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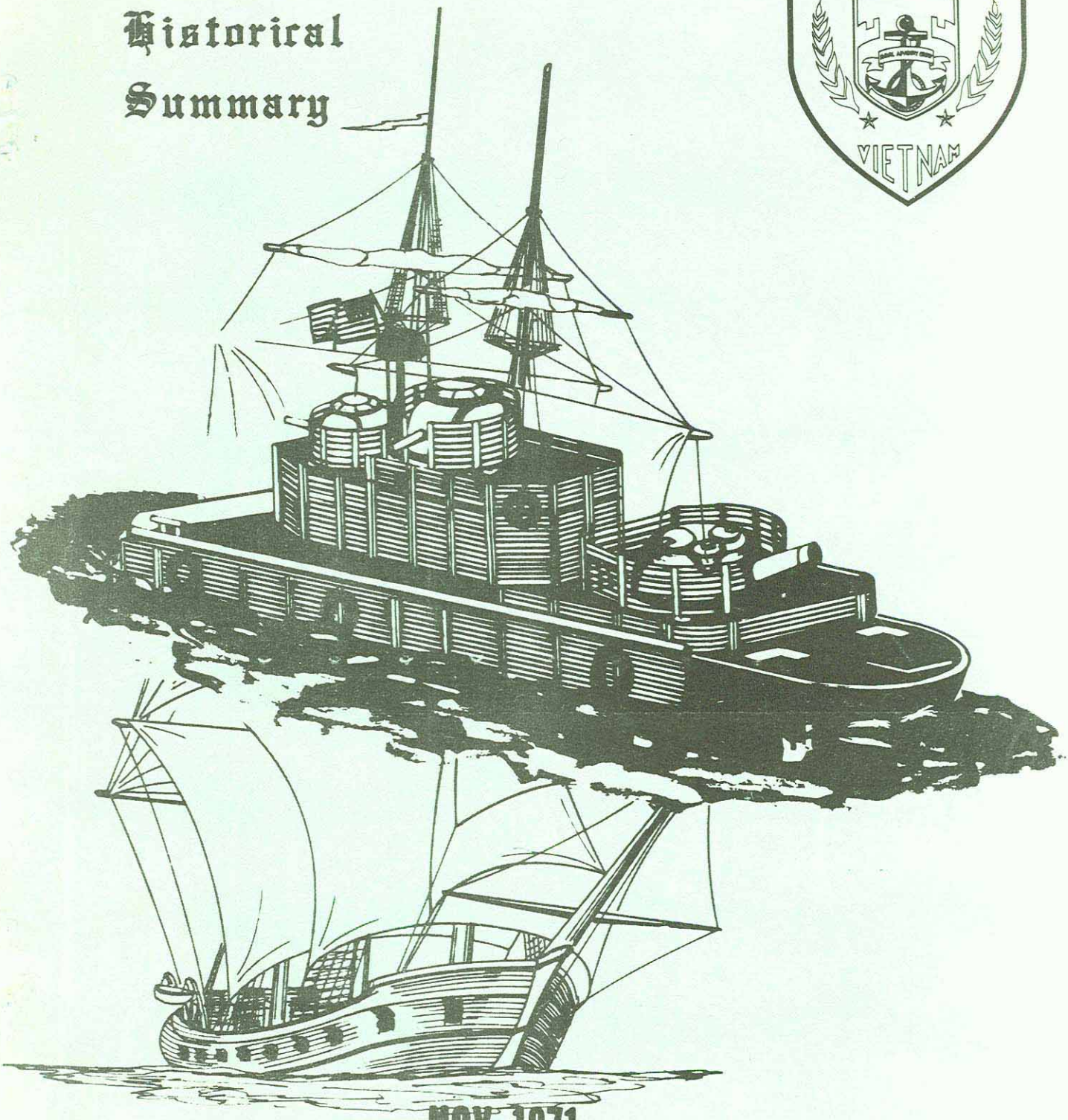
Monthly Historical Summary

US NAVAL FORCES VIETNAM



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VIETNAM

MONTHLY HISTORICAL SUMMARY

November 1971

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FOREWORD

Enemy activity was generally light throughout the riverine areas of Vietnam during November, limited to sporadic ABFs and minings. The enemy did, however, step up his pressure against the Mekong River Convoys to Phnom Penh, as two out of three convoys were attacked with greater intensity than in the past few months. November also saw the first shipping harassment on the Long Tau Shipping Channel in the Rung Sat Special Zone in over a year.

In line with the trend of decreasing USN presence in Vietnam, a new advisory concept for riverine operations was inaugurated during the month. This concept, called MOAT (Mobile Operations Advisory Team), originated by RADM A. W. Price, USN, DEPCOMNAVFORV (OPS), envisioned the withdrawal of all riverine advisors, replacing them with a mobile team based in each TRAN HUNG DAO AO which would travel to various locations within the AO whenever its services are needed. This concept is planned to be fully implemented by the end of December. A similar idea has also been discussed in connection with USN personnel at coastal groups.

The efforts of Coastal Surveillance Forces were hampered throughout November by severe weather conditions persisting since the end of September. At the months close, the First Coastal Zone was just beginning to return to full effectiveness from the damage caused by Typhoon Hester.

November also saw the decommissioning of the Third Naval Construction Brigade, ending most of the Seabee involvement in Vietnam. The only active Seabee personnel still remaining in country are the men of CBMU 302, concerned primarily with civic action projects.

Overall Navy strength in country continued to decline during the month. As of 30 November, 8,923 Navy personnel remained in country, 1,474 officers, and 7,449 enlisted. A large number of these, (3,762 officers and men) were concentrated in MR III, in and around the Saigon area. The overall figure declined by 852 over last month's total. An greater decline is forecast for December, when 1,725 USN personnel are scheduled to depart for CONUS.[1]

1. COMNAVFORV msg DTG 270912Z NOV 71

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CHRONOLOGY

4 NOV-- PGM 610 ambushed on Cua Lon River (THD IV)

5 NOV-- Brown Water repair parts turned over to the Vietnamese

6 NOV-- Third Naval Construction Brigade decommissioned

8 NOV-- Shipping harassment against SS RAPHAEL SEMMES on Long Tau Shipping Channel

-- TIGHT JAW sensor site turned over at ATSB Tuyen Nhon

9 NOV-- Mekong Convoy TP-37 departed Tan Chau

10 NOV-- House Foreign Affairs Committee Staff Delegation visited Tan Chau for briefing on Mekong Convoy operations

-- MOBASE II turned over to the Cambodians

-- ACTOVRAD Site 303 (Nui Ta Kou) turned over to the Vietnamese

11 NOV-- LT R.L. Hubbard, CHC, USNR, and EN3 G.P. Coder, USN wounded by accidental discharge of claymore mine (THD XXI)

13 NOV-- LCM-8 damaged by mine on Trem Trem River (THD XXI)

15 NOV-- PCF 3913 ambushed VQ 890 580 (THD IV)

16 NOV-- ATC HQ 1237 mined at Hoa Binh (THD XXI)

17 NOV-- TP-38 departed Tan Chau

18 NOV-- TP-38 attacked at 0955H (WT 195 670)

-- Seawolf 312 shot down 20 miles north of Chau Doc

21 NOV-- CDR Luat, VNN relieved CAPT Thieu, VNN as Commanding Officer, TRAN HUNG DAO IV

-- Seawolf 26 experienced mechanical failure and force landed at WR 045 465

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25 NOV-- USAF H-53 helo downed by enemy fire (RSSZ)

28 NOV-- Mekong Convoy TP-39 departed Tan Chau

-- TP-39 attacked at WT 233 657

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CURRENT OPERATIONS

VNN Designations	Former USN Designations
TRAN HUNG DAO IV (TG 214.2)	SOLID ANCHOR
TRAN HUNG DAO VI (TG 212.5)	SEARCH TURN
TRAN HUNG DAO XV (SEAOPS Command)	MARKET TIME (Inner Barrier)
TRAN HUNG DAO XVIII (TF 218)	NONE
TRAN HUNG DAO XX (TG 219.1)	NONE
TRAN HUNG DAO XXI (TF 210)	NONE
TRAN HUNG DAO XXIV (TG 214.1)	NONE
TRAN HUNG DAO XXV (TG 212.2)	NONE
TRAN HUNG DAO XXVI (TF 217)	NONE
TRAN HUNG DAO XXVII (TF 216)	NONE
RUNG SAT SPECIAL ZONE (TF 228)	NONE
CHI LANG I	SEA TIGER

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MOBILE OPERATIONS COMMAND (RIVERINE) AND CTF 116 SUMMARY

One of the most important trends to emerge in the Riverine arena in November was the mobile operational advisory team concept (MOAT). This concept will allow the Naval Riverine Advisors to cut down to one advisory team for each TRAN HUNG DAO; a move that would allow the U.S. Advisors to draw down to minimum force levels. The concept was tested and deemed a success and RADM Price, Deputy Commander for Operations, U.S. Naval Forces Vietnam, has directed that the concept be implemented in all areas in December 1971.

In the continuing effort to insure civilian safety and positive control of fire power, CTF 116 addressed himself to the Rules of Engagement (ROE) for aircraft. The following three points were emphasized in CTF 116 messages 200340Z NOV 71 and 200517Z NOV 71:

1. All TF 116 units placing air strikes must have clearance granted from the Province Chief or GVN higher authority (i.e. a division commander); and if the clearance is being relayed through other than a division or province TOC, units will request the relaying TOC to affirm that the clearance was in fact granted from the province or higher level GVN authority.

2. The practice of requiring the initials of VN/US clearance granting authorities must be continued.

3. When contacted for HAL-3 detachment scramble missions (including for troops in contact with the enemy), NOCs must not execute the Seawolf scramble until target clearance is granted by the province chief or higher GVN authority.

The Commanding General, Third Regional Assistance Command (TRAC) reduced helicopter services that U.S. Army Aviation Units had been providing in MR III. The reduction was necessitated by the drawdown of U.S. assets. Combat assault support missions must now be requested through Vietnamese channels to CG III Corps, and will be provided from III Corps monthly allocations of VNAF assets to major elements. The major naval elements most directly effected were the Rung Sat Special Zone, the Third Coastal Zone, and units under the OPCON of AOC Northern.

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TRAN HUNG DAO IV

Enemy activity in the TRAN HUNG DAO IV AO was moderate during November. There were eight incidents of naval interest, resulting in no friendly personnel or material casualties, while the enemy suffered ten killed, and an assortment of weapons captured. Five of the incidents were friendly initiated, and three were enemy initiated ambushes. The TRAN HUNG DAO IV Commander employed USN air support relatively lightly during the month, with only 12 Seawolf missions flown within the limits of the AO.

The first incident occurred on 3 November, when two ATCs of RID 45, enroute to ISB Nam Can, surprised and engaged a small force of VC near WQ 064 790 at 1100H. The enemy was situated in a prospective ambush site when the boats unexpectedly discovered them. The ATCs killed two VC, and captured three launch bombs, while suffering no friendly casualties.

On the following day, the enemy was better prepared for their ambush of the PGM 610 on the Cua Lon River. The PGM 610 was transiting to her MARKET TIME patrol area, when she was taken under fire nine miles east of ISB Nam Can at 1345H. The attack consisted of four or five B-40 rockets launched from the north bank, and heavy AK-47 fire from the south bank. There were no rocket hits, and the PGM 610 effectively suppressed the enemy fire with 20mm and 40mm cannons, 81mm mortar, .50 caliber machine gun, and M-79 grenade launcher fire. There were no friendly casualties or damage, and enemy losses were undetermined. The PGM cleared the ambush area and proceeded to her assigned patrol sector as directed by CTF 235.

On 5 November there was a personnel change in the intelligence community at Nam Can. LT R.J. Lesley relieved LT A.P. Santoro as NILO.

On 6 November, four LDNN (VN Seals) engaged ten VC near VQ 945 617 in a rather unusual manner. The LDNNs were routinely fishing in a sampan on the Cua Lon River, seven kilometers southeast of ISB Nam Can. The VC, armed with B-40 rockets and AK-47s, motioned the sampan to approach the south bank. The LDNNs replied with M-16 fire and beat a hasty retreat. The surprised VC returned a heavy volume of fire, but otherwise did not pursue the contact. There were no friendly casualties and enemy losses were undetermined.

Civilians became the victims of a VC attack on 11 November. An unspecified number of woodcutters were attacked with B-40 rockets near WQ 02 69 at 0900H. Attacks of this nature were usually conducted to scare civilians away from areas of enemy activity. In this incident, two woodcutters received fragmentation wounds.

VC terrorist activity has sometimes backfired on them by alienating the civilian population in an area. At 1450H on 11 November, LSSL 229, on routine patrol east of Nam Can, received information from a local civilian that 7 to 8 armed VC were located at WQ 113 707. In a well coordinated response, Seawolves diverted and flew a VARS mission over the area, resulting in negative contact. Meanwhile the LSSL relayed a second civilian report of VC activity, indicating that two sampans carrying 7 or 8 VC were sighted on

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the Rach Cai Ngay near WQ 09 71. RID craft on the Cai Nhap patrol were directed to investigate. The two sampans were detained, and three suspicious males held for interrogation.

The VC continued their sporadic, harassing tactics on 15 November, when PCF 3913 was taken under fire with launch bombs at 1200H. The attack occurred near VQ 890 580, and two additional PCFs were dispatched to support the PCF 3913. The PCFs laid mortar fire along both banks, and the enemy fled, inflicting no damage to the PCFs, and leaving four launch bombs and two launchers behind.

On 16 November, HAL-3, Detachment One changed Officers in Charge. LCDR C.F. Montag relieved LT A.E. Mears as O-in-C of the Nam Can based detachment.

In a combined operation on 17 November, units of RIDs 45 and 47 assisted two companies of the 43rd ARVN Ranger Battalion conducting a sweep of a four square mile area near VQ 890 580 (in the general vicinity of the PCF 3913 ambush two day earlier). The sweep met light resistance, resulting in one VC killed, two bunkers destroyed, and one AK-47, two launch bomb tubes, and three hand grenades captured.

A major change of command occurred on 21 November. Trung Ta (CDR) Luat, VNN, relieved Dai Ta (CAPT) Thieu, VNN, as Commander TRAN HUNG DAO IV/CTF 235.

A rapid response to intelligence netted significant profits for the TRAN HUNG DAO IV Forces during the latter part of the month. At 0800H on 22 November, the Han Rong Hamlet Chief reported to the VNN N-2 (Intelligence Officer) that a woodcutter from his hamlet had observed a large weapons cache, containing 100 German and French rifles, three heavy machine guns, and eight 61mm mortars in the vicinity of WQ 081 672. The weapons were alleged to be rusty and in bad condition. The woodcutter claimed that the cache was located in two hootches on the bank of an unnamed canal, and that he had observed the area for three days without seeing any guards or booby traps. The NILO at Nam Can believed the size of the cache to be exaggerated, because a cache of that size would not be left undefended. However, a ranger sweep was organized.

On 23 November, two companies of the 43rd ARVN Ranger Battalion swept through a four square mile area centered at WQ 084 670, led by the woodcutter who discovered the cache. At about 1200H, the rangers encounted light resistance, but no casualties were inflicted on either side. The sweep continued. The enemy was again encountered at 1330H, when an unknown size force offered heavy resistance, resulting in seven VC killed and no friendly casualties. Near the point of contact, at WQ 084 670, an arms cache containing two sampans, eight 20mm anti-aircraft guns, five light machine guns, 184 individual weapons, and six 60/61mm mortar tubes was captured. As reported by the woodcutter, all the weapons were old and rusty, but about 30 percent could have been made serviceable by cannibalizing the rest. The discovery of this cache illustrated one reason why the VC have consistently attacked woodcutters throughout the Delta, and why the GVN has been prone to conduct woodcutter security operations with LDNN and ranger forces.

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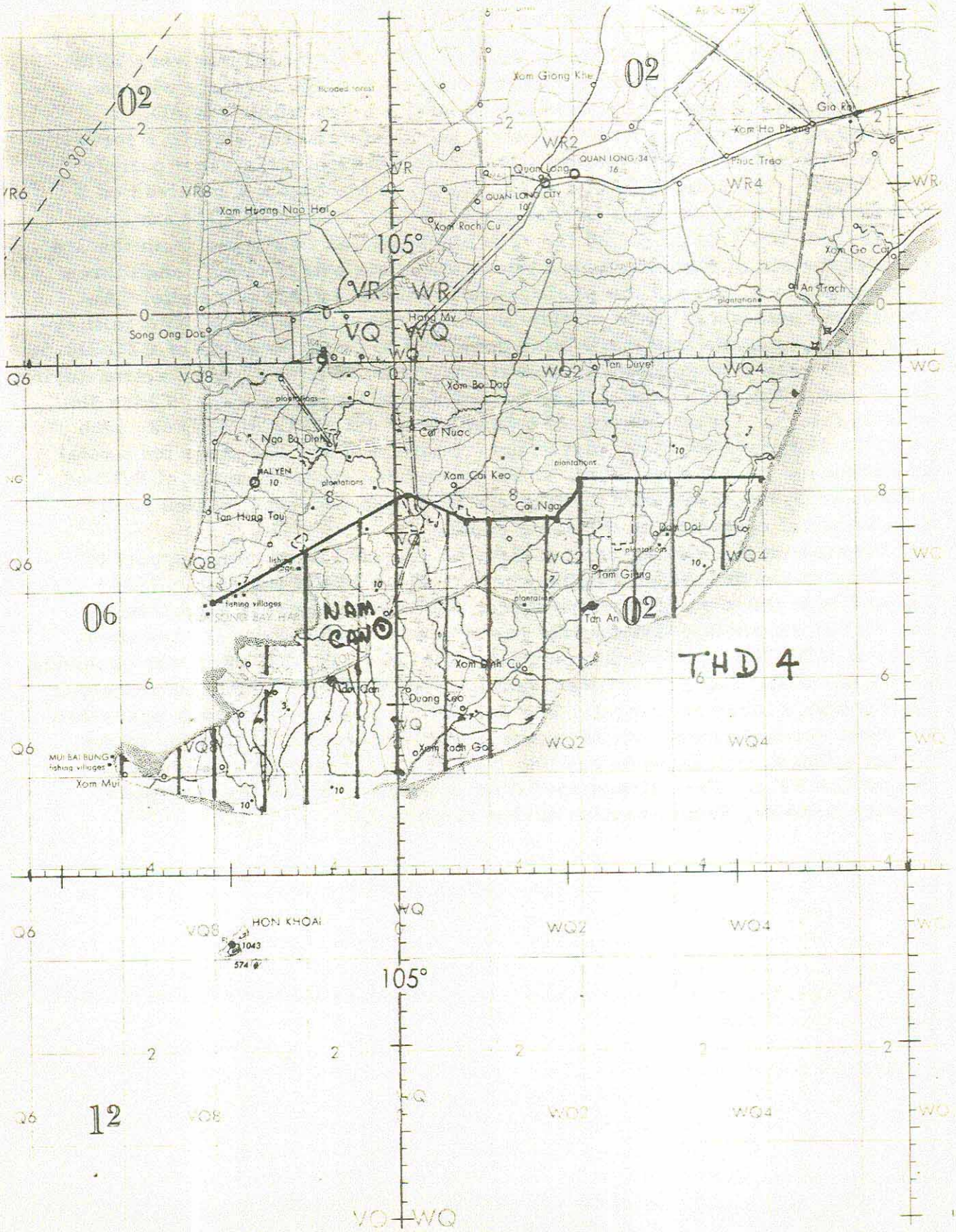

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TRAN HUNG DAO VI

Contact with the enemy in the TRAN HUNG DAO VI AO was very light during the month of November. There were no surface contacts with the enemy by naval assets, but Seawolves flew 14 strikes within the AO.

Although no contacts with the enemy were established, TG 212.5 forces actively pursued anti-infiltration tactics. In addition to the usual patrols and WBGPs, units of RPDs 61 and 62 reacted to intelligence received on 3 November by establishing a 12 boat blockade on the Rach Soi Di Vam Cong Canal from WS 15 07 to WS 20 13. The blockade was conducted from the 3rd through the 9th of November, and consisted of six patrol zones, each three kilometers long, across the intelligence predicted infiltration route. Although no contact was made on this blockade, the halting of VC/NVA infiltration from Cambodia into the U Minh continued to be the mission of CTG 212.5.

In the area of psychological operations, units of RPD 62 were active during the month. The Kinh (canal) Tron was twice the target area for "Chieu Hoi" tape missions. On the evening of 6 November, six PBRs of RPD 62, with two US advisors embarked, played pre-recorded Chieu Hoi tapes for a total of six hours. A few days later, on 10 November, six more units of RPD 62, without advisors, conducted another six hour tape recorded "Chieu Hoi" psychological operation on the same canal.

Throughout the month, units of RPD 62 provided continuing support to elements of the 16th ARVN Regiment of the Ninth ARVN Division. This support took the form of blocking force, ARVN night ambush insertion, and WBGP missions. One unusual mission was conducted on 11 November. Units of CTG 212.5 provided security for the USN YFU-57 which was grounded at WR 013 995. The YFU-57 went fast aground on a high tide, and presented the VC with a lucrative target. The possibility of a mortar attack presented the most serious threat, but fortunately none occurred. In addition to the security force, two LCM-6s and one LCM-8 unsuccessfully attempted to refloat the YFU. The salvage operation is covered in detail in the Naval Support Activity, Saigon section of this summary.

Three convoys successfully transported vitally needed POL and MAP materiel to Phnom Penh during the month of November. Two of the convoys encountered stiff, but ineffectual resistance. A USN Seawolf gunship was shot down while flying air cover for the second convoy, but efforts by converging allies save the crew and aircraft.

Mekong Convoy TP-37 departed Tan Chau staging area at 0005H on 9 November, escorting six cargo ships, six tankers, and three tugs towing five barges, and carrying a total of 2,122,320 gallons of POL, 200 tons of ammunition, 300 tons of trucks and 7,896 tons of general cargo. The convoy arrived in Phnom Penh at 1430H without incident. The return convoy, PT-37, departed Phnom Penh the next day at noon with three cargo ships, seven tankers, and three tugs towing three barges. The convoy arrived seven hours later without incident. The composition of the escort was: one VNN LSIL Flagship, 22 VNN PBRs, six VNN ASPBs, eight MNK PBRs and three MNK LCM-6s. A total of 90 sorties were flown for TP/PT-37 with Seawolves flying eight night missions.

The House Foreign Affairs Committee Staff Delegation visited Tan Chau on 10 November for a briefing on the Mekong River Convoy operations. DEPCOMNAVFORV for OPS, RADM Price, and SA CTF 218, CDR Wright, participated in the briefing.

At 2350H on 17 November, TP-38 departed the Tan Chau staging area, composed of seven cargo ships, four tankers, three tugs towing five barges, and one towboat. A total of 1,834,904 gallons of POL, 8,761 ton of general cargo, and MPA materiel was transported. At 0955H the next morning, the convoy came under the most severe enemy attack since before the flood season. The enemy struck from WT 195 670 with twenty 75mm recoilless rifle rounds. One cargo ship received eight hits, three in the berthing spaces, and two in the vessel's stack. The resultant fire, quickly extinguished, caused minor damage and no injuries. The convoy escort rendered aid and the ship continued its transit. Two other cargo ships were attacked in the same area with 14 B-40 rocket rounds. The rounds fell short into the water due to the extreme range of the firing position. Escorting Army gunships returned fire into the area, destroying the 75mm recoilless rifle position, and receiving intense ground fire in return. Seawolves scrambled to assist. FANK troops in the area reported making contact with the enemy and maintained pressure on the enemy positions. At 1050H a tanker received fire from WT 210 660, resulting in no damage or casualties. Throughout the attack, the convoy's waterborne escorts returned fire into all enemy positions. A USN Seawolf LHFT was spotting for artillery when it took heavy A/W fire from WT 205 685. Mulitiple hits on the wing aircraft caused engine failure, and the pilot made a forced landing at 1122H. At 1200H a US Army helicopter relieved the Seawolf overhead, and at 1430H, an army Chinook skycrane extracted the downed Seawolf 52. At 1700H, the convoy arrived at Phnom Penh without further incident. The downriver convoy, PT-38, departed Phnom Penh the next day at 1215H, arriving at Tan Chau six hours later without incidents. There were 50 air sorties flown for the upriver convoy, and 21 flown for

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the downriver one.

Mekong Convoy TP-39 departed for Phnom Penh at 0010H on 28 November, transporting 2,568,768 gallons of POL and 3,916 tons of genreal cargo. At 0850H the convoy was attacked by an unknown size force at WT 233 657. The attack consisted of eight B-40 rocket rounds. There were no damage or casualties reported. US Army gunships and escorting river craft returned the fire with unknown results, and the convoy continued the transit. At 1005H, the convoy was again attacked, this time at WT 090 743, with 57mm recoilless rifle, B-41 and A/W fire. Four B-41 rockets hit one cargo vessel, resulting in a small fire and minor bow damage. The fire was quickly suppressed and no personnel casualties resulted. One escorting VNN PBR was hit by S/A fire causing minor damage but no personnel casualties. The convoy continued transiting and arrived without further incident at 1400H. Subsequent to the initial attacks on TP-39, an air strike was delivered against NVA/VC in the vicinity of WT 236 661. FANK troops conducted a ground sweep after the strike, reporting signs of many enemy wounded. CTF 218 requested FANK reinforcements, and again requested replacement of the FANK 63rd Battalion, as the enemy persisted in penetrating their area to harass convoys. The enemy presence, due to ineffective bank security, has required the extensive use of escorting craft and aircraft.

Several convoys between Neak Luong and Tan Chau carried POL, ammo, and ARVN troops without incident during the month. TP-39A departed Tan Chau on 30 November for Neak Luong with MNK MOBASE II, consisting of four repair ammis. The MOBASE was turned over to the MNK on 10 November at LSB Nha Be under the MAP program.

NILO Tan Chau SPOTREP 210830Z Nov 71 outlined several changes in enemy tactics related to the annual Mekong River flood recession. TP-38 received the most severe enemy attack since before the flood, ushering in the expected increase in enemy activity. The NILO felt that the NVA were again attempting to cut off Phnom Penh from support, with emphasis shifting to the interdiction of Mekong shipping, because the highway access to Phnom Penh had been previously interdicted.

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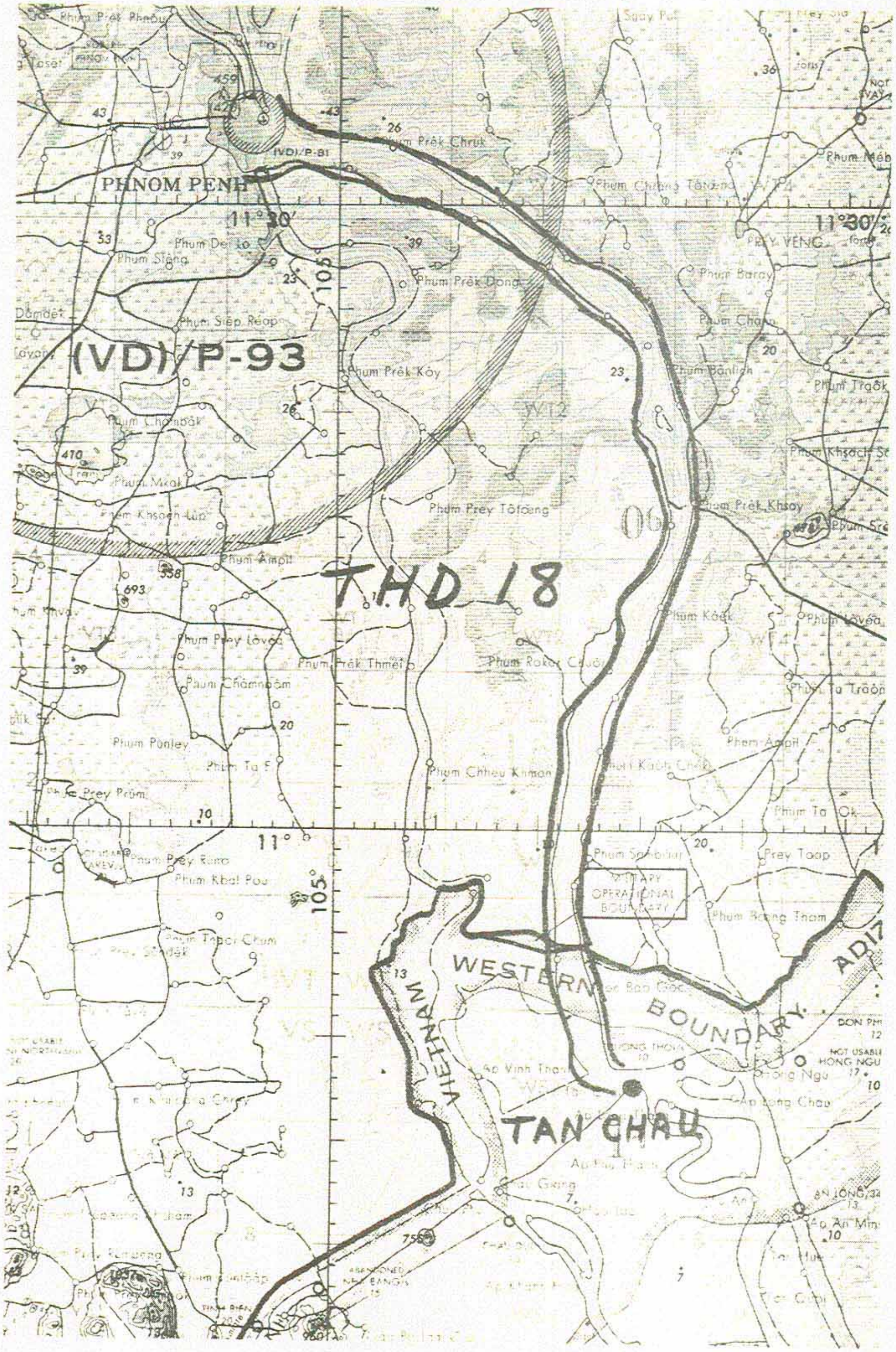

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TRAN HUNG DAO XX

Enemy activity in the TRAN HUNG DAO XX AO was concentrated on infiltration and resupply from Cambodia. No contact with the enemy was established by naval or Seawolf assets within the AO. Intelligence reports continued to indicate that the enemy was crossing the Vinh Te Canal from Cambodia.

In one particular intelligence report received from the NILO Chau Doc, units of the 66th ARVN Ranger Battlion reacted swiftly to intercept a VC infiltration attempt. The intelligence, evaluated as "source usually reliable and information probably true", indicated that a group of 50 men would attempt to infiltrate on the evening of 27/28 November by crossing the Vinh Te Canal near VS 58 65. This group was believed to be part of two groups of VC/NVA of 1000 men each that were breaking into small units in preparation for infiltration into Kien Giang Province. The Ranger units set an ambush resulting in one enemy killed, and three hand grenades and two sampans captured. Although naval assets were not directly involved in this action, the engagement was precipitated by NILO intelligence.

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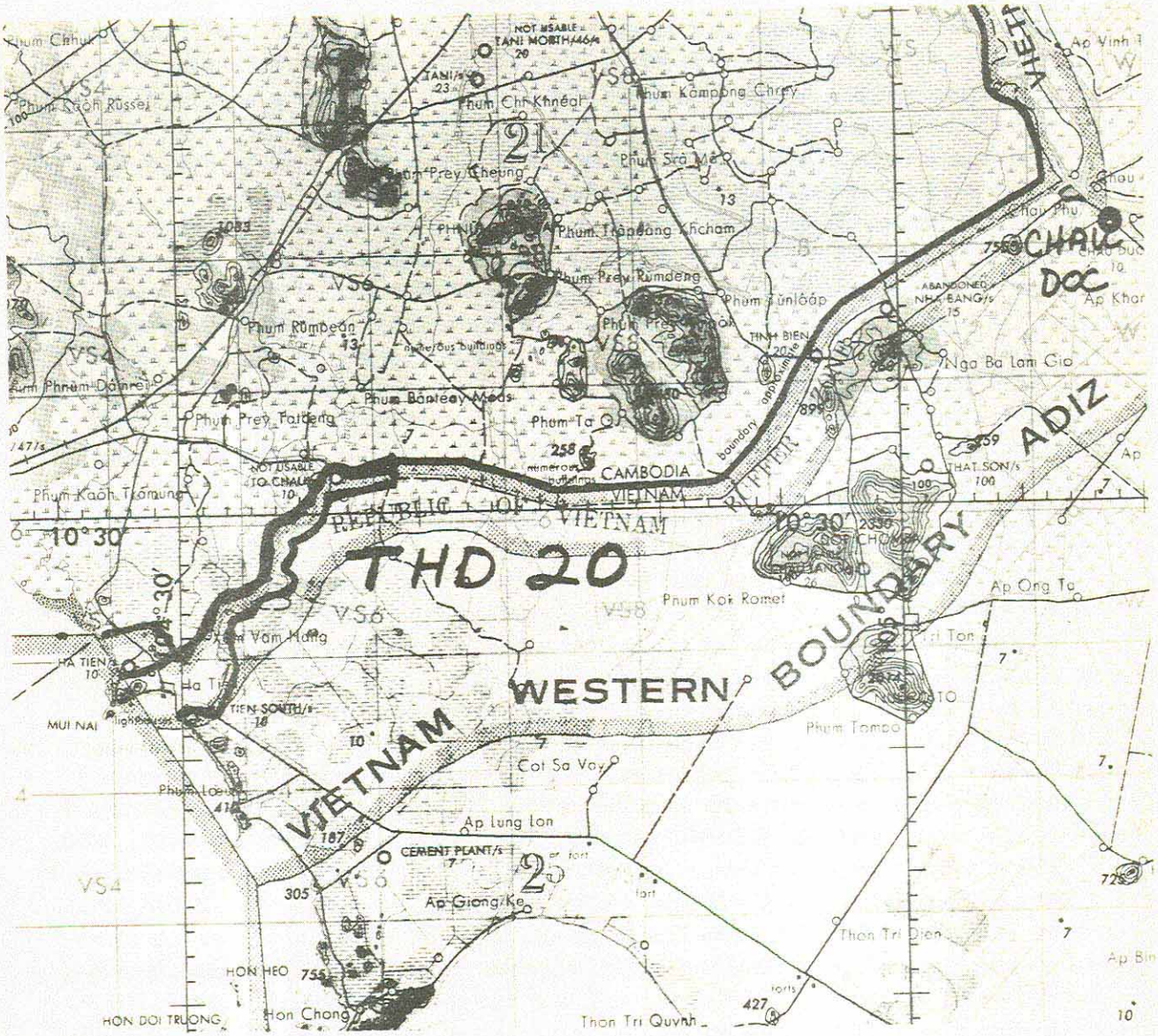

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TRAN HUNG DAO XXI

Contact with the enemy was moderate in the TRAN HUNG DAO XXI AO during November. Seawolves flew 12 strikes within the AO, and there were eight incidents of a naval interest. Of the eight incidents, there were three accidents, three minings, one ambush, and one ABF, resulting in two boats damaged, two rocket launchers captured, and two USN and five VNN personnel wounded or injured.

The ambush occurred on 3 November at 1055H. Six units of RAG 29 patrolling the Song Ong Doc received three rounds of B40/41 fire from the north bank of the river near VR 995 035. All three rounds missed. The boats returned suppressive fire and then beached, capturing two locally produced launch tubes. The boats returned to Song Ong Doc district town, enbarked one RF company, returned to the ambush site, and inserted the troops for a sweep resulting in no contact with the enemy.

The first water mining incident occurred on 5 November. A convoy consisting of one MID 93 boat, one ARVN LCM-8, and four RAID 74 boats experienced three small underwater detonations while transiting from Hoa Binh to Ca Mau. The three leading boats were minesweeping with chain drag rigs. At 1115H one mine detonated off the port side of the LCM-8, the fourth boat in the convoy. No casualties or damage resulted from the detonation, but an M-16 was blown overboard. The convoy proceeded to an RF outpost at WR 007 365 and beached. At 1140H the convoy commander (the RAID 74 XO) controlled Black Pony strikes on both banks of the river. At 1150H, while retracting from the bank opposite the RF outpost, the LCM-8 experienced two more low order mine detonations, one aft and one off the port side, resulting in no casualties and only minor damage. The convoy then continued its transit to Ca Mau without further incident.

The second mining incident occurred on 13 Novmeber, when a convoy was again attacked. Three ASPBs of RAID 71 and one VNN LCM-8 were transiting from Rang Dong to Toan Thang on the Trem Trem River. At 1530H near WR 025 500, the LCM-8 the third boat in the convoy, was hit by one watermine and a B-40 rocket fired from the west bank, resulting in one VNN wounded and flooding damage to the bow section of the LCM-8. The convoy returned suppressive fire, and the LCM-8 beached just south of the attack area, with two ASPBs alongside to assist. At 1600H the wounded VNN was medevaced by US Army helicopter. At 1615H one ARVN company was inserted in the area, and four boats of RAID 72 were dispatched for additional security. A P-250 pump was delivered by a Sealord helicopter from Ca Mau to control flooding in the forward voids of the LCM-8, and the cargo of 2,000 rounds of 105mm ammunition was transferred to ATCs. Other RAC then towed the LCM-8 to Toan Thang.

The third and final mining incident occurred on 16 November at 0330H. The ATC HQ 1237, one of five RAID 74 boats providing security at Hoa Binh, was attacked by a swimmer emplaced or floating 20 kg mine. The HQ 1237 was beached on the east bank, opposite the 32nd ARVN Regiment Command Post near VR 987 383. The mine exploded against the starboard quarter, resulting in three VNN wounded, two seriously. The boat immediately sank by the stern, with the forward half remaining above water.

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The SA CTF 210 reemphasized the steady increase of VC/NVA mining water sapper capabilities in recent months in a message addressed to SA CTGs 210.1 and 210.2. The enemy was anticipated to make greater efforts against friendly waterborne logistic supply lines in the northern U Minh Forest. Local "Boat Hunting" teams were believed to be reinforced by hard core NVA sappers.[1] The mining threat was expected to continue throughout the coming months.

A result of the enemy sapper activity has been the conduct of salvage operations throughout the AO. Three salvage operations were under taken during November.

The first salvage job was completed on 6 November, when the HQ 1271 an ATC of RID 45, was raised, dewatered, and beached near ISB Ca Mau. This ATC was discovered not to have been a victim of enemy battle damage. No hull damage was found, with the exception of a minor pinhole leak in the forward bulkhead, and the craft appeared to be water tight. The sinking was caused by open bilge drainage plugs. The plugs had apparently been removed, because a wrench was found in the bilge during the salvage operations.

During the second salvage operation of the month on 15 November, one of three unfortunate accidents during the month occurred. An ASPB of RAID 73 was assisting in the salvage of the RAG 25 Commandement HQ 6002 on the Trem Trem River near WR 054 453. The ASPB was attempting to pull the Commandement toward the bank while salvage craft attempted to lift the boat. The bit to which ASPBs line was attached pulled loose from the Commandement's deck, snapped back, and hit a VNN crewman fracturing his skull and inflicting chest wounds. The injured man was treated by the USN Salvage Team corpsman to stop the bleeding, and was medevaced by a Seawolf helicopter to the Third Surgical Hospital at Binh Thuy. The salvage of the Commandement was terminated on 24 November. The stern of the boat was lifted, but the bow could not be raised. The craft could not be towed to the bank, because of the crafts extreme bow angle and its mud filled hull. After stripping the armament off of the boat, the craft rolled over in place. Since the boat no longer presented a hazard to navigation, the salvage operation was terminated.

The final salvage operation was conducted on 25 November. Five RAC of RAID 73 escorted two LCM(S)s to the site of the sunk RAID 75 ATC HQ 1227 in the vicinity of WR 057 447. A survey of the ATC confirmed it to be unsalvageable. From the site of the sunk ATC, the convoy proceeded to WR 075 388, the reported site of the RAG 25 LCM-6 HQ 1506 which was sunk on 11 January 1971. The salvage mission was aborted after three sweeps along a three kilometer long stretch failed to locate the craft. One company of 33rd ARVN Regiment troops and Seawolves provided bank security and air cover for this aborted salvage operation. Salvage operations were a costly investment in man power and machinery, indicating the importance of countering the VC mining activity in the U Minh.

In addition to the salvage operation accident on 15 November, two other accidents occurred on 11th and 21st. The accident on the 11th involved another claymore mine firing, similiar to the ones that occurred in October 1971.

1. SA CTF 210 240501Z NOV 71

At 1030H, a claymore mine adjacent to the OpBase Kien An Officers Quarters accidentally detonated, injuring LT R.L. Hubbard, CHC, USNR, and EN3 G.P. Coder, USN. LT Hubbard received a broken right leg and multiple shrapnel wounds in both legs. EN3 Coder received shrapnel wounds in the back and legs. Both injured personnel were medevaced to the Third Surgical Hospital. All claymore mines at Kien An were disarmed and EOD personnel ordered to Kien An to assist in conducting an investigation.

The final accident involved an emergency landing of Seawolf 36 while it was providing air cover for units of RAIDs 72 and 74 on the Trem Trem River in the vicinity of WR 045 465 at 1045H on 21 November. The aircraft experienced heavy vibrations and jettisoning rocket pods and ammunition boxes did not alleviate the condition. An emergency landing was made at an RF outpost while three ATSBs beached to assist RF troops providing security for the downed aircraft. The helicopter's wingman and a Black Pony provided air cover. The failure of a tail rotor drive shaft bearing was the cause of the vibrations and at 1300H a Sealord helicopter inserted a rigging crew. Eighteen minutes later the rigging was completed, and a US Army Chinook lifted the downed Seawolf and transported it to Binh Thuy.

One ABF occurred in the AO on 16 November. Two USN LCM(S)s and escorting units of RAIDs 72 and 73 were beached at the Toan Thang, 33rd ARVN Regiment Light Command Post near WR 042 475. At 2010H, three incoming 60mm mortar rounds fell short of the base perimeter. The boats immediately dispersed while Fire Support Bases Toan Thang and Tan Phu fired 105mm artillery at suspected enemy positions with unknown results. No casualties or damage to boats or the base was incurred. The entire incident lasted 35 minutes and appeared to be a harassing attack.

Two special missions were also conducted during November. The first of these, conducted on 7 November, involving a coordinated ARVN artillery barrage, a USN Black Pony CBU-55 strike, and a VNAF A-37 strike, followed by a troop insert. The target area was a box of coordinates along the Trem Trem River (WR 034 444, WR 050 444, WR 034 433, and WR 050 433). After the strikes, one battalion of 33rd ARVN Regiment troops was inserted by helicopter and RAID 73 RAC. The troops swept the area while RAID 73 provided a blocking force. The operation resulted in 40 bunkers, 60 structures, and 20 spider holes destroyed, with 1000 rounds each of AK-47 and M-16 ammunition, and 100 grenades captured.

The second special mission was an attempted VC POW camp raid by ARVN troops led by a Hoi Chanh. An insertion was made in the vicinity of WR 984 885. Black Ponies flew strikes and one slick was shot down. Three VC were killed and five hootches destroyed, but there were no signs of any prisoners.

A personnel change occurred in the intelligence community during the month. On the 9th, LT R.S. Smith relieved LT M.L Barret as NILO Ca Mau.

The final significant event of the month occurred on 27 November, when TG 210.2 stood down for repairs prior to the scheduled commencement of a new operation, TRAN HUNG DAO XXIX, in December.

DECLASSIFIED

TRAN HUNG DAO XXIV

Naval contact with the enemy in the TRAN HUNG DAO XXIV AO was light during November. There were six incidents of naval interest, and Seawolves flew 14 missions in the AO. The six incidents, two of which were enemy initiated, resulted in a total of one VC suspect detained, one boat damaged, one VNN wounded, and five VC killed.

The first incident occurred on 6 November, when Seals of Seal Team One, Mike Platoon conducted a reconnaissance and interdiction mission seven miles east of Tan An. A Vietnamese suspect with no identification was detained by the Seals. The detainee was turned over to the Tan Tru district Operations Officer for interrogation.

On 7 November, PFs alerted three RAC from RID 46 to a VC crossing of the Song Vam Co Tay in the vicinity of XS 385 775. The boats proceeded to the position which was close to their own and took the crossing sampans under fire at 1945H. Artillery was requested at 1950H, and 10 rounds were delivered at 2005H. Seawolves were requested and scrambled at 2015H, arriving over the target at 2027H. Clearance was granted at 2047H and the strike made. There were no friendly casualties and enemy losses were undetermined. This incident was an example of prompt response to timely information and smooth communications.

The only VNN casualty of the month occurred on 15 November, when two units of RID-44 were ambushed four kilometers west of ISB Ben Luc. At 1510H, the boats were taken under fire from the south bank of the Vam Co Dong River with four B-40 rockets. The ASPB HQ 5133 took one rocket hit in the coxswain flat, wounding one VNN and causing 10 percent damage to the boat. The boats surpressed the enemy fire and cleared the area. The wounded sailor was medevaced to ISB Ben Luc by a U.S. Army helo; enemy casualties were undetermined.

On 20 November, two RPD-53 PBRs were called in to support RF troops in contact with an undetermined size VC force. The PBRs arrived at the scene in the vicinity of XT 468 039, and supplied fire support for about one hour. The VC broke contact after inflicting no friendly casualties. Enemy losses were again unknown.

The second VC ambush of the month occurred on 26 November, when four PBRs of RPD-54 were taken under fire with an estimated 15 rounds of B-40 rockets. The attack commenced at 2115H while the boats were in a WBGP position near XT 150 408, and lasted 10 minutes. The boats returned suppressive fire and withdrew to ATSB Ben Keo. No friendly casualties were taken. A sweep of the ambush site on the following day discovered two unexploded rockets, one B-40 and one B-41, with bullet holes in them, and a blood stained shirt, indicating that the PBR fire had been accurate.

The final incident of the month occurred on the 28th, when three RAC of RID-40 inserted and provided fire support for one ARVN and one PF company in the vicinity of XT 360 190. The engagement resulted in no friendly casualties. Five VC were killed, two by boat fire, and one AK-47, rice, mosquito nets, ponchos, and assorted documents were captured.

The month of November also saw the SA of RID 44 relieved. LT E. A. Arllen relieved LT G. C. Cooley on 12 November.

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In an attempt to prevent the recurrence of last months accidental claymore mine firings, a team of USN and VNN EOD personnel completed a tour of TRAN HUNG DAO XXIV bases on 2 November. The team conducted inspections of mine fields, and trained Vietnamese personnel in the use of claymore mines at ATSBs Tra Cu, Ben Keo, and Go Dau Ha.

During the past month and a half, TRAN HUNG DAO XXIV was the test area for a new naval advisory plan. On 15 October, the Mobile Operational Advisory Team (MOAT) concept was introduced to find a way to reduce the advisory effort to a minimum force level. The plan called for operational advisory services for the three TRAN HUNG DAO XXIV ATSBs to be provided by the MOAT, home based at ISB Ben Luc, directly under the TRAN HUNG DAO SA. After the trial period, the plan was evaluated as a success, and COMNAVFORV directed the Senior Advisor of Deputy Commander TRAN HUNG DAO (Riverine) and the four Area Operational Commanders to expand the MOAT concept to all riverine operations during December 1971.[1]

The final significant administrative event of the month occurred on 27 November. A PMS/Material Inspection was conducted on RPD-53 units at ATSB Tra Cu by the Senior Advisor and Commander of TRAN HUNG DAO XXIV. The craft were found to be in fair to good condition, and RPD-53 personnel demonstrated their knowledge of the PMS checks. PMS was found to have been conducted in most instances, however, the lack of tools hampered maintenance.

1. COMNAVFORV 210716Z NOV 71

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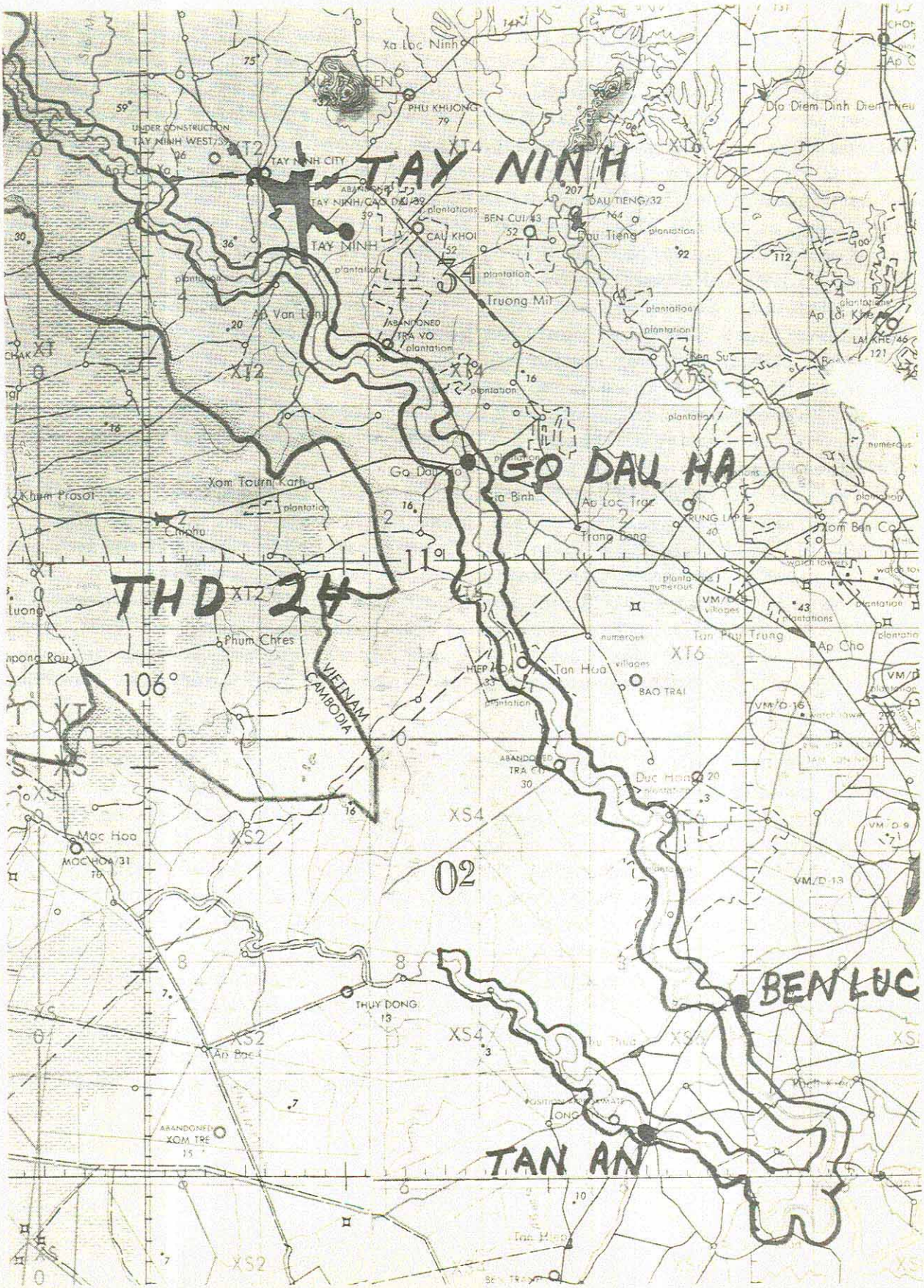

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TRAN HUNG DAO XXV

Contact with the enemy in the TRAN HUNG DAO XXV AO was very light during November. Seawolves flew four strikes in the AO, and there were five incidents of naval interest, of which three were VC crossings, one was a boat ambush, and one was an ABF. No friendly casualties were taken during the month, and enemy casualties were unknown in each of the incidents.

The first VC crossing incident occurred on 5 November. At 1910H a Phuoc Xuyen PF unit informed RPD-63 that five sampans were crossing the Kinh Cung at WS 891 775. At 1915H PBRs scrambled and embarked PF troops to interdict the sampans. At 1930H, artillery took the crossing point under fire and PBRs followed with machinegun fire, with the sampans evading into a small canal. Seawolves and Black Ponies scrambled, but the strike was delayed because clearance could not be obtained. The PBRs inserted 30 troops at 2115H, and then supported a sweep of the area, resulting in no friendly and undetermined enemy casualties.

On 9 November three units of RID-46 encountered a VC unit near XS 38 78 after extracting PF troops. The troops refused to insert and pursue the engagement, so contact was broken.

The last VC crossing interdiction occurred on 16 November. Two RAC from RID-46 discovered two people crossing the Vam Co Tay River near XS 390 775 at 1930H. The boats took the sampan under fire, but the two men escaped. The sampan contained one VC flag and documents.

The only boat ambush during the month also occurred on 16 November. Two PBRs of RPD-63 were taken under fire with small arms at 0155H, six kilometers west of Phouc Xuyen. The contact was not prosecuted, because the banks were heavily populated and returning fire would endanger innocent civilians.

ATSB Tuyen Nhon received one round of unknown caliber mortar or rocket fire at 2030H on 28 November. The round impacted on a road 75 meters outside the base perimeter, causing no damage. The attack appeared to be only a harassing probe, but information was received from the 75th ARVN Ranger Battalion, located adjacent to the naval base, that the VC would attack the base that night. The base remained at General Quarters, and alerted both artillery and Seawolves, but the attack did not occur.

Earlier in the month, two unit shifts were completed. On 1 November, RID-46 reported for operations in the TRAN HUNG DAO XXV AO. Following the arrival of RID-46, the last increment of RPD-56 departed TRAN HUNG DAO XXV for the TRAN HUNG DAO XXVI AO on 2 November.

Also in the first week of November, the "TIGHT JAW" sensor turnover was completed on the 8th. The sensor advisors withdrew from ATSB Tuyen Nhon, completing the turnover three weeks ahead of the scheduled 1 December date.

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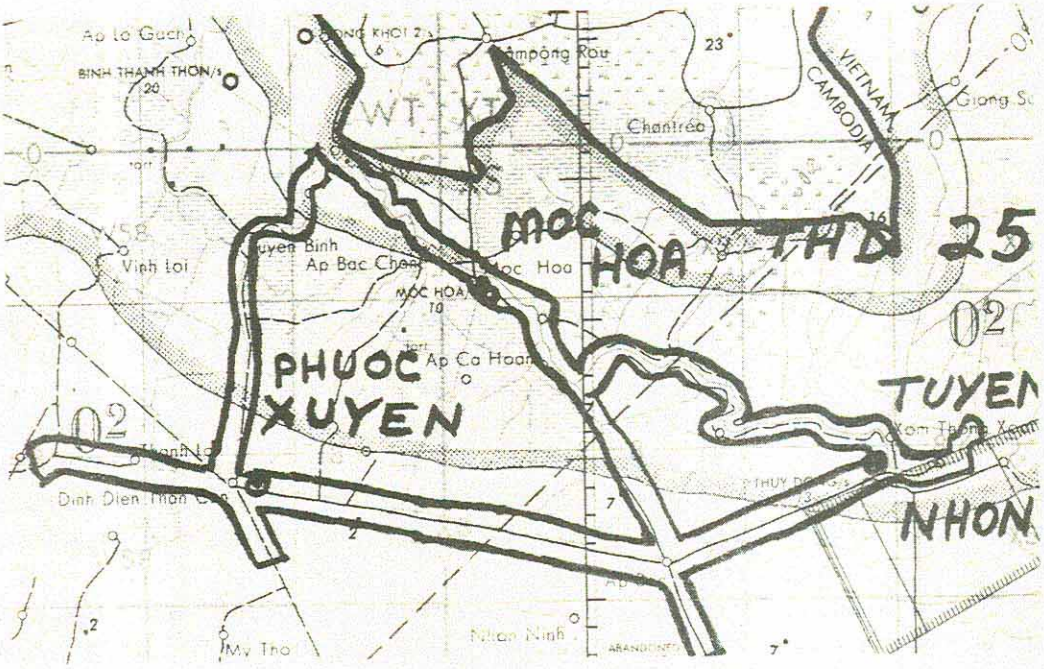

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TRAN HUNG DAO XXVI

Naval contact with the enemy in the TRAN HUNG DAO XXVI AO was light by surface units and moderately heavy by air assets. U.S. Navy Seawolves flew 21 strikes within the AO, and surface units engaged the enemy twice.

The first incident of the month occurred on 7 November, when two ASPBs of RID-42 and one PBR of RPD-58 were ambushed in the vicinity of XS 563 360. The boats were returning from a mission in support of troops in contact with the enemy, when they were taken under fire with B-40 rockets and small arms by an estimated two platoons of VC. The boats were under fire for approximately 15 minutes, resulting in a rocket hit on one ASPB and the PBR. The rocket hit on the PBR was unusual. The B-40 exploded prior to impact, imbedding the rocket tail section in the hull. The ASPB was not as fortunate, receiving 20 percent damage. The engagement left a total of five VNN wounded, two of them officers. Enemy losses were unknown.

The other incident of naval interest occurred on 22 November. An ambush team, consisting of four PBRs and an ARVN reconnaissance platoon, was counter ambushed at 2130H in the vicinity of XS 373 513 with B-40 rockets. The boats provided supporting fire for the ARVN troops, who suffered one killed and two wounded. Enemy losses were unknown.

During the month, an O-in-C and an SA were relieved. LCDR R.N. Whalen relieved LCDR A.E. Pellerin as O-in-C HAL-3, Detachment 9 on 2 November, and LT L.G. Long relieved LT H.M. Highland as SA RPD-58 on the 11th.

A boat accidentally sank at LSB Dong Tam on 17 November. On the 16th the HQ 7552 was placed in the water while correcting sea trial discrepancies. That evening the VNN repair department removed the port engine at about 2000H, and moored the boat alongside a synchrolift. At 0350H the synchrolift guard observed that the boat was taking on water while the boat crew was sleeping on the synchrolift. Unfortunately, the boat sank before the damage control party arrived. When the boat was refloated, the sea valves on the port engine were found open.

During the month, intelligence reports were received that indicated a possible reversion to Phase I insurgency tactics by the VC in the TRAN HUNG DAO XXVI AO. Phase I tactics were characterized by the building of a political infrastructure, and engaging in acts of sabotage, terrorism, and subversion.[1] The general level of enemy contact in the AO was low in November, as it had been for the past several month.

1. SA DEPCOMTHD (RIVERINE) 161235Z NOV 71

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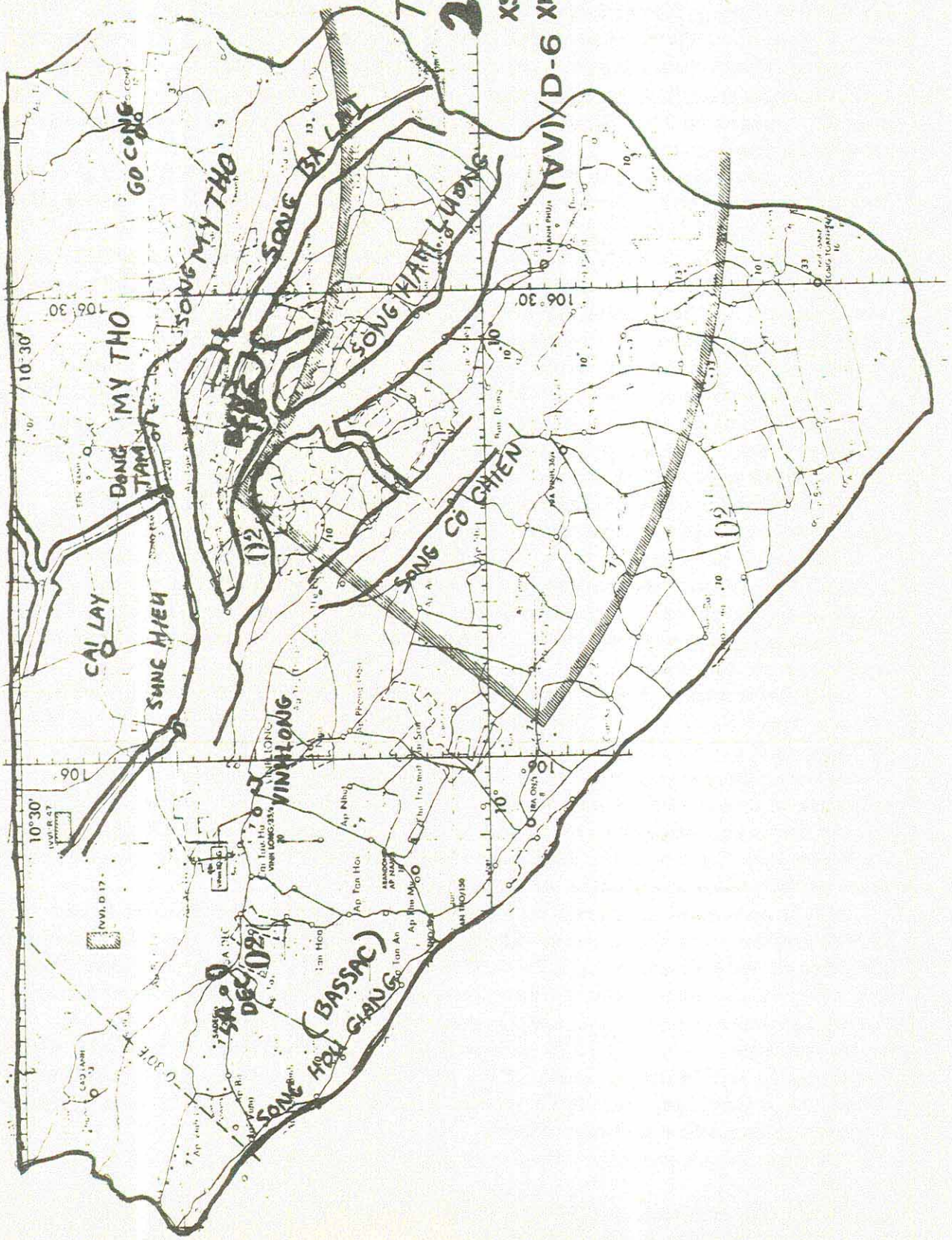

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TRAN HUNG DAO XXVII

Contact with the enemy by naval forces was light in the TRAN HUNG DAO XXVII AO during November. The VC conducted three ambushes on RPD-52 units, and U.S. Navy Seawolves flew 13 strikes in the AO. The majority of the naval effort was directed toward anti-infiltration patrols of the upper and lower Saigon River, and units of RAG-24 conducted an ammunition resupply mission to FSB Song Lo on 5 November, with PBRs and Seawolves escorting the convoy.

While participating in the ammunition resupply for FSB Song Lo on 5 November, a VNAF CH-47, Chinook, accidentally dropped its externally carried cargo of 155mm projectiles. The 80 rounds of ammunition fell to earth in the vicinity of XT 532 321 at 1140H. Ground troops inserted into the area at 1430H found only empty cargo nets. The NILO Cu Chi warned naval assets of the mining danger that was now present. Each 155mm projectile contained 14.6 pounds of TNT, and provided the VC with a ready source of explosives for home made sapper bombs and water mines.[1]

On 6 November, COMNAVFORV appraised the SAs in the TRAN HUNG DAO XXVII AO of reports of an unidentified VC water sapper unit operating in their area. The sappers were reportedly targeted against boats, and were armed with small arms, rockets, and watermines.[2]

Confirming earlier intelligence predictions, four PBRs of RPD-52 were attacked with an estimated 12-16 B-41 rockets and small arms fire at 1710H on 9 November, near XT 672 295. The boats returned fire and, cleared the area. Seawolves of CTU 116.14.1 scrambled and placed a strike on the suspected enemy position, receiving light small arms return fire. The engagement resulted in no friendly casualties or damage, and enemy losses were unknown.

Two days later, four more PBRs were taken under fire with two B-40 rounds and AK-47 fire. The attack occurred at 1905H on the 11th, in the vicinity of XT 650 318. The PBRs returned fire and cleared the area, while Seawolves placed strikes on the suspected enemy positions. The enemy registered one B-40 hit on the HQ 7536, resulting in only minor hull and engine damage, because the round failed to detonate. Upon their return to Op Base Phu Cuong, VNN EOD personnel removed the rocket; boat repairs were within the capabilities of RPD-52.

A lull occurred in enemy activity against craft on the Saigon River until 22 November, when two more PBRs were ambushed with six B-40 rockets. The attack took place near XT 542 351 at 1650H. The boats returned fire and cleared the area, while Seawolves scrambled and placed strikes on the suspected enemy positions. This attack resulted in the two PBRs hit by rocket fire. The HQ 7530 received two hits amidships at the waterline, resulting in hull damage only. The HQ 7530 received one hit amidships, well above the waterline, resulting in one VNN wounded and slight hull damage. Enemy losses were undetermined.

Earlier in the month, RID-43 changed Senior Advisors. LT P.J. Hughes

1. NILO CU CHI msg 060800Z NOV 71
2. COMNAVFORV msg 061500Z NOV 71

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relieved LT T.B. Wagenseil on 14 November.

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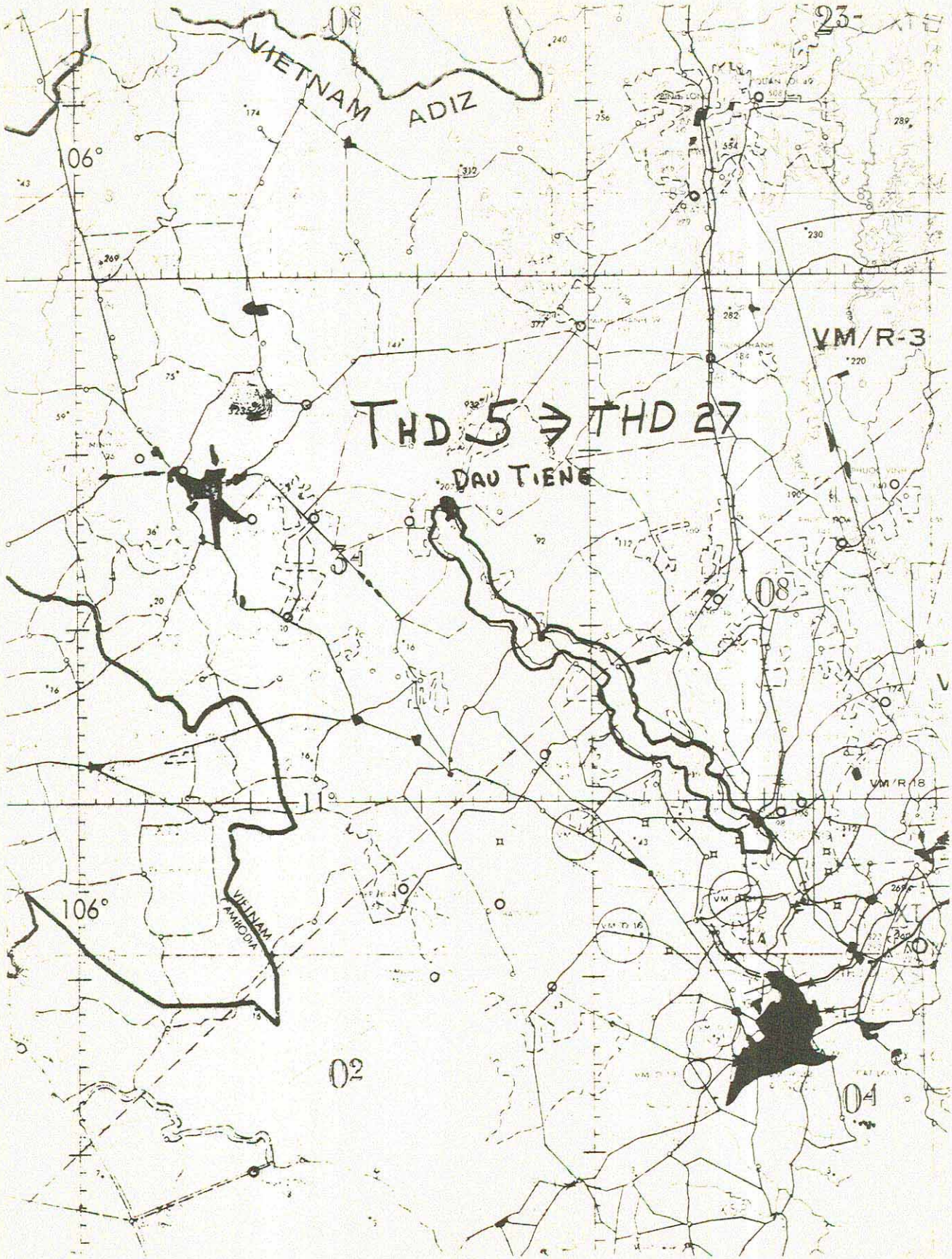

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RUNG SAT SPECIAL ZONE

Enemy activity appeared to be picking up during the month of November, indicating the possibility of resupply and reinforcement in or around the Rung Sat. The Chuong Duong operations conducted during the month yielded minimal results, and three RFs were killed while three of the enemy were killed during these operations. On 8 November, the first harassment incident during the past year against shipping occurred on the Long Tau Channel. On November 25, a USAF H-53, Jolly Green Giant, helo crashed on the Soi Rap River due to enemy fire, with two survivors and three bodies recovered, leaving one man missing.

Recent reports of enemy resupply in the Rung Sat were substatiated when a Rung Sat intelligence squad located and destroyed four water mines in the vicinity of XS 976 653. Based on intelligence from an informant, the squad inserted by PBR on 1 November. The mines discovered could have been used to attack large vessels, and could have been detonated by either the command or time delay method.

At 1530H on 8 November, the merchant ship Raphael Semmes, transiting north on the Long Tau Shipping Channel, reported being hit by rockets fired from the south bank in the vicinity of XS 996 750. Subsequent investigations revealed that she may have been hit by shrapnel. This was substantiated by chipped paint on the side of the ship. At the time of the incident, two PBRs of RPD 51 were escorting the ship, and an RF company was providing a gound sweep on each bank in the immediate vicinity. Two minutes after the purported attack, USN Seawolves arrived to provide overhead air cover. None of the forces in the immediate vicinity could report having heard or seen shooting.

On 25 November, a USAF H-53, Jolly Green Giant helicopter, went down in the Soi Rap River due to enemy fire, in the vicinity of XS 950 730. The aircraft was returning from a previous SAR mission in which it had taken nine rounds of ground fire of an unknown type. The aircraft had landed for POL and damage assessment prior to the crash. The crash occurred during a heavy squall. The helo went down while operating under Instrument Flight Rules, and had negative communication with the second H-53 flying in formation. At 1525H, one of the survivors who had swum ashore, radioed for help. Within 25 minutes a Seawolf helo had picked up the first survivor. At 1600H an air rescue team from Tan Son Nhut arrived to coordinate recovery efforts, and 15 minutes later they had picked up the second and final survivor. Divers from the Ton Son Nhut team, LSB Nha Be, USS TUTUILA, and EOD Det Saigon continued the search despite extremely inclement weather. Three bodies were subsequently recovered with one man MIA, and the main fuselage of the helo located. An autopsy of the aircraft commander revealed he had been shot in the groin, which was the basis for terming the crash a combat loss.

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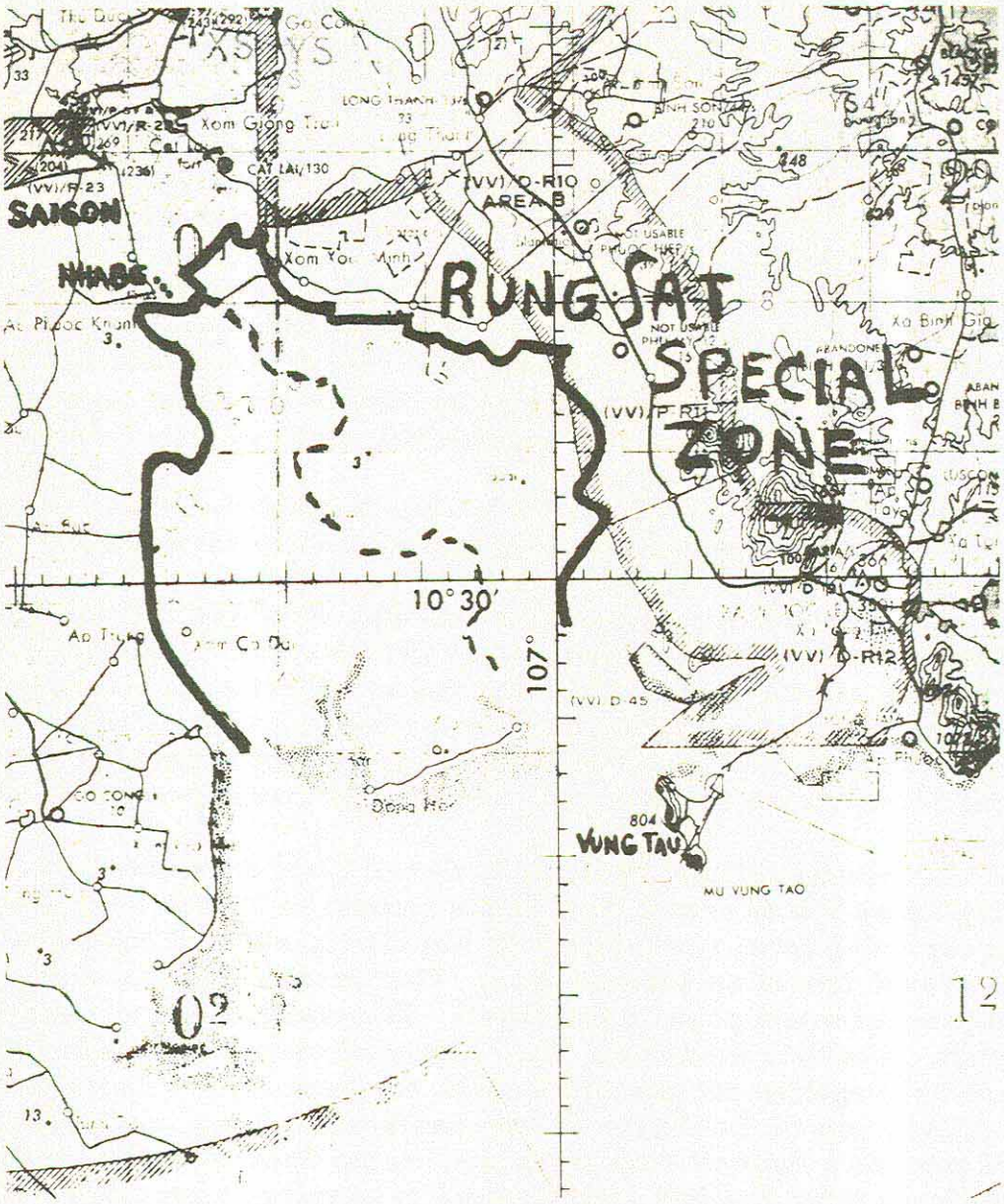

Tactical boundaries of the Rung Sat Special Zone. The dotted line indicates the Long Tau Shipping Channel.

DECLASSIFIED

CATF 211

The following was the disposition of the RAID units at the end of November:

RAID	OPCON	Location	THD
70	CTG 210.1	Kien An	XXI
71	CTF 210.1	Kien An	XXI
72	CTG 210.2	Ca Mau	XXI
73	CTG 210.1	Ca Mau	XXI
74	CTG 210.2	Ca Mau	XXI
75	CTG 210.2	Ca Mau	XXI

Each RAID is composed of approximately eight ATCs, five ASPBs, two MONs, one CCB, and one REF. The RAIDs are reviewed in their respective operations.

On 27 November 10 RAID 72, eight RAID 73, and one RAID 74 craft left ISB Ca Mau for a repair stand down at LSB Dong Tam.

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CTF 212

The following was the disposition of RPD units at the end of November:

RPD	OPCON	Location	THD
51	CTF 227	Cat Lai	CMD
52	CTG 216.2	Phu Cuong	XXVII
53	CTG 214.1	Ben Luc/ Tra Cu	XXIV
54	CTG 214.1	Go Dau Ha/ Ben Keo	XXIV
55	CTU 218.1.2	Tan Chau	XVIII
56	CTU 217.1	My Tho	XXVI
57	CTF 228	Nha Be	RSSZ
58	CTF 217	My Tho	XXVI
59	CTU 218.2.1	Tan Chau	XVIII
60	CTG 231.2/231.4	Hoi An/ Thuan An	FCZ
61	CTU 212.5.1	Rach Soi	VI
62	CTU 212.5.2	Rach Soi	VI
63	CTU 212.2.2	Phuoc Xuyen	XXV
64	CTU 212.2.1	Tuyen Nhon	XXV
65	Training	Binh Thuy	

Each RPD is composed of approximately 20 PBRs and is reviewed in the operation in which it operates.

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CTF 214

The following was the disposition of RID units at the end of November:

RID	OPCON	Location	THD
40	214.1	Go Dau Ha/ Tra Cu	XXIV
41	218.1.3	Chau Doc	XVIII
42	217.2.3	Dong Tam	XXVI
43	216.4	Phu Cuong	XXVII
44	214.1	Ben Luc/ Tan An	XXIV
45	214.2.1	Nam Can	IV
46	212.2	Tuyen Nhon	XXV
47	214.2.2	Nam Can	IV
48	218.1.3	Tan Chau	XVIII

Each RID is generally composed of approximately five ATCs, one MON, six ASPBs, one CCB, one Zippo, one REF, and one RECH. The RIDs are reviewed in their respective operations.

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RIVER ASSAULT GROUPS

The following was the disposition of RAG units at the end of November:

RAG	OPCON	Location	THD
22	CTF 227	Saigon	CMD
24	CTG 216.1	Phu Cuong	XXVII
25	CTG 210.3	Vi Thanh	XXI
26	CTG 210.3	Vi Thanh	XXI
27	CTF 228	Nha Be	RSSZ
28	CTF 216	Long Binh	3rd Riverine Area
29	CTG 210.3	Ca Mau	XXI
30	CTF 216.3	Phu Cuong	XXVII
32	CTG 231.2	Hue	FCZ
21/33	CTG 217.1	Dong Tam	XXVI
23/31	CTF 217.2	Vinh Long	XXVI
RTED 81	Convoy Escort Fourth Riverine Area	Cat Lai	

Each RAG is composed of approximately, one MON, one CCB, three LCVPs, and four LCM-6s. The RAGs are reviewed in their respective operations.

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SPECIAL WARFARE

The following was the disposition of the Seal Detachments operating in a combat capacity throughout the country at the end of November:

Detachment	OPCON	Location	O-in-C
Team One	116.6.2	Dong Tam	LT Fletcher
Det Golf			
November Platoon			

Seal units are reviewed in their respective operational areas. On 1 November the Seals ceased operations except for POW rescue operations which also were concluded by month's end. On 1 December, November Platoon was removed from the field for stand down, while some individual Seals remained in an advisory capacity.

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CTG 116.7

November was a very light month for the Seawolves of CTG 116.7 as far as ememy contact was concerned. The Seawolves were credited with 27 enemy KBA. They were also responsible for 14 sampans, 31 bunkers and structures damaged or destroyed, while flying 534 missions during the month of November.

The disposition of HAL-3 detachments were as follows:

DET	TASK ORG	Location	Det O-in-C
1	116.1.1	Nam Can	LCDR C.F. Montag
2	116.9.1	Nha Be	LCDR L.L. O'Neal
3	116.13.1	Ca Mau	LCDR R.S. Morrison
4	116.10.1	Ben Luc	LT T.W. Fulbright
5	116.15.1	Chau Doc	LCDR D.S. Hull
6	116.14.1	Phu Loi	LCDR K.J. Owen
7	116.6.1	Dong Tam	LCDR N.R. Sparks
8	116.5.1	Rach Gia	LCDR R.H. Jesberg
9	116.17	Binh Thuy(*)	LCDR R.N. Whalen

* Temporarily

Four forced landings by Seawolf aircraft occurred during the month of November. The first, occurring on 18 November, was made when Seawolf 312 received three hits from small arms fire (two in the main rotor blade and one severing the main fuel line), 20 miles north of Chau Doc. The pilot, LTJG G.E. Campbell, was forced to autorotate into a marsh area, WT 19 68. No personnel were injured, and the crew was rescued by an Army UH-1H within minutes.

Seawolf 26, while providing air cover for units of RAID 72 and 74 on the Trem Trem River in the vicinity of WR 045 465 at 1045H on 21 November, experienced heavy vibration. All efforts to lighten the aircraft proved useless and the Seawolf made a forced landing at a RF outpost. While RF troops provided security on the ground, the Seawolf's wingman and a Black Pony provided air cover. Failure of a tail rotor drive shaft bearing was found to be the reason for the vibrations. Later a US Army Chinook lifted the downed Seawolf and transported it to Binh Thuy.

The remaining two forced landings were made during test hovers at the parent command, LSB Binh Thuy, on 29 November. Both aircraft experienced compressor stalls, but landed safely without damage to the aircraft.

Three rescue missions were made by Seawolf aircraft during the month. The first, which occurred on 25 November, was made to rescue four personnel of a CH-46, downed by enemy action near WR 908 960. The four personnel were flown to the 3rd Surgical Hospital. No Seawolf personnel were injured and the CH-46 was "hooked out" to Binh Thuy by an Army H-54 later the same day.

The second rescue took place the same day. Seawolf 314 rescued a flight engineer of a downed CH-53 four miles south of Nha Be on the Soi Rap River, XS 954 728. The crewman was flown to Vung Tau for medical treatment.

The last rescue was made by Sealord 1 on 27 November. While on a logis-

tic support mission, Sealord 1, piloted by Captain C.O. Borgstrom, Commanding Officer of HAL-3, conducted the rescue of eight personnel and all equipment from a downed Army UH-1H helicopter 15 miles northwest of Dong Tam at XS 323 535. Captain Borgstrom made a downwind approach bringing his aircraft 180 degrees around into the wind as he approached the hover point near the downed aircraft. Unable to actually land his aircraft in the flooded field, Captain Borgstrom skillfully maintained a low hover while the crew and passengers of the downed craft scrambled on board. With the load in his aircraft now reaching critical gross weight conditions, and in spite of the small cabin area of the UH-1H helicopter, Captain Borgstrom skillfully executed a flawless takeoff. During the incident, a US Army AH-1G (Cobra) provided constant overhead cover for the unarmed UH-1L (Sealord). For their parts in the rescue mission, the crew of Sealord 1 were recommended for awards as follows: Captain Borgstrom, Single Action Air Medal; LTJG Charles R. Taylor, the co-pilot, Navy Commendation Medal; and AMH2 Anthony J. Salvatore, crewman, the Navy Commendation Medal.

HAL-3 crewmembers made a notable civic action gesture during the month. A Province Orphanage at Can Tho received a large unexpected electrical bill in early November. Personnel of HAL-3 conducted a fund drive to assist in the payment of the bill and on November 28th, Captain Borgstrom, representing HAL-3, presented the orphange with over $1,300.

On 16 November LCDR C.F. Montag relieved LT A.E. Mears as Officer in Charge of Task Group 116.1.1.

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OV-10A aircraft flew 571 sorties during the month of November, in which they accounted for the destruction of 24 structures, 7 sampans and 16 bunkers. They were also credited with 41 KBAs during the month. The largest reported strike made by Black Ponies during the month resulted in eight enemy killed on 12 November. The strike was made on a reported enemy position along a small lake, located at WR 077 525.

Although a greater percentage of the missions flown by Black Ponies in the Delta were to provide air support for friendly ground forces, VAL-4 aircraft played a key role in the safe transit of many water convoys during November. Once during the month because of communications problems, OV-10A aircraft were unable to complete their convoy escort mission. The incident occurred on 9 November when Black Pony aircraft were told to provide air cover for a tanker convoy transiting through the Bo De River. When the Ponies arrived at the rendezvous point at 0630H at the mouth of the river, the convoy was not in sight. The aircraft searched the area within a 30 mile radius and finally found the convoy 15 miles to the southeast, steaming away from the rendezvous point. After the convoy was turned around and directed on course, the Ponies requested release because of low fuel.

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COASTAL SURVEILLANCE FORCES

U.S. MARKET TIME and VNN TRAN HUNG DAO XV Coastal Surveillance Forces maintained a good barrier against sea-borne infiltration again in November, despite poor weather conditions that have existed since 29 September, severely hampering MARKET TIME patrols. Initially, this condition was due to monsoonal change, which ended on 17 October. Since the change, one typhoon, continual heavy seas and gale force winds have hampered patrol operations in all coastal zones to a degree, but most severely in MRs I and II. This extended severe weather condition is not normal for the South China Sea once the monsoon transition from southwest to northeast has occurred.

U.S. MARKET TIME Forces inspected 481 wooden and steel hulled junks and sampans during day and night patrols, boarded 174 vessels, and detained no personnel. U.S. Forces averaged two MSOs, one LST, two PGs, and one WHEC on patrol during the month. VNN TRAN HUNG DAO XV Units boarded 15,563 craft, and detained 65 personnel during the course of the month.

MARKET TIME patrol aircraft, and the Seventh Fleet ship USS A. J. ISBELL (DD-869) continued surveillance of the SL-6 trawler first detected on 28 October. The vessel travelled south to the Great Natuna Island and remained in this general vicinity for several days.

In addition, on 2 November at 1820H, a possible SL-2 trawler was sighted by VP 19 aircraft at 06-30N, 107-54E, on course 215, speed 5 knots. COMNAVFORV called an alert for the early morning hours of 3 November, the projected time for a possible infiltration attempt. However, the vessel was subsequently identified as a Nationalist Chinese fishing trawler, so the alert was cancelled, and normal VARS and patrols resumed.

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FIRST COASTAL ZONE

Bad weather continued to plague the First Coastal Zone during November. Salvage operations initiated in the wake of Typhoon Hester concluded in November: PCF and Harbor Entrance Control Point repairs were completed on 1 November, as were those to the First Coastal Zone Headquarters on 2 November. In addition, all electronics repairs at the coastal groups were completed, as well as base dwelling repairs on CGs 15 and 16. CG-14 completed their repairs on 8 November. Furthermore, FASU Da Nang, with the aid of CBMU-302 reported the completion of damage repairs early in the month.

The rough seas during this period may have also affected the Cua Viet Waterway. Again only a handful of mining incidents were reported, two involving enemy ordnance recoveries, and three involving harmless mine detonations.

Further south in the CHI LANG ONE AO, enemy activity remained moderate, mostly limited to sporadic ABFs. A Yabuta junk of CG-14 received AK-47 fire two and a half miles southeast of Hoi An (BT 168 531) from an unknown-size enemy force. The junk was slightly damaged, however, no casualties resulted from the incident.

Vietnamese LDNNs were particularly active in the AO during November. The LDNNs with U.S. Seal advisors conducted six operations during the month, wounding one VC and destroying many bunkers and enemy structures. On LDNN was slightly wounded by a grenade booby trap during an operation on the 11th.

On 24 November, LT. W. Moore, USN, relieved LT T.A. Comer, USN as Senior advisor, MID 92.

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SECOND COASTAL ZONE

During November, enemy initiated activity with the Second Coastal Zone Provinces remained at a low level with enemy units engaged in resupply and logistic activities.[1] When the enemy did strike, his activity was characterized by isolated terrorist attacks, mining and booby trap incidents, and small scale unit attacks involving small arms and B-40 rocket fire.

Enemy watersappers were again active in the Qui Nhon area. Army pier sentries sighted possible watersappers on 24 November, probing defenses in the vicinity of the Ammunition Wharf, and on 25, 26, and 27 November, in the vicinity of Bridge Number Two on the Causeway. All of the swimmers escaped, and no explosives were found attached to the bridge.

The ISDS (Improved Swimmer Defense System) unit recently deployed in Qui Nhon Harbor contributed little to harbor defense during November. The unit was plagued with electrical casualties and deteriorating water conditions brought on by the change in weather from the Southeast to the Northeast Monsoon. The choppy seas consistently reduced the unit's radar and sonar performance. As these conditions were expected more or less to prevail during the entire Monsoon season, COMNAVFORV concurred with recommendations set forth by CTF 115, CTU 115.9.3 (O-in-C Qui Nhon Harbor Defense Unit) and CTE 115.9.3.1 (O-in-C ISDS Unit) to redeploy the unit elsewhere where it could be utilized more effectively. Since Qui Nhon Port was due to be turned over to the ARVN on 31 December, and a need for increased swimmer detection capability existed at Vung Tau to protect U.S. retrograde shipping, COMNAVFORV planned to shift the ISDS Unit to that site about 15 December.

At the end of November, the Senior Advisor Second Coastal Zone reported to COMNAVFORV that serious degradation had occurred in coastal surveillance effectiveness since mid-October, and as a result, coastal surveillance could be rated as only marginally effective.[2] The events leading to the degradation of coastal surveillance were as follows:

(1) The reduction of assigned PGMs from three to two.
(2) The removal of Yabuta junks from Cloud units.
(3) Adverse weather conditions during much of the reporting period.
(4) Elimination of U.S. fixed wing VARS assets.
(5) Concurrent failure of VNAF to provide adequate air assets for VARS.
(6) Inability to effectively utilize Radar Station 204 (Mui Dinh) during the reporting period.

In spite of these conditions, the Second Coastal Zone Surveillance Forces did have two encounters while on patrol. In the first, on 10 November, a PCF detained two fisherman four miles east of Nha Trang for possessing improper papers, while in the second, on 17 November, a CG 21 ambush team detained two men with incorrect ID cards, 22 miles north of Qui Nhon.

1. Second Coastal Zone Intell. Off. PERINTREP 22-71 020200Z NOV 71
2. SA Second Coastal Zone /SA CTF 232 300445Z NOV 71

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Throughout November, intelligence reports filtered in about enemy intentions to target Coastal Radar Stations at De Gi and Nui Chap Chai. These reports caused enough concern to cause COMNAVFORV to request additional protective security from the Director of the Second Regional Advisory Group.

In addition, construction on Hon Tre Radar Station (203) was proceeding smoothly, and the station was scheduled for turnover to the Second Coastal Zone Headquarters on 14 December 1971.

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THIRD COASTAL ZONE

The Third Coastal Zone is unique among the other zones in that it comprises six provinces and portions of two military regions. This gives rise to unique organizational and tactical problems, especially in command and control leadership.

Major changes, both conceptual and organizational have occurred since the implementation of the Cloud Concept in late May, and in its execution after 1 September. These changes have brought about a marked decrease in VNN patrol activity. Conceptually, the pre-September operations were aggressive patrols and actions directed against known transshipment locations and choke points. Patrol to prevent trawler infiltration was subordinated to these activities on the basis that if rear service was disrupted, trawler infiltration could not occur. Since the majority of coastal activity within the zone consisted of transshipment, and since long alert periods preceded trawler infiltration attempts, surprise infiltration was thought to be precluded, especially since the most likely infiltration areas coincided with the locations where these aggressive actions were taking place. However, this concept has been replaced by one which assumes that an essentially passive patrol of an area will prevent infiltration of a trawler. Thus, trawler interdiction is now thought to be the principal mission of the zone.

Organizationally, the pre-September operation consisted of a separate staff headed either by a COSFLOT staff officer or the commanding officer of a coastal group. He was afloat and was given the authority to utilize all assets within the zone, combining COSFLOT units with coastal group units at his discretion to conduct direct liaison with district officials for combined operations and for obtaining clearances for operations when required. The zone commander provided general guidance based on review of intelligence and assessment of operations. At the present time, the OTC is the commanding officer of a Fleet Command ship, usually a PGM or LSIL. The guidance he receives consists only of an area assignment and reports to be submitted. He may employ junks only when directed and has no liaison authority. Also, the commanding officer of a small Fleet Command ship rarely exhibits much more leadership ability than a PCF O-in-C; he lacks direct authority over the PCF/WPB, is not well informed on local intelligence, and usually has his hands full running his own ship, and so has little time left for planning other than passive patrol. This is a great detriment in this area where successful inshore patrol is dependent on playing the tides, and in this season, the weather.

Another difficulty in this zone is maintaining adequate communications at the district level. This is important in that the Zone covers a large area, and face to face contact is essential to effective liaison and operational planning. In most cases, the helicopter is the only reasonable method of effecting this liaison. Helicopter services at present are minimal.

Combined operations, because of concept and current helicopter limitations, are now limited to the coastal group in its respective district or

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province. VNN personnel have in the past and are presently reluctant to pursue combined operations on their own initiative. The pattern of OTC or the zone commander visiting and consulting with other forces established during the May-September period has, for the most part, disappeared.[1] These then, are some of the reasons for a marked decrease in VNN activity with the zone since September.

ACTOVRAD sites in the Third Coastal Zone were progressing smoothly in their training during the month. On 10 November, the U.S. Navy turned over Coastal Radar Site 303 (Nui Ta Kou) to the VNN Third Coastal Zone Headquarters. In addition, in order to train and evaluate station personnel, various "FILTER KING" penetration exercises were conducted throughout the month. These exercises were run utilizing MARKET TIME units, and, occasionally, transiting Seventh Fleet ships acting as infiltrators. These exercises were especially designed to test intra-task force contact reporting effectiveness.

One major personnel change occurred in the Third Coastal Zone during November. On 8 November, LT H.R. Eustis, USN relieved LT Ronnie J. Lesley, USN, as NILO Soc Trang.

1. The preceding material was taken almost verbatim from SA Third Coastal Zone/SA CTF 233 msg dtg 291725Z NOV 71

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FOURTH COASTAL ZONE/SOUTHERN COASTAL ZONE

Effective coastal surveillance contined in both the Fourth Coastal Zone and in the Southern Coastal Zone (formerly referred to as the Fifth Coastal Zone in this summary) despite high winds and seas brought about by the Northern Monsoon.

In the Fourth Coastal Zone, CTF 234 operated TU 234.4.1 as a split Cloud during the course of the month. One element (TE 234.4.1) consisted of, on the average, two PCFs operating in MARKET TIME OP Areas 91/M/H (roughly from VS 02 42 to VS 08 32 and VS 21 55). The second element (TE 234.4.1.2) operated predominantly in MARKET TIME OP Areas 9K/K1 (US 72 64 to US 90 56) and consisted of one PGM and one PCF. In addition, coastal group junks augmented the task unit, CG 42 junks patrolling MARKET TIME Area 9L, and CG 43 craft patrolling northern approaches to the U-Minh Region. The Cloud was split to compensate for the loss of three WPBs to CTF 231 as replacements for craft damaged by Typhoon Hester.

Task Unit 234.3.1 continued to operate around the Rach Gia Bay area throughout the month. In six incidents, this Cloud unit detained 23 persons, primarily for improper identification or entry into a no boat zone.

In miscellaneous incidents in the Fourth Coastal Zone, on 6 November, a U.S. Army Cobra helicopter gunship was shot down at VR 83 71, reportedly by persons offloading boats on the beach. TU 234.3.1 and CG 43 junks were dispatched to the area. PCF 3800, with an American advisor embarked, reached the wreckage at approximately 0100H on the 7th. One of the helicopter crew was dead, the other wounded, and both were medevaced by helicopter.

On 11 November, plans were announced to install a HYL-3 retransmitter site for ACTOVRAD/ Coastal Surveillance communications in the Fourth Coastal Zone. The site was to consist of one operational and one spare HYL-3 retransmitters plus two AN/VRC-46 radios. The site was intended primarily to provide CSC An Thoi with direct secure communications with the radar stations under its control on the Radar Station Primary Reporting Net.

On 19 November, COSFLOT 4 changed advisors as LCDR John P. Lamb, USN, relieved LCDR Louis G. Tonti, USN as Senior Advisor, COSFLOT 4.

In the Southern Coastal Zone, CTF 235 operated two Clouds and one blocking force throughout November. Cloud 8 (CTU 235.0.2), consisting of five PCFs and one PCE, patrolled the east coast between the Bo De and Ganh Hao Rivers (MARKET TIME Area 8), while Cloud 9 (CTU 235.0.3), consisting of one PGM and six PCFs patrolled on the west coast in MARKET TIME Area 9. In addition, several PCFs and junks comprised a MARKET TIME Area 9C Blocking Force to interdict enemy supply transshipment in the Square Bay Area of the Ca Mau Peninsula. As a final link in this patrol screen, the radar station at Poulo Obi completed coverage between eastern and western areas by covering MARKET TIME Areas 8D, 8E, 9C, and approximately half of 8C. These forces of CTG 235 were involved in two incidents during the month in which 10 people were detained for improper indentification and unauthorized entry into a no boat zone.

PSYCHOLOGICAL OPERATIONS AND CIVIC ACTION SUMMARY

The long planned return visit by VNN RPD 56 and 58 officers to COMDESRON 17 finally took place during November. VNN officers from RPD 58, accompanied by the U.S. Senior Advisor and his prospective relief, visited COMDESRON 17 aboard the USS MORTON (DD-943) on 10-11 November. The VNN officers from RPD 56 followed suit five days later, thus demonstrating a highly successful two-way communication in the Sister Ship Program.

The Operation Helping Hand VNN Animal Husbandry Program received a shot in the arm on 10 November, when COMNAVFORV announced the construction of an animal breeding and distribution center for MR I on LSB Da Nang. The construction of the center was to be accomplished by the CBMU 302 detachment at Da Nang.

In the Delta, dependent shelter needs were reevaluated at ISB Nam Can for the second straight month. COMNAVFORV decided last month to construct only 40 of the scheduled 100 units. However, on 5 November, COMNAVFORV gave the order to proceed with the 100 unit construction, and in addition, to construct a school. NAVCAT 20 of CBMU 302 was tasked with the construction.

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ACCELERATED TURNOVER PROGRAM AND TRAINING SUMMARY

Under the ever dwindling ACTOV program, an ACTOVRAD site and six Boston Whalers were turned over during the month. Training remained an important issue, as the various schools in country and in CONUS graduated qualified VNN personnel to fill out the rapidly expanded Vietnamese Navy.

On 10 November, Radar Station 303 at Nui Ta Kou was turned over to the III CZ Headquarters. The Station was operational by 15 November. It was the sixth ACTOVRAD site turned over, with ten remaining. The operational date of the Radar Station at Cu Lao Re was advanced to 8 November from the 15 November date due to the loss of patrol craft of COSFLOT One from Typhoon Hester of the previous month.

Also on 10 November, MOBASE II, consisting of four repair ammis, was turned over "as is" to the MNK under the MAP program. The barges were transported to Neak Luong on 30 November to provide support for MNK escorts for the Mekong Convoys.

Six Boston Whalers were turned over during the month before CHNAVADV-GRP placed a freeze on turnovers on 24 November. The halt was due to the changing requirements in country.

Throughout the month, training of VNN personnel continued at a steady pace as the schools continued to graduate qualified Vietnamese navymen. On 24 November, Recruit Class 83, with 303 students, convened at VNNTC Cam Ranh Bay. The next day, Petty Officer Class 3S/71 graduated 180 students at NTC Saigon.

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NAVAL SUPPORT ACTIVITY, SAIGON

During the month of November, all the Brown Water repair parts were turned over to the VNNSC. Also, an AIR COFAT helo was shot down with no fatalities. Finally, the RAC portion of the Accelerated Overhaul Program experienced a set back when six TRAN HUNG DAO XXI units stood down for repairs at LSBs Binh Thuy and Dong Tam, forcing a delay in the overhaul of the normally scheduled RAC.

The Accelerated Overhaul Program, scheduled for completion on 30 March 1972, encountered serious delays during the month of November. A redistribution of craft to overhual sites on 1 October had set the program back on track, but then the TRAN HUNG DAO XXI operational standown of three RAG and three PAID units, begun on 15 November, postponed the elventh incremental input to LSBs Dong Tam and Binh Thuy. As LSBs Dong Tam, Binh Thuy and Nha Be were the heart of the RAC overhaul, the loss of two out of three of the bases proved fatal to the program's deadline. By the end of November, 226 of 254 PBRs had completed overhaul; the completion of the PBR phase was projected to 15 January, ahead of schedule. However, the RAC portion of the program fell 20 RAC behind the established schedule. The Accelerated Overhaul Program was predicated on a 45 day overhaul for every RAC within a nine month period, and the overhauls were assigned by hull numbers. The program, despite delays, has significantly improved the readiness of PBR/RAC craft.

During the Accelerated PBR/RAC overhaul program, craft from RAGs, MIDs and river escort groups have been receiving interim repairs only, hence their material condition has been deteriorating. A program originated by the VNN CNO to commence on 1 January 1972, will include these neglected craft.

On 1 October, the Accelerated Overhaul schedule was modified to redistribute the workload as determined by past performance and current capabilities. The revised schedule, which gave a boost to the program was as follows:

Base	No. Assigned every 15 days	Total under overhaul at one time
Nha Be	3 PBR	3
	4 RAC	12
Ben Luc	2 PBR	2
	2 RAC	6
Binh Thuy	3 PBR	3
	4 RAC	12
Dong Tam	3 PBR	3
	4 RAC	12
Rach Soi	3 PBR	3
HQ 9610	1 PBR	1
HQ 9613	1 PBR	1
Vinh Long	1 PBR	1
Cho Moi	1 PBR	1

Another boost to the program came with the establishment of Vinh Long

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and Cho Moi as overhaul sites on 15 August and 1 November respectively. Each base has a capacity for overhauling one PBR at a time.

A perpetual problem to the program has been getting the craft released as scheduled for overhaul from the operational commanders. Binh Thuy averaged 50% craft arrival, as the operational commanders sent only six of the twelve boats scheduled. Nha Be experienced 75% show of craft. This meant that the bases were working under capacity, and that the overhaul schedule was slipping. The reluctance of VNN commanders to release their assets could in part be explained by the CNO VNN directive of 070945H OCT 71. "In the present circumstances, all naval combat units must assume two things, fighting and at the same time self-providing maintenence repair that should reach a percentage of over 90% in order to ensure complying effectively with the battlefield's needs which are expected to increase in activities in the months to come." The Vietnamese Commanders have explained that this means they may only release 10% of their boats for overhaul at any one time, with self-maintenence keeping the bulk of craft operational. Such a directive has not proved compatible with the overhaul program.

The functioning failure of the trailer lifts at LSBs Binh Thuy and Nha Be throughout much of the accelerated overhaul period has been an added delaying factor. The lifts were scheduled for operation at the start of the overhaul program in July 1971, but faulty wheels delayed their operation over five months. Thus only three out of a potential twelve RACs could be overhauled at one time, since the trailers were not available to move the heavy craft off syncrolifts onto dry land. LSB Dong Tam was spared this frustrating problem, as it had a US Army floating crane.

The stresses placed on the VNN LSC by the Accelerated Overhaul Program revealed logistics and management short falls, which led to an overhaul of the VNN supply system. This was an additional and possibly more far-reaching result of the overhaul program.

Another major milestone to the VNN Supply Support Improvement Program occurred on 5 November, when the US Navy turned over all Brown Water repair parts to the VNN SC in ceremonies at Newport, near Saigon. Transfer of the Brown Water responsibility, which provides material to LSBs and ISBs increased VNN SC stocks by an additional 10,000 items valued at approximately ten million dollars.

An AIR COFAT helo was downed by enemy fire on Thanksgiving Day, 25 November, with no fatalities resulting. The helo, a CH46A Sea Knight, was flying logistics air support for NSAS when it was forced to descend by deteriorating weather (within small arms range) and over known enemy territory. It was shot down at 0940H, 17 miles southeast of LSB Binh Thuy, near WR 908 960. Seawolves with Seals flew in to secure the area, and the four injured personnel were flown to Third Surgical Hospital. The helo was "hooked out" to Binh Thuy by an Army H54 Skycrane later the same day, when it returned to Saigon.

November saw the completion of the second alongside availability for ships of the VNN Blue Water Fleet. The first period was from 27 August to 20 September. During the second period, from 1 November to 17 November 1971,

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the USS AJAX completed overhaul and repair work for eight VNN ships, including a DER, an HEC, two PCEs, and LSSL, and LST, a LSM(H), and a YOG. For the most part, these jobs represented the "chance of a lifetime" for the VNN ships, as the jobs effected were of the type routinely screened out of VNNSY work packages because of the limited time and manpower at VNNSY that has existed for so long that most ships no longer even submit work requests for the low priority items, knowing they will not be approved.[1] In addition to the obvious improvement in material condition of the ships, the availability provided sorely needed training in maintenence management for Fleet Command technical personnel. Also, some 350 VNN personnel received extensive practical training in damage control. The Vietnamese also learned to actively perform ship's force work and to maintain working hours consistent with those of the tender.

Secretary of Defense Melvin Laird was the sole distinguished visitor to Naval Units during the month, visiting LSB Nha Be on 6 November. Admiral Salzer, COMNAVFORV, travelled extensively during the month, visiting many of the bases for informal discussion with advisors and their counterparts.

The NFV Drug Program, reduced to a detoxification effort centered at LSB Nha Be, dwindled considerably over the past few months, with only one patient admitted and one transferred in November. Bases still conducted surprise inspections, utilizing sniffer dogs and base security forces.

1. SA FLEET COMMAND MONTHLY RESUME FOR NOV 71

SECRETARY OF DEFENSE MELVIN R. LAIRD TALKS WITH COMMANDER A. L. BADER, SENIOR U.S. NAVAL ADVISOR, LOGISTIC SUPPORT BASE NHA BE, UPON ARRIVAL AT THE BASE ON NOVEMBER 6. AT LEFT IS REAR ADMIRAL ROBERT S. SALZER, COMMANDER U.S. NAVAL FORCES VIETNAM.

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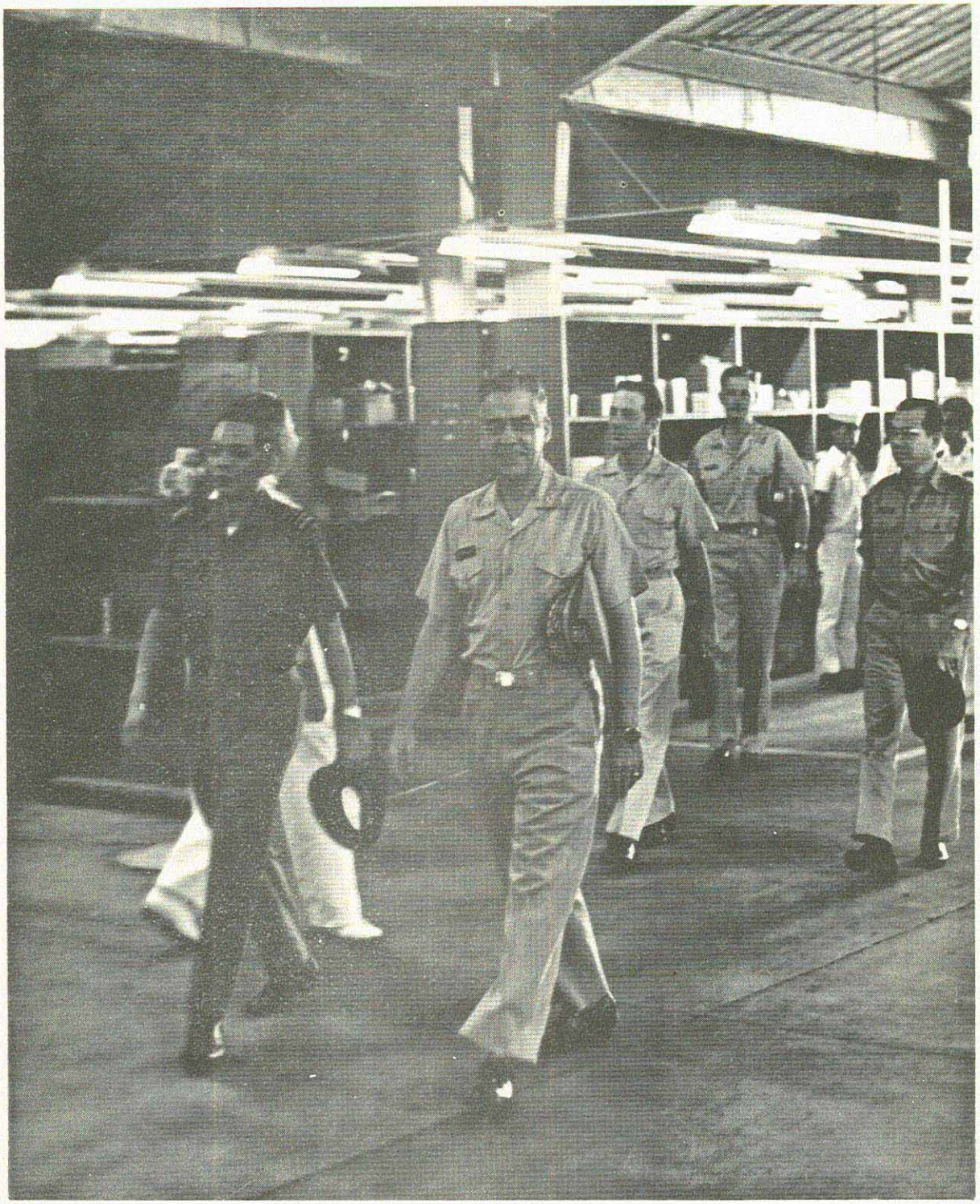

CAPTAIN NGUYEN VAN LICH, COMMANDER, VIETNAMESE LOGISTICS COMMAND, AND REAR ADMIRAL PHILIP S. MCMANUS, COMMANDER, U.S. NAVAL SUPPORT ACTIVITY SAIGON, TOUR THE BROWN WATER ANNEX FOLLOWING TURNOVER OF BROWN WATER MATERIAL SUPPORT RESPONSIBILITY TO THE VIETNAMESE NAVY ON 5 NOVEMBER.

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NAVAL CONSTRUCTION FORCES

During the month of November a substantial decrease in Naval Construction Forces was accomplished with the redeployment of NMCB-5 and the decommissioning of the Third Naval Construction Brigade. The delay party of NMCB-5 left on 8 November after being present at the 6 November decommissioning ceremony for the Third Naval Construction Brigade, thus ending another successful deployment.

The Third Naval Construction Brigade was the administrative and support staff which had supported up to 12 naval construction battalions at a time in the early stages of the war. With the redeployment of NMCB-5, the Brigade had no more responsibilities and was decommissioned. The ceremonies were held at Bien Hoa Air Base on 6 November, and Rear Admiral A.W. Price, Deputy Commander for Operations, Commander Naval Forces Vietnam; Rear Admiral Spencer R. Smith, Commander U.S. Naval Construction Battalions, Pacific Fleet; and Rear Admiral Foster M. Lalor, Commander Third Naval Construction Brigade and Officer in Charge of Construction, Vietnam, were in attendance. Also attending was Commodore Lan Nhuon Tanh, Vice Chief of Vietnamese Naval Operations. Both organizations received accolades from RADM Salzer, COMNAVFORV, and from various other high officials.

Seabees were involved in two minor clashes in November, one in Thua Thien Province near Coastal Group 12 on the 3rd, involving what was thought to be local dissidents, and one in Binh Tuy Province involving ha ore VC. The attack in MR 1 occurred at YD 838 318 at 1700H, when two trucks in which Seabees were riding came under a brief small arms attack. The incident probably stemmed from strained relations on the construction site where CBMU 302 is constructing dependent housing. There were no injuries and the construction progressed normally the next day. In the other incident, one member of Seabee Team 6206 was operating a bulldozer on Route 335 at YT 906 316 on 22 November at 1600H, when RF/PF forces engaged five VC in a firefight. There were no friendly casualties but enemy losses were one killed, one wounded, and one captured.

CBMU 302 continued to work at locations from north of Da Nang to the island of Poulo Obi at the tip of the Delta. They continued to be engaged in dependent shelter construction and maintenance work.

Seabee teams engaged in Civic Action and USAID projects continued their fine work in November, conpleting construction of a 10 meter footbridge in Long An Province (Team 4006), a power distribution system at a Chieu Hoi center in Binh Tuy Province (Team 6206), and renovation of a deteriorated maternity clinic in Kien Hoa Province (Team 13308). Also 15 kilometers of roads were under construction, and 13.7 kilometers were under repair. Progress was being made on six schools, three medical facilities, and one bridge. In addition, purely civic action projects accounted for the treatment of 1659 Vietnamese patients by corpsmen of the various teams, as well as the digging of over 1380 meters of ditches in Xuan Loc.

The following is the status of the USAID Teams as of 15 November:

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Team	Location	Officer in Charge
0417	Xuan Loc	ENS Murray
4006	Tan An	LTJG Roussos
6206	Ham Tan	LTJG Burrus
7107	My Tho	LTJG Moriarty
7108	Go Cong	ENS Rockwood
13308	Ben Tre	LTJG Healy

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AIR COFAT

AIR COFAT is the NSA liaison for "White Hat Airlines", officially termed NAF Cam Ranh Bay Detachment Tan Son Nhut. Beginning in 1965, the air arm of NSA Saigon built up to a high point in 1970 with three C117s and six H34s phasing out for five CH46As. In March 1971, the phase down of activities began as the USN involvement in the war declined.

AIR COFAT supports the diminishing NAVFORV units throughout military Regions III and IV, hauling USN and VNN personnel and priority cargo. With the phase down, mail service was turned over to the US Army on 1 October, 1971. Five months ago food runs to ATSBs were also handed over to the Army logistics supply system. The MARKET TIME LST enjoyed the regular support of AIR COFAT, and the VNN were permitted space as available on COFAT flights for priorty cargo. Passenger use is still rather brisk, as USN personnel in the field return to Saigon for DEROS, Recreation Councils, MARS Conferences, etc., and NAVFORV staff members and entertainment groups visit field units regularly. (When liberty in Saigon was cancelled for field units in mid 1971) the passenger flow noticeably decreased. The pay teams arriving at all USN field units twice a month through AIR COFAT keep Admiral Zumwalt's promise of a more responsive Navy. Special flights, for mass DEROS of personnel or for medical runs, etc., comprise a sizeable portion of the flights.

AIR COFAT began with two Beechcraft C45s to accomodate NAVFORV staff tours to the field, as well as H34 Seahorse reciprocating engine helicopters. The Beechcraft were replaced by three C117s which were themselves retrograded by August 1971. The H34's grew to six in number, and were then replaced by CH46As in mid 1970. The last H34 left country in February. The jet helicopter CH46A Sea Knight was a hand down from the US Marines. While USN reservists in the USA are flying H46D's, COFAT makes do with the oldest helos, the "model A's," and even boasts having the "oldest CH46 in the world" in her inventory. With the phase down, "White Hat Airlines" consisted, at the end of November, of five CH46's with eleven pilots and approximately 50 enlisted men. Each CH46A requires two pilots and two crewmembers, and can carry either 4,000 pounds of cargo or 20 passengers. On occasion, the helos have carried 5,000 pound generators externally to place them on the mountain sites of the ACTOVRAD stations.

The pilots for AIR COFAT are among the most experienced helo pilots in Vietnam, averaging 4,000 hours total service flying per man. For the junior pilots, the experience and opportunity on this Vietnam tour are unique, as they fly three times the normal amount elsewhere. At the end of a one year tour, one pilot had put in 1,000 flight hours, while 600-800 hours is normal for an AIR COFAT tour. Each pilot averages 70 hours flying time per month, as AIR COFAT totals 400 hours per month in the air. Earlier in AIR COFAT history, the C117 pilots demonstrated considerable expertise as they flew into short, narrow, and unimproved runways with little or no navigational devices.

The following statistics serve to indicate the extent of AIR COFAT operations, as well as the phase down of USN operations. Fiscal year 1970 averaged 300,000 passenger miles (number of passenger times miles flown) per month

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and 25,000 ton miles, (number of tons times miles flown), while fiscal year 1971 expanded to an average of 400,000 passenger miles per month. The high point for passengers (USN/VNN) was 4,058/1,382, in March 1971, and in November 1971, the number had decreased to 1,474/703. The waning pulse of operations is felt in the decreasing pounds per month of cargo shipped. From a high of 407,708 in March 1971, the amount of cargo dropped to 372,933 in April, 259;839 in May; 181,034 in June ; and by November, was down to 115,523 pounds.

A talk with any of the sailors from the outer reaches of the Mekong Delta such as Nam Can, Chau Doc, or Ca Mau reveals great appreciation for the support services often taken for granted elsewhere. The MARKET TIME LST, WASHTENAW COUNTY, summed it up in a message of 030030Z DEC 71:

AIR SVC

1. Your daily air service to the originator was nothing less than outstanding. The faithful support of the unit in seeking the ship's location daily, even during bad weather is most commendable. The devotion of your crew members to their task was a significant factor to the overall morale and readiness posture of the originator's crew.

2. You are an elite unit providing a unique service to so many for so little in return. To each of you the crew members of the WASHTENAW COUNTY expresses their sincere thanks and a well done for your unlimited support during the originator's recent assignment.

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NAVAL ADVISORY GROUP ORGANIZATION

CHNAVADVGRU U.S. MACV	RADM R.S. SALZER, USN
CHIEF OF STAFF	CAPT R.A. PADDOCK, USN
SENAVADV TO VNN HEADQUARTERS	CAPT T.E. LUKAS, USN
SENADV, COMD NAVAL COMMAND (SA CTF 227 SAIGON)	LCDR J. FERGUSON, USN

TRAN HUNG DAO CAMPAIGN ADVISORY ORGANIZATION/AREA OPERATION COORDINATOR (AOC)

AOC COASTAL	SA ACNO SEA OPS COMMAND	CAPT T.I. KOLSTAD, USN
SA DEPCOMTHD	CTF 116/SA ACNO MOBILE OPS/RIV	CAPT P.C. GIBBONS, USN
AOC NORTHERN LONG BINH	SA 3rd RIV AREA	CDR V. MCDONOUGH, USN
SA THD 24 BEN LUC	VNN TG 214.1	LCDR D. MICALCHUCK, USN
SA THD 27 PHU CUONG	VNN TF 216	CDR V. MCDONOUGH, USN
AOC EASTERN CAN THO	SA 4th RIV AREA	CDR W. WARDELL, USN (D) LCDR J.H. DELOACH, USN (R)
SA THD 26 DONG TAM	VNN TF 217	CDR W. WARDELLL, USN (D) LCDR J.H. DELOACH, USN (R)
AOC SOUTHERN CA MAU	SA ATF 211/TF 210	CAPT R.H. SULLIVAN, USN
SA THD 4 NAM CAN	VNN TG 214.2	CDR D.H. GUNDERSON, USN
SA THD 6 RACH SOI	VNN TH 212.5	LCDR G. STEFENCAVAGE, USN
SA THD 21 CA MAU	VNN TF 210	CAPT R.H. SULLIVAN, USN
AOC WESTERN TAN CHAU	SA COMTHD 18	CDR A. WRIGHT, USN

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SA THD 18 TAN CHAU	VNN TF 218	CDR A. WRIGHT, USN
SA THD 20 HA TIEN	VNN TG 219.1	LT D.C. SNYDER, USN
SA THD 25 TUYEN NHON	VNN TG 212.2	LCDR J.C. ROGERS, USN

SENIOR ADVISOR, FLEET COMMAND, SAIGON

SENADV, FLEET COMMAND	CAPT J.F. DRAKE, USN

AMPHIBIOUS TYPE COMMAND ADVISORY ORGANIZATION (ATF 211)

SA PHIBCOMD CA MAU	CAPT R.H. SULLIVAN, USN
SA RAID SEVEN ZERO RANG DONG	LT R.C. MONSON, USN
SA RAID SEVEN ONE RANG DONG	LT S. WALTER, USN
SA RAID SEVEN TWO HOA BINH	LT R.J. LINDSTEDT, USN
SA RAID SEVEN THREE RANG DONG	LTJG R.F. BESSETTE, USN (R) LT K.E. KOLARICK, USN (D)
SA RAID SEVEN FOUR HOA BINH	LT B. ROOT, USN
SA RAID SEVEN FIVE CA MAU	LTJG J.W. WADDELL, USN

RIVER PATROL TYPE COMMAND ADVISORY ORGANIZATION (TF 212)

SA RIVPATCOMD BINH THUY	CDR G.E. PIERCE, USN
SA RPD FIVE ONE CAT LAI	LT J.R. FRONDORF, USN
SA RPD FIVE TWO PHU CUONG	LT J.R. RECKNER, USN
SA RPD FIVE THREE BEN LUC/TRA CU	LCDR E.J. LEFEBVRE, USN (D) LT W. RENNICKE, USN (R)

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SA RPD FIVE FOUR BEN KEO/GO DAU HA	LT R. ARMITAGE, USN
SA RPD FIVE FIVE CHAU DOC	LTJG T. ROUNDS, USN
SA RPD FIVE SIX VINH LONG	LT J.B. GIBNEY, USN
SA RPD FIVE SEVEN NHA BE	LTJG E. HENDRICKSON, USNR
SA RPD FIVE EIGHT MY THO	LT L.G. LONG, USN
SA RPD FIVE NINE TAN CHAU	LT W.A. GOODWIN, USN
SA RPD SIX ZERO THUAN AN/HOI AN	LT B. WATERMAN, USN
SA RPD SIX ONE RACH SOI	LT J. SCOVILL, USN
SA RPD SIX TWO RACH SOI	LT P.J. GASKIN, USN
SA RPD SIX THREE PHOUC XUYEN	LT R.C. HULL, USN
SA RPD SIX FOUR TUYEN NHON	LTJG J.D. COLE, USNR

MOBILE SEA OPERATIONS COMMAND ADVISORY ORGANIZATION

SA MOBILE SEA OPS CMD CAM RANH BAY	CAPT T.I. KOLSTAD, USN
SA COSFLOT ONE DA NANG	LCDR D.C. WILSON, USN
SA COSFLOT TWO/ SA COSRON TWO ONE QUI NHON	LCDR G.H. ROBERTS, USN
SA COSRON TWO TWO CAM RANH BAY	LCDR R.W. LOWMAN, USN (D) LCDR J.J. KENNY, USN (D)
SA COSFLOT THREE VUNG TAU	LCDR R.S. WATKINS, USN

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SA COSFLOT FOUR AN THOI	LCDR J.P. LAMB, USN
SA COSFLOT FIVE NAM CAN	LCDR J. MCCORMICK, USN
SA HARDU CRB CAM RANH BAY	LT P.A. LINTON, USN

GENERAL RESERVE TYPE COMMAND ADVISORY ORGANIZATION (TF 214)

SA GENRESCOMD CAT LAI	CAPT L.A. DWYER, USN
SA RTE DIV EIGHT ONE CAT LAI	LT J.M. STEUSSY, USN
SA MID NINE ONE CUU LONG	LT J.W. HAMILTON, USN
SA MID NINE TWO CUA VIET/HUE	LT T.W. MOORE, USN
SA MID NINE THREE CAT LAI/TAN CHAU/CA MAU	LT R.F. ELLIOTT, USN
SA SALVAGE UNIT CAT LAI	LCDR T. SWIFT, USN
SA RID FOUR ZERO GO DAU HA/TRA CU	LT T.A. COMER, USN
SA RID FOUR ONE TAN CHAU	LT R.A. DORSI, USN (D) LTJG D. JUARIN, USN (R)
SA RID FOUR TWO DONG TAM	LT C. VOTAVA, USN (D) LT S. LARSEN, USN (R)
SA RID FOUR THREE PHU CUONG	LTJG P.J. HUGHES, USN
SA RID FOUR FOUR BEN LUC/TAN AN	LTJG E.A. ARLLEN,
SA RID FOUR FIVE NAM CAN	LT C.F. TIBBETTS, USN
SA RID FOUR SIX TUYEN NHON	LT K.K. TALMADGE, USN

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SA RID FOUR SEVEN NAM CAN	LT W. TAYLOR, USN
SA RID FOUR EIGHT TAN CHAU	LT W.R. RUSLING, USN
SA RAG TWO SEVEN NHA BE	LT J. MOFFETT, USN

FIRST COASTAL ZONE ADVISORY ORGANIZATION (TF 231)

SA FIRST CZ DA NANG	CDR A. VIESSMAN, USN
SA CG ONE ONE CUA VIET	LT R. ANDERSON, USN
SA CG ONE TWO THUAN AN	LT T. LINDNER, USN
SA CG ONE THREE CU TU HIEN	LT J. SCOTT, USN
SA CG ONE FOUR HOI AN	LT R.G. MCCAIN, USN
SA CG ONE FIVE CHU LAI	LT J. TAYLOR, USN
SA CG ONE SIX QUANG NGAI	LCDR P.C. PERINE, USN
SA RAG THREE TWO HUE	LT C.L. MAGER, USN
SA HARDU DA NANG	LT D.W. WIRICK, USNR (D) LT J.H. QUINLIN, USN (R)
SA CSC DA NANG	LTJG J. BRYAN, USN

SECOND COASTAL ZONE ADVISORY ORGANIZATION (TF 232)

SA SECOND CZ NHA TRANG	CDR A.S. JEFFERIS, USN
SA CG TWO ONE DE GI	LT J.K. ENGLEKEN, USN (D) LT R.P. DUPONT, USN (R)
SA TWO THREE SONG CAU	LT E.L. SIWINSKI, USNR (D) LT D.L. THOMPSON, USN (R)

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SA CG TWO FIVE DONG HAI	LT D.G. THOMAS, USN
SA GC TWO SIX BINH BA ISLAND	LT J.P. MCGRATH, USN
SA CG TWO SEVEN NINH CHA	LT P. MILLER, USN (D) LT D.G. VETTER, USN (R)
SA CG TWO EIGHT PHAN THIET	LT G. NORDLAND, USN (D) LT J.S. WHITE, USN (R)
SA HARDU NHA TRANG	LT R.M. KEELEY, USN
SA HARDU QUI NHON	LT B. VALENTINE, USN
SA CSC NHA TRANG	LT S. C. AREY, USN
SA CSC QUI NHON	LCDR P.J. CISEK, USN

THIRD COASTAL ZONE ADVISORY ORGANIZATION (TF 233)

SA THIRD CZ VUNG TAU	CDR J.G. SULLIVAN, USN (D) CDR H.K. FISKE, USN (R)
SA CG THREE THREE VUNG TAU	LTJG C. JOHNSON, USN
SA CG THREE FOUR THANH PHO	LT E.J. GIBSON, USN
SA CG THREE FIVE THU VINH	LT T.E. ARNOLD, USN
SA CG THREE SIX LONG PHU	LT R.L. COWAN, USN (D) LTJG D.C. BOGER, USN (R)
SA HARDU VUNG TAU	LT N. BARBOUR, USN
SA CSC VUNG TAU	LT D.R. ROGUS, USN

FOURTH COASTAL ZONE ADVISORY ORGANIZATION (TF 234)

SA FOURTH CZ AN THOI	CDR K.E. NIDER, USN
SA CG FOUR ONE POULO OBI	LT T.V. FOWLER, USN

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SA CG FOUR TWO AN THOI	LT O.R. COLE, III, USN
SA CG FOUR THREE HON TRE ISLAND	LT M. A. SOBYNA, USN
SA CG FOUR FOUR HA TIEN	LT F. ROUNDS, USN
SA CSC AN THOI	LT P.D. MCCURDY, USN

THIRD RIVERINE AREA ADVISORY ORGANIZATION (TF 216)

SA THIRD RIVERINE AREA LONG BINH	CDR V. MCDONOUGH, USN
SA RAG TWO TWO NHA BE	LCDR J. CALABOUGH, USN
SA RAG TWO EIGHT NHA BE	LT R.M. ANDREWS, USN
SA RAG THREE ZERO PHU CUONG	LT R.M. ANDREWS, USN
SA REG FOR RPG CUU LONG	LT E.E. SEARS, USN

FOURTH RIVERINE AREA ADVISORY ORGANIZATION (TF 217)

SA FOURTH RIVERINE AREA CAN THO	CDR W. WARDELL, USN (D) LCDR J.H. DELOACH, USN (R)
SA RAG THREE ONE/THREE THREE DONG TAM	LT K.J. PLIS, USN
SA RAG TWO THREE VINH LONG	LTJG R.E. BROWN, USN
SA RAG TWO FIVE VI THANH	LT R.J. GILLESKIE, USN
SA RAG TWO NINE CA MAU	LT R.J. GILLESKIE, USN

RUNG SAT SPECIAL ZONE ADVISORY ORGANIZATION (TF 228)

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SA RSSZ NHA BE	CDR D. A. STEWART, USN

NAVAL TRAINING CENTER ADVISORY ORGANIZATION

SA NTC NHA TRANG	CDR P. R. FOURNIER, USN
SA NTC CAM RANH BAY	CDR R. R. WARD, USN
SA NTC SAIGON	CDR R. A. WILD, USN

LOGISTIC SUPPORT COMMAND ADVISORY ORGANIZATION

SA VNN LSC AND SA VNN DCOS LOG	RADM P. S. MCMANUS, USN
SA VNNSY	CAPT F. T. SHAVER, USN
SA VNNSC	CDR C. H. BARSTAD, USN
SA LSB AN THOI	LCDR R. W. HOTZ, USN
SA ISB NAM CAN	LCDR R. BLEDSOE, USN (D) LCDR S. CHADWICK, USN (R)
SA LSB BINH THUY	CDR R. J. COEN, USNR (D) CDR U. BUSSARD, USN (R)
SA ISB RACH SOI	LT E. E. WARD, USN
SA ISB CA MAU	LT E. J. FRY, USN
SA ISB LONG XUYEN	LCDR A. THIEL, USN
SA LSB CAM RANH BAY	CDR C. MCINTOSH, USN
SA ISB QUI NHON	LCDR A. N. DAVIDSON, USN
SA LSB CAT LO	LCDR S. UNGEMACH, USN (D) LCDR H. C. HOOVEN, USN (R)
SA ISB LONG PHU	LCDR W. J. FOGLE, USN
SA LSB DA NANG	CAPT E. MOUNTFORD, USN
SA ISB THUAN AN	LCDR J. STEVENS, USN (D) LCDR J. R. ROTON, USN (R)
SA LSB DONG TAM	CDR R. W. GREER, USN

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SA ISB VINH LONG	LCDR J. LASWELL, USN
SA ISB CHO MOI	LCDR B. BURGETT, USN (D) LCDR W. W. WILSON, USN (R)
SA LSB NHA BE	CDR A. L. BADER, USN
SA ISB BEN LUC	LCDR C. W. ALBAUGH, USN
SA ISB CAT LAI	LCDR J. BRUEGGEMAN, USN
SA YRBM ALPHA UNIT	LT A. TEXERIA, USN

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APPENDIX II

Glossary of Abbreviations

The following abbreviations and terms are commonly used in the combat zone by all agencies and are listed here in amplification of those used in the text.

ABF	Attack By Fire
AFVN	American operated radio and television service in the Republic of Vietnam
AMMI PONTOON	A multi-purpose barge, standard size 28'x90'
AO	Area of Operations (Navy)
ARVN	Army of the Republic of Vietnam
A/S	Air Strike
ASPB	Assault Support Patrol Boat
ATC	Armored Troop Carrier
ATSB	Advance Tactical Support Base
A/W	Automatic Weapons
BDA	Battle Damage Assesment
BLACK PONY	OV-10A Aircraft, twin engine turboprop counterinsurgency
CATF	Commander Amphibious Task Force
CBU	Cluster Bomb Unit
CBMU	Construction Battalion Mobile Unit
CCB	Command and Communications Boat
CG	Coastal Group or Commanding General
CHICOM	Chinese Communist
CMD	Capital Military District
CONUS	Continental United States
CORDS	Civic Operations for Rural Development Support

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COSFLOT	Coastal Flotilla
CSR	Camp Sentinel Radar
CTF	Commander Task Force
CZ	Coastal Zone
DEROS	Date Elgible to Return from Overseas
DIW	Dead In the Water
DUSTOFF	Medical evacuation by helo
ENIFF	Enemy Initiated Firefight
EOD	Explosive Ordnance Disposal
FANK	Cambodian Army
FOM	French Patrol Boat
FRIFF	Friendly Initiated Firefight
FSB	Fire Support Base
FWMAF	Free World Military Assistance
GDA	Gun Damage Assessment
GVN	Government of Vietnam
H&I	Harassment and Interdiction fire
ISB	Intermediate Support Base
ISDS	Improved Swimmer Defense System
JGS	Joint General Staff (Vietnamese)
KBA	Killed by Aircraft
KIA	Killed in Action
LAW	Light Anti-tank Weapon
LCM	Landing Craft, Medium
LCPL	Landing Craft, Personnel, Light

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LDNN	Vietnamese equivalent of USN Underwater Demolition Team, and Seals
LF	Local Forces (VC teminology)
LHFT	Light Helo Fire Team
LOH	OH-6 Light Observation Helicopter
LSB	Logistics Support Base
LSSC	Light Seal Support Craft
MACV	Military Assistance Command, Vietnam
MAP	Military Assistance Program
MEDCAP	Medical Civic Action Program
MID	Mining Interdiction Division
MNK	Cambodian Navy
MONITOR	Heavily armored LCM-6 (40mm cannon or 105 Howitzer)
MR	Military Region
MSB	Minesweeper, boat
MSSC	Medium Seal Support Craft
NAVCAT	Naval Civic Action Team
NAVLEDRAC	Naval Liaison Delta Regional Assistance Command
NGFS	Naval Gunfire Support
NILO	Naval Intelligence Liaison Officer
NIOTC	Naval Inshore Operations Training Center
NMCB	Naval Mobile Construction Battalion (Seabees)
NOD	Night Observation Device
NSA	Naval Support Activity
NSAD	Naval Support Activity Detachment

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NVA	North Vietnamese Army
OTC	Officer in Tactical Command
PBR	Patrol Boat, River
PCF	Patrol Craft, Fast
PF	Popular Forces
POL	Petroleum, Oil, and Lubricants
POW	Prisoner Of War
PRU	Provincial Reconnaissance Unit
PSA	Province Senior Advisor
PSDF	Popular Self-Defense Forces
PSYOPS	Psychological Operations
RAC	River Assault Craft
RAG	River Assault Group (VNN)
RAID	River Assault and Interdiction Division (VNN)
RECH	Recharger (boat)
REF	Refueler (boat)
RF/PF	Regional Forces/Popular Forces
RID	River Interdiction Division (VNN)
ROK	Republic of Korea
RPD	River Patrol Division
RPG	Rocket Propelled Grenade or River Patrol Group
RSSZ	Rung Sat Special Zone
RVNAF	Republic of Vietnam Air Force or Armed Forces
SA	Senior Advisor

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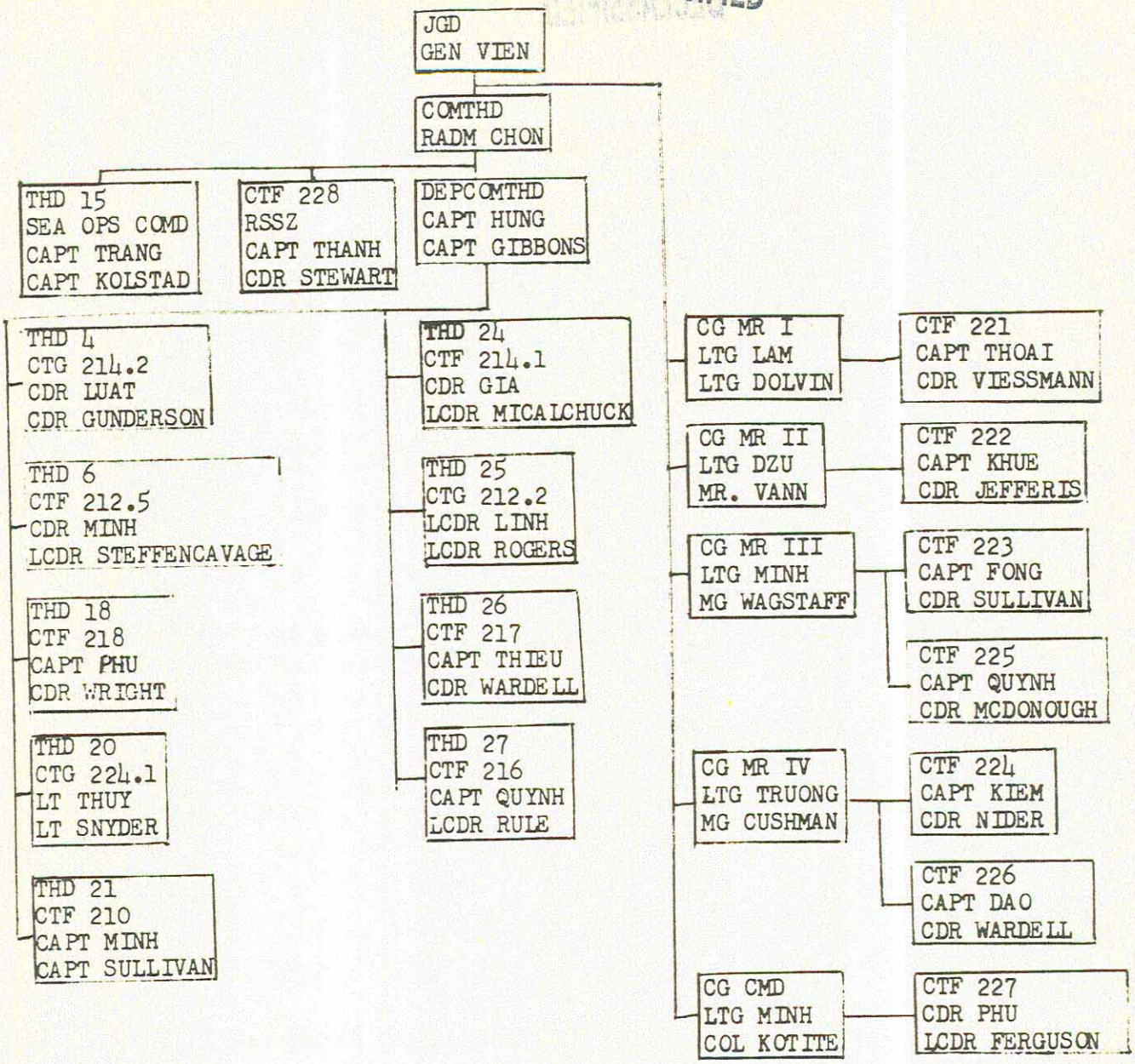
SAR	Search and Rescue
SEAL	Navy Commandos (Sea, Air, Land)
SEAWOLF	UH-1B Helo, heavily armored, USN operated
SHADOW	C-119 Aircraft
SKIMMER	20-foot fiberglass motorboat
SLICK	UH-1B U.S.A. operated
SSB	Swimmer Support Boat (Skimmer)
TAOR	Tactical Area Of Responsibility (Army)
TOC	Tactical Operation Center (Army)
TP/PT	Convoy designation for ships traveling up the Mekong River from Tan Chau to Phnom Penh and vice versa
USARV	United States Army, Vietnam
VARS	Visual Air Reconnaissance Search
VC	Viet Cong
VNMC	Vietnamese Marine Corps
VNN	Vietnamese Navy
VNNLSC	Vietnamese Navy Logistic Supply Command
VNNSC	Vietnamese Navy Supply Center
VNNTC	Vietnamese Naval Training Center (Nha Trang)
WBGP	Waterborne Guard Post
WHEC	High Endurance Cutter
WIA	Wounded In Action
WPB	Patrol Boat
ZIPPO	Flame thrower-equipped ATC or Monitor

PPENDIX III VNN ORGANIZATION

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