



# N TARGET<sup>®</sup>

A CCCA INC PUBLICATION

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Joe Zemlin

**Vice President East**  
Tom Lyons

**Vice President West**  
Jim Gray

**Secretary**  
Scot Whaley

**Treasurer**  
Mike Sigsworth

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**Membership**  
Tom Lyons

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Bill Redmond

**Security Officer**  
Tom Lyons

**Ladies Auxiliary**  
Miho Brown

**Historian**  
Jim Gray

**Trustee**  
Tom Folkesson

**Ship Store**  
Mike Sigsworth

**Newsletter Editors**  
Ed Mann  
Jim Gray  
Phil Garn  
Jennifer Melton

## Quarterly Newsletter April/May/June 2019 Volume IV No. 2



STABRON-20..... Page 26



Annual Financial Report .... Page 13



Dear Members,

A lot is going on as we get closer to our 55<sup>th</sup> Anniversary-Fundraiser. Our volunteer working Board of Directors, Officers, Sponsors, and collaborative partners continue to advocate on your behalf and to build this organization into something truly magnificent.

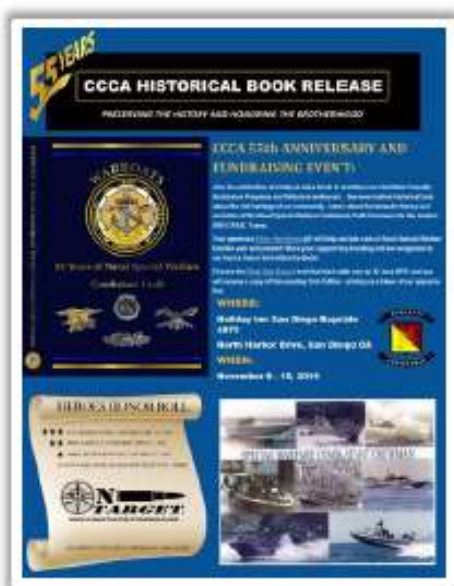
As Always, you can reach out to me directly at with any questions or concerns. I am open to have a conversation on just about anything that you would like to discuss.

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



*This is going to be amazing! See you there!*





## "WAR BOATS"

Join us for our Historical Book Release! Learn the truth and first-hand accounts of the brave operators and boats that made them legends! See the evolution of our exclusive community and the contributions each generation made! Celebrate these marvelous achievements and help us continue to Preserve our History and Honor the Brotherhood of all those who served as part of the Naval Special Warfare Family!

## Building a Community of Cooperation

Engaging our diverse circles of influence to celebrate our Veterans Service. The 2019 May Ride, Biggs Harley Davidson of San Marcos, CA., Law Tigers, KGB 101.5 FM Radio and a host of participating Charities, Vendors, and Community Members came together to raise money through one of the most popular Motorcycle Rides in Southern California. The CCCA was present and showing our appreciation, gaining support, and having a wonderful time meeting some great patriotic folks! The CCCA After Action Report (AAR) is on our website for interested parties.



*collaborative Outreach Event Thanking our Military Veterans for their Service and Sacrifice.*



## Sharing our Naval Heritage

Mark Jansen, Mike Sigsworth, and Joe Zemlin representing our the CCCA at the 2019 May Ride!



*CCCA Public Relations (PR1) Carl Smith and CCCA Public Relations (PR66) Mark Jansen conducting some outstanding outreach representing the CCCA at the 2019 May Ride Event. Long live the "Brotherhood"*



*Chuck, Clint, and Joe*

**Law Tigers, KGB and the CCCA coming together!**

### **Opening Ceremonies and National Anthem!**

**It was an honor and privilege to represent the diverse members of the CCCA. Thank you to the Biggs Harley Davidson, Law Tigers, and KGB 101.5 FM for hosting.**



*The CCCA coming together with one BIG American Flag!*

### **Mrs. California International!**

**We had a very special guest stop by and share her story of her husband, a five-time deployed Veteran!**



### Celebrating our bonds of Brotherhood

The part that never changes for me is the people that I served with, the challenges we faced together and the bonds of Brotherhood that last a lifetime.



30-Foot RHIB



"My Brothers All"

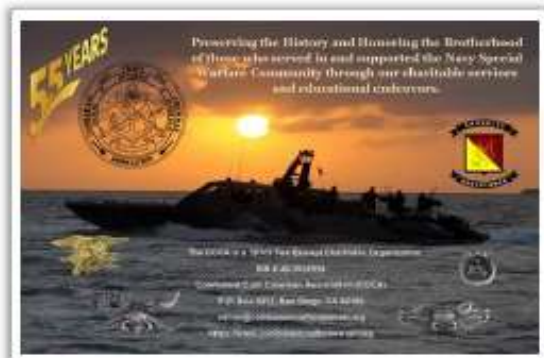
I want to thank you all for your continued support. I hope you enjoyed my message of "Good Works" with you.

Ask your fellow Brothers-in-Arms to come out of the shadows and join our charitable mission!

Please join me and our cadre of volunteers as we take our charitable organization to the next level.

Become a real Hero by choosing to become a Silver Star Donor. You did the work! Now join us as we celebrate our History.

*Words to live by...*



### In Memoriam:

On, behalf of CCCA our sincere condolences go out to **Patrick J. Battles SBCM, USN (Ret)** family and friends. We will share any further information as it is made available with our Membership and will provide full honors to our dear Brother and his lovely family. Pat had a wonderful life, and we will do our very best to recognize his many accomplishments and contributions. As a founding member of the Combatant Craft Crewman Association, we thank you for your leadership and vision towards our Navy Special Warfare charitable works. **Rest in Peace, Brother!**

## NSW RIVER RAT GATHERING, 2019 Outreach Event:

On February 18, 2019, CCCA Member 265, Bruce Lemmert, invited me to NSW River Rat Gathering Event, in Covington, LA. Bruce asked if I would be willing to a guest speaker and share the good news about the CCCA to the NSW River Rats. He indicated that their membership consisted of 90 members and they were inviting families for this Gathering and were expecting 60 folks for this event. The Gathering was scheduled for 12-14 April 2019 in Covington, LA. Bruce indicated that there would small gathering at a campsite for some of the attendee's, a planned "Gun-Shoot," and Crawfish Boil on April 13, in which I would be asked to speak.

The outreach event was considered a success, and the CCCA looks forward to continuing our relationship with the NSW River Rats. They have recognized the need for our community of veterans to come together and demonstrate that our bonds of Brotherhood are stronger together! We acknowledge their efforts and established organization. We feel that it is best to build a spirit of cooperation and understanding as we move forward. The CCCA welcomes the dedicated members of the NSW River Rats, and their unique experiences to our organization as part of a broader national community, however, we also understand the pride and sense of their own identity.

Therefore, we extend our established network of partners and resources and will look to them to provide local expertise for their geographic location and NSW River Rat Members. We hope that as we continue to improve our National Framework that more formal understandings can be established.

I would also like to formally acknowledge that Shike and I had a most enjoyable time getting to meet so many wonderful folks and experience their legendary Southern Hospitality and our very first Crawfish Boil! It was a most memorable experience, and we look forward to reciprocating at the 55th Anniversary-Fundraiser. I have submitted my Official CCCA AAR to Admin for posting on our website. [www.combatantcraftcrewman.org](http://www.combatantcraftcrewman.org).



Figure 1 Shike at her first Crawfish Boil



Figure 2. CCCA Brothers  
Bruce, Dave, Joe



Figure 3. Feasting with new friends



# **The Combatant Craft Crewman Association**

Is a 501(c)(3) Tax Except Charitable Organization

EIN # 46-3934554

Mailing Address: Combatant Craft Crewman Association (CCCA) Inc.

P.O. Box 6912, San Diego, CA 92126

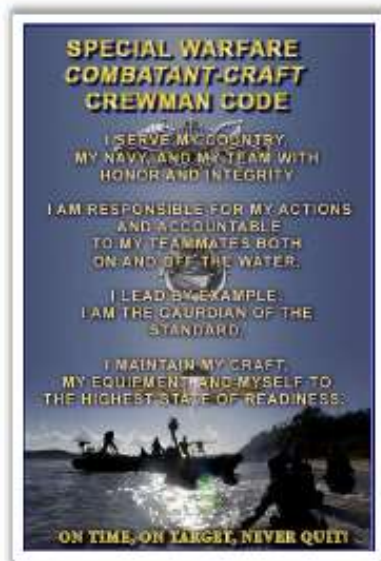
[admin@combatantcraftcrewman.org](mailto:admin@combatantcraftcrewman.org)

<https://www.combatantcraftcrewman.org>

The 55<sup>th</sup> Anniversary-Fundraising Committee is working hand-in-hand with our Professional Event Planner, Mary Buonaguidi. Mary did an outstanding job for our 50<sup>th</sup> Anniversary-Fundraising Event and we are so very pleased to have her support once again.

Mary has helped us secure an outstanding local hotel with great amenities and which offers the best all-around services and price value to our 55<sup>th</sup> Anniversary-Fundraising attendee's.

We are on schedule to release the Event Registration Information, schedule, and hotel information on May 30, 2019! We will also be making social media announcements via, our Mailchimp Message Provider and Mailings.



I am proud to say that we are also on schedule with the 55<sup>th</sup> Anniversary-Fundraising Historical Book Project Release. WARBOATS: 55 years of Combatant-Craft Crewman History.

It's been an honor to contribute my time to this project of love. The factual timeline of our Community and personal recollections of each generation's contributions are coming alive in the pages.

You still have the opportunity to share your story or pictures for consideration. Please direct any submissions to Jim Gray at: [Historian@combatantcraftcrewman.org](mailto:Historian@combatantcraftcrewman.org) or Phil Garn at [MAA@combatantcraftcrewman.org](mailto:MAA@combatantcraftcrewman.org)

If you want to support this project and our charitable missions, please check out the information below.





It's important to note that the Casualty Assistance Program covers a wide array of concerns from final honors, hospice, hospital, medical appointments, VA, mobility issues, etc. The Casualty Assistance Program also works to promote healthy living and wellness. We are very humble about our track record of success aka "Victories" and do our utmost to ensure the privacy of our recipients is respected. Each case is different and requires a series of compassionate actions to assist you in your family's time of need.

***These Charitable Acts need financial backing. Your annual membership dues of \$50 provides about \$4.17 per month towards supporting the CCCA Missions.***

The 55<sup>th</sup> Anniversary-Fundraising Event and the Historical Book Project: WAR BOATS is one method to raise funds to help us build our capacity. In short, it is one of the very few opportunities we have to garner your support, be good stewards of our History, and Honor our Brotherhood!

We set our plan into action by offering some special opportunities know as our Silver Star Donor Levels. HERO, LIFETIME, CHAMPION, FOUNDER, and ADMIRAL Levels. Each Donor/Sponsor Level one was assigned a \$\$\$ Value. Each Donor/Sponsor Level is intended to give those an opportunity to show their support and commitment to our Charity.

Each Donor/Sponsor Level has an assigned package of benefits associated with our 55<sup>th</sup> Anniversary-Fundraising Event! Which includes a serialized first-edition copy of our Historic Book: WAR BOATS as our gift for your support, along with the Donors/Sponsors name and giving level in precedence of donation amount which will be recognized on the "The Heroes Honor Roll, inside the Book."

Additionally, all access passes to the event activities, registration fees, swag bag, honors as

applicable, social media logo placements, table assignment, and event dinners.

***We only get this one chance to raise significant funds that will be used to build our capacity and help us expand our services with our Book Release!***

For the past six years we have hovered around the 20K mark. This is ok, but not great. We strive to be the best stewards of the funds entrusted to us, while providing a host of charitable services. As of today, we have now surpassed 40K in charitable donations, and are well on our way towards our 150K goal for this fundraising venture. This is an amazing accomplishment and would not be possible without our members support.

Although, we continue to have The Navy SEAL Foundation's generous support, and USMI, along with other valued corporate donations. The majority of our contributions come from our membership base. We thank each, and every one of you continues to believe in our Missions, services, and commitment to building a world-class charitable organization that represents you and your families.

In 2017 we received a Silver Star Guide Star Award for Transparency. In 2018 we were upgraded to the Gold Star Guide Star Award for Transparency. We strive for the Platinum Recognition in 2019.

In 2018, we were recognized by Federal, State, and local governments for our outstanding charitable activities.

We have collaborated and partnered with numerous other service providers in our efforts to expand our services with the growing organization and needs.

As an Example, our monthly CCCA Board Meetings are hosted by SD 2-1-1 facilities here in San Diego. Through our mutual friends and my connections as an AmeriCorps VISTA they





agreed to host our meetings for a six-month trial period.

Our relationships with Southern Caregivers, the County of San Diego, Health and Human Services, National University, San Diego University, , San Diego Veterans Coalition, Vets' Community Connections, and San Diego Blood Bank, California Veterans Legal Task Force, Courage to Call, Battle Buddies, Unite US, and The Navy SEAL Foundation among others help us help you!

We still have a long way to go and I know we can still do better. However, I would sincerely ask all who read this to understand that non-profits need funding to survive. It is not or never was the intention of the CCCA to deem anyone unworthy of recognition of being a member.

***We value your contributions to our Naval Special Warfare Community.***

If you somehow believe that you are more special than any other generations contributions to our history and combined sense of family, you are missing the bigger picture of our Charitable Mission to honor every generations contribution.

History demonstrates that once you leave Active Duty a disconnect often occurs. We honor you and your service and welcome your participation to helping us help our community long after your glory days of being an operator.

We purposely stay away from activities that enable self-medication as a coping device. We have taken some heavy criticism for not throwing more social activities, but that again is not our primary mission. We offer and support family fun activities and as we prosper, we are looking into nation-wide third-party services to get you discounts on family fun activities that interest you. We do not want to get into the business of selling tickets, but welcome substantial discounts for being a loyal member of our family. More to come in 2020.

When you are beat-up, coping with life's challenges, and just need to re-connect with folks who shared a common bond, who speak the same language, and understand where you have been. We will be there.

Our commitment is to you and your family. We ask for your gracious financial support and would welcome your participation no matter where you may be located.

***A wise Chief once told me that, "Despite what you may feel when things are bad it will give value to the good things to come."***

The simple truth is Life is full of challenges, and together, we are stronger and more capable of overcoming our struggles together. Please join the other CCCA members and me in our charitable efforts to serve and honor our unique Community.

***Annual dues are now \$50 for "Members" and \$20 for Active Duty or Reserve Members, 05/19/2019.***

Show your support by donating at one of our Silver Star Donor/Sponsor Levels.

The simple fact is that if we can get our run of 300 books at the lowest \$500 Hero Silver Star Donor Level, we have the potential of raising 150K to expand and fund our charitable activities.

If you want to take advantage and Donate at the Lifetime Level, you will help ensure the longevity of our organization and never have to pay annual dues again. You will also receive a very special Lifetime Membership Card and recognition for your generous support along with all the other goodies associated with your level of giving.

***Their will only be one run for the limited-edition and serialized printing of WAR BOATS.***





Now, with this being said, this is not intended to slight anyone who is on a limited budget or cannot attend. You can still submit your story and pictures for consideration as described earlier. There is no cost for this. However, we ask you all to understand we have limited space (numbers of pages we have contracted with the publisher) to work with. We are currently planning eight chapters to cover different designated eras. Not everyone story or picture is going into the book.

Jim and Phil have conducted interviews with lots of community members, pulled factoids from a variety of different archives, personal collections, and thousands of pictures. All these are great, but part of this process means that to tell our story within our practical limitations, decisions must be made on what best tells our story. This means that hard decisions have to be made, and the simple truth is not every picture will make the final product, but that doesn't mean that your story is lost. We are looking at our 2020 capabilities to create an on-line magazine format to highlight our history also and many of these stories can be shared in this fashion, and if we get enough interest for future Books, we will have a library of stories at the ready.

*Remember that "Preserving our History" a primary mission of our Association. Help us to make that a reality.*

In closing, I want to express my sincere gratitude to all of you who continue to believe in our missions and give of yourselves to make things better for others.

*When we can achieve a Victory for someone and their family! It puts everything into perspective! Good Works!*

You never know when it could be your family. Perhaps you will never need that compassionate and confidential help. But chances are you will know someone who will, and wouldn't it be great to be part of an organization that was established specifically for your Community?

I try very hard to check my ego at the door. In this line of work, it's easy to get humbled and criticized. Lord knows there are lots of people who believe that they know better. Others, who honestly have their own agenda's. I've made some hard decisions with personnel in my tenure as President of the CCCA Board of Directors. I will continue to work to make this charitable organization successful and something we can all be proud of.

I especially appreciate those core members who make things happen on a daily basis and share the responsibility and commitment to provide quality services for our NSW Community, CCCA Members, Veterans, and Family Members. I appreciate our Sponsors, Donors, Members, Partners, and Recipients for putting your trust in us to do Good Works.

Thank you.

Sincerely,

Joseph John Zemlin

Joseph John Zemlin

CCCA President and CEO

858.444.0679

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





## I wanted to take a moment to address our current fundraising efforts for the CCCA.

*First of all. Our mission continues to be first and foremost, "Preserving the History and Honoring the Brotherhood!"*

The term "Brotherhood" includes all those who have served as part of NSW Combatant Craft-Crewman Operators, SEALs, Support Personnel, and our Families. We honor the contributions of EVERY GENERATION towards the evolution of our Professional SWCCs.

If you don't believe or understand that simple fact, then your ego is getting in the way! We are a Charitable 501(c)(3) Organization with over 200 plus active members in 37 different States and Territories.

Our 100% Volunteer Organization takes no Salary and gives their time and talents freely to assist families in need.

*As of April 2019, our volunteers logged over 3200 volunteer hours. At \$20 per hour, this would equate to \$64,000.*

Our Working Board of Directors and Officers are located on both Coasts, and we communicate and coordinate our efforts on a daily, weekly, and monthly basis to ensure our activities are continuously moving forward towards our mission goals.

Our primary method of assisting those in need is via our Casualty Assistance Program. We specialize in Peer-to-Peer Navigation, Support, and Mentorship by responding to each case with compassion and confidentiality. When we get a Request for Service (RFS), we will immediately go into action to access the situation and help find agreeable solutions that best meet the needs of the individual or family in distress.

This process is not easy, and it often is not convenient for anyone's schedule.

Nevertheless, our volunteers go into action with the best intentions to first assess the scope and then make educated recommendations based on previous training or experiences.

Often this means that we will develop a personal Wellness Plan to help guide and track the progress of the emergency to completion. We do this to increase the chances of success as it provided clear guidance, contacts, and steps to accomplish on the road to wellness.

The Wellness Plan is simply a useful tool that allows the individual in distress or their representative to witness and track progress and to annotate concerns or additional issues. It instills accountability and reinforces independence and a sense of accomplishment overcoming challenges. Ultimately, it provides the Peer Support Specialist a way to track and help navigate agreed upon courses of actions to resolution, resulting in a VICTORY.

*It's important to know that an RFS is our way of accounting for and initiating action. It allows us to be able to track Direct Services and Referrals to Service Providers via our collaborative network of resources, as well as substantiating performance measures and other metrics used for future grants.*

Anyone can initiate an RFS. The form is on our Webpage, and you can contact us at [admin@combatantcraftcrewman.org](mailto:admin@combatantcraftcrewman.org) for non-emergencies or [Caco@combatantcraftcrewman.org](mailto:Caco@combatantcraftcrewman.org) to speak directly with our organizational Chaplain and Casualty Assistance Director.

You may also contact any CCCA Board Member, and they can assist you in submitting an RFS on your behalf.

10:51 AM  
05/14/19  
Cash Basis

COMBATANT CRAFT CREWMAN ASSOCIATION, INC.  
**Profit & Loss**  
April 2019

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	<u>Apr 19</u>
Travel and Meetings	
Travel	<u>-500.00</u>
Total Travel and Meetings	<u>-500.00</u>
Total Expense	<u>1,297.31</u>
Net Ordinary Income	<u>4,250.22</u>
Net Income	<u><u>4,250.22</u></u>

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05/14/19  
Cash Basis

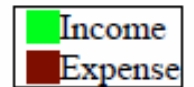
COMBATANT CRAFT CREWMAN ASSOCIATION, INC.  
**Balance Sheet**  
As of April 30, 2019

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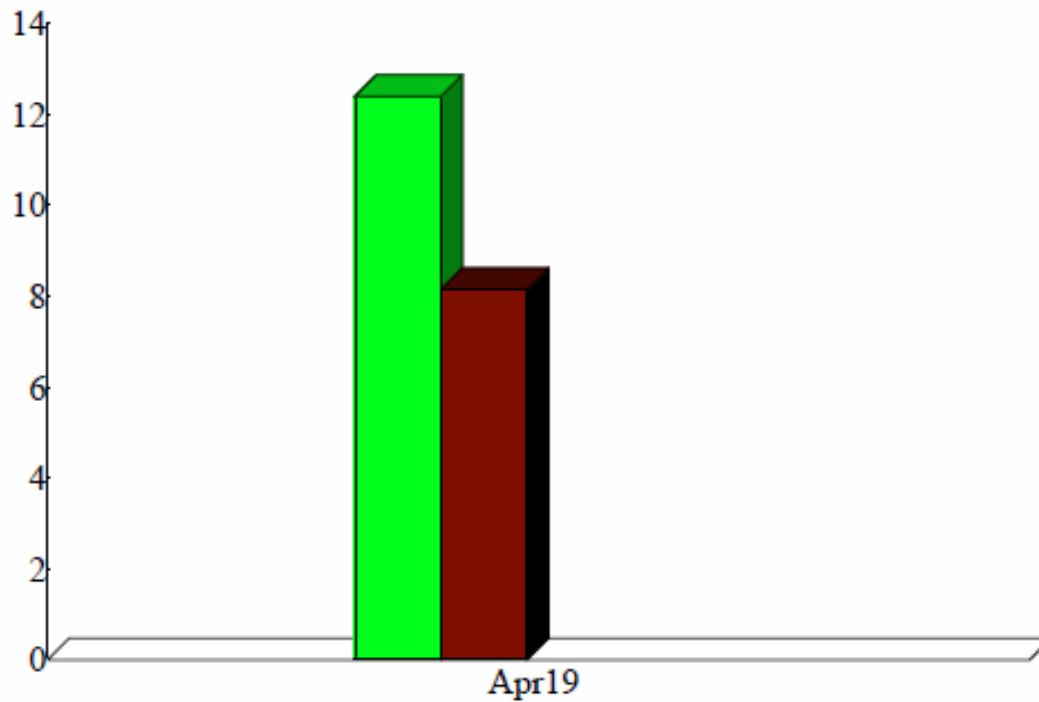
	<u>Apr 30, 19</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
CCCA US 2677	30,765.47
zPayPal	<u>68.11</u>
Total Checking/Savings	<u>30,833.58</u>
Total Current Assets	<u>30,833.58</u>
<b>TOTAL ASSETS</b>	<u><b>30,833.58</b></u>
<b>LIABILITIES &amp; EQUITY</b>	
Equity	
Unrestricted Net Assets	23,509.49
Net Income	<u>7,324.09</u>
Total Equity	<u>30,833.58</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><b>30,833.58</b></u>



# Income and Expense by Month April 2019

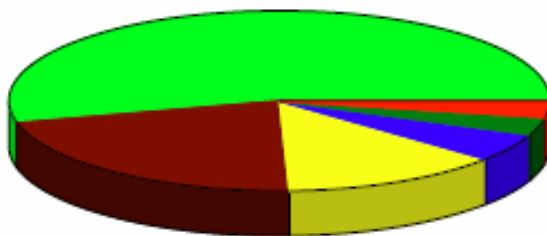


\$ in 1,000's



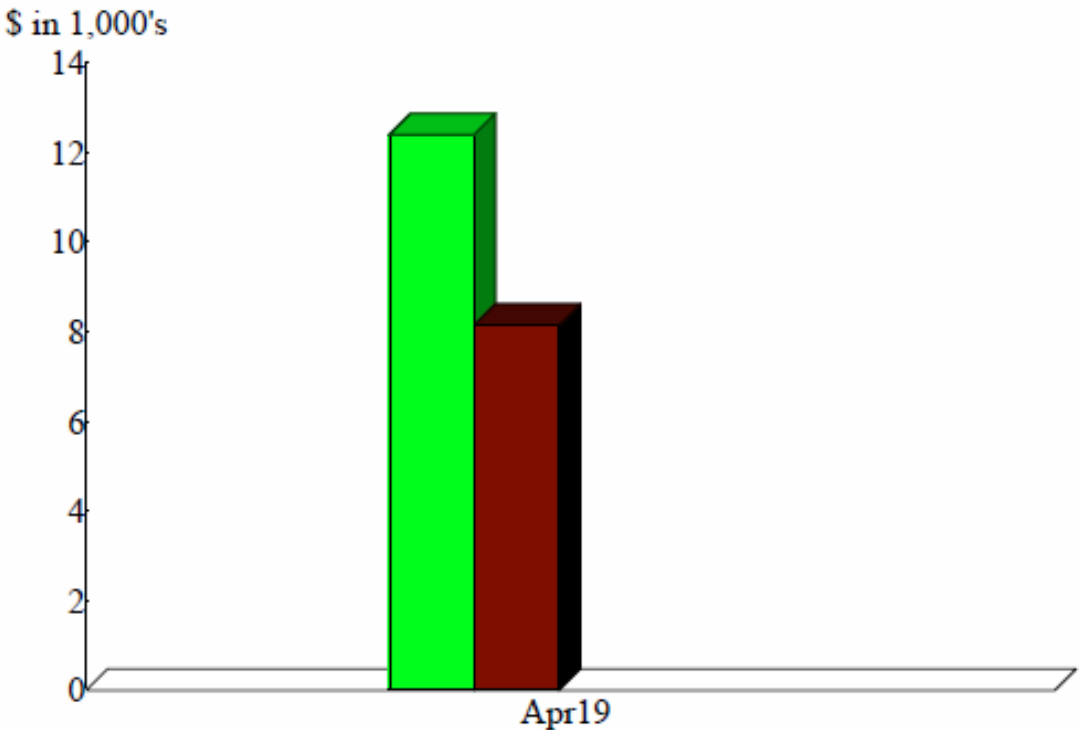
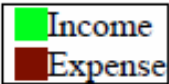
## Income Summary April 2019

Lifetime Membership	54.03%
Individ Contributions	21.77
Ship Store Income	13.31
Membership Dues	5.24
55th Donation/Book Project	3.31
Network for Good	2.34
Total	\$12,399.89



By Account

# Income and Expense by Month April 2019



## Expense Summary April 2019

Cost of Sales - Inventory Sales	79.22%
Admin Expenses	17.45
Travel and Meetings	\$-500.00
Member Benefits	3.33
Sub-Total	\$8,149.67



By Account

COMBATANT CRAFT CREWMAN ASSOCIATION INC  
2019 YEAR END BANK RECONCILIATION  
US BANK 2677

[illegible]



10:51 AM  
05/14/19  
Cash Basis

COMBATANT CRAFT CREWMAN ASSOCIATION, INC.  
**Profit & Loss**  
April 2019

	<u>Apr 19</u>
Ordinary Income/Expense	
Income	
55th Donation/Book Project	409.89
Individ Contributions	2,700.00
Lifetime Membership	6,700.00
Membership Dues	650.00
Network for Good	290.00
Ship Store Income	<u>1,650.00</u>
Total Income	12,399.89
Cost of Goods Sold	
Cost of Sales - Inventory Sales	<u>6,852.36</u>
Total COGS	<u>6,852.36</u>
Gross Profit	5,547.53
Expense	
Admin Expenses	
Contract Services	
Accounting Fees	<u>233.75</u>
Total Contract Services	233.75
Dues & Subscriptions	29.99
Facilities and Equipment	
Storage Rental	<u>319.70</u>
Total Facilities and Equipment	319.70
Operations	
Printing and Copying	374.00
Supplies	<u>551.97</u>
Total Operations	<u>925.97</u>
Total Admin Expenses	1,509.41
Member Benefits	
Bank Fees	
PayPal	99.86
Stripe Fees	<u>78.09</u>
Total Bank Fees	177.95
Postage, Mailing Service	<u>109.95</u>
Total Member Benefits	287.90

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*Figure 2: In Memory of our Loving Brother.  
SBCM (Ret) Patrick J. Battles*

## *In Memoriam*

*Patrick J. Battles  
SBCM (Ret)  
1961-2019*



*Figure 2: Pat Battles and Pat Shima at the 50th Anniversary*

*On behalf of the CCCA Membership, we offer our sincere condolences to the Family and friends of Pat Battles. It was truly a privilege to serve with and alongside you. We thank you for your friendship and professionalism throughout the years. You made us better and we appreciate everything you have done to enrich our lives.*

*May you Rest in Eternal Peace.*



*Figure 3: A Founding Member and Plank Owner of the CCCA*

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## In Memoriam

The Following speech by is provided for insight and remembrance  
of our loving Brother-in-Arms



### Patrick J. Battles SBCM (Ret)

From MCPO Jimmy Ferrens (Ret)

(MCPO Jimmy Ferrens (Ret) relieved Pat at NSWG-4)

Via

MCPO Jim Gray (Ret)

CCCA Historian

CAPT Richard, Thank you for the kind introduction.

Admiral Benelli, friends, and everyone in attendance welcome and thank you for being a part of this ceremony. I am sure it means a great deal to Pat that you have taken time out of your day to be here. And thank you to everyone who has helped or played any part in making this ceremony happen.

I am certainly honored to be here today and even more honored that Pat asked me to be his guest speaker for his retirement after more than 30 years of service to this country.

I can only imagine that Pat's wife Cathy has been looking forward to this day for a while. Unfortunately, Cathy was unable to be here today however, we are videotaping this so she will see this at some time. Cathy, during my travels with Pat and our chats, there was rarely a conversation where he didn't talk about what a wonderful wife, friend, and mother you are. You're scarifies and support to Pat has not gone unnoticed, THANK YOU, thank you for sharing your husband with us.

To Pat's Children Lorraine and Heather, who have only known life with their father serving in the Navy. Lorraine and Heather, your father loves you, is very proud of you, and wants nothing less than the very best for you both. THANK YOU!!! Thank you both for sharing your father with us.

To Pats Grandson Brayden, your grandpa loves you buddy! He talks about you often. You know Brayden, He may look a little old and tattered, but your grandpa is a kid at heart. While he was on active duty it was our job to motivate him and ensure he stayed fit and trim, and now that he is retiring, this is going have to be your job from now on. Brayden make sure he stays active. While he is trying to keep up with you, he may use some



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words that you shouldn't repeat but that's ok; he said those same words to us on occasion, just ignore them and keep him active.

Pat, it was only about 10 days ago when you called and asked me to speak here today. After our conversation I asked myself, wow, what the hell am I going to talk about? There are certainly more folks out there that know him better than me so I sent out an email out to people who could help me out. As the responses came in there seemed to be a common theme.

Pat has a problem with remembering names or maybe just saying the right name.

Joaquin Martinez believes that Pat doesn't even take the time to think about a name. Pat just says whatever rolls off his tongue, and he goes with it. Joaquin always got a kick out of watching the reaction of others when Pat would call them by a different name even though he has known them for years.

Elmer Williams told me a story about Pat's enduring fault when we were stationed together at the schoolhouse. He told me about a day when Pat was the staff SEA over at WARCOT and came over to SBT-12 for a little visit. Elmer and Bobby Chirco were talking in the passageway when Pat walked up. We all know Pat is never shy to enter a conversation regardless of any 2 minutes rule. He quickly joined the conversation. As they all chatted a young unsuspecting new guy walks by, and again we all know Pat, never shy to strike up a conversation especially with a young Sailor. Pat started the engagement with questions like where he was from, what detachment he was in, and the like. Pat finally ended the conversation with, "Well Usnavi it was great talking to you, work hard to get qualified". According to Elmer, he and Bobby looked at each other and realized Pat mistakenly took the U.S. Navy patch on the young guys uniform as his name.

As I checked into Group FOUR to relieve Pat, many immediately made me aware of the fact that Pat mixes people's names up. Joe Simon told me that Keesha the career counselor was very sensitive, and that Pat always confused her by name with Katrina the LNC who had transferred from the command more than six months earlier. I don't think it helped either that when Pat would call her Keesha she would say "My name is Katrina" and walk away pretending to be upset. After relieving Pat, I was having a CPO meeting and being oversensitive and not wanting to make the same mistake I called Keesha, Katrina without skipping a beat. All I could say was Pat gave me a very thorough turnover.

In all seriousness, I really first knew Pat by name in March 2003 when I was sitting on the Master Chief selection Board and Pat was selected Master Chief. On a side note, if you every get the opportunity to be part of a board process or ever get to Millington stop by Wood Hall. The passageways are lined with pictures from around the fleet and the passageway leading from the break room to the board spaces there is a picture of Sailors manning the rails on the USS Dixon and guess what, in that picture you'll see young FN Pat Battles, standing like only Pat stands, you cannot miss him.

Although our paths have never really crossed until recently, I have really gotten to know Pat over the last four years or so, Pat you have led the way and provided an example for your peers and subordinates to emulate.

# The Combatant Craft Crewman Association

Is a 501(c)(3) Tax Exempt Charitable Organization

EIN # 46-3934554

Mailing Address: Combatant Craft Crewman Association (CCCA) Inc.

P.O. Box 6912, San Diego, CA 92126

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Pat's voice started impacting the SWCC community as a whole when he was summons to Stennis to be part of a group of SB's and commanding officers that were sequestered to the trailers in the back corner of the SBT-22 compound with the objective to create a SWCC Ethos and Code. Today these same ethos's are woven into every part of an SB's career that starts just a couple blocks from here.

As all of us have moved along in our career we often look out 2, 3, and 4 years in an effort to see where our next career move would be or might take us. I would be willing to bet that Pat's plan didn't have being the Group FOUR Command Master Chief or much less moving from the southern California area in it.

In the book of Isaiah from the bible Chapter 6 in verse 8 it says,

*Then I heard the voice of the Lord saying, "Whom shall I send? And who will go for us?" And I said, "Here am I. Send me!"*

This verse reminds me of Pat in the fall of 2009, Naval Special Warfare Group FOUR needed a Command Master Chief, and Pat said Send Me. Pat said send me, knowing this would most likely be the biggest challenge he had ever faced. Pat said send me, knowing he would be entering a very uncomfortable situation. Pat said send me, knowing the entire SWCC community would be looking at him to make a difference. Not only did Pat accept this challenge, but Pat accepted this challenge executing short fused orders and doing it as geo bachelor. Why did he go? Pat went because he was asked, the community needed leadership, and Pat did what was best for the community. This was a selfless act! Pat we all thank you for stepping up and setting the example! In the absence of leadership, LEAD! and Pat did just that.

While as the Command Master Chief at Naval Special Warfare Group FOUR Pat tackled some big projects

Although Commodore Veazie said execute, Pat you were the driving force behind setting up manpower infrastructure to support standardized training at Stennis for the claimancy. You were not afraid to make hard decisions, based on the information given to you, you were able to get people PCS'd to Stennis to stand up the UIC because that is what was needed.

I think the most important project you tackled was understanding the SB career path and ensuring every SB understood the SB career path. You did this in three different ways.

FIRST. Working across several different stakeholders, you wrote an SB EVAL writing guide for the Group FOUR claimancy this is the industry standard not only within the Group FOUR claimancy, but the WARCOM claimancy for every Special Boat Operator. This has ensured proper documentation of factors used for selection and advancement and ensure Master Chief's sitting on selection boards are not scratching their heads trying to decipher some secret code whether someone has met the requirements for promotion or not.

SECOND. Again, working across several different organizations, you were the driving force behind cleaning up the SB career path ladder. What used to be about an 8 or 9 page document, and confusing not only to SB's but also confusing to the selection board members, as it is used as a source document for promotions. Now, the SB

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career path ladder is a comprehensive 2-page document that is disseminated to the entire SB force and offers a clear path to achieve milestones throughout an SB's career.

THIRD. Again, you were the force behind the establishment of the 1414. A document that sets clear expectations for career qualification milestones for every SB. Complete with timelines and possible consequences for not meeting these expectations and standards.

These three documents have and will continue to affect every Special Boat Operator that fills the ranks. Pat, you may not have been able to see them all through the end, but it was your vision that established them, and I promise you that they will continue to evolve as the SB rating evolves.

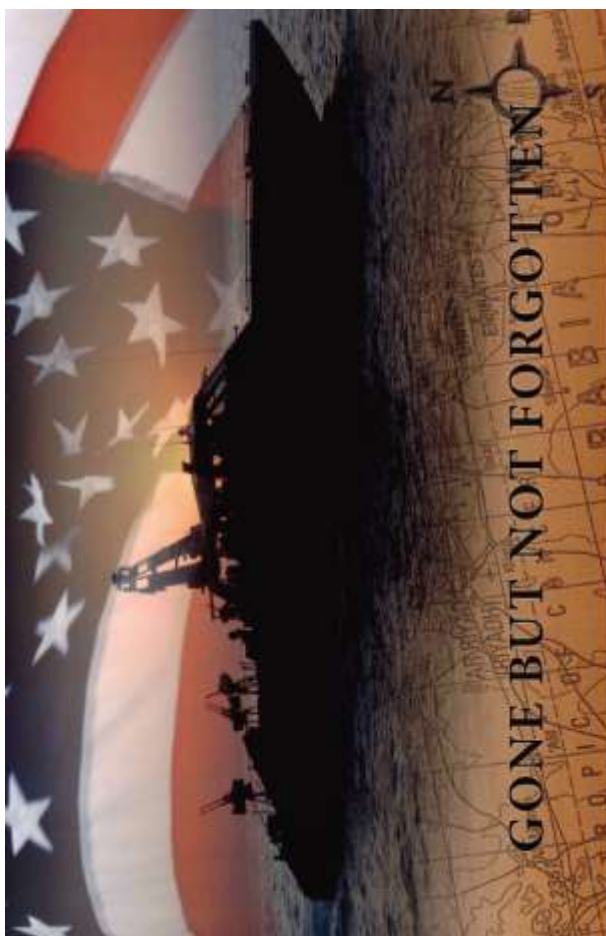
Pat your other initiatives to create a three-tiered Warfare badging system is still ongoing, and we continue to work with the Navy's uniform board in order to complete it.

Master Chief Battles, you have left an ever-lasting impression on a lot of people, military, civilian, officer, enlisted, young, and old. Pat your integrity and heart is second to none, your motives, and determination always pure with no malicious intent. Pat, you are a class act with a little bit of comedy... Well sometimes quite a bit of comedy, but I always looked forward to talking with you whether on the phone or being in your company. Master Chief, you will be missed but know that people you have trained standby ready to fill the void created by your retirement.

Now getting back to some original comment about Pat having problems with names, I am not sure if he even really wanted me to be his speaker. I am thinking to myself maybe Pat had a picture of someone else in his mind to be his guest speaker and thought FERENS and called me and just went with it.

Whatever the case, Pat we love you BROTHER it has certainly been an honor to be your guest speaker. You still have a lot to offer this world and I wish you and Cathy only the best as you close this chapter of your life and prepare to start another... fair winds and following seas my friend.





Master Chief (SWCC)  
Patrick Battles, USN (Ret.)



March 18, 1961 – May 20, 2019

Memorial Service  
Special Reconnaissance Team ONE  
San Diego, California  
June 11, 2019

## Schedule of Events

### Prelude

### Seating of the Family

### Welcoming Remarks

Lieutenant Commander Ronald Harrison  
Operations Officer, Special Reconnaissance Team ONE

### Invocation

Lieutenant Commander Justin Grove  
Chaplain, Naval Special Warfare Group TEN

### Guest Speakers

Commander William Flack  
Commanding Officer, Special Reconnaissance Team ONE

Lieutenant Commander Adam Shapiro  
Executive Officer, SEAL Team FIVE

Dr. David Wyle III, USN (Ret.)

Mr. Mario Bautista, USN (Ret.)

### Family Member's Comments

Mr. Peter Jansen and Mr. Russell McKittrick

### Benediction

Lieutenant Commander Justin Grove  
Chaplain, Naval Special Warfare Group TEN

### Departure of Family

## Eternal Father

*Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bidd'st, the mighty ocean deep  
Its own appointed limits keep;  
Oh, hear us when we cry to Thee,  
For those in peril on the sea!*

*O Trinity of love and power!  
Our brethren shield in danger's hour;  
From rock and tempest, fire and foe,  
Protect them whoso'er they go;  
Thus evermore shall rise to Thee  
Glad hymns of praise from land and sea.*

# SWCC Creed

In our nation's time of need, an elite brotherhood of sailors stands ready off distant shores and on shallow rivers. Defending freedom, they serve with honor and distinction. I am proud to be one of these Sailors.

I am a Special Warfare Combatant-Craft Crewman: a quiet professional; tried, tested and dedicated to achieving excellence in maritime special operations. I am a disciplined, confident and highly motivated warrior.

My honor and integrity are beyond reproach, my commitment unquestioned and my word trusted. The American people depend on me to carry out my mission in a professional manner.

I maintain my craft, equipment and myself at the highest level combat readiness. I set the standard and lead by example. I am responsible for my actions and accountable to my teammates. I challenge my brothers to perform, as I expect them to challenge me.

I am ready for war. I will close and engage the enemy with the full combat power of my craft. My actions will be decisive yet measured. I will always complete the mission. I will never quit and I will leave no one behind.

My heritage comes from the Sailors who operated the PT boats of World War II and the combatant craft of Vietnam. The legacy of these warriors guides my actions. I will always remember the courage, perseverance and sacrifices made to guarantee our nation's freedom. I uphold the honor of those who have fought before me and will do nothing to disgrace my proud heritage.

**On Time, On Target, Never Quit!**



## SBCM Patrick Battles, USN (Ret.)

Patrick Battles, 58, died May 20, 2019 in San Diego, California as a result of a heart complication.

He was born on March 18, 1961 in Aliquippa, Pennsylvania. He enlisted in the United States Navy in 1981 and attended Boot Camp at Recruit Training Center San Diego, California. During his first 12 years of service, Patrick served as a Hull Technician, earning the rank of Chief Petty Officer in September 1991. After completing a tour at Special Boat Unit ELEVEN (SBU-11) as a Patrol Boat Riverine (PBR) Chief, Patrick attended Special Warfare Combatant-Craft Crewman (SWCC) training at the age of 38. He graduated with Class 23 on December 7, 1997.

Patrick's military assignments included Naval Special Warfare Group FOUR (NSWG-4) Command Master Chief, Naval Special Warfare Command (NSWC) Staff Command Master Chief, Special Boat Team TWELVE (SBT-12) Command Master Chief, Naval Special Warfare Group THREE (NSWG-3) Operations Department Leading Chief Petty Officer (LCPO), and SBT-12 Operations Department LCPO.

In 2013, Patrick retired from the United States Navy and was hired as the Deputy Operations Officer at Support Activity ONE (now Special Reconnaissance Team ONE). Patrick oversaw the day-to-day operations of a 450-member command to include four Special Reconnaissance Troops deployed across the globe.

Patrick is survived by his wife, Cathy, daughters, Lorraine McKittrick and Heather Jansen, sons-in-law Russell McKittrick and Peter Jansen, and grandsons, Brayden, Lucas, and Noah.









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# CCCA



*Bill Redmond Casualty  
Assistance Dir./Ch.*

## CACO's CORNER



You never know what is around the corner. Life is messy and even the best of us can find our families in need of some assistance. The CCCA's **Casualty Assistance Program** is there to help. Our program is designed to provide confidential and personal help finding solutions to your specific needs. Through our network of amazing resources, we will guide you onto a path of wellness. Our goal is to advocate for you, assist you regain direction, and restore hope!

This program is run by our Casualty Assistance Director and Organizational Chaplain Bill Redmond. Bill is a selfless and compassionate advocate with a track record of victories.

Bill Redmond, Casualty Assistance Director

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



- Free Consultation
- Determine Need(s)
- Develop Plan
- Connect Resources
- Restore Hope

The Casualty Assistance Badge is a symbol of our commitment Honoring you and your family. We chose the symbol of the dove for its grace, serenity, and inclusion of all.

Its Colors emulate the "OSCAR" International Flag for emergency "Man Overboard." It holds an honored meaning to rendered aid in time of distress. Our shield represents our combined efforts to defend against the unexpected and is our pledge to do "Good Works."

## VA Ends Vietnam Blue Water Legal Battle

VA could soon grant the Vietnam War's so-called "blue water" veterans disability benefits for having diseases linked to Agent Orange after years of denying service-connected disability claims.

VA Secretary Robert Wilkie told Congress in March that his department will not contest a January federal court ruling that VA can no longer deny disability benefits to blue water Navy veterans who claim exposure to Agent Orange caused their illnesses. As of press time, the Department of Justice had until April 29 to appeal the case.

"The VFW salutes Secretary Wilkie for his support to moved forward and take care of this group of forgotten Vietnam veterans," said VFW Commander-in-Chief B.J. Lawrence. "We also support his recommendation that some type of historical research division be created within the Department of the Navy to ensure that all such ships are fully accounted for in the VA's list of exposed ships."

The U.S. Court of Appeals for the Federal Circuit in Washington, D.C., sided with Vietnam War Navy veteran Alfred Procopio Jr. The life member of VFW Post 6587 in Spring Lake Park, Minn. was assigned to the *USS Intrepid* in 1966. The aircraft carrier was inside Vietnam's territorial waters, and Procopio claims he handled Agent Orange aboard the ship. VA denied Procopio's disability benefits when he claimed that his exposure to Agent Orange caused disabilities and prostate cancer, according to case documents.

"We need to get this done to reinforce to tens of thousands of Vietnam veterans that our nation is willing to provide them with the care and benefits they have earned and deserve," Lawrence said. "We urge Congress to pass *H.R. 299*, the *Blue Water Navy Vietnam Veterans Act of 2019*."

Blue water Vietnam War veterans who received notice of action on their claims should contact a VFW-accredited service officer. Find one at <https://www.vfw.org/nvs>.

**Article appeared in VFW Magazine, June/July 2019**

### THREE ILLNESSES CONSIDERED FOR THE AGENT ORANGE LIST

More diseases associated with Agent Orange exposure could be added to the VA presumptive diseases list soon.

During Congressional testimony in March, Richard Stone, executive in charge of the Veterans Health Administration, said a decision on three illnesses potentially connected to Agent Orange exposure are likely to be announced in the next few months.

The 14 presumptive diseases on the list are:

- Chronic B-cell Leukemia
- Hodgkin's Disease
- Multiple Myeloma
- Non-Hodgkin's Lymphoma
- Prostate Cancer
- Respiratory Cancers
- Soft Tissue Sarcomas
- AL Amyloidosis
- Chloracne
- Diabetes Mellitus Type
- Ischemic Heart Disease
- Parkinson's Disease
- Peripheral Neuropathy
- Porphyria Cutanea Tarda

It took this country far too long to come to terms with Agent Orange, "Brown said.

Stone said the recommendation will go to VA Secretary Robert Wilkie for final approval.

# STABRON-20

By  
Phil G. Garn

Greatly impressed by the performance and air portability of the Light Seal Support Craft (LSSC) and the SEAL Team Attack Boat Group of BSU-1, Admiral Elmo Zumwalt, Commander of Forces in Vietnam initiated the Strike Assault Boat Program for Operation Game Warden. This was envisioned as an improved gunboat version of the LSSC, which could be transported by heavy lift helicopter into any waterway in South East Asia to achieve local superiority. A contract was drawn up with the Grafton Boatworks in Grafton, Illinois to produce twenty-two faster, more heavily armored versions of the LSSC, which would be called the Strike Assault Boat or STAB. The craft had different high performance Chevrolet 427 engines with outdrives as opposed to Fords with Jacuzzi jets so was much faster and two feet longer than the LSSC. The STAB also had ceramic armor, self-sealing fuel tanks and flack blankets for improved crew protection. The crew was to consist of four men who would drive and man weapons versus the two-man crew of the LSSC supplemented by SEALs manning the boat's weapons and using their own firepower. While crews for the new STAB Squadron or STABRON would come from the fleetlike Boat Support Unit (BSU) personnel, they would not be part of the Naval Operations Support Group (now Naval Special Warfare Command) but a one of a kind unit with a short but proud history in the waters of Vietnam and Cambodia.



**STABRON 20 Patch**

As Grafton was building the boats, the Bureau of Personnel assembled a team. Then LCDR Kirk Ferguson was selected as the Commanding Officer (CO) with four young operational officers and two maintenance officers in 1969. Crewmen were drawn from the fleet, and all were sent through training at the Naval Inshore Operations Training Center (NIOTC) in Vallejo, California, but not all at once. Jim Pitts recalled that there were four sections of officers



**Fastest boat on the river! STAB at speed. Note how much higher she rides pushed by the outdrives. Both Mr. Mirkovich and Mr. Pitts confirmed the drag racing stories. They would let the other boats get ahead, then blast off. (WARBOATS)**

and men STABS 1, 2, 3 and 4 who went through NIOTC in separate groups. Additionally, while all men attended Survival Evasion Resistance and Escape (SERE) School some were sent to North Island/Warner Springs while others were sent to Whidbey Island. Elite units were often broken up for SERE training, because a group of SEALs had been sent to SERE school and had captured the instructors and taken over the prison camp. STAB's 2 was sent to BSU-1 in Coronado where the STAB boats went through sea trials and the stringers were found only to be tac-welded to the aluminum hull, so the crews had to take off the radars, remove the fuel tanks and engines so welders could repair the incomplete welds, then they had to re-assemble their boats. Later, the STABRON was divided into

two divisions in Vietnam, STABRON 201 and STABRON 202, and worked in different operational areas, so as Jim Pitts explained that two men in the squadron might have very different experiences from training through deployment. Don Mirkovich recalled that due to a flood at the Grafton Boatworks, delivery of the STAB boats was significantly delayed, and his STABS training class only had two boats for the last few weeks of training, so most of their training was done on Patrol Boat River (PBR's) by experienced PBR sailors. When STABS 4 completed their training, three STABS were sent to Vietnam to join the seventeen boats sent by Landing Ship Dock (LSD) and the last two were retained at NIOTC for training. STABRON 20 got the name because there were twenty boats assigned to the in-country squadron.

While most STABRON men like Mr. Mirkovich flew to Vietnam, others like Mr. Pitts sailed on the LSD USS Tioga County providing security for the 17 STABS and 10 Medium Seal Support Craft (MSSC) arriving in January 1970. Once in Vietnam, the outdrives had to be re-attached before sailing up the river to their first base at the *USS Benewah APB-35* (a barracks ship). Mr. Mirkovich recalled accommodations were very Spartan, but much more comfortable than living on their 26 foot boats. In addition to messing and berthing as well as machine shops and repair



facilities, there was a small bar on a barge moored next to the Benewah, where Mr. Mirkovich said you could drink "within a prescribed quota." Later replacements found these quarters very primitive, compared to their previous plush barracks and ship's quarters. Later STAB operational elements would move up river to outpost barges. The men improved these barges with canopies, racks and cooking facilities. The simple hot meals, such as burgers, bacon and eggs, macaroni and cheese and hot turkey sandwiches were a great improvement over the cold C-rations they ate on patrols. Also the further away from the Benewah, the more they relied on the Army and Marines for support and taskings as opposed to Navy command and control or support. At one of the outposts, the Army brought up supplies on a landing craft but told Mr. Mirkovich there would be no "gedunk for you." When the same Army guys asked for the STAB men to take them back down river at 45 knots versus 5 knots on the Mike boat, he replied, "no rides for you." Gedunk came up for the STAB men on the next supply run, and they enjoyed swift rides down river from that time on.



**STAB crewmen at NIOTC. Note all types of Riverene craft in the background used for training. Jack Padgett photo courtesy of WARBOATS**

In combat, the most troublesome part of the STAB boat was the complicated outdrive, which often required as much maintenance as the high performance gasoline engines. Spare parts were also a problem as well as the gasoline engines, which were not in the supply system and had to essentially be open purchased and sent to Vietnam. Surprisingly, the outdrives were not damaged as much as you would think in the shallow debris strewn waters of Southeast Asia. Mr. Pitts related an issue in the open water at BSU-1 at NAB Coronado when a boat hit a deadhead which knocked one of the outdrives off one of the engines. Good enginemen, could completely teardown and rebuild an engine in about a day. The boats were relatively light, and Mr. Pitts said a crew could usually rock a boat off a



**STABS in country note weapons are covered and PBR's in the background. Elice Luckett photo courtesy of WARBOATS.**

sandbar. In one instance, his coxswain saw the lead boat kicking up mud, so he slowed their boat down and once off step, the boat grounded. They were able to rock her off the sandbar and resume the patrol. There was a tremendous amount of pride among the crews, and you will often see the boats' weapons covered in photos when not in action. The crews were also very resourceful. The MK-20 grenade launcher was at first very troublesome and would only fire a few rounds before jamming. The squadron's gunners mates tore down the weapons and de-burred them literally hand tuning the actions. After that, they fired smoothly. The weapons suite on most boats was tailored to the individual boat crew. In addition to the standard armament of four 7.62 mm M-60 light machine guns and a MK-20 grenade launcher, some crews would add one or two .50 cal HMGs or modify the M-60 mounts to take two guns. Mr. Pitts preferred the single M-60 mount. The crews carried a variety of .38 and .357 magnum revolvers or .45 cal automatics, M-16's, shot guns, M-79 grenade launchers, hand grenades, smoke grenades, flairs and Claymore mines. Some crewmen would carry Thompson

or M-3 .45 cal sub machine guns, AK-47s and lightweight anti armor (LAAW) rockets. The men would also use Starlight night vision scopes, which were very new technology at the time.

Mr. Mirkovich explained that their initial missions were similar to PBR missions: checking sampans and other traffic during the day, then at night serving as waterborne guard posts, conducting river reconnaissance, medical evacuations, and when they had sufficient intelligence setting up ambushes. They would also use large portions of the squadron on missions, but later used smaller elements, particularly when the unit divided into two operating

divisions, STABRON 201 and 202 on July 5, 1970. STABRON 201 led by Lt Gorman with Ltjg. Al Carpien based in Dong Tam patrolled a canal called "Route 66" or "Rocket Alley." STABRON 202 under command of LT Lawrence "Pete" Barnes with Ltjg Don Mirkovich as XO patrolled the Rung Sat Special zone based in Nah Be. Commander Ferguson was given a list of potential call signs for the unit and selected "Racing Danger" for the unit. Mr. Pitts boat 7019's call sign was "Racing Danger 19" and when promoted to boat captain of the 7011 his call sign was "Racing Danger 11." The officers and men were generally in rotations of three nights on and two nights off, but sometimes crews would have to go right back out as soon as one mission was completed. During the deployment in Vietnam, Chiefs and then First Class Petty Officers qualified as Patrol Officers, no officers were added to the initial cadre of seven. They also conducted insertions of a variety of personnel including US Navy SEALs, LDNN (Vietnamese SEALs), Australians (Special Air Service), Regular Vietnamese Army (ARVN), Vietnamese Marines, US Marines and Army Special Forces when MST resources were not available. While in Mr. Mirkovich's operating area, their insertions and extractions were quite. Mr. Pitts said on a couple of occasions his element had a couple of hot extracts but most occurred without incident. The STAB boats were so quiet that you could hear the waves lapping against the hull and riverbanks as they moved in the narrow waterways but not the engines. Boat officers had to be careful with mission planning because there was as much as a 12 foot tidal range in some of their operational areas.



**You don't need Radar to see the banks. "Racing Danger 19" and crew.**

**Bennie Bryan Photo courtesy of WARBOATS.**

Mr. Mirkovich said the men admired the SEALs and a few men started dressing like SEALs on riverbank ambushes. He had to remind them to stay within the perimeters they set with Claymore mines and sensors, because they were not trained for inland patrolling like the SEALs. On one occasion a very hard charging Chief Petty Officer not only dressed in black pajamas with an AK-47, but went far outside of their perimeter by himself and ran into a VC patrol, that was the last operation the Chief went on.

**"STAB with a guardian angel!" STAB boat on the Mekong River with a Seawolf from HAL-3 flying overhead, not a drag race. This was actually a color photo but the dark monsoon season makes it take on a black and white appearance. Dan Kurant picture courtesy of WARBOATS.**



More unusual missions included a sanctioned incursion of a flotilla of PBR's, Heavies (River Monitors and landing craft) and ten STABs into Cambodia in May of 1970. Mr. Pitts said during this mission not a shot was fired. However, Mr. Mirkovich said when patrolling with PBRs, the STABs would typically lead the patrols, but sometimes the PBRs would take fire. The firefights were very violent but so short that by the time the STABs got back to the ambush site, the action was over. Both Mr. Mirkovich and Mr. Pitts were involved with inserting special forces including SEAL Team 2 and Army Special Forces clandestinely into Cambodia when Boat Support Unit's Mobile Support Team crews were not available. On another occasion, they inserted SEALs who were looking for American POWs, the SEALs found evidence of the POWs but no men. As the units moved further up river and away from Naval command, they relied more on the Army and Marines for supplies and taskings. In one instance, a Marine Colonel approached Mr. Mirkovich at an officers club to use two STAB boats on a strike for a "sting" operation. Mr. Mirkovich said, "What do the crews and I get out of it?" The Colonel replied, "How about R&R orders to Sidney (Australia) for you and your men?" Mr. Mirkovich said that would be great, and the Colonel said he would sign off on the R&R orders after the mission. Mr. Mirkovich said they would not go without orders in hand. The orders were cut, the Colonel gave the men a briefing and Mr. Mirkovich did a flyover, with many feints so as to familiarize himself with the new area and not tip off the enemy. Flyovers in helicopters were a SOP for patrol officers to familiarize themselves with new operational areas. They began the night operation but began taking significant fire from Marine helicopter gunships. He and his men waived flashlights and got away from the riverbank, signaling the helicopters to stop shooting. Fortunately, they got out of the area without any casualties. The Colonel told him the mission was "Top Secret" and the Cobras had not been briefed, but they would be going out the next night and things would run more smoothly. Mr. Mirkovich told the Colonel that would not be possible because he and the crew were going to Sidney. Following the unit's SOPs, they avoided using the same route twice on the same mission or in succession.



**STABs in operation taken from a Sea-wolf gunship from HAL-3 (Helicopter Attack Squadron Light-Three). Again note how narrow the waterways are. Bennie Bryan photo courtesy of WARBOATS.**

**STABs in country (Photo courtesy of WARBOATS)**





The STAB men quickly became aware of Viet Cong tactics and usually recognized their tricks, getting out of harm's way, but not always. Some of the biggest tip offs that the Viet Cong were in the area were a lack of military aged men or all of the livestock were secured in a village. The VC would also use a single lantern to mark their enemy's presence or a series of lanterns to point out the boats position on the riverbank either to avoid the STAB ambush or to target the STAB men. The VC would also use children as scouts. Here is an example from Mr. Mirkovich's combat journal backed up by the official report about a 16 year old girl who was literally shot in the butt:

**June 25-26, 1970:....2330 PDR 4 CLICKS EAST SHOT AT MOVEMENT ON SOUTH BANK BETW HUTCHES. 2345 PBR TOOK SAMPAN WITH WOUNDED PERSON TO K QUAN HY 0445 UNDERWAY. 0500 ALONGSIDE AMMY. 1630 BRIEF/ PERSON SHOT BY PBR L1 WAS A 16 year old GIRL WORKING FOR THE V.C. SPOTTING BOAT POSITIONS.,...**

1030 UNDERWAY TO THE END OF OPERATING AREA.  
1330 RETURNED TO CIDR PRESS. CHECKED OUT  
TAMU BOAT HIT BY SATCHEL CHARGE / BOAT BUILT  
TO WITHSTAND HEAVY ATTACK / LITTLE DAMAGE TO  
STARBOARD BULWARKS. 1030 DRIFFING / BELIEVE VC.  
WERE LOOKING FOR STRG BOAT TO THROW SATCHEL  
CHARGE INTO / COULD WIPE OUT THE WHOLE CREW.  
1400 UNDERWAY. 1030 SET UP WBOP AT TFS  
SOUTH BANK. 2100 COVER BOAT AS ASSUMED ITS  
23 JUNE POSITION ON NORTH BANK. 0510 UNDERWAY FOR  
TRAM 21. 0710 ALONGSIDE FUELER / 0715 HADAMATE  
24 JUNE 0900 LEARNED FROM CHIEF SMITH THAT HIS BOAT  
IS WAS FIRED AT BY A B-40 ON THE SOUTH  
BANK (CO-OR 700) THIS MORNING AT 0430.  
1030 UNDERWAY FOR CIDR PRESS. THIS ALONG  
SIDE AMMY. 1030 BRIEF / JAPPA UNITS  
OUT TO HIT BOATS BETWEEN 950-000. AND  
B-4 VC CROSS EQUIN AT 700. 2 BATTALIONS  
OF VC BELIEVED TO BE SOUTH OF 930. 1000  
UNDERWAY WITH HUTCH MAIDS ABOARD. 1015  
SAMPAN SWARPED AT 040. 1910 OFFLOADED  
GIRLS AT PHUOC XUYEN. 1945 ASSUMED WBOP  
AT 000 NORTH BANK / COVER ON SOUTH.  
25 JUNE 0430 UNDERWAY. 0500 ALONGSIDE AMMY. 1045  
UNDERWAY FOR 950. 1030 CHECKED TWO HUTCHES  
ON NORTH BANK NO MALE OCCUPANTS. 1030  
UNDERWAY CHECKING BOTH BANKS 200 METERS  
EACH SIDE OF WBOP. 2000 SET UP ON NORTH  
BANK / COVER ON SOUTH. COUPLE OF PEOPLE  
MOVING THROUGH TREES ON SOUTH BANK BETWEEN  
HUTCHES. 2340 EGGS BARKING ALL NIGHT  
ON SOUTH BANK. 2330 PER 4 CLICKS EAST  
SHOT AT MOVEMENT ON SOUTH BANK BETW  
HUTCHES. 2345 PER TOOK SAMPAN WITH WOUNDED  
PERSON TO K QUAN HY. 0445 UNDERWAY. 0500  
ALONGSIDE AMMY. 1030 BRIEF / PERSON SHOT BY  
PER L1 WAS A 16 year old GIRL WORKING  
FOR THE V.C. SPOTTING BOAT POSITIONS.

Entry from Don Mirkovich's combat journal note entry for the action with the 16 year old VC scout (Journal courtesy of Don Mirkovich)

It was also very confusing area of operations as many groups in the area were heavily armed and not just the ARVN, VC and NVA but also the Popular Force (Villagers who dressed in black pajama type clothing and were heavily armed by the South Vietnamese government to defend their villages). Mr. Mirkovich recalled one incident when they got into a firefight and broke contact but were ordered back into a village to recover a Popular Force man who had been wounded. He was very suspicious of the man and asked a fellow crewman to find out from the doctors what caused the "Popular Force" man's wounds. The enlisted man reported it was from their (US) rounds. Mr.

**The interior of "Racing Danger 14" after a firefight on the Grand Canal. Note single and twinned M-60D's as well as a single M-60 and M-16. See how the bluing has discolored from the heat of firing a lot of rounds as well as C-Ration cans used as ammunition guides on the M-60s. Also see the extra 40mm grenade rounds for MK-20 and plenty more rounds of 7.62mm read to fire. Dan Kurant Photo courtesy of WARBOATS**



Pitts related this story from his area of operations: Every time they passed a particular pagoda on the Grand Canal they would take heavy fire. Some men rigged the pagoda and took care of the problem. Mr. Mirkovich also related another relevant story: Mr. Mirkovich and his boats were set up on the riverbank among friendly hootches and they saw about ten men with weapons that they believed were Popular Force. Mr. Mirkovich who spoke limited Vietnamese invited them over to their position, where his men gave them food and cigarettes. As he was talking with these men, he got an unsettling feeling that something was wrong. These men did not seem at all comfortable with the Americans. When they left they were about 50-60 yards from the STAB position then they all dropped to the ground and started firing at the STABRON men, who of course returned small arms fire as they retreated to the STAB boat below the birm. The crew said, "Let's go get em," while Mr. Mirkovich cautioned, "Stay in the boat." He suspected they might have been able to get three or four of the enemy but would probably sustained more casualties in a pursuit, which was not their mission. They were most likely the suspected VC provided by Intel for their assigned ambush site. The rules of engagement were also very complicated and unrealistic considering the situation as outlined above. They had to get permission from Naval support on USS Benewah APB-35, who had to clear the proposed action with Vietnamese and the Army outpost before the patrol would be able to receive permission to fire. In one instance on April 4, 1970, one of the STAB boats was in contact with the enemy and requested permission to fire, but Command gave instruction to get closer to the contact and check ID's. At that point, the enemy fired a B-40 (rocket propelled grenade [RPG]), which killed three of the men, EN3 Edward J. Baker, USN, GMG3 George R. Crabtree, USN, and FN Joseph D. Johns, USN, and wounded the boat captain. The boat captain returned fire and got the boat back to home base. This was the biggest loss the Squadron took during their



**Don Mirkovich with plank he carved in Vietnam commemorating his three fallen comrades.**

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**STABRON20 1970**

**Detail of Mr. Mirkoviches plaque. Note the faces of the three fallen comrades are covered.**



entire deployment and caused the men to remove the LN-66 radar dome antennas from their boats. As both Mr. Pitts and Mr. Mirkovich said, you could usually see both of the banks during operations, the Radar dome made a bigger target and caused more casualties when hit, spraying fragments inside the boat. Mr. Mirkovich said the ROE were very un-realistic, having to check ID's or fire warning shots. Mr. Mirkovich said he would move his boats from their assigned positions, if he and his men detected a situation that would put them in extreme risk due to poor concealment, then notify his superiors of the alternative position. In one instance, an Army Major told him to get his boat back to its assigned position. Mr. Mirkovich said he radioed his new position and explained his action to the Major upon his return to base. Mr. Mirkovich elaborated as they became more experienced; the unit became much more conservative and defensive.

Though the most experienced crews usually received the most dangerous missions, there was almost a competition among to boat crews to be included on operations, especially the more dangerous ones. There was a very tight camaraderie among the men as illustrated by these stories from Mr. Mirkovich:

The STABRON men wanted to go to a village for some R&R. Mr. Mirkovich asked the CO if he could go to the village and get scrambler cards for their radio. The CO said sure, take two boats. Mr. Mirkovich took two boats with about 10 guys in each boat. He was trying to round up the guys to go back to base, but he was wearing a t-shirt, camouflage pants, tennis shoes and no hat. Two Marine MP's told him he was out of uniform, and they were taking him to the stockade. His 1st Class was wearing full jungle uniform and a Black Beret and told the MP's, "If you don't release him, you will both be out of uniform."



Mr. Pitts also related, there was no standard uniform and men wore camouflage fatigues (including Tiger striped patterns in Mr. Pitts AO, while in Mr. Mirkovich's area of operations they wore the ERDL pattern), tennis shoes and shorts. Mr. Mirkovich said when they went ashore, he would go to the enlisted clubs (E-Clubs) as the O-Clubs (Officer's Clubs) were not much, but the enlisted clubs had bands, good food and something was always happening. One time when he did go to the O-Club, one of his men asked him to go to swing over to the E-Club. The sailor explained on the way that the bartender was having an arm wrestling competition and "the guys"

thought Mr. Mirkovich could beat the bartender. [Even today, Mr. Mirkovich could beat most guys arm wrestling, having grown up on a fishing boat hauling lines and continuing to fish for many years after the war.] Mr. Mirkovich said ok, but he wanted to take a look at the bar tender's style before he challenged him. The men complied, then he went up and challenged the bartender. Mr. Mirkovich noticed that instead of rallying behind their officer, his guys were hovering around the door, as though they were ready to bolt if he lost. He beat the bartender, but the bartender said it was a fluke and said, "Best 2 out of 3." Mr. Mirkovich said, "Ok." Then he beat him again. It was after his second victory that his guys told him, they had run up a \$2,000 bar tab (\$13,000 in 2018 dollars) and bet the bartender double or nothing their "man" could beat the bartender. Mr. Mirkovich asked, "What if I lost?" Their response was, "We were ready to bolt; and besides, you're an officer, you can afford it."

Mr. Mirkovich and one of his enlisted men got a jeep ride with an Army Major back to base during a rainstorm. An Army Captain ran up to the moving jeep told the two Navy men to get out as "Rank has its privileges." Mr. Mirkovich said, "Not here it doesn't," and they drove away with the Captain standing in the rain.

Mr. Mirkovich said everyone in the squadron depended on each other for survival, so there was a great trust and connection between these STAB sailors like no other. Mr. Pitt echoed this, and they were all extremely loyal to Commander Ferguson, who was described as the right man at the right time. In this time of the Accelerated Turn Over Program or Vietnamization (1969-1970), where equipment of all types was being turned over to the South

**"Racing Danger 11" (Jack Padgett, Merritt Crane, Dennis Kelly and Dan Kurant- is boat captain Jim Pitts driving?) at speed in the Mekong Delta. Ken Burkett photo courtesy of WARBOATS**



Vietnamese, the STABRON men brought all of the STAB boats home to the US, before they left the service or were posted to other duty stations in the fleet and ashore. Both Mr. Pitts and Mr. Mirkovich said though they were told repeatedly that they would be lifted by helicopters into hot spots in Vietnam during training, they never were in action. When the last of the squadron left on October 23, 1970, they had completed over 2,400 sorties for operation *Barrier Reef* including 31 firefights accounting for 43 enemies killed in action for a loss of 4 STABRON 20 men.

Their camaraderie continues to this day where about number of the STABRON 20 men keep in touch and will meet at the Task Force 116 reunions around the country on even years and on odd years meet in Tennessee for just them.

Special Thanks to Don Mirkovich, Jim Pitts, Denny Brown, Bill Moreo, Terry Knott, Bill Mount, Kirk Ferguson, John Jadwinsky, the late Robert "Bob" Stoner and of course Jim Gray and WARBOATS preparing this article.



## MST-2 Helo Lifting

In 1968 Naval Special Warfare Group Vietnam authorized the Tactical concept of Helo Lifting NSW Combatant craft. The mission concepts were:

SEAL support insertion and extraction by boat but extending its range by being flown into the A.O. where the V.C. would not expect US Forces. NSW forces could conduct:

- Reconnaissance
- Ambush in unexpected areas
- Establish Choke Points
- Quick reaction to an A.O. incident
- Providing longer range to the riverine escape and evasion network



In Vietnam a CH-47 helo hovers over a LSSC. The MST-2 crew hooks it up to the lifting points, then crawls up the Jacobs Ladder into the helo with the SEALs already inside.



In Vietnam a CH-47 helo Lifts a LSSC to a new op area. This was a experimental tactic designed to strike the VC with surprise by being in an area the VC did not expect SEALs and Boats.

The concept came about studying 1966 SEAL Team Two use of helo lifting a STAB (Seal team attack boat) and inserting and extracting the SEALs and Boat. The concept was dropped literally when the STAB spun violently and broke its slings and fell into the base parking lot destroying a car.

As Vietnam's riverine warfare progressed in 1968 the mission concepts had merit and MST-2 was ordered to test the concept again. The first attempt lifting a LSSC by a CH-47 army helo was successful and the procedure was refined. A second helo lift test using a LSSC was held and again was successful.

By now this had the attention of COM-NAVFORV Admiral Zumwalt, who was calling the concept STRIKE ASSUALT ops.

There was a third and long-range test. At high altitude and high speed, the LSSC slings broke and the craft fell several thousand feet into the Delta. Again, the concept was dropped. Literally!



An SBT-22 SOCR(CCM) prepares a helo lift from a CH-47. The Mission concept conceived in Vietnam by NSWs MST-2T4:

The mission concept remained sound, but it was the technical/mechanical failures that doomed helo/boat lift operations.

SBU-26 PBL helo lift in Panama using two pint lift, method which solved the spinning problem.

20 years later SBU's began looking at the concept again, with SBU-26 taking the lead. Again the single point lift concept caused spinning. No boats were dropped. The problem was solved by using a two point lift. Today the modern SWCC has overcome the technical and mechanical problems and perfected the mission concept and it is in use today.



# Good Works in Action

Vested in our Veterans and the communities they live in...



## We do so much to support our veterans...

One of the oldest services we provide is Honoring our Fallen and their Families. We do this by coordinating Final Honors and helping families through their grieving process. It is one of the most solemn and cherished services we provide for our veterans and each case offers its unique challenges to overcome.

Recognizing our supporters and fellow veterans for their amazing achievements is just one more way in which we can give back and recognize excellence.

Bringing our volunteers together to provide housing modifications for our disabled.

Donating our time and talents to numerous civic and charities and causes in hopes of building a stronger collaborative network of good will and participation.

## Your CCCA Board Members hard at work at the San Diego Veterans Museum!

We couldn't do what we do without the cherished support of our collaborative partners. Thank you, San Diego Veterans Museum, for the use of your facilities!



*Alzheimer's fundraising event in Mira Mesa*



*CCCA Board Members hard at work planning future activities but taking time to capture the moment!*





## Honoring the spirit of Brotherhood...

We have over five generations of Naval Special Warfare Warriors who cherish our Community and power our 100% volunteer force.

## Hosting Community Blood Drives...giving the gift of Life

Providing the Blood is just one more way we impact our community and save lives.



## Supporting our Active Duty and Reserves...

Each of our journeys started out after completing our special training. It was the forge that established a common bond and inspires us to keep our mission and values alive for generations to come.

## Collaborative Partners

Each one of us expand our circles of influence by working together. Here We are joining forces with the California Veterans Legal Task Force, San Diego County Superior Veterans Diversion Court, AmeriCorps /SD211 to help veterans facing legal challenges with viable options to incarceration.



*The CCCA is a 501(c)(3) Tax Exempt*

*Charitable Organization*

*EIN # 46-3934554*

*Combatant Craft Crewman Association*

*(CCCA)*

*P.O. Box 6912, San Diego, CA 92126*

*[admin@combatantcraftcrewman.org](mailto:admin@combatantcraftcrewman.org)*

*<https://www.combatantcraftcrewman.org>*

*Please join us in our mission to find  
solutions, connect resources, and restore  
hope to those in need.*

*Let us know how we can better serve you.*



*"Preserving the History and  
Honoring the Brotherhood"*





*On behalf of the CCCA and its membership, I want to take this moment to thank you, Clint, for putting on such a fantastic event. It was a privilege to join you and the other many organizations coming together to raise awareness and honor our veterans not only for their services and sacrifice but also as valued members of our community as a whole.*

*May Ride brought together a very diverse group of patriotic individuals, groups, businesses, and charitable organizations for a common cause. It was our privilege to be allowed to participate.*

*This outreach opportunity proved to be a massive success for us and allowed us to share our charitable vision and missions with others.*

*Your words of wisdom and expectations were well received and were sincerely appreciated. We thank you for your hospitality and look forward to next years May Ride.*

*Sincerely,*

*Joseph Zemlin*

*CWO4 USN, (Ret)*

*CCCA President / CEO*

*858.444.0679*

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



**The CCCA  
Thanks You!**





## CCCA Sponsorship Levels

**The Combatant Craft Crewman Association**

is a 501(C)(3) Tax Exempt Charitable Organization.

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

- The Premiere Sponsor Level
- Premiere Sponsorship Recognition Package
- Executive VIP Access & Mixer, Honored Table at CCCA Events
- Official Recognition - Award Presentation/ Admirals List
- VIP CCCA Commodore's Paddle



### ***The "Patrol Officer" (\$2,500-\$4,999)***

- Gold Level Sponsor Privileges
- VIP Table at Formal Dinner
- Official Recognition - Award Presentation/Patrol Officer List
- VIP CCCA Patrol Officer Paddle



### ***The "Boat Captain" (\$1,000 - \$2,449)***

- Silver Sponsor Membership/Privileges
- Event/Bungalow Access
- Official Recognition - Award Presentation/Boat Captain List
- CCCA Boat Captain Paddle



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

- The "DBG" Sponsor Level
- Recognition on Crewman's List
- Letter of Recognition

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



## Your Sponsorship Matters

**The Combatant Craft Crewman Association**  
is a 501(C)(3) **Tax Exempt** Charitable Organization.

- ★ The Mission of the CCCA is to Preserve the History and Honor the spirit of "Brotherhood" for all those who have supported the Naval Special Warfare Combatant Craft Crewman, SEALs, and their missions.
- ★ 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 endeavors.
- ★ We are an Association of volunteer's and veteran advocates who give their time and talents freely to enrich lives, restore hope, and ensure our legacy continues.
  - Our elected leadership takes "No Salary" and administrative costs are kept to a minimum.
  - Recipient of the GuideStar 2018, "Silver" Seal of Transparency Award.
  - Our membership is currently represented in over 35 States and Territories.
  - Through our Casualty Assistance Program, we provide "Direct" charitable services and "Referral" Services through our network of collaborative charitable partners.
  - We help develop and track "Wellness Plans" to address life's challenges.
  - We honor and support those who have passed, and those who are ill.
  - We provide medical equipment to enhance mobility and sense of independence.
  - We provide critical emergency housing and living assistance.
  - We conduct an annual "Holiday Cheer" Campaign to assist Active Duty leadership with additional resources to provide immediate short-term relief.
  - We provide educational awareness services to keep our history alive for the generations to come.
- ★ Your financial support is critical to our noble mission of "Preserving the History and Honoring the Brotherhood." Please consider giving at the level that best aligns with your abilities.

**On Time • On Target • Never Quit**

**Mailing Address:** Combatant Craft Crewman Association (CCCA) P.O. Box 6942, San Diego, CA 92166



# From The Ship's Store

## CCCA Mug Machine

By Phil G. Garn

And

Mike Sigsworth

Over the years many members have wanted coffee mugs with their unit logo; however for the prices to be reasonable we would have had to do a minimum run of 50 to 100, which was not that reasonable or realistic. Joe Zemlin and Mike Sigsworth also have had some experience with other beverage containers from shot glasses to beer mugs to water bottles and even wine glasses for the 50<sup>th</sup>; the issue was always volume and cost. Then Mike came across the Sublimation Heat Press, which can print on cylindrical objects from a 1.5 ounce shot glass to a water bottle not to mention mugs. Additionally, he believed he would be able to do very small orders economically. After doing some research, Mike presented several options to the CCCA board and we voted unanimously to purchase the machine. Mike was able to make some custom (individual designs) as test samples, which he displayed at the September meeting. These looked very professional, not like a messy decal. We are confident that he will be able to do individual mugs. However, we need good electronic pictures for the artwork. If you want the 1968 MST from Danang versus the 1969 one on the barge, you have to specify what you want. Additionally, if you provide us a logo we want to keep this on file for future projects. Below you will see some of Mike's handiwork. Once he has the process down we may rent the machine out to other organizations for limited runs.



**Custom CCCA \ Unit ceramic Mug 11oz**

**Personalization 20 characters maximum**

**\$15.00 ea.  
Plus \$6.00 S&H**





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



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



**Premium Mesh Hats \$35 each**  
 Available in Royal Blue,  
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 Dark Green



**CCCA Jolly Roger  
 Antenna Flag 10" x 6"  
 Double Sided  
 With Antenna Mounting  
 Kit**

**Made in the U.S.A.**

**\$25.00 each**

**CCCA Jolly Roger  
 Bandana 21"X 21"  
 100% Cotton  
 Black , Navy, Olive,  
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## Combatant Craft Crewman Association, Inc.

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

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

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

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

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

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

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

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

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

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

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

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

## **CCCA Mission Statement:**

The Mission of the Combatant Craft Crewman Association (CCCA) is to “Preserve the History and Honor the spirit of “Brotherhood” for all those who have supported the Naval Special Warfare Combatant-Craft Crewman, SEALs, and their missions.

## **CCCA Vision:**

The Vision of the CCCA 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 and educational awareness endeavors.

## **CCCA Brief Description:**

The Combatant Craft Crewman Association is an award-winning non-profit. Established in 2013 by our Founders to bring over five-generations of Naval Special Warfare Warriors and their families together since 1964. We provide Direct and Referral services through our Casualty Assistance Program and its many volunteers. Providing Wellness Planning, Educational Assistance, Counseling, Living Assistance, Funerals & Honors, Hospital Visitations, Holiday Cheer Campaign, Community Blood Drives, and Care Packages). Our Casualty Assistance Program connects our collaborative partners and our Community via San Diego 211, Courage-to-Call, Veterans Community Connections, San Diego Veterans Coalition, and the Unite Us platform. We are an educational and historical resource for the Community to ensure accuracy and continuity for generations to come. Our leadership takes no salary and our organization is the proud recipient of the Guide Star 2018 "Silver", Seal of Transparency Award.



## Preserving the History and Honoring the Brotherhood



**In our next issue we will have a “Mailbag” section.**

**We welcome your comments, please send them to [reg5@combatantcraftcrewman.org](mailto:reg5@combatantcraftcrewman.org)**