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HCU-1/JFM:des

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1 May 1970

CONFIDENTIAL (UNCLASSIFIED upon removal of enclosure)

From: Commanding Officer, Harbor Clearance Unit ONE

To: Chief of Naval Operations (OP-09B9)

Subj: Command History

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Harbor Clearance Unit ONE Command History for Calendar Year 1969 (OPNAV Report 5750-1)

1. In compliance with reference (a), the Harbor Clearance Unit ONE Command History for Calendar Year 1969 is forwarded herewith.

J. F. MADEO, Jr.

Copy to:

CINCPACFLT
COMSERVPAC
COMSERVGRU THREE
I. CHRONOLOGY

A. CHRONOLOGICAL LISTING OF SIGNIFICANT EVENTS

8 Jan Salvage of RMK Dredge #6 near Saigon, RVN
11 Jan Salvage of Barge BC 6485 at Can Tho, RVN
18 Jan Salvage of SS PRESIDENT JEFFERSON
4 Feb Salvage of Mobile Support Unit ONE Boat, Cat Lo, RVN
7 Feb Salvage of ATC 132-1, RVN
11 Feb Salvage of PBR in Song Nha, RVN
12 Feb Salvage of PCT-71 near Mui Boi Bung, RVN
21 Feb ADS-IV employed in F-4 Aircraft Search near Subic Bay
11 Mar Salvage of Barge at Bien Hoa, RVN
19 Mar Salvage of Barge 302 at Ben Luc, RVN
21 Mar Salvage of RMK Tug MISS KAY, Soi Rap River, RVN
2 Apr Salvage of LO Barge 743 at Vinh Long, RVN
8 Apr Salvage of LO Barge 744 at Vung Tau, RVN
23 Apr Salvage of Monitor 111-1 at Moc Hoa, RVN
1 May Salvage of ASPB-132-3, RVN
9 May YLLC-2 transferred to Harbor Clearance Unit TWO

19 May Salvage of LO Barge 589 at Ben Tre, RVN

3 Jun HCU ONE Salvage Engineer assigned OinC of USS FRANK E. EVANS (DD 754) SALVOPS

10 Jun Salvage of PBR's 104 and 105 near Tra Cu, RVN

13 Jun North Korean Patrol Boat SALVOPS begin

15 Jun Beginning of HQ-480 SALVOPS, Saigon, RVN

22 Jun Salvage of LO Barge 713 at Binh Thuy, RVN

7 Jul Termination of Korean Patrol Boat Operations

13 Jul Salvage of LO Barges 710 and 740 at Vung Tau, RVN

14 Jul Salvage of OH-6A Helicopter at Pleiku, RVN

31 Jul Salvage of VNN HQ-1224 at Tra Cu, RVN

8 Aug Salvage of UH-H1 Helicopter, Saigon, RVN

12 Aug YMLC-8 returned to United Kingdom

13 Aug Salvage of PBR at Go Dau Ha, RVN

15 Aug Salvage of PBR at Tra Cu, RVN

15 Aug YMLC-7 returned to United Kingdom

3 Sep HQ-480 clearance complete

23 Sep Dredge SANDPUMPER salvage operation begun at Dong Tam, RVN

2 Oct Salvage of USNS BRONSTROM in Vung Tau, RVN

6 Oct Salvage of VNN PBR 31R566153 near Ben Luc, RVN

11 Oct Salvage of VNN Monitor near Kien An, RVN
14 Oct CDR Joseph F. MADEO, Jr., USN, 552770/6000, assumes command of Harbor Clearance Unit ONE

27 Oct Clearance of Bridge Span at Fire Support Base Hamile on Kinh Can An Ha River, RVN

29 Oct Salvage of VNN PBR 7547 near Tan Am, RVN

30 Oct C-2A Aircraft recovery operations begin

16 Nov Salvage of VNN ASPB HQ 5135 and ATC HQ 1234 at Dong Hung, RVN

18 Nov Termination of C-2A SALVOPS

22 Nov Dredge NEW JERSEY sunk at Dong Tam, RVN. SALVOPS begin immediately

6 Dec Dredge NEW JERSEY salvaged

19 Dec USS IREDELL COUNTY (LST 839) aground, Cochien River, RVN

25 Dec USS IREDELL COUNTY (LST 839) refloated

30 Dec SANDPUMPER Salvage Operation terminated

**B. HCU-1 CRAFT ROTATION SCHEDULE, 1969**

<table>
<thead>
<tr>
<th>Craft</th>
<th>Subic Bay (Upkeep)</th>
<th>Republic of Vietnam (RVN)</th>
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</thead>
<tbody>
<tr>
<td>YHLC-1</td>
<td>1 Jan - 6 Oct</td>
<td>6 Oct - 31 Dec</td>
</tr>
<tr>
<td></td>
<td>1 Jan - 14 Jun</td>
<td>14 Jun - 26 Jul</td>
</tr>
<tr>
<td>YHLC-2</td>
<td>26 Jul - 11 Oct</td>
<td>11 Oct - 17 Dec</td>
</tr>
<tr>
<td></td>
<td>17 Dec - 31 Dec</td>
<td></td>
</tr>
<tr>
<td>YMLC-5</td>
<td>1 Jan - 31 Dec</td>
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</tr>
<tr>
<td>YMLC-6</td>
<td>1 Jan - 31 Dec</td>
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</tr>
<tr>
<td>YMLC-7</td>
<td>1 Jan - 15 Aug (returned to U.K.)</td>
<td></td>
</tr>
<tr>
<td>YMLC-8</td>
<td>1 Jan - 15 Aug (returned to U.K.)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Jan - 3 Mar</td>
<td>3 Mar - 12 Aug</td>
</tr>
<tr>
<td>YLLC-1</td>
<td>12 Aug - 9 Dec</td>
<td>9 Dec - 31 Dec</td>
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### C. HARBOR CLEARANCE TEAM ROTATION SCHEDULE, 1969

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<thead>
<tr>
<th>Team</th>
<th>Subic Bay</th>
<th>RVN</th>
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<tbody>
<tr>
<td>YLLC-2</td>
<td>8 Jan - 12 May</td>
<td>1 Jan - 8 Jan</td>
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<td>Transferred to HCU TWO</td>
<td>12 May</td>
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<tr>
<td></td>
<td>11 Mar - 8 Jun</td>
<td>1 Jan - 11 Mar</td>
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<tr>
<td>YLLC-3</td>
<td>18 Dec - 31 Dec</td>
<td>8 Jun - 18 Dec</td>
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<tr>
<td></td>
<td>16 Jun - 5 Aug</td>
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<tr>
<td>YLLC-5</td>
<td>5 Aug - 31 Dec</td>
<td>1 Jan - 16 Jun</td>
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<tr>
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<td>1 Jan - 3 Mar</td>
<td>3 Mar - 16 Jun</td>
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<td>CSB-1</td>
<td>16 Jun - 5 Aug</td>
<td>5 Aug - 18 Dec</td>
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<td>11 Mar - 10 Jul</td>
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<td>1 Jan - 11 Mar</td>
</tr>
<tr>
<td>YDB-2</td>
<td>26 Oct - 31 Dec</td>
<td>10 Jul - 26 Oct</td>
</tr>
</tbody>
</table>

Note: Dates are based on arrival at or departure from Subic Bay, R.P. For instance, under "RVN", the dates 10 Jul - 26 Oct indicate that the craft deployed from Subic on 10 July and arrived in Subic from deployment on 26 October. The dates 1 January and 31 December are not beginning dates or terminal dates of deployments. They indicate the craft's location at the beginning or end of 1969. For instance, under "RVN", the dates 14 Oct - 31 Dec mean that the craft deployed from Subic on 14 October and was still in-country on 31 December.
II. BASIC NARRATIVE

A. INTRODUCTION

1. Harbor Clearance Unit ONE began 1969 operations with Commander Barent P. WINANT, III, 354578/6000, USN, as Commanding Officer. Commander WINANT was relieved by Commander Joseph F. MADEO, Jr., 552770/6000, USN, on 14 October 1969. Prior to duty at HCU ONE, Commander MADEO served as Deputy Assistant Chief of Staff for Operations, Commander Military Sea Transport Service Atlantic. Upon his relief as Commanding Officer, Harbor Clearance Unit ONE, Commander WINANT retired after thirty years of Naval service.

2. Home ported at the U.S. Naval Station, Subic Bay, Republic of the Philippines, Harbor Clearance Unit ONE continued its assigned mission of providing Western Pacific harbor/river clearance and salvage capability with primary commitments to operations in Vietnam. Considered to be an afloat command, HCU ONE is a unit of Service Force, U. S. Pacific Fleet under direct administrative and operational control of Commander Service Group THREE. Elements deployed to Vietnam are under operational control of
Commander U.S. Naval Forces, Vietnam. HCU ONE maintains administrative control of in-country forces through the HCU Representative in Vung Tau.

3. As of 31 December 1969, 22 officers and 270 enlisted men (including 45 divers) were assigned to the command. HCU ONE personnel were assigned to one of the following departments depending on individual capabilities and experience: One of four Harbor Clearance Teams, the Headquarters Staff (consisting of Administrative, Supply, Medical, and Maintenance Departments) or to one of the following salvage craft:

a. YRST-1
b. YHLRC-1 and 2
c. YMLC-5 and 6
d. YLLC-1, 3, and 5
e. CSB-1, 2, 3, and 4
f. YDB-1 and 2
g. Two LCM(8)s, one LCM(6), and one LCM(3)

4. During 1969 three HCU ONE craft were reassigned. On 9 May YLLC-2 was transferred to HCU TWO in Norfolk, Virginia, by authority of the Chief of Naval Operations (CNO spdltr OP-434N/JZ ser 135P43 of 7 Feb 69). In August 1969 YMLC-7 and 8 were returned to British authorities in Singapore, following expiration of the U. S. Government charter.

5. A subject requiring extensive planning and evaluation during the latter part of 1969 was the COMNAVFORV ACTOV Program (Accelerated Turnover to Vietnamese). Vietnamese Navy divers participated in HCU ONE operations preparing to assume the burden of in-country salvage work. Part of the Vietnamization program provides for the turnover of a number of HCU ONE salvage craft to the Vietnamese Navy including 3 YLLC's and 3 CSB's and one YDB. Planning for the ACTOV Program is still in progress.

6. Another development in command organization was the decision near the end of 1969 to move HCU ONE's Vietnam headquarters ashore to Cat Lo from the Vung Tau waterborne base. The move, which has not yet been effected, will release the YMLC's for return to the British and should insure
better logistic support for the HCU ONE detachment and reduce the numbers of committed personnel in-country in accordance with national policy.

B. OPERATIONS, REPUBLIC OF VIETNAM

1. VNN Water Barge HQ-480

1. On 22 December 1968 the HQ-480 had sunk in the Saigon Navy Yard near the RVN Fleet Command Headquarters Building. An unsuccessful salvage attempt was made by HCU ONE, and the job was abandoned before January 1969. During the attempt, water in the HQ-480 tanks shifted violently when a bulkhead carried away, and the barge capsized onto its starboard side.

2. In June, 1969, it was decided to initiate another salvage operation on the HQ-480, principally to provide a shake-down exercise for a YHLC. The two Heavy Lift Craft were just completing their conversion/overhaul period.

3. Preliminary operations began on 15 June with the arrival of YLLC-3, YDB-1 and members of HCT-4 in Saigon to conduct initial survey of the wreck. The barge was lying parallel to the shoreline with its bow down river. It had rolled about 170 degrees to starboard and 30 feet of the forward hull was above water. To prepare for the arrival of CRANDALL (YHLC-2), the inverted barge was lightened by air in the forward compartments and pivoted to a position at a right angle to the shoreline. This would allow YHLC-2 to be positioned for operations without blocking river traffic.

4. CRANDALL (YHLC-2) arrived at the salvage site about 1500 on 20 June. It was positioned stern to the wreck. On 22 June divers began tunneling under the barge in preparation for passing the 3" lift wires around the wreck. During the operation one diver was trapped by falling debris, but was rescued unharmed.

5. By 30 June all lift wires had been passed and secured, and YHLC-2 was repositioned for the initial lift. On 1 July the capsized wreck was lifted clear of the water and parbuckling padeyes were welded to the hull. Parbuckling chains were attached, and the wreck was lowered into the water. The barge was parbuckled to an upright position (10 degrees starboard list) and secured to prevent it from slipping into deeper water.

6. On 7 July salvors began hooking up lift wires and placing suction and vent hoses in compartments. A lift attempt was made on 9 July, but a fouled wire
slowed operations. The wire was cleared, and all preparations made for a maximum lift effort on 14 July.

7. The lift commenced at 0900, and by 1700 on 14 July the main deck of HQ-480 was clear of the water. Dewatering and mud removal was progressing well, when, at about 1730, the starboard 3 inch lift wire parted at the stern roller. With all the weight on the port gantry, CRANDALL heeled violently 35 degrees to port. The head block of the port gantry carried away, releasing CRANDALL to roll back to starboard. The rolling subsided with the Heavy Lift Craft on an even keel. The HQ-480 sank immediately. Although it was a serious accident, there were no personnel casualties.

8. The port gantry of YHLC-2 was warped at the head and base. The head block and lower block were lost overboard, but eventually recovered on 17 July. The Heavy Lift Craft began preparations for return to Subic, and a YMLC was towed from Vung Tau to Saigon to continue the HQ-480 operation. CRANDALL departed Saigon at 0900, 20 July.

9. On 22 July a long, tedious process of mud removal from HQ-480 began. Craft now on the job were YMLC-6, YDB-2 and CSB-4. HCT-1 had relieved HCT-4 on the job. YLLC-5 arrived 10 August.

10. Four submersible pumps were placed in tanks 3, 4, 5, and 6 of the barge; the YMLC-6 lift wires were in place; a beach gear winch was rigged ashore to secure the HQ-480 from slipping into the channel; and pumping operations began on 14 August. The bow of the wreck rose too rapidly, indicating free communication between the tanks. The wreck was allowed to settle, and the holes were located and patched.

11. Operations were continued on 16 August, with all pumps going and the YMLC-6 exerting maximum bow lift. YLLC-5 beach gear and a shore set of beach gear were used to heave the barge toward the beach. At about 0030, 17 August, however, HQ-480 began a slow roll to port. The salvors watched helplessly as the barge capsized. Operations were discontinued, pending arrival of YMLC-5 to assist with the lift.

12. Early on the morning of 19 August all hope for salvaging HQ-480 ended when the 1 5/8 inch wire to the beach gear winch ashore parted, and the barge slid into deeper water, finally coming to rest with the stern in seventy feet of water and the bow in twenty-five feet of water.
13. On 22 August it was decided to teat HQ-480 as a clearance project, floating the inverted wreck with air bubbles and moving it about 1500 yards up river to a grounding site clear of river traffic. YMLC-5 and 6 were used to stabilize the barge during the operation. At 1730 on 30 August, the barge was floating, trimmed, and ready for removal to the disposal area. Two Army tugs took the upside-down HQ-480 under tow, and YDB-2 was made up alongside to provide air for trimming purposes. At about 2045 the wreck was grounded, air hoses were removed, air valves were removed from the hull, and the barge slowly settled. Cutting torches were used to burn 8" x 10" holes in each compartment, and by 2235 HQ-480 had settled to the bottom.

14. All equipment had been secured, and the operation was officially terminated on 3 September, ending a long, frustrating job for HCU ONE. Although the Heavy Lift Craft was damaged and removed from the scene early in the operation, several aspects of the craft requiring improvement became apparent. In spite of the frustration, the HQ-480 job had been a learning experience for all hands and a proving ground for YHLC-2.

2. Dredge SANDPUMPER

1. During dredging operations on 22 September 1969, the U.S. Navy Dredge SANDPUMPER picked up a piece of unexploded ordnance off the river bottom near Dong Tam, RVN, (coordinate XS415416). The ordnance exploded inside the dredge main suction pump, blew off a 500 pound inspection cover, and initiated flooding. The SANDPUMPER was on the bottom in approximately seven minutes. The dredge settled down at the bow about 20 degrees and was approximately 80 percent submerged at high tide. The stern section was held about six feet off the bottom by two mooring spuds.

2. HCU ONE began internal and exterior survey of the dredge on 24 September. No hull damage was evident as a result of the explosion, but the soundness of the hull was suspect, as indicated by a routine hull inspection of SANDPUMPER conducted by HCU ONE divers in June 1969. After a thorough survey of the dredge it was decided that the salvage operation would require utilization of CRILLEY (YHLC-1) and CRANDALL (YHLC-2).

3. On 25 September the first messenger wires were passed under the wreck in preparation for rigging the YHLC’s three inch lift wires. A suitable grounding area was also located off the western end of Thoi Son Island, approximately 1400 yards east of the wreck's location. The 145-ton dredge ladder was also
being rigged for removal by YHLC-1. By 28 September a total of fifteen messenger wires had been passed.

4. In preparation for the arrival of YHLC-1 and YHLC-2 ground tackle was being placed at the salvage site for YHLC moorings. Most of this work was being accomplished by YLLC-5. At 2200H, 15 October YHLC-1 arrived at the salvage site. After some initial difficulty with the mooring wires and relocation of ground tackle, YHLC-1 was moored in position to make a stern lift of the dredge ladder on 20 October. The first attempt was unsuccessful when the starboard lifting strap parted.

5. YHLC-2 arrived at the salvage site at 1700H, 21 October. The following day a second effort to lift the dredge ladder was made by YHLC-1. After the ladder was raised from the trunion bearings by a combination of ballast and dynamic lift, CRILLEY began heaving in on the forward anchors to move the ladder clear of the wreck. During this maneuver the port lifting strap parted, and then the starboard strap failed. The ladder was off the dredge, but now with one side on the river bottom and the other side against the SANDPUMPER hull. CRILLEY was not damaged by the accident.

6. YHLC-2 dragged the ladder away from the dredge, using deck tackle. The ladder was marked and left for later removal. Both Heavy Lift Craft were then moored alongside the sunken dredge, CRANDALL to port and CRILLEY to starboard. All moors were rechecked and tightened.

7. One problem encountered during the operation was that the SANDPUMPER gradually settled into the mud, sinking the port mooring spud about 30 feet into the bottom and the starboard spud 10 feet into the mud. On 8 November the starboard spud was removed by a YD. But the port spud resisted all removal attempts. This spud was eventually broken off, after attempts to loosen it with explosives failed.

8. The first lift was made on 12 November. A total of 24 lift wires had been rigged for the lift to provide a safety margin. A 13 foot lift was obtained by tide and ballast, but an unknown obstruction impeded downstream progress. A diver survey indicated the previously removed dredge ladder as the probable obstacle.

9. A lift attempt on 13 November was aborted when several lift wires parted. The dredge was set back on bottom to replace damaged wires. The ladder was rechecked to insure that it would not obstruct movement. By 20 November all wires had been rigged, and a successful lift was made in the
afternoon. After several successive lifts and moves the SANDPUMPER was positioned at the final grounding site near Thoi Son Island on 24 November. The Heavy Lift Craft had completed their work and were moved to a mid-stream anchorage. The remainder of the operation consisted of patching the hull and dewatering the spaces to refloat the dredge.

10. On 10 December YHLC-1 picked up the dredge ladder and placed it on a barge for removal from the site. Dewatering attempts on the SANDPUMPER were still in progress, hampered by an inordinate number of leaks.

11. In a conference between the Commanding Officer of HCU ONE, COMNAVFORV and the Officer-in-Charge of Construction, RVN, it was decided to abandon the SANDPUMPER operation. The controlling factors were the advanced deterioration of the SANDPUMPER hull and the need for a substantial increase in pumping capabilities on the job. The dredge was not deemed worth the considerable effort and logistic support which would be required to refloat it. The operation was terminated on 30 December.

3. Dredge NEW JERSEY

1. At approximately 220435H November 1969, the 30 inch pipe line dredge NEW JERSEY, while dredging in the Dong Tam area of Song My Tho, west of Thoi Son Island, suffered an explosion in the area of the starboard spud well as a result of a mine or sapper attack and sunk.

2. Explosion damage, limited to the structure adjacent to the spud well caused rapid flooding of all adjacent compartments. This flooding by itself would not have been sufficient to cause the NEW JERSEY to sink, as was demonstrated by her being refloated with these same compartments flooded. Progressive flooding through the partially closed watertight doors and the extremely deteriorated bilge area of bulkhead 106 proved to be more than the operating bilge pumps could handle, and all machinery was secured. Flooding then progressed into the remaining engineering spaces and storerooms through large open archways cut in bulkhead 96, which had originally been a watertight bulkhead. With flooding beyond control, the discharge pipe was disconnected and the NEW JERSEY pushed southward to a sandbar by her tugs. By 220500H November NEW JERSEY was resting on bottom in 24 feet of water and mud, with her 0-1 deck above water.

3. About 220545H Harbor Clearance Unit ONE forces, which were at that time conducting the dredge SANDPUMPER salvops within 1200 yards of the NEW JERSEY, were notified that NEW JERSEY was sinking. HCU ONE forces
were immediately dispatched to the scene, in order to access the situation and render immediate assistance, if required. Upon arrival, NEW JERSEY was found to be solidly flooded to the 24 foot waterline and in need of a major salvage effort to refloat.

4. With the Heavy Lift Craft already in the Dong Tam area for the SANDPUMPER salvops, there were two feasible means of salvage available. The first and most expeditious would be to patch and dewater in the present location. The second and most time consuming would be to lift the 3750 long ton NEW JERSEY with the Heavy Lift Craft, move her to more shallow water, and then patch and dewater. The later alternative was rejected, because NEW JERSEY’s length precluded the use of spreaders between the Heavy Lift Craft, and her weight was excessive for the three inch lift wires available on scene. In addition, 2 to 3 weeks would have been required to prepare for a lift which would have gained at best 7 feet less draft, and still have left the main deck below water at mid tide.

5. While the decision to patch and pump the NEW JERSEY was being made, immediate efforts toward closure of all accesses below high water was commenced in order to restrict interior mud build-up as much as possible. HCU ONE forces, with labor and material assistance from RMK-BRJ, prepared NEW JERSEY for the first dewatering attempt on 27 November. This unsuccessful attempt was made using three six inch pumps and one ten inch pump. On 2 December, after three additional unsuccessful dewatering attempts, and with the addition of one more ten inch pump, four more six inch pumps and two three inch pumps, NEW JERSEY was refloated. At this point most of the HCU ONE forces in the area were brought on scene. By working around the clock, the NEW JERSEY was prepared for movement and was towed to agrounding site on 4 December. Preparations for a tow to a shipyard were then commenced, and on 13 December NEW JERSEY departed Dong Tam for Vung Tau on the first leg of her tow to Singapore.

6. Three major problems were encountered during the NEW JERSEY salvage. The first was in the installation of six and ten inch salvage pumps and their associated suction lines. The second was in the closure of the dredge discharge piping access through the deck house. The third was in the maintenance of stability, in the face of extreme free surface, on a vessel that was marginally stable when undamaged.

1. On 8 January 1969 HCU-1 salvors commenced salvage operations on the RMK Dredge #6, which was located approximately 5 miles up river from Saigon, RVN. The craft was capsized and down by the stern. All man hole covers had been removed, and the superstructure was extensively damaged. After all holes were patched, low pressure air was blown into the stern compartment. The dredge was rotated to an upright position with a 60 ton crane, but the boom of the crane carried away, allowing the dredge to slide further down the bank. Two 600 ton barges were then used to lift the dredge, and two tractors pulled it toward the beach. The dredge was successfully patched, pumped, and refloated on the flood tide on 14 January 1969.

2. On 11 January, barge BC 6485 was moored alongside a canal bank near Can Tho when she sank, dumping her cargo of 1600 drums of pentaprime asphalt compound. The barge rested on the bottom with a 60 degree list. The CSB-2 salvors replaced all manhole covers to make the low side watertight. Peri-jet eductors were placed through void covers on the high side to dewater the barge and refloat it.

3. SS PRESIDENT JEFFERSON grounded on 12 January at latitude 10 degrees 20 minutes North and longitude 107 degrees 10 minutes East. COMNAVFORV dispatched units of HCU-1 for salvage operations. A survey disclosed that the ship was aground almost her entire length on a mud and sand bottom. Off-loading of cargo was commenced to lighten the ship, as it was determined that JEFFERSON was 1400 tons aground. Total cargo off-loaded was 1005 tons. YLLC-5, with HCT-1 personnel embarked, laid one set of beach gear. With the JEFFERSON heaving in on her port anchor and YLLC-5 pulling on one set of beach gear, the JEFFERSON was completely free and headed for deep water at 1545 on 18 January.

4. On 31 January, a 96 ton Mobile Support Unit ONE boat sank and capsized alongside the pier at Cat Lo, RVN in 35 feet of water. After an unsuccessful attempt to right and refloat the craft by YLLC-3, the YMLC-6, manned by HCT-3, was towed to the scene and rigged for a lift. YMLC-6 parbuckled the boat to an upright position, and divers hooked slings to the craft's lifting pads. On 4 February, the craft was successfully lifted to the surface, dewatered with 3" salvage pumps, and turned over to Cat Lo personnel.

5. YLLC-5 and CSB-4 received a message from COMNAVFORV to proceed to grid coordinates XS 480 415. Salvage units arrived on scene at 1430, 6 February. An armored troop carrier, ATC-132-1, had capsized with part of the crew trapped inside. Upon arrival, divers from CSB-4 commenced a search for missing bodies and recovered one body. The craft's bottom, forward of
amidships, was above the surface projecting to a maximum height of 18 inches with the stern superstructure resting in 14 feet of water. YLLC-5 made several unsuccessful attempts to parbuckle the craft to an upright position. The ATC was then lifted under foot of YLLC-5 and transported to Dong Tam. The combined efforts of YD-220 and YLLC-5 brought the boat to an upright position. YLLC-5 then used eductors to dewater the craft. Dewatering was completed on 7 February, and the boat was turned over to River Flotilla ONE personnel.

6. On February 11 YLLC-3, with members of HCT-3, was dispatched to recover an Alfa type PBR in the Song Nha area. The boat had been hit and sunk by enemy rocket fire. The boat was found capsized in ten feet of water. YLLC-3 lifted the PBR in a capsized position on her "A" frame, then transported it to CTG 116.9 for repair.

7. PTC-71 was hit by an enemy rocket on 11 February and sank near Mui Boi Bung. HCU-1 salvors arrived on scene 12 February to commence operations. The craft was sitting on the bottom, with the deck two feet under water at ebb tide. All ports on the after deck had carried away, and a large hole was discovered on the port bow. With all holes patched and two p-250 pumps utilized for dewatering, the craft was reflated on the morning of 12 February and turned over to the USS PIVOT (MSO 463) for tow to Vung Tau.

8. On 24 February an Army LCM-8 was being towed stern first across the South China Sea. Seas breaking over the stern flooded the lazarette and engine room and caused the stern to sink. Heavy seas and weather conditions in the area curtailed salvage operations. The boat was towed by an AB&T tug to a sheltered area in the mouth of the My Tho River. YMLC-6 was towed to the scene on 27 February, and a successful lift was made that evening, despite a mortar attack and attempted sapper attack. The boat was dewatered on the morning of the 28th and turned over to the Commanding Officer, 159th Transportation Battalion, for tow to Dong Tam.

9. Salvage divers conducted a survey of barge 302 under the Ben Luc Bridge on 2 March. The barge had capsized, rolling 130 degrees to port. With the arrival of YLLC-5 on 3 March, salvage operations began. A plan was effected to cut a hole in the bottom of the wreck, allowing access by divers to patch holes and install pumps. This process proved successful, and the barge was reflated upside down on 16 March and moved into position for parbuckling that same day. The access hole was welded shut, and parbuckling operations began, using beach gear laid from YLLC-5. Meanwhile, CSB-1 was searching for and recovering vital construction equipment that was lost when the barge
capsized. The barge was righted and turned over to the RMK representative on 19 March 1969.

10. A 250 ton capacity gondola type barge was sunk in the Bien Hoa area. HCU-1 salvors arrived on the scene at 1700 on 9 March. A survey showed the stern to be out of the water and dry, with the bow in 25 feet of water. A check with local personnel disclosed that at low tide all the main deck of the barge would be clear of the water. The bow was patched on 10 March. Pumping commenced with two 3" salvage pumps at low tide that same day and completed by 0730, 11 March. The barge was turned over to the Harbor Master at Bien Hoa.

11. An RMK Tug MISS KAY swamped and sank in heavy seas south of the Soi Rap River. The tug was 80 yards from shore at high tide and almost fully exposed at low tide. On 20 March HCU-1 personnel commenced salvage operations. This job proved to be difficult in that all hatch covers, doors, and port covers were missing and had to replaced by patches. The salvage of the MISS KAY was further hindered by surf action which filled its lazarette with mud. The mud had to be broken up with 1«" fire hose and removed with eductors. MISS KAY was patched and dewatered, and she floated free on the incoming tide 21 March.

12. On 31 March YLLC-1 arrived at Vinh Long to initiate salvage operations on LO Barge 743. The barge was moored to a buoy and floating in a capsized position. The following morning, divers rigged parbuckling wires. A 6" hole was cut in the bottom, and water was pumped in to lower the starboard side. The hole was then welded shut. On the evening of 1 April, a tug took the barge in tow against the current for underway parbuckling. The barge was then beached, and the starboard side dewatered on 2 April. It was turned over to tug PARKIN for tow to Vung Tau.

13. On 30 March orders were received from COMNAVFORV to dispatch CSB-1, with divers from HCT-3, to Moc Hoa for salvage of MONITOR 111-1. HCU-1 salvors arrived on scene 2 April finding the boat was capsized in 38 feet of water, with the bow toward the beach. Attempts to refloat the craft in a capsized position, by patching and blowing with low pressure air, proved futile. A straight lift or beaching was required for successful salvage of the craft, both which were beyond the capabilities of a CSB. YLLC-1 arrived on 10 April to render assistance. The MONITOR was beached in a small cove on 19 April, with the main deck four feet out of water. The craft was patched and pumped, and all excess topside weight was removed. On 20 March, YLLC-1 towed the
MONITOR to Nha Be. The MONITOR 111-1 was turned over to port authorities at Nha Be on 23 April.

14. Barge LO-744 capsized on 5 April at the gravel pit in Vung Tau, due to unequal load distribution, but remained afloat. On 6 April, HCU-1 personnel rigged 1 5/8" parbuckling wires to the capsized barge. Two tugs on the wires righted the barge. It was then beached and excess water pumped out. The barge was turned over to MSTS personnel on 8 April.

15. ASPB-132-3 encountered a mine on her port quarter on 29 April and was beached at grid position WR 417S to prevent sinking. CSB-3 arrived on scene at 1630, 30 April, and commenced salvage operations. After extensive patching of the ASPB stern area, the CSB then lifted the stern section with her "A" frame to allow dewatering with eductors. The ASPB was refloated and taken in tow by the CSB at 0630, 1 May, and delivered to CTF 117 that same day.

16. On 18 May YLLC-5 and CSB-3 proceeded to Ben Tre to conduct salvage operations on LO Barge 589. The barge was in midchannel, 80 per cent submerged, and resting on its starboard side. The portside compartments were pumped through exposed man hole covers. The starboard side had several holes and had to be patched. After patching was accomplished, both the YLLC-5 and CSB-3 hooked up to the starboard side and exerted maximum lift with their "A" frames to bring the starboard side clear of the water. Dewatering took approximately 15 minutes. The barge was turned over to U.S. Army personnel at Ben Tre on 19 May.

17. YLLC-1 commenced salvage operations on VNN PBR 7520 on 30 May. While underway at full speed, the boat had been hit by two rockets. The wreck was about 70 feet up on the river bank, and the fiberglass body was completely burned away. Using a portable salvage winch in an LCM-8, salvors were able to load all gun mounts and engines aboard for delivery to Nha Be on 31 May.

18. From 18 May to 31 May, HCT-3 divers and YDB-1 assisted RMK/BRJ construction company in the installation of AMMI Pontoons for a new mobile support base at Ben Luc.

19. On 5 June, YLLC-1 and HCT-4 divers recovered PBR 6756, located on the Song Tranh Dong River. The boat was turned over to Naval Support Activity Detachment, Nha Be.
20. CSB-3 and HCT-4 divers recovered two PBR's at Tra Cu on 10 June, receiving heavy enemy small arms fire from both banks of the river during the operation. PBR's 104 and 105 were returned to Nha Be.

21. LO Barge 713 capsized in Binh Thuy on 16 June. Through the diligent efforts of CSB-4 and HCT-4 divers, the barge was recovered and turned over to the Harbor Master, Can Tho, on 22 June.

22. On 24 June, HCT-3 divers and VNN divers aboard YDB-1 began the tedious job of recovering 512 pallets of 105mm and 155mm ammunition lost from an Army barge at Binh Trieu. 279 pallets of 105mm and 90 pallets of 155mm ammunition were recovered and returned to STTC officials in Saigon.

23. Three HCT-4 personnel were sent to Qui Nhon on 5 July for the search and recovery of an 81mm mortar. The mortar was located after an extensive search, and finally recovered on 11 July.

24. On 7 July HCT-3 personnel commenced salvage operations on LO Barges 710 and 740 in Vung Tau. Barge 710 had capsized on top of 740, and the salvage team had to parbuckle barge 710 to an upright position off of barge 740. Both barges were then patched and dewatered. They were delivered to the Luzon Stevedoring Corporation port captain on 13 July.

25. An OH-6A helicopter crashed in Bien Ho Lake at Pleiku, requiring HCU-1 services for recovery. On 11 July three HCT-3 divers arrived on the scene and began a search for the downed aircraft. The wreck was located in 30 feet of water on 12 July. The divers removed ordnance and attached lifting slings. A CH-47C helicopter then lifted the wreck from the water on 14 July.

26. On 13 July HCT-3 personnel salvaged AMMI Pontoon Barge 8233 in Vung Tau. The barge, which had sunk in seven feet of water, was dewatered with a three inch salvage pump and refloated on the evening of 13 July. During the morning of 14 July the barge was stripped dry and turned over to the 159th Transportation Battalion.

27. CTG 194.9 directed CSB-2 to proceed to Tra Cu for salvage operations on VNN Tango Boat HQ-1224 on 31 July. The boat had sunk while loading stores, leaving the bow resting on the canal bank out of the water. The CSB-2 crew sealed and shored hatches, then dewatered the craft with eductors. HQ-1224 was refloated on the evening of 31 July and turned over to the VNN crew.
28. A UH-H1 helicopter crashed in the Saigon River on 6 August. HCT-1 personnel operating on the YDB-2 located the wreckage in 55 feet of water, using grappling hooks. Divers attached lifting straps to the helicopter, and a 60 ton YD was used to recover the wreckage and five bodies on 8 August.

29. On 13 August CSB-2 was called to Go Dau Ha to salvage two PBR's sunk by enemy action. Each PBR was lifted on the CSB "A" frame, patched and dewatered with eductors. Both boats were towed to Tra Cu by CSB-2 on the evening of 13 August. CSB-2 immediately returned to Go Dau Ha on 14 August to salvage another PBR, this one sunk in 30 feet of water. The boat was raised and dewatered, then towed to Tra Cu on the evening of 14 August.

30. CSB-2 was called on to salvage another PBR on 15 August, at Tra Cu. The crew attached lifting slings to the boat, raised it to the surface and dewatered it with eductors. The PBR was refloated within one hour.

31. On 16 August YLLC-5 salvaged a NAVFORV training PBR sunk alongside the pier at the VNN Boat School. YLLC-5 lifted the PBR on the shear leg derrick and dewatered the craft with a submersible pump.

32. On 20 September YLLC-3 recovered a swamped LCM(6) in Vung Tau Harbor after an assistance request from the Harbor Master.

33. Early in the morning of 2 October, the USNS BRONSTROM went aground near Vung Tau, alongside the channel to the Long Tau River. YLLC-3 laid one leg of beach gear astern of BRONSTROM. After off loading 1500 tons of cargo and pumping off 600 tons of ballast, BRONSTROM was pulled off the beach by YLLC-3 and five tugs. The operation was completed on the evening of 2 October.

34. CSB-3 salvaged VNN PBR 31R566153 on 6 October. The boat had run aground near Ben Luc. After an unsuccessful attempt to pull the boat free, CSB-3 lifted the PBR on its "A" frame and carried it to midchannel. The PBR was then towed to Ben Luc. 35. On 6 October YLLC-3 recovered the U.S. Embassy cruise boat which had sunk in the Saigon shipyard. Using nylon lifting slings, YLLC-3 raised the boat to the surface and dewatered it with eductors. The boat was then loaded aboard a YD for repairs.

36. On 7 October HCT-1 personnel assisted by VNN divers began salvage operations on VNN MONITOR HQ-6529. The MONITOR had been sunk south of Kien An by a mine. The salvors sealed off the conning tower, engine room, and berthing space, and pumped out the spaces with a P-250. Once the deck
was above the water, the remaining spaces were sealed and dewatered. The craft was refloated on 11 October and towed to Dong Tam for repairs.

37. U.S. Army Light Observation Plane 011942 was shot down five miles east of Dak Pak on 15 October. HCT-1 personnel were flown to the scene by helicopter and lowered to the wreckage. The plane was in three pieces in a mountain stream. The wreckage was secured with nylon lifting slings and recovered by a Sky Crane Helicopter.

38. A steel bridge at the Fire Support Base Handle on the Kinh Can An Ha River was mined, collapsing the center span and blocking the river channel. On 27 October, CSB-3 cleared the channel by cutting the wreckage in half and moving the pieces to the river bank.

39. HCT-1 personnel and VNN salvage divers were sent to Thoi Benh aboard USS SATYR (ARL-23) on 27 October, for salvage operations on VNN ATC HQ-1237. The engine room vents were sealed and cofferdams placed over the patches to the lazarette and engine room. The spaces were dewatered with a P-250. After the well deck was dewatered the craft floated free. The craft was towed to Dong Tam for repairs on 6 November.

40. On 29 October CSB-3 salvaged VNN PBR 7547 near Tan Am. The bow of the PBR rested on the beach, with the stern submerged. No major hull damage was noted. CSB-3 lifted the PBR on its "A" frame and carried it to Tan Am for repairs.

41. On 9 November salvage operations began on VNN ASPB HQ-5135 and VNN ATC HQ-1234 at Dong Hung. HCT-1 personnel acted in an advisory capacity to a VNN salvage team. The ASPB was raised by chain hoists on the bows of two ATC's and dewatered with salvage pumps. Holes were patched as the craft was raised. ATC HQ-1234 was refloated by sealing spaces and pumping out the compartments. Once the ATC was raised, the damaged shaft packing gland which caused the sinking was sealed off. Both boats were towed to Dong Tam for repairs on 16 November.

42. On 26 November the Tug FAYE B ran over a mooring wire at the SANDPUMPER salvage site, fouling her starboard shaft. The tug was immobilized by the mooring wire. HCU ONE divers inspected the shaft and mooring wire. A bight of the wire was pulled on deck of the tug and cut with an oxy-acetylene torch. The wire was then pulled clear of the shaft on 27 November.
43. USS IREDELL COUNTY (LST-839) went aground near the mouth of the Cochien River on 19 December. WESTPAC forces committed to the salvage operation included USS RECLAIMER (ARS 42), USS CHOWANOC (ATF 100) and USS CURRENT (ARS 22). The HCU ONE Salvage Engineer was dispatched to the grounding site and was instrumental in the planning and successful retraction of IREDELL COUNTY. The ship was refloated on 25 December.

5. OPERATION SEAFLOAT

1. From June to October, 1969, HCU ONE actively participated in Operation SEAFLOAT. A joint U.S. and Vietnamese effort, SEAFLOAT’s mission was to provide logistical and communication assistance to support military and economic pacification in the lower Ca Mau Peninsula, a long time Viet Cong stronghold.

2. HCU ONE’s role in the operation was primarily the installation and maintenance of anti-swimmer nets around the SEAFLOAT complex. Usually consisting of one CSB and three members of a Harbor Clearance Team, the HCU ONE detachment also inspected and relocated moorings as necessary, and provided salvage and repair services to combat-damaged craft.

C. OPERATIONS, WESTERN PACIFIC

1. USS FRANK E. EVANS (DD 754)

1. The destroyer USS Frank E. EVANS (DD 754) collided with the Australian aircraft carrier HMAS MELBOURNE early in the morning of 3 June, during allied maneuvers. The bow section of the EVANS was completely sliced away, and sank it within minutes. The stern of the ship remained afloat.

2. Two HCU ONE salvage officers were dispatched to the scene, including the HCU ONE Salvage Engineer, who was designated officer-in-charge of operations. The stern section was investigated, secured, and readied for tow. The preparations included placing salvage pumps aboard, removing topside weight, locking rudders and shafts, rigging flooding alarms, and rigging the towing bridle.

3. The wreck was taken under tow by USS TAWASA (ATF 92) for delivery to Subic Bay. For their expert assistance and professionalism in the EVANS salvage, USS TAWASA, USS DELIVER, and the HCU ONE Salvage Engineer received commendations from CTG 70.4 and CTF 73.
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2. NORTH KOREAN PATROL BOAT

1. On 13 June a North Korean patrol boat was sunk at approximately Lat. 34-29N Long. 125-29E in 26 fathoms of water. It was decided to attempt recovery of the boat for intelligence purposes, and Harbor Clearance Team TWO, with ADS IV, was embarked aboard USS DELIVER (ARS 23) on 30 June for the operation.

2. After preparations and preliminary stops in Sasabo, Japan, and Chin Hae, Korea, DELIVER arrived at the salvage area on 7 July. The ARS moored over the suspected sonar contact, and on 11 July everything was in readiness for the initial ADS IV dive.

3. The dive was made by a member of HCT-2 and a first class diver from USS DELIVER. The job was progressing routinely, when a tragic accident terminated the search, and subsequently, the whole operation. The diver from USS DELIVER, MMCS Harmon W. STOUT, 352 08 16, USN, inexplicably lost consciousness while outside the ADS IV personnel transfer capsule (PTC) in 26 fathoms of water. He was pulled into the capsule and brought to the surface, but neither immediate artificial respiration nor a doctor's ministrations in the recompression chamber could revive him. He was pronounced dead at 071608I July 1969.

4. A subsequent investigation did not indicate any negligence on the part of Navy personnel or any apparent malfunction of the ADS IV. HCT-2 and ADS IV were returned to Subic Bay.

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3. C-2A AIRCRAFT

1. A U.S. Navy C-2A aircraft crashed on 30 October in the vicinity of Lat 17-54N Long 107-37E. The plane went down in approximately 240 feet of water.

2. HCU ONE's ADS IV was not available, due to maintenance in progress, and USS GREENLET (ASR 10) was tasked with the aircraft recovery. Two minesweepers were utilized for sonar search. HCU ONE provided logistic support for the operation, mixing HeO2 gas for the extended diving operations, providing divers from HCT-2, and deploying the Unit medical officer aboard GREENLET.
3. After extensive diving and searching the task unit was unable to locate the aircraft wreckage. It was decided to load an ADS IV, leased from Ocean Systems, Inc., aboard USS GRAPPLE (ARS 7) and continue the search. Deteriorating weather conditions now became a factor, and caused a nearly disastrous accident. With divers on the bottom in the ADS IV personnel transfer capsule (PTC), heavy seas and rolling of the ship caused a PTC lift wire padeye on the boom to fail, dropping the lift wire to the back-up wire preventer. The PTC was surfaced and ADS IV operation secured.

4. Eventually, on 18 November, the entire operation was terminated as steadily deteriorating sea conditions, poor underwater visibility, inability to isolate a positive contact, and mounting expenses all combined to make success in the operation highly improbable.

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III. SPECIAL TOPICS

A. AWARDS AND COMMENDATIONS

1. During 1969, numerous awards and commendations were received by personnel of Harbor Clearance Unit ONE. Many personnel received the Vietnam Campaign Medal, Vietnam Service Medal, and Combat Action Ribbon. The following presentations were also made:

Award Recipient

Navy and Marine Corps Medal BT1 ANTHONY M. ASARO, USN

Bronze Star LT JAMES E. ANDREWS, USNR

LT JOSEPH E. RYAN, USNR

LTJG JOSEPH S. BUBAN, USNR

CWO2 MARSHALL D. BEARD, USN

QMC FRANK DE LA OLIVA, USN

EN1 GEORGE W. POWER, USN
MM2 GORDON L. OLSEN, USN

Meritorious Service Medal CDR BARENT P. WINANT III, USN

Navy Commendation Medal MMC LELAND E, CARLSON, USN

GMGC FRANK A. STUCKEY, USN

MM1 KENNETH W. PRICE, USN

Navy Achievement Medal LT RICHARD L. REPASKY, USN

BM1 ROBERT L. BOYER, USN

BM1 LAWRENCE K. MANINI, USN

SD1 BENEDICTO T. VICENTE, USN

EN2 EDDIE D. DAVIS, USN

SFP2 DAVID A. MORGENSEN, USN

TM3 GEORGE A. AMES, USN

EN3 HARRY G. LEWIS, III, USN

Purple Heart GMGC FRANK A. STUCKEY, USN

EM2 RICHARD A. YESNEY, USN

B. PERSONNEL CASUALTIES

1. During the year of 1969 two HCU ONE personnel were wounded in action in Vietnam. While providing mobile salvage support for CTG 194.9 at Go Dau Ha in the Mekong Delta, CSB-2 was peppered with shrapnel during a mortar attack on 24 August. GMGC Frank A. STUCKEY, USN and EN2 Richard A. YESNEY, USN received wounds. Both men recovered without hospitalization.

2. On 19 September ET1 Paul A. COUILLARD, USN, 210 58 30, died in a tragic accident at Subic Bay, R.P.. While engaged in recreational SCUBA diving near the Cubi Point runway, ET1 COUILLARD apparently lost consciousness and drowned. His two companions, who had left the water a few minutes before COUILLARD, saw him surface and heard him shout that
he was going to recover an item he had dropped. This was the last time COUILLARD was seen alive. The body was located after a three hour search. ET1 COUILLARD was pronounced dead at 1523 hours, 19 September 1969.

C. ADS IV, ADVANCED DIVING SYSTEM

1. Advanced Diving System Four, housed at the U.S. Naval Station, Subic Bay, R.P., is maintained and operated by Harbor Clearance Team TWO. During 1969, ADS IV and HCT-2 participated in the following operations:

   a. USN F-4 Aircraft Search: On 21 February ADS IV was loaded aboard USS QUAPAW (ATF 110) for search and recovery operations in connection with an F-4 aircraft which crashed at Lat 14-48N, Long 120-04E, about 15 miles west of Subic Bay. Ten observation dives were made to a depth of 250 feet with negative results. The operation was secured on 26 February.

   b. North Korean Patrol Boat Search: On 30 June ADS IV and HCT-2 were embarked on USS DELIVER (ARS 23) for operations to recover a North Korean Patrol Boat near Chin Hae, Korea, (see main narrative).

   c. C-2A Aircraft Search: HCT-2 personnel were deployed without ADS IV, (see main narrative).

2. ADS IV training was conducted aboard USS SAFEGUARD (ARS 25) in January, and during April and May the system was operated on YHLC-2 for training and evaluation purposes. One problem encountered was the installation of a suitable winch for the PTC backhaul wire. The problem is as yet unresolved.

3. Because of weld flaws noted in x-rays made by SRF Subic on 2 September, the Personnel Transfer Capsule was placed out of commission for structural repairs for the remainder of the year.

IV. DOCUMENTARY ANNEXES

A. ROSTER OF HCU-1 OFFICERS

31 DECEMBER 1969

BILLET OFFICER
Commanding Officer CDR Joseph F. MADEO, USN, 552770/6000
Executive Officer LCDR Donald C. JOERRES, USN, 640334/6300
Salvage Engineer LT Herbert W. TUFTS III, USN, 680372/1400
Maintenance Officer LTJG Ronald W. RAMEY, USNR, 715072/1105
Medical Officer LT Thomas P. MORGAN, Jr., USNR, 729830/2105
Administrative Officer LTJG Thomas T. ALLGYER, USNR, 720401/1105
Supply Officer LT Robert D. OLSEN, SC, USN, 671139/3100
Asst. Supply Officer SUPCLK W-2 Roger O. DOTY, USN, 722243/7982
OINC HCT ONE LT William M. MATHERS, USN, 703934/1100
AOINC HCT ONE LTJG Neil D. WARE, USNR, 732315/1105
OINC HCT TWO LT James E. ANDREWS, USNR, 692174/1105
AOINC HCT TWO CHBOSN W-4 William C. HOLLINGSWORTH, USN, 181797/7131
OINC HCT THREE LTJG Leslie A. HOWITT, USNR, 720838/1105
OINC HCT FOUR LTJG David I. PETERSON, USNR, 725844/1105
AOINC HCT FOUR LTJG Richard C. ALT III, USNR, 742671/1105
OINC YRST-1 LT Donn E. THOMAS, USN, 686015/6002
AOINC YRST-1 LTJG Lloyd A. BORNMANN III, USNR, 734143/1105
OINC YLLC-1 LT John F. GALLAGHER, USN, 695529/1107
OINC YLLC-3 LTJG Daniel F. JOHNSTONE, USNR 733387/1105
OINC YLLC-5 LTJG Robert B. STERNFELS, USNR, 726565/1105
OIC YHLC 1 ENS Dale C. NIEMAN, USNR, 745263/1105
B. MUSTER ROLL OF HCU-1 ENLISTED MEN

ALEXANDER, JAMES N. 793 87 38 SM2
ALLEN, RICHARD O. B82 08 63 SKSN
ALLLEN, ROBERT D. B74 32 66 FN
ALLISON, WILLIAM B31 59 93 ETN3
ALON, PAULINO A. 476 32 24 PN1
ANDREWS, KENNETH E. 389 90 02 BT1
ANDREWS, WAYNE K. 354 94 41 BTFN
ANOS, BIENVENIDO L. 589 77 55 TN
ARMSTRONG, CHARLES 596 19 86 BT2
ASHER, ELLERY D. B56 13 13 SN
ATKINS, DONALD C. B59 24 24 DC3
BARCLAY, DANA C. 682 71 61 BT2
BARNES, BRUCE L. B85 19 19 SN
BARNETT, HERBERT B. B54 88 81 SA
BARRENTINE, WILLIAM 428 57 88 BMC(DV)
BARTLES, JAMES W. 915 33 21 CS2
BASSETT, KENNETH R. 290 54 84 QM2
BAUDER, JOHN T. 592 45 88 BM1(DV)
BAUTISTA, RUDOLFO R. 777 00 12 MR2
BAYONA, FELIX 498 53 26 MM1
BECKSTROM, BRENT A. 918 17 09 SFM3
BEEBE, ALBERT 491 55 52 BM1(DV)
BIXBY, EDDIE G. B59 43 97 FN
BLACKWELL, ANDREW C B85 53 45 SN
BLALOCK, THOMAS E. B59 39 04 FN
BLUNT, NATHANIEL J. B56 57 54 SA
BOOKOUT, JOHN C., Jr. 593 55 38 EM1(DV)
BORJA, HERMIE F. 513 13 15 SD2
BOWDISH, RALPH L. 691 52 99 BM2(DV)
BOWER, THOMAS R. 685 12 06 BM1(DV)
BRANTLEY, WAYNE T. B32 13 02 MM3
BROOKS, CLYDE H., Jr B71 76 89 SM3
BROWN, JOHNNY M. 697 46 56 EN3
BROWN, SIHIEL B56 57 35 SA
BUDOMO, NORBERTO M. 589 78 14 SD3
BURNLEY, SAMUEL J. B56 49 76 SA
BUTTON, FRANK T. 696 52 13 CS2
CACAYAN, LODIVICO S. 468 07 17 CS1
CAINDY, CESAR M. 476 23 09 CS1
CAINTIC, MANUEL A.. 513 02 92 EM1
CALER, DONALD R. 999 34 67 BM2
CAMERINO, N.S. 455 10 10 PNC
CAMPANO, PABLO M. 476 21 96 EM2
CAMPBELL, WILLIAM L. 997 49 47 BT2
CARD, RICHARD J. B10 95 92 CS3
CARPENTER, MICHAEL R.B73 68 01 FN
CASAS, RICARDO C. 537 78 89 CS1
CASTILLO, H.A.G. 206 24 71 RMC
CASTRO, BIENVENIDO D 589 69 80 EM2
CAVANAUGH, GREGORY B56 57 24 SN
CHANCE, ELVIS R. 587 12 23 EN1
CHIMEL, WALTER 770 04 40 SFM3
CHITTENDEN, ROBERT B86 25 28 SN
CHRISTOFFERSEN, MAC B81 96 13 BM3(DV)
CINTRON, WILFREDO B86 25 40 SN
CLAY, DAVID B78 30 59 MR3
CLAYTON, DWIGHT F. B73 63 18 FN
CLINTON, RONALD L. 290 09 34 HM1(DV)
COMMO, LEE S. 592 34 52 SK2
CONN, PHILLIP D. 775 83 12 BM2
COONS, JEFFREY D. B16 27 66 SN
COTTRILL, JAMES A. 794 99 47 EN3
CRAFT, CARL M. 542 68 53 EN1
CRUSE, JAMES E. 388 79 17 SF1
CUNANAN, NARCISCO C. 476 27 95 CS2
CUNNINGHAM, DONALD B78 65 11 RM3
DAHLBECK, GARY A. B84 88 90 SA
DAMANTI, THOMAS W. B87 54 99 FA
DATUIN, VICTORINO C. 583 24 57 YN1
DAVIS, EDDIE D. 771 05 18 EN2
DAVIS, GREGORY R. B53 69 90 SN
DE LA OLIVA, FRANK 512 71 15 QMC(DV)
DEES, TOMMY D. 350 28 20 GMG2(DV)
DEGUZMAN, MARCIAL O.455 11 12 CS1
DELROSARIO, JOSEFINO 476 28 74 SH3
DEOSS, DONALD L. 554 31 97 BM2
DEPAOLI, PAUL S. B89 18 77 FN
DESONIA, PERFECTO D. 476 31 14 SK1
DICKSON, BLAINE C. 426 82 61 BMC(DV)
DOAK, STEPHEN W. B59 92 66 FN
DOMINGUEZ, RUPERTO 468 03 28 MR1
DOUVILLE, JOHN B. 139 90 39 BM2
DOYLE, MICHAEL W. B59 90 26 FN
DRECHSLER, DAVID K. B85 53 39 SN
DUFFANY, WALTER L. B15 89 81 FN
EATON, JAMES O. B78 57 72 SN
EAVES, JOSEPH S 587 80 54 CS2
EICHEL, DENNIS D. B68 09 69 SN
ERNST, JAMES B. 450 55 78 DCC(DV)
ETTER, WILLIAM J. B13 69 42 EN3
EVANGELISTA, L.V. 598 72 59 EN1
EVANS, ROGER D. B20 29 83 BT3
FAITH, JOHN I. 692 26 96 SFP2(DV)
FANUGAO, JUAN R. 468 08 86 SD2
FEIL, LOWELL D. B85 16 46 SN
FLORES, WILLIAM T. 493 01 50 SK2
FRANKLIN, PAUL S. B72 87 31 QM3
FREEMAN, NICHOLAS C. B55 08 90 SN
FREITAS, GARY B. D88 76 11 SN
FULLER, BOINE R. 485 02 97 HMC(DV)
GABRIEL, RODOLFO 589 63 85 TN
GAGNE, LOUISE D. 810 39 46 CS2
GAMBLE, JAY P. 518 26 00 EM1
GARCIA, MARTIN J. B86 25 50 SA
GIORDANO, ANGELO R. B16 52 33 FN
GREINER, JOHN E. B78 82 15 FN
GUMMEL, WESLEY J. 535 78 74 ENI(DV)
GUNN, JOHN E. B66 05 03 FA
HANSEN, BURL G. B81 04 00 FTG3(DV)
HARVEY, KENNETH D. B60 54 08 BM2(DV)
HATFIELD, FREDDY D. B20 35 34 MM3
HAUPTMAN, R.A. 302 26 11 BM2
HAYES, GLENN P. B78 36 39 EMFN
HAYES, JAMES O. B56 49 77 SA
HEISHMAN, HOWARD L. 592 46 96 FN
HEMPHILL, JOHNNIE J. B52 38 54 EM3
HENRY, HUBERT A. 298 38 54 CS1
HILLBERG, GREGORY A. B59 92 76 FN
HOFFMAN, ROBERT G. 918 17 63 GMG3
HORN, STEPHEN A. B64 20 61 FN
HOSKINS, JAMES D. B79 37 66 EN3
HOSSINK, MICHAEL J.. B54 88 16 SN
HOWE, RICHARD V. 965 61 18 EN2
JANKOWSKI, VINCENT B13 69 99 FN
JASKIEWICZ, ROBERT J. B54 88 85 SN
JOHNSON, BERNARD F. 275 88 48 BMC
JOHNSON, WILLIAM I. 492 37 63 BMC(DV)
JONES, GENE R. 538 02 03 SFP2
JONES, THOMAS P. 519 64 03 BM2
JUNIO, ROMAN J. 493 39 89 SM1
KASSEL, JAMES L. B59 87 57 FN
KAYLOR, ROBERT W. B65 18 78 SN
KELVER, FREDERICK J. B56 38 93 SN
KEYS, ELPHAGE J. B71 90 39 SN
KIENTLE, J.C. 841 27 66 EM2
KINCAID, DANIEL V. B85 65 39 SN
KIRBY, JAMES M. B59 86 75 FN
KOESTER, HERBERT 391 50 11 HM1(DV)(PJ)
KOESTERMAN, JOHN H. 391 12 54 BMC(DV)
KOSTRICK, JOHN L., Jr. 694 59 84 MM1(DV)
LAMBERT, CHARLES L. B56 49 73 SA
LANCASTER, WOODROW 776 46 99 MM2(DV)
LANDER, HERSHEL F. B79 32 98 FN(DV)
LANDERFLET, GARY L. 572 00 38 CS1
LANGLEY, KENNETH A. B55 63 73 SN
LANKFORD, JOHN E. B38 43 93 FN
LAURON, JOSE L. 476 29 05 SK1
LEE, JIMMY D. B56 57 40 SA
LEIGH, RICHARD D, D89 65 03 FA
LEVANDOSKI, GARY B85 53 38 SN
LITTLE, ELTON G. B33 40 73 YN3
LONG, DENNIS J. 517 49 03 MR1(DV)
LOVE, ROBERT D. B55 52 79 SN
LOVELL, STEVEN G. B88 73 56 FN
LUCE, SHELDON L. 697 47 2 RM2
LYONS, DANIEL P. 795 78 83 BT2
MAGPOC, ALFREDO 476 31 50 EN1
MANN, NEIL V. B61 07 17 GMG3(DV)
MANTALAS, JOHN G. B55 63 57 SN
MAYNARD, LARRY 794 95 90 MM2
MCDANIEL, CURTIS W. B55 63 83 SN
MCDOWELL, GLENN B20 77 79 DC2
MCKEONE, ROBERT III 427 88 35 SF1(DV)
MCKNIGHT, DENNIS E. 870 45 08 EN2(DV)
MCKNIGHT, TERRENCE 599 22 09 SM2
MCLAUGHLIN, E.J. Jr. 390 88 38 EM2
MILLER, LEE M. B. B54 99 46 SN
MILLER, MICHAEL 794 46 91 MR2
MILLS, GENE A. 917 06 77 SFP2
MOORE, DAVID A. 524 20 42 MM1(DV)
MORENO, DOMENIC V. 467 96 62 CS1
MORGENSEN, DAVID A. 119 99 65 SFP2(DV)
MORLEY, JOHN J. B49 00 13 SN
NEFF, DANA, R. B11 47 16 SFM3(DV)
NELSON, LESLIE R. 391 33 12 BT2
OLIVER, JAMES A.. B85 18 29 SN
PADGETT, JAMES M. 914 65 54 BT2
PARK, DAVID A. 694 97 39 SM2
PARKER, LANNY E. B85 49 10 FN
PARTIDO, EMILIO N. 544 15 14 EM1
PATTERSON, KERRY R. B72 22 98 FN
PERRY, DENNIS L. 904 08 90 SF1(DV)
PIERGALSKI, RICHARD B78 72 93 FN
POWELL, FORREST C. B74 26 25 SKSN
POWER, GEORGE W. 489 11 86 EN1(DV)
POWIERZA, WALTER J. 821 64 15 ENC
PRATT, CHARLES T. B11 84 78 FN
PRILL, WILLIAM H. 595 81 38 BT2
PRIVETTE, IRA W. 692 72 08 MM2
PRIVETTE, RONALD S. 881 54 35 EN2
PRYOUR, JACKIE M. B55 88 08 FA
PURKEY, RICHARD L. B59 28 05 FN
RALLECA, GLICERIO, T. 468 05 23 MM1
RAMIREZ, EFREN V. 476 30 30 EM1
RAMOS, FELIX L. B17 11 81 FN
RAMOS, JESUS C. 467 92 73 EM1
RAWLIN, JOHN L. B85 17 07 SN
REHBEIN, GARY L. B85 66 84 DCFN
RIDGEWAY, RICHARD L. B65 06 98 SN
RIGHTLY, E. W. III B78 28 55 FN
ROBBINS, DAVID L. 436 16 95 BT1
ROBERTS, DAN L. B85 53 70 SN
ROBERTS, FREDERICK J. B84 06 70 BM3(DV)
RODRIGUEZ, FERNANDO 139 65 66 EN2
ROWLINGSON, PETER W. B12 18 06 CS2
ROYSE, STEVEN B. D88 07 10 SA
RUDISELL, JOSEPH F. B45 47 39 FA
RUFF, DANIEL J. B55 09 38 SN
SABINIANO, DIEGO B. 468 05 28 CS1
SCHUEER, PAUL S. B85 85 62 FN
SCHMIDT, WILLIAM C. 486 45 71 EN1
SCHNEEDEL, MICHAEL 997 23 84 BM3
SCHUCK, THOMAS B. B85 51 65 SN
SCHULER, DONALD J. 788 75 82 BT3
SELLERS, L.E. 276 10 60 EN1
SHEA, DALE E. 871 00 36 YN1
SHINKLE, RODGER L. B64 31 80 FA
SHUEY, MARK A. B53 15 18 BT3
SIBBACH, ROBERT G. B45 63 85 FA
SIEMSSEN, RICHARD M. D89 40 70 EM3
SMITH, CARL L. Jr. 692 81 55 EN2
SMITH, PATRICK J. B56 67 39 FA
SPICKERMAN, GARY L. 471 61 61 SFC(DV)
SPIRES, WILLIAM E. 997 58 89 RM2
STANDRIDGE, JIM L. B89 14 81 FN
STAUBS, JAY S. B20 93 76 SN
STEGALL, JOHN W. B78 40 23 EM3
STERLING, W. M. Jr. 459 71 70 BMC
STIEHL, DALE M. B64 53 16 FN
STILLWELL, EDWARD L. 989 02 40 EN1
STOKES, LAWRENCE S. 370 19 09 HMC(DV)
STUCKEY, FRANK A. 969 72 29 GMGC(DV)
SUTTON, DERRAL W. 349 12 65 SM2
SWAN, LARRY L. 775 92 61 QM2
SWARTZ, JAN 774 89 54 MM2
TAHKEAL, WILLIAM D. B84 88 38 SN
TANGUNAN, SILVINO V. 455 18 63 ETN2
TAYLOR, RICHARD D. B79 36 63 ENFN
THAGGARD, AUBREY R. 491 53 06 SFC(DV)
THOMPSON, ORVille L. 467 68 73 EN1(DV)
TRACY, PATRICK B59 28 08 FN
TSOURIS, STEPHEN G. B56 67 40 FA
TUCKER, JAMES 587 83 36 SH1
TWEEDY, HARRY Jr. 694 96 21 SN
UHRI, DONALD J. D89 45 94 EN3
VANVLIET, FRANK L. Jr. B87 77 51 SN
VAUGHN, DOUGLAS A. 918 34 57 SM3
VILLWOCK, BLAINE R. B64 53 21 FN
WALKER, WILLIAM D. B82 08 05 FN
WALSH, MICHAEL H. 549 14 36 YN1
WALTERS, ISSAAC L. B56 46 97 FN
WARFIELD, THOMAS J. B19 87 79 FN
WEABAN, LAWRENCE W. 593 48 71 BM2(DV)
WHITMER, JERALD A. 527 61 59 EM1(DV)
WILLARD, LARRY P. D83 22 36 SK3
WILLIAMS, DONALD C. B44 13 23 QMSN
WILLIAMS, DONALD E. B85 18 20 SN
WILLIAMS, GREGORY L. 697 36 57 HM2(DV)
WILLIAMSON, JAMES H. B56 68 11 FN
WILSON, DONALD G. 991 76 58 GMG3
WIND, RUSSELL H. D86 10 21 FN
WINGATE, DALE R. B86 70 75 BTFN
WRIGHT, WILLIAM P. B74 79 73 SA
WYATT, FRANK M. 787 73 57 BMC(DV)
YESNEY, RICHARD A. 778 16 06 EM2(DV)
ZAKAVEC, FRANK, III 789 38 10 TM2(DV)
ZIMMER, RICHARD W. 590 08 63
TRANSFERRED PERSONNEL:
CDR BARENT P. WINANT III, USN
LCDR WILLIAM N. KLORIG, USN
LT RICHARD L. REPASKY, USN
LT JOSEPH E. RYAN, USNR
LTJG BRUCE C. BANKS, USNR
LTJG JOSEPH S. BUBAN, USNR
CWO2 MARSHALL D. BEARD, USN
BOSN W-1 BOBBY H. VINSON, USN
BOSN W-1 OCIE O. WHITE, USN
TM3 GEORGE A. AMES, USN
BT1 ANTHONY M. ASARO, USN
BM1 ROBERT L. BOYER, USN
MMC LELAND E. CARLSON, USN
C. COMMENDATORY MESSAGES

1. The following message commendations were received in response to services rendered by HCU ONE personnel:
   
   COMNAVFORV 031107Z JAN 69
   CTF 73 171340Z JAN 69
   OICC RVN 272215Z MAR 69
   COMRIVFLOT ONE 150349Z APR 69
   COMNAVFORV 220913Z APR 69
   CTG 116.9 011458Z MAY 69
   CTF 117 021431Z MAY 69
   COMNAVFORV 030930Z MAY 69
   SENAVADV VNN 050609Z MAY 69
   COMNAVFORV 021002Z JUN 69
   CTF 73 100230Z JUN 69
CTG 70.4 101316Z JUN 69
COMNAVFORV 151033Z JUN 69
COMNAVFORV 231110Z JUN 69
COMNAVFORV 101302Z JUL 69
COMNAVFORV 190921Z JUL 69
CTG 194.9 151000Z AUG 69
COMNAVFORV 261531Z SEP 69
COMSERVGRU THREE 290500Z SEP 69
COMSTSFE 070129Z OCT 69
COMNAVFORV 070858Z OCT 69
COMSTS WASHDC 081758Z OCT 69
COMSERVPAC 112016Z OCT 69
COMNAVFORV 140713Z OCT 69
CTG 194.9 230025Z OCT 69
COMNAVFORV 180609Z NOV 69
COMSERVPAC 190313Z NOV 69
COMNAVFORV 191312Z NOV 69
COMFAIRWESTPAC 200742Z NOV 69
NAVSHIPSYSCOMHQ 202223Z NOV 69
COMSEVENTHFLT 210016Z NOV 69
CTF 73 200312Z NOV 69
CINCPACFLT 222131Z NOV 69
HELISOMA SALVAGE OPERATION

A. CTU 73.4.3 020750Z JAN 69

1. REF A REPORTED COMPLETION OF HELISOMA REPAIRS AND ADVISED HER GETTING UNDERWAY FOR SINGAPORE ON 2 JAN.

2. THE SUCCESSFUL COMPLETION OF MAJOR UNDERWATER REPAIRS TO THE BRITISH TANKER HELISOME, PERMITTING HER SAILING ONE WEEK FROM THE TIME OF SAFEGUARD'S ARRIVAL AT NHA TRANG, IS JUST CAUSE FOR PRIDE IN A DIFFICULT TASK ACCOMPLISHED.
3. THE SIGNIFICANT CONTRIBUTION OF SAFEGUARD POINTS TO THE EQUALLY SIGNIFICANT SUPPORT RENDERED BY MANY IN BRINGING MEN AND EQUIPMENT TOGETHER FROM DIVERSE PARTS OF SEASIA. COOPERATION DEMONSTRATED HERE WAS TRULY OUTSTANDING.

4. TO ALL CONCERNED, WELL DONE. VICE ADMIRAL ZUMWALT.

BT

P171340Z JAN 69
FM CTF SEVEN THREE
TO USS CURRENT AND OTHERS
INFO HCU ONE SUBIC AND OTHERS
BT

UNCLAS

LST 600 SALVOPS

1. I AM PLEASED BY THE SUCCESSFUL RETRACTION OF LST 600. THIS FEAT, THE RESULT OF YOUR PROFESSIONALISM, PERSEVERANCE, AND TEAMWORK, WAS ACHIEVED IN THE FACE OF MANY OBSTACLES AND IS A TRIBUTE TO YOUR TALENTS. THE PLANNING AND EXECUTION OF THIS DIFFICULT SALVAGE EFFORT WERE SUPERB. MY PERSONAL CONGRATULATIONS TO EVERY MEMBER OF THE
UNCLAS

1. I WISH TO EXTEND MY SINCERE APPRECIATION TO THE MEN OF HARBOR CLEARANCE TEAM-1 (HCT-1) FOR THE EFFICIENT MANNER IN WHICH THEY RECENTLY CARRIED OUT SALVAGE OPERATIONS OF RMK/BRJ TUG, MISS KAY, IN THE MEKONG RIVER DELTA. THEIR RAPID RESPONSE IN A JOINT EFFORT WITH OUR CONTRACTOR FORCES HAS AIDED IN RESTORING THIS DREDGE SUPPORT VESSEL TO FULL OPERATING CONDITION.

2. IN PARTICULAR, PLEASE CONVEY MY THANKS TO LT REPASKY, W.O.WHITE, AND THE TWO HCT-1 DIVERS WHO ASSISTED IN THIS OPERATION. THEIR EFFORTS ARE TO BE COMMENDED. WELL DONE.
3. REAR ADMIRAL JOHNSON SENDS.

BT

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R 150349Z APR 69
FM COMRIVFLOT ONE
TO CSB THREE
INFO HCU ONE AND OTHERS
BT
UNCLAS EFTO

SALVAGE OPS

1. FOR YOUR OUTSTANDING JOB ON THE FIRE SUPPORT BARGE, CTF 117 AND
THE 3/34 ARTY BATTALION SEND A WELL DONE.

2. WHATEVER PROBLEMS WE FACE AND WHATEVER SOLUTIONS IT TAKES TO
SOLVE THEM, IT IS MEN AND CREWS SUCH AS THOSE OF THE CSB-3 THAT WILL
REMAIN THE BULWARK OF OUR EFFORTS.

BT

R 220913Z APR 69
FM COMNAVFORV
TO HCU-ONE SUBIC
HCU-ONE REP VUNG TAU
UNCLAS

NAVSHIPSYSComHQ PASS TO SUPSALV

MONITOR M-111-1 SALVOPS

1. THE SUCCESSFUL REFLOATING AND SALVAGE OF M-111-1 UNDER ARDUOUS AND HAZARDOUS CONDITIONS IS ANOTHER EXAMPLE OF THE OUTSTANDING ACCOMPLISHMENTS OF HARBOR CLEARANCE UNIT ONE.

2. PARTICULARLY NOTEWORTHY WAS THE SKILL, PROFESSIONALISM, AND DETERMINATION EXHIBITED BY THE OFFICERS AND MEN OF CSB-1, YLLC-1, AND THOSE MEMBERS OF HCT-3 EMBARKED.

3. THE OINC OF MONITOR M-111-1 SALVOPS, BOATSWAIN B.H. VINSON, DEMONSTRATED A HIGH CALIBER OF LEADERSHIP, GREAT INITIATIVE AND VAST PROFESSIONAL ACUMEN IN SUCCESSFULLY COMPLETING THIS SALVAGE OPERATION.

4. TO ALL CONCERNED, WELL DONE. VADM ZUMALT.

BT

P 011458Z MAY 69

FM CTG ONE ONE SIX PT NINE
TO HCU ONE REP VUNG TAU AND OTHERS
INFO HCU ONE AND OTHERS
BT
UNCLAS EFTO
VN PBR 7520 RECOVERY OPS

1. THE PERFORMANCE OF ACTION ADDEES DURING VN PBR RECOVERY OPS, ON 1
MAY 69 WAS OUTSTANDING IN EVERY RESPECT.

2. THIS JOINT, MULTI-UNIT OPERATION, CARRIED OUT DEEP IN HOSTILE TERRITORY, WAS FLAWLESSLY EXECUTED AND INDICATIVE OF THE HIGH DEGREE OF PROFESSIONALISM POSSESSED BY ALCON.

3. TO EACH AND EVERY ONE OF YOU, MY PERSONAL THANKS FOR A DIFFICULT JOB WELL DONE.

BT

R 021431Z MAY 69
FM CTF ONE ONE SEVEN
TO COMRIVRON FIFTEEN
HCU ONE SUBIC
CTG ONE NINE FOUR PT ZERO
INFO CG, DMAC, CAN THO
OUTSTANDING PERFORMANCE OF DUTY

1. SALVAGE ELEMENT COMMANDED BY LT JACKSON CSO RIVRON 15 AND INCLUDING CSB-3 IN CHARGE OF QMC FRANK DE-LA-OLIVA SUCCESSFULLY SALVAGED A-132-3. OPERATION WAS PLANNED AND CONDUCTED WITHOUT ADVANCE NOTICE. IT INCLUDED TRANSIT TO AND FROM SITE OF MINING IN DANGEROUS WATERS OF BASE AREA 450 PLUS A FULL NIGHTS SALVAGE WORK UNDER ENEMY SMALL ARMS FIRE.

2. THE LEADERSHIP AND PROFESSIONAL SKILL OF LT JACKSON AND QMC DE-LA-OLIVA WERE MOST RESPONSIBLE FOR THE SUCCESS OF OPERATION.

3. PLEASE EXPRESS TO THESE PERSONNEL MY ADMIRATION FOR THEIR OUTSTANDING PERFORMANCE AND THAT OF THEIR UNIT. NOW SENDS.

BT

R 030930Z MAY 69
FM COMNAVFORV
TO HCU ONE REP VUNG Tau AND OTHERS
INFO HCU ONE SUBIC AND OTHERS
BT
CONFIDENTIAL
VNN PBR 7520 SALVAGE OPERATION (U)
A. YLLC-ONE 011230Z MAY 69 NOTAL
B. CTG 116.9 011458Z MAY 69 NOTAL
1. REF A REPORTED THE SUCCESSFUL COMPLETION OF RECOVERY OF SALVAGEABLE PARTS OF VNN PBR 7520 AND FURTHER REPORTED THAT SECURITY PROVIDED AND COORDINATED BY CTG 116.9 MADE AN EXTREMELY HAZARDOUS SALVAGE OPERATION SEEM SAFE.
2. (U) REF B REPORTED OUTSTANDING PERFORMANCE AND HIGH DEGREE OF PROFESSIONALISM EXHIBITED BY ALL INVOLVED IN THE VNN PBR 7520 RECOVERY OPERATION THAT WAS CARRIED OUT DEEP IN HOSTILE TERRITORY.
3. (U) THE LEADERSHIP, INGENUITY, PROFESSIONAL SKILL, COURAGE IN A HOSTILE TERRITORY, AND TEAM WORK THAT MADE THE VNN PBR RECOVERY OPERATION SUCCESSFUL WERE TRULY OUTSTANDING AND ARE NOTED WITH
PLEASURE.

4. (U) WELL DONE. VICE ADMIRAL ZUMWALT.

GP-4

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R 050609Z MAY 69

FM SENADV VNN

TO HCU-ONE REP VUNG TAU

YLLC-ONE AND OTHERS

INFO HCU ONE SUBIC AND OTHERS

BT

CONFIDENTIAL

CNO VNN SENDS

VNN PBR 7520 SALVAGE OPERATIONS (U)

1. THE OUTSTANDING MANNER IN WHICH YOUR PERSONNEL PERFORMED

THE HERCULEAN TASK OF SALVAGING PARTS FM VNN PBR 7520, UNDER

HAZARDOUS CONDITIONS, ATTESTED TO THE U.S. NAVY'S *CAN DO* SPIRIT

AND LEADERSHIP. SUCH ACTIONS FURTHER UPHOLD THE TRADITIONAL

SEAFARERS COMMON BOND OF KINSHIP AND CAMARADERIE AND MOST

SIGNIFICANTLY STRENGTHENS THE BONDS OF FRIENDSHIP THAT EXIST
BETWEEN OUR TWO NAVIES.

2. (U) ON BEHALF OF THE VIETNAMESE NAVY, WELL DONE!
COMMODORE TRAN VAN CHON VNN.

GP-4
BT

R 021002Z JUN 69
FM COMNAVFORV
TO HCU ONE REP VUNG TAU
INFO HCU ONE AND OTHERS
BT
UNCLAS

BEN LUC DIVER ASSISTANCE

A. OIC HCT-4 010350Z JUN 69

1. REF A REPORTED COMPLETION OF INSTALLATION OF BEN LUC AMMI PIER BRACING BY HCU-1 DIVERS.

2. THE SERVICES RENDERED BY YDB-1 AND EMBARKED DIVERS WERE BEYOND THE SCOPE OF NORMAL SALVAGE OPERATIONS AND ONCE AGAIN DEMONSTRATED THE VERSATILITY, INGENUITY AND PROFESSIONALISM OF HARBOR CLEARANCE UNIT ONE.
3. TO LTJG BANKS AND ALL WHO PARTICIPATED IN THIS VITAL PROJECT, WELL
DONE. VICE ADMIRAL ZUMWALT.

BT

R 100230Z JUN 69
FM CTF SEVEN THREE
TO HCU ONE SUBIC AND OTHERS
BT
UNCLAS
EVANS SALVAGE

1. THE RAPID RESPONSE TO THE EVANS SITUATION AND THE PROFESSIONAL
MANNER IN WHICH EVANS WAS PREPARED FOR TOW TO SUBIC WAS OBSERVED
WITH PLEASURE. WELL DONE. RADM LONG SENDS.

BT

R 101316Z JUN 69
FM CTG SEVEN ZERO PT FOUR
TO HARBOR CLEARANCE UNIT ONE AND OTHERS
BT
UNCLAS EFTO
USS FRANK E EVANS SALVAGE/TOW

1. THE TIMELY RESPONSE AND EXPERT ASSISTANCE OF TAWASA AND DELIVER AND OF LCDR KLORIG IS YET ANOTHER EXAMPLE OF THE PROFESSIONALISM AND COOPERATION THAT IS THE HALLMARK OF TASK FORCE 73.

2. PLEASE CONVEY TO LCDR KLORIG, LCDR BELSON AND LCDR BENDER MY APPRECIATION FOR CARRYING OUT A DIFFICULT ASSIGNMENT SO WELL.

BT

R 151033Z JUN 69
FM COMNAVFORV TO HCU ONE REP VUNG TAU INFO HCU ONE SUBIC AND OTHERS BT

UNCLAS

PBR 104 AND 105 SALVOPS

A. OIC HARBOR CLEARANCE TEAM FOUR 140630Z JUN 69

1. PARA 3, REF A, REPORTED SUCCESSFUL SALVAGE OF PBR 104 WHICH HAD BEEN HEAVILY DAMAGED AND SUNK BY ENEMY FIRE.

2. PARA 5, REF A, REPORTED THE IMMEDIATE RESPONSE AND THE SUCCESSFUL
SALVAGE OF PBR 105 WHICH HAD BEEN SEVERELY DAMAGED, CAPSIZED AND SUNK BY ENEMY ACTION THE PREVIOUS NIGHT.

3. PARA 7, REF A, REPORTED HEAVY ENEMY FIRE RECEIVED BY CSB-3 FROM BOTH RIVER BANKS WHILE TOWING PBR 104 AND 105 TO A REPAIR FACILITY.

4. THE ALACRITY OF RESPONSE AND PROFESSIONALISM DISPLAYED BY LTJG BANKS, CSB-3 PERSONNEL AND EMBARKED HCT-4 DIVERS IN THE SUCCESSFUL SALVAGE OF TWO VALUABLE PBRS AND IN RETURNING THEM THROUGH ENEMY FIRE TO A REPAIR FACILITY WAS OUTSTANDING.

5. WELL DONE. VICE ADMIRAL ZUMWALT.

BT

R 231110Z JUN 69
FM COMNAVFORV TO HCU ONE REP VUNG TAU INFO HCU ONE SUBIC AND OTHERS BT UNCLAS

1. FOR LT REPASKY. THE CONSISTENTLY FINE PERFORMANCE OF HCU-1
PERSONNEL IN VIETNAM DURING YOUR TOUR AS HCU-1 REP VUNG TAU HAS BEEN NOTED WITH PLEASURE. THE HIGH MORALE, WILLINGNESS TO WORK AND PROFESSIONAL COMPETENCE DISPLAYED BY ALL IN YOUR UNIT HAS BEEN INDICATIVE OF YOUR OUTSTANDING LEADERSHIP.

2. BON VOYAGE AND WELL DONE. VICE ADMIRAL ZUMWALT BT

R 1013027Z JUL 69
FM COMNAVFORV
TO COMCOSDIV ONE FIVE INFO HCU ONE SUBIC AND OTHERS
BT
UNCLAS
A. OIC HCT-4 091030Z JUL 69

1. REF A REPORTED SUCCESSFUL RECOVERY OF 81 MM MORTAR MOUNT AND 50 CALIBER MACHINE GUN LOST OVERBOARD FROM PCF 87 AS A RESULT OF AN EXPLOSION ON 2 JUL 69.

2. THE PERSISTENT EFFORTS AND TEAMWORK DISPLAYED BY ALL UNITS
INVOLVED IN THE SUCCESSFUL SEARCH AND RECOVERY OF THE MORTAR MOUNT FROM PCF 87 HAVE BEEN NOTED WITH PLEASURE.

3. WELL DONE. VICE ADMIRAL ZUMWALT.

BT

R 190921Z JUL 69
FM COMNAVFORV
TO HCU ONE SUBIC
INFO HCU ONE REP VUNG TAU AND OTHERS
BT
UNCLAS
A. CSB-3 180730Z JUL 69 NOTAL

1. REF A REPORTS THE MANY AND VARIED TASKS ACCOMPLISHED BY CSB-3 DURING THE PERIOD 1-17 JULY WHILE OPERATING IN SUPPORT OF SEA FLOAT.

2. THE VERSATILITY AND SKILL DEMONSTRATED BY THE PERSONNEL ATTACHED TO CSB-3 IN REPAIRING BATTLE DAMAGED SWIFT BOATS, REFLOATING GROUNDED TUGS AND MISCELLANEOUS WELDING AND REPAIR JOBS MADE A SIGNIFICANT CONTRIBUTION TO THE SUCCESS OF OPERATION SEA FLOAT. THE CAN DO SPIRIT
BY THE CREW OF CSB-3 IN PERFORMING THESE MANY AND VARIED TASKS IS MOST COMMENDABLE.

3. FOR ALL PERSONNEL ATTACHED TO CSB-3 DURING HER DEPLOYMENT WITH SEA FLOAT, A HEARTY WELL DONE. VICE ADMIRAL ZUMWALT.

BT

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P 151000Z AUG 69

FM CTG ONE NINE FOUR PT NINE TO HCU ONE INFO CSB TWO AND OTHERS BT

CONFIDENTIAL

OUTSTANDING PERFORMANCE OF CSB-2

THE ADDITION OF CSB-2 TO OPERATION GIANT SLINGSHOT ASSETS HAS BEEN INVALUABLE. DURING THE NIGHTS OF 13 AND 14 AUG A TOTAL OF THREE BOATS SUFFERED SUFFICIENT BATTLE DAMAGE NECESSITATING THE USE OF THE SALVAGE CAPABILITY OF THIS UNIT. CSB-2 NORMALLY BASED AT BEN LUC GOT UNDERWAY AT 130220H FOR GO DAU HA TO CONDUCT SALVAGE OPERATIONS.
WITH ONLY A SHORT BREAK ON THE FOURTEENTH CSB-2 SERVICES WERE AGAIN REQUIRED. AS A DIRECT RESULT OF THE UNTIRING EFFORTS OF THE CREW ALL THREE UNITS WERE SALVAGED QUICKLY RELEASING SECURITY FORCES FOR OTHER TASKS.

EVER SINCE THE ARRIVAL OF CSB-2 THE CREW HAS DISPLAYED A CAN DO SPIRIT, A HIGH DEGREE OF PROFESSIONALISM WITH EQUAL EFFICIENCY. CSB-2 AND ITS OUTSTANDING CREW ARE A MOST WELCOME ADDITION TO OPERATION GIANT SLINGSHOT.

GP-4

BT

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P 261531Z SEP 69
FM COMNAVFORV TO HCU ONE REP VUNG TAU AND OTHERS INFO HCU ONE SUBIC AND OTHERS BT UNCLAS PCF-10/LCM-6 SALVOPS A. HCU-1 REP VUNG TAU 130350Z SEP 69
1. REFS A AND B REPORTED THAT LIFTING STRAPS HAD BEEN ATTACHED TO PCF-10 AND LCM-6 RESPECTIVELY AND ALL WAS READY FOR A LIFT.

2. REFS C AND D REPORTED TURNOVER OF PCF-10 AND LCM-6 AFTER SUCCESSFULLY RAISING AND DEWATERING THEM.

3. THE SKILL, DETERMINATION AND PROFESSIONALISM DISPLAYED BY ALCON IN THE FACE OF HAZARDOUS WEATHER CONDITIONS DURING THE SUCCESSFUL SALVAGE OF PCF-10 AND LCM-6 WAS COMMENDABLE. WELL DONE. VADM ZUMWALT.

BT

P 290500Z SEP 69

FM COMSERVGRU THREE TO HCU ONE REP RVN INFO HCU ONE SUBIC HCU ONE REP VUNG TAU AND OTHERS BT

CONFIDENTIAL
U.S. NAVY DREDGE SANDPUMPER SALVOP (U)

A. HCU-1 REP RVN 281115Z SEP 69

1. REQM OF REF A THAT CO HCU-ONE BE AUTHORIZED TO RETURN TO SUBIC

ABOUT 3 OCT TO BE RELIEVED BY CDR J.F. MADEO, IS HEREBY APPROVED.

2. I NOTE WITH PLEASURE THE CONSTANT DEDICATED PERFORMANCE OF

CDR WINANT, CO HCU-1. WITH REGRET MUST ACKNOWLEDGE LOSS OF THIS

FINE OFFICER TO SALVAGE ASSETS WESTPAC AND NAVY DUE RETIREMENT.

WELL DONE AND SMOOTH SAILING. LONG.

GP-4

BT

P 070129Z OCT 69

FM COMSTSFE

TO COMNAVFORV

INFO HCU ONE DET VUNG TAU

HCU ONE SUBIC AND OTHERS

BT

UNCLAS

USNS BRONSTROM GROUNDING

A. MSTSO VIETNAM 030814Z OCT 69 NOTAL
I WISH TO ADD MY APPRECIATION TO THAT OF NSTSO VIETNAM FOR THE IMMEDIATE AND SUPERB Assistance RENDERED TO USNS BRONSTROM BY HCU ONE DET VUNG TAU.

BT

P 070858Z OCT 69
FM COMNAVFORV TO HCU ONE REP VUNG TAU INFO HCU ONE SUBIC AND OTHERS BT UNCLAS EFTO TIMELY ASSISTANCE TO USNS BRONSTROM 1. THE PROMPT INITIATIVE AND DECISIVE ACTION DISPLAYED IN ASSISTING USNS BRONSTROM WHICH GROUNDED ON 1 OCT, IN THIS CASE WAS EQUALLY AS RESPONSIBLE AS YOUR OUTSTANDING PROFESSIONAL SKILL IN RESTORING THAT SHIP TO ACTION. 2. IT IS RECOGNIZED THAT DETAILED SPECIFIC GUIDANCE AND ORDERS MAY NOT ALWAYS BE IMMEDIATELY AVAILABLE FROM HIGHER AUTHORITY UNDER THE HIGH TEMPO OF COMBAT OPERATIONS. AS YOUR OPERATIONAL
COMMANDER I SHALL ALWAYS RESPECT THE MAN WHO EVALUATES A

SITUATION AND MOVES OUT WHEN IN HIS ON-THE-SCENE JUDGEMENT HE

DEEMS IT NEEDED. YOUR BATTLING AVERAGE REMAINS HIGH. KEEP UP THE

GOOD WORK. VADM ZUMWALT SENDS.

BT

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P 081758Z OCT 69

FM COMSTS WASHDC

TO HCU ONE SUBIC

INFO HCU ONE DET VUNG TAU AND OTHERS

BT

UNCLAS

USNS LEONARD C. BRONSTROM SALVOPS

1. COMSTS WISHES TO ADD HIS APPRECIATION TO THAT OF MSTSO VIETNAM

AND COMSTSFE FOR THE RAPID AND SUCCESSFUL FREEING OF THE USNS

BRONSTROM.

2. THE INTEREST AND PROFESSIONAL ABILITY SHOWN BY YOUR LTS. MATHERS

AND ANDREWS AND THEIR PEOPLE IS A CREDIT TO YOUR COMMAND.

3. TO ALL INVOLVED IN THE OPERATION, WELL DONE.
UNCLAS

CHANGE OF COMMAND

1. FOR COMMANDER WINANT: I EXTEND MY CONGRATULATIONS TO YOU FOR THE OUTSTANDING SERVICE AND SUPPORT WHICH YOU HAVE GIVEN AS COMMANDING OFFICER, HARBOR CLEARANCE UNIT ONE.

2. THE OFFICERS AND MEN OF YOUR FINE COMMAND HAVE A RECORD OF PROFESSIONALISM AND DEDICATION WHICH WILL SERVE AS A SOURCE OF INSPIRATION TO OTHERS AND WHICH REFLECTS GREAT CREDIT UPON THE SERVICE FORCE.

3. MY BEST WISHES TO YOU IN ALL YOUR FUTURE ENDEAVORS.

4. FOR COMMANDER MADEO: WELCOME TO THE SERVICE FORCE, PACIFIC. YOU HAVE A CHALLENGING AND IMPORTANT ASSIGNMENT. AM CONFIDENT YOU
WILL FIND IT REWARDING. REAR ADMIRAL COMBS.

BT

P140713Z OCT 69
FM COMNAVFORV
TO HCU ONE REP VUNG TAU
HCU ONE SUBIC AND OTHERS
BT
UNCLAS EFTO
VNN MONITOR SALVOPS
A OIC HCT-1 120816Z OCT 69
1. REF A REPORTED THE SUCCESSFUL RAISING OF SUNKEN VNN MONITOR HQ 6529
2. THE *CAN DO* ATTITUDE AND POSITIVE LEADERSHIP DISPLAYED BY LT MATHERS AND MEMBERS OF HCT-1 COMBINED WITH THE ENTHUSIASM AND PROFESSIONALISM EXHIBITED BY THE VNN OFFICERS AND MEN WHO PARTICIPATED IN THIS DIFFICULT AND HAZARDOUS OPERATION IS COMMENDABLE. WELL DONE. VADM ZUMWALT
BT

P 230025Z OCT 69
FM CTG ONE NINE FOUR PT NINE
TO HCU ONE
INFO COMNAVFORV AND OTHERS
BT
UNCLAS EFTO
RELIEF OF CSB-1

1. I WOULD LIKE TO TAKE THIS OPPORTUNITY TO COMMEND THE CREW OF CSB-1 FOR THEIR OUTSTANDING PERFORMANCE. THE OPERATIONS OF CSB-1 IN OPERATION GIANT SLINGSHOT, HAVE BEEN SECOND TO NONE BOTH IN THEIR VERSATILITY AND RELIABILITY. DURING ITS TWO MONTH TOUR, THIS UNIT WAS REQUESTED TO RESPOND TO SALVAGE OPERATIONS ON TWO OCCASIONS AT WHICH TIMES CSB-1 DEMONSTRATED HER CAPABILITY TO RESPOND RAPIDLY AND EFFICIENTLY WHEN CALLED FOR ASSISTANCE. IN ADDITION TO PROVIDING QUICK REACTION SALVAGE CAPABILITIES, CSB-1 ALSO PROVIDED DIVING SERVICE AND REPAIR SERVICES NEEDED BY THE ATSB'S TO ENSURE A SAFER AND MORE HABITABLE BASE CAMP FOR THE PERSONNEL STATIONED THERE. THE CREW OF CSB-1 HAS DISPLAYED A KEEN SENSE OF
PROFESSIONALISM, INGENUITY, AND EFFICIENCY AS A MEMBER OF OPERATION

GIANT SLINGSHOT. PLEASE EXTEND MY PERSONAL THANKS FOR A JOB WELL DONE. CDR SIGMOND SENDS.

BT

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P 180609Z NOV 69
FM COMNAVFORV
TO HCU ONE REP VUNG TAU AND OTHERS
INFO HCU ONE SUBIC AND OTHERS
BT
UNCLAS
SONG BA LAI YABUTA JUNK SALVOPS
A. HCU ONE REP VUNG TAU 160620Z NOV 69
1. REF A REPORTED THE SUCCESSFUL REFLOATING OF THREE STRANDED YABUTA JUNKS AS A RESULT OF THE COMBINED EFFORTS OF CTG 115.3 AND HCU-1 REP VUNG TAU.

2. THE COOPERATION, PROMPT RESPONSE, PROFESSIONAL SEAMANSHIP AND ON-SCENE INNOVATIONS TO ORIGINAL SALVAGE PLAN WERE OUTSTANDING.

PARTICULARLY NOTEWORTHY WAS THE SKILL AND DARING OF HCU-1
SWIMMERS OPERATING THROUGH THE SURF. FOR ALL WHO PARTICIPATED IN

THIS HIGHLY SUCCESSFUL OPERATION, WELL DONE. VADM ZUMWALT.

BT

R 190313Z NOV 69

FM COMSERVPAC

TO COMSERVGRU THREE

INFO HCU ONE SUBIC AND OTHERS

BT

UNCLAS

EFTO

C-2A SALVOPS

1. COMSERVPAC HAS FOLLOWED THE PROGRESS OF THE C-2A SALVAGE

OPERATION WITH INTEREST. ALTHOUGH ADVERSE AND HAZARDOUS ODDS

EVENTUALLY PREVENTED A SUCCESSFUL CONCLUSION, THE

PROFESSIONALISM, COURAGE AND TENACITY DISPLAYED BY THOSE AT THE

SCENE HAVE BEEN NOTEWORTHY. ALL DIRECTLY CONCERNED IN THIS

PROTRACTED EFFORT ARE DESERVING OF HIGH PRAISE AND HAVE MY FULLEST

APPRECIATION. RADM COMBS.
R 191312Z NOV 69
FM COMNAVFORV
TO HCU ONE REP VUNG TAU AND OTHERS
INFO HCU ONE SUBIC AND OTHERS
BT
UNCLAS
DONG HUNG ATC/ASPB SALVOPS
1. THE SUCCESSFUL REFLOATING OF A VNN ATC AND ASPB UNDER THE DIRECTION OF OINC HCT-1 WAS TYPICAL OF THE OUTSTANDING MANNER IN WHICH ALL HCU-1 OPERATIONS ARE EXECUTED.
2. OF PARTICULAR NOTE WAS THE ENCOURAGEMENT, DIRECTING AND TRAINING OF THE DIVERS ENGAGED IN THE OPERATION WHO WILL FORM THE NUCLEUS OF THE FUTURE VNN SALVAGE ORGANIZATION. FOR LT WILLIAM M. MATHERS, OINC HCT-1 AND ALL CONCERNED, WELL DONE. VICE ADMIRAL ZUMWALT.
BT
R 200742Z NOV 69
FM COMFAIRWESTPAC
TO COMSERVGRU THREE
INFO HCU ONE SUBIC AND OTHERS
BT
UNCLAS EFTO
C-2A SALVOPS

1. COMFAIRWESTPAC JOINS COMSERVPAC AND COMNAVAIRPAC IN EXPRESSING APPRECIATION AND RESPECT TO YOU AND YOUR COMMANDS FOR THE EXTREMELY DIFFICULT TASK UNDERTAKEN. THE TEAM EFFORT BY ALL CONCERNED REFLECTS TRUE COMMAND LEADERSHIP AND INDIVIDUAL PROFESSIONALISM. REAR ADMIRAL LANHAM.

BT

R 202223Z NOV 69
FM NAVSHIPSYSCOMHQ
TO COMSERVGRU THREE
INFO HCU ONE SUBIC AND OTHERS
BT
UNCLAS EFTO
SUPSALV SENDS
C-2A SALVOPS

1. THE DIFFICULT AND ARDUOUS OPERATION RECENTLY COMPLETED HAS BEEN FOLLOWED WITH GREAT INTEREST. A FINE GROUP OF TRULY PROFESSIONAL SALVORS HAS MADE A TREMENDOUS EFFORT AGAINST HEAVY ODDS. BT

P 200312Z NOV 69
FM CTF SEVEN THREE
TO CTU SEVEN THREE PT FOUR PT NINE AND OTHERS INFO COMNAVBASE SUBIC AND OTHERS BT

C-2A SALVOP EFFORTS

1. IN THE C-2A SEARCH AND RECOVERY OPERATION, YOUR SUPERB SEAMANSHIP AND YOUR PRACTICAL INGENUITY IN DEVELOPING TECHNIQUES FOR USING NEW TYPES OF EQUIPMENT UNDER ARDUOUS SURFACE AND DEEP SUBSURFACE CONDITIONS TYPIFY THE PRACTICAL, PROFESSIONAL EXCELLENCE FOR WHICH THE NAVY STANDS AND TO WHICH WE ALL ASPIRE. YOUR STEADFAST EFFORTS IN THE FACE OF SEVERE WEATHER CONDITIONS, THE WHOLE-HEARTED AND
SELFLESS COOPERATION OF ALL ELEMENTS AND YOUR DEVOTION TO THE TASK

AT HAND SIMILARLY ARE EXAMPLES OF THE TOUGH MORAL FIBER AND

PROFESSIONAL PRIDE NEEDED IN THE PROSECUTION OF OUR MOST DIFFICULT TASKS.

2. THE ON-SCENE AND AREA LOGISTIC SUPPORT OF MANY UNITS SUCH AS

ORLECK, PRICHETT AND MASON, SUPPORT UNITS IN THE NAVBASE SUBIC AREA,

NAVSUPPACT DANANG, NAVAL AIR ACTIVITIES SUCH AS NALCOWESTPAC AND

COMFAIRWESTPAC AND SUBORDINATES, AND MANY OTHERS, PERMITTED THE EFFORTS OF THE PRINCIPALS ABOVE TO BE APPLIED EFFECTIVELY.

3. YOU HAVE BROUGHT GREAT CREDIT TO YOURSELVES, AND YOU REFLECT GREAT CREDIT ON THE SERVICE.

BT

R 210016Z NOV 69

FM COMSEVENTHFLT

TO CTF SEVEN THREE

INF HCU SUBIC AND OTHERS

BT
UNCLAS EFTO

C-2A SALVOPS

A. CTU 73.4.9 200010Z NOV 69

1. REF A REPORTED THE FINAL SITREP OF A LONG AND DIFFICULT SALVAGE OPERATION. THE COMBINED EFFECTS OF EXTREMELY ADVERSE SEA CONDITIONS, CURRENTS, WEATHER AND WATER DEPTH EVENTUALLY PROVED THAT SAFE CONTINUATION OF THE OPERATION WAS NOT FEASIBLE. ALL WHO PARTICIPATED ARE COMMENDED FOR THEIR THOROUGHLY PROFESSIONAL EFFORTS IN ATTEMPTING TO LOCATE AND SALVAGE THE WRECKAGE OF THE DOWNED C-2A. THE ABILITY TO CONTINUALLY OVERCOME SEEMINGLY INSURMOUNTABLE OBSTACLES AND DIFFICULTIES IS NOTED WITH PLEASURE.

WELL DONE. VADM W.F. BRINGLE.

BT

R 222131Z NOV 69

FM CINCPACFLT

TO COMSEVENFLT

INFO HCU ONE SUBIC AND OTHERS
1. THE PROFESSIONALISM, SEAMANSHIP AND DOGGED TENACITY OF THOSE HARD WORKING MEN, NAVY AND CIVILIAN, AT THE SCENE OF THE C-2A SALVOPS HAVE BEEN NOTED WITH PLEASURE. IT IS THESE EXTRAORDINARY EFFORTS UNDER THE MOST ADVERSE AND HAZARDOUS CONDITIONS THAT HAVE EARNED THE SALVAGE COMMUNITY ITS OUTSTANDING REPUTATION. TO EACH AND EVERYONE INVOLVED IN THE C-2A SALVAGE OPERATION, MY FULLEST APPRECIATION AND A WELL DONE.

ADM JOHN J. HYLAND
CUSTODY OF DREDGE NEW JERSEY

A. FONECON LTC CAMPBELL OICC/LCDR ANDERSON NAVFORV 5 DEC 69

B. HCU ONE RVN 042201Z DEC 69

1. IAW REFS A AND B, THIS COMMAND ASSUMES CUSTODY OF DREDGE EFFECTIVE IMMEDIATELY.

2. THIS MSG ALSO CONFIRMS AGREEMENT IAW REF A FOR HCU ONE TO PROVIDE CONTINUED ASSISTANCE AS REQUESTED TO INSURE SUCCESSFUL COMPLETION SALVOPS.

3. FOR HCU ONE RVN. YOUR IMMEDIATE RESPONSE AND THE HIGHLY PROFESSIONAL ACTIONS IN REFLOATING THE NEW JERSEY ARE GREATLY APPRECIATED. WELL DONE.

BT

R 280526Z DEC 69
FM COMNAVFORV
TO USS CURRENT AND OTHERS
INFO HCU ONE SUBIC AND OTHERS
BT
UNCLAS EFTO
USS IREDELL COUNTY SALVOPS

1. THE USS IREDELL COUNTY WAS SUCCESSFULLY REFLOATED IN A TIMELY MANNER AS A RESULT OF THE MAXIMUM EFFORT PUT FORTH BY ALL THOSE INVOLVED.

2. THE EXCELLENT COOPERATION AND CAN DO SPIRIT DEMONSTRATED BY THE MANY ACTIVITIES TO GET USS IREDELL COUNTY UNDERWAY IN BEST POSSIBLE TIME IS NOTED WITH PLEASURE AND WAS A WELCOMED CHRISTMAS PRESENT BY ALCON.

3. WELL DONE. VADM ZUMWALT.

BT

P 312332Z DEC 69
FM COMNAVFORV TO HCU ONE RVN
INFO HCU ONE AND OTHERS
BT
CONFIDENTIAL
SANDPUMPER SALVOPS (U)
NAVSHIPSYS.COM HQ PASS TO SUPSALV; NSAD DONG TAM PASS TO HCU-1 RVN
A. CONVERSATION MY LCDR ANDERSON/CDR MADEO CO HCU ONE AND OINC

SANDPUMPER SALVOPS

1. (C) ADVISED FOLLOWING IN CONNECTION WITH SANDPUMPER SALVOPS:
   A. ADVANCED DETERIORATION OF SANDPUMPER HULL.
   B. NEED FOR ADDITIONAL PUMPING CAPABILITY IF SANDPUMPER IS TO BE RAISED.
   C. NEED FOR OVERHAUL OF PUMPS CURRENTLY IN USE WHICH ARE EXCESSIVELY WORN DUE TO PUMPING OF SAND AND MUD.
   D. REQUIREMENT TO STANDBACK IN ORDER TO REST SALVAGE CREW AFTER A CONSTANT AND CONTINUOUS EFFORT OVER THREE MONTHS.
   E. OTHER RECOVERY DIFFICULTIES AND HAZARDOUS CONDITIONS ENCOUNTERED.

2. (C) IN A SERIES OF CONFERENCES INCLUDING ORIGINATOR, CO HCU ONE AND OICC RVN, DECISION WAS MADE THAT IN VIEW OF THE POOR MATERIAL CONDITION OF SANDPUMPER AND THE AVAILABILITY OF OTHER DREDGES IN RVN,

   FURTHER EFFORTS TO RAISE SANDPUMPER ARE NOT WARRANTED. SANDPUMPER IN PRESENT LOCATION DOES NOT CONSTITUTE A HAZARD TO NAVIGATION.
PROMINENT FACTOR IN DECISION WAS EXTENDED HAZARDOUS EXPOSURE TO
THREAT FROM CURRENT AND ENEMY NO LONGER SUPPORTABLE.

3. (C) TERMINATE SANDPUMPER SALVOPS. RECOVER ALL EQUIPMENT AND
ADVISE WHEN YMLC-5 WILL BE READY FOR TOW TO VUNG TAU AND WHEN ALL
SALVAGE FORCES WILL BE CLEAR OF DONG TAM AREA.

4. (C) IT IS WITH DEEP REGRET THAT SANDPUMPER SALVOP HAS BEEN
TERMINATED. THE PERSEVERENCE, INGENUITY, AND PROFESSIONALISM
DISPLAYED BY HCU-1 ON THIS OPERATION WERE EXEMPLARY. IN ADDITION, THE
ALACRITY DISPLAYED IN THE SUCCESSFUL SALVAGE OF NEW JERSEY WHICH WAS
CARRIED OUT SIMULTANEOUSLY WITH SANDPUMPER OPERATIONS ATTESTS TO
THE OUTSTANDING SKILLS OF ALL HCU-1 PERSONNEL. EXTEND MY
PERSONAL APPRECIATION TO CDR J.F. MADEO AND THE OFFICERS AND MEN OF
HCU-1 FOR
THE HERCULEAN EFFORT EXTENDED ON THIS OPERATION. WELL DONE. VICE
ADMIRAL ZUMWALT.

GP-4

BT
"The Vietnam Era"

Famous Vietnam Quotes

Graffiti From the Head

--- COMMAND HISTORY provided by Dave Peterson ---

This page was updated Sunday, 1/13/08