



INFORMATION

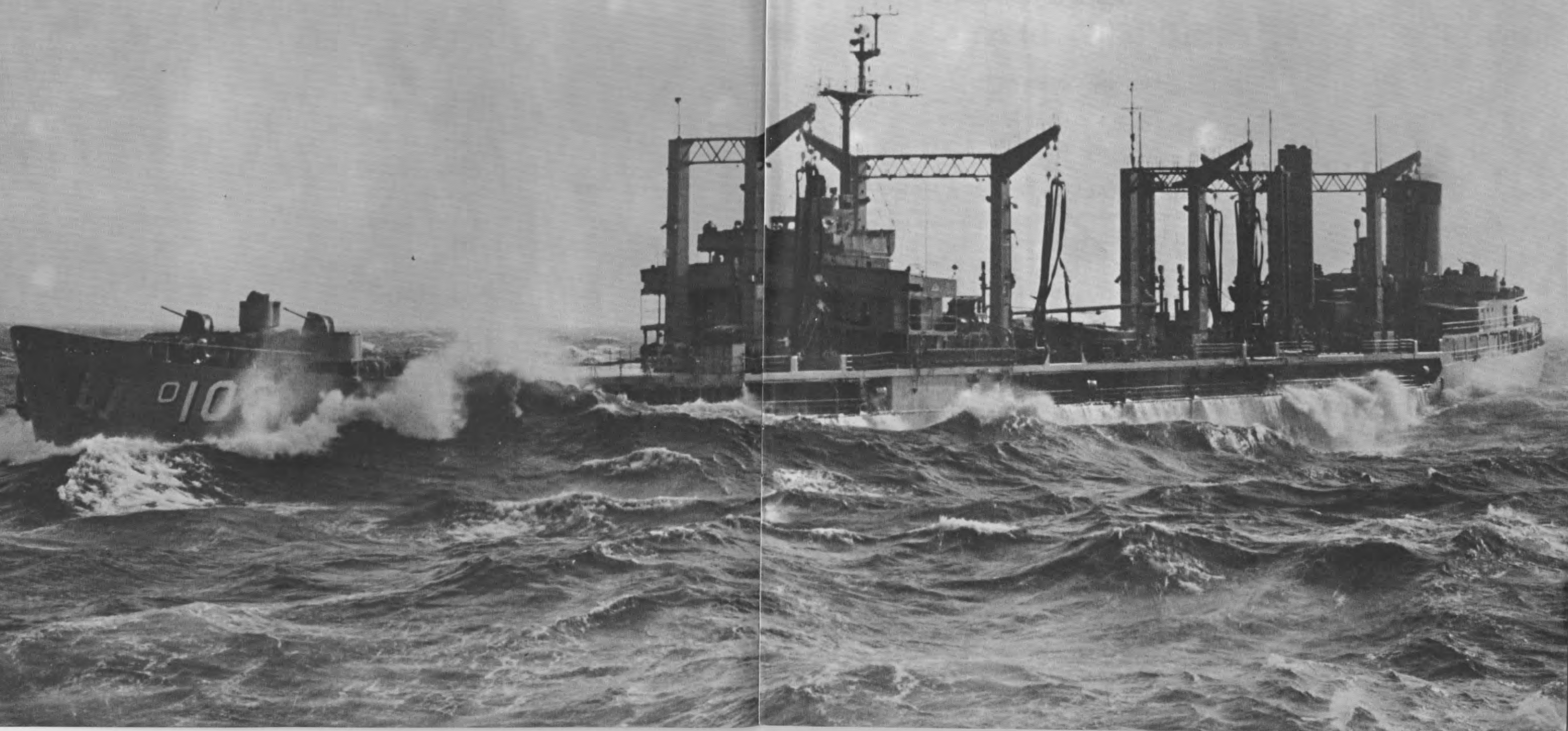
BULLETIN

MAY 1966

A large black and white photograph of a ship's deck. In the foreground, several workers wearing hard hats and work clothes are engaged in a task, possibly handling a large pipe or cable. In the background, a large, multi-tiered structure, likely a ship's superstructure or a large container, is visible. The number '65' is painted on the side of this structure. The sky is clear, and the overall scene depicts a busy maritime environment.

**NSD
STORY**
PAGE 6

NEITHER RAIN, SLEET NOR SNOW...





INFORMATION
BULLETIN

MAY 1966

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Commander Service Force, U. S. Pacific Fleet

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Chief of Staff

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PHOTO CAPTIONS

FRONT COVER -- Two men and a telephone talker from store ship USS Belatrix handle a Messenger Line to nuclear carrier USS Enterprise in the South China Sea. - Photo by Ensign John E. Bagby.

INSIDE FRONT COVER -- Crewmembers aboard fleet oilers such as USS Navasota often find themselves braving inclement weather conditions and choppy seas to meet their commitment of providing their precious "Black Gold."

EVERYBODY IN THE PACIFIC READS THE BULLETIN -- including lovely Miss Ann-Margret, the BULLETIN's newest booster. While entertaining in Da Nang, she shows off the magazine to Marines. - Photo by G. L. Eldridge, YN3.

The COMSERVPAC INFORMATION BULLETIN is published monthly by Commander Service Force, U. S. Pacific Fleet, printed at Fourteenth Naval District Publications and Printing Office, and intended as an informal means for the dissemination of helpful information to ships of the Force and other interested activities.

AUTHORIZATION: This publication was approved for issuance by the Secretary of the Navy, 27 January 1961. Publication of this periodical is funded by the appropriation, Operations and Maintenance -- Navy, subhead 2445.

CONTRIBUTIONS: All SERVPAC units are invited to contribute items which might be of interest or benefit to other units. It is not necessary to submit such items in a formal or complete manner. Given the basic facts and the need for dissemination, COMSERVPAC will prepare the necessary material.

DISTRIBUTION: Copies of each issue of the COMSERVPAC INFORMATION BULLETIN are distributed to SERVPAC ships, shore activities and units. Each copy is margined for punching, breakdown and distribution to cognizant departments for filing and future reference as authorized by Commanding Officers.

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MISCELLANEOUS SHIPS/UNITS

BUPERS (Pers A12)	NAVY SECTION	COMSERVRON 2, 4, 6	COMINEPAC PIO
BUPERS (Pers B124)	MAAG, TAIWAN	NROTC, U OF CALIF.	USS SUNNADIN (ATA-197)
BUPERS (Pers C113)	USNH, OAKLAND, CALIF.	BERKELEY, CALIF.	USNR TRACEN, BAY CITY, MICH.
BUSHIPS (Code 245)	AO NAVDEPT	NAV WAR COLLEGE	USS BON HOMME RICHARD (CVA-31)
CNO (OpB84) (2)	CO FLT TRACEN SDIEGO (2)	NAT'L WAR COLLEGE	BULLETIN, USNTC, GLAKES
CINCPAC (3)	BUSANDA NEWSLETTER	DPWO 14ND (DD 200)	SSC, USNTC, GLAKES
CINCPACFLT (10)	INSORD SUPSHIP, SEATTLE	TEXAS MARITIME ACADEMY,	"CROSSROADS" - COMNAVMIANAS
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NEWS
NAVSEEAPAC: New Electronics Arm Spanning Pacific

'Superior Communications Support To The Fleet'



The top three people in the newly established Naval Shore Electronics Engineering Activity, Pacific discuss the importance of communications and the growth of shore electronics projects in the past six years. Left to right are: Capt E. L. Hurd, Jr.; Fred Mason; and LCDR C.S. Fong.

A new electronics engineering activity, responsible for servicing one-third of the earth's surface, was activated in ceremonies at Pearl Harbor March 15. The activity, known as the Naval Shore Electronics Engineering Activity, Pacific, functions as a separate command under Commander Service Force, U. S. Pacific Fleet.

NAVSEEAPAC -- the acronym identifying the new activity -- has been established as a Shore Field activity to assist in providing better communications support to the Fleet.

As a regional office for the Naval Shore Electronics Engineering Center in Washington, D.C., NAVSEEAPAC now provides centralized technical direction, guidance and assistance on shore electronics matters to all naval shore facilities in the 14th Naval District, the Western Pacific and Antarctica -- an area covering more than 80 million square miles.

With the inauguration of NAVSEEAPAC the Center is now able to improve material and technical support to the Pacific areas in support of naval installations.

The new activity is actually an enlargement of the Shore Electronics Department of the 14th Naval District Industrial Manager's Office, (INDMAN 14).

In fiscal year 1960, this department tackled 20 projects totaling \$2.5 million. During the last fiscal year, the department has grown to

the extent that it processed 156 shore electronics projects valued at \$80 million.

Heading the new activity is Capt E. L. Hurd, Jr, who came from the Bureau of Ships last fall to lay the ground work for the formation of NAVSEEAPAC. Assisting Capt Hurd is LCDR C. S. Fong, former Combat Systems Superintendent and Assistant Planning and Estimating Superintendent for Auxiliaries. Fred Mason, Chief Shore Electronics Engineer, is the top civilian engineer with the activity.

NAVSEEAPAC activated with 71 civilian employees transferred from INDMAN 14's Shore Electronics Department. Plans call for the staff to expand to 115 civilians by the end of June, and to 125 by next October.

GENESEE LAUDED

Adm Johnson Presents Award

"By your outstanding effort you have brought to this ship an honor which from this day will make her stand tall among the most distinguished ships of the United States Navy."

These were remarks by Admiral Roy L. Johnson, Commander-in-Chief, U. S. Pacific Fleet, as he presented gasoline tanker USS Genesee the Navy Unit Commendation on behalf of the Secretary of the Navy.

During colorful ceremonies at Pearl Harbor, Genesee and her crew were presented the award for "exceptionally meritorious service while



Admiral Roy L. Johnson, Commander-in-Chief, U. S. Pacific Fleet presents the Navy Unit Commendation to Lt Donald Gurke, Genesee's commanding officer.

acting as a fuel supply ship for Third Marine Amphibious Forces in Vietnam from May to late September of last year."

Under adverse weather conditions Genesee supplied nearly 10 million gallons of petroleum products and pumped over two million gallons of salt water needed in the construction of an airstrip at Chu Lai to pack down earth.

In attendance at the formal affair were Adm Johnson; RAdm Edwin B. Hooper, Commander Service Force; RAdm Henry S. Persons, Commandant, 14th Naval District; Capt William A. Walker

III, Commander Service Squadron Five; and families and friends of the crew members.

The tanker is the first Pearl Harbor based ship to receive this award during the Vietnam conflict and the second Service Force unit.

Bulletin Wins

5th Merit Award

Laurels as one of the Navy's finest publications during the last quarter of 1965 have been placed upon ServPac's Information BULLETIN by the Chief of Information.

The BULLETIN won its third Merit Award in 1965 making a total of five since CHINFO started lauding publications beginning with the third quarter 1964.

Although these Merit Award certificates adorn the wall of the Force Public Affairs Office, the down-to-earth recognition goes out to all of the individual Public Affairs Officers and men of the Service Force.

Without their untiring efforts to tell their story, these awards would not have been possible.

Hundreds of Navy publications are judged each quarter by a panel of judges including public affairs specialists, civilian experts, line officers and Navy and Marine Corps enlisted journalists.

Every publication which is sent to CHINFO is eligible for the award. They are judged on the basis of local news and news of wide interest; clean layout and good reproduction; overall interest for the reader; good utilization of photographs and artwork; intelligent use of filler-type material when necessary; good balance of coverage of all aspects of the command and utilization of technical resources.

Normally, no distinction is made for format or method of reproduction, but rather content, and especially content that is tailored to the particular audience of the command.

The BULLETIN can continue winning this coveted award providing it receives the continued support it received during 1965--support from the ships and shore activities of the force.

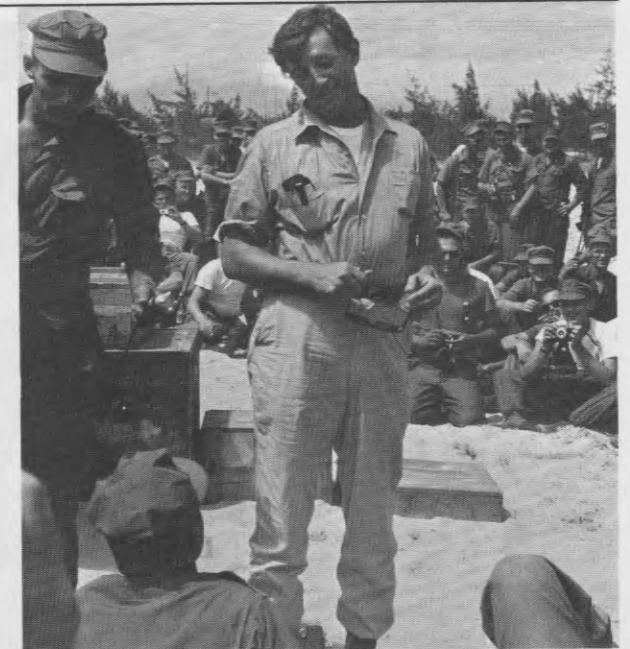
Bob Mitchum

Visits DaNang

Well-known Hollywood actor Robert Mitchum visited the Naval Support Activity, DaNang in February while on a tour which took him to thousands of American fighting men in many parts of Vietnam.

As expected, Mitchum was very well received wherever he went in the Support Activity in South Vietnam's second largest city. His discussions with the men ranged from the war to, naturally, women. His motion pictures were the subject of numerous questions, "Thunder Road" easily leading the field. The actor's most recent film accomplishment, "El Dorado," was completed just before coming to Vietnam.

He finished his tour in RVN in March, returning to his home in Maryland.



Robert Mitchum answers questions from members of NSA DaNang about the life of an actor and what it's like to be part of "Hollywood."

Show Of Thanks



LCdr Donald A. Tesch, SC, of Headquarters Support Activity, Saigon, receives the Vietnamese Medal of Honor First Class from Maj Le Van Dieu, Commanding Officer of the 1st Service Battalion, Republic of Vietnam. Commander Tesch led a team of U. S. Navy and 1st Service Battalion troops which built 34 family quarters (dubbed "Project Rebuild;" See January BULLETIN) for members of the Battalion whose homes were destroyed by fire in April, 1965 at the Chanh Hung compound in Saigon. Capt Archie Kuntze (middle) commanding officer HSA, Saigon beams his approval.

Fleet Service Enhanced By 11 New Ships

A squadron of eleven ships, recently re-activated at the amphibious base in Little Creek, Va., has been added to the ever-expanding Pacific Fleet Service Force.

The new additions, all tank landing ships, were in the Atlantic Reserve Fleet as Reserve Landing Ship Squadron Two until they were placed in active commissioned service about the middle of January.

The LSTs were commissioned in reserve during the Cuban Crisis and just recently saw service in the Dominican Republic in support of the Army's 82nd Airborne Division.

The squadron is administratively controlled within the Service Force by Commander Service Group Three, RAdm Frederick E. Janney.

The LSTs in the squadron are: Caddo Parish, Chase County, Chesterfield County, Hickman County, Luzerne County, Madera County, Mahonmen County, Monmouth County, New London County, Nye County and Pulaski County. The squadron commander is Cdr Donald L. Grader.

The NSD STORY

'Millions For Defense...'

Naval Supply Depots Subic, Guam, Yokosuka. Triple Support Team

The United States has the most versatile fleet of ships the world has ever known. Sustaining power is evidenced by mighty carrier strike forces which ply the coast of Vietnam, month after month. To support the U. S. Fleet operating so far from the industrial resources on which they depend requires a logistics array of mobile support ships and supporting bases overseas.

ComServPac's Naval Supply Depots in Guam, the Republic of Philippines and Japan, each have a primary mission of providing logistical requirements of the Fleet and of supporting a multitude of U. S. shore installations and mobile units.

These supply depots are comparable to giant supermarkets whose customers require the most



NSD Subic's Fuel Pier; an average of 3,000,000 barrels of fuel is issued from here each year.

elaborate of shopping lists.

Every year millions of gallons of petroleum products and millions of dollars of provisions, stores, repair parts and equipment pass through the tanks and warehouses of these commands for eventual consumption by the Armed Forces in the Western Pacific.

NSD SUBIC

The area now occupied by the Naval Supply Depot, Subic Bay, Republic of Philippines was first developed as a naval arsenal by Spain in 1868. This Spanish arsenal was taken by a detachment of Admiral Dewey's fleet after the defeat of Admiral Montojo's fleet in the Battle of Manila Bay.

In 1902, President Theodore Roosevelt set aside land adjacent to the arsenal and designated it as Naval Reservation, Olongapo. From 1902 to 1941 the Navy operated the Naval Station, which included a Supply Department.

In early 1942, Japanese forces occupied the area and used it as the Imperial Navy Wooden Shipyard. After liberation in 1945, one of the five commands established as part of the Naval Base was the first Naval Supply Depot, Subic Bay. In 1946 the depot was disestablished and supply functions were assumed by the Supply Department, Naval Operating Base.

The present Naval Supply Depot was commissioned in 1955, and a general expansion of facilities was undertaken. A pier transit shed, cold storage plant and general warehouse facilities were constructed. Occupying 290 acres of real estate, the depot has more than 650,000 square feet of gross covered storage space of which 48,000 square feet are refrigerated and 25,000 square feet are dehumidified.



Occasionally helicopters are used in shipping stores from NSD Subic's Marine Terminal.

The versatility of Navy supply depots is equal to the versatility of the ships these depots are tasked to support. This was once again proved when increased fleet operations were accompanied by a business boom for NSD Subic which is readily apparent in every aspect of its manifold operations. Two years ago the depot's working force totaled 772; currently, the force has been nearly doubled.

Its Marine Terminal previously averaged a monthly tonnage of more than 20,000 short tons; today the workload average has tripled. Inventory of NSD stocks has risen from \$38 million for 105,000 line items carried in 1964 to \$80 million covering the 158,000 line items currently carried. Correspondingly, demands and issues have risen over the same period.

An even greater indication of NSD Subic's growth is its fuel operations. Today's average workload of 3 million barrels per month greatly surpasses the average of 750,000 barrels in 1964.

In short, NSD Subic has become the focal point for resupply of naval forces operating in Southeast Asian waters. But even this doesn't tell the whole story. Marine Corps aircraft operating in Vietnam, and vastly expanded workloads at the Ship Repair Facility, Subic and the Naval Air Station, Cubi Point, are all supported from docks, warehouses and willing hands that comprise the Naval Supply Depot, Subic Bay.

NSD GUAM

The island of Guam was chosen as the site for a Naval Supply Depot because it is strategically located for supporting fleet units operating in that area and transiting to "far off" areas of the Western Pacific.

NSD Guam, which occupies 1,850 acres of this largest and most southerly island in the Marianas chain, was commissioned in November 1944. One year later, and only after the dense jungle of the initial campsite had been cleared, construction of facilities was completed.

During the past 21 years the depot has proven itself a vital asset not only to those military units in the Marianas, but to the ships of the Seventh Fleet as well.

NSD Guam carries 71,000 line items of stock valued in excess of \$23 million. These stocks are stored in seven modern warehouses which occupy an area equivalent in size to 11 football fields.

The depot issues an average of 18,000 line items of material each month. The majority of these issues are to naval shore activities and



NSD Subic claims the oldest warehouse -- the battle-scarred Spanish officer's club dating back to the 1800's.

mobile units, however, approximately 3,400 line items per month are provided in support of the Air Force, Coast Guard and the Trust Territory, Pacific Islands.

There is also a retail outlet (Serv-Mart) wherein high usage material is issued to activities on a self-service basis. This streamlined method of acquiring needed supplies is particularly advantageous to the operating fleet units.

Complete marine terminal service to all military activities based on the island is one of the depot's more important responsibilities. This service is particularly vital because the military establishment on Guam is almost entirely supported by a never-ending stream of ships which provide the primary logistics link with continental United States. All general supplies, mu-

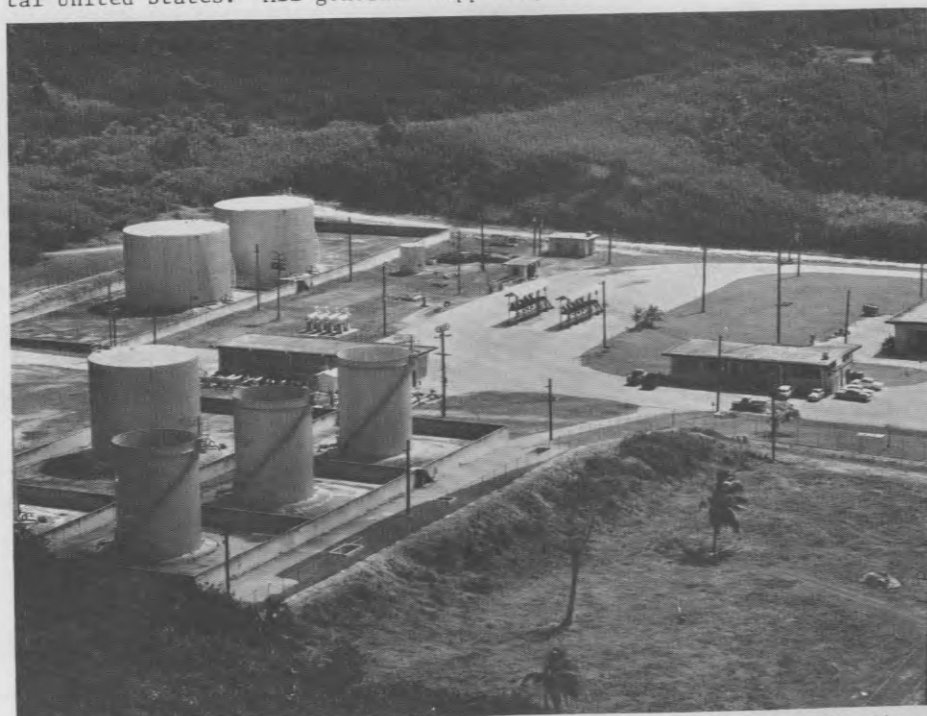


NSD Guam stevedores load a huge tractor trailer utilizing floating crane owned by SRF Guam. The tractor trailer is one of the fleet of trucks used by NSD Guam in its unique transportation system.

nitions and fuels transported via surface vessel in support of military units on Guam are moved over NSD wharves.

The depot's 1.3 miles of general supply wharfage can simultaneously accommodate eight to eleven cargo ships. Two deep-draft fueling wharves are capable of accommodating today's super tankers and Forrestal class aircraft carriers. Additionally, the depot operates a 500 foot ammunition wharf located within the outer harbor.

There is also an extensive fuel storage and distribution facility. Boasting an inventory in excess of 1 million barrels of petroleum products, the facility services a wide variety of consumers, ranging from transient fleet units to the Navy Public Works



NSD Guam's Fuel Department Office area, showing five surge tanks (lower left), two ballast tanks (upper left) and tanker filling ramps.



Ships carrying cargo assigned to NSD Yokosuka are unloaded at Dry Dock Six, which serves the depot as a wet slip or terminal facility. The dry dock can accommodate four large cargo ships which can be simultaneously loaded or unloaded.

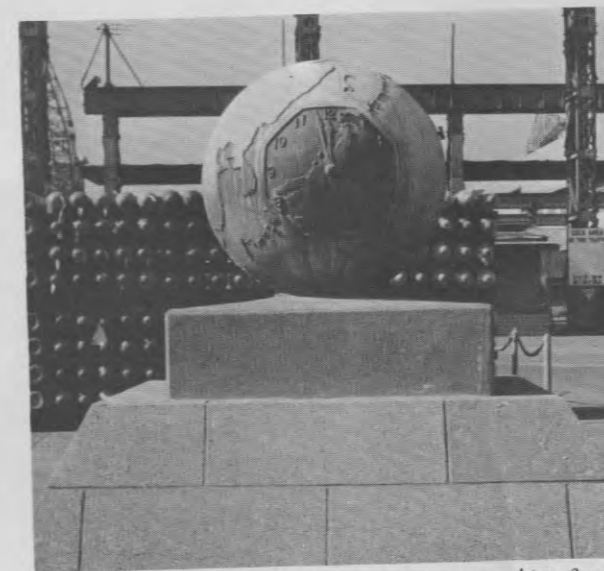
Center's Island Power Plant.

lished Fleet Activities, Yokosuka with a supply department.

NSD YOKOSUKA
In 1865 the small fishing village of Yokosuka was transformed into a naval shipyard by the Shogun's government of Japan. In 1868 the Japanese government established its Imperial Japanese Naval Base there.

Located on the Miura Peninsula, Yokosuka is 47 miles from Tokyo and 23 miles from Yokohama. It is linked with these two cities by a major highway and two rail lines.

After World War II, the Navy assumed control of the Imperial Japanese Naval Base, and, after extensive renovation, estab-



Great Earthquake of 1923 monument on its foundation at the entrance to J-39 and Dry Dock Six areas. Note the time 11:58 a.m. and the Islands of Japan carved in relief symbolizing the time and place of the great quake, worst in Japanese history.

Because of the greatly increased logistics needs of U. S. Navy fleet units during the Korean conflict, the Supply Department of Fleet Activities was expanded by establishing a Naval Supply Depot which could better provide organizational flexibility and adaptability to meet the logistic support requirements of fleet units operating in Japan and Korea. NSD Yokosuka was officially commissioned on Aug. 31, 1952.

To fulfill its primary mission of directly supporting the Fleet, the depot provides full supply

support in all material stocked to fleet operating units and to U. S. Naval activities in Japan, Okinawa and Korea, and assigned craft in the Tokyo Bay area. It supplies the Coast Guard LORAN stations in the Marianas and Military Sea Transportation Service ships permanently assigned to MSTS, Western Pacific area. All shore-based Marine Corps aviation units in Japan, Okinawa and Korea also are customers of NSD Yokosuka

Included on the depot's inventory are general supplies, industrial supplies, packaged petroleum products, medical material, electronic assemblies and repair parts, ordnance material, major aeronautical material, photographic material and base equipment repair parts.

Its Marine Terminal receives, exports, and trans-ships Navy-sponsored cargo. The depot also serves as Navy Sea Cargo Coordinator for all ports in Japan and Korea.

THREE VITAL LINKS

Sound logistic planning and support from the three ServPac Naval Supply Depots in the Western Pacific is one vital element in the logistic chain which stretches over 8,000 miles across the broad reaches of the Pacific to support naval forces wherever they may be.



Aerial view of the U. S. Naval Supply Depot, Yokosuka, Japan showing the main administrative building.



Small craft are employed in removing stores from NSD Subic's Marine Terminal; two LCM's load up.



Salty pirate Marion S. Barnhart, SN admires the banner of the Golden Dragon

Repair ship USS Markab recently withdrew from her normal routine -- that of repairing ships of the powerful U. S. Seventh Fleet -- to uphold one of the Navy's many unwritten traditions.

Commanding officer Capt Frederick R. Hoepfner, himself an old "salt", thought of the idea of initiating his new crew members into the mysteries of the Golden Dragon which would qualify them as salts of the Western seas.

Shortly before crossing the 180 degree meridian, those who had been over the international dateline before were scheming ways to initiate their green shipmates.

The day before the ceremonies, the fearsome "dragon's tail" was constructed on the starboard side of the after superstructure using an iron pipe skeleton several feet high and equally as wide.

Threats were common that day as the salts promised everything from keelhauling to walking the plank. The guppies (those not yet aware of the mystic wonders of the sea) managed a weak reply over the LMC in which they threatened to smite the golden dragon over his "scaly gourd."

The uniform of the day for the guppies, although a bit unorthodox, consisted of a white hat over their ears, dungarees and denim shirt

inside-out and backwards and one gym shoe on the left foot with a black sock on the right foot. Officers too were required to be initiated into the "Order of the Golden Dragon" with similarly disarranged uniforms.

An ensign was required to stand as forward lookout with a pair of binoculars that were specially made for seeing other extra-worldly things such as good King Neptune and the Golden Dragon.

Soon after the forward lookout sounded the alarm, the ship was visited by a host of strange-looking mariners. The guppies looked with awe (if they knew what was good for them) as King Neptune, Davy Jones, the Royale Baybee and the Royale Deputies came up out of the hawse pipe to talk to the captain.

After the suitable round of tribute, King Neptune intoned that the "landlubbers" would have to be cleansed and initiated into the wonders of the deep. With this the cleansing ceremony began.

Urged onward toward the "dragon's tail" by the Royale Deputies, the guppies dropped down upon their knees on the port side aft and crawled to the starboard side aft where the "dragon's tail" had been erected.

The Royale Fire Marshall was stationed at the entrance to the canvas-covered "dragon's

tail" with a fire hose spouting salty water. When the guppies entered the tail they were thoroughly doused at their most vulnerable end, and as they continued through the tunnel the water kept shooting in to urge them onward. At the end of the "dragon's tail" the guppies were duly checked by the Royale Scribe under the watchful eye of the captain, Davy Jones and King Neptune. Then the guppies were introduced to the Royale Baybee.

After plucking a raisin with their teeth from his ample belly, spread with peanut butter to improve the taste, they were given an appointment with the Royale Barber who gave them, free, a royale shampoo with a G. I. brush. Then they were thoroughly examined by the Royale Doctor for any ill effects. Some were found ailing and naturally were treated with a dose of royale medicine. With the administration of the royale medicine, the cleansing of the guppie was completed and he could then take a spot on the upper decks and watch the initiation of his buddies.

As King Neptune told the men at the end of the initiation ceremony, "Only a people who can laugh at themselves deserve and can preserve freedom."

The newly cleansed crew members were hosted to a barbeque on the boat deck which climaxed the Golden Dragon ceremony.



Davy Jones (James M. Strickland, DC1) announces the coming of King Neptune as buccaneer Joseph F. Hanna, SFP2 (left) and Ensign Richard J. Thieman, the forward lookout, stand by.



Royale Fire Marshall Donald R. New DCCA cleanses the "landlubbers" with a dose of salt water as they enter the "dragon's tail."

DR'S EFFORTS END DISCOMFORTS

By R. E. Holcomb, JO2

Little Miss Do Thi-Chin is one of the prettiest girls in her Vietnamese village. She laughs and sings and takes part in all the youthful events.

But this has not always been so. Up until a few months ago she hardly ever left her house, for when she did she would feel her neighbors staring at her. She was born with a cleft lip.

All has changed thanks to LCdr Donald L. Kelley, MC.

She Now Has A Brighter Future



Before



After

Since October 1965 the lives and outlook for the future of some 45 Vietnamese cleft lip victims, mostly children, have been brightened by Doctor Kelley, General Surgeon for the U.S. Navy Hospital in Saigon.

Many of them were young and didn't understand the whispers and pointed fingers.

Some of them, however, had already spent years of their lives hiding from other people, and also themselves.

It all began when LCdr W. F. Baker, Advisor to the Vietnamese Navy Psychological Warfare Bureau (PsyWar), became aware, through advisors in the field, of the many cases of cleft lip in and around the villages where they were stationed.

These unfortunate children, as well as adults, could never afford the necessary surgical treatment and many were resigned to that fact.

Commander Baker asked Doctor Kelley if he could help. The doctor agreed and a few days

later the first patient arrived in Saigon.

A program was set up with PsyWar which was essentially an all-expenses-paid trip to Saigon to have the operation performed by Dr. Kelley.

Transportation and room and board for a patient and an accompanying parent or relative was paid by the PsyWar Bureau. Military aircraft were utilized and the total cost averaged only 1200 piastres (\$11.65).

Commander Baker has been supplying Dr. Kelley with one patient a week. But shortly after the program got underway, other people and organizations were asking Dr. Kelley for the same assistance and were very seldom turned down.

"I remember when we started with one patient a week," commented Dr. Kelley, "then with others asking, it grew to two a week and the last few weeks we have done three and four."

Dr. Kelley went on to say that he didn't mind though. He said that it was very gratifying to be able to help the people in this war ravaged country.

"The operations Dr. Kelley has performed are walking proof that the government of Vietnam and the Americans are concerned for the welfare of even the poorest Vietnamese in the most remote areas," LCdr Baker pointed out.

He also mentioned that the advisors in the field reported the cleft lip operations had a far greater psychological effect on the villagers than shipments of food or clothing.

The U. S. Army 17th Field Hospital took over the Navy Hospital this month and Dr. Kelley was transferred to DaNang. He hopes to continue the program there.

Dr. Kelley's work has contributed greatly to HEDSUPACT's effort to help the people of the Republic of Vietnam.



LCdr Donald Kelley, MC, checks the healing of his latest cleft lip operation. With the stitches removed the mother and her child can now return to their village.

Resurrection

Of The

'Angel Of Mercy'

In Vietnam

USS REPOSE

PROVES HERSELF

IN ACTION



in the world and the only one afloat. The blood bank can hold up to 250 pints of frozen blood, which when taken out of the freezer, can be reconstituted through a cytoglomerator.

Among other new facilities are an artificial kidney, an artificial portable heart-lung coupled with a pre-sterilized oxygenator and an electro-encephalograph for charting brain waves, with a medical purpose of locating and identifying brain hemorrhages and foreign bodies which may be driven into the brain along with shell fragments.

Another new facility is a specialized blood-testing system, called "Fluorescent Antigen-Antibody Staining Technique" which is used to detect tuberculosis, malaria and other tropical diseases at their earliest stages.

The ship also has a recompression chamber for aerial and underwater casualties and patients with anaerobic infections such as tetanus. The chamber, identical to those used for deep sea divers to treat the "bends", creates an artificial barometric pressure which enables doctors to treat selected conditions in a more effective manner.

The dental department, having received \$25,000 worth of equipment, handles such routine mat-

ters as pulling, filling and cleaning with stannous fluoride to complicated oral surgery required to correct facial wounds involving teeth and the lower jaw. The latest type of high speed air-drill, X-ray cameras, automatic processing equipment and revolving chairs are used to give patients more comfort and less pain.

There are ten major departmental wards aboard Repose. There are three medical surgery wards, two for patients with less serious disorders, and one for intensive care; two acute isolation wards, two neuro-psychiatric, a ward for orthopedics (broken bones and fractures), an eye, ear, nose and throat ward for head colds and infections, a dermatology ward for skin diseases and a urology ward which treats for kidney infections, gall bladder and ulcers.

The ship has a capacity for 750 bed-patients, but there are facilities for 922 patients in an emergency. Although there are three major operating rooms, each of the larger treatment wards is equipped for use as an operating room if necessary. As patients are able to get around on their own, they are placed in ambulatory wards for final recovery.

Not only is the hospital ship concerned with



The most effective ambulance is the helicopter. Men are transferred from the front lines to Repose within minutes, greatly reducing complications often resulting from delay in treatment and surgery.

the physical rehabilitation but the mental and spiritual as well. Repose chaplains, one Protestant and one Catholic, are doctors of faith; their personal spiritual ministry dispels within the patient fear and doubt, which often accompany disease--worsening the patient's condition, and tries to instill faith and hope which are health-motivating. The chaplains are a vital part of the medical profession. They are team-members in the redemptive therapeutic process.

In addition to the hospital staff, Repose carries two Red Cross representatives who assist in the welfare of each patient. Most items handled by them are in direct relation to the serviceman's family. Fast communications through the Red Cross enables the serviceman to receive news of illness, death and birth in his family without delay. Verification of emergency leave may be granted on board and assistance in the form of loans can be given the serviceman upon his departure.

Realizing the need for patients to rehabilitate themselves, medical personnel instigated several recreational facilities including shuffleboard, volleyball, soccer and badminton courts. Sundecks, movies, a chapel and lounges are also available to recuperating servicemen. There are fishing parties for those able; games like chess, monopoly and scrabble; books, newspapers and magazines for reading enjoyment; radio entertainment is provided in each of the wards with programs transmitted by the ship's broadcasting room.

"Flight quarters! Flight quarters! Man the triage stations! Stretcher bearers, bear a hand to carry litter patients!" These are familiar sounds aboard the hospital ship USS Repose, now serving off the coast of Vietnam.

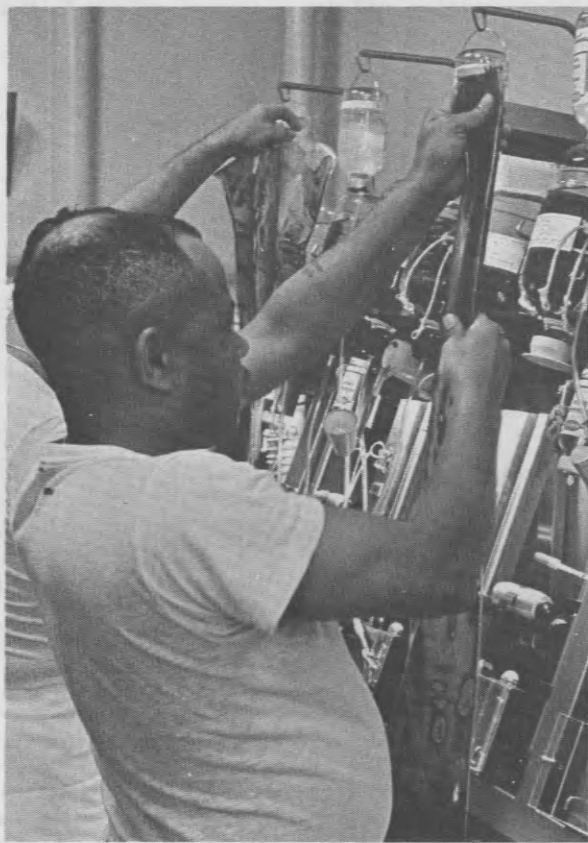
The concept of a floating hospital was realized in 1741 by the English fleet. During the war with Tripoli in 1803 the English gave the American Navy its first hospital ship, the Intrepid, which was left behind when the British left Sicily. When the fleet returned, Intrepid resumed its place as a line ship. During the Civil War the Red Rover was captured from the Confederates and converted to a hospital ship.

The first ship designed as a hospital was the USS Relief during World War I. At the beginning of World War II there were two hospital ships in commission, Relief and USS Solace. At the height of the war the navy had 18 hospital ships including Repose which is also a veteran of the Korean War.

Repose is a non-combatant ship of mercy, fulfilling her traditional role of bringing definite medical care to Army, Navy, Air Force and Marine Corps personnel as quickly and efficiently as possible. In accordance with the Geneva Convention, hospital ships are painted white with red crosses and carry no armament, even in hostile waters.

Upon re-commissioning on October 16, 1965 at San Francisco, Repose received over ten million dollars worth of modern medical equipment including a new frozen blood bank, one of seven





A corpsman operates the ship's cytoglomerator.



Repose chaplain comforts one of the wounded.

For the comfort of patients the ship is air-conditioned, and weather decks are wood-covered. With a total displacement of 15,000 tons, the sleek ship provides smooth sailing even in rough seas. Also for the comfort of patients a diet pantry is provided in every two wards and is designed to keep food from the galley warm and has a hot plate for preparing special foods. Pantries are well-supplied with fruit, fruit juices, cereals, hot tea, coffee and iced drinks.

Patients are received in one of three receiving (triage) areas; stretcher patients are received at one station clo-



Repose doctors and operating technicians work on a wounded Marine brought aboard late at night from "Operation Double Eagle."

sest to the flight deck, boat patients are brought aboard by electrically driven hoists, and another station receives patients who are able to get around by themselves.

As a floating medical supply depot, Repose can supply shore facilities and other ships with needed medications and other equipment. As a floating consultation center, problem cases from field hospitals can be brought to the specialists aboard ship. In time, doctors, nurses and corpsmen may go ashore into villages to help and train the local Vietnamese with their increasing medical problems.



BILLET PROTECTION --A Military Policeman stands guard outside a U.S. military billet with local police. Vietnamese employees of the hotel are checked before entering.

Saigon MPs Guard 'City Within A City'

By R. W. Dietrich, JOCM

"Be sure the person in question is about to, or has already, made an attempt to take U. S. lives.

"Be sure the person is not surrounded by innocent bystanders.

"Fire low -- to disable -- if the person is retreating.

"Fire high -- into the chest -- if the person is attacking."

These are part of the orders issued to shotgun-armed U. S. Military Policemen manning the loneliest, most dangerous MP posts in the world: the U. S. billets and installations in and around the capital of war-torn Vietnam.

The posts cover some 200 hotels, compounds, supply areas, office buildings and hospitals scattered throughout the overcrowded (nearly 3,000,000 people) city and its environs.

This is the area known as the CMR (Capital Military Region). It covers roughly 1,000 square miles.

The typical guard post covers the installation entrance or street approaches. It is normally manned by one MP teamed with a Vietnamese Civil Policeman.

At any moment Viet Cong terrorists, easily camouflaged by the passing crowds, may attempt to crash an explosive-laden vehicle into the building or area, or hurl a bomb or grenade or machine-gun their way in.

MPs have been killed or wounded in this kind of action.

As one young MP Specialist Fourth Class grimly put it, "These posts are the front line."

But defending billets and installations from terrorist attack is only a portion of Military Police operations in the sprawling CMR.

Saigon-based MPs:

1. "Ride Shotgun" aboard ammunition and cargo carrying LSTs.
2. Form the nucleus of an anti-terrorism alert force.

3. Provide special security details for missions in the war's two southern battle zones (III and IV Corps areas).

4. Cooperate with Vietnamese authorities in frustrating waterfront smuggling and pilferage.

5. Carry out the traditional "cop on the beat" role.

Uniquely, command responsibility for American security in the CMR belongs to the U. S. Navy. The Saigon Provost Marshal and all U. S. Army MP elements in the CMR area component of U.S. Navy Headquarters Support Activity, Saigon.

The only exception is the mammoth Tan Son Nhut Air Base, which is a U.S. Air Force responsibility (Saigon MPs patrol the base's external perimeter, however).

"We are virtually a city within a city," explains Capt Archie C. Kuntze, C.O. of the Saigon Navy activity, "although the Vietnamese National Police and Army have the primary responsibility for security, our Military Police are there to supplement them.

"The arrangement works out exceptionally well -- the coordination we have achieved has enabled us to put up a solid front against the

Viet Cong terror cadres."

This view is echoed by Capt Kuntze's Provost Marshal, LtCol Jasper C. Vance, who has 21 years of U. S. Army Military Police experience behind him.

"A sizeable part of standard MP training covers anti-terrorist techniques," said the colonel, "but the U. S. Army has never actually been faced with combatting large-scale enemy operations of this type until Vietnam.

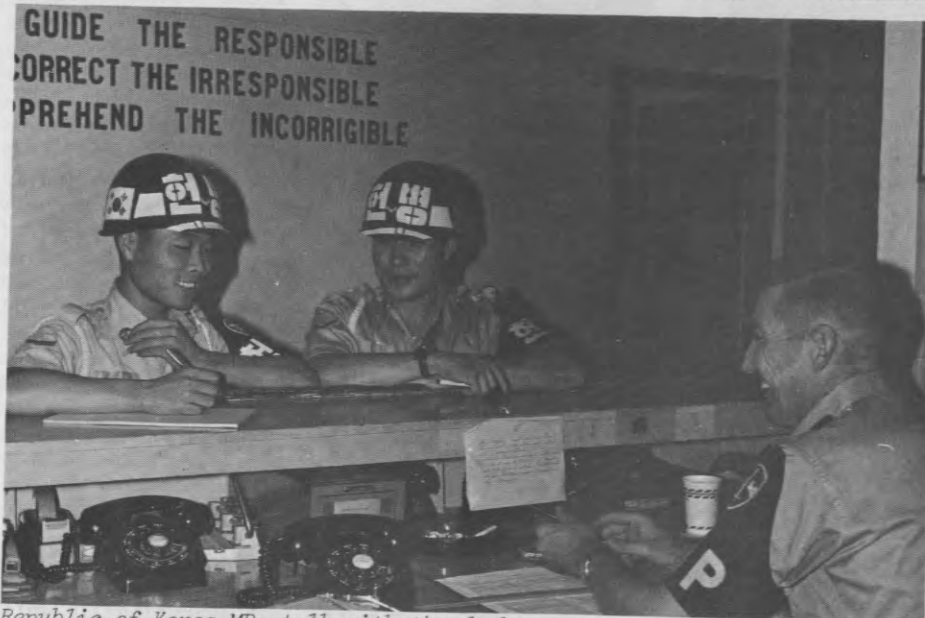
"We've had to learn by trial and error. Sometimes it was brutal; we've lost some good men but we've got hard face-to-face experience behind us now and we're ready to deal with the Viet Cong terror gangs on their terms or ours.

"One thing we strongly recognize: There's no such thing as maximum security."

There has been much experience for the MPs in the CMR: major bombings such as the Khin Do Theatre (where an MP died fighting it out with a Viet Cong unit), the Pershing Field Stadium, the Brink Hotel, the U. S. Embassy, the My Canh floating restaurant and the Metropole Hotel.

NUMEROUS ATTACKS

In the latter, the MP on duty received the Bronze Star for valor for fighting, in company with his Vietnamese counterpart -- a dawn bombing assault on the hotel. Fighting with shot-gun and pistols against automatic weapons, the two guards were able to prevent an explosive-laden truck from crashing into the lobby. Their action also sounded a warning for most of the



Republic of Korea MPs talk with the desk sergeant at the Provost Marshal's office before going on patrol. They not only assist in the overall security but assume jurisdiction over their own troops.

occupants. Casualties would have otherwise been much higher.

Scores of grenade and other explosive device blasts are in MP logs. These have been directed at bars, restaurants and other areas frequented by American and other Free World troops.

Reaction to this hard experience has enabled LtCol Vance to develop a highly efficient anti-terrorist organization.

COMBINED POLICE FORCE

The structure of the colonel's force is topped by his 50-man personal staff, the 90th Military Police Detachment, which includes administrative and criminal investigation sections.

Under the staff are the 716th Military Police Battalion, the 615th Military Police Company, and the 560th Military Police Company comprising roughly 1,000 men.

In addition, MP detachments from Republic of Korea, Australia and New Zealand have been incorporated into the structure. Their mission is two-fold: to assist in overall security, and assume jurisdiction over their own troops.

A six-man U. S. Navy Explosive Ordnance Team, responsible for disarming bomb devices, is an integral part of the Provost Marshal group. (See March issue of BULLETIN).

Ranging out from MP headquarters is a constant screen of radio-linked jeep patrols. There is always a Vietnamese policeman in the crew and, not infrequently a New Zealander or Australian which is reminiscent of post World War II days in Vienna, when the "four men in a jeep" were an American, a Briton, a Frenchman and a Russian.

Backing up the MPs guarding the installations and the jeep patrols is an alert force of one-third of LtCol Vance's command. This force, combat-equipped, can move to the scene of action within minutes after receiving movement orders.

Some MPs have gone "navy", manning river craft covering the Saigon river approaches and harbor area, probing not

only for possible Viet Cong infiltration, but for smuggling and pilferage attempts. The water-borne MPs are integrated with Vietnamese Navy and police crews.

As "cops on the beat," the MPs have the time-honored responsibility of seeing that American troops behave themselves while off duty. The MPs also work with the Vietnamese police to protect Americans from being cheated or in helping settle conflicts with Vietnamese civilians. Through an agreement with the Vietnamese authorities, MPs also have jurisdiction over American civilians; a law-breaking non-military American is normally turned over to the U. S. Embassy for disposition.

Recently, when American troops rebelled against skyrocketing prices in bars, MPs warned servicemen of the worst offenders. This was the result of a decision by American and Vietnamese authorities to act against dangerous inflationary trends. The decision complemented the G. I. "Strike" and bar prices have universally dropped.



INSPECTION -- Captain Archie C. Kuntze, Commanding Officer of U. S. Navy Headquarters Support Activity, Saigon, talks with a New Zealand MP during an inspection. Military Police detachments from the Republic of Korea, Australia and New Zealand have been incorporated into the U. S. Military Police Force in Saigon.

But the job requiring the coolest nerves of all is still that of the MP on guard. He is a little safer now than he was a year ago. He has a "fort" built of sand-filled 50-gallon drums connected by sand-bags. The street approaches are normally blocked by concrete cylinders filled with sand -- spaced to prevent anything larger than a bicycle from crashing through.

NEW THEORIES

The 200 "front-lines" in the CMR and the complex network of security functions have, as Col Vance describes it, "put our textbook theories to the test of wartime reality--we've discarded some of the theories and developed new ones."

This kind of thinking and positive action have prevented the CMR with all its Americans and Free World personnel and the vast Saigon harbor -- the terminus of the war's principal lifeline -- from becoming an extremely unhealthy place.

FORCE NEWS BRIEFS

Maury's Official Bell Recovered

An old, official ship's bell, which has been sitting idle for 20 years, has been dusted off and placed in sea-going status again.

The bell was removed from the quarterdeck of the destroyer USS Maury when the ship was scrapped in 1946. It is now back aboard a new Maury, this time the surveying ship USS Maury.

The old remnant of the past was recently discovered in a storeroom at U. S. Naval Reserve Training Center, Fisherville, Va. It was obtained through correspondence between Maury's commanding officer, Capt Robert F. Reilly and the training center's skipper.

The ship's bell was officially put into service again during a break in Maury's survey operations off the coast of Republic of Vietnam.

USS Maury is named for Mathew Fontaine Maury, who was one of the founders of oceanography in the United States and known as the "Path Finder of the Seas."



Capt Robert F. Reilly prepares to ring eight bells on the old ship's bell which had not been rung officially since 1946.

Traveling Admiral



VAdm John J. Hyland, ComSeventhFt, prepares to visit USS Sacramento as he is about to be highlined from his flagship USS Oklahoma City.

Command Changes

USS SAFEGUARD

Commanding officer of salvage ship USS Safeguard, LCdr W. C. Stegall Jr. was relieved of command by LCdr L. A. Downey in ceremonies aboard ship.

USS TAKELMA

Lt William J. Ray was relieved as commanding officer of fleet tug USS Takelma by Lt J. W. Quick.

USS MISPELLION

LCdr Raymond A. Helgemore, Commanding Officer of fleet oiler USS Mispillion, was relieved of command by Capt John S. Oller Jr.

AFDM FIVE

Lt D. H. Whitcomb relieved Lt B. B. Logan as commanding officer of Medium Auxiliary Floating Dry Dock Five.

USS MONMOUTH COUNTY

Commanding officer of tank landing ship USS Monmouth County, Lt H. E. Minter, was relieved by Lt C. W. Clark.

CIVIL ENGINEER & SEABEE NEWS



"CAN DO"



HAWAII SEABEES/CEC CELEBRATE BIRTHDAY



RAdm Heaman greets the 1966 Seabee Queen with a lei and kiss.

The Navy's Construction Force in Hawaii, Seabees and Civil Engineer Corps officers, celebrated their 24th and 99th birthday anniversaries respectively in March with Dinner-Balls, tours by their royal court and a proclamation by Governor John Burns naming February 27 to March 5 Seabee Week in Hawaii.

The hectic period of two weeks for the "fighting builders" and their Queen, Mrs. Peggy Jean Williams, and her court, Mrs. Jackie Lardner and Miss Joyce Wilson, started when the three ladies found a "glass slipper" at selection ceremonies. Then a round of tours began to reserve and active commands where Seabees are stationed on Oahu.

After inspecting the troops of Reserve Battalions 14-1 and 14-2 at the Naval Reserve Training Center on Feb. 23, the next day saw the energetic trio touring Barbers Point Naval Air Station, including the Ground Control Approach tower. They later met the large contingent of Seabees stationed there.

At the Naval Ammunition Depot, Lualualei, they graciously consented to be hoisted aboard a

front-end loader by a fork lift — naturally, the conscientious Seabees took great care in avoiding grease and dirt. Then came chow with the men at NAD.

Next on the day's agenda was a ride over the winding, climbing and wet Kolekole Pass, through Schofield Barracks and Wahiawa to the Naval Radio Station. This was probably the most scenic part of the tour for the royal court, but the men who were being visited that day are said to have thought otherwise.

Finally, tired but still managing broad smiles, they arrived at the headquarters of the King Bee in Hawaii and the Pacific, Rear Admiral William M. Heaman, Commander Naval Construction Battalions, Pacific, and Director, Pacific Division, Bureau of Yards and Docks.

RAdm Heaman had the enviable task of presenting leis to the court, and also the accompanying busses, which were expertly administered by His Majesty.

The next day found Queen Peggy, RAdm Heaman, James D. Johnson, CUCM (senior enlisted Seabee in Hawaii), Joe Mazi, EA1, Lt James L. Wells, CEC, USN (RAdm Heaman's aide), and television cameras waiting to be admitted to Governor John Burns' office for the official reading,



Hawaii's Governor Burns reads the proclamation as (left to right) Joe Mazi, EA1, Queen Peggy, Master Chief Johnson and RAdm Heaman look on.

Queen Peggy gets a six-star assist while cutting the CEC birthday cake from RAdm Heaman (left) and Adm Johnson. At RAdm Heaman's left is Ens Carlos R. Williams, the Queen's husband.



signing and presentation of the governor's Seabee Week proclamation.

Gov. Burns was the lucky one this time, with the Seabee Queen presenting him with a lei and kiss, and Master Chief Johnson presenting him with tickets to the Seabee Dinner-Ball.

The next Friday, March 4, the Seabee Dinner-Ball was held at the Hickam Air Force Base NCO Club. Appropriate ceremonies, backed by music of the CINCPACFLT Band and a dazzlingly decorated cake from the Naval Station galley, marked the ball as nearly 200 people celebrated the birthday of the Navy's Seabees.

Monday, March 7, the Civil Engineer Corps officers in Hawaii held their Dinner-Ball at Ft. Ruger's Cannon Club, as the Seabee Queen got a six-star assist from both RAdm Heaman and Adm Roy L. Johnson, Commander in Chief, U.S. Pacific Fleet, in cutting the CEC birthday cake.

Finally, festivities over, the royal court played "Cinderellas" again and returned to their normal lives--a teacher, a stenographer and a high school senior--not too sure whether they wanted to find the glass slipper again.

Vietnamese Girl Gets New Chance

It's a very ugly and dirty war.

As in all wars the brutal consequences are felt not only by those engaged directly in the conflict, but come to rest on those innocent individuals who are guilty only of trying to exist amidst the wreckage and violence of

their ravaged homelands.

The Viet Cong terrorists are not particular where they hit or who their victims happen to be. Such was the case recently in Tay Ninh, Republic of Vietnam, a small town located in the upper Mekong Delta region of Vietnam.

A VC mortar attack -- fear, jarring explosions, panic -- and finally, when silence returned, a pretty young Vietnamese girl with no legs.

Crutches, artificial limbs and wheel chairs are practically non-existent in this area of Vietnam and are considered to be precious objects. Many unfortunates who have lost the use of their legs are reduced to crawling. This was the the future this young woman had before her.

Then in January, 13 American men came to Tay Ninh to work in support of the U.S. Agency for International Development's (USAID) rural civic action program. These men are members of the Navy's "Peace Corps" -- teams made up of Seabees whose mission is the construction of roads, bridges, school houses, medical facilities and other projects to enable the Vietnamese to raise their standards of living.

Their team is Seabee Team 1006, which means that it is the sixth such group to come out of Naval Mobile Construction Battalion TEN. NMCB TEN was the first Seabee battalion to deploy to Vietnam, last May, and in 23 days had an airfield operational for Marine jet aircraft.

Some of the team members hearing of the girl's plight, decided there was something they could do, and they wasted no time in setting about doing it. With a few scraps of angle iron, some sheet metal, and three old and discarded bicycle wheels, Herbert Sneed, EO1, USN, Cherokee, N.C., and Clinton E. Proctor, CM2, Meeker, Colo., went to work and in a short time had built a very serviceable wheel chair, not too fancy,



Clinton Proctor, CM2, USN, demonstrates use of wheel chair for victim of VC terrorism while her mother (right foreground) looks on.

but one that would do the job.

The wheel chair was presented to the disabled girl at the USAID building in Tay Ninh. She sat in it for the first time with her aged mother looking on, and the girl knew that she was no longer destined for a life of immobility. The look of gratitude that filled her eyes and the smile of pleasure on her lips -- these were all the thanks needed by the "Can Do" Seabees of 1006.

HERE WE GO AGAIN! TOURANE BRIDGE OUT

It happened one day movin' East -- to East Da Nang, that is.

The bridge over the Tourane River (Da Nang River) failed under the weight of a 30-ton mobile crane. This for the umpteenth time in 20 years.

What has become almost a soap opera serial was jazzed up this last February when Naval Mobile Construction Battalions EIGHT and FIVE were assigned the task of replacing one section of the bridge on Feb. 24.

The bridge is the fastest route for the movement of troops and supplies to and from the military facilities in the Marble Mountain area (East Da Nang) and the main bases in Da



NSA crane lowers new span into position.

After the span is lowered, NMCB EIGHT Seabees begin task of fitting and installing section.



Nang.

The unusual thing about this repeat performance was the time it took to do the repair job.

While the 'Bees of EIGHT were removing the deck and section which failed, NMCB FIVE assembled the new section.

The new span was floated out to the bridge on a barge. A floating crane, supplied by the Naval Support Activity, Da Nang, was used to lower the section into place.

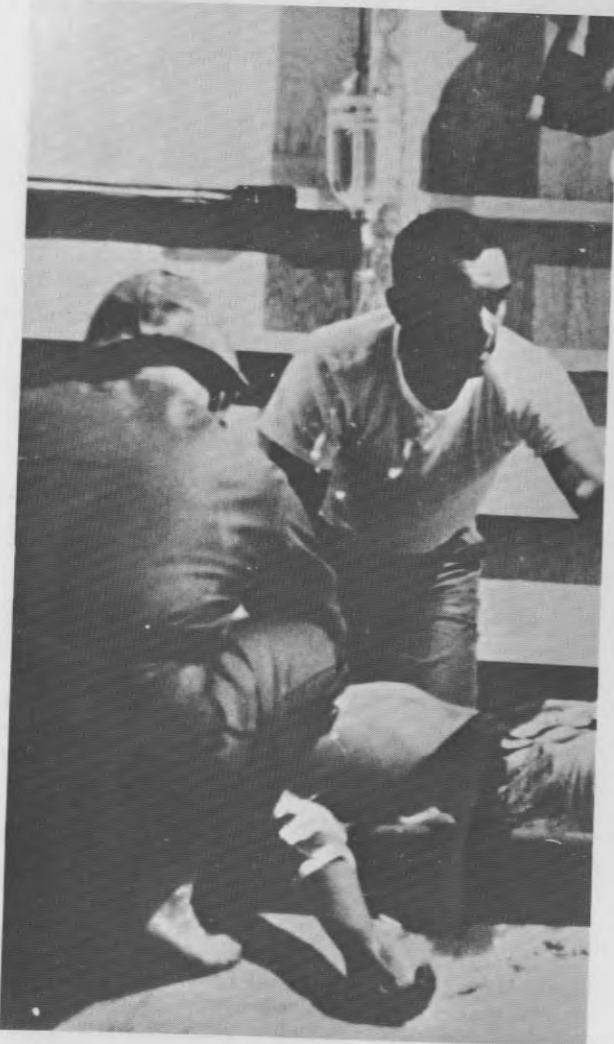
NMCB EIGHT installed the new section and re-laid the deck, finishing the job by mid-night on the 27th. Half-an-hour later, Cdr Pharo A. Phelps, CEC, USN, Commanding Officer of EIGHT; Lt Carl Bender, project officer; and J.F. Burleigh, SWC, project chief, drove across the bridge in a pre-opening trial.

The next morning the Da Nang City Engineer inspected the bridge and upon finding it satisfactory, allowed traffic to again move over the bridge.

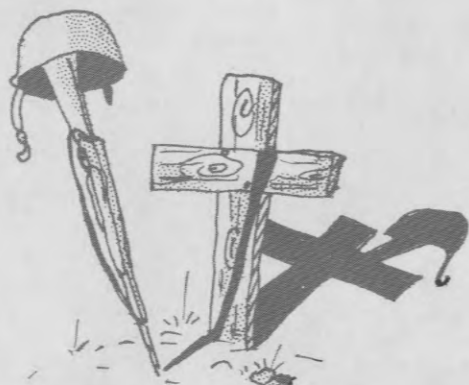
The bridge now displays an EIGHTBALL sign. It seems that the "Can Do" Seabees of NMCB EIGHT very seldom "scratch" on a project.



At the battalion aid station, Lt Harvey Henry, NMCB NINE doctor, fights to save the life of a young Marine with the Ninth Marines, headquartered at NINE's camp.



The wounded Marine is loaded on a medical evacuation helicopter for transfer to the Da Nang East Hospital built by NMCB NINE. Dr. Henry walked beside the stretcher to the helicopter in his bare feet, continuing to massage the Marine's

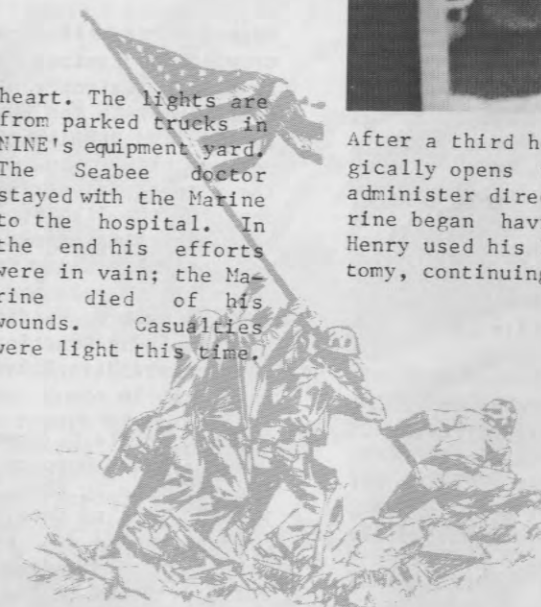


A Diary

Moments after the attack began, reports begin trickling into the command post on casualties and tactical disposition of companies. The strain is evident on the faces of the men.



heart. The lights are from parked trucks in NINE's equipment yard. The Seabee doctor stayed with the Marine to the hospital. In the end his efforts were in vain; the Marine died of his wounds. Casualties were light this time.



... Of DEATH

A second Viet Cong mortar attack on NMCB NINE at Da Nang on January 25 was only one incident in a continuing story of grief and heartache. It is old news now, but the immediacy of death is captured in these photographs.



After a third heart stoppage, the doctor surgically opens the Marine's chest in order to administer direct heart massage. When the Marine began having difficulty breathing, Dr. Henry used his left hand to perform a tracheotomy, continuing the heart massage.

Back at the battalion command post, the strain and tension ease as the night wears on and the Viet Cong fail to follow up their mortar fire with a ground attack. After spending the rest of the night on alert, the Seabees went back to their construction jobs the next day. During its deployment, NINE had 98 men and 7 officers wounded. Two men died of their wounds.



By completing one section at a time and working across on the completed portion, Seabees overcome the swift current.



Ingenious Pile Driver Aids Vietnam Farmers

When you have to build a bridge across a river with a swift current, what do you do?

You drive piles.

What do you do if you don't have a pile driver?

Why, you make one, of course!

You do, that is, if you're a Seabee with Seabee Team 0507, working in the Republic of Vietnam since November 1965.

When the 13 men of 0507 arrived in Tuyen Duc Province, approximately 125 miles northeast of Saigon, they were given the job of constructing a bridge across the Da Nhim River. The people of the province built bridges, only to have them washed out every year for the past eight years during the monsoon seasons.

Since the river was never dry and the current was usually swift the only logical method of construction was to drive piles. The only thing wrong with this was that there just was not a pile driver available. This didn't stop these men.

A 10-ton crane was borrowed from a Vietnamese engineer battalion, and working with such materials as scrap steel, concrete and barbed wire picket stakes, the Seabees fashioned a pile driver.

The leads of the pile driver were made of sheet piling welded together to a length of 26 feet. The shell for the hammer, also made of sheet piling, was filled with scrap steel and concrete and tipped the scales at 2,400 pounds.

A catwalk extending from the base of the crane's boom out to the leads was constructed of wire picket stakes. The connection between the catwalk and the pile driver was adjustable to change the angle of the boom. All connections between the crane, pile driver and catwalk were bolted, making assembly time 10 minutes.

The piles used were hard wood logs, 29 to 32 feet long. Thirty-six piles were driven in the river bed to an average depth of 14 feet to bedrock and not once did the Seabees have any trouble with their makeshift pile driver.

Today, the deck of the bridge is 16 feet above the river bed so that even during the rainy season it is above water. Ox carts of the local farmers should be traveling its length for some time, just because some hardheaded Seabees remembered an old tradition: "If you don't have it, and can't get it -- make it!"

SAIGON SEABEE PARTY

Four hundred officers, men and their guests crowded the Capitol Bachelor Enlisted Quarters in Cholon, Saigon's sister city, March 5 to mark the 24th and 99th anniversaries of the Seabees and Civil Engineer Corps respectively.

The respect Seabees command in Vietnam is evident by the list of visitors present at the ball, including American Ambassador to Vietnam, the Honorable Henry Cabot Lodge.

RAAdm Robert R. Wooding, CEC, USN, Officer in Charge of Construction, Vietnam, acted as host and crowned Miss Nguyen Hong Tim, Queen of the Ball.

Captain Archie C. Kuntze, Commanding Officer, Headquarters, Support Activity, in summing up the job done by the Seabees in Vietnam, said: "...in years to come, there will be many roads, bridges, wells and other material things as a tribute to the accomplishments of the Seabees. But I venture to predict that it will be as teachers that you are best remembered by the Vietnamese."



Queen of the Saigon Seabee Ball, Miss Nguyen Hong Tim, is flanked by her Princesses, Miss Tran Thi Kim Nhung (left) and Miss Hoang Le Ha.

OPERATIONS AND READINESS

BATTLE EFFICIENCY COMPETITION

With the competitive year drawing to a close, it would be well for each ship to review its accomplishments during fiscal year 1966 to insure that all training requirements have been met. Though exercises are no longer conducted on a competitive basis, they are nonetheless required and a ship which does not complete the assigned exercises will be penalized in its BEC rating.

COMSERVPAC Notice 3500 of 8 November 1965 spells out the revised rules for the FY-1966 Battle Efficiency Competition in the Service Force. The rules are simple:

1. All FXP-3 exercises that are required by TRACOMP SERVPAC are to be conducted on a non-competitive basis. Each exercise is to be observed by the best qualified and most experienced officer available aboard the exercise ship and is to be evaluated as satisfactory or unsatisfactory. No other grade of any kind will be assigned and no report of individual exercises conducted is desired, except that the ammunition performance report (Gunnery Sheet 16) is still to be forwarded. All required exercises conducted during a quarter are to be listed in the Quarterly Training Report; if any exercise was not satisfactorily conducted, comments on remedial action taken or intended should be included. Waivers of required exercises not conducted during the first three quarters of the fiscal year are automatically granted if the exercises are conducted during the following quarter.

2. Engineering trials are to be conducted in accordance with COMSERVPACINST 5041.3 series, except that qualified observers may be appointed from the ship undertaking the trial. No reports need be forwarded for satisfactory trials conducted by ships after the first two years following construction or major conversion. The conduct of satisfactory trials should be noted in the Quarterly Training Report.

3. Ships operating in the Western Pacific for 30 days or more in any one quarter are exempted from the conduct of Z-27, 28 and 30-S exercises for that quarter.

Battle Efficiency Competition results for FY-1966 will be based on:

1. 50% day-to-day performance (this is determined primarily by the performance reports made by a ship's operational commander);
2. 50% inspection results and completion of required exercises;
3. 20% bonus.

Although competitive exercise grades no longer apply, a ship can be penalized under section 2 for not completing required exercises. The BEC "E" will be awarded as in the past.

The format for the Quarterly Training Report is shown in enclosure (1) to COMSERVPACNOTE 3500 of 8 November 1965. The report is to be forwarded by the tenth of the month following the reported quarter (July 10 for the fourth quarter). Since the BEC results must be tabulated shortly after that, a late fourth quarter report will only serve to hurt the standing of the delinquent ship.

\$

CASH AWARDS FOR MILITARY PERSONNEL

Public Law 89-198 authorizes cash awards of up to \$25,000 to military personnel for suggestions, inventions, or scientific achievements which contribute to the efficiency and economy of government operations. All military personnel should be informed that the law has been passed and that worthy contributions are now eligible for award consideration. Contributions should be submitted in writing to the commanding officer, identifying the suggester by name, rank and service number.

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GUNNERY

NOTICE OF CHANGES

From time to time we get various changes to instructions and notices. Listed below are some very important ones. The first dealing with a Hot Gun Situation. A small change on paper, but at a large cost in human life and equipment. The second group covers various items which if not heeded could very well lead into the third notice whose title is very plain. Remember this, when safety precautions are taken, danger can be held to a minimum.

NAVWEPS OP1591. Clearing of live ammunition from guns. A very important change has been brought out in clearing a "Hot Gun". Previously this read, the ammunition must be cleared from the gun within the allowable safe ten minute period after the misfire has occurred, or the barrel must be cooled to ambient temperature.

Change #1 now reads as follows: The ammunition must be cleared from the gun within the allowable safe ten minute period "AFTER LOADING", or the barrel must be cooled to ambient temperature.

Note the difference, After Loading vice after the misfire has occurred. This is a very critical time factor, so remember its from the Loading Time not the misfire time.

NAVWEPS OP3347 ordnance safety precautions has several changes listed, chapter 1.5.5 changes in material, 1.5.10 test of Handling Equipment, 3.2.1b assembly of Detonator to warhead, 3.2.4b fuzing bomb type ammunition and 3.3.23E Detonators. The above changes are listed as change #3 to NAVWEPS OP3347 dated 1 March 66.

BUWEPS INSTRUCTION 8020.6B of 8 February 1966 supercedes BUWEPSINST 8020.6A Subj: accidents, malfunctions and incidents involving non-nuclear explosive ordnance and material.

NEW TOOL DEVELOPMENT

The new all-insulated tools offer the operator

the ultimate protection against the hazard of electric shock. The Navy took the lead in developing safer tools because shock hazards are multiplied considerably for Navy personnel who use power tools aboard metal ships.

Conventional power tools with metallic housings have insulation around the electrical components and a third wire which serves as a ground. These tools offer protection against shock if they are in proper working condition and are correctly grounded.

However, if three conditions occur simultaneously, the operator will receive an electrical shock. One: the motor or lead wire insulation may become defective due to age, abrasion, or defective repairs. Two: the protective circuit between the tool and ground may not be complete; surveys have shown that 96 percent of mechanical tradesmen on shore fail to ground their power tools. Three: the operator can become grounded. Shock reception from power tools is rare, but it does happen, sometimes with fatal results.

The drills with nonconducting housings which have been added to stock are:

FSN	Size	Style
Type III Class A Heavy Duty		
5130-226-5384	1/4"	3 closed grip
5130-226-5385	3/8"	3 closed grip
5130-226-5386	1/2"	4 closed grip side handle
Type III Class B Standard Duty		
9G-5130-780-5513	1/4"	2 pistol grip side handle
9G-5130-780-8015	3/8"	2 pistol grip side handle
Type III Class C Light Duty		
9G-5130-781-5514	1/4"	1 pistol grip

The stock number of the grinder, 6-inch, with nonconducting case is: 5130-226-5389.



SUPPLY



SHIP'S STORE MODERNIZATION

COMSERVPACNOTE 4067 has recently been released. This notice provides information concerning the modernization of ship's stores afloat.

There are two important items to be gleaned from this notice. Number one is that COMSERVPAC in conjunction with Navy Ship's Store Office strongly supports efforts on the part of ships to modernize their ships' stores. Number two is that funds for modernization are available from a variety of sources.

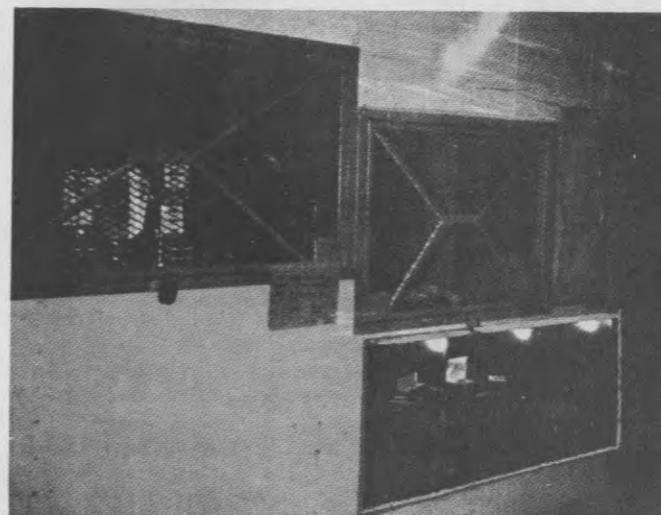
Ships desiring to modernize need only to submit a request to do so to Navy Ship's Store Office, via COMSERVPAC. Included in the request should be a diagram and pictures of the store with notation of all overhead and other obstructions. Navy Ship's Store Office will then return to the ship a drawing of a proposed store with cost estimates. If the proposed plan is approved by the ship, Navy Ship's Store Office will then begin the necessary procurement action.

Funds can come from any one of the following sources:

- 1) Payment in full from the ship's own funds.
- 2) A loan from Navy Ship's Store Office.
- 3) A grant from Navy Ship's Store Office.
- 4) Any combination of the preceding three methods.

Action on the part of all SERVPAC ships is urged. A modern store can improve lagging sales and boost morale. And remember, this action is encouraged by COMSERVPAC.

Before Modernization



After Modernization

