

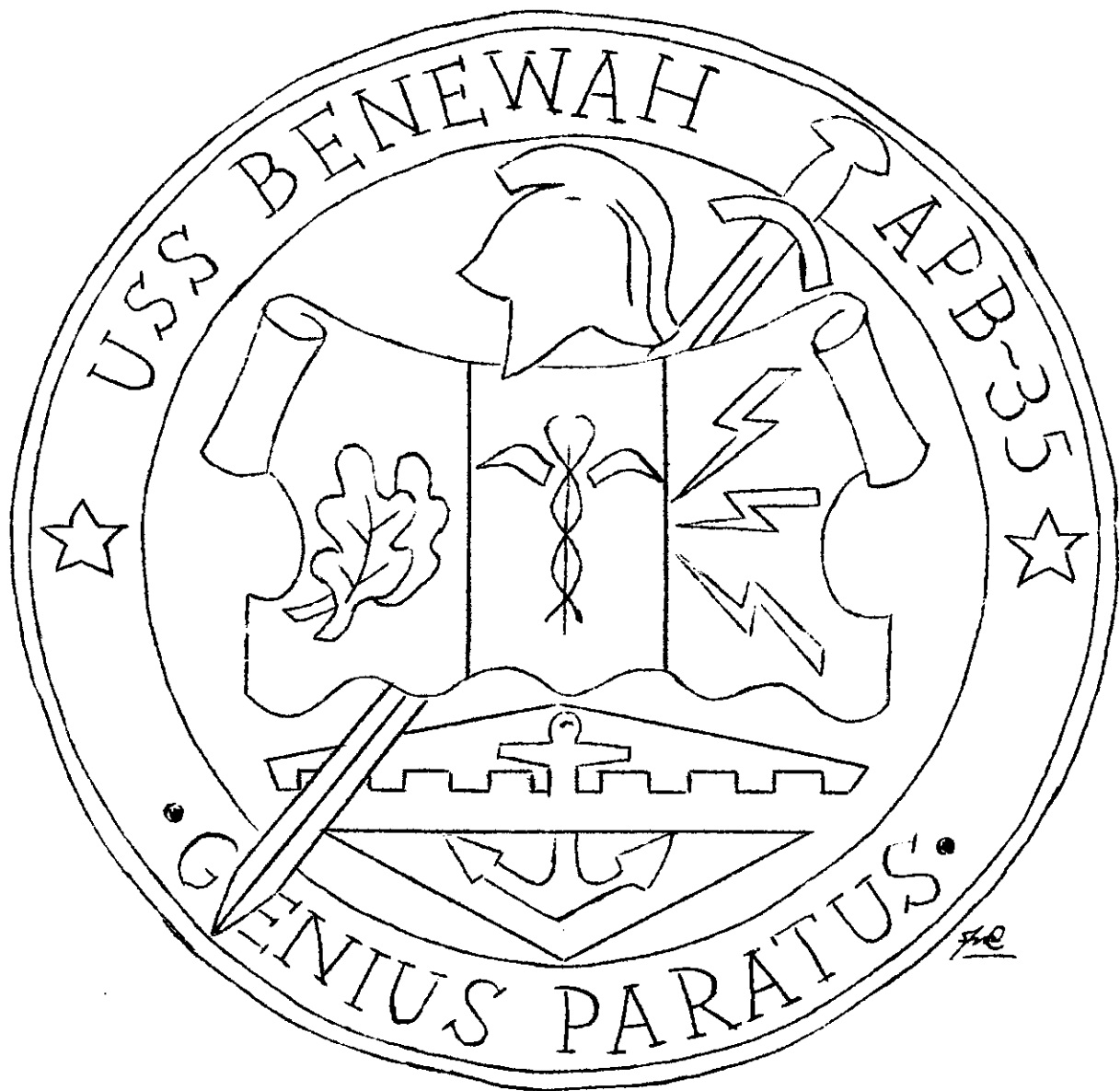
# Renewal Bulletin

VOLUME I

USS BENEWAH (APB-35)

ISSUE III

JUNE - JULY 1967



15 JULY 1967

Dear Joy,

Well here is our little monthly newspaper. I only hope it brings you a few laughs and pleasure. Have been thinking of you quite often these days. Since it has been a while from my last letter from you I do not know what to say. I still would appreciate you telling me how young you are. Don't be afraid I won't bite. Ha!

You are in my eyes a very beautiful woman. As a sailor I have known many women, some of which I would take home and a lot more I wouldn't. May I say, you I would proudly introduce to my folks and friends.

Now I'll let you read the paper. Good Luck & God Bless you.

Sincerely yours,

Bob

P.S. Hope you wasn't too busy to read this. Our ship is really playing a hard role but with very little entertainment. Keep up your good work! Maybe next time you could drop in on us. Ha!

THE "SKIPPER" LIEUTENANT COMMANDER GERALD SAUCIER

Lieutenant Commander Gerald Saucier was born in New Canada Plantation, Maine, April 27, 1931, and spent his early school days in Biddeford, Maine. He graduated from Saint Louis High School and the Maine Maritime Academy.

In 1953 he was Commissioned Ensign in the Naval Reserve and worked as Third Assistant Engineer on board the U. S. Northwestern Victory until entering the U. S. Navy Reserve in December 1954. His first tour of duty was on board the USS ELECTRON (AKS-27) in the Pacific. A second tour of sea duty was served in the USS DONNER (LSD-20) where he was fleeted up from First Lieutenant to Operations Officer and served as Executive Officer for two years.

Lieutenant Commander Saucier began Post Graduate instruction in 1958 at the U. S. Naval Postgraduate School (Applied Aerology), Monterey, California.

Shore duty for Lieutenant Commander Saucier has been Assistant Material Officer on the Staff of Commander Boston Group, Atlantic Reserve Fleet. He was Analyst and Forecaster, Fleet Weather Facility, London, England and served as Optimum Track Ship Router, Fleet Weather Facility, Norfolk, Virginia, until reporting as Prospective Commanding Officer of USS BENEWAH (APB35) in November 1966. He assumed command upon her commissioning on 28 January 1967.

Lieutenant Commander Saucier is married to the former Margaret McEnery of Saco, Maine. They have five daughters, Karen, Patricia, Anne, Joan, and Donna.

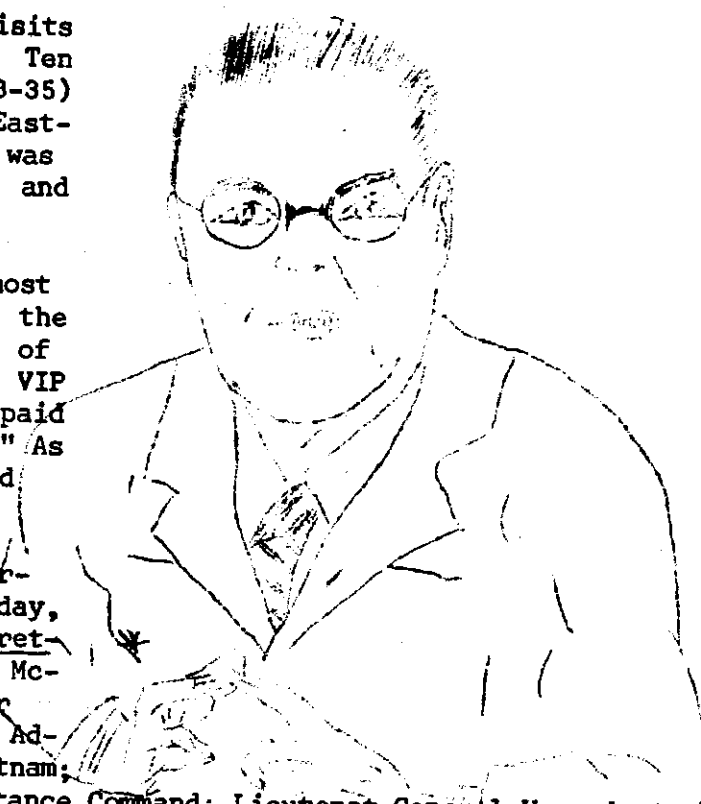


FIRST IN READINESS AND FIRST ON THE VIP TOUR

The Benewah is well accustomed to visits of celebrities and important people. Ten years ago, in Naples, Italy, when (APB-35) was flagship for Commander Fleet Air Eastern Atlantic and Mediterranean, she was consistently visited by both royalty and high-ranking military officers.

That trend still continues. While most ships rarely see a General or Admiral, the Benewah manages to receive an average of two or three a day. There is hardly a VIP in Vietnam who has not, at some time, paid a visit to the "ungainly barracks ship" As a U. S. newspaper has cruelly described her.

The Benewah guest list reached a near-ultimate high July 10th, when in one day, the Honorable Robert S. MacNamara, Secretary of Defense; the Honorable John T. McNaughton, Secretary of Navy; Ambassador Komer, an Ambassador to Vietnam; Rear Admiral Veth, Commander Naval Forces Vietnam; General Abrams, Deputy, Military Assistance Command; Lieutenant General Weyand, Second Field Force Commander Vietnam; and the Assistant Secretary of Defense for Public Affairs came aboard to take a look at the flagship of the Mobile Riverine Force.



The Secretary of the Navy arrived in the 1000th helicopter to land on the Benewah's white and international orange flight deck, and participated in a cake-cutting ceremony commemorating the event.

Mr. MacNamara and his party were treated to a show of the capabilities of the MRF, including a demonstration of the new ATC(H), a mini-helicopter-receiving craft, and a "parade" of the different types of boats in River Assault Flotilla One.

After a short briefing of the operations of the Flotilla, The Secretary of Defense wrote in the ship's guest book, "To an outstanding Land and Sea Team with my admiration and best wishes."

The day before Secretary MacNamara's visit, General Wheeler, Chairman of the Joint Chiefs of Staff; Admiral Ulysses S. Grant Sharp, Commander-in-Chief U. S. Pacific Forces; and the Under Secretary of the Army General Abrams had been aboard to witness a demonstration similar to the one for Secretary MacNamara.

With more and more VIP's arriving daily we rapidly are becoming the number one attraction of Vietnam.

QMSN TRAUSNECK

WEAPONS DEPARTMENT

Anyone observing or being involved in the shipboard routine of the BENEWAH could only describe the state of affairs as "wild and continuous activity." Certainly in the center of the topside operations is the Weapons Department whose personnel, in addition to traditional tasks of seamanship, painting, and maintenance, have been given the special responsibilities of handling helicopters and debarking troops into small landing craft.

Early in July the ship approached the landmark of landing its one thousandth helo. Considering that this has taken place in less than three months, it can easily be seen what a busy place the helo deck is. Many of the Weapons Department personnel are involved in operations, acting as phone communicators, signaling the helicopters into position and down to the deck, and manning the motor whale boat which moves around the ship as a safety measure in case a helo should fall to or have to come down on the water. One enlisted landing signalman, J. L. MONGAN, Boatswain's Mate First Class, has even suggested that "Benewah International Airport" be painted on the deck in view of the quantity of traffic and because he has landed Australian and Vietnam Helicopters.

The task of landing helicopters is pretty hectic and at times frustrating as BM1 MONGAN, BM1 MELLINGER, GMG2 DALTON, GMG2 FERGUSON, BM2 QUEEN, GMG2 SCOTT, and GMG3 SLOCUM will tell anyone. These shipboard traffic directors are smooth, though, and their work is nearly second nature now; setting down as many as 40 a day on the International Orange "X" on the white flight deck is just part of their daily schedule. Landing is now so routine that the latest helo operation has been landing "Bubbles" (the small ones) and "Hueys" (the larger ones) on a 16' x 16' platform built on a 50 foot long ATC (the landing boat used to transport troops to the shore areas). The great advantages of this development are obvious and recent tests with BM1 MELLINGER acting as the signalman showed that it could and will be done. The procedure is best described by BM1 MELLINGER who says, "You stand on the edge of the 'flight deck' and set them right down. When you can kiss the huey on the nose you know she's in and you've got it made."

Five Seamen, C. A. JOHNSON, C. LOCKARD, R. CURRIER, J. FOWLS, and R. CROZIER, will probably wake up in a cold sweat for five years after leaving this ship with the words ringing in their ears, "Now set the debarkation detail." These five men and one of the Weapons Department Officers are called at all hours of the day and night for the vital task of assisting Army personnel to leave and enter the boats which transport them to their destinations on the shore. The responsibilities of the debarkation detail include enforcing safety measures with ammunition handling, tying up the boats to the pontoon alongside the BENEWAH, and giving general assistance where needed. Hats off to these men who leave meals, sleep, and leisure at the oddest hours, not without comment to be sure, but always dutifully.

Beginning July 10th the Weapons Department came under a new head. LTJG Claud B. JETTON, the new Weapons Officer, came to the BENEWAH from Pearl Harbor, Hawaii to assume his new responsibilities. He relieved LTJG Patrick R. HARRISON who served as Weapons Officer on the ship from the pre-commissioning period in Philadelphia until relieved. Mr. HARRISON has been assigned to the USS WAINWRIGHT (DLG-28) where he shortly will assume responsibilities as First Lieutenant.

SN WIETING

## THE "01" SALT

"After 29 years I found I liked the Navy so I 'shipped over' for four more years." These were the words of Andrew J. RZEPKA, Chief Gunner's Mate as he re-enlisted for four more years in the Navy while on board the BENEWAH. Chief RZEPKA first enlisted on January 15, 1929, and after a period of civilian employment following his first hitch, enlisted again in January of 1939. His service from that date has been continuous and the new enlistment will make his time in the service about 33 years. The Chief, whose home is Dunellen, New Jersey, contemplates a period of shore duty following this his second duty station in Vietnam and then would like to retire in Florida (Indeed wouldn't we all?).

SN WIETING

BENEWAH INTERNATIONAL

Little did the crew of the Benewah realize, until their arrival in Vietnam, the time-consuming and vitally important role that her helicopter deck would play in the war in the Mekong Delta. Plans had been made, from Philadelphia all the way across the Pacific, for many different uses for "steel beach", as the fifty-foot square was nicknamed during the crossing.

However, now there are no volleyball games, no games of catch, and a very few barbeques on steel beach. The Benewah flight deck has become one of the busiest airports in the Delta, and a crewmember barely has time to walk across it without being hit by a bird, as the pilots call their craft.

Benewah landed her first helo on April 26 at 1402 (2:02 P.M.). The pilot was LTJG "Pistol" BOSWELL, the Landing Safety Officer was ENS REYNOLDS, the First Lieutenant of the ship, and the Landing Signal Enlisted was BML MELLINGER.



"Well, yes, I do like the Navy.  
But I think I'll just put in  
my 33 and get out."

As the chopper hovered several feet off the deck, a very attractive Red Cross worker smashed a bottle of champagne (To the groans of a couple of the "drier" members of the crew.) in the center of the white "X", and a trend was started.

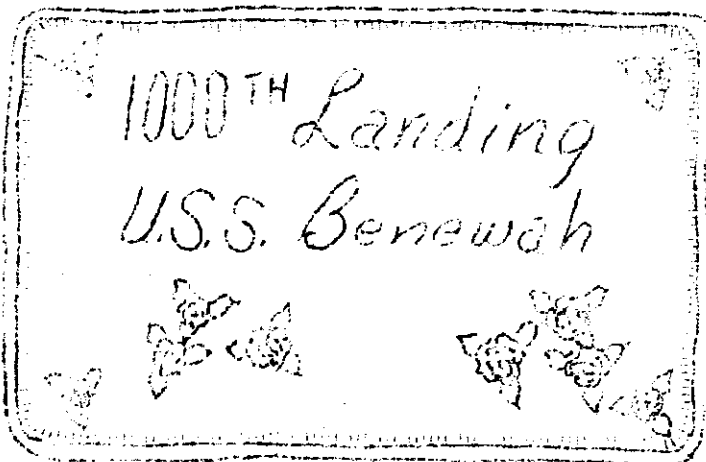
For about three weeks, Traffic was relatively slow, and BENEWAH didn't land her hundredth helo until May 10th, an average of about seven a day. Then, as the Benewah moved into a more remote area of the Delta, more and more business was conducted by helicopter, and APB-35 received No. 500 on June 22. Twenty helos per day was ordinary, and the flight deck crew began to scream for flight pay. No such luck!

Then, the Benewah moved again, and "Flight Quarters, Flight Quarters, Man all Flight Quarters Stations", became the word of the hour, or rather minute. On June 19, during operation Concordia, when the Army suffered moderate casualties, and the Benewah acted as one of the medical Evacuation (MEDEVAC) ships, 43 helos landed and took off from this location. Since that time, the Benewah has averaged over 35 helos per day, far out-distancing her sister ship, the Colleton, and the other ships in the Mobile Riverine Base.

Less than three months after the first landing, on July 10th, helo No. 1000 settled onto the new white and international orange deck, bearing none other than the Honorable J. T. McNaughton, The Secretary of the Navy.

As we go to press the Benewah has received over 1200 helos; thus No. 2000 is not too far away. It is entirely possible that no other ship in Vietnam handles as much air traffic as the Benewah with the exception of the Aircraft Carriers operating some 50 miles off shore.

*Cake commemorating  
1000<sup>TH</sup> Helo Landing*



#### DENTAL DEPARTMENT'S WAR IN VIETNAM

The Dental Department aboard the BENEWAH consists of Dr. HENLEY and his assistant DT2 C. E. RAYNOR who have been very busy since arriving in country, both on the ship and ashore, where they have been participating in the People to People Program. This program is known as Dent Cap (Dental Civil Action Project).

While in the Vung Tau area DT2 RAYNOR and LT HENLEY made two DentCap trips. The first one was to Phuoc Lam, and the second was to Long Son Island just north of Vung Tau.

On the initial trip to Phuoc Lam, DT2 RAYNOR extracted his first tooth. Since The Navy allows their Dental Technicians to extract teeth while participating in the DentCaps, RAYNOR was anxious to get started. After being briefed on the basic principles he was "turned loose". He did very well for a beginner. At Phuoc Lam, RAYNOR and the Dentist assisted by SFP2 ST MARTIN, extracted 20 teeth.

On the second trip, the Medical Department of the BENEWAH came along. Dr. BRENNAN and his assistant HMC ANDRETTA were happy to go, and they examined and treated over 150 patients. With RAYNOR being an old "tooth pulling" veteran, 92 teeth were extracted in three hours, at which time we ran out of supplies.

Because there is no electricity or compressed air, there is a limit to the amount of modern dentistry that can be performed on broken down and decayed teeth. This is really dentistry "in the rough".

On June 11, the BENEWAH sailed up the Soirap River to Nha Be, 20 miles south of Saigon. In the nearby village of Phu Xuan Hoi, the BENEWAH Dent Cap team joined an Army team and held a joint Med/Dent Cap. This was a short trip, and only 37 teeth were extracted.

After a short stay in the Nha Be area, we went downstream to the junction of the Soirap and Vaico Rivers. On July 1 and 3, we again joined forces with the Army on a Med/Dent Cap and Can Duoc, 10 miles west of our anchorage. While at Can Duoc a total of 164 teeth were extracted. No Dent Cap team had been there before, so we had more than enough patients.

As you can see some of us are fighting a war of arms; others are fighting another kind of war.

#### NEW AIRCRAFT CARRIER JOINS RIVER FORCE

The Benewah has landed over 1000 helos since its arrival in country two and a half months ago, more than three times the amount of any other ship with the Mobile Riverine Force. Now another competitor has arrived on the scene. The workhorse of River Assault Flotilla One, the Armored Troop Carrier (ATC), as a result of the third major modification of the nearly-antiquated LCM-6 is now a full-fledged member of the aviation age.

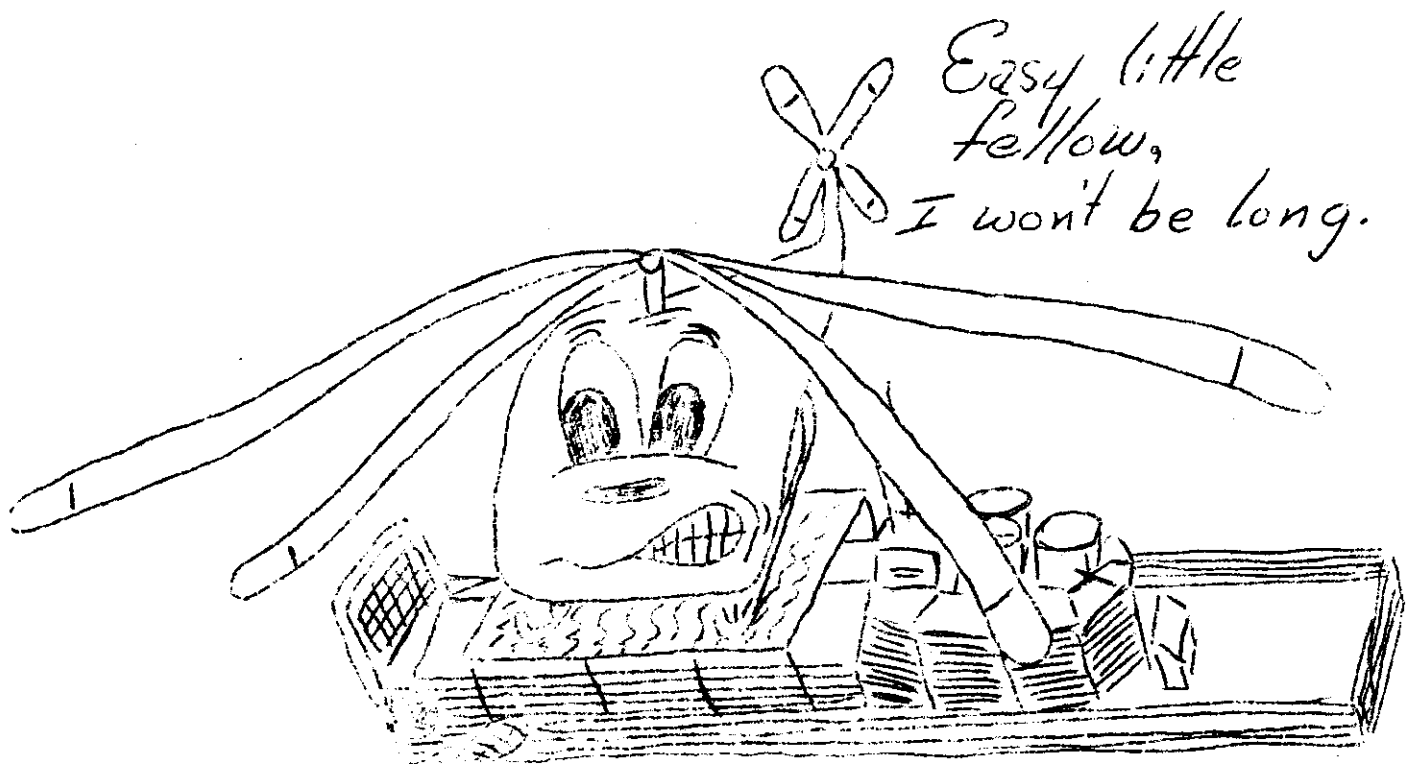
Designated ATC(H), the craft, with a small square platform built over the deck area, is able to land and launch helos of the type used in the Delta as gunships and medical evacuation units. This will allow much faster and more efficient evacuation of injured personnel from the actual battle lines, and the immediate delivery of much-needed logistics support.



The ATC(H) was successfully tested on July 4th when a Benewah helicopter deck team under the supervision of BM1 MELLINGER demonstrated the "art" to members of River Assault Squadron 9. It was a strange sight seeing a UH-1E (Huey) helicopter, which is 53 feet long and has a blade spread of 44 feet, land on a platform 16 feet square that is on a boat only 50 feet long and 14 feet wide. The resemblance is that of a dragonfly landing on the back of a water beetle.

For future Riverine Operations, plans have been made to lengthen the helicopter platform until it is completely covering the forward 2/3 of the ATC. This modification will give better protection to the soldiers below the platform. Eventually, it is hoped to have 50 of these modified ex-LCM's in Delta operations.

LT TOMPKINS



*Easy little fellow,  
I won't be long.*

*Hey, Get off of me you big Ox*

SUPPLY

Engineering Department says they're the unsung heroes of the Navy, and Operations Department claims to be the most varied and most important. But Supply Department just smiles at statements like these and asks confidently, "What would the Navy do without us?"

As much as the other departments hate to admit it, The "pork chops", as they are affectionately called, have a definite point. Without the Supply types, we would starve (they supply the food and the cooks), we would smell (they sell the soap and run the laundry), we would be considerably shaggier (they sell the razor blades and furnish the barber), and, to top it all off, they supply the "scratch" (The paymaster is a pork chop, too.) Weapons Department makes its important claim by saying, "We fire the guns that protect the ship." Operations declares, "The Navy'd be lost without our radars, radios, and quartermasters." Engineering makes the boast, "We Keep the screws turning and the lights burning." And Medical quietly assumes that the whole ship would succumb to some dreadful disease without their watchful presence.

But Supply buys the bullets, the radio tubes and transistors, the nuts, bolts, screws, and light bulbs, and all the thousands of little green, white, pink, and blue pills.

Possibly from habit, but probably to confuse their skeptics, Supply often uses figures to argue its point. Their argument:

Commissary Division. Eleven years ago when the USS BENEWAH was serving as a flagship moored to the piers in Naples, such royalty as Queen Frederica of Greece and the British Admiral Lord Mountbatten sampled the food prepared by the ship's commissary division. Today, with her traditional coat of gray covered green to blend with the jungle foliage of Vietnam, the royalty she now serves consists of over 1,100 soldiers, sailors, and airmen supporting Riverine operations in the Mekong Delta.

In addition, an LCM "Mike Boat" makes shuttle runs three times daily carrying hot food to more than 450 Army artillerymen manning 105 MM howitzers mounted on barges a short distance from the ship.

The mess lines are open almost continuously. One reason is that crews assigned to boats of River Assault Squadrons, and infantrymen heading for operations in combat zones are given hot meals before and after they go into the field.



The five Navy cooks (CS1 BELLAMY, CS2 MOORE, CS3 ROBBINS, CS3 FRANKLIN, and CS3 CROMWELL) and the seven Army cooks put in up to 17 hours a day in the galley, and the ovens in the bake shop almost never cool, turning out 300 loafs of hot bread daily, as well as cakes, rolls, and other pastries.

The Commissarymen maintain in four storage spaces a 90-day supply of fresh, frozen and dehydrated foods. During the last quarter, the inhabitants of the Benewah consumed over 22,556 pounds of beef, 4,549 dozen eggs, and washed it down with 2,340 pounds of coffee. Three hot meals are prepared for approximately 1,066 personnel, for a total of 3,198 meals a day, 23,965 a week, or 95,860 per month.

Disbursing. The Benewah's Disbursing business has grown tremendously since her arrival in Vietnam. Pay records now maintained amount to over 750 with a monthly payroll exceeding \$110,000.00. ENS STUART, DK2 FOLEY, and DK3 JOHNSON have been known to travel great distances throughout the Mekong Delta to pay men of River Assault Flotilla One. Recently Seaman BURKHART was added to the Disbursing Staff to train in order to take over for DK3 JOHNSON when he leaves the Navy to return to college this summer.

Ships Servicemen. ENS STUART, the ENS PULVER of the BENEWAH (Laundry and Morale Officer), is also the division officer for the ship's servicemen. (Laundrymen, ship's store operators, barbers, stores custodians, and records-keepers.)

The soda fountain, operated by SN M. L. JOHNSON, has sold 22,000 bags of popcorn, using 25 gallons of popcorn oil, and 36,000 dishes of ice cream.

The ship's store, operated by SN HEATH, has sold over 200 cameras, and sells out of watches and film as quick as they can be ordered.

SHB2 Tom BLANKENSHIP, the ship's barber, has given 4,375 haircuts, making his one of the "hairiest" jobs in the Navy. (Ed. Note: Come on, now!)

In spite of all the heat, or maybe because of it, the laundrymen, headed by SHL3 Don TROTT, have washed 740,000 pounds of clothes and used 1050 pounds of detergent, 525 pounds of bleach and 525 pounds of starch. And you should hear the Engineers scream when we mentioned the amount of fresh water used.

You wives at home who think your husband isn't sending enough money home, here's fuel for the fire. Since the ship was put into commission, your sailor, with the help of a few other people, has spent \$50,034.31 aboard ship. The supply department is quick to point out that it has bought \$52,428.08 worth of merchandise.

Stores Section. An unenviable job on this ship is that of the Storekeeper. His job is not to mind the store, but to keep the records of all expenditures, receipts, spare parts, in fact all stock items, from diesel engine parts to toothpicks.

The head "pork chop", LT J. K. TOMCHECK, and his office staff of SK1 PARRISH and SK2 MEYER, handle the massive load of original-and-four copies of paperwork that accompany practically every transaction.

Of course it is impossible to stock every item that a ship would need, so a complete catalog of every part in the Navy supply system is kept aboard. Who-ever heard of stocking a three-sided, pink and green steel theomathrokel: No-body, but if there is one, you can bet Engineering Department will need it, and according to Supply, if there is one, they can get it.

LT TOMCHECK

### GOOD CONDUCT AWARDS

The below listed personnel were awarded Good Conduct Award Certificates at quarters on 5 July 1967. These certificates are awarded by the Chief of Naval Personnel for every four (4) years of continuous active service as an enlisted person in the Regular Navy or Naval Reserve in recognition of faithful, zealous and obedient Naval Service.

|  |              |
|--|--------------|
| Chief Boatswain's Mate R. C. MARTIN.....           | Fourth Award |
| Ship's Serviceman First Class R. C. SINGLETON..... | Fourth Award |
| Chief Quartermaster J. L. CORBITT.....             | Third Award  |
| Commissaryman Second Class A. B. MOORE.....        | Third Award  |
| Engineman Second Class J. H. BEAN.....             | Third Award  |
| Personnelman Second Class J. M. CHRISTENSEN.....   | Second Award |
| Radioman Second Class R. E. BEST.....              | Second Award |
| Gunner's Mate First Class E. RANDALL.....          | Second Award |
| Boatswain's Mate Third Class G. W. ESTES.....      | First Award  |
| Gunner's Mate Second Class J. A. FERGUSON.....     | First Award  |
| Signalman Second Class J. E. VINSON.....           | First Award  |

### PONTOON PUB

They say if there is a way to get a drink, a sailor will find it. Must be true, because Navy ingenuity has found a way to get around the rule prohibiting the consumption of alcoholic beverages on board a commissioned Naval vessel. Somebody proposed the idea that the pontoon barges moored to the starboard side of the ship were not commissioned Navy ships. In fact, they belonged to the Army. It didn't take long until the first Benewah "beer bust" was organized and a good percentage of the crew rushed down to the pontoon for their "sauce". For you disapproving readers, don't worry, The beer was rationed to two cans per man. All concerned classed the occasion an unqualified success, and more are planned for the future. These of you who do imbibe can certainly realize the relaxation and pleasure the crew got from a few minutes of good conversation and "suds".



My first BEER IN SIX Months. And I dropped It.

DEPARTMENT OF THE NAVY  
USS BENEWAH (APB-35)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

APB35/PST:bn  
1650  
20 April 1967

From: Commanding Officer, USS BENEWAH (APB35)  
To: Lieutenant John K. THOMHECK, 695512/3100, (SC), USN  
Lieutenant John P. BRENNAN, 709201/2105, (MC), USNR  
Lieutenant Stephen A. HENLEY, 706964/2205, (DC), USNR  
Lieutenant (junior grade) Michael A. HAHN, 687183/1105, USNR  
Lieutenant (junior grade) Patrick R. HARRISON, 688617/1100, USN  
Lieutenant (junior grade) James R. SEELEY, 687587/1100, USN  
Lieutenant (junior grade) David R. ALTMAN, 696222/1105, USNR  
Ensign Franklin B. REYNOLDS, Jr., 699838/1105, USNR  
Ensign Alfred M. CADY, III, 699654/1105, USNR  
Ensign Kay R. EVANS, 704843/1105, USNR  
Ensign Thomas R. STUART, 703428/3105, (SC), USNR

Subj: Pre-commissioning, Fitting Out, and Training of USS BENEWAH  
(APB35); commendation of

1. Of all the diversified assignments you have had or will have in the Navy, there are few more difficult than commissioning, fitting out, and training a ship for combat. The organizing and training of a new ship's company to receive, document, account for, and load material onto a new ship is an arduous task that becomes even more complex by the intrinsic lack of adequate working space, tools, equipment, and informative documents. In that much of the equipment brought aboard was new and, to a large extent untested made the job of organization and trials more frustrating.

2. After commissioning and fitting out the USS BENEWAH, came the onerous mission of training the ship for combat operations in the Mekong Delta. In that this was the first ship ever commissioned for this purpose further enhanced the difficulties you have undergone.

3. Your resourcefulness, initiative, and capabilities have been thoroughly tested. The fact that the Benewah is combat ready in all respects upon its arrival in the Republic of Vietnam is an accomplishment of which you can be truly proud.

4. The Benewah is of your making. It has been a difficult and successful operation. You have performed in consonance with the highest traditions of the Naval Service. Well Done.



G. SAUCIER

Copy to:  
BUPERS  
Service Record

FIELD ADVANCEMENT AUTHORIZATIONS

The Commanding Officer has authorized twenty four (24) Field Advancements which will be effective 16 September 1967. The primary intent of the Field Advancement Program is that it be granted to a person who is eligible in all respects to take the examination and who under ordinary conditions could be reasonably expected to pass the examination. The field Advancement Program is not a "meritorious" award, but rather an aid in enabling personnel to continue their normal advancement. All concerned must be diligent to preserve the high quality of the petty officer ranks which came about as a result of the Navy-wide advancement in rating examination procedures. The following is a list of personnel who have been authorized Field Advancements.

Petty Officer James Harrison BRITTLE to Enginemen First Class  
Petty Officer Loren Freeman BUMGARNER to Machinery Repairman First Class  
Fireman David CANTY to Boilertender Third Class  
Petty Officer John Merton CHRISTENSEN to Personnelman First Class  
Petty Officer Earl Golden CHRISTIAN to Gunner's Mate First Class  
Petty Officer Bobby Joe DUNN to Enginemen First Class  
Fireman Billy Carl EVANS to Enginemen Third Class  
Seaman John William FOWLS to Boatswain's Mate Third Class  
Fireman Larry Wayne HIDBRADER to Interior Communications Tech. Third Class  
Hospitalman Mark Thomas HIGGS to Hospital Corpsman Third Class  
Seaman Douglas Burdette HINCHLIFF to Ship's Serviceman Third Class  
Petty Officer David Tarlenton LANPHER to Chief Electricians Mate  
Petty Officer Victor Trias MONTOYA to Steward First Class  
Petty Officer Albert Banks MOORE to Commissaryman First Class  
Petty Officer George Springfield QUEEN to Boatswain's Mate First Class  
Petty Officer Charles Edwin RAYNOR to Dental Technician First Class  
Petty Officer Antonio Buenaflor TANEGA to Steward First Class  
Seaman Donald Arthur TRAUSNECK to Quartermaster Third Class  
Petty Officer Leon Buenaflor VIADO to Hospital Corpsman First Class  
Steward Seaman Brillo Catabay VILLAREAL to Steward Third Class  
Petty Officer James Elbert VINSON to Signalman First Class  
Seaman John Patrick WALSH to Ship's Serviceman Third Class  
Seaman Stephen George WIETING to Yeoman Third Class  
Seaman Carl Ray WINFREY to Postal Clerk Third Class

WHAT IS A SAILOR?

Between the security of childhood and insecurity of second childhood we find a fascinating group of humanity called SAILORS. They come in assorted sizes, colors, and states of sobriety. They can be found anywhere; on ships, on shore stations, on shore leave, in bars, in love, and always in debt. Girls love them, towns tolerate them, and the government supports them.

A SAILOR is laziness with a deck of cards, bravery with a tattooed arm and the protector of the seas with a copy of Playboy. He has the energy of a turtle and the slyness of a Sea Captain... The sincerity of a liar, the aspirations of a casanova and when he wants something, it is usually connected with a liberty card.

*This is petty class & low*

Some of his likes are girls, females, women, dames, and the opposite sex..... Just to name a few, he dislikes answering letters, shaving, his uniform, superior officers, the chow, and getting up in the morning. No one else can cram into a small jumper pocket a comb and a candy bar, plus what's left of last month's pay, a little black book, a pack of Luckies, and a picture of Ann-Margaret. He likes to spend some of his money on poker and girls and the rest he spends foolishly.

A SAILOR is a magic creature. You can lock him out of your home, but not out of your heart. You can scratch him off your mailing list but not off your mind. You might as well give up. He's your long-away-from-home lover and your one and only good-for-nothing, bleary-eyed bundle of worry, but all of your shattered dreams become insignificant when your SAILOR docks and looks at you with those bleary, bloodshot eyes and says, "HI YA, HONEY, SURE IS GOOD TO BE HOME"!

#### CLIPPING FROM THE PACIFIC STARS AND STRIPES

Far away in this battered land,  
Torn apart by unfriendly hand.  
This is a land that knows no  
peace,  
It's a place in the South East,  
Orders they give me that I  
must go,  
To do my part for a year or so,  
I'll do my job the best I can,  
To help these people win their  
land.  
All that I love I left behind,  
My wonderful family, oh so  
divine.  
The last few moments we spent  
alone,  
We were already planning when  
I'll be home.  
I'm here in this land of Viet-  
nam,  
To do all I can to keep the  
calm.  
So far from home, it's a lonely  
place,  
Millions of people - not a fami-  
liar face.  
This year will pass,  
The counting will cease,  
I pray that this land will be at  
peace.  
I've done my share, I'm proud  
to say,  
Now it's back home, to the  
U.S.A.



*It's the Master-at-Arms!*

#### NEWSPAPER STAFF

LCDR G. SAUCIER.....Commanding Officer  
LT P. S. TOMPKINS....Executive Officer  
LT S. A. HENLEY.....Editor  
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