



N TARGET

A CCCA INC PUBLICATION

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Quarterly Newsletter July/August/September 2018 Volume III No. 3



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CCCA Presidents Message



A CCCA INC PUBLICATION

06/27/2018

President's Message

Dear Membership

I want to keep things simple and straight forward. The CCCA is coming up on our planning window for our 55th Anniversary Gathering. Yes, it has been almost five-years since our last CCCA Anniversary Celebration, and I hope that we will have enough interest amongst our community to have another spectacular event to honor your contributions to the Naval Special Warfare missions!

However, as your current President I cannot in good conscience degrade our primary mission, to serve those in need by having a celebratory event. Our main purpose has always been and will always be a charitable organization that serves our Naval Special Warfare Community in there time of need. We have made great strides and have had many victories helping so many families especially with the outstanding works of our Casualty Assistance Program, lead by our Casualty Assistance Director and Chaplin, Bill Redmond. It is his devotion and compassion that truly makes such a difference in the lives of those we have helped. He is a real inspiration and blessing to our organization.

We have successfully brought on new corporate sponsors to augment our financial foundation and to offset the reduction in annual membership dues. Moreover, our experiences from our last event demonstrated what it takes to pull-off a great event. We want to make sure you are all able to enjoy the activities and rekindle the bonds of friendship once again, in style.

Therefore, I proposed a plan to the Board and they concurred with me to raise funds specifically for our Anniversary Event, with a goal of Early December 2018 as our determination date for planning an Event for October of 2019 in San Diego, CA. Our goal is to raise a minimum of \$10K for the event through private donations, ships store sales, corporate sponsors, and grants. It's a big challenge, but I firmly believe we can do it! If we are unable to meet that minimum fundraising goal we will reconsider other available options. Please help us meet that goal by either donating or buying items from your ship store. Show your pride in the CCCA and invite your friends to become members!

Sincerely,

Joseph Zemlin

Joseph Zemlin, CWO4 (Ret.), USN
CCCA President



06/27/2018

Collaboration UPDATE

Dear Membership

Just a quick update on our efforts of non-profit group collaboration. Over the past year, We have been pursuing collaborative partnerships with other Veteran Charities. The goal was to find ways in which to use our available resources best to meet the growing need of our Naval Special Warfare Community and CCCA membership. I am very proud to announce our acceptance into the San Diego Veterans Coalition (SDVC). The SDVC is one of the leading collaborative Veterans charity groups in San Diego and represents over 140 member organizations. The SDVC has a reputation for excellence and is a fantastic opportunity to tap into additional resources to increase our knowledge and charitable footprint. The process was not an easy one as they have a robust vetting process that requires sustained participation in collaborative action groups as well as attendance. Local, state, and federal representatives routinely monitor and recognize the charitable efforts and accomplishments of its members. During the April General Assembly meeting we were officially voted in and asked to give a presentation about our organization and mission both in April and May General Assembly meetings; both were very successful and well received.

Additionally, we have joined forces with San Diego United, Courage to Call, San Diego 2-1-1 and Vets Community Connection. These groups help us network and track our Casualty Assistance Program request for services and help us connect people to the best available resources in their individualized Wellness Plans (a roadmap of resources and contacts that empower our recipients with the tools and connections they need to address their specific challenges.)

We have had lots of victories with all the work we do. However, confidentiality and compassionate care are essential components for building permanent bonds of trust with those we help. It is my sincere hope that we will be able to highlight some of these victories and the people that made them possible at our next large Gathering!

Sincerely,

Joseph Zemlin

Joseph Zemlin, CWO4 (Ret.), USN
CCCA President



CRD 11/SBU XI REUNION SEPTEMBER 21-22, 2018



- Friday, September 21: Hilton Gardens Inn, 2200 Gateway Court, Fairfield, CA
Friday Night No Host Cocktails 1800 Hrs to 2100 Hrs
- Saturday, September 22: TBD before noon, fully restored PBR inspection and boat ride, Napa River followed by lobster boil lunch.
- Saturday, September 22: Hilton Inn Larkspur Room, cocktails no host and dinner 1700 Hrs to 2300 Hrs
- Sunday, September 23: Fair Winds and Following Seas Breakfast
- Raffle: Donations are voluntary
- 50/50 Drawing: Proceeds go towards a paid-for picnic

For Hilton Inn Hotel reservations, call 1-707-426-6900. We have only 10 rooms at a special rate. First come, first served. \$139 plus tax. Regular price is about \$200 without tax for that time of year. Ask for code **Spec 11** for the discount on one of the 10 rooms. Call early as unreserved rooms will be returned to hotel use at regular rates on September 1, 2018.

Return This Portion With Your Details and Check

Name: _____	Cost	No. Attending	Total
Friday Night Cocktails	No Host	_____	0000
PBR Boat Ride & Lunch (full refund if this event is cancelled)	\$30	_____	_____
Banquet Dinner & Dessert (includes tip)	\$45	_____	_____
Chicken Plate: _____ Steak Plate: _____ Vegetarian Plate: _____			
Breakfast Sunday Morning	\$18	_____	_____
Overhead Fees (mailing and supplies)	\$10		_____
			Total: _____

Make Check Payable to Charles Butcher
Write "SBUXI 2018 Reunion" on memo line
Mail to P.O. Box 3102, Walnut Creek, CA 95498
Any questions, call Charlie Butcher 1-510-773-6254

Final Reservation Date Will Be August 31, 2018



June 7, 2018

From: Chaplains Office

To: OCCA Board of Officer

Subject: Devotion for the Month

Reference: The Warriors Bible (MilitaryBibleChallenge.com)

Faith Verse of Fear:

"There is direct correlation between the amount of faith one has and the amount of fear they will experience. Jesus often mentioned that faith and fear cancel each other out. If one has great fear then they are probably not applying much faith."

"If one is exercising great faith then they will experience little fear. There were numerous experiences when Jesus tried to teach His disciples to employ their faith. When the disciples encountered a storm that threatened to sink their boat and cause them to drown, they panicked and gave into their fear. Jesus chided them a bit in Mark 4:40. But He said to them."¹

"Why are you so fearful? How is it that you have no faith?"

"He highlighted the fact that they were fearful because they were not exercising their faith. Faith and fear are like light and darkness in that they cancel each other out. The spiritual approach to fear is found in Hebrews 12:1-2. These verses tell us that as we live out our life of faith we should keep our focus on Jesus. Training our mind to apply faith to our fears enables us to endure any

danger. Jesus set an example for us in that he kept His eyes focused on the Father's promises. Rather than letting the fear of the cross dominate His mind and heart, in Verse 2, He looked to"

"the joy that was set before Him endured the cross, despising the shame."

¹ The Warriors Bible The Basic Training Challenge Spiritual Fitness for The Warrior
www.ArmedServicesMinistry.com Overcoming Fear Pg. 1446 & 1447





"He faced death on the cross and did not let fear dominated Him. Because of the confidence that Jesus had in the Father, faith enabled Him to overcome His fears of death on the cross. Keeping our focus, with our faith on Jesus, this will allow us to win the victory."²

Blessings to you all Brothers,

CACO/Ch. William Redmond

Retired SWCC USN

caco@combatantcraftcrewman.org 760.880.4010

² The Warriors Bible The Basic Training Challenge Spiritual Fitness for The Warrior
www.ArmedServicesMinistry.com Overcoming Fear Pg. 1446 & 1447





June 5, 2018

From: Causality Assistance Care Director
 To: CCCA Board of Directors
 Subject: Summary of Report for the month of May 2018

This month the office conducted three follow ups with clients and have documented up to 12 hours of contact hours. We had a Burial at Sea with Mike Ortiz and family and was conducted on Saturday May 26 2018 at 11:30am to 1:30. Personal involved was with a 52 foot Yacht provided by San Diego Boat Tours of San Diego President and CACO of CCCA also Chaplain Kristian Carlson from SEAL Team Seven. This burial at sea event was paid for by the CCCA at the cost of \$550.00 to San Diego Boat Tours and \$100.00 to Captain Brandon and \$45.00 to the host Shelby. This was an inclusive package for the family and was discount.

The Oscars on file for this month are filed with detailed comments. The office provided Direct and referral assistance for three personal. The time spent this month of May and June are 16 hours.

This month we have continued to enhance our venue for an insert for the primary CCCA Boucher provided by the board.

Paid tribute May 28th 2018 to Zacharias Boubs ceremonial at the VFW Post 5477 Imperial Beach CA. The Patriot Guards made a trek ride from the Post to Hwy 54 where Zach had passed during an unfortunate tragedy. The group then celebrated at another VFW.

The Chaplains office has designed a Resolution of Condolences for Mike Ortiz and the Mother of Shannon on May 26th 2018. Signed and approved three signatures captured CACO, President and Residing Chaplain Kristian Carlson SEAL Team Seven Group Chaplain.

This month I ordered Books from the Armed Services Ministry (American Bible Society) the order form was submitted to Mrs. Annie LoCastro the provisions Manager. The order was well received and process. These Books and Dedications support only Military personal active and retired. There used on many levels of teaching for religious reasons and in support of spouses and their children as well.

Thursday June 6, 2018 2:30 President and CACO visited the San Diego Blood Bank to arrange the flyers and set-up our upcoming event July 28, 2018. Leslie Egan has been a great host of this event. I will be asking once again for the list of volunteers to help at this event. I will create a list of things to have for our First Blood Drive and would love to have live coverage (press lease). I inquired about the Seasons Twenty One cookie factory.



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:

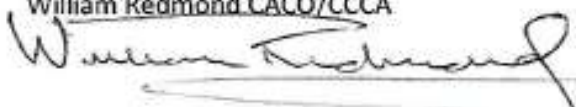
- Funeral and burial assistance
- VA Benefits and Mental Health guidance
- Financial Resource
- Chaplain Services
- Housing Assistance
- Employment

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.

William Redmond CACO/CCCA

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

SPECIAL BOAT SQUADRON TWO



TRAINING MANUAL

Published by Direction of Commander, SPECIAL BOAT SQUADRON TWO
October, 1980

SPECIAL BOAT SQUADRON OPERATIONS

There are many missions and types of operations with which Squadron craft can be tasked, and it is not practical to discuss or train for every conceivable assignment. Our approach is to fully train all crewmen for proficiency on their assigned boat and its systems. Because Special Boat Unit training requirements differ from traditional requirements instruction is provided in the following special warfare areas:

- A. Patrol/Interdiction Operations,
- B. Insertion/Extractions, and
- C. Ambush/Counter ambush tactics.

All operations are preceded by a **Warning Order** and a **Patrol Order**. These are specialized briefings in a standard format developed to ensure everyone has the basic information needed to do the job necessary to accomplish the assigned mission. Don't leave a briefing with any doubts as to what you are expected to do --- **ask**.

The **Warning Order** is issued as soon as practical after a mission is assigned. It is normally given by the patrol officer and may include all crewmen or just boat captains, as the situation calls for. It generally covers what boats are involved, what the mission is, weapons and equipment needed and the schedule for the patrol order.

WARNING ORDER

1. Situation Brief.
2. Mission.
3. General Instructions:
 - a. General and special organization.
 - b. Uniforms and equipment common to all.
 - c. Weapons, ammunition and equipment.
 - d. Chain of Command.
 - e. Time schedule for planning.
 - f. Time, place and uniform for patrol order brief
 - g. Time and place for inspections and rehearsals.
4. Specific Instructions:
 - a. To subordinate leaders.
 - b. To special purpose teams or key men

The **Patrol Order** is usually provided for all participants and is an in-depth briefing on the situation, mission, plan of execution, everything each man must know and do. It is extremely important that any questions be resolved at that time.

PATROL ORDER

1. Situation (as it affects the patrol).
 - a. Enemy forces: Weather, terrain, identification, location, activity, strength.
 - b. Friendly forces: Mission of next higher unit, location and planned actions of units on right and left, fire support available for patrol, missions and routes of other patrols
2. Mission – What the patrol is going to accomplish and the location or area in which it is to be done.
3. Execution:
 - a. Concept of operation – the overall plan – and missions of elements,

- teams, and individuals in the objective area.
- b. Other missions, not in the objective area, for elements, teams and individuals.
Included are such tasks as navigation, security during movement, and security at halts.
- c. Coordinating instructions:
 - i. Time of departure and return.
 - ii. Primary and alternate routes.
 - iii. Departure and re-entry of friendly areas.
 - iv. Organization for movement.
 - v. Action at danger areas.
 - vi. Actions on enemy contact.
 - vii. Rallying points and actions at rallying points.
 - viii. Actions in objective area.
 - ix. Debriefing.
 - x. Other actions.
 - xi. Rehearsals and inspections.
- 4. Administration and Logistics:
 - a. Rations.
 - b. Arms and ammunition.
 - c. Uniform and equipment (state which members will carry and use).
 - d. Method of handling wounded and prisoners
- 5. Command Signal:
 - a. Signal.
 - i. Signals to be used within the patrol.
 - ii. Communication with higher headquarters – radio call signs, primary and alternate frequencies, times to report and special code to be used.
 - iii. Challenge the password
 - b. Command.
 - i. Chain of command.
 - ii. Locations of leaders at various times – during movement, at danger areas, at the objective.

Patrol/Interdiction. A patrol is a detachment sent out from a unit to perform an assigned mission and is always “tailored” for the mission it is to execute. Patrols are usually classified according to the nature of the mission they have been assigned. Our two most common types are interdiction and reconnaissance.

Interdiction is the denial of a line of communications to the enemy. In our case, we deny him the use of a waterway, or a road or trail which can be controlled from a waterway. There are many ways to do this, and the method selected will depend on the number and type of forces available, the type and amount of water involved, the character of enemy traffic expected, and environmental variables such as weather, civilian traffic, light conditions, and so forth.

Our standard operating procedure is to assign two-boat patrol teams with a designated lead boat and cover boat. The lead boat concentrates its attention on the assigned mission, boarding and searching, reconnoitering, interdiction, fire support – while the cover boat protects the lead boat from attack by other craft, aircraft, or shore fire by providing suppressive fire or taking position between the lead boat and the threat. The division of responsibility permits each boat to do a better job at its task.

Interdiction methods vary with conditions, but the purpose is to prevent enemy use of a route. When the same route is essential to civilian purposes, as is often the case in situations less than total war such as counter-insurgencies, a method often used is random search of all traffic, concentrating on suspicious vessels, but including as many of all types as possible. Experience has shown that the presence of searching vessels hampers enemy planning and logistics even if nothing is found. It has also revealed that the suspicious behavior may just be fear on the part of innocent boatmen, or the actions of a decoy, and contraband can be found on most endeavors. Our procedure is for the lead boat to call a craft alongside and throw him a line, keeping him between you and the nearest bank. Using a polite but firm manner, establish control of all personnel on the boat, placing them all in sight. Have him secure his engines. While your gunners pro-

vide cover, have the boat searched thoroughly. If the searcher must go out of sight, have someone move to where they can see him. If anything must be moved or shifted, have the craft master of the searched vessel move it. Check for lines overboard, false bottom or bulkheads, and contraband in cargo containers. New boards or nails should be investigated. Know what constitutes contraband in your situation. Be polite unless contraband is found – then all hands on that craft are enemy and should be handled accordingly. Remove them from their boat, segregate them as much as possible, bind, gag, and blindfold them and clear the area quickly. Tow or destroy their craft as directed. All craft must be treated as potentially enemy until you decide otherwise by searching them. During the search, the cover boat maneuvers to remain astern where he can cover the searched boat and the near bank, taking care not to permit the searched boat to get between the lead and cover boat. Patrol procedures, routes, and time spent in a given area should be varied constantly to ensure patterns are not established which endanger you or reduce the effectiveness of your efforts.

Another effective interdiction method is the waterborne guardpost. This can be established against a bank or bar or anchored in the stream. A waterborne guardpost is almost always established at night and is very similar in preparation to an ambush. In fact, a waterborne guardpost often becomes an ambush, but its purpose is to observe a possible enemy route, identify traffic and pass the information on for action by others. The phases of a guardpost are:

1. Preparation
2. Transit
3. Establishment
4. Contact (possibly)
5. Extraction

Preparation is critical; all crewmen must be thoroughly briefed, the boat prepared, and primary and alternate sites designated. Every means possible to reduce boat noise and eliminate loose objects must be taken. Usually only one boat makes up a guardpost, while the cover boat patrols in the general area overtly.

The guardpost is best established by having both boats approach the area side by side, then having the cover boat open an engine cover toward the bank while the guardpost boat cuts engines and coasts to position. If the guardpost is against the bank, a listening post should be established ashore. The boat is secured by a line run around a tree and back to the boat, held by the forward gunner. All hands remain still and silent with radios secured. Observation by starlight scope or radar commences: If contact is made, the guardpost is immediately extracted. A common method of locating a guardpost, however, is reconnaissance by fire so random nearby shooting does not mean contact.

Similar to a guardpost is a drift patrol. This is a method of using existing currents to carry a silenced boat through the patrol area, usually followed at a long interval by the cover boat under power. Alternatively, the cover boat may continue random patrolling to divert attention. In either case, the drifting boat maintains total silence and searches by eye, starlight, and sometimes radar, reporting contacts to the cover boat.

Reconnaissance is observation of an area, its terrain, and the military and civilian activity taking place in it. Basically, it means you are checking out the region to see what is going on, with emphasis depending on guidance provided before you enter. You may be looking for the enemy, checking a channel, taking soundings, observing civilian boat patterns – almost anything – but you are observing and reporting specific data. Recon patrols often become involved in firefights.

The keys to effective patrol and interdiction operations are preparation and practice. Each man must thoroughly understand the mission; the boat and its equipment must be completely ready; the crew must learn every evolution as a team and do it right in practice before trying to learn under fire.

***In upcoming issues: Insertion/Extraction; Ambush/Counterambush; Debriefing**

The Mark II River Patrol Boat

PBR GENERAL CHARACTERISTICS

The PBR is a high-speed, heavily armed, shallow draft patrol boat designed for river and inland water operations. The boat's relatively wide hull provides maneuverability, stability and shallow draft despite the PBR's heavy load when fully outfitted. The use of pump propulsion rather than propellers and rudders helps minimize draft. Fully combat loaded with crew on board, the PBR weighs about 9 tons, but draw only two feet of water while stopped and even less at full speed. Carrying 160 gallons of fuel, the PBR has a range of about two hundred miles at about 25 knots.

Radar, radios and versatile weapons mounts make the PBR an exceptionally effective weapons system particularly suited to support special and unconventional warfare operations on inland waters. The engine is AA5 shock mounted and both engine and pump compartments acoustically insulated to minimize boat noise above and below water. With its Mark 56 twin mount forward, Mark 46 MOD I mount aft, and the capability of mounting Mark 56 stands on the midships armor shields the PBR can mount a variety of combinations of .50 caliber machine guns, M-60 machine guns, the Mark 19 and 20-40 millimeter grenade launcher/machine gun, and the 60 millimeter mortar.

MK II PBR Structural Dimensions And Leading Particulars

BOAT HULL

Length..... 31 ft. 11 in.

Beam..... 11 ft. 7 in.

HEIGHT FROM BASELINE

Bridge..... 7 ft. 10 in.

Canopy..... 9 ft. 9 in.

Forward Decking... 4 ft. 6 in.

Aft Cockpit..... 2 ft. 6 in.

TOTAL FUEL TANK CAPACITY

160 gal (2 tanks)

ENGINE DRIVEN BILGE PUMP

Capacity..... 110 GPM

Pump Speed..... 1500 rpm

FUEL STRIPPING PUMP

Capacity.....3 GPM

PROPULSION

Related Engine Speed.... 2800 rpm

Rated Pump Speed..... 2800 rpm

HORSEPOWER RATED SPEED

Engine..... 220 HP

Pump..... 205 HP

HAND OPERATED BILGE PUMP

Capacity..... 3 strokes/gal

CRANKCASE PUMP

Capacity..... 1 GPM



SBU 11

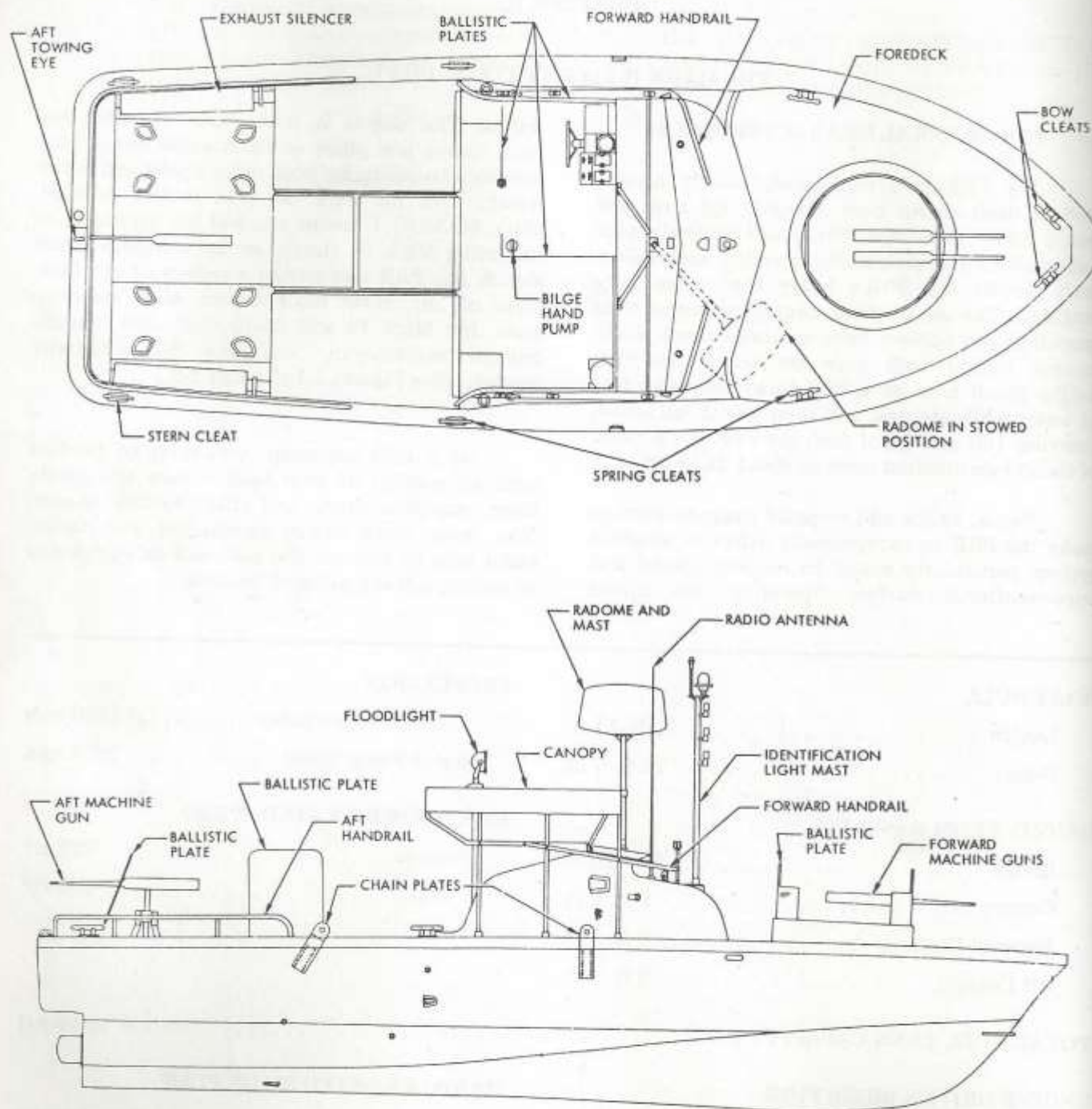


FIGURE 2-2. "MK II PBR"

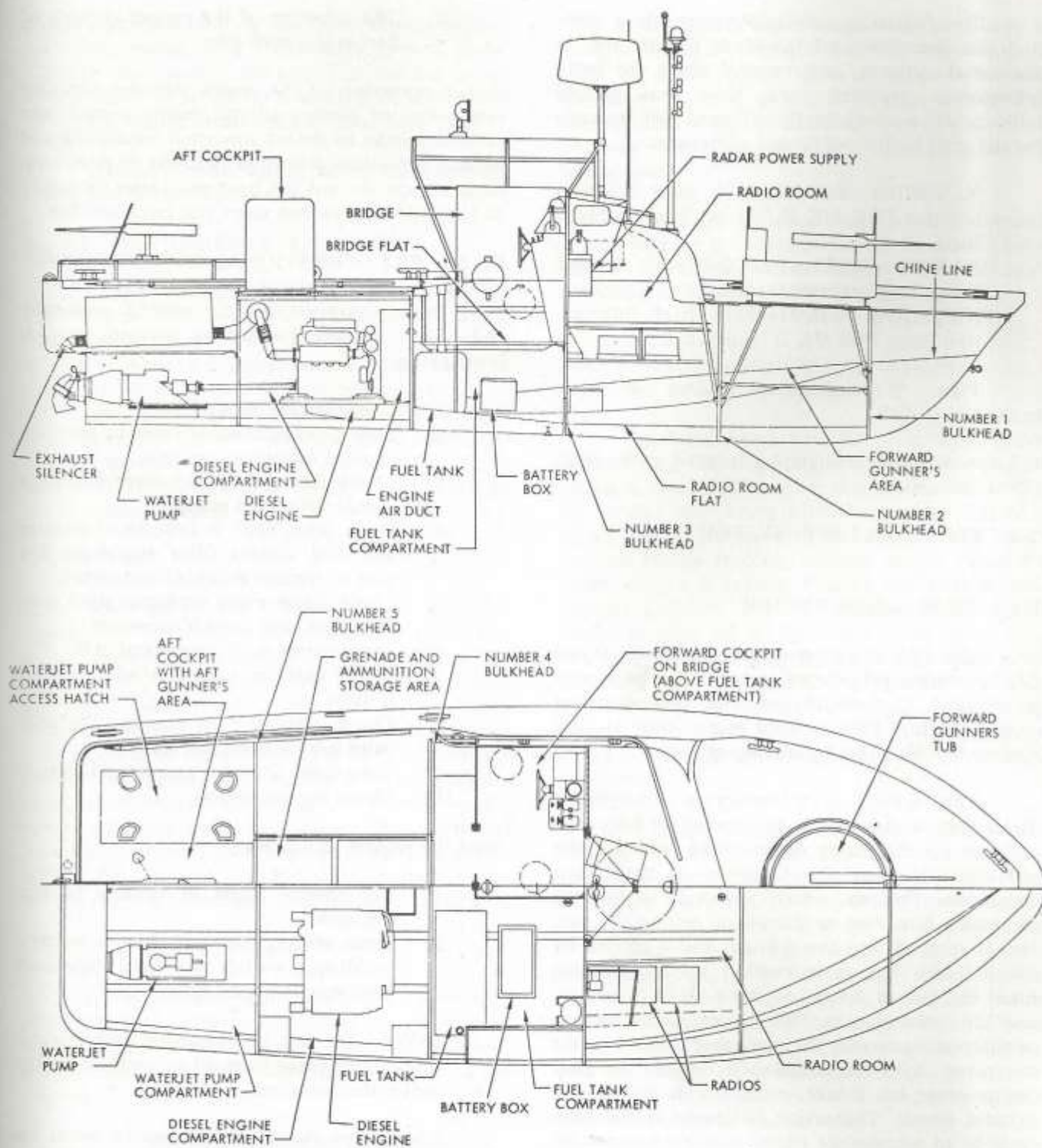
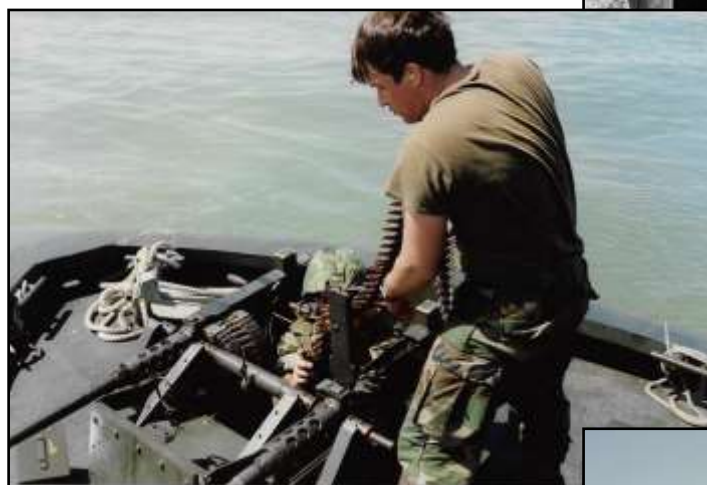


FIGURE 2-3. "MK II PBR"



MK I PBR @ SBU 11 in early 1980s

SBU 11 at the Golden Gate



SBU 11 loading 50s

SBU 11 doing its thing





SBU-26 PBR Panama in Jungle River

Panama 1990s



SBU XI at Mare Island, California

SBU 11 PBR





SBU 22 PBR crash stop....dumping the buckets

SBU 22 PBR MKII and SEALs



Sad day. End of an Era. The last PBRs MKIIs of SBU-22 leave service 2001. They were sent to Venezuela.

The PBR is one of the most iconic boats of Naval warfare in the 20th century. There are many surviving examples in museums, as monuments, and some being operational or in the process of becoming operational.

Here is a listing and a link for some of the organizations that have them:

MK II Hull Number 6894

New Jersey Naval Museum

78 River Street, Hackensack, New Jersey

Open 6 days a week during July and August from 10:00AM to 4:00PM, closed on Wednesdays. Last tour start time is 3:30 PM.

Phone: (201-342-3268).

<http://www.njnm.org/exhibits.html>

Mark II

USS Alabama Battleship Memorial Park

2703 Battleship Parkway

Mobile, AL 36601-0065

Email: btunnell@ussalabama.com

<http://www.ussalabama.com>

Mark II

UDT/SEAL Museum

3300 North State Road A1A

North Hutchinson Island, FL

(772) 595-5845

<https://www.navysealmuseum.org>

Mark II Hull Number 7215

Naval Amphibious Base Coronado

Coronado, CA

Mark I Hull Number 664

Naval Amphibious Base Little Creek

Little Creek, VA

Mark II Hull Number 7331

Operation Black Sheep

Muskegan, MI

www.opblacksheep.org

They are in the process of restoring Hull No. 7331

MK II

Defenders of America Naval Museum, Inc.

League City, TX

Hull Only Not available for viewing

The Naval Historical Center will have a Mk2 PBR on display as part of its US Navy in the Cold War Gallery.

Link: http://www.navyhistory.org/coldwar_gallery/ Go to right side of the Floorplan.

Gamewarden Association has an operational PBR they display and use for demonstrations on July 4th each year at Coronado, CA. For further details check out their website at: <http://www.tf116.org/>

[Warboats.org](http://warboats.org) is a website run by Brownwater Navy vets with much information and photos on all combat craft used in Vietnam. Warboats is sponsored by the Combatant Craft of America. The PBR page is at this link:

<http://warboats.org/>

Museum of the American Glis a living history museum dedicated to preserving the equipment, uniforms and memories of all American servicemen and women. The PBR is listed on the Vehicles page.

<http://americangimuseum.org/>

1 April 1966 TF-116 was established in Vietnam

The first PBR MKI was evaluated by BSU-1 and turned over to Naval Amphibious School Coronado and was soon moved to Mare Island NIOTC Naval Inshore Operations Training Center where the river and sloughs was a better training area to replicate the rivers of Vietnam. It was here the majority of Brown Water Navy Sailors deploying Vietnam would receive their course of instruction.

PBRs fell under command of TF-116 Operation Gamewarden and their primary mission was River Patrol and Interdiction, denying the Viet Cong's use of the rivers of South Vietnam in the Mekong Delta. They also pulled special missions outside their normal duties when needed with Insertion and Extraction of LRRPs and SEALs and South Vietnamese Forces.

Spread throughout the Delta, the PBRs were made into 10 Boat River Divisions (RIVDIVs). It was the PBRs who became the experts on Board and Search of Indigenous Craft on the rivers. Their patrol hours were long and often marked with extremely violent ambushes by the VC. The valor of the PBRs crews is well known for Medal of Honors, Navy Crosses, Silver and Bronze Stars and Purple Hearts, etc., as well as Presidential Unit Citations. Sadly, they also had the highest casualty rate of the Brown Water Navy, and many of the PBRs were damaged beyond repair.

2 Nov 1968 Operation SEALORDS began and the same day the directive from COMUSMACV to begin its accelerated turnover to the South Vietnamese (ACTOV) came, which would turn over the PBRs and combat missions to the South Vietnamese Navy. Over time all the PBRs in Vietnam would be turned over. Many PBR sailors sailed with South Vietnamese crews on PBRs as advisors. By 1970 Solid Anchor would be the last TF-116 asset. On 1 April 1971 TF-116 passed into history. With their part of the river war over the PBR sailors returned to the fleet.



In U.S. at Mare Island, NIOTC's fate was being debated. Congress and Fleet Admirals wanted to disband them saying they would never fight another river war. It was Naval Special Warfare that stepped in to save what was left of the Brown Water Navy Boats and pull them under NSW Command in 1972. At the Pentagon UDT Cmdr Jack Suddeth held the SEAL/UDT Billet there. Also former CO of BSU-1, he would be instrumental in saving the NIOTC by bringing them under Naval Special Warfare Command and funding by The Naval Reserve. NIOTC would become Coastal River Division 11 and later Special Boat Unit XI. New CosRIVDIVs would be established at Little Creek and New Orleans, and the PBRs and other combatant Craft divided up to commands.

NSW Commands with PBR's would be CRD's 11, 24, and 22 from 1972-1978. In 1983 HPU in Panama would revive PBRs. In 1978 the UNIT names changed again to Special Boat Units. SBU XI Mare Island, SBU-22 New Orleans, and later Stennis MS. SBU-26 Panama all used PBRs until the disestablishment of the Units. In 2002, Special Boat Team 22 would be the premier NSW River Mission SBT. The PBRs LONG SERVICE is venerated by both Gamewarden sailors, AND the DBGs of NSW. PBS can still be found serving in some countries such as Thailand and Columbia.

The PBR indeed was a successful boat design.

Small Craft Insignia

The Small Craft Insignia (or Small Craft Pin) is a U.S. Navy military award first created in the 1970s, after the close of the Vietnam War. It was created to give recognition to the specially trained naval personnel who comprised the inshore boat units and river assault commands.

The Small Craft Pin is issued in two grades, officers (gold) and enlisted (silver), and the metal pin consists of a small craft circumscribed by an anchor flukes on the sides and bottom and a three star pennant on top. The three stars represent the three main areas of U.S. Navy Riverine operations in Vietnam; OPERATION GAME WARDEN (Task Force 116), OPERATION MARKET TIME (Task Force 115), and OPERATION SEALORDS (Task Force 117). Read more about Operation Game Warden (Task Force 116) on page 19.



Officers



Enlisted

MILPERSMAN 1200-030

SMALL CRAFT INSIGNIA

Responsible Office	CNO (N861)	Phone: DSN COM FAX	222-4610 (703) 692-4610 222-4640
References	(a) NAVPERS 15665I, U. S. Navy Uniform Regulations		

- Qualifications as a Result of Service in the Republic of Vietnam under Combat**
- Chief of Naval Operations (CNO) (N86) authorized the Small Craft Insignia for junior officers and senior petty officers who had served as officer in charge (OIC) of Riverine or Coastal Craft, under combat conditions, in the Republic of Vietnam.
 - Personnel who served for a minimum of 6 months as OIC, patrol officer (commissioned or enlisted), river section leader, boat officer, or petty officer in charge (POIC) of the following craft are eligible to wear the insignia:

Patrol Boat River (PBR)
Patrol Boat Fast (PCF)
Strike Assault Boats (STABS)
Seal Support Craft (HSSC, MSSC, LSSC)
Minesweeping Craft
Harbor Defense Craft
Logistic Support Craft (LCU, LCM, YFU)
River Assault Craft

c. U.S. Navy personnel who served as advisors to the Vietnamese Navy personnel in an “in-charge” position, and officers and enlisted whose units were turned over to the Vietnamese Navy before they had acquired the requisite 6 months eligibility as stated above, are authorized to wear the insignia provided the total operational time and advisory time on the craft equal 6 or more months.

2. **Eligible Units.** Those personnel who meet the criteria described above, and served with the following units, were established as being authorized the Small Craft Insignia:

RIVFLOT ONE (RAS 9, 11, 13, 15)
COSRON ONE
RIVPATFLOT FIVE
Naval Special Warfare Group, Vietnam
MIDIV 112 and 113
NSA DANANG and SAIGON
Inshore Undersea Warfare Group One
Naval Advisory Group, RVN

3. **Eligibility Requirements Established after 1 October 1984.** Members who served in an OIC or POIC billet for a minimum of 6 months, and have completed the appropriate Personnel Qualification Standard (PQS) in one of the following platforms or units are authorized by CNO to wear the Small Craft Insignia:

a. Eligible platforms:

Logistical Support Craft (LCU, LCM)
Seaborne Powered Target Craft (SEPTAR) (QST-33/35)
MKV Special Operations Craft (SOC)
Patrol Boat (PB, PBM, PBR, PCF)
Strike Assault Boat (STAB)
Special Warfare Craft (SWCL)
Armored Troop Carrier (ATC)
Surface Effect Craft (AGEH, LCAC, PCH, PGH, SES)
High Speed Boat (HSB)
Rigid Hull Inflatable Boat (RHIB) permanently assigned to support SEAL Team operations or Helicopter Mine Countermeasures Squadrons or High Speed Maneuverable Seaborne Target (HSMST) operations
Small Waterplane Area Twin Hull (SWATH) (MHS-1) assigned to support EOD Mobile Units
Inshore Boat Unit Patrol Boat (IBU PB) and Inshore Boat Unit Patrol Rib (IBU PR)
Modified Glacier Bay Catamaran submarine escorts and Rigid Hull Inflatable Boat (RHIB) submarine escorts
Special Operation Craft-Riverine (SOC-R) permanently assigned to support SEAL Team operations
Harbor Security (HS) Rigid Hull Inflatable Boats (RHIB)
Naval Boat Police Harbor Security Boats (HSB) attached to Naval Region Southwest

b. Eligible units:

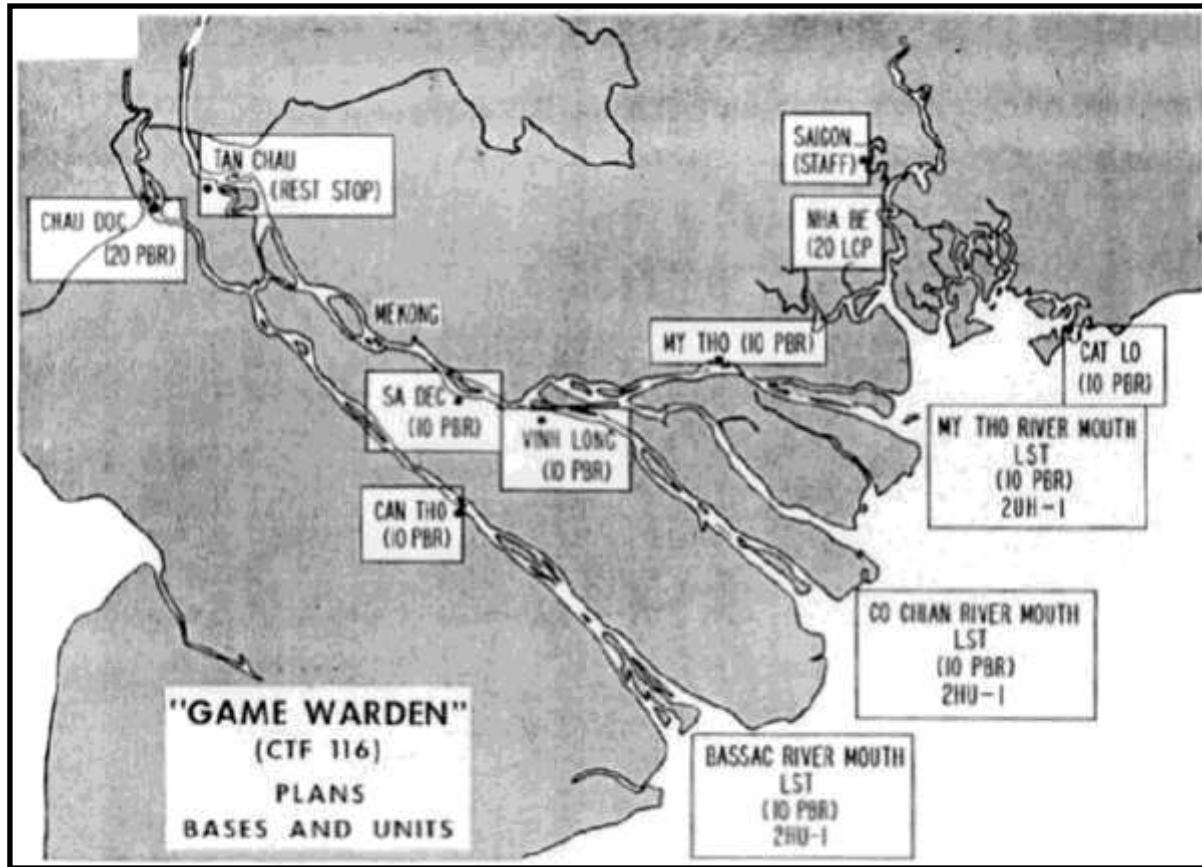
Naval Coastal Warfare Groups (NCWG)
Naval Coastal Warfare Squadrons (NCWS)
NCW Mobile Inshore Undersea Warfare (MIUW) Units
Inshore Boat Units (IBU)
Harbor Defense Command Units (HDCU)
Mobile Security Squadrons (MSS) and Detachments

- c. Personnel who qualified prior to 1 July 1992 while assigned to a Yard Patrol (YP) or Craft of Opportunity (COOP) Trainer craft are authorized to continue to wear the insignia.

NOTE: All "grandfather" periods for previous qualification have expired. No further "grandfather" qualification requests will be considered.

4. **Wearing Small Craft Insignia.** The Small Craft Insignia shall be worn as authorized in reference (a).

The original Game Warden TF-116 consisted of the following units:



Support Ships (1966)

- USS BELLE GROVE (LSD-2)
- USS COMSTOCK (LSD-19)
- USS TORTUGA (LSD-26)
- USS FLOYD COUNTY (LST-762)

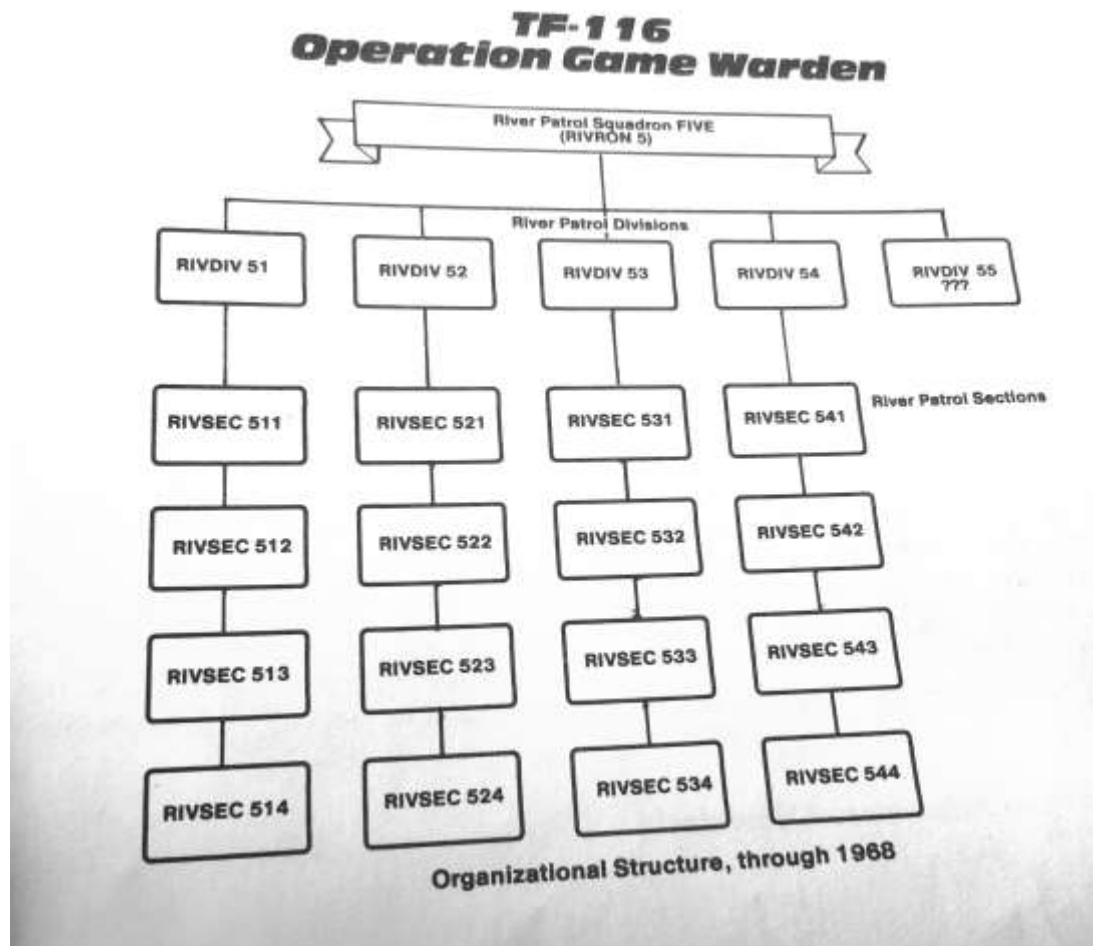
Support Ships 1967-1968

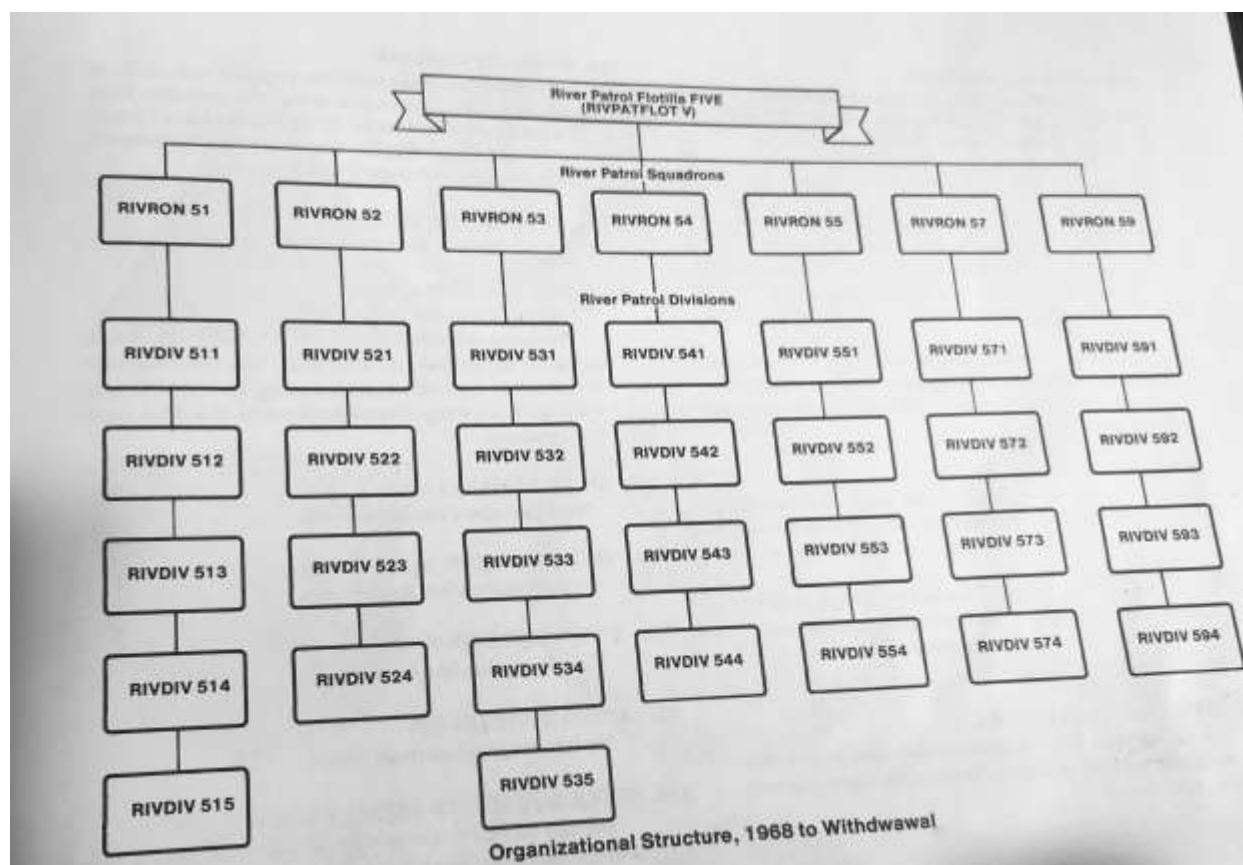
- ◇ 4 specially modified Landing Ship Tank (LST)
 - USS GARRETT COUNTY (LST-786)
 - USS HARNETT COUNTY (LST-821)
 - USS HUNTERDON COUNTY (LST-821)
 - USS JENNINGS COUNTY (LST-846)
- 20 Landing Craft (LCVP)
- 8 UH-1B Huey Helicopters
- 120 specially designed River Patrol Boats (PBRs)
- ◇ River Patrol Force (PBR)
 - River Division 51 Can Tho / Binh Thuy
 - River Division 52 Sa Dec (later Vinh Long)
 - River Division 53 My Tho
 - River Division 54 Nha Be
 - River Division 55 DaNang

Four LSTs were specially configured as mobile PBR bases. The original Operation Game Warden LSTs were: USS GARRETT COUNTY (LST-786), USS HARNETT COUNTY (LST-821), USS HUNTERDON COUNTY (LST-838) and USS JENNINGS COUNTY (LST-846). Specialized LST modifications included:

- A day and night landing area for UH-1 helicopters.
- Refuel and rearm facilities for the gunships were provided.
- Four boat booms for mooring up to 16 PBRs alongside the ship.
- A cargo boom to lift PBRs out of the water repairs aboard ship.
- Repair shops to do engine, pump, hull, and repairs on PBRs.
- Fresh water distillation was improved for the increased manning.
- Upgraded radio, navigation, and electronic equipment installed.

The LSTs provided important supply and maintenance facilities for the PBRs (and other small boats). Many of these services were unavailable at shore bases. After the modifications, the LSTs had so much new equipment stuffed into their hulls that living conditions for crews were seriously overcrowded.





PBR Forces Medal of Honor Recipients



BM1 James E. Williams

SN David G. Ouellet

PBR Forces Navy Cross Recipients



*RM2 Terrence J. Freund

SM1 Chester B. Smith

**BM1 James E. Williams

*GMG2 Patrick O. Ford

MN1 Cecil H. Martin

BM1 Warren Westphal

*BMC Quincy H. Truett

GMG3 David R. Larsen

SN Gregory O. Hampton

SN Timothy D. Alspaugh

BMC George Adjukovich

GMGC Robert O. Porter

FN William E. Havenga, Jr.

SN3 Michael L. Gates

* Posthumous Awards

** Died on October 13, 1999

Boatguys Helping Boatguys on the Bay

By Phil G. Garn

Last week, my old teammate from Special Boat Unit -13, Tom Folkesson, said he had a rush at work and was down a few employees at his company, Oceanview Marine Services, in San Diego, so he needed some help. I volunteered to give him a hand with some towing work. Part of what Tom's company does is move boats around San Diego from marinas and anchorages to yards and back. Most of us, have done a little of this shuttling during our careers in the Units and the Teams, and some have even done this under fire. I was a little apprehensive at first, as I hadn't been doing a lot of line handling recently, much less maneuvering single engines.

It is surprising how quickly a lot of seamanship just comes back to you. Tom was very patient and explained in detail all the evolutions well in advance. The towing was a lot more delicate than in our days, as Tom is dealing with expensive yachts and even the derelicts are looking for a payday if you put so much as a scuff, not a scratch, a scuff on them and they are not green or gray-mostly white. One of the tows, I think we could have extricated had it been a Sea Fox, PBR, PCF, PB, Mini or even PTF blocked in by some Mike boats but the boat was buried behind some of those not so pristine scows, people call yachts. Tom called the customer and the marina to reschedule the tow once the offenders had moved their boats. Another surprisingly aspect was how lubberly a lot of the lines and boats were kept, just enough to tie off and not an inch more.

Tom also warned me about "the boatniks" and to keep a close eye on them as well especially when under tow. Sure enough a young lady on a jet ski



just stopped right in front of us and pulled out her iPad in a waterproof bag and started looking something up, likely directions, as we were moving about 4 to 6 knots, oblivious to our approach. Most of our work on the "Ursa M" was very slow, in contrast to a CCM that we saw rooster tailing out of the bay, likely on a beeline to San Clemente Island.

At the end of the two days, I was really impressed but not surprised with Tom's boat handling,

as we had worked together on several Sea Fox crews and the Tactical Operations Crew, and he had added another thirty years in the Marine industry. It was also a lot of work, the towing was by no means the most physically demanding of the many tasks he and his employees **do**, imagine buffing out a 300 foot yacht. It was great to get out on the water, help out an old comrade and learn a thing or two. It was also a lot of work.



Suggested items

Bandanas	4
Playing cards	2
CCCA Stickers Logo\Jolly\50th	3
CCCA info Sheet	1
<u>Hygiene Items</u>	
Lip Balm	3
Eye drops	4
Altoids	4
<u>Food\Snacks</u>	
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



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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

Public Relations:

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.



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

- ★ 2 Year Recognition - 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.



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

Public Relations: PR@Combatantcraftcrewman.org

COMBATANT CRAFT CREWMAN ASSOCIATION

ON TIME - ON TARGET - NEVER QUIT

CCCA

FOLLOW US ON:

MEMBERSHIP AND DONATION INFORMATION: 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

Bowling with Boatguys

By
Phil G. Garn

On April 21, 2018 several generations of Boatguys, family, and friends gathered at the Viejas Bowl for fun and fundraising in Alpine, California. The spacious venue and good food was generously sponsored by the Viejas Band of Kumeyaay Indians at the lanes on the reservation. We also honored some of our own with original artwork by Ruben "Chato" Hinijosa and Jim Gray, as well as auctioned off more original artwork by Ruben, Jim and Chris Jansen, a book by Naval Special Warfare combat interpreter "Johnny Walker" and gifts generously donated by members and sponsors including DGB Pat Shima, Gortex and Spyderco.

Months in the making with a lot of behind the scenes planning and coordination with the CCCA Board, especially Ruben, our PR Director, Treasurer Mike Sigsworth and President Joe Zemlin. We received a lot of help from the gracious staff at Viejas Bowl as well as Boatguy families, particularly the Zemlins, Sigsworths and Redmonds who manned the Ship's Store and event tables as well as helped with set up and tear down.

We had a wide variety of attendees from Vietnam combat vets, Jim Gray, Denny Brown and Dail "Doc" Kyle through the present DBG's as well as friends from VFW, the Viejas Tribal Council, Screen Actors Guild and Naval Special Warfare and children, especially Sam Sigsworth, who seemed to be having a pretty good time. Though, there seemed to be a lot more talking among the old comrades than bowling. Mike Sigsworth and Bob Doyle, teammates from SBU-13, learned that they were both on the *USS New Jersey* together providing naval gunfire support of the Coast of Lebanon on the same deployment! It was a great time to re-unite with old teammates and chat with Boatguys from other generations, the boats were different but the spirit is the same.

The board was able to honor the hard work and service of Mike Sigsworth, a plank owner, Ships Storemaster and CCCA Treasurer with an original painting of Mike's Navy and boat service by Ruben. We were also able to surprise Ruben who has been doing a tremendous job with public relations and fundraising with an original painting by founder and first President Jim Gray. You may have seen some of Jim's artwork at Special Boat Unit 13, Special Boat Unit/Team 12 or the School House. Keeping these artworks a surprise for the honorees was quite a challenge, as the board is very tight and we were quietly gathering photos and history from teammates and family for the artists. Sometimes opsec works.

Our silent auction was a huge bonus for CCCA thanks to donations from talented Boatguys and sponsors. We were able to raise approximately \$2,300, which we have already applied to casualty assistance and other charitable work.

On the following pages are some photos from the event.



Mark Weiler and Matt Schillingburg



Bob Doyle and Bill Redmond



Dail Kyle and Jim Gray



**Chris Kuhns and his wife
Roberta**



Sam Sigsworth



Marty Alvillar and Phil Garn



Left: Johnny Walker's friend and Bill Redmond

Below Left: Joe Z.

Below Right: Barb Sigsworth



Far Left: Maria, Ruben and Matt

Left: Bill and Liza Redmond

Below: Mark Jansen and Jazzy Zemlin



Far Left: Councilman Adrian Brown and his wife Fawn

Left: Joe Z.



Above: Jim and Ruben



Above: Shike Zemlin

Right: Shike Zemlin and Liza Redmond



Below: Bob, Mike, Tom F., Phil, and Joe



Below: Mark W.



Jim, Dail, and Matt



Bob, Mike, Ruben, Tom F., Phil and Joe



Top Left: Dennis Brown and wife



Top Center: Mike, Sam and Barb Sigsworth



Top Right: Johnny Walker, Maria Rossing and Joe Z.



Center Left: Mark Weiler and Bill Redmond



Center Right: Councilman Adrian Brown, Ruben and Matt

Bottom Left: Dennis Brown and Jim Gray

Bottom Right: Tom F., Carl Smith, Bob Doyle, Jim G. and Dale Kyle



Left: Mark Weiler

From The Ship's Store



Hats are just 10.00 each



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



**New Year New Product!
CCCA Jolly Roger Bandana
21"X 21" 100% Cotton
Black , Navy, Olive,
Brown,Tan
8.99 ea Plus S&H**

New items on Ship Store

Page 38



**CCCA Veterans
Appreciation T-Shirts:
\$15.00**



**Nylon Single Reverse
CCCA Logo
Flag 3' X 5' and
Nylon Single Reverse
CCCA Jolly Roger Flag
3' X 5'
\$79 Ea Plus S&H**





CCCA Mesh Hat \$10.00 Each

CCCA Cloth Hat \$10.00 Each

Premium Mesh Hat Black Or Tan \$35.00 Each



CCCA Bandanas Black, Brown, Olive, Navy, Tan \$8.99 Each



NEW Item

CCCA Lapel Pin Antique Silver \$10.00 Each

NEW Item

CCCA
Embroidered
Beanie \$25.00
Each

NEW Item

CCCA
Embroidered
Bonnie Hat
\$35.00 Each 7 ¼,
7 ½, 7 ¾



CCCA Nylon Single Reverse 3'x5'
Flag \$79.00 Each



CCCA Jolly Roger Nylon Single
Reverse 3'x5' Flag \$79.00 Each



CCCA Playing Cards \$11.99
Each or 2 For \$19.64 (The
Year It Started)

CCCA 30mm Shot Glasses \$25.00
Each

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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

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:

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- ✦ 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**