

WAR
MONOGRAPH FILE
INDOCHINA ARCHIVE
1968

The Navy in Vietnam



FROM THE LIBRARY OF

Indochina Archive

The Navy in Vietnam

Whether it be a Swift boat on patrol near the Demilitarized Zone, a Monitor "river battleship" churning through the Mekong Delta, a boatswain's mate demonstrating to his Vietnamese counterpart the use of a .50-caliber machine gun, or a hospital corpsman helping a sick refugee family, the presence of the U.S. Navy in Vietnam is marked with diversity, determination and accomplishment.

The purpose of this booklet is to highlight the many-faceted operations which characterize our U.S. Naval Forces in Vietnam. It is truly a unique chapter in American naval history. It is also an unprecedented chapter, for the trust and welfare of the civilian population in the war zone in which these Navymen operate are as important to ultimate victory as the military defeat of the enemy.

In reading this booklet it is well to remember that the exercise of American seapower in achieving national objectives often produces forces of unusual



Mark II Navy River Patrol (YBR) speeds through the Long Tau River near Nha Be, South Vietnam. (Lt T.S. Storck)

and novel composition -- whatever innovation is required to meet the tactical or strategic situation. Herein you will see new types of Naval craft conceived, constructed and employed for the first time in war.

Yet now, as always, it is the men who, in the final analysis, determine success or defeat in battle. Navymen serving in Vietnam are being called on to demonstrate a rare balance of aggressiveness on the one hand and restraint on the other; allied victory in this cause is dependent upon how they, like all free world servicemen, conduct themselves, both when confronting the enemy and when meeting the local people.

To them this book is dedicated. From its pages it is hoped that you will achieve a clear understanding of this remarkable undertaking on the part of these dedicated navymen throughout the Republic of Vietnam.

COMNAVFORV



Vietnam's Junk Force (left) patrols coastal waters in search of Viet Cong arms shipments and infiltration. (PHC Richard Mowery) Helicopters of Light Helicopter Attack Squadron 3, Det. 7, head for home base in the Mekong Delta following a mission. (PHC V. McColley)

The Commander U.S. Naval Forces, Vietnam (COMNAVFORV) is the senior naval officer in Vietnam. He is responsible for controlling and coordinating all naval efforts in-country.

The newest major U.S. Pacific Fleet command, COMNAVFORV was established April 1, 1966, as a result of the expanding Navy commitment throughout the embattled Republic of Vietnam.

From his Saigon headquarters, the Commander directs naval activities running from one-man advisor units and four-man patrol boats to thousand-man construction and logistic support commands. He also serves as Chief of the Naval Advisory Group of the Military Assistance Command, Vietnam.

COMNAVFORV has a staff of several hundred officers and enlisted men who are specialists in fields ranging from logistics to intelligence.

Major forces under COMNAVFORV are:

- the Coastal Surveillance Force (Task Force 115)
- the River Patrol Force (Task Force 116)
- River Assault Flotilla One (Task Force 117)
- the Naval Advisory Group, which is charged with advising the Vietnamese Navy on all phases of its operations
- the Seabees of the Third Naval Construction Brigade
- the Naval Support Activity, Danang, which provides logistic support for all U.S. forces in the I Corps area
- the Naval Support Activity, Saigon, which provides logistic support for naval operations in the II, III and IV Corps areas.

Commander U.S. Naval Forces, Vietnam also exercises area coordination responsibilities for the Military Sea Transportation Office, Vietnam;



Officer in Charge of Construction, Vietnam, who is responsible for the coordination of all construction and contracting in the Republic of Vietnam and the Commander, Coast Guard Activities, Vietnam, who coordinates the activities of Coast Guard Squadron One, Port Security and Waterways Detail and the Coast Guard Shipping Advisor.

COMNAVFORV also exercises operational control over the Naval Research and Development Unit, Vietnam, which has the mission of testing and evaluating new equipment and techniques to be used in the Republic, in addition to clearance and salvage personnel.

COMNAVFORV is naval component commander of the U.S. Military Assistance Command, Vietnam.



U.S. Navy UH-1B helicopter flies over PBRs on the Cho Gao Canal in the Mekong Delta. (Lt T.S. Storek)

Crew member of a Navy patrol air cushion vehicle inspects a sampan in South Vietnamese waters for possible contraband (top left). These high speed vehicles, capable of speeds up to 50 mph, are being used to intercept and investigate craft along the coast. They have been operating in the waterways since 1966.

Navy rifleman (left) eyes Vietnamese junk with caution as his picket boat approaches it in Danang Harbor. (JOC Ernie Filts)

Vietnamese fisherman hands up his papers for inspection by Market Time sailors.

Operation Market Time

Task
Force
115



One thousand miles of rugged coastline tempt the Viet Cong to smuggle men and equipment into South Vietnam by sea.

The U.S. Navy and Coast Guard have joined with the Republic of Vietnam Navy to make any such attempt as expensive as possible.

Operation Market Time is the U.S. Navy's effort to block the enemy's use of sea routes for resupply.

Formally designated the Coastal Surveillance Force (Task Force 115), Market Time includes Navy Swift boats, Coast Guard patrol boats and cutters and radar picket escort ships, coastal and ocean-going minesweepers, patrol gunboats, SP2H "Neptune" and P3A "Orion" aircraft, harbor defense units and strategically located coastal surveillance centers which coordinate overall efforts in their sectors.

Navy Swift boats (PCF for Patrol Craft, Fast) and Coast Guard patrol boats (WPBs) and cutters (WHECs), minesweepers (MSCs and MSOs) and the radar picket ships (DERs) patrol waters along the shoreline, boarding and searching thousands of junks daily.

During routine searches, identification cards and cargo manifests are checked by Vietnamese national maritime policemen who are carried as liaison men and interpreters.

If manifests or identification papers are out of order, the boat or persons are further investigated by Vietnamese or U.S. Intelligence authorities.

The boats operate from bases established along the coastline. There are 26 WPBs and more than 80 Swifts in-country. The five Coast Guard (WHEC) cutters operate from bases outside the Republic of Vietnam.

The 82-foot long Coast Guard patrol boat (WPB) can patrol at sea five days at a time with 11-man



crews alternating watches.

Carrying only six men, the 50-foot Swift (PCF) stays at sea 24 to 36 hours at a stretch. The Swift boats have speeds up to 25 knots. The more heavily-armed WPBs can do 18 knots.

Market Time engagements with large, steel-hulled enemy re-supply trawlers have resulted in the destruction of four of the enemy ships, the capture of two and the prevention of entry of two others.

In addition to board and search operations, the patrol craft regularly provide gunfire support for land-based troop operations.

The surface craft operating in Market Time have frequently had occasion to rescue Vietnamese fleeing the Viet Cong in overcrowded boats. They have also assisted fishermen in distress.

The Coast Guard's high-endurance cutter (WHEC), largest of the Market Time craft, is 311 feet in length and carries a crew of 150 officers and enlisted men.

Along with the Coast Guard WHECs, radar picket escort ships (DERs), assigned to Market Time on a rotating basis by Cruiser-Destroyer Force, Pacific, and minesweepers from Mine Force, Pacific, provide an outer screen force to prevent any end runs by the communists.



A river patrol boat (PBR) comes alongside a sampans (above) to check the cargo and the identification of its passengers.

A gunner's mate holds his gun ready (top left) as members of a U.S. Navy Swift boat inspect a junk for Viet Cong supplies in the Gulf of Thailand. (Lt T. S. Storck)

A Coast Guardsman drops a mortar round into the "piggy-back" mount aboard his cutter during a gunfire support mission.



Long-range Neptune and Orion aircraft add an air umbrella to Market Time's surface search efforts. They make it difficult for the Viet Cong to slip any vessels through the patrolling surface craft. The airmen call in patrol boats to check suspicious junks.

Also a part of Market Time are units of the Harbor Defense Force.

Merchant ships are protected against sabotage by Inshore Undersea Warfare Group (IUWG) teams from the Navy's Mine Force. They keep a running security tab on all ships present.

Using small patrol craft, the teams patrol the

harbors, checking all waterborne traffic passing through.

Tying all phases of Market Time operations into a coordinated network are the strategically located Coastal Surveillance Centers (CSCs). From these sites, U.S. and Vietnamese Navy coordinated staffs keep track of all coastal activities, ordering movements as needed. They serve as the eyes and ears of the Task Force Commander and Commander U.S. Naval Forces, Vietnam, who are responsible for the overall efforts.

Headquarters for the centers are located at the U.S. Naval Support Facility, Cam Ranh Bay.

A Swift boat officer checks the identification papers of Vietnamese fishermen stopped along the coast of South Vietnam.





U.S. Navy Swift boat (PCF) searches junk on the Soi Rap River, South Vietnam.

A Coast Guard cutter provides Naval gunfire support, another function of Market Time units.

Two U.S. Navy men from a Swift boat stand guard as a Vietnamese Navyman searches a junk for Viet Cong supplies. (Lt T.S. Storok)



Operation Game Warden

TASK FORCE 116

More than five million South Vietnamese live in the Mekong Delta, a flatland of rice paddies and miles of connecting rivers and canals.

In better times the rich soil would provide rice for all of Vietnam, with large quantities remaining for export. Now, thousands of Viet Cong guerillas undermine the political and economic order. Production has been choked to a fraction of pre-war levels.

Defeating this highly determined and elusive enemy requires steady pressure on as many fronts as possible. Considering the population density, these are extraordinary demands. They are reflected in the mission of the U.S. Navy's Operation GAME WARDEN.

Commander River Patrol Force (CTF 116) directs Operation Game Warden from his headquarters at Binh Thuy. This U.S. Naval Support Activity Base is near the IV Corps Tactical Zone Army Headquarters in Can Tho. The Commander controls day and night patrols covering all the major water arteries of the Delta and the Rung Sat Special Zone. The Rung Sat is a strategic mangrove marshland surrounding the main shipping lane from the South China Sea to Saigon.

The primary goal is to prevent enemy use of the main river highways for troop movements and re-

*A Navy Light Helicopter
Fire team consists of two
armed UH-1B "Huey" helicopters.*



supply. To this end, curfews have been established at night, and daytime traffic is constantly stopped and searched by River Patrol Boats (PBRs).

Improperly manifested cargo and civilians without identification are thoroughly investigated. A Vietnamese National Maritime policeman rides each patrol to check papers. Suspected Viet Cong are further investigated by local Vietnamese and U.S. intelligence authorities.

Game Warden units fulfill varying support roles in this war of many fronts. Vietnamese Regional and Popular Force outposts along the rivers continually call for PBR assistance when attacked by the Viet Cong. Vietnamese Army regulars use the Game Warden units as blocking forces for their group sweeps.

Daily contact with Vietnamese on the rivers has presented unique opportunities for civic action and psychological warfare. Medical Civic Action Projects (MEDCAPS), a joint effort in which whole villages are selected for medical assistance, are conducted regularly.

The PBR itself is particularly well suited to her many roles. Small, fast and well armed, she can run down evading sampans and escape enemy ambushes. Twin water jets propel the craft at speeds in excess of 20 knots. A crew of four, usually captained by a petty officer first class, mans a .50-caliber gun aft and a twin .50-mount forward, along with a variety of small arms.

There are nine Game Warden support bases in Vietnam. Three of these are mobile bases utilizing four especially configured LSTs (Landing Ship, Tank). Each LST is capable of completely supporting ten PBRs. Almost 200 Game Warden boats are operated and supported by approximately 2,000 sailors.

Patrol boat operations are supported by Navy UH-1B helicopters, bristling with machine guns and air-to-surface rockets.

The naval airmen operate from five scattered sites in the Delta, providing fire support and reconnaissance for PBRs. They assist in fire fights

Door gunner on "Huey" helicopter gunship (right) peppers VC positions in the Mekong Delta.

Crewmen of a Game Warden Support Ship pour 40mm high explosive rounds into VC positions in the Delta.



PBRs and "Huey" helicopters (left) patrol waters in Mekong Delta and Rung Sat Special Zone. PBR (below) comes along side sampan in Mekong Delta to check cargo and passengers.





against enemy sampans and junk s, or Viet Cong ambushes. Detachments of two armed helicopters also operate from the Game Warden LSTs.

The helicopters also provide support for other friendly ground or waterborne units, carrying out rocket and strafing strikes, rescuing downed pilots or others in distress, and covering for medical evacuation.

Operation Game Warden includes six minesweeping boats (MSBs) from the Pacific Fleet Mine Force among its assets. Six other boats, converted Medium Landing Craft (LSMs), also serve as minesweepers.

The 57-foot, wooden-hulled MSBs and LCMs sweep the Long Tau River channel which winds 45

miles through the Rung Sat Special Zone to the port of Saigon. Their job is to find and destroy enemy mines which threaten both civilian and military shipping. A ship sunk in this vital waterway could choke Saigon's civilian economy and cut an important free world forces supply route as well.

U.S. Navy counter-insurgency (Seal) teams operate in Game Warden. Seal teams are units trained in unconventional or para-military operations and are equipped to train personnel of allied nations in such operations. Seals are able to operate with little support in restricted waters or in a land environment.

The name Seal is derived from the words Sea, Air and Land. Seals compare with the U.S. Army's

Special Forces or the Air Force Commandos, and can be classified as combination frogmen-paratroopers-commandos.

As well as being UDT men, Seals must be qualified parachute jumpers, proficient in at least one foreign language and expert in all types of hand-to-hand combat and self-defense measures.

In essence, Seal training teaches reconnaissance, demolition and search and rescue.



A new Mark II PBR (left) speeds along one of the many waterways.

An armed helicopter (below) approaches her home base, an LST.



“Buey” helicopters (above) provide air lift for Navy Seals operating in South Vietnam.

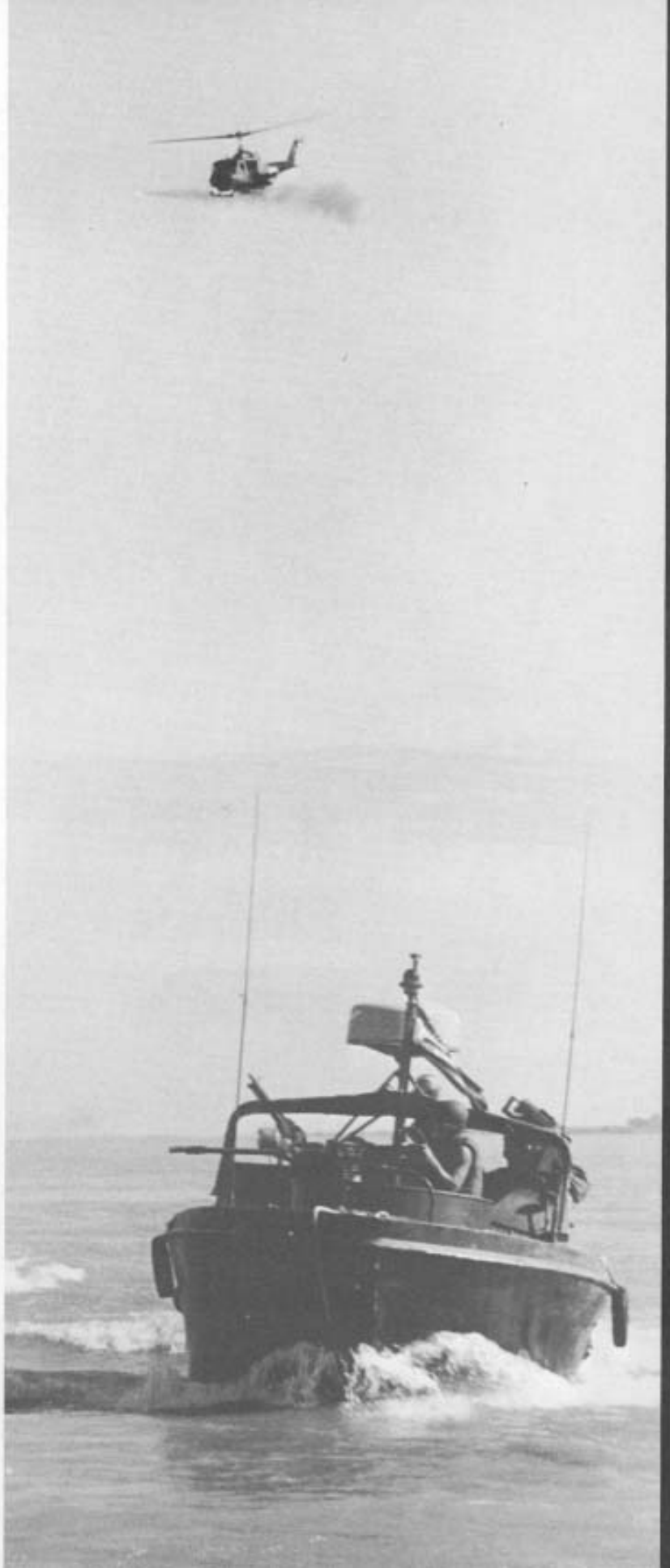
Navy Seal (left) pauses in small Paly grove while on operation in the Mekong Delta.

FBRs and "Husy" (right) blast enemy positions.

U.S. Navy Minesweeping Boat (MSB) moves down the Long Tau River. (JOC R.D. Moesser)



Game Warden LCM-R fires rockets into VC positions in Mekong Delta.

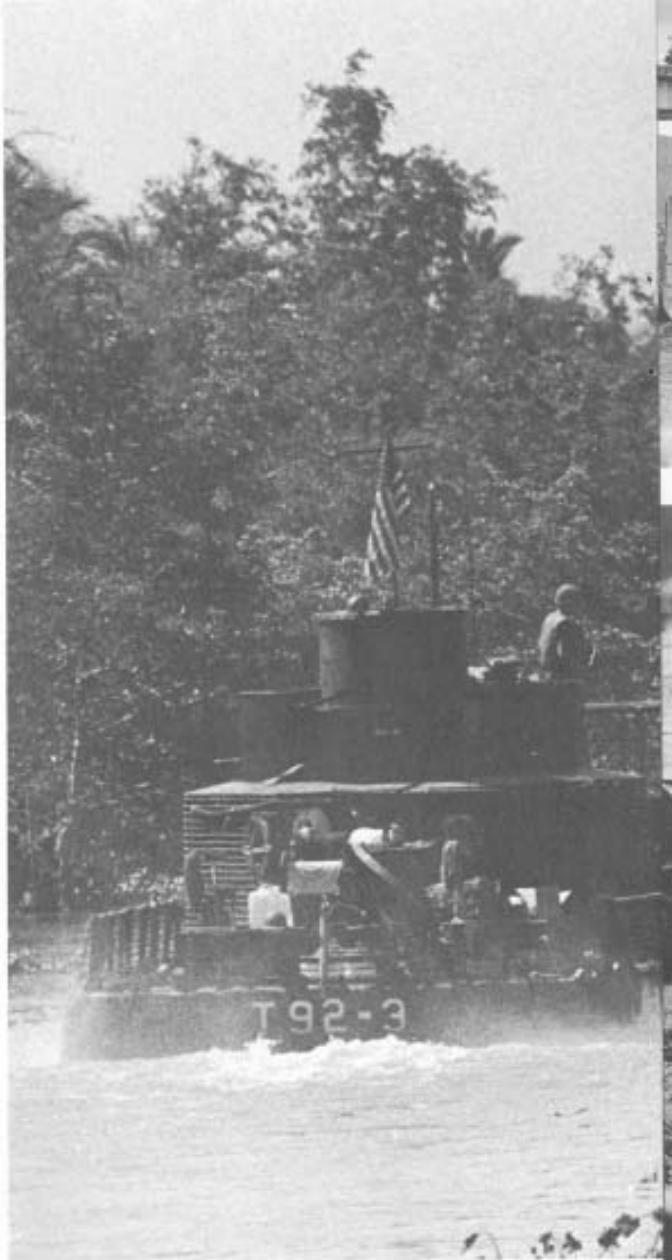




ASPB, destroyer of the Mobile Riverine Force, leads the way for other river assault craft.

Mobile Riverine Force

Task Force 117



A convoy of heavily armed armored assault craft.

The Mobile Riverine Force (MRF) is a joint Army-Navy strike force designed for combat in a riverine environment.

Combining U.S. Army and Navy units to fight a land-water war is based on concepts and strategy developed during the Mississippi Delta Campaign of the Civil War.

Today, a century later and 10,000 miles from the muddy banks of the Mississippi, modernized adaptations of the original tactics are dealing lopsided defeats to Viet Cong battalions which once considered the Mekong Delta their prized sanctuary.



A convoy of heavily armed armored assault craft

transit a canal during operations in the Mekong Delta.

The Mobile Riverine Force (MRF) is a joint

The Navy's arm of the MRF is River Assault, almost everywhere in the Delta.

The Navy's arm of the MRF is River Assault Flotilla One (Task Force 117). Operating from self-propelled barracks ships, four types of assault river craft carry the battle and Army troops right into the VC's backyard. The boats, all heavily armed and armored, are the "Monitor," the Command and Communications Boat (CCB), the Armed Troop Carrier (ATC) and the Assault Support Patrol Boat (ASPB).

The workhorse of these craft is the ATC. Armed with an arsenal of short range weapons, each boat can carry a platoon of fully-equipped infantrymen

almost anywhere in the Delta.

With longer range firepower, the heavy gunfire support comes from the "Monitor," battleship of the little green fleet.

The ASPB acts as a destroyer for the "fleet," escorting the other boats up the rivers and canals. It also serves as a minesweeper.

Both the Army and Navy use the CCB as an afloat forward command post during operations.

The little green fleet along with its larger support ships -- a Mobile Riverine Base -- makes up the modern Mobile Riverine Force.

The USS Benewah (AFB-36) is barracks, command post and flagship for River Assault Flotilla One.



A Navy Air Cushion Vehicle (PACV) skims along in the Mekong Delta.

U.S. Army soldiers wade ashore from U.S. Navy river assault boats.







A litter case is carried to a waiting helicopter for evacuation.

Army "dust-off" medevac chopper lands on ATC converted into floating medical station.



Military Sea Transportation Service

Providing immediate sealift capability in the event of an emergency has been the mission of the MSTS for many years. This mission has been accomplished in Vietnam with a fleet that includes aircraft ferries, tankers, troop ships, roll-on/roll-off vehicular cargo ships, and refrigerated and dry cargo ships.

The Military Sea Transportation Service Office, Vietnam, was established in Saigon in April 1965 and has since become the largest MSTS office in the world.

Now more than 100 officers and enlisted men have the responsibility of controlling ocean shipping and shipping space within the Republic of Vietnam. Forty-seven percent of the world-wide MSTS fleet is directly engaged in logistic support of the war effort.

Operations during the military build-up have necessitated the establishment of MSTS units at the three major up-country ports of Qui Nhon, Danang and Cam Ranh Bay. Smaller units are located at Vung Tau, Vung Ro, Phan Rang, Chu Lai and Nha Trang.

Acting as the single agency for ocean transportation for the Department of Defense in Vietnam, MSTSOV serves every branch of the armed forces and government agencies.

The latest innovation under MSTSOV is the Sea/Land containership service. This is a simple and economical delivery system involving the movement of cargo in large steel containers by ships specially configured for that purpose. The containers, ships and certain associated services are furnished by a civilian contractor. The service began with the arrival of the first of such ships, SS BIENVILLE, at Danang, August 1, 1967.

Specifically, MSTSOV and the Naval Control of Shipping Officer (NCSO) are charged with the duties of monitoring the progress of all deep draft ships enroute to Vietnam and in Vietnam ports; issuing sail orders to all ships upon completion of cargo operations in port; and maintaining liaison with shipping agents regarding routing and progress of ships in the Republic of Vietnam.



Crane picks up plastic-coated helicopter (top) from transport ship at Cubi Point. (PHC W. M. Powers) Merchant ship discharges cargo in Danang Harbor. (Lt Robert Tellas)



Aerial view (above) of Saigon River. (PH1 T.E. Jaynes)



USNS ships in Vong Tau Harbor, the entrance to the Long Tau River and Saigon.

Naval Support Activity Saigon

The Naval Support Activity, Saigon (NSAS) was established as a Service Force, U.S. Pacific Fleet command on May 17, 1966.

Two-thirds of its personnel are located outside the environs of the capital city. It is their job to see that the logistical requirements for U.S. Navy units in the II, III and IV Corps tactical zones of Vietnam are fulfilled.

Detachments of the Saigon-headquartered activity reach from the northern edge of II Corps to Phu Quoc Island in the Gulf of Thailand.

Bases along the coastline give full logistic support to Operations Market Time and Stable Door (patrol activities of harbor defense effort), whose efforts are aimed at preventing Viet Cong infiltration of men and equipment by sea and sabotage of shipping in harbors.

Coastal bases are located at Qui Nhon, Nha Trang and Cam Ranh Bay in the II Corps area, at Cat Lo and Vung Tau in the III Corps area, and at An Thoi on Phu Quoc Island in the IV Corps area. The NSA detachments provide support services such as re-



Swift boat (above) is repaired at NSA's Cam Ranh Bay drydock. Seabees (right) put screen around billet in the Mekong Delta.

pair and maintenance for swift boats, Coast Guard cutters, LCPLs and LCMs and other craft and all vehicle and material handling equipment. They also provide berthing, messing, administration, medical, postal, and supply support for Naval personnel stationed in these areas.

In the Mekong Delta, where more than half the Vietnamese population lives, NSA Saigon detachments support river patrol boats and crews engaged in the counter-infiltration efforts of Operation Game Warden. Nha Be, in the Rung Sat Special Zone 10 kilometers south of Saigon, and My Tho, Vinh Long, Sa Dec, Don Tam, Binh Tre and Binh Thuy are logistic support centers in the rice-rich Delta area. Types of craft supported by these detachments include river patrol boats, LCMs, armored troop carriers, Monitors and command and control craft (all converted LCMs), mine sweeping boats and a variety of other small craft.

Support bases vary from completely isolated camps like Cam Ranh Bay and An Thoi to locations in the center of good-sized delta towns like My Tho and Sa Dec.

A large share of Saigon-based personnel is constantly "in the field." The pilots and crew members of NSA Saigon's Aviation Department are good examples. Using a variety of aircraft, they transport cargo and people to all naval support activity sites throughout the Republic of Vietnam.

The Seabees of the Public Works Department are another prime example of more "out" than "in" people. As they move from base to base, these sailor-soldier-construction experts build, maintain and fix everything from piers and mess halls to generators and motor vehicles.

Radiomen and electronics technicians of the Repair Department are constantly visiting the detachments, coastal surveillance centers, and harbor entrance control posts to keep vital communications

channels open and operating.

The Supply Department roving field teams trouble-shoot logistic problems arising between user and supplier.

Administrative personnel regularly visit all field activities to assist and coordinate personnel, medical, special services, and educational services programs for the thousands of naval personnel supported by NSA Saigon.

Chaplains assigned to NSA Saigon are true "circuit riders." And there are others, such as photographers and journalists, who can figure on spending half of their year's tour somewhere outside Saigon.

Led by Commander Naval Support Activity, Saigon, department heads and other officers also go out regularly to see the problems for themselves and to look for solutions.

In Saigon, storekeepers are kept busy ordering, receiving, sorting, loading and shipping the thousands of items, big and small, required to wage war against the Viet Cong in the II, III and IV Corps areas.

The postal clerk's job is to see that the mail gets where it is supposed to go, on time.

Disbursing clerks handle pay for all Navymen in the three Corps areas. Personnelmen and yeomen take care of their records and administrative problems.

Gunner's mates see to it that the field activities are supplied with arms and ammunition; they also instruct in the use of the weapons.

Lithographers, draftsmen, enginemen, boatswain's mates, radiomen, and many others take part in carrying out the mission of NSA Saigon. That mission, simply stated, is: "Provide all Navy elements in the II, III and IV Corps areas of South Vietnam with full logistic and administrative support."



Fresh supplies arrive for a Mekong Delta Navy base.

Naval Support Activity Danang

The Naval Support Activity, Danang (NSAD) was established on October 15, 1965, to support the Third Marine Amphibious Force (III MAF).

This, the Navy's largest overseas shore command, supports more than 152,000 free world fighting forces in the I Corps Tactical Zone, the five northern provinces of the Republic of Vietnam.

Danang has grown from an anchorage to a bustling deep-draft seaport handling one million tons of cargo every three months. Sixty percent of the cargo stays in Danang. The remainder is shipped up and down the 225 mile length of the I Corps Tactical Zone.

A bridge-cargo complex, completed in July 1966, was the first major improvement of off-loading facilities. On October 15, 1966, the Thong Nhat Deep Water Piers complex was officially dedicated. The two 90 by 60 foot piers, plus a special De Long pier, more than doubled the cargo capacity.

NSAD has one of the world's largest warehouse facilities. It grew from six Butler buildings in mud and sand to a complex of 18 warehouses, each consisting of eight Butler units with more than 570,000 square feet of covered storage. Five reefer banks with 110,000 square feet grew to 13 reefer banks with more than 350,000 square feet of area. In addition, there are more than 500,000 square feet of hard-surface, open storage.

Originally 1,412 officers and enlisted men, NSAD has grown to a force of 8,000 Navy personnel. It employs more than 3,000 Vietnamese civilians.

The command's operations have expanded to include detachments at Dong Ha/Cua Viet, Hue/Tan My, Phu Bai and Chu Lai. The latter is the largest detachment with approximately one-sixth the capability of Danang.

The Danang headquarters is located in the "White Elephant" compound in downtown Danang. Camp Tien Sha, the Navy's largest cantonment, provides messing and berthing facilities at the foot of Monkey Mountain for more than 4,000 personnel. Three barracks ships provide messing and berthing for an additional 1,600 men.



The Security Division is charged with base security, road patrol, fire protection, investigation and intelligence. It has been assigned the only Navy sentry dogs in Vietnam.

The Operations Department is charged with the movement of cargo along the coast, harbors and rivers of I Corps and has more than 185 craft assigned to it. Operations' responsibilities include harbor security, lighterage, navigation aids, service craft and operation of the command's plane.



The Security Division is charged with base security, road patrol, fire protection, investigation and intelligence. It has been assigned the only Navy



Cargo at NSA Danang (above) loaded on board an LST. handling(right) is a never-job at NSA Danang.



Ammunition is unloaded at (left) NSA Danang's Dong Ha detachment. (Below) Vans are loaded aboard ship at the deep water piers.



Cargo at NSA Danang (above) is loaded on board an LST. Cargo handling (right) is a never-ending job at NSA Danang.



The Public Works Department spends one-tenth of the Navy's annual budget for public works in I Corps, operating 80 to 100 cargo trucks each 12-hour shift and providing taxi and bus service for 100,000 passengers a week. It also coordinates minor construction, design, planning, real estate, maintenance and utilities.

The Repair Department maintains a small craft repair facility to handle overhauls and maintenance of service craft. A 100-ton floating crane and floating drydock are available for craft overhauls.

A staff of more than 500 officers and enlisted men operates a 400-bed station hospital, sick bays and dental clinics. The air-conditioned hospital has full medical facilities, including a radiology clinic, pathology laboratory, neurosurgical wards, orthopedics clinic and an optical dispensing unit. The hospital contains the first frozen blood bank ever to operate in a combat zone.

The Supply Department is responsible for the

movement, storage and stock control of cargo. It carries more than 83,000 line items. Stock Control processes more than 23,000 receipts in a single month. In addition, the Fiscal Section handles annual funds of over \$40 million. Freight Terminal Section handles the off-loading of cargo from the ships and conducts port clearance; a total of 30 million gallons a month of diesel fuel, aviation gas, motor gas and JP-4 is consumed from the Fuel Section.

Danang and its harbor comprise an area equal to that of the District of Columbia. With a population of 275,000, it is the second largest city in Vietnam. Working through the Mayor of Danang, the Navy operates nine Village Assistance Teams which live and work with the people, 28 self-help projects, and a technical training school for refugees. It also provides assistance for two hospitals. NSAD medical personnel treat more than 3,000 Vietnamese each week.

Navyman attaches chains to load of fuel drums at NSA Danang's bridge ramp.





Seabees of Mobile Construction Battalion Seven cover a roof with corrugated tin at Dong Ha.

Grading out a wider road (top) through the South Vietnamese jungle.

(Top right) Three energetic Seabees cut a quay wall down to uniform size.

Seabees

"The NAVY's Construction Forces -- the Seabees -- have already become a legend. Throughout the Navy and Marine Corps, their actions in support of combat forces have instilled a confidence in their 'Can Do' motto... The Seabees earned their colorful and commendable reputation as doers during the island-hopping Pacific campaigns of World War II. In Korea, Seabees again proved their mettle. Now, in South Vietnam, another generation of Seabees is carrying on the tradition as builders and fighters." -- The Honorable Paul H. Nitze, former Secretary of the Navy.

In the spring of 1965, as the U.S. increased its military activity against the Viet Cong, the Seabees were called upon to provide construction support to Navy and Marine Corps forces in the combat area.

Navy Mobile Construction Battalion Ten was the first to arrive in Vietnam, landing at Chu Lai on an 8,000-foot expeditionary runway. In just 23

MCB7 Seabees crush
rock for cement at Dong
Ha (PH1 K.E. Bumpus)



Rock pile grows as Seabees crush rock to
use on road construction in South Vietnam.
(PH1 K.E. Bumpus)



days Marine jets were flying strikes against the Viet Cong from the airstrip.

Since that initial landing, the Seabee force in Vietnam has grown to its present-day strength of 12 battalions under the control of Commander Third Naval Construction Brigade in Danang.

The majority of the in-country Seabees support Marine Corps forces in the I Corps area near the Demilitarized Zone. Here, Seabees have been engaged in building fortifications at the DMZ. Their main camp sites are in the Danang, Chu Lai and Hue-Phu Bai areas.

The Seabees also have made a name for themselves in civic action. In May 1967 they distributed more than 145,000 pounds of food, clothing, soap, school supplies and other needed items to the villagers, schools and orphanages near their camp sites.

Another element in their civic action program is the Seabee Team. Each team consists of a Navy Civil Engineer Corps officer and 12 constructionmen, including one corpsman. They have been operating in Vietnam since 1963, instructing and assisting local villagers to build bridges, roads and dams. The teams also train villagers in specialized construction skills and sanitation practices.

During an eight-month deployment, each of the eight Seabee Teams presently in-country is under the sponsorship of the U.S. Agency for International Development (USAID).

Though their main job is construction, Seabees have proven they can also fight when the occasion arises.

Mervin G. Shields, a member of Seabee Team 1104, was killed in June 1965 while defending a camp site at Dong Xoai from a Viet Cong mortar and machine gun attack. He was posthumously awarded the Medal of Honor, becoming the first Seabee to ever win the Medal and the first Navyman to be so honored in the Vietnam War.



dove Marine jets were flying strikes against the



Another smooth black-top goes down in South Vietnam.

A C-130 warms up on runway which was built in 14 days.



Seabees of MCB 121 cut plank for bridge across the Lang Co River. (PH2 Lucas)



A Marine officer gives a doll to a young villager on the island of Lyson. (Sgt. R.C. Hathaway)

The U. S. Navy and all other armed forces con-



A Coast Guard member treats a Vietnamese child's hurt finger.

on the island of Ly



Vietnamese child holds doll given to him by sailor at Danang. (PH2 Don Mathis)

Children from an outpost run by popular forces (left) wade through water to get candy from the PBR crew. (PH2 Whitmarsh)

Provincial Health Assistance Program (MILPHAP). Navy doctors, Medical Service Corps officers and Hospital Corpsmen make up the medical teams which operate under the direction of the United States Agency for International Development (USAID). The teams visit villages in outlying districts and work to improve the health and standard of living of the people.

And Civic Action applies in countless cases where Navy men on their own have aided individual Vietnamese friends -- from putting youngsters through school to buying clothes, food and other needed items for families.

Whether officially sponsored as a command project or initiated by a sympathetic sailor, Civic Action is proof of the concern for the well-being of the individual.



A Navy doctor checks the heart of a Vietnamese villager. Much of the doctor's long day will be spent treating minor complaints.



A little Vietnamese child gets an eye check from a Navy doctor. Disease is a constant threat to youngsters in Vietnam.



Special attention is given to a young dental patient in Vietnam. The Navy dentist is aided by Vietnamese personnel he has trained.

Seisacre and Swift boat out-out provide happiness for youngster.



Navy Advisors



Marine advisor points out objective to his Vietnamese counterpart during search and destroy mission.



(Above) U.S. Navy advisors aboard command junk of Vietnamese Coastal Group-- the Junk Force.

(Below) Advisors go over manifest of sampans they have stopped with the aid of a Vietnamese sailor.



The Vietnamese Navy is becoming increasingly effective in its many faceted operations along the coastline and in the Delta Region of South Vietnam.

And the growing pride among Vietnamese officers and men is shared by a group of highly versatile American Navymen who serve as advisors at all levels.

At headquarters, on the fleet ships and junks at sea, and on board assault craft on the rivers, American advisors are providing experience and knowledge wherever and whenever needed.

The hallmark of a successful advisor is professionalism. The U.S. advisors with the Vietnamese Navy have more than their share, having been specially selected for their assignments. Although many assigned duties are well outside the normal range of U.S. Navy experience, for instance, laying a night ambush or operating armed junks from outposts located in VC controlled territory, the advisors' enthusiasm, their ability to adapt and their pride in service are ensuring top performance.

Fleet Command advisors have been particularly effective in bringing U.S. fleet standards of excellence to the 61 Vietnamese Navy Fleet ships. Their efforts are paying off handsomely in enhanced fleet operational effectiveness and material reliability.

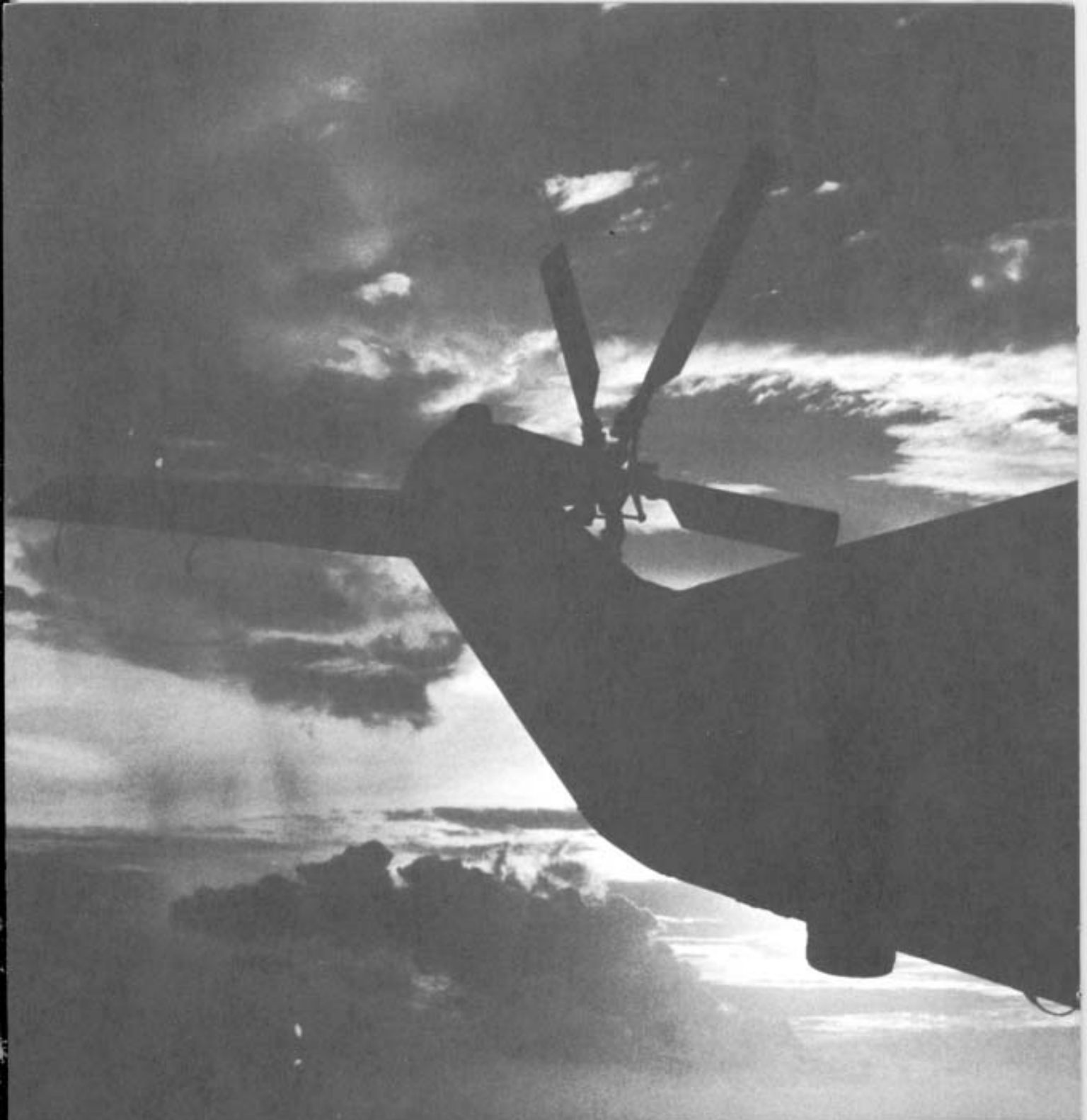
In the interior of the Delta region, Americans are assigned as advisors to River Assault Groups (RAGs) which provide combat lift, gunfire support, and patrol escort. These forces, often referred to as the elite of the Vietnamese Navy, are in daily combat with the enemy.

Advisors are also assigned to Navy headquarters in Saigon, at the Saigon Navy Shipyard, the largest industrial complex in South Vietnam, and at the Navy Supply Center. These advisory units are assisting to an important degree in improving Vietnamese Navy performance through the generation of a wide range of initiatives and programs which focus on identified weaknesses in planning, administration, training, and logistic support.

U.S. Marines also are serving as advisors to the small but very professional Vietnamese Marine Corps. The Americans take part in training efforts and accompany the Vietnamese Marines into battle.

The Chief of Staff of the Vietnamese Marines, in a birthday greeting to the U.S. Marines, expressed the feelings of the Corps when he said:

"We pledge that we will strive always to uphold our honor as Marines and to build within the Vietnamese Marine Corps those traditions and esprit de corps which mark Marines everywhere."



Reviewed and Approved 25 June 1968

Pickett Lumpkin

Captain Pickett Lumpkin, USN
Chief of Information (Acting)