

BART HENNESSEY – Nov67 to Nov68

USCGC POINT DUME (WPB-82325) as XO

USCGC POINT KENNEDY (WPB-82320)

Presidential Unit Citation – 6 Dec 68 to 31 Mar 69

Navy Unit Commendation – 1 Apr 68 to 31 Oct 68

Navy Unit Commendation – 1 Jul 68 to 30 Jun 68

USCGC POINT WELCOME (WPB-82329) as Relief CO

Presidential Unit Citation – 6 Dec 68 to 31 Mar 69

Navy Unit Commendation – 1 Jul 68 to 30 Jun 69

USCGC POINT ARDEN (WPB-82309) as Relief CO

July 22, 2021 - Bart Hennessey E-mail to Bill Carr

Sorry for not getting back to you sooner but I've been out of the country and only got back here Monday night and I'm playing "catch up." I promise I'll try to get you a tour summary within the next week or so as, hopefully, I should be grounded here for a little bit.

Regarding your earlier email and particularly "Round up" I can't help you there. In October 1968 I was on the WELCOME out of Danang and getting to rotate back in November.

Again, as far as the incident in December '67, I was CO of the KENNEDY but to the best of my recollection we had been south on patrol in 6H OR 7C around the middle of December '67 and I don't have any info on the incident you mention.

I do remember we were at Cam Rahn Bay base on New Years eve/day '67/'68 and sailed for patrol in Area 5 on New Years day but have no recollection about the barges incident. Sorry I don't have anything more on either of these. I promise I'll try to get you my tour summary soonest. Hope all is well.

July 9, 2021 – Bill Carr E-mail to Bart Hennessey - Back on May 8th you sent me a great e-mail on your involvement with the aftermath of the sinking of PCF-19 while the XO with Ron Fritz as CO of PT DUME.

In an earlier e-mail, I also sent you an article I had written entitled "Round Up" which I have attached again. Were you CO of the KENNEDY at that time or had you rotated back already?

One last thing. I picked up a tidbit that on December 16, 1967 that KENNEDY along with CYPRESS and HALF MOON were in an incident with a Philippine tug (ALYEE) towing 4 barges from Saigon to Cam Ranh Bay that had it's last barge in tow sinking and almost pulling the whole tow down. Would that have been you possibly?

Do you remember who was the CO of the CYPRESS at the time? I know Bob Storch had the CYPRESS sometime later than that.

May 8, 2021 – Bart Hennessey E-mail to Bill Carr

“Sorry for the delay in getting back to you but life in general and some ongoing business problems are always seeming to be getting in the way of this response. I'm still putting together my remembrances from my tour and hope to get it to you soon.

As far as PCF-19 is concerned, to this day I remember too well the circumstances surrounding the sinking. I've read the summary prepared by Ron although I have not read Chief Steffes's book and can only add a few of my observations.

I don't know where the 0030 time came from as to when the PCF-19 supposedly got hit but, to the best of my recollection, the time was probably much closer to 0100. I actually saw the two rockets streak across the water from seaward and almost immediately I took the PRC radio call from Fire Raider that "your little "Buddie"" had been hit and was smoking.

As an aside, we had previously been in contact with Fire Raider on and off all evening before this call. We also watched as the "19" boat radar blip dropped off our screen. As far as I remember, Fire Raider's call to us was the first radio traffic about the attack. I don't recall any incoming VHF Flash traffic advising of it and, if there was any Flash traffic, we probably sent one out to CTF115 alerting them to the incident.

We immediately went to GQ and closed to the 19 boat's last location at max speed. When we arrived on-scene, we found wreckage and began an expanding square search looking for survivors. I do remember we were lit up like the Rockefeller Center Christmas tree and, considering our location and conditions, I'm sure the "pucker factor" for all hands was very high.

We were probably on the second or third leg of the square when we saw a small flare off the starboard side. We proceeded towards the flare and retrieved LTJG Davis, the OINC and GMGSN Anderegg. Anderegg or LTJG Davis apparently had one of the small pencil flares with him when they went into the water and, after we got him on board, Anderegg said he saw our lights but waited to trigger the flare until he saw our boat turning toward him.

LTJG Davis was seriously wounded and GMGSN Anderegg had multiple shrapnel wounds although was ambulatory. We continued our search for additional survivors until the PCF-12 arrived from Area 1C. We turned the search over to them and got underway to the Cua Viet to

medevac the two wounded survivors. We dropped off the survivors and cleared outbound from Cua Viet around 0230 and headed back to the scene of the sinking.

Within minutes of reaching open water, we received a radio transmission from the 12 boat that they were under air attack and, pretty much simultaneously, we likewise came under attack. We were subjected to numerous strafing attacks by what were helicopters and all our guns were directed at multiple targets. At one point we saw a double stream of tracers coming directly toward the bridge when our Chief Bos'n on the 81/50 directed his .50 fire literally right up between the two tracer streams and the plane veered slightly to our port.

We watched the twin tracers walk down the port side of our boat no more than 10-15 yards off. We also saw a silhouette of a jet aircraft as it roared passed. We continued evasive maneuvering and returned fire at all targets of opportunity although there were no more attacks by the jet aircraft. Both we and the 12 boat were attempting to get under the protection of the BOSTON which was several miles offshore and at one point we got a frantic message from the 12 boat that they had lost fuel suction and were losing power. We diverted toward their location preparing to take them in tow, if necessary, when they said they had switched over to their other tank and were underway again.

Around 0400 we received orders to cease fire as "friendly" aircraft were on scene. Eventually, around 0600 we returned to the scene of the attack and continued searching for survivors until around 1200 when we were directed to secure the search and return to Danang and the eventual hearing into the sinking.

I know CAPT Austin was on board during the fight as he was handling one of the radios on the bridge during the attack but I don't recall a LCDR Freeborn being there. I do remember a very pompous Navy LCDR coming on board probably around 0530-0600 and start issuing a string of orders to two junior LTJGs (Ron and me). He suffered a major setback in ego when CAPT Austin shut him up quick and directed him to submit ALL INQUIRIES OR QUESTIONS to him.

Ron and I both appeared before the inquiry panel in Da Nang investigating the attack. It was my understanding that the inquiry found that PCF-19 was sunk by USAF units out of Da Nang who were "unofficially" reportedly "hunting helicopters" and mistook the 19 boat for a helicopter. The attacks on the Point Dume and PCF-12 were supposedly attributed to unknown aircraft.

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Probably around the 7th or 8th of June, Lance Egan ('62) and Dick Butchka ('64) came to visit us at the base and they brought with them their third member of the first batch of Coast Guard Aviators who were flying rescue missions out of Da Nang with the Air Force. That third member was Jack Rittichier. The three of them and a bunch of us who were in port (I don't remember if

Ron was with the group) went up to that little snack shop behind the O-Club at Camp Tien Sha for burgers and a cold San Miguel.

Jack wasn't partaking of the cold beer as he was scheduled to fly. On June 9th he was shot down and went missing. We left for patrol on the 10th and we didn't find out that he was missing until we got back to Da Nang after the PCF-19 incident.

May 7, 2021 Bart Hennessey E-mail to Bill Carr - I like the idea of your "Scrapbook" and agree that our collective memories of our days in Vietnam should be preserved. I hope to be back in Ensenada within the next week or ten days and I'll send you a more detailed response then.

April 22, 2021 – Bill Carr E-mail to Bart Hennessey - Just kind of a happenstance, but I was working on the North Vietnamese helicopter incident of June 16, 1968 involving the PT DUME and Ron Fritz - a buried story, it turns out. I stumbled upon your Ship's Log signature on the mid-watch entries of that early morning and Ron confirmed with me today that you were his XO during this incident.

I'm a little unsure of how to proceed with this as some of our class are reluctant to share their stories for various reasons. If you are one of those, I perfectly understand and can back off.

However, if you are able to share some of your experiences, I would be most appreciative.

April 22, 2021 Ron Fritz & Bill Carr TELECON Notes - In a telephone interview with Ron Fritz in late April of 2021, he confirmed that Bart was temporarily his Executive Officer before Bart got his own gunboat. Ron said that he had relieved George Bachtel earlier and Bill Bradford was his XO before the temporary assignment of Bart as his XO.

Ron believes, but doesn't quite remember, that Bart went with him to the shipyard in Sasebo.

April 5, 2018 Bart Hennessey E-mail to Andy Horsey – “Regarding Vietnam, I first had command of the Point Kennedy out of Cat Lo and got involved with the usual firefights in the Mekong in areas 6,7 and 8 and a few times when we patrolled up north out of Cam Rahn Bay.

When I went north to Danang and rode on Point Dume as XO to CO Ron Fritz for a few patrols and then had command of the Point Welcome. Most of the action there was in 1 C and 1A1 around the DMZ area or down around CG 16. As I was about to leave to return home I was extended and rode as CO for a couple of patrols on, I believe, the Point Arden, Tom Pennington's boat when he went on emergency leave. I did receive the Bronze Star.”

Golden Journeys Booklet – 2015 – Following graduation, I was assigned as a deck officer on USCGC MENDOTA (WPG-69) , home ported in Wilmington, NC. My next assignment was as CO, USCGC CAPE UPRIGHT (WPB-95303) in Southport, NC followed by duty with CG Squadron One, Vietnam.

Coast Guard Awards and Medals Board – List of CG Units Coming Under Hostile Fire

August 30, 2004

Encl. (16) to COMDTINST 650.25b MEDALS AND AWARDS MANUAL

POINT DUME – 16 Jun 68 and 7 Oct 68

POINT KENNEDY – 14 Jan 68, 22 Jan 68 and 5 Nov 68

POINT WELCOME – 19 Aug 68, 4 Oct 68 and 24 Nov 68

Coast Guard Action In Vietnam (2003 p. 151) – Paul c. Scotti - Another classic sea rescue occurred nearer the coast, where, on 16 December 1967, the Philippine tug Alyee, towing four barges from Saigon to Cam Ranh Bay, came to trouble when whipping seas submerged the last barge. If the captain stopped to get rid of the drag, the tug and other barges would be pulled under, yet he could barely make headway. Three cutters responded to the call for help-Half Moon, Point Cypress, and (USCGC Point Kennedy (WPB 82320).

For the job of cutting loose the barge, Half Moon sent Boatswain's Mate First Class Russell Kipkowski, Damage Controlman First Class Arley N. Hudson, and Damage Controlman Third Class Ronald J. Hessel, in the 25-foot lifeboat. They were thoroughly soaked by the 14-foot waves when the time came for Hudson and Hessel to make the dangerous leap over to the third barge, a jump they successfully made, toting a portable cutting torch. Fighting against winds trying to blow them off the slippery steel deck, they burned through the wrist-thick cable. Safely back on the Half Moon, Kipkowski expressed his relief by joking, "It was so rough out there that even the fish that came to the surface looked seasick." Maybe even more relieved was Felipe De Ceña, the tug's master, who closed his message of thanks with, "May the Lord bless you all."



Bill Carr <bill@getrain.com>

Scrapbook - Class of 1965 Experiences in Vietnam

1 message

Bill Carr <bill@getrain.com>

Fri, Aug 27, 2021 at 4:21 PM

To: Bartholomew Hennessey <bjth44@hotmail.com>

Bcc: Bill Carr <bill@getrain.com>

Hey Bart - Just a note..

I am leaving Sunday afternoon on a driving trip to New England to visit with family and friends and to take in the Class of 1965 Reunion.

However, I still have the capacity to include in this scrapbook any additional writings of remembrances of your tour in Vietnam - as you suggested you did with your latest e-mail to me of May 8th.

If business won't allow that, would you per chance have a copy of your Tour Debrief I might include?

Sorry to bug you about this Bart...just wanted to let you know I can still handle anything you might yet be able to write up...Bill



Bill Carr <bill@getrain.com>

Re: Tour Summary

1 message

Bill Carr <bill@getrain.com>

Fri, Jul 23, 2021 at 12:22 PM

To: Bart Hennessey <bjth44@hotmail.com>

Thanks for touching base and catching me up with your recollections.

Am very much looking forward to having your Tour Summary to include in the Scrapbook. The project is turning out really great....Bill

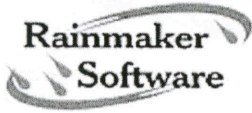
On Thu, Jul 22, 2021 at 2:20 AM Bart Hennessey <bjth44@hotmail.com> wrote:

Hey Bill,

Sorry for not getting back to you sooner but I've been out of the country and only got back here Monday night and I'm playing "catch up". I promise I'll try to get you a tour summary within the next week or so as, hopefully, I should be grounded here for a little bit. Regarding your earlier email and particularly "Round up" I can't help you there. In October 1968 I was on the WELCOME out of Danang and getting to rotate back in November. Again, as far as the incident in December '67, I was CO of the KENNEDY but to the best of my recollection we had been south on patrol in 6H OR 7C around the middle of December '67 and I don't have any info on the incident you mention. I do remember we were at Cam Rahn Bay base on New Years eve/day '67/'68 and sailed for patrol in Area 5 on New Years day but have no recollection about the barges incident. Sorry I don't have anything more on either of these. I promise I'll try to get you my tour summary soonest. Hope all is well.

My best regards,

Bart



Bill Carr <bill@getrain.com>

Tour Summary


1 message

Bill Carr <bill@getrain.com>

Fri, Jul 9, 2021 at 3:49 PM

To: Bartholomew Hennessey <bjth44@hotmail.com>

Hey Bart - Back on May 8th you sent me a great e-mail on your involvement with the aftermath of the sinking of PCF-19 while the XO with Ron Fritz as CO of PT DUME.

At the very end of that lengthy e-mail, you said you were still working on your tour summary and would be back to me. You also said if I didn't hear from you relatively soon to give you a "memory jog." Here it is...

In an earlier e-mail, I also sent you an article I had written entitled "Round Up" which I have attached again. Were you CO of the KENNEDY at that time or had you rotated back already?

One last thing. I picked up a tidbit that on December 16, 1967 that KENNEDY along with CYPRESS and HALF MOON were in an incident with a Philippine tug (ALYEE) towing 4 barges from Saigon to Cam Ranh Bay that had it's last barge sinking and almost pulling it down. Would that have been you possibly? Do you remember who was the CO of the CYPRESS at the time? I know Bob Storch had the CYPRESS sometime later than that.

I've got until the second week of August or so before I'm in trouble getting that "Scrapebook" done. If I could get your remaining work in the next two or three weeks, that would be ideal for me.

Thanks Bart....take care....Bill



ROUND-UP.docx

15K

Bill Carr <bill@getrain.com>

Thu, Apr 22, 2021 at 5:41 PM

To: Bartholomew Hennessey <bjth44@hotmail.com>

Yikes....I didn't mean to send this attachment. My apologies. The attachment is something I am doing for an entirely different writing project.

The one write-up entitled "Round-Up" that I mentioned in my March 2nd e-mail is pp. 24 & 25 nevertheless.

Again, my apologies.....Bill

----- Forwarded message -----

From: **Bill Carr** <bill@getrain.com>

Date: Thu, Apr 22, 2021 at 5:32 PM

Subject: Fwd: Class of 1965 Individual Experiences in Vietnam

To: Bartholomew Hennessey <bjth44@hotmail.com>

Just kind of a happenstance, but I was working on the North Vietnamese helicopter incident of June 16, 1968 involving the PT DUME and Ron Fritz - a buried story, it turns out. I stumbled upon your Ship's Log signature on the mid-watch entries of that early morning and Ron confirmed with me today that you were his XO during this incident.

I'm a little unsure of how to proceed with this as some of our class are reluctant to share their stories for various reasons. If you are one of those, I perfectly understand and can back off.

However, if you are able to share some of your experiences, I would be most appreciative.

Ron has given me permission to use his remembrances of this June 16th series of attacks on PT DUME, PCF-19 and PCF-12, including sending you a copy. Please let me know if you want a copy or if you would rather not.....thanks...Bill

P.S. I'd be happy to talk about this on the phone as well....if you would prefer...

Another classic sea rescue occurred nearer the coast, where, on 16 December 1967, the Philippine tug *Alyee*, towing four barges from Saigon to Cam Ranh Bay, came to trouble when whipping seas submerged the last barge. If the captain stopped to get rid of the drag, the tug and other barges would be pulled under, yet he could barely make headway. Three cutters responded to the call for help—*Half Moon*, *Point Cypress*, and USCGC *Point Kennedy* (WPB 82320).

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Bill Carr <bill@getrain.com>

Re: PCF 19 Sinking

1 message

Bill Carr <bill@getrain.com>

Sat, May 8, 2021 at 11:35 AM

To: Bart Hennessey <bjth44@hotmail.com>

Cc: Ronald Fritz <refritz@verizon.net>, pcf12crew@yahoo.com

Outstanding recollection Bart. Thank you so much for the details. i will incorporate the necessary adjustments to the write-up I sent you.

So much looking forward to your tour summary....Bill

On Sat, May 8, 2021 at 2:33 AM Bart Hennessey <bjth44@hotmail.com> wrote:

Bill,

Sorry for the delay in getting back to you but life in general and some ongoing business problems are always seeming to be getting in the way of this response. I'm still putting together my remembrances from my tour and hope to get it to you soon.

As far as PCF 19 is concerned to this day I remember too well the circumstances surrounding the sinking . I've read the summary prepared by Ron although I have not read Chief Steffes's book and can only add a few of my observations.

I don't know where the 0030 time came from as to when the PCF 19 supposedly got hit but, to the best of my recollection, the time was probably much closer to 0100. I actually saw the two rockets streak across the water from seaward and almost immediately I took the PRC radio call from Fire Raider that "your little "Buddie"" had been hit and was smoking. As an aside, we had previously been in contact with Fire Raider on and off all evening before this call. We also watched as the "19" boat radar blip dropped off our screen. As far as I remember, Fire Raider's call to us was the first radio traffic about the attack. I don't recall any incoming VHF Flash traffic advising of it and, if there was any Flash traffic, we probably sent one out to CTF115 alerting them to the incident. We immediately went to GQ and closed to the 19 boat's last location at max speed. When we arrived on scene we found wreckage and began an expanding square search looking for survivors. I do remember we were lit up like the Rockefeller Center Christmas tree and, considering our location and conditions, I'm sure the "pucker factor" for all hands was very high. We were probably on the second or third leg of the square when we saw a small flare off the starboard side. We proceeded towards the flare and retrieved LTJG Davis , the OINC and GMGSN Anderegg. Anderegg or LTJG Davis apparently had one of the small pencil flares with him when they went into the water and, after we got him on board, Anderegg said he saw our lights but waited to trigger the flare until he saw our boat turning toward him. LTJG Davis was seriously wounded and GMGSN Anderegg had multiple shrapnel wounds although was ambulatory. We continued our search for additional survivors until the PCF 12 arrived from Area 1C . We turned the search over to them and got underway to the Cua Viet to medevac the two wounded survivors. We dropped off the survivors and cleared outbound from Cua Viet around 0230 and headed back to the scene of the sinking. Within minutes of reaching open water, we received a radio transmission from the 12 boat that they were under air attack and, pretty much simultaneously, we likewise came under attack. We were subjected to an numerous strafing attacks by what were helicopters and all our guns were directed at multiple targets. At one point we saw a double stream of tracers coming directly toward the bridge when our Chief Bos'n on the 81/50 directed his .50 fire literally right up between the two tracer streams and the plane veered slightly to our port. We watched the twin tracers walk down the port side of our boat no more than 10-15 yards off. We also saw a silhouette of a jet

aircraft as it roared passed. We continued evasive maneuvering and returned fire at all targets of opportunity although there were no more attacks by the jet aircraft. Both we and the 12 boat were attempting to get under the protection of the BOSTON which was several miles offshore and at one point we got a frantic message from the 12 boat that they had lost fuel suction and were losing power. We diverted toward their location preparing to take them in tow, if necessary, when they said they had switched over to their other tank and were underway again. Around 0400 we received orders to cease fire as "friendly" aircraft were on scene. Eventually, around 0600 we returned to the scene of the attack and continued searching for survivors until around 1200 when we were directed to secure the search and return to Danang and the eventual hearing into the sinking.

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Like I said I'm still working on my tour summary and I will be back to you. If you don't hear from me, please feel free to give me a memory jog to get it done.

With best regards,

Bart



Bill Carr <bill@getrain.com>

Fwd: PCF-19 Sinking

1 message

Bill Carr <bill@getrain.com>
To: Bartholomew Hennessey <bjth44@hotmail.com>

Tue, May 4, 2021 at 12:57 AM

Bart - Thought you might like to see this. Would love to talk/communicate with you for your input.

Bill Carr (563-529-3982)

----- Forwarded message -----

From: **Bill Carr** <bill@getrain.com>
Date: Tue, May 4, 2021 at 12:54 AM
Subject: PCF-19 Sinking
To: <pcf12crew@yahoo.com>
Cc: Ronald Fritz <refritz@verizon.net>

Nice talking with you tonight Jim. Looking forward to working with you into our futures - whatever we have left... 

Attached is the 6 page write-up I've done utilizing many excerpts from your book, input from Ron and other bits and pieces.

As I said on the telephone, I'm very thick skinned and am looking forward to your review, suggestions etc. I'm particularly interested in presenting the facts accurately as you have so well done in your 'Swift Boat Down'.

Take your time with the review. I have no particular deadline as I am not publishing this except to include in our 'one-off' Scrapbook for my classmates in time for our reunion this September. After that, I am donating the Scrapbook to the Coast Guard Academy Library/Museum.

V/R...Bill Carr (563-529-3982)

 **Fritz - Reworked - PCF-19 Sinking and PCF-12 and PT DUME Attacks - 16JUN68.docx**
29K

Re: Our Conversation Yesterday

3:13 PM

(43

minutes

ago)

From: Andrew Horsey

Date: - April 5, 2019

Bill -

In response, this is relevant part of Bart's email:.

Bart's email "Regarding Vietnam, I first had command of the Point Kennedy out of Cat Lo and got involved with the usual firefights in the Mekong in areas 6,7 and 8 and a few times when we patrolled up north out of Cam Rahn Bay.

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Bart Hennessey

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Ron believes, but doesn't quite remember, that Bart went with him to the shipyard in Sasebo.

The picture Ron sent was of John Schwarts, Rog Rufe and himself upon receiving their Bronze Stars. Rog was Admiral's Aid to the Commandant at that time.

Re: Class of 1965 Individual Experiences in Vietnam

1 message

Bill Carr <bill@getrain.com>
To: Bart Hennessey <bjth44@hotmail.com>

Mon, Mar 8, 2021 at 11:45 AM

Thanks for responding Bart.

Getting your lasting memories would be a wonderful addition to this Scrapbook.

I'll touch base with in towards the end of March if we don't touch base together beforehand. I don't have any near deadline but would like to have everything wrapped up by the end of July if possible.

Tavel safely...Bill

On Sun, Mar 7, 2021 at 9:12 PM Bart Hennessey <bjth44@hotmail.com>, wrote:
Bill.

Thanks for the email. All's well here and I hope this finds you equally in good health. Sorry for the delay in responding but I've been out on the "road" and just got back to a place with enough electricity that my computer will work. I like the idea of your "Scrapbook" and agree that our collective memories of our days in Vietnam should be preserved. I hope to be back in Ensenada within the next week or ten days and I'll send you a more detailed response then. Stay well, my friend.

Bart

From: Bill Carr <bill@getrain.com>
Sent: Tuesday, March 2, 2021 12:06 PM
To: Bartholomew Hennessey <bjth44@hotmail.com>
Subject: Class of 1965 Individual Experiences in Vietnam

Bart - Hope all is well as can be with you.

I am in the process of putting together a sort of Scrapbook of the individual Vietnam theatre experiences of 1965 classmates - memories of significant instances of combat as well as more routine operations that might keep coming back to one's mind over the years. The idea is to have this Scrapbook ready for the Reunion this year after which I am talking with the Academy museum about donating to them.

The idea is to have a collection of these "in-the-trenches" experiences as a source of information in case, on down the road, some cadets might want to do a capstone project, or something similar, on what it was like to be a young Coast Guard surface officer in combat "back in the days."

I'm writing to ask if you would be able to take some time to participate.

You and I had some connections in Vietnam.

First, Tom Pennington relieved me on the PT ARDEN in April of 1968 on which I had been CO since the end of November. I see that you too were CO of the ARDEN for a patrol or several.

I went on to bring the PT CLEAR out of the shipyard in Sasebo and commanded that gunboat operating out of An Thoi Division 11 for the rest of my tour.

Second, you and I did a joint small boat operation in late October 1968 just a few weeks before my tour was over. My ship's Log entry for that day and my side notes of that incident were as follows:

15th Oct – 0600H – Conducted combined small boat operations with PT KENNEDY (Hennessey) same general area as operation of PT CLEAR (Carr) operation of yesterday solo.

RELATED ARTICLE 09/11 – “Round Up” - Two days of confusing operations of the PT CLEAR (Carr) along with the PT KENNEDY (Hennessey) on the second day and their two small Boston Whalers. The logic of this type of operation didn't make sense given the cooperation of the locals, their mix with VC throughout the sector and the intelligence forthcoming – all taking place within designated Free Fire Zones with Rules of Engagement clearly to kill instead of detain. This operation resulted in 27 detainees and some intelligence concerning VC activity.

I've attached the article - thinking you might have some memory of it. I got into this incident because of my taking an interest in going back to try to sort out the conflicts we had to deal with regarding Rules of Engagement and Free Fire Zones that keep resurfacing.

If your memory is anything like mine, you probably don't remember this incident at all.

No worries if you can't.

But it would be very much appreciated if you would be willing to share memories of what you experienced in theatre.

Thanks Bart....Bill Carr

Memorandum Feb 68
11 Feb. 1968

Dear Commander & Mrs High,

I hope you will forgive my extremely bad manners in not replying sooner to your wonderful Christmas card and letter. I have a very bad habit of putting some things off. But hopefully I'll cure myself one of these days.

Commander, permit me to offer you my congratulations on being selected for Captain. I know everyone in the class is extremely proud of you.

This is really the first time that I've seen the brany of the Class together since graduation. When I was on the MENDOTA and the CAPE UPRIGHT I'd see one of the boys occasionally, but here it's almost like a small reunion. Out of the eleven boats in the division, eight of us are Class of '65.

I arrived in country on the 16th of November and got to Cut Lo on the same day. I then spent several days reading

OPLANs and riding boats to familiarize myself with patrol activities. On the 27th of Nov. I relieved Mr. Folie ('64) on board the Point Kennedy.

Our patrol schedule usually consists of 4 or 5 days out and 2 or 3 days in. At times the patrols can seem real boring but when we are boarding boats and meeting the Vietnamese people, it really takes on a new light. I had the benefit of having a two week Vietnamese language course before coming over. So, in a very limited way, I am able to converse with some of the Vietnamese. Surprisingly enough, to me, I still find myself involved in SAR work. We also get a chance to rendezvous quite frequently with the WHECs on offshore patrol. Those ships are really doing a fine job.

Well, the monsoon season is just about over and activity is expected to pick up very soon. Since TET, however, things have been going at a fairly

rapid pace.

You asked about my duty on the Cape Upright. The experience I received on board the 95th was fantastic. I really enjoyed every minute of it, as I enjoy this duty now. The ability to meet challenges and different situations, which I learned while on the 95th, helps me tremendously not only here in Vietnam but also will help in later life. However, I must give a lot of credit to my C.O. when I was on the MENDOTA - Capt. P.O. Chapman. He took time out to ensure that each of us, the junior officers, became as diversified in as many fields as possible. The knowledge I learned from him, both practical and theoretical, was an outstanding help when I took command of the Cape Upright.

I guess I've just about reached the end of my rope, so to speak. I'm really not too much of a pen and paper. About the only person I write to with any

regularly as my wife I will write again
soon, though, and share some of my
experiences with you. Once again, thank
you so much for the card and the letter
and again please forgive me for not writing
sooner. I do promise to write sooner next
time. I know all of the gang here
would want me to say hello for them
and this I do.

Sincerely
Bart Hennessy