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NAVAL FORCES VIETNAM  
MONTHLY HISTORICAL SUMMARY  
JULY 1966

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APPENDIX I MARKET TIME Statistical Summary, July 1966

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APPENDIX III Summary report of activities of U.S. Naval Support Activity, DaNang for the period 1 January through 31 March 1966

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CHRONOLOGY OF SIGNIFICANT EVENTS, JULY 1966

- 1 --- My Tho based PERs intercepted a Viet Cong tax collector; five VC KIA; one sampan, one rifle, documents captured (p. 17)
- 2 --- PCF 52 detected four evading Viet Cong junks; sank two with one secondary explosion (p. 3)
- 7 --- Coastal Group 24 patrol sank two Viet Cong junks; two VC KIA (p. 38)
- 9 --- PER collided with RAG LCM resulting in heavy damage to PER (p. 19)
- Fire team helicopter crashed upon takeoff from TORTUGA; no casualties (p. 24)
- PCF 57, while assisting Coastal Group 21, sank one Viet Cong junk after receiving small arms fire; four VC KIA; four VC, one rifle captured (p. 4)
- 11 --- USS SALISEURY SOUND (AV-13) established seadrome at Cam Ranh Bay (p. 13)
- 12 --- Fire team helicopter crashed upon takeoff from TORTUGA; pilot killed (p. 24)
- PCF 35 and PCF 38 came under recoilless rifle attack; PCF 35 received one direct hit; PCF 38 received shrapnel damage; one crewman from PCF 38 WIA (p. 5)
- 14 --- Coastal Group 41 Command Junk was sunk by Viet Cong recoilless rifle fire; four VNN WIA (p. 39)
- 20 --- TORTUGA helicopter fire team destroyed four Viet Cong sampans (p. 23)
- 21 --- TORTUGA helicopter fire team destroyed six Viet Cong structures, one junk; damaged 25 structures, five junks; one crewman WIA by ground fire (p. 23)
- Coastal Group patrol broke up Viet Cong river crossing; four sampans, three mortars and one VC captured (p. 39)
- 22 --- PCF 44 collided with a civilian junk; six bodies recovered and eight persons missing (p. 9)

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- 23 --- My Tho PBRs with RAG support ambushed a Viet Cong river crossing; seven VC KIA; one sampan, one rifle, and documents captured (p. 15)

USS MARK (AKL-12) became the first cargo ship to transit the Bassac River in ten years (p. 31)

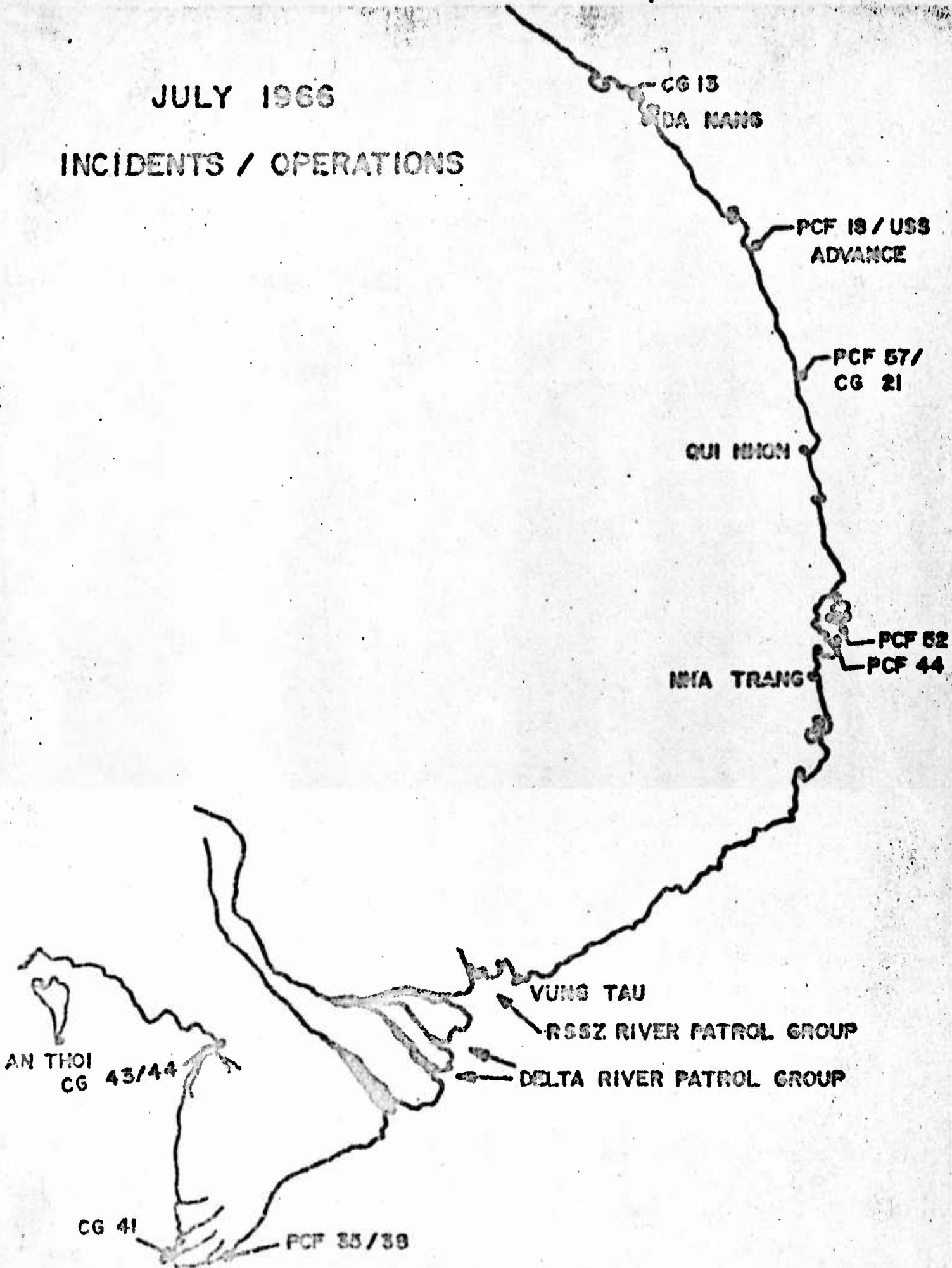
Coastal Group 13 land patrol made contact with a Viet Cong force; three VC KIA, two carbines and two sub-machine guns captured; six VNN KIA (p. 38)

- 27 --- SEAL Team uncovered a Viet Cong base camp with a large quantity of supplies in the Rung Sat Special Zone; one VC KIA and two VC WIA; three weapons captured (p. 27)
- 28 --- 16 additional PCFs arrived in-country (p. 11)
- 30 --- PBRs on the Soirap River received recoilless rifle and automatic weapons fire; one PBR hit by recoilless rifle; two crewmen WIA and PBR damaged (p. 26)
- 31 --- Eight additional PBRs arrived in-country (p. 28)

\* \* \* \* \*

JULY 1966

INCIDENTS / OPERATIONS





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COASTAL SURVEILLANCE FORCE

Although no major infiltration attempts were detected by MARKET TIME forces during July, increased surveillance engendered more hostile fire and evading junk incidents.<sup>1</sup> Patrol units continued to assist friendly ground troops with urgent and preplanned gunfire support missions. MARKET TIME forces were augmented by sixteen additional PCFs and two additional MIUMS Units.

EVADING JUNK INCIDENTS

As programmed MARKET TIME forces continued to arrive in country, inshore coastal areas previously patrolled randomly began receiving continuous coverage by WPBs and PCFs. This expanded inshore patrol activity resulted in a constantly increasing number of incidents involving MARKET TIME units along with a sharp rise in the number of small junks and sampans attempting to evade search by patrol craft. These junks and sampans were normally detected proceeding along the coast near the surf line. When ordered to come out for inspection they frequently evaded search by running in to the beach where the occupants fled to nearby protective rocks or trees. In the majority of these incidents MARKET TIME units received small arms or automatic weapons fire from the beach area, preventing further inspection of the craft. In such situations the craft were destroyed by machine gun or mortar fire.

Such an incident occurred at 0100 on 2 July in the coastal area 30 miles north of Nha Trang. PCF 52 detected and illuminated

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<sup>1</sup> See Appendix I for Statistical Summary



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four junks which attempted to evade. After warning shots were ignored, the junks were taken under fire by machine gun and mortar. One junk sank with a secondary explosion and a second was destroyed by mortar fire. The remaining two junks successfully evaded. The Viet Cong on the two junks destroyed were presumed killed.

Extensive PsyOps programs were started during the month, directed at the junk and sampan crewmen, in an effort to make them aware of the consequences of attempting to evade search. It was anticipated that this program would minimize the chance of death or injury to innocent civilians.

MARKET TIME units saw their heaviest action during July in the vicinity of Ille Nuoc, 38 miles north of Qui Nhon. At approximately 1500 on 9 July a patrol from VNN Coastal Group 21 anchored two junks in the lee of Ille Nuoc to cook their meal. They noticed an apparently abandoned junk on the beach and two sailors were sent to bring it off. As they approached the junk they came under heavy Viet Cong fire and were killed. The Coastal Group patrol withdrew, suffering one additional man killed and several wounded. There was no U.S. advisor embarked.

The first MARKET TIME unit on the scene was PCF 57. While first aid was being administered to injured CG 21 personnel, a suspicious junk was observed leaving the island and proceeding toward the mainland. PCF 57 closed the junk, firing warning shots and sounding her siren; she received small arms fire in return. The eight occupants of the junk then abandoned their craft and attempted to evade by swimming. The PCF closed, firing additional warning shots which went unheeded, and finally took

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the junk and the fleeing Viet Cong under fire. Four Viet Cong were believed killed and an additional four were captured and taken aboard PCF 57. Also captured were one rifle, ammunition clips, grenades and personal gear. Three additional weapons were lost when the junk capsized.

During the engagement PCF 57 came under small arms fire from the shore. PCF 66 arrived to assist and both units fired machine gun and mortar suppression at the enemy positions. PCF 57 then headed for USS ROVAN (DD 872), in the area for gunfire support, to obtain medical assistance for the wounded Coastal Group personnel. She then proceeded to CSC Qui Nhon to deliver the prisoners. PCF 66 remained in the area to search for additional Viet Cong; however, none were located.

Another Viet Cong movement was thwarted the afternoon of 19 July when, at 1440, PCF 18 detected an evading boat 60 miles southeast of DaNang. As the PCF closed, the single occupant took to the water and successfully evaded behind rocks; however, two additional sampans and two thirty foot junks were detected as the PCF closed the area. These also attempted to evade despite warning shots, and were taken under direct fire. One junk was immediately destroyed in a violent secondary explosion caused by .50 caliber machine gun fire. PCF 18 and USS ADVANCE (MSO 510) arrived on the scene shortly afterwards and took the second junk under fire, inflicting heavy damage. Close surveillance was maintained in the area during the night but no further activity was noted.

Three Viet Cong were captured the night of 27 July when

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PCF 56 took two evading junks under fire just south of DaNang. One junk was captured.

On 17 July the officer in charge of PCF 58 was wounded in an attempt to recover an abandoned junk which had evaded. While directing local fishermen to the sampan, the PCF came under small arms fire from the shore. As she opened the range while returning fire the officer in charge received a minor thigh wound. The action took place fifty miles north of Qui Nhon.

Numerous actions of lesser magnitude occurred during the month with evading junks being taken under fire and damaged or destroyed, and the occupants killed. On several occasions junks successfully evaded. The night of 15 July, USCGC POINT CAUTION opened fire on six evading junks in the area just south of the Demilitarized Zone; but ceased fire when the junks evaded into the Demilitarized Zone. On 13 July three boats employed a typical evasion tactic, maneuvering behind outcroppings of coastal rocks, when they were taken under fire by PCF 18.

The presence of a friendly coastal village often made it impossible to take evading vessels under fire. On 3 July, USCGC POINT LOMAS, operating several miles south of the Demilitarized Zone, fired warning shots at an evading junk. However, the junk approached a village and therefore was not taken under direct fire. On 8 July a MARKET TIME VP-2 aircraft received fire from three sampans near the north bank of the entrance to the Cua Tieu River in the Mekong Delta. PCF 31 observed the incident, but was unable to fire on the sampans due to the presence of a village.

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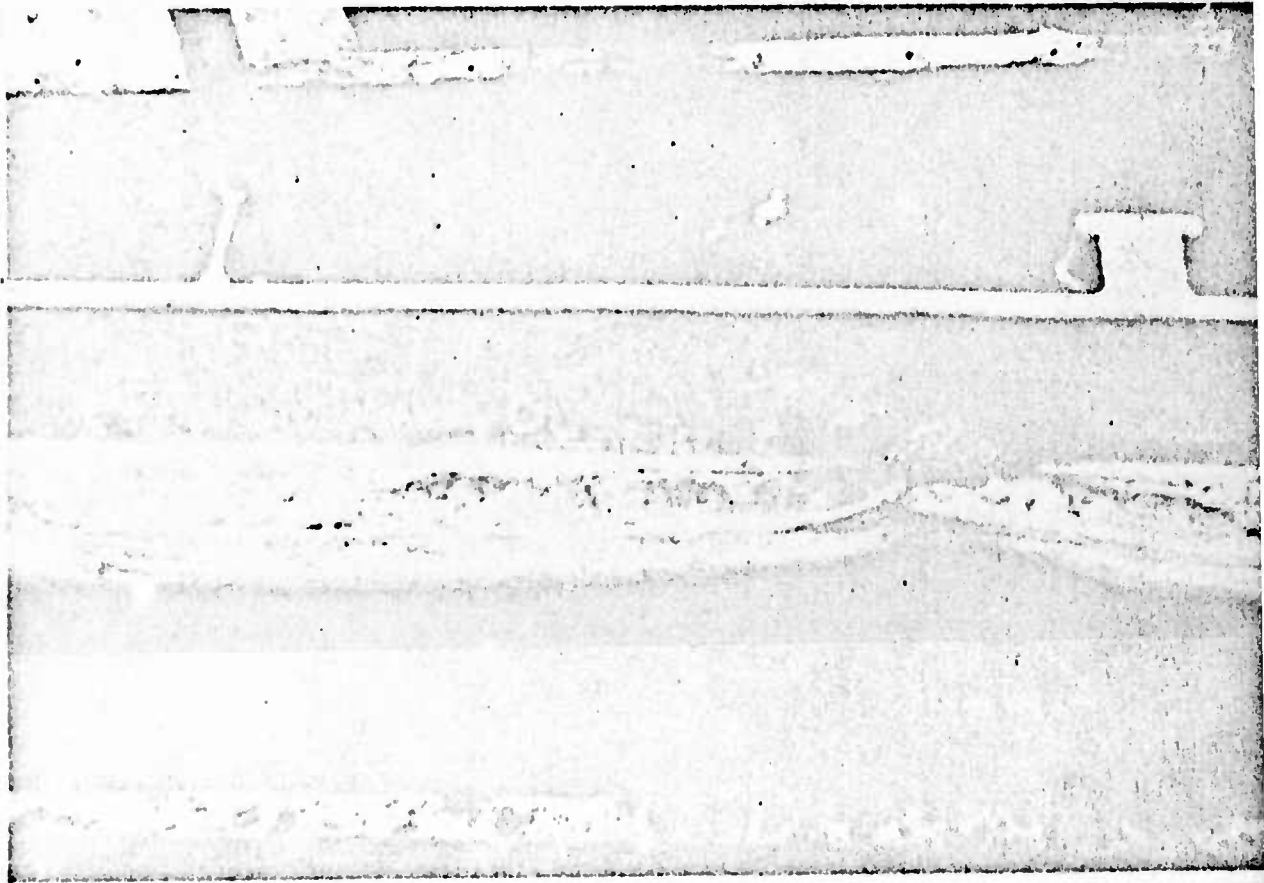
### HOSTILE FIRE INCIDENTS

Several hostile fire incidents not involving Viet Cong junks took place during July. The most significant occurred the afternoon of 12 July when PCF 35 and PCF 38, operating on the eastern shore of the tip of the Ca Mau Peninsula, received three rounds of recoilless rifle fire. The two boats were approximately 1100 yards from the beach when fired upon. Both PCFs cleared the area, expending 1200 rounds of .50 caliber machine gun ammunition and ten rounds of 81mm mortar suppression fire.

Two rounds were fired at PCF 38 and one round at PCF 35. PCF 35 sustained a direct hit on her starboard quarter resulting in a one foot hole in her hull and severe damage to the starboard fuel tank (see photograph). In addition, PCF 38 received minor shrapnel damage in the pilot house area with one crewman receiving minor shrapnel wounds. Viet Cong casualties were unknown.

The previous evening USCGC POINT HUDSON had approached the same area to within 500 yards of the shore without receiving any hostile fire. The Viet Cong ambush may have been based on the possibility of another close approach. The area lies along the boundary between two operating zones and subsequent investigation revealed that PCFs frequently turned in toward the beach at the point where the attack took place.

In another recoilless rifle attack, PCF 47 received two rounds of fire while operating in the island region 30 miles



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north of Nha Trang on 6 July. The fire was returned with 81mm mortar as PCF 47 cleared the area. No damage or casualties were sustained.

On 11 July, PCF 60 received machine gun fire while closing the beach to investigate a contact ten miles north of Qui Nhon. The PCF returned the fire and departed the area with no casualties. On 16 July PCF 52 received small arms fire from shore positions just south of Nha Trang while conducting a PsyOps broadcast. The PCF received two hits in the pilot house, one in the main cabin, one in the gun tub and one on the radar mast. There were no personnel casualties.

#### NAVAL GUNFIRE SUPPORT

Although naval gunfire support is usually provided by Seventh Fleet units operating off the coast of Vietnam, MARKET TIME units, armed with 81mm mortars (PCF, WPB), 40mm rapid fire guns (MSO), and 3"/.50 caliber guns (DER) in addition to .50 caliber machine guns, also perform this function. Because there is a large number of units along the coast, MARKET TIME units are frequently called upon to provide urgent gunfire support to friendly units under attack. Occasionally MARKET TIME units are assigned pre-planned gunfire missions in support of ground operations.

! Nine missions were fired during July. On 19 July, PCF 48 with PCF 54 in company provided urgent gunfire support to friendly forces 35 miles north of Nha Trang. Seventy-eight rounds of 81mm HE ammunition were expended with one secondary

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explosion observed and one Viet Cong killed. On the night of 13 July, Coastal Surveillance Center An Thoi received sporadic small arms fire from a Viet Cong force of unknown size. PCF 9 and VMN units provided 81mm mortar fire and the Viet Cong attack was suppressed with no friendly casualties. Enemy casualties were unknown. On 30 July, USS ENERGY (MSO 436), participating in salvage operations for a downed C-130 aircraft forty miles north of Nha Trang, reported her motor whaleboat under mortar attack. The Viet Cong positions were taken under fire by 40mm gun. The whaleboat was retrieved with no friendly casualties.

A pre-planned support mission was fired by USCGC POINT MARONE, USCGC POINT COMFORT, PCF 6 and PCF 12 at Viet Cong positions 20 miles northwest of Rach Gia in the southwestern area of Vietnam. Spotter aircraft reported excellent area coverage as 204 rounds of 81mm HE mortar fire were dropped on the positions. Two structures were confirmed destroyed. In another pre-planned mission, USCGC POINT CAUTION provided gunfire support for clearing operations being conducted along the beach 85 miles north of Qui Nhon. Fifty-four rounds of 81mm mortar ammunition were expended, resulting in ten structures destroyed, two sampans damaged and two Viet Cong killed.

#### JUNK ACCIDENTS

On three occasions during the month MARKET TIME units operating at night collided with unlighted Vietnamese civilian junks. In the most serious of these, PCF 44, assigned patrol in area 4D, collided with an unlighted passenger junk 25 miles



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north of Nha Trang on 22 July. The night was slightly overcast, with visibility of unlighted objects limited. The radar was in peak operating condition and the night observation device was in use, but no contact was established. The PCF was proceeding at eight knots. As soon as the junk was spotted the PCF backed full and twisted, but in spite of her efforts collided with the bow of the junk.

She illuminated the area immediately and put a swimmer in the water to bring survivors aboard. PCF 42, operating in area 4C, was called to assist; and VNN Coastal Group 25 units and Air Force and Army helicopters participated in the search. Search operations continued throughout the following day. Of the 25 passengers on the junk, only ten were saved; six bodies were recovered and nine persons were missing.

At 0500 on 25 July, PCF 20, operating 110 miles north of Qui Nhon, collided with a 20 foot sail-only junk in choppy seas and heavy rain. The junk was unlighted and not held on radar. The junk sank immediately, but the two occupants and all their gear were saved. There was no damage to the PCF. On 14 July, USCGC POINT GREY, operating in Area 9 in the Gulf of Thailand, collided with a junk. The six occupants were rescued with the help of Coastal Group 43.

#### OPERATIONS

On 5 and 6 July, USS WARBLER (MSC 206), USCGC POINT PARTRIDGE, MSB 52, PCF 24 and PCF 25 conducted a bottom search in the area of the 20 June trawler capture. Using USS TORTUGA (LSD 26) as a logistic support ship, the Task Unit conducted bottom sonar and

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galvanic detection sweeps in an attempt to locate any equipment that might have been jettisoned by the trawler's crew during the engagement. In addition, MAD sweeps of the area were conducted by a MARKET TIME P2V.

By the conclusion of the two day operation five contacts had been investigated by divers with negative results. In as much as the bottom was smooth and fairly hard, it was considered probable that any material of significant size would have been discovered by the searching ships. At 1600 on 6 July, the operation terminated and all units resumed their normal duties. No hostile fire was received.

From 1200 to 2200 on 11 July, three PCFs executed Plan CORRAL off Vung Tau. A total of 12 junks were boarded or inspected with no suspicious activity noted.

**MARKET TIME UNITS**

Sixteen additional PCFs arrived in country during July, bringing the total number of SKIFTS in country to 70. Three boats went to PCF Division 101 at An Thoi to bring the total there to ten; five went to Division 102 at DaNang for a total of seventeen; five went to Division 103 at Cat Lo for a total of seventeen; three went to Division 104 at Cam Ranh Bay for a total of sixteen; no units were added to Division 105 at Qui Nhon, and its total remained at ten boats.

During July the PACVs were engaged in installation and evaluation of various modifications to make them more suitable for operations in South Vietnam. These modifications included:

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twin .50 caliber machine gun mounts to replace the present single .50 caliber mount; M-60 machine gun mounts in the side windows and a remote controlled M-60 machine gun firing aft; redesigned venturi and spray shields to increase underway visibility; and installation of a rubber dam to allow the opening of the forward door while underway. These modifications should correct basic deficiencies brought to light during the in-country test and evaluation program. The need for more armament in general, as well as the complete lack of an astern firing weapon (the propeller and tail assembly restrict the arc of fire of the .50 caliber machine gun mount), was obvious. Upon completion of these modifications, evaluation of the PACVs in MARKET TIME operations will continue.

USS FLOYD COUNTY (LSD 762), assigned as Ca Mau Peninsula support vessel for PCFs and WPBs, continued operations in Areas Seven and Eight. Prolonged operations without upkeep periods resulted in numerous equipment casualties, but a diligent effort on the part of FLOYD COUNTY's crew maintained the ship on station and enabled her to carry out assigned patrol and support functions. As the feasibility of establishing a Combat Support Base on Poulo Obi Island is still under study, the use of the offshore support ship in Areas Seven and Eight continues as an effective substitute. The ability to operate PCFs from the support ship in these areas of high infiltration potential has greatly enhanced the coastal surveillance effort.

During the past two months the WPBs in Coast Guard Divisions

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11 and 12 have been undergoing their annual drydockings for hull renovation and painting. USCGC POINT MAST and USCGC POINT YOUNG from COGARDIV 11 were drydocked in Bangkok in late June, but their bottom paint peeled off upon return to An Thoi. In July they returned to Bangkok and received another hull painting, this time losing only five percent of the anti-fouling paint and none of the anti-corrosion paint. The remainder of the WPBs in Division 11 were scheduled for drydocking in Bangkok during August and September. Drydocking of all the WPBs in Division 12 was completed in DaNang by the end of July.

Harbor defense forces were further augmented during July with the arrival of personnel of Mobile Inshore Undersea Warfare Surveillance Unit 22 at Nha Trang on 15 July. MIUWS 22 commenced limited operations the following week, and anticipated full operational capability with the arrival of boats and crews by the end of August. MIUWS 23 at Qui Nhon became fully operational on 7 July with the delivery of three LCPL MK XI patrol boats.

In aerial surveillance, Patrol Squadron Two, operating seven SP-2H aircraft from Tan Son Nhut Airbase, continued to support MARKET TIME operations. USS SALISBURY SOUND (AV 13) established a seadrome at Cam Ranh Bay on 11 July, and conducted operations for the remainder of the month. SP-5 aircraft of Patrol Squadrons 40 and 46 flew MARKET TIME surveillance flights out of Cam Ranh Bay during this period. Patrol Squadrons 47, 48 and 49 also supported MARKET TIME operations, flying P3A aircraft out of Sangley Point, P.I.

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All flew newly adjusted tracks during July. The new tracks placed the patrol line further at sea, allowing detection of infiltrators at greater distances from the coast. The aircraft also flew special patrols even further from the coast at certain periods looking for steel hulled trawlers.

Task Force 115 basic units consisted of 70 PCFs and 26 WFBs. The following Pacific Fleet units also operated under the operational control of Commander Task Force 115 during July:

USS NEVELL (DER 322)	USS WOODPECKER (MSC 209)
USS SAVAGE (DER 386)	USS ALBATROSS (MSC 289)
USS WILHOITE (DER 397)	USS CONSTANT (MSO 427)
USS VANCE (DER 387)	USS PLUCK (MSO 464)
USS FORSTER (DER 334)	USS ENERGY (MSO 436)
USS KOHNER (DER 331)	USS PIVOT (MSO 463)
USS HAVERFIELD (DER 393)	USS ADVANCE (MSO 510)
USS KRECHMER (DER 329)	USS FORTIFY (MSO 446)
USS PHOEBE (MSC 199)	USS ENGAGE (MSO 443)
USS WARBLER (MSC 206)	USS IMPERVIOUS (MSO 449)
USS WHIPPOORWILL (MSC 207)	USS INFLICT (MSO 456)
USS WIDGEON (MSC 208)	USS LOYALTY (MSO 457)

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RIVER PATROL FORCE

The focus of in-country naval action shifted to Operation GAME WARDEN during July as the PBRs increasingly deterred Viet Cong waterborne movement.<sup>1</sup> The helicopter fire teams were also highly effective, both in support of the PBRs and in independent strikes on Viet Cong units. The SEAL Team, operating in the Rung Sat Special Zone, conducted its most successful operations to date. Eight additional PBRs were added to GAME WARDEN forces during the month.

DELTA RIVER PATROL GROUP

A new PBR tactic, a planned ambush to intercept a possible Viet Cong river crossing, was employed for the first time during July and resulted in the most significant GAME WARDEN success to date. Reliable intelligence information had been received of a possible Viet Cong weapons crossing 23 July on the Cua Tieu River fifteen miles east of My Tho. Commander River Patrol Section 531 was ordered to take four PBRs to the area to interdict the movement. In addition to the PBRs, the VNN River Assault Group commander at My Tho provided a COMMANDMENT and three River Patrol Craft (RPC). Artillery at Hoa Dong was alerted and ready for immediate response, if required.

At approximately 2000 on 23 July, the PBRs moved into the area. PBRs 109 and 110 approached the area first, using only one engine. When they arrived in the probable crossing area, they cut their engines and drifted silently. PBRs 103 and 105

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<sup>1</sup> See Appendix II for Statistical Summary



SIKONG DELTA / PSSZ - JULY 1966

PERs 7 JULY  
PERs 30 JULY

PERs 1 JULY

PERs 26 JULY  
PERs 23 JULY

BAG Collision

PERs 15 JULY

PERs 17 JULY

PERs 4 JULY

Tro On

PERs 10 JULY

Fire Team 21 July

Fire Team / PERs 20 July

Fire Team 4 July

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followed approximately one mile behind, also employing the same drifting tactic. The RAG craft remained in reserve 6000 yards to the west.

At 2123 the lead boats heard an engine lighting off astern and to the south. Simultaneously the two following units heard the engine light off ahead, and PBR 105 detected a high speed radar contact crossing from south to north. (The junk was later determined to have an outboard engine of approximately 40 horsepower.) PBR 105 led the chase and intercepted the contact at a range of 50 yards from the north bank. Illumination revealed a 30-foot junk with nine persons aboard who immediately opened fire with small arms. PBR 105 responded with intense .50 caliber machine gun and M-16 fire, killing six Viet Cong at the outset and forcing the remaining three to abandon the junk. As PBR 103 moved in to capture the remaining Viet Cong, PBRs 109 and 110 covered the north bank and the RAG craft strafed the south bank to suppress possible Viet Cong attack from the shore.

All attempts to capture the three Viet Cong failed. They refused to take lines from the PBRs or respond to warning shots. An attempt to maneuver the boats to cut off their escape failed, and when they reached the bank they were taken under fire. One was killed, one was wounded and the third managed to escape. Subsequent firing of M-79 grenades into foliage along the bank resulted in four large pools of blood, possibly from a reception party waiting on the bank.

Efforts to salvage the sinking junk were successful, even though the motor was lost. Numerous papers, one rifle and ammu-

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dition and personal gear were recovered. The papers indicated that a Viet Cong tax collector was aboard, and provided detailed records of Viet Cong tax collections from individuals in the area. Although no weapons movement was detected, the action was evaluated as an attempt by a tax collector to move under the protection of guerrilla troops.<sup>1</sup>

Earlier in the month, My Tho based PBRs intercepted and destroyed another Viet Cong tax collector. On 1 July at 0512 PBRs 101 and 104, on patrol in the immediate vicinity of My Tho, detected a water taxi moving in violation of curfew. While PBR 104 started to take the taxi in tow to My Tho, PBR 101 detected a small contact 200 yards ahead moving toward the water taxi. The contact was illuminated and hailed by the National Policeman aboard the PBR. It was discovered to be a twelve-foot sampan with five people aboard towing a raft with an additional four people. It immediately attempted to evade to the south. PBR 104 made a high speed run and intercepted the sampan, and at a range of only fifteen yards started to receive small arms fire. The PBR made a rapid turn and killed the five Viet Cong in the sampan with high intensity .50 caliber machine gun fire. The four persons clinging to the raft attempted to swim to the beach and were taken under fire with undetermined results. All action occurred at a range of approximately 30 yards from the river bank. The sampan was then taken in tow and the patrol cleared the river bank area.

The sampan was found to contain one rifle, a helmet, some

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<sup>1</sup> CTU 116.1.3 msg 231900Z Jul 66.

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clothing, and a quantity of papers and PsyOps material. Among the papers were instruction sheets on methods and procedures for Viet Cong tax collectors, detailed accounting books, tax roles and 8149\$VN. The action was again evaluated as interception of a Viet Cong tax collector.

The night of 15 July at 2055, the first incident between GAME WARDEN units and a steel hulled vessel occurred when PBRs 105 and 110, on patrol 23 miles west of My Tho, established radar contact with a ship with three smaller contacts alongside. As the PBRs closed, the small craft evaded to the river banks and the ship weighed anchor. The ship was identified as a tanker, the MEKONG PHKOM PENH of Cambodian registry flying only a Vietnamese flag aft. The PBRs shadowed the tanker as it moved westward on the Mekong River, and at 2320 units of the Vinh Long MAG rendezvoused with the PBRs and assumed surveillance. The tanker was by that time flying a Cambodian flag. No further unusual activity was detected.

While PBRs 105 and 110 shadowed the tanker, PBRs 106 and 109, supported by armed helicopters and a flare aircraft, moved into the area where the initial contact had been made to search for the smaller contacts. At 2345 the PBRs came under automatic weapons fire from the south bank and received a single shot from the north bank. No trace was found of the contacts. It was impossible to determine if the tanker had been offloading contraband to Viet Cong forces in the area; although the activity surrounding the incident and the fact that the tanker was anchored in a prohibited area established this as a possibility.

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On the evening of 9 July two PBRs proceeding west on patrol out of My Tho crossed the path of a RAG convoy proceeding the opposite direction. While attempting to effect a port to port passage, an LCM illuminated PBR 98, temporarily blinding the boat captain. The LCM, proceeding at maximum speed, rammed the PBR on the portside before evasive action could be taken and forced it down in the water far enough to ship water over the gunwale. After clearing the LCM, the PBR was struck again, this time by an escort RPC. The RAG units proceeded without stopping. PBR 98 suffered extensive damage, including destruction of the boat coxswain station and the radar console. The boat captain and the after gunner received minor injuries.

PBRs from Can Tho came to the assistance of a friendly outpost ten miles southeast of their base on the night of 4 July. While on patrol, PBRs 34 and 40 noticed flares and mortar fire in the vicinity of a Vietnamese Army outpost, and on approaching the area the patrol came under automatic weapons and sniper fire. The fire was returned with .50 caliber machine guns. Three days later COMDIV 51, on a visit to the outpost with the Tra On District Chief and his advisor to establish support - including safe haven for the PBRs - and to prevent mutual interference, was informed that the PBRs had effectively assisted in breaking up a Viet Cong attempt to overrun the outpost.

PBR personnel at Can Tho employed a new technique for sampan surveillance the night of 30 July. Intelligence received from Phong Dinh Sector indicated a possible Viet Cong river

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crossing seven miles southeast of Can Tho, and in addition to centering normal PBR patrols in the suspect area, a sampan observation post was established, manned by one U.S. Navy officer and three enlisted men. The sampan used was a former Viet Cong craft, 30-feet long, with a deck house and an inboard diesel engine. The sampan was made available to River Section 511 by HAG 26 at Can Tho, and was overhauled by Naval Support Activity Detachment, Can Tho. Communications to the PBRs on patrol and to Can Tho was by PRC-25 radio. The tactic provided continual surveillance of the entire suspect area, and, although no crossing was detected, it is considered to be valuable if used with discretion at periodic intervals in areas where the river is wide enough to provide security for the sampan.

PBRs played an unusual role on 29 July when they provided emergency transportation for U.S. Ambassador Henry Cabot Lodge, COMNAVFORV, and their party after their helicopter had been forced down by monsoon rains at VNM Coastal Group 35 Base. The Ambassador and his party had just completed a visit to USS TORTUGA (LSO 26) for a briefing of her role in GAME WARDEN. After receiving a message that the party was down, TORTUGA dispatched a PBR patrol to return them to the ship. They remained on board overnight and were transported to Saigon the following morning by the helicopter fire team.

**ANTI-PBR ACTIVITIES**

The previously mentioned successes combined with more intensive harassment of PBRs indicated that GAME WARDEN units

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progressively were becoming more obnoxious to the Viet Cong in the Mekong Delta region. In the most determined effort yet to destroy GAME WARDEN units, an ambush was sprung on a four boat patrol 12 miles west of My Tho. At 2005 on 17 July, while going alongside a 45-foot junk for inspection, the PBRs received automatic weapons and mortar fire from both banks of the river. The fire was suppressed with .50 caliber machine gun and small arms fire. There were no casualties.

PBRs 35 and 35, operating on the Bassac River 15 miles southeast of Can Tho, were less fortunate when at 1433 on 10 July they came under heavy automatic weapons and small arms fire. In the ensuing firefight one crewman and one Vietnamese civilian, temporarily in the custody of the patrol, were wounded. PBRs came under fire numerous other times while on patrol and on several occasions were hit by small arms or automatic weapons fire with no casualties or significant damage.

On two occasions PBRs from Can Tho were utilized for loud-speaker missions to warn civilians of impending artillery exercises in areas along the Bassac River. On both instances the boats came under Viet Cong fire from the banks, and the fire was suppressed with no friendly casualties. On the first mission on 25 July, the Tra On District Chief was embarked.

On 26 July the Viet Cong conducted a unique test of PBR reactions to a possible booby trap. At 0946, while on patrol five miles east of My Tho, PBRs 103 and 104 sighted an anchored, fifteen-foot sampan, apparently empty. Two warning shots were

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fired with no response. Examination conducted from a safe distance disclosed a five-gallon drum with wires attached located on the forward seat. The situation was reported to CTU 116.1.3 and the patrol was ordered to remain well clear. CTE 116.1.3.1 accompanied by the My Tho RAG Commander then proceeded to the scene, arriving at 1005. Five M-79 grenades were fired at the sampan, blowing out one side and capsizing it, and revealing a second cable attached to a small innertube floating approximately 25 yards from the sampan. Shortly thereafter, two women approached in a second sampan. The RAG Commander called the women over for interrogation, and discovered that the first sampan belonged to them. They claimed that four Viet Cong had forced them to set up their sampan to observe PBR reaction to the arrangement. It was strictly a decoy - the can was empty and the wires led nowhere. The women were released and permitted to tow their capsized sampan back to shore.

Another type of incident was staged on 12 July, when at 0930 approximately 60 women in Tra On Village conducted a peaceful demonstration to protest curfew restrictions and enforcement, and the presence of PBRs on the Bassac River. The women arrived at Tra On from known Viet Cong controlled areas on Cu Lao May Island across the river. Local authorities evaluated the demonstration as Viet Cong inspired and directed, and felt that it indicated Viet Cong cadre concern over the effectiveness of PBR patrols and curfew enforcement. Similar demonstrations had been staged in Tra On in the past; however, this was the



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first instance in which a demonstration was specifically addressed against the growing success of GATE WARDEN operations.

#### TORTUGA FIRE TEAM

Operating from USS TORTUGA (LSD 26) off the mouths of the Bassac and Co Chien Rivers, the helicopter fire teams logged an impressive number of successful strikes at Viet Cong boats and facilities during July. The majority of these strikes were in the area of Long Toan and Thanh Phong Secret Zones, known Viet Cong strongholds and staging areas.<sup>1</sup> On 4 July at 1820, the helicopter fire team took a large number of sampans under fire in the Long Toan Secret Zone. One sampan disintegrated in a secondary explosion. Six others were damaged, while a number of additional sampans took cover under foliage. During the action three PERs were set as a blocking force in the Co Chien River estuary in the event the Viet Cong attempted to cross.

In another joint PER-fire team operation at 1830 on 20 July, the patrol units converged on an area near the south bank of the Co Chien estuary where units of VMC Coastal Group 35 had received mortar fire one hour previously. Four sampans were discovered and permission was received from the Long Toan District Chief to take the boats under fire. Viet Cong personnel were seen fleeing the area as the PERs and the fire team opened fire, and all four sampans were destroyed. At 1100 on 21 July, a PER patrol received fire from the beach in the same area, and the fire team dispatched to the scene to assist received fire upon arrival. In the

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<sup>1</sup> Viet Cong Secret Zones are coastal regions under Viet Cong domination. See NAVFORV Historical Summary, June 1966, for locations.

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subsequent helicopter strike six structures were destroyed and 25 were damaged. Earlier the same day the fire team discovered and opened fire on a group of camouflaged junks in the Long Toan Secret Zone. One junk was destroyed and five were damaged. One helicopter crewman was slightly wounded by hostile fire.

On two occasions the fire team destroyed large junks carrying goods and personnel in the Thanh Phong Secret Zone. On 21 July at 1845, a 35-foot junk with six occupants and two boxes of cargo was spotted. With the permission of the Kien Hoa Province Chief the junk was taken under fire, killing five occupants and causing extensive damage to the junk. On 18 July a PBR patrol requested the helo fire team to investigate two suspicious 30-foot junks which had evaded. As the fire team approached, hostile fire was received from the area with one helicopter receiving a hit in the cargo compartment. One Viet Cong structure and three junks were damaged by the strike.

Tragedy struck twice during June as two U.S. Army HU-1B fire team helicopters were lost on takeoff from TORTUGA. On 9 July at 0650, a helicopter crashed and sank in 40 feet of water only 50 yards off the port quarter of TORTUGA. The helicopter started an uncontrollable turn to starboard upon takeoff and at the same time lost rotor RPM. All four crew members were uninjured and were rescued by a PBR. The probable cause of the crash was mechanical failure.<sup>1</sup>

The second accident took place at 2306 on 12 July. The

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<sup>1</sup> CTF 116 Historical Summary, July 1966.

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helicopter was airborne only five to ten seconds before crashing. The pilot was unable to free himself from the aircraft and was lost; while the second crewmember managed to work free and was recovered by a boat from TORTUGA. Through him it was learned that there was no visible moon and no visible horizon, and that the altimeter read "zero" from time of takeoff to time of collision. The body of the pilot was recovered the following day, and subsequent autopsy revealed he was killed by a sharp blow on the head. As he had been flying extensively the day of the accident, pilot fatigue was felt to be a contributing factor in the accident.<sup>1</sup>

#### RUNG SAT SPECIAL ZONE RIVER PATROL GROUP

PBRs on patrol in the Rung Sat Special Zone saw only light action during the month. The only significant detection of Viet Cong waterborne movement occurred the morning of 7 July when PBRs 25 and 26 detected a sampan crossing the northern reach of the Soirap River. As the PBRs approached, a swimmer was sighted in the vicinity of the sampan and challenged, but continued to swim toward the river bank. He was taken under fire by M-14 rifle, but disappeared into dense foliage near the bank. Shallow water precluded an approach on the apparently beached sampan, and it was taken under fire with an M-79 grenade launcher and forced into deeper water. Two bodies were discovered in the sampan before it sank.

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<sup>1</sup> Ibid.

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PBRs 69 and 70, on patrol on the Soirap River south of the Quang Xuyen Village during the afternoon of 30 July, received a single recoilless rifle round, small arms and automatic weapons fire from Viet Cong positions on the shore. PBR 70 was hit on the starboard bow by the recoilless rifle round, losing one man overboard from the impact and suffering one additional man wounded. Both boats proceeded south, firing heavily at the Viet Cong positions, then came about to the north for another firing pass. Four additional PBRs were dispatched to the area, and PBR 21 recovered the wounded man from the water several miles from the ambush site. Fixed wing and helicopter air strikes were also called in on the area.

PBR 70 received a hole two feet long and nine inches high in the starboard side under the .50 caliber machine gun mount, and ten shrapnel holes in the deck beside the mount. One radio was rendered inoperative by shrapnel. The two wounded men were evacuated to Saigon. Viet Cong casualties in the action were unknown.

PBRs on Long Tau River patrol came under fire on only one occasion during the month. The night of 28 July, PBRs 48 and 68 received automatic weapons fire while on a routine patrol 15 miles southeast of Nha Be. Fire was returned. There were no friendly casualties.

Activity involving the helicopter fire team in the RSSZ was also light during July. In significant action the morning of 19 July, the fire team destroyed four camouflaged sampans and

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one hut while supporting the extraction of the SEAL Team. On 30 July the fire team received ground fire while on an armed reconnaissance mission along the Soirap River in the same area where the PBRs had been ambushed. The fire team expended all ammunition in the area with undetermined results. Darkness and weather conditions precluded further strikes.

#### SEAL TEAM OPERATION

In the largest SEAL Team operation yet in the Rung Sat Special Zone, three teams, each composed of six men, were inserted by LCM-6 on 27 July at 1245 into the area west of Can Gio Village. At 1528 the point man of a team investigating a well concealed trail leading through dense mangroves came face to face with three armed Viet Cong. He fired a grenade from an M-79 launcher, killing one and wounding the other two, before falling back with the remainder of the patrol. The patrol notified the other teams of the encounter, then fanned out to follow the trail.

When they reached the area of the encounter they discovered that the dead and wounded had been removed. Further investigation disclosed a Viet Cong camp with eight buildings including a mess hall large enough to accommodate 80 men. Also discovered were two sampans, 200 pounds of rice, two carbines, 500 rounds of small arms ammunition, uniforms, entrenching tools, and a large number of documents. The camp and the material too bulky to move were destroyed.

Among the captured documents were personal papers,

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certificates of achievement for Viet Cong, maps, training manuals, pictures and personnel rosters. Documents indicated that the camp had contained one platoon of 24 men. The maps provided defense and mine field plans for the Long Thanh Peninsula area between Can Gio and Dong Hoa.

#### GAME WARDEN UNITS

Eight additional PBRs were offloaded from the SS BROOKVILLE at Vung Tau and added to GAME WARDEN forces on 31 July. Several boats experienced minor damage during offloading.

On 1 July Commander River Patrol Section 522 reported operationally ready with PBRs 111 and 113; and on 22 July reported that crews and patrol officers were fully trained and would be ready for the transit to the base at Vinh Long upon receipt of additional boats plus five days required for outfitting. On 26 July River Patrol Section 521 was administratively activated at Cat Lo. On 28 July Commander River Squadron Five was designated CTU 116.8.1 (Commander PBR Support Unit).

PBRs based on board USS TORTUGA continued to experience undesirable operating conditions and were chronically plagued with reduced patrol capabilities. On 15 July River Patrol Section 512, operating from TORTUGA, reported experiencing as much as fifty percent operating time lost due to heavy winds and rough seas. In addition, heavy weather proved to be detrimental to PBR hulls as RivPatSec 512 experienced damage to several boats.

In an attempt to establish and maintain good relationships

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with Vietnamese civilians exposed to PBR boarding and searching, signs in Vietnamese were prepared and distributed to the PBR units for display on the boats. These signs explain to indigenous personnel the reasons for the presence of the PBRs in their respective areas (see photograph and translation).

The MSB detachment at Nha Be reached full strength during July as four additional boats arrived, bringing the total to twelve. The minesweepers commenced sweeps of the Dong Nai River from Cat Lai to the Bien Hoa Highway Bridge in addition to previously instituted sweeps of the Long Tau River and the Nha Be and Cat Lo anchorages. No known water mine incidents occurred during the month in the areas where sweeping operations were conducted.

\* \* \* \* \*



**ĐÂY LÀ TÀU TUẤN HOA KỲ  
SANG GIÚP NHÂN-DÂN VIỆT-NAM  
NGĂN CHẶN VIỆT-CỘNG XÂM-NHẬP  
NGƯỜI VÀ VŨ-KHÍ VÀO VÙNG NÀY**

TRANSLATION: THIS IS: U.S. PATROL BOAT WHICH COMES TO HELP THE  
VIETNAMESE PEOPLE STOP THE VIET CONG INFILTRATION OF MEN AND  
WEAPONS INTO THIS AREA.

PER PSYOPS SIGN

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NAVAL SUPPORT ACTIVITY, SAIGON

July was marked by an increase in NAVSUPPACT, Saigon's capability to provide support for operating naval elements in the II, III, and IV Corps Tactical Zones. Although NAVSUPPACT, Saigon has not yet achieved full operational level, growth was achieved in every detachment and department, and the command approached its goal of complete support to the boats.

July saw an expanded support capability develop at field detachments under the control of NAVSUPPACT, Saigon; while at the headquarters in Saigon new operational procedures promised increased efficiency. Navy personnel arriving in country started processing through the Colosseum Navy Inprocessing Center - an operation combining transient quarters with an informative Navy indoctrination program. The administrative Department established a mail routing office at Tan Son Nhut Airbase to increase delivery efficiency.

During July personnel on board reached 75 percent of allowance (1088 of 1449). A significant shortage of technical rates remained.

The Supply Department hosted members of the SERVPAC Supply Department staff in a three day conference on various supply and support problems. With improvement in logistical support a constant goal of the activity, instructions were promulgated during July to all detachments implementing the "expedited shipment" program which is designed to improve support responsiveness by compressing pipeline movement of material.

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In other supply activities, U.S. Army, Vietnam Real Estate made an additional 42,000 square feet of storage area available to NAVSUPACT, Saigon. During the month the number of vehicles used by the detachments and the Saigon headquarters increased to 139 out of a requested total of 464. The NAVSUPACT, Saigon electronics repair shop, located at the COMNAVFORV compound, was made ready. Repair and field support teams have been established and are operational.

Operational control of USS MARK (AKL 12), USS BRULE (AKL 28), and USS BLUEBIRD (MSC 121) was assumed during July, greatly increasing the sealift capability of the activity. On 23 July, MARK became the first cargo ship in approximately ten years to transit the Bassac River from Can Tho to the open sea, a particularly hazardous trip due to the shifting and unmarked channel and the danger of Viet Cong attack. She was escorted by VNN LSIL 331, one of a class of shallow draft ships highly experienced in transit of the Bassac River. Use of this route will reduce the resupply cycle to Delta bases by two days.

The Operations Department air lift division flew 346 passengers and 14,192 pounds of cargo in the last two weeks of July. Work on the P2V apron at Tan Son Nhut continued to be delayed by daily rains; 1 October was established as the estimated completion date. Also in the Operations Department, a courier and guard mail service was initiated throughout the detachments to facilitate communications.

The berthing, messing, pier and boat replenishment facilities

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at Vinh Long, Sa Dec and Long Xuyen were brought to state of utility during July in preparation for the arrival of the PBRs. At Nha Be the outfitting of YFNB-16 progressed as a temporary brow was constructed; a repair area was established on board and the first MSB engine overhauls were completed; and the construction of berthing areas and a topside cover neared completion. Well drilling on the western edge of reclaimed land at Nha Be reached a depth of 75 meters with only salt water found.

Repair shops at Qui Nhon, Cam Ranh and Cat Lo reached, respectively, 40, 90 and 80 percent completion. Grading of land at Qui Nhon and Nha Trang for Harbor Entrance Control Posts was completed, and MIUWS personnel commenced operations on the sites. Construction was also started on the HECF observation tower at Qui Nhon. At Cam Ranh Bay work was started on messing facilities. Additional berthing facilities were constructed on the veranda of the leased villa at Can Tho; and preparations were being made for the arrival of YFNB-9 at that Delta Base.

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## CIVIC ACTION AND PSYCHOLOGICAL OPERATIONS

Navy civic action PsyOps programs continued to develop during July as the PsyOps advisors settled into their billets and additional personnel and units commenced participation. In DaNang a "lite-a-bike" safety campaign to reduce night accidents was established with the cooperation of the DaNang Chief of Police. The program consists of placing red reflective tape on the rear fender and white tape on the front fender of all bicycles and motorcycles to increase the visibility factor previously lacking in these smaller vehicles.

Within the Third Coastal Zone the most successful program continued to be in the area of Medical Civic Action. The success of the program is attributed to fine cooperation between U.S. Navy advisors and their Vietnamese Navy counterparts and U.S. Army doctors, nurses and helicopter pilots. Transportation for the MEDCAP teams and their supplies is provided by Vietnamese Navy Coastal Force junks or Army helicopters to coastal villages throughout the Third Coastal Zone.

NAVSUPFACT DaNang has organized three man Village Action Teams to aid villagers in the area. The program has been very successful. In Truyen Tia Hamlet the team worked with the villagers in building five homes, replacing a well casing and installing a culvert.

In other civic action, 100 tons of coal were moved by Navy personnel from DaNang to Hue to enable lime kiln operators to continue production. During July U.S. Navy and Coast Guard

units on patrol assisted 16 disabled junks. The Vietnamese Navy Hospital Ship (LSMH 400) deployed to the First Coastal Zone, and outfitting was started on a second hospital ship.

Propaganda broadcasts were made in Ben Goi Bay, Khanh Hoa Province on the following dates for the times indicated:

5 July	2 hr. 10 min.
6 July	1 hr. 7 min.
15 July	37 min.
16 July	2 hr. 53 min.
28 July	1 hr. 15 min.
29 July	2 hr. 10 min.

1. Construction projects completed during report period include: (those only repaired or renovated are marked with an R)

a. Churches/Temples/Pagodas	1R
b. Culverts	3
c. (1) Dwellings	5
(2) Number of Families	7
d. Hospitals	1R
e. Orphanages	1R
f. (1) Schools, Public	3 1R
(2) Classrooms	8 2R
g. Parks	1R

2. Medical Treatments:

a. General Medical	14,742
b. Dental	932
c. Surgery	17
d. Emergency Evacuations	10
e. Hairlip Operations	6

3. Health and Sanitation:

a. Physical Examination	383
b. Spray Insecticide Operations	1

4. Distribution of commodities (pounds unless otherwise specified).

a. Cement	63,100
b. Clothing	5,730
c. Fertilizer	300
d. Food	70,363
e. Lumber (Board Feet)	29,800
f. Medical, Non-Prescription	652
g. School Kits (Number)	732
h. Soap	4,874

i. Tin Sheets (Number)	55
j. Family Kits (Number)	1,150
k. Textile Kits (Number)	1,125
l. Washbucket Kits (Number)	2,895
m. Sewing Kits (Number)	700
n. Concertina Wire (Rolls)	29
o. Toys	200
p. Magazines (Number)	3,820

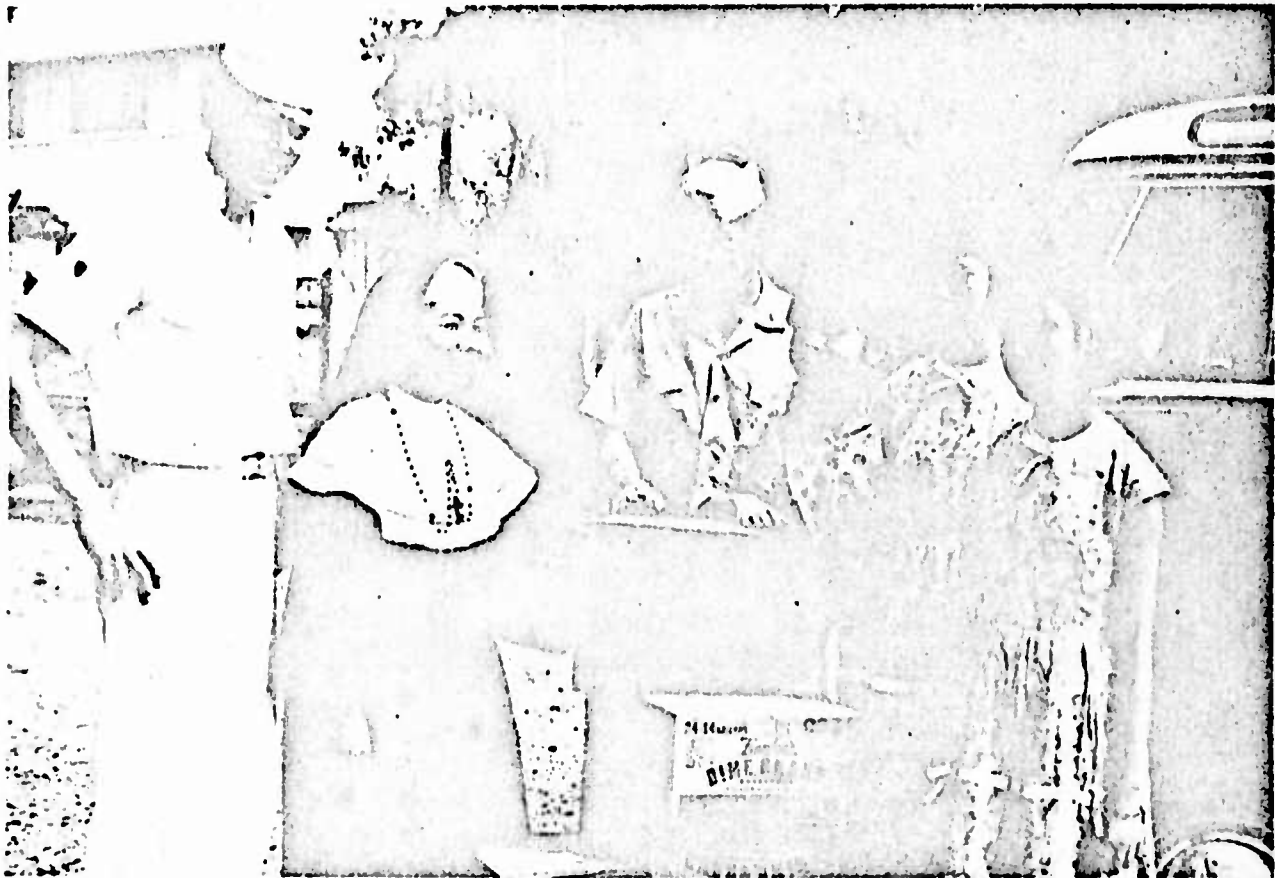
5. Education Efforts:

a. (1) English Classes	41
(2) Attendance	714

6. Voluntary contributions in support of: (Piasters)

a. Orphanages	25,000
b. Schools	2,360
c. Medical Operations	4,520
d. Individuals and/or Families	8,000





COAST GUARD PERSONNEL DISTRIBUTE CIVIC ACTION MATERIAL AT SAIGON  
SCHOOL FOR BLIND GIRLS

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NAVAL ADVISORY GROUP

During July U.S. Navy advisors reported that the overall ability of the Vietnamese Navy to accomplish its assigned mission remained at a satisfactory level, while encouraging improvements were noted in several areas. New commanding officers assigned to some ships of the Fleet Command were proving to be more aggressive and responsive to advice. Particularly noteworthy were improvements in several FGMs, both in operations and maintenance practices. During July no further progress took place in the reorganization of the Vietnamese Navy.

Personnel distribution, a serious problem within the Vietnamese Navy, received close attention by advisors. Headquarters, administrative, and logistic lift ship billets remained over allowance, while combat and maintenance billets were generally under allowance. As an example, Third and Fourth Coastal Zone Headquarters were overmanned by one-hundred percent. In an attempt to rectify this problem, verbal authority was granted to Coastal Zone commanders by VMN CNO to reassign personnel within their areas, but no action was taken during July. Advisory efforts were directed toward obtaining written authority from CNO to permit both Fleet Command and Coastal Zone commanders to reassign personnel. Another serious personnel problem continued in the Coastal Zones, where there was a lack of qualified engineman petty officers and boat coxswains.

Personnel training was reported as adequate at Recruit Training Center, Cam Ranh Bay despite poor living conditions.

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The program to turn the RTC over to the U.S. Army and relocate the Center to the Saigon area remained at a standstill. During July, AKL 451 was assigned as training ship at the VNN Naval Academy, Nha Trang. Significant improvements were noted in training procedures on Fleet Command ships as efforts were made to accomplish more underway training. Advisory efforts were directed toward increases in OOD training, inport damage control, general maintenance, gunnery training and English instruction. Most Coastal Group advisors reported a lack of training programs for marksmanship and boat handling, and efforts were being made to attain better utilization of available weapons ranges and establishment of regular training programs.

Morale continued to be good on all but a few Fleet Command units. Advisors found the monetary incentive for capture of Viet Cong weapons and material was an important factor in the morale of patrol units. VNN public affairs efforts received considerable emphasis during July when many pains were taken with an elaborate display of the Viet Cong trawler captured on 20 June. The trawler and captured weapons were put on public exhibition at the pier at the foot of Hai Ba Trung Street in Saigon. Advisors felt that such undertakings as these, given over increasing press coverage, have a pronounced and beneficial effect on the prestige and morale of the Vietnamese Navy.

#### OPERATIONS

Vietnamese Navy Coastal Groups maintained a high level of combat activity during July, participating in both blocking

operations and amphibious landings. In the First Coastal Zone on 2 July, Coastal Group 11 and LSSL 228 participated in Operation HO DAC HANH. While providing a blocking force they checked 37 junks and 180 people. In a significant land operation on 23 July, a Coastal Group 13 patrol made contact with an undetermined number of Viet Cong in the vicinity of Vinh Giang Village, and a 30 minute firefight ensued. Six Coastal Group sailors and three Viet Cong were killed. The Coastal Group unit captured two carbines, two sub-machine guns, 12 magazines, ammunition and grenades, indicating that more Viet Cong had been killed but carried away. In another ground action on 27 July, two platoons from Coastal Group 11 landed near the village of Xam Sao to aid 20 popular force troops under attack by a Viet Cong company. In the ensuing battle, seven Viet Cong were killed as opposed to two friendly troops. One automatic rifle, one bolt-action rifle, ten grenades, three B-40 anti-tank rockets and a quantity of propaganda leaflets were captured.

In action in the Second Coastal Zone the morning of 7 July, two Yabuta Junks from Coastal Group 24 encountered a Viet Cong squad on the Ke Ga Peninsula. Two Viet Cong were killed and two Viet Cong junks destroyed in a brief firefight. There were no friendly casualties.

Hostile fire activity in the Third Coastal Zone was primarily centered in the patrol areas of the southern-most Coastal Groups. On 9 July Coastal Group 36, operating with LSIL 331 and Long Phu Sub-sector troops, conducted an amphibious landing and search

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operation near the mouth of the Bassac River. Three rifles and a number of documents were captured. Viet Cong casualties were unknown and there were no friendly casualties. On the morning of 8 July, Coastal Group 33 units on patrol responded to a call for assistance and rescued 148 Vietnamese civilians from a sinking junk.

New tactics evolved by Coastal Group 44 highlighted Fourth Coastal Zone operations. The southwest monsoon brought heavy seas and sparse coastal traffic and a corresponding increase in river and canal traffic. To counter Viet Cong movement inland, Coastal Group 44 at Kien An equipped a motorized sampan with weapons and a radio. The sampan was sent on patrol, followed by a Command Junk which remained out of sight and maintained radio communications with the sampan. During July this tactic accounted for one Viet Cong killed and three rifles and one grenade captured. There were no friendly casualties. In other river action in the vicinity of Rach Gia, a Coastal Group 43 Command Junk broke up a Viet Cong river crossing south of the CG 43 base. Four sampans, three mortars and one Viet Cong were captured. Viet Cong casualties were unknown and there were no friendly casualties.

Less fortunate was a patrol from Coastal Group 41. On 14 July a CG 41 Command Junk with a U.S. advisor embarked approached the beach in the vicinity of the Duong Kco River near the southern tip of the Ca Mau Peninsula. It was met with a barrage from four Viet Cong 57mm recoilless rifle emplacements on the beach. The

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fire was returned by the Command Junk, destroying one of the emplacements but not before four recoilless rifle shells had found their mark. Heavily damaged, the junk withdrew to other units of CG 41 waiting offshore. All weapons, ammunition, and radios were transferred before the Command Junk sank. Four VNN sailors were wounded in the action, one seriously. USCGC POINT CLEAR arrived to evacuate the wounded, transferring them to USS SAVAGE (DER 386). The only available doctor in the area was aboard USS TOWERS (DDG 9). He was immediately transferred to SAVAGE and then to USS KRISHNA (ARL 38) at An Thoi, performing emergency surgery to save the one seriously wounded sailor.

Fleet Command PCs and PCEs continued to be utilized for coastal patrol gunfire support and limited logistic operations in all four Coastal Zones. The PGMs were utilized primarily for coastal patrol. One PGM was continually assigned to the Rung Sat Special Zone for patrol, escort services for merchant shipping and gunfire support missions. In addition to regular patrol duties, one PGM provided escort services for a hydrographic survey conducted in the Fourth Coastal Zone.

LSIJs and LSSIs of the Fleet Command were utilized for patrol in the Rung Sat Special Zone and the Fourth Riverine Area as well as for coastal patrols in all four Coastal Zones. MSCs continued to be utilized for coastal patrol missions as no effort has been made to re-establish their minesweeping capability.

Working in conjunction with U.S. Navy MSBs, VNN MLMSs continued to maintain a daily sweep of the Long Tau River from

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Nha Be to Can Gio, utilizing six craft on even numbered days and four craft on odd numbered days. Advisory effort was being exerted to increase the number of craft utilized to six each day, providing three teams of two MLMSs. One team would sweep from mile two on the Saigon River to mile 25 on the Dong Nai River; the second team would sweep from mile seven on the Saigon River to mile 35 on the Long Tau River; and the third team would sweep from mile 35 on the Long Tau River to mile seven on the Saigon River. This plan would increase the total number of miles swept from 22 to 51, utilizing the presently available craft.

River Assault Group units in the Third and Fourth Riverine Areas and the Rung Sat Special Zone were used aggressively during July although less extensively than in the previous month. Increased use of helicopters accounted for part of the usage drop. Three operations were logged by RAG 22 in the Rung Sat Special Zone. In the most significant, Operation RUNG SAT 24/66 on 12 July, three enemy base camps with supplies were located and destroyed and one junk was captured.

Three operations involving RAGs took place in the Third Riverine Area. Twelve units from RAGs 24 and 28 participated in Operation AN DAN 150/66 from 23 to 27 July. In this operation 22 Viet Cong were killed and eight were captured along with four rifles. Twelve bunkers were destroyed.

In the Fourth Riverine Area seven operations saw RAG participation during the month. Operation Cau Lon 32/66 on 6 July was the most successful of these. Thirteen boats from RAGs 21



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and 27 carried troops to the operation area 25 miles southeast of Vinh Long. In the twelve hour period of the operation, 155 Viet Cong were killed; and four automatic rifles, 28 bolt action rifles, 14 mines, 100 grenades, and three tons of medical supplies were captured. One medical supply center, one infantry station and one artillery emplacement were destroyed. There were three friendly troops killed in action, including two U.S. Army advisors.

LDNN (UDF) conducted only one operation during July. From 5 to 8 July a beach survey was conducted north of Qui Nhon. Four LDNN personnel continued to dive nightly in the Saigon port area to make a bottom check of five ships as assigned by the MSTS Office Saigon.

During July four River Assault Group and Coastal Group craft were lost in action. An additional boat was lost in a fire at Coastal Group 31. Vietnamese Navy forces sank five Viet Cong boats and captured seven. They participated in operations accounting for 247 Viet Cong killed and 39 wounded.

#### MAINTENANCE AND LOGISTICS

Maintenance practices in the Fleet Command showed an improvement during July as some new commanding officers started displaying a marked concern for the operation and maintenance of hitherto neglected equipment (e.g. PGM evaporators). The policy of selected job order disapproval by the Fleet Command Maintenance Officer showed encouraging results during July. On 21 July, PGM 601 engineering personnel worked throughout the night to replace a main engine camshaft. Timely completion of the repairs without

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resorting to the shipyard enabled PGM 601 to meet her patrol commitment with all major equipment operational. IST 500, during an inport period, completed an overhaul of one main engine using only ship's force.

Maintenance of Coastal Group boats remained barely satisfactory. A lack of minor spare parts and a deficiency of engineering petty officers were noted by advisors as major hindrances to improvements in maintenance. Maintenance of River Assault Group craft remained satisfactory.

The recently formed Fleet Command Supply Assistance Team assisted LSIL 328 in inventorying engineering spare parts from 6 to 15 July. Repair parts were packaged, labeled and placed in storage boxes according to groups. An informal supply inspection was held by the Supply Assistance Team aboard LST 500 during a spare parts inventory on 16 July. The method of inventory was found to be satisfactory.

A logistic lift conference was held on 25 July with Vietnamese Army and Navy officers and advisors participating. It was decided that scheduling of logistics lifts was to be done by Vietnamese Navy N-4 after receipt of cargo from the Army. During July the amount of cargo carried by VMN logistic lift ships doubled over that carried during June. The number of troops carried remained the same. Utilization of the logistic lift ships is still hindered by limited docking space which must be shared with U.S., Australian and Korean ships.

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VIETNAMESE MARINE CORPS

Task Force Alpha of the Vietnamese Marine Corps performed a civil disorder mission in DaNang until 23 July, when the Task Force returned to Saigon. At 1430 on 28 July, the Task Force, comprised of a headquarters and the First and Second Battalions, moved by vehicular convoy to occupy positions astride the Bien Hoa - Saigon Highway to provide security for ceremonies for the dedication of the new National Cemetery. The Task Force returned to Saigon on 29 July.

Task Force Bravo, comprised of a headquarters and the First Marine Battalion, was located at Dien Ban until 11 July, when it returned to Saigon. On 14 July the Task Force Headquarters with the Fourth Marine Battalion departed Saigon by airlift for Hue - Phu Bai, and upon arrival assumed operational control of the Third Marine Battalion at DaNang. From 14 to 24 July, the Task Force was Corps Reserve for Operation HASTINGS but was not committed. During the period 24 to 25 July the Fourth Battalion participated in Operation IAM SON 291. On 24 July, while enroute to new positions by vehicular convoy, the Battalion was ambushed by a company sized Viet Cong force. Under mortar and small arms fire, the Battalion deployed and forced the Viet Cong to withdraw. Four Viet Cong were killed and one machine gun was captured. Three Vietnamese Marines were killed and three were wounded.

At 0800 on 28 July, the entire Task Force Bravo commenced Operation IAM SON 289A, a search and clear operation along the southern edge of the Demilitarized Zone. The Fourth Battalion

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made contact with a Viet Cong company on 29 July, killing two Viet Cong and capturing one machine gun. Seven Marines were wounded. The same day the Third Battalion suffered one killed and two wounded from Viet Cong mines. The operation was terminated on 31 July.

The Fifth Battalion was committed to the Capital Military District, and from 5 July to the end of the month was assigned defensive positions around Ba Hom. On 6 July and 10 July they participated in search and destroy operations with no enemy contact made on either occasion. On 30 July the Second Company, operating with two Regional Force companies, made contact with two to three Viet Cong companies, armed with 75mm recoilless rifles, six kilometers north of Ba Hom. Air strikes were called and three assaults were initiated. Contact was made at 1445 and broken at 1800. Second Company incurred five killed and twelve wounded. Twenty-seven Viet Cong were killed and one carbine was captured. During the period in which the Battalion was at Ba Hom, 14 to 18 ambushes were set nightly and a minimum of two patrols were sent out each day. These small unit operations accounted for three Viet Cong killed and one rifle captured. Marines suffered one killed and two wounded.

The Artillery Battalion remained in the Saigon-Thu Duc area throughout July, occupying static positions at Ba Hom, Thu Duc, Tan Son Nhut and Trai Co Loa. Elements of the Battalion supported numerous CMD operations and fired harassment and interdiction missions nightly.

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During July, units of the Vietnamese Marine Corps were employed in a variety of roles, both political and military. In all cases the units concerned exhibited a high degree of loyalty and esprit. Unit morale remained high and the caliber of NCO leadership continued to improve. Officers of the VNMC displayed a high degree of leadership on numerous occasions during the month.<sup>1</sup>

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<sup>1</sup> Senior Marine Advisor Monthly Historical Summary, July 1966

\* \* \* \* \*

## APPENDIX I

## MARKET TIME STATISTICAL SUMMARY, JULY 1966

## 1. Average number of U.S. ships/craft on patrol during the month:

	DER	MSO	MSC	WPB	PCF	LST
TOTAL	161	149	93	484	871	31
DAILY AVG	5	5	3	16	28	1

## 2. Average number of VNN ships/junks on patrol during the month:

	SEA FORCE	RIVER FORCE	COASTAL FORCE
TOTAL	620	2762	4714
DAILY AVG	20	89	152

## 3. U.S. Activity:

TOTAL DETECTED	WOOD	- DAY	<u>55,644</u>	NIGHT	<u>64,215</u>
	STEEL	- DAY	<u>1,195</u>	NIGHT	<u>1,005</u>
TOTAL INSPECTED	WOOD	- DAY	<u>14,117</u>	NIGHT	<u>17,769</u>
	STEEL	- DAY	<u>553</u>	NIGHT	<u>508</u>
TOTAL BOARDED	WOOD	- DAY	<u>11,606</u>	NIGHT	<u>7,987</u>
	STEEL	- DAY	<u>37</u>	NIGHT	<u>14</u>

U.S. DETAINED: 1,096 persons

123 junks

## 4. VNN Activity:

SEARCHED: 23,800 junks

DETAINED: 681 persons

8 junks

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APPENDIX II

GAME WARDEN STATISTICAL SUMMARY, JULY 1966

1. PBR Statistics:

Total Patrols (two boats): Day 321 Night 461

Total Contacts: Day 17,739 Night 3,065

Total Inspected: Day 3,994 Night 603

Total Boarded: Day 4,686 Night 841

Persons Detained: 899

Total Patrol Hours: 15,414

Total Possible Patrols: 1,953

Total Patrols: 1,564

Usage: 80%

2. Helio Fire Team Statistics:

Structures: Destroyed 26 Damaged 101

Sampans: Destroyed 13 Damaged 59

Total Flight Hours: 212

Helio Missions Supported:

17 reaction support of the river patrol

43 armed reconnaissance

31 logistic

2 medical evacuations

3. SEAL Team Statistics:

Structures: Destroyed 8 Damaged 0

4. GAME WARDEN Totals:

Structures: Destroyed 36 Damaged 101

Sampans: Destroyed 26 Damaged 61

Enemy KIA: BC 18 EST 38 VIA 2

Friendly KIA: KIA 0 KIA 2



### APPENDIX III

Summary report of activities of U.S. Naval Support Activity, DaNang for the period 1 January through 31 March 1966.

Because of major increases in requirements and the assignment of additional tasks and responsibilities during the early part of the new year 1966, U.S. Naval Support Activity, DaNang, was upgraded to a flag billet.

In ceremonies at Camp Tien Sha in DaNang East on 6 February 1966, Rear Admiral Thomas H. WESCHLER, USN, took command from Captain Kenneth P. HUFF, USNA, and became the first commander of the youngest and one of the largest of the U.S. Navy's overseas commands. CAPT HUFF assumed duties as RADM WESCHLER's Chief of Staff.

With added responsibilities and greater influx of personnel, NAVSUPACT DANANG grew from 2,596 officers and enlisted men on 31 December 1965 to 3,585 officers and enlisted on 31 March 1966.

#### SUPPLY

Throughput tonnage by Supply Department's Freight Terminal Division (FTD) increased from 90,000 measurement tons in December 1965 to 150,000 measurement tons in January. This marked increase was due to the following factors:

- a. Continued good weather.
- b. Rising issue effectiveness from auto shop stores and boat spares stocks which decreased lighterage and material handling equipment downtime.
- c. Outstanding performance by hatch teams.
- d. Implementation of the supplemental offload plan in which cargo of draft ships was offloaded at Subic Bay, Philippines and transhipped to DaNang and Chu Lai via LST.

The highest single day's tonnage to date was realized on 31 January when a throughput of 9,774 measurement tons was achieved. The lowest single day's tonnage to date was moved on 23 February when no cargo was offloaded at DaNang as cargo backlog was reduced to zero for the first time in the history of the command.

Action progressed rapidly in DaNang East at the Supply Department's Material Division warehouse site. The first warehouse was occupied 10 February, and 160,000 square feet were ready for the opening of the Class II and IV depot on 23 March 1966. Construction was also rapidly being completed on the first 20,000 gross cubic feet of reefer storage in DaNang East. This reefer plant was occupied on 6 March.

Initial stocks for NAVSUPACT's Class II and IV depot arrived in March, and about 70% was ready for issue on the opening date of 23 March. Initial stocks of lighterage, small craft, transportation, and materials handling equipment repair parts arrived, and consequently, substantial reductions in equipment downtime were realized.

The Supply Department contracted for the services of the Philco Corporation for the multi-million dollar job of maintaining M&B, transportation, and other equipment. Korean technicians will be employed under this contract. In addition, another multi-million dollar contract for an all-encompassing stevedoring operation to augment present offloading capability was under negotiation.

The second galley at Camp Tien Sha, NAVSUPACT DaNang's cantonment area, was opened 22 February. With additional berthing and messing capability, the station APA, USS BEXAR, was released 13 March without replacement.

Additional personnel support was provided at Camp Tien Sha by the opening of a clothing and small stores, a branch exchange, a barber shop and a tailor shop.

Supply Department's Bulk FOL Division assumed control of three 10,000 barrel bolted steel tanks at the DaNang airstrip and operated a four-inch amphibious assault hose from these tanks to the USMC tactical fuel system at both ends of the airstrip.

The first detachment of Supply Department personnel was transferred to Chu Lai as the initial stage of NAVSUPACT's takeover of the Chu Lai offloading operation from the Marine Shore Party.

#### PUBLIC WORKS

The following events were the most significant during the period of the report in the Public Works Department.

a. Formal approval to demolish the ARVN pier in DaNang East and to replace it with a 300-foot wooden pier and two LST ramps was received. Demolition commenced on 7 March.

b. The first N7B galley/messhall at Camp Tien Sha went into operation on 22 February. A 3,000 barrel water tank and treatment plant were constructed to supply the complex. The second N7B galley/messhall was nearing completion and was expected to be ready for operation on 1 April.

c. Construction of a 40-foot by 100-foot bakery building for Camp Tien Sha was started.

d. The Dakang River Bridge was repaired within 105 hours from the time it was damaged.

e. A second 12-inch dredge was put into operation at the Bridge Cargo Facility. Both dredges operated two shifts per day. A bituminous surface treatment was placed on the ramps and docks and floating pile driver was used to start construction of the 300-foot pier. A 24-inch and 30-inch dredge arrived and dredging on the channels for the small boat repair facility and deep water piers is underway.

f. In DaNang East, five eight-Butler building complexes were put into use. Site preparation and foundation work for the second complex of 48 Butler buildings continued. The first half of the D32A reefer component was put into operation, and water well was drilled on the site.

g. Concrete footings were placed, and construction on lubrication pits was started at the Public Works Motor Pool Complex in DaNang East.

h. A detachment of Public Works personnel was sent to Chu Lai establishing an interim camp to assume port control, communications and beachmaster duties. The 300 foot by 800 foot LST ramp neared completion. The southern half of the channel through the channel bar was dredged to a depth of 12 feet. A lane 230 feet wide from sea to Cus Ho ramp was useable for round-the-clock traffic.

#### STATION HOSPITAL

During the period of the report, the following buildings were erected at the Station Hospital: a Laboratory hut, two Food Service storage buildings (ice making and refrigerator), an Administrative Office hut, a Personnel and Patient Affairs Office, Operating Services Office, northwest and south ward buildings, a surgical hut, a post office, a carpenter shop, a dental clinic, a chapel, a temporary fire station, a bakery, two preventive medicine huts, a disbursing office, and an optical shop.

Since 1 January, the following buildings were equipped and are functional: a recreation building (Enlisted Men's Club), a messhall (enlisted staff and patient), an Officer's Mess, supply department building, two laboratory huts, two Food Service storage buildings (ice making and refrigerator), three receiving ward huts with mass casualty receiving area (covered), a x-ray hut, administrative office, personnel and patient affairs office, operating services office, pharmacy, a laundry building, two head and shower buildings, a morgue, post office, carpenter shop, dental hut, blood bank, and fire station.

The following buildings were erected since 1 January but were used for temporary quarters: bakery, south ward building, two preventive medicine huts, disbursing office, and optical shop.

Construction during March was minimal due to priority reductions for the hospital. Construction by Public Works on the helicopter landing pad was started but work has ceased at the present. Vietnamese workers employed by Public Works began construction of a cement sidewalk network to replace the wooden boardwalk. Work on the air condi-

Bed capacity since opening was increased from 60 to 165 beds and the average daily patient census rose from 35 to 124. This was made possible by the opening of one wing of the second 120-bed ward.

### DENTAL

The Dental Department at the Naval Support Activity, DaNang, furnishes dental care to military personnel in the DaNang area, and to other personnel who are entitled to military dental treatment. The department has a clinic at the Station Hospital, which opened its doors to dental patients for routine treatment on 14 February 1966, a dental office aboard APL-5 which has just returned from complete refitting in Yokosuka, a dental office aboard APL-30 which has been operational since 30 January 1966, and a dental facility is to be underway at Camp Tien Sha in the very near future. Prosthodontics are not available at existing sites as yet.

### COMMUNICATIONS

During the reporting period the department expanded to include new means of fulfilling its mission of reliable, secure and rapid communications, and for improving the already existing facilities.

Expansion of facilities include activation of an on-line circuit to provide entry into the Defense Communications System. This had the corollary effect of releasing dependence on the station ship for communications support. Also activated were several functional nets providing for more expeditious movement of cargo and coordination of the security effort. Additionally, several modifications were made to the Communications Center as demands for space for new equipment and personnel became more urgent.

With the activation of the U.S. Naval Support Facility in Chu Lai, the command communications mission expanded to include providing communications for the facility and to link them to NAVSUPPORT DANANG by radio path. This was accomplished by configuring two surveyed reefers vans to serve as communications/crypto centers.

A very important voice circuit, which became operational in early March, included USS IEPOSE. This circuit is used to coordinate medical evacuations as well as to provide a voice circuit to NAVSUPPORT DANANG facilities at Hue and Chu Lai.

As the tasks and responsibilities of the NAVSUPPORT DANANG grow and expanded, there was a corresponding growth in the Communications Department.

### FIRST LIEUTENANT

In the middle of January, the Billeting Division of the First Lieutenant Department and all of its functions were assumed by the Administration Department.

In late January, the Physical Security Division assumed the functions of the Port Security Division which had been under the Operations Department.

During the period of this report the Physical Security Division continued to expand its area of responsibility by assuming security responsibilities for DaNang East Covered Storage and DaNang East Ferry Landing.

Camp Tien Sha continued to expand its berthing facilities to meet the influx of new personnel.

### OPERATIONS

The various divisions within the Operations Department performed their given tasks with emphasis on the following items:

a. Harbor Security Division continued its task of protecting USS, USNS, MSTs and MSTS chartered shipping in the harbor of DaNang up to Namu Bridge and including DaNang River up to the DaNang River Bridge. The division continued to protect the offload sites at Commercial Pier, "T" Pier, Commercial Ramp and Museum Ramp. Protection of the harbor continued through use of four minesweeping boats, four LCPL's (MK 4), four 45 foot picket boats and four Boston Whaler skiffs.

On 29 January 1966 the Port Security functions were assumed by Physical Security, thereby defining security responsibilities for Harbor Security as "waterside" and for Physical Security as "shoreside".

b. Port Services Division continued to expand in size during the reporting period to 16 men and improved on its ability to render services to visiting ships. Work commenced on improving LST beaching sites and updating navigational and mooring buoys. Flashing beacons (MK-1 MOD 0) were acquired and placed on the mooring buoy off Commercial LST Ramp, on the buoy by the sunken hulk in the harbor and on other buoys in the river. The beacons provided some night illumination; unfortunately, two beacons were pilfered, necessitating that clasps and locking devices be welded on the others.

Canals became an increasing concern to cargo operations. One canal was lost and another began to deteriorate. A request for six more small canals was initiated in February. An additional 12 long-type canals were requested for use when the seaside pier sites become operational this coming September.

Range markers were placed in position in all three LST Ramps at Tien Sha. Additional ranges are proposed for Museum and Bridge LST beaching areas.

With the addition of a PRC-61 radio in the Operational Control Center, a Logistic Coordination Offload Net was established. A new Lighterage Status Board was put into operation to better interpret visually the status of lighterage craft.

c. Service Craft Division increased its assets during the reporting period by the addition of the YTL-428 arriving from Guam and YTL's 506 and 587 arriving from Bremerton. YFRN-383 and YOG-56 returned to full service from overhaul, and three Pusher Boats were reassigned permanently to NAVSUPPAC Chu Lai.

The division included seven officers and 255 enlisted men at the end of the reporting period.

d. Lighterage Division continued to expand its lighterage services on coastal operations with 19 runs to Hue and 26 runs to Chu Lai during the reporting period. Craft reliability made great strides as LCM-8 craft increased to 28.

During the past quarter, 10 LCM-3's were received. One LCU was received and three went to overhaul.

On board assets as of 31 March were 11 LCU's (plus three in overhaul), 28 LCM-8's and 20 LCM-6/3's.

e. Engineering and Repair Division came into being on 29 January 1966 with two officers and 22 enlisted assigned. The mission of the division is to maintain, repair and overhaul all activity and service craft assigned to NAVSUPACT DANANG, and to lend such support as possible to units of the Fleet and other commands.

At the birth of the E&R Division resources were one LCM-6 fitted out with a welding outfit and used as a mobile work boat. On 3 February a three-section pontoon causeway was installed at Tien Sha Ramp, permitting boats and craft to come alongside for maintenance and repair.

On board strength of the E&R Division was two officers and 49 enlisted men; and in addition, one officer and 31 enlisted men were T&D off station.

f. Air Operations Division was established on 28 March with 3 officers and 13 enlisted men of group IX ratings. The mission of the division is to provide aerial support to activities as directed by COMNAVSUPACT DANANG.

During reporting quarter, one C-47 aircraft, BUONO 17282, was assigned but was not received. Arrangements were made with First Marine Air Wing personnel to provide aircraft parking spaces for regular maintenance upon receipt of the aircraft. A quonset hut for personnel was requested for construction by Public Works Department, and this was accomplished during March.

Nine personnel assigned to the division were transferred T&D to Naval Air Station, Sangley Point, Philippines in mid-March to assist in the acceptance and maintenance inspection of the aircraft which had to be flown from the United States to Sangley Point. NAS Sangley Point was assigned the task of support and intermediate maintenance for the NAVSUPACT DANANG plane.



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**CHRONOLOGY OF SIGNIFICANT EVENTS, AUGUST 1966**

- 1 - Can Tho based PBRs break up large Viet Cong river crossing attempt. p. 8.
- 4 - Coastal Group 36 has firefight with Viet Cong junk at mouth of Bassac River. Two Viet Cong killed, junk captured. p. 43.
- 4-30 - An Thoi based MARKET TIME units and Coastal Groups, VNN Fleet Command units, USS TUTUILA provide support for Operation SEA MOUNT on Phu Quoc Island. p. 28.
- 5 - RAG 22 supports RF/PF Operation RUNG SAT 29/66. Three Viet Cong killed, large quantity of supplies captured. p. 45.
- PERs arrive at Vinh Long Base. p. 20.
- SEAL Team captures two sampans with 2800 pounds of rice in RSSZ. p. 19.
- 7 - Coastal Group 14 captures large quantity of medicines and other supplies in land operation. p. 42.
- 11 - USCGC POINT WELCOME erroneously attacked by USAF aircraft; 2 killed and 5 wounded; extensive damage to POINT WELCOME superstructure. p. 24.
- 12 - TORTUGA Fire Team launches strike on Viet Cong base camp; 5 structures destroyed, 13 damaged; 6 Viet Cong killed (est.). p. 15.
- 14 - PCF 11 recovers pilot from downed aircraft. p. 31.
- 15 - Coastal Group 36 and Vinh Binh subsector troops, supported by PGM 607, capture one recoilless rifle, 18 rifles, 124 mines, 30 rockets and three tons of ammunition in land operation. p. 43.
- 16 - Long Tau Fire Team launches strike in RSSZ resulting in large secondary explosion and the uncovering of a rice storage area. p. 18.
- Eight PERs arrive aboard BRAZIL VICTORY. p. 20.
- 16-28 - Cat Lo based PCFs support Operation DECK HOUSE III. p. 29.
- 17 - Eight PERs arrive aboard DUKE VICTORY. p. 20.

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- 18 - PBRs on Soirap River patrol capture two sampans with two weapons and supplies after heavy firefight. p. 17.
- SEAL Team discovers 200 tons of rice in RSSZ; storage area destroyed by NGFS and air strikes. p. 19.
- 19 - One SEAL Team member killed in ambush while on reconnaissance mission in RSSZ. p. 19.
- Eight PBRs arrive aboard AMERICAN MAIL bringing total boats in country to 95. p. 20.
- 20 - PBRs arrive at Sa Dec Base. p. 20.
- 22 - My Tho based PBRs capture large quantity of classified documents, and kill two Viet Cong attempting to cross My Tho River. p. 10.
- 23 - VNN MLMS attacked by recoilless rifle while sweeping the Long Tau River. One VNN killed, three wounded. p. 3.
- BATON ROUGE VICTORY mined while transiting the Long Tau River to Saigon; grounded out of the shipping channel. Seven crewmen killed. p. 3.
- 24 - Two PBRs and PCF 38 engage in accidental firefight at mouth of Bassac River; first incident of GAME WARDEN-MARKET TIME mutual interference. p. 21.
- 28 - VNN MLMS demolished by a Viet Cong mine while sweeping the Long Tau River; two VNN KIA, three VNN and two U.S. advisors wounded. p. 4.
- 29 - U.S. MCB 54 mined while sweeping the Long Tau River; mine exploded 15 feet off the port bow causing extensive material damage; no casualties. p. 5.
- Viet Cong unsuccessfully attempt to mine PBR patrol on Co Chien River. p. 12.
- USS TORTUCA moves from mouth of Bassac River to mouth of Long Tau River to provide additional security for ship channel. p. 21.

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### LONG TAU RIVER MININGS

The problem of security of the Long Tau River channel was emphasized during the month as the Viet Cong, operating from bases in the Rung Sat Special Zone, for the first time mined a merchant ship transiting to Saigon. The attack occurred in two phases.

Prior to first light on 23 August, two Vietnamese Navy Motor Launch Minesweepers (MLMS) started to sweep northward from the mouth of the Long Tau River to Nha Be, while two other MLMSs started the southward sweep from Nha Be to the river mouth. At 0640 the boats sweeping to the south were ambushed from Viet Cong positions on the shore, receiving heavy recoilless rifle and small arms fire (see chart for positions). MLMS-151 suffered one man killed and three wounded. The two craft then reversed course and returned to Nha Be. Meanwhile, the other two MLMSs completed their northward sweep; and a Regional Force reaction operation was launched in the region of the ambush.

With the passage of the minesweepers and with no PBRs on station in the area of the planned attack, the Viet Cong set their ambush 12 miles from the entrance to the river. The first merchant ship to proceed north from Vung Tau to Saigon passed through the area without incident. The second was not as fortunate. At 0910, the BATON ROUGE VICTORY experienced an explosion under her port side, believed to be the result of a command detonated mine.<sup>1</sup> The explosion caused a hole 16 feet by

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<sup>1</sup> COMNAVFORV msg 230755Z Aug 66.

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45 feet, and resulted in flooding of the engineroom and the number three hold. The main propulsion plant and the steering gear were rendered inoperative. Seven crewmembers were killed, all in the engineroom.

In spite of the damage, the ship's master was able to put the BATON ROUGE VICTORY aground on the south bank and keep the channel open. PBRs were the first to arrive on the scene to provide protection, and tugboats and LCMs were sent to the site to hold the stricken ship in position. Troops from the U.S. Army First Infantry Division, assisted by the SEAL Team from Nha Be, established a defensive perimeter and units from River Assault Group 22 and PBRs provided afloat security. The main channel remained passable, but was closed for one day to permit U.S. Navy MSEs to conduct minesweeping operations.

Harbor Clearance Unit One was tasked with salvage operations, and the following day the HCU-1 salvage master arrived from Subic Bay, P.I., to take charge. The ship was secured in position with beach gear and selective offloading of cargo was started. The morning of 30 August the BATON ROUGE VICTORY broke loose with the current, and all available pushing capabilities were utilized to ground her on the opposite side of the river around a bend. The salvage master evaluated her as seaworthy and able to make the trip to Vung Tau; at 1200 on 30 August she was escorted clear of the river.

The second mining took place the morning of 28 August, when at 0740, VNN NLMS-156 conducting a normal sweep of the Long Tau

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River was demolished by a Viet Cong mine. Two crewmembers were killed, and two U.S. advisors and three crewmembers were wounded. The survivors managed to make the river bank, where they were rescued and the wounded personnel received medical evacuation. Otherwise, the minesweeping operations continued uninterrupted. This was the first minesweeper lost to enemy action since VNN units started sweeping the Long Tau River channel in 1963.

On 29 August at 0655, USN MSB 54, sweeping the Long Tau River in company with MSB 16, became the third mining victim of the month when an explosion occurred fifteen feet off the port bow. The MSBs and two PER patrols in the area immediately received heavy automatic weapons fire from both banks. The patrols suppressed the fire and escorted MSB 54 out of the area. The Maritime Emergency Assistance Boat (MSB 32) and the Long Tau helicopter fire team were dispatched to the area. MSB 54 returned to Nha Be with extensive damage. There were no personnel casualties.

Although there had been no previous minings of shipping on the Long Tau River prior to 23 August, the fact that the narrow channel provided an excellent opportunity for such attacks had long been recognized by the U.S. Navy. Advisors had encouraged use of effective countermasures and development of contingency plans. The first step had been the transfer of 12 MLMSs to VNN in 1963. On 15 April 1964, VNN assumed responsibility for pacification of the Rung Sat Special Zone surrounding



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the main channel.<sup>1</sup> However, in August of 1965 it was reported that VNN mine-countermeasures activity in the major rivers was of low priority. An intensive advisory effort was directed toward improving this situation. By mid-August 1965 the MLMSs were conducting two daily sweeps of the Long Tau River, utilizing two boats for each sweep, one with chain drag gear and the second with a serrated grapnel.<sup>2</sup> A plan to remove damaged vessels from the channel was forwarded to MACV for approval on 20 October; and in November was accepted by MACV and forwarded to the Corps of Engineers for further development.<sup>3</sup>

Until December 1965 the only indication of possible mining attempts was the recovery of pieces of wire similar to the type used on captured mines. On 2 December 1965, an attempt was made to mine the Danish merchant ship KINA transiting to Saigon. Although unsuccessful, this was the first time a mine had been exploded in the vicinity of shipping on the Long Tau River.<sup>4</sup> In the only other significant attacks on Long Tau River shipping prior to the BATON ROUGE VICTORY incident, the Viet Cong had used recoilless rifles. On 17 February 1966, the LORINDA, of Panamanian registry, received 11 rounds of recoilless rifle fire and was forced aground; and on 3 March the PALOMA, a

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<sup>1</sup> Historical Review of Naval Advisory Group Activities, 1964, p. 13 (S).

<sup>2</sup> Naval Advisory Group Historical Review, August 1965, p. 5.

<sup>3</sup> Naval Advisory Group Historical Review, November 1965, p. 9.

<sup>4</sup> Naval Advisory Group Historical Review, December 1965, p. 3.

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Vietnamese self-propelled fuel barge, received five rounds of recoilless rifle fire, and was set afire and forced aground.

Prior to the mining of the BATON ROUGE VICTORY, Long Tau River security was provided by continuous daylight minesweeping by USN MSBs and VNN MLMSs; and by continuous patrols by PBRs.

After the attack, the minesweeping effort was intensified as were the PBR patrols. On 29 August USS TORTUGA was transferred to the mouth of the Long Tau River to provide an extra patrol section. In addition, MSTC Office was requested to clear with CTF 116 before releasing the first ships from Vung Tau and Nha Be to preclude the possibility of passage through unswept waters.<sup>1</sup>

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<sup>1</sup> COMNAVFORV msg 230640Z Aug 66.

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### RIVER PATROL FORCE

During August GAME WARDEN forces were augmented by 24 PBRs and by the activation of three bases in the Mekong River Delta. An increase in operational activity occurred as the PBRs successfully continued their mission of interdicting Viet Cong river movement, while a corresponding increase in Viet Cong harassment of patrol units was noted.<sup>1</sup> Navy pilots assumed operation of the first of the support helicopter fire teams. In the Rung Sat Special Zone the SEAL Team detachment had a successful month of seeking out and destroying enemy facilities.

### DELTA RIVER PATROL GROUP

#### INTERDICTION OF VIET CONG MOVEMENTS

A series of incidents during August gave indication that the PBRs were becoming increasingly successful in one phase of their primary mission, that of interdicting Viet Cong river crossings. On 1 August at 2345, PER 39 and PER 41, operating 23 miles southeast of Can Tho on the Bassac River, detected three beached sampans. As beaching in the area was unusual, PER 39 closed and illuminated the sampans, and received heavy small arms and machine gun fire from the bank. The PBRs returned the fire, retired and then rendezvoused with a patrol, consisting of two armored LCVPs, from VNN River Assault Group 25. The combined units returned to the attack, again receiving heavy fire including several anti-tank grenades from two locations.

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<sup>1</sup> See Appendix II for GAME WARDEN Statistical Summary.

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The firefight continued until the patrol units had expended the majority of their ammunition and were forced to withdraw. They were unsuccessful in suppressing the enemy fire.

Three additional RAG units, including two FOMs and a Monitor, and four additional PBRs supported by an AC-47 aircraft were dispatched to the scene, but the Viet Cong had withdrawn and there was no further action. Friendly units received several minor hits. There were no friendly casualties; Viet Cong casualties were unknown. Due to the location of the action, the tidal conditions and the volume of enemy fire, it was evaluated that the PBRs had broken up a Viet Cong crossing attempt.<sup>1</sup>

At 1050 on 15 August, a spotter aircraft observed a sampan debarking eleven armed men on an island in the Bassac River estuary. The aircraft relayed the message to VNN Coastal Group 36 who in turn relayed it to a PBR patrol from USS TORTUGA. The aircraft marked the area with smoke and the PBRs opened fire on the Viet Cong, who were wading with their rifles over their heads. At least three enemy were killed or wounded. A Coastal Group 36 patrol later recovered the sampan motor, one helmet and a Viet Cong flag.

PBR patrol ALFA, 15 miles upstream from the Bassac River mouth, observed a sampan evading into the underbrush along the south bank at 1500 on 17 August. Two other sampans were discovered hidden along the bank. Permission was obtained from

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<sup>1</sup> Commander River Patrol Force Historical Summary, Aug 66, p. 1.

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the Long Phu District Chief to engage the contacts. The initial .50 caliber machine gun fire from the PBRs resulted in a secondary explosion which destroyed all three boats and possibly killed three Viet Cong.

At 1900 on 21 August, PBRs 34, 38 and 40 received heavy automatic weapons and small arms fire from both banks of the Bassac River 14 miles southeast of Can Tho. The boats suppressed the fire, withdrew 1000 meters upstream and requested an artillery strike. Thirty 105mm artillery rounds were placed on target by the Tra On battery. The incident was evaluated as an attempt by Viet Cong fleeing from an ARVN operation to cross the river, and four PBRs and a VNN LSSL were assigned to continue surveillance. No additional activity was detected.

The night of 22 August provided My Tho PBRs with the most significant GAME WARDEN action of the month; the capture of a large number of intelligence documents. The initial action of the evening occurred at 2008 when PBR 101 and PBR 105 received light machine gun fire from positions on Thoi Son Island five miles west of My Tho. As PBR 103 and 107 drifted in the area to watch for a possible Viet Cong crossing, PBR 101 and PBR 105 again approached the area of the original attack and again drew fire. Artillery support was then called in on the enemy positions. Continued PBR patrols, augmented by RAG units from My Tho, drew additional sniper fire but detected no crossing, and the action was evaluated as a diversion for a crossing in another area.

At 2213 PBRs 103 and 105, now patrolling 12 miles west of

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My Tho, received fire from approximately 75 rifles on the north bank. During the ensuing firefight the patrol leader detected a contact moving rapidly from north to south. PBR 105 moved to intercept it. Upon illumination a single shot was received from the sampan and additional fire was received from 10 positions on the south bank. PBR 103 returned the fire to the south while PBR 105 strafed the north bank and the sampan, killing the two green-uniformed occupants. PBR 105 grappled the sampan and the patrol proceeded eastward out of range of enemy fire. The PBR patrol leader was wounded slightly in the action.

Among the contents of the sampan were 31 top secret documents with overlays, two secret documents, 58 confidential documents and nine unclassified documents. All documents were from the Viet Cong 261st Main Force Battalion of the Dong Thap regiment, and indicated that the two Viet Cong killed were high ranking members of the Battalion. Also captured were assorted uniforms and personal gear, tools, and one pistol.

Another type of activity was proving more difficult for the Viet Cong as PBRs continued to impede the movement of Viet Cong tax collectors. In a typical action on 6 August at 1730, PBRs 34 and 40 observed a sampan 12 miles southeast of Can Tho with one male occupant aboard calling other boats alongside. The PBRs immediately suspected that he was a tax collector. Upon approach, the sampan evaded to the bank. The pursuing PBRs then came under fire from positions in the area of evasion, evaluated as special covering fire for the tax collector. The

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patrol suppressed the fire and kept the area under surveillance. On other occasions during the month fire was received from suspected tax collection points.

ANTI-PBR ACTIVITIES

The Viet Cong made one attempt during the month to mine a PBR. At 0005 on 29 August, PBRs 29 and 111, operating on the Co Chien River 20 miles southeast of Vinh Long, sighted a lighted sampan approximately 20 yards from the river bank. The patrol approached to 100 yards and illuminated the craft. The sampan appeared empty and was not moving with the current; no mooring or anchor lines were visible. The patrol closed to 50 yards for a closer inspection. When the sampan was illuminated a second time a large explosion occurred 20 yards from the lead PBR. Light automatic weapons fire followed from the shore. There was no damage to the boats and the fire was suppressed as the PBRs cleared the area.

Prior to this patrol the crew had been briefed by the U.S. Army intelligence officer at Vinh Long that the Viet Cong had four mines weighing approximately 160 pounds each which probably would be planted in the Mekong River. Additionally, the VNN RAG commander at Vinh Long had provided information that the above method might be used to attempt to sink a PBR. This intelligence information possibly prevented the loss of, or damage to a PBR.

Throughout the month PBR patrols received harassment of increasing intensity from Viet Cong positions on the river banks. Although fire received covered the spectrum from small arms to

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anti-tank rockets, there were no significant personnel casualties or material damage. The following were some of the more significant incidents:

- 12 - Between 1505 and 1514, PBRs 31 and 38 received heavy automatic weapons fire from the bank and from a junk on the Bassac River 10 miles southeast of Can Tho. The fire was suppressed. Surveillance by PBRs, RAG units and a spotter aircraft produced no results.
- 13 - Operating in the same area, PBRs 38 and 39 received heavy automatic weapons and small arms fire from a house on the shore. The fire was returned, and two houses were set afire with M-79, 40mm grenades. PBR 38 experienced one hole beneath the waterline which was temporarily patched until return to Can Tho.
- 17 - Between 1805 and 1810, PBRs 30 and 36 received heavy small arms and automatic weapons fire from both banks of the Bassac River 12 miles southeast of Can Tho. The PBRs received several hits, but there was no damage nor personnel casualties.
- 18 - Between 1933 and 2005, PBRs 101 and 105 received automatic weapons and small arms fire from an ambush position three miles southwest of My Tho. Fragmentation from one round inflicted a slight wound on the patrol leader. There was no material damage.
- 25 - Between 2155 and 2200, PBRs 38 and 40 received small arms fire and three rifle grenades from the tree line



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adjacent to a friendly outpost 12 miles southeast of Can Tho. The PBRs returned fire and called in artillery which delivered eight rounds of 105mm fire on target. The PBRs were credited with breaking up an attack on the outpost by an estimated two Viet Cong squads.

27 - At 1830, PBRs 82 and 29 observed two sampans with approximately 15 Vietnamese Regional Force troops under fire near their outpost north of Tra On on the Bassac River. The patrol proceeded to assist and came under light fire which was immediately suppressed. The action was evaluated as an attack on the outpost with the fire on the PBRs incidental.

On 15 August a ten battalion ARVN operation, DAN CHI 254, was launched in the area 15 miles southeast of Can Tho on the south bank of the Bassac River in reaction to continual Viet Cong harassment of PBR patrols. The troops were moved by land, helicopter and RAG units. RAG units maintained a beach blockade while six PBRs patrolled in the main channel. The operation resulted in 18 Viet Cong killed and 23 captured, along with five rifles and seven grenades. Friendly forces suffered one killed and two wounded. DAN CHI 254 was the first ARVN operation launched in support of GAME WARDEN.

TORTUGA FIRE TEAM

One helicopter fire team operated from USS TORTUGA (LSF-26) at the mouth of the Bassac River until the ship was transferred

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to Long Tau River support on 29 August. The fire team operated in support of PBR patrols as well as launching strikes at targets of opportunity in known Viet Cong areas. The following strikes resulted in significant damage or casualties:

- 3 - The fire team spotted two sampans in the Long Toan Secret Zone and received permission to launch a strike from the Long Toan District Chief. Both sampans were damaged despite heavy enemy small arms fire.
- 10 - Automatic weapons fire was received while the fire team was investigating a reported Viet Cong company in the Long Toan Zone. Permission was received to engage the area; four structures were damaged.
- 11 - The helo fire team received small arms fire while on an armed reconnaissance mission in response to a report from the Long Toan District Chief that a number of Viet Cong were in the area. Two sampans and six structures were damaged.
- 12 - At 1630 the fire team, acting in response to a request from the Long Toan District Chief, launched a strike on a base camp area housing an estimated Viet Cong company. Four structures were destroyed and two sampans and thirteen structures were damaged. Six Viet Cong were killed (estimated).
- 22 - Heavy automatic weapons fire was received from the vicinity of a sampan in the Long Toan Zone. The fire team engaged the sampan and destroyed it, killing three Viet Cong.

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24 - While flying over the Long Toan Zone at 1000 feet the fire team received heavy automatic weapons fire. One crewman was critically injured.

25 - At 0750 a fire team, after receiving enemy fire from the village and the adjacent river bank, hit structures in a village at the mouth of the Bassac River in the Long Toan Zone. Seven structures were damaged and a second fire team was called in to assist. This action was followed by a fixed wing air strike.

**PER MEDEVAC**

On 21 August at 0200, three ARVN outposts 10 miles southeast of Can Tho on Cua Lo May Island came under simultaneous attack by an estimated two Viet Cong companies. Upon request of the Tra On District Chief PBRs 30 and 31 initiated a blocking action on the southeastern side of the island while an AC-47 assumed surveillance on the northwestern side. PBRs were requested for medical evacuation of 23 seriously injured Regional Force and Popular Force troops. PBRs 39 and 41 assumed the MEDEVAC mission. While enroute they received fire from the bank which was suppressed, and they arrived at Can Tho with the wounded at 0715. Meanwhile PBRs 30 and 31 maintained the barrier, checking 635 persons leaving the island and detaining 33 persons for identification card discrepancies.

**RUNG SAT SPECIAL ZONE PATROL GROUP**

The increased Viet Cong activity in the Rung Sat Special Zone carried over to the PBRs as patrol units on the Soirap

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Iliver made significant contact on several occasions. At 1950 on 18 August, a PBR patrol detected two contacts crossing the Soirap River into the RSSZ eight miles south of Nha Be. The patrol approached to within 75 meters of the contacts and illuminated the area, detecting two sampans, one with four occupants and the other with two. Simultaneously, light automatic weapons and small arms fire was received from both banks, and small arms fire was received from both sampans. The fire was returned and the patrol proceeded south out of range, calling in another two boat patrol to assist.

Upon arrival of the second patrol the PBRs reentered the area, discovering the two sampans abandoned. No further opposition was encountered. Among the contents of the sampans were one rifle, one carbine, two cartridge belts, 120 rounds of ammunition, assorted clothing items, 200 pounds of food, a small quantity of medicine and assorted documents. The fate of the occupants of the sampans was unknown. The action was evaluated as a Viet Cong attempt to run supplies into the RSSZ.

A patrol operating in the same area on 22 August detected a sampan crossing the Soirap River, and upon closing received small arms fire from the sampan and automatic weapons fire from both banks. The fire was returned, and another PBR patrol and a helicopter fire team were dispatched to the area while a U.S. Air Force flareship provided illumination. The PBRs suppressed all fire from the banks and the sampan. A subsequent search for the sampan, believed badly damaged during the firefight, was unsuccessful.

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The same area, one of the narrowest stretches of the Soirap River, was the scene of intensive PBR harassment on 19 August. At 2135, four PBRs on patrol received heavy automatic weapons fire from both banks. The fire was suppressed, but the patrol received fire from another location on the east bank. Two additional PBRs joined the patrol, and at 2225 a fixed wing air strike was called in on the ambush positions. There was no damage to the PBRs, nor were there any friendly casualties.

In activity on the Long Tau River on 29 August at 0620, a PBR patrol detected an unoccupied, drifting sampan with a cargo covered by a tarpaulin and bushes. Unable to determine if the sampan contained cargo or a possible booby-trap, the patrol took it under fire from a distance and destroyed it. The patrol officer was slightly wounded by grenade shrapnel from his own M-79.

The GAME WARDEN helicopter fire teams operating in the Rung Sat Special Zone saw only limited action during the month. In significant strikes on 22 August the fire team detected a camouflaged sampan 12 miles southeast of Nha Be. VNN authorities requested that it be destroyed. While taking the sampan under fire the helicopter spotted three structures, apparently used for storage. VNN authorities requested that they also be taken under fire, and the subsequent strike resulted in a large secondary explosion from the largest structure. Assessment indicated that the area was also used for rice storage; a U.S. Air Force strike was called in to complete the destruction.

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### SEAL TEAMS

SEAL Team Detachment Golf operating from the GAME WARDEN base at Nha Be made contact with Viet Cong units twice while on ambushes in the Rung Sat Special Zone, and discovered and destroyed one large rice storage area. On 5 August at 0600, the SEAL Team came upon three camouflaged sampans 16 miles southeast of Nha Be. A Viet Cong in the lead sampan spotted the SEAL ambush and fired a warning shot. The occupants jumped overboard and escaped into the mangrove. The SEAL Team followed the escaping Viet Cong but were unable to establish contact. However, the three sampans - two of them motorized - were captured. They contained 2800 pounds of rice, a small quantity of medicine, four reams of typing paper and three notebooks.

At 1100 on 18 August a SEAL reconnaissance team discovered two large silos (20' x 12' x 12') and one bunker (9' x 12' x 4') in an area 14 miles southeast of Nha Be. The structures were of reinforced wood and contained an estimated 200 tons of rice. At 1300 the SEAL Team was extracted by LCM to allow naval gunfire and fixed wing aircraft to destroy the rice. At 1735 the SEAL Team was inserted to evaluate the destruction efforts and to destroy the remaining rice and structures.

The morning of 19 August the SEAL Team discovered a series of bunkers and an automatic weapons emplacement along the Dinh Ba River 13 miles southeast of Nha Be while on a reconnaissance mission. They were extracted and reinserted into a region farther upstream on the Dinh Ba River where a loaded sampan and a hut had

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been spotted by a helicopter. Fresh tracks were discovered in the area, and then the sampan was spotted 500 yards from the SEAL Team position. Before the Team could move in to investigate, a short burst of fire was heard, followed by automatic weapons fire from both banks of the river. One man was killed, the first SEAL Team casualty in the Rung Sat Special Zone. The SEALS were extracted by the LCM. There were no additional casualties.

GAME WARDEN UNITS

Twenty-four PBRs arrived in country during August, bringing the total to 95 boats. Eight PBRs arrived aboard the BRAZIL VICTORY on 16 August; eight on 17 August aboard the DUKE VICTORY; and eight aboard the AMERICAN MALL on 19 August.

The number of operational GAME WARDEN bases increased to seven during the month as PBRs made the transit to new bases at Vinh Long, Sa Dec and Long Xuyen. On 4 August RIVPATSECT 513 became operational with 10 PBRs, and on 5 August made the transit from Cat Lo to Vinh Long with a stop at My Tho for fuel. On 20 August RIVPATSECT 521 reported operationally ready with 9 PBRs and made the transit to the base at Sa Dec. On 15 August RIVPATSECT 522 was activated at Cat Lo, and on 22 August RIVPATSECT 523 was activated at Cat Lo. The two sections underwent outfitting and operational testing, and on 24 August, RIVPATSECT 522 with 10 PBRs and RIVPATSECT 523 with five PBRs reported ready for the transit to Long Xuyen. The transit commenced on 25 August. The boats arrived at Long Xuyen on 26 August.

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USS TORTUGA (LSL-26) supported GAME WARDEN operations at the mouth of the Bassac River until 29 August, when she was transferred to an anchorage off the mouth of the Long Tau River to provide additional security for the Long Tau ship channel. RIVPATSECT 512 continued to operate from TORTUGA during August.

On 30 August, Navy pilots and crewmembers from Detachment 29 of Helicopter Support Squadron One began operating the GAME WARDEN helicopter fire teams aboard TORTUGA. Previously, the UH-1B helicopters had been flown by U.S. Army personnel.

RIVPATSECT 512, operating from TORTUGA, continued to experience difficulty patrolling in heavy weather. 39 hours were lost during the month due to adverse weather conditions. Several PBRs from TORTUGA experienced hull cracks resulting in absorption of water by the styrofoam. The cracks apparently were caused by boat handling. Repeated hoisting and lowering of the boats and misplacement of PBRs in the skids failed to distribute weight evenly throughout the boats. Up to 100 gallons of water have been drained from the PBRs after operations.

During August a team of military and civilian specialists arrived to implement and install a Planned Maintenance System for PBRs, and to instruct personnel in the mechanics of the system.

MUTUAL INTERFERENCE

The first incident of mutual interference between MARKET TIME and GAME WARDEN units occurred the night of 24 August. Intelligence information indicated a possible infiltration attempt in the vicinity of the Bassac River. Intensified patrols were



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stationed near the river mouth. PCF 38 was assigned to area 7C and two PBR patrols were assigned surveillance in the estuaries. At 2100, PCF 38 detected two contacts near the river mouth and closed to investigate. A challenge was initiated with no response. Immediately, two additional contacts were detected and challenged. All four contacts were PBRs, but the PCF was unable to determine this fact. At a range of one mile an illumination round was fired, followed by a second round at 1500 yards.

PBRs 22 and 25, on patrol near the Can My Thanh canal, spotted a blinking red light 400 yards from shore, followed by a second blinking light on the beach. They mistook the PCF's challenge for an attempt by a possible enemy craft to signal Viet Cong on the shore. The illumination rounds were then spotted, and the PBRs suspected that they had been caught in an ambush. A firefight ensued between the PBRs and the PCF.

One crewman was wounded on PBR 22, and several additional hits were sustained. The PBRs reported to TORTUGA that they were in a firefight with an unidentified junk. Upon receipt of the message TORTUGA contacted CTU 115.3.9 aboard USS FLOYD COUNTY (LST-762) to determine if there were any additional friendly forces in the area. The inquiry was intercepted by the Officer in Charge of PCF 38, who replied that he had been in a firefight with two unidentified contacts. The PCF then established FM communications with the PBRs. An investigation was conducted and measures were promulgated to prevent future mutual interference.

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### COASTAL SURVEILLANCE FORCE

MARKET TIME units, augmented by the arrival of sixteen PCFs at the end of July, continued to operate at a high level of activity during August.<sup>1</sup> Numerous hostile fire and evading junk incidents were recorded, and patrol units frequently delivered gun fire support. MARKET TIME craft supported two ground operations, Operation SEA MOUNT and Operation DECKHOUSE III, and conducted four search and rescue missions. U.S. Air Force planes erroneously attacked USCGC POINT WELCOME on patrol near the Demilitarized Zone.

### HOSTILE FIRE INCIDENTS

MARKET TIME units on patrol within firing range of the beach came under attack on numerous occasions during August. There was no serious damage nor any friendly casualties. The following is a chronology of significant hostile fire incidents during August:

- 3 - At 2315 USCGC POINT JEFFERSON received hostile fire from the beach on the Ke Ga Peninsula sixty miles northeast of Vung Tau. The fire was returned with unknown results.
- 8 - At 1815 PCF 39 received four rounds of mortar fire in the beach area.
- 9 - At 1000 PCF 58 received machine gun fire 10 miles north of Qui Nhon while transiting the area. The fire was returned with unknown results.

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<sup>1</sup> See Appendix I for MARKET TIME Statistical Summary

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- 10 - At 1340 PCF 62 was taken under heavy small arms fire while patrolling 10 miles north of Qui Nhon. The fire was returned and suppressed with unknown enemy casualties. At 1655 PCF 62 received fire while closing the beach to investigate suspicious contacts in the same area. The PCF returned the fire while clearing the area. The contacts beached. Enemy casualties were unknown.
- 12 - At 1710, again in the same area, PCF 62 received heavy small arms fire. The fire was returned and hostile fire ceased. Enemy casualties were unknown.
- 16 - PCF 62 approached the beach to investigate a junk in the same area. Small arms fire was received. The fire was returned with unknown results.
- 17 - At 1030 PCF 65 and Coastal Group 21 units received small arms fire 45 miles north of Qui Nhon. The fire was returned and the patrol cleared the area.
- 21 - PCF 68 on patrol off the Ca Mau Peninsula, 135 miles southwest of Vung Tau, received automatic weapons fire from the shore while closing to investigate a sampan. Return fire resulted in two secondary explosions. Enemy casualties were unknown.

USCGC POINT WELCOME INCIDENT

While patrolling in Area 1A1, adjacent to the Demilitarized Zone, USCGC POINT WELCOME was attacked by three U.S. Air Force planes at 0340 on 11 August. POINT WELCOME was sighted by an

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Air Force Forward Air Controller who illuminated the WPB but failed to identify it as a friendly craft. He called in one B-57 and two F4Cs for the attack.

POINT WELCOME was underway at approximately eight knots, and when illuminated turned on her docking and running lights. The ensign and Coast Guard flag were properly displayed. At the time of the attack the Executive Officer had the deck and the Commanding Officer was on the bridge signalling the aircraft with the Aldis Lamp. During the initial strike the Commanding Officer was killed and the Executive Officer and all others on the bridge were wounded. The senior chief petty officer came to the bridge at 0350 and assumed command, immediately accelerating to full speed and commencing evasive maneuvering to avoid the illuminated area and the attacking aircraft.

The attack continued for approximately one hour under continuous illumination with the aircraft making from seven to nine passes. The signal searchlights and all electronics and communication equipment were disabled during the initial pass. A gasoline-can fire on the fantail was extinguished by the survivors who simultaneously were occupied caring for the wounded. All wounded were brought topside and strapped into life jackets. At 0415 the decision was made to beach the craft and abandon ship to avoid additional casualties from the attacking aircraft. Able bodied personnel paired off with the wounded and assisted them into the water and toward the beach, but the attempt to reach shore was thwarted by automatic weapons and mortar fire from an unknown source.

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Prior to losing communications POINT WELCOME transmitted the report that she had been illuminated, fired upon and hit. CTG 115.1 directed USCGC POINT CAUTION and USCGC POINT ORIENT to the scene, and patrol units from VNN Coastal Group 11 were dispatched to assist. At 0425 POINT ORIENT and POINT CAUTION located POINT WELCOME, and at 0445 started to rescue survivors with the help of Coastal Group 11 junks. Coastal Group 11 also assisted by firing mortar illumination rounds. The wounded were carried by junk to Coastal Group 11 for helicopter medical evacuation.

The Commanding Officer and an engineman from POINT WELCOME were killed in the attack. In addition, nine crewmembers, the Vietnamese Navy liaison officer and one newsman were wounded. The heaviest damage to the boat was in the pilot house area where there were numerous fragmentation holes and extensive damage to all equipment. There were nine holes, five to nine inches in diameter, in the main deck, but no structural damage. There was no damage to the hull or loss of watertight integrity. POINT WELCOME was escorted to DaNang under her own power.

EVADING JUNK INCIDENTS

The intensification of MARKET TIME patrols led to an increased number of junks attempting to evade contact with patrol units during August. Significant incidents were as follows:

- 1 - At 0955 PCF 63 destroyed a small fishing junk that had ignored warning shots 40 miles north of Qui Nhon. The occupants escaped.

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- At 1030 USCGC POINT ELLIS detected three evading junks 38 miles northwest of DaNang. One junk was destroyed, but the remaining junks beached in the vicinity of a village and were not fired on.
- 3 - At 0955 PCF 63 fired warning shots at an evading junk 20 miles north of Qui Nhon. The occupants beached the boat and fled. Recovery of the craft revealed three hand grenades.
- 5 - At 2015 USCGC POINT ORIENT detected and illuminated a junk moving south along the coast 25 miles south of the Demilitarized Zone. The junk beached and was destroyed by mortar fire as the occupants fled.
- 7 - At 0920 PCF 19 took a junk under fire 65 miles north of Qui Nhon after it evaded to the beach and the occupants fled. The junk was damaged by mortar fire. At 1115 USCGC POINT WELCOME recovered a junk that had evaded to the beach 60 miles north of Qui Nhon. A search revealed no contraband and the junk was turned over to Coastal Group 16.
- At 2305 PCF 73 received small arms fire after illuminating a sampan 50 miles east of An Thoi. Fire was returned, but the sampan evaded into foliage along the coast and damage was not determined.
- 15 - At 2030 USCGC POINT CAUTION detected a junk moving south along the beach 40 miles south of the Demilitarized Zone. When signalled the junk evaded and was taken under fire and heavily damaged. Enemy casualties were unknown.

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- 20 - At 2205 PCF 64 closed and illuminated a junk with two occupants 38 miles north of Qui Nhon. After it ignored signals to stop, the junk was destroyed. The occupants escaped.
- 21 - At 1230 PCF 76 fired warning shots at two evading junks 25 miles south of DaNang, and in return received automatic weapons and small arms fire from the beach. Fire was returned at the junks and at the beach, resulting in damage to the junks. Two PCF crewmen received minor wounds. Viet Cong casualties were unknown.
- 25 - At 1255 PCF 76 assisted Coastal Group 15 units in taking two evading junks under fire 40 miles south of DaNang. The junks were destroyed and Coastal Group 15 took 13 suspects into custody.
- 30 - At 2230 PCF 66 closed and illuminated a junk 32 miles north of Qui Nhon. After warning shots were ignored, the evading junk was destroyed. Casualties were unknown.

OPERATIONS

An Thoi based MARKET TIME units operated in support of Operation SEA MOUNT on Phu Quoc Island from 4 August until 30 August. The operation was conducted by eight U.S. Special Forces personnel and a 220 man Mike Force (a specially recruited unit of indigenous personnel) periodically augmented by 10 to 30 Vietnamese National Policemen from Duong Dong Village on Phu Quoc Island. In addition to gunfire and patrol support from MARKET TIME PCFs and WPBs, Seventh Fleet Destroyers and VNN

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Fleet Command ships provided gunfire support; VNN Coastal Groups supplied junks and USS TUTUILA (ARG-4) supplied an LCM for troop and logistic lifts. U.S. Air Force and Army aircraft provided air support.

SEA MOUNT was divided into three phases. In the initial phase a sweep was conducted from An Thoi north to latitude 10° 13' N. In the second phase a series of amphibious raids were conducted on the East Coast of the Island and against targets of opportunity. In the final phase a base camp was established near Duong Dong and probes were made into the areas of heaviest Viet Cong concentration.

The Operation marked the first major military operation to attempt to clear Phu Quoc Island of Viet Cong. Sixteen Viet Cong were killed by body count; however, subsequent prisoner interrogation revealed over 75 Viet Cong killed with an undetermined number wounded. Two U.S. Special Forces personnel were killed and one was wounded. Seven other friendly troops were wounded. SEA MOUNT was considered successful.<sup>1</sup>

During the period 16 August to 28 August, PCFs from Division 103 at Cat Lo conducted infiltration/exfiltration patrols off Phuoc Tuy Province in support of Operation DECK HOUSE III, a Seventh Fleet Marine Special Landing Force probe. Patrol units detected no Viet Cong waterborne movements during the period. PCFs also provided security on 29 and 30 August during salvage operations for an LCM swamped during withdrawal of the Special Landing Force.

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<sup>1</sup> CTF 115 Historical Summary, August 1966



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NAVAL GUNFIRE SUPPORT

MARKET TIME units delivered 19 naval gunfire support missions during the month in support of ground operations and friendly forces under attack. The following missions resulted in enemy material and personnel casualties:

- 1 - PCF 35 provided urgent gunfire support for a spotter aircraft receiving ground fire on the Ca Mau Peninsula 120 miles southwest of Vung Tau. One sampans, one bunker and one structure were destroyed.
- 2 - PCF 35, operating in the same area, fired support for a reconnaissance aircraft under ground attack. Thirty-one rounds of 81mm mortar were expended in destroying one junk, three structures and damaging two structures.
- 10 - USCGC POINT WELCOME fired a mission against two camouflaged junks believed used for Viet Cong exfiltration. The mission was coordinated by an aircraft spotter. The two junks were damaged.
- USCGC POINT MARONE fired 22 rounds of 81mm HE against a Viet Cong company near Duong Dong on Phu Quoc Island in support of Operation SEA MOUNT. Enemy casualties were unknown.
- 14 - PCF 74 assisted Coastal Group 42 units in returning fire on the eastern coast of Phu Quoc Island. The mission was spotted by aircraft and resulted in three structures destroyed and seven damaged.
- 15 - PCF 52 provided urgent gunfire support for a Popular

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Force unit under attack 23 miles north of Nha Trang. The mission was spotted by a U.S. Army advisor. One secondary explosion was observed.

- 16 - Coastal Group 42 units received heavy small arms fire while recovering a U.S. Special Forces reconnaissance team from the eastern shore of Phu Quoc Island during Operation SEA MOUNT. Fire was returned with enemy casualties unknown.
- 17 - USCGC POINT YOUNG fired a support mission at Viet Cong mortar, automatic rifle and platoon positions on the western shore of Phu Quoc Island. Forty-four rounds of 81mm HE were expended, resulting in 35 structures damaged.
- 22 - USCGC POINT WHITE provided urgent gunfire support for a spotter aircraft receiving ground fire on the Ko Ga Peninsula 60 miles northeast of Vung Tau. Fifty-two rounds of 81mm mortar were fired resulting in three Viet Cong killed (possible) and one secondary explosion.
- 29 - USCGC POINT CAUTION provided 81mm mortar support for Coastal Group 11 and Popular Force units conducting a ground operation ten miles south of the Demilitarized Zone. Six Viet Cong were killed during the operation.

SEARCH AND RESCUE OPERATIONS

MARKET TIME units conducted four search and rescue operations during August, two of them successful. On 10 August PCF 16

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recovered two wounded Viet Cong suspects from a damaged boat eight miles south of DaNang. The boat had been attacked by an armed helicopter during ground operations in the area. PCF 78 recovered a downed pilot after observing him bail out of his disabled aircraft 20 miles south of DaNang on 14 August. The pilot was uninjured and was lifted by helicopter to DaNang.

On 14 August a MIUS 12 ICPL and PCF 71 unsuccessfully attempted to recover a merchant seaman who had gone under while swimming alongside the USNS GENERAL PATCH in Vung Tau Harbor. An air/sea rescue helicopter assisted in the attempt. On 31 August USS SAVAGE (DER 322), USCGC POINT MAST, USCGC POINT BANKS and a VP-2 aircraft searched unsuccessfully along the track of a civilian contractor tugboat whose engineer had been lost overboard in the vicinity of Rach Gia.

MARKET TIME UNITS

Seventy PCFs and 26 WPBs operated in support of MARKET TIME during August. There was no change in the number of PCFs and WPBs; however, USCGC POINT LOMAS, USCGC POINT DUME and USCGC POINT GAMMON were relocated from DaNang to Cat Lo on 27 August to provide additional patrols in Areas Six and Seven. The move was in response to intelligence reports indicating possible infiltration attempts, particularly into Phouc Tuy Province. In another shift on 19 August, three PCFs with supporting crews were moved from DaNang to Hue to strengthen the northern barrier.

In air operations, USS SALISBURY SOUND (AV-13) maintained the seadrome at Cam Ranh Bay until 8 August. From 1 August

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until 5 August VP-40, VP-48 and VP-50 flew SP5B aircraft out of the seadrome in support of the coastal surveillance effort. Seven SP2Hs from Patrol Squadron Two flew daily patrols out of Tan Son Nhut Airfield. VP-8, VP-9 and VP-47 supported MARKET TIME with P3A aircraft flying out of Naval Air Station, Sangley Point, P.I. The VP aircraft flew patrols 20 to 50 miles off the coast of the Republic of Vietnam to detect possible infiltrators and to identify radar contacts passed by MARKET TIME surface units. They also flew special patrols farther out to sea during the dark of the moon periods.

The three PACVs of PACVDIV 207 were engaged in completing modifications and preparations for MARKET TIME operations scheduled to commence in mid-September.

Harbor Defense, designated Operation STABLE DOOR, continued to expand. During August forces rose, with the arrival of 34 boat crew personnel, to 23 officers and 231 enlisted. The construction of semipermanent facilities, including barracks and mess halls, continued during the month. Eight of the eleven boats assigned to STABLE DOOR were operational. Eight junks and 80 persons were detained by patrol units.

The following Seventh Fleet units operated in MARKET TIME during August:

USS SALISBURY SOUND (AV-13)	USS WOODPECKER (MSC-209)
USS WINDOITE (DER-397)	USS WHIPOORWILL (MSC-207)
USS NEWELL (DER-322)	USS GANNET (MSC-290)
USS SAVAGE (DER-386)	USS ADVANCE (MSO-510)
USS HAVERFIELD (DER-393)	USS FORTIFY (MSO-446)
USS CAMP (DER-251)	USS ENGAGE (MSO-443)
USS KOEHLER (DER-331)	USS IMPERVIOUS (MSO-449)
USS KRETCHMER (DER-329)	USS INFLICT (MSO-456)
USS PHOENIX (MSC-199)	USS LOYALTY (MSO-457)
USS VIREO (MSC-205)	USS FLOYD COUNTY (IST-762)

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CON SON ISLAND RADAR

The first land based radar installation for coastal surveillance became operational during August on Con Son Island, 100 miles south of Cap St. Jacques. The installation, an AN/TPN-8 Ground Control Approach radar with a surveillance mode, underwent testing and evaluation during late July and August and went into full operation on 28 August. The radar is operated from 2000 to 0800 daily by a three man crew permanently based on the island. Communications are maintained with Coastal Surveillance Center, Vung Tau, utilizing a PRC-47 single side band radio.

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NAVAL SUPPORT ACTIVITY, SAIGON

During August the construction of interim and permanent base facilities at U.S. Naval Support Activity, Saigon detachments continued. Additional berthing space was rented at Vinh Long and a lease request was submitted for an additional villa at My Tho. Well drilling operations at Nha Be and Qui Nhon failed to produce fresh water and work continued on those projects. At Nha Be interim base, the enlargement of shower and latrine facilities was accomplished; and at Cat Lo arrangements were being made for construction of a helicopter landing site. NAVSUPACT, Saigon staff reviewed an Advance Base Functional Component for an interim facility at Dong Tam.

Equipage continued to arrive throughout the month, bringing base housekeeping and repair capability to a higher state. Progress on repair shops at GAME WARDEN and MARKET TIME bases has been steady. All GAME WARDEN facilities are now operationally ready with the exception of teletype and crypto communications facilities at Long Xuyen and Sa Dec. At Can Tho, the arrival of YFNB-9 greatly improved base capabilities. To improve safety conditions at the An Thoi airstrip, NAVSUPACT, Saigon started procuring personnel and equipment, including improved air/ground communications; wind direction/velocity indicators; crash fire-fighting equipment; strip operation personnel and NOTAM reporting procedures. At Qui Nhon, channel range lights have been installed.

Transportation and logistical support were highlighted during the month by the one millionth passenger mile flown on MARKET TIME/

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GAME WAGON flights since 1 January 1966, and by the arrival of USS BRULE (AML-28) at Mekong Delta bases with material for the detachments.

At the Saigon headquarters a number of significant developments took place to assist NAVSUPACT in its task of supporting the naval mission in the II, III and IV Corps Tactical Zones of Vietnam: The command assumed the responsibility of Seventh Fleet ammunition storage at Cam Ranh Bay; a new C-47 aircraft was programmed for delivery; and NAVSUPACT, Saigon assumed operation of the Registered Publications Library.

The Supply Department prepared line item requirements for the PCF engine overhaul program, and forwarded them to Naval Ship Systems Command Headquarters in an effort to streamline repair capability. It was anticipated that significant amounts of material will be transferred to NAVSUPACT, Saigon in future months by procedures worked out at a conference held at Subic Bay, P.I., from 15-17 August.

Public Works Department, in a new limited support role for Naval Advisory Group elements, sent a quonset hut to the junk base/repair facility at Lien An where it is being erected by NAVSUPACT personnel. The Public Works Department is providing generator maintenance assistance to the Coast Guard LOIJI station on Con Son Island, with increased support anticipated. Action was taken to establish a repair parts pipeline for public works and vehicle equipment peculiar to Navy use to ensure first rate replacement capability on items stocked. At the end of the month, one-third of the automotive equipment requested had

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been received in country.

The Repair Department assumed crypto, electronic and TTY repair responsibility for Navy units in the II, III and IV Corps Tactical Zones. A boat corrosion control conference was held at Cat Lo on 30 August with a COMFALINTSTPAC representative.

In the administrative area, requirements for additional manpower for NAVSUPACT, Saigon and all detachments were collected into a new personnel request and submitted on 16 August; the Officer in Charge of APL-55 was designated Officer in Charge, NAVSUPACTDET, An Thoi; service wide examinations were processed for 684 Navy men in the II, III and IV CTZ; and efficient handling procedures for UCMJ violations were initiated by the Legal Office.

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## CIVIC ACTION AND PSYCHOLOGICAL OPERATIONS

Both Vietnamese Navy and U.S. Navy Civic Action and PayOps activities were at a high level. Particularly noteworthy were the NAVSUPACT, DaNang civic action teams. On 17 August a Marine F-8 crusader crashed into a village in Hoa Vang District. A NAVSUPACT, DaNang MEDCAP team was sent immediately to the scene to render first aid to the injured. Within five hours some 200 refugees had been cared for through provision of seven general purpose tents, 300 blankets, two water buffalo, 1000 pounds of food, and cooking and eating utensils. The tents were set up and the people were fed that night by the Civic Action Team and Hoa Vang District Advisory personnel.

In other activities in the DaNang area, on 29 August, 28 carpentry students and 34 driver students from My Khe, Dong Giang, Thuo Hai, and Hoa Tien refugee camps completed their courses in the Refugee Vocational Training Program being conducted by NAVSUPACT, DaNang and USAID at the DaNang Poly-technical School.

Personnel of the NAVSUPACT, Saigon Qui Khon Detachment completed a one classroom schoolhouse adjacent to their base. The teacher, hired with funds donated by the Qui Khon Navymen, started classes for 31 first-graders on 25 August. Personnel from NAVSUPACT, Saigon delivered 32 packages of clothing, soap, tissues and toilet articles donated by the Fleet Reserve Association, San Pedro, California to the Go Vap orphanage outside Saigon.

Throughout the month GAMB WARDEN and PURLET TREE units rendered assistance to disabled indigenous craft and sick and

injured crew members. In a noteworthy incident on 21 August, a PDR day patrol from My Tho observed an overturned sampan. The patrol rescued a family of five from the current and saved their sampan and cargo.

1. Construction projects completed during report period. Those repaired or renovated are marked with an R.

	<u>USK</u>	<u>VI-N</u>	<u>TOTAL</u>
a. Bridges	2	0	2
b. Culverts	1	0	1
c. Dwellings/number of families	4/22	0	4/22
d. Fences (tenth of km)	2	0	2
e. Leveling/grading projects	3	0	3
f. Playgrounds	1R	0	1R
g. Schools/classrooms	1/2	0	1/2
h. Toilets	20	0	20
i. Wells	1R	0	1R

2. Medical treatments:

a. General medical	8,447	1,414	9,861
b. Dental	439	103	542
c. Surgery	10	2	12
d. Emergency evacuations	31	0	31
e. Harelip operations	3	6	9
f. X-Rays	0	7	7
g. Laboratory cultures	263	0	263
h. Routine lab procedures	210	0	210

3. Health and sanitation:

a. Classes on personal hygiene/ attendance	1/35	0	1/35
b. Immunizations	3,300	0	3,300
c. Physical examinations	239	0	239
d. Spray insecticide operations	27	0	27
e. Swamp areas drained	1	0	1

4. Distribution of commodities (pounds unless otherwise specified):

a. Cement	37,200	0	37,200
b. Clothing	1,920	11,000	12,920
c. Food	57,465	70,560	128,025
d. Lumber (board feet)	116,000	7,000	123,000
e. Medical, non-prescription	70	0	70
f. Medical kits (number)	120	0	120
g. School kits (number)	174	0	174
h. Soap	833	2,700	3,613
i. Tin sheets (number)	60	100	160

	<u>USN</u>	<u>V.I.</u>	<u>TOTAL</u>
j. Woodworker kits (number)	31	0	31
k. Textile and sewing kits (number)	75	2,000	2,075
l. Family kits (number)	310	2,450	2,760
m. PsyOps buckets (number)	948	2,331	3,279
n. Vitamins (cases)	0	27	27
o. Blanket material (rolls)	0	3	3
p. Midwife kits (number)	0	3	3
q. Mosquito netting (number)	0	101	101
r. Toys	150	0	150
s. Welding aprons (number)	8	0	8
t. Diesel oil (gallons)	25	0	25
u. Plywood (sheets)	90	0	90
v. Barrel (number)	72	0	72
w. Diapers (dozen)	2	0	2
x. Paint (gallons)	50	0	50
y. Nails	1,786	0	1,786
z. Steel	1,500	0	1,500
aa. Cement blocks (number)	2,200	0	2,200
ab. Blankets (number)	300	0	300

5. Educational efforts:

a. English classes/attendance	66/670	0	66/670
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6. Voluntary contributions in support of (piasters):

a. Schools	30,000	0	30,000
b. Harolip program	3,890	2,420	6,310

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NAVAL ADVISORY GROUP

VIETNAMESE NAVY

The ability of the Vietnamese Navy to accomplish assigned tasks remained satisfactory. Its ability, however, was impeded by inadequate aggressiveness, unsatisfactory personnel distribution, limited training and an inadequate number of skilled shipyard workers.

On orders of the Leadership Council, Captain Tran Van MIEN, Commander-in-Chief, Vietnamese Navy, was relieved of his duties by Commander Nguyen Van ANH, Chief of Staff, on 1 September 1966.

On 31 August, VNN Headquarters reported 15,481 men assigned; however, the distribution of personnel within the VNN remained unsatisfactory. For the second consecutive month desertions have declined. This month the VNN had 107 deserters as compared with 165 last month.

Leadership improved within the VNN. Most commanding officers and executive officers showed initiative in their jobs. PGM 608 and PCE 11 advisors reported exceptional performance and reception of advisory efforts by the commanding officers. Petty officer leadership, initiative and professional knowledge improved somewhat, but was still below satisfactory.

Operational reports indicated that training was accomplished by most units in August. Several Coastal Groups made progress in marksmanship and coxswain training. NATC and Fleet Command Training Teams conducted inport training on LSSL 227 and FGHs

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605 and 611.

To improve base facilities, one hundred steel frame prefabricated buildings were allotted to the VNN for the development of cantonment facilities in all Naval Zones. These units are to be used for offices, BOQs, BEQs, warehouses and other base facilities. Site plans have been turned over to the ARVN Office of Construction Engineers. When approved, the prefabricated buildings will be issued to the Naval Supply Center for distribution to designated Coastal Groups.

The first of the 60 Yabuta junks being constructed in the Naval Shipyard, Saigon, was completed and 14 more keels have been laid. With 126 carpenters engaged in this program, the maximum rate of junk completions is anticipated at one per week. The FY 66 Junk Construction Program authorized the building of sixty additional Yabuta junks.

#### OPERATIONS

Vietnamese Navy Coastal Groups maintained a high level of combat activity, participating in blocking and amphibious operations and setting many base defense ambushes. In the First Coastal Naval Zone, on 7 August, a search operation was conducted by Coastal Group 14, five kilometers southeast of Hoa An, with support provided by PCE 11. There were no friendly casualties. The Coastal Group units captured a quantity of western medicines, medical manuals and foodstuffs. On 17 August, junks of Coastal Group 16 had a firefight with two Viet Cong companies 9 kilometers east of Quang Ngai. U.S. and VIII ships provided timely support.

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The Coastal Group force had three men killed in the action and one wounded, and lost one Browning Automatic Rifle and one sub-machine gun. Enemy casualties were unknown. From 21 to 27 August, Coastal Group 14 and local forces carried out Operation HOA TUYEN, 4 kilometers south of Hoi An. The Coastal Group unit had five wounded, but captured a quantity of weapons, 700 kilograms of rice and 100 kilograms of salt. The Viet Cong had six killed.

In the Second Coastal Naval Zone, an operation was organized by Coastal Group 23, with the support of PCE 07 and PCF 63, in an area 10 kilometers northeast of Song Cau. The operation took place on 24 August. There were no friendly casualties. Four Viet Cong suspects were detained, one Viet Cong flag captured and two men, previously captured by the Viet Cong, were released.

Activities of Coastal Group 31 and Coastal Group 36 were highlighted in the Third Coastal Naval Zone. On 4 August, a patrol team of Coastal Group 36 had a firefight with a Viet Cong junk at the mouth of the Bassac River. As the junk retreated, the four occupants dropped their weapons over the side and abandoned the junk. Two escaped and two were killed. The patrol team took possession of the junk and 20 kilograms of rice. Eleven days later, on 15 August, Coastal Group 36 conducted an operation in the vicinity of Ap Cu Lao on the Bassac River. This operation was coordinated with Vinh Binh sector forces and was supported by PGM 607 and several USAF aircraft. There were no friendly casualties and enemy casualties were unknown. The

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On the morning of 23 August, MLMSs 150 and 151 were attacked from ambush by Viet Cong recoilless rifle and small arms fire (see p. 3 for Long Tau River incidents). Damages resulting from this attack reduced, for two days, the number of craft available for sweeping to four. On the morning of 28 August, MLMS 156 was demolished by a Viet Cong mine at the 26 mile point on the Long Tau River. The LDAN (UDT) participated in the recovery of two weapons, some ammunition and miscellaneous minesweeping gear from the MLMS.

The tempo of operations in the Third and Fourth Riverine Areas and Hung Sat Special Zone increased. River Assault Groups were well utilized during August.

There were seven operations logged in the Hung Sat Special Zone, six by RAG 22 and one by RAG 24. The two most significant operations were HUNG SAT 29/66 and HUNG SAT 34/66 conducted by RAG 22. Operation HUNG SAT 29/66 took place on 5 August with eleven craft of RAG 22 and RF/PF forces participating. There were no friendly casualties; the Viet Cong had three killed. Friendly forces destroyed two bases including sixteen houses, 2200 kilograms of unshelled rice, five junks, fifty bags of cement and thirty jars of salted fish. A quantity of fish nets, documents and photographs were captured. On 25 August, seven craft of RAG 22, LSSL 22E and RF/PF forces were involved in HUNG SAT 34/66. The friendly unit suffered no casualties and destroyed one base, one water tank and one defensive line. Six U.S. fighter aircraft provided support for both operations.



Two operations involving RAGs took place in the Third Riverine Area. Thirteen craft of RAGs 24 and 28 participated in Operation LONG AN 168/66 from 11 to 14 August. The operation took place 15 kilometers northeast of Long An. The VC had one man wounded and the friendly unit had six killed and eighteen wounded. The enemy had four killed. Thirty additional killed or wounded were carried away. One M1 rifle, two carbines and one Russian rifle were captured.

RAGs were involved in twelve operations in the Fourth Riverine Area. On 2 August, Operation LONG PHI 980/SD, organized by the 9th Division, was carried out 9 kilometers north of Ba Cang and was the most successful. Twelve river craft of RAG 23 and LSIL 331 participated. The friendly unit sustained nine wounded; the Viet Cong had seven killed and two captured. The Vietnamese force captured one 60mm mortar, one .50 caliber machine gun, one .30 caliber machine gun, thirty-five small arms and one ton of ammunition.

LDNN (UDT) conducted two operations during August. Two administrative beach surveys were conducted; in the Xuan Dai Bay area on 5 August and 15 miles south of Phan Ri on 8 August. The latter received support from PGM 07, PGM 606 and Coastal Group 28 units. The survey parties and supporting forces conducted these operations as if the beach areas were being surveyed while under fire. On 23 August, a detachment of eight LDNN personnel was sent to offer diving assistance to the EATON ROUGE VICTORY, damaged by a mine in the Long Tau channel. The detachment



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returned early the following day, after it had been determined that no immediate assistance could be given.

#### MAINTENANCE AND LOGISTICS

During August, a total of fourteen casualties on nine fleet units were repaired by ship's force. This represented a significant improvement in shipboard repair efforts, due in large part to the policy of selective job order disapproval by the Fleet Command Maintenance Officer; increased advisory effort in the maintenance of engineering and electronic equipment; and the inventorying of spare parts with assistance by the Fleet Command Supply Assistance Team. The Fleet Command Supply Assistance Team assisted PGM 600 in a complete inventory of all spare parts, and is now assisting LSIL 328 in inventorying electronics, electrical and ordnance spare parts. Authority was granted by the Naval Supply Center to fund 100% allowance of spare parts deficiencies.

Junk maintenance at Coastal Group bases remained satisfactory. A lack of minor spare parts and petty officer initiative hindered the maintenance effort. Shortage of qualified engineering petty officers continued. Maintenance of river assault craft was satisfactory.

The utilization of logistics ships increased. A total of 6,707 tons of cargo and 9,705 men were transported to various locations within the Republic of South Vietnam. LSTs and LSMs were responsible for the movement of the greater part of the cargo and troops. Advisors reported that crews can handle the simple logistic lift problems, but there are reservations that

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they can successfully accomplish a major troop movement for tactical operations. Utilization of logistic lift ships was hindered by limited docking facilities and by civilian stevedore working arrangements.

#### VIETNAMESE MARINE CORPS

Task Force Bravo, composed of the First, Third and Fourth Marine Battalions, "C" Battery Vietnamese Marine Artillery and a Headquarters, participated in Operation COLORADO/LIEN KET 52 from 6 August to 14 August. This was a joint USMC/VNMC/ARVN operation in Quang Tin Province, 14 kilometers southwest of Thanh Binh. The Task Force initially occupied blocking positions while the Fifth U.S. Marines conducted the attack. On 6 August the Task Force made contact with an estimated Viet Cong battalion, and from 7 through 9 August made moderate to light contact. The Fourth Vietnamese Marine Battalion uncovered over 100 Viet Cong bodies, believed to have been casualties from action on 6 August. Total Task Force casualties through 9 August were eight killed, 40 wounded and one U.S. advisor wounded. The Viet Cong suffered 107 killed with an additional 100 possibly killed, 27 captured and 13 weapons captured.

In Phase II of the operation, the Task Force continued striking generally east through the morning of 13 August when they were hit by an estimated reinforced Viet Cong battalion. The Third Battalion made initial contact and held commanding terrain despite heavy mortar, recoilless rifle and automatic weapons fire. The Fourth Battalion, maneuvering to the south-

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west, also was taken under heavy fire and initially sustained heavy casualties. Air support was requested and 56 sorties were flown. A task force of armored personnel carriers from the adjoining Sixth ARVN Regiment was committed to a flanking attack. By 1600, all three Vietnamese Battalions were under heavy attack by the Viet Cong force, later shown by captured documents to be a reinforced regiment. The battle continued until 1900, when artillery took over the task of containing the Viet Cong. Airborne observers reported the enemy positions littered with bodies, but despite continual artillery fire and flare drops during the night, the enemy managed to remove most of the dead and wounded. A U.S. confirmed body count the next morning indicated 61 Viet Cong killed. An additional six were captured. The APCs of the Sixth Regiment, also moving through the area fronting on the Vietnamese Marine positions, reported an additional 79 bodies still in position. Vietnamese Marines suffered 20 killed and 95 wounded. On 14 August the Task Force moved to Thang Binh where it established its command post.

Results of the operation from 6 August to 14 August were 504 Viet Cong killed, another 400 estimated killed, and 46 Viet Cong captured including 17 North Vietnamese. Also captured were 54 weapons, one radio, 12 field telephones and various other equipment and ordnance. Total Vietnamese Marine losses were 37 killed and 107 wounded.

Task Force Alpha Headquarters departed for Hue on 23 August where it took OPCON of the Third and Fourth Battalions and "C"

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Battery of the Artillery Battalion. On 25 August the Task Force was committed to Operation LAM SON 303, a search and clear operation along the coast 15 kilometers east of Hue. The operation terminated at 1730 on 28 August. 11 Viet Cong were killed and eight were captured; one crew served and seven individual weapons were seized. The Marines incurred seven wounded. Task Force Alpha remained in the vicinity of Hue until the end of the month.

The Second Marine Battalion spent such of the month at the National Training Center, Baria. The Fifth Battalion remained in defensive positions at or near Ba Hom under the OPCON of the Capital Military District, with one company at Vinh Loc under the OPCON of Tan Binh Subsector. The Battalion participated in operations and ambushes throughout the month. On 9 August, in a combined operation with ARVN Rangers and Airborne troops and Regional Force/Popular Force troops south of Vinh Loc, the Fifth Battalion made contact shortly after crossing the line of departure, killing five Viet Cong and capturing 1200 rounds of ammunition and four hand grenades. Five Vietnamese Marines were wounded. On 31 August a Marine ambush killed one Viet Cong in the vicinity of Vinh Loc. Numerous sniper incidents were reported in the Vinh Loc area throughout the month; however, there were no Marine casualties.

Units of the Vietnamese Marine Corps were heavily engaged with Viet Cong and PAVN forces on several occasions, experiencing hardships over difficult terrain and incurring light to moderate

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casualties. These factors did not adversely affect the morale or fighting capability of the Vietnamese Marine Corps. The individual Marine continued to demonstrate aggressiveness and devotion to duty. Junior officers and NCOs met the challenge in a fully capable manner. Morale was high and leadership was excellent.<sup>1</sup>

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<sup>1</sup> Senior Marine Advisor Monthly Historical Review, August 1966.

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APPENDIX I

MARKET TIME STATISTICAL SUMMARY, AUGUST 1966

1. Average number of U.S. ships/craft on patrol during the month:

	DER	MSO	MSC	WPB	PCF	ADG
TOTAL	-	-	-	495(30)	1113(30)	5 PATROL DAYS
DAILY AVG	5	5	3	16	33	1

2. Average number of VNN ships/junks on patrol during the month:

	SEA FORCE	RIVER FORCE	COASTAL FORCE
TOTAL	178 (27 days)	3113	4454
DAILY AVG	7	104	144

3. U.S. Activity:

TOTAL DETECTED	WOOD - DAY	<u>55,403</u>	NIGHT	<u>67,396</u>	124,335
	STEEL - DAY	<u>811</u>	NIGHT	<u>725</u>	
TOTAL INSPECTED	WOOD - DAY	<u>15,619</u>	NIGHT	<u>17,677</u>	34,135
	STEEL - DAY	<u>1,314</u>	NIGHT	<u>385</u>	
TOTAL BOARDED	WOOD - DAY	<u>14,393</u>	NIGHT	<u>9,061</u>	23,578
	STEEL - DAY	<u>86</u>	NIGHT	<u>38</u>	

U.S. DETAINED: 970 persons

135 junks

4. VNN Activity:

SEARCHED: 22,338 junks

DETAINED: 1,042 persons

26 junks

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APPENDIX II

GAME WARDEN STATISTICAL SUMMARY, AUGUST 1966

1. PRR Statistics:

- a. Total Patrols (two boats): Day 398 Night 519
- b. Total Contacts: Day 35,027 Night 12,613
- c. Total Inspected: Day 8,633 Night 2,090
- d. Total Boarded: Day 8,789 Night 1,550
- e. People Detained: 547
- f. Total Patrol Hours: 19,631  
Total Possible Patrols: 2,113  
Average Daily Patrol Hours Per Boat: 9.3

2. Helo Fire Team Statistics:

- a. Structures: Destroyed 15 Damaged 69
- b. Sampans: Destroyed 3 Damaged 31
- c. Total Flight Hours: 330
- d. Helo Missions Supported:
  - (1) 12 reaction support of river patrols (CA)
  - (2) 70 armed reconnaissance (CA)
  - (3) 61 logistics (DCS)
  - (4) 0 medical evacuations (CA)

3. GAME WARDEN Totals:

- a. PRR/MSB Firefights: 44
- b. Structures: Destroyed 5 Damaged 31
- c. Sampans: Destroyed 6 Damaged 8 Captured 6
- d. Enemy KIA 22 WIA 3
- e. Friendly KIA 1 WIA 3
- f. Mining Incidents 2

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### APPENDIX III

Summary report of activities of U.S. Naval Support Activity, DaNang for the period 22 March through 20 June 1966.

The Naval Support Activity, DaNang expanded its operations. A buildup in manpower was evident in DaNang, Hue/Phu Bai, and Chu Lai. A detachment of pier and hatch teams was sent to Cam Ranh Bay to aid the Army teams.

With the added responsibilities and greater influx of personnel, NAVSUPACT DANANG grew from 3,585 officers and men on 21 March 1966 to 4,838 officers and men on 20 June 1966.

#### SUPPLY

The highest single day's tonnage by Supply Department's Freight Terminal Division (FTD) was achieved on 19 June 1966 when a throughput of 11,433 measurement tons was achieved.

Ten warehouses are now in use at DaNang East at the Supply Department's Material Division warehouse site. Five warehouses are under construction. 140,000 cubic feet of reefer storage is on the line at DaNang East; 192,000 cubic feet of reefer storage is in the early stages of construction.

Supply Department's Bulk POL Division assumed control of a fourth 10,000 BBL bolted steel tank at the DaNang airstrip. A fifth tank at the airstrip and one at Marble Mountain are ready for testing.

Personnel from the Philco Corporation are on board for the job of maintaining Material Equipment, transportation and other equipment. The company employs skilled Korean and U.S. technicians. The Philco Corporation has made a favorable impression that the company is trying hard and the employees are well motivated and skilled.

The Bridge Cargo Facility was activated on 20 May with the use of one LCU ramp and two of the bulkhead sections between the ramps. Efficiency of the site is impressive. To date, only barges and small craft have been able to approach the facility but LST's will soon be on the ramps with dredging operations proceeding rapidly.

The Supply Department Material Division established a new package POL storage site at HAO VANG District (South of Hill 327) on 15 June. The Material Division will soon assume the responsibility for the supply functions of all package POL in I CTZ.

#### PUBLIC WORKS

During the second quarter of calendar year 1966 a total of 120,010 man-hours was expended to maintain facilities. The bulk of this time was on the day-to-day maintenance necessary to keep all facilities in operating condition.



In addition to the normal maintenance of facilities, several minor construction and reconstruction projects were accomplished by Maintenance Division. Included in these were the construction of an Acoy-Ducey Club at Camp Tien Sha and the running of two 4-inch water lines from Monkey Mountain to Camp Tien Sha.

Public Works Transportation Division was busy during this period. A total of 39,864 man-hours was expended on the repair and preventative maintenance of machinery and vehicles. The Triangle Auto Shop was opened to help handle the heavy work load.

In addition to the hours spent in maintaining transportation equipment, many hours were spent in actual operation. During this quarter, vehicles operated by the Transportation Division hauled 125,000 measurement tons.

To aid in movement, 248 pieces of equipment were picked up on the inventory of the Transportation Division. This equipment included 116 cargo hauling and 52 personnel carrying vehicles. The remainder were miscellaneous types of equipment.

Utilities Division has played a large role in making NAVSUPPORT DANANG a more pleasant place in which to work. Among the accomplishments of this Division were: the operation and maintenance of electrical generation and distribution equipment; the operation of refrigerated storage; ice machines; air conditioners; refrigerators; water coolers and other miscellaneous equipment. In addition, Utilities has provided potable water. 79,423 man-hours were contributed by this Division to help make the command area more habitable.

The Planning and Engineering Division of Public Works Department was busy during the second quarter designing facilities and coordinating the construction of these facilities. During the quarter, Planning and Engineering guided several major construction projects to completion. Among these were; the second 1,000 man galley/messhall at Camp Tien Sha; 51,600 cubic feet of refrigerated storage; the Bridge Cargo Facility and installation of the 5-point POL mooring system at DaNang and Chu Lai.

The Philco Contract was implemented early in the second quarter CY 66. By the end of the quarter the Philco personnel strength was: 4 U.S. and 132 Third Country (Korean) personnel. During the period of this report, these personnel have turned in a satisfactory performance.

The Real Estate and Contracts Division has as a primary responsibility the negotiation of leases for billets, office space and warehousing and the administration of contracts. At the beginning of the second quarter CY 66, a total of 103 active leases were being administered. During this period five new leases were negotiated and 24 leases were allowed to lapse, leaving 84 active leases at the end of the quarter.

During this same period, 34 NBy and informal contracts were negotiated and work started on various projects representing an investment of \$184,210.44. At the end of the second quarter a total of 37 contracts were being administered.

In order for construction of many of the NAVSUPACT facilities to be started, it was necessary to move many families and graves. This task was coordinated by the Real Estate and Contracts Division.

To allow for the removal of graves, a new cemetery site was chosen and prepared along China Beach. 2,165 graves were moved.

There were approximately 75 families occupying houses on land requested by NAVSUPACT DANANG. It was necessary to arrange with the Mayor of DaNang to expand Nan Toe Village to accommodate them. The command graded the new sites and is assisting in the transportation of the families and homes.

#### STATION HOSPITAL

The following activities were considered noteworthy:

a. Additional quarters buildings were erected. 33 quonset huts are now available as staff quarters.

b. The southwest ward building is in use for patient care. The hospital has 330 operating beds available. The average daily patient census in June was 201.5 with 2,330 patients admitted since the hospital opened in January. As of 31 May, 22,555 outpatients had been treated at the hospital.

c. Two quonset buildings, originally planned as a 40-bed neuropsychiatry ward, are used as quarters by staff and Marine Corps security personnel.

d. The optical shop is now in use for eye refractions and fabrication and fitting of spectacles.

e. A Butler hut for use by G19 Preventive Medicine Unit was completed. With completion of two quonsets and installation of air conditioning in the Preventive Medicine Laboratory, construction for the Preventive Medicine Unit will be complete.

f. The Hospital Exchange structure is nearing completion and a Butler hut for medical stores is about 75% completed.

g. Outstanding hospital projects include: air conditioning the NP ward and quarters (with priority given to those used to sleep night duty personnel), the helicopter landing site, roads and sidewalks, quarters construction with heads, plumbing and a leaching field and soil stabilization.

#### DENTAL

The Dental Department supports military personnel in the DaNang area and others who are entitled to military dental treatment.

## Accomplishments and progress:

- a. Station Hospital - A third Dental Officer reported aboard 29 April to act as Prosthodontics Dental Officer. A deficiency of prosthetics laboratory equipment, however, restricted his activities. Repeated attempts are being made to obtain this equipment. An unexpectedly large patient load is being carried by this facility, caused principally by the presence of a large Marine population in the East DaNang area.
- b. Camp Tien Sha - Construction of the dental facility at Camp Tien Sha was begun on 1 May by a civilian contractor. Civil unrest and other high priority construction has interfered with progress. Essential equipment and supplies are now on hand for equipping and stocking this facility; however, no personnel are on board.
- c. API-5 - API-5, with completed dental spaces, arrived in DaNang the last week in April and proceeded to Chu Lai the following week. The first patient was treated on 7 May 1966. The facility is in full operation.
- d. API-27 - The dental facility aboard API-27 in DaNang Harbor accepted its first patients for routine treatment on 21 March 1966.

The dental facilities of NAVSUPPACT DANANG handled 7,309 procedures during this quarter, compared to 2,274 procedures during the last quarter. These were performed on 1,802 patients during this quarter compared to last quarter's 855 patients. There are six dental officers attached to NAVSUPPACT DANANG.

## COMMUNICATIONS

The Communications Department expanded to include new means of fulfilling its mission and for improving the already existing facilities. Despite interruptions occasioned by civil disturbances, several new long haul circuits were established including a second common user circuit to Nha Trang and the NAVCOMOPNET terminated at Naval Communications Station, Philippine Islands.

A major accomplishment was the activation of a communications detachment at Naval Support Facility (NSF), Hue. Based in two converted reefer vans, the detachment provides voice circuits and a covered teletype circuit for the NSF.

Several functional nets were activated and those already activated were increased in size. Work also began on installing antenna towers and antennas to improve the performance of these circuits.

## FIRST LIEUTENANT

In June 1966 the Department was split up and the Base Camp became a separate Department. Under the new arrangement, the

Camp MAA Force, Security Force and Armory are under the Officer-in-Charge, Camp Tien Sha. The First Lieutenant Department retained Physical Security and Fire Department functions.

On 12 May 1966, the DaNang West Fire Department was opened at 14 Quang Trung.

The Physical Security Division continued to expand, assuming responsibilities for DaNang East Motor Pool, Package POL Farm, and NSA Marble Mountain Garbage Dump.

The First Lieutenant Department has grown to its present size of one LCDR, one LT, four LTJGs, seven CPOs, 430 enlisted and 297 civilian guards.

### OPERATIONS

Among the various divisions within the Operations Department, the following activities are considered noteworthy:

#### a. Air Operations:

(1) The NAVSUPACT DANANG aircraft, C-47, BuNo 17282, arrived in DaNang at the beginning of this period and was immediately put into heavy use. It has been employed in transporting activity personnel and cargo from DaNang to other areas of the I Corps Tactical Zone and to other major cities in RVN.

(2) The aircraft was flown to Sangley Point, P.I. on 28 May 1966 for its first calendar major maintenance inspection. The inspection was completed and the aircraft was returned to DaNang on 10 June 1966.

#### b. Harbor Security:

(1) On 1 April the Harbor Security Division relieved MIUWS 12 of the responsibility for operation control and manning of Harbor Entrance Control Post (HECP).

(2) On 10 June Harbor Security Division received two LCPL MK IV's from Saigon. Both are equipped with radar.

(3) At present, Harbor Security is providing protection to shipping in DaNang Harbor with four LCPL MK V picket boats, seven LCPL MK IV patrol boats and four Boston Whalers.

#### c. Port Services:

(1) Port Services' 33-foot utility boats expanded their passenger service to include the YR-70 and AFDL-23 by mid-April in addition to all APL's, Tien Sha Ramp, and the White Elephant. Until 18 June, the utility boats maintained continuous service from 0530 until 2400 daily, moving over four hundred people daily. On 12 June, three 50-foot utility boats arrived to augment passenger capabilities. They relieved the 33-foot boats on the APL run on 19 June; the 33-foot boats took over the DaNang East to White Elephant river shuttle. Other services included a

regular scheduled run to the hospital ship, USS REPOSE. Also accommodated were several visiting Navy ships whose crews were transported to beach areas for parties.

(2) Port Services continued to assist visiting fleet ships by coordinating water, fuel, mail and supply services.

(3) Navigational improvements included the laying of eight buoys to mark the channel from the Museum area to the approaches to the Bridge Ramp. Range Markers were completed for the new Red Beach Landing Site and needed only the placement of causeway sections. The navigational aids maintained by the local Vietnamese continued to be a problem due to lack of maintenance and repair.

(4) Camels are still a problem. Several were lost or broken up. More were constructed, and in mid-June four large camels fabricated at Subic arrived to help solve the problems associated with the lack of water camels.

(5) The Operations Control Center continued to expand its supervision of cargo offload efforts. The OCC radio room increased to a three-man watch, plus a messenger, covering three radio circuits. By mid-June, the Operations Duty Officer maintained his watch station throughout the night while a permanent daytime officer was appointed to supervise OCC activities.

During the three months, Port Services grew from 40 to 67 men.

d. Service craft:

(1) Assets have been increased during this reporting period by the return of TD-195, the arrival of YTB-779 from Subic Bay, the return of APL-5 from Yokosuka and the addition of two pontoon ferries which were built locally.

(2) As of 20 June the Division included 9 officers and 236 enlisted men.

(3) There was no change in primary mission during this reporting period.

(4) Rate of flow of water from the Monkey Mountain Site decreased from 6,000 gallons/hour to 3,000 gallons/hour. Efforts are now underway to build a dam on the beach and pump water to the YW. This should bring the combined flow back to approximately 6,000 gallons/hour.

e. Lighterage:

(1) During the past quarter, 127 trips were made to Hue and 33 to Chu Lai. The previous quarter had 19 runs to Hue and 28 to Chu Lai.

(2) On 24 May 1966, four Navy LARCs arrived in DaNang. These were supplemented by six additional LARCs on 13 June. On 18 June, a detachment of the 334th Transportation Company, U.S. Army, reported to COMNAVSUPPACT for temporary duty with 10 LARCs.

(3) Three LCUs were sent to SRF Subic for overhaul and one was returned. Twelve new LCUs were received in DaNang, bringing the total at the end of the quarter to 21 LCUs in DaNang and 5 in overhaul at Subic Bay. At the end of the quarter 27 LCM-8s were assigned at DaNang.

### REPAIR

The mission of the Repair Department is to maintain, repair and overhaul boats and craft assigned to COMNAVSUPPACT DANANG, to provide maintenance and repair support to MARKET TIME craft, and to lend all feasible support to units of the fleet, HSTS Ships and other commands.

The functions of the department include; dry-docking services, including hull and machinery repairs to docked craft; technical assistance to craft of the command; ship-to-shop electrical and machinery repairs; engine change and overhauls; and on-board repairs to all boats and craft assigned.

From 1 April through 30 April, the Repair Group functioned as a division within the Operations Department. On 20 April 1966, YR-70, AFDL-23 and YFND-28 arrived on station. Two days later AFDL-23 went into full operation, docking its first LCU for shaft repairs. YR-70 went into full service five days after arrival with the start of its first engine overhaul job.

On 1 May the EAR Division became the Repair Department of Naval Support Activity, DaNang. On 10 May the LSD Boathaven was relieved and the Repair Department assumed full responsibility for repair and maintenance of NAVSUPPACT DANANG craft.

AFDL-23 arrived on station 22 April and has been in use 97 percent of the time since its arrival.

Departmental personnel strength grew steadily throughout the period until the strength as of 20 June was one LCDR, three LTs and 249 enlisted personnel.

Due to limited space on YR-70 for engine overhaul, a pontoon causeway section was brought alongside and shops built on it. This doubled the available shop space and provided a space where multiple engine banks could be worked. YR-70 did not have space for this.

Outside electrical and engine ship facilities were established on the causeway sections at Tien Sha. This provides a capability for many minor repairs away from the YR and cuts down congestion alongside YR-70.



DILLINGHAM continued to dredge the boat basin. The completion date of the basin and sheet pile sea wall was set for October 1966.

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