

Perserving the History and Honoring the Brotherhood



For Membership Info Visit: www.combatantcraftcrewman.org

Quarterly Newsletter July/August/September 2017

Volume II No. 3

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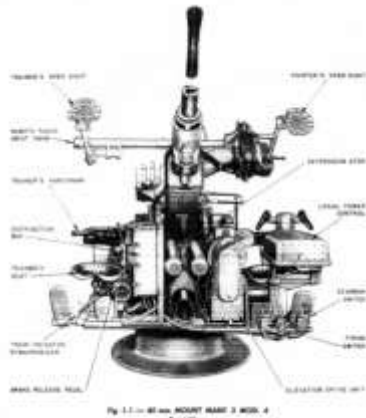
Newsletter Editors
Ed Mann
Jim Gray



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Presidents Message

July 4, 2017

Presidents Message

Dear CCCA Members,

Thank you for all your continued support for our Associations success. It is with great pleasure that I can convey to you the many good works that are being carried out to our community. Our Members are very busy this quarter rendering

honors to our fallen brothers and their family, providing casualty assistance services, funerals, services, memorial wreaths, wellness baskets, living assistance, fundraising activities, networking, and fulfilling administrative duties.



I would like to take a moment to wish you all a very happy Fourth of July! Have fun celebrating our nation's Independence Day with pride! We have stood the watch to ensure that our citizens can enjoy their constitutional rights and liberties. I would recommend that we remain steadfast in our resolve to our vision and mission statements! We have a lot of great people with terrific skill sets, and I encourage you to find ways to make a difference together!

It is with great excitement that I share the news that we are now gaining corporate sponsorships! We will be publishing our list of new Sponsors in the very near future.

Our program is gaining momentum, and we are honing our policies and procedures to become more efficient. It is my goal to raise an additional \$20K by Christmas. It is a worthy challenge that will help us to lower our membership dues while maintaining a reasonable growth in our treasury. Please take a moment to review the different levels and ranges of financial support available. Remember that it is still your financial support through your membership and ship store purchases that fuel our ability to serve others. Our goal is to lessen the individual member burden by gaining these new revenue streams.

Sadly, due to unforeseen life events this past month, our elected Treasurer Pete Diegel has resigned. We wish him and his family well as they move forward. Thankfully, Tom Folkesson has graciously agreed to stay on until a new Treasurer is nominated and elected into office. Therefore, I am announcing the CCCA Board is now accepting nominations for the position Treasurer. I will announce the candidates for voting in August. The Treasurer is a position of real responsibility with legal obligations, so iff you are interested, please let me know at Pres@combatantcraftcrewman.org.

Memberships are our lifeblood, and Tom Lyons is doing a fantastic job tracking our progress and communicating with people. Thanks Tom for taking the time as our Vice President for Memberships to getting this vital program running so smoothly.

Bill Redmond, our Casualty Assistance Service Officer (CACO) is actively looking for volunteers. He is seeking a few individuals who can help share the responsibilities of connecting people to available services and can network and provide local assistance and status updates. Please contact him at caco@combatantcraftcrewman.org.

President's Message cont'd.

Jim Gray is running the Corporate Sponsor Program. We want to avoid confusion and speak with one voice, and pursue a professional relationship so please bounce any prospective Sponsors through Jim, first at historian@combatantcraftcrewman.org. All we need is the name of the organization, point of contact, and contact data so we can make an initial contact, send an official sponsorship package, continue with follow-up and appropriate recognitions. Jim or I can help improve the chances of success by having you add your cover letter (your personal story) along with the official sponsor package. We have developed a format that can be easily personalized to reflect your connection and belief in the CCCA. This small part can make a world of difference in gaining support.

I am so proud to report that we have charitable activities from Coast to Coast. The East Coast is planning a Boat Ride in the NY/NJ area, a Second East Coast Muster. The West Coast is planning another Summer Picnic Day in August! Remember, that the activities don't need to be huge to be effective. The simple act of getting together for a meal, helping someone out, or providing encouragement is a great start. Help us Preserve the History and Honor the Brotherhood! That's what it's all about!

Sincerely yours,
Joseph John Zemlin
Joseph John Zemlin, MS
CWO4 Ret. USN
CCCA CEO, President Board of Directors

Sea Scout Ship 243

Ed Mann and Pete Diegel recently went to Linden, New Jersey to meet up with Sea Scout Ship 243, the former 65 ft. MK-I Patrol Boat 721.

A \$500 check was presented to the scouts to help with upkeep, maintenance and fuel cost.



Top: Ed Mann presenting check to Pete Diegel

Right: Certificate presented to CCCA



Top: Sea Scout Ship 234 "Sea Horse"

Bottom: Ed Mann receiving certificate



CRD 11 / SBU XI Reunion
September 8 - 10, 2017

- Friday September 8:** **HILTON GARDEN INN** 2200 Gateway Court, Fairfield, Ca
FRIDAY NIGHT WEEKEND DRILL MUSTER 1800 - 2100
- Saturday, September 9:** **SOLANO YACHT CLUB**, 703 Civic Center Blvd., Suisun City, Ca
SBU XI 20th ANNIVERSARY OF DISBANDING
LUNCH 1130 TO 1300 CEREMONY 1300 TO 1400
- Saturday, September 9** **HILTON GARDEN INN**, NO HOST HAPPY HOUR 1700 to 1800
BANQUET DINNER w/ speaker 1800 to 2000
- Sunday, September 10** **FAIR WINDS & FOLLOWING SEAS BREAKFAST**

For Hilton Garden Inn hotel reservations call (707) 426-6900. Reunion group rate \$129.00 plus tax, give Code "Unit 11" for group rate.

Raffle items donations are voluntary.

RESERVATIONS

Return this portion

Name _____	No. attending _____	Total _____
FRIDAY NIGHT MUSTER	_____	_____
CEREMONY & SATURDAY LUNCHEON \$ 10.00 ea	_____	\$ _____
BANQUET DINNER \$40.00 ea	_____	\$ _____
Chicken	_____	_____
Steak	_____	_____
Vegetarian	_____	_____
BREAKFAST \$10.00 ea	_____	\$ _____
Overhead Fee (mailing & supplies) \$10.00	_____	\$ _____
	Total	\$ _____

Make check payable to: Robert Smith

Write "SBU XI Reunion" on the memo line of check.

Mail to: Robert Smith, 177 Academy Lane, Sonoma, CA 95476

Any Questions, call Bob or Mary Smith at (707) 935-9360

Final reservation date: August 31, 2017



20 June, 2017

CACO CORNER,

Dear Combatant Craft Crewman Association,

The following information is being provided to help you understand what the role of the CCCA Casualty Assistance Care Officer is:

My role as CACO is to relieve the stress of the family. I'm designated to assist the primary and secondary next of kin (NOK) and their families of deceased or ill members.

My duties outline, but are not limited to:

- ✓ Conduct official personal notification to NOK.
- ✓ Offer condolence on behalf of the CCCA.
- ✓ Consult mortuary staff for advice and counsel funeral arrangements.
- ✓ Assist in obtaining emergency financial assistance.
- ✓ Provide needed assistance in filing claims for such death benefits.
- ✓ Coordinate with the Patriot Guard Riders for escort services, upon family request.
- ✓ Request a Bugler for full honors.
- ✓ Guide the family to VA Descent Affairs for proper Directives in the case of illness and or imminent death of a loved one.
- ✓ Relatively any request the family may have I either find resource or request assistance of a third party, such as a Chaplin or housing availability for traveling families at a local Military or local hospital.

It is imperative to take care of our spouses in case of illness and or death!

Q1. How do we do this?

A1. Have a "Living Will" generated at your local VA also known as "A Directive."

Q2. Where do I get this from?

A2. The "VA Decent Affairs Office" can provide this information.

We must let our love one's know where all our paperwork is:

- ✓ Insurance papers
- ✓ Bank accounts
- ✓ DD 214's (which I highly recommend you register it with the county in which you reside)
- ✓ Lastly, if you are a Vietnam or Gulf War Veteran get with your "*Environmental Health Registry Officer*" at the VA. They can assist you to see if you are eligible for an increase of disability rating.

Email me if you have questions at caco@combatantcraftcrewman.org

Stay well, Brothers!

Sincerely yours,

Bill Redmond

CCCA CACO

EN1SWCC

Review of PTFs and BSU-1 in Vietnam

COMMAND HISTORY - Vietnam 1964-1972

The earliest dedicated naval special warfare craft was the PTF (fast patrol boat). Its role in the Vietnam war has been shrouded in classified operations and only recently been de-classified. The boats development is also a product of political and changing military doctrine. Both must be discussed before getting into the development of the PTF.

The year 1961 was a year that saw President John F. Kennedy direct the armed services to create "counter-insurgency forces to meet the irregular forces developing in the hot spots of the world." In Vietnam in 1961 the CIA was supporting the South Vietnamese government. In a covert war against the North, maritime operations at this time were carried out by South Vietnam's 1st Observation Group and were inserted and extracted by junks, under the code name Nautilus. The North Vietnamese responded by building a Navy capable of protecting her coastline.



President Kennedy's mandate gave birth to the U.S. Navy SEALs in January 1962. The naval commando whose role is to have a sea air and land capability. The Navy and SEALs were now looking for delivery platforms for this sea-borne raider. Air assets, ships, and even submarines were already in the Navy's inventory. What was lacking was an armed, high speed shallow draft boat that could operate in a hostile coastal environment and insert, support, and extract a SEAL platoon. To meet the needs of the SEALs the Navy went "shopping". A key figure of influence, and a naval special warfare legend, was Capt. Phil H. Bucklew, whose exploits in World War II won him two Navy crosses and the silver star. Capt Bucklew made use of the PT boats in WWII and again in Korea. As the commanding officer of the newly commissioned Naval Operations Support Group One (now Naval Special Warfare Group One) knew he needed PT boats again and made his views known.

The development of the PTF began with two aging post war PT boats, PTs 810 and 811. While identified as a quick solution for the SEALs, money was put into the boats and modernized and designated PTFs on 21 Dec. 1962.

These craft once refurbished were moved to Little Creek Va. and began stateside SEAL support operations. More PTFs were needed and the Navy began looking at designs. The Navy for years had been looking at a new combatant craft to match the Soviet small combatant craft, but never really had the need or money for such a craft in the fleet so all research was on paper alone. Of all this research the best design was the Norwegian Tjeld (Nasty) Class torpedo boat. The chief obstacle to buying a foreign boat was political. The legal obstacles of the buy-American Act required presidential authorization. This political obstacle was over come when the Central Intelligence Agency requested a new presence in Vietnam by Jan. 1963. So two Norwegian Nasty class boats, named Skrei, and Hvass were bought in December 1962. These would become PTFs 3 and 4. Planners now saw the need for 10 to 15 more PTFs. So the politics of boat procurement were overcome by geo-political events.

1963 was a year where much was to be accomplished in little time because of the commitments in Vietnam. SEALs were already in DaNang and training the SCT sea-commando (biet-hai) since mid-1962. MACVSOG had established a base for the new maritime assets coming, and South Vietnamese Navy (Hai-Tuan) crews were being gathered and trained to prepare for the arrival of the PTFs, and a logistical night-mare of all support lined up. The CIA's Philippine-based Eastern Construction Company (ECC) set up its company and integrated into the MACVSOG organization, as well as the Chinese, German, and Norwegian hired operators.

In the U.S. at Little Creek Va. as the PTFs became operational, crews were recruited, many officers were L.D.O.'s and the enlisted were serious professionals. Much of the boat training was self-taught. It was found that the PTF crewman was a professional in his rate yet cross-trained in all operations of the boat. The theory being if one man is a casualty another could take his place, so it was possible for a Radarman to find himself manning a weapon. The crew was also trained in navigation and small arms. Boat tactics were being developed, SEAL support operations was learned from insertion and extraction, patrol planning, and standard operating procedures between boats and SEALs.



Special Boat Squadron ONE was originally established by CNO on 1 February 1964 as Boat Support Unit ONE, a component command of Naval Operations Support Groups, Pacific. Its mission was to administer the newly reinstated PTF (Patrol Torpedo Fast) Boat program and to operate high-speed craft in support of Naval Special Warfare Operations, this primarily in conjunction with UDT and SEAL units. BSU-1's first commanding officer was Lt. Bert Knight. The missions were soon expanded to include all aspects of riverine and restricted water warfare. The PTF program grew rapidly, beginning with four "Nasty" class PTF's in the fall of 1964. Crews attended schools in the San Diego area, then deployed to Subic Bay, Philippines, to put their boats in service and prepare for operational commitments. As a result of events in the Tonkin Gulf, there had been a great demand for simulated PTF type attacks for training, and Boat Support Unit ONE was tasked with providing such services. In September 1965, Boat Support Unit ONE implemented the original training for PCF (Swift) crews in underway boat operation for duty as part of the MARKET TIME patrol in Vietnam, using eight Swift Boats. On 1 July 1971, Boat Support Unit ONE was re-designated Coastal River Squadron ONE and its mission broadened to encompass coastal/riverine patrol and warfare.

The command was instrumental in the development and evaluation of a wide variety of small boat projects. These included the Landing Craft Swimmer Recovery Vessel (LCSR); Coastal Patrol and Interdiction Craft (CPIC); Swimmer Delivery Vehicle, Auxiliary (LCU/ASDV), which continues to serve as a mother ship for SEAL/UDT mini-sub, providing compressed air and diver recompression emergency services; and the FLAGSTAFF (PCH-I), one of the Navy's first operational hydrofoils.

While this sounds good, in reality BSU-1 assets had deployed to Subic Bay P.I. By Feb. these deployed assets were now called Mobile Support Team One (MST-1). The Philippines was a good source of mahogany wood for the Nasty PTFs, and soon a Napier Deltic engine repair facility was installed and Subic Bay P.I. became the "official" homeport for deployed PTF Dets. While the PTFs were being painted dark green, PTF Crews endured S.E.R.E. School. PTF-1 and 2 received 2 single 50cal m.g's. Final preparations of the craft and other assets were loaded out on a LSD for its last leg of the journey to Vietnam.

On 24 Jan, 1964 MACVSOG was formally organized in Vietnam, and on that same day President Lyndon B. Johnson signed the authorization of OPLAN- 34a. Op-34a was the authorization to carry out operations in North Vietnam. April 1964 saw PTF-1 and 2 plus a pontoon dock, a floating dry dock (AFDL-23), a crane barge, and a LCM-3 push boat arrive in DaNang.



PTF-3 And 4 remained in Subic for fuel tank improvements. May saw PTF's 3,4,5,6, arrive in DaNang. July saw PTF's-7 and 8 arrive in-country. MST-1 assets continued to arrive in increments over the the years including three PCF Swift Boats. These PCFs were proto types without the twin 50 cal m.g. gun tub on top of the pilot house. These swifts were in the early years used on raids North also, but later they were used for harbor and base security and logistic support. Upon arrival in DaNang MST-1 became part of MACVSOG's maritime organization called the Naval Advisory Detachment (NAD) whose first C.O. was Cmdr. Al Thomas. NAD was organized into a repair and maintenance team, boat training team, SEAL training team, and a marine recon team for NAD Security. The South Vietnamese per-



sonnel contribution was the Coastal Security Service, CSS, (so phong ve duyen hai). The CSS was the South Vietnamese organization of MACVSOG, with Cmdr. Ho van Ky Thoai as C.O.. The CSS like SOG utilized different services into the special action teams, with code names for its teams, Sea Commando Team (SCT) that were trained and run by U.S. Navy SEALs was called "Vega". The Marines was "Romulus", and Army was "Nimbus". The CSS also controlled civilian agents code name "Cumulus". The Coastal Security Service (CSS) were the PTF boat crews (hai-tuan), and also PCFs and the junks under "Nautilus".

These South Vietnamese Navy sailors were supposed to be above the average in the regular South Viet Navy and received more pay than their regular South Vietnamese sailors. South Vietnamese civilians were also hired to run the base facilities.

NAD bases at DaNang comprised of a number of facilities:

1. Lower base camp, was the operational base of NAD. In-Country PTFs were birthed at 3 pontoon piers, it also had the command post, and craft repair and maintenance facilities
2. Upper base camp, contained the messing and birthing and Administrative facilities for the CSS.
3. Camp Fay, was the principle birthing and messing and support area for all U.S. Personnel assigned to NAD. However early in the war officers were billeted in a French villa known as the Alamo.
4. Camp Black Rock located a mile east of Camp Fay was the berthing area of the SEALs.
5. Coral beach, was a range for pistol, rifles, grenades and mortars. It was also an area for training for infiltration.
6. Spanish beach, was the magazine storage for ordinance.
7. Nung Camp, located next to upper base camp, was used for additional CSS and CIDG birthing.
8. "Do-Do" Island P.O.W. Camp for North Vietnamese prisoners.

MST-1, on arrival, began training CSS on PTFs. There was a great push to become operational. American PTF crews taught The CSS/PTF crews what they had learned in the States, plus air and fleet coordination, proper communication procedures, and multiple boat tactics, gunnery and underway repairs were stressed.

Later in the war PTFs were used to simulate attacks on 7th Fleet ships in the area. But what was quickly apparent was that the CSS crews did not grasp the technical side of the high performance PTF. There were several visits by Norwegian tech. reps of Bataservice Industrier A/S, who built the Nasty PTF over the years.

Operations against North Vietnam by the PTFs began in late May 1964 and set the pattern of raids that would last until the last operations in 1971. It is note worthy that these operation were comparable to American PT's and British MTB's of WWII. This was extremely rare and unique in the Vietnam war and any other conflict since WWII. These missions include, direct action missions, insertion and extraction of SCT teams for recon, prisoner snatches, and demolition raids, insertion and extraction of agents. Psychological operations, which included floating in special one frequency radios that would only pick-up only a SOG propaganda station. Also fishermen from the north would be kidnapped and taken south where they would be wined and dined and shown the wonders of South Vietnam. They were given presents and taken back to the north with the hope they would spread dissent. The success of this program was questionable but popular as many North Vietnamese fishermen were repeat guests and had many volunteers. Coastal patrol and interdiction of the northern coast included junk captures, board and search and the disruption of North Vietnams maritime industry. The PTFs aided in hydrographic surveys of North Vietnam and were available assets in the recovery of downed pilots. The most dramatic missions of the PTFs were shore bombardment and direct combat action against North Vietnam's naval combatant craft.

Perhaps the most dramatic effect of the raids up north occurred on 2 Aug. 1964 the USS Maddox DD- 731 was making a Desoto patrol [intell sweep] when it was attacked by North Vietnamese P-4 torpedo boats. The attack was repulsed, but the ramifications were historic. The North Vietnamese government claimed it was chasing South Vietnamese PT boats and assumed the Maddox was also part of the raid. This incident gave President Lyndon. B. Johnson the political power to commit a massive influx of U.S. Forces into Vietnam. The Vietnam War that would take the lives of 58,000 Americans. The small covert war could have remained as it was, it was a Politician that made the decision, and its the service man that carries out the order. In 1964 who knew, the PTFs stood down for two months after the Maddox incident. Then they carried on with ops. Some typical PTF operations during op34a are described in the October 1964 ops schedule:

October 1-31

Prisoner snatch by SCT from PTF.

- Junk capture.
- Bombard Cafe Mui Ron and Tiger Island by PTFs.
- Bombardment of Yen Phu and Sam Son radar sites by PTFs.
- Return captives from previous raid (junk capture).
- Bombardment of Hon Ne and Hon Me.
- SCT team blows up pier at Phuc Loi and bombard Hon Gu.
- SCT team blows section of Hanoi-Vinh rail line.
- Bombardment of Dong Hoi and Tiger Island by PTFs.
- Bombardment of Nightingale Island.

It has been often asked did Americans go north on ops? Officially no, and were ordered not to. However Capt. Phil Bucklew stated over the years it was necessary for American participation, whether to support a CSS counter-part, it was to reassure his CSS counter-part that all of the advise and support he had given was valid. This made the SEAL/MST counter-part more credible thus more effective, however most of the time, SCT personnel were in DaNang behind the scenes performing up-keep on the boats.

In fact in the later years most enlisted MST thought that going to DaNang or "on site" as they called it, rather passive, but a great place for drinking beer and a serious game of monopoly. Enlisted MST did feel friction towards the CSS because the CSS who would come down, operate the boats north, come back and walk off and leave the MST to fix them. However the CSS working in the hops with the MST were on good terms with the enlisted MST. It must also be noted that enlisted MST were often kept in the dark about operations up north, and only had vague idea about what went on through rumors and conversations.



In Jan. 1965 the PTFs and PCFs were leased to the South Vietnamese Navy. PTFs-1 and 2 were so mechanically unreliable and had no spare parts so they were stripped and sunk for target practice in 1965. PTF-4 was sunk in 1965 on ops, and 8,9, 14, 15, and 16 were sunk in 1966 on ops. North Vietnam now was fighting back with coastal batteries and combatant craft and on rare occasions NVN aircraft. One PTF was sunk by accident by another PTF, blue on blue engagements could be understandable when you have trouble with bad communications, a radar screen, full of contacts and no positive control of your patrol at night. Some PTFs were accidentally grounded, so at any one time in DaNang there were at least 5 to 7 PTFs and 11 CSS crews available for Ops. MST crews were the backbone of keeping the boats up and available for ops., but it was clear more PTFs were needed to replace the battle loses and badly damaged PTFs. In 1967 the Navy was building PTFs of the Nasty design in the U.S. at John Trumpy and Sons of Annapolis, Maryland. These craft were built under license from Norwegian designs. These PTFs would be known as "Trumpy" class PTFs numbered in series 17, 18, 19, 20, 21, and 22.

The missions continued through the years, some filled with violence and tragedy, others were milk runs that could have suddenly turned to death. But a final look at an operation called Hai Chang Do 1, MACVSOG plan 5-71, on the night of 19- 20 Feb 1971 reveals the nature of aggressive PTF operators. Four PTFs in the Hon Nieu island area observed three large freighters of Chinese registry. While photographing these ships they were engaged by a North Vietnamese P-4 torpedo boat. This P-4 was engaged and sunk. With the mission compromised the PTFs heads south. A hour later the PTFs were engaged by a North Vietnamese Swatlow class and Shanghi class gun boats. These boats were engaged and were heavily damaged and left behind as the PTFs headed south. The PTF patrols were passing between Hon Gio Island and the north Vietnamese coast when they were engaged again by a P-4 torpedo boat and a Shanghi class gunboat. The P-4 was heavily damaged and broke off the engagement, same For the Shanghi. The PTFs returned to DaNang with one KIA amongst her crews.

It must also be noted that the SCT and CSS also did operations in South Vietnam under the code name Dodge Mark. These operations were primarily SCT teams with their SEAL counter-parts, but PTFs did support the missions by insertion, and extraction and gunfire support. A typical Dodge Mark mission using SCT and a PTF occurred 25 April 1969, a PTF left DaNang and transited to Barrier Island. Well off shore the PTF launched two RB-12s inflatable boats, One of the RE-12 engines wouldn't start so the other inflatable was towed along with them. At 400 yards from the beach the SCT swam ashore leaving just the coxswains on the inflatable. The SCT sent scouts up the beach, but they quickly returned for two V.C. were coming down the beach. A hasty ambush was set up and the V.C. killed, their bodies searched for intell. The SCT then swam out to the RB-12s and called for extraction, and moved out to meet the PTF. The PTF recovered the boats and team and returned to DaNang. While this was technically a CSS operation, because it was south of the DMZ, the SEAL advisors went with the SCT, and 2 MST were aboard the PTF.

The year of 1971 also saw the stateside commands change their names from Boat Support Units 1 and 2, to Coastal River Squadron 1 and 2.

In Vietnam MACVSOG was in the process of turning over operations to the Vietnamese and the Naval Advisory Detachment was no exception. The improvement and modernization program was a program that prepared the CSS to operate independently and take over planning and conduct operations without U.S. advise.

The CSS took over in May 1971. Then on 22 Oct 71 typhoon Ester hit DaNang and the damage to MST Assets were PTF 6, 12 and PCF 3 were sunk at the piers Also a LCM-3 and the 40' UB boat were sunk.



All boats were raised and PTFs 6, 12 and PCF 3 were sent to Subic Bay P.I. for repairs. The LCM-3 was repaired by CSS/MST and the 40' UB was surveyed. The CSS in early 1972 was organized into five 15 man SCT teams, a maintenance training team, eleven PTF crews and five PCF crews, plus a headquarters and support element. Jan. 72 Saw all NAD base facilities turn over to the CSS except for Camp Fay which still supported U.S.N, personnel. MST-1 in 1972 had 7 PTFs, 3 PCFs, 1 LCM-3, 1 LCM-3 push boat, 1 40' Utility boat, and a 30 ton crane barge. On Mar. 72 NAD received approved relief from the maritime mission assigned to MACVSOG, on 28 Apr 72 Naval Advisory Detachment was disestablished. The leases to the South Vietnamese of the PTFs were terminated and the PTFs and other MST assets were shipped out of Vietnam.

MACVSOG was disestablished 30 Apr 72 and became Strategic Technical Directorate Team 158. This ended more than eight years of of covert maritime operations. This was true naval special warfare.

POST- VIETNAM - 1972

At home in the U.S. the PTFs were divided up between the two east and west coast Coastal River Squadrons and Subic Bay would become MST-3 in 1972, a forward operations base for PTFs. From

1972 to 1978 the PTFs carried out her missions in the form of training exercises which included SEAL/UDT Insertion and extractions, and simulated enemy PT attacks on U.S Navy ships called Komar exercises. Some PTFs were used as platforms for evaluation in new weapons and engineering. Peace time found it too expensive to operate and maintain these high performance craft and the PTFs were placed out of service between the years of 1976 and 1978 (PTF-13 in 1972).

In May 1976, Coastal River Squadron ONE received the first of a projected 8 new 65-foot patrol boats, 6 of which were received and were operational for over 2 years. Total acquisition was completed in May 1979. The PB was expected to carry the Coastal Interdiction/Patrol mission of the command well through the next decade. In September 1976, FLAGSTAFF (PGH-I) was transferred to the Coast Guard. During January 1977, USS CANNON (PG-90), USS GALLUP (PG-85), and two "Trumpy" class PTF's were retired from service.

In October 1978 **Coastal River Squadron ONE** became **Special Boat Squadron ONE**, spawning three commissioned units; **Special Boat Units ELEVEN**, (Mare Island, San Francisco), **TWELVE**, and **THIRTEEN** (Reserve Training Component).

(Compiled by Jim Gray from his personal experiences and the following bibliography.)

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- Boat Manual for the Nasty Class PTF, Bataservice Industrier A/S Norway.



The USS TUCUMCARI (PGH-2) as she appeared in her Viet Nam service. (Photo: US Navy)



The USS FLAGSTAFF (PGH-1) as she was in her Viet Nam service. (Photo: US Navy)



The USS CANON (PG-90) shows why they called it the Brown Water Navy in Viet Nam. (Photo: US Navy)



PTF-17 of CRD 21 gets underway on a chilly Fall morning at Great Lakes in 1974. (Photo: Bill Van Ooyen)



PTF-17 of CRD 21 ready to head out of Great Lakes harbor on a chilly Fall morning in 1974. (Photo: Bill Van Ooyen)



Davey Martinez... 81mm mortar with a piggy back 50 cal.



PTF-3, the lead "Nasty"-class boat for the US Navy, shows off the speed that was the hallmark of the PTF in this 1964 photo. PTF-3 survived eight hard years of war and is now being restored by Boy Scout Troop 544, Orange City, FL. (Photo: Mark Tondel)



PTF-17 received a "splinter" pattern of green, gray, and black. PTF-17 in her new war paint. (Photo: Tim Sammons via Jim Gray)



PTF-17 gets to host an open house on July 3, 1973. The Oerlikon 20mm guns were used on PTF-17 and PTF-19 when they arrived at Great Lakes. The Oerlikons were replaced by the 20mm gun Mk 16 Mod 5 in 1974. (Photo: Bill Smallshaw)

NAVJORD OP 2888

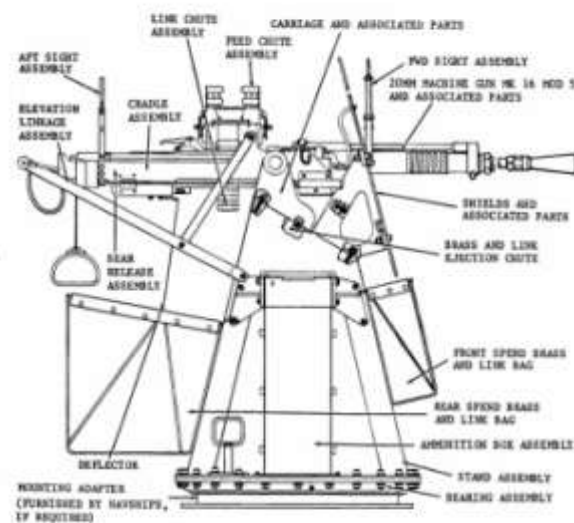


Figure 2-1. Mount, Machine Gun, Mk 47 Mod 3

2-2

OP3990 Figure 2-1 shows the 20mm machine gun on its mount



Figure 6.3. Deviation Working Clock

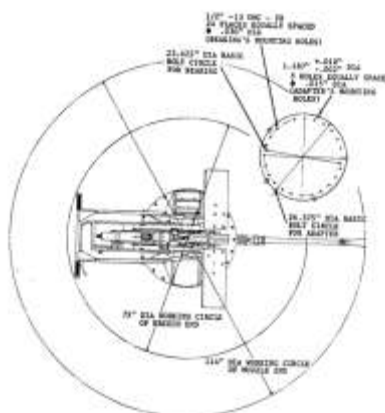


Figure 4.2. Train Working Clock

REASONS FOR 4914

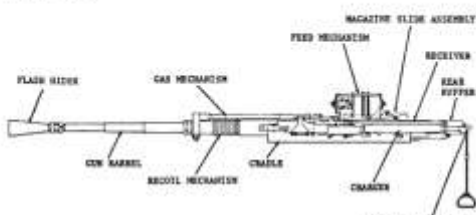


Figure 2-2. 20mm Machine Gun Mk 16 Mod 5 With Charger and Feed Mechanism

provides either electrical or manual control of the gear. The 10mm Machine Gun Mk 18 Mod 5 gear is actuated by a gear-release assembly with a manual trigger which provides manual control of the gear.

The principal components of assemblies of the two machine guns are: urdial, gas barrel, chamber lubricator control mechanism, receiver, breech block, rear mechanism, magazine slide assembly, rear buffer, driving spring guide assembly, gas mechanism, and, for the M19 Machine Gun Mk II Mod 4 only, an electric trigger.

2-2.1.1 Cradle. The cradle, figures 2-3, is the support member for attaching the gun to the gun mount. It supports and secures certain gun components in a fixed position. These cradling parts are: the recoil housing assembly, magazine slide assembly, and magazine slide. The cradle also supports and guides the receiver of the gun, which recoils and counter-recoils in the channel of the cradle. The cradle consists of a cradle body, mounting bracket, two tension blocks, three cradle mounting rollers, and two carbon contact brackets.

2-2.3.1.1 **Cradle Body.** The cradle body, Figure 3-3, mounts all parts of the cradle. It secures and holds stationary all nonreciprocating parts of the machine gun and supports and guides the receiver, which moves backward to recoil and forward to counterrecoil. The cradle body also permits the ejection of empty cartridge cases through a culvert section in the bottom of the body.

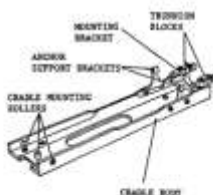


Figure 2-3. Gun Creek

Chapter 3

2-1 INTRODUCTION

This chapter provides a general description of the 20mm Machine Gun M2 1E, Model 4 and 5 and their associated equipment which consists of a Feed Mechanism M2E3 1E or 2E and Charger M5 (Modified).

2-2 GENERAL DESCRIPTION

This section provides a general, physical, and detailed description of the XMM-Newton GSC 50, 10 Node 4 and 5, Feed Mechanism GSC 10 and 11, and Charge 10 (Modified). Due to the similarity of the two machine guns and their associated equipment, they will be discussed as one except where they differ in design.

2-2.1 20mm MACHINE GUN MK 16 MOD 0
A 302 5. The 20mm Machine Gun MK 16

Models 4 and 3, figures 2-1 and 2-2, are modified M1 and M6 24 Automatic Guns. They are automatic, air-cooled weapons, which are gas and blowback operated. The major difference between these guns and the M1 and M6 24 Automatic Guns is the incorporation of an automatic chamber lubricator.

The M3 10mm Automatic Gun and the 10mm M3 16 Hole G, 1, and 2 are described in OP 1874.

The major difference between the Ikon Machine Gun Mk 16 Mod 4 and 5 is the method of controlling the rear (firing the gun). The Ikon Machine Gun Mk 16 Mod 4 uses an electric trigger (AN-M4 Modifium) and a manual override lever. This combination

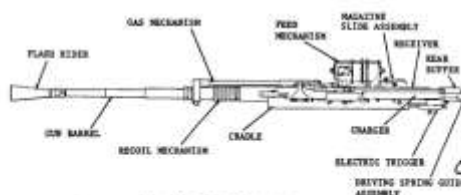
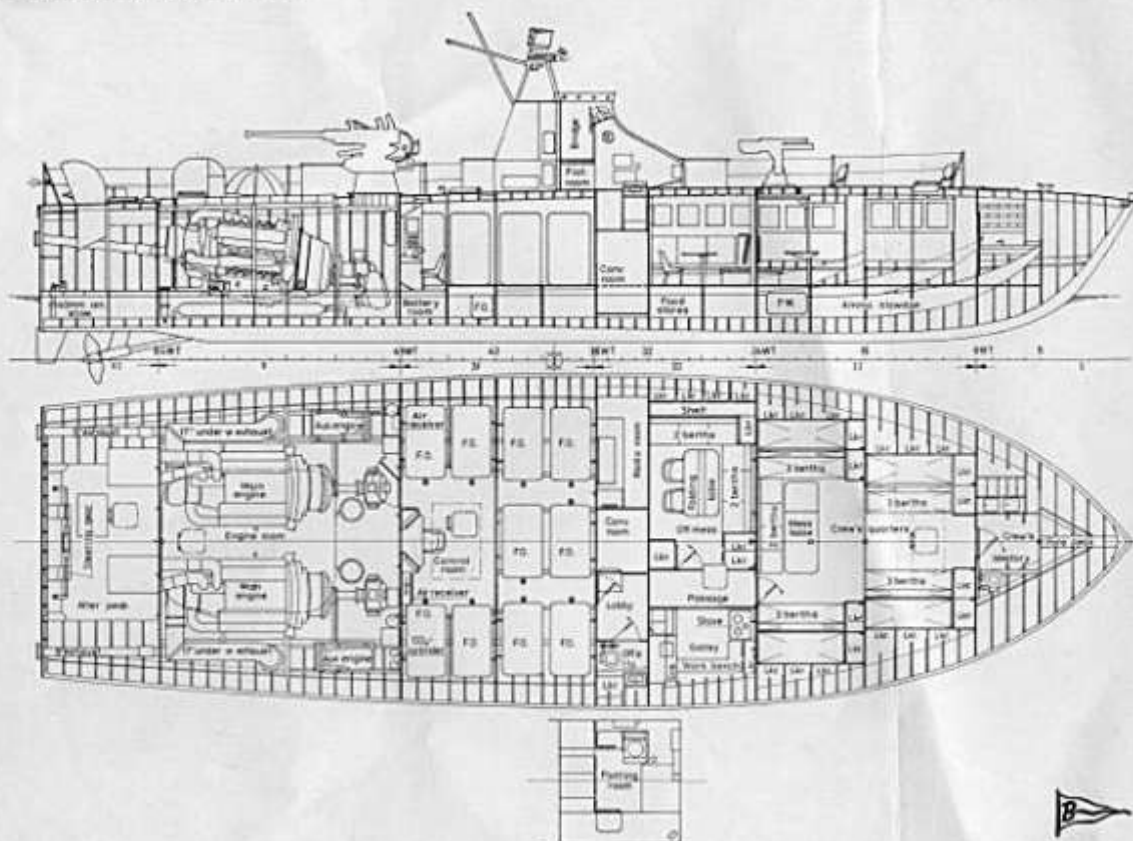


Figure 3-2. 28mm Machine Gun Mk 16 Mod 4 With Charger and Feed Mechanism

OP4410 Figures 2-1 through 2-3 describe the 20mm gun and its component parts.

«NASTY» TYPE FAST PATROL BOAT

GENERAL ARRANGEMENT



Boat Services Ltd. ^{1/2}
 OSLO — NORWAY
 TELEX: 4236 BOATSERVICE O



PTF sailors in DaNang
 Vietnam 1966

Photo courtesy Jack
 Jennings

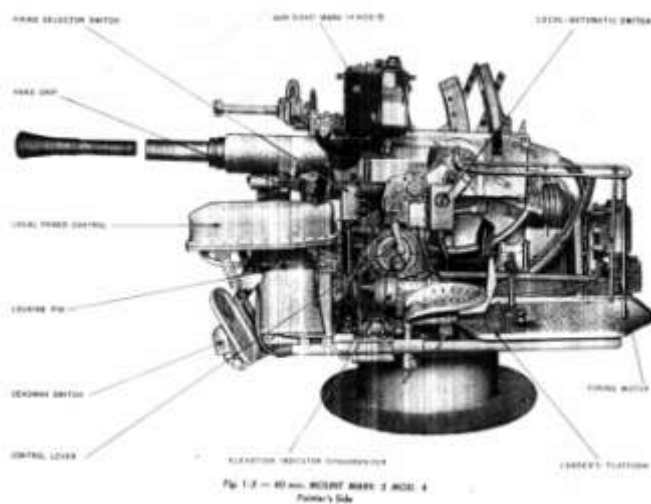
40mm MK3



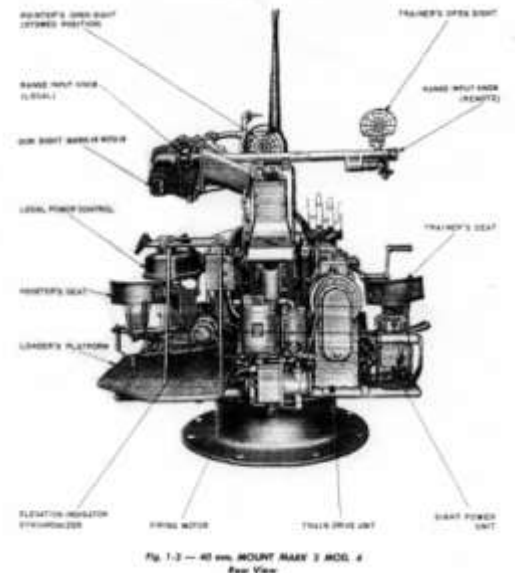
The 40mm fired a variety of ammo normally a mix of high explosive and armor piercing tracer rounds. The maximum range was 9,100 yds. with a maximum effective range was 5,200 yds.

However, when used on boats the ranges were a lot closer. The basic gun crew was 3 men. The pointer, trainer, and loader. The pointer sat on the left side of the gun and controlled the elevation, and fired the weapon. The trainer controlled the traverse of the gun mount. These movements re-

quired the pointer and trainer to both aim and track the target, so they were indeed a team. The Loader stood behind the pointer and dropped 4 round clips into the automatic loader which could handle 2 clips at a time, one on top of another. The pointer, trainer, and loader were all linked with communication by sound powered phones with the conn of the PTF for firing orders. Other members of the gun crew were the shell passers who would get the 4 round clips from the ready service box and pass them to the loader. The ready service boxes were port and stb. of the weapon and held 256 rounds. The PTF on the average carried 832 rounds on board. Boat captains would dictate the ammunition amount, and that was dependant on mission requirements, weight and space. This included all weapons aboard the PTF.



40mm Mk3 Mod 4 Pointers Side A.



40mm Mk3 Mod 4 Rear View A.

BACKGROUND:

The 40mm MK 3 Mod 9 Gun Mount is a modified Navy MK 3 Mod 4 or Army M3 Anti-aircraft Gun Mount. The design of the mechanism and barrel is essentially that of the Swedish BOFORS 40mm Anti-aircraft Gun. The design provides for a rapid fire, recoil operated, automatic mechanism, with a maximum cycling rate of approximately 120 rounds per minute. Modifications include the following:

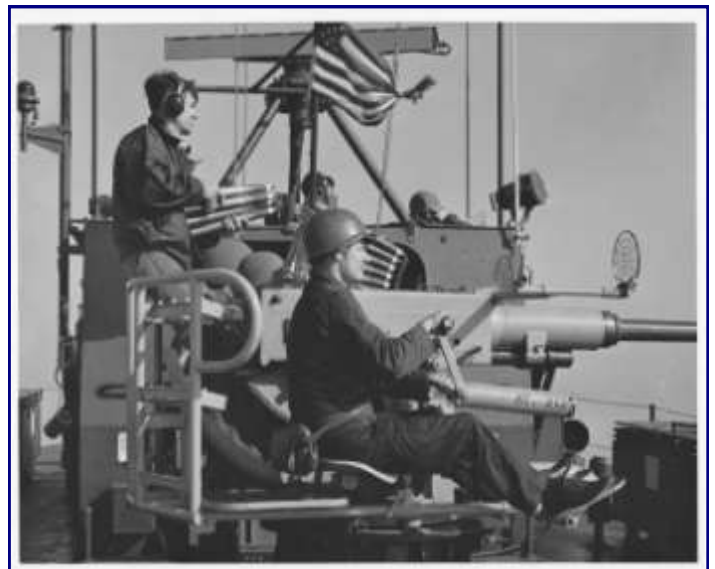
- a. Mount Stabilization
- b. One-Man Operation
- c. Automatic Loading
- d. 40 Round Rotary Magazine
- e. Variable Powered Scope
- *f. A Mounting For The Night Observation Sight (AN/TVS-5)
- g. Manual or Automatic Range Inputs
- h. Replacement Electronic Boxes

*It shall be the responsibility of the appropriate Special Boat Squadron to furnish the Night Vision Sight, AN/TVS-5, NSN 7H5855-00-629-5327.

Photo Credit: Jim Gray



GMG2 Brian Eschbaugh in 40mm mount and EN1 Rob McKinney leaning over



In 1944, an Admiralty committee was set up, under the chairmanship of Sir Roy Fedden, to investigate the possibility of developing a high-speed, light weight, compression-ignition engine, which could replace the contemporary gasoline engine. After much investigation, a contact was placed with the English Electric Co., Ltd. (the parent firm of D. Napier and Son, Ltd.), for the development of an engine, the basic proposals for which were submitted by Mr. N. Penwarden then a first-class draughtsman at the Admiralty Engineering Laboratory.

Development work on the Deltic engine was started in 1947 and the first unit was completed in March, 1950. By January, 1952, six engines were available for full development and endurance trials. Two of these units were fitted for operational endurance trials in H.M. fast patrol-boat P.5212. In this vessel the units proved to be an outstanding success and represented a major technical advance on any compression-ignition engine so far developed.

Everyone who had anything to do with the Coastal Forces branch of the Navy, where high-powered gasoline engine installations were always presented with a serious and unavoidable risk of fire and explosion. They immediately became interested in the new Deltic engine.

The striking realization of the compactness of the Deltic engine was gained after their installation in an ex-German E-boat, known as fast patrol boat 5212. This was originally driven by three Mercedes-Benz Diesel engines of about the same power as the Deltic. Two of them were removed and replaced by Deltics; the center one was retained. The remaining German engine was about twice as long as the Deltic.

The components of the engine were small enough to permit the use of the most modern aircraft engine materials and manufacturing techniques, and this made possible the use of such items as fully-hardened crankshafts, thin-wall lead-bronze bearings, and case hardened and ground gears, which, at the designed ratings, gave extremely long life.



DESIGN FEATURES: Deltic Engines are opposed piston, liquid cooled compression-ignition engines operating on the two stroke cycle and employing a mechanically driven turbo-blower. Charge-air coolers are integral with the turbo-blower unit.

Deltic engines offer substantial advantages where weight and space affect the performance of the installation and often make possible machinery arrangements previously considered impractical.

The triangular arrangement of the 18 cylinders results in a compact engine, consisting structurally of three cylinder blocks forming the sides and three crankcases, one at each apex of the triangle. This arrangement fully exploits the mechanical simplicity of the opposed piston design. Short crankshafts are used, and as each crankpin carries one inlet and one exhaust piston, the loading on all crankpins is identical and the reciprocating forces are balanced within the engine.

The power transmitted through each crankshaft is therefore identical, and torsional vibration is controlled by the use of quill-shafts in tune with viscous dampers secured to each crankshaft. These features combine with the characteristics of a fast running, multi-cylinder, two stroke, to produce a smooth running engine with a maximum-to mean torque of less than 1.03 to 1.

Being supported on flexible mountings, Deltic engines provide an installation virtually free from vibration.

Major units of the engine, such as the blower, phasing gear case, and reverse-reduction gearbox, are also interchangeable, thus reducing servicing time. One advantage in reducing the time equipment need remain out of service, is the ease and speed with which a complete engine can be changed.



* * * * *

CURRENT EVENTS

Online Exchange Shopping Eligibility to Expand: Beginning Veterans Day 2017, almost 13 million honorably discharged veterans will be permitted to shop online at all four military exchanges, but you have to first register with VetVerify.org, which will use Defense Manpower Data Center records to verify eligibility. On Veterans Day, eligible veterans will be able to shop online by logging on to the Navy Exchange, website at mynavyexchange.com. Military exchange shopping is tax-free, plus your patronage helps to return more than \$300 million annually to support on-base morale, welfare and recreation programs.



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





The Combatant Craft Crewman Association is a 501C3 **Tax Exempt** Charitable Organization. **EIN # 463934554**. Our address is:

CCCA P.O. Box 6912 San Diego, CA 92166

Our Mission is to "Preserve the History and Honor the Brotherhood"

Our Vision is 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 our charitable services and educational awareness events.



- ★ We honor over five generations of our special communities contributions, memories and bonds of friendships.
- ★ We assist those in need by providing the resources to solve problems.
- ★ Our services are extended to our fallen and their families because they are a vital part of our lives.
- ★ We make a positive difference towards the quality of life, peace of mind of those in need.

Our Mission is simple! Our Goal is clear!

Perserving the History and Honoring the Brotherhood



For Membership Info Visit: www.combatantcraftcrewman.org



Our success would not be possible without the love and support of our members, special partnerships, and dedicated volunteers. Only by working together can we fill the gaps that currently exist in available veteran resources.

Together we can raise awareness and provide essential charitable services to those in need.

Your **Tax Deductible Contributions** will directly impact our ability to provide Casualty Care Services, Funeral and Honor details, Medical Mobility Equipment, Holiday Cheer Campaign, Emergency Dwelling Assistance, and Educational Awareness events.

Thank you for your financial support!

Sincerely,

Joseph Zemlin, MS
COW4 Ret., USN
CCCA President, Board of Directors





Sponsorship Levels

The Combatant Craft Crewman Association
is a 501C3 **Tax Exempt** Charitable Organization.
EIN # 46-3934554



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

- ★ 5 Year Commitment - News Letter, Premiere Logo Placement, National Sponsorship Recognition Package (Adv./Banners).
- ★ Executive VIP Access & Honored Table at CCCA Events.
- ★ Official Recognition - Award Presentation/Commodore's List
- ★ VIP CCCA Commodore's Paddle



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

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



The "Boat Captain" (\$1,000 - \$1,999)

- ★ 2 Year Commitment - Silver Sponsor Membership/Privileges.
- ★ 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.

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



- ★ The Mission of the CCCA is to Preserve the History and Honor the Brotherhood.
- ★ Our Vision is 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 our charitable services and educational awareness events.
- ★ Our elected leadership takes no salary and administrative costs are kept to a bare minimum.
- ★ Every dollar raised is applied towards fulfilling our mission goals.
- ★ We represent a nation-wide membership.
- ★ We honor those who have passed and who are ill.
- ★ We guide family members through their grieving processes.
- ★ We provide medical equipment to enhance mobility and sense of independence.
- ★ We provide emergency housing and storage assistance.
- ★ We intervene and help get the recipients appropriate medical assistance and counseling.
- ★ We provide annual "Holiday Cheer" donations to the families of Active Duty Community.
- ★ We provide educational awareness services and events.
- ★ Your financial support and tax deductible donation will help us reach our goals!

For Membership Info Visit: www.combatantcraftcrewman.org



LT. PHIL GARN (USN/R)

Nalwodi series 2017 by Apache Artist Ruben H. Chato

"Original" 20" x 28" Acrylic on a wooden panel.

\$1,500.00

"LT. PHIL GARN", I had one goal with this original painting, to express the brotherhood between LT. Garn and his operator's as the OIC at SBU 13 and SBU 12 years 1982-1991. He then went on severing in Federal Law Enforcement.

Big thanks to our retired Master Chief Jim Gray and other members of the CCCA who provided all the materials to make this painting possible given me the tools to make this story come to life on this Patriot Board wooden panel. On Behalf of the CCCA Brotherhood.

I chose to paint on wood panels because I can feel nature in my hands flowing with the wood grains. I have never really felt this while painting on canvas. That is why I hold all my paintings close to my heart; they define who I am as a warrior artist. When I decided to title all my artwork Nalwodi, meaning strength in my Lipan/ Mescalero Apache language, I knew in my heart that this was going to be my artist story. My grandfather used to call me his "Strong Eagle", and told me that I would grow up to be a warrior, so I joined the military. During my military tenure I continued to paint art for my friends and family and those paintings are the most priceless to me.

The Story

"LT. Garn", is a very significant painting telling a story starting from the upper left showing him with his M203 rifle. The American flag signifies his years of military service and dedication to this country. His Final command at Special Boat Unit 13 emblem is at the heart of the painting because the PB is directly to the right steering away and off the painting signifies it fully armed and underway. The PB's were the Special Boats used during the operations in the Gulf War and other combat operations in the history of special boat operations.

Right next to his trigger finger is the classification 9533 warfare insignia which was earned during his generation. It was then later replaced in the mid 1990's with the SWCC insignia which is used at current day.

The special warfare craft known as the SeaFox is positioned around the center of the painting. I positioned the SeaFox to be steering off the painting which is then trailed by Special Boat Unit 12 emblem. I really wanted his last command somewhat of a focal point since it was his 1st OIC duties so I placed it at mid-center area.

At the bottom of the painting I really want to signify the brotherhood with some of his crew while the assigned as OIC detachment at special boat unit 13 during TOC- Tactical Operations Crew. In the picture from left to right is, Tom Folkesson, Robin McKinney, Brian Eschbaugh, and LT. Phil Garn. I also included the Combatant Craft Crewmen Association (CCCA) emblem to signify our Motto- On time- On target- Never Quit.

The Abstract water background worked very well in this commission masterpiece, I wanted to have interesting water patterns with 3-4 multiple arrays of cool colors. The color patterns in the abstract style have continuous flows on an intentional diagonal pattern which I accomplished with the gesso brushstroke deep inside the painting. This brushstroke captured paint flow for all water effects with great intensity. The Blue, Yellows, and Greens colors were used throughout from top to bottom interrupting the space in between the space between each specific scene throughout his military commands. The technique of five images is classic to the Masters in fine art. You never do four, so the masters in Fine Art would say: it's always better to have an odd number of the focal point image because it gives the painting a more interesting flow. The water like effects was done by design signifying how the special boat unit operator is one with his crew, boat, and ocean. I feel this was captured nicely especially when everything starts from the sky and flows downwards and diagonally in a continuous flow throughout the painting with very little interruptions. You have many lines to follow in different arrays of color patterns.

With humility I present to you with all my heart the original LT. PHIL GARN 2017.

Written by

Ruben Chato Hinojosa Jr.

Current artist address June 2017

2639 West Canyon Avenue

APT# 474

San Diego, CA 92123-4703

May 29, 2017

CHATO.COM

artistchato@hotmail.com

artistchato@gmail.com

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 1st 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.

Artistchato@hotmail.com

Artistchato@gmail.com

www.CHATO.COM 619-723-0035

Our Vision

"Is 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 charitable services and educational awareness."

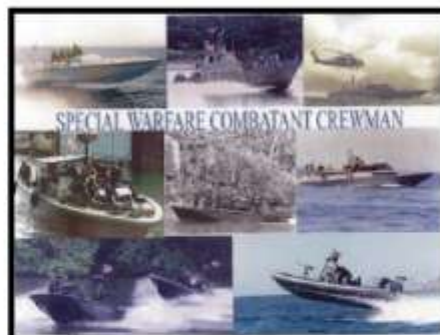
How we help

- ★ Casualty Care Services
- ★ Funerals & Honors
- ★ Medical Equipment
- ★ Holiday Cheer Campaign
- ★ Dwelling Assistance
- ★ Educational Awareness



Our Mission

"Preserving the History and Honoring the Brotherhood"



Celebrating over five generations of Special Warfare Combatant Crewman history and their accomplishments



The CCCA is a 501C3 charitable organization

EIN# 46-3934554

For membership, donation, and request for services information visit

www.combatantcraftcrewman.org

COMBATANT
CRAFT
CREWMAN
ASSOCIATION



Preserving the History
and Honoring the
Brotherhood



*Giving back to those who
have given everything*



*Providing mobility
Independence and
improving the quality of life*

Our Culture

We promote patriotism, good citizenship, compassion, and the sense of "Brotherhood" for all those who have operated, supported and sacrificed towards the Naval Special Warfare missions.

Respect and Trust

We trust the abilities of our members and understand that everyone involved is giving of themselves freely, without expectation of compensation.



*Honoring those who have
made the ultimate sacrifice
with dignity and compassion*



Making a Difference

We are making a positive difference towards the quality of life, peace of mind, and happiness of our special community and their families.

Core Values

- ★ Honor
- ★ Integrity
- ★ Service



*The CCCA is a 501C3 charitable
organization*

EIN# 46-3934554

*For membership, donation,
and request for services
information visit*

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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



**Cards are 11.99 each or
2 for 19.64 (The year it all began)**



CCCA Mission Statement:

"Preserving the History and Honoring the Brotherhood"

CCCA 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."

CCCA Core Values

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

CCCA Workforce Expectations:

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

CCCA 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