



# N TARGET<sup>®</sup>

A CCCA INC PUBLICATION

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## Quarterly Newsletter April/May/June 2018 Volume III No. 2

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# CCCA Presidents Message



*"Promoting positive community and economic growth by building an effective and compassionate non-profit charitable organization."*

Dear Membership

It is an honor to address you as your President and Executive Director. The Combatant Craft Crewman Association is continuing to establish the infrastructure needed to grow in 2018. We have invested wisely and can see progress in our ability to better serve and communicate. We faced numerous challenges in 2017 and are making the right course corrections to make things better.

First and foremost, I cannot thank your CCCA Board Members enough for their continued support making things happen behind the scenes. Without those dedicated members, a lot of the progress would not be possible. It's hard to realize just how much time and effort goes into getting some of the simplest of projects done. It became very apparent that despite all of the great ideas the one common theme is to have enough lead-time to plan and execute successfully. Those of you who have volunteered before know just how difficult it can be balancing it all. Time is one of our most valuable assets. The other is our sense of family and our bonds of friendship; Powerful forces all! I wouldn't have volunteered if I didn't believe in our mission of "Preserving the History and Honoring the Brotherhood."

One of the course corrections we made was in our dues structures. After much debate the decision was made to reduce the cost from \$100 to \$50 annually for Full Membership. The Associate Membership was reduced from \$150 to \$75 annually, and the new category of Active Duty/Active Reserve was added at \$20 annually. The Board will evaluate the membership fee decision, membership numbers, and revenue later this year. Additional methods to defer your annual dues can be accomplished by helping to obtain new sponsors and or donations (both in money or in-kind). You can find our more on that via our Membership and Public Relations Directors correspondences. The bottom line is that we are working on other streams of revenue to cover the reduction in membership dues while still funding our primary mission goals. No member takes a salary, and every penny is used to further the Association missions and to cover our administrative costs of conducting business.

Another investment we have made is the infrastructure support for our ability to communicate. These actions allow remote dial-in or video conferencing with our membership and organizational leadership. Each month we have people able to participate from all over. Our official web-pages, new email accounts, and social media platforms are proving successful. The cost-savings that have been secured for the next few years is significant and meet our current demands. New items are available in the Ships Store, and we are continuing to support our families in need, as well as our Active Duty/Active Reserve, with morale building Care Packages.

I would especially like to acknowledge the good works of one of the best men I have had the privilege to know. Mike Sigsworth (CCCA Treasurer) is a little rough around the edges and he may release the "Kraken" without remorse, but I wouldn't have it any other way. His heart is true as well as his actions. He continues to remind me to "Stay the course, do what is necessary, keep it simple, and build this thing, Joe." I couldn't ask better from any other person. Mike, you help me to keep my sanity with your wit and continue to awe me with your resourcefulness! I value your friendship and appreciate all that you do! Thank you, sincerely my friend.

Sincerely yours,

*Joseph John Zemlin*

Joseph John Zemlin, MS

CWO4, USN (Ret)

CCCA President | Executive Director

[pres@combatantcraftcrewman.org](mailto:pres@combatantcraftcrewman.org)

## CCCA Treasurer | Financial Report



Dear CCCA Membership,

*"Promoting positive community and economic growth by building an effective and compassionate non-profit charitable organization."*

It is with great pleasure that I report to you that the multi-year financial review is complete. As your new Treasurer, I wanted to ensure that we hired a professional bookkeeping service to evaluate the financial records of the Combatant Craft Crewman Association, Inc. The Board backed me on this recommendation and condition of acceptance of this new position. Furthermore, the CCCA plans to continue to provide the membership with regular posted financial statements of revenues gains and expenditures in our official monthly Board Meeting minutes. Financial reports will trail one month from release due to financial review i.e., June's report will be made available at the July's meeting.

**Please direct your financial requests and concerns to: [treasurer@combatantcraftcrewman.org](mailto:treasurer@combatantcraftcrewman.org)**

It is important to recognize that this financial statement reflects the comparison of previous year cost expenditures. Although the administrative operational costs increased this past year, due to the upgrades of organizational infrastructure services and equipment. I have secured value-based discounts for multi-year services via our Web Page/Email service provider (Go Daddy). The initial cost increased; but no further payment will be due until 2020. This allowed us to expand our email services to support our growing organizational needs, i.e. newsletter staff, public relations, and official correspondence capability, improving point of sales services and inventory storage issues.

This year the Board continues its plans to secure new revenue streams. We have instituted a new membership structure, which reduces annual dues and now welcomes our Active Duty/Active Reserve components at a discounted rate. I am pleased to announce that our efforts to secure more sponsors is on track and we will be announcing the names in the very near future.

It is important to note that with the CCCA was able to help more families in need this past year than ever before. I cannot thank you all enough for keeping faith in our mission to **"Preserve the History and Honor the Brotherhood"** and their families. Your financial support allows us to continue our educational awareness campaign and charitable good works to those in need.

Sincerely,

*Mike Sigsworth*

Mike Sigsworth

GMG1, USN

CCCA Treasurer | Sales Director

5:14 PM  
03/15/18  
Cash Basis

**COMBATANT CRAFT CREWMAN ASSOCIATION, INC.**  
**Profit & Loss**  
January through December 2017

	Jan - Dec 17
Ordinary Income/Expense	
Income	
Direct Public Support	
Individ, Business Contributions	5,901.97
Total Direct Public Support	5,901.97
Indirect Public Support	
AmazonSmile	263.48
Total Indirect Public Support	263.48
Other Types of Income	0.00
Program Income	
Membership Dues	14,300.00
Total Program Income	14,300.00
Sales Income	0.00
Ship Store Income	12,085.99
Total Income	32,551.44
Cost of Goods Sold	
Cost of Sales - Inventory Sales	7,973.11
Total COGS	7,973.11
Gross Profit	24,578.33
Expense	
Admin Expenses	
Contract Services	
Filing Service	125.00
Legal Fees	2,304.79
Outside Contract Services	0.00
Total Contract Services	2,429.79
Dues & Subscriptions	864.69
Facilities and Equipment	
Rent, Parking, Utilities	120.00
Total Facilities and Equipment	120.00
Operations	
Printing and Copying	2,667.85
Supplies	5,476.17
Total Operations	8,144.02
Taxes	
State	10.00
Total Taxes	10.00
Website	2,812.39
Total Admin Expenses	14,380.89
Member Benefits	
Annual Meeting	1,457.40
Awards and Grants	
Benefits Paid To or For Members	8,322.34
Holiday Cheer	3,000.00
Total Awards and Grants	11,322.34
Bank Fees	
PayPal	306.85
Strip Fees	363.71

5:14 PM

03/15/18

Cash Basis

**COMBATANT CRAFT CREWMAN ASSOCIATION, INC.**

**Profit & Loss**

January through December 2017

	Jan - Dec 17
Total Bank Fees	670.56
Donation	1,188.99
Postage, Mailing Service	1,367.81
Total Member Benefits	16,007.10
Total Expense	30,387.99
Net Ordinary Income	-5,809.66
Other Income/Expense	
Other Income	
Interest Income	10.77
State Tax Refund	110.00
Total Other Income	120.77
Net Other Income	120.77
Net Income	-5,688.89



# CACO Corner

Dear Brothers, new and exciting things are happening this quarter with compassionate care. I'm excited to say that my new position as an AmeriCorps Volunteer in Service to America (VISTA) has presented me with access to new resources and knowledge on how we can better assist our CCCA brothers and their families.

Our Causality Assistance Program will soon offer Peer Support services for our warrior brothers and their families. The plan is to formalize our resources and procedures on how to access compassionate care in the following areas:

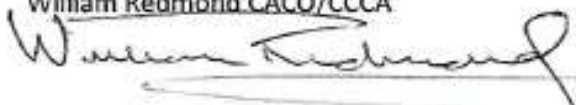
- Funeral and burial assistance
- VA Benefits and Mental Health guidance
- Financial Resource
- Chaplain Services
- Housing Assistance
- Employment

We believe active CCCA Peer Support Volunteer should be able to help guide an individual to independence and onto a path of wellness. We cannot do all the work for you, but we can be a trusted and knowledgeable resource to help keep you on track and work with professionals in each particular field of concern. Our goal is to help you navigate the existing systems and assist where and when needed.

We hope to make this an integral part of our Casualty Assistance program, shortly. This is what CCCA President, Joe Zemlin and I are both working on now as part of the California Veterans Legal Task Force (CVLTF) and our sponsoring agency San Diego 2-1-1. Please stay tuned for our CCCA updates.

Lastly, if you have any questions or concerns, please email me at [caco@combatantcraftcrewman.org](mailto:caco@combatantcraftcrewman.org).

William Redmond CACO/CCCA

A handwritten signature in black ink, appearing to read 'William Redmond', with a horizontal line drawn underneath it.

# THE 60 MM MORTAR MK-4 MOD-0

## General:

The 60mm mortar (MK-4) is used for bombardment, laying smoke, providing night-time illumination, direct fire at close range on point targets, indirect harassment and interdiction fire. It is intended for installation onboard small craft using a MK-16 MOD-2 or MK16 MOD-0 stand and Army type ammunition. When provided with a special bracket, it can mount to an M-60 machine gun piggy-back fashion. A good crew can fire 10 to 18 rounds per minute. Its maximum range is 1850 yards, maximum effective range about half a mile.

## Component Parts:

The mortar consists of 5 major assemblies:

**Carriage and slide assembly:** Consists of a “U” shape welded carriage with self-aligning bearings. The slide is supported by trunnion which allows the slide to pivot in elevation

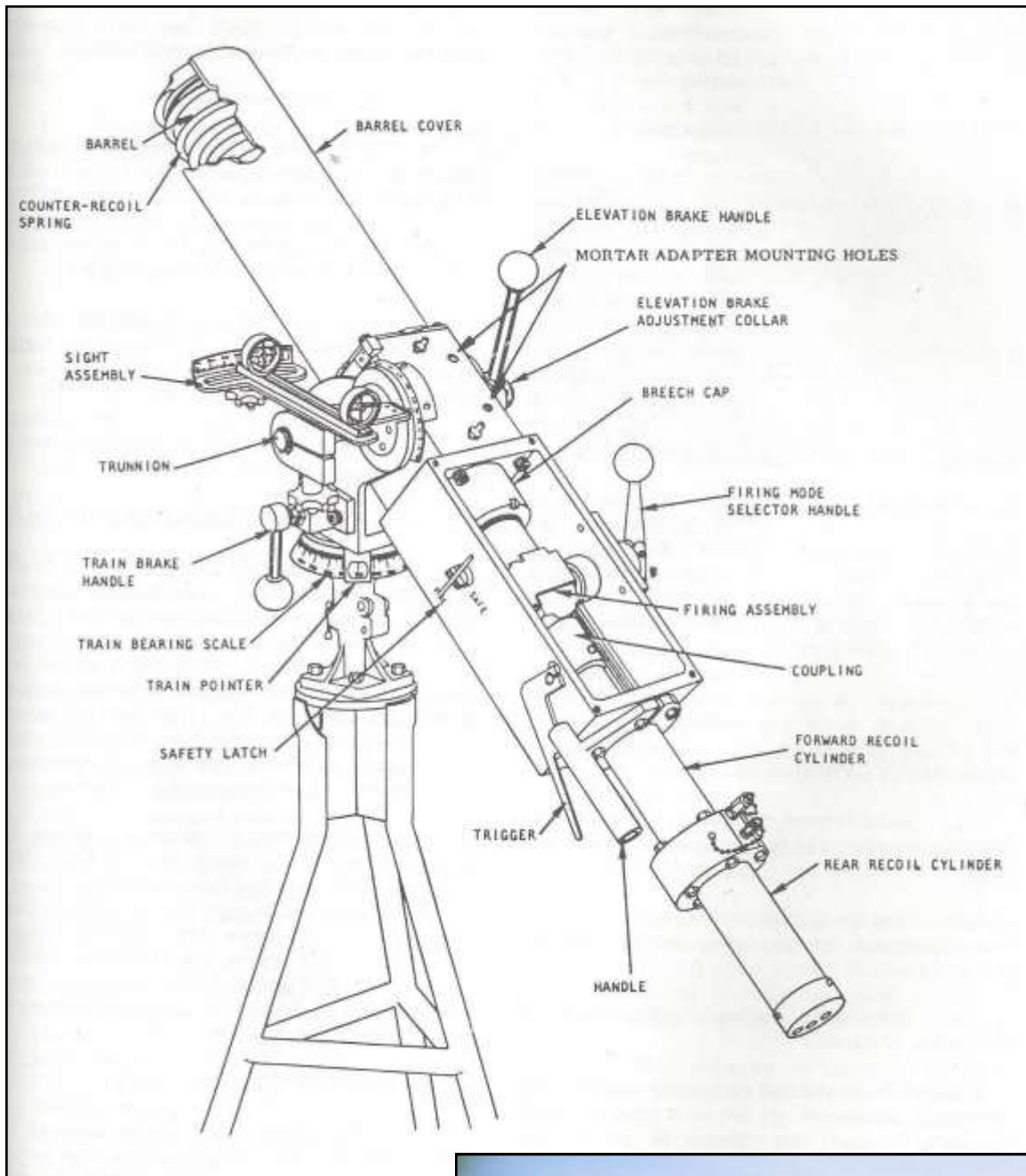
**Barrel and firing assembly:** It has a smooth bore barrel which is surrounded by a counter-recoil compression spring.

**Recoil housing assembly:** This assembly is bolted to the rear of the slide and encases the breech cap, firing pin, and bushing. It also houses the firing selector, trigger, laying-in the handle, and safety latch. The enclosed firing assembly is attached to the breech cap and is designed to operate in either DROP FIRE or TRIGGER FIRE.

**Recoil assembly:** Consists of two pistons assembled on a rod inside a two piece recoil cylinder mounted at the rear of the recoil housing assembly.

**Sign assembly:** Mounted on the left-handed trunnion. Has an open ring type sight with calibrated line-of-sight deflection and elevation compensation. The manual adjustment with off-set limits of 300 mils right/left deflection is lettered on the sight. Sight depression is a minus 20 degrees and elevation is a plus 80 degrees.





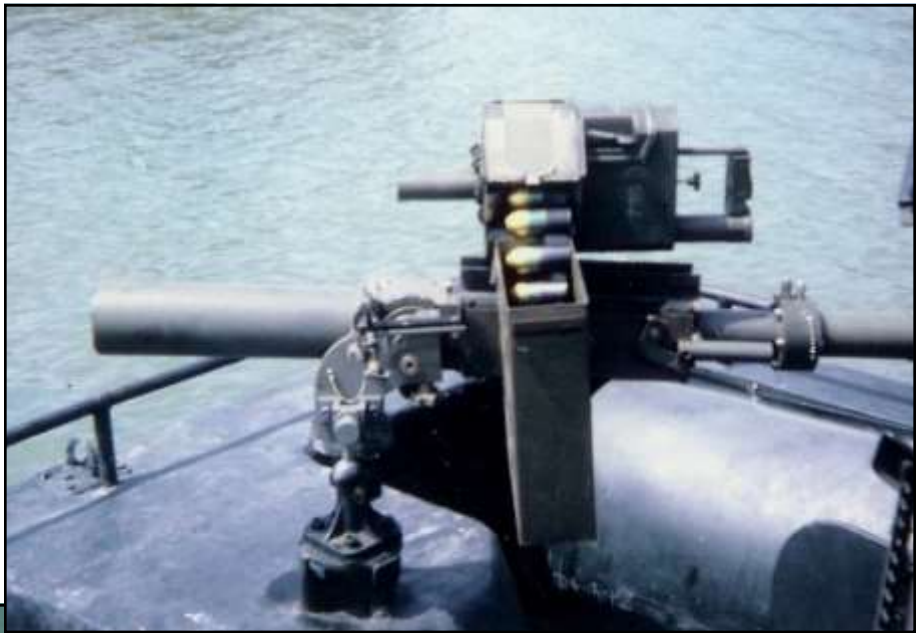
**Guntrailer circ. 1993 showing MK4 60mm mortar, 81mm mortar, and gunner firing MK-16 20mm cannon at Camp Pendleton.**

**Photo courtesy warboats.org**





**60 mm Naval mortar &  
Mk-18 Grenade Launcher**



**A close-up view of the Mini-gun and gunner on  
Detachment ECHO's LCPL. The Mk 4 Mod 0  
60 mm mortar is in the foreground. Note the  
controls on the left side.**



**CWO Shepherd of Detachment  
ALPHA and the crew of their MSSC  
at Rach Soi. The Navy Mk 4 Mod 0  
60 mm mortar is on the starboard  
weapons mount.**

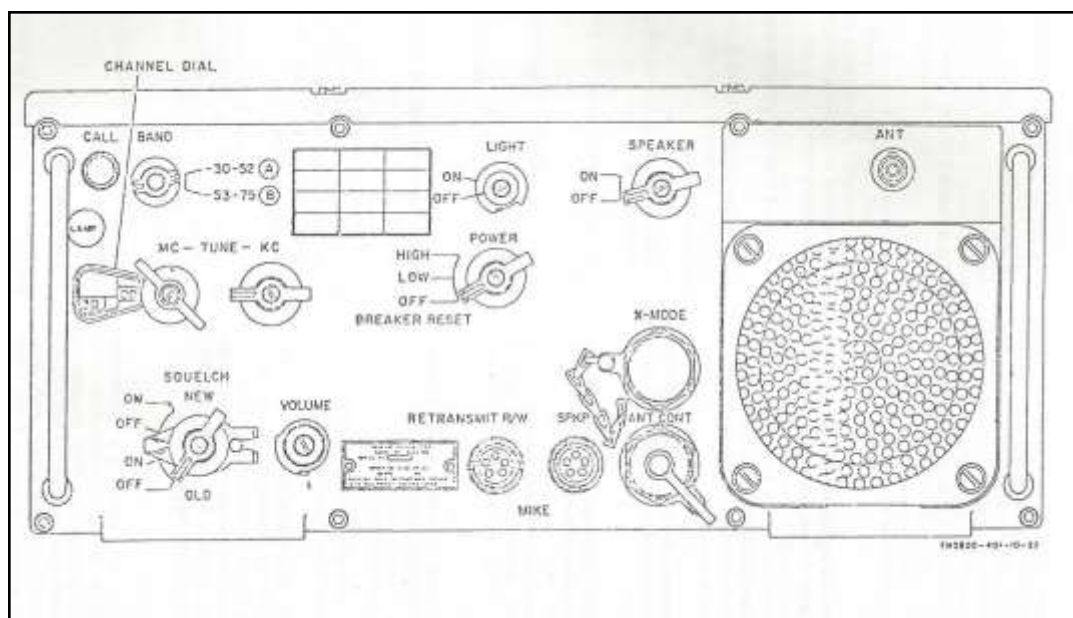


**Photo Credits: warboats.org**

## AN/VRC-46

The VRC-46 radio system is a widely used unit which utilizes frequency modulation (FM) for multi-band operation on VHF frequencies. Most radio systems consist of two (2) AN/VRC-46 transceivers operating independently with separate antennas, antenna matching units, radio remote control boxes, and remote loud-speakers.

The AN/VRC-46 is a rugged, light-weight compact transceiver housed in a watertight case and is mounted on a shock isolation platform in the radio compartment.



### SCOPE OF OPERATOR'S MAINTENANCE

When the equipment fails to perform properly, turn off the power and check for the conditions listed below:

**CAUTION:** Do not check any item with the power on.

1. Improper settings of switches and controls.
2. Disconnected or improperly connected cables.
3. Grounded or broken antenna or antenna lead-in.
4. Equipment not properly seated in the mount.

If the above checks do not locate the trouble, you should contact the electronics personnel and inform them of the problem. DO NOT attempt to repair the radio set as further damage may result from a simple problem.

For more information, consult Department of Army Technical Manual TM 11-5820-401-10, which is the Operator's Manual of the AN/VRC-46, and the NAVELEX 0967-LP-467-3010 (Technical manual).

Operators should be familiar with the following characteristics:

### Frequency range:

Band A	30.00 to 52.95 megacycles
Band B	53.00 to 75.95 megacycles

Number of Channels	920
Channel Spacing	50 Kilocycles
Type of Modulation	Frequency modulation
Type of transmission & reception	Voice

#### **Transmitter power output:**

High power	35 watts minimum
Low power	1-3 watts
Distance range (High Power)	
Stationary	20 miles*
Moving	15 miles*

\*Distances vary with weather, atmospheric conditions, and terrain. (10-20 miles expected)

#### **Input power requirements:**

High power	10 amps at 25.5 volts direct current
Low power	3 amps at 22.5 volts direct current
Antenna	Center-fed whip
Types of Squelch	Noise and tone operated

### **OPERATING PROCEDURES**

The following operating procedures should be used when operating the AN/VRC-46 radio:

1. Turn the squelch switch to OFF position.  
NOTE: Do not remove the squelch switch latch which separates the two sectors of the switch.
2. If operating under blackout condition, turn the LIGHT switch to OFF; if not under blackout conditions, turn it to ON.
3. Turn the Power Switch to LOW. Allow the AN/VRC-46 to warm up for about (1) minute before transmitting.
4. Turn the speaker switch to ON. Ensure that the Remote Radio Speaker Box switch is ON.
5. Adjust the Volume Control until background noise is heard.
6. If squelch is to be used, turn the Squelch Switch to ON. Use "New Squelch" on mode.  
NOTE: For clandestine operations, it is desirable to leave the squelch in the ON position as it eliminates the noise and static that is present in the squelch OFF position.
7. Tune the radio to the desired channel and proceed as follows:
  - a. Turn the Band Switch to A or B, depending on the channel desired.
  - b. Turn the MC-TUNE and KC-TUNE knobs so the desired channel appears on the dial.
8. Observe the Call Indicator for a visual indication of an incoming signal if the Light Switch is ON and the Squelch Switch is ON.
9. Adjust the Volume Control for the desired receiver volume.
10. If an external loudspeaker or headset is used, turn the Speaker Switch is OFF.
11. To transmit, press the push-to-talk switch on the microphone and speak into the microphone.  
NOTE: The speaker's mouth should be approximately 1 inch from the microphone. The speaker/operator should speak slowly and concisely.
12. If high power output is desired, turn the Power Switch to HIGH.
13. A complete loss of power to the radio may result from a tripped circuit breaker. To reset the circuit breaker, turn the Power Switch to OFF BREAKER-RESET and then LOW or HIGH.  
CAUTION: If the circuit breaker trips after being reset, do not reset again. This indicates maintenance is required.

### **ANTENNAS**

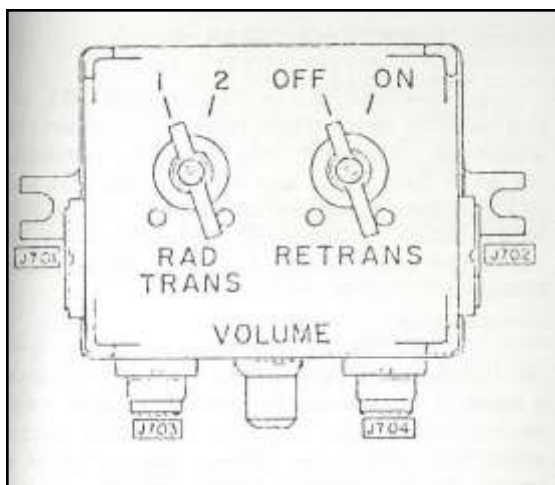
Each antenna consists of an antenna element, base support, and matching unit. The base support is flexible to reduce shock and damage if the whip-like antenna element strikes an object.

The antenna base support housing has two connectors and a selector switch mounted on the housing. One connector is for the antenna lead, the other for the automotive tuner. The selector switch will automatically shift to its proper frequency band segment, but it is always wise to check the selector switch after shifting radio frequencies to ensure the proper frequency band segment is made automatically. The same switch is used for manual selection of the desired frequency segment when a portable radio set is being used. A continuous clicking sound from the antenna indicates it is unable to automatically tune to the frequency. Set the frequency manually on the selector switch and disconnect the automatic tuner connection.

## RETRANSMIT CONTROL BOX

The retransmit control box is located between radio transceivers in craft having two VRC-46 units.

It may be used to retransmit automatically the signals of the two radio sets that are too far apart to communicate directly with each other; it thus permits one pair of radios to act as a relay station between two other radio sets.



The two frequencies used must be at least 10 megacycles apart and must be such that the transmitter of neither receiver-transmitter will interfere with the receiver of the other.

1. To establish automatic retransmission between two distant stations, proceed as follows:
  - A. Notify the crew that automatic retransmission is to be established and therefore they will be unable to transmit on either transceiver.
  - B. Turn Squelch switches of both transceivers ON during automatic retransmission.
2. Contact each of the two distant radio sets and notify the crew to proceed with their communication through retransmission.
3. Turn the RETRANS switch to ON.
4. Monitor the two channels being used through an audio accessory at connectors J703 or J704 by turning the RAD TRANS switch to #1 or #2.
5. At the end of automatic retransmission, turn the RETRANS switch to OFF and notify the crew that the transceivers are available for normal operation.

By far the majority of radio problems are really problems in auxiliary equipment, usually from wetness. Before giving up on communication attempts, disconnect the VRC-46 from everything but power and antenna and try communicating directly at the set with your driest handset.

## SAFETY PRECAUTIONS

1. To reduce feedback (squelch), turn the volume down to the minimum required to maintain communications.
2. Use reasonable care to protect units from salt spray and excessive heat.
3. Always double check the antenna coupler when changing frequencies. (Some boats will not have automatic coupler timing.) The switch on the coupler must be positioned in the same position as the frequency being utilized in order to eliminate damage to the transmitter.





We were located at the base near Rach Soi. As memory serves, our boat went out one evening with only some of the Seal Team or Mobile Support Team (MST-II) members. Can't remember the scope of the mission. The boat departed just after dark and the general consensus after the incident was they (Viet Cong) were just waiting for something to pass by and it was us.



The rocket had penetrated a quarter inch of armor plating, went through the main electrical control panel, destroyed the radar, the indicator panel was blown off and part of the VRC-46 radio was damaged. (Partially hidden by the radar cover.) The boat was dead in the water (DIW), lost electrical, electronics, hydraulics, and steering. We got notification of the incident and eventually got the boat back to the base.

We were very lucky in that only one casualty (our MST-II gunner's mate was injured in the elbow). He received medical treatment and was eventually med-evacuated to Japan. He eventually returned to duty in San Diego with approximately 95% of his arm functional.



The photos show the scope of the damage.

The event occurred 1970 and I was attached to Boat Support Unit One.

Jeffrey Sallay  
BSU-1



## Medium SEAL Support Craft - MSSC.

### Medium SEAL Support Craft (MSSC)

**Displacement:** 17 tons

**Length:** 36 feet

**Beam:** 13.5 feet

**Draft:** 2 feet

**Propulsion:** 2 Chevrolet 427 gasoline engines, 350 hp, 2 MerCruiser stern drives, fuel - 300 gal.

**Speed:** 35 kts

**Range:**

**Crew:** 1 officer + 4 enlisted + 17 SEALs

**Weapons:** 4 7.62mm M-60 mg, 3 .50 BMG or 2 .50 BMG and 1 7.62mm Mini-gun, 1 60mm Mk 4 Mod 0 mortar.

**Note:** 10 built by Atlantic Research. In service 1969.

Picture credit: Gerry Hunt



## MSSC at Long Phu

The MSSC (Medium SEAL Support Craft) was designed specifically for SEAL operations, and MST-2 detachments were designed specifically to operate it. The MSSC was a 36-foot-long, aluminum-hulled catamaran, low to the water, and, with a top speed of over 30 knots, it was one of the fastest boats on the river. The MST crew was seven. The coxswain (boat driver) and the OIC sat in the cockpit just aft of the bow, the driver to the left. On the OIC's side of cockpit were the boat's radar and radios. The compartment aft of the cockpit and forward of the engine compartment held a SEAL platoon and the other five MST crewmembers manning the guns. On each side of the MSSC were mounted a M-60 machine gun forward and a .50 caliber machine gun aft. The seventh crewmember manned a 6000 round-per-minute minigun on the stern. Additionally, the crew all carried M-16s as personal weapons, and the OIC might also carry a .45. In combat, the crew wore flack jackets and helmets. The SEALs, of course, were armed to the teeth, and more than willing to add to our firepower if they were on board when the shooting started. The walls of the "troop" compartment were lined with anti-shrapnel curtains, and the compartment was covered with a canvas canopy designed to deflect rockets, or so we were told and chose to believe.



**MSSC at Long Phu**



**MSSC Vietnam**  
**Photo Credit: Tom Moffatt**





**Brand new MSSC goes into the water**  
**Photo Credit: Jim Gray**



**MSSC**  
**Photo Credit: Jim Gray**





**Another view from the OIC's seat, toward the stern. That's the minigun in the background.**

**Photos from EN3 Ray Golden  
MST-2 Det Delta My Tho 1971**



**Inside MSSC  
Photo Credit: warboats.org**



**Above: MSSC at Okinawa  
Right: Mini gun mounted on MSSC**

**Photo Credits: warboats.org**



## TIME LINE (September 1970 - March 1971)

(A work in progress, if you have anything to add or correct, please contact me, Bill Bremer, at [williamdbremer@mst2-vietnam.info](mailto:williamdbremer@mst2-vietnam.info))

### September 1970

#### 9/11/70 -- MST-2 Det Golf leaves for war and arrives in San Francisco

1300: MST-2 Det Golf and Seal Team One, departs NAS, North Island by C-118, along with the SEAL's Yankee Platoon. Not long thereafter, we arrive at NAS, Alameda, from where some of us find a ride to San Francisco for an evening of entertainment in North Beach. Finding our way back on public transportation after 0200 was an adventure requiring great will and determination (i.e., the fear of being court-martialed). The number one single in the U.S. -- "War" by Edwin Starr

#### 9/17/70 -- MST-2 Det Golf arrives in Saigon

1330: Yes, four days after we leave the continental United States (taking into account the International Date-line), we arrive at Tan Son Nut Airport, Saigon, but only after a tour of the World War II Pacific -- our journey included stops of various lengths at Hawaii, Wake, Midway, Guam, and the Philippines. Upon arrival at Tan Son Nut Airport, we are whisked off NavSpecWarGruV, Saigon. My first impression of Saigon is that this place is too cosmopolitan and too packed with American military to ever fall to the Commies. We spend two days mostly sitting around NavSpecWarGruV waiting for transportation, and two nights mostly at the Victoria Hotel, with its rooftop bar. From that 13th floor bar on my first night in Saigon, we could see the war going on beyond the city, and suddenly I wasn't so sure about the future -- South Vietnam's or my own.

#### 9/19/70 -- MST-2 Det Golf goes to Binh Thuy

1700: We catch a flight to Binh Thuy, arriving at 1830, no doubt just in time for me to go to the club -- probably with Joe DeFloria, Brian Selzer, and any other SEAL and MST-2 officers who are in Binh Thuy -- for beers, hot dogs, and shuffleboard, and war stories. We will not learn until sometime after we get to Long Phu that Jimi Hendrix has died of a drug overdose on September 18, in Paris, France.

#### 9/20/70 -- MST-2 Det Golf arrives at Long Phu and sees first action

1300: Shortly after the MSSC arrives from Long Phu, we load up and meet the Bassac River for the first time. The river seems wide and the departing MST crew is nonchalant -- I'm crawling out of my skin. We arrived at Long Phu about 1700, and as we stumble up the muddy trail for the first time, the MST-2 officer I was to relieve appears out of the base bar (or maybe it was the briefing hooch) and greets me with something to the effect "Hi, glad you're here, we are going on an operation." I put down my bags, tell my lead PO, my coxswain, and maybe some others to come on, and we head back to the MSSC. On the way, my soon-to-be predecessor explained the while extracting under fire the night before, an LDNN had lost an M-60 in a small canal, and we were taking the SEALs back to get it. Soon we were in the boat and on our way toward Dung Island on a sunny late summer eve. The first thing we discover is that there are no flac jackets or helmets for me or my men -- "I'm sorry sir, that's my helmet you are trying to hide under." I feel awfully naked, hunching my 6'3" frame down next to the OIC's seat as he explains what canal we are going to -- the longest one of course -- and how often they get shot at there. Next to me was my coxswain getting his instructions. The can-

al is narrow and seems to go on forever, but after a time we arrive at the location of a small inlet that is recognized from the night before. The MSSC is professionally guided into bank next to the inlet, and quickly the SEALs off-load and form a perimeter. Soon one SEAL starts laying down protective fire from his grenade launcher, while another SEAL begins a diving operation with scuba gear. After awhile -- somewhere between ten minutes and forever -- the diving operation is aborted with the decision that the weapon is really lost and there's no chance that Charlie will find it in the muck in which it has no doubt sunk. The SEALs climb back on board we head out to exit for the other end of the canal. Several sampans appear in the canal -- Viet Cong maybe, but with since the sun is still up and they have women and children on board they could be South Vietnamese, so we slow so as not to swamp them and pass by warily. A few seconds later after a bend in the canal suddenly we are taking automatic weapons fire from the banks -- the boat crew springs to action with suppressing fire. As I would discover repeatedly the M-60 is nice, and the .50 caliber is powerful, but the buzzing sound of the minigun putting out 100 rounds a second is the warm sound of security -- no one would raise his head for that! Of course, the SEALs add their firepower just for good measure. As I duck and turn my head to the stern, I can see that all that ammo churning the water and shredding the bank. At the same time, the coxswain goes full throttle, putting the MSSC on full-step, and in a seconds it is over. "Cease fire" is yelled throughout the boat, the firing stops, and within another few minutes we were on the Bassac headed back to camp. While many of our operations have melded into memories of dark canals, warning shots, silent insertions, balls-to-the-wall rides to "hot" extraction points, and suppressing fire from the river and canal banks, this first taste of action remains vivid and distinct.



**Bill Bremer**



**L to R: ETN2 Jim Phoebus; LTJG Bill Bremer; GMG3 Tom Collinson; EN1 Manuel Del Corral; SN Don Roswurm; EM3 Jim Barnes; EM3 Bob Buckman (not shown BM3 Dan Savage).**



## **Suggested items**

Bandanas	4
Playing cards	2
CCCA Stickers Logo\Jolly\50th	3
CCCA info Sheet	1
<b><u>Hygiene Items</u></b>	
Lip Balm	3
Eye drops	4
Altoids	4
<b><u>Food\Snacks</u></b>	
Cocoa	10
Beef Jerky\Slim Jims	7
Gum	8
Hot Sauce Packets	25
Vienna sausages little cans	4
Tuna packs	2
Fruit cans	4
Hard candies(Life Savers\Hichews)	6
Crystal Geyser\Flavor packs	8

## **CARE PACKAGES**



**Welcome and Thank You to our newest sponsor.**



<http://vigor.net>





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#### A WORD FROM OUR PRESIDENT

It gives me great pleasure to correspond with you on behalf of the Combatant Craft Crewman Association. We are recognized 501(c)(3) charitable organization that is dedicated to helping our veterans and their families. EIN # 46-3934554

Our vision is to be a world-class charitable organization dedicated to preserving the Naval Special Warfare Combat Craft Crewman history by honoring over five generations of contributions with integrity and compassion through our charitable services and activities.

We help our special community and their families through difficult times by providing casualty care services, funerals and honors, medical equipment, Annual "Holiday Cheer Campaign", dwelling assistance and educational awareness services.

We focus on bridging existing gaps of traditional veteran services at the federal, state, and local levels. We serve our recipients directly or by guiding them to the right resources to address their situation. Our personal touch of meeting them at their level of care is essential in moving forward to their recovery. We are truly making a positive difference improving the quality of life, independence, and happiness.

Growing a network of valuable corporate partnerships will help us achieve our goals to serve those who have given their all for us. Help us build a strong financial foundation that will help us continue to grow and serve those in need.

Your **tax-deductible contributions** are essential to us reaching our full potential. Without your financial support our mission is in jeopardy. Please help us continue our patriotic mission of "Preserving the History and Honoring the Brotherhood".

Sincerely yours,

*Joseph John Zemlin*

Joseph John Zemlin, MS

CWO4 Ret. USN

CCCA CEO, President Board of Directors





## Combatant Craft Crewman Association

501(c)(3) Tax Exempt Charitable Organization:

EIN # 46-3934554

Membership & Donation Information:

[www.combatantcraftcrewman.org](http://www.combatantcraftcrewman.org)

Public Relations:

[PR@Combatantcraftcrewman.org](mailto:PR@Combatantcraftcrewman.org)

### Sponsorship Levels



#### *The "Commodore" (\$5,000 - \$10,000)*

- ★ 5 Year Recognition - Platinum Sponsor Membership/News Letter, Premiere Logo Placement, National Sponsorship Recognition Package on Adv./Banners.
- ★ Executive VIP Access & Honored Table at CCCA Events.
- ★ Official Recognition - Award Presentation/Commodore's List.
- ★ VIP CCCA Boat Commodores Paddle.



#### *The "Patrol Officer" (\$2,000 - \$4,999)*

- ★ 3 Year Recognition - Gold Sponsor Membership/Privileges on Adv./Banners.
- ★ VIP Table at Formal Dinner Event/Bungalow Access.
- ★ Official Recognition - Award Presentation/Patrol Officer List.
- ★ VIP CCCA Patrol Officers Paddle.



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- ★ VIP Table at Formal Dinner Event/Bungalow Access.
- ★ Official Recognition - Award Presentation/Boat Captain List.
- ★ VIP CCCA Boat Captain's Paddle.



#### *The "Crewman" (\$100-\$999)*

- ★ Annual Sponsor Membership/Privileges.
- ★ Recognition on Crewman's List.
- ★ Letter of Recognition.





# Combatant Craft Crewman Association

Public Relations: [PR@Combatantcraftcrewman.org](mailto:PR@Combatantcraftcrewman.org)



We honor over five generations of special Boat Operators & their military service



Providing mobility and independence and improving the quality of life



Our services extend to our fallen and their families

Combatant Craft Crewman Association (CCCA) P.O. Box 6912, San Diego, CA 92166

## COMBATANT CRAFT CREWMAN ASSOCIATION



CCCA

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MEMBERSHIP AND DONATION INFORMATION: [www.combatantcraftcrewman.org](http://www.combatantcraftcrewman.org)



"Preserving the History and Honoring the Brotherhood"

Combatant Craft Crewman Association (CCCA)  
P.O. Box 6912, San Diego, CA 92166

501(c)(3) Tax Exempt EIN # 46-3934554

The CCCA was founded by U.S. Navy Honorably Discharged Veterans of the Naval Special Warfare Special Boat Unit and Teams as well as Navy SEALs, we freely volunteer in our following missions:

- ✦ Emergency assistance response to any medical, housing, transportation, or natural disasters.
- ✦ Providing direct charitable services, peer-support, and referrals.
- ✦ Ensuring a positive difference, quality of life, and peace of mind.
- ✦ Our personal services extend to our fallen and their families.
- ✦ Educational awareness.

The CCCA meets the needs of this exclusive community and their families, no matter what generation of NSW they served or supported. We bridge the gap between existing services and provide "compassionate-care" and support to those in need. Help us continue our noble mission as we continue serving those who made the ultimate sacrifice at our U.S. Navy.

Sincerely, *Joseph John Zemlin*  
Joseph John Zemlin, MS  
CWO4, USN (Ret.)  
CCCA President



EIN # 46-3934554



# Chato *the Warrior Artist*

*Creating Warrior art, for a Warrior's collection.*



Artist Ruben Chato Hinojosa Jr., known as **Chato** in the creative artist community, has been expressing his artworks since his childhood. He attended Golden West College and Mesa College in California. Studied Fine Art, Acting, foreign language and selected for Honors World Music and Honors Art History classes for two consecutive years. He's well-known for his Eagle paintings and sculptures which are titled "Nalwodi" from his series, meaning strength in his Apache language. While studying with Professor Ross Stockwell, he was a recipient of the 1<sup>st</sup> Place Award in Sculpture for Southern California College competitions during the years 2000 and 2001 at Mesa College, as well as several student exhibitions. He is also the current Official Awards sculpture artist for the San Diego International Film Festival 2014-17. His sculptures are in the collections of actors Annette Bening, Alan Arkin, Kate Beckinsale, Gina Davis, Adrian Brody, Saginaw Grant, Jason Mitchell, and many others. Corporate Art- Make a Wish Foundation, The Tenant Corporation, The Hollister Foundation, and private owners. Chato's mentor in sculpture is nature and its wildlife. He always says that his visions

in sculpture come from a power from above, which is given to him by our loving Creator of the universe.

He studied Studio Fine Art with Swedish Professor Anita Brynolf who is also an artist mentor. In parallel with these sculptures his artworks are titled "Nalwodi". Artist Chato is inspired by nature and at times hand builds his own art wooden panels before creating his visions of wildlife and warrior art. His artistic style can be characterized by the dazzling spiritual colors of modern mixed media Expressionism, using at times heavy texture with acrylics on his wood panels. Based on our incredible cultures, wildlife, ocean-life, and the landscape abstractions of our modern era, Chato will say it holds so much creativity- "Let it out so the world can see it". His original paintings are at times large-scale because he uses sponges, carving tools, and other non-traditional techniques which help him become physical using both his hands on the hardwood panels of his creations. Currently, you will find him painting with his artist mentor Gene Locklear, and other artists' friends.

His professional arts include Sculpture, Fine Art, Furniture art, and his limited edition Apache Warrior Bone Knives which are in many notable art collections across the United States, Europe, and Canada.

He served honorably in the US Navy for almost 10 years, which allowed him to travel in over 20 different countries in the world, with much pride in sharing his Apache heritage with other cultures. He is a Veteran of Foreign Wars, with an Honorable Discharge, at the rank of First Class Petty Officer E-6/ DC1. He served in many diverse US Navy operations as an Enlisted Surface Warfare Specialist (ESWS) at the following duty stations: Little Creek, Virginia; Seal Beach, California; Coronado, California; and the Panama Canal. His duties included operating and in support of the Special Operations Commands, Amphibious Surface Warfare Fleet, Waterborne Coastal Patrol Boats, Physical Security Law Enforcement boats, US Coast Guard Drug & Pirate Operations, Underwater Construction Teams, Navy Divers, and most proudly the Special Boat Unit now known as (SWCC) Commandos, in unification with the elite Navy SEALs. He was also a BUD/s Navy SEAL school candidate class 207, but was unable to complete future training or graduate from the elite school with his class due to medical and physical injuries. Honored- Full Member of the Combatant Craft Crewman Association.

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## Combatant Craft Crewman Association, Inc.

is a 501(c)(3) Tax Exempt Charitable Organization. EIN # 463934554.

Our address is: CCCA P.O. Box 6912, San Diego, CA 92166.

[www.combatantcraftcrewman.org](http://www.combatantcraftcrewman.org)

[Shipstore@combatantcraftcrewman.org](mailto:Shipstore@combatantcraftcrewman.org)

The Combatant Craft Crewman Association (CCCA) is a nationally recognized 501C3 charitable organization. **Our Vision** is to support and tend to the well-being of our unique community while preserving our rich heritage. We uphold the highest naval traditions and live by our motto **"On Time, On Target, Never Quit"**.

Founded by U.S Navy Honorably Discharged Veterans of the Naval Special Warfare Special Boat Unit and Teams as well as Navy SEALs, we freely volunteer in our following missions:

- ✦ Emergency assistance response to any medical, housing, transportation, or natural disasters.
- ✦ Providing direct charitable services, peer-support, and referrals.
- ✦ Ensuring a positive difference, quality of life, and peace of mind.
- ✦ Our personal services extend to our fallen and their families.
- ✦ Educational Awareness

The Commands consists of **the Elite Navy SEALs** and **SWCC**, forming Special Boat Teams (SBT). Much of the public is unaware of our specialized operations; however, these harsh and hazardous environments place severe strains on the operator's bodies, resulting in numerous debilitating injuries. Only recently have medical studies begun to acknowledge the long-term effects of adverse operating conditions. The CCCA is making a difference by assisting our veterans when current resources fall short.

The Navy's Boat Support Unit One, the first special boat unit, was officially established in October of 1964 to support the Navy Special Warfare (NSW) missions, a.k.a "Boat Guys". Coined **"The Quiet Warriors"** The **Naval Special Warfare Combatant Craft Crewmen** (SWCC) protect the global waterways and provide critical mission support to Navy SEALs by operating state-of-the-art, high-performance boats regardless of the weather conditions.

**Our Mission:** *"Preserve the History and Honor the Brotherhood."*

The CCCA is preserving its unique NSW history by honoring over five generations of Special Boat Operators and highly skilled support personnel. Although, the titles of the commands and their missions have transitioned over the years, the fighting-spirit and uncanny resourcefulness of this elite community continue to be their legacy by pushing their craft and tactics beyond conventional limitations to achieve victory!

The CCCA meets the needs of this exclusive community and their families, no matter what generation of NSW they served or supported. **We bridge the gap between existing services and provide "compassionate-care" and support to those in need.** Help us continue our noble mission as we continue serving those who made the ultimate sacrifice at our U.S Navy.





**In our next issue we will have a “Mailbag” section.  
We welcome your comments, please send them to [reg5@combatantcraftcrewman.org](mailto:reg5@combatantcraftcrewman.org)**