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HEADQUARTERS
MARINE AIR BASE SQUADRON 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
III Marine Amphibious Forces
FPO, San Francisco, 96601

MABS-12 S&C#	COPY#
127-65	1

AW:HBR:pft
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6 June 1965

Copy 1 of 20 copies

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12 (ADV)

Subj: Command Diary

Ref: (a) MCO 3480.1
(b) CG FMAW 151242Z May 65

MAG-12 S&C#	COPY#
799-65	1

Encl: ✓(1) Command Diary of MABS-12

1. In accordance with references (a) and (b) enclosure (1), Command Diary, is submitted herewith.

A. WILSON

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(ENCLOSURE 2)

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MABS-12

CMD DIARY

11 Apr - May 1965

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COMMAND DIARY

OF

MARINE AIR BASE SQUADRON 12

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SUPPORTING DOCUMENTS

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PART I

ORGANIZATIONAL DATA SHEET

- A. DESIGNATION OF REPORTING UNIT: MARINE AIR BASE SQUADRON 12
- B. PERIOD COVERED: 11 APRIL * 31 MAY 1965
- C. DATE OF SUBMISSION: 5 JUNE 1965
- D. COMMANDING OFFICER: A. WILSON, LTCOL, USMC
- E. LOCATION OF COMMAND POST AT END OF REPORTING PERIOD:
CHU LAI AIRFIELD, SOUTH VIET NAM

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NARRATIVE SUMMARY

On 11 April 1965, a Group Conference was held to determine what would be required in personnel and equipment to install the Wing components for a SATS type airfield. Planning was based on two (2) LST's being made available within a few days of one another. On these two (2) LST's, it was planned to embark the SATS components, i.e. MATCU, Morest, TAFDS, LOX plant, and those Base Operations functions such as flight clearance, aerology, airfreight and crash crew all of which serve to make an airfield fully operational. In addition, provision was made for sufficient housekeeping gear, messing, medical and various classes of supplies to support a total of 19 officers and 364 enlisted personnel.

The following day a meeting was held at MABS-12 with a representative from the Wing G-4. The Wing Representative questioned both the number of personnel and the amount of lumber to be embarked. A compromise figure of 16 officers and 261 enlisted personnel was agreed to and the amount of lumber considerably reduced. It was also agreed that the Wing should initiate a message to the group requesting our embarkation data to support this proposal.

It is well to note that the original requirement for shipping to embark this squadron was four (4) LST's. Two (2) initially to accommodate the SATS components and two (2) later on to bring in the remainder of the squadron.

Upon receipt of instructions from the Group Commander to develop a concept for phasing in the squadron, planning commenced. A two (2) concept proposal was developed: The first concept was based on a three (3) phase deployment; the first phase covered the period of airfield construction and the installation of the SATS components, including camp layout and the development of certain camp facilities; the second phase was based on a fully operational airfield supporting one (1) VMA squadron with further campsite development to accommodate additional personnel and supporting functions; the third phase was the arrival of the MAG with an additional VMA squadron (Doc #1). The second concept was essentially the same as the first, except that the second and third phases were combined into a single second phase.

On 20 April 1965, the proposal was presented to the Group Commander, who accepted it and directed that embarkation planning be conducted accordingly.

Two days later, word was received that the first LST would arrive at Iwakuni on the 23rd and the next one would not be immediately forthcoming. Instructions were given by the Group to modify the loading plans for this LST so that a minimum VFR airfield operational capability would be embarked in order to provide for a larger construction effort. The Group Commander directed the squadron to commence staging within our own spaces.

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CG FMAW message 230552Z April directed the Group to commence loading LST 1170, Windham County. At 240600 Item loading commenced and proceeded satisfactorily until word was received that there would be only the one (1) LST coming at this time. This necessitated some changes in embarkation plans to provide a maximum overall capability based on only one (1) LST. Loading continued on this revised plan and administrative actions were taken to prepare personnel for embarkation.

On the afternoon of the 25th, CO MABS accompanied the Group Commander to a conference with the CG, First MAW. Since only one LST would be received at this time, Major General FONTANA directed that it be loaded with all of the components necessary to make the airfield fully operational. As a result, the LST had to be offloaded down to the bulk cargo and reloaded in accordance with the directive given. This, of course, cut down the small construction capability that the squadron had to practically nothing.

Reloading of the Windham County was completed about 270230 Item and the ship sailed at 0800 Item with Detachment Alpha of MABS-12 aboard (Doc#2). The CO MABS-12, originally slated to go with the first ship, was retained at Iwakuni along with several of his staff officers so that planning for follow on shipping and campsite layout could be continued. It was planned to fly-in these officers in time to join-up with Detachment Alpha disembarking at Chu Lai.

During the period from 27 April to 6 May, the squadron was busily engaged in preparing embarkation data for follow-on shipping, devising a camp layout to include squadron maintenance and operating areas, and obtaining all of the data from applicable OpOrders and Annexes that would affect our operations. A conference was held on 28 May 1965, at Camp Hauge on Okinawa with representatives from G-4, III MEF, NCB-10, Shore Party and MAG-12 to ensure the proper apportionment of available real estate and to establish priorities for airfield construction (Doc#3). It was emphasized at this meeting by the III MEF G-4 representative that airfield construction and its operational capability within the time frame contemplated had first priority.

CO MABS-12 along with two (2) officers and two (2) enlisted personnel departed Iwakuni at 0700 Item on flight 5 for DANANG. Liaison with III MEF Staff was conducted to determine how the landing was progressing in the objective area and to obtain any guidance or directives which would be applicable to future operations such as; sitreps, special reports, ISO policy, etc.

The following morning CO MABS-12 and party departed about 1030 Hotel by helicopter for Chu Lai. The First MAW Engineer, Lieutenant Colonel GOODE, accompanied the group and was assigned in an advisory capacity to assist in coordinating all engineering aspects with the CB's and in monitoring the progress of airfield construction. Upon arrival at Chu Lai, contact was immediately made with NCB-10 and a temporary CP established in their camp area (Doc#4).

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NCB-10 had already commenced surveying the runway in accordance with the grid coordinates supplied by message from DOICC, Saigon. The Operations Officer for NCB-10, Lieutenant (Sr Grade) NEWCOMB, (Doc#5) took us to the survey area and there it was determined that the coordinates given were not in accordance with the recommendation made by the original survey group and would, in all probability, result in the runway being located in a low drainage area that might be under water 4-5 months of the year. It was decided to present the problem to CG Third MEB, Brigadier General CARL for resolution (Doc#6). General CARL was contacted and made a reconnaissance of the area. He agreed with the findings and directed that the runway be located on the site originally selected by the survey team. Lieutenant NEWCOMB, also acquainted the General with the large amount of fill which would be required at the north end of the runway and also in the vicinity of the mid point position (Doc#7). In view of this, Lt. NEWCOMB expressed some doubt as to whether he could meet the time schedule as originally planned. General CARL commented that we should be able to complete enough of the runway and taxiway within the allotted period to make the airfield operational.

During the resurvey of the runway, it was noted that the location of the midpoint of the runway would have placed the Base Operations area in a stream bed which would have required an enormous amount of fill. This was brought to the attention of the CB's in time for them to shift the runway 500 feet to the north, which also provided them with some additional fill for the large depression at the north end of the runway.

A reconnaissance of the campsite location was made on D+3 and it was seen that the rolling sand hills, heavily covered with scrub trees would present problems. The tree line area, on an east to west orientation from the beach, was low and relatively flat, becoming hilly as you moved inland for about 700 feet then dropping off rather sharply at the west edge of the tree line, where it continued on to the taxiway area over low ground covered with closely spaced mounds of sand. After comparing the terrain with the proposed campsite layout, it became obvious that the basic layout was good and it would only have to be modified to the extent of moving everything back off the high ground along the western tree line towards the beach. This had several advantages: one, it gave protection from the high noise level associated with the aircraft operating areas; two, it located all of the billeting areas on the beach side where the cool sea breezes blow; and three, it provided a commanding position along the high ground for the location of the Group CP.

On D+4, discussions were held with the Shore Party and the ACB's to see if it would be possible to move the causeway from its present location south of the proposed airfield site, to a position at the approximate midpoint of the runway. This would simplify the offloading of the LST permitting movement of the cargo and vehicles off the ship directly into the MABS-12(-) beach dump area. They were agreeable to

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this solution as it would save considerable time and effort not to mention truck transportation in making the mile long haul over the beach to the dump area. Unfortunately, the causeway was cleared at this time and CTF-76 (Doc#8) said negative and directed the Windham County to marry to the causeway and commence offloading immediately. Consequently, the lack of truck transportation forced the Squadron to stage the gear on the beach just to the north of the causeway. Thus, it required 75 hours of continuous work to position the gear in the beach dump at the mid-point runway location (versus about 24 hours the other way). At the commencement of offloading, Detachment Alpha, MABS-12 became MABS-12 (-), upon submission of CO MABS-12 movement report.

An agreement was obtained at this time to move the causeway to the midpoint position just prior to the arrival of MAG-12 shipping.

The unloading and transporting of the M-2, M9M1 and M9M2 matting for the runway and taxiways was proceeding at less than satisfactory rate from the main causeway to the runway area because of the poor traffic ability of the endless sands. Initially, the Shore Party tried carrying six bundles of matting on a low boy trailer but could not move it through the sand. Then they tried using two (2) Ontos in tandem to pull the load but this proved to be too slow and was much too hard on the vehicles. A reduced loading of two to three bundles was tried with good success but this was also too time consuming. Finally, the S. P. Commander struck upon the idea of using a four section portion of causeway as a barge to ferry the matting from the ship to the north end of the beach where a laterite road was available to haul the matting to the runway position. This proved to be very successful. The barrels of asphalt for soil stabilization were also offloaded in a similar fashion. Although this method enabled the matting and asphalt to be rapidly unloaded the vehicular transportation could not keep pace, and it resulted in matting and barrels of asphalt being strewn along the beach in sizeable quantities (Doc#9).

Considerable difficulty was experienced with trying to get the Shore Party Commander to initiate action on constructing a bomb dump for Class Va Ordnance. The MABS Ordnance Officer was brought ashore from the Windham County on D+3 with instructions to contact the Shore Party Commander and to provide whatever assistance and technical advice necessary to construct the dump. He tried for three days to obtain information as to where the dump would be located without success. The SP Commander was thoroughly briefed on the urgency of this requirement and on the instructions given to the CO MABS by CG, 1stMAW on the proper care and handling of CL VA.

On D+5 (12May65) CG First MAW, General FONTANA visited the CP and was escorted on a tour of the airfield construction area (Doc#10). He was briefed by the CBs and LtCol GOODE, Wing Engineer, on the slow progress being made because of the tremendous amount of fill required and the high incidence of breakdowns in heavy equipment. Steps were taken to draw all of the available tractors and dump trucks from units within the perimeter (ACB's, Shore Party, Engineers and artillery) to assist the

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CB's in their construction effort. This should speed things up abit, however, at this point it appears doubtful that the runway can be completed within the 21 days specified. We should be able to get the field operational to some extent, perhaps for one (1) squadron, utilizing jato assisted take offs and Morest arrestments.

The CP was moved to the temporary campsite area on D+6 (Doc#11), The following list of work priorities was established:

1. To complete moving our squadron gear into the beach dump area.
2. To complete construction on temporary campsite.
3. To survey and layout the camp for MAG-12.
4. To install and make operational the airfield components as they are uncovered during construction.
5. To do as much clearing and leveling work on the MAG campsite area as possible prior to the arrival of MAG units.

Sitrep reporting proved to be quite a problem in determining who would report on the airfield construction. MABS-12(-) had been reporting directly to III MAF and other info addrees on the CB's progress in this area, thereby relieving the CB's of this responsibility. Then it seemed as though every staff agency at III MAF started levelling this requirement on other units within the perimeter (Shore Party even wanted the information so that it could be included in their report). Finally, a message was received from III MAF which directed NCB-10 to report to them directly. Since their reporting chain did not include some of this unit's info addrees, it was decided to continue including CB construction data in the MABS-12(-) sitrep.

Before leaving Iwakuni, the CG First MAW placed a special requirement on CO MABS-12 to provide the Wing with photographic coverage of the progress being made on the airfield construction. Both still and movie photography was desired. MABS-12 photographic section was able to handle the stills but did not have any motion picture equipment. A program was initiated shortly after the arrival of the CO MABS-12 in the objective area to shoot this photography with the LPH (Princeton at first, then Iwo Jima) providing a helicopter with a photographer and a motion picture camera to take the movie shots (both black and white and color film). The MABS photographer went along to take the stills. The developing of the stills was done aboard the LPH the same evening as they were shot and the prints and undeveloped motion picture films were sent off by helicopter courier the next afternoon to DANANG.

Appropriate measures were taken to provide for adequate internal security. A security guard was established of sufficient strength to meet alert conditions 4 and 3. This essentially consisted of manning

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one (1) man posts during daylight hours and doubling up on these same posts at night. Condition 2 required 75% of our personnel to man the perimeter and condition 1 encompassed the use of all hands. During conditions 2 and 1 a reserve element was positioned also in the vicinity of the command post. Plans were made to expand our perimeter as work in the campsite developed new areas and as the SATS components were moved into their positions on the airfield.

On 16 May 1965 (D+9) at 1550 Hotel the first piece of AM-2 matting was laid on the runway (Doc#12). This piece was part of the first 5 or 6 rows of matting which had to be buried in order to anchor the northend of the runway.

Colonel NOBLE along with six officers of his MAG-12 staff arrived at 161730 Hotel and established the MAG-12 (Adv) Headquarters at Chu Lai. Cognizant Group Staff sections took over responsibility for those reporting and controlling functions previously done by the CO, MABS-12 (-).

Arrangements were made for a Disbursing Officer to fly down from the First MAW (Adv) Headquarters in Danang to make a token payment to the Officers and men, some of whom had not been paid since departing Iwakuni. It was becoming abt of a hardship on those who did not have even the money to buy postage stamps. The officers voluntarily chipped-in money to buy stamps to give to the men who were broke.

The local conditions of weather and terrain have been hard on both men and equipment. Temperatures of between 95 and 102 degrees are not uncommon for the period between 1100 and 1500 each day. If the men do not take their salt tablets and drink plenty of water, the cases of heat prostration rises accordingly. It has to be closely watched, especially during this construction phase when almost everyone is engaged in physical labor. The sand has been directly responsible for the high number of deadlined vehicles and heavy equipment. It is very finely textured and permeates everything. Bearings, seals and brake linings do not last long. The poor trafficability is especially hard on clutches, rear ends and transmissions. The high humidity and dampness cause ignition problems with resultant excessive wear on starters. Spare parts are practically non-existent as garrison type usage data is "out the window" in this environment.

Water is readily available from shallow surface wells which can be dug near the beach to a depth of 10 to 15 feet. The best procedure to follow is to make an eight foot square plywood box for the bottom and sandbag it in to the top. Sandbags were used initially from the bottom-up but the creasote impregnation made the water unpalatable. The further away from the beach one goes to dig a well, the deeper it has to be and the more sandbags that will be needed for shoring. A requirement has been placed on the CB's to dig a deep water well complete with pumping station and metal storage tanks at some future date.

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Since MABS-12(-) total motor transport and heavy equipment presently ashore consists of 1-M38A1 jeep, 1-M-677 ceclist, 3-M35A1 6X6's, 1-M60 Anthony Crane, 1-D-6 tractor, 2-D-4 tractors and 2-R/T forklifts, it has been most difficult trying to move gear and to clear and level ground for the campsite (Doc#13). With major emphasis being placed on airfield construction and the offloading of shipping, there is little hope that assistance can be obtained from the CB's or other units in the perimeter. Consequently progress on the development of the campsite has been slow but very deliberate. Some tractor assistance has been obtained by exchanging favors or through personal contacts and friendships. A tractor may be loaned for only a few hours or perhaps for eight or ten hours at night and/or early in the morning. All offers are gratefully accepted, no matter the time of day or night. Clearing and leveling in the campsite area as of 19 May 1965, is about 20% completed.

All of the operational components for the airfield remain in the beach dump area since the airfield construction has not uncovered their positions as yet. Construction on the runway has progressed very slowly because of the difficulty with grading and stabilization. No work has been started on the taxiways or maintenance areas as of the 21st (Doc#14).

The campsite area has been completely surveyed, and clearing and leveling is about 65% completed.

The group commander assigned responsibility for offloading the Group shipping, and the billeting of arriving Group personnel to the CO MABS-12. First ship, the Washtenaw County, LST 1166, commenced offloading at 230730 Hotel.

Ship contained only MABS gear and personnel. All vehicles and equipment were staged in either the beach dump area or in various section compounds.

A movement report was submitted acknowledging the joining of MABS-12 (Rear) and redesignated MABS-12(-) as MABS-12. With the addition of the personnel and equipment aboard this ship, our construction and operational capabilities were greatly increased.

LST 47, a local from DANANG, commenced offloading the M-2 Morest about 231630 Hotel. It will be moved into position about 1850 feet from the north end of the runway. The M-24 Morest was moved out of the dump area and will be installed at the 2,050 feet position from the northend of the runway. The MRM-16 Tacan was installed in a temporary site on the westside of the runway, approximately 1500 feet from the northend. of

LSD Comstock arrived at 241000 Hotel and commenced offloading by LCM's from the southcauseway at 241230 Hotel. Shore Party providing truck transportation to move the gear into our beach dump areas. Ship has a mixture of MABS, VMA 225, and VMA 311 cargo and personnel.

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Washtenaw County completed offloading at the midpoint causeway and departed at 241215 Hotel. LST 1165, Washoe County came in to marry to the causeway at 250845 Hotel. The Washoe contained H&MS cargo and personnel.

LST Vernon County arrived offshore at 251430 Hotel and had to stand off in the stream until the Washoe County completed offloading.

LSD Comstock completed offloading at 251530 Hotel and departed the area. All MABS equipment, supplies and personnel now in place.

LST Washoe County completed offloading at 262000 Hotel. Two hours later, Mount Vernon was able to marry to causeway and commenced offloading.

Enlisted messhall completed and breakfast served on morning of 27 May 1965. Two Bravo ration meals will be served each day, breakfast and supper. Charlie rations will still be issued for the noon meal. Officers will be fed there, until such time as the Officer's Mess can be constructed.

The TAFDS with three (3) bags was installed in the area just off the north end of the taxiway. The M-2 and M-24 morests were installed on the runway. The M-2 at the 1850 feet position and the M-24 at the 2050 feet position down from the northend of the runway.

At 280600 Hotel the Vernon county completed offloading. Offloading was slowed down by equipment breakdowns and difficulties which were encountered in offloading the large maintenance vans over the side by side pontoons on the causeway. A Bay City crane was needed to provide the lift but not a one could be found. MABS Bay City was committed to installing the morest gear and the Shore Party and CB cranes were either in use or on D/L.

The area to the west of the midpoint position of the runway is being stabilized for the use of MATCU-67. Their components are still located on the beach and will be moved into position as soon as the area is prepared.

The TAFDS has been increased to a six bag capacity so as to insure an adequate supply of fuel should we go operational on the 31st (Doc#15).

Present plans call for the airfield to receive eight (8) aircraft on 31 May. All components must be operational at that time.

LOX plant was both pulled and pushed by two (2) TD-24 tractors into its position along the beach line. It commenced generating lox on the 29th and a sample was sent to Atsugi for testing the same day.

All of the MATCU equipment was moved into position today. Most of the gear requires considerable work before it will be operational because of the many times it has been lifted and moved about during the loading and unloading of the ships and the movement from the beach staging area to the dump.

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The M-24 Moresst checked-out in good shape today. Some doubt was evidenced over the ability of the earth anchors to hold in the sand. A test was run on one earth anchor and a pull of 35,000 lbs was recorded on the test gage without moving the anchor.

The clearing and leveling in the campsite as of 30 May is 95% completed. Our D-6 tractor is now D/L and without it we will be unable to do any more clearing. Presently ~~trying~~ to borrow a TD-24 or TD-15 to complete the job.

TAFDS received its fuel from the bulk fuel farm this afternoon and is now ready for operation.

MATCU-67 has been working constantly in order to get their gear operational. At present the following are operational: Tower, VHF/DF and Tacan. The search radar (UPS-1) needs more work to clean the corrosion off leads, contacts, etc. The precision radar has not been installed as yet because the pad for it has not been prepared.

The APA Navarro commenced offloading at 311330 Hotel but had to secure shortly thereafter because of an extremely rough surf stirred-up by a typhoon that was passing to the east of the area.

The MK 8 ModO (Fresnel lens) was in place on the right side of runway 32. It will take about a day to complete its operational inspection.

MATCU-67 installed the precision radar today and it is presently being inspected and tested. The search radar is only 50% operational with one of its scopes out. It is doubtful whether this radar will be fully operational by tomorrow the 1st of June when the airfield is scheduled to go operational with eight (8) aircraft.

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REAR AIR BASE SQUADRON 12(REAR)

Period 7 May to 23 May 1965

With the departure of MABS-12(-), the effort turned to preparation for embarkation of the remaining equipment and personnel. Daily visits were made to the S-4 and S-1 concerning the augmentation of equipment and personnel. A few personnel would arrive daily, but the largest portion would not be available until the May draft arrived, approximately 15 May.

On 8 May, 3 officers and 19 enlisted personnel joined the Squadron for duty with MATCU-67. They had been assigned from MATCU-66. Daily contact was made with Group for air transportation for these personnel and at 1100 on 12 May they departed Iwakuni.

On 10 May an embarkation meeting was held at the Group S-4 office. It was learned that MABS-12 (Rear) would be embarked on the LST Washtenaw County and would share the LSD Comstock with VMA 311 and 225. Staging for this lift would begin on the 11th and the ETA for the ships was 1800I on the 14th.

Arrangements were made to give shots to the personnel and this was accomplished on the 7th and 11th. Continued contact was maintained with MWSG-17 to insure that the TAD personnel were being processed for embarkation. TAD orders were not terminated until the 15th and this made an administrative burden on the Squadron as these personnel had to be issued 782 gear after arrival.

High priority spare parts for MATCU-67 arrived daily. These spare parts were boxed immediately and prepared for shipment. The weight and cube were called into group S-4 and the shipment would be delivered to airfreight when directed.

Embarkation of the LSD and LST went on simultaneously. The embarkation officer had been lifted by helicopter to the LSD prior to its arrival and loading commenced immediately upon reaching the anchorage. The LST was delayed while a barricade was built on the tank deck prior to loading bulk cargo. Loading went without any problem and the LST was completed at 2000I on the 15th.

The replacement draft arrived at Iwakuni on flight #6 at approximately 1700I. The personnel were issued 782 gear, fed and placed aboard ship. Serum for shots was carried aboard and all health records were reviewed to insure each individual had the required shots. Those personnel requiring shots were given the shots at the time the records were checked.

The Washtenaw County departed from Iwakuni at 0800I on 16 May and sailed for Naha, Okinawa where 34 M-7 bomb trailers, 2 MB-5 crash trucks and 1 MB-1 crash truck were received from MAG-13 and embarked. The MAG-13 liaison officer had with him a message requesting that if possible class IV supplies consisting of wire and sand bags be embarked. 14 pallets of sandbags, 4 pallets of barbed wire, 1 pallet of stakes and 7 boxes of stakes were embarked along with the vehicles. The ship had arrived at Naha, Okinawa, at 1230H and departed 1730H on 18 May.

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Enroute to Chu Lai, instruction was given daily to the embarked troops concerning the area of operation, field sanitation, first aid, anti-guerilla warfare and weapon safety. On 22 May preparations were made to unload and at 0615H on the 23rd the ship was married to the causeway at Chu Lai, RVN. Unloading was slow due to the characteristics of disembarking over 8 sections of causeways and across the soft sandy beach. The ship completed unloading at 1215H on 24 May and the personnel were integrated into their sections.

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PART III

SUPPORTING DOCUMENTS
(1-18 in original only)

- ✓ 1. Proposal for the deployment of MABS-12 in support of an Advanced Expeditionary Airfield.
- ✓ 2. Embarkation roster for the USS Windham County (LST 1170).
- ✓ 3. Meeting at III MEF Headquarters concerning Chu Lai on 28 April 1965.
- ✓ 4. Aerial photo of C.P. NCB-10 Chu Lai.
- ✓ 5. Photo on D+13 Chu Lai.
- ✓ 6. Photo on D+10 Chu Lai.
- ✓ 7. Photo on D+2 Chu Lai.
- ✓ 8. Photo on D+4 Chu Lai.
- ✓ 9. Photo on D+7 Chu Lai.
- ✓ 10. Photo on D+5 Chu Lai.
- ✓ 11. Photo on D+22 Chu Lai.
- ✓ 12. Photo on D+9 Chu Lai.
- ✓ 13. Photo on D+11 Chu Lai.
- ✓ 14. Photo on D+14 Chu Lai.
- ✓ 15. Photo on D+22 Chu Lai.
- ✓ 16. Daily Sitreps 081000Z May65 through ¹⁵311000Z May65.
- ✓ 17. Embarkation Roster for the USS Washtenaw County (LST 1166).
- ✓ 18. Embarkation Roster for the USS Comstock (LSD 19).
- ✓ 19. MABS-12 Journal 110001I April65 to 312400H May 1965.

MABS-12 SEC#	COPY#
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HEADQUARTERS
MARINE AIR BASE SQUADRON 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

AW:pft
4600
Ser: 01A11065
20 April 1965

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12
Subj: Proposal for the deployment of MABS-12 in support of an Advanced Expeditionary Airfield; submission of
Ref: (a) As per verbal instructions from the Commanding Officer, MAG-12
Encl: (1) Phase I Data
(2) Phase II Data
(3) Phase III Data
(4) Recapitulation of combined Phases II and III
(5) Augmentation requirements

1. Purpose. The purpose of this proposal is to provide for the orderly phasing of this Squadron into an unprepared site which is to be developed into an advanced expeditionary airfield. In its final configuration, the airfield will be capable of supporting a Marine Air Group with two (2) VMA Squadrons.

2. Concept. Two possible concepts of phasing-in the Squadron are considered herein:

a. The first concept envisages a three (3) phase operation: the first phase covers the period of airfield construction and the installation of the various airfield components, to include a camp layout and the development of certain camp facilities; the second phase is based on a fully operational airfield with one (1) VMA Squadron and the expansion of camp facilities to accommodate additional personnel and supporting elements; the final phase foresees the second VMA Squadron arriving along with the Group Headquarters and the remainder of the Group support elements.

b. The second concept envisages a two (2) phase operation: the first phase being identical to that of the first concept; the second phase combines phases II and III.

3. Assumptions. Planning was based upon the following assumptions:

a. This Squadron and its attached MATCU will be brought up to Manning Level and rated allowances in TE/Section M with augmentation in both personnel and equipment as shown in enclosure (5).

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SUPPORTING DOCUMENT #1

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20Apr65**CONFIDENTIAL**

b. Shore party assistance will be provided for off-loading and movement of equipment and bulk cargo over the beach and to dump areas.

c. CB and/or Engineer support will be provided for airfield construction and other purely engineering tasks (i.e. road construction, well drilling, earth moving and soil preparation, etc.) which are not within the capability of this Squadron to perform.

d. Bulk fuel and ordnance will be provided sometime during Phase I.

e. One (1) infantry company will be provided for internal security in Phase I.

f. Two (2) helicopters and a crash boat will be provided for SAR in Phase II.

g. Aero 14 B support will not be required in the deployment area.

4. Narrative. A narrative of activities occurring in each Phase is as follows:

a. Phase I

The Commanding Officer will displace forward with MABS-12(-) consisting of 15 officers and 257 enlisted personnel. The executive officer with MABS-12 rear at Iwakuni will retain administrative responsibilities. The deploying unit will be self-sustaining for a period of approximately twenty-five days. Personnel will have basic allowance plus 30 days.

(1) Headquarters Branch will establish both internal and external communications as required. A supply dump will be set-up for the storage and issue of all supplies.

(2) Base Services Branch will construct a camp area and messing facilities for organic personnel. A water point will be located and water storage facilities constructed. Shower, laundry and electrical services installed. An ordnance dump will be surveyed and constructed. LOX and TAFDS sites will be prepared and equipment installed. A motor transport area will be set-up with the capability of performing up to limited 4th echelon maintenance on all motor transport and heavy equipment. A medical aid station will be operated for organic personnel. A campsite capable of accommodating a Marine Aircraft Group with two squadrons will be surveyed and laid out.

(3) Base Operations Branch will layout and prepare sites for all functions pertaining to airfield operations to include the actual installation of MATCU facilities, MOREST and Aerology.

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b. Phase II

(SHOULD BE 1 OFF/ 24 ENL.) The executive officer will displace forward with MABS-12 rear consisting of 17 officers and 178 enlisted personnel. A small detachment of 1 officer and 19 enlisted personnel will remain behind attached TAD to H&MS to provide for the Group Guard, Group Comm Center, and the maintenance and security of our remaining ordnance and motor transport equipment. The airfield will be fully operational when this phase closes the area and capable of supporting one (1) VMA squadron.

(1) Headquarters Branch will assume full administrative responsibilities. The materiel section will receive, store and issue to organic units and furnish other support as required. Communications will be expanded to provide for the increased operational requirement of supporting a fully operational airfield.

(2) Base Services Branch will continue the construction of the camp, and utilities services (i.e., water, showers, laundry and electrical services) will be expanded to support the VMA Squadron and H&MS Module. Strong backing and decking will be accomplished as time permits. Messing facilities will be enlarged to accommodate the increased numbers of personnel. Maintenance of motor transport and heavy equipment will continue with 3rd and limited 4th echelon maintenance support provided for the motor transport of the VMA Squadron and H&MS Module. The storage, and distribution of classes I, III, IIIa, V and Va will be provided to the supported units. Complete medical, dental and religious services will be available.

(3) Base Operations Branch will make the airfield fully operational by the introduction of the crash crew section, flight clearance section, air Freight section and photo section. It is assumed that SAR augmentation would have arrived at this time.

c. Phase III

The remaining detachment of MABS-12 consisting of 1 officer and 24 enlisted personnel closes the area along with the second VMA Squadron, the Group Headquarters and the remainder of the Group support elements. MABS-12 as augmented will operate all the air base facilities and provide the support as prescribed by our mission and tasks for MAG-12 with two (2) VMA Squadrons. The camp area and facilities will be further developed and improved as time and materials permit.

5. Enclosures (1) through (4) contain detailed data on personnel, equipment and supplies by phases.

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6. Enclosure (5) lists augmentation in both personnel and equipment considered essential for the accomplishment of the mission. It should be noted that in the areas of communications, ordnance, utilities and motor transport maintenance and support requirement will be far greater than those in garrison.

A. WILSON

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CONFIDENTIALPHASE I DATARECAPITULATION

1. PERSONNEL: 15 OFFICERS/257 ENLISTED
1,360 CU.FT. 27,200 WT.
 2. VEHICLES: ONE HUNDRED AND TWELVE (112)
12,462 SQ.FT. 98,605.3 CU.FT. 1,200,203 WT. 600.34 S/T
● MOBILE LOADED BARGO (2,728 CU.FT. - 68,000 WT.)
 3. *BULK CARGO:
38,868.3 CU.FT. 988.62 M/T 551,065 WT. 254.35 S/T
- * DOES NOT INCLUDE 195,200 BOARD FEET OF LUMBER FOR UTILITIES SECTION OR POL FIGURES.

SUPPLIES

CLASS I	655.5 CU.FT.	10,349 WT.
CLASS III	20,206 CU.FT.	719,438 WT. (1,683 DRUMS)
CLASS IV	4,604 CU.FT.	70,500 WT.
CLASS V	800 CU.FT.	13,500 WT.

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ENCLOSURE (1)

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CONFIDENTIALHEADQUARTERS BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 1 OFFICER/3 ENLISTED
20 CU.FT. 400 WT.

2. VEHICLES: (0)

✓ 3. BULK CARGO: 2 PALLETS
37.9 CU.FT. 650 WT.

2 type Vire 1

MATERIAL SECTION

1. PERSONNEL: 1 OFFICER/3 ENLISTED
20 CU.FT. 400 WT.

2. VEHICLES: (0)

✓ 3. BULK CARGO:
4,283 CU.FT. 54,507 WT.

COMMUNICATIONS SECTION

1. PERSONNEL: 1 OFFICER/14 ENLISTED
75 CU.FT. 1,500 WT.

✓ 2. VEHICLES: ONE (1)
62 SQ.FT. 550 CU.FT.

4,000 WT.

✓ 3. BULK CARGO: 7 PALLETS
434.6 CU.FT. 7,400 WT.

4. VEHICLE DESCRIPTION
1-- M6C-37 RADIO JEEP

BASE SERVICES BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 1 OFFICER/1 ENLISTED
10 CU.FT. 200 WT.

2. VEHICLES: (0)

✓ 3. BULK CARGO: 1 PALLET
11.9 CU.FT. 100 WT.

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CONFIDENTIAL**FOOD SERVICES SECTION**

1. PERSONNEL: 0 OFFICERS/10 ENLISTED
50 CU.FT. 1,000 WT.

2. VEHICLES: (0)

✓ 3. BULK CARGO:
1,529.6 CU.FT. 24,665 WT.

LOI SECTION

1. PERSONNEL: 0 OFFICERS/7 ENLISTED
35 CU.FT. 700 WT.

2. VEHICLES: FIVE (5)
593 SQ.FT. 5,678.7 CU.FT. 60,288 WT.

3. BULK CARGO: (0)

✓ 4. VEHICLE DESCRIPTION
1-- O2H2 PLANT
2-- 500 GAL TRL.
1-- 150 GAL TRL.
1-- VACUUM PUMP

MEDICAL SECTION

1. PERSONNEL: 1 OFFICER/3 ENLISTED
20 CU.FT. 400 WT.
(W/UNIT #1 @ 20 LBS PER UNIT EA. MAN)

2. VEHICLES: (0)

✓ 3. BULK CARGO: 1 PALLET
75.5 CU.FT. 964 WT.

MOTOR TRANSPORT SECTION

1. PERSONNEL: 1 OFFICER/38 ENLISTED
195 CU.FT. 3,900 WT.

2. VEHICLES: THIRTY SEVEN (37)
✓ 4,640 SQ.FT. 34,721 CU.FT. 397,601 WT.

3. BULK CARGO: 31 PALLETS
1,257 CU.FT. 21,308 WT.

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ENCLOSURE (1)

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CONFIDENTIALMOTOR TRANSPORT SECTION CONT.**4. VEHICLE DESCRIPTION**

- ✓ 1-- M-43 AMB.
- 2-- ARC WELDERS
- ✓ 4-- M-51 DUMP TRK.
- 4-- M-107 WTR. TRL. (EA. 300 GAL WTR.)
- 2-- M-50A1 WTR. TRK. (EA. 900 GAL WTR.)
- 2-- M-49 REFUELERS (1 W/900 GAL MOGAS - 1 W/900 GAL DIESEL)
- 1-- M-62 WRECKER
- 2-- M-677 CERLIS
- ✓ 3-- M-38A1 JEEP
- ✓ 4-- M-35A1 TRK. 6x6
- 1-- M-52 TRAC.
- 1-- TRL. DECON W/200 GAL WTR.
- 1-- MACHINE SHOP #1
- 1-- MACHINE SHOP #2
- 1-- M-172 LOW BOY
- 2-- LUBE TRL.
- ✓ 1-- M-198 DOLLY CONVERTER
- 2-- STEAM CLEANER TRL.
- 2-- M-59/M47 TRUCK, DUMP, 2½T, 6x6

SEC "M" (MOTOR TRANSPORT)

1. PERSONNEL: 9 OFFICERS/4 ENLISTED
20 CU. FT. 400 WT. ✓
2. VEHICLES: (0)
3. BULK CARGO: 61 PALLETS
3,587.8 CU. FT. 39,990 WT.

ORDNANCE SECTION

1. PERSONNEL: 1 OFFICER/15 ENLISTED
80 CU. FT. 1,600 WT. ✓
2. VEHICLES: (0)
3. BULK CARGO: (10 PALLETS SMALL ARMS AMMO/GRENADES)
800 CU. FT. 13,500 WT.

TAPDS SECTION

1. PERSONNEL: 0 OFFICERS/9 ENLISTED
45 CU. FT. 900 WT. ✓
2. VEHICLES: THREE (3)
87 SQ. FT. 420 CU. FT. 4,050 WT.

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ENCLOSURE (1)

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CONFIDENTIALTAFDS SECTION CONT.

2. BULK CARGO: 33 PALLETS
1,498 CU. FT. 25,107 T.

4. VEHICLES DESCRIPTION
3-- 350 HP. PUMPS

UTILITIES SECTION

1. PERSONNEL: 1 PIER/2 ENLISTED
415 CU. FT. 8,300 T.

2. VEHICLES: TANK SEVEN (47)
3,474 S.F. 42,391 CU. FT. 522,934 T.

3. BULK CARGO: 80 PALLETS
10,500 CU. FT. 138,934 T.

4. VEHICLE DESCRIPTION

- 47-- 30 HP
- 619-- 30 HP
- 38-- 75 HP
- 28-- 5 HP
- 28-- 300 HP PUMPS
- 1-- WAGON
- 1-- DRUM
- 1-- D-4 TRAC.
- 1-- D-5 TRAC.
- 28-- 1/2 T/10,000 LBS
- 12-- AIR COMPRESSOR
- 18-- 100 AMP HOUR CHARGE
- 2-- BORE PUMP

5. LUMBER FOR CONSTRUCTION (5,400 TONS)

1"x12"	100,000BF	5"x16"	2,000BF
2"x12"	90,000BF	2"x16"	1,200BF
2"x6"	2,000BF		

END OF UTILITIES SECTIONAIRMOBIL SECTION

1. PERSONNEL: 6 OFFICERS/2 ENLISTED
10 CU. FT. 200 T.

2. VEHICLES: (C)

3. BULK CARGO:
504 CU. FT. 4,507 T.

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CONFIDENTIALADMINISTRATIVE SECTION

1. PERSONNEL: 1 OFFICER/0 ENLISTED
5 CU.FT. 100 WT.

2. VEHICLES: (0)

3. BULK CARGO: (0)

NOTE:

ADD PHOTO. SEC. (1 ENL-
LISTED. NO CARGO.)

COMBAT SECTION

1. PERSONNEL: 1 OFFICER/26 ENLISTED
135 CU.FT. 2,700 WT.

2. VEHICLES: FIFTEEN (15)
845 CU.FT. 1,940.8 CU.FT. 91,110 WT.

3. BULK CARGO:
1,500 CU.FT. 4,077 WT. 40,000

4. VEHICLE DESCRIPTION

- 2— MK-11 AIRCRAFT
- 1— MK-10 AIRCRAFT
- 1— 4 WHEEL TRAILER
- 1— AIR COMPRESSOR

ATCU-67

1. PERSONNEL: 10 OFFICERS/64 ENLISTED
210 CU.FT. 4,500 WT.

2. VEHICLES: FOURTEEN (14)
701 CU.FT. 5,425 CU.FT. 52,210 WT.

3. BULK CARGO: 31 AIRCRAFT
5,303 CU.FT. 42,510 WT.

4. VEHICLE DESCRIPTION

- 4— F-101 TRAILER
- 2— AN/FRN-14
- 4— AN/GRC-99 GUN
- 3— FC-39 F/G
- 2— FC-346 F/G
- 2— FC-300 GUN
- 1— AN/FRN-10
- 2— AD-574/1

MAN-16
7-048

1. SUBMITTER AND CARGO WT.
4,140 CU.FT. 36,500 WT.

2. 100,000 SHOT BULS (1 PROBABLY)
4,000 CU.FT. 33,000 WT.

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CONFIDENTIALPHASE II DATARECAPITULATION

1. PERSONNEL: 17 OFFICERS/178 ENLISTED
 975 CU.FT. 19,500 WT.

2. VEHICLES: ONE HUNDRED AND ONE (101)
 9,414 SQ.FT. 68,967 CU.FT. 706,770 WT. 351.38 S/T

• MOBILE LOADED CARGO (3,363.8 CU.FT. - 73,000 WT.)

3. * BULK CARGO:
 8,363.8 CU.FT. 192.44 M/T 127,762 WT. 63.88 S/T

* DOES NOT INCLUDE LUMBER FOR UTILITIES CONSTRUCTION WHICH IS 266,100 BOARD FEET.

SUPPLIES

CLASS I

CLASS II

CLASS IIIa

CLASS IV

CLASS IVa

CLASS V

CLASS Va

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ENCLOSURE (2)

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CONFIDENTIALHEADQUARTERS BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 2 OFFICERS/5 ENLISTED
35 CU.FT. 700 WT.
2. VEHICLES: (0)
3. BULK CARGO:
342.2 CU.FT. 6,700 WT.

AVIATION SECTION

1. PERSONNEL: 1 OFFICER/0 ENLISTED
5 CU.FT. 100 WT.
2. VEHICLES: (0)
3. BULK CARGO: (0)

AEROLOGY SECTION

1. PERSONNEL: 0 OFFICERS/10 ENLISTED
50 CU.FT. 1,000 WT.
2. VEHICLES: (0)
3. BULK CARGO: (0)

COMMUNICATIONS SECTION

1. PERSONNEL: 1 OFFICER/18 ENLISTED
95 CU.FT. 1,900 WT.
2. VEHICLES: SEVEN (7)
536 CU.FT. 4,450.2 WT. 45,790 WT.
3. BULK CARGO: 4 PALLETS
951.7 CU.FT. 1,996 WT.
4. VEHICLE DESCRIPTION
1-- PU-454 GEN
1-- RC-62
1-- H-57 TKA.
1-- H-541 TKA.
1-- PU-587 GR.

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1. PERSONNEL: 0 OFFICERS/4 ENLISTED
20 CU.FT. 400 WT.
2. VEHICLES: (0)
3. BULK CARGO: 200 PALLETS
3,557.7 CU.FT. 112,537 WT.

LAND SERVICES BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 0 OFFICERS/0 ENLISTED
2. VEHICLES: (0)
3. BULK CARGO: (0)

CHAPLAIN SECTION

1. PERSONNEL: 1 OFFICER/1 ENLISTED
10 CU.FT. 200 WT.
2. VEHICLES: (0)
3. BULK CARGO: 2 PALLETS
25.1 CU.FT. 347 WT.

GENERAL SECTION

1. PERSONNEL: 2 OFFICERS/3 ENLISTED
25 CU.FT. 500 WT.
2. VEHICLES: (0)
3. BULK CARGO: 2 PALLETS
102.5 CU.FT. 2,532 WT.

FOOD SERVICES SECTION

1. PERSONNEL: 0 OFFICERS/10 ENLISTED
50 CU.FT. 1,000 WT.
2. VEHICLES: (0)
3. BULK CARGO: 31 PALLETS
932.8 CU.FT. 9,135 WT.

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ENCLOSURE (2)

CONFIDENTIALMEDICAL SECTION

1. PERSONNEL: 3 OFFICERS/15 ENLISTED
90 CU.FT. 1,800 WT.
2. VEHICLES: (0)
3. BULK CARGO: 19 PALLETS
1,217 CU.FT. 17,441 WT.

MOTOR TRANSPORT SECTION

1. PERSONNEL: 1 OFFICER/41 ENLISTED
210 CU.FT. 4,200 WT.
2. VEHICLES: NINETEEN (19)
3,212 SQ.FT. 30,885 CU.FT. 287,360 WT.
3. BULK CARGO:
3,204 CU.FT. 15,598 WT.
4. VEHICLE DESCRIPTION
 2 - MC1A 2000 GAL REFUELER
 4 - MB-5 CRASH TRK.
 2 - MB-1 CRASH TRK.
 1 - M-530A CRASH TRK.
 1 - M-43 AMB.
 2 - M-677 CERLIS
 3 - M-35A1 TRK 6X6
 1 - M-52 TRAG.
 1 - M-127 HIGH BED
 1 - M-198 LOW BOY
 1 - LUBB TRL.

ORDNANCE SECTION

1. PERSONNEL: 1 OFFICER/12 ENLISTED
65 CU.FT. 1,300 WT.
2. VEHICLES: SEVENTY-ONE (71)
4,687 SQ.FT. 22,024 CU.FT. 201,470 WT.
3. BULK CARGO:
619 CU.FT. 12,616 WT.
4. VEHICLE DESCRIPTION
 3 - M-60 ANTHONY CRANE
 6 - M-35A1 TRK. 6X6
 48 - MK-7 BOMB TRL.
 6 - MK-3 BOMB TRL.
 5 - F2A TRL.
 1 - MK-8 BOMB TRL.
 2 - MK-1 MOD-1

PAGE 4 OF 6 PAGES ENCLOSURE (2)

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CONFIDENTIALUTILITIES SECTION

1. PERSONNEL: 0 OFFICERS/0 ENLISTED
2. VEHICLES: FOUR (4)
979 CU.FT. 11,608 CU.FT. 99,150 WT.
3. BULK CARGO: (LUMBER)

1"X2"	100,000LF	6"X6"X16"	3,800LF
2"X4"	90,000LF	2"X6"X16"	2,300LF
2"X6"	2,000LF		
2"X4"	66,000LF (CAMP MAINTENANCE)		
4. VEHICLE DESCRIPTION
 2-- M-62 ANTHONY CRANE
 1-- RAY CITY CRANE
 1-- MAGNETIC SWEEPER

BASE OPERATIONS BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 0 OFFICERS/5 ENLISTED
30 CU.FT. 600 WT.
2. VEHICLES: (0)
3. BULK CARGO: 3 PALLETS
126 CU.FT. 2,950 WT.

CRASH CREW

1. PERSONNEL: 0 OFFICERS/34 ENLISTED
170 CU.FT. 3,400 WT.
2. VEHICLES: (0)
3. BULK CARGO:
595 CU.FT. 16,119 WT.

AIR FREIGHT SECTION

1. PERSONNEL: 0 OFFICERS/4 ENLISTED
20 CU.FT. 400 WT.
2. VEHICLES: (0)
3. BULK CARGO:
ONE 5,000 LBS CAPACITY SCALE

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ENCLOSURE (2)

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CONFIDENTIALPHOTO SECTION

1. PERSONNEL: 0 OFFICERS/2 ENLISTED (1 ENLISTED MOVED TO PHASE I)
10 CU.FT. 20 FT.
2. VEHICLES: (0)
3. BULK CARGO: 4 PALLETS
155.5 CU.FT. 2,291 WT.

WATCU-67

1. PERSONNEL: 5 OFFICERS/14 ENLISTED
95 CU.FT. 1,900 WT.
2. VEHICLES: (0)
3. BULK CARGO: (0)

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CONFIDENTIALPHASE III DATARECAPITULATION

1. PERSONNEL: 1 OFFICER/24 ENLISTED
125 CU.FT. 2,500 WT.
2. VEHICLES: SIXTEEN (16)
2,836 SQ.FT. 11,653 CW.FT. 110,988 WT. 54.15 S/T
● MOBILE LOADED CARGO (932.6 CU.FT. - 21,693 WT.)
3. BULK CARGO: (0)

SUPPLIES

CLASS I
CLASS II
CLASS IIIa
CLASS IV
CLASS IVa
CLASS V
CLASS Va

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PAGE 1 OF 3 PAGES

ENCLOSURE (3)

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CONFIDENTIALHEADQUARTERS BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 0 OFFICERS/1 ENLISTED
5 CU.FT. 100 WT.
2. VEHICLES: (0)
3. BULK CARGO:
57.8 CU.FT. 840 WT.

COMMUNICATION SECTION

1. PERSONNEL: 0 OFFICERS/2 ENLISTED
10 CU.FT. 200 WT.
2. VEHICLES: (0)
3. BULK CARGO (0)

SECURITY SECTION

1. PERSONNEL: 1 OFFICER/2 ENLISTED
15 CU.FT. 300 WT.
2. VEHICLES: (0)
3. BULK CARGO: 6 PALLETES
299 CU.FT. 3,575

BASE SERVICES BRANCHADMINISTRATIVE SECTION

1. PERSONNEL: 0 OFFICERS/1 ENLISTED
5 CU.FT. 100 WT.
2. VEHICLES: (0)
3. BULK CARGO:
67.8 CU.FT. 690 WT.

FOOD SERVICES

1. PERSONNEL: 0 OFFICERS/6 ENLISTED
30 CU.FT. 600 WT.
2. VEHICLES: (0)
3. BULK CARGO: (0)

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ENCLOSURE (3)

CONFIDENTIAL

CONFIDENTIALMOTOR TRANSPORT SECTION

1. PERSONNEL: 0 OFFICERS/9 ENLISTED
45 CU.FT. 900 WT.
2. VEHICLES: ELEVEN (11)
1,511 SQ.FT. 10,378 CU.FT. 80,920 WT.
3. BULK CARGO: (0)
4. VEHICLE DESCRIPTION
4 - M-677 CRLIS
3 - M-676 CRLIS
1 - M-35A1 TRK
1 - M-127 HIGH BED
1 - LOBE TRL

ORDNANCE SECTION

1. PERSONNEL: 0 OFFICERS/2 ENLISTED
10 CU.FT. 200 WT.
2. VEHICLES: FIVE (5)
425 SQ.FT. 1,275 CU.FT. 8,375 WT.
3. BULK CARGO: (0)
4. VEHICLE DESCRIPTION
5 - MK-3 BOMB TRL.

BASE OPERATIONS BRANCHNBC SECTION

1. PERSONNEL: 0 OFFICERS/1 ENLISTED
5 CU.FT. 100 WT.
2. VEHICLES: (0)
3. BULK CARGO: 13 PALLETS
408 CU.FT. 6,588 WT.

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ENCLOSURE (3)

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CONFIDENTIALRECAPITULATION OF COMBINED PHASES II & III

1. PERSONNEL: 18 OFFICERS/202 ENLISTED
1,100 CU.FT. 22,000 WT.
2. VEHICLES: ONE HUNDRED SEVENTEEN (117)
12,250 SQ.FT. 80,620.2 CU.FT. 817,758 WT. 407.53 S/T
MOBILE LOADED CARGO (4,400.6 CU.FT. - 94,693 WT.)
3. *BULK CARGO
8,393.8 CU.FT. 192.44 M/T 127,762 WT. 63.88 S/T

*DOES NOT INCLUDE LUMBER FOR UTILITIES CONSTRUCTION OR POL DATA

SUPPLIES

CLASS I
CLASS II
CLASS IIIa
CLASS IV
CLASS IVa
CLASS V
CLASS Va

FURNISHED BY THE WING AND COORDINATED BY THE GROUP S-4.

PAGE 1 OF 7 PAGES ENCLOSURE (4)

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CONFIDENTIAL**Augmentation of Personnel and Equipment**

1. The mission of this squadron states that it is capable of supporting a Marine Aircraft Group (Two VMAs) in the field and of providing the facilities and functions necessary for operating an advanced expeditionary airfield. It must be borne in mind, however, that the proposed site does have certain unique characteristics that must be considered. First, the location is such that operational communication requirements will be greater than that normally expected. Secondly, the soil composition in the area will necessitate a greater utilization of organic heavy equipment and thereby increase our operator and maintenance requirements. Thirdly, one would usually find within an area of operation that certain higher echelon maintenance for motor transport, and an ordnance dump in close proximity. Since this is not the case, it will, of necessity, fall upon the squadron to provide this additional support.

2. Listed below is the augmentation in both personnel and equipment which is considered essential to our needs.

a. Personnel**(1) Officer**

<u>Requirement</u>	<u>Grade</u>	<u>MOS</u>	<u>Billet Description</u>	<u>Total</u>	
				<u>Marine</u>	<u>USN</u>
1	Lt	0302	Security Officer	1	
1	WO	6461	Crash Crew Officer	1	
1	LtJG-LCDR	4100	Chaplain		1
2	Lt-LCDR	2100	Dental Officer		2
4	Lt-LCDR	2100	Medical Officer		4
				<u>2</u>	<u>7</u>
TOTAL				9	

(2) Enlisted

2	PFC-Sgt	6511	Aviation Ordnance Man	2	
4	PFC-Sgt	3111	Freight Operations Man	4	
6	Cpl-Sgt	3516	Auto Mechanic	6	
4	Cpl-Sgt	3071	Navy Supply Clerk	4	
4	Cpl-Sgt	1121	Plumber and Water Supply Man	4	4
2	Cpl-Sgt	1141	Electrician	2	2
4	Cpl-Sgt	1341	Engineer Equipment Mechanic	4	4
10	PFC-Sgt	1345	Engineer Equipment Operator	10	10
18	HM-HM1	8400	Field Medical Technician		18
3	DT-DT1	8400	Dental Technician		3
				<u>36</u>	<u>21</u>
TOTAL				57	

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ENCLOSURE 159

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CONFIDENTIALb. EquipmentRequirementDescription

1
2
1
1
1
1
2
2
1
4

AN/MRC-87
PU 454
M 37
M 101
AN/MRC-62
5000# capacity scale
Steam cleaning trailers
MCIA 2000 Gal, Refuelers
Trailer, DECON, PWR, 200 Gal.
M51, Truck, Dump, 5T

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ENCLOSURE (5)

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USS WINDHAM COUNTY (LST 1170)
Marine Air Base Squadron 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

EMBARKED: _____

RECAPITULATION

OF

EMBARKED TROOPS

USMC
OFFICERS

10

USMC
ENLISTED

187

USN
OFFICERS

1

USN
ENLISTED

3

SUPPORTING DOCUMENT #2

MARINE AIR BASE SQUADRON 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

ROSTER OF USMC OFFICER
EMBARKED ABOARD LST USS WINDHAM COUNTY (1170)

USMC OFFICER

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
CLARK Gary D	085398	1stLt	2502	1
LACY Fred E	064297	Capt	7305	1
MANWARING Charles L	072388	Capt	3502	1
PROCTOR George W Jr	089069	2ndLt	3060	C
SMITH John L	087652	1stLt	7001	C
WILDER Jack A	087153	WO	6502	1

MARINE AIR BASE SQUADRON 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

ROSTER OF USMC ENLISTED
EMBARKED ABOARD LIST USS WINDHAM COUNTY (1170)

USMC ENLISTED

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
ANDERSON Edward R	2007181	LCpl	6511	1
ARCAND Girard F Jr	1990112	Cpl	1316	1
AUSTIN Larue S	2063769	LCpl	2531	1
BAIN Walter G	1991274	LCpl	0311	1
BALDERSON Richard C	1976262	Cpl	3041	1
BARBOZA Joe S	1151770	Cpl	3516	1
BARONI Joseph R	2006371	LCpl	1371	1
BELL Edward Jr	1204797	Sgt	7041	1
BELLAM Richard J	2069904	LCpl	1371	1
BENZING Jerry G	1988384	Cpl	2541	1
BERMOY John	1443128	Sgt	2811	1
BOHNET Roy W Jr	1992383	LCpl	2511	1
BONNER Charles H	2023890	LCpl	2532	1
BIGELOW John J	1113083	SSgt	3516	1
BOWERS Timothy L	2101955	Pfc	1300	1
BOYD James B	1941188	Sgt	1391	1
BRAZEN Harold J	2052192	LCpl	6461	1
BROWN Kenneth W	2010424	LCpl	6461	1
BRYAN Joseph R	2014101	LCpl	6461	1

DECLASSIFIED

BRYAN Thomas E	2022219	LCpl	2882	1
CAIN Lew E	2064548	LCpl	1371	1
CARLSON Carl A	662488	SSgt	2529	1
CHARTIER Joseph E N	1094964	SSgt	1169	1
CHAVEZ Lindel J	1984596	LCpl	1391	1
CHRISTOPHER William L	2033029	LCpl	7011	1
CHRISTY Albert	1189812	Sgt	3371	1
CLARK Roy R	1888154	Cpl	2831	1
CLOONAN John P	2026566	LCpl	3531	1
COPELAND Jerrel L	2036826	LCpl	1345	1
COTTOGONZALES Luis A	1882626	Cpl	3121	1
COX Patrick S	509723	SSgt	6811	1
CRAGER Maynard M	2043920	LCpl	1121	1
CRAIG Johnnie	1692857	Cpl	3531	1
DAVIDSON Rodney E Jr	1967124	Cpl	1161	1
DEBARGE Larry G	1495915	Cpl	3531	1
DEGEORGIO Anthony T	1973132	Cpl	2511	1
DEVITT Roger A	2047726	LCpl	1371	1
DEVLIN Michael J	1951937	Cpl	1121	1
DISCULLLO Ralph	2041196	LCpl	1371	1
DITORO James N	1982788	Pvt	1371	1
DOBSON Leroy	1515618	SSgt	7041	1
DODSON Eldon L	1835480	Cpl	2336	1
DONOVAN Marvin W	1971072	LCpl	3071	1
EARHART Michael R	2072263	LCpl	2782	1
ELLISON James C	1992342	LCpl	6811	1
FALASCHI Terry W	2080629	LCpl	1345	1

FITZGERALD Joseph T Jr	1539120	SSgt	2511	1
FOX John D Jr	2050524	LCpl	6461	1
FOX John E	2031748	Pvt	6461	1
FRENCH James B	643226	GySgt	0141	1
FRODELIUS Willard B	1440947	Sgt	3516	1
GANT Robert E	2024008	LCpl	2532	1
GONSOWSKI George R Jr	2051953	LCpl	1141	1
GOOCH Gary R	2059364	LCpl	2541	1
GULL Larry J	2004970	Cpl	1141	1
GUY David M	1959596	Cpl	3371	1
HANEY Thomas L	1650997	Cpl	6461	1
HANSEN Ronald E	2101802	Pfc	2500	1
HART Joseph L	1988000	Cpl	1371	1
HARTLEY Harold E	1948457	Cpl	3371	1
HAY Forrest W	1083304	SSgt	1349	1
HILLEMAN Edward A	2086114	Pfc	7011	1
HILL Perry L	2102194	PFC	1391	1
HUGHES Edward K	1503517	SSgt	6811	1
HUNTER William C Jr	2077719	LCpl	3261	1
HUTCHINSON Everett F	2062693	Pvt	6811	1
JACKSON Leonard E	1973630	LCpl	7011	1
JANKO Neal D	2004931	LCpl	0141	1
JOHNSON George H Jr	1949086	Cpl	3071	1
JUNKINS Lawrence A Jr	848586	GySgt	1169	1
KAAEKUAHIWI Ronald Y	1415533	SSgt	3071	1
KEARNS Dean A	1388213	Sgt	2516	1

KETZA Harry J Jr	1997008	Cpl	1141	1
KILHEENY James P Jr	1681985	Cpl	3516	1
KIRBY George A	2036817	LCpl	1141	1
KLAUDER David L	1990882	Cpl	7011	1
KRUEGER Daniel F	2023060	LCpl	3531	1
KRUGER William M	2029369	Pfc	6461	1
LAMPKINS Leonard	1981390	Cpl	1371	1
LAZENBY John D	2069480	LCpl	2533	1
LEE Ronald H	1089435	SSgt	3371	1
LEWIS Robert L	2007249	PFC	0311	1
LINDBERG Kurt R L	1842698	Cpl	1121	1
LIVI Frederick T	2058882	LCpl	3011	1
LOMAX Layman L	2066954	LCpl	1391	1
LONG Jessie E	2006582	LCpl	6461	1
MARCOTT Thomas W	483559	SSgt	6511	1
MARTINELLI Andre F	2036262	Pvt	7011	1
MARTINEZ Hector L	2037189	LCpl	1371	1
McELVEEN Crayton E	621038	Sgt	3261	1
MCCEE Billy E	1638326	LCpl	1141	1
MCMULLEN John R	2074785	LCpl	1391	1
MCPHILLIPS James J	1487656	Cpl	4312	1
MERRELL Randall H	2023231	LCpl	1341	1
MILLER Daryl R	1997523	LCpl	1391	1
MILLER Walter E	2026467	LCpl	1341	1
MONTEZ Vicente "T"	1984260	LCpl	3531	1

MOODY Rex B	1454837	SSgt	1391	1
MORENO Atenojenes E Jr	2062734	LCpl	3531	1
MORRISON William F	1907891	Cpl	2543	1
MURPHY David S	1413357	Sgt	6671	1
MURRAY Robert F	1214684	SSgt	7011	1
MYERS Robert R	1389703	Cpl	6461	1
NEUDORFF Arthur B	1494966	Sgt	6511	1
NIGHTENGALE Merlin D	1539391	Sgt	1391	1
NISHIHARA Rafael M	2061998	LCpl	2533	1
NORWOOD Marvin E	2047970	Pfc	3516	1
ORTIZ Ernest	1970912	Cpl	1345	1
OVERTURF Willard W	1981436	LCpl	7011	1
PAPP Andrew E	2064603	LCpl	3516	1
PARKER Larry E	2036201	LCpl	3371	1
PATE Grantlan O	1955258	Cpl	2533	1
PENDLEBURY Thomas J B	1824202	Sgt	6811	1
PIERCE Reginald H	2052531	LCpl	1371	1
PIPPI Ernest J	1516966	Cpl	3261	1
POWER James E	1993370	LCpl	6811	1
PREAR Robert C III	2033330	LCpl	3531	1
PREBLE Leslie J Jr	2016283	Cpl	2161	1
QUIMIRO Luis	2127618	Pfc	1300	1
REID Robert D	1073646	GySgt	6461	1
RESKE Wayne A	1993107	LCpl	7011	1

ROBERTS Arley J	1413857	Cpl	6461	1
RODGERS Elmer W Jr	2050754	LCpl	1391	1
ROSA Angel	1973329	LCpl	3311	1
RUTLEDGE James J	1385150	Sgt	1371	1
SARGENT Robert L	1082885	GySgt	3141	1
SCANLON Thomas J	2061745	LCpl	7011	1
SCHRADER George W	1966862	LCpl	3516	1
SCHUBACH Wynnfield "J"	2064623	LCpl	1141	1
SHIELDS Charles H	485629	1stSgt	9999	1
SHOESMITH James F	2051673	LCpl	3371	1
SHOUP William K	1877730	LCpl	3516	1
SIDOTI Salvatore A	2031965	LCpl	1345	1
SLEDGE Philip R	2007578	LCpl	1371	1
SMITH Richard J	1970025	Cpl	1341	1
SOTT Leroy E	2059376	LCpl	1345	1
STAGGS Bobby J	2069698	LCpl	1391	1
STEELE John M	2009430	LCpl	6511	1
STEIN Thomas E	2064714	Pfc	1371	1
STELTON Gary L	2108525	Pfc	1300	1
STEWART George L T	1332781	SSgt	2861	1
STRYKER Charles L Jr	2081090	LCpl	1141	1
SULLIVAN William T	2045242	LCpl	2543	1
SYKES Lee H	2049522	LCpl	7011	1
SZYMANSKI Andrew S	1961697	Cpl	2811	1
TULLIS Harold W	2082004	LCpl	4631	1
THOMPSON Matthew C Jr	1349465	Sgt	7011	1

WALKER John W	2035018	LCpl	3261	1
WASANO Alvin H	1380014	SSgt	6461	1
WEIDMAN Charles P	1467083	Cpl	6511	1
WELTER Michael D	2040615	LCpl	1371	1
WILLIS James A	2052735	Pfc	2511	1
WING Maurice F Jr	1833679	Cpl	6511	1
WILWOHL Raymond A Jr	2009731	Cpl	2533	1

USN OFFICERS

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
HARRIS Clifford N	669761	Lt	2105	USNR

USN ENLISTED

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
KELLY David R	6973920	HN	8404	USN
KOHLER George P	4663266	HM2	8416	USN
MCNALLY Richard J	6927822	HM3	8404	USN

MARINE AIR TRAFFIC CONTROL UNIT 67
Marine Air Base Squadron 12
Marine Aircraft Group 12
1st Mari Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

ROSTER OF USMC OFFICER PERSONNEL
EMBARKED ABOARD LST USS WINDHAM COUNTY (1170)

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
HARVIN Joseph E Jr	073929	Capt	7308	1
HOLDRIDGE Forrest B	037947	CWO2	6720	1
KING Richard L	069688	WO	6720	1
QUEST Herman W	089271	WO	6602	1

MARINE AIR TRAFFIC CONTROL UNIT 67
 MARINE AIR BASE SQUADRON 12
 Marine Aircraft Group 12
 1st Marine Aircraft Wing, Aircraft, FME, Pacific
 FPO, San Francisco, 96601

ROSTER OF USMC ENLISTED
 EMBARKED ABOARD LST USS WINDHAM COUNTY (1170)

USMC ENLISTED

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
BEAULIEU Joseph N	1842728	Sgt	6715	USMC
BRUTSCHER Thomas P	2026262	LCpl	2851	USMC
CALDERON Joseph	1971640	PFC	5941	USMC
CIAMPAGLIA Paul Jr	1285032	SSgt	1341	USMC
COURTNEY Howard L III	1528710	SSgt	2861	USMC
CROW Richard A	1403175	Sgt	6711	USMC
FELDES Anthony M	1306633	Sgt	1341	USMC
GILBERT Norman L	2052608	PFC	6715	USMC
GOODWIN Charles E	2013374	LCpl	6715	USMC
HEDKE Herman A W	2022817	Cpl	2851	USMC
HORN Donald L	1850713	Sgt	2861	USMC
HUDSON Herman P Jr	364936	GySgt	6713	USMC
HUMPHERY Arlin W	1925581	Sgt	6715	USMC
KELLY Joseph	1967007	Cpl	6711	USMC
KERR Floyd E	1977186	Cpl	5941	USMC
^{EX} KNYBLE Felix E	385197	MSgt	5951	USMC

LAFFOON Van C	1586061	SSgt	6713	USMC
LAMB Harold A Jr	2022616	LCpl	6641	USMC
LAUFER James A	529762	GySgt	6715	USMC
LIVELY Ray L	1385862	Sgt	1341	USMC
LUNEY Edward E	946441	MSgt	6713	USMC
MOLL Marshall F	1955137	Cpl	6715	USMC
PARK Richard L Jr	1584199	Sgt	6715	USMC
PARKER James R	1446200	SSgt	2861	USMC
PECK George A	2011953	LCpl	2851	USMC
POTE Garry L	1987074	Cpl	6711	USMC
PRICE Kark W Jr	1315483	SSgt	5951	USMC
RENFELD Jerry L	1952445	Cpl	5941	USMC
RUNKEL Ronald L	2022257	LCpl	2851	USMC
SHEVIS Gordon R	1343106	Sgt	6713	USMC
SWISHER Thomas W	651760	SSgt	5951	USMC
TELFORD Walter A	1106644	GySgt	5951	USMC
WALRATH Earl A	1195977	Sgt	1341	USMC

SECRET

Attachment # 5

SECRET

Meeting at III MEF Headquarters concerning Chu Lai on 28 April 1965

1. MAC-12 rough plan for location of all facilities associated with the Expeditionary airfield was provided the Asst G-4, III MEF and the CO, MCB-10. It was agreed that facilities directly associated with the airfield had priority for the real estate between the strip and the beach. Asst G-4 advised that the units of the MEF involved in this area were also in favor of this policy.
2. It was reiterated that construction of the SATS and the installation of essential components meet the objective date operations was of the highest priority. It was agreed that the following tasks would be performed by the CB's in consonance with this policy:
 - (a) Construct ROR through airfield support area and roads to essential equipment sites and the Ordnance Dump Area.
 - (b) Prepare Ordnance Dump to permit storage of Avn Ordnance on 22 May.
 - (c) Prepare sites for MATCU and airfield operations equipment as strip is developed.
3. CB's will provide construction assistance on the following items as feasible.
 - (a) TAFBS sites
 - (b) Camp and support area development.
4. Asst G-4, III MEF advised that there would be 2 AARS and 3 TAFBS installed. Location discussed by 1st MAW Engineer and Asst G-4, III MEF.
5. Requirement for an additional 42,000 square feet of taxi way matting was given to Asst G-4, III MEF. This matting will meet requirement to widen maintenance area by 13' to make it possible to taxi aircraft into parking areas. It also includes matting to widen the refueling area to 60' so that taxi way will not be blocked by refueling aircraft.

Attachment #4

28 April 1965

CONFERENCE ATTENDEES

Col	J. D. KOEHL	MAG-12
LtCol	A. Wilson	MABS-12
LtCol	D. L. RITTER	Asst G-4, 1st MAB
Major	F. P. COSTELLO	S-1, MAG-12/Eng SABS 0
Cdr	J. E. BARNETT	MCP-10
LtCdr	G. H. SCHMIDT Jr.	MCP-10
Cms	R. N. MC GIBBS	MCP-10
BUCH	A. S. HARTWICK	MCP-10
Col	W. H. GRAHAM	3d MarDiv Eng 0
LtCol	[REDACTED]	1st MAB Eng 0
1st Lt	E. GORDON	MABS-12 Utilities 0

SUPPORTING DOCUMENT #3

DECLASSIFIED

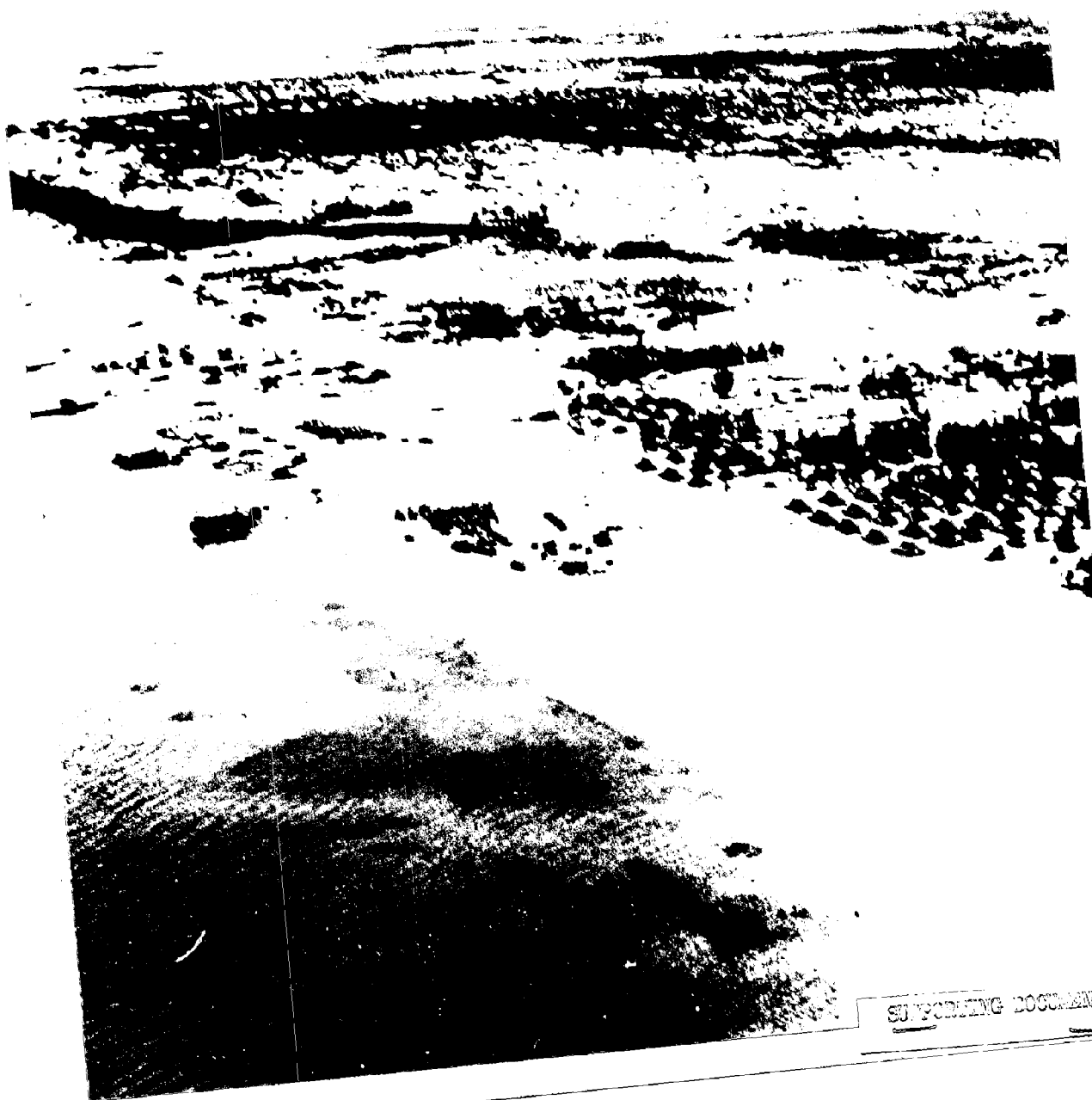


SUPPORTING DOCUMENT 48

DECLASSIFIED

5/11/65 D+4
GEN CARL A ADM WULZEN, CTF 76
ON BEACH AT CHULAI
MFB 12 Photo
by Tullis Lepl

DECLASSIFIED



SUPPORTING DOCUMENT #1

DECLASSIFIED

OFFICIAL US NAVY PHOTOGRAPH
NOT FOR PUBLICATION UNLESS OFFICIALLY RELEASED

MA 35-12 8702/65

NCB-10 compile from center of photograph
to right hand edge. Temporary CP is first tent
at approximately in center of photograph.

DECLASSIFIED



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5/20/65 D+13

Hdu Blackburn & Cam Bauwister

27. newcomb at chu lai jin strip

Supporting Rec #5

DECLASSIFIED



DECLASSIFIED

5/17/65 DTG
CEW Cont
MAB 12 Photo
by Tullis Uppl

Support 0 #6



SUPPORTING DOCUMENT ~~407~~

Date 5/9/63 Taken by Sgt Murphy
Subject - center line looking South
Official Marine Corps photo
MDE 12

DECLASSIFIED



DECLASSIFIED

Support box # 9

5/14/65 D+7
Alvin Karpis
Maurice
12/18

DECLASSIFIED



DECLASSIFIED

○ 5/17/65 D+5 ○
Gen Fontana & Col Wilson
MIBS in Photo
by Tullis L CPL

Summit Ave #10



SUPPORTING DOCUMENT #11

5/29/65 DT22

MABS + MAG-12 CP AREA

MABS-12 Ph. To

DECLASSIFIED



DECLASSIFIED

5/17/65 D+9

Support Doc # 12

Laying First Piece of Matting
MABS 1/2 Photo
by Tallis 4/cpl



SUPPORTING DOCUMENT #3

5/18/65 D+11
clearing camp area
MAB 12 Photo
by Tull's Lt/Pl

DECLASSIFIED



SUPPORTING DOCUMENT #14

DECLASSIFIED

5/21/65 OHA
Aerial of Progress
of Runway

MABS 12 photo



SUPPORTING DOCUMENT #15

5/29/65 D+22

Aerial View of Chu Lai Airstrip
Looking from North to South.

MASS-12 Photo

DECLASSIFIED

NAVAL MESSAGE
OPNAV Form 2110-28B (10-58)**SECRET**
(when filled in)

RELEASED BY LCDR W.R. OLSON		DRAFTED BY MABS 12 <i>[Signature]</i>		PHONE EXT. NR.		COPY <i>NR</i>	
DATE 8 MAY 65		TOR/TOD		ROUTED BY JW		CHECKED BY 3	
MESSAGE NR.	DATE/TIME GROUP (GCT) 081250Z	PRECEDENCE ACTION	Flash	Emergency	Operational Immediate	Priority PPPP	Routine Deferred
		INFO					

FROM: USS WASHOE CTY

TO: CG III MAF // CG 1ST MAW// CG THIRD MAB// MAG 12

INFO:

SECRET

SITREP AS OF 081000Z (U)

MABS 12 (-) SENDS

A. REF CG III MAF 071545Z

1. NCB CONSTR IAW REF A. READ IN FOUR COLUMNS: ITEM/DATE STARTED/PERCENT COMPL/EST DATE COMPL:

ITEM	DATE STARTED	PERCENT COMPL	EST DATE COMPL
CB CAMP CONSTR	D-DAY	10	UNK
HAUL/MSR CONSTR	DPLUS1	5	DPLUS6
EXCAV Rwy AND TW	DPLUS2	0	DPLUS10
MAT LAYING	DPLUS5	0	DPLUS20

2. RWY CENTERLINE LOC PROVIDED BY AE WOULD HAVE RESULTED IN RWY BEING LOC IN DRAINAGE COURSE. CENTERLINE RELOC TO SITE ORIGINALLY SEL BY SURVEY GP PER DECISION CG THIRD MAB. AE REP NOT AVAIL ON SITE. RWY COORD WILL BE GIVEN NEXT SITREP. RWY HEADING 310/130.

3. ANTICIPATE WINDHAM COUNTY LST1170 WILL COMMENCE OFFLOADING DPLUS2. GP COORD WILL BE REPORTED WHEN ESTABLISHED ASHORE.

GP-4/

VIA/CRYPTO COPY ONE FILES COPY TWO *AW* COPY THREE

DISTRIBUTION:

CO XO OPS COMM DRAFTER MAJ. *C.L. [Signature]*

REPRODUCTION OF CLASSIFIED MESSAGES IN WHOLE OR IN PART IS PROHIBITED EXCEPT WITH PERMISSION OF ISSUING OFFICE

SECRET
(when filled in)

CATEGORY	EXPLANATION: "A"—Paraphrase not required except prior to category "B" encryption. Physically remove all internal references by date/time group prior to declassification. "AC"—Paraphrase not required except prior to category "B" encryption. Physically remove all internal references by date/time group prior to declassification. No unclassified reference if the date/time group is quoted.	DATE/TIME GROUP 081250Z MAY 65
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Reorder from FPSO Cog. "I" Stock Points

☆ U.S. GOVERNMENT PRINTING OFFICE: 1960-550366

DECLASSIFIED

NAVAL MESSAGE

OPNAV FORM 2110-28B (REV. 3-61)

SECRET

(when filled in)

RELEASE BY		DRAFTED BY		PHONE EXT. NR.		PAGE		PAGES	
DATE		TOR/TOD		ROUTED BY		CHECKED BY		OF	
MESSAGE NR.		DATE/TIME GROUP (GCT)		PRECEDENCE		FLASH		EMERGENCY	
				OPERATIONAL IMMEDIATE		PRIORITY		ROUTINE	
				ACTION					
				INFO					

1AW REF B,
 MABS 12(-) SENDS
 GP-4
BT.....

OUTGOING VIA/RADIO

DU/WILBUR P. ANTHONY RM2

 DISTRIBUTION:
 (PAGE ONE ONLY)

CO ___ XO ___ OPS ___ COMM ___ ASST COMM ___

DATE/TIME GROUP (GCT)

091132Z

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(when filled in)

NAVAL MESSAGE
OPNAV FORM 2110-28B (REV. 3-61)

SECRET

(when filled in)

RELEASED BY	DRAFTED BY	PHONE EXT. NR.	PAGE	PAGES
J. METCALF III, LCDR, USN...	COL. A. WILSON, USMC			
DATE	TO/TOB	ROUTED BY	CHECKED BY	OF
NO MAY 1965		MSCB ADD	ANTHONY BL2	
MESSAGE NR.	DATE/TIME GROUP (GCT)	PRECE- DENCE	FLASH	EMERGENCY
	091132Z	ACTION		
		INFO		
			PRIORITY	ROUTINE
			PPP	
			PPP	

FM: USS WESTCHESTER C UNTY

TO: CG III MAF

INFO: CG FIRST MAB//CG FIRST MAB (ADV)//CG THIRD MAB//MAG ONE TWO

.....BT.....

SECRET

A. DOICG SAIGON 050400Z

B. CG III MAF 071545Z

SITREP AS OF 091000Z.

1. NOB CONSTR. READ IN FOUR COLUMNS:

ITEM	DATE STARTED	PERCENT COMPL	EST DATE COMPL
CB CAMP CONSTR	D-DAY	60	D PLUS 4
HAVL/MSR CONSTR	D PLUS 1	20	D PLUS 6
EXCAV Rwy AND TW	D PLUS 2	2	D PLUS 10
MAT LAYING	D PLUS 5	0	D PLUS 20

2. AE ENGR REP ARRIVED 000400Z. HE CONFIRMED COORD Rwy PROVIDED REF A IN ERROR. LOG SEL YESTERDAY APPX SAME AS AE RECOMMENDED. Rwy COORD 532073 REPEAT 532073. AND 545000 REPEAT 545000. HEADING 320/140

3. BASHBURN AKA 100 OFFLOADED 30 BUNDLES MATTING. OFFLOADING MUCH SLOWER THAN ANTICIPATED. SP ATTEMPTING TO ACCELERATE UNLOADING BY UTILIZING FOUR SECTION CAUSEWAY AS BARGE. UNLOADING POINT TO BE SHIFTED FROM CAUSEWAY TO BEACH OPPOSITE NORTHEAST RUNWAY BECAUSE LOADED TRAILERS UNABLE TO TRAVERSE SAND WITHOUT TRACTOR ASSISTANCE.

4. ACTUAL CONTOURS OF TERRAIN DICTATE CHANGES IN BASE CAMP LAYOUT. HIGH DUNES WITHIN 100 FT SEAWARD OF MSR WILL REQUIRE PLACEMENT OF SUPPLY AND EQUIPMENT AREAS ADJACENT MSR, COMMAND GROUPMENT ALONG TOP OF DUNES, AND BILLETING AREA SEAWARD OF DUNES IN TREES. SQD OPERATING AREAS WILL NOT BE AFFECTED.

5. WINDHAM CTY DID NOT OFFLOAD TODAY. A FEW KEY PERS BROUGHT ASHORE TO XXXX ASSIST AS NEG.

6. UNLESS OTHERWISE DIR MAB-12(-) WILL COORDINATE WITH AND REPORT FOR NCOI

DISTRIBUTION:
(PAGE ONE ONLY)

DATE/TIME GROUP (GCT)

REPRODUCTION OF CLASSIFIED MESSAGES IN WHOLE OR IN PART IS PROHIBITED EXCEPT WITH PERMISSION OF ISSUING OFFICE

SECRET

(when filled in)

NAVAL MESSAGE

OPNAV FORM 2110-28B (REV. 3-6)

SECRET

(when filled in)

RELEASED BY R.L. MC ARTHY LCDR USN		DRAFTED BY G.D. CLARK 1STLT USMC (BY DIRECTION)		PHONE EXT. NR.	PAGE	PAGES
DATE 10 MAY 65	TOR/TOD	ROUTED BY WU / TOTO	CHECKED BY		OF	
MESSAGE NR. 297	DATE/TIME GROUP (GCT) 1 0 1 4 1 5 Z	PRECEDENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY PPP
		ACTION				PPP
		INFO				

FROM **USS WINDHAM COUNTY**TO **CG III MAF**
 INFO **CG FIRST MAF
FIRST MAF (ADV)
CG THIRD MAF
MAG ONE TWO**
C70G/4212KCS**Cy/1825Z/10 MAY/65****SECRET****CO MABS-12(-) SENDS****SITREP AS OF 101000Z****1. NCB CONSTR READ IN FOUR COLUMNS:**

ITEM	DATE STARTED	PERCENT COMPL	EST DATE COMPL
CB CAMP CONSTR	D-DAY	80	D PLUS 4
HAUL/MSR CONSTR	D PLUS 1	35	D PLUS 6
EXCAV Rwy AND TW	D PLUS 2	7	D PLUS 10
MAT LAYING	EST D PLUS 5	0	D PLUS 20

2. ONE BARGE WITH 189 BUNDLES MATTING ARRIVED BEACH OFF NORTHEND Rwy. PARTIALLY UNLOADED. ADDITIONAL 120 BUNDLES UNLOADED OVER CAUSEWAY, UNLOADING SLOW BECAUSE OF INCREASINGLY REDUCED TRAFFICABILITY OF SAND ROADS. EVERY TRAILER LOAD OF MATTING MUST BE ASSISTED THROUGH AT LEAST PART OF THE TWO MILE TRIP FROM CAUSEWAY TO STAGING AREA. TOTAL MATTING UNLOADED 245 BUNDLES.

3. MEETING HELD WITH CTF 76 REP THIS AFTERNOON TO DETERMINE HOW UNLOADING OPERATION COULD BE EXPEDITED. FOL PROPOSALS WERE MADE: TO BARGE IN ASPHALT FROM LST 47 BTWN MATTING LOADS IN ORDER TO PERMIT SUB GRADE STABILIZATION TO COMMENCE; TO MOVE CAUSEWAY TO CENTERLINE Rwy PSN AND OFFLOAD WINDHAM CTY TO ELIMINATE LONG HAULES OVER BEACH.

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101415Z MAY 65

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NAVAL MESSAGE

OPNAV FORM 2110-28B (REV. 3-6)

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DATE 11 MAY 1965	TOR/TOD	ROUTED BY RDON	CHECKED BY STEW RT RM2	OF		
MESSAGE NR.	DATE/TIME GROUP (GCT) 111230Z / MAY 1965	PRECEDENCE ACTION INFO	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY PPPP
						ROUTINE DEFERRED

FROM: USS WINDHAM COUNTY

TO: CG III MAF

INFO: CG FIRST MAF / FIRST MAF (ADV) / CG THIRD MAB /
MAG ONE TWO

SECRET

SITREP AS OF 111000Z

1. NCB CONSTR. READ IN FOUR COLUMNS:

ITEM	DATE STARTED	PERCENT COMPL	EST COMPL DATE
NCB CAMP CONSTR	D-DAY	85	UNK
HAUL/MSR CONSTR	D PLUS 1	40	D PLUS 6
EXCAV Rwy AND TW	D PLUS 2	12	D PLUS 15
MAT LAYING	D PLUS 7	0	D PLUS 20

2. EST COMPLETION DATE Rwy AND TW EXCAV SLIPPED BECAUSE OF (ONE) SHORTAGE OF TRACTORS. THREE OF A TOTAL OF SIX TD-24 OF NCB DEADLINED. ONE TD-18 PROVIDED BY SP. RUBBER TIRED TRACTORS INEFFECTIVE IN SOFT SAND. (TWO) THERE ARE TWO LARGE FILL AREAS, ONE AT NORTHEAST AND ONE AT APPX MIDPOINT OF Rwy. THESE LARGE AREAS, NOT NOTED DURING ORIGINAL SURVEY, RQR MORE EARTHWORK THAT ORIGINALLY ENVISIONED. START OF MAT LAYING HAS THUS SLIPPED.

3. MSR HAS BEEN COMPLETED TO APPX MIDPOINT OF Rwy. DISTANCE OF 1.8 MILES

4. 285 BUNDLES MATTING UNLOADED FOR TOTAL 640 BUNDLES TO DATE. EST TURNAROUND TIME OF CAUSEWAY BARGE LOADED WITH 200 BUNDLES IS 18 HRS. UNLOADING ACROSS CAUSEWAY CONTINUES SLOW BECAUSE OF SAND ROADS.

5. LST WINDHAM CTY STARTED UNLOADING MABS GEAR FROM CAUSEWAY AT 110315Z. PROPOSAL TO MOVE CAUSEWAY TO MIDPOINT BEACH AREA NEGATED BY CTF 76. VEHICLES AND BULD CARGO WILL BE STAGED ON BEACH UNTIL LST UNLOADED THEN MOVED TO CAMP SITE TO MIDPOINT Rwy AS SP CAPABILITY WILL

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MESSAGE NR.	DATE/TIME GROUP (GCT)			PRECE- DENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE	DEFERRED
				ACTION						
				INFO						

PERMIT. THIS WILL DELAY OUR WORK BUT WILL ENSURE ADEQUATE STOCKS OF WATINO
AND ASPHALT FOR RMY AND TW CONSTR. EST 32 HRS RQR TO OFFLOAD LST.
6. PLAN NOW IS TO PSN 8 SECTION CAUSEWAY AT MIDPOINT RMY BEACH AREA
JUST PRIOR TO ARRIVAL RETURN SHIPPING WITH MAG-12 SO THAT OFFLOADING
CAN BE EXPEDITED.
7. TEMPORARY CP MABS 12(-) IS SATELLITED ON NCB CP AT COORD 548061
UNTIL MOVEMENT CAN BE MADE INTO AREA.
MABS 12(-) SENDS.
BT....
GP-4

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-T- III NAF
7 121124Z
FM RLT-
TO CG III NAF
INFO CG FIRST NAW (ADV)
CG THIRD NAS
FIRST NAW (CREW)
NAO ONE TWO
ZEN/HUSB 12
BT

SITREP AS OF 121000Z
 1. UNLESS OTHERWISE DIRECTED FOR FORMAT WILL BE FOLLOWED IN
 FUTURE SITREPS. READ IN FIVE COLUMNS.
 ITEM DATE STARTED COMPL THIS PD COMPL TO DATE TOTAL ACS
 ROAD CONSTR DPLUS 100 PERCENT 100 PERCENT
 SITE PREP ACS DPLUS 100 PERCENT 100 PERCENT
 SITE PREP TW M/A 0 100 PERCENT
 DATE UNLOADING 1 PLUS 100 PERCENT 100 PERCENT
 AS ADD ELEMENTS OF WORK START THEY WILL BE ADDED. HCB TEMP

PAGE TWO MSG7 S E C R E T
CAMP CONSTR ALMOST COMPLETE. IMPROVEMENTS WILL BE CONTINUOUS.
NO FURTHER PT THAT ELEMENT WILL BE MADE.
1. PERPENDICULAR ROAD TO MSR AT MIDPOINT RAY TO BEACH LINE CUT
THIS PD TO PERMIT ENTRY MABS GEAR.
2. UNLOADING LIFTING BY BARGE CONTINUES TO BE EFFECTIVE.
3. TWO TD-15 TRACTORS OBTAINED FROM ACB- FOR RAY SITE PREP WORK.
ONE DCB TD-15 OFF D/L. TOTAL EQUIPMENT NOW ON RAY SITE PREP.
ONE TD-15, SIX T-15 AND TWO 15 YD SCRAPERS.
4. WINDHAM COUNTY COMPLETE OFFLOADING APPX 12,000Z. BULK CARGO
STAGED ALONG BEACH INNER NORTH OF CANSE-AY. VEHICLES HAVE BEEN
MOVED TO DUMP AREA MIDPOINT OF AIRSTRIP ON BEACH. TEMP CAMP BEING
ESTAB EAST OF MSR AT MIDPOINT ON RAY. CP WILL SHIFT TO NEW LOC
AS PLUS 6 (APPX COORD 2-1000).
5. CCFWAS VISITED CP AND CONSTR SITE
MABS 12 (V) SENDS
CP-4
BT

HAS BEEN SENT

NAME
 SEX

NOV 22 0900 AM '66 107 1040Z MAY 66 K K

NAVAL MESSAGE
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453	131221Z	ACTION				XX		
		INFO				XX		

FM: RLT-4
TO: CG III MAF
INFO: CG FIRST MAW (ADV)
FIRST MAW (REAR)
MAG ONE TWO
SEN NCB-10

S E C R E T

SITREP AS OF 131000Z
17 31 51 65

1. NCB CONSTR AS FOLLOWS READ IN FIVE COLUMNS

ITEM	DATE STARTED	COMPL THIS PD	COMPL TO DATE	RQD
ROAD CONSTR	DPLUS 1	0.5 MI	2.7 MI	UNK
EXCAV RWY	DPLUS 2	119.	33%	100%
EXCAV TWY	DPLUS 6	2%	2%	100%
MAT UNLOADING	DPLUS 2	571 BUNDLES	1884 BUNDLES	5063 BUNDLES

2. OFFLOADING OF DRUMMED ASPHALT BEGAN AT 130000H FROM LST 47. ALL WORK BEING DONE BY HAND. INTEND TO LOAD CAUSEWAY BARGE THEN MOVE IT TO NORTH END BEACH FOR UNLOADING APPX 400 BRUMS OFFLOADED DURING PD.

3. ONE ADD TD-24 TRACTOR OFF D/L. ANTICIPATE ANOTHER OFF D/L DURING NIGHT. 18YD SCRAPERS NOW BEING USED TO ADVANTAGE BECAUSE HAUL DISTANCE INCREASING

4. OPERATOR FATIGUE-AMBIENT TEMP PLUS ENGINE HEAT LIMITS OPERATOR TIME ON X TRACTOR TO APPX 30 MIN WITHOUT REST PD. THIS REQUIRES AT LEAST TWO FULL CREWS PER SHIFT.

5. PLAN TO TEST STABILIZATION PROCESS TOMORROW. WILL UTILIZE TEST AREA IMMEDIATE FRONT MABS CP. SO TEST AREA MAY BE USED AS TEMPORARY HELIO PAD

6. TEMPORARY CAMPSITE 75% COMPLETED. COORDINATED CP 541066.

7. EST MOVEMENT OF MABS GEAR FROM STAGING AREA TO CAMPSITE DUMP WILL BE COMPLETED BY 132400H.

8. JOINED THIS PM 3 OFF AND 21 ENL FOR MATCH 67

9. REQ ORDNANCE PERS BE FLOWN IN ASAP TO ASSIST IN RECEIVING CL V A DUE ON 16TH.

MABS 12 (-) SENDS.

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	141340Z			ACTION				XX		
				INFO				XX		

FM: RLT-4

TO: CG III MAF

INFO: CG FIRST MAF (ADV)
 FIRST MAF (REAR)
 CG THIRD MAF
 MAG ONE TWO
 ZEN NCB-10

SECRET

SITREP AS OF 141000Z

A. CTF 76 130514Z

1. CONSTR STATUS AS FOLLOWS. READ IN FIVE COLUMNS

ITEM	DATE STARTED	COMPL THIS PD	COMPL TO DATE	RQD
ROAD CONSTR	DPLUS 1	0.5 MI	3.2 MI	UNK
EXCAV Rwy	DPLUS 2	6%	39%	100%
EXCAV TW	DPLUS 6	2%	4%	100%
MATT UNLOADING	DPLUS 2	442 BDLs	2373 BDLs	5073 BDLs
ASPHALT UNLOADING	DPLUS 6	900 DRMS	1300 DRMS	5000 BRMS

2. OFFLOADING OF MATTING FROM WASHBURN AKA 100 COMPLETED 141200H.

APPX 800 BDLs REMAIN TO BE TRANSPORTED FROM UNLOAD POINT AT NORTH END OF BEACH TO Rwy SITE.

3. EQUIPMENT BREADDOWN A CONTINUING PROBLEM, CLUTCHES ON MAIN DRIVE AND PCU EXRE EXTREMELY SUSCEPTABLE TO OUTAGES. FOR PAST TWO DAYS ONLY THREE TD-24 TRACTORS AND ONE TD-18 TRACTOR IN SERVICE AT ANY ONE TIME

4. COMMENCEMENT OF ASPHALT STABILIZATION TEST DELAYED UNTIL 141600H BECAUSE OF EQUIPMENT DIFFICULTIES. EVAL OF TEST RESULTS EXPECTED BY NEXT SITREP

5. BOTH TYPES MATTING OFFLOADED WASHBURN ARRIVED EXCELLENT SHAPE PRACTICALLY ALL USEABLE

6. WEO ADVISED NCB-10 ON REPLY TO REF A TO THE EFFECT MATTING ON MATTHEWS NOT RQD. NEED ONLY MAM2 AND M9M1 SCHEDULED FOR MERRICK AND WASHBURN.

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6-7

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NAVAL MESSAGE
OPNAV FORM 2110-28B (REV. 3-6)

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MESSAGE NR.	DATE/TIME GROUP (GCT)			PRECE- DENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE
				ACTION					
				INFO					

7. TEMPORARY CAMPSITE NOW 85% COMPLETED
 8. TOUR OF SP DUMPS UNCOVERED FIVE PALLETS MABS GEAR. THESE RECOVERED, NOW ALL GEAR IN CAMPSITE DUMP AREA
 9. FOUR SECTIONS OF 1 1/2 INCH SPIRAL CONDUIT REQUESTED FROM MAG 16(-) FOR RUNNING TAFDS HOSE UNDER TASIWAY. THEY DO NOT HAVE BUT WILL TRY TO HAVE IT FLOWN IN FROM MAG-13.
 10. SURVEYING OF MAG CAMPSITE COMMENCED THIS PM. SHOULD BE ABLE TO DETERMINE LAYOUT AND WORK REQUIREMENT BY D&G.

D79

MAGS 12 (-) SENDS

GP-4

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NAVY FORM 2110-28 (REV. 3-61)

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MESSAGE NR.	DATE/TIME GROUP (GCT)	PRECEDENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE	DEFERRED	
	1 5 1 2 0 0 Z MAY 65	ACTION				PPP			
		INFO							

FM: MABS -12 (-)
 TO: CG III MAW
 INFO: CG FIRST MAW (ADV)
 FIRST MAW (REAR)
 CG THIRD MAB
 MAG ONE TWO
 MCB 10

SECRET

SITREP AS OF 151000Z

1. CONSTR STATUS AS FOLLOWS: READ IN FIVE COLUMNS:

ITEM	DATE STARTED	COMPL THIS PD	COMP TO DATE	RQD
ROAD CONSTR	D PLUS 1	0.3 MI	3.5 MI	UNK
EXCAV Rwy	D PLUS 2	4%	43%	100%
EXCAV TW	D PLUS 6	3%	7%	100%
MAT UNLOADING	D PLUS 2	0	2373 BDLS	5073 BDLS
ASPHALT UNLOADING	D PLUS 6	300% DRMS	1600 DRMS	5000 DRMS.

2. TEST OF ASPHALT STABILIZATION ON FINE SAND INDICATED ONLY MINIMUM PENETRATION WHICH WAS INSUFFICIENT FOR SUBGRADE OF LATS AIRFIELD. AFTER WEIGHING ALTERNATIVES, ORIGINAL PLAN FOR LATERITE STABILIZATION OF RUNWAY AND TAXIWAY SUBGRADE WAS SELECTED AS BEST METHOD. LATERITE STABILIZATION OF MSR TEMPORARILY HALTED 151600H. LATERITE STABILIZATION OF RUNWAY SUBGRADE SCHEDULED TO COMMENCE 151800H.

3. ASPHALT STABILIZATION OF LATERITE SAND MIXTURE CONSIDERED BEST SHOULD DER AND OVERRUN TREATMENT. SEAMAN PULVIMIXER HAS BEEN REQ ON LOAN BASIS FROM SAIGON OR CONUS.

4. AVAILABILITY OF M51 DUMP TRUCKS FROM OTHER UNITS IN CHU LAI AREA BEING INVESTIGATED. REQ ALSO MADE TO OBTAIN 10 TO 12 M51 FROM DANANG SO THAT MSR CONSTR CAN RECOMMENCE. MSR EXTENSION TO AMMO DUMP RQR PRIOR TO ARRIVAL CL VA SUPPLIES 23-26 MAY. STRONGLY RECOMMEND YOUR ASSISTANCE IN OBTAINING BOTH OF THE ABOVE.

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NAVAL MESSAGE
OPNAV FORM 2110-20 (REV. 8-61)

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						2 of 2		2 of 2		
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MESSAGE NR.	DATE/TIME GROUP (GCT)			PRECEDENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE	DEFERRED
	SECRET			ACTION						
				INFO						

5. TEMPORARY CAMPSITE NOW 95% COMPLETED.

6. ATTEMPT WAS MADE TODAY TO BULLDOZE A WELL IN FLAT AREA AIRFIELD SIDE OF OUR COMPSITE. WENT DOWN 12 FEET WITHOUT SUCCESS. WILL HAVE TO WAIT ON CLAMSHELL CRANE FROM CB TO TRY AT DEEPER LEVEL. NO WELL NO SHOWERS.

7. FOUR SECTIONS OF 10 INCH SPIRAL CONDUIT RECEIVED TODAY BY HELIO FROM DANAG.

8. CLEARING AND LEVELING WORK STARTED ON ~~DAG~~ CAMPSITE UTILIZING ONLY OUR D-4 AND D-6 TRACTORS. NO POSSIBILITY AT THIS TIME OF OBTAINING ADD SUPPORT IN VIEW OF PARA 4 ABOVE AND NECESSITY TO GIVE FULL TRACTOR ASSISTANCE TO RUNWAY AND TAXIWAY CONSTR.

9. GEN FONTANA VISITED CP TODAY. HE TOURED THE CAMPSITE AREA AND OBSERVED THE AIRFIELD CONSTR. GEN CARL ALSO PAID A BRIEF VISIT.

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SUPPORTING DOCUMENT #19

SECRET

MABS-12
 MAG-12, 1stMAW
 III Marine Amphibious
 Force
 Chu Lai, RVN
 110800 Apr 1965
 To
 312400 May 1965

Time		Serial No.	Date Time Group	JOURNAL Incidents, mes- sages, orders, etc.	Action taken M-Map, T-Trps, S-Staff, F-File
In	Out				
	0930	1	111330I	Planning conference to discuss requirements generated by Wing. Gru S-1, S-4 in attendance.	S
	1000	2	121400I	2d conference held to discuss same requirements with Wing EngO. Gru S-1, S-4 in attendance.	S
1230		3	161300I	Receive CG FMAW Msg 160233Z(S) Commenced preparation of requirements and data. Request data relative to entries (1), (2) above.	SF
	1130	4	171100I	Prepared msg for S-4 MAG-12. MAG-12 msg 170404Z(S) detailed planning continued. Do not hold Wing msg but this was not released until Monday or Tuesday w/changes. Fuel/cubic ft/vehicles/etc.	SF
	1130	5	201100I	Submitted proposal. Accepted by group. (See attachment #1 held by Sqd S&C).	SF
0815		6	230915I	C.O. Attends conference at Group.S	
	1100	7	231100I	Begin preparation for loading. Staging in working area.	
	1530	8	231530I	CG FMAW Msg 230552Z(S) received. Authority to commence loading.	STF
1555		9	231600I	MAG-12 released Msg 230710Z(S). Logistics requirements.	SF
	1715	10	231715I	CG FMAW 230742Z(S) received Admin instructions for embarkation. CG FMAW msg 230723Z(C) also with Log Sup Req.	SF

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Map, T-Trps, S-Staff, F-File
In	Out				
	1750	11	231800I	CO attends conference at group. Gru Cdr briefed on MATCU critical shortages and limited capability.	S
	0600	12	240600I	Commenced loading Windham County. LST 1170.	ST
0900		13	240900I	S-4 informs CO of changes to loading plan. Load continued per new instructions less plan.	ST
1340		14	241345I	COMSEVENTHFLT Msg 240402Z(S) received.	SF
1555		15	241600I	CG FMAW Msg 240622Z(S) received. Shipping requirements.	SF
	0935	16	250930I	Embarking of Personnel to commence at 251730Z.	ST
0930		17	251000I	Personnel on embark rosters paid. Money changed.	ST
1400		18	251400I	S-4 informs CO of changes to Emb. Only one LST available. Second one must be justified to have, because will necessitate taking from MEF. Branch and Section present recommended changes. Plan drawn up.	ST
	1525	19	251530I	CO departs to brief CG FMAW. Base Services Off and CO MAG present. Resulted in requirement to offload and reload LST with components required to give airfield Op. Cap.	S
1715		20	251730I	CG FMAW msg 251013Z(S) 260528Z retransmission of msg to MAG-12.	SF
	0730	21	260800I	Meeting of Branch & Section heads. Discuss functional capability on LST load and future requirements.	S

SECRET

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Maps, T-Trps, S-Staff, F-Files
In	Out				
	1040	22	261045I	CO to Group for briefing, Gru directed Capt Quagliotti to submit 2 ltrs. One on electromagnetic emissions and one on MATCU-67 capabilities.	S
1325		23	261330I	CO MAG-12 briefed by Branch & Section heads. Functional capability on initial move.	S
1445		24	261445I	Capt TOWNSEND, Base Services Officer, MAG-13 briefed branch and section heads. Area and MABS-13 plan and concepts.	S
1720		25	261720I	CO and Capt MANWARRING briefed by Capt BOONE, Wing ISO. ISO NCO assigned MABS-12 to record for historical interest and record. ISO problems and assistance available.	S
	1730	26	261800I	Personnel begin embarking. Personnel had been reporting all day - impossible to complete admin as desired.	ST
	0230	27	270230I	Loading completed and personnel aboard (11 Off/190 Enl). (See attachment #2 back of journal. Personnel roster completed and checked.	ST
	0805	28	270805I	Windham county sailed.	S
0830		29	270845I	CTG 79.3 msg 260705Z(S) received. Capt QUAGLIOTTI initiated for freq.	SF
	1120	30	271115I	CO to group. Air Base plans.	S

SECRET

Time		Serial No.	Date Time Group	Incidents, Mes- sages, orders, etc.	Action taken M-Maps, T-Trps, S-Staff, F-Files
In	Out				
	1500	31	271500I	Reports released as follows:	
				Sailing report. (Do not hold TS)	SF
				Movement report. 270507Z	SF
				Redops report. 270815Z.	SF
	1725	32	271730I	CO to Group. Presented new dope on 2nd & 3rd lift. Will depart Flt 5 next AM for Okie and planning discussions with III MEF. Air Base Plans. (See Attachment #3 back of journal).	S
2300		33	272300I	CO MABS-12 in CP. Air Base Plans.	S
	0600	34	280600I	CO departs for Okinawa. Liason Lt CONDRA accompanies party with CO MAG-12.	S
2200		35	282200I	Returned. Discussions were held with G-4, III MEF, MCB-10 and SP representatives (see attachment #4) insofar as insuring real estate requirements and establishing priorities for construction (See attachment #5). G-4, III MEF stated that airfield construction and operational capability within time frame contemplated was of 1st priority. (3 TAFDS & 2 LOX)	S
	1040	36	301045I	Meeting at Gp HQs. 4 LST's coming in - we will get one; remaining gear will have to wait for later LST (14 May). This will hurt our construction and transport capability.	S

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Map, T-Trps, S-Staff, F-File
In	Out				
0925		37	060930I	Received follow- ing msgs. CTF 78 030744Z Casualty Reporting.	SF
		38		CTF 78 031148Z Comm-Elect Annex to 3rd MEB OpOr 301-65.	SF
		39		CTF 78 040352Z Casualty Reporting.	SF
		40		CGAirFMFPac 041830Z MATCU-67 Readiness.	SF
		41		ADMINO FMFPAC 040227Z Combat Status PacFlt Forces.	SF
		42		CTF 78 040436Z Casualty Reporting.	SF
		43		MABS-12 050210Z, to MABS-12 Det A. MATCU Freq request.	SF
		44		CG FMAW 05032Z SHF Frequencies.	SF
		45		CG FMAW 050648Z Appendix 1 (Per- sonnel) to Annex A (Log & Admin) to FMAW OpOrd 301-65.	SF
		46		CG FMAW 050645Z Booby Traps.	SF
0940		47	060945I	Visit to S-1 discuss troop list per Wing AdminOr(Pers) - desires troop strength.	S

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action Taken M-Map, T-Trps, S-Staff, F-File
In	Out				
		48		Materiel Problem: 512 Off/Enl 20 bed hospital 535 pers Group Supply Ordered for MATCU	S
		49		Projects: Base Regs- Capt NELBACH	S
				Base Ops Manual- Capt REID Completed 1 Copy Gru S-3 1 Copy S&C 1 copy Capt REID	S
				Base Def & Internal Sec Completed 1 copy to Gru S-3 of each.	S
1600		50	061930I	CO's meeting w/XO, Base Ops, BaseServ, Utilo	S
		51	070700I	CO departed Iwakuni accompanied by Lt CONDRA, Capt REID.	S
0745		52	070800I	Read msgs: CG FMAW 040730Z Comm-Elect Planning criteria.	SF
		53		Com7thFlt 041000Z Turn around shipping	SF
		54		CG FMAW 040936Z Rules of engagement	SF
		55		CG FMAW 060155Z Wing Liaison Net.	SF
		56		CG FMAW 060109Z Freq. Request,	SF
		57		CG FMAW 060451Z Wing Liaison Net.	SF

SECRET

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Map, T-Trps S-Staff, F-File
In	Out				
		58		CGAirFMFPac 041830Z MATCU Readiness.	SF
	1100	59	071115I	Read TS Msgs in S-2. S-3 distribution of Camp Plan	S
	1315	60	071330I	Visit to Staff Sections 1 & 4.	S
1330		61		Materiel: MATCU Spare parts to go - Cube & Wt. to S-4.	S
	1400	62		Maj MACY called on base site plan distribution: Each Squadron 5, s-1 1, S-2 1, S-3 3, S-4 1 Extra 25.	S
1400		63		MABS-12 personnel given shots, about 30 failed to receive - 1stSgt on this.	T
0730		64	080800I	Read following msgs: CG FMAW 060400Z Air Traffic Control	SF
		65		CG FMAW 070002Z Shipping requirements.	SF
		66		MAG-12 070015Z LSD Comstock.	SF
		67		MAG-12 070935Z MATCU-67 Mat Require- ments	SF
1050		68	081050	Personnel from MATCU-66 will join today need 782, wpns, etc. Arrangements have been made for them to draw.	ST

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Map, T-Trps S-Staff, F-File.
In	Out				
1620		69	081620I	Personnel from MATCU-66 reported in. Arrived on Flight 6. 30ff/19Enl. Read following msgs.	ST
1620		70		MAG-12 070735Z. Ans to FMFPac 041830Z.	SF
1620		71		CG FMAW 080400Z. MATCU	SF
0750		72	090800I	Read following msg's. Com7thFlt. 081200Z Freq assign.	SF
		73		CG AirFMFPac 072324Z. MATCU-67 - Spare parts.	SF
		74		USS WINDHAM Co. 080330Z Movement report.	SF
		75		CG III MEF 071545Z Daily Sitrep.	SF
		76		CG AirFMFPac 072324Z MATCU-67 Repair parts.	SF
1000		77	091000I	MATCU-66 personnel pre- pared for departure. Parts come in priority #1 from MATCU-66.	ST
0750		78	100800I	Read following msg's CG FMAW 090205Z. MATCU-67 Repair parts	SF
		79		USS WESTCHESTER CO 090253Z Rmwy direction (Ref Washoe Co 081250Z do not hold).	SF
		80		CG 3rd MEF 062244Z. SATS Installation.	SF

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Maps, T-Trps, S-Staff, P-Files
In	Out				
0750		81	100800I	Embark meeting 1300. Capt MCAFEE & Capt NELBACH attended.	S
	0700	82	100800I	Capt QUAGLIOTTI departs for Saigon. Expected return Wed 5/12.	S
		83	100900I	Embarkation moved up to 14th 1800 staging to be- gin on 11th.	S
0800		84		Personnel received Gamma Goblin shot.	T
0800		85	110800I	Staging at the slipway began.	ST
0900		86	110900I	Personal problems discussed w/S-1. Personnel to come from the draft (arrives 15May). Little help otherwise - critical LOX & MOREST.	S
	1300	87	111300I	Training report to S-3 on the training accomplished prior to embark. 8 hrs on subjects in GruBul 1500 4 May 1965.	ST
1300		88	111600I	3 Off 19 Enlisted - spare parts for MATCU departed at 1600. Capt HARVILL OIC	ST
	1630	89	111630I	Stage until 2400.	ST
1630		90	111630I	3 Off 19 enlisted (MATCU 66) & spare parts did not depart as plane was grounded. Depart 1100 on 12 May.	ST
1445		91	111700I	MABS-12 (-) came up on Wing Cmd Net #2.	S
0750		92	120800I	Read following msgs. CG FMAW 100220Z. MATCU equip.	SF
		93		MAG-12 110900Z. Curtailment of supply ops.	SF
		94		MAG-12 CO Conf 1515.	S

SECRET

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Maps, T-Trps, S-Staff, F-Files
In	Out				
0800		95	120800I	Staging on the slipway continued. Will be completed this date by 2000.	ST
0900		96	120900I	Materiel - requirements in for cots, etc.	S
		97	130800I	Read following msgs. ComNavAirPac 102327Z. Napalm inst.	SF
		98		USS Windham Co. 110700Z. CO MABS-12(-) Movement Rpt.	SF
		99		USS Windham Co. 101415Z Sitrep.	SF
		100		CG FMAW 100035Z. CommElect Annex.	SF
		101	140800I	Learned of early arrival of LST & LSD. Requirement by LST for barricade.	S
		102	141000I	Begin loading LST/LSD stopped loading LSD at 1900.	ST
1000		103	141400I	Paid troops and money changed.	ST
	0800	104	150800I	Continued loading, Prepared to embark personnel at 1630.	ST
	1400	105	151400I	Inspected billeting and working spaces. Reinspected after troops embarked.	T
	1500	106	151500I	Reports submitted: Movement and REDOPS.	S
2000		107	152000I	Completed loading. USS Washtenaw S Co. 75 men from draft reported in and placed aboard ship.	S

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Maps, T-Trps, S-Staff, F-Files
In	Out				
	0800	108	160800I	Departed Iwakuni	ST
	1700	109	161700I	Sailing report sub- mitted. Drills and brief to personnel by CO Troops.	ST
	0800	110	170800H	Instructions to troops began.	T
	0800	111	180800H	Preparation to receive vehicles - Naha.	ST
	1030	112	181230H	Arrived Okinawa 1230 18May.	S
	1730	113	181730H	Departed Okinawa 1730 18May.	S
	0800	114	190800H	Submitted sailing report.	SF
	1000	115	191000H	Instructional periods con- tinued to Boat Teams.	T
	1300	116	191300H	Shots given to new personnel and any personnel who had not previously received the required shots. Medical re- cords checked.	T
	0800	117	200800H	Instructional periods con- tinued. Shots given by med- ical pers.	T
	0800	118	210800H	Instructional periods con- tinued. Shots given by med- ical pers.	T
	0800	119	220800H	Instructional periods con- tinued. SSgt RAMSEY gave in- structions to ship personnel on "Code of Conduct" and "Leadership".	T
1400		120	221400H	Completed shots. Organized for unloading.	T
0615		121	230615H	Ship married to causeway.	ST
	0730	122	230730H	Began unloading.	ST

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etc.	Action taken M-Maps, T- Trps, S-Staff, F-Files
In	Out				
1000		123	241000H	ISD Comstock arrived and commenced off loading.	S
	1215	124	241215H	Washtenaw County departed.	S
1430		125	241430H	Washoe County married to causeway and commenced unloading.	S
	1530	126	251530H	IST Comstock completed off loading.	S
	2030	127	262030H	Washoe County offloaded.	S
2200		128	262200H	Vernon County married to causeway and commenced unloading.	S
0530		129	270530H	Permanent Mess Hall opened.	ST
	0730	130	270730H	Working party for shore party departed.	ST
	0600	131	280600H	Completed unloading Vernon County. IST 1161.	S
1730		132	281730H	M-2 Morest Operational.	SF
1730		133	281730H	TAFDS will be fueled 291700H.	SF
1730		134	281730H	Clearing and leveling in campsite area 90% completed.	SF
1730		135	291730H	MATCU equip on site and control tower erected. M-24 Morest Operational. LOX in production.	SF
1730		136	291730H	Clearing and leveling in camp site 95% completed.	SF
1730		137	301730H	MATCU equip Operational. TAFDS fueled and ready for operation.	SF
1345		138	311330H	APA NAVARRO commenced offloading.	SF

SECRET

SECRET

Time		Serial No.	Date Time Group	Incidents, mes- sages, orders, etx.	Action taken M-Maps, T-Trps, S-Staff, F-Files
In	Out				
1730		139	311730H	New process to stabilize surface under matting. Use of bulk fuel pumps and hose to pump salt water to air field.	SF
1730		140	311730H	Class V Dump present inventory 1,817,586 #.	SF
1730		141	311730H	Clearing and leveling in camp- site 97% completed.	SF

SECRET

HEADQUARTERS
MARINE AIR BASE SQUADRON 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

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USMC OFFICER

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
BRENNAN Edward J	081495	CWO2	0130	1
RANDALL Harry B	051293	Maj	0302	1
GEDRIS Joseph R	085895	1stLt	6720	1

USMC ENLISTED

AYALA Jose Jr	1947344	Pfc	0100	1✓
BATZ Mario F	2059728	LCpl	3516	1✓
BASSETT B B	1486875	Cpl	3516	1✓
BARRON J R	1850918	Cpl	1391	1✓
BETHEA Billy L	1594001	Sgt	0341	1✓
BETLEWICZ Joseph N	1954409	Cpl	6461	1✓
BINDER R J	2077166	Pvt	3531	1✓
BLUNT Ronald L	2062740	LCpl	3531	1✓
BOOKER Nathaniel Sr	414269	Sgt	3531	1✓
BORGAN J J	2099935	PFC	7000	1✓
BOSCH Michael L	2087591	Pfc	3071	1✓
BRADLEY Joseph	2023327	LCpl	5711	1✓
BROWN M R	1816382	Pfc	1391	1✓

BUDEK Gary A	2058804	LCpl	3051	1✓
BURTON Richard J	2026890	LCpl	3516	1✓
CAMP Glyde M	2091015	Pvt	6461	1✓
CANNON J F	2104942	Pvt	3500	1✓
CARDER E M	2085189	Pfc	1391	1✓
CARRISOZA Eli	1581527	Cpl	3371	1✓
CARTER Robert W	2127620	Pfc	3300	1✓
CHANEY T R	2016823	LCpl	3531	1✓
COBB C E	2068484	Pfc	3516	1✓
COLLINS R R	1871363	Cpl	7011	1✓
COOPER B L	2054995	Pfc	1300	1✓
COOPER G R	2022994	LCpl	7011	1✓
COPLEY F V	2016029	Pvt	7011	1✓
COMBS Donald B	903011	SSgt	3537	1✓
COTTRELL A E	1985767	LCpl	1391	1✓
CREDE H M	2074974	LCpl	3516	1✓
CRUMPTON Robert G	1689170	Cpl	6461	1✓
DANIELS D T	2117766	Pvt	3500	1✓
DAWKINS J E	1374902	Cpl	3531	1✓
DELANEY K E	2036671	Pfc	7011	1✓
DELFINO Martin P	2064361	Pfc	3516	1✓
DOWD Jimmie R	2068972	Pfc	6461	1✓
DUNCAN Albert L	1858826	Cpl	3531	1✓
DURHAM John W	2057700	Pfc	3531	1✓
EAVES J L	2045438	LCpl	3516	1✓
EGERER J T	1611231	Cpl	3531	1✓

ELLENBERG Thomas C	1916382	Cpl	0431	1
ELLIS Travis M	1651073	Sgt	0141	1
FAGAN M J	2021374	LCpl	7041	1
FERNANDEZ F A	2104906	Pvt	1300	1
FLEMING D W	2135726	Pvt	0100	1
FOSSUM Lavern J	1935597	Cpl	2161	1
FREEMAN Howard	2079087	Pfc	3516	1
GALAN Gary V	2045699	LCpl	3516	1
GALPEAULT R J	2016338	Cpl	3531	1
GARZA Gilberto T	1166526	Sgt	3041	1
GERVAIS Ronald G	1956849	Pfc	6461	1
GONZALEZ P	1614698	Cpl	3531	1
HALL Charles E	1975062	Cpl	3516	1
HANCOCK J J	2112714	Pfc	7000	1
HANSON D R	2068800	Pfc	1341	1
HARRISON Gary D	2024879	LCpl	3531	1
HENNIS D R	2052603	LCpl	3516	1
HICKS Kenneth L	1828282	Sgt	6811	1
HOLMES M E	2100817	Pvt	7000	1
HUNT Larry L	1441028	Sgt	3516	1
JACKSON Earl J	1963160	LCpl	6461	1
JACKSON James A	1999383	LCpl	0141	1
JARLIS W V	2046534	LCpl	1121	1

KANE Robert M	1989650	LCpl	6461	1✓
KERNEN Dennis K	1969794	Pfc	6461	1✓
KING Paul F	1956797	LCpl	6461	1✓
KNIGHT Nolen E	319231	SSgt	3537	1✓
KRUDWIG Lawrence J	1964620	Cpl	6811	1✓
LARSON J R	1983729	LCpl	1391	1✓
LAUTERBACH H W	2057862	LCpl	3516	1✓
LABELLE Roger J	1990273	LCpl	3531	1✓
LINDLEY J F	2011716	LCpl	7011	1✓
LONG T A	2006203	Pfc	6461	1✓
LORD J L	2110498	Pvt	3500	1✓
LYNCH T S	2130903	Pvt	3500	1✓
MANN James W	660416	SSgt	3537	1✓
MASON Duane P	1416761	Cpl	6461	1✓
MARKAR P J	2031265	Pfc	6461	1✓
MATHEWS William S Jr	1994084	Cpl	6461	1✓
MCGLYNN James J	595327	SSgt	3516	1✓
MELENDEZ Regino R	1351647	Sgt	6461	1✓
MCWHORTER J C	1998714	LCpl	1121	1✓
MERRICK J C	1394294	Cpl	1391	1✓
MICKELSON L D	2044450	Pvt	7000	1✓
MILLER Patrick R	2001938	LCpl	3531	1✓
MOGILEFSKY Ivan M	2029494	Pfc	6461	1✓
MOLINA A M	1199827	Sgt	3531	1✓

Name	Service Number	Rank	Number	Initials
MOORE Bert A	2058952	LCpl	3516	1
MOORE Ronald J	2062832	LCpl	3531	1
MORTON Clinton J	2006721	LCpl	3531	1
NOBLE G D	2103162	Pfc	7000	1
NOON M	2078574	Pfc	3531	1
NORTHROP E J	2108218	Pfc	1391	1
O'REILLY G A	1595565	Cpl	6461	1
ORTIZ Fred J	1812602	Pvt	6461	1
OWENS W L	1431686	Sgt	1371	1
PALADINO A J	2112674	Pvt	7000	1
PARENT R L	1271582	Sgt	3371	1
PATTERSON Lewis M Jr	1912423	Cpl	3531	1
PATTISON William S Jr	2061871	Pvt	3500	1
PAYNE Edwin E	1513817	Cpl	3051	1
PEACOCK Jerry R	1594027	Cpl	3531	1
PEASLEY William A	1534459	GySgt	3537	1
PHILLIPS Robert P	1917421	Cpl	3361	1
PIERSON C F	2089890	Pfc	3516	1
PIPHER D B	2033144	Pfc	7011	1
PLONOWSKI Charles P	276460	MSgt	3516	1
POTTER Buck E	1871817	LCpl	3516	1
POTTER P H	2075845	Pvt	1391	1
PUPEK R S	2023331	LCpl	7041	1
RAMSEY Richard A	653058	SSgt	0369	1

RHODEN Charles R	2087320	PFC	7011	1
ROGERS Gordon L	1886251	Cpl	0141	1
ROMERO N P	2127143	Pvt	3500	1
ROSE R P	2049806	Pfc	7011	1
RUIZ F G	1567139	Cpl	1391	1
RUSNAK D	1972944	LCpl	3071	1
SAGARIA A T	1973763	LCpl	1121	1
SCHLICK Fred W Jr	2012091	LCpl	3516	1
SCHULTZ L A	1513395	Sgt	3516	1
SCOBY Jerry A	1942978	Cpl	6461	1
SEAY J R	2037676	Pfc	3531	1
SHADRON D T	2086053	Pfc	3071	1
SHOAF Richard A	1268762	SSgt	1316	1
SMART Aaron C	1994367	LCpl	3531	1
SMITH E B	2047771	Pfc	7011	1
SMITH Peter L	1941250	Cpl	3513	1
STARK C W	2078679	Pfc	1141	1
STEELE P S	2083437	Pfc	3261	1
SUAREZVELEZ M A	1925128	Cpl	3371	1
TAYLOR F R	1461382	Sgt	3516	1
TIPTON Paul F	2006178	LCpl	0141	1
VANTASSEL L J	2077378	LCpl	1341	1
VEPETER A W	2074815	Pfc	3516	1

WELLS F S	2127319	Pvt	3500	1✓
WENGSTROM Ralph E	1838540	Cpl	6461	1✓
WIESE Gerald F Jr	1994707	LCpl	6461	1✓
WILHITE Robert W	991800	SSgt	3516	1✓
WILKS William P	280745	MSgt	3349	1✓
WRIGHT Marvin D	1904915	Cpl	3531	1✓
WATSON Henry L Jr	1374218	SSgt	6811	1✓
ZUKOWSKI C B	2133024	Pvt	1300	1✓

USN OFFICERS

LONG R. A.	686298	Lt(jg)	4101	USNR
BOWLER J. H	651805	Lt	2205	USNR

USN ENLISTED

DEPOALA M R	5953745	DN	8707	USN
CASIMIRO I R	4679902	HM2	8404	USN
COCHRAN P M	6865689	HN	8404	USN
CORETTI J J	7152033	HMC	8442	USN
COSTELLO L W	5488786	HN	8404	USN
HULTS P H	5941131	HN	8453	USN
METZGER A J	3277404	HM1	8404	USN
MUSCARELLA A R Jr	2364848	HM2	8452	USN
PALMER D M Jr	5444896	HM3	8404	USN
ROE C D.	4164545	HM1	8404	USN
SCHERMAERHORN T E	4944249	HN	8404	USN
STRADLEY W A	5938070	HN3	8403	USN
STUMP R A	5424776	HA	8404	USN

USS COMSTOCK (LSD-19)
Marine Air Base Squadron 12
Marine Aircraft Group 12
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, 96601

EMBARKED 16 May 1965

RECAPITULATION

OF

EMBARKED TROOPS

USMC
OFFICERS

4

USMC
ENLISTED

33

USN
OFFICERS

0

USN
ENLISTED

3

SUPPORTING DOCUMENT #18

MARINE AIR BASE SQUADRON 12
 Marine Aircraft Group 12
 1st Marine Aircraft Wing, Aircraft, FMF, Pacific
 FPO, San Francisco, 96601

ROSTER # ATT UD#
 dtd

ROSTER OF USMC PERSONNEL
 EMBARKED ABOARD USS COMSTOCK (LSD #19)

USMC OFFICER

<u>NAME</u>	<u>SERVICE NO</u>	<u>RANK</u>	<u>MOS</u>	<u>COMPONENT</u>
NEEDHAM James S	082329	1stLt	0302	USMC
NELBACH Arthur A Jr	068287	Capt	7302	USMC
RHODES Larry E	089276	WO	3510	USMC
ROTHWELL Jack D	069486	Capt	7302	USMC

USMC ENLISTED

ARGO Ronald L	2012635	LCpl	2511	USMC
ARMijo Pete	1507075	Sgt	3531	USMC
BELCHER Richard G	1074979	SSgt	1349	USMC
BLAINE David A	1965301	LCpl	1345	USMC
BRACKEN Ronald J	2049274	LCpl	2851	USMC
BRANNON David E	2068968	FFC	6461	USMC
CAMARDELLA Andrew J	1939169	Cpl	3371	USMC
CRAIG Ira M	1591846	Cpl	6461	USMC
CRIBBS Robert L	2011927	LCpl	3516	USMC
CUKROWICZ Chester E	1485102	Cpl	1371	USMC
FOUSE Charles R	1903918	Cpl	6412	USMC
GRIFFIN Tommie	1315316	SSgt	1341	USMC
HARWELL David L	2061464	LCpl	6461	USMC

HAYNES Larry B	2107579	PFC	2511	USMC
HIGGINS Richard W	2067056	PFC	1371	USMC
HOUGHTON Raymond D	1482382	Sgt	3371	USMC
KISH Lance S	2072586	LCpl	2543	USMC
KOSTELLO John D	1964135	Cpl	3531	USMC
KROHN Harry J	1593173	Cpl	3371	USMC
LABELLE Roger W	1200066	SSgt	6461	USMC
MADDEN John R	1433081	Sgt	1161	USMC
MCDANIEL James P	1873314	Pvt	1371	USMC
MCENTIRE James T	1610016	Sgt	3516	USMC
MONTAGUE John M	2077655	PFC	3516	USMC
MORALES Edwin P	2031864	LCpl	2531	USMC
NEIBER David M	2059292	LCpl	3531	USMC
NICHOL Francis H	1920577	Cpl	1141	USMC
PETERSON James E	2031594	LCpl	1141	USMC
ROCHESTER George W Jr	2044674	PFC	1300	USMC
SEWELL William R	1388376	Sgt	3261	USMC
SOUCY Roland A	2046503	LCpl	1371	USMC
SUMPTER James A	2043581	LCpl	6461	USMC
TRAMMEL Oran D	1384420	SSgt	1169	USMC

USN ENLISTED

CASIMIRO Isideo R	4679902	HM2	8404	USN
ROE Charles D	4164545	HM1	8404	USN
STUMF Richard A	5424776	HA	8404	USN

MABS-12 Command Chronology, 11 Apr 1965 - Dec 1966

- 1) MABS-12 Command Diary, 11 Apr - May 1965
- 2) MABS-12 Command Diary, Jun 1965
- 3) FMFPAC "Temporary Citation", Navy Commendation Medal to S/Sgt Van C. LAFFOON for meritorious achievement ...w/MATCU-67 on 22 Jun 1965
- 4) MABS-12 "Operations at CHU LAI Airfield, RVN," May 1965 - 1 Mar 1966
- 5) MABS-12 Command Chronology, Jun 1966
- 6) " " Jul 1966
- 7) " " Aug 1966
- 8) " " Sep 1966
- 9) " " Oct 1966
- 10) " " Nov 1966
- 110 " " Dec 1966