

# Perserving the History and Honoring the Brotherhood



For Membership Info Visit: [www.combatantcraftcrewman.org](http://www.combatantcraftcrewman.org)

## Quarterly Newsletter January/February/March 2017

Volume II No. 1

### OFFICERS 2016-2018

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**PB758 of SBU-24 Off The Coast of  
Beirut, Lebanon in 1983**  
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Date: January 12, 2016

To: All Combatant Craft Crewman Members

From: Joseph John Zemlin, President Combatant Craft Crewman Association

Subject: 100 – Message from the President:



On behalf of the Combatant Craft Crewman Association (CCCA), we wish you all a very Happy New Year! 2017 is going to be an exciting year of growth for our organization, and we hope you all will help with our goal of each member adding one new member to our ranks. Doing so will help us to build our membership base and strengthen the bonds of “Brotherhood” that we all cherish so proudly.

The ball is rolling on the Combined Federal Campaign petition for participation. More updates to follow as that project moves forward and well as our focus to gain corporate partnerships. A lot of hard work went into us achieving are 501c(3) Status. It is imperative that we build partnerships for financial support if we plan to continue to serve our community to the fullest.

On a personal note, my loving wife Shike (She-Key) and I have relocated back to San Diego to be closer to our family. We are so very thankful for the experience and opportunity to live and work in Arlington, VA. We enjoyed meeting some wonderful CCCA members and reuniting with some dear friends while we were there. We wish we could have met more. It was a real adventure and like any deployment you take the good with the bad. However, in the end, we were not willing to trade our precious time away from our family. Additionally, the personal goal of serving God in a greater capacity was too great. It was a real leap of faith, to leave a secure job. However, we believe this is the right move for our family, and we look forward to the future.

We pray that you will take some time and effort to continue to help us to Preserve our History and Honor our Brotherhood in 2017. We have some terrific people who could use a helping hand to make their lives a little better. Sometimes those people may be too proud to ask, so it will take a group effort to identify and communicate those in need.

Let's keep up the great work and maintain the front sight focus!

Sincerely,

*Joseph John Zemlin*

Joseph John Zemlin  
President, Combatant Craft Crewman Association  
[pres@combatantcraftcrewman.org](mailto:pres@combatantcraftcrewman.org)

Date: January 12, 2016

To: All Combatant Craft Crewman Members

From: Joseph John Zemlin, President Combatant Craft Crewman Association

Subject: 110 – Presidents Announcement:



The Combatant Craft Crewman Association (CCCA) continues to grow as we gain more members wanting to get involved in our mission of "Preserving the History and Honoring the Brotherhood." It gives me great pleasure to announce the following new leadership positions and the members who are willing to be your local representatives in 2017:

Regional Manager (RM), Area 2, Edgar W. Johnson

Regional Manager (RM) Area 4, John W. Woody

Regional Manager (RM), Area 5, Ed Mann

Detachment Commander (DC), Florida, Victor D. Enriquez

Detachment Commander Northeast Area 5, Mike Rowinsky

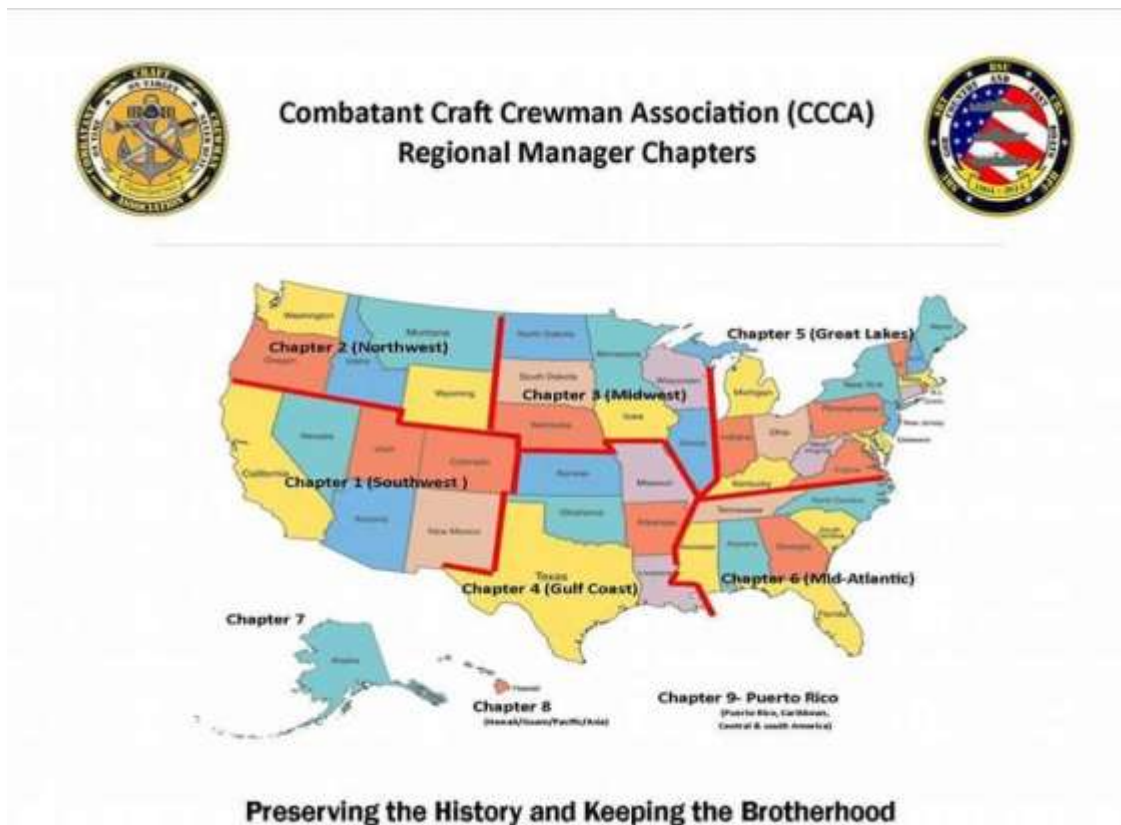
Detachment Commander Illinois, Mike Hanrahan

I look forward to working with you all and thank you for your ongoing patience and support. We will be counting on you for your insight, ideas, and coordination. Thank you all for stepping up and answering the call again!

Sincerely,

*Joseph John Zemlin*

Joseph John Zemlin  
President, Combatant Craft Crewman Association  
[pres@combatantcraftcrewman.org](mailto:pres@combatantcraftcrewman.org)





# 65 Ft MK-III Sea Spectre Patrol Boat

The 65 Ft Patrol Boat was a fast heavily armed craft designed to conduct a flexible program of patrol, surveillance, and intercept roles in deep inland and coastal waters. It could provide fire support against shore and afloat targets with various heavy weapons.

These boats were designed to have a low radar, sound and infrared signature. They carried enough fuel to give the craft a maximum range of over 1800 nautical miles at a reduced speed.

There were 3 classes of this boat based on the fiscal year they were built. FY 73, 75 and 77. Each had its own peculiarities and differences in design but were all basically the same.



**PB-731 with 50 cal. Gun Tub in  
Little Creek, Virginia**



**PB-731 with 50 cal. Gun Tub**

The boats had designed into them the capability to deploy torpedoes, minesweeping gear and mine laying. They also tested a 20 MM Gatling gun and the penguin anti-ship missile. These systems were never deployed due to the excessive weight.

PB- 731 as built had a gun tub on top of and to the rear of the pilot house to mount a MK56 Twin 50 caliber. It was later removed.

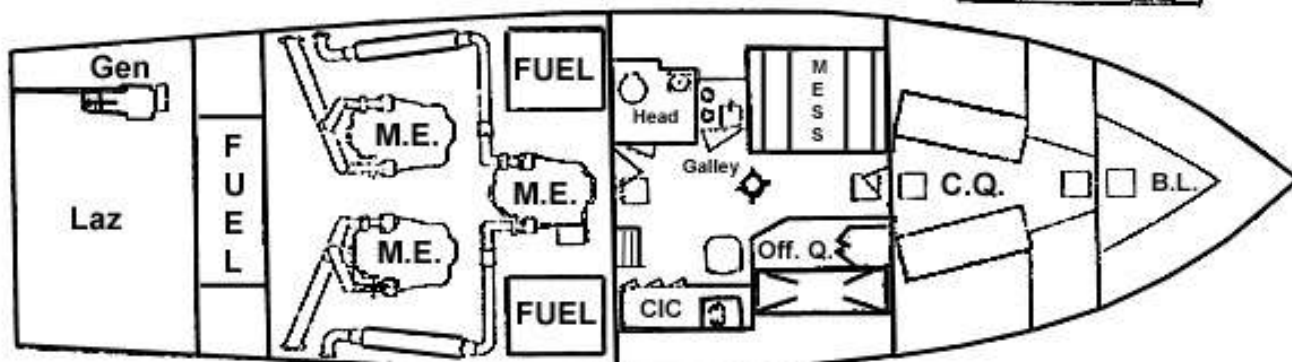
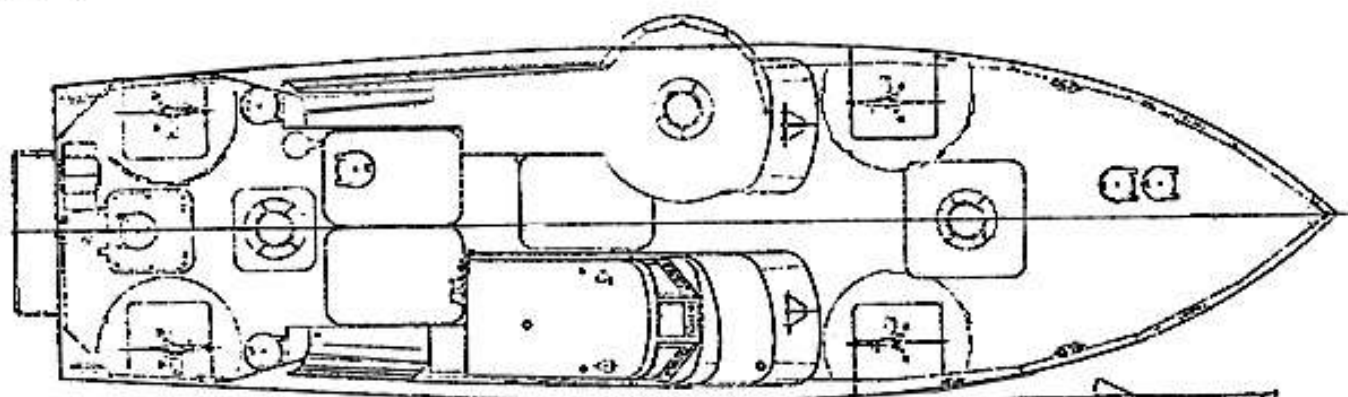
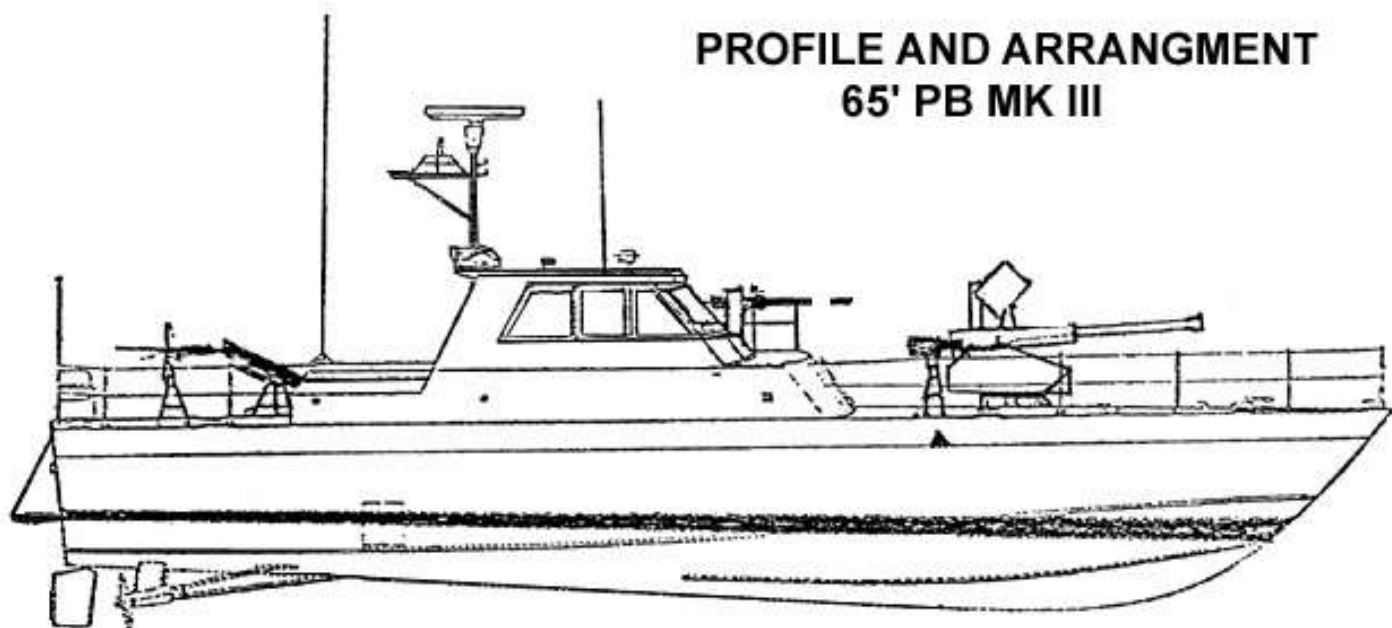
This craft was a workhorse for Naval Special warfare for 20 years from the mid 70's until the mid 90's. Crews of up to 10 men lived on

these boats for days up to 8 months at a time on operations all over the globe.

Crews learned to adapt to the hardships and showed great ingenuity in making life as best as possible on these boats. These boats were equipped with air conditioning, a small refrigerator/freezer, two burner stove, microwave and a 60 gallon fresh water tank. With these luxuries and strong leadership from good boat captains and Boat officers the missions were accomplished. Latter crews got electric skillets and drop in freezers in the lazarettes and life was good on long range missions. PB sailors took baths with two gallons of water and later after getting new pots you could heat your water on the stove for a hot bath.

They developed a camaraderie that remains among PB sailors to this day. There is not a one of us old men who in the calm of our evening who don't yearn to stand on its pitching deck one more time.

## PROFILE AND ARRANGMENT 65' PB MK III



65PB MK-III	
ITEM	VALUE
Length, overall	64' 10-3/4" max
Beam	18' 3/4"
Draft, full load	5' 10"
Displacement, light	63,000 pounds
Displacement, full load	82,500 pounds
Propulsion (2 engines)	545 shp per engine (3 engines) (600 shp at 2300 RPM)
Fuel capacity, diesel	1800 gal 24 Vdc; 120/208 V, 60 Hz, 3 phases
Crew	6
Fresh water capacity	60 gal max
Speed, half load	29.5 knots
Weaponry	(4) .50 cal MG + small arms (3) heavy weapons Rings. (1) FWD, (1) AFT, and (1) Raised portside platform







**PB-777 with Penguin Anti-Ship Missile and Hardware Installed (top, right and below)**



## 20mm Machine Gun

### 7-10.2 Characteristics

Rate of fire: 650-800 Rounds per minute

Type of fire: Automatic (short bursts)

Range: 7000 yards maximum

Type of ammunition: Cartridges, APT M95 (Armor Piercing, Tracer)

Cartridges, INC M96 (Incendiary)

Cartridges, TP M99 (Tracer)

Cartridges, HEI M97 (High Explosive, Incendiary)

Power requirements: None

Mode of fire: Manual

Machine gun:

Weight: 99.5 pounds

Length: 77.7 inches

Weight of tube: 26.2 pounds

Length of tube: 52.5 inches

Muzzle velocity: 2730 feet per second

Charger: M6 (Modified)

Type: Manually operated

The most common problems encountered with the 20mm Machine Gun stem from improper loading/ammunition feed. The operator should ensure he follows the procedures established in OP 4014 when operating this weapon.

When loaded properly the gun is charged by depressing the foot stirrup until the breechblock is fully retracted, then allowing the stirrup to return to its original position. The gun is not fired until the gunner removes his foot from the stirrups. The safety is then placed in the fire position and the mount firing mechanism is activated. This action allows the breechblock to move forward, carrying a cartridge into the chamber and firing the gun. This firing continues automatically until the firing mechanism is released or the ammunition supply is expended. The gun should be fired in short, three to four round bursts. Continuously firing rapidly depletes ammunition, may cause smoke that obscures the vision of the gunner and causes overheating which increases the danger of cookoffs and accelerates bore erosion. A hot gun will result after firing 10 bursts of 25 cartridges or a continuous burst of 165 cartridges. (See Figure 7.7)



**GM2 Jones and 20mm  
1993  
SBU-24**



**20mm Mk16 Cannon on PB MKIII,  
850 rounds per min.  
SBU-13**



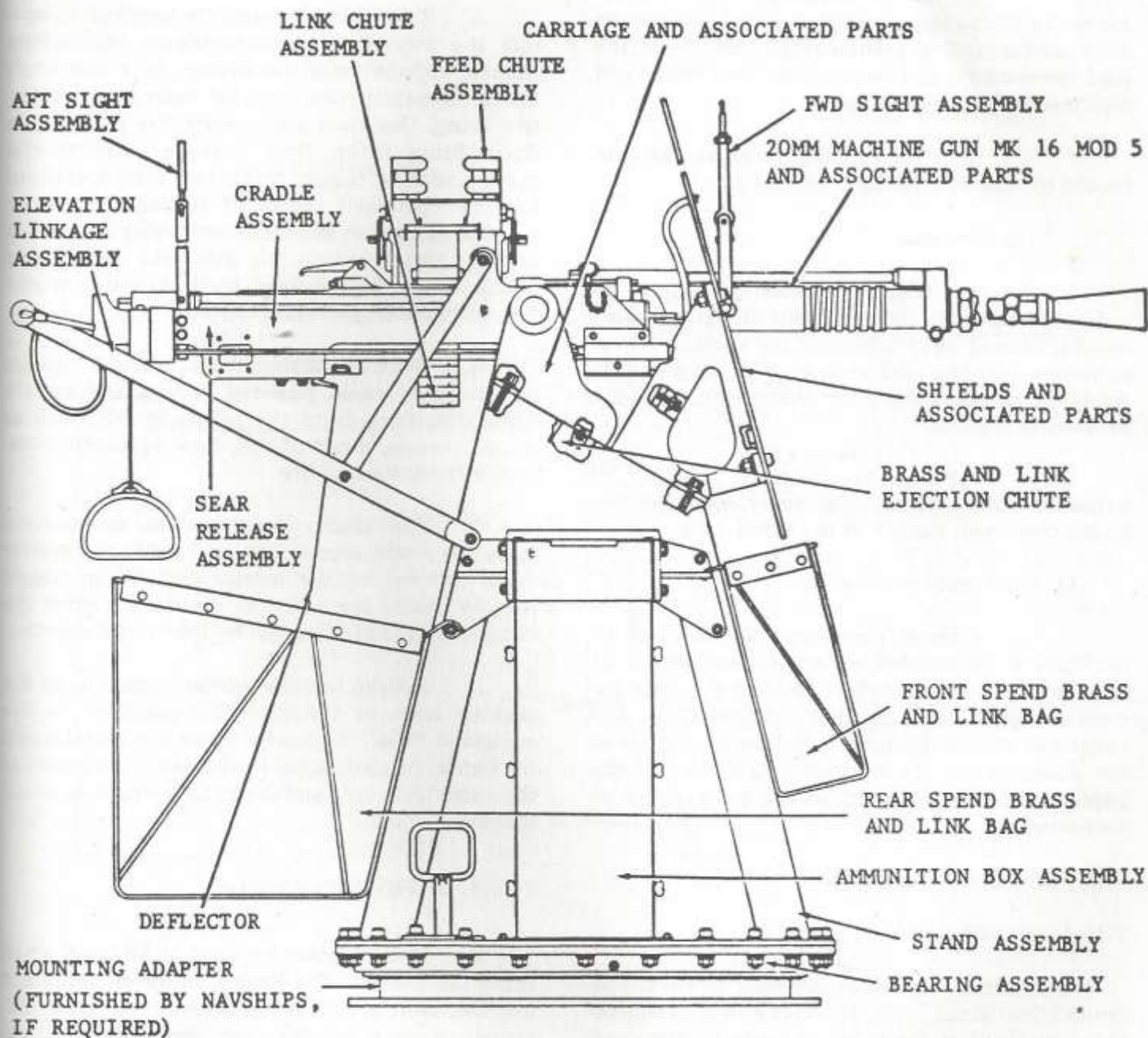


FIGURE 7-7. "MOUNT 20MM MACHINE GUN MK 67 MOD 1"



**20mm firing on underway  
gunshoot  
SBU-24**

**Gunner Tom in Gulf note fully  
loaded 20mm  
SBU-20**



**Underway on PBMKIII  
SBU-24**

**Photos courtesy of  
Warboats.org**



**MK-16 20mm on a MK-67 Gun Mount  
which is mounted on a PTF**

**MK-16 20mm on a MK-68 Gun Mount**



**MK-16 20mm on a MK-68 Gun Mount**



## Current Events

**CA National Guard to Pay Back Bonuses:** After years of trying to collect reenlistment bonuses from California National Guard members, Congress and other VSOs, the Department of Defense (DOD) suspended its collection efforts in October of 2016. Earlier this week, DOD Secretary Ash Carter ordered the repayment of those bonuses that had been collected. DOD is also tasked with exploring ways to assist those veterans who may have gone into debt or lost their homes because of the recoupment of their bonuses.

**VA Secretary Nominated:** On Wednesday, President-elect Donald Trump announced that Dr. David Shulkin, VA's current under secretary for health, has been nominated to be the next Secretary of Veterans Affairs. Dr. Shulkin has served as under secretary for 18 months and has been a leading force in VA's health care reform. He will bring continuity to VA as it continues to improve its delivery of health care. After the announcement on Wednesday, VFW Commander-in-Chief Brian Duffy had this to say regarding the selection, "The VFW is proud to support the nomination of Dr. David Shulkin as the next Secretary of Veterans Affairs, and we are most appreciative of his willingness to continue serving veterans and making the VA better."

**Veterans Committees Leadership Changes:** At the start of the 115th Congress, the Senate and House Committees on Veterans' Affairs have changed three of their four top leadership positions. On the Senate committee, Senator Johnny Isakson retains his position as Chairman, and Senator Jon Tester has been elected as the committee's Ranking Member. On the House side, both leadership positions have changed hands. Congressman Phil Roe, M.D. has been elected as Chairman and Congressman Tim Walz has been elected the Ranking Member.

**Camp Lejeune Contaminated Water Vets Get Relief:** The Obama administration has agreed to pay more than \$2.2 billion over the next five years to the nearly 900,000 Marine Corps veterans and their families who were stationed at Camp Lejeune, N.C. between August 1, 1953 and December 31, 1987 and who suffer with one of the following medical conditions: Adult leukemia, aplastic anemia, bladder cancer, kidney cancer, liver cancer, multiple myeloma, non-Hodgkin's lymphoma and Parkinson's disease. We will provide an update as we learn more about this decision.

**DOD Authorizes Online Shopping for Vets:** Today the Department of Defense announced that beginning November 11, 2017, all honorably discharged veterans will be granted online shopping privileges through the online military exchange. Veterans will now have access to all merchandise except for uniforms, alcohol and tobacco products. To read more about the program click here: <https://www.defense.gov/News/News-Releases>.

**SASC Clears Defense Nominee:** Confirmation of retired Marine Corps Gen. James Mattis as defense secretary could occur this week following a vote in favor of his nomination Wednesday by the Senate Armed Services Committee. The committee voted 26-1 to send Mattis's nomination to the full Senate, which has the final say on approving cabinet appointments. That vote could come immediately after President-elect Trump is sworn into office on Friday and officially nominates the general.

## Story behind the picture: East

By Ed Mann

PB-758 from SBU-24 off the coast of Beirut, Lebanon on December of 1983. Tom Turner is at the helm. Lt Schilling (SBU-20) crossing over to an LCU with his kit to get a shower. Ed Mann and Bob Davis. At this point in the deployment LT Daugherty USNR had completed his active duty and returned home. Lt. Schilling served as our interim officer along with the SDV platoon officer until our new officer CWO 2 Holland arrived.

The boats were operating around the clock 7 days a week. Two stations, one on Beirut point and the other off Green Beach at the airport.

Crew compliment for us was 10; operating 8 hours on and 8 hours off. Hot racking.

We had switched away from C-rats and LRPS to real food: eggs, bacon, Steak, hamburgers, hot dogs, cold cuts, PB&J and bread. All cooking was done with the microwave oven. Push 3 twice and 2 once, rotating each time would cook a strip steak medium. I'm amazed I still remember that. Bread would mold up rather quickly. Just cut it off down to good bread. All food was kept in the cabinets and the original refrigerator/ freezer. Much later, we received an electric skillet and life was high class then.



The water tank held 60 gallons of water. The crew was allotted 2 gallons of water a day. Bathing consisted of 2 gallons of water in a bucket. Later, we received 2 cooking pots and you could heat the water on a two burner stove. Bathing was done in the engine room behind the center-line engine. The engine intercooler served as a soap dish. Support strut for the exhaust pipes was your towel rack. Day 1 was wash your hair, face and under your arms. Day 2 was your torso, crotch and ass. Day 3 was legs and feet. Then repeat the process over. We bummed showers from ships and LCU's when we could. The same with laundry. A hot shower and clean clothes was like a religious experience for us. We tried to replenish with a ship at least every 4 days. C-rats were carried as backup if that didn't happen.

The photo shows that all of the crew had showered and had clean clothes. Lt. Schilling is crossing to get his last, as any good leader would.

The 40mm gun mount is somewhat in service. The empty ammo boxes and lines are to keep the barrel from bouncing up and down. We used the mount in Grenada every night searching for Cubans and for any suspicious activity along the shore and jungle. The mount was a stable platform for the starlight scope. If you do that every night for over a week it'll break! We were awaiting parts to fix the rods that controlled elevation. The barrel constantly bouncing up and down caused other issues such as hydraulic fluid to leak out and cover the deck.

The original mission was to patrol the anchorage and operate from a mother ship. It evolved into this after the barracks bombing and Grenada.

Improvise, adapt, and overcome to get the job done. Mission accomplished. The story behind the photo.

# Story behind the picture: West

By Patrick Shima

This was taken in the summer of 1988 while deployed to the Northern Persian Gulf aboard the Wimbrown VII in support of Operation Earnest Will. In this particular photo Lt. Wilson, center, myself, shirtless, and one of his crew members are aboard our craft PB 776 "The Bat Boat". The camouflage netting was used extensively aboard the Patrol Boats as a means to minimize the effects of the high summer temperatures.

Our deployment cycle had us there from May to September during the hottest time of the year where air temperatures normally reached 105-111° and surface temperatures exceeded 135°. Couple that with surface water temperatures of 82-85° in June to 90-92° in August, to as high as 104° in shallow coastal waters; the Northern Persian Gulf was a high humidity, high temperature environment. The summer Shamal brought about winds of 10-20 knots and during perfect conditions winds that exceeded 35-45 knots brought about a haboob type of dust storm that restricted visibility to about 3-7 miles with suspended dust particles above. The intense temperatures were very hard on our footwear and during a 4 month deployment it was not uncommon to go through 3-4 pairs of tennis shoes and, as a right of passage, we would keep our old tennis shoes and the day we were departing the barge we would throw them at the relieving detachment signifying they had the conn.



**L to R: Patrick Shima, Lt. Alex Wilson, and one of his crew members aboard PB776 "The Bat Boat"**





## Sam Braly

The CCCA regrets to announce with sadness the loss of one of our Great Pioneers of Naval Special Warfare Boatguys. Sam Braly died 30 Sept 2016 from cancer in Arizona.

Sam was born in Tulia, Texas and graduated from North Texas State University with a degree in business and administration. Sam was commissioned as an Officer in the USN with early assignments on Destroyer and AO.

Sam came to Boat Support Unit One in Dec. 1965, where he made his mark as OIC of a PTF in Da Nang and the first deployment of Mobile Support Teams to the Rivers of Vietnam under "Project Zulu". He was well respected by officers and enlisted and known for "taking care of his guys". Sam did things that made SEALs talk good about Boatguys in Combat in Vietnam. Back at Coronado he acted as Training Officer and in his last assignment he was selected Officer in Charge (OIC) of the Navy's First Hydrofoil Patrol Craft the FLAG-STAFF.



**L to R: Rick Shepherd, Sam Braly, John Rapp**

Sam left the Navy and became a prospector and also worked as a fire assay specialist in mining. Sam was also an artist painting animals and loved bald eagles. Sam was a Brother CCCA Member and was the Guest Speaker at SBT-12 and CCCA 50th Anniv of NSW Surface Mobility Celebration.

Sam told me he believes that his greatest achievement was being able to set foot on the deck of a Nasty Class PTF.

Fair Winds and Following Seas Shipmate. We have the Watch... Taps

Jim Gray CCCA Historian

SEAL TEAM TWO  
 1ST NAVAL AVIATION FLEET  
 U.S. NAVAL AIR STATION  
 HONOLULU, HAWAII 96811

ST-2:VLE:rt  
 5000  
 SMC 480  
 16 OCT 1967

From: Commanding Officer, SEAL Team TWO  
 To: Commanding Officer, Boat Support Unit ONE  
 Via: Commander Naval Operations Support Group, Pacific

Subj: Letter of Appreciation

1. During the recent and current deployment of SEAL Team Detachment ALFA in the Mekong Delta, Republic of Vietnam, operational services have been rendered by a Boat Support Unit ONE Mobile Support Team (MST) under the direction of Lieutenants Sam BRALY and S. L. BAUMGARD. From the reports of returning SEAL Team TWO personnel, the performance of these officers and their men has been outstanding, and it is a distinct pleasure to note their efforts in an official manner.
2. Many times during their tour in Vietnam, the Boat Support Unit ONE MST was called upon to carry out missions of an extremely difficult and dangerous nature. Not only did the Boat Support Unit ONE personnel operate and maintain their new, specialized organic craft, but they also did an admirable job of handling the SEAL Team small boats. An old belief of SEAL (and UDT) men that nobody but "one of their own" could or should operate boats in support of SEAL missions was disproved in a spectacular way.
3. The Boat Support Unit detachment performed in such a manner as to elicit admiration and respect from SEAL Team personnel for both courage and hard work, on several occasions coming into the beach under heavy enemy fire in order to extract the beleaguered SEAL's. When called upon to expose themselves to enemy fire on such occasions, they reacted unhesitatingly and unflinchingly. The Boat Support Unit MST was also called upon to utilize their craft as command centers for many SEAL Team operations with responsibility for calling in air and artillery strikes, as well as delivering supporting fires and extracting patrols. By their participation in these operations, they contributed significantly to the development of tactics and doctrine for specialized small units in amphibious riverine warfare.
4. Perhaps the most accurate measure of the success obtained by this Boat Support Unit detachment is the unsolicited praise bestowed upon them during official debriefings by personnel returning from duty with Detachment ALFA. The strenuous efforts exerted by this fine group of officers and men were admirably observed and gratefully acknowledged, and it is hoped that the future holds many more mutually-profitable experiences between our types of commands.

W. L. FARLEY  
 W. L. FARLEY

Copy to:  
 COMNAVOPSUPPORTANT  
 CO, SEAL Team ONE

Enclosure 2/2

## Operation Earnest Will - 1988 as experienced by GMCM Jim Gray (SWCC) Ret.

10/05/03 I commanded the 753 in the Gulf during **Operation Earnest Will** in 1988. The Army called it **Operation Prime Chance**. It was an interesting time, the first mission of the newly formed US Special Operations Command. We operated off converted Oil Rigs paid for by the Kuwaiti Gov.

They were called **Mobile Sea Bases (MSB)**. They were set up as Naval Special Warfare Task Units (NSWTU). Commanded by a SEAL Commander, each MSB had two dets of MKIII PBs, a SEAL Platoon. Army Helo Gunships and BlackHawks from TF-118 and TF-160 (Nightstalkers) and we had Air Force Combat Air controllers. and Marines for Barge security. The MSBs were manned by both east coast and west coast NSW Units. The MSB Barge Hercules was manned by the east coast units. West coast units were attached to MSB Barge Wimbrown VII.

On WimBrown VII, the MKIII were PBs 753 and 757 from Special Boat Unit 13, PBs 775 and 776 were from Special Boat Unit 12.



*Chart showing my 38th Patrol in Persian Gulf: Note Barge WBVII anchored in KNOWN Mine Field. You can also note Barge Hercules Position and how close to Iranian waters they were.*

The Hercules had PB detachments from SBU-20 and SBU-24. I don't recall all their boat numbers. I remember the 777 and 758 for sure as I worked with them on a few occasions. Mostly each NSWTU conducted their own missions, both answering to Naval Special Warfare Task Group. PB Missions were primarily Coastal and Interdiction Patrols to stop the Iranians from mining the sea lanes for Oil Tankers and Small Boat attacks on Oil Tankers.

We also conducted SEAL support operations, and escorting oil tankers to Kuwait. Threats we faced from the Iranians in this operation were mines, aircraft and missiles and our personal nemesis, small combatant craft, operated by the Pasadaren Guard. These boats included armed Boston Whaler types and sizes, and the fast armed Bogghamer. The Iranians had MKIII PBs also!!!, left over from the Shah of Iran. So when on patrol if you came across other PBs you took a real hard look at them. As we operated in the Northern Persian Gulf the Iranians used Farsi Island and Karge Island and Bushere as their boat bases as well as Iranian controlled oil platforms as launching points for attacks. The Iranian Navy had several European built FACs with Exocet missiles. Every indigenous craft in the area was looked at because oil platform support boats could and did sow mines. The native Dhow we knew could and did sow mines, and gather intelligence on us. We were very worried about a suicide boat attack on the barge, and one of the duties of the PBs was to not let ANY vessel within a mile of the barge. This task was called Pouncer Duty. For us on the Wimbrown VII the normal duty schedule was Patrol a day, Patrol a Day, Maintenance day, and Pouncer day, then start over. SEAL support ops and escort duty were extra, and could screw up the schedule!

At first we only did night patrols but later we did day and night patrols. That made a LONG DAY. Ask any Boat Guy there, sleep was a blessing. Maintenance day to work on the boat and get some rest was often interrupted by a SEAL op. or escorting a convoy up to Kuwait. In the Northern Gulf it was divided, the Irani

ans had a mythical line called The Iranian Exclusion zone officially, their "Line of Death". No one could cross that line. and most of the time we honored it. We called it the Romulan Neutral zone, a spoof on Star Trek movies. Because the Gulf is very small, a tug often moved our barges so they couldn't be targeted. and operating ranges for patrols were not large, which makes for limited movement of the barges. I remember the barge being anchored on a known mine field on our charts, and on a another occasion being only 16 miles from Farsi Is. When an incident happened, ship attack etc, it went down fast and it didn't take long to get there.

Don't get me wrong, most old warriors will tell you it 90% of time things are boring! The other 10% you're scared to death. It was no different there in the Gulf.



The biggest thing I learned about was the awesome responsibility of command in a war zone. Your decisions made could be life or death for your crew.

Well I rattled on long enough, If you want to read about **Operation Earnest Will**, read my Barge CO.s book **Inside the Navy SEALs, By Gary Stubblefield**.

This is only my story and view of this event. Many of my fellow Boatguys served as Boat Captains and Crewmen and have their memories as well. This was just my moment in time."

Best Regards, Jim Gray





## From The Membership Chairman:

Welcome aboard to our three newest members, Kelly Kocinski and Robert Nowlin as full members and Karolyn Smith as an associate member. We're happy to have you with us.

Thru the course of our membership renewal drive, I've heard from a few members who have declined to re-new because they don't see a return on their investment. The common theme is the old "WIFM" - What's in it for me? We're all hoping that with this new newsletter that everyone who takes a moment to read it will see what the CCCA does for the membership, and for those who are not members. The CCCA is a vehicle for us to stay in touch with a larger group of our brothers that may otherwise be lost to miles and distant memories; and yet so much more. The CCCA is a charitable organization that exists to help those who served within our community who are not being helped sufficiently by other programs. In addition to helping out our brothers in need, we are also documenting the great history of our community from the time it began, thru present day and into the future. The stories told over beers, around campfires, or next to a hospital bed are lost with our aging memories. Unless of course, we take a moment to share it with our CCCA Historian, Jim Gray. Jim is doing an excellent job of documenting those memories.

So, what's in it for me? Better yet, what does membership in the CCCA mean to me? I'll try to answer that question with a question.... Have you ever walked into a room full of strangers and felt completely out of place? Felt a touch (or more) of anxiety in a crowd? Happens to me all the time. Until I walk into a room of DBGs. Whether or not I know them (yet), I feel completely at ease and like I've just returned home. Peace. Solidarity. And that ever so wonderful twisted sense of boatguy humor that'll make the hairs on "regular" people's necks stand up. And the ability to pay it forward to those in need. That's what my membership means to me. What does your membership mean to you? Feel free to share what your membership means to you at [membership@combatantcraftcrewman.org](mailto:membership@combatantcraftcrewman.org) and we'll post some in the next edition of our newsletter.

Tom Lyons  
CCCA Membership Coordinator

# From The Ship's Store



**Hats are just 10.00 each**



**Mugs are 12.00 Ea**

**6 for 54.00 or**

**12 for 96.00**



## **CCCCA Mission Statement:**

*"Preserving the History and Honoring the Brotherhood"*

## **CCCCA Vision Statement:**

*"To be a world-class charitable organization dedicated to preserving the Naval Special Warfare Combatant Craft Crewman history by honoring each generation's contributions with integrity and compassion through educational and charitable services."*

### **CCCCA Core Values**

- **Honor**
- **Integrity**
- **Service**

### **CCCCA Workforce Expectations:**

- **Commitment**
- **Accountability**
- **Professionalism**

## **CCCCA Services Provided:**

### **Educational:**

- **Historical Archives**
- **Biographies**
- **Pictures**
- **Actions**
- **Informational Posts**
- **Mentorship/Networking**
- **Resources Portal**
- **Recruitment**
- **Employment Opportunities**
- **Events**

### **Charitable:**

- **Casualty Assistance**
- **Memorials**
- **Recognition of Milestones**
- **Health/Wellness**
- **Medical Equipment Support**
- **Sustainment Assistance**
- **Family Support**
- **Fundraising/Donations**
- **Events**

We hope you enjoyed this edition.

If you have any questions, suggestions or concerns, please e-mail us at:  
CEMann904@comcast.net