



NAVY TARGET[®]

A CCCA INC PUBLICATION

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Quarterly Newsletter October/November/December 2018 Volume III No. 4



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CCCA Presidents Message

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

Dear CCCA Membership,



It is with great pleasure that I can once again address you in this forum. I want you all to know that your Board of Directors and Officers are working hard to continue our charitable efforts on your behalf. We are making good progress towards some significant milestones. On behalf of the Board of Directors, I am pleased to announce that we are moving forward on **two major projects**. The **first** is the announcement of our **55th Anniversary**. Yes, next year will mark 55 years of Naval Special Warfare Combatant Craft Crewman History. I will be providing you with updates as things progress. As for now, we are blessed to have **Mary Buonaguidi** as our Event Planner again. **The initial plans are for a 3-4-day event in San Diego 17-20 October 2019, in San Diego.** We plan to have discounted room packages and special activities for you all to enjoy while you enjoy the event. I will let you all know as soon as we have a venue locked in. It is our sincere hope that you take the time and effort to attend.

The **second** major project is our historical **War Boats Project | 55 years of Combatant Craft Crewman and their Boats**. This is your History! Join us in making this something we would all be proud to own. I have issued the Letter of Marque on behalf of the Board to our Historian, **Jim Gray** and Assistant Historian, **Phil Garn**, and Regional Manager Five/News Letter Editor, **Ed Mann** for its completion to coincide with our 55th Anniversary venue. I will provide more information on how you can contribute your stories and get “Your Name” added to the Honored Donor Page.

I sincerely, hope that you will all join us in these two major projects and make 2019 a great year!

If you have any questions or concerns, please contact me at pres@combatantcraftcrewman.org

I want you to know that we are growing stronger, and the number of victories we have achieved helping our community members is impressive. Our Casualty Assistance Program is continuing to connect families with the right resources. We continue to build our collaborative partnerships (San Diego Veterans Coalition (SDVC), San Diego 211, Courage to Call, Veterans Community Connections, California Veterans Legal Task Force, San Diego Veterans Museum) to name a few. Our “Unite Us” platform is working well and our Casualty Assistance Director, **Bill Redmond** is leading our efforts to provide compassionate care to those in need. If you are in need, don’t hesitate to reach out to him at caco@combatantcraftcrewman.org.

Sincerely,

Joseph John Zemlin

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

Happy Holidays!

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

Dear CCCA Membership,

Seasons Greetings! Let us make sure to take time to cherish the ones we love and to let them know just how much they mean to us.



It is a real blessing to be surrounded by so many good people wanting to give their time and talents to make things better for others. I marvel at the compassionate care demonstrated by so many of you within our organization. Please continue to step-up and participate, give what you can. Bring your circles of influence into our circle. You can indeed make a difference by leveraging your experiences with others and sharing your stories. Our new ship store products are a perfect way to support our efforts and show your pride. Thank you, **Mike and Barb Sigsworth** for all you do!

Life has many challenges and can be quite chaotic. Your commitment to each other is a testament to your character and the bonds of our Brotherhood. It is not just a tagline. It is a sincere belief in something bigger than any one person. Every generation has given freely to ensure our legacy continues. I am so proud to be part of the CCCA. We cannot fix every problem. However, we can and will assist you in your pursuit of addressing them. Assisting when possible and connecting you to our professional network of collaborative service providers that are best suited to your specific issues. That is our the mission of our Casualty Assistance Program. Thank you, **Bill and Liza Redmond**, for your selfless dedication and unrelenting compassion for others.

We intend to once again donate to our Active Duty Commands through our **"Holiday Cheer"** Program. This program is designed to help the leadership provide low-cost immediate assistance relief in the form of \$50 Commissary Gift Cards. Let us never forget how unexpected life can be. I know first-hand from my own experiences at SBU-12, when family disaster struck, while on a training mission. They set a level of commitment that my wife compared the worthiness of other commands too. SBU-12 leadership did everything possible to address her fathers stroke, including getting me back. They did this, not because they had to, but rather because they could. It was a commitment that was paid back ten-fold over the years. It was what truly separated all but one other Command in over 30 years of Naval service. It was a real sense of family or "Ohana," and I forever carried that level of commitment to those who worked with or for me.

On behalf of the Board of Directors and the Officers of the CCCA, I wish you and yours the very best this holiday season. Be safe, stay connected, and never forget what makes you part of this unique community!

Sincerely,

Joseph John Zemlin

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



CCCCA Casualty Assistant Program "Good Works in Action"

The Mission of the CCCC Casualty Assistance Program is to provide relief, restore hope and advocate on your behalf! We assist you and your family in determining the best solutions to address your specific challenges. We provide free and compassionate Casualty Assistance through our Direct Services and Wellness Plans. We also utilize a the Unite Us Referral and Tracking System, in order to efficiently connect with the vetted service providers. This system helps connect Subject Matter Experts with any of our Request for Service (RFS) that is beyond our capabilities. It maximizes our resources and strengthens or collaborative efforts. It allows us to track and get updates to monitor the progress and effectiveness of those services. It helps us help you!

I can proudly say, but sadly, this past Quarter we have assisted with three more funerals by way of Condolence letters, Wreaths, Cased Flags (for Members) Patriot Guard Riders, and Buglers Across America. This is a very somber and delicate service we provide and is always addressed with the utmost sensitivity to the family's wishes. I have established a good rapport with the Veterans Administration as your advocate for questions during this difficult time. The grieving process can cause a flurry of emotions and confusion and it's good to know that we can assist families by providing clarity and focus to their needs as their advocate. I have utilized a host of service providers and patriotic collaborative partners to ensure all available honors are provided the member and their loved ones.

In the past month alone, our CACO Team has been proactive with our act of kindness and good works, via hospital visitation to our injured and ill brothers. During our numerous visitations at Balboa Hospital, we spent precious time with our CCCC member and fellow "Boat Guy" who was facing new battles undergoing leg surgery and a full battery of antibiotics. We continue to monitor his healing progress and welfare through phone calls and visitation. These small but sincere gestures really do lift spirits during trying times. It feeds the soul to provide a laugh, share an embrace, and renew the cherished bonds of brotherhood. It is an honor and privilege to represent this Association on all of your behalf.

We also facilitated three CCCC members "Boat Guys" and former SBU-12 veterans with appointments with the San Diego County Veterans Services (VSR's) for submittal of increase of disability ratings. We helped by providing necessary supporting documentation in the form of a VA Recognized Impact Reports that articulates the unique stresses and dangers faced while serving in our special community. You can find the supporting document on our website "Casualty Assistance" tab at www.combatantcraftcrewman.org.

I take great pleasure in working side by side with Joe Zemlin, our CCCC President in assisting veterans that are facing legal issues and possible jail time. We collaborate with the California Veterans Legal Task Force as part of our daytime positions as AmeriCorps VISTA's running the Peer Specialist Program. We are also concurrently helping to conduct a study on the effectiveness of Veteran Treatment and Diversion Courts as a viable option to incarceration. With the leadership of CVLTF Executive Director and lead Attorney Jude Litzenberger. Our goal is to educate Public Defenders and Attorneys of new





CCCCA Causality Assistant Program *"Good Works in Action"*

California Legislation that protects veteran's rights and gives the veteran a chance of redemption by completing treatment rather than incarceration. Once they complete their program, they are allowed the legal protection under the law of possible dismissal, reduction of penalties, dismissal of charges and or sealing of records. It is allowing them a chance to regain their dignity and honor.

Over these past five years of leading and developing these program services and activities, I have spent well over 3000 hours of compassionate care. I will continue to dedicate my time toward prayer for others and provide comfort to those in need to the best of my abilities. I will use every available resource. Help me and our association helps our community. Give what you can, get involved, be an anchor point for your area and keep the lines of communication open to help your community.

The Chaplains office is recommending you continue to have faith and carry your good will with you always; we must be slow to anger, show patience, and be prudent in our "Good Works." Please offer yourself in helping others, show compassion and empathy for each other.

Lastly,

This month is Breast Cancer Awareness Month. Being good warriors as I know you are; be mindful of how destructive cancer can be. It does not discriminate its terrible effects. Show your support and raise your awareness to preventative measures that help identify the illness earlier. Women over the age of 40 should protect themselves by having their yearly mammograms and Wellness exams done annually. Men are not immune either, although occurrence percentage is a much lower, unusual lump or formations can be detected early with regular self-examinations. There is also new 3D scanning equipment out there that defines the densest of tissue closely and accurately than the old version of 2D imaging. Research has found less invasive ways of destroying cancer cells and tumors which are noticeable. If you would like to learn more about breast cancer intervention and the latest treatment options, go to the National Breast Cancer Foundation website

at: <https://www.nationalbreastcancer.org/breast-cancer-awareness-month>

Remember the mission is to provide relief, restore hope and advocate on your behalf!

Sincerely,

Bill Redmond

Bill Redmond | SWCC

CCCCA Casualty Assistance Director/Ch.



On Time, On Target, Never Quit!

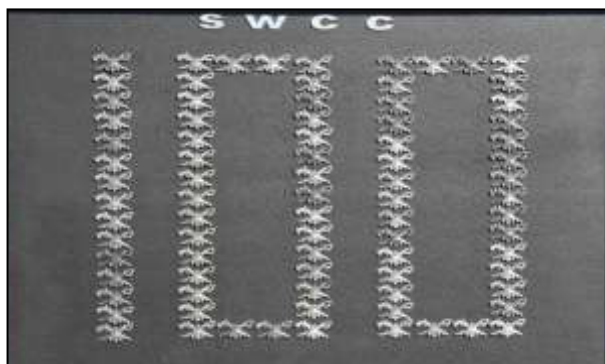
SWCC CLASS 100 GRADUATION

By
Joseph Zemlin
CCCA President

Another amazing milestone was reached on July 19th, 2018 as Naval Special Warfare Basic Training Command graduated Special Warfare **Combatant Craft-Crewmen (SWCC) Class 100**, at Coronado Naval Amphibious Base! It was a real honor to be invited to both the Commands Family Dinner Celebration, Compass Ceremony, and Graduation. Many of our local CCCA Members and Community Members were present to support these historic moments as we welcomed the newest SWCC to the Naval Special Warfare family.

The night prior to graduation the Command held an intimate dinner in the School house flanked by two of the training craft and the course instructors. The families were greeted with the knowledge of the accomplishments that each SWCC graduate accomplished to become members of this elite community.

Class Statistics:



The graduating SWCC Class 100 was a combination of SWCC Class 99 and SWCC Class 100. SWCC Class 99 started Basic Crewman Selection (BCS) with 19 students. They gained two rollbacks in Basic Crewman Training (BCT) and only five students completed the training.

SWCC Class 100 started BCS with 31 students and eight completed the Tour. They gained one rollback in BCT and ended with five students of Class 100.

The two classes were combined for Crewman Qualification Training (CQT), Class 100 started with 10 students. Total graduating in CQT Class 100 was ten.

Throughout BCS, BCT, and CQT, each student of Class 100 accomplished the following:

- 27 cumulative weeks of high-risk training
- 152 miles of timed runs, conditioning runs, and other miscellaneous evolutions
- Swam over 44 miles
- Ran the obstacle course approximately 14 times

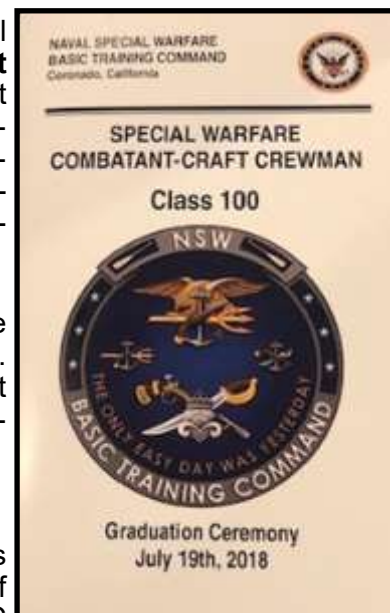


The Class expanded over:

- 37,100 rounds of small arms ammunition
- 135,450 rounds of heavy weapons ammunition

The Class navigated over 750 nautical miles during 200 hours of underway evolutions.

The following day a solemn and private Compass Ceremony was performed with past and present Naval Special Warfare Combat-



ant Craft Crewman in attendance. The symbology of the Compass was explained and the values it represents. The inclusion of each generation in attendance was testament to honor the words shared that day. "Keep your course true! Be your Brother's Keeper and understand the commitment of wearing the SWCC Pin! It was clear that the price was paid by all those who had gone before, but the responsibility is theirs to carry on! It was very well done!

Shortly thereafter, guests started arriving and a time-honored tradition of SWCC Graduation commenced within the backdrop of the Vietnam Memorial and the Combatant Craft of that era.



Time is the one constant we can never escape, but it brings comfort that the lessons learned have been successfully passed onto the next generation. Our community continues to evolve, and we can find gratification that each of us were contributing members to something very special. We cannot foresee what challenges they may face, but we can be sure that if we have done our jobs well they possess the same grit to overcome any obstacle's.

We welcome these new warriors to the Naval Special Warfare Family and wish them well on their journey



On Time, On Target, Never Quit!

SPECIAL BOAT SQUADRON TWO



TRAINING MANUAL

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

Insertion and Extraction

The most common evolution which special boat operators perform in special warfare support is an insertion. This is what the mini-ATC was specifically designed for and is a maneuver which must be mastered above all others. The main difference between an amphibious landing and an insertion other than size is visibility. An insertion is usually part of a covert or clandestine operation, it therefore calls for extremely low visibility. To eliminate the need for talking or use of radio and radar, extensive preparation and thorough briefings are necessary. Actions to be taken under various contingencies must be preplanned. For example, under what conditions fire is returned, when troops fire, who decides when and where troops de-

bark, are false insertions going to be conducted, etc. A thorough review of appropriate charts, tides and current tables, moon conditions, terrain, and weather is essential.



Tom Folkesson and Phil Garn's crew doing chart work (mission planning) for an upcoming mission. This was a joint exercise with SBU-11, when they were up with two Sea Foxes as aggressors in the Sacramento River Delta.



**SBU-22 MATC det in Panama Oct-Dec
DET Alpha Jan-Mar Det Bravo GM2
Tomlin Boatcaptain. RIP Tomcat.**

Appropriate weapons and ammunition must be mounted, and the boats completely checked out. Inland PBR's are preferred as cover boats and to seal off the waterway, while mini-ATC's transport and land troops. Coastal insertions are usually rubber boat or swimmer launchings from PB's or other boats.

Liaison with the troop commander is extremely important prior to loading troops. His cooperation in keeping his men still, quiet and exercising fire discipline in the boat is needed. Mutual understanding of fire zones during the insertion is critical as is mutual understanding of contingency actions.



PBR sealing off the waterway

Enroute to the insert site keep all hands alert and quiet. Observe the banks and water along the way for anything useful to know and potential hazards, particularly if there's only one way in and out. Use of radios, radar, or lights should be avoided if at all possible. Keep an eye on cover boats so you know their positions at all times. Unhook the ATC bow ramp well away from the insertion point, and do any other noisy chores then also, such as jacking rounds in weapons or opening ammo boxes.

Insertion



Mini ATC in its element

When the landing site is reached, ease the ATC into position. Racing engines is noisy, sucks up mud, and may put you further ashore than you care to be. Get the ramp down and the troops off as rapidly as possible, then ease back out. Maintain quiet as you go. Fake insertions may be made before and after the real insertion to confuse any indigenous people who may observe. This is a difficult time to keep everyone still and quiet, but it is critical to the troops ashore that visibility remain low. Cover boats should maintain position off the quarters of the ATC's as they offload, covering the flanks. Attention to assigned zones of responsibility must be strictly enforced. Again, preparation, briefing and practice are the keys to success.



Extraction procedures are pretty much a reversal of insertions, with two important differences. First, you don't usually get a chance to work out details of coordination with the troop leader. Second, the ATC is lower in the water coming out than it was going in for the pickup. The liaison problem just calls for more details from the officer scheduling the mission. The increased draft means you must plan and be ready for a pull off by your cover boat. Don't try to power off the beach with a roar of engines.



Above: MATC-12 in slough and alert for aggressors

Both insertions and extractions are ticklish operations requiring detailed coordination between boats, among crewmen, and with troops being inserted.

Planning must include consideration of the currents, tides, light conditions, and weather. A considerable change in water level can have a considerable effect on the operation.



Know the tides

HSB: The Beginnings by Jack Spratt

I reported to SBU-12 in August 1988. CDR Jon Wright was the CO.



Setton Underway

was a 24' deep vee twin outboard powered craft which had been discarded from NSW Development Group. It had no engines, no electronics, no wiring ... it was a bare fiberglass hull.

The second boat was a 24' deep vee twin outboard which had been salvaged from customs. It also had no engines, wiring or electronics

– pretty much a bare hull with a civilian seating configuration.

That was my “detachment”, and we were tasked with making them seaworthy and then proving their value to NSW.

My boat guys worked miracles, and within a month we had twin 250 horsepower outboards pushing them through the water. We were underway almost every day, working the bugs out of them, training ourselves and learning the boats. We spent a lot of underway time at night, doing ship attacks on the fleet or navigation exercises. We later acquired a third civilian boat from a customs seizure – a 33-foot, twin engine Scorpion.

We eventually picked up three more Setton craft and two 33' Fountain craft from Development Group. Parts support was almost nonexistent for the HSBs at that time, because the boats weren't “officially” part of the Unit. We got a lot of used parts from DevGru for the Fountains, and I don't have any idea where the money came from for the outboards. I do know that a lot of money for the little things came from the Boat Guys pockets. We also were able to use the government credit card to buy small spare parts, as

long as the owner of the fuel dock was willing to call them gasoline when he wrote the ticket.

We had reached a point where we were beginning to support the SEALs tactically and were participating in a tactical exercise in the Long Beach area when Iraq invaded Kuwait. We got called back to base, and 48 hours later, we were loading the three Settons and the Scorpion into a C-5 heading for Saudi Arabia and Desert Storm.

We later brought the Fountains to Saudi, and the SBU Boat Guys proved to Naval Special Warfare that High Speed Boats were the

At our initial meeting, he told me he had a plan to establish a high speed boat capability within SBU-12, and selected me to be the OIC of the HSB detachment.

He assigned me six of (in his words) “the best Boat Guys in the command”. Since we had no experience with high speed, open ocean boats, we were sent to Ft. Lauderdale for two weeks to work with a retired off-shore racer to learn our craft.

When we got back, we had two “boats”. I say it that way, because they were far from being seaworthy. The first, Setton 1



First HSB—Setton 1



**Scorpion in SBU12
Compound**



**Lazo reenlistment—Xcal and two
Settons**

future of maritime Naval Special Warfare. I believe the hard work and professionalism shown by the Desert Storm Boat Guys was instrumental in NSW moving forward with close looped detailing, SWCC school and ultimately the SB rating and SWCC warfare specialty.

I transferred to Special Boat Squadron ONE shortly after Desert Storm and spent four years as Training Officer, and although I was in contact with the HSB detachments, I was no longer involved in their missions.



Xcal Underway—only known picture



Desert Storm—Scorpion, Fountain and two Settons

* * * * *

Boat Guys as Beach Jumpers and other HSB Operations During Desert Storm

By
Phil G. Garn

An important strategic special operations component stemming from the Scouts and Raiders as well as the Office of Strategic Services and British Combined Operations during the Second World War, were the Beach Jumpers (BJ's) who were in charge of tactical cover and deception for landing operations. Beginning with operation "Husky," the invasion of Sicily. The Beach Jumpers organized and led by the Hollywood actor Douglas Fairbanks Jr. (a Naval Reserve Officer) would essentially use sound (flash bangs and recordings of ships and military equipment) pyrotechnics and electronics (radio signals and reflectors) as well as a variety of dummies and replicas to simulate an amphibious landing where there was none to draw off enemy forces. The most famous was Operation "Fortitude," General George S. Patton Jr.'s phantom invasion of Calais, which drew Hitler's 15th Army



HSB Det in Desert Shield/Storm

away from Normandy allowing the Allies to establish the beachhead in France. These units would use PT boats, Air Sea Rescue Crash boats as well as modified landing craft to conduct their missions. Fairbanks like John D. Buckley, Wild Man of the Philippines who rescued General MacArthur and commanded the OSS PT Squadron 2 (2) would land with his men, leading from the front and engage in several gunfights with the axis on shore in the Mediterranean. Surprisingly, the Beach Jumpers would be disbanded after World War II and not be resurrected until after the Inchon landings in Korea later incorporated into Naval Special Warfare and ultimately transferred in 1972 to what became Fleet Tactical Deception Group and then to fade away... until 1991.



Pete doing mission planning in the bunker. Note gear in background and he's wearing a sweatshirt under his chocolate chips

In August 1990 after the invasion of Kuwait by Saddam Hussein's troops, Naval Special Warfare NSW responded immediately deploying the best active duty men from the Special Boat Squadrons as detailed in Jack Spratt's article. Here Pete Diegel who was then a Chief Boatswains Mate (BMC) assigned to Special Boat Unit-12 (SBU-12), picks up the story.



On the road to Ras Al Mishab towing a fountain and passing a Hawk Missile Battery.

Towards the end of Operation Desert Shield in late December 1990, the High Speed Boat (HSB) Detachment (DET) from Special Boat Squadron One left their base at Ras Al Gar to establish a new base at Ras Al Mishab. Crews sailed two of the Fountain HSB's, while the rest of the DET trucked the equipment and remaining boats. Ras Al Mishab was a Saudi base with a significant airfield about 14 miles from the Kuwaiti border, close enough that they were in range of Iraqi

rocket attack. After, the first attack, the boat guys got the Sea Bees (Naval Construction Battalion) to dig a trench, then the boat guys completed a bunker. The attacks increased and almost became a routine at 1900 each evening. They also manned observation towers, which enabled the men on watch to give the base a heads up and time to get to cover, as they could see the flash of the 122mm's launching from occupied Kuwait. Though it was over 100 degrees in the shade with surprisingly high humidity when they arrived in country; the weather rapidly cooled and they even had snow in the winter. It was not until, Pete's third letter home requesting long underwear, that they realized he wasn't joking and sent the thermals.

The HSB elements began scouting the area through the off-shore oil fields filled with oil platforms looking for future forward operating bases (FOB's) as well as enemy positions and developing SOP's as they operated in theater. These fields were vast and typically several miles off shore from the flat sandy, feature-



Building the bunker after the Sea Bees dug the hole at Ras Al Mishab. 122mm rocket barges were a daily occurrence and a serious threat.

less coastline. The boat guys used the flames from the wellheads as weather vanes: straight up –ok to go on ops, bent at 30 to 50 degrees - too rough to operate. This was a very strange operating environment with so many lights on the water burning all night long.

In the oil fields, they had many sightings of free-floating sea mines as well as Iraqi Patrol Boats (PB's). The Iraqi's not only laid large defensive sea minefields and expanded these during the conflict, but also used many free floating horned mines. These mines were so powerful that if one boat hit a mine the other boat in the patrol would likely be damaged if not destroyed. Pete said it was very unnerving going

out into that environment, but he and the guys quickly harnessed their fears and got on with their missions. On January 16, 1991, Pete and his troop were scheduled to take EOD Techs Enders and Heinz out on a mine hunting patrol in a Scorpion HSB and a Setton HSB.

The Scorpion had mechanical issues, so they went out on the Setton alone near Khafji and searched for several hours with out any luck. An Iraqi gun boat came out from behind one of the tankers and fired several rounds of 12.7mm at Pete's HSB. Pete recognized this tactic from his previous deployment to the Gulf with SBU-11 Det Alpha protecting oil tankers from the Iranians. Pete called the Task Unit (TU) and requested assistance. The TU dispatched a Saudi PB element from Ras Al Mishab. While waiting for the Saudi PB's to arrive, two more Iraqi PBs popped out from behind the tanker, who had been lying in ambush using their third boat as a lure, just as Pete suspected. The Iraqi PB's were heavily armed speed boats with 12.7 mm heavy machine guns in



Iraqi PB in Kuwait City. Note twin 14.5mm KVP heavy machine gun on bow. Our guys would take these on with 7.62mm M-60s.

contrast to our HSB's which were armed with 7.62mm M-60's. Pete requested permission from the TU to engage, but was told to stand by for the Saudi PB's. The Saudi's were the host nation and this was their territory. When the Saudi Very Fast Patrol Boats arrived, Pete briefed the Saudi Officer in Charge (OIC) and pointed out the three Iraqi PB's. The Saudi boats had 4 large outboards and were really nice boats; however the Saudi OIC said he did not see the contacts, though Pete pointed them out visually and on radar. The Saudi's refused to engage, so Pete called for two Fountains with an embarked SEAL squad. When the Fountains arrived the three HSB's took off after the Iraqi PB's and the Saudis fell in behind the American contingent. They chased the Iraqis to the border, but were called off by the TU once they crossed the border.

The next day, January 17, 1991, the Det's tasking changed from passive patrolling to conduct Special Re-



Scorpion HSB heating out on an operation with a CRRC.

connaissance missions and Combat Search and Rescue (CSAR) along the Kuwait coast. Operation Desert Storm had just begun. During this period, one element would go on the mission while the other unit would stand by as a quick reaction force (QRF). On January 23, 1991, Pete's Det was given a CSAR mission to find an A-6 Intruder. They searched but had no luck; however the other Det found the tail section of the A-6 four or five days later. They received another CSAR mission on January 31 to rescue a USAF AC-130 which had gone down near Khafji, but were called off. The Iraqi's had invaded the Saudi city of Khafji on January 29, 1991 and the Coalition struck back with overwhelming air power including

an AC- 130 "Spirit 03" which was shot down with a loss of all 14 crewmen.

In mid February 1991, a Navy Special Warfare Development Group (DEVGRU) DET arrived with 4 Halter HSB's and set up a clamshell enclosure to house and maintain their boats. In contrast to brand new Halters, with state of the art radio and navigation packages (which cost more than the boats themselves), strengthened mountings for .50 cal heavy machineguns, Mk-19 40mm grenade launchers and 7.62mm GAU-17 mini-guns, all of the DET's HSB's were DEVGRU hand me downs that had been ridden hard and **air**-dropped more than a few times, before being transferred to SBR-1 and armed with 7.62 mm pintel mounts which had to be replaced by gunmounts scrounged from Humvees with more hard months at sea in theater.



Haltler HSB used by DevGru

DEVGRU also arrived with 90 day load out packages including spare engines, a maintenance detachment and armory, as opposed to the Det who had to scrounge spares from civilian auto parts stores and modify them for marine use and continually rebuild the outdrives, as the command back in CONUS did not want to send out expensive replacement parts. Pete's Det took the DEVGRU team on familiarization runs through the oil fields and briefed them on the mine hazards. The DEVGRU guys didn't believe the vets who had been there since August 1991 about free floating mines at first, but on one of the fam runs they saw an object illuminated by an oilfield fire between the four boat patrol which was running about 20-30 feet of separation between boats and confirmed it was a sea mine and became believers.

About February 20th, Pete's DET and the DEVGRU DET received a tasking to conduct a sham landing,

just like the Beach Jumpers of World War II, to divert Saddam Hussein's forces who were expecting a major amphibious operation from the coalition forces to retake Kuwait. They would be one of several components to this false landing including B-52's and the battleships *USS Missouri* and *USS Wisconsin*. Pete, DEVGRU Lieutenant Davis, Master Chief Bud Dennehy, SEAL Lieutenant Tom Dietz, SBU-12 Lieutenant (Junior Grade) Wisotzski and EN2 Mike Plouffe began mission planning, which lasted about two days. They also had a full dress rehearsal the day before the op including a live fire with all weapons. National Command Authority (NCA) gave the mission a green light via SATCOM to execute the operation.



Fountain carrying CRRC

On February 23, the operators including CWO4 Rogers, BMC Diegel, EN1 Brown, EN2 Plouffe EN2 Davilla, QM2 Wiegel, QM3 Matthews and BMC Smith left Ras al Mishab in four Halter HSB's at about 1800



Halter Desert Storm

hours with the embarked SEAL element. Two Halters carried Zodiacs (Combat Rubber Raiding Craft or CRRC's) with one full platoon of SEALs and the other two boats were to provide cover. The transit to the objective was about 70 nautical miles in a very calm sea state (1 or 2) at about 20 knots. They rigged the CRRC's about 2130 hours, then the CRRC's moved toward the beach as the Halter's covered their ingress. The B-52's then dropped about 90,000 pounds of bombs a few miles inland to divert the Iraqi's attention away from the shore, while, the combat swimmers rigged explosives on the beach and put out floats to mark boat lanes for an amphibious landing

between 2300 and 0130.

The battleships commenced firing to cover the swimmers' egress moving back to the CRRC's and sustain the amphibious feint. The two assault boats moved in setting up for the attack as the other HSB's recovered the swimmers from the CRRC's. With just five minutes left in their window, NCA granted authorization for the beach assault at 0230 hours via SAT- COM.

The assault boats initiated two racetrack firing runs on the beach with .50 cal heavy machine guns, MK-19 40mm grenade launchers and GAU-17 mini-guns. Though they had planned to make the runs at 200 yards, the boat crews closed to 100 yards firing between the oil tanks on their left flank and a large beach house on their right flank. As they left, the demo began going off on the beach, and the crews threw out multiple satchel charges into the water adding to the effect. They returned to Ras al Mishab just after dawn with a quick debrief and **gun cleaning**. This raid caused the Iraqi's to focus on a seaborne invasion targeting cen-

tral Kuwait, drawing off 10,000 of Saddam Hussein's troops away from the actual land based thrust saving countless Coalition lives.

In late February, TU Mike was directed to set up a FOB on Kubbar Island to capture high value assets escaping from Kuwait City by sea. Half the Det and a platoon of SEALs flew out to the island, and two Fountain HSB's sailed up to the island, but the op was canceled with the end of hostilities on February 28, 1991.

The unsung heroes of all of these operations are the maintenance crews who toiled in the dust to keep the boats operational.

Pete and the Det flew back to Ras Al Mishab, rapidly broke down the operation packing up the gear to be transported on cargo ships. This evolution took about two to three weeks. Pete and Pat Shima would be the last two boat guys in country flying back to States after the ship had left. Not surprisingly upon their return, there was no command debrief, after action or lessons learned. Pete would continue his career with many assignments in Naval Special Warfare, retiring as a SBCM 5352 Master Chief Petty Officer.

Special thanks to Jim Gray and of course Pete Diegel.



Engine Repair Shop Desert Storm



HSB workshop—inside



HSB workshop—outside



HSB Forklift



HSB Launch



HSB Scorpion alongside pier

Devgru SOC



Boat Guys Partner for Blood Drive

By
Phil G. Garn

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On July 28, 2018 the CCCA held its first collaborative Community-Support Blood Drive with the San Diego Blood Bank and our longtime friends at the San Diego Veterans Museum. Live entertainment was provided by fellow "Boat Guy" and Retired Navy SEAL Pat Ellis from the Blue Frog Band, and there were delicious pizzas graciously donated by Lefty's Chicago Pizzeria of North Park. Our Naval Special Warfare community of SEAL/SWCC, charitable partners, and family/friends all donated their time and talents in support of this very worthy cause.

This event was organized by our very own CCCA Casualty Assistance Director and Organizational Chaplain, Bill Redmond, and took several months to coordinate and set up. Bill worked untiringly with the San Diego Blood Bank's Director Leslie Eagan to get the Bloodmobile, nurses and required permits for the event, and San Diego Veteran's Museum Events Coordinator and SWCC Spouse Alayna Stoner to secure the outstanding facilities and material support. A very special thanks to both Leslie and Alayna and their fantastic personnel for the phenomenal assistance!

We received some good financial support in the form of cash donations, made new friends, and even gained some new members! A special thanks to our Treasurer and Ship Store Director, Mike Sigsworth, for being on point as always and offering some great merchandise to show our pride. This Community Blood Drive was an excellent opportunity to meet new people, strengthen the collaborative network, spend some quality-time with our fellows, while listening to some great music.

Directly supporting Bill were CCCA Board Members, President - Joe Zemlin, Treasurer - Mike Sigsworth, Secretary - Scot Whaley, and Master-At-Arms/Assistant Historian - Phil Garn, as well as cherished members: Mark Jansen who provided some excellent photography support and Chuck Chaldikis who helped with the set up. Our Public Relations dynamo Ruben "Chato" Hinojosa worked to the very last minute to secure additional in-kind donations from Lefty's Pizzeria. The CCCA bought doughnuts and the Zemlin family donated cold refreshments for all participants.

A very special thanks to our dear friend: Pat Ellis, who set-up and got right to work playing acoustic music sets ranging from Allman Brother's to his original compositions. Pat and his band have supported CCCA on many occasions over the years, and this was no exception. Pat is an accomplished guitarist, harmonica player, and singer; Pat played for about four hours with only a short break or two. He also helped us round up a few more "volunteers" for blood donations along with secretary Scot Whaley and Miho Brown were busy calling out for blood donations from the stage. More than a few park visitors sat down and enjoyed Pat's music.

Chuck Chaldikis, the oldest DGB in attendance, a Vietnam SEAL Team 1 Vet and XO of SBU-12, was first on the list and first in the chair. Boat Guys, Carl Smith, Benny Juarez and Tom Folkesson, were not far behind. Dail "Doc" Kyle came out to support, and Miho Brown from our Lady's Auxiliary jumped right in assisting with registrations and recruitment. It was also an excellent opportunity for guys to catch up and tell a few sea stories. The Zemlin family stepped up and gave blood, going above and beyond to support CCCA.

Additional supporters and collaborative partners from San Diego Veteran's Coalition (President-Ron Stark), California Veterans Legal Task Force, Veteran's Community Connection, AmeriCorps VISTA's, Knights of Columbus, and American Legion Post # 416 all joined in to support our event. We also made some excellent connections with local veterans and their families who donated blood and even had some outstanding support from the local community members who were just enjoying a day in the Park.

The teardown went smoothly with all the Boat Guys pitching in to wrap things up (Which was very much appreciated).

Mike Sigsworth reported the Ship's Store did a reasonably good business, selling about \$290 worth of merchandise and receiving over \$31 in cash donations in the Donation Jar. Leslie reported we reached our goal and that this was a great start for future events, as all the staff enjoyed our crew and would like to work with us again. Additionally we had 19 first time blood donors! Over 90 individuals could be helped with the blood donated! BZ to all involved!



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.



Special Boat Team-12 Family Day

By Phil G. Garn & Ruben “Chato” Hinojosa



Ruben and Phil

On August 11, 2018, Phil Garn and Ruben Hinojosa attended the Special Boat Unit 12 Family Day at Turner Field on the Naval Amphibious Base, Coronado with Ruben's friends, Isabel and her son. In addition to seeing a number of our old friends including CWO4 Gary Luna, Master Chief Joaquin Martinez (now at the School House) and CPO Ryan Burgan meeting new boat guys and their families, the highlights were the rides on the Combat Craft Medium (CCM). Ruben did not believe how smooth or fast the new boats were, despite Jim Gray's and Phil's report from last year's rides, until we were blasting up and down the bay and these were the in the operator seats not the even better crew seats. The rides were so fantastic that we all went back for a second trip. Ruben's friends were astounded at the sophistication of the boats and comfort on the rides; though it was a sunny day, we were really moving. There was also a Combat Craft Assault (CCA) on display and the crews did an excellent job giving tours and answering many questions. We were also impressed by the competence, courtesy and professionalism of the boat crews, techs and staff.

The ombudsman and FRG did an exceptional job with the set up and picnic, Hawaiian BBQ for the adults and pizza for the kids as well as ice cream. Also there were jumpies, a giant inflatable water slide as well as the dunk tanks. Commanding Officer Andrew Fortmann and his staff took their turns on the tank with good cheer. Commander Fortmann also thanked the ombudsman and Family Readiness Group (FRG) for all of their hard work and spoke about the high op tempo at the command. The command is really busy, so much so that some weapons were not available for the display because they were deployed.



**Ruben with the 7.62
SCAR you can see the
giant water slide in the
background as well as
FRG tents**

While Phil and Ruben were digging the new weapons, especially the 7.62 mm SCAR rifle, the young boat guys were very interested in the Boat Unit/Teams history and particularly intrigued by the M-60's and trigger fired 60mm mortars. Though we told them the M-240 machine gun was superior, they really wanted to fire the M-60's.

Phil and Ruben spoke with Commander Fortmann and hinted at the 55th, he said definitely get in touch with him, the ombudsman and FRG who were responsible for most of what we experienced at the picnic. Ruben and Phil both walked away from the ship's store with a few goodies. It was just like a great picnic anywhere USA, except for the guns, drones and super fast boats.



Phil & Gary



**Ryan and Ruben. Boat Guys might
recognize a few tools of the trade.**



CCCA Sponsorship Levels

The Combatant Craft Crewman Association

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

EIN # 46-3934554



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 50th; 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**



Mesh and standard Hats are \$5.00



**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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8.99 ea Plus S&H**





**CCCA Veterans
Appreciation T-Shirts:
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**Nylon Single Reverse
CCCA Logo
Flag 3' X 5'**

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



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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:

- ✦ 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