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NAVAL FORCES VIETNAM

MONTHLY HISTORICAL SUMMARY

JULY 1966

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APPENDIX I MARKET TIME Statistical Summary, July 1966

APPENDIX II GAME WARDEN Statistical Summary, July 1966

APPENDIX III Summary report of activities of U.S. Naval Support Activity, DaNang for the period 1 January through 31 March 1966

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CHRONOLOGY OF SIGNIFICANT EVENTS, JULY 1966

1 --- My Tho based PBRs intercepted a Viet Cong tax collector; five VC KIA; one sampan, one rifle, documents captured (p. 17)

2 --- PCF 52 detected four evading Viet Cong junks; sank two with one secondary explosion (p. 3)

7 --- Coastal Group 24 patrol sank two Viet Cong junks; two VC KIA (p. 38)

9 --- PBR collided with RAG LCM resulting in heavy damage to PBR (p. 19)

Fire team helicopter crashed upon takeoff from TORTUGA; no casualties (p. 24)

PCF 57, while assisting Coastal Group 21, sank one Viet Cong junk after receiving small arms fire; four VC KIA; four VC, one rifle captured (p. 4)

11 --- USS SALISBURY SOUND (AV-13) established seadrome at Cam Ranh Bay (p. 13)

12 --- Fire team helicopter crashed upon takeoff from TORTUGA; pilot killed (p. 24)

PCF 35 and PCF 38 came under recoilless rifle attack; PCF 35 received one direct hit; PCF 38 received shrapnel damage; one crewman from PCF 38 WIA (p. 5)

14 --- Coastal Group 41 Command Junk was sunk by Viet Cong recoilless rifle fire; four VNN WIA (p. 39)

20 --- TORTUGA helicopter fire team destroyed four Viet Cong sampans (p. 23)

21 --- TORTUGA helicopter fire team destroyed six Viet Cong structures, one junk; damaged 25 structures, five junks; one crewman WIA by ground fire (p. 23)

Coastal Group patrol broke up Viet Cong river crossing; four sampans, three mortars and one VC captured (p. 39)

22 --- PCF 44 collided with a civilian junk; six bodies recovered and eight persons missing (p. 9)

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23 --- My Tho PBRs with RAG support ambushed a Viet Cong river crossing; seven VC KIA; one sampan, one rifle, and documents captured (p. 15)

USS MARK (AKL-12) became the first cargo ship to transit the Bassac River in ten years (p. 31)

Coastal Group 13 land patrol made contact with a Viet Cong force; three VC KIA, two carbines and two sub-machine guns captured; six VNN KIA (p. 38)

27 --- SEAL Team uncovered a Viet Cong base camp with a large quantity of supplies in the Rung Sat Special Zone; one VC KIA and two VC WIA; three weapons captured (p. 27)

28 --- 16 additional PCFs arrived in-country (p. 11)

30 --- PBRs on the Soirap River received recoilless rifle and automatic weapons fire; one PBR hit by recoilless rifle; two crewmen WIA and PBR damaged (p. 26)

31 --- Eight additional PBRs arrived in-country (p. 28)

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COASTAL SURVEILLANCE FORCE

Although no major infiltration attempts were detected by MARKET TIME forces during July, increased surveillance engendered more hostile fire and evading junk incidents.[1] Patrol units continued to assist friendly ground troops with urgent and preplanned gunfire support missions. MARKET TIME forces were augmented by sixteen additional PCFs and two additional MIUWS Units.

EVADING JUNK INCIDENTS

As programmed MARKET TIME forces continued to arrive in country, inshore coastal areas previously patrolled randomly began receiving continuous coverage by WPBs and PCFs. This expanded inshore patrol activity resulted in a constantly increasing number of incidents involving MARKET TIME units along with a sharp rise in the number of small junks and sampans attempting to evade search by patrol craft. These junks and sampans were normally detected proceeding along the coast near the surf line. When ordered to come out for inspection they frequently evaded search by running in to the beach where the occupants fled to nearby protective rocks or trees. In the majority of these incidents MARKET TIME units received small arms or automatic weapons fire from the beach area, preventing further inspection of the craft. In such situations the craft were destroyed by machine gun or mortar fire.

Such an incident occurred at 0100 on 2 July in the coastal area 30 miles north of Nha Trang. PCF 52 detected and illuminated

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[1] See Appendix I for Statistical Summary

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four junks which attempted to evade. After warning shots were ignored, the junks were taken under fire by machine gun and mortar. One junk sank with a secondary explosion and a second was destroyed by mortar fire. The remaining two junks successfully evaded. The Viet Cong on the two junks destroyed were presumed killed.

Extensive PsyOps programs were started during the month, directed at the junk and sampan crewmen, in an effort to make them aware of the consequences of attempting to evade search. It was anticipated that this program would minimize the chance of death or injury to innocent civilians.

MARKET TIME units saw their heaviest action during July in the vicinity of Ille Nuoc, 38 miles north of Qui Nhon. At approximately 1500 on 9 July a patrol from VNN Coastal Group 21 anchored two junks in the lee of Ille Nuoc to cook their meal. They noticed an apparently abandoned junk on the beach and two sailors were sent to bring it off. As they approached the junk they came under heavy Viet Cong fire and were killed. The Coastal Group patrol withdrew, suffering one additional man killed and several wounded. There was no U.S. advisor embarked.

The first MARKET TIME unit on the scene was PCF 57. While first aid was being administered to injured CG 21 personnel, a suspicious junk was observed leaving the island and proceeding toward the mainland. PCF 57 closed the junk, firing warning shots and sounding her siren; she received small arms fire in return. The eight occupants of the junk then abandoned their craft and attempted to evade by swimming. The PCF closed, firing additional warning shots which went unheeded, and finally took

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the junk and the fleeing Viet Cong under fire. Four Viet Cong were believed killed and an additional four were captured and taken aboard PCF 57. Also captured were one rifle, ammunition clips, grenades and personal gear. Three additional weapons were lost when the junk capsized.

During the engagement PCF 57 came under small arms fire from the shore. PCF 66 arrived to assist and both units fired machine gun and mortar suppression at the enemy positions. PCF 57 then headed for USS ROWAN (DD 872), in the area for gunfire support, to obtain medical assistance for the wounded Coastal Group personnel. She then proceeded to CSC Qui Nhon to deliver the prisoners. PCF 66 remained in the area to search for additional Viet Cong; however, none were located.

Another Viet Cong movement was thwarted the afternoon of 19 July when, at 1440, PCF 18 detected an evading boat 80 miles southeast of DaNang. As the PCF closed, the single occupant took to the water and successfully evaded behind rocks; however, two additional sampans and two thirty foot junks were detected as the PCF closed the area. These also attempted to evade despite warning shots, and were taken under direct fire. One junk was immediately destroyed in a violent secondary explosion caused by .50 caliber machine gun fire. PCF 18 and USS ADVANCE (MSO 510) arrived on the scene shortly afterwards and took the second junk under fire, inflicting heavy damage. Close surveillance was maintained in the area during the night but no further activity was noted.

Three Viet Cong were captured the night of 27 July when

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PCF 56 took two evading junks under fire just south of DaNang. One junk was captured.

On 17 July the officer in charge of PCF 58 was wounded in an attempt to recover an abandoned junk which had evaded. While directing local fishermen to the sampan, the PCF came under small arms fire from the shore. As she opened the range while returning fire the officer in charge received a minor thigh wound. The action took place fifty miles north of Qui Nhon.

Numerous actions of lesser magnitude occurred during the month with evading junks being taken under fire and damaged or destroyed, and the occupants killed. On several occasions junks successfully evaded. The night of 15 July, USCGC POINT CAUTION opened fire on six evading junks in the area just south of the Demilitarized Zone; but ceased fire when the junks evaded into the Demilitarized Zone. On 13 July three boats employed a typical evasion tactic, maneuvering behind outcroppings of coastal rocks, when they were taken under fire by PCF 18.

The presence of a friendly coastal village often made it impossible to take evading vessels under fire. On 3 July, USCGC POINT LOMAS, operating several miles south of the Demilitarized Zone, fired warning shots at an evading junk. However, the junk approached a village and therefore was not taken under direct fire. On 8 July a MARKET TIME VP-2 aircraft received fire from three sampans near the north bank of the entrance to the Cua Tieu River in the Mekong Delta. PCF 31 observed the incident, but was unable to fire on the sampans due to the presence of a village.

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HOSTILE FIRE INCIDENTS

Several hostile fire incidents not involving Viet Cong junks took place during July. The most significant occurred the afternoon of 12 July when PCF 35 and PCF 38, operating on the eastern shore of the tip of the Ca Mau Peninsula, received three rounds of recoilless rifle fire. The two boats were approximately 1100 yards from the beach when fired upon. Both PCFs cleared the area, expending 1200 rounds of .50 caliber machine gun ammunition and ten rounds of 81mm mortar suppression fire.

Two rounds were fired at PCF 38 and one round at PCF 35. PCF 35 sustained a direct hit on her starboard quarter resulting in a one foot hole in her hull and severe damage to the starboard fuel tank (see photograph). In addition, PCF 38 received minor shrapnel damage in the pilot house area with one crewman receiving minor shrapnel wounds. Viet Cong casualties were unknown.

The previous evening USCGC POINT HUDSON had approached the same area to within 500 yards of the shore without receiving any hostile fire. The Viet Cong ambush may have been based on the possibility of another close approach. The area lies along the boundary between two operating zones and subsequent investigation revealed that PCFs frequently turned in toward the beach at the point where the attack took place.

In another recoilless rifle attack, PCF 47 received two rounds of fire while operating in the island region 30 miles

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north of Nha Trang on 6 July. The fire was returned with 81mm mortar as PCF 47 cleared the area. No damage or casualties were sustained.

On 11 July, PCF 60 received machine gun fire while closing the beach to investigate a contact ten miles north of Qui Nhon. The PCF returned the fire and departed the area with no casualties. On 16 July PCF 52 received small arms fire from shore positions just south of Nha Trang while conducting a PsyOps broadcast. The PCF received two hits in the pilot house, one in the main cabin, one in the gun tub and one on the radar mast. There were no personnel casualties.

NAVAL GUNFIRE SUPPORT

Although naval gunfire support is usually provided by Seventh Fleet units operating off the coast of Vietnam, MARKET TIME units, armed with 81mm mortars (PCF,WPB), 40mm rapid fire guns (MSO), and 3"/.50 caliber guns (DER) in addition to .50 caliber machine guns, also perform this function. Because there is a large number of units along the coast, MARKET TIME units are frequently called upon to provide urgent gunfire support to friendly units under attack. Occasionally MARKET TIME units are assigned pre-planned gunfire missions in support of ground operations.

Nine missions were fired during July. On 19 July, PCF 48 with PCF 54 in company provided urgent gunfire support to friendly forces 35 miles north of Nha Trang. Seventy-eight rounds of 81mm HE ammunition were expended with one secondary

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junks. In the most serious of these, PCF 44, assigned patrol in area 4D, collided with an unlighted passenger junk 25 miles

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north of Nha Trang on 22 July. The night was slightly overcast, with visibility of unlighted objects limited. The radar was in peak operating condition and the night observation device was in use, but no contact was established. The PCF was proceeding at eight knots. As soon as the junk was spotted the PCF backed full and twisted, but in spite of her efforts collided with the bow of the junk.

She illuminated the area immediately and put a swimmer in the water to bring survivors aboard. PCF 42, operating in area 4C, was called to assist; and VNN Coastal Group 25 units and Air Force and Army helicopters participated in the search. Search operations continued throughout the following day. Of the 25 passengers on the junk, only ten were saved; six bodies were recovered and nine persons were missing.

At 0500 on 25 July, PCF 20, operating 110 miles north of Qui Nhon, collided with a 20 foot sail-only junk in choppy seas and heavy rain. The junk was unlighted and not held on radar. The junk sank immediately, but the two occupants and all their gear were saved. There was no damage to the PCF. On 14 July, USCGC POINT GREY, operating in Area 9 in the Gulf of Thailand, collided with a junk. The six occupants were rescued with the help of Coastal Group 43.

OPERATIONS

On 5 and 6 July, USS WARBLER (MSC 206), USCGC POINT PARTRIDGE, MSB 52, PCF 24 and PCF 25 conducted a bottom search in the area of the 20 June trawler capture. Using USS TORTUGA (LSD 26) as a logistic support ship, the Task Unit conducted bottom sonar and

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galvanic detection sweeps in an attempt to locate any equipment that might have been jettisoned by the trawler's crew during the engagement. In addition, MAD sweeps of the area were conducted by a MARKET TIME P2V.

By the conclusion of the two day operation five contacts had been investigated by divers with negative results. In as much as the bottom was smooth and fairly hard, it was considered probable that any material of significant size would have been discovered by the searching ships. At 1600 on 6 July, the operation terminated and all units resumed their normal duties. No hostile fire was received.

From 1200 to 2200 on 11 July, three PCFs executed Plan CORRAL off Vung Tau. A total of 12 junks were boarded or inspected with no suspicious activity noted.

MARKET TIME UNITS

Sixteen additional PCFs arrived in country during July, bringing the total number of SWIFTS in country to 70. Three boats went to PCF Division 101 at An Thoi to bring the total there to ten; five went to Division 102 at DaNang for a total of seventeen; five went to Division 103 at Cat Lo for a total of seventeen; three went to Division 104 at Cam Ranh Bay for a total of sixteen; no units were added to Division 105 at Qui Nhon, and its total remained at ten boats.

During July the PACVs were engaged in installation and evaluation of various modifications to make them more suitable for operations in South Vietnam. These modifications included:

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twin .50 caliber machine gun mounts to replace the present single .50 caliber mount; M-60 machine gun mounts in the side windows and a remote controlled M-60 machine gun firing aft; redesigned venturi and spray shields to increase underway visibility; and installation of a rubber dam to allow the opening of the forward door while underway. These modifications should correct basic deficiencies brought to light during the in-country test and evaluation program. The need for more armament in general, as well as the complete lack of an astern firing weapon (the propeller and tail assembly restrict the arc of fire of the .50 caliber machine gun mount), was obvious. Upon completion of these modifications, evaluation of the PACVs in MARKET TIME operations will continue.

USS FLOYD COUNTY (LSD 762), assigned as Ca Mau Peninsula support vessel for PCFs and WPBs, continued operations in Areas Seven and Eight. Prolonged operations without upkeep periods resulted in numerous equipment casualties, but a diligent effort on the part of FLOYD COUNTY's crew maintained the ship on station and enabled her to carry out assigned patrol and support functions. As the feasibility of establishing a Combat Support Base on Poulo Obi Island is still under study, the use of the offshore support ship in Areas Seven and Eight continues as an effective substitute. The ability to operate PCFs from the support ship in these areas of high infiltration potential has greatly enhanced the coastal surveillance effort.

During the past two months the WPBs in Coast Guard Divisions

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11 and 12 have been undergoing their annual drydockings for hull renovation and painting. USCGC POINT MAST and USCGC POINT YOUNG from COGARDIV 11 were drydocked in Bangkok in late June, but their bottom paint peeled off upon return to An Thoi. In July they returned to Bangkok and received another hull painting, this time losing only five percent of the anti-fouling paint and none of the anti-corrosion paint. The remainder of the WPBs in Division 11 were scheduled for drydocking in Bangkok during August and September. Drydocking of all the WPBs in Division 12 was completed in DaNang by the end of July.

Harbor defense forces were further augmented during July with the arrival of personnel of Mobile Inshore Undersea Warfare Surveillance Unit 22 at Nha Trang on 15 July. MIUWS 22 commenced limited operations the following week, and anticipated full operational capability with the arrival of boats and crews by the end of August. MIUWS 23 at Qui Nhon became fully operational on 7 July with the delivery of three LCPL MK XI patrol boats.

In aerial surveillance, Patrol Squadron Two, operating seven SP-2H aircraft from Tan Son Nhut Airbase, continued to support MARKET TIME operations. USS SALISBURY SOUND (AV 13) established a seadrome at Cam Ranh Bay on 11 July, and conducted operations for the remainder of the month. SP-5 aircraft of Patrol Squadrons 40 and 48 flew MARKET TIME surveillance flights out of Cam Ranh Bay during this period. Patrol Squadrons 47, 48 and 49 also supported MARKET TIME operations, flying P3A aircraft out of Sangley Point, P.I.

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All flew newly adjusted tracks during July. The new tracks placed the patrol line further at sea, allowing detection of infiltrators at greater distances from the coast. The aircraft also flew special patrols even further from the coast at certain periods looking for steel hulled trawlers.

Task Force 115 basic units consisted of 70 PCFs and 26 WPBs. The following Pacific Fleet units also operated under the operational control of Commander Task Force 115 during July:

USS NEWELL (DER 322)
USS SAVAGE (DER 386)
USS WILHOITE (DER 397)
USS VANCE (DER 387)
USS FORSTER (DER 334)
USS KOINER (DER 331)
USS HAVERFIELD (DER 393)
USS KRETCHMER (DER 329)
USS PHOEBE (MSC 199)
USS WARBLER (MSC 206)
USS WHIPPOORWILL (MSC 207)
USS WIDGEON (MSC 208)
USS WOODPECKER (MSC 209)
USS ALBATROSS (MSC 289)
USS CONSTANT (MSO 427)
USS PLUCK (MSO 464)
USS ENERGY (MSO 436)
USS PIVOT (MSO 463)
USS ADVANCE (MSO 510)
USS FORTIFY (MSO 446)
USS ENGAGE (MSO 443)
USS IMPERVIOUS (MSO 449)
USS INFLICT (MSO 456)
USS LOYALTY (MSO 457)

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RIVER PATROL FORCE

The focus of in-country naval action shifted to Operation GAME WARDEN during July as the PBRs increasingly deterred Viet Cong waterborne movement.[1] The helicopter fire teams were also highly effective, both in support of the PBRs and in independent strikes on Viet Cong units. The SEAL Team, operating in the Rung Sat Special Zone, conducted its most successful operations to date. Eight additional PBRs were added to GAME WARDEN forces during the month.

DELTA RIVER PATROL GROUP

A new PBR tactic, a planned ambush to intercept a possible Viet Cong river crossing, was employed for the first time during July and resulted in the most significant GAME WARDEN success to date. Reliable intelligence information had been received of a possible Viet Cong weapons crossing 23 July on the Cua Tieu River fifteen miles east of My Tho. Commander River Patrol Section 531 was ordered to take four PBRs to the area to interdict the movement. In addition to the PBRs, the VNN River Assault Group commander at My Tho provided a COMMANDAMENT and three River Patrol Craft (RPC). Artillery at Hoa Dong was alerted and ready for immediate response, if required.

At approximately 2000 on 23 July, the PBRs moved into the area. PBRs 109 and 110 approached the area first, using only one engine. When they arrived in the probable crossing area, they cut their engines and drifted silently. PBRs 103 and 105

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[1] See Appendix II for Statistical Summary

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followed approximately one mile behind, also employing the same drifting tactic. The RAG craft remained in reserve 6000 yards to the west.

At 2123 the lead boats heard an engine lighting off astern and to the south. Simultaneously the two following units heard the engine light off ahead, and PBR 105 detected a high speed radar contact crossing from south to north. (The junk was later determined to have an outboard engine of approximately 40 horsepower.) PBR 105 led the chase and intercepted the contact at a range of 50 yards from the north bank. Illumination revealed a 30-foot junk with nine persons aboard who immediately opened fire with small arms. PBR 105 responded with intense .50 caliber machine gun and M-16 fire, killing six Viet Cong at the outset and forcing the remaining three to abandon the junk. As PBR 103 moved in to capture the remaining Viet Cong, PBRs 109 and 110 covered the north bank and the RAG craft strafed the south bank to suppress possible Viet Cong attack from the shore.

All attempts to capture the three Viet Cong failed. They refused to take lines from the PBRs or respond to warning shots. An attempt to maneuver the boats to cut off their escape failed, and when they reached the bank they were taken under fire. One was killed, one was wounded and the third managed to escape. Subsequent firing of M-79 grenades into foliage along the bank resulted in four large pools of blood, possibly from a reception party waiting on the bank.

Efforts to salvage the sinking junk were successful, even though the motor was lost. Numerous papers, one rifle and ammu-

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nition and personal gear were recovered. The papers indicated that a Viet Cong tax collector was aboard, and provided detailed records of Viet Cong tax collections from individuals in the area. Although no weapons movement was detected, the action was evaluated as an attempt by a tax collector to move under the protection of guerrilla troops.[1]

Earlier in the month, My Tho based PBRs intercepted and destroyed another Viet Cong tax collector. On 1 July at 0512 PBRs 101 and 104, on patrol in the immediate vicinity of My Tho, detected a water taxi moving in violation of curfew. While PBR 104 started to take the taxi in tow to My Tho, PBR 101 detected a small contact 200 yards ahead moving toward the water taxi. The contact was illuminated and hailed by the National Policeman aboard the PBR. It was discovered to be a twelve-foot sampan with five people aboard towing a raft with an additional four people. It immediately attempted to evade to the south. PBR 104 made a high speed run and intercepted the sampan, and at a range of only fifteen yards started to receive small arms fire. The PBR made a rapid turn and killed the five Viet Cong in the sampan with high intensity .50 caliber machine gun fire. The four persons clinging to the raft attempted to swim to the beach and were taken under fire with undetermined results. All action occurred at a range of approximately 30 yards from the river bank. The sampan was then taken in tow and the patrol cleared the river bank area.

The sampan was found to contain one rifle, a helmet, some

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[1] CTU 116.1.3 msg 231900Z Jul 66.

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clothing, and a quantity of papers and PsyOps material. Among the papers were instruction sheets on methods and procedures for Viet Cong tax collectors, detailed accounting books, tax roles and 8149$VN. The action was again evaluated as interception of a Viet Cong tax collector.

The night of 15 July at 2055, the first incident between GAME WARDEN units and a steel hulled vessel occurred when PBRs 105 and 110, on patrol 23 miles west of My Tho, established radar contact with a ship with three smaller contacts alongside. As the PBRs closed, the small craft evaded to the river banks and the ship weighed anchor. The ship was identified as a tanker, the MEKONG PHNOM PENH of Cambodian registry flying only a Vietnamese flag aft. The PBRs shadowed the tanker as it moved westward on the Mekong River, and at 2320 units of the Vinh Long RAG rendezvoused with the PBRs and assumed surveillance. The tanker was by that time flying a Cambodian flag. No further unusual activity was detected.

While PBRs 105 and 110 shadowed the tanker, PBRs 106 and 109, supported by armed helicopters and a flare aircraft, moved into the area where the initial contact had been made to search for the smaller contacts. At 2345 the PBRs came under automatic weapons fire from the south bank and received a single shot from the north bank. No trace was found of the contacts. It was impossible to determine if the tanker had been offloading contraband to Viet Cong forces in the area; although the activity surrounding the incident and the fact that the tanker was anchored in a prohibited area established this as a possibility.

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On the evening of 9 July two PBRs proceeding west on patrol out of My Tho crossed the path of a RAG convoy proceeding the opposite direction. While attempting to effect a port to port passage, an LCM 8 illuminated PBR 98, temporarily blinding the boat captain. The LCM, proceeding at maximum speed, rammed the PBR on the portside before evasive action could be taken and forced it down in the water far enough to ship water over the gunwale. After clearing the LCM, the PBR was struck again, this time by an escort RPC. The RAG units proceeded without stopping. PBR 98 suffered extensive damage, including destruction of the boat coxswain station and the radar console. The boat captain and the after gunner received minor injuries.

PBRs from Can Tho came to the assistance of a friendly outpost ten miles southeast of their base on the night of 4 July. While on patrol, PBRs 34 and 40 noticed flares and mortar fire in the vicinity of a Vietnamese Army outpost, and on approaching the area the patrol came under automatic weapons and sniper fire. The fire was returned with .50 caliber machine guns. Three days later COMRIVDIV 51, on a visit to the outpost with the Tra On District Chief and his advisor to establish support - including safe haven for the PBRs - and to prevent mutual interference, was informed that the PBRs had effectively assisted in breaking up a Viet Cong attempt to overrun the outpost.

PBR personnel at Can Tho employed a new technique for sampan surveillance the night of 30 July. Intelligence received from Phong Dinh Sector indicated a possible Viet Cong river

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crossing seven miles southeast of Can Tho; and in addition to centering normal PBR patrols in the suspect area, a sampan observation post was established, manned by one U.S. Navy officer and three enlisted men. The sampan used was a former Viet Cong craft, 30-feet long, with a deck house and an inboard diesel engine. The sampan was made available to River Section 511 by RAG 26 at Can Tho, and was overhauled by Naval Support Activity Detachment, Can Tho. Communications to the PBRs on patrol and to Can Tho was by PRC-25 radio. The tactic provided continual surveillance of the entire suspect area, and, although no crossing was detected, it is considered to be valuable if used with discretion at periodic intervals in areas where the river is wide enough to provide security for the sampan.

PBRs played an unusual role on 29 July when they provided emergency transportation for U.S. Ambassador Henry Cabot Lodge, COMNAVFORV, and their party after their helicopter had been forced down by monsoon rains at VNN Coastal Group 35 Base. The Ambassador and his party had just completed a visit to USS TORTUGA (LSD 26) for a briefing of her role in GAME WARDEN. After receiving a message that the party was down, TORTUGA dispatched a PBR patrol to return them to the ship. They remained on board overnight and were transported to Saigon the following morning by the helicopter fire team.

ANTI-PBR ACTIVITIES

The previously mentioned successes combined with more intensive harassment of PBRs indicated that GAME WARDEN units

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progressively were becoming more obnoxious to the Viet Cong in the Mekong Delta region. In the most determined effort yet to destroy GAME WARDEN units, an ambush was sprung on a four boat patrol 12 miles west of My Tho. At 2005 on 17 July, while going alongside a 45-foot junk for inspection, the PBRs received automatic weapons and mortar fire from both banks of the river. The fire was suppressed with .50 caliber machine gun and small arms fire. There were no casualties.

PBRs 35 and 35, operating on the Bassac River 15 miles southeast of Can Tho, were less fortunate when at 1433 on 10 July they came under heavy automatic weapons and small arms fire. In the ensuing firefight one crewman and one Vietnamese civilian, temporarily in the custody of the patrol, were wounded. PBRs came under fire numerous other times while on patrol and on several occasions were hit by small arms or automatic weapons fire with no casualties or significant damage.

On two occasions PBRs from Can Tho were utilized for loudspeaker missions to warn civilians of impending artillery exercises in areas along the Bassac River. On both instances the boats came under Viet Cong fire from the banks, and the fire was suppressed with no friendly casualties. On the first mission on 25 July, the Tra On District Chief was embarked.

On 26 July the Viet Cong conducted a unique test of PBR reactions to a possible booby trap. At 0946, while on patrol five miles east of My Tho, PBRs 103 and 104 sighted an anchored, fifteen-foot sampan, apparently empty. Two warning shots were

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fired with no response. Examination conducted from a safe distance disclosed a five-gallon drum with wires attached located on the forward seat. The situation was reported to CTU 116.1.3 and the patrol was ordered to remain well clear. CTE 116.1.3.1 accompanied by the My Tho RAG Commander then proceeded to the scene, arriving at 1005. Five M-79 grenades were fired at the sampan, blowing out one side and capsizing it, and revealing a second cable attached to a small innertube floating approximately 25 yards from the sampan. Shortly thereafter, two women approached in a second sampan. The RAG Commander called the women over for interrogation, and discovered that the first sampan belonged to them. They claimed that four Viet Cong had forced them to set up their sampan to observe PBR reaction to the arrangement. It was strictly a decoy - the can was empty and the wires led nowhere. The women were released and permitted to tow their capsized sampan back to shore.

Another type of incident was staged on 12 July, when at 0930 approximately 60 women in Tra On Village conducted a peaceful demonstration to protest curfew restrictions and enforcement, and the presence of PBRs on the Bassac River. The women arrived at Tra On from known Viet Cong controlled areas on Cu Lao May Island across the river. Local authorities evaluated the demonstration as Viet Cong inspired and directed, and felt that it indicated Viet Cong cadre concern over the effectiveness of PBR patrols and curfew enforcement. Similar demonstrations had been staged in Tra On in the past; however, this was the

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first instance in which a demonstration was specifically addressed against the growing success of GAME WARDEN operations.

TORTUGA FIRE TEAM

Operating from USS TORTUGA (LSD 26) off the mouths of the Bassac and Co Chien Rivers, the helicopter fire teams logged an impressive number of successful strikes at Viet Cong boats and facilities during July. The majority of these strikes were in the area of Long Toan and Thanh Phong Secret Zones, known Viet Cong strongholds and staging areas.[1] On 4 July at 1820, the helicopter fire team took a large number of sampans under fire in the Long Toan Secret Zone. One sampan disintegrated in a secondary explosion. Six others were damaged, while a number of additional sampans took cover under foliage. During the action three PBRs were set as a blocking force in the Co Chien River estuary in the event the Viet Cong attempted to cross.

In another joint PBR-fire team operation at 1830 on 20 July, the patrol units converged on an area near the south bank of the Co Chien estuary where units of VNN Coastal Group 35 had received mortar fire one hour previously. Four sampans were discovered and permission was received from the Long Toan District Chief to take the boats under fire. Viet Cong personnel were seen fleeing the area as the PBRs and the fire team opened fire, and all four sampans were destroyed. At 1100 on 21 July, a PBR patrol received fire from the beach in the same area, and the fire team dispatched to the scene to assist received fire upon arrival. In the

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[1] Viet Cong Secret Zones are coastal regions under Viet Cong domination. See NAVFORV Historical Summary, June 1966, for locations.

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subsequent helicopter strike six structures were destroyed and 25 were damaged. Earlier the same day the fire team discovered and opened fire on a group of camouflaged junks in the Long Toan Secret Zone. One junk was destroyed and five were damaged. One helicopter crewman was slightly wounded by hostile fire.

On two occasions the fire team destroyed large junks carrying goods and personnel in the Thanh Phong Secret Zone. On 21 July at 1845, a 35-foot junk with six occupants and two boxes of cargo was spotted. With the permission of the Kien Hoa Province Chief the junk was taken under fire, killing five occupants and causing extensive damage to the junk. On 18 July a PBR patrol requested the helo fire team to investigate two suspicious 30-foot junks which had evaded. As the fire team approached, hostile fire was received from the area with one helicopter receiving a hit in the cargo compartment. One Viet Cong structure and three junks were damaged by the strike.

Tragedy struck twice during June as two U.S. Army HU-1B fire team helicopters were lost on takeoff from TORTUGA. On 9 July at 0650, a helicopter crashed and sank in 40 feet of water only 50 yards off the port quarter of TORTUGA. The helicopter started an uncontrollable turn to starboard upon takeoff and at the same time lost rotor RPM. All four crew members were uninjured and were rescued by a PBR. The probable cause of the crash was mechanical failure.[1]

The second accident took place at 2306 on 12 July. The

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[1] CTF 116 Historical Summary, July 1966.

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helicopter was airborne only five to ten seconds before crashing. The pilot was unable to free himself from the aircraft and was lost; while the second crew member managed to work free and was recovered by a boat from TORTUGA. Through him it was learned that there was no visible moon and no visible horizon, and that the altimeter read "zero" from time of takeoff to time of collision. The body of the pilot was recovered the following day, and subsequent autopsy revealed he was killed by a sharp blow on the head. As he had been flying extensively the day of the accident, pilot fatigue was felt to be a contributing factor in the accident.[1]

RUNG SAT SPECIAL ZONE RIVER PATROL GROUP

PBRs on patrol in the Rung Sat Special Zone saw only light action during the month. The only significant detection of Viet Cong waterborne movement occurred the morning of 7 July when PBRs 25 and 26 detected a sampan crossing the northern reach of the Soirap River. As the PBRs approached, a swimmer was sighted in the vicinity of the sampan and challenged, but continued to swim toward the river bank. He was taken under fire by M-14 rifle, but disappeared into dense foliage near the bank. Shallow water precluded an approach on the apparently beached sampan, and it was taken under fire with an M-79 grenade launcher and forced into deeper water. Two bodies were discovered in the sampan before it sank.

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[1] Ibid.

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PBRs 69 and 70, on patrol on the Soirap River south of the Quang Xuyen Village during the afternoon of 30 July, received a single recoilless rifle round, small arms and automatic weapons fire from Viet Cong positions on the shore. PBR 70 was hit on the starboard bow by the recoilless rifle round, losing one man overboard from the impact and suffering one additional man wounded. Both boats proceeded south, firing heavily at the Viet Cong positions, then came about to the north for another firing pass. Four additional PBRs were dispatched to the area, and PBR 21 recovered the wounded man from the water several miles from the ambush site. Fixed wing and helicopter air strikes were also called in on the area.

PBR 70 received a hole two feet long and nine inches high in the starboard side under the .50 caliber machine gun mount, and ten shrapnel holes in the deck beside the mount. One radio was rendered inoperative by shrapnel. The two wounded men were evacuated to Saigon. Viet Cong casualties in the action were unknown.

PBRs on Long Tau River patrol came under fire on only one occasion during the month. The night of 28 July, PBRs 48 and 68 received automatic weapons fire while on a routine patrol 15 miles southeast of Nha Be. Fire was returned. There were no friendly casualties.

Activity involving the helicopter fire team in the RSSZ was also light during July. In significant action the morning of 19 July, the fire team destroyed four camouflaged sampans and

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one hut while supporting the extraction of the SEAL Team. On 30 July the fire team received ground fire while on an armed reconnaissance mission along the Soirap River in the same area where the PBRs had been ambushed. The fire team expended all ammunition in the area with undetermined results. Darkness and weather conditions precluded further strikes.

SEAL TEAM OPERATION

In the largest SEAL Team operation yet in the Rung Sat Special Zone, three teams, each composed of six men, were inserted by LCM-6 on 27 July at 1245 into the area west of Can Gio Village. At 1528 the point man of a team investigating a well concealed trail leading through dense mangroves came face to face with three armed Viet Cong. He fired a grenade from an M-79 launcher, killing one and wounding the other two, before falling back with the remainder of the patrol. The patrol notified the other teams of the encounter, then fanned out to follow the trail.

When they reached the area of the encounter they discovered that the dead and wounded had been removed. Further investigation disclosed a Viet Cong camp with eight buildings including a mess hall large enough to accommodate 80 men. Also discovered were two sampans, 200 pounds of rice, two carbines, 500 rounds of small arms ammunition, uniforms, entrenching tools, and a large number of documents. The camp and the material too bulky to move were destroyed.

Among the captured documents were personal papers,

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certificates of achievement for Viet Cong, maps, training manuals, pictures and personnel rosters. Documents indicated that the camp had contained one platoon of 24 men. The maps provided defense and mine field plans for the Long Thanh Peninsula area between Can Gio and Dong Hoa.

GAME WARDEN UNITS

Eight additional PBRs were offloaded from the SS BROOKVILLE at Vung Tau and added to GAME WARDEN forces on 31 July. Several boats experienced minor damage during offloading.

On 1 July Commander River Patrol Section 522 reported operationally ready with PBRs 111 and 113; and on 22 July reported that crews and patrol officers were fully trained and would be ready for the transit to the base at Vinh Long upon receipt of additional boats plus five days required for outfitting. On 26 July River Patrol Section 521 was administratively activated at Cat Lo. On 28 July Commander River Squadron Five was designated CTU 116.8.1 (Commander PBR Support Unit).

PBRs based on board USS TORTUGA continued to experience undesirable operating conditions and were chronically plagued with reduced patrol capabilities. On 15 July River Patrol Section 512, operating from TORTUGA, reported experiencing as much as fifty percent operating time lost due to heavy winds and rough seas. In addition, heavy weather proved to be detrimental to PBR hulls as RivPatSec 512 experienced damage to several boats.

In an attempt to establish and maintain good relationships

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with Vietnamese civilians exposed to PBR boarding and searching, signs in Vietnamese were prepared and distributed to the PBR units for display on the boats. These signs explain to indigenous personnel the reasons for the presence of the PBRs in their respective areas (see photograph and translation).

The MSB detachment at Nha Be reached full strength during July as four additional boats arrived, bringing the total to twelve. The minesweepers commenced sweeps of the Dong Nai River from Cat Lai to the Bien Hoa Highway Bridge in addition to previously instituted sweeps of the Long Tau River and the Nha Be and Cat Lo anchorages. No known water mine incidents occurred during the month in the areas where sweeping operations were conducted.

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NAVAL SUPPORT ACTIVITY, SAIGON

July was marked by an increase in NAVSUPPACT, Saigon's capability to provide support for operating naval elements in the II, III, and IV Corps Tactical Zones. Although NAVSUPPACT, Saigon has not yet achieved full operational level, growth was achieved in every detachment and department, and the command approached its goal of complete support to the boats.

July saw an expanded support capability develop at field detachments under the control of NAVSUPPACT, Saigon; while at the headquarters in Saigon new operational procedures promised increased efficiency. Navy personnel arriving in country started processing through the Colosseum Navy Inprocessing Center - an operation combining transient quarters with an informative Navy indoctrination program. The administrative Department established a mail routing office at Tan Son Nhut Airbase to increase delivery efficiency.

During July personnel on board reached 75 percent of allowance (1088 of 1449). A significant shortage of technical rates remained.

The Supply Department hosted members of the SERVPAC Supply Department staff in a three day conference on various supply and support problems. With improvement in logistical support a constant goal of the activity, instructions were promulgated during July to all detachments implementing the "expedited shipment" program which is designed to improve support responsiveness by compressing pipeline movement of material.

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In other supply activities, U.S. Army, Vietnam Real Estate made an additional 42,000 square feet of storage area available to NAVSUPPACT, Saigon. During the month the number of vehicles used by the detachments and the Saigon headquarters increased to 139 out of a requested total of 464. The NAVSUPPACT, Saigon electronics repair shop, located at the COMNAVFORV compound, was made ready. Repair and field support teams have been established and are operational.

Operational control of USS MARK (AKL 12), USS BRULE (AKL 28), and USS BLUEBIRD (MSC 121) was assumed during July, greatly increasing the sealift capability of the activity. On 23 July, MARK became the first cargo ship in approximately ten years to transit the Bassac River from Can Tho to the open sea, a particularly hazardous trip due to the shifting and unmarked channel and the danger of Viet Cong attack. She was escorted by VNN LSIL 331, one of a class of shallow draft ships highly experienced in transit of the Bassac River. Use of this route will reduce the resupply cycle to Delta bases by two days.

The Operations Department air lift division flew 346 passengers and 14,192 pounds of cargo in the last two weeks of July. Work on the P2V apron at Tan Son Nhut continued to be delayed by daily rains; 1 October was established as the estimated completion date. Also in the Operations Department, a courier and guard mail service was initiated throughout the detachments to facilitate communications.

The berthing, messing, pier and boat replenishment facilities

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at Vinh Long, Sa Dec and Long Xuyen were brought to state of utility during July in preparation for the arrival of the PBRs. At Nha Be the outfitting of YFNB-16 progressed as a temporary brow was constructed; a repair area was established on board and the first MSB engine overhauls were completed; and the construction of berthing areas and a topside cover neared completion. Well drilling on the western edge of reclaimed land at Nha Be reached a depth of 75 meters with only salt water found.

Repair shops at Qui Nhon, Cam Ranh and Cat Lo reached, respectively, 40, 90 and 80 percent completion. Grading of land at Qui Nhon and Nha Trang for Harbor Entrance Control Posts was completed, and MIUWS personnel commenced operations on the sites. Construction was also started on the HECP observation tower at Qui Nhon. At Cam Ranh Bay work was started on messing facilities. Additional berthing facilities were constructed on the veranda of the leased villa at Can Tho; and preparations were being made for the arrival of YFNB-9 at that Delta Base.

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CIVIC ACTION AND PSYCHOLOGICAL OPERATIONS

Navy civic action PsyOps programs continued to develop during July as the PsyOps advisors settled into their billets and additional personnel and units commenced participation. In DaNang a "lite-a-bike" safety campaign to reduce night accidents was established with the cooperation of the DaNang Chief of Police. The program consists of placing red reflective tape on the rear fender and white tape on the front fender of all bicycles and motorcycles to increase the visibility factor previously lacking in these smaller vehicles.

Within the Third Coastal Zone the most successful program continued to be in the area of Medical Civic Action. The success of the program is attributed to fine cooperation between U.S. Navy advisors and their Vietnamese Navy counterparts and U.S. Army doctors, nurses and helicopter pilots. Transportation for the MEDCAP teams and their supplies is provided by Vietnamese Navy Coastal Force junks or Army helicopters to coastal villages throughout the Third Coastal Zone.

NAVSUPPACT DaNang has organized three man Village Action Teams to aid villagers in the area. The program has been very successful. In Truyen Tia Hamlet the team worked with the villagers in building five homes, replacing a well casing and installing a culvert.

In other civic action, 100 tons of coal were moved by Navy personnel from DaNang to Hue to enable lime kiln operators to continue production. During July U.S. Navy and Coast Guard

units on patrol assisted 16 disabled junks. The Vietnamese Navy Hospital Ship (LSMH 400) deployed to the First Coastal Zone, and outfitting was started on a second hospital ship.

Propaganda broadcasts were made in Ben Goi Bay, Khanh Hoa Province on the following dates for the times indicated:

5 July	2 hr. 10 min.
6 July	1 hr. 7 min.
15 July	37 min.
16 July	2 hr. 53 min.
28 July	1 hr. 15 min.
29 July	2 hr. 10 min.

1. Construction projects completed during report period include: (those only repaired or renovated are marked with an R)

a.	Churches/Temples/Pagodas	1R
b.	Culverts	3
c.	(1) Dwellings	5
	(2) Number of Families	7
d.	Hospitals	1R
e.	Orphanages	1R
f.	(1) Schools, Public	3 1R
	(2) Classrooms	8 2R
g.	Parks	1R

2. Medical Treatments:

a.	General Medical	14,742
b.	Dental	932
c.	Surgery	17
d.	Emergency Evacuations	10
e.	Hairlip Operations	6

3. Health and Sanitation:

a.	Physical Examination	383
b.	Spray Insecticide Operations	1

4. Distribution of commodities (pounds unless otherwise specified).

a.	Cement	63,100
b.	Clothing	5,730
c.	Fertilizer	300
d.	Food	70,363
e.	Lumber (Board Feet)	29,800
f.	Medical, Non-Prescription	652
g.	School Kits (Number)	732
h.	Soap	4,874

i.	Tin Sheets (Number)	55
j.	Family Kits (Number)	1,150
k.	Textile Kits (Number)	1,125
l.	Washbucket Kits (Number)	2,895
m.	Sewing Kits (Number)	700
n.	Concertina Wire (Rolls)	29
o.	Toys	200
p.	Magazines (Number)	3,820

5. Education Efforts:

a.	(1) English Classes	41
	(2) Attendance	714

6. Voluntary contributions in support of: (Piasters)

a.	Orphanages	25,000
b.	Schools	2,360
c.	Medical Operations	4,520
d.	Individuals and/or Families	8,080

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NAVAL ADVISORY GROUP

During July U.S. Navy advisors reported that the overall ability of the Vietnamese Navy to accomplish its assigned mission remained at a satisfactory level, while encouraging improvements were noted in several areas. New commanding officers assigned to some ships of the Fleet Command were proving to be more aggressive and responsive to advice. Particularly noteworthy were improvements in several PGMs, both in operations and maintenance practices. During July no further progress took place in the reorganization of the Vietnamese Navy.

Personnel distribution, a serious problem within the Vietnamese Navy, received close attention by advisors. Headquarters, administrative, and logistic lift ship billets remained over allowance, while combat and maintenance billets were generally under allowance. As an example, Third and Fourth Coastal Zone Headquarters were overmanned by one-hundred percent. In an attempt to rectify this problem, verbal authority was granted to Coastal Zone commanders by VNN CNO to reassign personnel within their areas, but no action was taken during July. Advisory efforts were directed toward obtaining written authority from CNO to permit both Fleet Command and Coastal Zone commanders to reassign personnel. Another serious personnel problem continued in the Coastal Zones, where there was a lack of qualified engineman petty officers and boat coxswains.

Personnel training was reported as adequate at Recruit Training Center, Cam Ranh Bay despite poor living conditions.

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The program to turn the RTC over to the U.S. Army and relocate the Center to the Saigon area remained at a standstill. During July, AKL 451 was assigned as training ship at the VNN Naval Academy, Nha Trang. Significant improvements were noted in training procedures on Fleet Command ships as efforts were made to accomplish more underway training. Advisory efforts were directed toward increases in OOD training, inport damage control, general maintenance, gunnery training and English instruction. Most Coastal Group advisors reported a lack of training programs for marksmanship and boat handling, and efforts were being made to attain better utilization of available weapons ranges and establishment of regular training programs.

Morale continued to be good on all but a few Fleet Command units. Advisors found the monetary incentive for capture of Viet Cong weapons and material was an important factor in the morale of patrol units. VNN public affairs efforts received considerable emphasis during July when many pains were taken with an elaborate display of the Viet Cong trawler captured on 20 June. The trawler and captured weapons were put on public exhibition at the pier at the foot of Hai Ba Trung Street in Saigon. Advisors felt that such undertakings as these, given ever increasing press coverage, have a pronounced and beneficial effect on the prestige and morale of the Vietnamese Navy.

OPERATIONS

Vietnamese Navy Coastal Groups maintained a high level of combat activity during July, participating in both blocking

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operations and amphibious landings. In the First Coastal Zone on 2 July, Coastal Group 11 and LSSL 228 participated in Operation HO DAC HANH. While providing a blocking force they checked 37 junks and 180 people. In a significant land operation on 23 July, a Coastal Group 13 patrol made contact with an undetermined number of Viet Cong in the vicinity of Vinh Giang Village, and a 30 minute firefight ensued. Six Coastal Group sailors and three Viet Cong were killed. The Coastal Group unit captured two carbines, two sub-machine guns, 12 magazines, ammunition and grenades, indicating that more Viet Cong had been killed but carried away. In another ground action on 27 July, two platoons from Coastal Group 11 landed near the village of Xam Sao to aid 20 popular force troops under attack by a Viet Cong company. In the ensuing battle, seven Viet Cong were killed as opposed to two friendly troops. One automatic rifle, one bolt-action rifle, ten grenades, three B-40 anti-tank rockets and a quantity of propaganda leaflets were captured.

In action in the Second Coastal Zone the morning of 7 July, two Yabuta Junks from Coastal Group 24 encountered a Viet Cong squad on the Ke Ga Peninsula. Two Viet Cong were killed and two Viet Cong junks destroyed in a brief firefight. There were no friendly casualties.

Hostile fire activity in the Third Coastal Zone was primarily centered in the patrol areas of the southern-most Coastal Groups. On 9 July Coastal Group 36, operating with LSIL 331 and Long Phu Sub-sector troops, conducted an amphibious landing and search

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operation near the mouth of the Bassac River. Three rifles and a number of documents were captured. Viet Cong casualties were unknown and there were no friendly casualties. On the morning of 8 July, Coastal Group 33 units on patrol responded to a call for assistance and rescued 148 Vietnamese civilians from a sinking junk.

New tactics evolved by Coastal Group 44 highlighted Fourth Coastal Zone operations. The southwest monsoon brought heavy seas and sparse coastal traffic and a corresponding increase in river and canal traffic. To counter Viet Cong movement inland, Coastal Group 44 at Kien An equipped a motorized sampan with weapons and a radio. The sampan was sent on patrol, followed by a Command Junk which remained out of sight and maintained radio communications with the sampan. During July this tactic accounted for one Viet Cong killed and three rifles and one grenade captured. There were no friendly casualties. In other river action in the vicinity of Rach Gia, a Coastal Group 43 Command Junk broke up a Viet Cong river crossing south of the CG 43 base. Four sampans, three mortars and one Viet Cong were captured. Viet Cong casualties were unknown and there were no friendly casualties.

Less fortunate was a patrol from Coastal Group 41. On 14 July a CG 41 Command Junk with a U.S. advisor embarked approached the beach in the vicinity of the Duong Keo River near the southern tip of the Ca Mau Peninsula. It was met with a barrage from four Viet Cong 57mm recoilless rifle emplacements on the beach. The

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fire was returned by the Command Junk, destroying one of the emplacements but not before four recoilless rifle shells had found their mark. Heavily damaged, the junk withdrew to other units of CG 41 waiting offshore. All weapons, ammunition, and radios were transferred before the Command Junk sank. Four VNN sailors were wounded in the action, one seriously. USCGC POINT CLEAR arrived to evacuate the wounded, transferring them to USS SAVAGE (DER 386). The only available doctor in the area was aboard USS TOWERS (DDG 9). He was immediately transferred to SAVAGE and then to USS KRISHNA (ARL 38) at An Thoi, performing emergency surgery to save the one seriously wounded sailor.

Fleet Command PCs and PCEs continued to be utilized for coastal patrol gunfire support and limited logistic operations in all four Coastal Zones. The PGMs were utilized primarily for coastal patrol. One PGM was continually assigned to the Rung Sat Special Zone for patrol, escort services for merchant shipping and gunfire support missions. In addition to regular patrol duties, one PGM provided escort services for a hydrographic survey conducted in the Fourth Coastal Zone.

LSILs and LSSLs of the Fleet Command were utilized for patrol in the Rung Sat Special Zone and the Fourth Riverine Area as well as for coastal patrols in all four Coastal Zones. MSCs continued to be utilized for coastal patrol missions as no effort has been made to re-establish their minesweeping capability.

Working in conjunction with U.S. Navy MSBs, VNN MLMSs continued to maintain a daily sweep of the Long Tau River from

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Nha Be to Can Gio, utilizing six craft on even numbered days and four craft on odd numbered days. Advisory effort was being exerted to increase the number of craft utilized to six each day, providing three teams of two MLMSs. One team would sweep from mile two on the Saigon River to mile 25 on the Dong Nai River; the second team would sweep from mile seven on the Saigon River to mile 35 on the Long Tau River; and the third team would sweep from mile 35 on the Long Tau River to mile seven on the Saigon River. This plan would increase the total number of miles swept from 22 to 51, utilizing the presently available craft.

River Assault Group units in the Third and Fourth Riverine Areas and the Rung Sat Special Zone were used aggressively during July although less extensively than in the previous month. Increased use of helicopters accounted for part of the usage drop. Three operations were logged by RAG 22 in the Rung Sat Special Zone. In the most significant, Operation RUNG SAT 24/66 on 12 July, three enemy base camps with supplies were located and destroyed and one junk was captured.

Three operations involving RAGs took place in the Third Riverine Area. Twelve units from RAGs 24 and 28 participated in Operation AN DAN 150/66 from 23 to 27 July. In this operation 22 Viet Cong were killed and eight were captured along with four rifles. Twelve bunkers were destroyed.

In the Fourth Riverine Area seven operations saw RAG participation during the month. Operation Cau Lon 32/66 on 6 July was the most successful of these. Thirteen boats from RAGs 21

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and 27 carried troops to the operation area 25 miles southeast of Vinh Long. In the twelve hour period of the operation, 155 Viet Cong were killed; and four automatic rifles, 28 bolt action rifles, 14 mines, 100 grenades, and three tons of medical supplies were captured. One medical supply center, one infantry station and one artillery emplacement were destroyed. There were three friendly troops killed in action, including two U.S. Army advisors.

LDNN (UDT) conducted only one operation during July. From 5 to 8 July a beach survey was conducted north of Qui Nhon. Four LDNN personnel continued to dive nightly in the Saigon port area to make a bottom check of five ships as assigned by the MSTS Office Saigon.

During July four River Assault Group and Coastal Group craft were lost in action. An additional boat was lost in a fire at Coastal Group 31. Vietnamese Navy forces sank five Viet Cong boats and captured seven. They participated in operations accounting for 247 Viet Cong killed and 39 wounded.

MAINTENANCE AND LOGISTICS

Maintenance practices in the Fleet Command showed an improvement during July as some new commanding officers started displaying a marked concern for the operation and maintenance of hitherto neglected equipment (e.g. PGM evaporators). The policy of selected job order disapproval by the Fleet Command Maintenance Officer showed encouraging results during July. On 21 July, PGM 601 engineering personnel worked throughout the night to replace a main engine camshaft. Timely completion of the repairs without

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resorting to the shipyard enabled PGM 601 to meet her patrol commitment with all major equipment operational. LST 500, during an inport period, completed an overhaul of one main engine using only ship's force.

Maintenance of Coastal Group boats remained barely satisfactory. A lack of minor spare parts and a deficiency of engineering petty officers were noted by advisors as major hindrances to improvements in maintenance. Maintenance of River Assault Group craft remained satisfactory.

The recently formed Fleet Command Supply Assistance Team assisted LSIL 328 in inventorying engineering spare parts from 6 to 15 July. Repair parts were packaged, labeled and placed in storage boxes according to groups. An informal supply inspection was held by the Supply Assistance Team aboard LST 500 during a spare parts inventory on 16 July. The method of inventory was found to be satisfactory.

A logistic lift conference was held on 25 July with Vietnamese Army and Navy officers and advisors participating. It was decided that scheduling of logistics lifts was to be done by Vietnamese Navy N-4 after receipt of cargo from the Army. During July the amount of cargo carried by VNN logistic lift ships doubled over that carried during June. The number of troops carried remained the same. Utilization of the logistic lift ships is still hindered by limited docking space which must be shared with U.S., Australian and Korean ships.

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VIETNAMESE MARINE CORPS

Task Force Alpha of the Vietnamese Marine Corps performed a civil disorder mission in DaNang until 23 July, when the Task Force returned to Saigon. At 1430 on 28 July, the Task Force, comprised of a headquarters and the First and Second Battalions, moved by vehicular convoy to occupy positions astride the Bien Hoa - Saigon Highway to provide security for ceremonies for the dedication of the new National Cemetery. The Task Force returned to Saigon on 29 July.

Task Force Bravo, comprised of a headquarters and the First Marine Battalion, was located at Dien Ban until 11 July, when it returned to Saigon. On 14 July the Task Force Headquarters with the Fourth Marine Battalion departed Saigon by airlift for Hue - Phu Bai, and upon arrival assumed operational control of the Third Marine Battalion at DaNang. From 14 to 24 July, the Task Force was Corps Reserve for Operation HASTINGS but was not committed. During the period 24 to 25 July the Fourth Battalion participated in Operation LAM SON 291. On 24 July, while enroute to new positions by vehicular convoy, the Battalion was ambushed by a company sized Viet Cong force. Under mortar and small arms fire, the Battalion deployed and forced the Viet Cong to withdraw. Four Viet Cong were killed and one machine gun was captured. Three Vietnamese Marines were killed and three were wounded.

At 0800 on 28 July, the entire Task Force Bravo commenced Operation LAM SON 289A, a search and clear operation along the southern edge of the Demilitarized Zone. The Fourth Battalion

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made contact with a Viet Cong company on 29 July, killing two Viet Cong and capturing one machine gun. Seven Marines were wounded. The same day the Third Battalion suffered one killed and two wounded from Viet Cong mines. The operation was terminated on 31 July.

The Fifth Battalion was committed to the Capital Military District, and from 5 July to the end of the month was assigned defensive positions around Ba Hom. On 6 July and 10 July they participated in search and destroy operations with no enemy contact made on either occasion. On 30 July the Second Company, operating with two Regional Force companies, made contact with two to three Viet Cong companies, armed with 75mm recoilless rifles, six kilometers north of Ba Hom. Air strikes were called and three assaults were initiated. Contact was made at 1445 and broken at 1800. Second Company incurred five killed and twelve wounded. Twenty-seven Viet Cong were killed and one carbine was captured. During the period in which the Battalion was at Ba Hom, 14 to 18 ambushes were set nightly and a minimum of two patrols were sent out each day. These small unit operations accounted for three Viet Cong killed and one rifle captured. Marines suffered one killed and two wounded.

The Artillery Battalion remained in the Saigon-Thu Duc area throughout July, occupying static positions at Ba Hom, Thu Duc, Tan Son Nhut and Trai Co Loa. Elements of the Battalion supported numerous CMD operations and fired harassment and interdiction missions nightly.

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During July, units of the Vietnamese Marine Corps were employed in a variety of roles, both political and military. In all cases the units concerned exhibited a high degree of loyalty and esprit. Unit morale remained high and the caliber of NCO leadership continued to improve. Officers of the VNMC displayed a high degree of leadership on numerous occasions during the month.[1]

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[1] Senior Marine Advisor Monthly Historical Summary, July 1966

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APPENDIX I

MARKET TIME STATISTICAL SUMMARY, JULY 1966

1. Average number of U.S. ships/craft on patrol during the month:

	DER	MSO	MSC	WPB	PCF	LST
TOTAL	161	149	93	484	871	31
DAILY AVG	5	5	3	16	28	1

2. Average number of VNN ships/junks on patrol during the month:

	SEA FORCE	RIVER FORCE	COASTAL FORCE
TOTAL	620	2762	4714
DAILY AVG	20	89	152

3. U.S. Activity:

TOTAL DETECTED	WOOD	- DAY	55,644	NIGHT	64,215
	STEEL	- DAY	1,195	NIGHT	1,005
TOTAL INSPECTED	WOOD	- DAY	14,117	NIGHT	17,789
	STEEL	- DAY	553	NIGHT	508
TOTAL BOARDED	WOOD	- DAY	11,606	NIGHT	7,987
	STEEL	- DAY	37	NIGHT	14

U.S. DETAINED: 1,096 persons

123 junks

4. VNN Activity:

SEARCHED: 23,800 junks

DETAINED: 681 persons

8 junks

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APPENDIX II

GAME WARDEN STATISTICAL SUMMARY, JULY 1966

1. PBR Statistics:

Total Patrols (two boats): Day 321 Night 461

Total Contacts: Day 17,739 Night 3,065

Total Inspected: Day 3,994 Night 603

Total Boarded: Day 4,686 Night 841

Persons Detained: 899

Total Patrol Hours: 15,414

Total Possible Patrols: 1,953
Total Patrols: 1,564
Usage: 80+%

2. Helo Fire Team Statistics:

Structures: Destroyed 28 Damaged 101

Sampans: Destroyed 13 Damaged 59

Total Flight Hours: 212

Helo Missions Supported:
- 17 reaction support of the river patrol
- 43 armed reconnaissance
- 31 logistic
- 2 medical evacuations

3. SEAL Team Statistics:

Structures: Destroyed 8 Damaged 0

4. GAME WARDEN Totals:

Structures: Destroyed 36 Damaged 101

Sampans: Destroyed 26 Damaged 61

Enemy KIA: BC 18 EST 38 WIA 2

Friendly KIA: KIA 0 WIA 3

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APPENDIX III

Summary report of activities of U.S. Naval Support Activity, DaNang for the period 1 January through 31 March 1966.

Because of major increases in requirements and the assignment of additional tasks and responsibilities during the early part of the new year 1966, U.S. Naval Support Activity, DaNang, was upgraded to a flag billet.

In ceremonies at Camp Tien Sha in DaNang East on 6 February 1966, Rear Admiral Thomas R. WESCHLER, USN, took command from Captain Kenneth P. HUFF, USNR, and became the first commander of the youngest and one of the largest of the U.S. Navy's overseas commands. CAPT HUFF assumed duties as RADM WESCHLER's Chief of Staff.

With added responsibilities and greater influx of personnel, NAVSUPPACT DANANG grew from 2,596 officers and enlisted men on 31 December 1965 to 3,585 officers and enlisted on 31 March 1966.

SUPPLY

Throughput tonnage by Supply Department's Freight Terminal Division (FTD) increased from 90,000 measurement tons in December 1965 to 150,000 measurement tons in January. This marked increase was due to the following factors:

a. Continued good weather.

b. Rising issue effectiveness from auto shop stores and boat spares stocks which decreased lighterage and material handling equipment downtime.

c. Outstanding performance by hatch teams.

d. Implementation of the supplemental offload plan in which cargo of draft ships was offloaded at Subic Bay, Philippines and transhipped to DaNang and Chu Lai via LST.

The highest single day's tonnage to date was realized on 31 January when a throughput of 9,774 measurement tons was achieved. The lowest single day's tonnage to date was moved on 23 February when no cargo was offloaded at DaNang as cargo backlog was reduced to zero for the first time in the history of the command.

Action progressed rapidly in DaNang East at the Supply Department's Material Division warehouse site. The first warehouse was occupied 10 February, and 160,000 square feet were ready for the opening of the Class II and IV depot on 23 March 1966. Construction was also rapidly being completed on the first 20,000 gross cubic feet of reefer storage in DaNang East. This reefer plant was occupied on 6 March.

Initial stocks for NAVSUPPACT's Class II and IV depot arrived in March, and about 70% was ready for issue on the opening date of 23 March. Initial stocks of lighterage, small craft, transportation, and materials handling equipment repair parts arrived, and consequently, substantial reductions in equipment downtime were realized.

The Supply Department contracted for the services of the Philco Corporation for the multi-million dollar job of maintaining MHE, transportation, and other equipment. Korean technicians will be employed under this contract. In addition, another multi-million dollar contract for an all-encompassing stevedoring operation to augment present offloading capability was under negotiation.

The second galley at Camp Tien Sha, NAVSUPPACT DaNang's cantonment area, was opened 22 February. With additional berthing and messing capability, the station APA, USS BEXAR, was released 13 March without replacement.

Additional personnel support was provided at Camp Tien Sha by the opening of a clothing and small stores, a branch exchange, a barber shop and a tailor shop.

Supply Department's Bulk POL Division assumed control of three 10,000 barrel bolted steel tanks at the DaNang airstrip and operated a four-inch amphibious assault hose from these tanks to the USMC tactical fuel system at both ends of the airstrip.

The first detachment of Supply Department personnel was transferred to Chu Lai as the initial stage of NAVSUPPACT's takeover of the Chu Lai offloading operation from the Marine Shore Party.

PUBLIC WORKS

The following events were the most significant during the period of the report in the Public Works Department.

a. Formal approval to demolish the ARVN pier in DaNang East and to replace it with a 300-foot wooden pier and two LST ramps was received. Demolition commenced on 7 March.

b. The first N7B galley/messhall at Camp Tien Sha went into operation on 22 February. A 3,000 barrel water tank and treatment plant were constructed to supply the complex. The second N7B galley/messhall was nearing completion and was expected to be ready for operation on 1 April.

c. Construction of a 40-foot by 100-foot bakery building for Camp Tien Sha was started.

d. The DaNang River Bridge was repaired within 105 hours from the time it was damaged.

e. A second 12-inch dredge was put into operation at the Bridge Cargo Facility. Both dredges operated two shifts per day. A bituminous surface treatment was placed on the ramps and docks and floating pile driver was used to start construction of the 300-foot pier. A 24-inch and 30-inch dredge arrived and dredging on the channels for the small boat repair facility and deep water piers is underway.

f. In DaNang East, five eight-Butler building complexes were put into use. Site preparation and foundation work for the second complex of 48 Butler buildings continued. The first half of the D32A reefer component was put into operation, and water well was drilled on the site.

g. Concrete footings were placed, and construction on lubrication pits was started at the Public Works Motor Pool Complex in DaNang East.

h. A detachment of Public Works personnel was sent to Chu Lai establishing an interim camp to assume port control, communications and beachmaster duties. The 300 foot by 800 foot LST ramp neared completion. The southern half of the channel through the channel bar was dredged to a depth of 12 feet. A lane 230 feet wide from sea to Cus Ho ramp was useable for round-the-clock traffic.

STATION HOSPITAL

During the period of the report, the following buildings were erected at the Station Hospital: a laboratory hut, two Food Service storage buildings (ice making and refrigerator), an Administrative Office hut, a Personnel and Patient Affairs Office, Operating Services Office, northwest and south ward buildings, a surgical hut, a post office, a carpenter shop, a dental clinic, a chapel, a temporary fire station, a bakery, two preventive medicine huts, a disbursing office, and an optical shop.

Since 1 January, the following buildings were equipped and are functional: a recreation building (Enlisted Men's Club), a messhall (enlisted staff and patient), an Officer's Mess, supply department building, two laboratory huts, two Food Service storage buildings (ice making and refrigerator), three receiving ward huts with mass casualty receiving area (covered), a x-ray hut, administrative office, personnel and patient affairs office, operating services office, pharmacy, a laundry building, two head and shower buildings, a morgue, post office, carpenter shop, dental hut, blood bank, and fire station.

The following buildings were erected since 1 January but were used for temporary quarters: bakery, south ward building, two preventive medicine huts, disbursing office, and optical shop.

Construction during March was minimal due to priority reductions for the hospital. Construction by Public Works on the helicopter landing pad was started but work has ceased at the present. Vietnamese workers employed by Public Works began construction of a cement sidewalk network to replace the wooden boardwalk. Work on the air condi-

Bed capacity since opening was increased from 60 to 165 beds and the average daily patient census rose from 35 to 124. This was made possible by the opening of one wing of the second 120-bed ward.

DENTAL

The Dental Department at the Naval Support Activity, DaNang, furnishes dental care to military personnel in the DaNang area, and to other personnel who are entitled to military dental treatment. The department has a clinic at the Station Hospital, which opened its doors to dental patients for routine treatment on 14 February 1966, a dental office aboard APL-5 which has just returned from complete refitting in Yokosuka, a dental office aboard APL-30 which has been operational since 30 January 1966, and a dental facility is to be underway at Camp Tien Sha in the very near future. Prosthodontics are not available at existing sites as yet.

COMMUNICATIONS

During the reporting period the department expanded to include new means of fulfilling its mission of reliable, secure and rapid communications, and for improving the already existing facilities.

Expansion of facilities include activation of an on-line circuit to provide entry into the Defense Communications System. This had the corollary effect of releasing dependence on the station ship for communications support. Also activated were several functional nets providing for more expeditious movement of cargo and coordination of the security effort. Additionally, several modifications were made to the Communications Center as demands for space for new equipment and personnel became more urgent.

With the activation of the U.S. Naval Support Facility in Chu Lai, the command communications mission expanded to include providing communications for the facility and to link them to NAVSUPPACT DANANG by radio path. This was accomplished by configuring two surveyed reefer vans to serve as communications/crypto centers.

A very important voice circuit, which became operational in early March, included USS REPOSE. This circuit is used to coordinate medical evacuations as well as to provide a voice circuit to NAVSUPPACT DANANG facilities at Hue and Chu Lai.

As the tasks and responsibilities of the NAVSUPPACT DANANG grew and expanded, there was a corresponding growth in the Communications Department.

FIRST LIEUTENANT

In the middle of January, the Billeting Division of the First Lieutenant Department and all of its functions were assumed by the Administration Department.

In late January, the Physical Security Division assumed the functions of the Port Security Division which had been under the Operations Department.

During the period of this report the Physical Security Division continued to expand its area of responsibility by assuming security responsibilities for DaNang East Covered Storage and DaNang East Ferry Landing.

Camp Tien Sha continued to expand its berthing facilities to meet the influx of new personnel.

OPERATIONS

The various divisions within the Operations Department performed their given tasks with emphasis on the following items:

a. Harbor Security Division continued its task of protecting USS, USNS, MSTS and MSTS chartered shipping in the harbor of DaNang up to Nano Bridge and including DaNang River up to the DaNang River Bridge. The division continued to protect the offload sites at Commercial Pier, "T" Pier, Commercial Ramp and Museum Ramp. Protection of the harbor continued through use of four minesweeping boats, four LCPL's (MK 4), four 45 foot picket boats and four Boston Whaler skimmers.

On 29 January 1966 the Port Security functions were assumed by Physical Security, thereby defining security responsibilities for Harbor Security as "waterside" and for Physical Security as "shoreside".

b. Port Services Division continued to expand in size during the reporting period to 18 men and improved on its ability to render services to visiting ships. Work commenced on improving LST beaching sites and updating navigational and mooring buoys. Flashing beacons (MK-1 MOD 0) were acquired and placed on the mooring buoy off Commercial LST Ramp, on the buoy by the sunken hulk in the harbor and on other buoys in the river. The beacons provided some night illumination; unfortunately, two beacons were pilfered, necessitating that clasps and locking devices be welded on the others.

Camels became an increasing concern to cargo operations. One camel was lost and another began to deteriorate. A request for six more small camels was initiated in February. An additional 12 long-type camels were requested for use when the seaside pier sites become operational this coming September.

Range markers were placed in position in all three LST Ramps at Tien Sha. Additional ranges are proposed for Museum and Bridge LST beaching areas.

With the addition of a PRC-61 radio in the Operational Control Center, a Logistic Coordination Offload Net was established. A new Lighterage Status Board was put into operation to better interpret visually the status of lighterage craft.

c. Service Craft Division increased its assets during the reporting period by the addition of the YTL-428 arriving from Guam and YTL's 506 and 587 arriving from Bremerton. YFRN-383 and YOG-56 returned to full service from overhaul, and three Pusher Boats were reassigned permanently to NAVSUPPFAC Chu Lai.

The division included seven officers and 255 enlisted men at the end of the reporting period.

d. Lighterage Division continued to expand its lighterage services on coastal operations with 19 runs to Hue and 28 runs to Chu Lai during the reporting period. Craft reliability made great strides as LCM-8 craft increased to 28.

During the past quarter, 10 LCM-3's were received. One LCU was received and three went to overhaul.

On board assets as of 31 March were 11 LCU's (plus three in overhaul), 28 LCM-8's and 20 LCM-6/3's.

e. Engineering and Repair Division come into being on 29 January 1966 with two officers and 22 enlisted assigned. The mission of the division is to maintain, repair and overhaul all activity and service craft assigned to NAVSUPPACT DANANG, and to lend such support as possible to units of the Fleet and other commands.

At the birth of the E&R Division resources were one LCM-6 fitted out with a welding outfit and used as a mobile work boat. On 3 February a three-section pontoon causeway was installed at Tien Sha Ramp, permitting boats and craft to come alongside for maintenance and repair.

On board strength of the E&R Division was two officers and 49 enlisted men; and in addition, one officer and 31 enlisted men were TAD off station.

f. Air Operations Division was established on 28 March with 3 officers and 13 enlisted men of group IX ratings. The mission of the division is to provide aerial support to activities as directed by COMNAVSUPPACT DANANG.

During reporting quarter, one C-47 aircraft, BUNO 17282, was assigned but was not received. Arrangements were made with First Marine Air Wing personnel to provide aircraft parking spaces for regular maintenance upon receipt of the aircraft. A quonset hut for personnel was requested for construction by Public Works Department, and this was accomplished during March.

Nine personnel assigned to the division were transferred TAD to Naval Air Station, Sangley Point, Philippines in mid-March to assist in the acceptance and maintenance inspection of the aircraft which had to be flown from the United States to Sangley Point. NAS Sangley Point was assigned the task of support and intermediate maintenance for the NAVSUPPAC DANANG plane.