



COMBAT INCIDENCES (81) – PT ARDEN (WPB-82309) and PT CLEAR (WPB-82315)

December 1, 1967 through October 23, 1968

CATEGORY ONE – Sustained fire fight with incoming and significant KIA and WIA both enemy and friendly; possibility if not actual hand-to-hand combat.

NONE

CATEGORY TWO – Patrolling; reconnaissance; constant probability of combat; insertion

NONE

CATEGORY THREE (1) – Not wounded or not wounded severely but life definitely in peril for a period of time; in hot fire; see or feel death ; experience 'shock and awe'; significant trauma.

PT ARDEN

PT CLEAR

March 10, 1968

NONE

CATEGORY FOUR (3) – Life could be lost quickly in combat; taking incoming and engaged under fire.

PT ARDEN

PT CLEAR

December 18, 1967

October 22, 1968

March 14, 1968

CATEGORY FOUR (22) – Called for support for unit under attack; capture of personnel within Free Fire Zone; no anticipated incoming fire; spotter for close-in NGFS; waiting for probable heavy combat

PT ARDEN (10)

PT CLEAR (12)

December 27, 1967

July 27, 1968 (2)

January 13, 1968

July 28, 1968

January 23, 1968 (3)

July 29, 1968

January 30, 1967

August 3, 1968

February 12, 1968

September 13, 1968 (2)

February 19, 1968

October 11, 1968

February 29 and March 1, 1968

October 13, 1968

March 9, 1968

October 14, 1968

October 15, 1968

October 23, 1968

CATEGORY FIVE (55) – Rescue and assistance level of hazardous duty; preplanned and executed H&I; night firing on lights in Strategic Strike Zones/Free Fire Zones; night illumination only.

PT ARDEN (22)

December 3, 1967
December 19, 1967
December 20, 1967 (2)
December 25, 1967
January 11, 1968
January 25, 1968
January 26, 1968
January 30, 1968
February 6, 1968 (6)
February 18, 1968
March 13, 1968
March 14, 1968
March 15, 1968
March 25, 1968
March 26, 1968
April 7, 1968

PT CLEAR (33)

July 12, 1968
July 13, 1968
July 14, 1968
July 16, 1968
July 17, 1968 (2)
July 18, 1968 (3)
July 19, 1968
July 21, 1968
July 25, 1968
July 30, 1968
August 5, 1968
August 12, 1968
August 18, 1968
September 4, 1968
September 6, 1968
September 7, 1968
September 8, 1968
September 14, 1968
September 15, 1968 (2)
September 17, 1968
September 26, 1968
September 27, 1968 (2)
September 28, 1968
September 29, 1968
September 30, 1968
October 1, 1968 (3)
October 20, 1968 (2)
October 21, 1968

CATEGORY SIX - Junks boarded or inspected whether or not detainees taken: personnel transfers.

DAILY

Commander
Coast Guard Division 11
FPO 96629

1 November 1968

From: LTJG William O. CARR 7543, USCG
To: Commander, Coast Guard Division Eleven

Subj: Tour Summary of activity; submission of

1. Approximately forty (40) separate H&I missions were fired expending over 250 rds HE, 50 rds WP, 75 rds ILLUM, and 5000 rds 50 cal with the confirmed results of six (06) small secondaries, one (01) land mine destroyed, one (01) VC confirmed KIA, several small sustained fires, and several huts damaged or destroyed.
2. Nineteen (19) persons were detained as suspected draft dodgers; one (01) was classified by NILO as a suspected VC and two (02) were confirmed draft dodgers; the rest were released as innocent civilians.
3. Four (04) sampans or junks attempted to evade either the PT ARDEN or PT CLEAR with two (02) being destroyed and two (02) successfully evading. No evading personnel were captured or confirmed as KIA or WIA.
4. Seven (07) search and rescue or rescue and assistance cases of significance were made as follows:
 - (a) 25 DEC 67 - assisted and saved MIKE '8' boat 23'0" from foundering off Hue; made temporary DO repairs and towed to DaNang.
 - ✓(b) 10 MAR 68 - Cue Viet LST ramp ammo fire caused by enemy mortar fire; pulled one smoking MIKE boat from ramp and extinguished fire, put fire fighting team ashore, called in medivac helos and additional fire fighting teams and equipment from CVA Iwo Jima task force, medivaced two seriously injured men by helo and rescued one from ammo dump; three PT ARDEN personnel WIA with moderate blast and shrapnel damage to unit. All told, 3 friendly KIA and 20-30 WIA from all units fighting fire.
 - (c) 15 MAR 68 - VNN LCM reported sinking just south of Hue; PT ARDEN attempted to put rescue team aboard just after LCM beached to repair and tow to safety; VNN O-in-C refused assistance after party on beach and hawser aboard.
 - (d) 25 MAR 68 - rendered assistance to sinking cargo junk off Cap Mia; dewatered, jettisoned cargo, made minor repairs, and towed to Cua Lao Re.
 - (e) 26 MAR 68 - towed disabled junk from Cap Mia to Sa Huynh.
 - (f) 18 AUG 68 - rendered assistance to disabled junk off Song Ong Doc; towed to Hon Rai and reprovisioned as boat had been disabled thirteen days.
 - (g) 21 AUG 68 - unsuccessfully attempted to tow large junk off rocks of Hon Rai for villagers.

5. Approximately thirty (30) incidents occurred on NGFS missions either of an urgent or immediate nature or on definite targets were fired expending a total of 350 rds HE, 150 rds WP, 100 rds ILLUM, and 17,000 rds 50 cal with the following confirmed results:

- (a) 1 NVA and 7 VC confirmed KIA
- (b) 5 NVA and 9 VC probable KIA
- (c) 2 VC confirmed WIA
- (d) 5 CIA confirmed VC
- (e) 10 CIA suspected VC
- (f) one recoilless rifle and/or 60 MM mortar probably destroyed
- (g) one small ammo cache destroyed
- (h) numerous huts damaged or destroyed

Significant NGFS missions described as follows:

- ✓ (a) 18 DEC 67 - one NVA confirmed KIA, 5 NVA PKIA, one recoilless and/or 60 MM mortar probably destroyed in action just north of Que Viet. Marines asked PT ARDEN to move in close to search for reported NVA movement in tree line on beach; received eight hits from SA/AV or shrapnel in hull and three rds recoilless close aboard. Coordinated later strikes with two POFs and spotter called in jet strikes. On later run, artillery observed walking down surf onto POFs and PT ARDEN; firing runs aborted. Above action stopped attack on the outpost.
- (b) 27 DEC 67 - VC squad fired on supply helo off Mui Batangen; took estimated position under fire with unknown results.
- (c) 13 JAN 68 - on exfiltration patrol, took 3 detainees and destroyed ammo cache north of Qui Nhon; land forces credited with 1 NVA KIA, 1 NVA WIA and 1 VC WIA.
- (d) 23 JAN 68 - fired on 7-10 NVA spotted on beach at DMZ with unknown results. Later fired 2 NGFS missions on suspected mortar positions shelling Marine outpost north of Que Viet and suppressed incoming fire.
- (e) 30 JAN 68 - fired on two suspected NVA troops running into tree line just north of Hue.
- ✓ (f) 12 FEB 68 - on exfiltration patrol north of Qui Nhon, PT ARDEN had confirmed 3 VC KIA, 3 VC PKIA, and 2 VC WIA.
- (g) 19 FEB 68 - suppressed VC AV and mortar fire on friendly outpost at Sa Huynh with unknown results.
- (h) 9 MAR 68 - received several volleys of SA fire from beach north of Que Viet while covering POF on psyops mission off DMZ; suppressed fire with unknown results.
- (i) 14 MAR 68 - while entering Que Viet, Marine base came under 140 MM rocket attack with PT ARDEN receiving rds within 150 yds with negative damage. Fishermen in immediate area had 1 KIA and 7 WIA.
- (j) 7 APR 68 - attempted to destroy suspected ammo cache reported by spotter in surf line just north of Qui Nhon with negative results.
- (k) 16-21 JUL 68 - five separate missions on lights at night or activity in strategic strike zone north of Seng Ong Doc all with unknown results.

- (l) 18 JUL 68 - partially destroyed camouflaged junk off Hon Da Baa while on small boat ops.
- (m) 27 JUL 68 - VC had ambushed patrol from Song Ong Doc and immediate HQFS resulted in 2 VC confirmed KIA and 6 PKIA.
- (n) 3 AUG 68 - prelanding bombardment of Hon Da Baa with PT CYPRESS and VNN PGM; sweep yielded negative results.
- (o) 9 AUG 68 - fired on VC campfire on mountain on northern Phu Quoc.
- (p) 26 AUG 68 - suppressed night attack on Song Ong Doc ~~XXXX~~ with 2 confirmed VC KIA.
- (q) 28 AUG 68 - suppressed night attack on same location in conjunction with St Francis River (LSMR) with unknown number but definite WIA's.
- (r) 1 OCT 68 - fired on lights in tree line in strategic strike zone north of Song Ong Doc with unknown results.
- (s) 11 OCT 68 - prelanding bombardment for ARVN troops south of Hon Da Baa with negative CDA working with PT MAST.
- (t) 13 OCT 68 - detained 15 persons from area vicinity of suspected VC troop landing; 5 later confirmed VC and remaining suspected VC.
- (u) 14-15 OCT 68 - small boat operations north of SONG CHU COO with PT KENNEDY resulted in 27 detainees and some intelligence concerning VC activity in area.
- (v) 22-23 OCT 68 - small boat operations on 22nd drew heavy SA and AW fire from bunkers vicinity Bassac river mouth; return fire from PT CLEAR and DD DUFONT resulted in little damage; minor damage inflicted to bunkers by DUFONT on 23rd.

W. C. GARR

Tan Son Nhut Air Base

From Wikipedia, the free encyclopedia

- I. **Tan Son Nhut Air Base** (1955–1975) was a Republic of Vietnam Air Force (VNAF) facility. It is located near the city of Saigon in southern Vietnam. The United States used it as a major base during the Vietnam War (1959–1975), stationing Army, Air Force, Navy, and Marine units there. Early history^[edit]

Tan Son Nhat Airport was built by the French in the 1920s when the French Colonial government of Indochina constructed a small unpaved airport, known as Tan Son Nhat Airfield, in the village of Tan Son Nhat to serve as Saigon's commercial airport. Flights to and from France, as well as within Southeast Asia were available prior to World War II. During World War II, the Imperial Japanese Army used Tan Son Nhat as a transport base. When Japan surrendered in August 1945, the French Air Force flew a contingent of 150 troops into Tan Son Nhat.

After World War II, Tan Son Nhat served domestic as well as international flights from Saigon. In 1952, the French Air Force moved the 312th Special Mission Squadron, consisting of French Douglas C-47 Skytrains and Beechcraft Model 18s for carrying cargo and military passengers to support French forces, to TSN from Nha Trang Air Base.

The base was the headquarters of the Joint General Staff of South Vietnam, and was a key venue in various military coups, particularly the 1963 coup that deposed the nation's first President Ngo Dinh Diem. The plotters invited loyalist officers to a routine lunch meeting at JGS and captured them in the afternoon of November 1, 1963. The most notable was Colonel Le Quang Tung, loyalist commander of the ARVN Special Forces, which was effectively a private Ngo family army, and his brother and deputy, Le Quang Trieu. Later, Captain Nguyen Van Nhung, bodyguard of coup leader General Duong Van Minh, shot the brothers into their graves on the edge of the base.

1968 Tet Offensive^[edit]

Tan Son Nhut Air Base was the target of major communist attacks during the 1968 Tet Offensive. The attack began early on 30 January with greater severity than anyone had expected. When the communists attacked much of the VNAF was on leave to be with

their families during the lunar new year. An immediate recall was issued, and within 72 hours, 90 percent of the VNAF was on duty.

The first enemy rounds that hit Tan Son Nhut Air Base struck at approximately 2 a.m. on 30 January. If not for the work of the United States Air Force 377th Security Police Squadron the U.S. Army's two platoons Task Force 35^[1] and members of the U.S. Army's 3/4 cavalry, in the early hours of the attack the entire base may have been in danger. Four USAF Security Policemen lost their lives at Bunker 051; those four and two other Combat Security Police members received the Silver Star for their valor. The Security Police, despite being outnumbered, with help from the United States Army Helicopter and ground units, claimed killing nearly 1,000 enemy combatants.^[2] The base was secured by American and ARVN/VNAF forces by 12 noon on 31 January 1968.

U.S. Naval Support Activity, Cua Viet 1967-1970

The furthest north of the Navy's bases in Vietnam, Cua Viet was under mortar, rocket, and ground attack for most of the war by the North Vietnamese Army (NVA). Because of its location on the Cua Viet River that skirted the boundary of the Demilitarized Zone (DMZ), the base was uniquely situated to provide fuel, ammunition, administration, supplies, and construction materials to Marine and Army combat forces.

In March 1967, the Da Nang NSA Detachment Cua Viet was established to augment the efforts of the nearby base at Dong Ha. Together, Cua Viet and Dong Ha provided logistical support to American and allied units operating around the DMZ area. Cua Viet acted as a trans-shipment point for supplies headed for Dong Ha.

The detachment's work was made difficult not only by enemy fire but by the physical environment. Winds and rains of the winter monsoons were particularly harsh at Cua Viet. Outside the river mouth, shoals endangered ships making the 90 nautical mile trip from Da Nang.

Crossing the bar was made difficult by shifting sand bars (solved by continuous dredging) and enemy direct fire weapons. In March 1967, the USS CAROLINE COUNTY (LST-1126) became the first major naval vessel to enter the river and tie up at Cua Viet.

The 61-man detachment at Cua Viet gradually improved living conditions at the base. At first, the LST ramp consisted of one steel mat for off-load of supplies. By the end of the year, a more permanent soil and cement hardened landing area was in place.

The detachment increased the efficiency of the ship-to-shore fuel line and the tank storage facility. Tankers discharged fuel at Cua Viet that was then transferred to LCM-8 landing craft with fuel bladders for further transport to Dong Ha. The Cua Viet detachment also operated a small boat repair facility and cargo staging area.

U.S. Naval Support Activity Da Nang (1964-1973)

At the height of the American involvement in Vietnam, the port of Da Nang, South Vietnam, was the Navy's largest overseas shore command. From this port city, over 200,000 U.S., Vietnamese, and allied forces fighting in the I Corps Tactical Zone were supplied with everything that they needed to combat the VC and NVA aggressors.

The U.S. Navy established the MST-1 detachment to train Vietnamese crews and maintain PTFs in February 1964. The PTFs, under Vietnamese officers and crews, conducted over 1,000 raids against North Vietnam from March-April 1964 to January 1972. Because of Da Nang's strategic location on rail, air, and highway routes, development of its facilities into a large deepwater port was essential. By the end of 1964, preparations were well underway to improve Da Nang's base and port facilities. The airfield was expanded and new runways were constructed, so were piers, fuel farms, warehouses, and ammunition magazines. Marine ground security and helicopter units were stationed at the airfield.

When Marines deployed to Vietnam in large numbers beginning in March 1965, Da Nang became the focus of the growing War. For the next four years, Da Nang hosted various Army Divisions, and two Marine Divisions of the III Marine Amphibious Force. Together these forces, along with allied and South Vietnamese units, fought the VC and NVA enemy in the I Corps Tactical Zone. The Navy provided logistics support to the Coastal Surveillance Forces that patrolled offshore to interdict the smuggling of arms and supplies by North Vietnam to the South by sea. The PBRs of Task Force CLEARWATER fought to keep the rivers of I Corps open to allied logistics traffic. The Da Nang base became home to the Seabee's 13th Naval Construction Regiment, and – later – the 3rd Naval Construction Brigade and 32nd Naval Construction Regiment.

Da Nang reached its peak in 1969. At that time the command controlled 250 ships, landing craft, lighters, tugs, barges, floating cranes that made it the largest concentration of such vessels in all of Southeast Asia. The command had 450 officers, 10,000 sailors, and had a civilian work force of 11,000 Vietnamese and civilian contractors. There were three deep-draft ship piers for ocean-going ships, while LSTs used the Tien Sha, Bridge, Museum, and Ferry cargo facilities. The port controlled 900,000 square feet of supply depot space, 2.7 million square feet of open-air storage space, and 500,000 cubic feet of refrigerated storage space. The port handled 320,000 tons of cargo each month and the two tank farms reached a capacity of 50 million gallons that year.

In May 1969, the Americans began the turnover of assets to the South Vietnamese government. The NSA was charged with assisting the Vietnamese with this effort. A training program was established to replace the various American and contractor jobs with Vietnamese who could do these tasks. The 13th Naval Construction Regiment relocated to Okinawa in December 1969. December 1969 also saw the transfer of landing craft, barges, and lighters to the Vietnamese Navy. In May 1970, the Naval Hospital was turned over to Army control. The naval command continued

training Vietnamese counterparts as the Army assumed overall logistics control in the I CTZ in June 1970. In November 1971, the 3rd Naval Construction Regiment furled its colors. NSA Da Nang was disestablished in April 1972. On 29 March 1973, the last American units at Da Nang – several fleet air detachments and the Naval Communications Station – were redeployed or disestablished in place. The Navy's nine-year stay in Da Nang came to an end.

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U.S. Naval Support Activity Qui Nhon (1965-1971)

Located on the central coast of South Vietnam, Qui Nhon provided an operating base and logistic center for the Navy's Coastal Surveillance Force during the Vietnam War. With easy access to coastal waters and the shipping lanes of the South China Sea, the port was well placed to support the Market Time anti-infiltration operation.

Beginning in the second half of 1965, fast patrol craft (PCF) units deployed to Qui Nhon to initiate the patrol. Subsequently, naval leaders established there a coastal command center to coordinate the efforts of U.S. and South Vietnamese elements and American patrol Aircraft. On several occasions other naval units sortied from the base, such as the inland foray by river patrol boats (PBR) in April 1968.

On 23rd Dec, Qui Nhon was hit hard by expected zipper platoon of NVA. One Coastal Forces junk was blown to smithereens. A satchel charge found on the fender of PCF-100 was cut away. Chief's quarters blown in and sprayed with machine gun. One civilian Korean had his throat slit while walking back from a club alone. One Army Lance Corporal and one Navy Petty Officer were killed with stray bullets. Over 20 NVA were on the base for more than four hours. The CO of the Vietnamese Naval Group killed two swimmers; the satchel charge on the junk went prematurely or else things could have been much worse. One MSO and two WPBs could have been zapped very early. Market Time down there leads a charmed life. Understand two chiefs later died.

Talked a good while to Jim Boheart concerning VC raid on the base. Same group blew up water and empty fuel tank on 8Nov67; noticed the scrunched up fuel tank for the first time; nothing left of the water tanks. Raid on 23 Dec 1967 three hits in of fire truck put it out of commission. Korean had throat slit as he ran out of hut about 100 feet from the Officer's Club. 14 out of 20 grenades were duds. Saw blown up junk – no stern. Not as much damage as expected. Wouldn't sink a WPB but would do it in for awhile.

Officers were working on sandbagging huts. Barrier has been cleared of all underbrush, more lights and guards. Policy on base of announcing FREEZE, FREEZE, FREEZE and if you don't you will be damn cold in a couple hours. Death to he who moves.

Never thought situation would require sleeping with pistol, loaded and half cocked, half drawn from holster and belt with two extra clips, no tracers; on my right side at hip and arms length. Also M-16, loaded, on safety with magazine of 20 rds on table beside rack lying with muzzle to entrance. Chief Tugman and Ira have pistols, M-16s in forward area petty officers berthing and mess deck. Same policy of freezing. Security watch on the move topside to daybreak – helmet, flak jacket, M-16 and offensive grenades. Boarding and docking lights on; constant checking of fenders for satchel charges. No lights above decks allowed.

Would be very easy to capture WPB normally. Only have to get past a usually slack security watch. My boys aren't slack.

U.S. Naval Combat and Logistics Base Cat Lo (1965-1971)

Cat Lo, on the northern shore of South Vietnam's Cape Vung Tau, served as a naval base and logistics base during the Vietnam War. U.S. Naval leaders chose the site for several reasons: with ready access to the South China Sea, the river approaches to Saigon, and the Mekong Delta, Cat Lo was strategically placed; and facilities at the Vietnamese Navy base were immediately available to U.S. units.

Three distinct operational forces were based at Cat Lo: components of the Coastal Surveillance Force; the Saigon minesweeping force; and the River Patrol Force. Beginning in late 1965, naval units began scouring the coast for communist seaborne infiltrators, and soon afterward minesweeping craft initiated their escort and patrol mission on the narrow waterways leading to Saigon, the country's main port. Cat Lo also acted as a staging and logistics base for the move deep into the Mekong Delta of the navy's river force. From March to June 1966, the Belle Grove (LSD-2) and the Tortuga (LSD-26) brought the first River Patrol Boats (PBRs) into Vietnam with the deployment to Cat Lo of River Division 53 and River Division 54 elements. Once the more ideally placed base at Nha Be became operational in mid year, the PBR unit relocated there, but other river forces remained, such as Patrol Air Cushion Vehicle (PACV) Division (107). Until redeployment to the Danang area in June 1968, the experimental PACVs were tested in swamp, river, and coastal environment around Cat Lo.

To maintain the various combat forces, Naval Support Activity, Saigon established a detachment at Cat Lo that provided berthing, messing, supply, repair, transportation, communications, and other logistic support. Although Amphibious Construction Battalion 1 installed a pontoon pier and built a ramp for the PACVs, additional measures were required to support the American units before shore facilities were established. First YD-220 and then YD-174, both floating cranes, were stationed at Cat Lo to prepare newly arrived PBRs for in country operations and to overhaul the coastal patrol's "Swift" boats (PCFs).

The naval facility at Cat Lo gradually diminished in importance as minesweeping activities were concentrated at Nha Be south of Saigon, and as bases deeper into the delta were used by the river patrol units. As part of the process of Vietnamization, Cat Lo resources were turned over to the Vietnamese Navy in April 1971..

Note of interest:

Cat Lo base is still in the same area today and is being used as a naval base for the Communist Government of Vietnam....Cat Lo is only one of a handful of Naval bases still in use where we once had naval units.

U.S. Naval Support Activity An Thoi (1965-1971)

Of all the Navy's bases in South Vietnam, An Thoi, on the southern tip of Phu Quoc Island in the Gulf of Siam, was the most isolated. Almost 1000 miles from Subic Bay, it taxed the seventh Fleet's mobile logistic support force during the Vietnam War. Still naval leaders recognized early the strategic value of the site: from there the naval forces could readily interdict sea infiltration of communist men and supplies from Cambodia. Another favorable consideration was the availability to American units of real estate near the Vietnamese Navy's existing compound.

Consequently in the summer of 1965 An Thoi was selected as a Coastal Surveillance Force Combat and logistical base. Due to the Navy's shortage of suitable vessels, the Coast Guard was called upon to initiate the patrol operations in that area. Coast Guard Division 11, with Nine 82-foot cutters (WPBs), began Market Time coastal patrol operations from An Thoi that July. Subsequently the unit was joined by U.S. naval forces employing fast patrol craft (PCF) And a gunboat of the Royal Thai navy. In addition, a coastal surveillance command center was established to control operations in the sector.

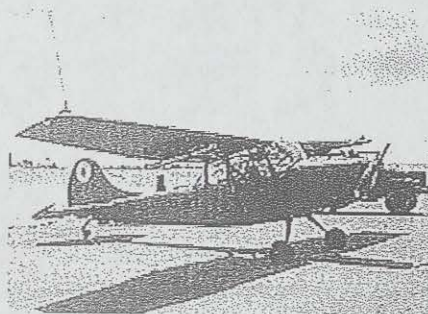
While the Naval Support Activity, Saigon, Detachment An Thoi, worked to improve berthing, messing, supply, repair, transportation, security, and other support for the combat units, the fleet provided additional assistance. Repair ships Krishna (ARL-38) and Tutuila (ARG-4) and berthing and messing barges APL-21 and APL-55 were deployed to the site at various times from 1965 to 1969. Although new base facilities and a contractor built 3,500-foot airstrip eased logistic problems, An Thoi continued to require much fleet support.

By May 1971, however, when the An Thoi Logistic Support Base was turned over to the Vietnamese Navy as part of the Vietnamization program, the installation furnished major overhaul services for river and coastal combat craft and supplied a number of smaller U.S. bases in the Gulf of Siam region.

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Cessna O-1 Bird Dog

L-19/O-1 Bird Dog



The Cessna L-19/O-1 Bird Dog was a liaison and observation aircraft. It was the first all-metal fixed-wing aircraft ordered for and by the United States Army since the U.S. Army Air Forces separated from the Army in 1947, becoming its own branch of service, the U.S. Air Force.

The name was chosen because the role of the army's new aircraft was to find the enemy and orbit overhead until artillery (or attack aircraft) could be brought to bear on the enemy. While flying low and close to the battlefield, the pilot would observe the exploding shells and adjust the fire via his radios, in the manner of a bird dog (gun dog) used by game hunters.

The aircraft were used in various utility roles such as artillery spotting, front line communications, medevac and training.

During the early 1960s, the Bird Dog was flown by South Vietnamese (ARVN-Army Republic Vietnam/SVAF South Vietnamese Air Force), U.S. Army, and U.S. Marines in South Vietnam and later by clandestine forward air controllers (e.g., Ravens) in Laos and Cambodia. Because of its short takeoff and landing (STOL) and low altitude/low airspeed capabilities, the O-1 also later found its way into U.S. Air Force service as a Forward Air Controller (FAC) aircraft for vectoring faster fighter and attack aircraft and supporting combat search-and-rescue operations recovering downed aircrews.

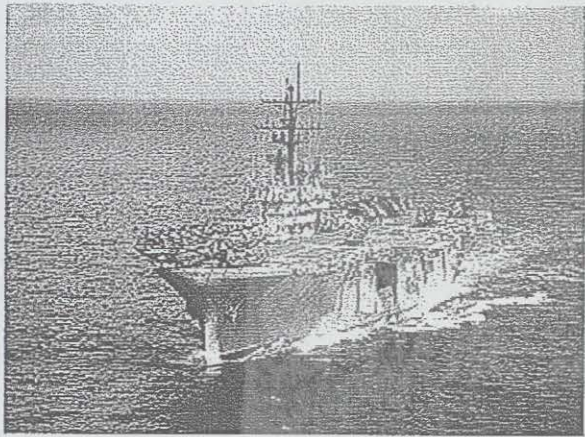
During the Vietnam War the Bird Dog was used primarily for reconnaissance, target acquisition, artillery adjustment, radio relay, convoy escort and the forward air control of tactical aircraft, to include bombers operating in a tactical role.

The U.S. Army retained the Bird Dog throughout the war with up to 11 Reconnaissance Airplane Companies (RACs) deployed to cover all of South Vietnam, the DMZ and the southern edge of North Vietnam. Its quieter noise footprint, lower speed, tighter maneuverability, short runway ability and better visibility (even to the rear) kept it highly valued by the ground units it supported and highly feared by enemy units it flew over. The last U.S. Army O-1 Bird Dog was officially retired in 1974.

During the course of the Vietnam War, 469 O-1 Bird Dogs were lost to all causes. The USAF lost 178, the USMC lost seven, and 284 were lost from the U.S. Army, South Vietnamese Forces, and clandestine operators. Three Bird Dogs were lost to enemy hand-held surface-to-air missiles (SAMs).

Two O-1 Bird Dogs were loaned to the Australian Army's 161 Reconnaissance Flight operating out of Nui Dat in Phuoc Tuy province. One was lost to ground fire in May 1968, killing 161's commanding officer. Another Bird Dog was built by this unit's maintenance crew, using aircraft sections salvaged from dumps around Vietnam. It was test-flown and later smuggled back to Australia in piece

USS *Iwo Jima* (LPH-2)



USS *Iwo Jima* (LPH-2)

Vietnam War[edit]

Iwo Jima received tons of supplies and scores of Army helicopters, tanker trucks, and vehicles in her hangar and flight deck spaces. Nearly 1,000 troops were embarked for her western transit, which began on 12 April 1965. She stopped at Pearl Harbor for a few hours on the 17th to off-load 50 Marines and their equipment. On 1/2 May, she steamed off St. Jacques, Republic of Vietnam, flying off 77 Army helicopters loaded with troops and combat cargo. From there, she proceeded to Subic Bay in the Philippines, where troops and equipment were received for amphibious landing and by Helicopter at Chu Lai, Vietnam, on 12 May 1965.

Iwo Jima remained off Chu Lai for a month, protecting Marines and Seabees establishing an air field on the sandy shore. Besides helicopter support ashore, including defense perimeter patrol, she was a support center for laundry, showers, fresh provisions, store and mail service. She also supervised the continual off-load of ships over the beach for the entire month, then on 7 June 1965, landed squadron personnel and helicopters ashore at Hue-Phu Bai, some 30 miles north of Da Nang. After a few days rest in Subic Bay, she was routed to Sasebo, thence to Buckner Bay, Okinawa, where she embarked Marines and equipment.

This was completed on 26 June 1965, when she sailed for Qui Nhon, Republic of Vietnam, in company with Talladega (APA-208) and Point Defiance (LSD-31). These ships were designated Task Group 76.5, that part of the 7th Fleet that carries the Marine Special Landing Force. On the 30th, she arrived at Qui Nhon, about 100 miles south of Chu Lai. The following day Marines landed ashore to take up defensive positions for the protection of Army engineers and communications units.

Iwo Jima remained off Qui Nhon for defensive support until 20 July 1965, then steamed for Pratas Reef about 240 miles southwest of Taiwan. Arriving the morning of the 22d, her helicopters were immediately pressed into service to aid the salvage of destroyer Frank Knox (DD-742). The close approach of typhoon "Gilda" pounded the grounded destroyer so badly that it was impossible for small boats to get alongside her. Extra men were heli-lifted off the destroyer while surf rose 12 feet high to break completely over the stern of Frank Knox. Support given by *Iwo Jima* included such items as hot food, clothes, water, pumps, hose, gasoline, air compressors, welding machines,

damage control equipment and technicians. Feed water was heli-lifted in special tanks constructed by the destroyer tender Prairie (AD-15), which had faint hope of keeping the destroyer's boiler alive.

On 17 August 1965, *Iwo Jima* steamed out of Subic Bay for Vung Tau, Republic of Vietnam, to join in Operation Starlight, a five-day search-and-destroy operation that eradicated some 600 Viet Cong. The successful Navy-Marine Corps amphibious operation, backed by gunfire support from the cruiser Galveston (CLG-3) and two destroyers, came to a close late on 24 August. *Iwo Jima's* evacuation and surgical teams kept the American casualties down to a very low percentage. During transit back to Subic Bay, she learned *Frank Knox* had been refloated; good news for the crew who had put in so many hard and long hours at Pratas Reef. She landed her Marine Special Landing Force at Chu Lai on 1/2 September, embarked 800 Marines of a rotation draft, and sailed for Buckner Bay.

Iwo Jima landed the rotation troops at Okinawa, then came off Qui Nhon, 10 September 1965, to cover the landing of the Army's 1st Air Cavalry Division. She had supported three amphibious assault search-and-destroy raids along the coast by 1 October, when she steamed to southern waters, remaining in stand-by status for possible evacuation of U.S. nationals in revolt-torn Indonesia. Eight days later, she sailed for Danang for a helicopter squadron exchange, thence to Subic Bay where she was relieved by Valley Forge (LPH-8). Following a visit to Yokosuka, she departed 1 November for return to San Diego, arriving 17 November 1965. Several months later, she again joined the 7th Fleet Amphibious Ready Group, a fast moving assault force that had completed more than 20 search-and-destroy operations along the South Vietnamese coast between March 1965 and September 1966. One of these missions hit only 3 miles south of the demilitarized zone to search out and decimate a regiment of the North Vietnam Army's 342B Division, which had infiltrated South Vietnam through the neutral zone.

On 24 July 1966, steaming with a task group, she passed the volcanic island whose costly conquest by stouthearted sailors and marines had inspired her name. On board was one of the marine groups that had landed on *Iwo Jima* over two decades earlier. After operations in the Vietnam area, she sailed for Japan. 30 December once again found *Iwo Jima* on the line and underway for special operations in the Mekong Delta region of South Vietnam in a Navy-ready group with a two pronged punch. Early in January 1967, the Commanding Officer, Captain Nils W. Boe, was relieved by Captain F. X. Timmes. On his departure, Captain Boe said of his crew in a family-gram to mothers and wives, "I want to thank each of you for letting me borrow these magnificent young men for a little while. They have made me feel ten feet tall." On 1 July 1967, *Iwo Jima* was reassigned to Amphibious Squadron 3 from Amphibious Squadron 1, with which she continued to sail with the Pacific Fleet.

USS *Cleveland* (LPD-7)

From Wikipedia, the free encyclopedia

For other ships of the same name, see USS Cleveland.



USS Cleveland

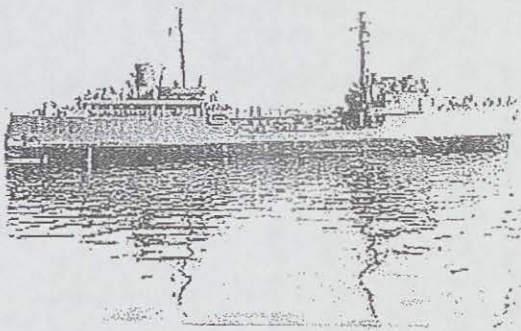
USS *Cleveland* (LPD-7), an Austin-class amphibious transport dock, was the third ship of the United States Navy to be named for the city in Ohio. Her keel was laid down at Ingalls Shipbuilding of Pascagoula, Mississippi. She was launched on 7 May 1966, and was commissioned on 21 April 1967 at Norfolk, Virginia. At the time of decommissioning, she was the third-oldest commissioned ship in the US Navy, behind USS *Constitution* ("Old Ironsides") and USS *Enterprise* (CVN-65).

After commissioning, *Cleveland* changed homeport to San Diego, California, to become a member of the Pacific Fleet's Amphibious Force. *Cleveland* divided her time between operations in the Eastern Pacific and extended deployments to the Western Pacific. *Cleveland* was normally assigned as part of an Amphibious Readiness Group (ARG) and, with her embarked Marines and other forces, performed a wide variety of missions.

1960s to 1980s[edit]

Cleveland first saw action during the Tet Offensive in 1968. After the Vietnam War cease-fire in January 1973, *Cleveland* joined Task Force 78 in the mine-clearing effort of Haiphong Harbor and Operation End Sweep.

USS *Patapsco* (AOG-1)



The sixth USS *Patapsco* (AOG-1) was the lead ship of her class of gasoline tankers in the United States Navy during World War II, the Korean War and the Vietnam War. She was named for the Patapsco River in Maryland.

Patapsco was laid down 25 May 1942 by the Seattle-Tacoma Shipbuilding Corporation, Seattle; launched 18 August 1942; sponsored by Mrs. W. S. Zane; and commissioned 4 February 1943, Lieutenant A. J. Church in command.

Vietnam War^[edit]

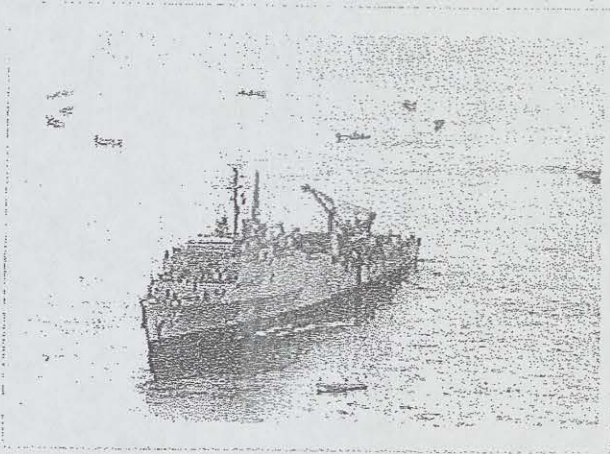
Reinstated on the Navy List in the fall of 1965 and recommissioned a third time 18 June 1966, *Patapsco* was again assigned to the Pacific Fleet and homeported at Pearl Harbor. She completed refresher training in early September and on the 26th got underway for Subic Bay, P.I., with jet fuel, aviation gasoline, and motor gasoline. Arriving 15 October, she soon departed to deliver, once again, vital POL supplies to a combat zone. Until mid-February 1967, with interruptions

for R&R at Hong Kong and availability at Subic, she operated off Vietnam under ComNavSupAct, Da Nang, Hue, and Cua Viet.

She steamed back to Pearl Harbor, arriving 16 March. Upkeep, availability, and training and operational exercises followed and on 20 September she got underway for Guam, Subic Bay, and another tour off Vietnam. Completing that tour 25 April 1968, she remained in the Hawaiian area until 11 November, when she again headed west for duty off Vietnam. During 1969 she conducted POL support operations at Da Nang and Cua Viet.

Patapsco was decommissioned and struck from the Naval Vessel Register on 1 August 1974. *Patapsco* was sold on 18 December 1979 to Mid Pacific Sea Harvesters Ltd for \$56,480.^[1] She was renamed *Arctic Storm* and converted to a fishing trawler.

USS *Alamo* (LSD-33)



USS *Alamo* (LSD-33) was a Thomaston-class dock landing ship of the United States Navy. She was named for the Alamo, site of the 1836 Battle of the Alamo.

Alamo was laid down on 11 October 1954 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 20 January 1956; sponsored by Mrs. Daniel V. Gallery, the wife of Rear Admiral Daniel V. Gallery; and commissioned on 24 August 1956.

On 5 August 1964, she sailed with Marine Corps Battalion Landing Team 3/1 (BLT 3/1) embarked for patrol duties off the coast of Vietnam and, through most of the autumn, alternated periods of leave and upkeep at Hong Kong and Subic Bay with Vietnamese patrol duty through 2 December. The ship arrived back in San Diego on 18 December 1964.

1965–1969[edit]

On 11 March, *Alamo* was called upon to make an unscheduled run to Yokosuka carrying men and equipment for the American military buildup in the Far East as the United States was beginning

direct participation in operations in Vietnam. The ship made a second unscheduled deployment to WestPac on 25 May. She sailed to Okinawa, unloaded Marines, then landed them at Qui Nhon and Danang, Vietnam. *Alamo* touched briefly at Yokosuka, then headed back to San Diego..

In February 1966, the ship began her seventh major deployment to Westpac. *Alamo* spent six months operating as a part of an amphibious ready group (ARG) and shuttled troops and equipment from Subic Bay and Okinawa to various points in Vietnam.

In November 1967, the ship sailed for the Far East. There, *Alamo* was engaged in a series of lifts from Guam and the Philippines to Danang. She also again became a member of an ARG and operated along the Vietnamese coast for much of her tour. The ship also participated in four amphibious operations before returning to Long Beach in June 1968.

USS Du Pont (DD-941)

USS Du Pont (DD-941), named for Rear Admiral Samuel Francis Du Pont USN (1809–1866), was a Forrest Sherman-class destroyer built by the Bath Iron Works Corporation at Bath in Maine and launched by Mrs. H. B. Du Pont, great-great-grandniece of Rear Admiral Du Pont

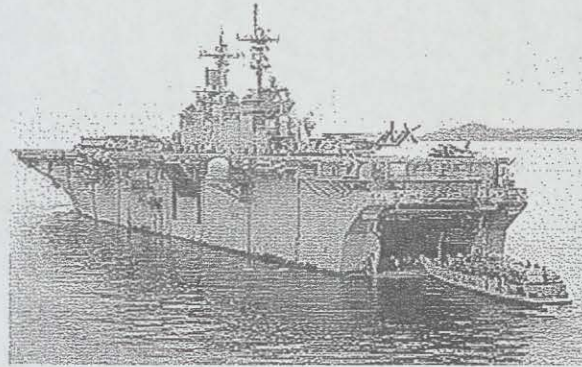
The Du Pont's first Vietnam deployment began in August 1967 on the gun line in support of U.S. Marines fighting at the Demilitarized Zone. Under constant threat from enemy shore batteries, her gunners shelled enemy positions day and night.

On 28 August, the enemy fired on the Robison (DDG-12), which was between the Du Pont and the beach. As the Robison maneuvered to seaward, the Du Pont returned fire, immediately replacing it as a target for some twenty 130-mm rounds. One shell found its target, hitting the Mount 52 gun. The burst sent shrapnel into the mount and down through the superstructure to the after deckhouse killing FN Frank L. Ballant and wounding eight others. Despite the casualties to men and ship, the Du Pont continued on station for another two weeks before heading for Subic Bay and repairs. Under fire once more when she returned to the gun line on 10 October, she successfully avoided being hit. On 10 November, the eight men wounded on 28 August received Purple Heart medals, and two days later, the ship left for her last trip to the gun line. At the end of seventy-five days in combat, the Du Pont's 5-inch guns had fired 20,000 rounds.

Returning to Norfolk in January 1968, she went into dry dock for repairs followed by operations with the Apollo recovery force, exercises in the Caribbean, and midshipman training. By summer's end, her engineering department had racked up its ninth departmental excellence award.

Back in the Far East on 10 October 1968, she began twenty-six days on the gun line supporting SEAL reconnaissance teams and ARVN units in the Mekong Delta. Later in the Gulf of Siam, she fired on a Vietcong-held island and supported a swift boat sweep up the Van Song Ong Doc River.

Amphibious assault ship



A US Wasp-class amphibious assault ship performing a stern gate mating with a landing craft

An **amphibious assault ship** (also referred to as a **commando carrier**^[note 1] or an **amphibious assault carrier**) is a type of amphibious warfare ship employed to land and support ground forces on enemy territory by an amphibious assault.^[1] The design evolved from aircraft carriers converted for use as helicopter carriers, but includes support for amphibious landing craft, with most designs including a well deck. Coming full circle, some amphibious assault ships now have a secondary role as aircraft carriers, supporting V/STOL fixed-wing aircraft.^{[2][3]}

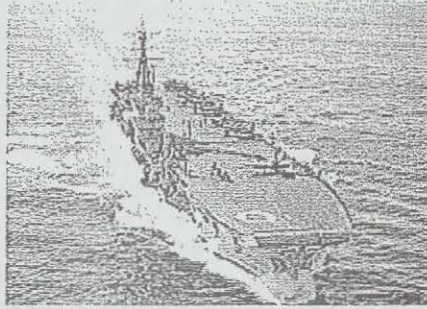
The role of the amphibious assault ship is fundamentally different from a standard aircraft carrier: its aviation facilities have the primary role of hosting helicopters to support forces ashore rather than to support strike aircraft. However, some are capable of serving in the sea-control role, embarking aircraft like Harrier fighters for CAP and ASW helicopters or operating as a safe base for large numbers of STOVL fighters conducting air support for the MEU once it has gone ashore. Most of these ships can also carry or support landing craft, such as air-cushioned landing craft (hovercraft) or LCUs.

The largest fleet of these types is operated by the United States Navy, including the Tarawa class dating back to the 1970s and the larger Wasp-class ships that debuted in 1989. Amphibious assault ships are also operated by the French Navy, the Italian Navy, the Republic of Korea Navy, the Royal Australian Navy, the Royal Navy of the United Kingdom, the Spanish Navy and Armada de Chile.

Although the term amphibious assault ship is often used interchangeably with the more-general term amphibious warfare ship, it specifically applies only to large-deck amphibious ships such as the LPH, LHA, and LHD types.^[4] This does not include the amphibious transport dock (LPD), and dock landing ship (LSD).^[5]

Post-World War II^[edit]

Despite all the progress that was seen during World War II, there were still fundamental limitations in the types of coastline that were suitable for assault. Beaches had to be relatively free of obstacles, and have the right tidal conditions and the correct slope. However, the development of the helicopter fundamentally changed the equation. The first use of helicopters in an amphibious assault came during the invasion of Egypt during the Suez War in 1956. In this engagement, two British light fleet carriers, Ocean and Theseus, were converted to perform a battalion-size airborne assault with helicopters.



HMS Ocean a conversion of a light aircraft carrier.

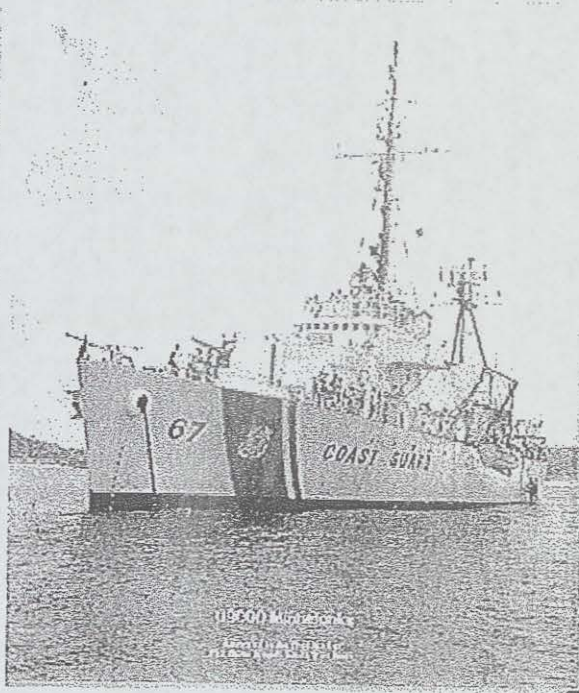
The techniques were developed further by American forces during the Vietnam War and refined during training exercises. The modern amphibious assault can take place at virtually any point of the coast, making defending against them extremely difficult.

Most early amphibious assault ships were converted from small aircraft carriers. As well as the two Colossus-class light aircraft carriers converted for use in the Suez War, the Royal Navy converted the Centaur-class carriers Albion and Bulwark into "commando carriers" during the 1950s.^[a] Their sister ship HMS Hermes was also converted to a commando carrier in the early 1970s, but was restored to aircraft carrier operations before the end of the 1970s. The United States Navy used three Essex-class aircraft carriers; Boxer, Princeton, and Valley Forge, and the Casablanca-class escort carrier USS Thetis Bay as the basis of their amphibious assault fleet, before constructing the five Jima-class ships specifically for the Landing Platform Helicopter role.

An AV-8 Harrier and MH-53 aboard USS Nassau

Later amphibious assault craft were constructed for the role. The United States Navy constructed the Tarawa class of five Landing Helicopter Assault ships, which began to enter service from the late 1970s, and the Wasp class of eight Landing Helicopter Dock ships, the first of which was commissioned in 1989. The United States Navy is also designing a new class of assault ships: the first America-class ship is predicted to enter service in 2013.

USCGC *Minnetonka* (WHEC-67)



USCGC Minnetonka (WHEC-67), at anchor in An Thoi Harbor, Phu Quoc Island, South Vietnam."

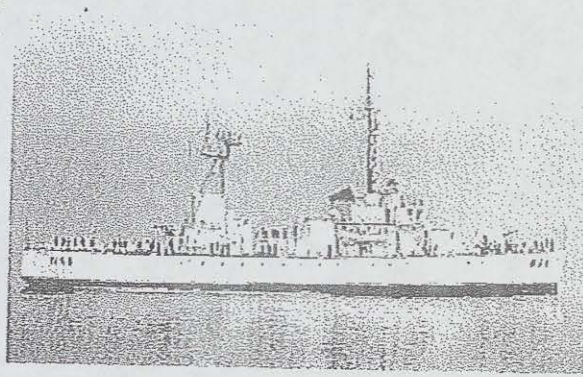
USCGC *Minnetonka* (WHEC-67) was an Owasco class high endurance cutter built for World War II service with the United States Coast Guard. The war ended before the ship was completed and consequently *Minnetonka* did not see wartime service until the Vietnam war.

Minnetonka was built by Western Pipe & Steel at the company's San Pedro shipyard. Originally christened *Sunapee*, she was renamed after Lake Minnetonka, Minnesota and commissioned as a patrol gunboat with ID number **WPG-67** on 11 July 1946. Her ID was later changed to **WHEC-67** (HEC for "High Endurance Cutter" - the "W" signifies a Coast Guard vessel).^{[2][3]}

Vietnam war^[edit]

Minnetonka was assigned to Coast Guard Squadron Three, Vietnam, from 5 January to 29 September 1968. On the night of 29 February/1 March, she forced an enemy trawler, attempting to resupply the Viet Cong near Qui Nhon, to abandon its mission. During her 305 day deployment, the *Minnetonka* was called in for 51 Naval Gunfire Support (NGFS) missions to support both U.S. and Vietnamese troops ashore. She fired a total 4,684 rounds of 5"/38 ammunition, consisting of high explosive, white phosphorus, and illumination projectiles during these missions. The *Minnetonka* had 49 Underway Replenishments, receiving food, ammunition, mail, and personnel during her deployment to Southeast Asia. She steamed total of 59,685 miles, leaving Long Beach, CA on 17 December 1967 and returning on 17 October 1968.

USCGC *Wachusett* (WHEC-44)



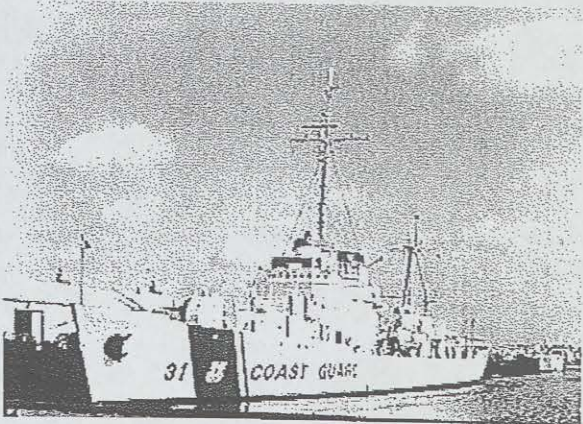
USCGC *Wachusett* (WHEC-44), 1966

USCGC *Wachusett* (WHEC-44) was an Owasco class high endurance cutter built for World War II service with the United States Coast Guard. She was commissioned too late for service in that war and consequently did not see military service until the Vietnam War.

Wachusett was built by Western Pipe & Steel at the company's San Pedro shipyard. Named after Wachusett Lake, Massachusetts, she was commissioned as a patrol gunboat with ID number WPG-44 on 23 March 1946. Her ID was later changed to WHEC-44 (HEC for "High Endurance Cutter" - the "W" signifies a Coast Guard vessel).^{[1][2]}

Wachusett was assigned to Coast Guard Squadron Three, Vietnam, from 10 September 1968 to 1 June 1969.

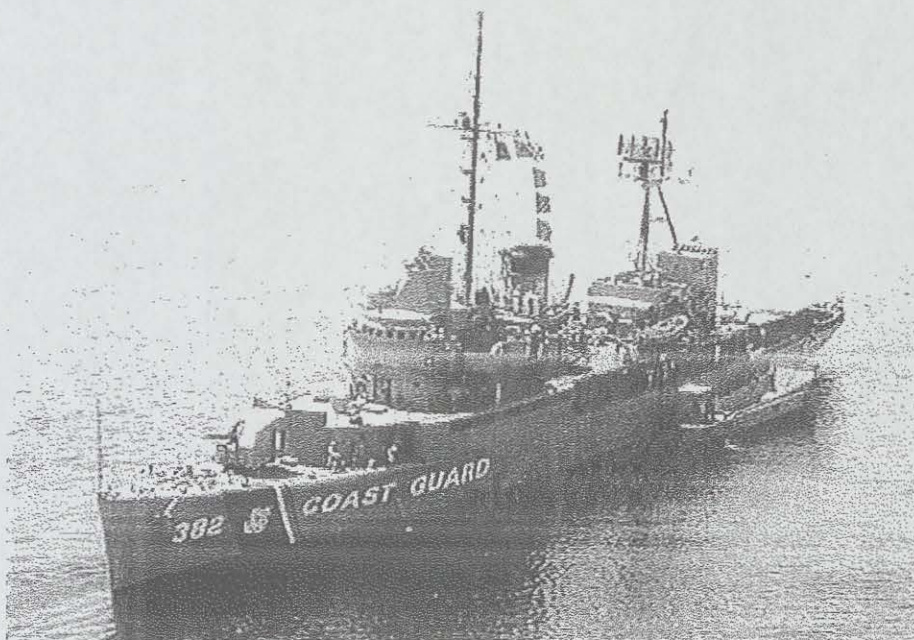
USCGC *Bibb* (WPG-31)



USCGC *Bibb* (WPG-31)

The USCGC *Bibb* (WPG-31) was a 327-foot (100 m) Secretary-Class (also known as "Treasury Class") Coast Guard ship commissioned in 1936. Seven similar "combat cutters" were built and named for secretaries of the United States Treasury. The legendary *Bibb* was named for U.S. Secretary of the Treasury (July 4, 1844 – March 7, 1845) George M. Bibb.

The offshore gunfire support ship USCGC Bering Strait fired 5-inch shells at points south of the river.



during the attack on Song Ong Doc. (Photo: USCG taken 2 October 1970). On 1 January 1971, Bering Strait was transferred to the South Vietnamese Navy as part of the ACTOV program.

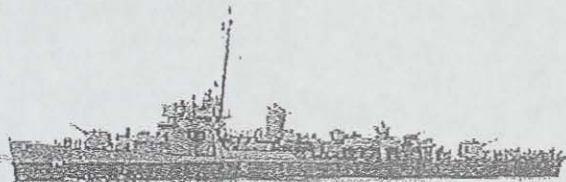
U.S. Coast Guard Bering Strait was named for the body of water between Siberia and Alaska that connects the Arctic Ocean and Bering Sea. The Casco class ships were built as small seaplane tenders by the US Navy. They were designed to operate out of small harbors and atolls and had a shallow draft. The fact that the class was very seaworthy, had good habitability, and long range made them well suited to ocean station duty. In fact, an assessment made by the Coast Guard on the suitability of these vessels for Coast Guard service noted: "The workmanship on the vessel is generally quite superior to that observed on other vessels constructed during the war. The vessel has ample space for stores, living accommodations, ships, offices and recreational facilities. The main engine system is excellent. . . . The performance of the vessel in moderate to heavy seas is definitely superior to that of any other cutter. This vessel can be operated at higher speed without storm damage than other Coast Guard vessels." [Memo, CDR W. C. Hogan, Commanding Officer, CGC MC CULLOCH to Commandant "SUBJ; CGC MC CULLOCH, Suitability [sic] for use as CG Cutter.", 12 February 1947; copy in 311-Class Cutter File, USCG Historian's Office.] Once they were accepted into Coast Guard service, a number of changes were made in these ships to prepare them for ocean-station duty. A balloon shelter was added aft; there were spaces devoted to oceanographic equipment and a hydrographic winch as well as an oceanographic winch were added. See DANFS for naval service. Cutter History: Bering Strait was stationed in Seattle, Washington, from 14 December 1948 to 1954. She was used for law enforcement, ocean station, and search and rescue operations in the Pacific. From 1954 to 1 January 1971, she was stationed at Honolulu, Hawaii and conducted the same tasks. In January 1956 she medevaced an injured seaman from M/V Madaket. On 13 February 2 1960, she provided emergency repairs to the Japanese training ship Toyama Maru off Palmyra Island after 1 ton of cement patch material had been air-dropped. Bering Strait conducted oceanographic experiments while serving on Ocean Station VICTOR in December 1964 and January 1965 and again from 19 June to 10 July 1966. On 13 January 1965, she relieved the disabled cutter Matagorda and stood by the disabled Liberian M/V Saint Helena 1,000 miles northwest of Midway Island until a commercial tug arrived.

From 4 May 1967 to 18 February 1968 assigned to Coast Guard Squadron Three, Vietnam.

From 24 February to 1 March 1970 Bering Strait fought fire on the Panamanian M/V Grand Ocean in the mid-Pacific. She was again reassigned to Coast Guard Squadron Three, Vietnam, from 17 May to 31 December 1970. Bering Strait was transferred to South Vietnam on 1 January 1971 and renamed Tran Quang Khai.

She fled to Philippines at the fall of South Vietnam. She was then incorporated into the Philippine Navy as Diego Silang until she was laid up as non-operational in June of 1985. She was "disposed of in July 1990" (by scrapping?). Robert Scheina, U.S. Coast Guard Cutters & Craft, 1946-1990 (Annapolis: Naval Institute Press, 1990), pp. 10-16. Ship's Characteristics Card: USCGC Bering Strait, 5 July 1966.

USS *Camp* (DE-251)



USS *Camp* after refit with two 5"/38cal guns

USS *Camp* (DE-251) was an Edsall-class destroyer escort built for the U.S. Navy during World War II. She served in the Atlantic Ocean the Pacific Ocean and provided destroyer escort protection against submarine and air attack for Navy vessels and convoys.

She was named in honor of Jack Hill Camp who was born 27 August 1916 in Jennings, Louisiana. Jack Hill Camp enlisted in the U.S. Naval Reserve 20 January 1941 and was appointed a naval aviator 29 December 1941. Attached to Patrol Squadron 44, Ensign Camp was killed in action 7 June 1942 during the Battle of Midway.

Camp was launched 16 April 1943 by Brown Shipbuilding Co., Houston, Texas; sponsored by Mrs. O. H. Camp; commissioned 16 September 1943, Lieutenant Commander P. B. Mavor, United States Coast Guard, in command; and reported to the United States Atlantic Fleet.

Vietnam[edit]

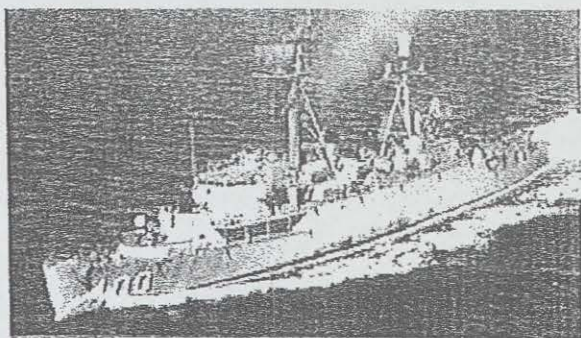
In 1965, *Camp* was sent to Indo-China for coastal patrol and interdiction by the U.S. Navy (Operation Market Time).

After the repairs, she returned to Vietnam and resumed duty which included escort support to the battleship New Jersey.

By 1968 her radio center had been rebuilt more than once to improve communications efficiency. The *Camp* gave gunfire support when needed, provided "mothership" services to River Patrol craft and assisted Naval Operations when burial at sea or escort details were requested of her.

Her communications center, which was rebuilt in 1968, became so efficient that she could hold simultaneous communications halfway around the world at the same time her local service was in heavy demand. She was used as "Station Ship" in Hong Kong harbor taking on the radio guard for all US Navy ships pulling extended stays.

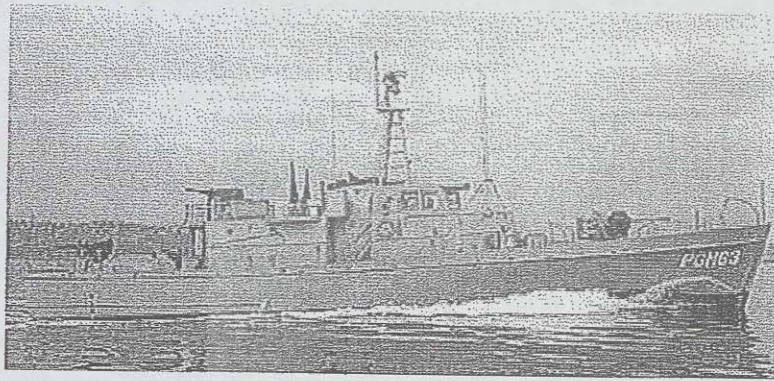
USS *Hissem* (DE-400)



USS *Hissem* (DER-400) as a radar picket ship

Early in 1965 *Hissem* was transferred to the Pacific Fleet. After a 5-month training period at Pearl Harbor, she sailed for Vietnam 2 September. From January 1966 to March *Hissem* was a member of TF-115 operating in the Tonkin Gulf to prevent the infiltration of supplies to the Viet Cong. On 8 March *Hissem* sailed for Pearl Harbor, where she underwent repairs and training. Once again ordered to Vietnam, *Hissem* left Hawaii 2 September and arrived Subic Bay 23 September. She resumed her previous duties and operated off Southeast Asia into 1967.

PGM-39 class gunboat



The **PGM-39 class Patrol Gunboat, Motor** were a class of fifty nine gunboats constructed in various shipyards for the United States Navy from 1959-1970. The design was based on the United States Coast Guard Cape-class cutter design with a five foot hull extension. It was specifically designed for the U.S. Military Assistance Program and was used by the Philippine, Indonesia, South Vietnam, Thailand, Burma, Ethiopia, and Ecuador navies.

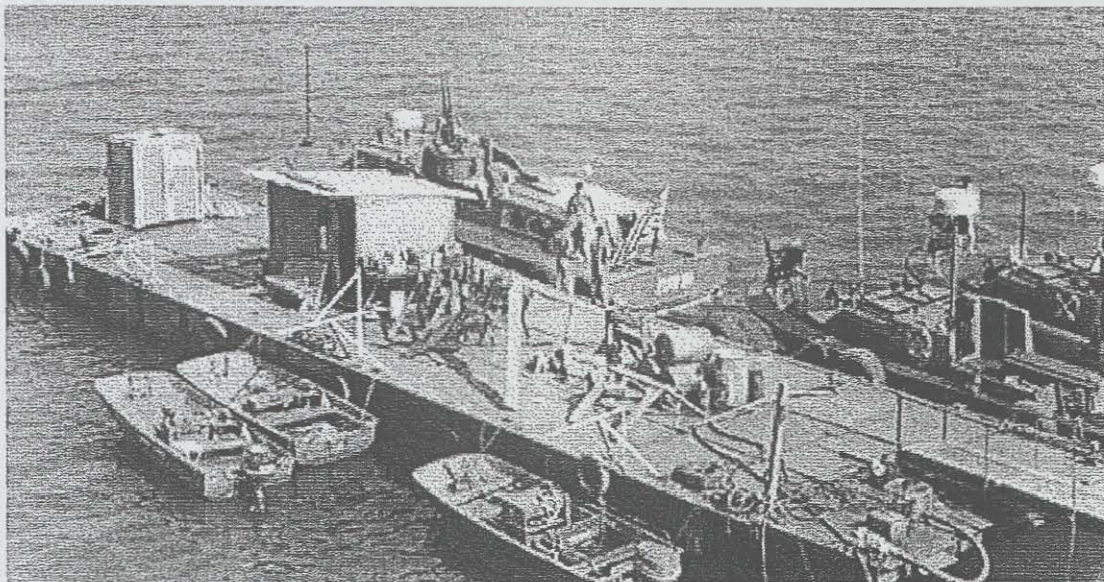
PCF – Swift boat 50-foot patrol craft, fast

Below: One of the hardest working small boats as part of Operation MARKET TIME was the Patrol Craft, Fast (PCF) or “Swift” boat. The PCF was a conversion of a commercial craft designed to service oil platforms in the Gulf of Mexico. This Mk I PCF is patrolling off the coast of the Ca Mau Peninsula. Some 103 PCF boats – Mk I, II, and III – were used by the VNN. [Photo: US Navy]

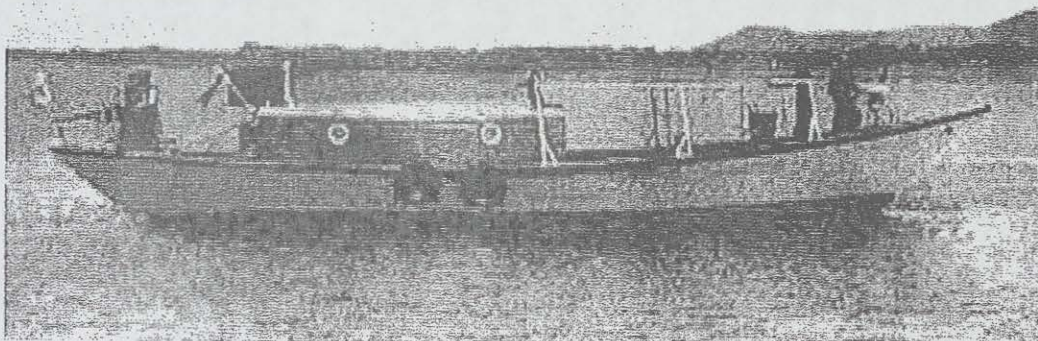


Boston Whaler – 13-foot harbor security runabout

Below: A nest of three Boston Whalers (foreground), a Mk V picket boat (background, center) and a Mk 11 LCPL (background, right) alongside the IUWU-4 pier at Nha Trang. Thirty-three Boston Whalers were transferred to the VNN. [Photo: IUWGVets.org]



Command Junk – 50-foot VNN Coastal Surveillance Force

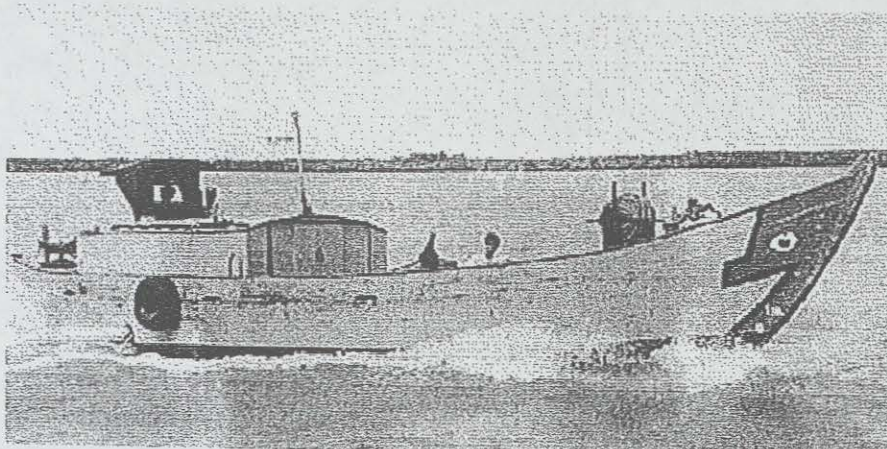


GHE CHỦ LỰC - CJ (Command Junk)

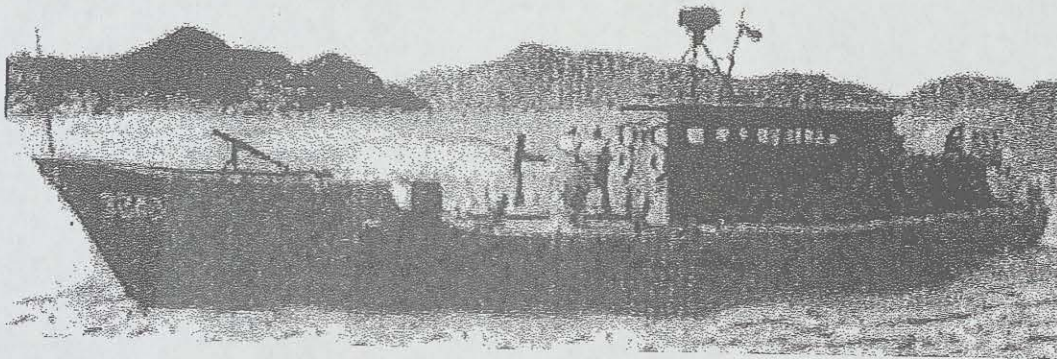
Above: The wooden 50-foot command junk (Ghe Chủ Lực) was a local-built wooden design for coastal patrol by the VNN Coastal Security Force. It was armed with a .30 and a .50 machine gun and a 60mm mortar. A single diesel engine drove a single shaft prop. Command junks carried more radios than the 36-foot patrol junks. American Navy advisors worked with the VNN Coastal Surveillance Forces. Regardless of size, these boats were commonly known as Yabuta Junks. [Photo: Vietnamese Navy]

Patrol Junk – 36-foot VNN Coastal Surveillance Force

Below: There were three types of patrol junks used by VNN Coastal Security Force; one was made of ferro-concrete and the two others were made of wood. The boats were lightly armed with small arms and a .30 caliber machine gun and had a single diesel engine turning a single shaft. The Ghe Thiên Nga Yabutas were the most common (151 built). [Photo: Vietnamese Navy]

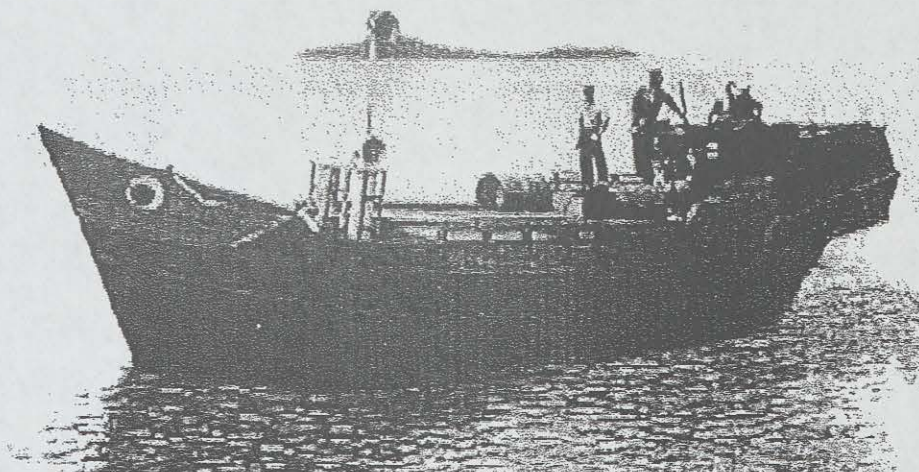


GHE THIÊN NGÀ - Junk YABUTA



Above: The Coastal Raider (Duyên Kích Đĩnh) was a ferro-concrete Yabuta built in Saigon. It was armed with small arms, a .50 caliber and a .30 caliber machine gun and had a single diesel engine and a single shaft. These Yabutás were the second most common (71 built). [Photo: Vietnamese Navy]

Below: The Ghe Kiên Giang Yabuta was made of wood. The boats were lightly armed with small arms and a .30 caliber machine gun and had a single diesel engine and a single shaft. Only six were built. The VNN had 20 coastal surveillance centers along the coast of Vietnam. Each base had at least 12 junks of various configurations). [Photo: Vietnamese Navy]



GHE KIÊN GIANG - JUNK Kiên Giang

Vietnam War and 1970s

3D Amphibian Tractor Battalion deployed during February 1966 to Camp Schwab, Okinawa and redeployed again in March 1966 to the Republic of Vietnam. There, the battalion fought in the Vietnam War from March 1966 - January 1970. During this conflict, the battalion distinguished itself at Chu Lai, Da Nang, An Hoa, Hoi An. Throughout Vietnam, the battalion was armed with variants of the LVT-5.

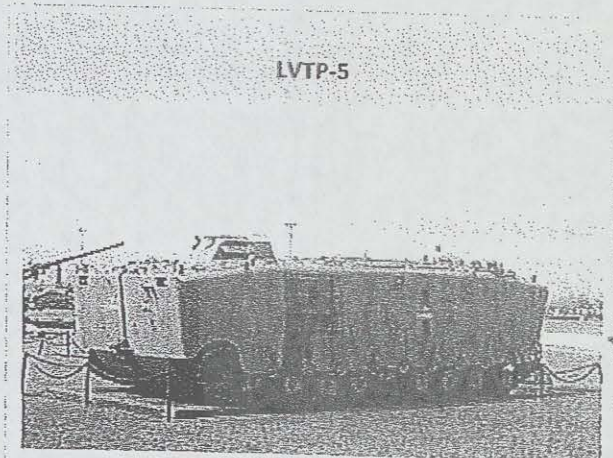
For its actions in Vietnam, 3D Amtrac Battalion was awarded the Presidential Unit Citation Streamer, Navy Meritorious Unit Commendation Streamer, National Defense Service Medal Streamer, Vietnam Service Medal Streamer With Two Silver Stars, Vietnam Gallantry Cross with Palm Streamer, and the Vietnam Civil Actions Medal Unit Citation Streamer.

The battalion relocated during February 1970 to Camp Pendleton, California, and was reassigned to the 5th Marine Expeditionary Brigade. It was again reassigned in August 1970 to the 5th Marine Amphibious Brigade. Subsequently, in April 1971, the battalion was reassigned to the 1st Marine Division with whom it remains to this day. In the early 1970s the battalion transitioned from the LVT-5 to its replacement the LVT-7.

On 30 December 1976, the battalion was re-designated from 3D Amphibian Tractor Battalion to 3D Assault Amphibian Battalion (written as 3D AABn). The battalion participated in numerous training exercises throughout the remainder of the 1970s.

LVT-5

From Wikipedia, the free encyclopedia



LVT-5 on display at the USS Alabama (BB-60) memorial in

The **LVT-5 (Landing Vehicle, Tracked, Personnel)** was a family of amphibious armored fighting vehicles used by the United States Marine Corps. It was designed by the BorgWarner company and built by FMC (Food Machinery Corporation) along with a few other companies. It was first accepted into service in 1956. Some 1,124 basic units were produced, plus the specialist variants, and many saw action in the Vietnam War.

History[edit]

It was an evolution of the LVT-1 to LVT-4 World War II era Landing Vehicle Tracked series, but was considerably larger and could carry 30-34 combat-armed troops. A smaller design based on the M59 APC was also produced as the LVT-6, but only a handful built.

The **LVT-5** was replaced in service by the LVT-7 family.

Landing Craft Utility

The **Landing Craft Utility** (LCU) is a type of boat used by amphibious forces to transport equipment and troops to the shore. They are capable of transporting tracked or wheeled vehicles and troops from amphibious assault ships to beachheads or piers.

United States

LCU 1466, 1610 and 1627 classes



LCU-1627

The LCU 1466, 1610 and 1627 class vessels are operated by the United States Navy at support commands.^{[6][7]} They are a self-sustaining craft complete with living accommodations and messing facilities for a crew of thirteen.^[8] They have been adapted for many uses including salvage operations, ferry boats for vehicles and passengers, and underwater test platforms. Each LCU is assigned a non-commissioned-officer-in-charge (NCOIC) (Craft Master) who is either a Chief Petty Officer or Petty Officer First Class in the Boatswain's Mate, Quartermaster or Operations Specialist rating. These vessels have bow ramps for onload/offload, and can be linked bow to stern gate to create a temporary pier-like structure. Its welded steel hull provides high durability with deck loads of 800 pounds per square foot. Arrangement of machinery and equipment has taken into account built-in redundancy in the event of battle damage. The craft features two engine rooms separated by a watertight bulkhead to permit limited operation in the event that one engine room is disabled. An anchor system is installed on the starboard side aft to assist in retracting from the beach. These vessels are normally transported to their areas of operation onboard larger amphibious vessels such as LHDs and LHAs.

Light SEAL Support Craft - LSSC

Light SEAL Support Craft (LSSC)

Displacement: 5 tons

Length: 24 feet

Beam: 9.5 feet

Draft: 1.5 feet

Propulsion: 2 Ford 427 gasoline engines, 350 hp, 2 Jacuzzi water pumps

Range:

Crew: 3 + 6 SEALs Weapons: 2 single 7.62mm mg and 1 .50 BMG.

Note: 16 built by Grafton Boatworks. In service 1968.



Photo: US Navy

AKL – Attack Cargo Light, Camano-class



Two of the hardest working ships were the USS BRULE (AKL-28), shown here, and the USS MARK (AKL-12). Both were small Camano-class light freighters built for the US Army during World War 2 and transferred to the US Navy in 1950 and 1947 respectively. On average, an AKL could carry 225 tons of cargo, 38,000 gallons of fresh water, and 20,000 gallons of diesel fuel or combat gasoline (mogas).

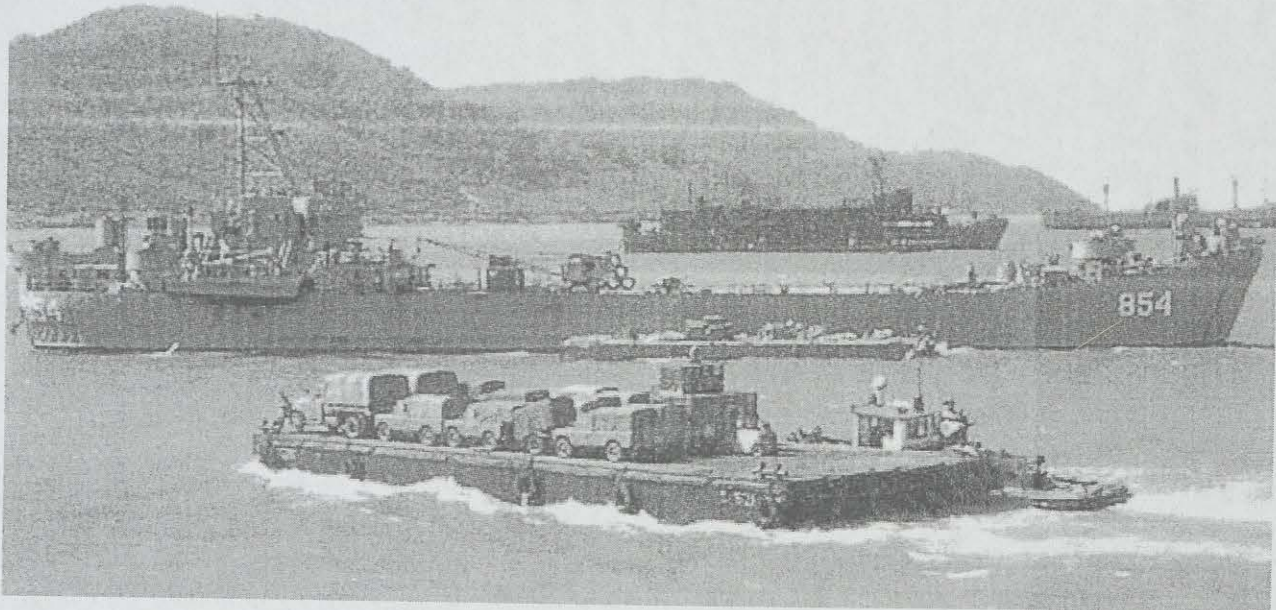
While serving at Vung Tau and An Thoi, USS BRULE served as a mother ship for Navy PCF patrol craft and US Coast Guard WPB cutters. The AKL displaced 550 tons, was 180 feet long by 33 feet in beam and drew 10 feet at full load. Crew was 42 officers and enlisted. Speed was 12 knots

LST – Landing Ship Tank, LST-542 class, LST-1156 class

The ships that brought supplies and acted as floating supply, fuel, and ammunition storage were the LSTs.

Below: USS KEMPER COUNTY (LST-854) off Vung Tau in 1967. Most of the WW2 LSTs carried a crane on the top deck to assist with off-loading of supplies or lifting large, heavy objects aboard ship. Like all LSTs, KEMPER COUNTY had a ramp that could be lowered to connect the main deck with the tank deck. This ramp allowed the LST to carry vehicles on both the main deck and the tank deck.

A barge (similar to ammo lighter) is in the foreground ferrying vehicles.





THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in presenting the
MERITORIOUS UNIT COMMENDATION to
LTJG William C. CARR 7543, USCG, member of
USCGC POINT ARDEN (WPB-82309)

for service as set forth in the following

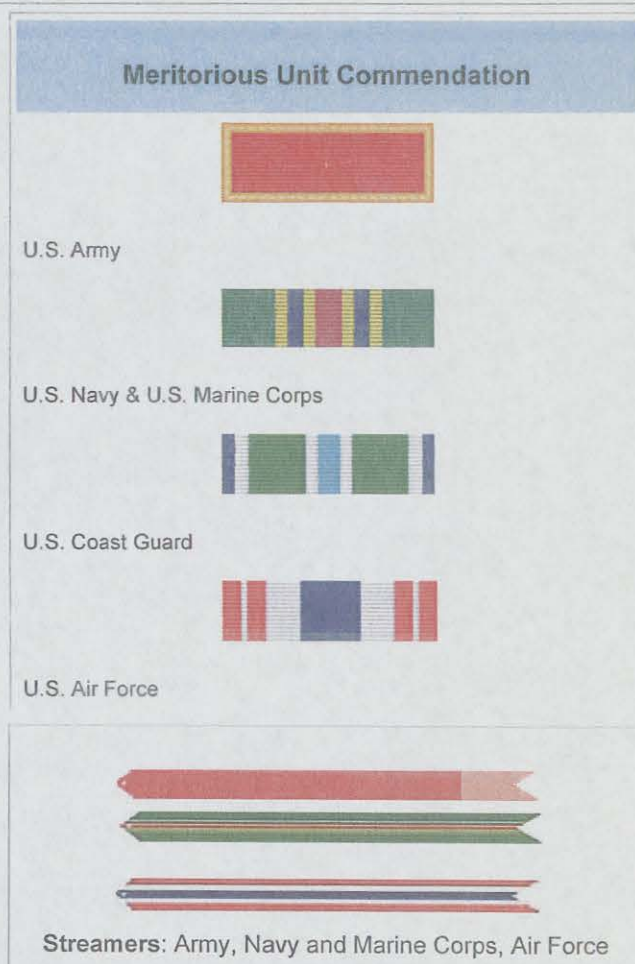
CITATION:

For meritorious achievement on 10 March 1968 while attached to Division TWELVE, Coast Guard Squadron ONE and engaged in coastal surveillance operations in the Republic of Vietnam. During the morning hours, USCGC POINT ARDEN was directed to proceed to the Cua Viet River to assist in fighting a fire at the Naval Support Activity Detachment LST Ramp. Ammunition stored on the ramp had been detonated by enemy artillery fire, and rescue and assistance team personnel from POINT ARDEN battled the fire ashore in the midst of exploding ammunition for four hours. They succeeded in extinguishing one fire near a pumping gasoline line, thereby probably saving the main ammunition dump. In addition, the cutter's crew assisted in the evacuation and care of casualties from the fire. POINT ARDEN received much damage from two large ammunition detonations nearby which wounded three of her crew. The fine teamwork, courage, and professionalism displayed by the officers and men of USCGC POINT ARDEN contributed greatly to the saving of lives and reducing the loss of valuable military assets. Their exceptional performance and dedication during this critical fire were in keeping with the highest traditions of the United States Naval Service.

All personnel attached to and serving on board USCGC POINT ARDEN (WPB-82309) during the above-designated date are hereby authorized to wear the Meritorious Unit Commendation Ribbon.

Paul R. Ignatius
Secretary of the Navy

Navy and Marine Corps



Awarded for "Exceptionally meritorious conduct in the performance of outstanding service, heroic deeds, or valorous actions."

Precedence

Next (higher) DoD - Joint Meritorious Unit Award
 Army - Valorous Unit Award
 Navy - Navy Unit Commendation
 Air Force - Gallant Unit Citation^[1]
 Coast Guard - Coast Guard Unit Commendation

The **Meritorious Unit Commendation (MUC)** is a mid-level unit award

The Navy Meritorious Unit Commendation was established by order of the **Secretary of the Navy** on July 17, 1967. The ribbon is awarded in the name of the Secretary of the Navy to units of the **U.S. Navy**, the **United States Marine Corps**, and to United States Coast Guard units and members when the Coast Guard is operating as part of the U.S. Navy, such as **Operation Market Time** during the **Vietnam War**.

To be eligible for the award, the unit must have performed service of a character comparable to that which would merit the award of a **Bronze Star Medal** in a combat situation, or achievement of like caliber in a non-combat situation, to an individual.

The Navy Meritorious Unit Commendation ribbon ranks below the **Navy Unit Commendation**. Additional awards of the ribbon are denoted by bronze and silver **service stars**.

The Navy Meritorious Unit Commendation has also been awarded to foreign forces five times.^[4]

The
United States Coast Guard
in
South East Asia
During the
Vietnam Conflict
by
Eugene N. Tulich, USCG

CHAPTER ONE

The LST ramp for unloading supplies and ammunition was located near the DMZ at Cua Viet. *Point Arden* was there on 10 March when a fire started. The chief boatswain's mate from *Point Arden* extinguished the fire, and secured a 5-inch rubber hose pumping gasoline. He received shrapnel wounds from a minor explosion. He is given credit for saving the main ammunition dump.

USCGC *Point Arden* (WPB-82309)

On 10 March 1968, *Point Arden* was refueling from the U.S. Navy oiler *USS Patapsco* (AOG-1) just south of the mouth of the Cua Viet River when Viet Cong mortar fire ignited some ammunition and flares on the ramp of the Naval Support Activity Detachment (NSAD).

The commanding officer of *Point Arden* directed his crew to offload firefighting gear to the shore to assist in the containment of the fire and he then went to the other side of the ramp with the cutter and the crew used fire hoses to help suppress the fire. Several large explosions occurred during the firefighting and one explosion shattered all the glass on the bridge of the cutter and injured several of the crew.

The crew of the *Point Arden* were commended by the commander of Navy Task Group 115.1 for their firefighting efforts.^[13]









COAST GUARD PHOTO

COMMANDER
COAST GUARD ACTIVITIES, VIETNAM
BOX 12
APO SAN FRANCISCO 96214

Release No.: VN 28-68

Contact: E. M. Conlon, JO2, USCG

Date: July 8, 1968

Time of Release: Immediate

Saigon, Vietnam, July 8---

U. S. Coast Guard Chief Boatswain Mate William A. Tugman, a native of Moorehead City, N. C., receives his purple heart medal from Captain J. M. Austin, USCG, Commander Coast Guard Activities, Vietnam, during ceremonies held aboard the Coast Guard Cutter Point Caution at Cat Lo, Vietnam, recently.

Chief Tugman was awarded the Purple Heart for head wounds he received in action on Mar. 10, 1968, while serving aboard the 82-foot Coast Guard Cutter Point Arden. The Coast Guard veteran was in charge of a fire-fighting party, from the Cutter, that was put ashore in an attempt to control an ammunition fire resulting from an enemy artillery attack on a boat ramp at Cua Viet, Vietnam.

Due to the instant response of Tugman and the other men aboard the Cutter many American casualties were avoided. Showing disregard for his own safety, the Chief personally battled the blaze while supervising his landing party until he was injured by flying shell fragments.

During the Chief's tour of duty in Vietnam his wife, Sarah and their five children, Rebecca Lynn, 15, Alva Lee, 14, Karen Gay, 7, Cynthia Louise, 5, and Lisa Jean, 2, are residing at 506 Fisher St., in Moorehead City, N. C.

- more -

VN Release No. 28-68 add 1111111
Chief Boatswain Mate Tugman receives Purple Heart

The Cutter Point Arden is one of 26 U. S. Coast Guard 82-foot patrol boats operating off the coast of Vietnam in support of Operation Market Time. The vessels are underway an average of 75 per cent of the time, conducting patrols to cut off enemy attempts to infiltrate men and supplies into South Vietnam.

(emc)

- 30 -

(7-5-68)

February 1, 1972

Commander T. H. Rutledge
Secretary
Board of Awards
C/o Personnel Services Division
U. S. Coast Guard Headquarters
700 Seventh Street SW
Washington D.C. 20590

Dear Commander Rutledge:

In reference to our phone conversation on January 29, 1972, regarding CWO Royce W. Fulcher, 29295, I hereby certify that on March 10, 1968, he, along with the majority of my crew, received superficial wounds as a result of our action in the ammo dump fire at the Marine Base in the Que Viet. Three men were wounded seriously and received the Purple Heart Award. These men were BMC Tagman, CS2 Lindburg, and GM3 Landon.

Within three days after this action, CWO Fulcher approached me with the recommendation that he and the majority of the crew be recommended also for the Purple Heart. At first I was reluctant to do so because of what I thought was the superficiality of the wounds that most of us had sustained. However, we discussed the matter at length and after showing me his leg wounds, I decided to approach CDR Bauman who at that time was the commander of CGDIV 12 of DaNang. As I mentioned during our conversation, I had had some personal difficulties with Commander Bauman, and he was not at all receptive to my approach that the rest of the crew along with Fulcher be recommended for the Purple Heart. Some of this I'm sure was due to the poor timing of my request which was several days after the first three men were recommended. At that point I let the matter drop because I felt that the crew was getting sufficiently regarded for their outstanding performance with the individual unit medal that we were going to receive.

During this action, the superficial wounds to the crew were experienced as a result of two extremely large explosions due to the detonation of the very large ammo dump; at the time we were organizing and had dispatched fire fighting parties and rescue teams. CWO Fulcher was on the bridge and did get hit with some flying glass but the cuts were minor. Nearly all the crew were knocked down. A narrative of the action is enclosed as well as a list of the damage and equipment lost by the unit.

If I can be of any additional assistance, please let me know.

Sincerely yours,

William C. Carr
LT, USCGR

WCC/bt

you're FIRING ON
FRIENDLY

POSITION

COME UP TO
FREQ 34.10

19 DEC 1967

FM: COMCOGARDRON ONE

TO: RUMNVHE/ PT ARDEN

INFO: RUNMVHD/CIF ONE ONE FIVE

BT

UNCLAS

1. YOUR ACTION IN SUPPORT OF 12TH MARINES ON 18 DEC. YOU DEMONSTRATED YOUR CAPABILITY OF PROVIDING IMMEDIATE, ACCURATE AND EFFECTIVE GUNFIRE SUPPORT.
2. WELL DONE

PT ARDEN

REF: 1251 19 DEC 67/LEP

RUMNVHE/PT ARDEN

INFO: 1251 19 DEC 67/LEP

BT

1251 19 DEC 67

COMCOGARDRON ONE

RUMNVHE/PT ARDEN

INFO: RUNMVHD/CIF ONE ONE FIVE

RUMNVHE/CTG ONE ONE FIVE PT ONE

RUMNVHE/CTD ONE ONE FIVE PT ONE PT SIX

BT/COMNAVFORV

BT

UNCLAS

1. YOUR ACTION IN SUPPORT OF 12TH MARINES ON 18 DEC. YOU

DEMONSTRATED YOUR CAPABILITY OF PROVIDING IMMEDIATE,

ACCURATE AND EFFECTIVE GUNFIRE SUPPORT.

2. WELL DONE

REF: 1251 19 DEC 67/LEP

DTG: 19831219 080

0712/36/PT ARDEN

Commander
Coast Guard Division 12
Box 88, NAVSUPPORT
PFO San Francisco 96095

FOR IMMEDIATE RELEASE

Release Number 1-08
January 3, 1968

USCGC POINT ARDEN GUNFIRE AIDS MARINES

USCGC PT ARDEN --- The Coast Guard Cutter Point Arden provided gunfire support to U.S. Marines on the Vietnam Coast just south of the Demilitarized Zone on the afternoon of December 18.

The Point Arden, called to search for suspected North Vietnamese forces, opened fire with mortar and machine guns on an enemy concentration near the beach. Enemy soldiers returned fire, narrowly missing the cutter with recoilless rifle rounds, striking her with small arms volleys.

The Arden was credited with killing five enemy troops while wounding another and destroying a recoilless rifle position. No U.S. casualties were sustained during this engagement.

She is one of 26 Coast Guard 82-foot patrol boats operating off the coast of South Vietnam in support of Operation Market Time. The cutters conduct frequent patrols in search of the enemy attempting to infiltrate men and supplies into South Vietnam by sea.

The Point Arden is commanded by Lieutenant(jg) William C. Carr, USCG, from Bexley, Ohio.

January 3, 1968 Letter from Commander, Coast Guard Division 12

FOR IMMEDIATE RELEASE ; Release Number 1-68

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The Point Arden is commanded by Lieutenant (jg) William C. Carr, USCG, from Bexley, Ohio.

Commanding Officer
USCGC PT ARDEN (WPE-82309)
COMNAVFORV 12
Box 88, NSA
% FPO
San Francisco, Calif. 96695

1650
27 December 1967

From: Commanding Officer, USCGC PT ARDEN (WPE-82309)
To: EN Kenneth F. BORCHERS 399 692, USCG

Subj: Letter of Appreciation

1. On the morning of the 25th of December, 1967, you were assigned with LTJG BARRY to assist with the pumping of flooded bilges aboard the U.S. Army Mike '8' boat 23'0' being towed alongside the YFU-70 enroute DaNang from the Qua Viet.

As reported to me by LTJG BARRY, you showed a great deal of initiative in effecting repairs in as much as was possible by using basic damage control techniques; without being instructed to do so, you proceeded to investigate the boat for hidden damage. I understand that you did a very thorough and careful job. By doing so, you demonstrated your capability to assume the responsibility and leadership so essential for the making of an effective petty officer.

2. I was very pleased to be informed of your responsiveness to a difficult situation; you have contributed a great deal to my already high respect for the abilities and capabilities of enlisted men in the United States Coast Guard. I commend you for a job well done.

3. A copy of this letter will be inserted in your service record.

W. C. CARR

Copy to: (1) Enlisted Service Record
(2) Commander, Coast Guard Division Twelve

NA

DNG DE NDK1 NR 335/27
RP RUMNVNE
DE RUMHNA DTI 3612749
ZNR 00000

INCOMING NR335 (35)

P 270719Z DEC 67
FM COMNAVSUPPACT DANANG
TO RUMNVNE/USCGC POINT ARDEN
INFO RUMSBB/COMCOARDRON ONE
RUMNVNE/CTG ONE ONE FIVE PT ONE
BT

UNCLAS

1. YOUR QUICK RESPONSE AND SUBSEQUENT ASSISTANCE TO
YFU-78 PREVENTED LCM-8 C-23 FROM SINKING.
2. MY PERSONAL THANKS TO YOU AND ALSO TO LTJG BERRY
AND SALVAGE PUMP OPERATOR WHO ACCOMPANIED THE CRAFT TO
DANANG. CONGRATULATIONS ON A JOB WELL DONE.

BT
FROM LACY SENDS
BT

100:11/12/21 LUC 67/11/19 (0 - 33 - 36) 27 17 49 Z DEC 1967

NNNN

27 DEC 1967

FM; COMNAVSUPPACT DANANG

TO: RUMNVNE/ USCGC POINT ARDEN

INFO: RUMSBB COMCOARDRON ONE

UNCLAS

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PUMP OPERATOR WHO ACCOMPANIED THE CRAFT TO DANANG.
CONGRATULATIONS A JOB WELL DONE.

RADM LACY SENDS

DANANG DE DJI NR ZER ZERO EIGHT / ELEVEN

RR RUMNVHC

DE RUMNVND 013 07PVT

ZDY EEEEE

R 110219Z MAR 68

FM CTF ONE ONE FIVE

TO RUMNVHE/USCGC PT ARDEN

RUMNVHE/PCF EIGHT ONE

INFO RUMNVHE/CTG ONE ONE FIVE PT ONE

RUMNIZE/CTU ONE ONE FIVE PT ONE PT SIX

RUMNVHE/CTU ONE ONE FIVE PT ONE PT SEVEN

RUMNVHC/COMCOSRON ONE

RUMSBB/COMCOGARDRON ONE

RUMSBB/COMNAVFORV

BT

UNCLAS E F T O

CUA VIET INCIDENT

1. YOUR PROMPT ACTIONS TO ASSIST IN CONTROLLING A POTENTIALLY DISASTROUS AMMUNITION FIRE AT THE CUA VIET LST RAMP ARE NOTED WITH PLEASURE. YOUR EXEMPLARY PERFORMANCE IN COMBATING THE FIRE, PROVIDING COMMUNICATIONS SUPPORT, AND OBTAINING AND COORDINATING ADDITIONAL SUPPORT BRINGS GREAT CREDIT TO YOU AND YOUR CREWS.
2. WELL DONE. CAPT HERRICK SENDS

BT

TDR: 2305Z/11 MAR 68/JW

0/32/36/37

DANANG DE DJI NR ZERO ZER O EIGHT / ELEVEN

RR RUMNVHC

DE RUMNVND 013 07PVT

ZDY EEEEE

R 110219Z MAR 68

FM CTF ONE ONE FIVE

TO RUMNVHE/USCGC PT ARDEN

RUMNVHE/PCF EIGHT ONE

INFO RUMNVHE/CTG ONE ONE FIVE PT ONE

RUMNIZE/CTU ONE ONE FIVE PT ONE PT SIX

RUMNVHE/CTU ONE ONE FIVE PT ONE PT SEVEN

RUMNVHC/COMCOSRON ONE

RUMSBB/COMCOGARDRON ONE

RUMSBB/COMNAVFORV

BT

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2. WELL DONE. CAPT HERRICK SENDS.

TDR: 2305Z/11 MAR 68/JW

0/32/36/37

DEPARTMENT OF TRANSPORTATION

Commander
Coast Guard Squadron One
Box 12
APO 96214

1690/3440
13 March 1968

From: Commander, Coast Guard Squadron One
To: Commanding Officer, USCGC POINT ARDEN (WPB 82309)
Via: Commander, Coast Guard Division Twelve

Subj: Outstanding performance of duty

1. The prompt reaction and outstanding performance of POINT ARDEN in combatting the ammunition fire at Cua Viet on 10 March 1968 have been noted with pleasure. Your actions in preventing the spread of this potentially disastrous fire have demonstrated the ability of Squadron One units to respond to any type of emergency. I congratulate you and your fine crew on a job well done.

2. Please extend my wishes for a speedy recovery to BMC TUGMAN, CS2 LINDBURG, and GM3 LANDON, who were wounded in this incident.

J. M. AUSTIN

1690/3440
19 March 1968

FIRST ENDORSEMENT

From: Commander, Coast Guard Division Twelve
To: Commanding Officer, USCGC POINT ARDEN (WPB 82309)

1. Forwarded with pleasure.

R. A. BAUMAN

000 DE NDJ1 026/15
RR RUMNVHE RUMNVHD
ZNY EEEEE
RTTEZYUW RUMFCMUI288 1740000-EEEE--RUMNVHE RUMNVHD.
ZNY EEEEE
DE RUYEUAK 042 0740000
ZNY EEEEE

R 140600Z MAR 68 ZYO RUYE
FM CTA SEVEN SIX PT FOUR
TO RUMNVHEXCTG ONE ONE FIVE PT ONE
INFO RUMNVHD/COMSUPPORT DANANG
RUMNVHD/CTF ONE ONE FIVE
RUMSMAXCOMUSMACV
RUMSBB/COMNAVFORV
ZEN/USC CLEVELAND
KEL/USC ALAMO
RUMMMMA/CTH SEVEN ZERO VT EIGHT PT FIVYV
BT

UNCLAS E F T O

CUA VIET RIVER MOUTH ATTACK/FIRE

1. DURING THE CUA VIET RIVER MOUTH ATTACK/FIRE OF 10 MAR 68N
SPECIAL NOTE WAS MADE OF THE OUTSTANDING AND COURAGEOUS
PERFORMANCE OF USCG PT ARDEN. JUST PRIOR TO THE LARGE
EXPLOSION WHICH CAUSED FIRE FIGHTERS ON THE LANDING BIRD AT
THE RIVER MOUTH, USCG PT ARDEN WAS LOCATED
ON THE SAND RAMP WITH USS CLEVELAND DOCTOR ABOARD TENDING
AN INJURED MAN. IMMEDIATELY AFTER THE LARGE EXPLOSION PT

PAGE TWO RUYEUAK 042 UNCLAS E F T O

ARDEN GOT UNDERWAY WITH THE DOCTOR EMBARKED, EVEN BEFORE
BERTS HAD COMPLETED FALLING, AND QUICKLY CLOSED THE TG 76.4
COMBS AND THEIR FIRE FIGHTING CREWS IN ORDER TO MAKE MEDICAL
ASSISTANCE IMMEDIATELY AVAILABLE TO THE PERSONNEL EMBARKED
THEREIN

2. THIS COURAGEOUS AND EXEMPLARY PERFORMANCE IS WITHOUT
DOUBT TYPICAL OF THE TYPE OF INSTANT RESPONSE AND ACTION
FOR WHICH THE COAST GUARD IS NOTED

3. THIS INCIDENT IS BROUGHT TO YOUR ATTENTION IN BELIEF
THAT YOU MIGHT DESIRE TO BRING THE HIGHLY COMBATABLE
ROLE OF PT ARDEN COMMANDING OFFICER, OFFICERS AND CREW
TO THE ATTENTION OF THEIR COGNIZANT CHAIN OF COMMAND.

BT

FOR: 08552/15 MAR 68/JW

C/36

14 MAR 1968

FM: CTG SEVEN SIX PT FOUR

TO: RUMNVHEXCTG ONE ONE FIVE PT ONE

INFO: RUMNVHD/COMSUPPACT DANANG

UNCLAS E F T O

CUA VIET RIVER MOUTH ATTACK/FIRE

1. DURING THE CUA VIET RIVER MOUTH ATTACK/FIRE OF 10 MAR 68N SPECIAL NOTE WAS MADE OF THE OUTSTANDING AND COURAGEOUS PERFORMANCE OF USCG PT ARDEN. JUST PRIOR TO THE LARGE SECONDARY EXPLOSION WHICH INJURED FIRE FIGHTERS ON THE LANDING SITE AT THE CUA VIET RIVER MOUTH, USCG PT ARDEN WAS LOCATED AT THE SAND RAMP WITH USS CLEVELAND DOCTOR ABOARD TREATING AN INJURED MAN. IMMEDIATELY AFTER THE LARGE EXPLOSION, PT ARDEN GOT UNDERWAY WITH THE DOCTOR EMBARKED, EVEN BEFORE DEBRIS HAD COMPLETED FALLING, AND QUICKLY CLOSED THE TG 76.4 LCMSS AND THEIR FIRE FIGHTING CREWS IN ORDER TO MAKE MEDICAL ASSISTANCE IMMEDIATELY AVAILABLE TO THE PERSONNEL EMBARKED THEREIN.
 2. THIS COURAGEOUS AND EXEMPLARY PERFORMANCE IS WITHOUT DOUBT TYPICAL OF THE TYPE OF INSTANT RESPONSE AND ACTION FOR WHICH THE COAST GUARD IS NOTED.
 3. THIS INCIDENT IS BROUGHT TO YOUR ATTENTION IN BELIEF THAT YOU MIGHT DESIRE TO BRING THE HIGHLY COMMENDABLE ROLE OF PT ARDEN COMMANING OFFICER, OFFICERS AND CREW TO THE ATTENTION OF THEIR COGNIZANT CHAIN OF COMMAND.
-

Commandant's Bulletin, No: 14-68 dated 5 April 1968 page 4.

On 10 March (1968), shortly after a Viet Cong attack at the Cua Viet river mouth just south of the DMZ, CGC Point Arden with a doctor embarked, was treating a wounded man when a large explosion erupted nearby, injuring many people in the area. CGC Point Arden quickly closed the position, even before debris had completed falling, in order to render immediate medical assistance. Three crewmen were wounded by shrapnel from exploding ammunition during the incident.

In a message concerning this incident, CGC Point Arden's immediate USN operational commander stated,

'This courageous and exemplary performance is without doubt typical of the type of instant response and action for which the Coast Guard is noted'.

"On 10 March, shortly after a Viet Cong attack at the Cua Viet river mouth just south of the DMZ, CGC POINT ARDEN with a doctor embarked, was treating a wounded man when a large explosion erupted nearby, injuring many people in the area. CGC POINT ARDEN quickly closed the position, even before debris had completed falling, in order to render immediate medical assistance. Three crewmen were wounded by shrapnel from exploding ammunition during the incident. In a message concerning the incident, CGC POINT ARDEN's immediate USN operational commander stated 'This courageous and exemplary performance is without doubt typical of the type of instant response and action for which the Coast Guard is noted.'"

p. 4 from Commandant's Bulletin
No: 14-68 DTD 5 April 1968



NAVAL MESSAGE

OPNAV FORM 2110-28 (REV. 5-61) S/N 0107-705-4000

RELEASED BY <i>A.L. Lonsdale</i>		DRAFTED BY <i>R.G. Mazetka</i>		PHONE EXT NR		PAGE 1 OF 1		PAGES 1	
CDR. A.L. LONSDALE, USCG		LCDR. R.G. MAZETKA, USN		ROUTED BY R.B.		CHECKED BY			
DATE 15 JULY 68		TOR/TOD							
MESSAGE NR	DATE/TIME GROUP (GCT)	PRECEDENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE	DEFERRED	
	150700Z JUL 68	ACTION				PPPPP			
		INFO							

FM CTG ONE ONE FIVE PT FOUR
TO COMCOGARD IV ONE ONE

153

UNCLAS

PT. CLEAR PATROL DEBRIEF ON AREA 9C.

1. PT. CLEAR HAS SUBMITTED PROBABLY THE BEST PATROL REPORT DEBRIEF OF ANY UNIT IN THE PAST SEVERAL MONTHS. THE VALUABLE INTELLIGENCE RECEIVED AND THOROUGHNESS AND TIME SPENT IN PREPARING THE REPORT INDICATES A HIGH DEGREE OF PROFESSIONALISM AND DEDICATION.
2. CONVEY MY APPRECIATION AND WELL DONE TO COMMANDING OFFICER.

*****BT*****

11

DISTRIBUTION:

(PAGE ONE ONLY)

Att: Co: 09252

1 2 3 4 5

UNCLASSIFIED

DATE/TIME GROUP (GCT)

150700Z JUL 68

CONFIDENTIAL

(when filled in)

RELEASED BY LTJG HOWTON (IN ROUGH)		DRAFTED BY		PHONE EXT. NR.		PAGE		PAGES	
DATE 15 SEP 68		TOR/TOD 1518Z		ROUTED BY TD		CHECKED BY TD		OF 1 1	
MESSAGE NR VU/ 387 VHIM145		DATE/TIME GROUP (GCT) P 151615Z SEP 68		PRECEDENCE ACTION		FLASH		EMERGENCY	
				INFO		OPERATIONAL IMMEDIATE		PRIORITY PPPPP	
								ROUTINE PPPPP	
								DEFERRED	

FM CTG ONE ONE FIVE PT FOUR
TO RUMNVHD/CTF ONE ONE FIVE
INFO RUYVSYD/COMNAVFORV
RUMUJLA/NAVLE FOURTH CTZ
ZEN/PT CLEAR
ZEN/PT KENNEDY
ZEN/CTU ONE ONE FIVE PT FOUR PT SIX
BT

CONFIDENTIAL

A. PT KENNEDY'S 131135Z SEP 68

B. PT CLEAR 132040Z SEP 68

1. (C) GDA FOR REF A AND B: 5 VC KIA EVALUATED B/I.

1. (C) PT KENNEDY CREDITED WITH 4 VC KIA AND PT CLEAR WITH 1 VC KIA.

GP-4

BT

For PT. CLEAR

NDJ-T/1830/10058KHZ/TD

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P 151615Z

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MESSAGE NR LOG 403 RLA 203		DATE/TIME GROUP (GCT) 1 6 0 6 2 5 Z/SEP/68		PRECE- DENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE
				ACTION					RRRRR
				INFO					RRRR

FROM: CTF ONE ONE FIVE

TO: PT KENNEDY/PT CLEAR

INFO: CTG ONE ONE FIVE PT FOUR /COMCOGARDRON ONE

C O N F I D E N T I A L

A. PT KENNEDY 131135Z SEP 68

B. PT CLEAR 132000Z SEP 68

1. REF. A AND REF. B REPORT NGFS AGAINST SUSPECTED VC STAGING
AREAS WITH EXCELLENT RESULTS OF 5 KIA.

2. YOUR OUTSTANDING MARKSMANSHIP NOTED WITH PLEASURE. KEEP UP THE
GOOD WORK. WELL DONE.

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TOR/161745Z/03/10540KHZ/RW

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COPIES TO PT KENNEDY AND PT CLEAR A/T RW

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VH1 146
LOG 392

O 160200Z SEP 68
FM CTG ONE ONE FIVE PT FOUR
TO CTF ONE ONE FIVE
INFO COMNAVFORV
CGC PT CLEAR
CTU ONE ONE FIVE PT FOUR PT SIX
MACV DUONG DONG
COMCOGARDRON ONE

CONFIDENTIAL
INCIDENT REPORT

A. NAVFORVINST 3480.1B

B. CTF ONE ONE FIVE 210235Z AUG

1. (C) 152100H CGC PT CLEAR FIRED 81MM AND 50 CAL. INTO MOVING LIGHTS US 815374. LOCATION WAS FRIENDLY VILLAGE AND OUTPOST OF CAU CAN. THREE STRUCTURES WERE DAMAGED WITH NO FRIENDLY CASUALTIES.
2. (C) PT CLEAR WAS IN PROCESS OF FIRING AT SERIES OF H AND I TARGETS OBTAINED FROM USMACV DUONG DONG. LATTER THOUGHT BOAT OFF VUNG BAU RIVER US 773392 WHEN LIGHTS REPORTED. PT CLEAR UNABLE TO CLEAR TARGET THROUGH CTG 115.4 DUE TO NO COMMS. REPEATED CORRECT COORDINATES TO MACV DUONG DONG SEVERAL TIMES GETTING GUARANTEES THAT THERE WERE NO FRIENDLIES IN AREA. TOOK TARGETS UNDER FIRE AND STOPPED AFTER SIGHTING TWO RED FLARES.
3. (C) MACV DUONG DONG HAS ACCEPTED RESPONSIBILITY FOR INCIDENT. FAULT ALSO LIES WITH CTG 115.4 FOR INCOMPLETE BRIEFING. THIS WAS PT CLEAR CO'S FIRST PATROL IN AREA. REMEDIAL ACTION HAS BEEN TAKEN.
4. (C) CTG 115.4 WILL CONFER WITH DISTRICT CHIEF TODAY. OTHER THAN HANDLING OF VALID CLAIMS ARISING THIS INCIDENT, CONTEMPLATE NO OTHER ACTION.

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NOJ/10058/160310Z/TPH

1.....2.....3.....4.....5.....10.....

COPY TO : CGC PT CLEAR _____

CTU 115.4.6 _____

MACV DUONG DONG _____

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160200Z SEP 68

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MESS/GE NR LOG 486 RLA 214	DATE/TIME GROUP (GCT) 1 6 1 4 1 9 Z/SEP/68		PRECEDENCE ACTION INFO	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE
				PRIORITY	ROUTINE	DEFERRED
				PPPPPP	PPPPPP	

FROM: CTF ONE ONE FIVE

TO: PT CLEAR

INFO: CTG ONE ONE FIVE PT FOUR/COMNAVFORV/COMCOGARDRON ONE/
CTU ONE ONE FIVE PT FOUR PT SIX

C O N F I D E N T I A L

A. CTG ONE ONE FIVE PT FOUR 160209Z SEP 68

1. REGRET INCIDENT REF A. HOWEVER, YOU EXERCISED EVERY PRELIMINARY CAUTION EXPECTED AND EXERCISED GOOD JUDGEMENT WHEN ERROR IN COORDINATES DISCOVERED. CONSIDER THIS AN ACCIDENT BEYOND YOUR MEANS OF CONTROL. CONCUR WITH CTG 115.4 NO FURTHER ACTION CONTEMPLATED.

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TOR/162015Z/3431KHZ/RW

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SUPERINTENDENT
UNITED STATES COAST GUARD ACADEMY
15 MOHEGAN AVENUE
NEW LONDON, CONNECTICUT 06320-8100

May 29, 2015

Mr. William C. Carr
1803 Westminster Circle
Davenport, IA 52807

Dear Mr. Carr,

I am pleased to inform you of your selection for induction into the Coast Guard Academy's Wall of Gallantry for 2015.

The Wall of Gallantry is dedicated to those graduates who have distinguished themselves during Coast Guard operations. It is strategically located on the quarterdeck in Chase Hall to afford cadets, our heroes of tomorrow, the opportunity to connect with the extraordinary accomplishments of those who have gone before them.

An informal announcement of those selected will be made at the Annual Alumni Association and Athletic Hall of Fame Dinner on Thursday, October 15, 2015.

You are invited to an induction ceremony which is scheduled for Friday, November 6, 2015 where you will be more formally recognized for your accomplishments. Please contact Lieutenant Commander Jesse Diaz at (860) 444-8443 or email at Jesse.M.Diaz@uscg.mil, if you have any questions.

Sincerely,

A handwritten signature in cursive script, reading "Sandra L. Stosz".

Sandra L. Stosz
Rear Admiral, U. S. Coast Guard