank landing ship USS Jennings County.

An unsuccessful enemy attempt was made to destroy a PBR with a low intensity underwater explosion April 13.

The incident occurred as the PBR, in company with another boat, patrolled the Ham Luong River, 55 miles south-southwest of Saigon.

An explosive charge, believed to be a hand grenade moored under the surface of the water, detonated under the PBR inflicting only light damage. The My Tho-based boats are units of Patrol Section 531.

Game Warden helicopters killed three enemy guerrillas April 15 in a sweeping firefight ten miles southeast of Saigon.

The battle occurred in Long An Province when U.S. military advisors with a Vietnamese Army force reported they were under at-

tack and radioed the gunships for aerial support.

Two "Seawolf" choppers, based at Nha Be, flew in to hit the enemy force. The fire team leader was Lieutenant William A. Brodie.

Lt. Brodie's crew spotted a camouflaged sampan in a stream with eight men aboard heading toward the embattled positions. As the helos swooped low they were fired on from the riverbank near the sampan. The sampan, meanwhile, attempted to evade under the cover fire.

Opening up with their arsenal, the helicopters blasted machine guns and rockets into the sampan and surrounding area. Three guerrillas on the sampan were confirmed killed. The "Seawolfs" then orbited overhead as friendly ground troops continued to fire on the enemy.

During a second strike by the Navy helos, an enemy .30-caliber bullet smashed through the plexiglass bubble of the lead chopper striking the co-pilot in the foot. Control was lost momentarily and the chopper began to roll over. Lt. Brodie wrestled the gunship back to normal flight, however, and rushed the wounded flier back to Nha Be for medical evacuation.

Two former Viet Cong "grenade carriers" surrendered to River Patrol Boats on the Bassac River April 16. They were the fifth and sixth VC guerrillas to surrender to Navy boats under the Chieu Hoi (Open Arms) program since the effort using water craft as rallying points was stepped up in February.

A two-boat patrol, while inspecting morning traffic 13 miles down river from Can Tho, was approached by a sampan. Aboard were a fisherman and two male passengers.

When the sampan was within hailing distance, the passengers called out for amnesty. They had no identification cards or arms. The ralliers told of serving as "grenade carriers for enemy operations"

(Continued on Page 5)

Fierce Battle On Long Tau

One man was killed and seven other wounded in an enemy attack on the Long Tau River ship channel 14 miles southeast of Saigon on April 20.

Five rounds of enemy 75mm recoilless rifle fire hit an MSTs transport, LST 550, killing one civilian sailor and wounding three others and an accompanying U.S. Army man.

The fire tore into the captain's cabin, the wheelhouse (where most of the casualties were suffered), and damaged the two landing craft used by the ship as life boats.

The transport was enroute from Cam Ranh Bay to New Port near Saigon when the incident occurred.

Aboard one of four U.S. Navy Minesweeping Boats (MSBs) in the vicinity, three Navy men were also wounded by heavy automatic weapons fire.

In the area at the same time were two Navy River Patrol Boats and several Vietnamese Navy craft which received and returned heavy automatic fire from the unknown sized enemy force.

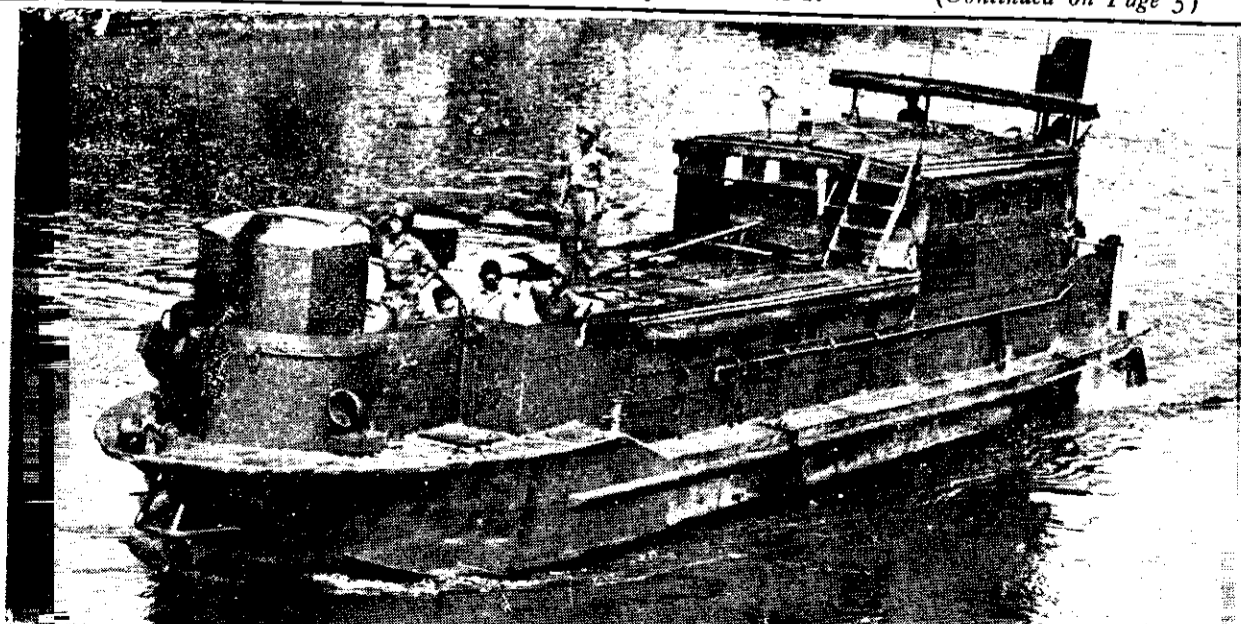
An Army L-19 spotter plane pilot observed the attack. He was wounded by ground fire as he made a rocket-firing run on six fleeing enemy guerrillas, but he managed to down several of them.

Moments later Navy and Army helicopter gunship fire teams were pounding the area. Two fixed-wing air strikes were also called in on the positions.

The transport continued up river to the Navy base at Nha Be where the casualties were medevac-ed by helicopter.

The civilian-manned transport is one of 29 such unarmed, 4,000-ton LSTs being used to move men and equipment on the rivers and along the coast by the Navy's Military Sea Transportation Service Office, Vietnam. The LSTs have a normal crew of 42 to 45 men.

It was the first known attack on one of the civilian-manned ships.



PBR 'PARTNER' . . . A new role for PBRs is providing pre-attack bombardments for amphibious assaults by Vietnamese Navy RAG units. (See story Page 5)

Game Warden Report Market Time Personnel See Variety Of Action

(Continued from Page 4)

The PBRs involved are a unit of Patrol Section 511.

In a statement on the Navy's role in the Chieu Hoi program, Captain Vincent E. Schumacher, Chief of Staff, Commander Naval Forces Vietnam, said:

"We can give more aid to ralliers by making our craft safe havens to which these people trying to return to the side of the Government may come and be received with open arms. All who rally to the craft are to be treated with both the caution necessary to protect our men and craft and the kindness a rallier has been told to expect."

A few hours later, intense M-60 machine gun and rocket fire from "Seawolf" helicopters caused what reports called "continuous secondary explosions", near the mouth of the Co Chien River.

The helos received ground fire from two positions near the mouth of the river. Their return fire caused secondary explosions, destroying three sampans and a bunker.

The helicopters operate from the tank landing ship USS Jennings County and are units of Helicopter Combat Support Squadron One.

Three Navy men from River Patrol Section 511 were wounded in a three-and-a-half hour on and off gunfight along the Bassac River the afternoon of April 17.

The combined firepower of the Navy PBRs and helicopters, Army artillery and an Air Force "Puff the Magic Dragon" finally suppressed the enemy fire.

The same afternoon, a large enemy junk exploded in a huge fireball rising 60 feet into the air when hit by .50-caliber machine gun fire from Navy PBRs.

The incident occurred on the Bassac River, 90 miles south-southwest of Saigon.

After sighting the junk, warning shots were fired by the Navy boats. The evading junk ignored the warning shots, attempted to beach and was taken under fire. Machine gun fire then caused the large secondary explosion.

The Operation Game Warden boats then approached the area to investigate debris and came under heavy automatic weapons fire from both river banks. Return fire from the PBRs suppressed the enemy fire, destroyed one bunker and started two large petroleum fires in the enemy positions.

At about the same time, the tank landing ship USS Jennings County conducted a firing mission near the mouth of the Co Chien River.

The ship fired into the area after "Seawolf" helicopters operating from the vessel received ground fire from the area earlier in the day.

One large and three small buildings were destroyed by 40mm gunfire from the PBR support ship. Enemy casualties are unknown.

Navy patrol boats from the busy River Patrol Section 511 and an Army helicopter fire team hit an enemy area on the Bassac River, April 18. The PBRs fired .50-caliber machine guns and 40mm grenades at the enemy while the helos supported them with rocket fire.

Two secondary explosions were observed and three fires were started in the enemy area. Enemy casualties are unknown. There were no friendly casualties in the action.

River Patrol Boats destroyed seven enemy sampans and caused a large secondary explosion while thwarting an enemy river crossing attempt on April 21.

The action occurred 75 miles southwest of Saigon on the upper Co Chien River.

A rescue of plane crash victims, a battle with enemy sampans and fire support missions have highlighted the past several weeks for Operation Game Warden personnel and units.

The heaviest action was April 12 when the Coast Guard cutter Point Slocum and Swift boat 98 came under automatic weapons and small arms fire as they approached a group of sampans to make a routine inspection.

Two sampans had been sighted hidden in brush along a beach and four others in the mouth of a stream some 175 miles south-southwest of Saigon in An Xuyen Province.

The Market Time units, both based at Cat Lo placed mortar and machine gun fire on the positions, silencing all enemy fire and destroying five sampans and two huts.

A Navy Swift boat recovered two survivors of an Air Force transport which crashed April 13 after take-

off from the Cam Ranh Bay air base.

The Swift boat—PCF 44—picked up the two injured men and a short time later transferred them to a helicopter for evacuation to a hospital.

In gunfire support action, a U.S. Coast Guard Cutter destroyed one hut and started a large fire April 13, 105 miles south-southwest of Saigon in Ba Xuyen Province.

The Cutter Point League was requested to provide support for a spotter aircraft which was under ground fire. She poured 81mm mortar and .50-caliber machine gun fire into the enemy positions.

U.S. Navy Swift boats provided gunfire support against enemy shore positions in two separate locations April 15.

PCF 98, based at Cat Lo, hit a suspected enemy storage area 35 miles southeast of Saigon with 81mm mortar and .50-caliber machine gun fire. Three houses were damaged and six sampans destroyed, according to aerial damage assessment.

Cam Ranh Bay based PCF 47 sent a barrage of mortar, grenade and machine gun fire into enemy positions 50 miles north of Cam Ranh Bay. The attack produced a secondary explosion and two fires.

Enemy construction in Ba Xuyen Province was hit April 17 by the Coast Guard Cutter Point Cypress.

A spotter aircraft reported four buildings under construction in a hostile area near the mouth of the Bassac River 100 miles south-southwest of Saigon. Vietnamese sector officials requested that the position be taken under naval gunfire.



Landing Zone Bombardment New Role For River Patrol Craft

U.S. Navy River Patrol Boats operating in the Mekong Delta were introduced to a new role recently when they participated in a landing zone bombardment preceding an assault by a Vietnamese Navy River Assault Group.

Eleven PBRs commanded by Lieutenant Commander Donald D. Shepherd, Commander River Division 51, provided machine gun, grenade and automatic rifle fire to soften up the landing zone.

The landing zone, 85 miles south-southwest of Saigon on the Bassac River, was the area designated for Vietnamese Army infantry units to land for a search and destroy operation.

Four PBRs made the initial firing run in torrential rains that reduced visibility to 50 meters. During the run they received heavy automatic weapons fire which was promptly suppressed.

RAG units bombarded the area briefly then all PBRs made a second firing run.

The lead boat received quickly-suppressed small arms weapons fire and no further enemy fire was received.

Close air support for the mission was provided by U.S. Navy "Seawolf" helicopters. The helos made one firing pass with M-60 machine guns and rockets.

After the firing runs on the landing zone, the Game Warden units stood by to provide any required fire support.

Two U.S. Navy men were wounded in the action. Enemy casualties are unknown.

In a second operation, two days later, seven PBRs acted as a river-canal blocking force in support of the same Vietnamese RAG unit during a sweeping search and destroy mission. They were again commanded by Lcdr. Shepherd.

The PBRs again began the operation with two run-in assaults on the target area, strafing heavily with .50-caliber machine guns. Their

second pass was made within 30 yards of the objective as the RAG boats made their approach to debark Vietnamese Army troops.

The PBRs then bracketed the river-island, Cu Lao Tan Dinh, as four boats stalked the main river channels and three others guarded an inner canal.

Off the southern bank of the narrow island, two PBRs came under small arms and light automatic weapons attack. The PBR Navy men suppressed the enemy attack with .50-caliber machine gun, 40mm grenade and small arms fire. One PBR received 20 rounds of enemy fire through its U.S. flag.

The three boats blocking the small inner-canal were also fired upon and the presence of friendly troops on both sides of their position prevented them from returning effective suppressive fire.

After lightly spraying the enemy bank with rifle fire and 40mm grenades, the boats retreated into a heavy rain squall.

Enemy forces in the area made a hasty flight before the Vietnamese assault troops, abandoning sampans, junks and supplies as they fled. Seven PBRs moved into the inner canal area and trapped numerous sampans and junks.

They took abandoned river craft under fire; destroying 14 large sampans, 18 small sampans and three large junks. One cargo junk exploded, sending a column of mud and water 100 feet high.

Enemy casualties are undetermined. There were no friendly casualties and the PBRs suffered only light shrapnel damage in the six-hour operation.

RAG Navy: Unsung Heroes Of Delta

By Bill Rozier, JO2

CNFVN—In the purple darkness of the jungle night the big "ironclad" pushed her prow slowly through the brackish waters of the Mekong Delta stream.

Suddenly machine gun fire erupted from the riverbank. Tracers screamed in low over the heads of the sailors on the main deck.

Vietnamese Navy Dai Uy (Lieutenant) Huynh Kim Gia ordered his men to the guns and into two smaller but heavily-armed Fom boats tied alongside.

"I'll get on the radio and check for friendly troops in that area," his U.S. Navy counterpart, Lieutenant Stuart "Stu" McCormick, yelled above the noise.

Another burst of fire from the riverbank came over the command boat's main deck. "That was a Czech machine gun!", shouted the Dai Uy.

"Army commander says he has no troops in that area," returned Lt. McCormick.

The two Foms, armed with .30 and .50-caliber machine guns, approached the riverbank and poured a torrent of machine gun tracers into the vicinity of the enemy fire.

Aboard the Commandament boat, Vietnamese sailors began dropping shells into the muzzle of the big 81mm mortar. The boom of their explosions echoed through the jungle night.

The enemy fire ceased.

This typical action, during Operation Overlord II in March of 1967, is a frequent occurrence for Vietnamese Navy River Assault Group (RAG) sailors and their U.S. advisors.

Lt. McCormick and Chief Petty Officer Alvin A. Gill are assigned as advisors to River Assault Group 24. The unit is based in Saigon and operates mainly in Long An Province south of the city.

The American Navymen are enthusiastic about their assignment. Lt. McCormick, a tall, lean man shows his enthusiasm both in his serious face and quick smile.

"I couldn't have a better job or work with a better person," he said, speaking of his counterpart, Dai Uy Gia.

"I provide liaison, advise my counterpart operationally and assist him with logistics problems," said Lt. McCormick. "I'm suppose to advise him tactically, too, but he knows more about that than I do," he smiled.

"I wouldn't give anything for my year over here," said soon-to-be transferred Chief Gill in his slow Texas drawl. "I'm sure going to miss these people. I was mighty lucky to get this assignment."

There is a close comradeship between the RAG crews and their American advisors. The two jokesters of the group are Chief Gill, whose wit is so dry that you sometimes have to look for the twinkle

in his eyes, and a Vietnamese Lieutenant (junior grade), Khanh Ngoc Phi. The two always "cut" each other to the delight of everyone aboard.

Based at six strategic locations in the Mekong Delta, RAG units have several missions. Their main job is transporting troops and equipment.

Secondary missions are patrol, blockading actions, clearing the waterways of mines and providing gunfire support.

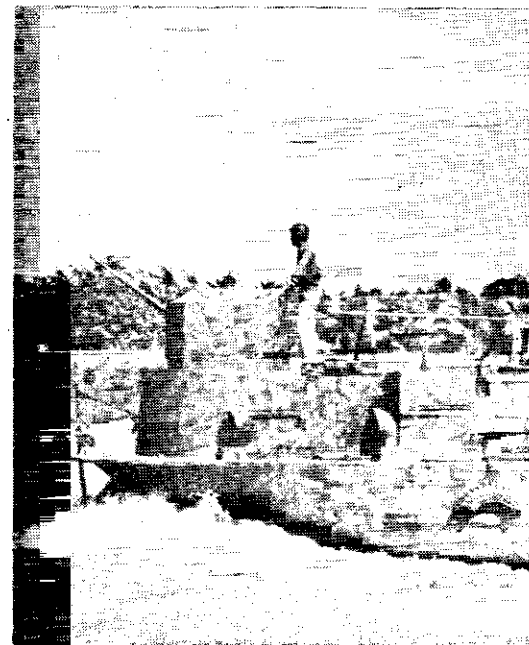
A standard RAG unit consists of a command boat; a large escort boat; five large troop carriers (LCMs); six small troop carriers (U.S. built LCVPs); and six small French-designed escort-patrol craft (FOMs).

The standard RAG is the most-heavily armed single unit in Vietnam. Its armament consists of one 40mm cannon; twenty-four 20mm cannons; two 81mm mortars; twenty-one .50-caliber machine guns; thirty-eight .30-caliber machine guns plus many individual weapons.

RAG sailors often meet the enemy face-to-face. When necessary, they beach their boats and charge into the brush to give battle.

"These fellows are go-getters," Chief Gill said. "It really amazes me what they can do!"

The Vietnamese and their advisors often make forays into hostile villages to obtain supplies. They buy from the local markets in known



COMMANDAMENT—The Commandament's armament includes 20mm cannons and .50-cal.

VC towns. They are friendly with the people, but cautious. If they buy water, the villager who sells it must be willing to drink some first.

"When we go into a place like that," Chief Gill related, "We try to make friends with the people. We talk with them, play with their kids and do what we can to help them if they need it."

Advisors to the RAGs live and work with the Vietnamese. At meal times they pick up chopsticks and dig in. And they like it!

"If a man can't live on this chow," said the chief, "he might as well give up!" Chief Gill is of medium build and carries no extra weight. "I haven't gained any on it, but I haven't lost any either!"

A typical meal might consist of Chinese noodle soup, roast duck

with beans, cabbage tea and sugar cake for dessert.

An Advisor's life is far from anything he will ever experience. "This," Chief Gill said, "we get hungry we have to go out and catch a wild pig to eat."

"We take a bath," Lt. McCormick said, pouring five-gallon water over ourselves.

"These RAGs are so friendly, they are like McCormick told me for whom he had a Bronze Star Medal."

Squeaky, so narrow pitched voice, is a



MERCY ROLE—A Vietnamese Navy RAG force River Patrol Craft (RPC) transports women and children from an area of the Rung Sat Special Zone, during a special VN Navy/U.S. Navy/U.S. Army operation. Some 90,000 pounds of rice and other supplies were captured in the joint operation.

(Official U.S. Navy Photograph by Kundsén, PHI)



DIG IN!—Chief Petty Officer Alvin A. Gill and Stuart McCormick are seen to eat the Chinese noodle soup being served by a local cook. Noodle soup is usually the first course of the evening's meal. The two advisors to River Assault Group 24 do.

(Official U.S. Navy Photograph by Kundsén, PHI)

'It All Hinged On Some Damn Thing Called LST'



EAGER STUDENTS—Lieutenant Fred H. McDavitt instructs Vietnamese students in English at My Tho. The school began eight months ago in a thatched-roofed hut.

One Navyman's Tour Of Duty Enriches Lives Of 150 People

CNFVN—Navy Lieutenant Fred H. McDavitt departed Vietnam recently but left behind him a long-to-be-remembered legacy—150 Vietnamese knowledgeable in conversational English.

The lieutenant spent his off-duty hours for eight months of his one-year tour in Vietnam organizing and instructing "American way of life" English classes.

The classes were held in the Mekong Delta town of My Tho, where Lt. McDavitt was assigned as officer-in-charge of River Patrol Section 513.

"It all started," Lt. McDavitt said, "When the Director of Public Safety for My Tho informed me that there were people in the town interested in studying English and learning about America."

With the help of My Tho public officials, Lt. McDavitt arranged for the necessary materials and found a place to begin.

Missing Baggage?

Personnel who are missing items of baggage are asked to contact the Eighth Aerial Port Squadron Lost and Found Baggage Office at Tan Son Nhut Airport, Saigon.

The office is open seven days a week from 7 p.m. and may be visited in person or letters may be addressed to: 8th Aerial Port Squadron, Lost and Found Baggage, APO San Francisco 96307.

COMNAVSPACT Saigon will attempt to locate missing items for detachment personnel upon notification.

"We started off in a thatched-roofed hut," he said. "During the rainy season I actually had to hold an umbrella in front of the black-board to keep the chalk from washing off."

Word about the English school got around town and soon Lt. McDavitt was lecturing to classes of 25 or more students. The students ranged in age from 12 to 50 years old.

"Some of the town's most prominent citizens joined the classes," he said. "Mr. Chinh, the Director of Public Safety of course, plus the director of public works and the principal of the town's largest high school were members," he recalled.

The school continued to grow and soon Lt. McDavitt found himself lecturing to as many as 150 students. He was no longer holding an umbrella during the rains for he had found a brick building for the classes.

Four hours a week were devoted to actual class time, but there were also extracurricular activities.

"I introduced such American innovations as birthday parties, Christmas parties and one that really threw them—American New Year's parties!"

Lt. McDavitt's attempt to indoctrinate his students in American traditions seemed successful. When he left My Tho for transfer to the Navy's Destroyer School, his students had their own innovation. They threw a "going away" blast for him.

"The success of the entire operation seemed to hinge upon some damned thing called an LST."

These words of Sir Winston Churchill, made during World War II, are echoed again today on the rivers and beaches of South Vietnam.

Operating as a Task Group within the United States Seventh Fleet in the Western Pacific are 29 of these unique warships. Their business is intentional grounding—a business traditionally shunned by mariners, but one nevertheless vital in the support of the United States military effort in South Vietnam. The sailors of this group are expert in the business of being able to go where their "deep-water" contemporaries cannot.

At the outset of the United States military buildup in South Vietnam only the ports of Saigon and Da Nang were capable of berthing ships; and the facilities of those ports were woefully inadequate for the effort that was necessary. The landing ship tank (LST) with its built-in pier capability was vital. All it needs to land upwards of a thousand tons is a relatively rock-free beach or river bank and a trafficable road leading away.

Seventh Fleet LSTs, built for more classical amphibious operations, were thrown into the gap and the officers and men of these ships have pitched in with a will. In many cases LST sailors work around the clock alongside U.S. Army and Marine loading crews to load vital cargo and then take the supplies where they are needed.

Present from the start of this effort have been eight LSTs of Landing Ship Squadron Nine (LSS-9), permanently attached to the U.S. Seventh Fleet since early 1960. Of post war design, these 384-foot, 14-knot ships proved their worth in the tricky shallow roadsteads and rivers of Vietnam.

Later LSS-9 was supplemented by older 328-foot-long cousins of WW II vintage, giving the Seventh Fleet a total of 29 LSTs. The new arrivals include LSS-1, homeported in San Diego, and LSS-3, from Guam.

From time-to-time these hard-working ships, which look like oversized floating bathtubs, take time out from their carrying mission to join in true combat amphibious operations with their blood brothers, the U.S. Marines.

Operations Phyranna, Starlight, Blue Marlin, Double Eagle, Jackstay, Deckhouse V, and most recently, Deckhouse VI, saw the LST in its more conventional tank and artillery landing role.

Still another respite from the "milk-run", is the employment of LSTs in Market Time operations. Here the LST supports U.S. Coast Guard cutters and U.S. Navy "Swift" boats which patrol in close to the coast of South Vietnam guarding against Viet Cong infiltration of men and supplies.

The 29 LSTs of the Seventh Fleet are organized in a task group commanded by Commander A.C. Lassiter, Jr. In addition to being senior commander of the group he is commander of Landing Ship Squadron Nine.

"These LSTs go places and do things we didn't dream possible a few years ago," Cdr. Lassiter says. "As I see them going into extremely tight places like Chu Lai and Qui Nhon where a navigational disaster is just waiting to happen, I have to take my hat off to them."

Cdr. Lassiter recounts many LST sea stories picked up as commander of the group. On one occasion one of his skippers, in passing, reported that he had at least two bamboo viper snakes mixed in with his cargo of ammunition and asked for advice.

"Have had no experience with situation described, you must act with discretion," was Cdr. Lassiter's reply.

"We do not get into direct combat very often," Cdr. Lassiter explained, "but a few of the ships have gotten, in their licks. On one occasion, the USS Kemper County, commanded by Lieutenant C.G. Stockton, went to the rescue of a tanker which was under fire from the bank of the Long Tau River, 30 miles south of Saigon. USS Kemper County silenced the enemy's guns then went alongside the flaming tanker to put out the fires and treat the wounded. Lt. Stockton received the Bronze Star Medal for this action."

On another occasion, USS Vernon County, commanded by Lieutenant L.D. Mott, was the "cavalry in the nick of time" one morning off a river mouth off the southern coast of Vietnam. A small patrol craft was under heavy cross-fire from both river banks and was in serious danger when USS Vernon County steamed up to the beach and unlimbered her 3-inch guns on the enemy. Approximately 60 rounds of direct fire obtained secondary explosions in the enemy positions and sank two sampans.

(Continued on Page 9)



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(Continued on Page 9)



The 'Rampant Lions' Of DesRon 21 Roam The Seas

From San Diego to Vietnam, the "Rampant Lions" roam the seas.

They are the 14 ships of Destroyer Squadron 21. With nearly 4,300 destroyermen on board, the "Rampant Lions" can be found carrying out the Navy's missions in many parts of the world.

Homeported in San Diego, DesRon 21 is the largest destroyer squadron in the U.S. Navy. It is one of two squadrons which compose Cruiser-Destroyer Flotilla Nine, under command of Rear Admiral Mark W. Woods.

Fourteen ships in three divisions proudly bear the squadron's seal of the "Rampant Lion". Two of these three divisions, Destroyer Divisions 211 and 212, are presently deployed in the Far East. Each has five ships. The third, Destroyer Division 213 with four ships, recently returned to San Diego after completing a Western Pacific tour.

Destroyer Squadron 21 was formed during the Solomons Islands campaign. Because of this the squadron chose as its motto "Solomons Onward". This motto is still in use 25 years later.

New additions to the destroyer "family" have been developed through the years. All of these new types serve with DesRon 21. The introduction of guided missile systems to the fleet created the guided missile frigate (DLG), such as USS Richmond K. Turner, and the guided missile destroyer (DDG), such as USS Henry B. Wilson.

With this mixture of battle-tested veterans plus the Navy's newest missile ships, the "Rampant Lions" of Destroyer Squadron 21 continue to serve in the destroyer tradition as a versatile, effective and ready fighting force.

The destroyer and frigate class ships have become "jacks of all trades" in the Vietnam war. They are used for search and rescue operations, air surveillance, carrier escort and shore bombardment.

From his temporary flagship, the USS Preble (DLG-15), the commander of Destroyer Squadron 21,

Captain A. L. Kobey, Jr., directs the Navy search and rescue efforts in the northern section of the Tonkin Gulf. In company with the Preble is USS Floyd B. Parks (DD-884), a veteran of many campaigns. This team is ready around the clock for any emergency.

Search and rescue operations have become increasingly important because of the tempo of air operations over Vietnam. Many DesRon 21 ships have served as part of search and rescue teams including USS Taussig (DD-746), USS Braine (DD-630) and USS John W. Thomason (DD-760).

These ships have aided in saving the lives of both Navy and Air Force pilots forced to eject from damaged aircraft over the Tonkin Gulf. All combat pilots know that there is a means of survival at sea — Navy ships are there, destroyers of DesRon 21 among them.

Not far to the south of Kobey's search and rescue units are still other "Rampant Lions." Their tasks are as unique and diversified as the name "destroyer" itself.

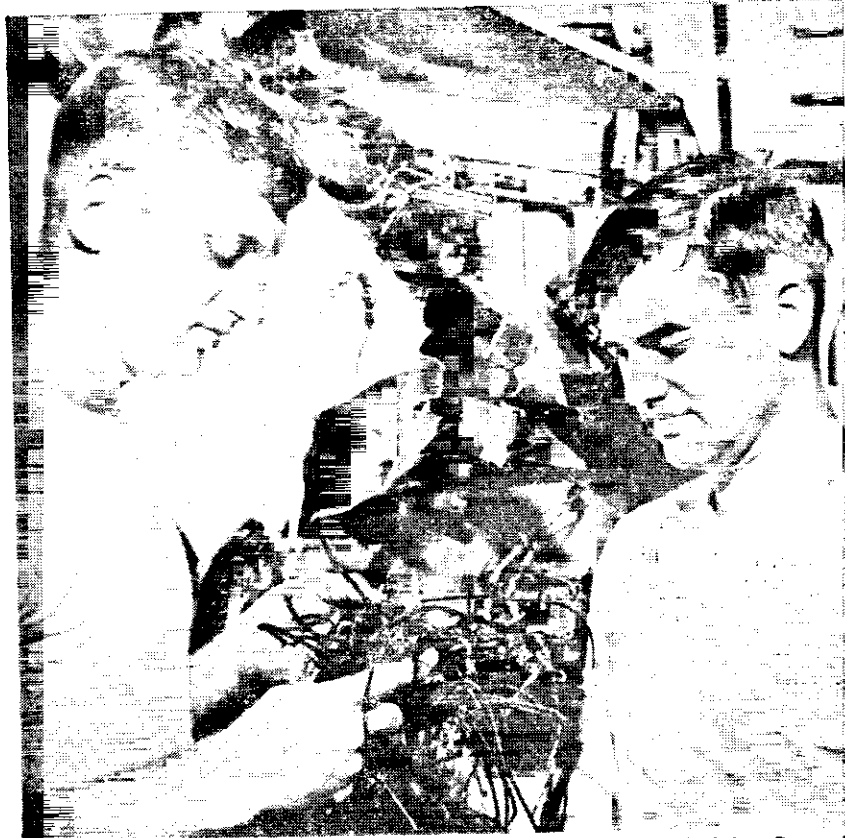
Keeping track of all aircraft over the Tonkin Gulf and North Vietnam is the USS Mahan (DLG-11). Using her Navy tactical data system, the Mahan provides early identification of aircraft and their course, speed and altitude. With her long-range radar surveillance equipment, the Mahan has become a key factor in both the offensive and defensive capabilities of our strike forces at sea.

Now, as in the past, aircraft carriers require escorts. Destroyer Squadron 21 contributes here as well. With their highly complex weapons systems — Terrier and Tartar missiles, three and five-inch guns and rocket-thrown torpedoes (ASROC) — combined anti-aircraft and anti-submarine protection is provided. Many Seventh Fleet aircraft carriers have become familiar with such DesRon 21 names as USS Cogswell (DD-651), USS Mullany (DD-528) and USS Herbert J. Thomas (DD-833).

As demonstrated before in World War II and Korea, naval gunfire support continues to be of major importance — this time to the success of ground operations in Vietnam. With their five-inch guns, "Rampant Lions" can be found all along the Vietnamese coast, working closely with allied forces ashore.

Firing many hundreds of rounds, most "21ers" have gotten in their licks on the gunline. The accurate firing of such ships as USS Lofberg (DD-759), USS John A. Bole (DD-755), USS Ingersoll (DD-652) and USS Stoddard (DD-566) has gained the high respect of Army and Marine forces ashore.

Recently, DesRon 21's second di-



SOMETIMES THEY SHOOT BACK!—Fire Control Technician Second Class Michael O. Titus (left) and Fire Control Technician Third Class Harry Pogue inspect damage to their working area in the destroyer USS Ozborn caused by enemy shorefire. The two men had been on duty the previous night and consequently were sleeping and not in their working space when the shell struck.

(Official U.S. Navy Photo by Ens. Joe Mancias Jr.)

vision, Destroyer Division 212, under the command of Captain R.G. Rogerson, has been using naval gunfire for interdiction of North Vietnamese waterborne logistics craft carrying war supplies south.

An important factor for success in combat is the training conducted prior to deployment to the Western Pacific. Fleet exercises are held almost daily off the Southern California coast. Here the squadron's third division, Destroyer Division 213, under the command of Captain J. E. L. Langille III, is now training for another tour with the Seventh Fleet.

New operational procedures are being studied for possible future use in the fleet, including special anti-submarine warfare ships with unique sonar equipment and pilot-less, remote-controlled, anti-submarine hel-

icopters (DASH). With the increasing need for naval gunfire support in Vietnam, DesRon 21 units are experimenting with new techniques to provide an even more lethal punch to the enemy ashore.

Off California is not the only area being used for operational training. Excellent training areas have been offered to DesDiv 213 off the coast of Mexico. This has given the division a change of pace from the long hours of watches and time away from home with visits to Acapulco.

In all facets of naval operations, destroyers have been and continue to be one of the Navy's most versatile and effective ships. Search and rescue, air warning, strike force protection, anti-air and anti-submarine warfare, naval gunfire support — the "Rampant Lions" of Destroyer Squadron 21 have done it all.

Some Damn Thing Called LST

(Continued from page 8)

During Operation Jackstay in the spring of 1966, the USS Washoe County carried U.S. Marines up the narrow Gua Soi Rap River to an objective and debarked them by landing craft.

The two LSTs spent most of the operation steaming up and down the river, supporting the Marines ashore and conducting a naval bombardment which may be a historic "first": Marine ONTOS (self-propelled 106mm tank recoilless rifles) weapons, loaded on the maindecks of the LSTs, fired on Viet Cong positions with deadly effect.

"By far the greatest share of our time is spent in landing Marines or cargo in South Vietnam," says Cdr.

Lassiter. "And when we are not so occupied we are repairing the ships and resting and training our people.

"Our crews are very young. For example, the average age of an LST commanding officer is 33, while the crews' ages average between 17 and 25. I am very proud of the job these young eager men are doing."

"You call, we haul—no beach beyond reach; the difficult we take care of right away, the impossible may take a little longer." These may be overworked expressions, but for the hard United States Seventh Fleet landing ship tanks and their dedicated crews they are facts of life.



PO Training Center To Open Up Shore Billets

Water, Water Everywhere But Hancock Makes Her Own

Bad weather sometime hampers the air attacks against North Vietnam, but foul weather or fair, life goes on as usual aboard the Seventh Fleet carrier USS Hancock.

The daily routine seldom changes and long, hard, tedious hours are "old hat" to the crew. One of the daily tasks performed by the ship's company is that of quenching the 44,000-ton carrier's thirst.

Man has been known to survive several weeks without food, but only a matter of days without water. The same holds true for an attack aircraft carrier operating under combat conditions in the Vietnam conflict.

Water, the life's blood of the Alameda, Calif.-based Hancock and embarked Carrier Air Wing Five, is turned to steam by the ship's boilers. This valuable steam is used to

fire the ship's catapults which in turn launch her strike aircraft for missions against North Vietnam.

The evaporators, complex pieces of machinery and associated pumps, run 24 hours a day to produce a maximum output range of 111,000 to 125,000 gallons of fresh water. As water leaves the evaporators, it is channeled to either the fresh or feed water storage tanks. These tanks are separate and can not be intermixed because of different purity requirements.

Suprisingly, the feed water must be more pure, that is free of salts and meneral, in order to protect the boilers. Fresh water is chlorinated to protect the crew from any bacteria that may be present

Fresh water is used in the ship's boilers to produce steam which, in turn, drives the main engines, generators, all the auxiliary steam equipment, fires the catapults and is used for cooking and heating. Fresh water is used for the crew's showers, air conditioning systems and photographic laboratory.

During an average day, the Hancock consumes 114,600 gallons of fresh and feed water. Many times, the ship requires more water to meet her combat commitments and the crew has to be more conservative with there water usage.

To keep the Hancock "combat ready" it takes over 3,000 men, many intricate machines and electronics devices, and that chemical compound that no sailor takes for granted—water.

The Navy is getting ready to open by July a new development and training center which promises to create about 2,000 shore jobs for sailors in ratings which now spend longer-than-normal periods at sea.

The new center, to be located at the Naval Station at San Diego, Calif., will have the dual purpose of providing advanced instruction in shipboard maintenance and repair techniques for second class petty officers and up as well as a proving ground for experiments in the same field.

Opening of the center, just announced by Navy Secretary Paul H. Nitze, will fill a number of Navy needs. It will:

Give the Navy a place to instruct their "artificer" ratings—shipfitters, boilermen, machinist's mates, enginemen, etc.—in the latest and most advanced methods of maintaining ships.

Provide an opportunity to instruct "ship's company" in modern ship care and repair.

Offer improved shore duty opportunity for many of the Navy's "deprived" ratings.

And, because the men in training at the new center will be practicing their skills on ships of all sizes and types homeported in the San Diego area, it will contribute to the improvement in sea readiness of ships which now have little time for underway repairs because of heavy operating schedules.

Much of the equipment and buildings needed for the new training center are already available at the San Diego location. Plans are to use a substantial amount of the facilities of the disestablished Naval Repair Facility, which will keep the cost of the new facility to a minimum. No new land or construction is required.

By the end of 1967, plans are to have 43 officers and 970 enlisted aboard. By the end of 1968, these figures will have grown to the full 71 officers and 1,858 enlisted and the center will be in complete operation.

Practically all of the Navy's "deprived" ratings—those in which men now spend a greater than average percentage of their careers at sea—will benefit from the new shore jobs. At present there are not enough jobs ashore using their skills to give them an equal chance at shore duty. The jobs created by the new training center will help solve some of these rotation problems, officials believe.

One training official said the new center would also provide an opportunity to try out new ideas in shipboard repair and he indicated that many of these new methods might come from the relatively new beneficial suggestion program which pays cash to servicemen for bright ideas. He said the center would undoubtedly be called on to try out and evaluate some of these ideas.

Skipper of the new center has not yet been chosen, nor has the Navy yet decided on how many men in each of the deprived ratings would be ordered ashore to the center.

It's Lucky 13 For LST 1126

The Seventh Fleet tank landing ship USS Snohomish County (LST 1126) recently celebrated her 22nd year of continuous active naval service with an unusual series of 13s.

The ship left her homeport of San Diego for her 13th Western Pacific deployment. She celebrated her 22nd birthday when she beached at Chu Lai, Vietnam (13 letters) for the 13th time. The official time the LST entered port was 1313 local time. The first fork truck to cross her bow to commence the unloading was numbered 13.

The Snohomish County's 13th commanding officer Lieutenant Commander J.L. Curlee, assumed command in August of 1965. His full name contains 13 letters.

The Snohomish County has made three deployments to Vietnam since October, 1964.

Wave Strength To Be Expanded

A 20-percent increase in the size of the Wave corps has been ordered for the Navy and the recruiting service has been ordered to bring in an additional 1,000 enlisted women and 100 officers as soon as possible.

The goal is to have 6,000 enlisted Waves and 600 officers as against current totals of about 5,000 and 500, according to Captain Rita Lenihan, Wave Director.

Capt. Lenihan said there would be no need for new training facilities; the enlisted will be trained at Bainbridge and the officers at Newport, R.I.

She said there would be no significant number of Waves going to Vietnam, though a Wave officer has been ordered to duty there and there might be others.

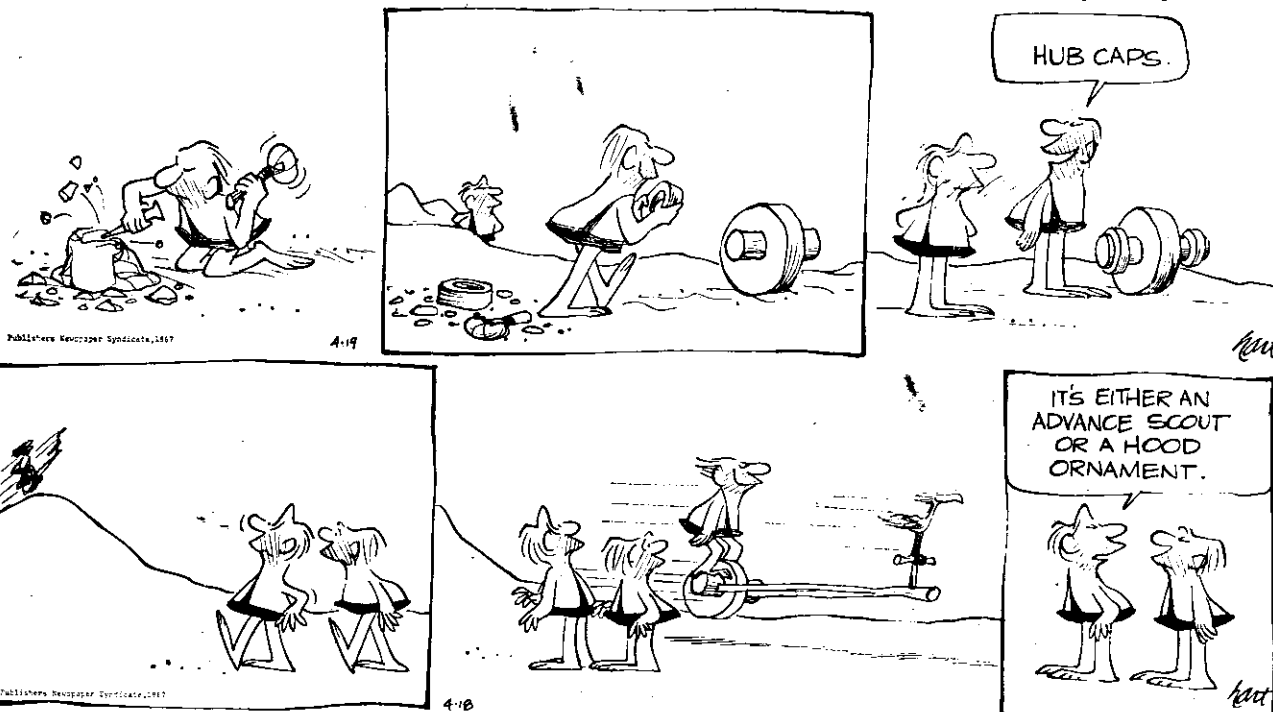
The Navy moved for more Waves after the draft studies issued earlier by the White House called for giving women more opportunity to serve in the armed forces.

There is no corresponding special increase for the Marine Corps, but its woman's component has been growing in step with the Corps as a whole. It has a ceiling equal to one percent of the total Corps strength and has been attempting to build up to that strength.

The Corps said one woman officer has orders to Vietnam and that a small number of enlisted women will go there to work on the Military Assistance Command staff in Saigon.

B. C.

by Johnny hart



CSCs Are Nerve Centers Of Market Time

By D.G. Van Way, J02

"These men are the unsung heroes of the coastal war in Vietnam!"

This statement was made by Lieutenant Commander David W. Moore, who recently completed a tour of duty as officer-in-charge of the Coastal Surveillance Center (CSC) at Vung Tau, Vietnam, as he described the job of the men stationed at the CSCs along the Vietnamese coastline.

The five CSCs, joint U.S.-Vietnamese commands, are the nerve centers of the U.S. Navy's Operation Market Time and the Vietnamese Navy's Coastal Groups, both assigned the mission of preventing the seaborne movement of enemy personnel and supplies into South Vietnam.

"We have to know what's going on. We're the people who control the activity out there," Petty Officer Second Class Norman A. Buckley said.

Buckley helps man the communication circuits at the Vung Tau CSC.

Lcdr. Moore spelled out the job in detail:

"A U.S. Navy Market Time task group commander and his Vietnamese Navy Coastal Group counterpart control their forces jointly from the CSC so that both anti-infiltration forces merge into a unified effort directed from the CSC," he explained.

The centers have intricate communications systems, vital for the quick relay of information needed to deploy both U.S. and Vietnamese naval forces in each area.

Five centers, at Da Nang, Qui Nhon, Nha Trang, Vung Tau, and at An Thoi on Phu Quoc Island in the Gulf of Thailand cover the entire 1,000-mile coastline of South Vietnam.

"When an enemy craft is sighted by a unit of either force, the position and description of the craft is sent to the CSC", Lcdr. Moore continued.

"The OSC takes command of the U.S. and Vietnamese forces assigned by the CSC and directs the fight,

maintaining contact with the CSC so that additional help, if needed, can be called in."

The radioman who keyed the message which led to the capture of a major shipment of war material on board an enemy trawler in June 1966 did not get public recognition for his efficiency. Nor did his Vietnamese counterpart who sent a message to a nearby Vietnamese junk base, directing assistance in extinguishing fires aboard the trawler so that she could be captured intact with her cargo.

"It's a tedious job, but certainly not a boring one," said Chief Petty Officer Cecil J. Tucker, senior enlisted man at the Vung Tau CSC.

"There is always something happening. If it is not a firefight, it is trying to get an emergency message through to a Market time ship," he said.

The complicated multi-channel radio equipment that the CSCs depend upon for 24-hour-a-day service requires constant maintenance.

Electronics technicians from both the U.S. and Vietnamese navies work 24 hours a day. When not servicing electronic equipment, the technicians are busy training new men in their jobs so that tour rotation will not interfere with the constant maintenance program.

"In order to keep the pace constant and the men fresh, we run three eight-hour shifts each day. A sleepy radioman could cause the failure of an entire mission, Lcdr. Moore said.

Lieutenant (jg) Roger M. Moore assistant watch officer at the Vung Tau CSC, told of some of the inconveniences suffered by his crew as they stand their duties.

"We have to carry drinking water to work in five-gallon cans and if anyone thinks he's going to get hungry he has to carry his meal with him to work. There is no time off to eat — we just can't leave the circuits," he said.

"The circuits are constantly buzzing with traffic of some sort, and the phones have to be manned without a break of any sort. These guys surely earn their pay," he added.

"Our thanks" Lcdr. Moore said, "is the knowledge that we can be depended upon to give the guys out there in the boats the information they need to do their job."



NESTING TIME—MGM Starlet Ana Martin sent this over to the Navy-men in Vietnam as a reminder that it's springtime in the States and all the birds, including martins, are nesting.

Value Of Fringe Benefits To Servicemen Is Estimated

Servicemen and their families save from \$57 to \$416 annually by shopping at commissaries; \$33-\$509 by buying at exchanges, and \$94-\$17 by using the military's medical care program, the Defense Department estimates.

These figures are some findings of the Department's Compensation Study group. The larger the person's family and the higher his income, the greater are the savings from all three fringe benefits, the study found.

The single E-3, for example saves less than \$70 a year in the exchange, but a married E-7 with two children can save \$219 by shopping in the commissary.

An O-6 with two children can save about \$271 a year shopping at the commissary. An O-2 who is married and has no children is likely to save only \$147 a year at the commissary and \$153 at the exchange.

The commissary prices are about 36 percent below commercial prices

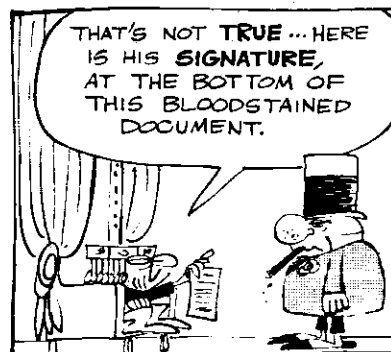
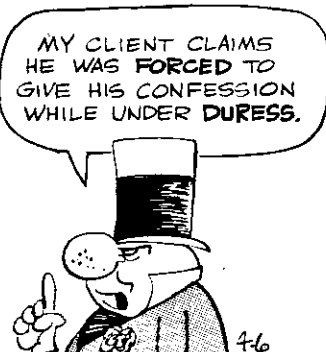
and the exchange prices are about 29 percent lower, according to officials.

The dollar-and-cents savings figures do not take into account the convenience of having the stores on bases nor the value of the contribution the exchanges make to welfare and recreation activities. They also do not take into account the morale value of the stores.

Also made available were tables on the money value of Medicare. The medical care is generally worth more to the retired person than to the one still on active duty, possibly because older persons tend to have more costly and more frequent illnesses.

The compensation group developed the figures to make it possible for it to calculate total military income (including benefits) in comparison with civilian income. The exchanges, commissaries and medical care are among those benefits.

THE WIZARD OF ID



by Brant parker and Johnny hart

'Angels' With Rotors

People have their own definition of the word "Angel." On an aircraft carrier an "Angel" is a helo.

The "Angel" is the first aircraft to be launched and the last to be recovered during flight operations. When the word is passed to stand by to launch, or recover aircraft, the helo crew launch the "Angel".

Unlike their fixed wing counterparts, the helo pilots very seldom leave sight of the carrier and fly in a race track pattern 200 yards off the starboard side of the ship. From this position the helo pilot can see the entire flight operation sequence and, if needed, be over the scene of an accident in a matter of seconds.

When a man is in the water, the normal pick-up procedure is to hover over the downed man and drop a sling that he places under his arms. He is then lifted to the waiting "Angel". In case the pilot may be injured and can't help himself, one of the crewmen descends into the water to assist.

The average crew for a plane-guard mission consist of two pilots and two crewmen.

The helos also make "chaplain

runs" to the accompanying destroyers on Sundays. The smaller ships do not carry chaplains and most carriers have both Protestant and Catholic chaplains aboard.

Thus the "Angels" fulfill a role in keeping with their name, which is defined in the dictionary as meaning "messenger of God".

The "Angels" also make mercy runs to the ships that are in the general vicinity for medical assistance. Most of these ships do not have the medical facilities that are available aboard the carrier and the helos make the air evacuation for them.

If an emergency occurs to the helo itself, bags are inflated to allow the "chopper" to remain afloat for a limited period of time.

To the carrier pilots, the men of the helo detachment are truly "Angels" who are always nearby when needed. Many a Navy pilot owes his life to the fast thinking, quick-acting members of the helicopter detachment.



HAPPINESS IS A LONG LETTER FROM HOME—Lieutenant (jg) Steve Carnes, a Navy pilot serving with the Seventh Fleet Detachment Charlie in Saigon, recently received a 24-foot letter that took 45 minutes to read.

McNamara Defends Bombing

Roughly a half million North Vietnamese men who would otherwise be occupied in raising the level of military pressure against South Vietnam are being employed to offset the effects of the allied air campaign against military targets, according to Defense Secretary McNamara.

Mr. McNamara made the statement to newsmen following a White House cabinet meeting.

He elaborated: "It is quite clear the air campaign hasn't stopped the infiltration; we never believed it would. But it's also quite clear that it forced the diversion from other activities in the north of some 300,000 men to repair the roads,

the railroads, the bridges, the depots that are the foundation of transportation from north to south.

"It forced the diversion from other activities of about 125,000 men to the air defenses of North Vietnam and the diversion of tens of thousands of others in coastal defenses."

Mail Home

FROM:

APO

TO:

Postage
1st Class 10cents
Airmail 16cents

Jim Scott RIVER PATROL

THE FOLLOWING MORNING... SCOTT AND THE CREW WERE AWAKENED TO PREPARE FOR THE MORNING PATROL.

OUT OF THE RACKS, MEN... LET'S HIT IT! IT'S GOING TO BE A LONG... DAY.

AFTER THIS PATROL WE'LL GET A LITTLE TIME OFF... MAN, I COULD USE A LITTLE LIBERTY, HUN!

HEY, SCOTT! HOW ABOUT GETTING THE REST OF THE AMMO... AND THEN WE'LL GET READY TO MOVE...

I FEEL GREAT... AND THIS BOAT ISN'T GOING ANYWHERE WITHOUT ME!!!

GLAD TO SEE YOU'RE OK, MIKE. ARE YOU SURE YOU'RE READY TO GO BACK TO WORK...?

HEY! LOOK NEAR THAT BEND IN THE RIVER... THERE MUST BE TWENTY SAMPANS CROSSING... IT LOOKS LIKE WE HIT A JACKPOT...

NGU ANH BAO CHO HO BIET TRUOC ANH VA GIA DINH ANH SE CHET.

HEY, SCOTT! PBR, PBR!

HEY WERE RIGHT... IT IS THE JACKPOT. THE SAMPANS ARE FILLED TO THE BRIM WITH VC MAIN FORCES... THIS WILL INDEED BE THE MOMENT OF TRUTH FOR THE 8 MEN AND 2 BOATS. IF YOU TRY TO WARN THEM, YOU AND YOUR FAMILY WILL BE DEAD.... TO BE CONT.