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# COAST GUARD RESERVIST

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## Winner of Canfield Trophy Announced



The Coast Guard Washington, D. C. Chapter of the Reserve Officers Association has selected ORTUAG 09-83630, Cleveland, Ohio as the outstanding Coast Guard Reserve Unit for 1968. Under the command of CDR Robert S. Burns, ORTUAG 09-83630 was chosen as the Gordon Canfield winner on the basis of its performance in attendance, servicewide exams, correspondence courses, and re-enlistments. Consideration was also given to non-required activities or accomplishments in the civic area which best exemplified the ROA citizen soldier concept and furthered the objectives of the Coast Guard and the Coast Guard Reserve.

The second place winner was

ORTUPS 09-823639, Lansing, Michigan, whose commanding officer is LCDR Charles M. Marr. Honorable mention was awarded to ORTUPS (O) 11-82747, Terminal Island, San Pedro, California under the command of LCDR Vernon H. Tomlin.

## FURTHER GUIDELINES FOR ACDUTRA

In July 1968, this publication carried an article advising officers that annual ACDUTRA should be directed not only to their own specialties (as evidenced by their designators), but additionally to the mission of the unit to which they are assigned. When these are incompatible, then it is the responsibility of the officer to direct his training toward qualifying for a designator which is appropriate to his unit or mobilization assignment.

Occasionally, an urgent need may arise for officers having particular talents to perform ACDUTRA in support of the Reserve program at Headquarters or elsewhere. When such a need develops, volunteers will be solicited from qualified officers. Such solicitation will be initiated at the Headquarters level through the appropriate district commanders.

But there are still other factors which must be considered in the selection of appropriate ACDUTRA, and these apply to all reservists, officer and enlisted. To insure that, over a period of years, each reservist receives training leading

to promotion, the cyclical training program has been developed. By conforming to this program, the reservist is assured of receiving both theoretical training in Phase I, and an opportunity, in Phases II and III, to put this theoretical training into actual practice. The value of this combination of theory and practice cannot be overemphasized. Departure from the program will not normally be authorized. One exception is in the staffing of the Reserve-supported summer Phase I training programs, where a nucleus of qualified instructors must be maintained; and another may be when repeat schooling is required to assure readiness for promotion. Whatever the program, the district commander is the coordinator for the training of reservists in his district, and all requests for training, or for volunteers for special projects, shall be submitted for his prior approval.

Adherence to these guidelines will enhance the qualifications of all members of the Reserve and decrease the workload of the personnel administering the program.

## Reservists Conduct Port Security Exercise

Nearly 200 Coast Guard Reservists from ORTUPS 03-82274, New Rochelle, New York; ORTUPS 03-82255, Jersey City, New Jersey, and ORTUPS 03-82284, Port Newark, New Jersey, spent two weeks active duty for training aboard the USCGC COURIER

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# THE COAST GUARD IN VIETNAM

Since July 1965, the U. S. Coast Guard has taken part in military operations in Southeast Asia. Serving on "Operation Market Time," the twenty-six 82-foot cutters of Squadron One, and the five high endurance cutters of Squadron Three, helped to prevent sea-borne infiltration of men and materials from North Vietnam to enemy units in the south. Two of these twenty-six 82-foot cutters have recently been transferred to the South Vietnamese Navy for their use in this operation.

During 1968, approximately 1,400 Coast Guardsmen were on duty in this war-torn part of the world. Coast Guard cutters helped not only to maintain naval surveillance of the South Vietnamese Coastline, but also provided gunfire support for U. S. and allied forces ashore, destroyed enemy installations, and sank and captured Communist vessels.

Other Coast Guard units have aided the hard-pressed Republic of Vietnam in setting up an aids to navigation system and port security procedures, and in instructing South Vietnamese personnel in the safe handling of dangerous cargoes.

Coast Guard Reservists serving on active duty have participated in all the major facets of Coast Guard activity in Southeast Asia. Approximately 34 percent of the Coast Guard officers now on duty in Vietnam have Reserve commissions. Fourteen Coast Guard Reserve officers have earned their command-at-

sea insignia while in Vietnam. Coast Guard Reservists have been decorated with eight Bronze Star Medals with Combat "V," eight Navy Commendation Medals with Combat "V," two Army Commendation Medals, two Navy Achievement Medals with Combat "V," and one Purple Heart.

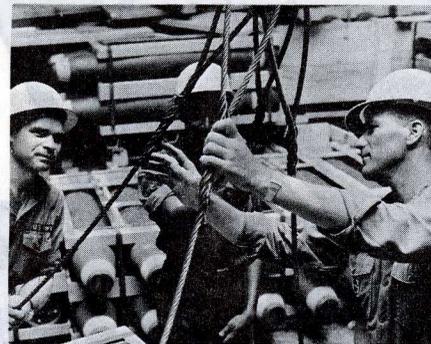
## OPERATION MARKET TIME

Statistically, from the beginning of U. S. Coast Guard participation in Vietnam through December 1968, a review of "Operation Market Time" indicates that the cutters from Squadrons I and III have cruised 3,700,000 miles, been underway 67 percent of the time, inspected or boarded 375,000 junks, destroyed 1,200 Viet Cong junks, and provided 2,700 Naval gunfire support missions. Coast Guardsmen have captured 150 Viet Cong, killed or wounded, 1,200, and destroyed or damaged 4,000 Viet Cong structures and fortifications.

The need for "Operation Market Time" became apparent when a large arms cache was discovered in Vung Ro Bay by members of the U. S. and Vietnamese navies in February 1965. A 130-foot camouflaged junk had been sighted by a helicopter while on a medical mission out of Qui Nhon. Aircraft were called to the scene and four air strikes sank the vessel in shallow water.

Afterwards, investigators found that she was carrying enough supplies to outfit an entire Viet Cong battalion. Her armament was sufficient to knock out any normal-size patrol vessel. From caches on the beach nearby, investigators recovered 1,500 weapons and 30 tons of ammunition, explosives and medical supplies. Most of the equipment was of Red Chinese manufacture. Papers found on the ship clearly showed that it was of North Vietnamese registry and engaged in infiltration.

This episode and several others like it convinced the U. S. Navy that something had to be done quickly to halt further infiltration. But Vietnam's highly indented coastline made it very vulnerable to incursions from the sea. Faced with this problem, the Navy turned to the Coast Guard for assistance. The Navy Command knew that the Coast Guard's fast, highly maneuverable 82-foot patrol craft were well-suited to the operation. Accordingly, they requested that vessels of this type be made available for close in-shore patrol work along the coast of the Republic of Vietnam.



*Gunner's Mate first class Clarence R. Vest (right) of Decatur, Illinois, member of the Cat Lai U.S. Coast Guard Explosives Loading Detachment, points out a possible flaw in cables to Army stevedores during off-loading of a munitions vessel at a Vietnamese port.*

A typical day on patrol is usually pretty monotonous, and consists primarily of searching for, and boarding suspicious junks. Boardings are business-like, but courteous. While a member of the cutter's crew searches the junk for possible contraband, the junk's papers and crew receive a thorough check by a Vietnamese Navy petty officer assigned to the cutter. During these checks, the cutters also render minor medical aid, if needed, and distribute small gifts in the form of soap, candy, cigarettes, etc.

However, it would be a great mistake to assume that the surveillance always follows this tranquil pattern. Coast Guard cutters have had to slug it out with enemy craft, sometimes with large steel-hulled trawlers carrying supplies to the Viet Cong. For example, an encounter took place on 1 March 1968. The POINT WELCOME under the command of LTJG Gerald A. McGill, USCG, engaged a steel-hulled trawler attempting to infiltrate war materials into the vicinity of Cap Mia, Quang Ngai Province, Republic of Vietnam. During the ensuing fight, LTJG Paul A. Froheler, USCGR, the Executive Officer of the POINT WELCOME, maneuvered the cutter and handled communications for Commander, Coast Guard Division Twelve in directing the actions of four "Market Time" patrol craft during the attack on the enemy vessel. The enemy trawler was run aground and subsequently destroyed with a large explosion.

## PORT SECURITY

While 31 Coast Guard vessels helped to press the sea war against the communist foe in Vietnam other units of



*While formerly operating out of Panama City, Florida, the 82-foot USCGC POINT HUDSON had a shimmering white hull. Speeding here along the Saigon River in the South Vietnamese combat zone, in search of junks that might be smuggling weapons and supplies to the Viet Cong, the 82-footer wears a coat of battle grey.*

the Service worked with equal determination not only to assist the war effort, but also to bring 20th century concepts of port security, marine safety, aids to navigation, and other benefits to this hard-pressed little nation. The results of their labors will continue to be felt long after the guns of war become silent.

To determine what could be done to improve port security in Saigon, at the request of the Military Assistance Command (MACV), Vietnam, the U.S. Coast Guard in 1965 detailed Captain R. A. Mattila, USCG, Chief of its Ports and Waterways Branch to survey the situation. He was assigned to the Staff of Chief, NAVAL ADVISORY GROUP Vietnam. During his five-month stay, Captain Mattila found a city with numerous Viet Cong who could be, and often were, mistaken for loyal Vietnamese by day but who could at night turn into trained and deadly terrorists, adept at the quick blow and dispersal into a sheltering native population. The harbor itself was highly vulnerable to conventional weapons, underwater swimmers and mines. From a port security viewpoint, Saigon harbor was very hazardous. The enemy was audacious enough to attempt blockage of shipping on a twisting narrow Saigon River on several occasions.

One of Captain Mattila's recommendations was that U.S. Coast Guard explosives loading handling experts and port security advisory personnel be assigned to MACV for use at ammunition depots throughout Vietnam. This proposal was carried out and has contributed much to safety.

The first permanent Coast Guard port security detachment under the command of Commander Raymond Hertica, USCG, arrived in Vietnam in October 1966. This detachment was assigned to the U. S. Army, 1st Logistics Command.

The assistant officer in charge of the U. S. Coast Guard Port Security and Waterways Detail was Lieutenant Commander Donald G. Kneip, USCGR, a Reserve Program Administrator presently assigned to the Reserve Division in the Ninth Coast Guard District. During his tour in Vietnam, Lieutenant Commander Kneip was awarded the Bronze Star for his extensive knowledge and expertise which enabled him to formulate policies and implement procedures to provide maximum security from available resources of ports, barge sites, and harbors.

Commander Hertica and his staff traveled extensively throughout Vietnam inspecting the security of the ports and ammo depots at Danang, Vung Ro,



*LTJG William K. McLaughlin, USCGR, finds it easy to make friends with little Loc, a Vietnamese orphan, during a recent visit to the U.S. 36th Medical Evacuation Hospital in Vung Tau, South Vietnam. LTJG McLaughlin, along with three other Coast Guardsmen, distributed several boxes of clothing and toys to the Vietnamese children which were sent here by a Coast Guard Reserve unit in San Luis Obispo, California. Prior to his present assignment at Division Headquarters in Cat Lo, the young Coast Guard officer served aboard the 82-foot USCGC POINT JEFFERSON as the Executive Officer.*

Cam Ranh Bay, Qui Nhon, Nha Trang, Vung Tau and many other coastal ports. They made recommendations regarding the handling and stowage of military explosives, improvements in port security and boat harbor patrols. Training programs for U.S. Army and Vietnamese personnel were also instituted.

#### DANGEROUS CARGO

Increasing American involvement in Vietnam has created requirements for other Coast Guard specialties; for example, the important matter of explosives loading. In the hands of inexperienced personnel, explosives loading operations can result in disaster. To help avoid this possibility, U. S. Coast Guard personnel supervise all ammunition ships loaded at Port Chicago, bound for Vietnam. In Vietnam itself it becomes imperative that the work of inexperienced Vietnamese stevedores be carefully supervised. For the most part, dock workers at Vietnamese ports do not have modern facilities and often use improper equipment for various classes of ammunition. Therefore, the Coast Guard, pursuant to a U. S. Army request, furnished two explosives loading supervisory teams for Vietnam. The teams are utilized in Nha Be/Cat Lai and Cam Ranh Bay for explosives handling and general port safety functions.

The task facing each team was formidable. Consider, for example, the Febru-

ary 1967 to January 1968 tour of Lieutenant James P. Ruff Jr., USCGR, when he was Officer in Charge, Explosive Loading Detachment #1, Cat Lai in direct support of the 11th Transportation Battalion. Lieutenant Ruff and his seven-man detachment had the mission of providing safety surveillance and technical advice to the Commanding Officer, Cat Lai Army Terminal on the in-stream discharge of 472,000 tons of ammunition from 132 ships. In organizing all aspects of port operations into an extremely safe and efficient operation, the detachment recommended use of short-stack fork-lifts, which enabled personnel to quickly and safely discharge cargo from around the hatch coamings on ships and increased the discharge rate by 10 percent. It was formerly necessary to drag this cargo to the square of the hatch. A detailed emergency fire-fighting and evacuation plan was devised and resulted in a major contribution to the security and safety of both the anchorage area and the surrounding villages. The detachment's suggestions on discharge procedures and stowage methods on barges increased the rate of discharge by 20%.

Other interesting and challenging jobs undertaken by Coast Guardsmen in Vietnam have been those of the Merchant Marine Detail in Saigon, the establishment of aids to navigation for the Armed Forces, and the continuing maintenance of LORAN stations.

This, then, is a glimpse into some of the Coast Guard efforts in this troubled part of the world. Altogether it adds up to a very impressive picture of what a small Service can do to serve the cause of freedom in a far-off place of the world.



*The 82-foot USCGC POINT LEAGUE stands off watching the burning 100-foot steel Viet Cong trawler that the cutter forced aground near the village of Ba Dong, So. Vietnam, during several hours of gun battle to keep the enemy from entering Co Chien River.*



## THE ADMIRAL'S CORNER

On 15 May 1969, members of my staff and I appeared before the Senate Armed Services Committee during its hearings on Military Procurement and Reserve strength.

The Committee considered the authorization of the Selected Reserve strength for the Armed Services for fiscal year 1970, pursuant to PL 90-168 (formerly HR-2), which requires that the Selected Reserve personnel of each Reserve component be authorized by the Congress annually.

Senators John Stennis, Chairman of the Committee, and Margaret Chase Smith, ranking minority member, made several laudatory comments concerning the overall performance of the Coast Guard.

When asked to justify our requested Selected Reserve strength for fiscal year 1970, the results of the comprehensive "Reserve Training Concepts and Force Analysis Study" were cited, the major recommendations of which were made known to you in the recent open letter by the Commandant published in the RESERVIST. It was emphasized that the Selected Reserve and total Ready Reserve force level requirements have been established on the basis of an examination of the manpower required for all wartime missions currently assigned to the Coast Guard, the present concepts of war, and an evaluation of the level of threat involved.

JOHN D. McCUBBIN

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docked at Staten Island, New York. To test the mobilization readiness of these Reservists, the members of all three units assumed responsibilities under the Captain of the Port, New York. For two weeks, 185 officers and men of the three units, living on the COURIER, formed a single operational Port Security Unit (ORPSU).

Under the control of the Captain of the Port of New York, the 185 Reservists patrolled a large section of New York harbor, inspected piers and vessels, and performed search and rescue mis-

sions. They reported daily to the Captain of the Port of New York.

The harbor patrols are critical to the ORPSU's mission. Four thirty-foot patrol boats conduct surveillance operations around the clock monitoring vessel movements, boarding incoming ships, searching for dangerous cargos, and carrying out numerous other waterborne harbor operations.

In a wartime port, pier safety would be crucial. Therefore, as a part of the training exercise, five teams, each comprised of a port security petty officer and four seamen, inspected dozens of piers throughout the Port of New York with an eye to reducing risk of fire, explosion, and pollution.

The ORPSU experience—actually operating part of a major port with men from other units — gives Reservists the opportunity to apply what they have learned in their weekly training sessions, correspondence courses and other periods of ASDUTRA in a meaningful and interesting manner.

Like regular Coast Guardsmen, the Reservists of New Rochelle, Port Newark and Jersey City live up to the 179-year-old-service's proud motto — "Semper Paratus" — Always Ready.



*The Honorable John V. Lindsay, Mayor of New York, visited the USCGC COURIER during the ORPSU operation. Here, Commander John O'Malley (l), USCGR, the COURIER's Commanding Officer, and Captain James Callahan (r) USCGR, the ORPSU Commanding Officer, tell Mayor Lindsay about the ORPSU.*

## SR TO CPO IN SIX YEARS PLUS

In the short span of six years, two months and three days, Chief Engineerman Thomas M. Dougherty has been advanced from Seaman Recruit to his present rate in the Coast Guard Reserve.

Chief Dougherty was advanced one rate each year since his enlistment in 1962 with the exception 1967. It took

him only two years to make Chief from engineman first class. His advancement to this rate was effective on 1 August 1968.

Since completion of his initial period of active duty for training, he has been assigned continuously to ORTUAG 07-83479, Miami Beach, Florida. During most of this time, his commanding officer was LCDR C. W. Foglesong who has recently been relieved by LCDR H. M. Balke.

In conveying congratulations to Chief Dougherty, Rear Admiral P. G. Prins, Commander, Seventh Coast Guard District wrote to his commanding officer: "He is commended for his diligence, devotion to duty and for the fine example he has set for all enlisted members in our Reserve Training Program."

In civilian life, Chief Dougherty is employed by the City of Miami Fire Department and resides in Opa Locka with his wife and two children.



*RADM P. G. Prins, Commander, Seventh Coast Guard District congratulates Chief Engineman T. M. Dougherty upon his promotion.*

### The Coast Guard RESERVIST

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ADMIRAL W. J. SMITH  
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN  
Chief, Office of Reserve

LTJG W. H. SCHMIDT  
Editor

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