

THE U.S. NAVY



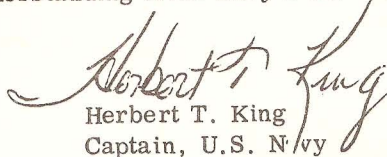
IN VIETNAM

The United States Navy, along with other U.S. and Free World Forces, is deeply involved in the war in Vietnam. Most widely known are the actions and accomplishments of U.S. Seventh Fleet units flying air strikes against targets in North Vietnam, and firing gun support missions up and down the coastline.

But the Navy has also committed a force of some 20,000 men in the country whose roles include operating small boats on counter-infiltration missions, construction, supply, support, and serving as advisors to the Vietnamese Navy.

This booklet has been published to provide a briefly written and photographically illustrated record of achievements by those Naval forces in Vietnam under the operational control of the Commander, U.S. Naval Forces, Vietnam.

It is by no means a comprehensive history, but rather is intended as a tribute to those officers and men who are writing the chapter of Navy history in this wartorn nation. It is hoped that the booklet will serve to increase awareness by those Navymen of the magnitude of their contributions, and will provide others with an insight and understanding of the Navy's role in the fighting within the Republic.



Herbert T. King

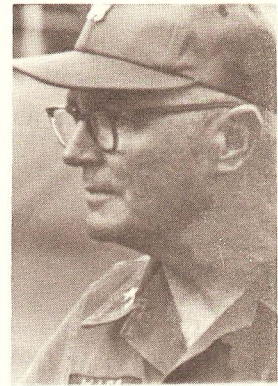
Captain, U.S. Navy

Commander Naval Support Activity, Saigon

FRONT COVER - Young Vietnamese watch as a U.S. Navy River Patrol Boat passes on one of the rivers of the Mekong Delta in South Vietnam

Compiled and edited by Master Chief Journalist John Scholzen, USN, this booklet was published by the U.S. Naval Support Activity, Saigon, APO San Francisco 96214. It was printed at the Navy Publications and Printing Service Branch Office, Philippines, from appropriated funds. All photographs were taken by Navy or Coast Guard photographers and journalists.

Rear Admiral Norvell G. Ward, USN, Commander U.S. Naval Forces, Vietnam, and Chief Naval Advisory Group



COMMAND

The Commander U. S. Naval Forces, Vietnam (COMNAVFORV), is the Navy's senior officer in Vietnam and has responsibility for controlling and coordinating virtually all the Navy's efforts in country.

From his headquarters in Saigon, he directs Navy activities running the scale from one-man advisor units and four-men patrol boats to multi-thousand man construction and logistic support commands.

To help him carry out his responsibilities, COMNAVFORV has a staff of several hundred officers and men who are specialists in fields ranging from logistics to intelligence.

Commanders of the various Navy elements in Vietnam report operationally to COMNAVFORV though administratively they remain under their own type commanders.

Major forces under COMNAVFORV include:

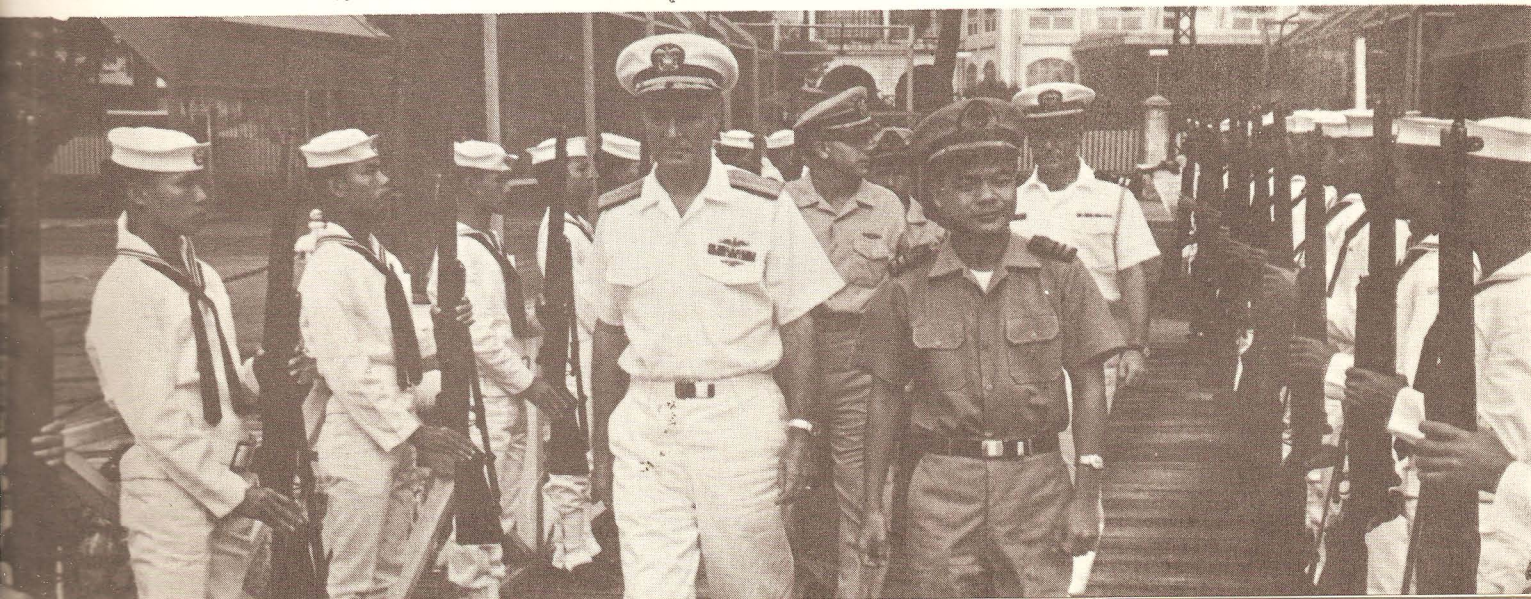
- the Coastal Surveillance Force (Task Force 115);
- the River Patrol Force (Task Force 116);

- the Naval Advisory Group, which is charged with advising the Vietnamese Navy on all phases of its operations;
- the Seabees of the 3rd Naval Construction Brigade;
- the Military Sea Transportation Office, Saigon;
- the Naval Support Activity, Da Nang, which provides logistic support for all U. S. Forces in the I Corps area;
- the Naval Support Activity, Saigon, which provides logistic support for Navy operations in the II, III, and IV Corps areas.

The newest major U. S. Pacific Fleet command, COMNAVFORV was established April 1, 1966, as a result of the expanding Navy commitment throughout the embattled Republic of Vietnam.

COMNAVFORV also serves as Naval Component Commander for General William C. Westmoreland, Commander, U.S. Military Assistance Command, Vietnam.

Rear Admiral Ward inspects Vietnamese Navy honor guard



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One thousand miles of rugged coastline is a tempting invitation to the Viet Cong to smuggle men and equipment into South Vietnam by sea.

The U. S. Navy and Coast Guard have joined with the Republic of Vietnam Navy to make any acceptance of that invitation by the communists as expensive as possible.

Operation Market Time is the code name given to the U. S. Navy's effort aimed at blocking enemy attempts at taking advantage of sea routes to carry on their subversive war against the beleaguered Vietnamese.

Formally designated the Coastal Surveillance Force (Task Force 115), Market Time includes Navy SWIFT boats, Coast Guard Cutters, radar picket escort ships, SP2H "Neptune" aircraft, Harbor Defense units, and strategically located Coastal Surveillance Centers which coordinate overall efforts in their sectors.

Together they are proving a formidable foe for the Viet Cong and an effective barrier from the 17th parallel in the South China Sea clear around to the Cambodian border in the Gulf of Thailand.

Navy SWIFT boats (PCF for Patrol Craft, Fast) and Coast Guard Cutters (WPBs) operate in much the same fashion, patrolling waters along the shoreline, boarding and searching literally thousands of junks daily.

Their job is to sort contraband from cargo which may include anything from chairs, rubber tires and salt to nuoc mam, a distinctly aromatic Vietnamese sauce made of fermented fish.

During routine searches, identification cards of individuals and cargo manifests are checked. They are looked over by a Vietnamese carried as liaison man and interpreter.

If any papers or identification are out of order the boat or person is taken into custody and turned over to Vietnamese authorities.

The boats operate from bases established along the coastline. There are 26 WPBs and over 80 SWIFTS in country. The SWIFTS are part of the Pacific Amphibious Force.

The larger Coast Guard Cutters, 82 feet long, can patrol up to five days at a time with their 11-man crews alternating watches. Carrying only six men, the 50-foot SWIFTS stay at sea between 24 and 36 hours at a stretch.

The Navy craft have speeds up to 25 knots while the more heavily armed Cutters can do 18 knots.

Coastguardsmen have twice tangled with large, steel-hulled enemy trawlers trying to slip war goods into country. Results: one captured and one destroyed, though both times enemy land forces tried to intervene.

In addition to board and search operations, the patrol craft regularly provide supporting gunfire for land-based troop operations.

Such action has included assistance to the Marine Corps in reconnaissance operations and amphibious assaults; mortar and .50 caliber machine gun support for Special Forces raids; beating back Viet Cong trying to overrun Vietnamese Army outposts; strikes against VC positions and evacuation of wounded from combat areas.

When the 1st Cavalry Division had the VC in a three-sided trap recently, SWIFT boats closed the fourth side and netted over 300 VC suspects trying to escape by sea.

Another task the small craft have accomplished is the rescue of Vietnamese fleeing the Viet Cong in overcrowded boats, and fishermen who have capsized in heavy seas.

U.S. Coast Guard Cutter Point Hudson



Radar picket escort ships (DERs), assigned to Market Time on a rotating basis by Cruiser-Destroyer Force, Pacific, provide an outer screen force to prevent any end runs by the communists.

Long range, Saigon-based Neptune aircraft add an umbrella to Market Time's search efforts.

The Naval Air, Pacific, Neptunes make it almost impossible for the VC to slip any vessels through the patrolling surface craft. The airmen call in patrol boats to check suspicious junks out.

Also part of Market Time are units of the Harbor Defense Force.

Merchant ships are protected against sabotage by Mobile Inshore Undersea Warfare Surveillance (MIUWS) teams from the

Navy's Mine Force. They keep a running tab on all ships present, and assign anchorages as each ship arrives.

Using small landing craft, MIUWS teams patrol the inner harbors, checking all junks passing through.

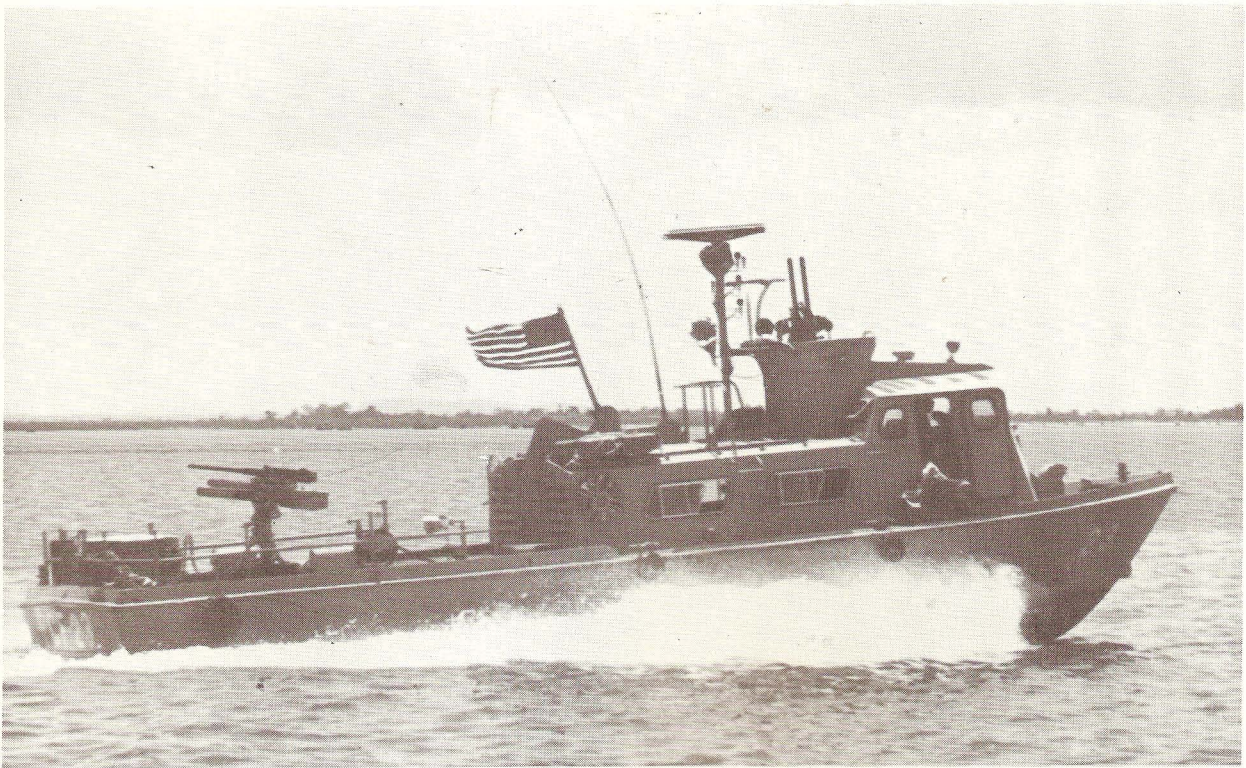
Tying all phases of Market Time Operations into a coordinated network are strategically located Coastal Surveillance Centers (CSCs).

From these sites, small staffs of both U. S. and Vietnamese Navymen keep track of all actions, ordering movements as needed.

They effectively serve as the eyes and ears for the Task Force Commander and Commander U. S. Naval Forces, Vietnam, who are responsible for the overall effort.

Blasting away at suspected Viet Cong hideout





U.S. Navy SWIFT boat

SWIFT boat sailors stay alert during inspection of junk





SWIFT crews fire mortar rounds in support of ground forces

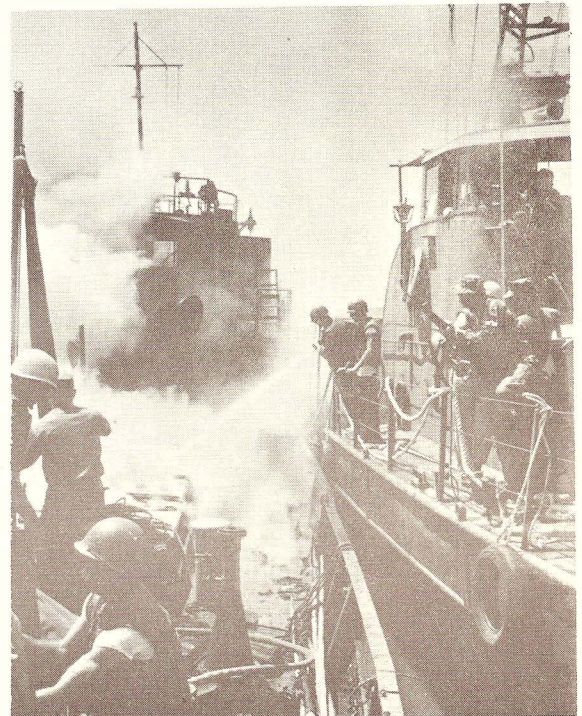
U.S. Army troops are pulled aboard a SWIFT prior to a small amphibious assault (lower left). At right, checking papers on Market Time patrol.

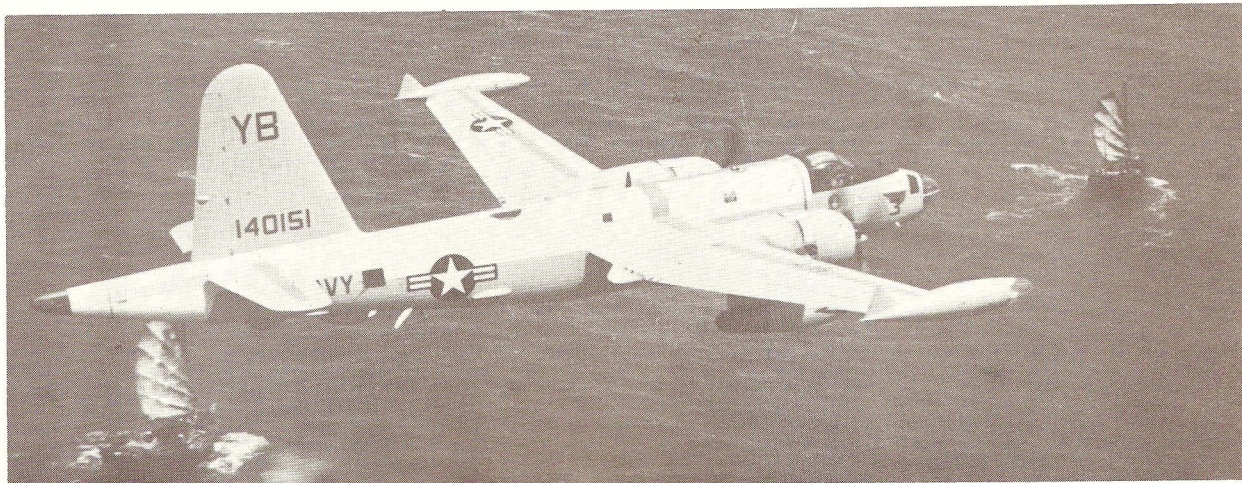




Coast Guard Cutter stands by as enemy trawler burns

Salvage and fire fighting on board captured trawler

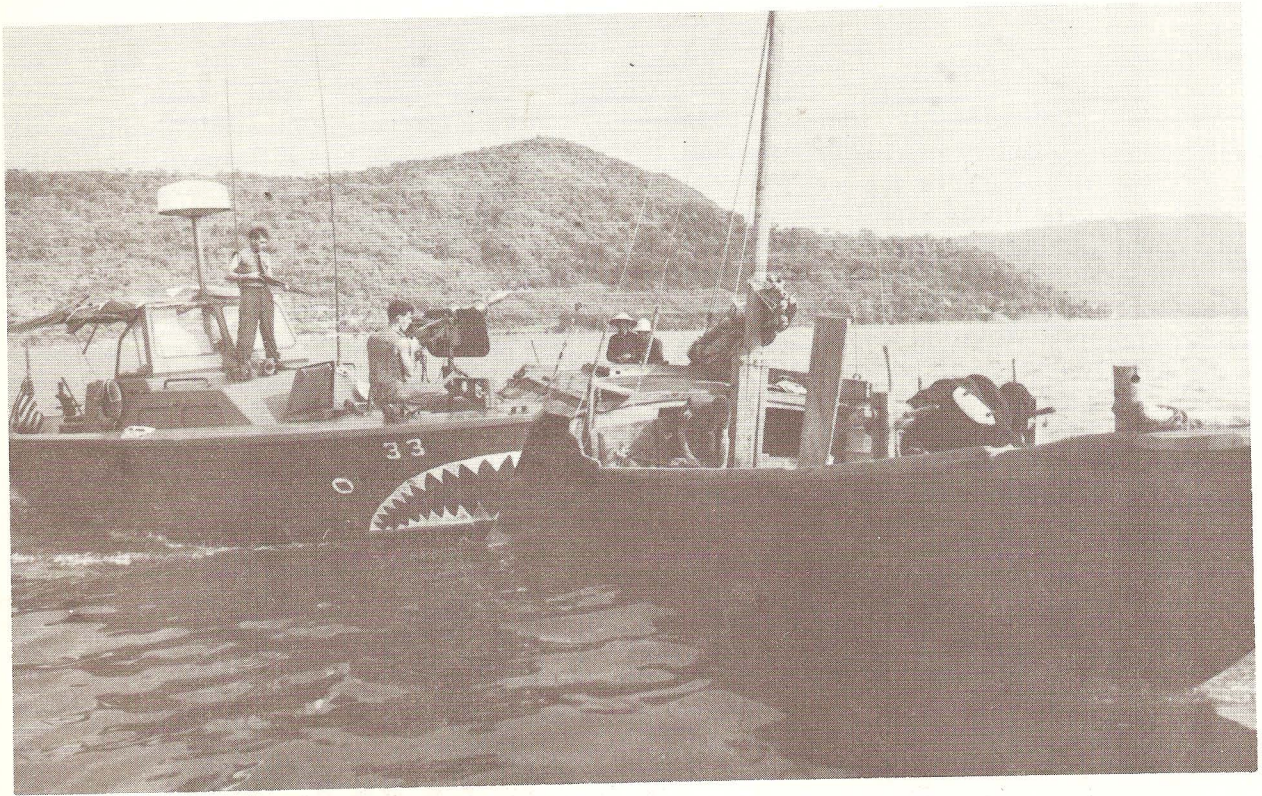




SP2H "Neptune" swoops low over junks during surveillance patrol

USS Lowe (DER 325) on Market Time patrol





Harbor Defense Landing Craft Personnel, Large (LCPL) inspects
junks transitting cargo shipping anchorage



From Saigon, south Vietnam is pretty much a country of rice paddies and waterways. Not much in the way of real estate compared to the beautiful coastline and rugged mountain interior to the North.

But the southern one-third of the nation is not only the rice-bowl of the Republic, it holds nearly half the population of the war-torn country.

For both reasons it is a prime target area for communist forces waging a relentless war of terrorism to get and keep control of the people and rice crops.

PBR patrols constantly monitor all civilian sampan and junk traffic, boarding and searching when necessary to hunt for Viet Cong supplies and personnel.

The crews live with the constant threat of attacks by Viet Cong hidden in the dense jungle along the riverbanks.

The four-man PBR is a fiberglass boat, redesigned from a civilian pleasure craft for Game Warden, capable of 25 knots top speed and extremely maneuverable. The boat is powered on a principle similar to that of a jet aircraft, using

OPERATION GAME WARDEN

The U. S. Navy is waging a battle to control the waterways of the Mekong Delta and the Rung Sat Special Zone, which is the swamp area around the ship channel to Saigon.

The world's most powerful navy is fighting a war using small boats, small arms and automatic weapons as its "big guns."

The Navy's Operation is code named Game Warden. It's official title is River Patrol Force (Task Force 116) whose command is headquartered at Can Tho in the Delta.

Mainstay of Game Warden are the River Patrol Boats (PBRs) which conduct day and night patrols along the three major Delta rivers.

Their mission is to prevent enemy use of these main regional highways to transport men and supplies. They also block enemy movement across the rivers from one area to another.

twin water jets to propel and maneuver.

Three .50 caliber machine guns and individual small arms give the PBR withering fire power.

There are now eight PBR bases in Vietnam, with more than 90 boats manned and supported by nearly 700 men. PBRs are part of the Pacific Amphibious Force.

Although the rivers are well patrolled during daylight hours, nightfall brings more patrol craft out prowling.

A curfew makes any traffic at night suspect. Anyone apprehended for improper identification or cargo manifest is turned over to Vietnamese authorities for further investigation.

Boat operations are backed up by UH-1B "Huey" armed helicopters, bristling with machine guns and air-to-surface rockets.

Nicknamed "Seawolfs," the Navy airmen operate from scattered sites in the Delta region, providing fire support and reconnaissance for PBRs.

The helicopters assist in firefights with enemy sampans and junks, or against VC ambushes.

They also provide support for other friendly ground or waterborne units, carrying out rocket and strafing strikes, rescue downed pilots or others in distress and cover for medical evacuations. The 'coptors belong to the Commander, Naval Air, Pacific.

Operation Game Warden also includes Minesweeping Boats (MSBs) from the Mine Force, Pacific. These 57-foot, wooden-hulled craft sweep the Long Tau River channel which winds 45 miles through the Rung Sat Special Zone to the port of Saigon. Their job is to find and destroy ene-

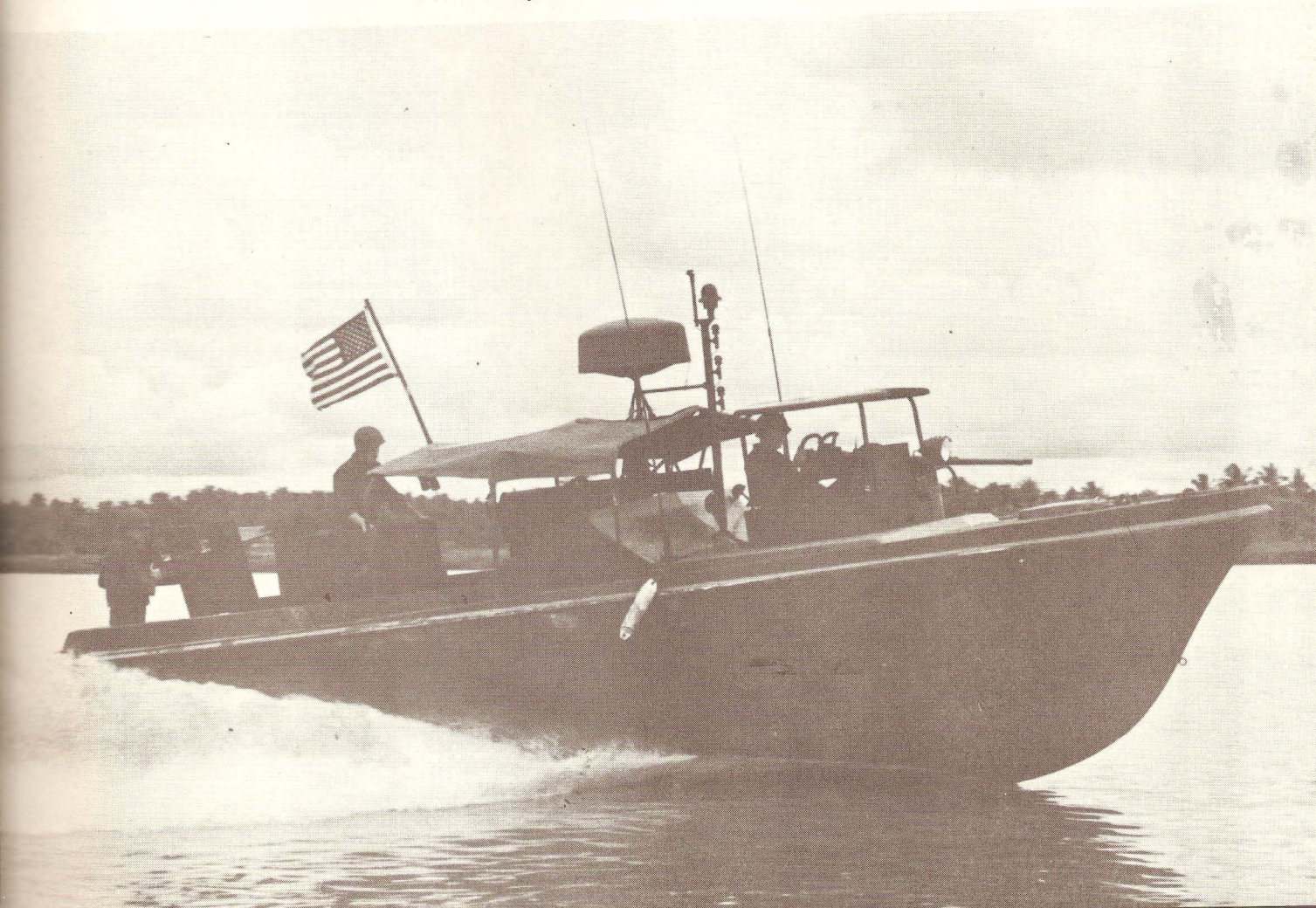
my mines which threaten both civilian and military shipping.

A ship sunk in this vital waterway could choke Saigon's civilian economy as well as cut an important Free World Forces supply route.

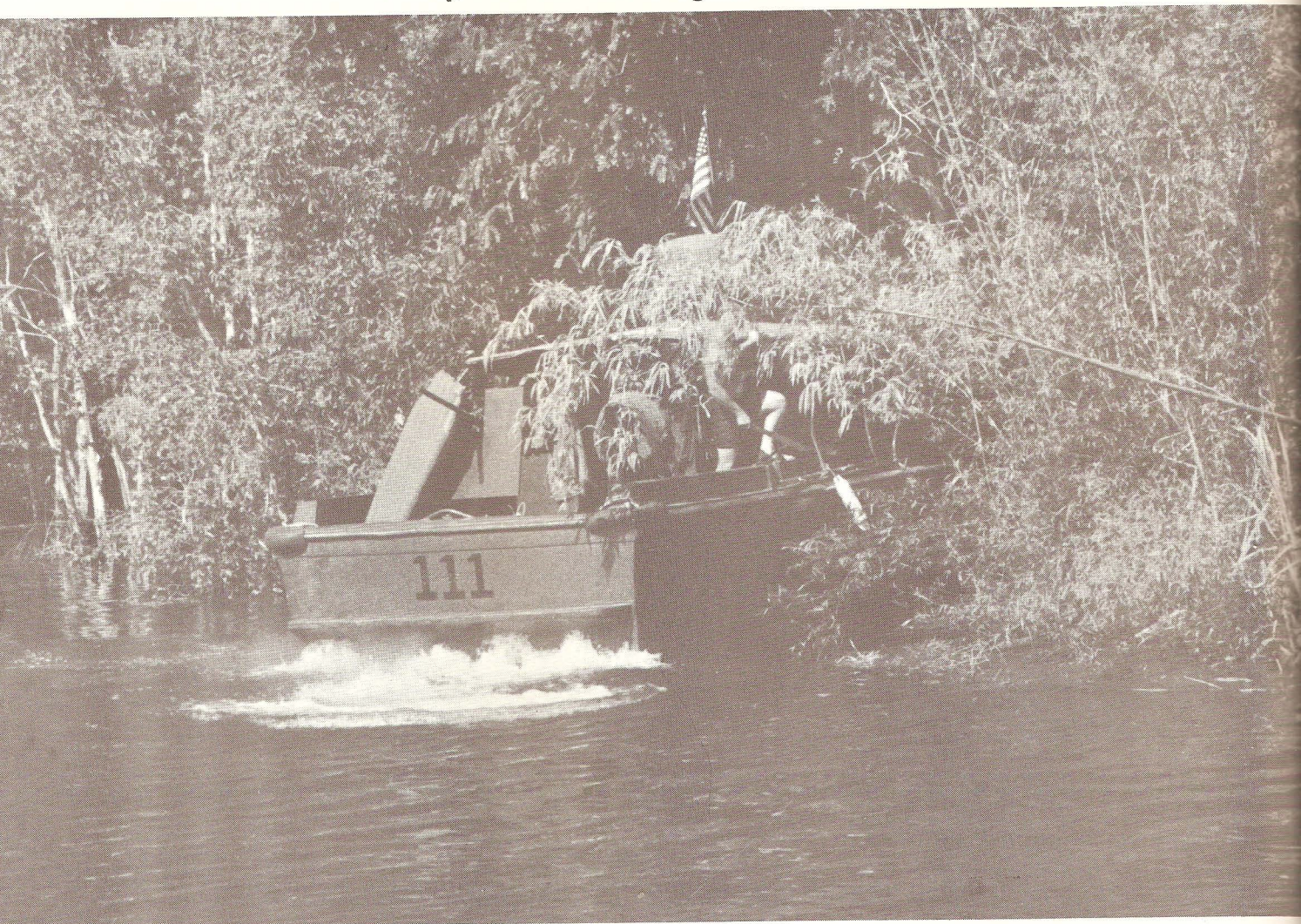
The boats, working in pairs, sweep with equipment designed to cut the detonator wire of remotely-detonated mines which are planted in the river channel. They also sweep for moored mines which may be anchored to the river bottom.

Like the PBR sailors, the Minemen have to be alert against harassment from shore. They operate in an area heavily infested by Viet Cong.

U.S. Navy River Patrol Boat (PBR)

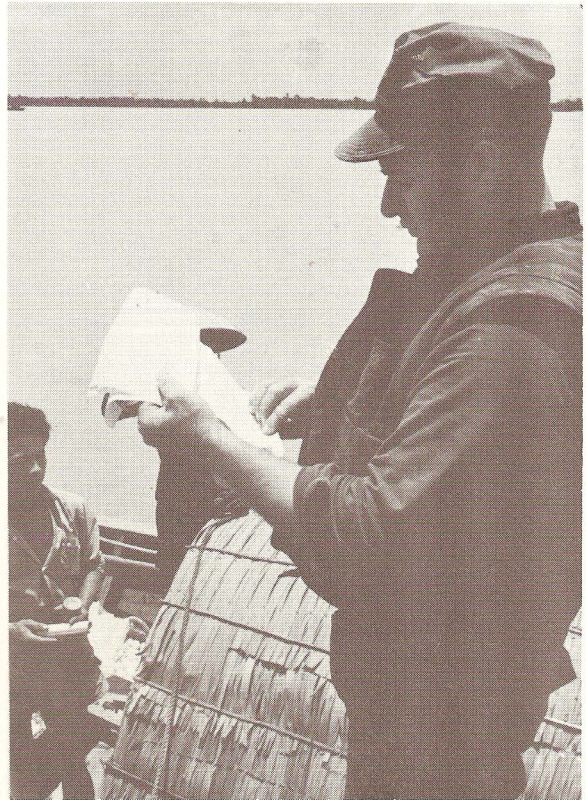


PBR probes for Viet Cong in the underbrush



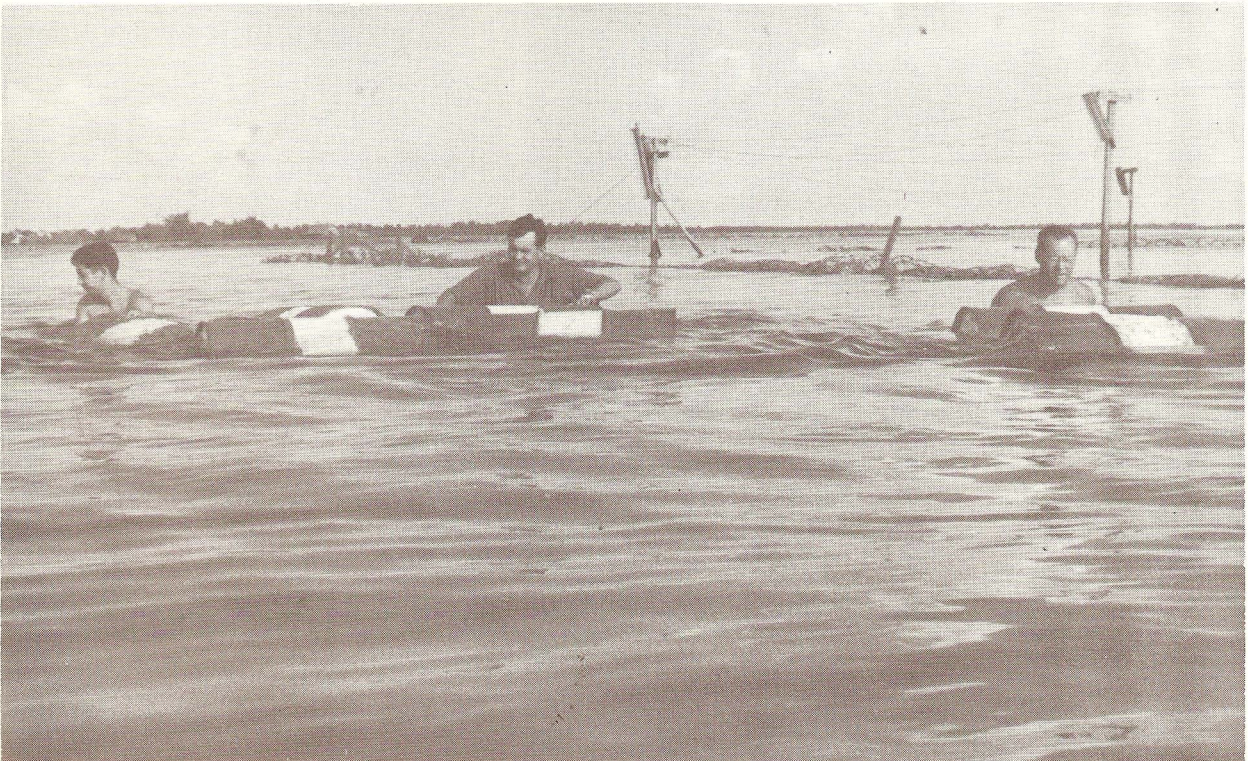


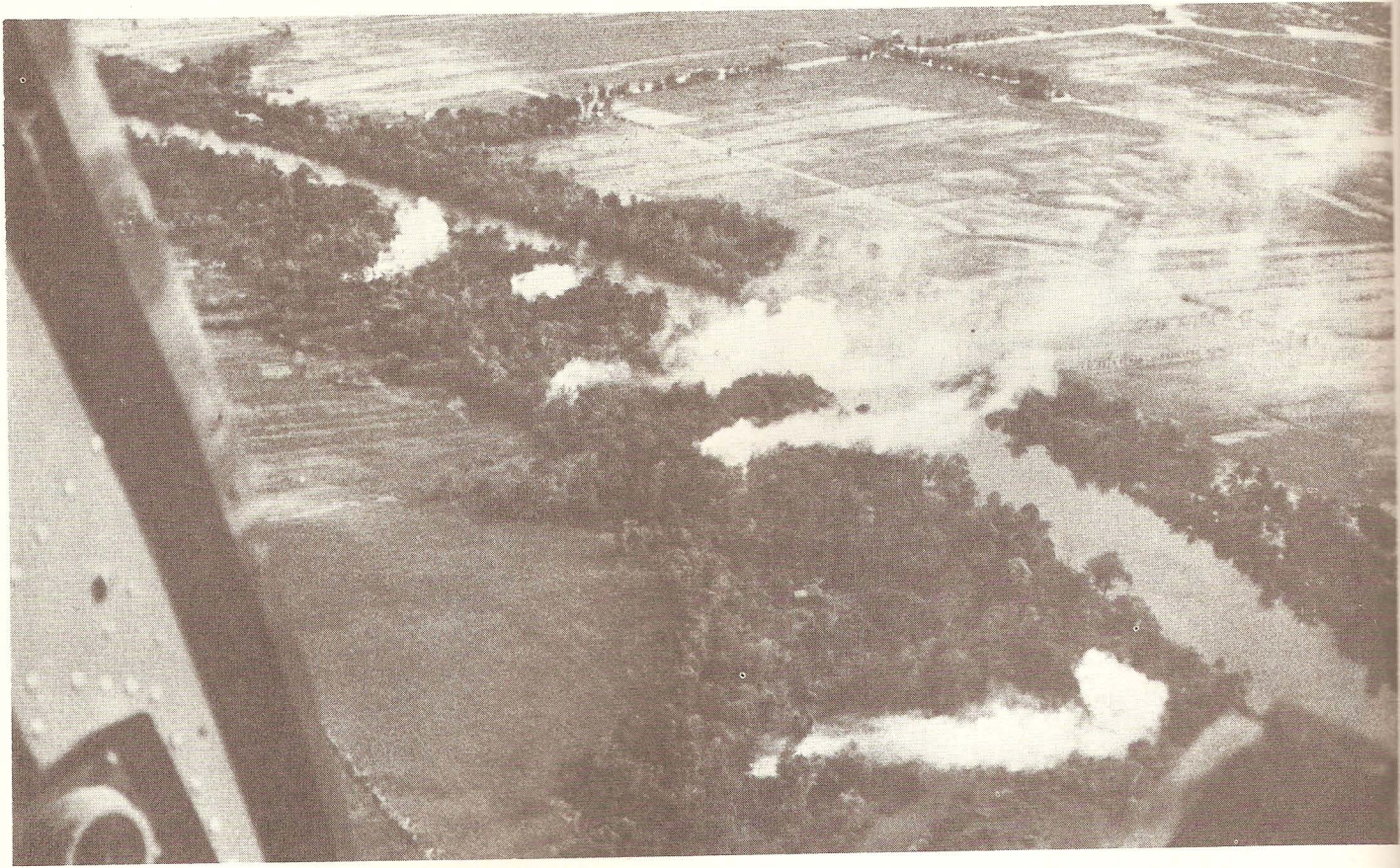
Sampans approach for inspection



Checking papers

Extended operations in flooded Delta called for airdropped fuel





TOP - Helo rocket strikes



LEFT - M-60 machine guns at work

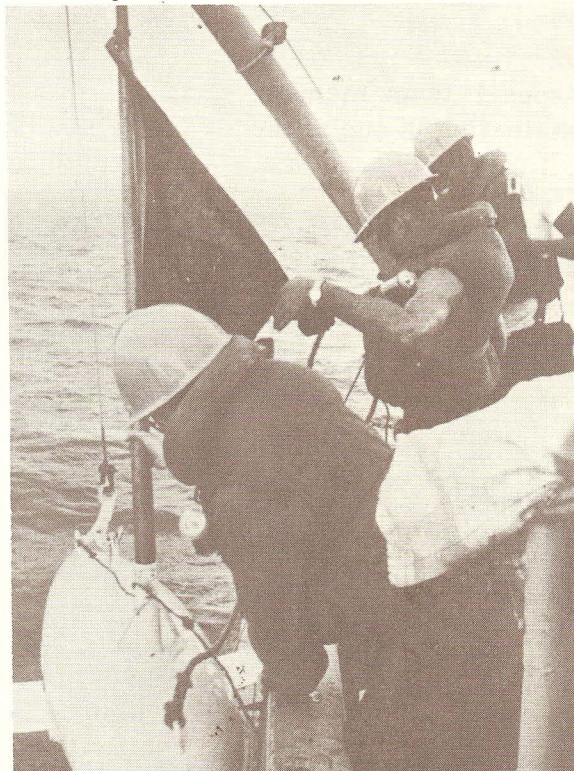
BOTTOM - UH-1B "Huey Helicopter

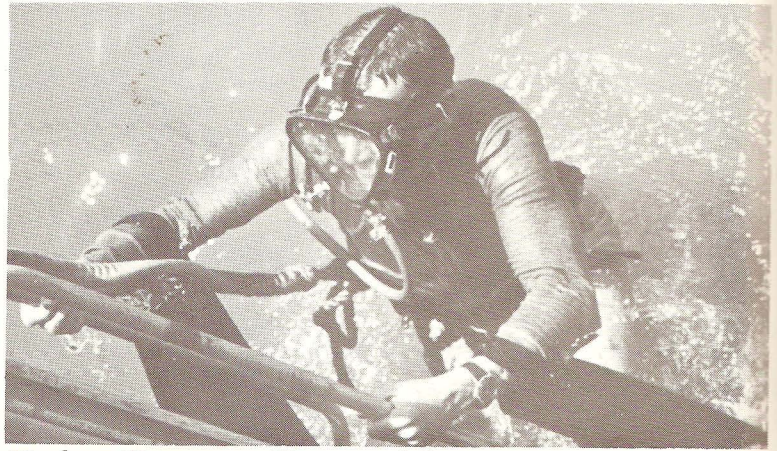




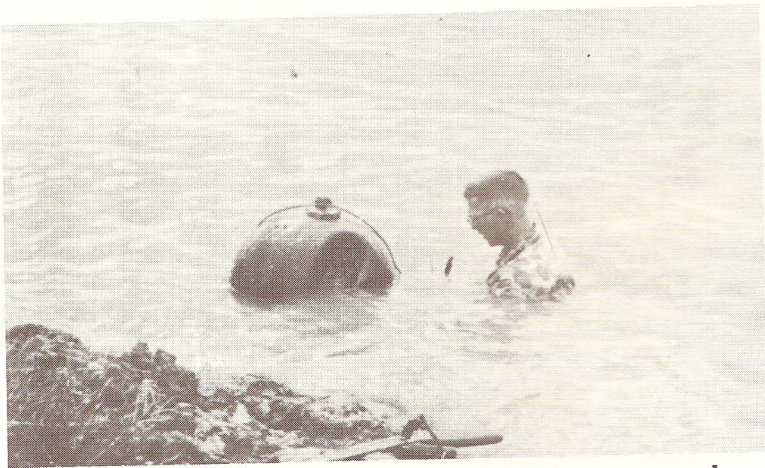
U.S. Navy Minesweeping Boat (MSB)

Preparing minesweeping equipment

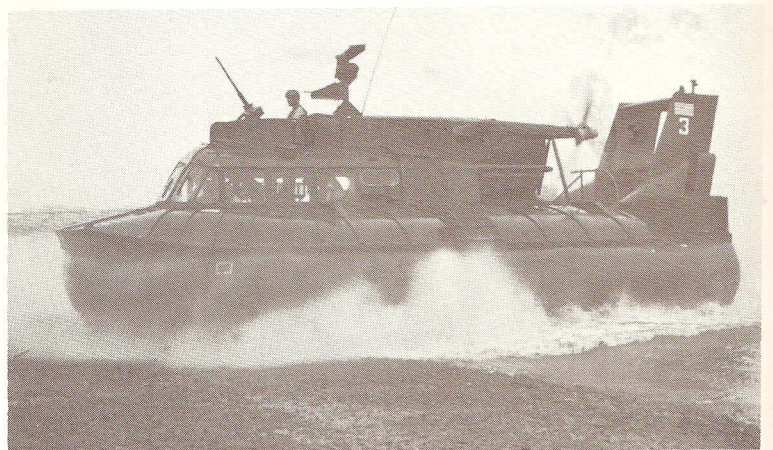




Harbor Clearance Teams of the Service Forces, Pacific, search for obstructions in ports and shipping channels.



Navy Explosive Ordnance Disposal team member checks a Viet Cong mine found floating in one of the river.



Patrol Air Cushion Vehicles (PACVs) were tested for use in both Market Time and Game Warden operations. Craft travel over a cushion of air.

CIVIC ACTION

"Love thy neighbor as thyself."

In essence, that is what the highly regarded Civic Action program in Vietnam is all about.

The U. S. Navy, with all other Armed Forces, considers Civic Action, or People-to-People, or whatever name is used, an equally important second-prong of the battle for freedom in South Vietnam.

In part, it is an official effort to win the minds and hearts of the people. To encourage them to resist the ideology of the communists. Thus making it harder for the Viet Cong to operate through the length and breadth of the land.

But, from fully organized command programs down to everyday individual acts of concern, the impetus for Civic Action is the simple desire to improve the life of less fortunate people.

The term Civic Action, as applied to the Navy in Vietnam is all inclusive.

Its primary aim is to help the Vietnamese help themselves.

It takes in special Seabee teams who spend all their time helping villagers build bridges, dig wells, put up buildings, etc.

It includes handing out Project Hand-clasp and other materials, assisting orphanages and schools, and delivering food and crop seeds to flooded refugees.

It embraces English and technical training classes, on-the-job instruction, and all forms of medical and dental assistance.

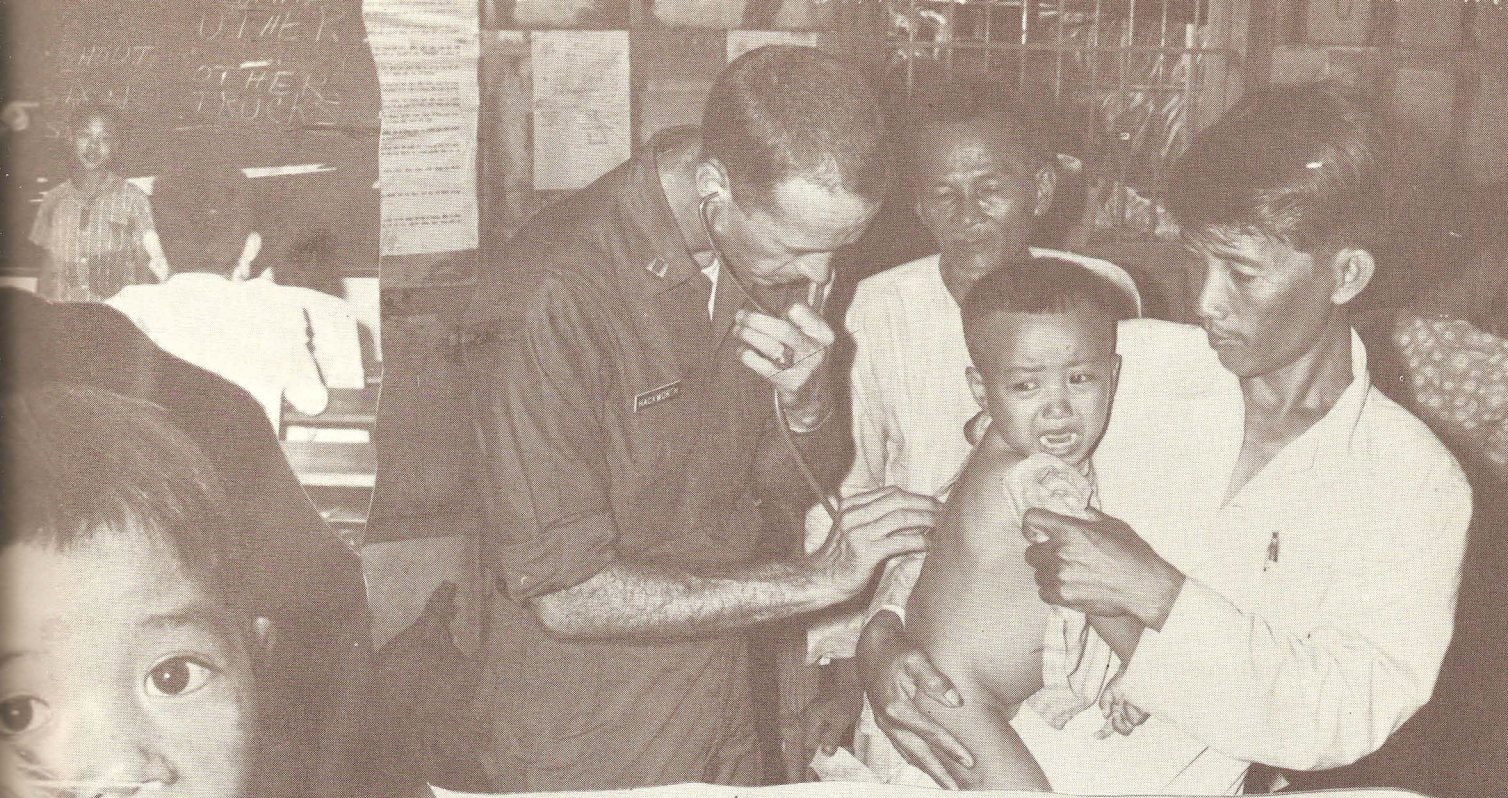
And it applies in the countless cases where Navymen on their own have aided individual Vietnamese friends, from putting youngsters through school to buying clothes, food and other needed items for families.

Whether officially sponsored as a command project, or initiated by a sympathetic sailor, Civic Action is proof of the concern for the wellbeing of the individual.

It is applying the Golden Rule in the cause of freedom.







NAVY ADVISORS

The fledgling Vietnamese Navy is increasingly making its presence felt by the Viet Cong along the coastline and in the Delta region.

And the justifiable pride of the gallant Vietnamese sailors is shared by a small group of American Navymen who serve as advisors at all levels to their Vietnamese counterparts.

From headquarters down to junks at sea and assault craft on the rivers, American advisors are providing experience and knowledge wherever and whenever needed.

U. S. Navymen ride patrol craft and junks along the coastline, advising ships' commanding officers on all phases of shiphandling, operation and administration.

Their "collateral duties" include everything from instruction on purifying ship's water to taking part in "song fests." They have been known to teach the art of cooking war zone famous "B" rations now being carried by Vietnamese ships.

In the interior of the Delta region, Americans are assigned as advisors to River Assault Groups (RAGs) which provide combat lift, logistic and gunfire support and patrol escort.

Advisors are also assigned to Navy headquarters in Saigon and at the Navy Shipyard, which is the largest industrial complex in South Vietnam.

In helping update the 90-year-old French-built yard, the Americans have encouraged the introduction of such things as an apprentice training program, metallurgical test laboratory, a hire-the-handicapped program and, typically, a snack bar and store where the Vietnamese workers can buy items cheaper than on the economy.

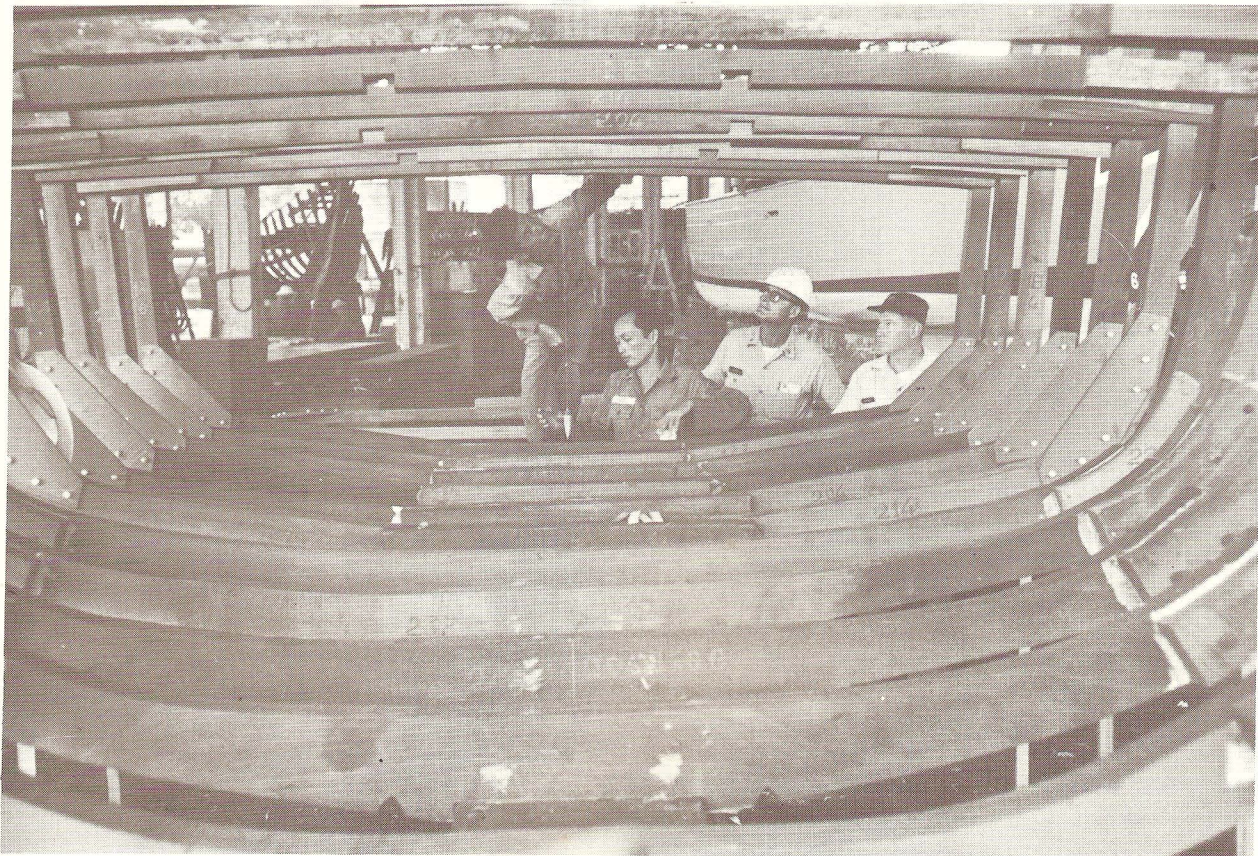
U. S. Marines are serving as advisors to the small but professional Vietnamese Marine Corps. The Americans not only take part in training efforts but accompany the Vietnamese Marines into battle.

The Chief of Staff of the Vietnamese Marines, in a birthday greeting to the U.S. Marines, expressed it well when he said:

"We pledge that we will strive always to uphold our honor as Marines and to build within the Vietnamese Marine Corps those traditions and esprit de corps which mark Marines everywhere."

U.S. Navy advisors on Vietnamese Command Junk

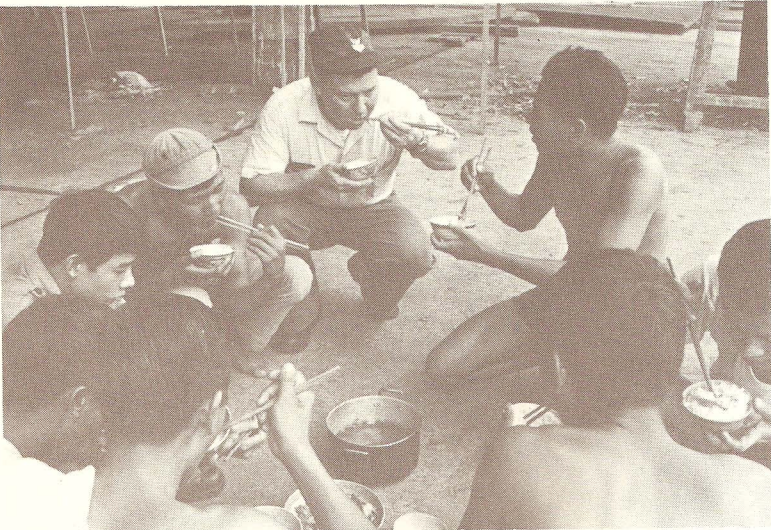




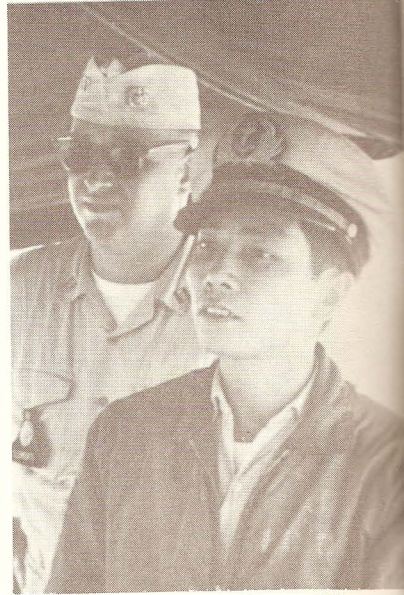
Navy advisors watch junk construction at Vietnamese shipyard

Advisor looks on during inspection of fishing junk



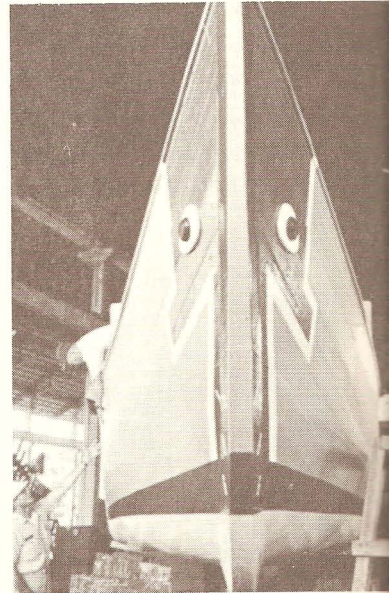


Sharing a meal



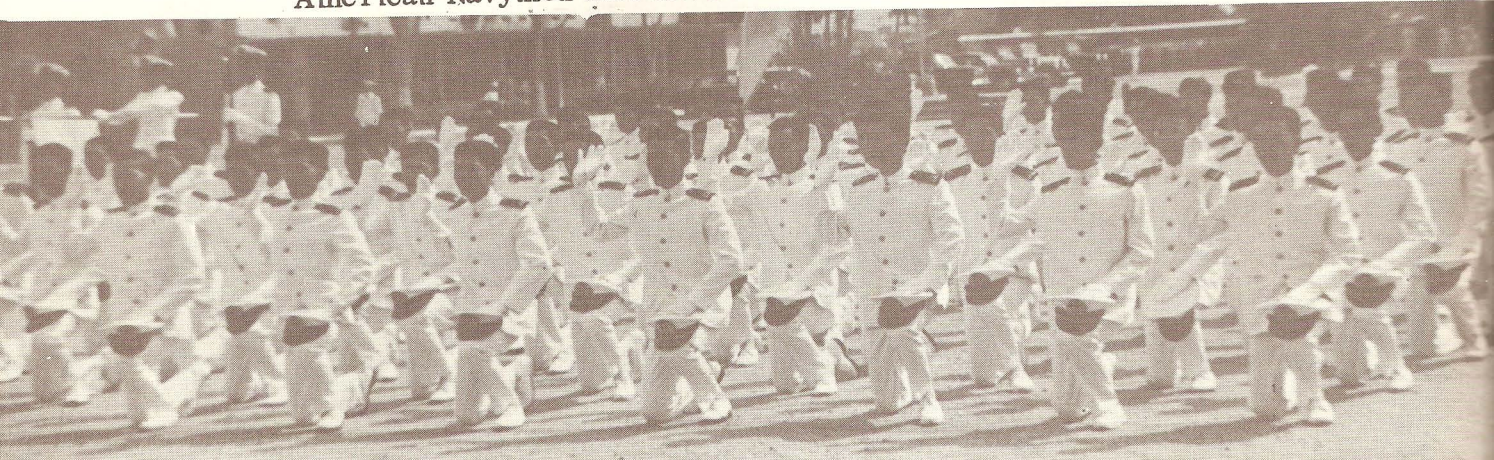
With commanding officer

How to purify water



Inspecting Yabuta junk

American Navymen also advise at the Vietnamese Naval Academy



CONTRIBUS, BATIMUS -- WE BUILD, WE FIGHT

SEABEES IN VIETNAM

Seabees in Vietnam are carrying on traditions established when the builders/fighters earned their "can-do" reputation during the island-hopping campaigns of World War II.

Their construction projects in Vietnam range from airfields to roads, to missile sites, to an airconditioned hospital.

The Seabees are concentrated mainly in the I Corps (northern) area of the Republic.

Besides programmed construction, Seabees find time for other kinds of jobs, such as helping U. S. Army Special Forces move camp sites, and improving airstrips for other advisory units.

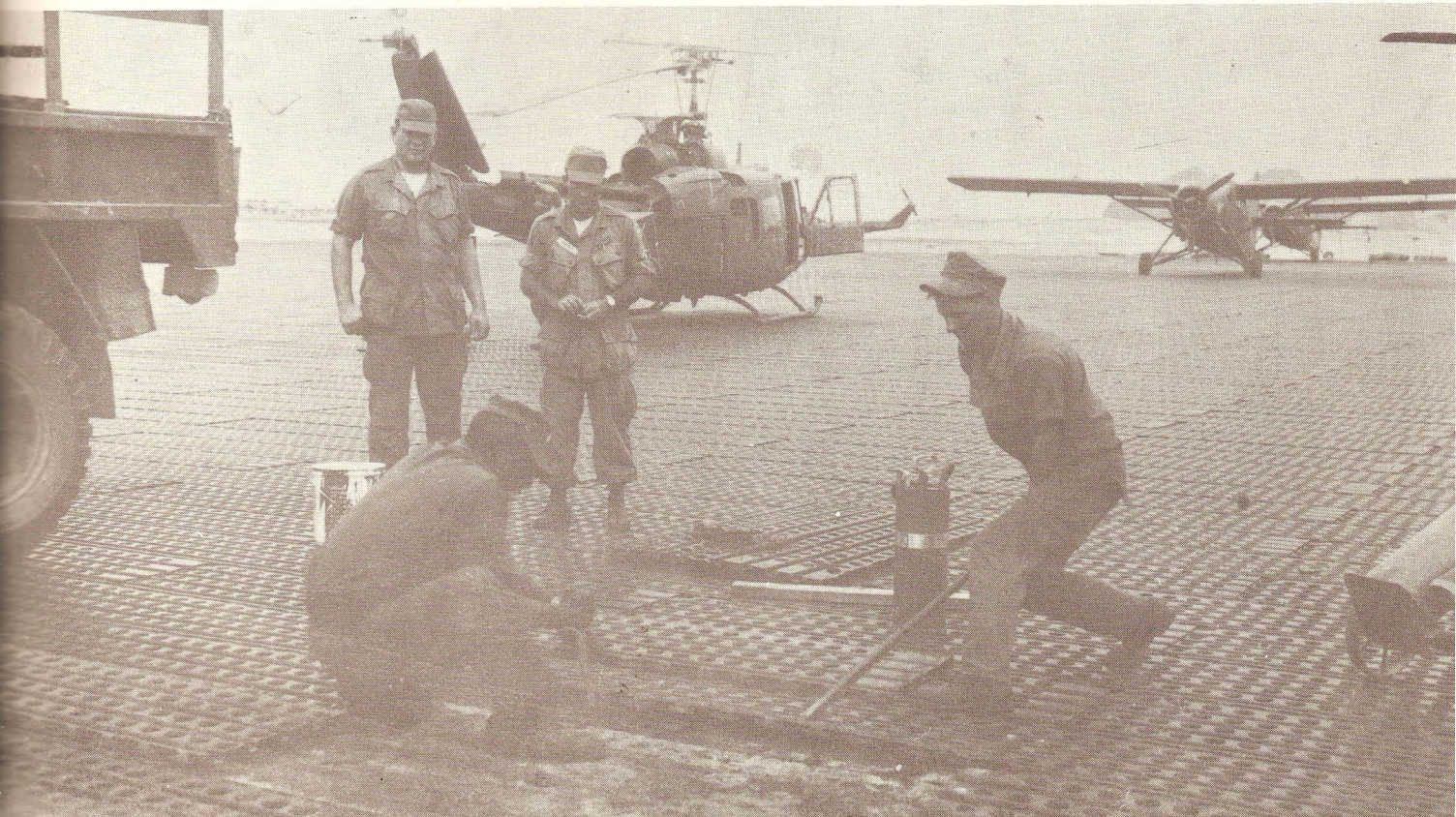
They are called on to build messing, berthing and other living facilities right at the front lines in this unique jungle war. When they do, they have the training to provide their own protection.

Seabee teams are working in fulltime support of United States Agency for International Development (USAID) in Civic Action projects.

Roaming the countryside, they build roads, bridges, schools and hospitals, dig wells, design and construct New Life hamlets, and train Vietnamese in basic construction skills and techniques.

The first Seabees arrived in Vietnam in January 1963 to support Army Special Forces with camp construction, Civic

Repairing a runway



Action and military engineering under the Civilian Irregular Defense Group program.

The effort has since mushroomed into an entire Brigade, with over half the Seabees in the Navy involved directly in the fight against communism.

On May 7, 1965, Seabees of Naval Mobile Construction Battalion Ten joined with the Fourth Marine Regimental Landing Team to make the first major amphibious landing since the Korean War... at the beaches of Chu Lai, Vietnam. This was the first Seabee landing with Marines since World War II.

Immediately after the landing, the Seabees began constructing an expeditionary airfield on deep, shifting sand. Although there were tremendous construction difficulties, Marine jets were screaming off the airfield to Viet Cong targets just 23 days after the Seabees came ashore.

Additional battalions have since poured in, setting up base camps in and around Da Nang, Hue and Chu Lai, all in the I Corps area.

Bitter attacks have been leveled against them by the Viet Cong.

For two months the Seabees worked at top speed to build a much-needed Navy hospital for wounded Marines in the Da Nang area.

During the early morning hours of Oct. 28, the VC shelled the construction site and destroyed eight of the almost completed hospital buildings.

The next day, Seabees grimly went about the business of cleaning up the debris and started all over again. The hospital

was completed as previously scheduled on Jan. 10, 1966.

Another major attack saw some 30 mortar rounds hitting in or on the perimeter of a camp site.

In September 1966 President Johnson posthumously awarded the Congressional Medal of Honor to Construction Mechanic Third Class Marvin G. Shields, a member of Seabee Team 1104.

The award was for actions in the defense of the Special Forces camp at Don Xoai in June 1965.

Shields, who died from wounds sustained in the battle, is the only Seabee ever to win the Medal of Honor and the only Navyman to be so honored thus far in the Vietnamese conflict.

To coordinate the Navy's mobile construction work in Vietnam, the 30th Naval Construction Regiment was recommissioned June 1, 1966, with headquarters in Saigon.

The Commander of the Brigade is also the Officer-in-Charge of Construction, Vietnam, and as such oversees the work of civilian combines engaged in multi-million dollar construction programs throughout the country.

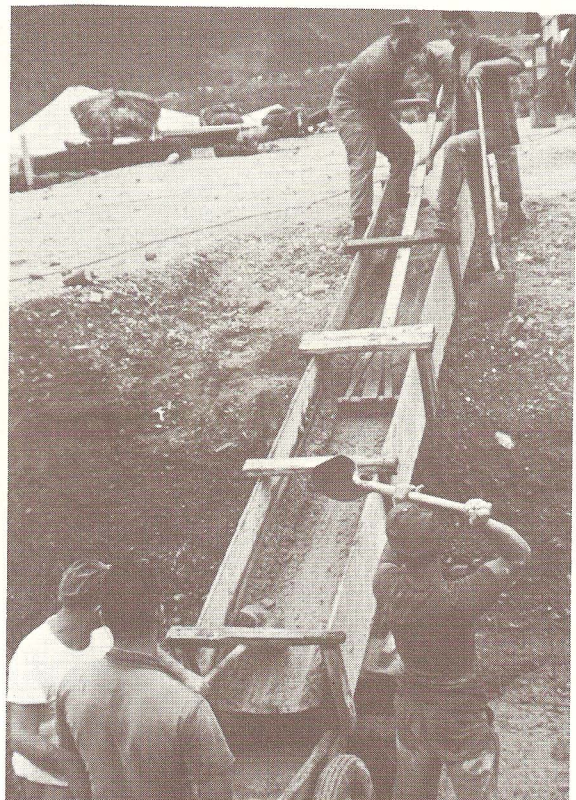
The Seabees alone account for more than ten percent (between \$150 and \$200 million) of all construction in Vietnam.

What General MacArthur wrote to Admiral Ben Moreell Seabee boss during World War II, is as true today as then:

"The only trouble with your Seabees is that you don't have enough of them."



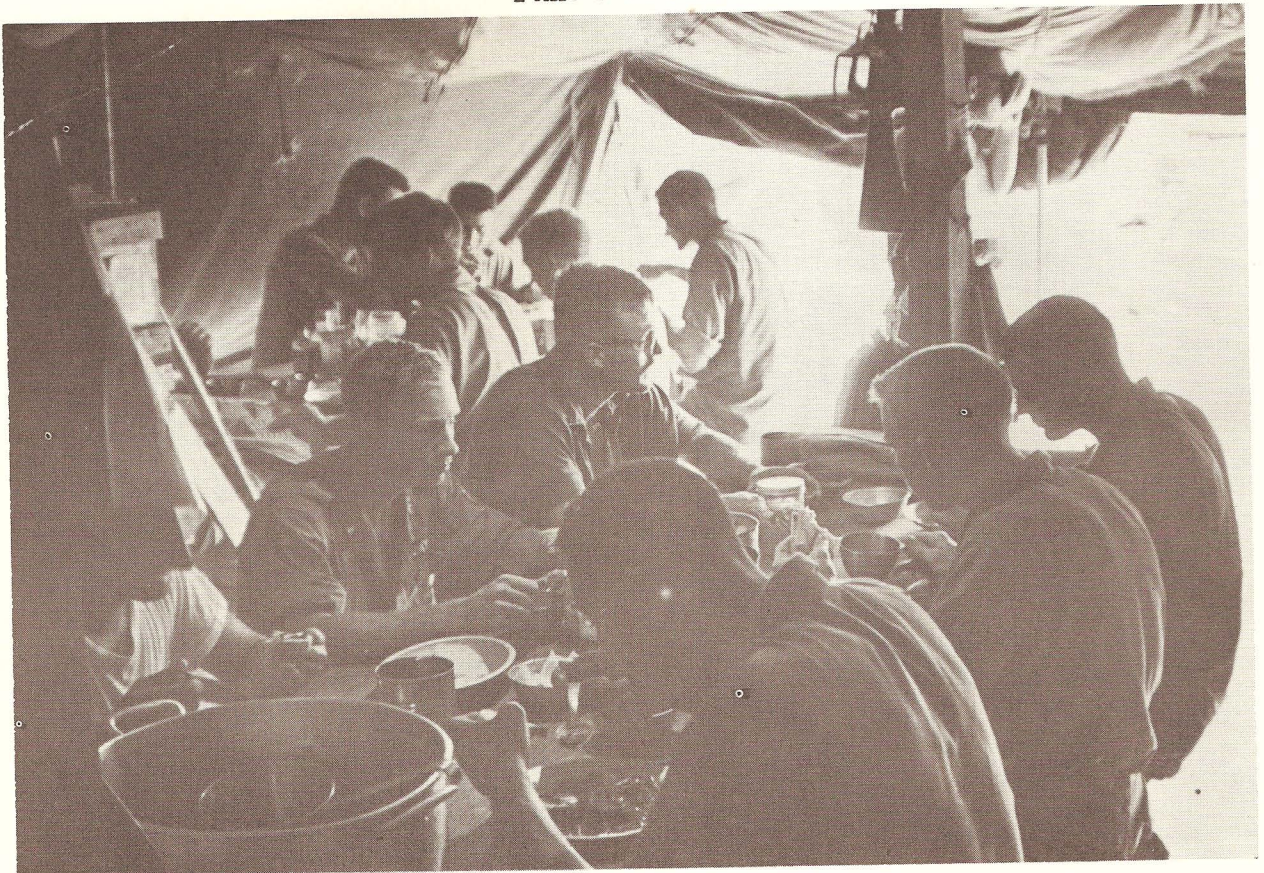
At work on Special Forces camp





Getting water for construction project

Time out to eat



US NAVAL SUPPORT ACTIVITY DA NANG

U. S. Marines and other Free World Forces battling the communists in the northern I Corps zone of Vietnam are being supported by one of the U. S. Navy's largest overseas commands.

The U. S. Naval Support Activity, Da Nang (NAVSUPACT), was established Oct. 15, 1965, with the specific mission of providing the Third Marine Amphibious Force with the wherewithal for fighting the war.

During the Command's first year in existence, Da Nang changed from not much more than an anchorage to a bustling, full-fledged deep sea port, with a quarter million tons of cargo handled monthly.

A bridge-cargo complex, completed in July, 1966, was the first major improvement of offloading facilities. On October 15, the Thong Nhat deep water pier complex was officially dedicated. The addition of the two 90 by 600 foot piers, plus a special DeLong Pier, more than dou-

bled the cargo capacity.

An additional 73 acres of adjacent storage area has greatly increased the offloading and redistribution capability of NAVSUPACT.

Major building projects now underway will give NAVSUPACT one of the largest warehouse complexes in the world with nearly 600,000 square feet of covered storage space.

From an original 1,412 officers and enlisted men, NAVSUPACT has grown to a force of almost 7,500 Navymen and 1,400 Vietnamese civilian employees.

The Command's operations have expanded to include detachments at Chu Lai, Hue and Dong Ha.

Headquarters are in downtown Da Nang. The main berthing cantonment is Camp Tien Sha, located at the base of Monkey Mountain. It provides berthing and messing facilities for over 4,000 officers and men. An additional 2,000 men

Bridge-Cargo Complex



live aboard barracks ships and an attack transport anchored in Da Nang harbor.

Areas of activity include administration, security, operations, supply, communications, public works, repair, medical, dental, and industrial relations.

The Security Division is charged with base security, road patrol, fire protection, investigation and intelligence.

Operations Division responsibilities include harbor security, lighterage craft, navigational aids in the harbor and Da Nang river, service craft and air operations for the command airplane.

The Public Works Division coordinates construction design, project management, planning, real estate, and construction, maintenance, utilities, and transportation.

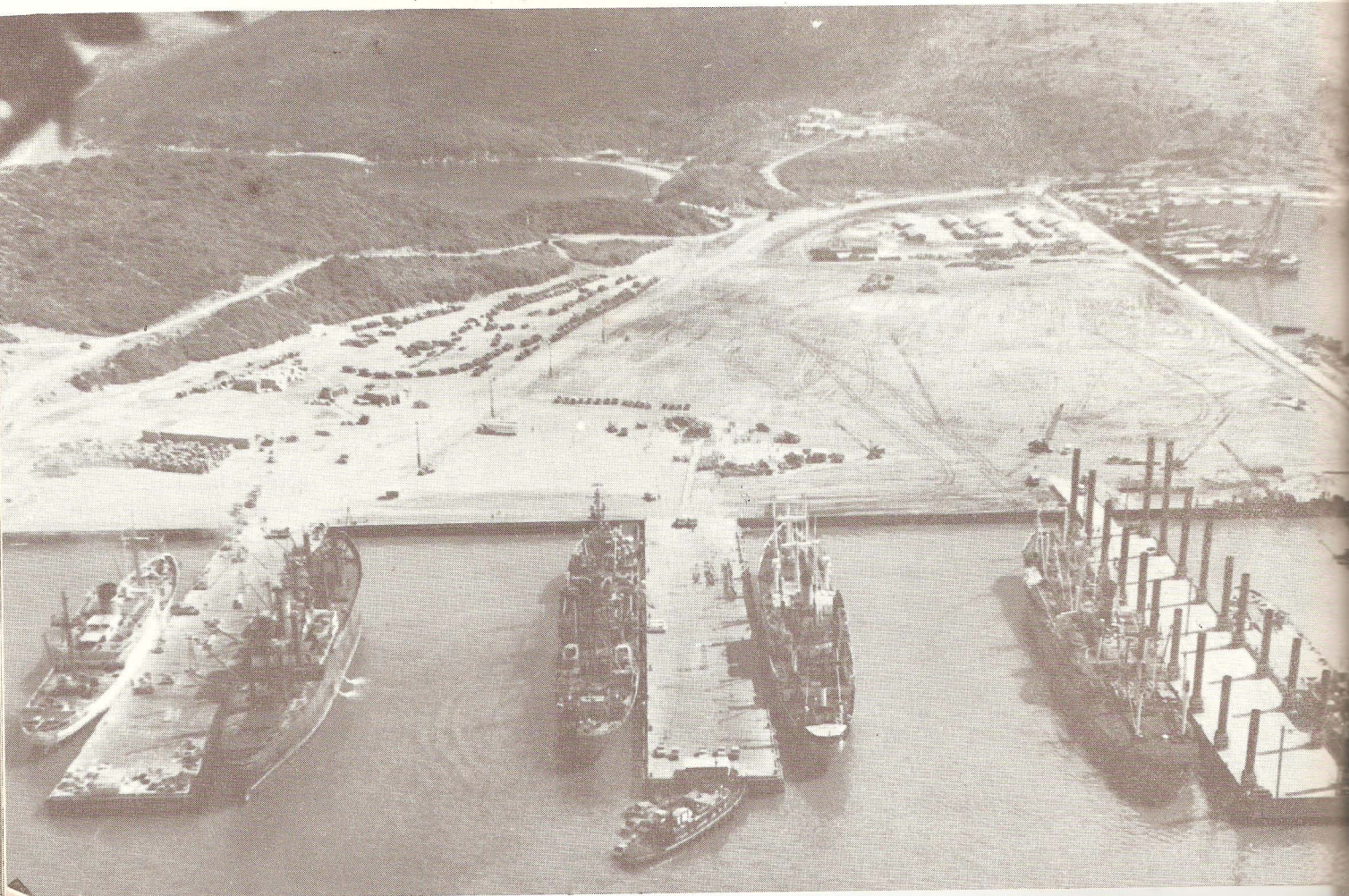
The Repair Department maintains a floating repair facility to handle general overhaul and maintenance of service craft, a 100-ton floating crane and floating dry dock for craft overhauls.

A staff of over 350 officers and enlisted men operate the 400-bed station hospital, sickbays, and dental clinics. The air-conditioned hospital has full medical facilities available including a radiology clinic, pathology laboratory, neurosurgical wards, orthopedics clinic, and an optical dispensing unit. It has the first frozen blood bank ever to operate in a combat zone.

The Industrial Relations Department hires Vietnamese citizens to work for the Naval Support Activity and other commands in the area in a multitude of capacities.

Support rendered by NAVSUPACT DA NANG, from food and fuel to ammunition and medical care, has enabled the Marines to carry out their successful campaigns against the Viet Cong. In addition the Command has been aggressive in the field of Civic Action, concentrating primarily in the area of Da Nang City and its associated villages and hamlets.

Deep water piers in Da Nang Harbor

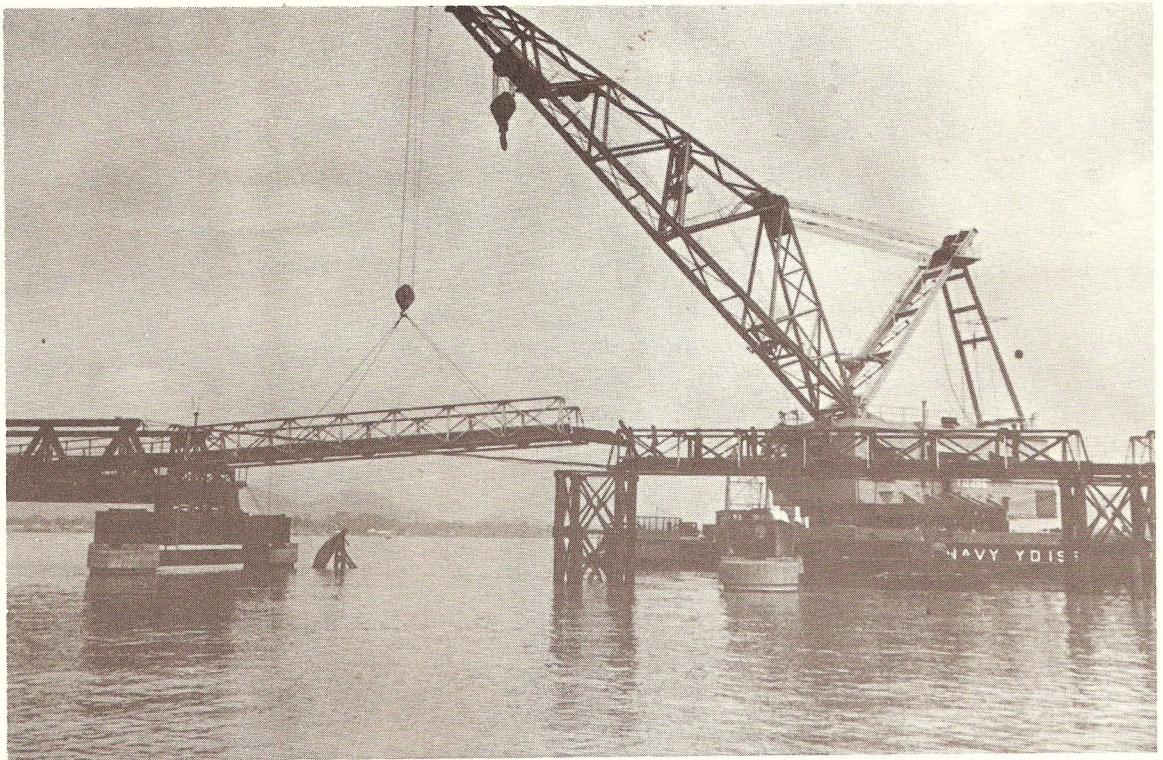




Hospital buildings at Da Nang

Rigging fuel line for pumping from tankers

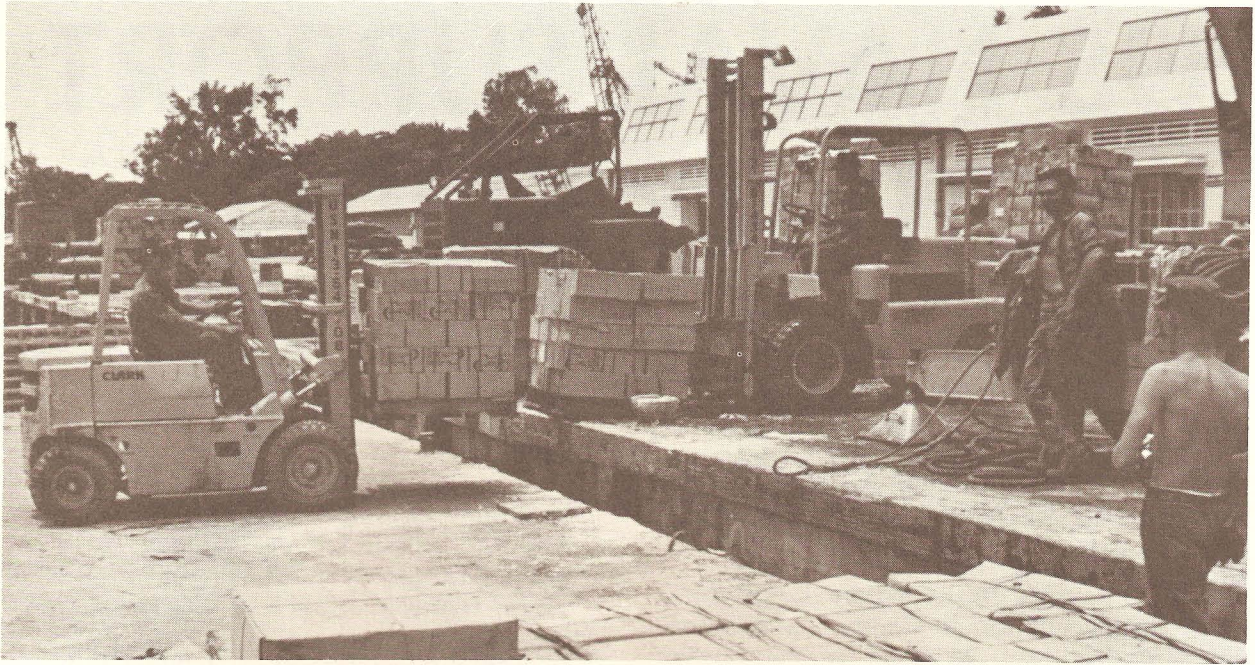




Bridge complex at Da Nang

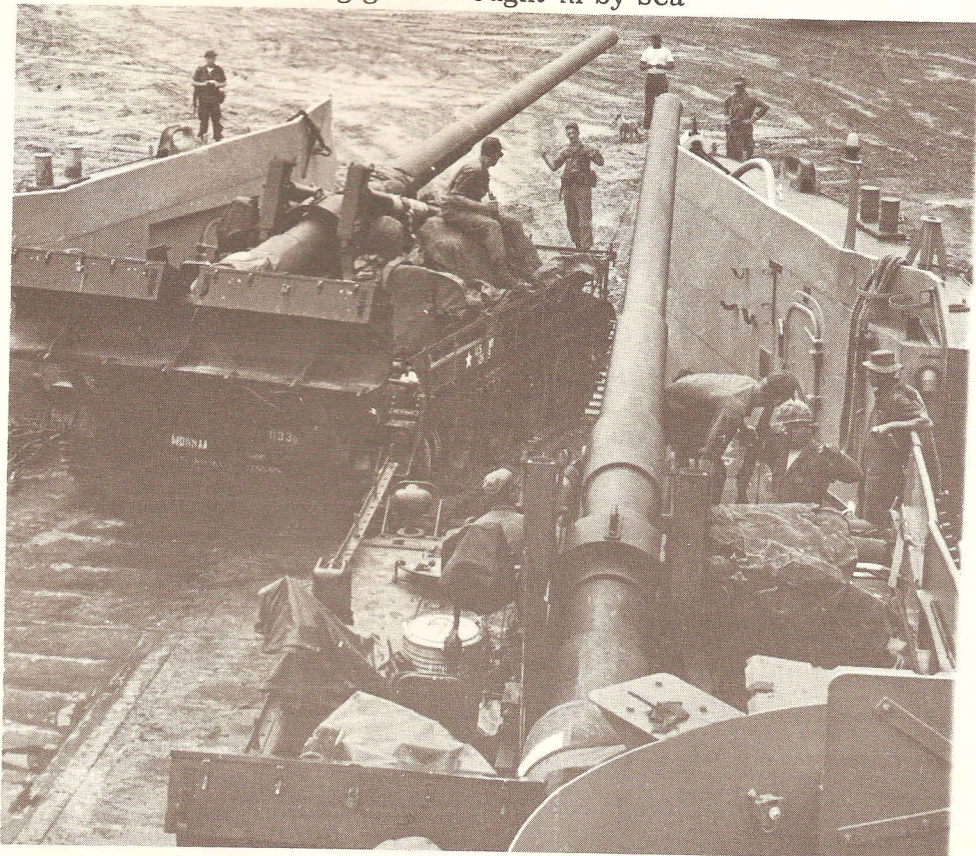
Onlooker watches landing craft discharge vehicles





Unloading cargo at commercial pier in Da Nang

Big guns brought in by sea



US NAVAL SUPPORT ACTIVITY SAIGON

With two-thirds its people located outside the environs of the Capital City area, the U. S. Naval Support Activity, Saigon (NAVSUPPACT) has a slightly less than accurate title for the Navy's logistic force in the II, III, and IV Corps sectors of South Vietnam.

Detachments of the Saigon-headquartered command reach from the edge of the II Corps tactical zone in the North around to Phu Quoc Island in the Gulf of Thailand. In the southern Delta region they stretch from the South China Sea almost to the Cambodian border.

Bases along the coastline give direct support to Operation Market Time and Harbor Defense, whose efforts are aimed at preventing Viet Cong infiltration of men and equipment by sea, and sabotage of shipping in harbors.

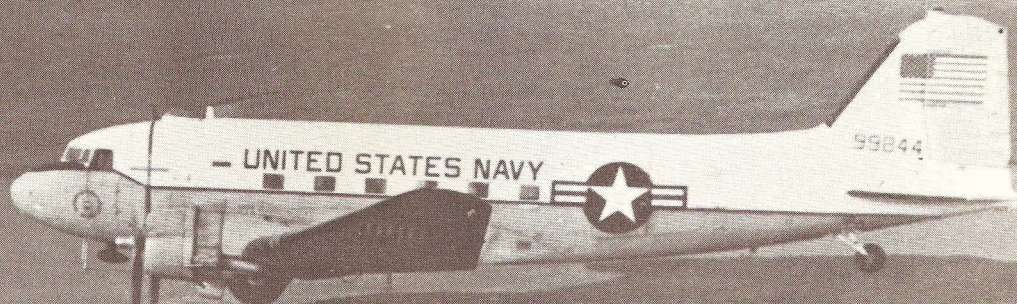
Coastal bases are located at Qui Nhon, Nha Trang and Cam Ranh Bay in the II Corps area, at Cat Lo in the III Corps area and at An Thoi on Phu Quoc Island.

In the Mekong Delta, where about half the Vietnamese population lives, NAVSUPPACT detachments support river patrol boats and crews engaged in the counterinfiltration efforts of Operation Game Warden.

Nha Be, in the Rung Sat Special Zone near Saigon, and Me Tho, Vinh Long, Sa Dec, Long Xuyen and Can Tho are logistic centers in the IV Corps area which covers the rice-rich Delta. Cat Lo supports Game Warden as Well as Market Time Operations.

Base sites run from completely isolated camps like Cam Ranh and An Thoi to locations in the center of Delta towns like My Tho and Sa Dec.

C-47 Skytrain over Delta region of Vietnam



A proportionate share of Saigon-based personnel are "in the field" more often than not.

Pilots and crewmembers of NAVSUPPACT's four-plane bush airline are obvious examples. Flying three C-47 Skytrains and one C-45 Beechcraft, they transport any and everything from cargo and people to mail and Christmas trees.

The Seabees of the Public Works department are another prime example of more "out" than "in" people.

Roaming from base to base, the sailor-soldier-construction experts build, maintain and fix everything from piers and outhouses to generators and motor vehicles.

Radiomen and electronic technicians of the Repair department are constantly on the road to keep vital communications channels open and operating.

The Supply department has roving field teams assigned to smooth logistic problems arising between user and supplier.

Administrative personnel regularly visit field activities to assist and coordinate personnel, medical, special service, and information and education programs.

Chaplains assigned to NAVSUPPACT are true "circuit riders." There are others, such as photographers, who can figure on half their year's tour being somewhere outside Saigon.

Led by Commander Naval Support Activity, Saigon, department heads and other officers are also constantly out seeing for themselves what the problems are and looking for solutions.

In Saigon, storekeepers are kept busy ordering, receiving, sorting, loading and shipping the literally thousands of items,

big and small, required to wage war against the Viet Cong.

Postal clerks job is to see to it the mail gets where it is supposed to go, on time.

Disbursing clerks handle pay for all Navymen in the three Corps areas. Personnelmen and yeoman take care of their records and administrative problems.

Gunners Mates not only see to it that the field activities are supplied with arms and ammunition, they instruct in the use of weapons.

Lithographers, draftsmen, enginemen, boatswains mates, radiomen, whatever job they are doing, it is all part of NAVSUPPACT's mission.

That mission, simply stated is: "Provide Navy elements in the II, III, and IV Corps areas of South Vietnam with logistic and administrative support.

This includes construction and maintenance of bases, maintenance and repair of the small boats, medical services, communications, and supply, fiscal and transportation functions.

In addition to Market Time, Game Warden and Harbor Defense, these elements include such diverse activities as Naval Advisors to Vietnamese forces; the Officer in Charge of Construction, Vietnam; and the Military Sea Transportation Service.

A Service Force, Pacific, command, NAVSUPPACT was established May 17, 1966.

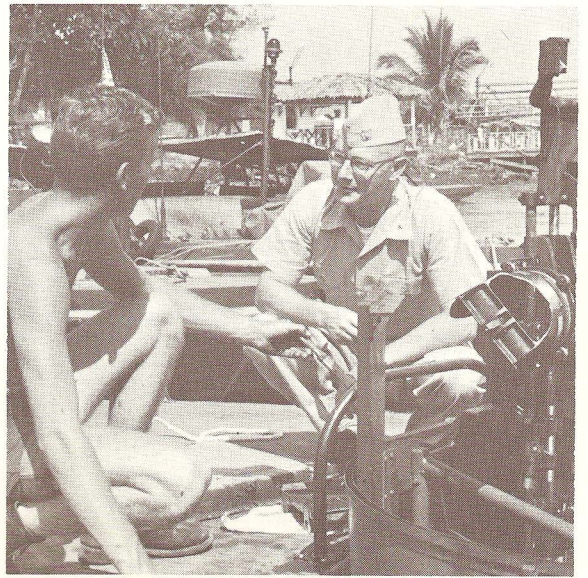
To help carry out its mission, NAVSUPPACT has operational control of two light cargo ships, two repair ships, a barracks ship, and owns a host of smaller boats and craft.



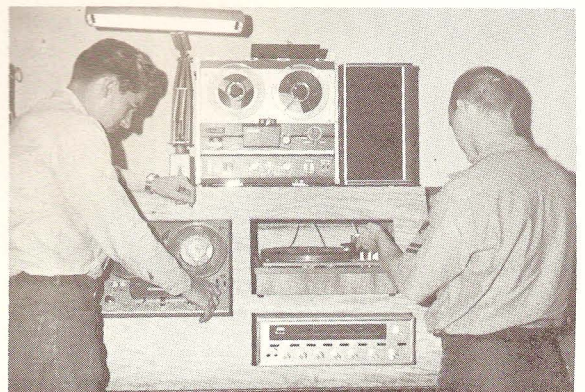
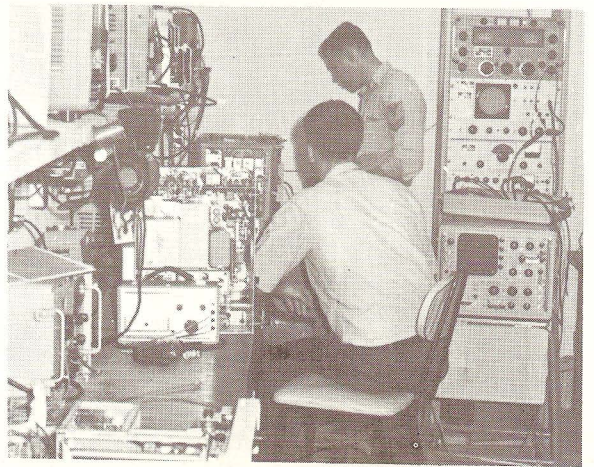
PBR goes back into water after overhaul at Can Tho

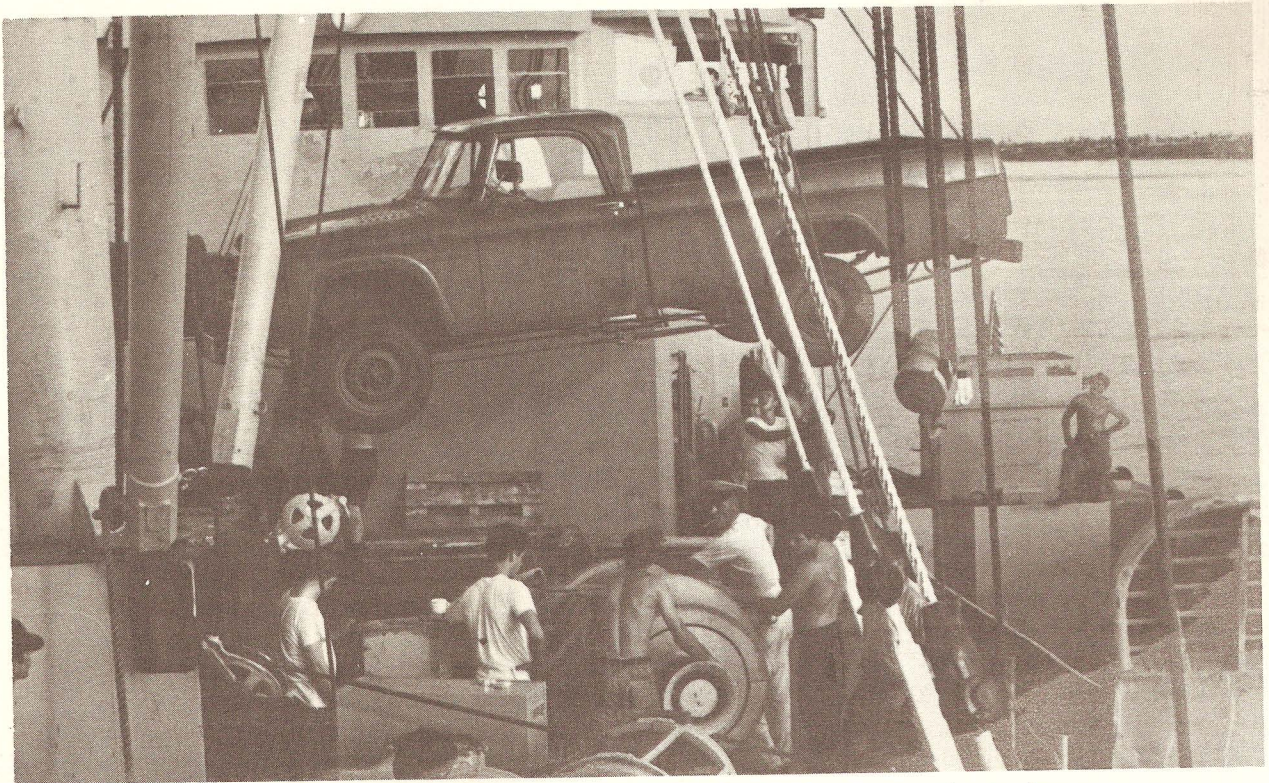
PBRs and SWIFTS alongside pier at Cat Lo





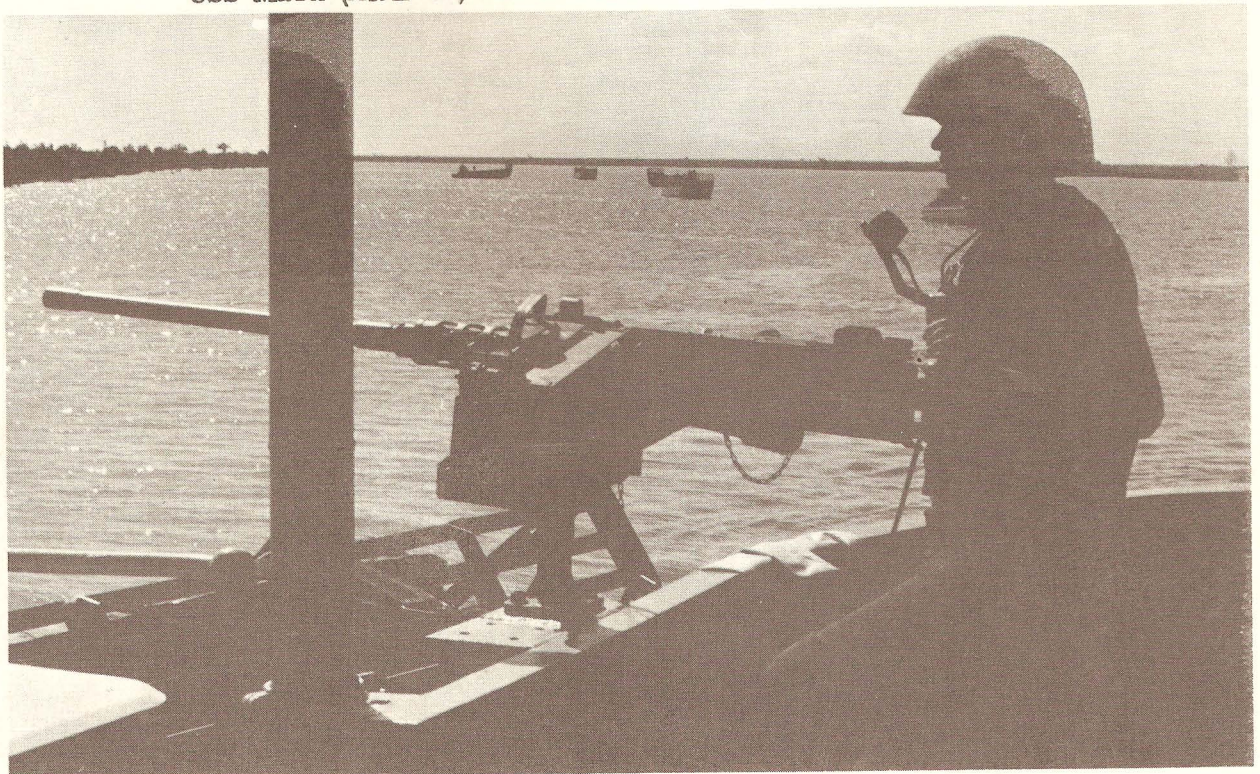
ABOVE AND BELOW - Seabees at work.
UPPER RIGHT - Chat with the Chaplain.
RIGHT - Repairing electronic equipment .
LOWER RIGHT - Recording music for use
at bases .





Cargo loaded on USS Brule (AKL-28) for bases in the Delta

USS Mark (AKL-12) escorts LCM convoy down Mekong River





Support ships USS Tutulla (ARG 4) and APL 55 await Coast Guard Cutter coming alongside

