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CCCA NEWSLETTER
AUGUST 2022

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A WORD FROM THE PRESIDENT

Thank you all for your fantastic support these past nine years. We have done our due diligence to forge ahead with honor, integrity, and service, building upon our missions of "Preserving our History and Honoring the Brotherhood" of all who operated and supported the Naval Special Warfare Family.

A while back, I received a communication from SBCM (SWCC) Dan Boyles, the present CMDCM for Naval Special Warfare Group Four. Dan was interested in learning more about our organization and wanted to speak with me. We agreed to a phone conversation and had a tremendous conversation, discussing the many aspects of our operations. I believe that my message about our charitable organization and its good works was well received. He called me back later and asked if I would be willing to attend the Group Four Change of Command and their Family Day Event the following day, meet some people, and share our message about the CCCA. I gladly accepted on behalf of the CCCA.

I have prayed for this call for years, and it was an opportunity to build a stronger relationship with our Active Duty to better serve our community. I am grateful for Dan's leadership and vision of the future and believe we are in alignment. It has long been my contention that the cooperation and support of the Modern SWCC is needed to build a stronger community. It is time to grow beyond yesterday's challenges and look forward to the possibilities of tomorrow.

Attending the Change of Command was a real privilege. The ceremony occurred on the Joint Expeditionary Base, Little Creek-Fort Story, Virginia. It was a real treat to walk the grounds again and get a personal tour of the facilities afterward. Please note that I was unable to take photos of the event due to security protocols.

NSWG-4 Mission is to organize, man, train, equip, deploy, and sustain the Naval Special Warfare forces to conduct full spectrum maritime special operations and activities worldwide in support of combatant commanders. NSWG-4 leads the SWCC community and has four specific commands: Special Boat Team Twelve (SBT-12), Special Boat Team Twenty (SBT-20), Special Boat Team Twenty-Two (SBT-22), and Naval Small Craft Instruction & Technical Training School (NAVSIATTS). It was clear from the CoC speeches that the leadership, direction, and support are vital to the future of the evolving NSW capabilities.

The large boat hanger was the setting for the Change of Command (CoC) ceremony. The stage was surrounded on three sides by NSW Combatant Crafts. Rear Admiral Hugh W. Howard III, USN (Commander, Naval Special Warfare Command) presided over the CoC Ceremony and reading of the official orders of Captain Jeffrey F. Johnson, followed by Captain Joseph L. Geary. Both Captains gave inspirational speeches thanking the leadership, their mentors, family, friends, and teammates. The Chief's mess and wardroom presented their token gifts of appreciation, and an excellent reception followed.

Being of a different generation, I felt somewhat out of place with few familiar faces. The comradery present in the room was magnificent as folks came together to celebrate this professional milestone. I was so glad to be representing our organization and getting inside after the formalities was a relief for most of us. The weather outside was hot and humid! I was pleasantly surprised to see Edward Rasmussen at the reception. He had recognized me before I recognized him.

Ed deployed with me to Somalia during Operation Restore Hope. We ran our three twenty-four-foot Willard Marine RHIBs off the USS Dubuque (LPD-8) during our ARG Alpha deployment. It was good to catch up. I am so proud of Ed for pursuing his goals and becoming a SEAL. He is a handful of Boat Guys who made that transition. A great operator and terrific teammate!

After the reception, I presented a copy of our books to the leadership, and they were well received. Thank you all for making that project have lasting effects. You should all be very proud of the work that made it a success.

Later, I had the pleasure of meeting CWO5 Kristian Carini, SBCM Derrick Ruefer, SBCM Ryan Gray, and CMDCM Dan Boyles in his office. We had a frank discussion, and I spent much time answering their questions. I also talked passionately about our progression and my insights into the future of our organization. I now understand their concerns better, and I believe they know much more about what we are doing. It is a good start, and I am most grateful for the opportunity to meet in person. It was the right thing to do, and I want you all to know that I appreciate their trust in me to represent the CCCA.

CWO5 Kristian Carini Challenge Coin (front and back)

CWO5 Kristian Carini presented me with this great personal challenge coin I will treasure for years to come!

Kristen and Dan gave me a personal tour of the facilities, which was simply astounding. Personnel Performance is a commitment to the Team and missions.

They have everything from nutritionists, psychologists, physical trainers, doctors, etc. The concept of the "whole person" takes on true significance. I couldn't be prouder of the commitment to invest in their people! Gone are the days of swallowing 800 mg of Motrin to make the next op.

Now every performance stage is gauged and recorded, focusing on preventative medicine and conditioning with the support of early post-traumatic stress identification (like concussion protocols in the NFL) and psychological and physical sustainability. Their facilities were state of the art, and these young warriors' dedication was truly inspiring. I hope that more of you will see these facilities in the future and take pride in the leadership and professionalism that brought them to this point. You should be very proud that your contributions helped push the boundaries and develop new the tactics and techniques that helped shaped the future of NSW!

One of the initial questions asked was where I saw us in five years. I genuinely believe we need to grow our membership base. That will take the inclusion of the active duty and attract more community members to find value in our organization. I have repeatedly stated that we need active participation and events to increase our numbers. At the same time, we are streamlining our organizational structure to be more effective. I made a great effort to convey the trust and support I have of our board of directors, which now includes our three Regional Managers. Each has a seat on the Board of Directors and empowers them to help shape the future of the organization's growth. I have great faith in the determination and drive of our Regional Managers to engage and develop local activities. We are a Nationally recognized 501c3 organization and are memberships present in over 35 states and territories. Our next objective is to qualify for participation in the Combined Federal Campaign. One of the requirements for the National level recognition is to demonstrate resource allocation to 15 separate states in the past three years. We are on track to meet this requirement. However, this also means that we need to achieve this annually.

This requirement helps drives the need for active participation from our membership. Another concern brought forward during the meeting was eligibility to join. Just who can join the organization? The participants of this meeting are aware that a By-Laws update is in progress. I assured them that as a charitable organization, we would stay true to our beliefs and values that anyone wishing to hold elected office to the Executive Board (President, Treasurer, Secretary) must have served in a Naval Special Warfare Command. Our protective measure ensures the organization's course stays true to its Founders' vision. I expressed the importance of membership support from family, friends, and patriots who believe our mission needs to be inclusive.

We primarily focused on the NSW family; however, we honor all veterans and their families and work harmoniously to find solutions with our collaborative partners to solve service gaps. We designate this type of service fulfillment as a "Referral Service." The CCCA is limited in our general financial capacity for micro-grants to two main categories: "Members" and "Community Members." We have enacted these guidelines to help ensure our long-term sustainability. The Board of Directors must approve any Request For Service (RSF) beyond these established financial limitations. Additional monies can be raised independently by members on their own, and the CCCA will act as a financial clearinghouse to expedite fund transfers. This process is now acceptable to raise large sums of money for specific cases without depleting our general funds or long-term fiduciary vehicles.

We also discussed our plans for enacting an initial scholarship program that will be made available in this next fiscal year. The goal is start small and have a competitive scholarship contest made available to our NSW family members. The scholarship may be used for supplies, certifications, apprenticeships, or higher educational endeavors. We firmly believe in helping our recipients reach their personal goals of excellence.

I believe our new branding is on target. It has unified our diverse community, and it is unrealistic to include every unit in correspondence or banner. Our current Jolly Roger represents the spirit of the community and celebrates our ability to overcome adversity. It embraces our unconventional can-do spirit and brings our different generations together. It is vitally important that everyone understands that for this charitable endeavor to work, it requires a consistent message and branding across every region. We celebrate the unique identities of each command associated with NSW as they evolved and changed names over the years.

Ultimately, the success of any organization depends on its capacity to grow its membership. New blood ensures future generations can continue the mission of Preserving our History and Honoring the Brotherhood! Our traditions and history must be kept alive. Our community needs an organization that advocates for them and their families beyond their active-duty service with compassion and integrity. We are stronger together, and I look forward to more collaboration and activities for our families.

I thank NSWG-4 and CMDCM Dan Boyles for hosting me during my visit. It was an honor and privilege to attend and represent the CCCA, answer questions, and discuss the future. The trip was a success, and we are already welcoming new members aboard because of this initial meeting. It is essential to me that we work together with the insights that these NSW leaders can provide. I genuinely believe our organization is on the right track for incredible growth in the years to come. Please get involved, share your experiences, and lets build this great community together and ensure our history lives on for future generations!

Sincerely,

Joseph Zemlin

CCCA President

NSWG-4/SBT-20 Family Day

NSWG-4/SBT-20 Family Day occurred on Friday the 30th! It was a terrific day to share with our families. We couldn't have asked for a better day. The sun was out, and the ocean breeze felt great! Simply the patriotic joy and freedom with the ones you love. Many of you are familiar with this time-honored tradition of bringing friends and family to our facilities and sharing a glimpse of our work lives and what we do. The tradition lives on!

CMDCM Dan Boyles and his beautiful family hosted me as we enjoyed some BBQ and talked with some fantastic folks who work behind the scenes advocating for the service members and their families.

Meeting Mrs. Heather Zamjahn and SBCS (Ret) Wes Butler was a pleasure. Both have a wealth of information and experience to share, and I genuinely appreciate their good works in helping the community and providing each of them with our challenge coin. I look forward to learning more and having opportunities to collaborate in the future. Knowledge is a powerful tool and an essential contributor to veteran health and wellness advocacy.

Thank you to all the volunteers operating the different stations and making everyone feel welcome! Bravo Zulu, to your crew! The food was delicious, and the facilities were clean and inviting. The person who brought in the snow cone vendor was brilliant! Cooling down while waiting for or after the boat rides!
Yes, the boat rides were fantastic. I can't thank these crews for taking the time to make me feel so welcome and happy. Riding on this advanced technical combatant craft made me proud of my time in the community! The boats and crews were phenomenal! I felt like I was in some futuristic movie with all the hi-tech equipment and attention to operational needs and capabilities.

Don't get me wrong, no matter how much the boats change, the core of any operation relies on the caliber of its operators to use their Training, Tactics, and Procedures to achieve mission success! This means that they need effective training and guidance to build those skills. My hats off to the School House and leadership at the different Teams for making such exceptional Warriors.

I also want to acknowledge the fantastic support teams that maintain and maintain these Combatant-craft and team members! It is a synergistic relationship with everyone working to achieve the mission goals.

The future looks bright indeed with our SWCC Community! I hope you all continue to get involved and choose to support our charitable missions. Your participation can make a real difference in building a long-lasting vehicle for veteran advocacy, resiliency, and hope for our unique community.

Thank you, NSWG-4, and especially CMDCM Dan Boyles and his family, for being my hosts. You made this an unforgettable day!

Sincerely,

Joseph Zemlin

CCCA President

DEAD MEN TELL NO TALES

Written By Joseph Zemlin

Jim Gray and Phil Garn are asking for your participation in ensuring that your personal and unit history is not lost! Sadly, every year our Community members will go to their graves and their stories are lost forever. It is one of our principal missions to "***Preserve our History***."

Whether it was a deployment, years, or a career in Naval Special Warfare, your participation matters. Your experiences need to be told to help enlighten generations to come. We have had some beloved brothers pass on over the years, Mark Brown, Pat Battles, Kelly Webb, and most recently Bill Mount, just to name a few.

Help save your unit history and get with one of our Historians. Any pictures of memorabilia, your deployments just might help us restore an accurate account.

Jim Gray: historian@combatantcraftcrewman.org

Phi Garn: historian2@combatantcraftcrewman.org

SBCM (SWCC) Robert "Wick" Wickelhaus

Viking Farewell

Retirement of SBCM (SWCC) Robert “Wick” Wickelhaus

By

Phil G. Garn

After the graduation of SWCC Class 119 in the morning, Naval Special Warfare (NSW) came out to say farewell to the legendary SWCC Robert “Wick” Wickelhaus on the same field. You could tell the ceremony was going to be a little different as the “DGB” pop-up tent was erected and the margarita machines and kegs rolled in.

These were followed by many luminaries past and present from NSW SWCCs, as well as friends and family from around the country. For security reasons, we are not going to be identifying the active-duty men or their families, so if some photos are a little

An indication that the winds have changed and the horde is on its way.

It is hard to write this piece and not acknowledge so many outstanding men, suffice it to say Wick's Bos'n, Flag Detail, Side Boys and Master of Ceremonies were pretty much some of the most senior SWCCs in the community.

Additionally, three SEAL Captains (O-6) were on stage and spoke eloquently about Wick and his carrier. One of the lighter moments near the beginning was when one of the SEAL O-6's turned back to his fellows on stage and said in jest, "I can call them DGB's, right?" Their eyes practically popped out of their skulls in fear as the other O-6's shook their heads and stage whispered "*No, no, no!*" The cartoon thought balloons were, "*Are you trying to get us killed and drummed out of the service in disgrace-pretty much in that order.*" We all got the joke, and the Vikings did not go berserk.

Wick's life and carrier are exceptional and here are just a few highlights: He grew up in Ohio and got an exceptionally hard work ethic from his parents. His dad would have to buy a new lawn mower every year because Wick would wear them out cutting neighborhood lawns to earn money. Enlisting in 1990 and completing bootcamp at Great Lakes, his dream was to go to the West Coast. However, his first assignment was to the *USS Enterprise* based in Virginia and his second was aboard the *USS INDEPENDENCE* based in Japan which was followed by SERE training as an instructor in Brunswick, Maine. He finally got to the West Coast for SWCC training graduating from Class 25 in 1998 and was promptly assigned to Special Boat Unit 20 based in Little Creek where he completed multiple deployments to EUCOM and CENTCOM.

In April 2004, Wick completed the Maritime Selection and Training Course for Naval Special Warfare Development Group (DEVGRU) in Dam Neck, Virginia, and was assigned to the Mobility Team (Gray Team) completing overseas contingency missions. He returned to Special Boat Team 20 in 2010 and served as Basic Ground Skills Program Manager and Lead Instructor, Troop Two Senior Enlisted Advisor and Training Department Leading Petty Officer. One of the O-6's joked with Wick's wife, Amy, from the stage that Wick spent more time at home during his duty with DEVGRU than with SBT-20, *and this was during the War on Terror when things were extremely hot!*

After SBT-20, Wick went to NSW Group 4 [Group 4 includes SBT 12, 20, 22 and NAVSCIATTS] in Norfolk as the Leading Chief Petty Officer. In July 2014, Wick finally came west as the Leading Chief Petty Officer and Command Master Chief (CMC) for SBT-12. In July 2018, he took over as CMC for the School House [NSW Basic Training Command] for his twilight tour.

Not only has Wick completed many qualifications from Emergency Medical Technician, Freefall Parachutist jumpmaster, Dynamic Land and Water Range Safety Officer, Naval Range Master and Master Training Specialist to Boat Captain, but Patrol Officer on many NSW combatant craft and his 200-ton master's license as well as earning a Master's degree in Strategic Leadership. Yes, senior enlisted with a master's degree on duty!

Wick up on stage and beaming as usual.

He earned numerous awards from the Combat Action Ribbon (with two Bronze Stars), Presidential Unit Citation, Meritorious Service Medal (with Gold Start), Navy and Marine Corps Commendation Medal (with three Gold Stars), Joint Service Achievement Medal (with two Oak Leaf Clusters), navy and Maine Corps Achievement Medal with five Gold Stars).

Reflecting on his long carrier, Wick acknowledged his mother and father for his work ethic which often got him out of trouble. Throughout his carrier his superiors said no matter what, "This guy works!" He said he was surrounded by many really "good ass people," and would not have gotten to where he was without the mentorship of many senior men grooming him to be better. He tried to do the same for his subordinates, and there were many attending who can attest he did this not only for his juniors but also his seniors.

The O-6s all echoed this as in the Special Boat Teams the SEAL COs and XOs are much more dependent upon the guidance and wisdom of their SWCC CMCs because the SBMCs know the men and women, the craft, and the missions in ways the SEALs would never understand. He was very proud to have so many adventures around the world with his teammates and shipmates. He also graciously acknowledged his wife Amy, children, Aurora, Layla, and Leif for all of their love and support, as did the O-6's because the CMC's and Warrants wives are the backbone in the SWCC community with more knowledge of the service and issues SWCCs and their families encounter than SEALs' wives.

Flag ceremony men representing the stages of Wick's carrier from E-1 to E-9 (Wick is the E-9). Note none of the flag detail are even remotely close to the ranks they represent except Wick as an E-9. Pretty impressive backdrop.

The Flag Ceremony

Two of the most moving parts of the ceremony were the Flag ceremony and Piping Wick ashore. In the flag ceremony the flag was passed from one man to the next along with a measured salute and each man represented a stage in Wick's carrier from E-1 to E-9. In this ceremony started with an SB1 (E-6) and ended with a SB CWO5 who in turn passed the flag to Wick (E-9). Shortly after the SB CWO4 gave Wick permission to go ashore, the Bos'n a SBCM CMC piped Wick over the side. Wick then collected his wife, daughters, and son, returned to the stage and together they were piped over the side. "SBMC retired and family departing." Wick who had kept it very light throughout was very deeply moved.

Wick receiving the American Flag at the end of the Ceremony.

Wick receives the flag at the end of the flag ceremony. The SWCC representing the Senior Chief (E-8) in the ceremony is a little higher ranking than that.

Among the gifts Wick received was a Sig Sauer pistol from the Chief's Mess with red dot sight so he could hit the target and a Viking ax so he could escape from his man cave in case of emergency. He also got a custom painting from his mentor and CCCA founder, Jim Gray. You can see from the attached photos how touched he was. The active-duty guys were asking how they could get one of those paintings.

Left: Jim and Wick looking at the painting of the DEVGRU CCA and C-47 MEATS Operation. If you look closely you will see the grooved handle of the Viking war axe for, for a emergency escape from Wick's man cave.

Right: Wick is beaming with pride holding the painting with Historian and Artist Jim Gray.

MCADS

By

Rob Gale

Edited by

Phil Garn and Joe Zemlin

Maritime Craft Aerial Deployment System (MCADS)

ADSW

In late November of 1995, I got orders for six weeks of Active Duty for Special Work (ADSW) at Special Operations Command, Europe (SOCEUR). About a week after I got there, the Dayton Accords for the former Yugoslavian countries were signed; and the Reserve Manpower money really started flowing, so I was almost immediately extended.

I'd gotten the orders as a result of meeting with the SOCEUR Chief of Staff, CAPT Paul Shemella, earlier that year. When I asked him how many Boat Guys, they had at SOCEUR, he replied, "None. You want to be ours?"

SOJ5 NSW Billet

SOCEUR at the time was very small, maybe 60 people. Of those, there were six Navy billets: three officers and three enlisted. The officer billets were all for SEALs: Chief of Staff, one in operations (J3) and one in Plans (J5). The J5 billet had been vacant since LCDR Rob Rambeck left sometime in 1995, so that's where I went. Unlike our Army and Air Force peers, the Navy had no hard requirement for Staff College work (some Army guys got theirs via correspondence course) so I got a very quick OJT on being a staff officer. One of my first NSW projects at CAPT Semella's direction became writing the Operational Requirements Document (ORD) for what would become MCADS.

Maritime AO

The EUCOM (and thus SOCEUR) Area of Operations at the time included most of Africa (less Egypt and the Horn of Africa countries) as well as Israel, leaving CENTCOM to deal with the Arabian Mideast countries. This AO had a LOT of coastlines, probably more than any other Geographic Combatant Command.

NEOs

Africa would always be vying for our attention, despite our new mission dealing with the aftermath of a very nasty hot war in the Balkans. SOCEUR had already done one Non-Combatant Evacuation Operation (NEO) in 1992 in Sierra Leone and soon would be doing many more.

Brit MADS

Even though DevGru (Naval Special Warfare Development Group) had apparently been dropping boats for some time, I had no knowledge of this and no "in" at DevGru, so I started with our British allies and their Maritime Air Drop "MAD" system. The Brits were using a 28-foot RIB powered by three outboards. The Teams had been airdropping F470 Zodiacs for some time ("Stacked Ducks") but we were looking for bigger and more capable craft.

ENCM Kopsco and other Sky Gods

I was fortunate to contact some Team Guys who had lots of experience with the Stacked Ducks and who may have even been at DevGru. One of the first and most helpful in those early days was ENCM Ken Kopsco. I also shamelessly asked for help from my AFSOC brothers; we had MC-130 Talon pilots on staff and through them I got access to Loadmasters from our air component the 352nd Special Operations Group at Mildenhall UK. The AFSOC guys had been using the Low Altitude Parachute Extraction System (LAPES) for years to pull pallets out of aircraft making low passes and so our rigging inside the aircraft would be similar.

IRIB Volvo Penta

About this time NSW had been RIB (Ridged hull Inflatable Boat)-shopping and our "Interim" boat, the IRIB, would be the boat we used in our initial planning and calculations. This was about the same length (30 vice 28-feet) as the Brit boat but powered by a Volvo Penta diesel through a single out-drive. None of us were particularly excited about gasoline engines and the Loadmasters were particularly opposed (gasoline being more flammable than diesel.)

NEO in Liberia

In April 1996 SOCEUR got it's next NEO in Monrovia, Liberia. April had already been a busy month for SOCEUR. Earlier in the month a CT-43 aircraft carrying Commerce Secretary Ron Brown had crashed near Dubrovnik and the SOCEUR Commanding General (CG) Brigadier General Mike Canavan had sent most of our SEALS from NSW Unit TWO (NSWU2) down there after initial reporting that the aircraft had gone down in the water off the coast. As it turned out the aircraft had crashed on a mountainside killing all 35 aboard. SOCEUR personnel (including the CG) did much of the recovery of the bodies under extremely challenging conditions . Upon returning from Dubrovnik, the CG walked down the ramp from one Talon and up the ramp in another headed to Liberia, never even leaving the airfield. Again, SEALS from NSWU-2 were with him.

The conditions and site of the US Embassy in Monrovia led planners to consider a water evacuation. The Embassy sits at Mamba Point surrounded by water. A Beach Landing Site had been located and designated by the SOCEUR Integrated Survey Program (ISP) during a previous visit to the Embassy. The city was in absolute chaos; with tens of thousands of people in the streets, many shooting indiscriminately. Even if the commercial airport had been accessible through the mobs, its physical condition was such that it was unusable.

As EUCOM planners pondered their options to get US forces into the Embassy, the quickest one (about 20 hours total) would be to load 20-30 SEALs and stacked ducks on an MC-130 and kicking them out off the coast. "…*Even though the SEALs and 352nd aircrews had only recently rehearsed airdrop options and SOCEUR considered it a 'routine' capability, senior leaders at EUCOM and the Joint Staff expressed concern over the SEALs safety. Some alluded to the ill-fated airdrop during the 1983 Grenada operation that killed four SEALs*… ". The SEALs wound up flying into Freetown and were inserted into the Embassy by helicopter.

The NEO was supported by "breaking down" MH-53 helicopters in Italy and the UK, loading them aboard C-5's and flying them to Freetown, Sierra Leone nearly 3,000 nautical miles (NM). MH-47 aircraft were similarly disassembled in the US and flown in, over 4,000 NM. Once in Freetown the aircraft had to be "built" out in the open, a task that took a half day's constant work. The helos operated out of Freetown and flew 380 nautical mile round trips between there and Monrovia to evacuate US citizens and "Third Country Nationals" ("TCNs").

A British merchant ship the *Gold Rover* was offshore and was considered as a possible afloat staging base but was not used as such while SOCEUR conducted the NEO.

This NEO bolstered our case for the capability to rapidly deploy a craft capable of true open water operations by air over distance to support NSW operations. Had the capability been available, the Embassy might have been reinforced much earlier and the evacuation might have been started sooner.

11-meter RIB

With the selection and procurement of the 11-meter NSW RIB, we had our boat; driven by two diesel-powered waterjets, this boat was maneuverable, responsive, and fast. Capable of carrying two Zodiacs on the engine covers and having bolster seats for 8 operators, it was the craft we had been waiting for. The radar arch was easily dropped down on its hinges and rigging the boat for airdrop was a straightforward if not exactly a simple process. We were using a lot of corrugated cardboard ala Stacked Ducks to cushion the radar arch.

Jump Quals

Because it would be necessary for the Boat Guys to be able to "steer to the boat," the requirement for the SWCC's to be freefall qualified became immediately apparent. At the time the only steerable parachutes available to NSW were the square freefall chutes. EOD had square steerable chutes that they used via static-line but for some reason NSW would not allow us to use them. Thus, the SWCC's had to go to Yuma for Freefall school. NSW only had a set number of quotas in those days and every Boat Guy who went meant a Team Guy didn't get to go. It made for some hard feelings among some of the junior *SEALs.*

The Rigging

The boats were rigged to a platform and the whole was pulled from the aircraft using a "ring-slot" rig. Once clear of the aircraft, the boat separated from the platform. The platform had one or two G-12 cargo chutes and the boat had four. The chutes on the boat had hydrostatic releases so they would fall away from the boat upon impact with the water. During workups the platforms and the cargo chutes had to be recovered; obviously in operational use all would be left in the water.

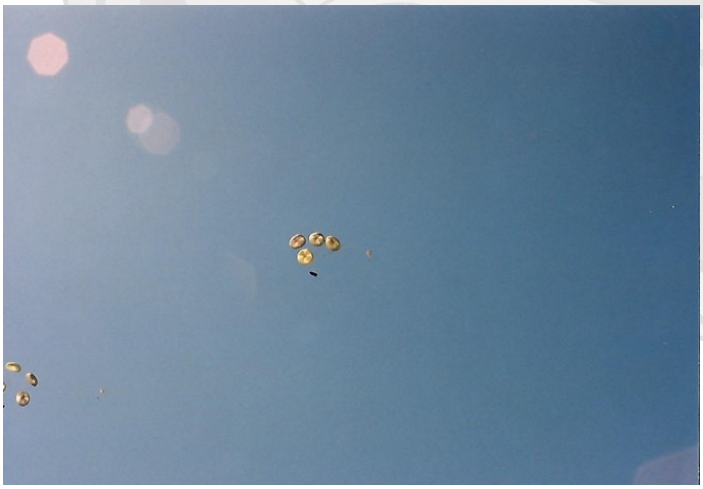
FMP at Rota

When the time came to run a Full Mission Profile (FMP) as a Proof of Concept for COMSOCEUR, Major General Eldon Bargewell, we used the bay at Rota because of the need to get all the cargo chutes and platforms back to NAVSTA Rota. The drop was in the afternoon, the op would be run in darkness. ENS Anthony Baker (later commandant at SWCCC schoolhouse) was the MCADS Det OIC. We used a Mk V Det as a stand-in for the PC as safety/refueling boats. Another RIB Det was used to help recover chutes and platforms.

The two MC-130 Talon IIs came in using an echelon formation and the boats dropped near simultaneously. We had good chutes for the boats and the platforms. The RIB crews steered to the boats, got them unrigged and ready to operate and the picked up the operators who'd gone in on static lines. The static line drop meant that the guys were well clustered together in the water.

Echelon Release

Good chutes



Boat under canopies

Boat under canopy ring slot pilot chute to right

Boat impact ring slot pilot chute above

11m NSW RIB fueling from Mk V. ENS Anthony Baker standing left with boom mike

PC's set Water Drop Zone

CSBR-2 (CAPT Jon Wright) had the COs of the PC's become qualified to set Water Drop Zones. Our plan would be to drop the MCADS Dets into the PC's which would be used for logistic support.

The Capability

After the Successful Proof of Concept, Major General Bargewell told me "Now we have to be able to do it in the dark." I replied that we likely did not. "We can most likely just drop over the horizon in daylight. The boats have enough range that we can keep them well over the visual horizon or even over the radar horizon if need be. "No need to make things harder than necessary."

End Notes

1. Former XO at SBU-XI
2. The SEAL in the J3 at the time was LCDR Scott P. Moore who would retire as RADM Moore.
3. Operation SILVER ANVIL see LTC William Fleser and USSOCOM history and Research Office June 2001
4. A 352nd SOG MH-53J Pave Low aircrew would receive the Air Force MacKay Trophy for their flying during this recovery effort
5. The ISP was made up of SOF NCOs with experience and expertise in ground, air, maritime and logistic operations. They would "survey" US Embassies located in unstable countries where a NEO might be required. These surveys were periodically updated. Thus, we had a baseline for helo LZ's, beach landing sites, marshalling areas and a basic layout of the Embassy grounds in case the site needed to be defended.
6. Operation ASSURED RESPONSE SOCEUR's NEO in Liberia Dr. John W. Partin and Capt Rob Rhoden USSOCOM History and Research Office September 1997
7. The 11-meter RIB program led by CAPT Dan Pattoon; later Commodore of CSBR-2 received the Packard Award for defense procurement.
8. When I reported to SOCEUR for my second tour, the Director of Operations (J3) Colonel Mike Dietrick told me "Commander, I want a PC off the west coast of Africa 365 days a year. Any questions?"

SB Rate History

By

Chuck Clement

And

Phil Garn

From the inception of the Boat Support Units (BSU) in the early 1960s to the establishment of the Special Boat Teams (SBT) in 2003, the most debilitating element for Combatant Craft Crewmen and Naval Special Warfare (NSW) was the constant hemorrhage of talented men, officers and enlisted, back to the Fleet or CIVLANT/CIVPAC. This tragedy was only slowly rectified by creating a professional training program at the Phil H. Bucklew Naval Special Warfare Center (known as the "School House" to SWCCs*) and close looping the then 9533 rating in the 1990s and finally establishing the SB (Special Boat) Rating in 2006. This is a brief history of why and how the SB Rating came to be.

For ease in understanding we will use the modern and accepted term Special Warfare Combatant Craft Crewman (SWCC) to refer to NEC 9533s which are now NEC 5350-5352s. As an aside, there is also a Naval Officer Billeting Code (NOBC) of 9279 for commissioned officers.

Like the Sea Air Land (SEAL) Teams, Underwater Demolition Teams (UDT) and Beach Jumper Units in the Naval Operational Support Groups (NOSG now NSW), BSU men came from a wide variety of ratings though some like bosun's mates (BM), enginemen (EN), gunners' mates (GM), electronics technicians (ET) predominated in the early 1960s. They also had to compete with their peers in the Fleet for advancement, though there were very few questions on tests that related to what these men did on a daily basis as opposed to their counterparts in the Fleet. Taking the GM rate as an example, there were very few questions relating to demolition and small arms while there were questions about shipboard magazine firefighting systems on examinations. These men had to learn a lot of theoretical knowledge that their Fleet counterparts had hands on practice with nearly every day. However, unlike the SEALs and UDTs, BSU men could not remain with the NOSG commands (BSU 1 and BSU 2), even top performers during the Vietnam War, and were routinely rotated out to the Fleet typically never to return to the Combatant Craft community or simply left service quietly returning to civilian life. Eventually, the Combatant Craft community who went from BSU to Coastal River Squadrons to Special Boat Units to Special Boat Teams, would close loop the 9533 Naval Enlisted Classification Code stopping the hemorrhaging of talent in the 1990s. Nevertheless, the 9533s SWCCs and the SEALs (all UDT men became SEALs in 1983) still had to compete with their fleet counterparts for advancement, as did Explosive Ordinance Disposal (EOD) and Navy Divers.

This competition for advancement would create problems both for these small communities as well as the larger Fleet. By law only 1% of the Navy's enlisted complement were Master Chiefs (E-9s) and only about 3% were Chiefs and Senior Chiefs (E-8s and E-7s), so naturally competition was very stiff for advancement. Again, taking the GM rating as an example (a heavily favored rate by SEALs, EOD and SWCC) during one period a number of these men advanced, which was considered disproportionate to their relatively small numbers within the Navy as a whole, so there was push back from the Fleet and during subsequent periods even highly qualified men were not promoted within the NSW and EOD/Diving communities. There was a big push within the Navy to rectify this as well as the NSW community.

The main elements the group had to tackle first were "operational standards," essentially what do we do as SWCCs and SEALs. Of course, first a group had to be formed which consisted of Master Chief (MC) Chuck Clement (SWCC), MC Rick Rogers (SEAL) and MC Kurt Muhlbach (SEAL). One of the first tasks these men did was researched other existing civilian and military jobs and saw how these jobs were described in writing and looked for what segments they could use for SWCC and SEAL operational standards. There were some like a tugboat captain which had some similarities which could be used - navigation and boat handling. But others like shooting weapons and combat first-aid would not necessarily be included in the civilian or other military descriptions they reviewed. They also found that a number of these standards would convert to college level credits.

Because many colleges receive money from the US Government for veterans' programs like the VA (Veteran's Administration), they have already described how military experiences can be credited. The principal source was ACE (American Council of Education.) However, they found some job descriptions did not always fit to a degree, but some did. As an aside there were more standards that converted to college credits for SBs than SOs. Though this should not be a surprise as the SWCCs MKVs and SOC-Rs were very advanced platforms as compared to CRRCs (combat rubber raiding craft) and even SDVs (Swimmer Delivery Vehicles.) The group would then have to write these descriptions and of course there were a number of "chops" or edits as they went up the chain of command and back down for revision.

Another element was carrier progression and what was expected of the SWCC as he or she progressed from Petty Officer to Chief Petty Officer. Examinations needed to be tailored to each rank. A Second Class PO would have much different questions than a Senior Chief. For SWCCs they also had to take the three levels- crewman, boat captain and patrol officer- into account. Also, the group wanted not to merely rely on a written examinations alone but take into account other factors such as evaluations and experience (leadership as well as number and types of deployments). The idea was to be able to find a way to make sure the right people were picked for the job. This process continues to evolve with emphasis changed for different elements such as more wight being placed on deployment than test scores or vice versa.

The primary research and drafting were done by the three Master Chiefs. Initially, they would ask Captain Johnson, a submariner, to go with them as "Top Cover" to provide more perceived legitimacy. Though it should not be surprising, it is usually senior SWCC enlisted men and warrants who do the research and writing as well as are the drivers of several programs sponsored by senior officers.

They then had to propose their work to Naval Educational Training Command (NETSEA) which was and is a big navy entity. The Master Chiefs also had to work with the Center for SEAL and SWCC and Naval Educational Personnel Command who controls NECs to develop the chain of instruction.

Eventually the SB and SO rates were approved, and the Master Chiefs successfully argued for a high rate of promotion for these two ratings as opposed to the rest of the fleet for example there were roughly 113 SEAL Master Chiefs for about 2,000 SEALs and 13 SWCC Master Chiefs of a force of 550-600 SWCCs.

So, in the end, we got more than our share, while some rates do not even have any Master Chiefs or even Senior Chiefs.

An NSW Ledged Retires, Patricia O'Connor, A True Quiet Professional

By Phil G. Garn

If you have watched the news, read a mainstream article or a book about nearly any aspect of Naval Special Warfare in the last three decades, you have likely experienced the deft hand of NSWs Deputy Public Affairs Officer (PAO) Patricia M. O'Connor presenting NSW in the most positive light, while protecting the men and women doing the deeds. And since January 1996, there have been more than a few NSW operations and books in the headlines including the *Maersk Alabama* rescue of Captain Philips, Operation Red Wings and Operation Neptune Spear to name just a few. She also did a lot more for our community, some of which I was aware of and somethings I learned about attending her retirement ceremony with CCCA Board Member Chuck Chaldekas and our friend Erick Simmel who has helped us with several history projects over the years.

Born in the Bronx, New York, Ms. O'Connor's father was a Navy Boiler tech whose carrier took the family across country to San Diego. She would follow her father's footsteps into the Navy after graduating with a BA in journalism from Drake University starting out as a GS-3 clerk typist in 1983 at the Naval Sea Support Center Pacific. She then broke into the PAO field as an assistant for the Naval Air Rework Facility at North Island. Through her mentor Ms. Danny Brown, Ms. O'Connor was recommended to attend the Public Affairs Officer Course at Fort Benjamin Harrison's Defense Information graduating as a DINFOS in 1988 and really began to hone her craft. In 1992, she was the PAO supervisor for the Naval Aviation Depot Alameda for four years, then returned to San Diego to work for Naval Special Warfare in 1996 as the public affairs specialist for the commander.

At that time there were only three people in the NSW PAO shop, a junior officer, a senior enlisted man and herself covering all of NSW. Though I knew in addition to working on news releases for NSW, she helped historians like Jim Gray, Tom Hawkins, Erick, and Mike Rush with our various history projects; I did not know she pretty much single handedly edited and produced NSW's magazines' *Full Mission Profile* and *Ethos* (You will see a few of Jim Gray's and Tom Hawkins's pieces in those) as well as many other wide-ranging projects for NSW including environmental impact studies. Environmental impact studies never would have occurred to me, triumphs, and tragedies of course, but so much more. While the first projects were done with x-acto knives and glue-like old-time newspapers she was soon in the digital era working with many electronic publishing and art formats.

Her responsibilities and staff grew over the years to a force wide team of 35 professionals over 26 years. She would also receive many awards including the Department of Navy Meritorious Civilian Service Award in 2016 and received a second at her retirement for her global service across eight NSW commands.

Ms. O'Connor said she was very proud to serve her country and the Navy like her parents and particularly honored to be a part of Naval Special Warfare doing such a righteous and noble mission. She was continually humbled by ordinary people doing extraordinary things. She was able to begin her carrier in earnest at the start of Desert Shield and served many NSW admirals from Admiral Lemoyne at his retirement to present day with Admiral Howard. Ms. O'Connor recounted two highlights from her carrier as NSW PAO though both were great tragedies, what PAOs are most known for, dealing with the really hard questions and tasks.

Patricia receives more awards and accolades for her outstanding work at NSW.

One was making the funeral arrangements for the burial of SEAL Michael Mansour, Medal of Honor recipient, which was a huge and solemn undertaking in 2009. The other was coordinating teams of a PAO and communication specialist to each town for the victims of "Extortion 1-7" a CH-47 carrying a quick reaction force shot down in Afghanistan on August 6, 2011, killing the entire crew of 38 including 17 SEALs. But it was not all sadness, the command played a few pranks on her including telling her that Admiral Edward Winters, known to have a temper, hit a reporter and threw him in a trunk at the Fort Rosecrans Cemetery, talk about a public relations nightmare. Ms. O'Connor was sad to leave NSW but felt she had left it much better than she had found it. She received a standing ovation.

After ceremony, there was a very nice reception behind the command looking out over Gator Beach. I was able to present her with a CCCA challenge coin and thank her for all her efforts not only for CCCA, Jim Gray and me but many other historians who sent along their good wishes. I mentioned that CCCA might need an editor four our newsletter, and to give it a little consideration after she settles into retirement. NSW Historian Dr. Pedro Loureiro, another unsung behind the scenes hero at NSW who has helped us out a lot with history projects next to Trish.

Fair winds and following seas, Trish!

***Pictured: Dr. Pedro Loureiro and Patricia* O'Connor**

Another Great Day on the Links

By

Phil G. Garn

It was sunny and breezy, with those Chamber of Commerce puffy clouds and clear blue sky, a great day for golf in Chula Vista. This outing was our second Memorial Day Golf Tournament as a featured charity and our fifth at the golf course. We've learned a lot, made great contacts, and raised money for CCCA with super partners.

Planning and preparation began right after the Roy Hinton Memorial. Looking carefully at the photos, you will notice the new CCCA pop-up tent. Also, the layout is much more professional, thanks to Mike Sigsworth and Joe Zemlin. Both Chuck Chaldekis and I will attest that the set-up and take down is much easier than our first charity event at the Roy Hinton Memorial over a year and a half ago. Our two other regions just got similar pop-ups that you will see at different events around the Country. The fundamental groundwork happened much earlier. Charlie Philpot and Nix White arranged with course managers Armando and Sandy to get the first tournament going with the CCCA Board, and relations have improved since that time.

Sandy and Armando could not be more gracious and accommodating from the start. Mike has worked hard to provide good swag that effectively advertises CCCA at a reasonable price. The SWAG is appreciated by the players out on the course, from waters and energy bars to golf balls, tees, and ball markers (those items look like poker chips but are heavier.) Having given out CCCA tote bags during past tournaments with many returning players, Mike was looking for something different. He found these small black zippered pouches that would be good as small first aid kits. How often have you gotten a paper cut or skinned a knuckle and wished you had a Band-Aid? Well, now you do. We added golf tees, ball markers, and a CCCA business card. Charlie and I got in the "Way Back Machine," telling old tales while stuffing these on the previous Friday in preparation for the tournament. Joe and Mike were organizing supplies for the May Ride (see article in this issue), which would be the day before, so a hectic time for the CCCA.

Setting up our new Pop-Up for the Golf Tournament!

Here is the new CCCA pop-up tent with side banners. Much more professional and easier to manage than our old rig. The other CCCA Regions have one just like this. Note: all golf carts are lined up behind us; there are over 100 players. We are at the start, and the finish is where the dark pop-up tent is located to the left of the flag.

After the May Ride, Joe and Mike brought everything back and loaded it up for the golf course. Chuck and I met them there and offloaded Mike's truck and Joe's SUV. Charlie and Nix came over and pitched in. Nix, a former Leap Frog, told us about a recent parachute jump in Florida where he met President Trump and got to play a little. Nix's wife said he not only jumped in with his team and met the former President, but they got to have dinner with the President and his family. Of course, we all asked what they were really like.

They both said they were extremely kind and gracious. Nix's wife asked the President if she could make a recording on her phone with a dedication to her mother. He not only happily agreed but did a second take when she found out she had not started the recording. The President was friendly and cheerful; you would think Nix was an old family friend.

We wanted to do something extra special for Armando and Sandy, who have been so generous and gracious. Joe Zemlin, our CCCA President, presented them with autographed copies of "WARBOATS." They were very touched and appreciated our gesture of appreciation. They give CCCA and SWCCs a lot of plugs throughout the tournament.

We had many veterans and players come over to our tent and chat. We always meet new people at every tournament. Chuck and Joe talked up the President of the Imperial Beach VFW, and we may be able to do some joint promotions in the future, another avenue to get the word out. A few even bought some merchandise, which made Mike happy.

You'll see a photo of some golfers warming up on the practice green in front of our tent. This war-up doesn't last long as there is a shotgun start, so Armando calls the players to the carts, then it seems like controlled chaos as all the carts go off in several directions. Then it's quiet for a little bit, and we begin the takedown and load out. It sure is a lot easier than our first one, where Chuck and I were trying to stuff a rolled-up banner into an already full tube, with the very active encouragement of Mark Jansen. Mike has gone a

(Left to right) Armando, Charlie, Sandy, Joe, Mike, Phil, and Chuck.

Golfers are warming up on the putting range with a CCCA tent in the background at the base of the first tee. Note: We had to hold the tent down because it was windy. Next time we will have sufficient weights to secure the legs. You can see the new pop-up tent and Joe, Mike, and Chuck.

Charlie and Nix were part of that start; that reminds me of the wacky racers. The cart jockeys can park them in neat lines driving as fast backward as the golfers were going forward. Charlie and Nix then have to played the course, MC the raffles, and post-game catered the cookout.

These are fun times and great opportunities to connect with fellow boat guys and veterans. If you golf, it is a good day on the links; check out CCCA calendar if you are in town. The Hinton Memorial is typically in January, and the Memorial Day and Veteran's Day Tournament are around the holidays but not necessarily on the observed day or weekend. Local boat guys and SEALs, come on out and enjoy the fun!

A look at our set-up and golfers warming up.

We were all set for our second May Ride when COVID hit in 2020, then the resurgence made it a ride only event last year. Now it's back and big and CCCA was able to attend, live and in person. We got to see old friends, meet new people, and make connections in the Veterans' communities and even sold some CCCA merch, while Mike Sigsworth wasn't looking.

Local radio personality Clint August (afternoon drive-time host on San Diego's classic rock station 101.5 KGB-FM) started May Ride with Mark Baluch to raise money for heroes in 2003. Since its inception it has grown to an event hosting 500-600 riders and 5,000 attendees (it seemed like more to me, though Mike and Joe said it was bigger in 2019.) It is at Bigg's Harley Davidson in San Marcos, which is the largest Harley dealership and number one in San

We learned about the event a few years ago through CCCA members who ride motorcycles and signed up. Clint has become a good friend and staunch supporter over time. It is not uncommon to hear Clint speak about CCCA on the radio-and KGB is the biggest rock station in the region and number one radio station in San Diego.

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As usual, the event started months before for CCCA, when the board committed to participate. Then there was a lot more work behind the scenes especially President Joe Zemlin and Treasurer Mike Sigsworth with Secretary Warren "EW" Johnson via phone and computer. Then Mike and Joe rushing around shoring up details. This was also the first event where we were going to use the new pop-up tent, which is the same type being used by the other two regions.

It was also going to be an extra busy weekend for CCCA as we had the Memorial Day Golf Tournament in Chula Vista the next day (see article on the Golf Tournament in this issue.) In the final run up, I came over to the CCCA offices to help stuff the first aid kits with Charlie Philpot while Mike and Joe laid out and double checked all the gear for the two events.

The first team establishes the beachhead and is Manning the Booth. CCCA Volunteer Tim Dowd (He was riding today) CCCA President, Joe Zemlin and Treasurer, Mike Sigsworth.

Note: The new pop-up tent as well as the CCCA ball markers also referred to as "poker chips," they are a lot more substantial. Mike, Joe and Warren have done a lot to upgrade and professionalize CCCA brand. There's money in the tip jar already!

The day of, Mike, Joe and Tim Dowd set up at zero dark thirty. Mark Jansen and I got there a little later after I dropped my wife and sister-in-law off at the airport. The event was in full swing with live bands, tons of food trucks and vendors as I arrived. In the photo you are just looking down the side streets which were blocked off to traffic. Of course, the hits were Bill Redmond and his service dog Tikka and Ruben Hinojosa with his service dog Simba, I think the little girl selling her artwork made a fortune. Other CCCA members including Carl Smith came by as well as quite a few veterans. A former Marine that Joe had worked with at the 4-1-1 building, where we used to have our meetings before we got our own CCCA National Headquarters, stopped by and chatted. A couple who just retired and have a son who is a SWCC set the record for sales and donations for the day. We had a lot of veteran riders come by and invited us to ride with them. If you are a local rider let us know and we can hook you up. We even had a young Marine drop by and volunteer to help CCCA. Our thanks to KGB Radio 101.5 FM Radio personality, Clint August for hosting another very successful community event! It is always an honor to collaborate with other veteran advocates!

I took a stroll, and the crowd was heavily military and certainly pro military. Sadly, you would catch snippets of “C-4” the vertebrae not the explosive and “TBI” (Traumatic Brain Injury). There are a lot of busted up vets out there, not just boat guys.

Carl Smith introduced us to the folks at Bulkhead Energy Drinks. They were young sailors on the midwatch talking about energy drinks and decided to start their own company, one just happened to be a chemistry major. They have shifted to just about all natural components, getting rid of artificial colors, flavors, preservatives, etc. I asked how much caffeine was in a can? About 300 mg. I asked how does that compare to say a Coke? The reply was, “A Monster has about 150mg for 16 oz and Bulkhead has about 300mg.” They also said there was another component that facilitates the delivery of caffeine. I wanted to try some, but as it was about 1500 hours, I thought I’d pass, saving my sample for later. Joe tried some, and I asked how was it? Joe said it tasted like carbonated fruit punch. About five minutes later, he said his heart was racing and pointed inside the can, he probably had about an ounce or two. I had a sip of Joe’s the next day at the golf tournament, and I sure got a jolt, it works. I told my wife to watch out. My bet is one of my nephews will drink the whole thing.

Former SWCC Instructor, and first CCCA CACO Officer, Bill Redmond, his wife Lizbeth, and service dog Tikka stopped by to visit and spend time with locals. Bill purchased some artwork from the young lass petting Tikka. Tikka steadies Bill and helps keep him upright and monitors his blood sugar levels.

SWCC, actor, artist , and veteran advocate Ruben "Chato" Hinojosa Jr. and his service dog, Simba, also stopped by to spend some time with May Ride guests. The couple you see at the table are participating riders and proud parents of a SWCC.

I think it started at Jimmy Arevalo's retirement party, when a bunch of old Special Boat Unit 12 and 13 guys started talking about getting together more often. Of course, it was a year later at Jimmy's 60th and we were still talking, then Jay Duenas acted! He put out an email to the local San Diego DGBs for invitation to go fishing at the San Vicente Reservoir on Friday, April 22nd. And a few of us "rogered up."

Of course, there was a lot of prep work as we scrambled to buy or find rods and tackle. I figured, I'd just go out and report on the expedition. However, I had a feeling that one of my old comrades would put a rod in my hand, and I'd likely catch the world record bass and go straight to jail for not having a license. Jay got a rod from his neighbor for me. We also bought enough food for a multiday adventure by ravenous 20-year-olds, which is pretty much how we all still view ourselves.

Left to Right Harry Crossland, Jay Duenas, Jimmy Arevalo and Phil Garn at San Vicente. Bob Koerber and his boys are already home cleaning fish

The night before it rained into the morning, but cleared up just as we started checking in. Jay came up with Jimmy and Harry Crossland who bought live bait down the road. I met Bob Koerber with his son and grandson in the parking lot, who looked like we did back in the day.

I got a one-day license. Bob and his family rented the scout boat, they had fished the reservoir before so had a fair amount of local knowledge. Jay, Jimmy, Harry, and I followed in the very well stocked pontoon boat. I've got to say it looked like it was welded together by a bunch of sixth graders, but it was super easy to drive and pretty much sailor proof.

Picture 27. Bob Koerber driving and his boys in the scout boat leading us to the secret spot.

Bob led us out to Lowell Island and his spot. We moved a little southeast, but with the wind we could see we'd have some issues staying on station. Then we (I think it was Jimmy, it's always the Master Chief) got the bright idea to tie off to the floating porta potty. Which worked out quite well, doing double duty. And in the wee hours of the morning not too many boats on the lake.

I put a minnow on my hook and dropped the line over the side, then suddenly, my rod was nearly bent double and line zigging all over the place. I was trying like hell to reel in the line, but the crank wouldn't budge. Jimmy said, "Phil you have to adjust the drag." I was fiddling with the drag, but it still wasn't reeling in. The reel handle just wouldn't budge. As you might have guessed, I wasn't cranking in the right direction. The next few seconds were a bit of a blur but between Jimmy and I, we managed to get the fish into the net and land it in the boat. A quick measurement put it at about 19 inches, I think the weight though has increased to 25 or 30 pounds. I was sure that we could divide up this monster between the four of us.

Our next great idea was to take pictures of each of us with the same fish, that we would post to lure Pat Shima down for the next trip. We lost a few more minnows at the outhouse then moved clockwise around the island. We leap frogged around Bob and his boat to our first anchorage. Bob and his boys had a couple of strikes and one fish had gotten though the sunken tree branch. The bottom was very steep, and we anchored much closer than we were comfortable with initially. But it was a pontoon boat and nearly unsinkable with the outboard and prop well out of danger, well most of the time.

Our next stop was on the North Shore of the island. Here we used up the last of the minnows and Jay and Jimmy went to lures. The sun was shining high in the sky and the wind was beginning to really pick up. No problems anchoring the pontoon or even maneuvering it right next to shore.

Harry, Jay, and Jimmy. Even later in the day with the sun high in the sky it was quite cool on the water.

We then crossed over to the North Shore of the reservoir and now the wind was really blowing. The lures were not working. Harry broke out the salmon sandwiches, I think there was more meat on those than any of our fish. We weren't getting any nibbles on the lines-minnows were spent and so were we. However, we did have some trouble lifting the hook and fighting the wind. The pontoon was not a fast boat, the old ASDV would likely have beat her in any race. With a little back and forth, we got the lineup, and the anchor was still attached.

The wind was kicking up spray and Jimmy used Harry as a spray shield for a bit before we went back to the floating port-a-potty in the lee of Lowell Island for final deposits and one last go with the lures. No nibbles, so we explored a little before heading back to the dock. On the way Jay called Bob who reported they had got about five fish amongst the three of them and had already returned their boat. The cleaning and pack up was minimal. No fish cleaning on the lake because it is a reservoir so that would have to wait until we got to our respective homes. However, in trued DGB fashion we got a bold photo with our catch up at the top of the boat ramp. We all had a good time and plenty of food left over. My wife couldn't wait to clean the fish and we dove into it on our kitchen. Everyone was pleased at our hose including Noel the neighborhood cat. We are still finding fish scales weeks later.

DGBs Wisconsin Backyard BBQ and Gun Shoot

Back in September 2021 a few boat guys got together in Wisconsin for a long weekend of reminiscing, great food, exceptional cigars, and a day of shooting in the backyard. We all served together in the mid 1980's at Special Boat Unit 11, Mare Island CA.

Rob, Tony, Vince, and Mark are living in Wisconsin, Minnesota, and Illinois. Phil is now living in Australia but was in the States visiting his parents and he made the trip to Wisconsin to join us.

Also joining us was my oldest son Matt. Even though he is not a boat guy; he grew up listening to the stories and joined the Navy right out of High School. He was stationed on the *USS Nimitz*, and since he did all the cooking for us the whole weekend, we let him join in. One comment he made during the weekend, after hearing the stories and the antics we did, was that "the Navy was very different back in the 1980's, particularly in the Special Boat Unit

It was a great weekend and the highlight of the year for all of us. It is amazing that a bunch of guys, who only spent a short time together over 35 years ago, could pick up as if no time had passed. But that just shows the bonds that are created in the Special Warfare combatant craft community.

DBG's from left to right: Phil Francois, Mark Lang, Rob Brygelson, Vince Nylin, and Tony Dahl.

Getting ready for the Gun Shoot.

Time to BBQ and share some stories!

John O'Brien, from PTF to Flagship Properties

By Phil G. Garn

John O'Brien as a young Lieutenant and OIC of the Super Boat PTF 22 at BSU / CRS 1

In the mid 2000's, my wife, Lisa, and I were dreading repairing and re-painting our rotting wood fencing again and looking for a replacement. She had spotted some classic fencing styles done in durable PVC with internal metal framing and posts around Coronado. Lisa then contacted one of Coronado's best builders, Flagg Coastal Homes. They recommended Bufftech and explained the pros and cons. We haven't had to do much other than some scrubbing with soap and water since then.

Earlier this year, I was at SEAL Admiral George Worthington's memorial service with Chuck Chaldeakas, his Vietnamese combat interpreter Shawn and Eric Simmel when I ran into John O'Brien. John told me that he was assigned to PTFs at BSU 1 (Boat Support Unit One) and knew George from the Academy and the Vietnam days. We exchanged cards and talked about a further interview. When I got home, I told Lisa about John. "Oh, don't you remember he helped us with the fence?" There would be more that I'd forgotten and would soon learn about John.

Sitting down in the conference room of John's office at 1125 Loma Avenue in Coronado, John told me about how he got to the PTFs at BSU 1. After graduating from the Naval Academy in 1969, he was assigned to the *USS Rogers* (DD 876) as a gunnery officer, where they had two deployments to Vietnam on the gun line (Naval gunfire support). In the safe of the CIC watch center, he found a confidential publication on the PTFs. This was the first time he learned about these then-secret craft built in either Norway or Annapolis. Later while fueling the *Rogers* at the Point Loma fuel pier, a PTF pulled up astern of the Rogers. John asked his Chief to keep an eye on the men during the evolution, while he went back to investigate. He asked the officers on board "Is this a PTF and, if so, what unit are you with?"

They replied "BSU 1."

When John was due up for new orders, he put BSU 1 at the top of his dream sheet. His detailer was not familiar with BSU 1, but John was persistent and did receive orders to BSU 1, which shortly changed the command's name to Costal River Squadron 1 (CRS 1) in 1971. John was surprised to learn that some of the PTFs including his future boat (PTF 22) had been built at the John Trumpy Boatyards in Annapolis, Maryland, while he was right across Spa Creek at the Naval Academy. With all the time he and his classmates spent on the Yard and sailing on the Chesapeake Bay's tributaries, no one, he recalled had seen the 81-foot PTFs during sea trials. The Trumpy yard built PTF's 17-22 during the Vietnam era and the yard closed later and is now the Annapolis Chart House restaurant.

When John reported in to BSU 1 in October 1971, there were five PTFs; three Trumpy-built Nasty Class boats (PTF 20, 21 and 22) and two Osprey Class (PTF 24 and 26). The unit also had some Medium SEAL Support Craft (MSSC-the later Atlantic Research built boats vice the earlier BUS-1 converted LCPL-MSSCs), some standard LCPLs and there also were some Light SEAL Support Craft (LSSC). The hydrofoil *USS Flagstaff* was also at the command, but she was mostly pier-side.

John graduating from Annapolis in 1969

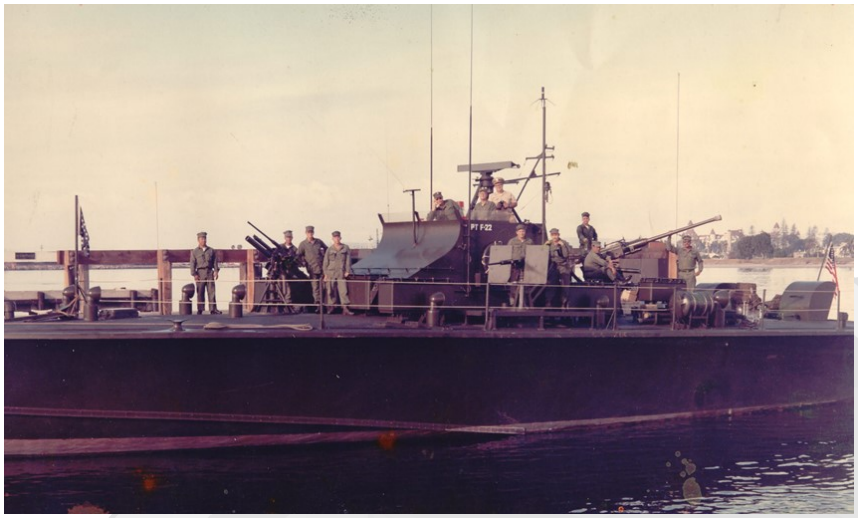
I asked John about the differences between the Trumpy PTFs and Ospreys. He explained the 80-foot Trumpys were wooden boats with a hard-chine, planning hull. As such, they were faster than the aluminum displacement-hulled Ospreys which had the same engines but were longer (95-foot) with a deeper draft and also not as fast. The Trumpys, in medium to heavier seas were characterized by a "pounding" ride unlike the Osprey's smoother ride. He said one engineman on a Trumpy was sent to the hospital in Ft. Bragg, California, after being thrown about the boat in heavy seas at Cape Mendocino on a recruiting cruise to Eureka, California.

John recalled that one of his *USS Rogers'* shipmates was assigned to CRS-2 on the East Coast. He told John that the Naval Recruiting Command had funded a recruiting/PR cruise on the East Coast featuring the PTF's. John contacted the West Coast recruiting command and proposed a similar recruiting effort on the West Coast. Money was allocated, and the five Coronado-based PTFs sailed from Coronado to Eureka, California. Along the way, they stopped at Long Beach, Marina Del Rey, Santa Barbara and Berkley/San Francisco. The two Ospreys sailed up the River Delta to Sacramento. The Trumpys remained in Berkley Marina. John recalled rough going during the cruise at both Cape Mendocino and Point Conception.

The old John Trumpy Yard where WWII PT Boats and the Vietnam era PTFs were built. It is now the Chart House Restaurant in Annapolis, Maryland.

You can see the US Naval Academy in the background.

Photos courtesy of Phil Garn.



During his tour at CRS 1, John had a six-month deployment to the Philippines at Mobile Support Team 3 (MST 3) then based in Subic Bay. During this deployment he supported UDT/SEAL operations and oversaw the PTF repair facility. He explained the boat repair facility was a very small part of the

No "open engine" maintenance was done on the Napier Deltic diesel engines in San Diego or Da Nang, the enginemen were not allowed to "crack the casings" (get into the engine internals) in the

PTF Nasty

field. If an engine required significant work, the men in the field would just change-out the engine and send the damaged engine to Subic for repair. John did not recall any South Vietnamese or British personnel at the facility during his deployment. He recalled the MST building was about 300 square feet and served as both the boat support operations for UDT and PTF repair office.

I asked John why PTF 22 was called "the Super Boat." I knew from my own experience at SBU12 and 13, some boats of a particular class were superior to others either by a design or building fluke or because of crews "improving" performance with particular and usually unauthorized modifications. John laughed and said at one point, he was the OinC (Officer in Charge) of PTF 22 which was

John recalled a few highlights during his tour at CRS-1. One was being visited by Admiral John D. Bulkeley (WW II PT Boater and Medal of Honor awardee) in Subic, who was then in charge of evaluating Navy ships to see if they could be repaired or should be stricken from Naval service. He recalled that Admiral Buckeley had a reputation as being both tough and demanding; however, Mr. O'Brien found him to be both enjoyable and engaging as they talked about PT boats. Also, during John's tour at CRS-1, (back in Coronado), his PTF Division hosted the World War 2 PT boat officers association, (named the Peter Tare Association for "PT" boats) at one of their last national conferences in San Diego. John recalled meeting Paul "Red" Fay who was an Under Secretary of the Navy during the Kennedy Administration and was one of President Kennedy's lifelong friends. John remembered Leon Mansi was a legend at BSU 1/CRS, but Mansi had just left the command before Mr. O'Brien reported. However, Mr. Mansi would come back to visit CRS-1 as a consultant.

After his Naval service, John and his wife, Carrie, settled in Coronado, which they thought was paradise, and raised their family. John had a 30-year career in commercial real estate and after the 1989 recession, he pivoted his company to homebuilding and formed Flagg Coastal Homes. Flagg Inc. is a licensed California Contractor and Flagship Properties is a boutique real estate agency. Over the years, Flagg has designed and built over 75 homes specializing in a

John and Carrie O'Brien of Flaff Coastal Homes and Flagship Properties.

Here are just a few of John's projects here in Coronado. He and his crew are completely refurbishing the classic Oceanfront mansion on Ocean Avenue (the brick house in the upper left corner). He also built a small cottage on the right of the Mansion's property that blends in with the 1920's original style. Yes, these are real houses. Believe me there are more under construction.

Here are some of the beautiful projects that John has in Coronado, CA.

During my interview, John told me he has organized Vietnam Veterans Day each year on March 29th, and he invited me to this year's event.

Once the veteran's started talking, I was writing and not taking photos (there may have been some beer involved.) Note Republic of Vietnam flag. A family who escaped from Vietnam were touring the island earlier in the day, saw the flag and met with John earlier in the day. They told John what a privilege it was to be American citizens.

As you might imagine, we have quite a few SPECWAR Vietnam Veterans here in Coronado and I ran into many I knew including Chuck Chaldekas, Don Crawford, Moki Martin, Bob Conger and even Frank Wojciechowski who was visiting Coronado. There were quite a few other Coronado Vietnam Vets in attendance as well.

John and Carrie's Offices right before the March 2022 Vietnam Veteran's Day Memorial.

At Patricia O'Connor's retirement [see earlier article this issue], Chuck Chaldekas asked if I knew anyone who could make a banner for the 2022 Fourth of July Parade in Coronado. Chuck explained John had invited him to march in the parade and that we were going to name the Vietnam Unit Memorial Monument Fund (VUMMF) as the beneficiary of any donated funds from the Parade. Chuck oversees the VUMMF, which is where the SWCC graduations and other ceremonies including our 50th and 55th have taken place at NAB. I suggested he contact Mike Sigsworth might have some contacts, and we met another retired SEAL who might have some contacts.

Some of our friends had invited my wife and me to watch the parade at the final reviewing stand on Churchill Place where we had front row seats to observe the parade participants. As you can see from my photos, the document on the windshield effectively blocked Chuck's face and John slipped in between comrades. I have only touched on a few of John and Carrie's many accomplishments, are well respected members of the community and exemplary Coronado citizens.

In this brilliant photo I took at the Coronado 4th of July Parade from front row seats, I captured the VUMMF banner but managed to obscure Chuck's face and John who is marching with other Vietnam comrades behind.

VUMMF Participating in the Coronado 4th of July Parade

Welcome Aboard SWCC Class 119

By Phil G. Garn

Chuck Chaldekas and Phil Garn at the practice for the Compass Ceremony with the new SWCCs of Class 119 at the Vietnam Memorial Monument. **Note: For security reasons we are not publishing the names of the SWCCs and most of the instructors except for the Commanding Officer.**

Chuck Chaldekas and I got to the Vietnam Memorial at NAB Coronado a little early for the SWCC Class 119 Compass Ceremony on Wednesday morning, May 4th. As it turned out, the ceremony would be right before their formal graduation the following day on Thursday. Never-the-less, we got an opportunity to speak with these fifteen fine young men and their instructors during the rehearsals for both ceremonies. You can see why they go smoothly. It was a lot more relaxed and casual with the men in smart cammies, as there were no families and dignitaries. Also, the instructors let us have a little extra time with the new SWCCs.

Chuck gave them a little history lesson on the Vietnam Memorial including the three main Task Forces (TF) 115 Operation Market Time, TF 116 Game Wardens, and TF 117 Mobile Riverine Force. I spoke a little of our beginnings during Vietnam including making our own boats for SEAL operations right here at NAB. We learned one of the graduate's grandfathers served in TF 117 as an Army LRRP (Long Range Reconnaissance Patrol) man during Vietnam. We also got to talk a little history with some of the instructors as well as hand out CCCA and VUMMF challenge coins.

The next day was much busier for all of us. Chuck and I moved the gantry into position between the PCF and CCB Monitor, raised the flags and hung the US flag on the side of the CCB for the graduation as well as a retirement ceremony for SBCM Robert "Wick" Wickelhaus SWCC (more on that later). Then it was poop patrol time for Chuck and me, hosing down the table and monuments which had been decorated overnight. There was a one in a million shot all over the top of the obelisk, you could not have done that with a laser guided munition. Two other VUMMF volunteers showed up and got to see the fruits of their hard labors as everything was in perfect order.

The Compass Ceremony, New SWCCs are in whites and the CMC is speaking.

The men have not yet received their compass.

The first ceremony was the Compass Ceremony with the graduates, their instructors, and representatives from their new commands. With fifteen men they were evenly divided between the three boat teams, SBT 12 (Coronado), SBT 20 (Little Creek) and SBT 22 (Stennis). All the men were proud to receive their compasses and be welcomed into the community. There was a small break, and the friends and families began to arrive filling up the seats.

The Chief Warrant of the School House was the master of ceremonies and introduced the dignitaries and SWCC instructor cadre. After the invocation by the Chaplin, Captain Bradley Geary (SEAL) Commanding Officer of the Naval Special Warfare Basic Training Command gave his introductory remarks. What Captain Geary does in addition to talking about the program and the student's achievements is tell anecdotes about every single SWCC in the class that are fit for a family audience. I've seen this at more than one graduation and that personal touch is greatly appreciated by the friends and families, who were all beaming. We also learned two other men have relatives in NSW including an old shipmate from my time at SBU-13. The Commodore of Group Four was the principal speaker.

After the Benediction the men and the families were able to mingle a little before a very nice lunch was served. We got to catch up a little more and meet some of the families and friends, including the grandfather who was a LRRP in TF 117. He related he had not been in touch with any of his comrades since Vietnam, until one of his relatives encouraged him to go on Facebook. There the first person asked him if he was so and so and where he served. The grandfather did not recognize the man, because he was not one of the men in his patrols but replied. As it turned out the man was in another patrol and carried the grandfather on a stretcher for MEDIVAC. It would also turn out that that very same man was the first person the grandfather encountered at the first reunion he attended in Branson, Missouri.

Chuck also gave tours of the boats at the VUMMF for the friends and families. We greatly encourage local CCCA members who are in the area to attend the Compass Ceremony and Graduations of future classes. We had an out-of-town guest or two.

We also learned from the CMC of SBT-12, who was previously at the School House that the SEALs have been honoring their centenary and bicentenary classes. For example, men from BUD/S class 28 and 128 will come to the graduation of class 228 to honor the new men. A few SWCC Class 18 men came to their centenary class to honor Class 118. This is a proud tradition and an opportunity to connect with old comrades, meet the next generation and show the CCCA flag.

"Hooyah, Class 120 Has the Attributes"

The Senior Chief's response to the

Commanding Officer's Question at 120's Graduation

Chuck Chaldekas, Joe Zemlin, and I got to the Vietnam Unit Memorial Monument (VUMM), just as SWCC Class 120 was finishing up their graduation rehearsals. We were able to spend a little time with the new SWCCs when things are a little more relaxed and had some time to chat. Chuck gave a brief presentation on the VUMM and the history of Task Forces 115 Market Time, 116 Game Wardens and 117 Mobile Riverine Force in Vietnam. I followed with a short boat unit history from "PTs to Today." Then Joe closed with a little about CCCA. Chuck then passed out VUMMF challenge coins and congratulated the new men, while Joe and I handed out CCCA challenge coins and wished them well. Next Chuck gave the Class guided tours of the CCB, PCF and PBR. The tallest SWCC said the CCB was cramped inside and there were a lot of questions about the PBR. The new SWCCs did not think there were enough rounds in the PBR's small stern .50's ammo can. A few men had to break off and get the "SWCC gator "back to the compound, but the rest were happy to stay behind for a photo op. Two BUD/S rollbacks were happy to take photos. You'll notice the head count is off with the cammies but right on for the graduation in their dress whites.

We returned the next day to help Chuck open the CCB and PCF as well as raise the flags at the VUMM. The three of us were invited to the Compass Ceremony for the 15 young men in Class 120. You will notice most of the Chiefs and Warrants were in cammies before shifting colors later in the day for the graduation, except the guest speaker, CWO-5 Gary Luna the highest ranking SWCC in the NSW community and other cadre. After receiving their compasses, the men then met with the respective command leadership from their new Teams: SBT-12, SBT-20, and SBT-22.

Compass Ceremony

In about a little over an hour and a half the officers and men reassembled as the friends and families arrived for the ceremony. The official party arrived then the colors were paraded. The navy flag was dipped as the Navy band played the National Anthem. Chaplin LCDR Daniel Ashland gave the invocation. Then the new CO of Naval Special Warfare Basic Training Command CDR Timothy Sulick (SEAL) gave his introductory remarks.

A retired SWCC Chief gets the honor to pin his son.

CDR Sulick explained a bit about what the men went through and related individual stories about the class members. One man suffered a broken rib on the infamous "Dirty names" obstacle and not only completed the obstacle course but training. During training up at Camp Pendleton, the Instructors asked each man to gather a rock to keep with them for the rest of training to remind what they had accomplished. One man got a very large rock, the instructors told him the rock was way too big, say goodbye to the rock and roll it down the hill, before getting a new smaller stone that he could keep in his pocket as a memento. The man grasped the big stone, said: "Good by" and rolled down the hill with it. Furthermore, CDR Sulick said Class 120 had the coldest "Tour" on record taking that "honor" away from Class 114. What people forget about San Diego is during Santa Ana's there is no cloud cover, so the days are much hotter, and the nights are much colder, even more so for men who are sleepless, wet and sandy during "The Tour." In the middle of the nights, it would be down in the 30s. This is how tough these young men are.

CWO5 Luna was the featured speaker and recounted a bit of important SWCC history after thanking the families for their love and support raising such fine young men and instructors for ensuring Class 120 met or exceeded all standards. The mid to early 2000's were very troubled times for Naval Special Warfare as there was a lot of unacceptable behavior in the Teams particularly substance abuse among junior men. The Admiral directed senior SEALs and SWCCs to stop it! CWO5 Luna was then a young Chief and detailed to a group to form the SWCC Creed. He recalled the days were very long starting about 0700 and finishing at 2300 in a trailer down by the river at Stennis. The discussions were also very passionate in the close confines as the officers, as men wanted the very best guidance to get our sailors back on course and strengthen the community. The meetings were so passionate that men almost came to blows but after the third day they were about 90% of the way there. The final day, they were able to present the finished Creed to the Admiral. This was where the Creed, Code and Compass come from and why SWCCs are expected to be on course and course correct their teammates.

CWO5 Luna also told the new men, reputation is everything in our community and critical to your development and freedom of movement developmentally and operationally. *"We are all in against our advisories: On Time, On Target, Never Quit!"*

The men lined up to receive their warfare pins from the CO and certificates from their Class Proctor as well as hearty congratulations from CWO5 Luna. One of the men's father's a retired SWCC Chief pinned his son. For safety and security, we are not identifying the any of the junior men only CO and CWO5. The class honor man received the Seaman David G. Ouellet award. This is in honor of David Ouellet who sacrificed himself by diving on a grenade in his PBR during Vietnam and would receive the Medal of Honor posthumously.

After the ceremony, Chuck gave tours of the CCB and PCF to friends and family, also several men had family photos taken on the CCB. It is hard to find a more appropriate setting for any Navy function than the VUMM for SWCCs. One of the men's very young brothers ventured into the bowels of the CCB. His father came up the gangway and asked if I had seen a boy about this tall (three feet), I told him yes and I bet he was in the very back of the CCB and volunteered to get him. Well naturally he was in the rear turret with Chuck training the .50 cal. It is quite a cramped maze to get from the deck hatch to the rear turret even though it is only about 10 feet away as the crow flies. I gave the boy a CCCA challenge coin and golf marker as well as told his father he'll probably be in Class 145-150. If I hadn't retrieved him, he'd have been Shanghaied into 123. His father, a former Marine, said his older son had been offered all sorts of prestigious programs in the Navy but had somehow found out about SWCC and that was exactly what he wanted.

Hooyah, Class 120!

Chuck Chladekas, Phil Garn and Joseph Zemlin with part of SWCC Class 120 after their graduation rehearsals.

IN MEMORIAM

William "Bill" Edward Mount

(October 10, 1943 – July 30, 2022)

Vietnam Veteran | BSU-1 | CCCA Lifetime Member

"Preserving the History and Honoring the Brotherhood"

William Edward Mount, 78, was affectionately known as Bill by his family and many friends. His fun-loving nature and perpetual sense of humor will be missed by everyone who enjoyed his generous hospitality.

To the sadness of everyone who knew and loved him, Bill passed away at the Arkansas Hospice in Russellville, Arkansas on July 30, 2022. Bill was born in Camden, New Jersey on October 10, 1943, to Edward Hunt Mount and Caroline Reid Johnes.

He was proud of his service in the U.S. Navy for six years which included four tours of duty in Vietnam. Before his retirement, Bill was in law enforcement for 25 years with the last assignment through the San Diego Ports Authority. He was involved with the DAV, VFW, River Valley Gun Club, Combatant Crewman Craft Assoc., E. Clampus Vitus, and Russellville Country Club. After retirement, Bill enjoyed his time spent on the golf course, traveling, and spending time with family members.

Left to cherish his memory is his wife of 23 years, Justine Foltz Mount; his daughter, Crystal Curtis and her husband Darren; son, Bill Mount and his wife Kim; his sister, Carolyn Lynn Harper, his brother, Kenneth Mount; stepchildren, Susan Wall Norris, James Wall, III, and Nancy Wall-Morehead; three grandchildren, D.J., Alysha, and Brayden Mount; six step-grandchildren, Josh, Ryan, James, Jeremy, David, and Matthew; great grandchild, Amelia; nine step great grandchildren, Walker Norris, Madison Norris, Colton Norris, Henry Norris, Zelda Wall, Ganon Wall, Sage Morehead, Sloane Morehead, and Lucy Wall. In addition to his parents, he was predeceased by his former wife, Sandra Lee Wilkins.

IN MEMORIAM

SBC Stephen "Tyler" Murphy

(February 4, 1982 – July 6, 2022)

Beloved "Brother" SWCC Class 50

"Preserving the History and Honoring the Brotherhood"

Stephen "Tyler" Murphy, July 6, 2022, age 40, Born in Wiesbaden, Germany, Tyler was a 2000 graduate of Green Valley High School in Henderson, Nevada. He enlisted in the Navy in March 2004 and attended Recruit Training Command, Great Lakes in Illinois.

Upon completion of "A" School, Tyler reported to Basic Crewman Selection (BCS) in Coronado, CA. He graduated with class 50 and received orders to Special Boat Team Twenty (SBT 20), where he served from September 2005 through January 2010. At SBT 20, Tyler took the duties of Chief Engineer, Detachment Navigator, Rigid Hull Inflatable Boat (RHIB) Communications Representative, and Human Performance Functional Training Instructor. He developed a strong reputation and was promoted from Special Warfare Boat Operator First Class over the course of two deployments with SBT 20.

In 2010, Tyler left active duty to pursue a degree at The Ohio State University. He earned a Bachelor of Arts in Security and Intelligence with a focus on nuclear weapons and Arabic in 2012. During this period, Tyler took an active mentorship role within the Men's Lacrosse Team. He taught leadership principles to the team captains and helped acclimate younger players to Buckeye culture and the student-athlete lifestyle.

While at school, Tyler affiliated with the Navy Reserve and was assigned to SWCC Unit EIGHTEEN, a reserve unit under SEAL Team EIGHTEEN. In 2012, Tyler was promoted to the rank of Chief Petty Officer. From April 2021 to April 2022, SBC Murphy mobilized with Special Boat Team TWENTY and deployed to Bahrain.

Rollin' Down the River

From Rock Island IL to St Louis MO
23 Sept to 1 Oct 2022

The John McClurg Foundation for Vietnam Veterans

Captain John McClurg, USN, (Ret.)

In September, former CWO John McClurg, USN, Patrol Office for River Division 513, Vietnam, will pilot his refurbished 1968 Patrol Boat Riverine (PBR) 31RP6881 down the Mississippi River. The "Rolling down the River" event will start in Davenport, IA., launching from Rock Island.

This PBR will make a 300-mile trip down the upper Mississippi River, making numerous stops, including Muscatine IA, Burlington IA, Ft Madison IA, Quincy IL, Hannibal MO, Louisiana MO, St Louis MO, and ending in St Charles MO. At each stop, there will be time to share the history of the US Navy's Riverine Patrol Boat and our Navy's history, give boat rides and recognize the sacrifices, courage, and commitment of our military men and women and their families. We invite all Veterans groups to join us at these stops to share in this amazing event!

This PBR boat team will be happy to be of service to the local Recruiters and their applicants and or future sailors at any of these stops. Including meet and greets, tours, history, enlistments, re-enlistments, etc. We will stand by to assist as needed.

If interested or need additional information, please contact:

SBC Paul "Doc" Niehaus (SWCC/FMF) Ret.
501-658-9318
pmniehaus@msn.com

SBCS Bruce Lemmert (SWCC/EXW) Ret.
504-421-7202
reg2@combatantcraftcrewman.org
bruce.lemmert@gmail.com

Make donations at: https://combatantcraftcrewman.org/make-a-donation/
Or contact: Mike Sigsworth treasurer@combatantcraftcrewman.org
Please state in the "comments" donation is for "Rolling Down the River"

NSWC CHANGE OF COMMAND

Naval Special Warfare Command welcomed our incoming commander, Rear Adm. Keith B. Davids, and wished fair winds and following seas to Rear Adm. H. W. Howard III during a Change of Command ceremony at NSW Headquarters.

NSWC Change of Command

U.S. Army General Richard D. Clarke, commander, United States Special Operations Command (USSOCOM), the presiding officer of the ceremony had this to say:

"Through Howard's leadership, creativity, and dedication to solving the Nation's hardest problems, Naval Special Warfare is ready to hold our adversaries and their critical military capabilities at risk. He has done this through an aggressive commitment to modernize the way and means the force assesses, selects, trains, and deploys the best Naval Commandos ever."

Hooyah Sir! Job well done!

SBT-12 FAMILY DAY

SBT-12 Family Day at NAB Coronado, what a great day to for a boat ride!

Pictured Left: Current SBT-Challenge Coin

Pictured Right: Ruben Hinojosa, and Tom Folkesson.

CCA Riders getting ready to ride!

CCM and CCA Boat Rides.

Photos provided courtesy of Ruben Hinojosa

TULANE UNIVERSITY TRAMATIC BRAIN INJURY RESEARCH PROGRAM

By Joseph Zemlin and Jack Birge

Some fantastic research is be conducted at Tulane University. Many of our community are taking part in this endeavor to better understand the long-term effects our operating environment has had on our bodies. Jack Birge is just one of the many that went through this intensive study evaluation. In appreciation, Jack presented his last CCCA coin to Dr Stewart, director of the TBI program at Tulane University. Stated he would proudly display for all to see. Really a great down to earth kind of guy. Thank you, Dr. Stewart, and your amazing staff for all that you do. We hope to learn more about your amazing work.

Dr. Gregory Stewart proudly holding his CCCA Challenge Coin. Dr. Gregory Stewart will oversee a new veteran-focused program created to address the unique medical needs of members of the armed forces

Tulane University's Center for Brain Health ready to serve veterans in need of health care

"The Tulane Brain Injury Clinic conducts an in-depth TBI assessment. There are 15 Doctors, Nurses, and specialized research professionals conducting the evaluation. Nurses are assigned to every participant to assist them in getting to and from their appointments. They even deliver your selected meals. Surprisingly, there was only one candidate at the time in the assessment program. I met the entire team in the morning for an informal meet and greet. Everyone was amicable and helpful. The lodging is in the Jung Hotel, two blocks from the clinic. This is the biggest room I have ever stayed in; it has a kitchen, sitting area, and a washer and dryer if needed. All my meals were provided, which I ordered from a provided menu; breakfast and dinner were served at the hotel and lunch at the clinic. I will ask the team leader if there are any available slots for which some of you may want to apply in the future."

~ Jack Birge

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