

February



Issue No. 2

WWW.COMBATANTCRAFTCREWMAN.ORG

The Latest CCCA News and Updates

Funeral Update!

MAC (CC) Mark W. Jansen will be laid to rest with full military honors on March 6th and Miramar National Cemetery.

The time of Service is 11:30am.

Address: 5795 Nobel Dr, San Diego, CA 92122.

For those who would like to meet at the mortuary and be part of the procession with the Patriot Guard Riders (PGR) to the Cemetery, they will need to arrive at the Partridge Creek Mortuary (10330 Mission Gorge Rd. Santee, CA 92071) by 10:15 AM

Those who want to meet at the cemetery must arrive at the Miramar National Cemetery by 11:15am. We will be lining up in LANE #3.

Sincerely, Joseph Zemlin, CCCA President

Fair Winds and Following Seas' Brother

Sincerely, Joseph Zemlin, CCCA President



Picture 1. MAC (CC) Mark W. Jansen
01/01/1966 – 12/23/2022

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SAVE THE DATE!

SWCC 60th Anniversary

“Honoring the Bonds of Brotherhood” of all those who have served and supported the Naval Special Warfare Family!

4-7 September 2023



BOOK YOUR RESERVATIONS NOW with the Lodge Four Seasons!

Call **1 (866) 721-1365** for your reservations: You can also make your reservations online

<https://4seasonsresort.com>

regular rooms were quoted for \$172 or 202 for a Junior Suite. Some individuals have relayed that you can get a room for less online.

Ask for “DBG Party on the Lake” for available discounts!

Join us and host Sean Keintz bring our community together!

You do not need to be a CCCA Member to Attend. We hope you will find value in our charitable organization and take this opportunity to renew your friendships in a great environment. More Details to come! With planned events and attractions. This will be a casual gathering that will allow you flexibility and fun!

REGIONAL BULLETS

Region One Updates (West) HQ:

- Mark Jansen Funeral Scheduled 6th March.
- Coronado Historical Association Lecture and Book Signing completed.
- Mark Jansen Celebration of Life sked for Saturday, 18 March, 2023 at BNS Brewery. Host Frankie Chavez. Time TBD (most likely in the afternoon. We will post once we have confirmation). BNS has reportedly donated the venue. We sincerely thank you BNS Brewery for your gracious support
- May Ride2023, Biggs Harley Davidson, San Marcos, CA.20 May 2023.

Region Two Updates (Central):

- Regional Meeting held on January 24th.
- SBU FR Gathering is April 14-16th.
- Rollin' Down the River" is postponed until springtime.
- Lake of the Ozarks Event Gathering in September
(See Save the Date Announcement pg.2).

Region Three Updates (East):

- Paddle Out Memorial, UDT/SEAL Museum TBD
- NSWG4 Retirement Ceremony for CAPT (SEAL) Jeffrey F. Johnson, USN. 31 March 2023. (CCCA President Invited).
- Official Dates for 2023 Annual DBG at the PBR, March 31-April 02!
- 60th Anniversary event is moved to Lake of the Ozark Event.

Vietnam Memorial Dedication Update!



Picture 2. Vietnam Memorial, Ft. Rosecrans National Cemetery

Region One Charity Event Follow-up! Family Friendly Fun!

On behalf of the CCCA, we thank the Chula Vista Golf Course for hosting the Ray Hinton Memorial Golf Tournament on Sunday, February 19, 2023. Once again, we are honored to be the chosen veteran charity to benefit from its fundraising efforts—thanks to the Ray Hinton Family, friends, and par-



Picture 4. Nix White, Ray Hinton, Charlie Philpot, and friend.

The CCCA is proud to announce the dedication of the second of two monuments. The CCCA proudly announces the dedication of the second of two Vietnam Memorial Monuments it has sponsored. We thank the Vietnam Veterans of America Chapter 472, San Diego, CA, for their leadership and vision. Its sister monument was placed at Miramar National Cemetery. The second memorial was installed at Ft. Rosecrans on 27 January 2023. It is tentatively scheduled for its dedication on 25 March 2023, during the National Welcome Home Vietnam Veterans Week. The CCCA donated funds to support both monuments carved from the same stone as the Vietnam Memorial Wall in Washington, DC.

**GOD BLESS OUR FAMILY OF VETERANS
NEVER FORGOTTEN!**

Picture 3. various Ray Hinton Memorial Golf Tournament Photos



Coronado Historical Lecture and Book Signing

By Phil Garn

Last year, Christine Coronado Historical As-

CCCA to see if we would be interested in presenting a lecture regarding our book for their "Wine & Lecture" Series. Of course, we jumped at the opportunity offered by Christine for a slot on February 16, 2023.

Stokes from the Coronado Historical Association contacted the

Historians Jim Gray and Phil Garn prepared a PowerPoint lecture on *WARBOATS, the First History of the Silent Ones*. They wanted to introduce the CCCA as a 501(c) (3) charitable and educational organization, explain the history and heraldry of Special Warfare Combatant-Craft Crewmen (SWCC) as well as present



Figure 4. The lecture hall is filling up.

some boat-oriented topics connected to Coronado and promote our book, *WARBOATS, 55 Years of Naval Special Warfare Combatant Craft History*. Phil learned from our comrade Don Crawford from SEAL Team One year ago that there was no way we could cram it all in a single lecture, so Jim and Phil focused on the beginnings with the Naval Operational Support Group (NOSG) as well as threw in a few tidbits with Coronado connections as time permitted. President Joe Zemlin and Treasurer Mike Sigsworth also helped prepare for the presentation. Phil also had a technical rehearsal with Shannon Clancy from the Historical Association two days before to ensure things were working.

*** USAF General R. G. Head is in the front row, and former SBS-1 Commodore Paul Plumb is wearing the blue sweater.**

As you can see from the photos, they had a great setup with the CCCA banner and a production station, with Mike handling Ship's Store business (book sales). Air Force General and Vietnam A-1 Skyraider pilot R. G. Head introduced Phil, and Jim to the audience, which contained a few ringers SEAL Admiral Gary Bonelli, SEAL Paul Plumb (Jim and Phil's Commodore at Special Boat Squadron One in the 1980s), Skipper of the Super Boat (PTF-22) John O'Brien and our friend OSS Historian Erick Simmel. We also had several surprise guests, including the Commanding Officer and Command Master Chief of Special Boat Team 12 as well as Bob and Tai Eubank (son and grandson) of Office of Strategic Service Maritime Unit Operative Ji Eubank, who conducted the first limpeteer attack from Walter Mess' crash boat P-564 in Burma against a Japanese Freighter in 1945.

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Figure 5. Phil Garn and Jim Gray Presenting.

Unit Operative Ji Eubank who conducted the first limpeteer attack from Walter Mess' crash boat P-564 in Burma against a Japanese Freighter in 1945.



Figure 6. (Left to Right) SEAL Commodore Paul Plumb (SBR-1), SEAL Admiral Gary Bonelli, and Jim Gray.

We had over forty-five attendees, and a few were standing. After their introduction, Jim and Phil talked about the beginnings of NSW with the Naval Operations Support Group (NOSG) and how both the BSU-1 and SEALs had to rebuild WW2 capabilities almost from scratch because so many of our predecessors (OSS Maritime, Scouts, and Raiders, NCDUs, Navy Group China/SACO, and even Beach Jumpers) had been decommissioned after the Second World War. However, once the Vietnam pioneers restarted the programs, we always had combat experience guiding NSW. Admiral Bonelli spoke briefly about how the boat guys continually hemorrhaged talent for decades to the detriment of NSW until our SWCC community was close looped like the SEALs. The audience was amazed when Jim and Phil told them we had to build our boats in Vietnam from DMRO (salvage) and then again with the HSB (high speedboat program) in Coronado at NAB.

We sold some books and made good contacts with the CO and CMC from SBT-12. We also heard some stories of Jim Eubank and his OSS mates doing a drift dive to place limpet mines on a Japanese freighter in Burma. Essentially, Walter Mess' OSS crash boat dropped the swimmers in the water and let the tide carry the swimmer operatives to the ship, where they placed the charges and then rendezvoused with the P-564 downstream. You can read about that and see photos of Jim Eubank and the sunken freighter in *WARBOATS*. Shannon, Christine, Deniese, and R. G. could not have been more gracious and said they received many compliments from attendees and requests to order the book and forwarded them to our website: combatant-craftcrewman.org. Go to the Ship Store and help support our charitable organization with any purchase or donation.

The Mounier Breuillac Network, a Cautionary Tale

Part 1. The Fall of France and Birth of the Network.

By

Phil G. Garn

Edited by Joseph J. Zemlin

While researching Second World War Special Operations history, my colleague Erick Simmel and I came across an early and obscure French resistance cell, the Mounier/Breuillac Network, more simply the Mounier Network. It had a profound but seemingly unknown influence on combat swimming and even Enigma codebreaking. The more we investigated this group, the more intriguing their story became as it illuminated other significant impacts on the war. But as you will see, their tragic offensive actions also underscored important tenants of special operations.

Fall of France

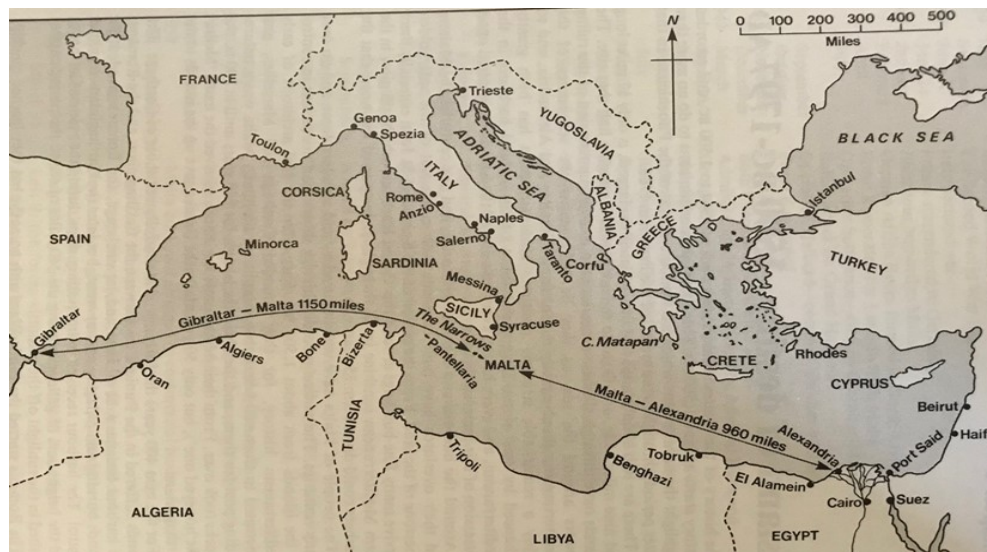
With the rapid advance of German troops across the Low Countries of Europe and the deep German penetration into France beginning in May of 1940, Italy joined her Axis ally on June 10th, invading France from the East. France would soon sign an Armistice at Compiègne on June 22nd. This agreement divided Continental France into three distinct sectors: the sizeable German forces occupied the zone along the Atlantic Coast and in the northern portion of France. The Italians occupied a smaller zone in the lower southeast. A new collaborationist regime based in Vichy governed the remaining unoccupied European territory. The Vichy government, led by the elderly First World War Hero Marshal Philippe Pétain, replaced the French Republic and was responsible for the governance of the unoccupied zone in Europe and France's colonies, stretching from Africa and the Middle East to the Caribbean/South America and Asia. Though Vichy and her possessions were to remain "neutral," they were collaborationist and quite a pro-Axis. Germany and Italy also established strong Armistice Commissions in many French colonies. Japan established military bases in French Indochina, providing an Axis umbrella for the Vichy Regime until 1945. Contrary to popular consciousness, the French were very collaborationist and pro-Axis. Both resistance movements and the Free French military were tiny, only gaining momentum as the Allies took territory by the sword, including Syria and Lebanon, Madagascar, and North Africa.



Figure 1. Map depicting the different Axis zones of occupied France from 1940-1944.

***During WW2, Morocco, Algeria, and Tunisia were French possessions in control of pro-Axis -Vichy, while Libya was Italian and Malta, Egypt, and Palestine were British. The British fleet was split between a component in Gibraltar covering the West and Alexandria covering the East.**

Figure 2. (Right) A map depicting the Mediterranean and they areas of operations during WWII.



Birth of the Network

After the Armistice, Andre Mounier, a lawyer, and reserve Lieutenant in the 1st Foreign Calvary, began to organize a resistance movement in the French colony of Tunisia. On September 4, 1940, Mounier approached Major J. Breuillac in the Casbah of Sousse. Breuillac had been on the French staff before the armistice, then left to continue the fight in French North Africa but was kicked out of Morocco by Vichy General Nogues and was currently serving as Chief of Staff for General Duclos. This position allowed Breuillac great freedom of movement within Vichy French North Africa. Mounier would continue recruiting others, including French lawyer Perussell, the sickly Madame de Caumont, the Rocolle brothers, and others.

The Italians were resupplying their forces in Italian North Africa, fighting against the British from Italy via convoys sailing from Naples and Sicily along the “neutral” Vichy French Tunisian Coast to Libya (see map above.) Often Axis ships would put into the Vichy French ports of Sousse, Sfax, or La Goulette and wait for the right conditions to make their final night runs to Italian destinations in North Africa. The initial plan was establishing a coast-watching network along the coastline and ports, then report Axis ship movements to the British. The network also began to consider sabotage operations, but first, they had to contact the British. Mounier and Perussell obtained a small sailboat to attempt a 187-mile crossing to Malta. The members collected charts and supplies. In December 1940, Mounier, Lhuile, and reserve Naval officer Verdier attempted the journey in the little *Pescadou* but soon realized they would never make the long crossing. They then bought a used motor and began collecting fuel, liter by liter, sailing again in January 1941. The men sailed into Valetta Harbor in Malta, flying the French tricolor, and soon met with agents from the British Secret Intelligence Service (SIS aka MI-6) and Special Operations Executive (SOE). With officers in dress uniforms and ladies in long gowns, the French were entertained and pampered for two weeks as they discussed plans. They provided an excellent opportunity for the British, whose battle fleets were divided and occupied in the West, protecting Gibraltar, and in the East, protecting Greece and the Suez Canal. SIS and SOE were adamantly against the network conducting sabotage operations but provided the network with radios, spare parts, codes, and supplies, including bicycles, for the coast-watching operations. Mounier and his men were sent back on the submarine *HMS Utmost* landing at Hergia north of Sousse. They would store the equipment in Breuillac’s home.



Figure 3. J. Breuillac in disguise while in Spain after escaping from France later in WWII.

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As a further cover, Mounier and Perussell established the “*Societe d’Etudes et de Peches*” (Fishing Studies Group), funded by anti-Axis sympathizers’ subscriptions. It would have an office at *Xo 6 rue Es Sadika*, next door to Mounier’s law office and less than 100 meters from Vichy Admiral Esteva’s residence. They would also obtain a van and a boat and secure a fuel allowance. Gaudioz and Derome would join the network as General Secretary and Assistant. In Tunisia, the laundries were on the roofs of the buildings, and this was an excellent place to conceal a forest of radio antennas. Madame de Caumont would do the decryption and

encoding, then take the signals to “Radio Attias” in the laundry, where Attias would send and receive messages. The office would also serve as a mail drop for the network. Mounier and Breuillac would meet at the office daily at 1800 hrs. to make plans.

Islands, which will all play parts in this story. The farm at Kelibia was a perfect location for the Network’s coast-watching. They also had spies at ports in Tunisia and would report shipping movements. The waters were relatively shallow, and bodies from ships and wreckage from Axis shipping would wash ashore from the action off the Kerkeunah Islands, where the Network would scavenge them for documents and dive on the wrecks.

Soon the network would establish a lookout on a farm in Kelibia on Cap Bon to note the vessel(s)’ course and speed to the HQ in Tunis. These stations were followed by posts in Monastir handled by Justice of the Peace Surin, and Gantes, the civil controller, led the Sfax element. Now convoys could be tracked hour by hour as they moved up and down the coasts. They found that the enemy ships or convoys had to calculate their speed to escape aerial and underwater detection by the British during daylight hours. They also found Axis ships putting into the French ports if they failed to reach their objective, then had to time their departure to make it safely to their Italian bases in Italy or North Africa. Intelligence was now flowing, and the network would have so much information* that a British submarine would regularly rendezvous with the network’s small boat three miles off the coast at Hergla at 2200. The men would come aboard and hold a council of war in the wardroom while the sub recharged her batteries. The network men would leave, and the submarine submerged before dawn. However, the sub surfaced under the network’s boat in March and practically tore off her bow. The sub’s carpenters worked hard and got her shipshape before dawn.



Figure 4. Map of Tunisia coast

*Contrary to many movies and fictional bumf about Resistance operations, much clandestine insertion, supply, and exchange was done by water, not by air, especially early in the war. Aircraft needed to have watercraft range and load capacity, even small boats. Contrast a British Lysander aircraft and a small Mediterranean Caique, a passenger or two weighing 350 pounds versus several agents or a commando team with tons of supplies.

Also, in contrast to movies and other fiction, it was not just a single page of documents or a map that needed to be smuggled out or master forgers recreating passes. In Richards’ “Secret Flotillas Volume I,” he recounts two spinster sisters in France who worked at a pass office on the French coast and stole stacks of Nazi passes and rubber stamps, which were sent by sea to England as you will see the Mounier network would harvest quite a lot of important information which was sent back to the British in Malta via submarine.

The network put Captain Bocolle in charge of a road watch monitoring all movement of trucks, tanks, equipment, and artillery to be passed back to Mounier and Breuillac in Tunis.

The network would also bug* the Hotel Majestic, where the Italian Armistice Commission had established its headquarters. Every evening at 1800, the network would receive a verbatim account of the Italians’ conversations from the previous twenty-four hours. The network also began monitoring road and air traffic reporting to the British in Malta.

***Install and monitor listening devices.**

Next month the story will continue with part two:

- Italian Reversals and Arrival of the Afrika Korps
- Gruesome Harvests

However, their over-eagerness to strike directly at the Axis would completely shut down the network and inspire the Italians to their swimming maritime attacks. The balance sheet of their only maritime sabotage success, the *Achille*, was insignificant compared to the destruction wrought by their intelligence and brought the network down. Like the Italians, the French network would litter the seabed with now not-so-secret devices and only aid the enemy.

There would be an unexpected silver lining, as the treasure troves of evidence and testimony reinforced the Axis' expectations of foreign-backed spies and saboteurs while masking the Allies' ability to break and act decisively on coded information in a timely manner. Throughout the war, the sacrifices of captured resistance men and women and Allied agents would fatally distract the Axis and make victory a little swifter for the United Nations.

For the future: This tale of the Mounier Network underscores how the value of a good intelligence network greatly outweighs the satisfaction of pin-prick raids.

Please stand by for Action: My colleague Platon Alexiades and his partner Frederick Galela are working on a book about WW2 sabotage operations which should have much more information about the Mounier Network later this year!

Special Thanks

Special thanks to the late Erminio Bagnasco, Platon Alexiades, Stephano Bagnasco, Tony Rogers, and of course, Erick Simmel and Jim Gray

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