



# River Currents



A PUBLICATION OF  
THE MOBILE RIVERINE FORCE ASSOCIATION

VOLUME 18, NUMBER 1  
SPRING 2009

## From the Galley

**M**RF 9th Infantry Division Reunion in Indianapolis, Indiana, Dates: September 2-6, 2009.

The hotel will again make the shuttle service available for anyone who wants to go to downtown Indianapolis and visit some of the local sites. Times vary on when the shuttles leave and return to the hotel so you may want to check with the main desk for their schedule. Schedules will be posted in the main lobby as well.

The dates are September 2 to checkout on Sunday, September 6. Cost per room per night is \$79. To make reservations, call 317-248-2481 and be sure to mention you are making reservations under the Mobile Riverine Force Association and give the dates you plan on staying; you are not required to stay all three nights. If you live in the area and just want to drop in, you are more than welcome. For more information, feel free to contact Reunion Coordinator Michelle Jackson 317-381-6127 or e-mail mxjackson@adamsmark.com or Cynthia Busboom 317-381-6127 or e-mail cbusboom@adamsmark.com or Albert at mrfa@bellsouth.net.

For individual hospitality rooms, please contact Michelle Jackson. The cost for the individual hospitality rooms are \$125 a night.

## 2nd Biannual MRFA Golf Tournament "Taking Back the Bluff in 2009"

**J**oin us at the MRFA and 9th Infantry Division Reunion, September 4, 2009.

All members and their guests are invited to join us for 18 holes of golf. Ladies are welcome.

**Where:** Bluff Creek Golf Course, 2710 S. Old 37, Greenwood, Indiana 46143, 317-422-4736, Fax 317-422-5571, <http://www.bluffcreekgolf.com>.

**When:** September 4 with a 10 a.m. tee time. Format will be a shotgun start, scramble format, and foursomes, like last time. Players can put together their own foursome or join up with new members or guests. It is an 18-hole event with prizes planned on key-holes.

**Uniform of the Day:** Hawaiian shirts and Bermuda shorts. Cigars are optional. Let's look festive because it will be "5 o'clock somewhere" (Alan Jackson/Jimmy Buffet song).

Food, fun, and another good times are being

planned for members and guests at our next full reunion in 2009. Break out those Hawaiian shirts and golf shoes and join up with the rest of the crew heading to the golf outing.

**Registration:** Lee Daley and Dave McCann will be working with the new management at the Bluff Creek Golf Course to provide a

person at the registration desk, like last time, at noon September 2 and 3, Adam's Mark Hotel.

**Cost** will include 18 holes, cart, food, prizes, and beverages. Please watch our MRFA web site for final details and cost.

**Watch for Santa**, he will mark the spot out on the course where "Ground Support" will be located this time. In case the beverage cart is delayed getting to your team on those hot

holes, all you need to do is locate Santa and find a cool drink. The cart will also be traveling around to refresh you. Santa will not be

CONTINUED ON PAGE 2



Registration will be set up outside the main hospitality room "Hall of Champions" beginning at 9:30 a.m. on September 3.

Product sales will begin at 9:30 a.m. on September 3 in the Hall of Champions.

Hospitality room: the Hall of Champions will be open at 7:00 a.m. daily. Closing time varies. Beverages and snacks will be available in the Hall of Champions.

Museum room will be opened by Doc Pries daily (time varies).

Barbecue buffet will be Friday starting around 1700, prior to speakers.

We'll be serving:

- Barbecue pork or smoked chicken
- Barbecue smoked baked beans
- Cole slaw
- Potato salad
- Rolls and Beverages

Friday evening speakers:

- Master of Ceremonies Gunner Chet Stanley and Gunner Don Blankenship
- Clearance Diving Team Three Vietnam, Royal Australian Navy Diver Tony Ey
- Major William Cunningham A Co 3rd/60th 9th

Inf Div Vietnam Vets

Captain Stephen Dexter US Navy Ret APL-30 Vietnam

Lt Gen Pat Hughes US Army Ret 4th/39th 9th Inf Div Vietnam

Captain Tom Kelley (MOH) Recipient RivDiv 152 Vietnam

Memorial services will be Saturday morning at 10:00 a.m. Conducted by Chaplains Lt Col Jim Johnson 3rd/60th US Army Ret and Captain Richard MacCullagh US Navy Ret, ComRivFlot One

Missing Man Ceremony by Dave Schoenian C Co 4th/47th

Flags and certificates will be presented to our widows and sons and daughters of our fallen brothers from Vietnam and after Vietnam whom attend the reunion. Gunner Stanley assisted by Don Blankenship will do the honors.

Bob Nichols will render the playing of Taps.

The Delta to DMZ dance will be Saturday evening with a DJ playing your favorites of the 60s and 70s music. Board Member Frank Jones and wife Linda will host the dance.

## Medical Support of the Mobile Riverine Force

**T**he mission of America's first Mobile Riverine Force was to penetrate the delta stronghold of a determined enemy. The US Navy's first hospital ship, USS Red Rover, was a part of that historical Mississippi River squadron. That vessel was refitted to provide the medical support required by the soldiers and sailors of the Civil War. In the next century, a similar situation came about. Our nation's second Mobile Riverine Force (MRF) was encountering an enemy seeking shelter in the extensive waterways of the Mekong River delta. Once more, close medical support was provided by men who faced the task and developed their own special vessels. From the first MRF in 1863 to the second in 1967, many changes have occurred in the conduct of war-

CONTINUED ON PAGE 3

## Golf Tournament

CONTINUED FROM PAGE 1

moving and he is 8 foot tall.

**Logo Golf Balls:** Back by popular demand, 9th Infantry Division and MRF logo golf balls are being ordered for the reunion and will be on sale there. We decided to double the order this time so there should be plenty of balls available for anyone wanting to collect them.

**Shuttle Service:** The shuttle service from the Adam's Mark Hotel and Bluff Creek Golf Course was a popular item at the 2007 reunion. We are happy to include that service again at the 2009 reunion. You will be able to register for the shuttle at the golf registration table at the hotel. It is a separate registration and someone from the hotel will be there to sign you up. We believe the cost will be \$10 per person.



Contacts for the event are David G. McCann (USS Colleton and M-6) [bdalmcc@bresnan.net](mailto:bdalmcc@bresnan.net) and Orville "Lee" Daley (USS Askari) [leethebaker@gmail.com](mailto:leethebaker@gmail.com).



The speedway and downtown bring all the excitement of the city right to your doorstep. Here you will find the warmth and charm of the grand hotels combined with the comfort and efficiency of the most modern accommodations. Our staff will provide unrivaled service and attention to detail, taking care of all your needs. Experience Indianapolis' finest hotel and have a truly remarkable stay!

Location: Just one half mile from the Indianapolis International Airport and only 8 minutes to downtown, the Convention Center, RCA Dome, and Circle Centre Mall. Easy access to interstate highways makes the Adam's Mark a convenient destination from any part of the city, state, or country. Address and phone: 2544 Executive Drive, Indianapolis, Indiana 46241, 317-248-2481. Airport: Free shuttle to and from Indianapolis International Airport, accessed by courtesy phones located in baggage claim areas.

Indianapolis transportation and convenient Indianapolis hotel transportation services are available. Complimentary 24-hour shuttle service is available for the Indianapolis Airport.

Guest amenities: Free parking, outdoor pool, health club, gift shop, same day dry cleaning and laundry, express checkout, safe deposit and security storage, shoe shine, room service, and wireless high-speed Internet in lobby area. Accommodations: Our 407 deluxe

guest rooms and suites feature large work desk, Herman Miller Ergonomic Desk Chair, complimentary high-speed Internet access, speed dial phone with message alert and modem access, remote control color TV, in-room movies, iron/ironing board, hair dryer, wake up and turn-down service, non-smoking and accessible rooms available. Dining and entertainment: The Marker Restaurant--Award-winning American and continental cuisine--and the Marker Lounge for quiet moments, featuring large screen TV.



The Indianapolis Medal of Honor Memorial was unveiled and dedicated May 28, 1999, the last Memorial Day weekend of the 20th Century. Site preparation began in November 1998 and construction began in January 1999. Located on the north bank of the Central Canal in White River State Park in Downtown Indianapolis, the site is adjacent to Military Park. The city's first recorded Fourth of July celebration was held there in 1822. During the Civil War, it was a military camp used for the recruitment and training of troops.

In June 1998, a New York Times reporter attended the annual meeting of the Congressional Medal of Honor Society in upstate New York. He wrote about its members and the courageous acts that earned them our nation's highest award for military valor. Eight hundred miles away, John Hodowal, chairman of the Indianapolis-based energy company IPALCO Enterprises, and his wife, Caroline, read the article. They were so moved by the story that they began thinking of ways to bring broader recognition to these extraordinary individuals. They and the IPALCO staff began doing research on these men and the lack of widespread awareness of their valor. While conducting this research, IPALCO officials learned that no memorial had ever been built to recognize the 3,436 Americans who had received the Medal of Honor. As a result of this startling discovery, IPALCO decided not only to bring the Medal of Honor recipients to Indianapolis, but also to build them a memorial that would provide lasting recognition. The memorial was dedicated with 96 Medal of Honor recipients present on Memorial Day weekend, 1999.

The memorial is a group of 27 curved glass walls, each between 7 and 10 feet tall. The walls represent the 15 conflicts, dating back to the Civil War, in which acts of bravery resulted in the awarding of the Medal of Honor. Information about the 3,436 medal recipients are etched into the glass walls. Steps, benches and a grassy area provide seating for visitors. Each day at dusk, a sound system will play 30

minutes of recorded war stories about medal recipients and their acts. As each story is told, lights illuminate a portion of the memorial to highlight the war or conflict being discussed. Most of the stories have been recorded by Medal of Honor recipients.

Indianapolis Motor Speedway located in Speedway, Indiana (an enclave of Indianapolis), is the home of the most famous race in the world, the Indianapolis 500.

Baseball Indianapolis Indians Triple AAA Baseball team will be in town during our reunion dates. For more information on a group rate or just a single rate, contact AAA affiliate to the Pittsburgh Pirates, Ryan Barrett Ticket Sales Executive, Indianapolis Indians, 501 W. Maryland St., Indianapolis, IN 46225, work: 317-532-6792 or cell 317-918-1724, or e-mail [Rbarrett@indyindians.com](mailto:Rbarrett@indyindians.com).



## MRFA

### REUNION REGISTRATION

**PRE-REGISTRATION DEADLINE: AUG. 22, 2009**

NAME: \_\_\_\_\_

UNIT: \_\_\_\_\_

NAME(S) OF WIFE, FAMILY AND/OR GUEST(S): \_\_\_\_\_

\_\_\_\_\_

STREET: \_\_\_\_\_

CITY: \_\_\_\_\_

STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: ( ) \_\_\_\_\_

E-MAIL: \_\_\_\_\_

*Be sure to enclose your check or money order payable to MRFA with this form. Send to: MRFA Reunion, 106 Bellevue Dr. NE., Conover, NC 28613*

REGISTRATION INFO	QTY.	COST	TOTAL
<b>MRFA MEMBER Registration Fee:</b> Included with your registration, you will also receive a complimentary registration for one (1) guest (spouse, girlfriend, significant other, etc).	1	\$35.00	\$35.00
<b>Additional Guest(s):</b> Additional guests include children and/or friends, etc. Note that this fee is applicable to each additional guest.		\$10.00	
<b>Non-Member Registration Fee:</b> If you served as part of the MRF (1F-115, 116 or 117, the 9th Infantry Division or any other Army or Navy supporting unit), but are not a member of the MRFA, this fee applies to you.		\$50.00	
<b>GRAND TOTAL ENCLOSED</b>			

**NOTE:** There will be a \$25.00 charge for all returned checks. Cancellations prior to the reunion will be charged a \$10.00 processing fee.

## Medical Support

CONTINUED FROM PAGE 1

fare. The Army Medical Department has kept pace and continues its mission to preserve the fighting strength of its units.

## Force Composition

The Mobile Riverine Force in Southeast Asian was a joint operation comprised of the US Army's 2nd Brigade, 9th Infantry Division



and the US Navy's River Assault Flotilla One Task Force 117. The transportation of this joint force was accomplished by using two principal types of vessels: the barracks type ship for housing troops for long moves on the rivers and the smaller craft for assault landings and security missions. The larger ships were designated Self-propelled Barracks Ships (APBs). These were reconstructed Landing Ship Tank (LST) class ships. The assault craft was reconstructed Mechanized Landing Craft (LCM-6) boats. After the addition of armor plate and various weapons, one of the boat types was referred as an Armored Troop Carrier (ATC). Several of the ATCs were fitted with Helicopter Landing pads. The ATC(H)s with the landing pads were used by the medical platoons of the force infantry battalions as medical aid boats. One ATC(H) was also used by an element of the medical company of the division medical battalion as a medical aid boat that was used in support of the joint Army/Navy operations.

## Configuration of the Aid Boat

The medical aid boat used the bunks that were attached to the inside cargo deck hull. This allowed for the management of five litter cases. Due to the small working area, it was necessary to revolve patients in and out in the shortest time possible. Ambulatory patients had to climb the up and out of the cargo deck or, in the case of litter patients, be handed up in the space between the end of the flight deck and the landing ramp of the boat. The vertical distance from the cargo deck to the flight deck was 10 feet. The flight deck was constructed from steel runway matting welded over a framework of pipe. The primary drawbacks in using a boat of this type for close medical support was the lack of illumination for night operations and the small size of the pad, which always required of the pilot great skill to effect a safe landing. Some of the medical equipment present on the aid boat included a basic field medical and surgical set and a whole blood

mechanical refrigerator. The medical personnel consisted of one medical Corps officer, seven enlisted medics, and a radio operator. A 3-day level of supplies was maintained.

## Initial Medical Support Concept

Unit level medical service was furnished by the medical aid boat, manned by the medical platoon from the infantry battalion. This aid boat would accompany the ATCs carrying the assault troops. Under the direction of the battalion surgeon, the aid station was operated at the point where the troops disembarked to start the sweep. It would remain there until the ATCs began to move to the predesignated troop pickup point. At this time, the aid sta-



tion would close up and return, unless the tactical situation required it to reopen at some other spot.

Division Level medical service was provided by a medical aid boat manned with medical personnel from Company D, 9th Medical Battalion. This medical company aid boat was normally positioned in the vicinity of the barge-mounted artillery fire support base. This location provided security, a central location with regard to the area of operation, access to communications, and close liaison with the brigade operations center.

The casualties from the operation could be evacuated to the aid boats or other medical facility by either water or air. The vast majority were handled by air ambulance. The pilot had the choice of taking the casualty to one of three facilities. These were (1) the forward element of the medical company located at the fire support base; (2) the medical company itself; or (3) the surgical hospital. The latter two were located at Dong Tam, the MRF base camp. The evacuation decision was made by the helicopter pilot after consideration of casualty condition and the distance to be flown.

## Improvement of Facilities and Support

As riverine operations moved farther into the delta, time and distance pointed out the need for changes in the concept of medical support from all levels. If a curved line had been drawn, connecting Dong Tam, Saigon, Long Binh, and Vung Tau late in 1967, five American hospitals would have been on or near that line. When the MRF operated east of Dong Tam, inside the area created by the curved line just mentioned, evacuation time to a hospital was very short, the main reason being the location of several helicopter ambulance units at Long Binh. Conversely, when operations were conducted west of Dong

Tam toward the Cambodian border, or southward toward the U-Minh Forest, the line of air evacuation was stretched to the limit. The only American ambulance unit located in the Delta was at Soc Trang. To offset the complete lack of military hospitals and limited air ambulance capabilities deep in the delta, there were a variety of air ambulance shuttle systems, utilizing air ambulance from the units at Long Binh.

The decision that the MRF should have an enlarged medical treatment and holding capacity was the beginning of the solution. Another aspect of the solution was the deployment of an evacuation hospital at Can Tho. To affect the increased medical mission, many types of boats and ships were considered and, in the end, it was decided to use an APB rather than add another vessel. In December 1967, the APB-36 USS Colleton, was sent to Subic Bay Naval Base, in the Philippines to have her sick bay enlarged. The ship was back with the flotilla in January 1968. Also in January of that year, the medical brigade assigned three personnel to D Co, 9th Medical Battalion. This consisted of one general surgeon and two male nurses.

## Configuration of the USS Colleton Medical Facility

The Colleton now filled an additional role, that of being an afloat medical facility. The sick bay consisted of three separate areas on three levels of the ship. To allow for easy movement of personnel and material from one level to another, they were interconnected by ramps.

Level one was the flight deck of the ship. It was large enough to allow the landing of any type of helicopter. All approaches were controlled by Navy radio operators, and the landings were made under the direction of the Navy. This, plus the white or red illumination for night landings, provided the helicopter pilots with visual controls and contributed to safer operations. The materials necessary for the direct exchange of litters and blankets were stored on the flight deck.

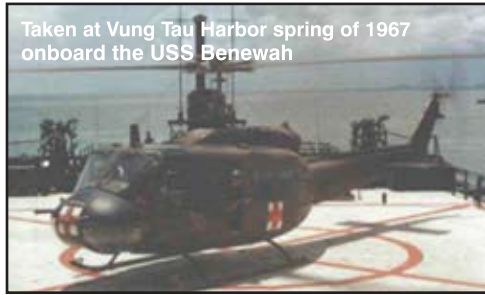
The triage area was next and immediately below the flight deck. It was reached via a two section ramp. This ramp was wide enough for two-way traffic. The ramp's half-way point was large enough to allow litters to be rotated completely, without any stopping or shifting. Outside of the entrance to triage was slightly lower and wounded soldiers were stripped and washed off with warm water at this point. This prevented debris from collecting in the triage room. It also contributed to easier determination of the extent of the injuries. Near the shower on the weather deck was an electric winch. It was rigged to swing out over the side of the ship. This was used to hoist up casualties that arrived by boat (ATCs) shipside or any other type of vessel. The winch and litter combination made it unnecessary to move casualties through narrow passageways and up steep ladder wells. Inside the triage room,

CONTINUED ON PAGE 4

## Medical Support

CONTINUED FROM PAGE 3

there were six treatment positions always set up. More could be easily erected if needed by using litter stands. Liquids, dressings, and other materials were distributed at each treat-



ment point. Medics or corpsman circulated and replenished supplies as they were consumed. To assist in the rapid diagnosis and treatment of casualties, a 50 mil x-ray unit in a fully shielded enclosure was located in triage. The wide double doors allowed easy entry of litters, and the automatic plate developer provided rapid evaluations. A blood bank and an autoclave were also located here.

The third area was on the second covered deck of the ship. This air-conditioned area was reached by using a wide single-stage ramp, which was attached to the port side of the hull. On this level and grouped about a common passageway were a two-table surgery, the central material section, storage area, recovery area, ward, pharmacy, and a one-chair dental clinic. Surgery was provided with its own ventilation system to reduce the chances of cross contamination and infection. Central materials section had an autoclave that was operated from the ship's steam system. When the patient load exceeded the 18 beds available in the primary ward area, additional bed space was obtained by using a portion of the petty officers' quarters. This area was just aft of the ward. In addition, some patients were sent to convalesce in their own bunks, located in the troop compartments. In essence, the entire bed capacity of the Colleton could have been used that could have been up to 900 beds or bunks, if needed. The only limitation was those regarding the ability of the assigned medical personnel to provide the high level of care expected of the Army and Navy medical departments on the Colleton. Any patients sent to the troop compartments were cared for by the battalion medics and returned to sick bay for outpatient treatment and follow-up.

## Joint Force Cooperation

Medical personnel representing unit, division, and army level medical service, plus the normal medical complement of the ship were quartered on the Colleton. When the infantry battalion troops were not engaged in combat operations, the battalion surgeon and his medics conducted a daily sick call in the troop compartments. If necessary, a man would be referred to sick bay for more extensive treatment. The Navy doctor did the same for the ship's company and boat crews. During any

period when casualties were being received from an area of operations, all medical personnel worked as one team. No distinction was made as to branch of service or unit. In these situations, the required professional guidance was provided by the general surgeon, who was an Army Medical Corps Officer. For each

Med Battalion	MOS	9th Med Bn	USN	44th Med Bn
General Surgeon	3150			
General Medical Officer	3100	1	1	
Dental Officer	3170		1	
Nurse Anesthetist	3438			1
Operating Room Nurse	3445			1
Medical Operating Asst	3506	1		
NGOIC	91Z	1	1	
X-Ray Technician	91P	2	1	
Laboratory Technician	92B	1	1	
Operating Room Tech	91D	2		
Clinical Technician	91C	3		
Pharmacy Specialist	91Q		1	
Senior Medic	91B	9	3	
Dental Assistant	91E		1	
Medical Records Clerk	71G	1		
Radio Operator	05B	3		
<b>Totals</b>		<b>24</b>	<b>10</b>	<b>3</b>

operation, a medical evacuation helicopter was placed in support of the 82nd Medical Detachment. The crew stayed on the ship and responded to missions that were handled by the communication section from D Company. Table I gives a breakdown of all the regularly assigned medical personnel on the Colleton. Not included are the personnel of the infantry battalion medical platoon or the air ambulance crew.

## The Measure of Success

The USS Colleton, with her enlarged sick bay, was back in operation only a few days prior to the 1968 TET offensive. The capability of its medical facility can be seen in the following statistics. During the 94-day period between 29 January 1968 and May 1969, the Colleton handled a total of 890 casualties. This represents only the casualties evacuated to the ship and is exclusive of the daily sick call. Of 890 casualties received, 690 were classified as having received injuries due to hostile action (IRHA). Three hundred forty-five of this group was returned to duty after initial treatment. One hundred thirty-four men were admitted to the ship's ward and completed their entire course of treatment without leaving the MRF. The remaining 411 casualties were evacuated to the next higher level of medical treatment, after receiving emergency life-saving treatment and stabilization had been achieved. The evacuation hospital at Long Binh was the usual destination for personnel from the Colleton.

## Discussion

From the beginning of MRF operations in the Delta, several medical support ideas existed. These ideas overlapped not only a number of command lines but also normal boundaries of the levels of medical service. All were aimed at overcoming a distance factor that was reducing the medical support of the MRF. In the final conclusion, the mission stayed with the

division medical battalion, a logical selection. By augmentation with the medical brigade personnel and in the presence of the Navy medical complement, the basic deficiency was corrected; there was immediately available for the combat troops a facility capable of performing definitive life-saving procedures.

In the evolution of the medical support to the Mobile Riverine Force, we can see that there was no easy solution and that the measures applied were subject to change. The skill with which the changes were conceived and executed served to point out the close and meaningful communications that existed among all levels of the Medical Departments. In the end, the time honored and proven level of medical service saw the creation of a facility that overlapped the normal parameters in terms of personnel, equipment, and missions.

The workable solution, in the form of the USS Colleton medical facility, was important in and of itself, but it also depicts flexibility on the part of the medical support planners in both the Army and Navy Medical Departments.

Photos contributed by Albert Moore (President, MRFA)

**MRFA**  
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Dates Served in Unit (mm/yr - mm/yr) \_\_\_\_\_

WWII    Korea    Vietnam  
 Army Member: Unit (Division, Brigade, Battalion, Company, Platoon): \_\_\_\_\_  
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## Never Forget a Brother!

40 years ago yesterday Kenny Johnson died. Below is Doc Peterson's remembrance of Kenny.

January 26, 1969, we were supposed to go back to Binh Phuoc for breakfast, but the night before we had made contact and Captain Lanier decided he knew where the wounded VC had gone to hold up, so instead we were heading to that location. Closer we came to our destination, more signs the area was heavily booby trapped, not only the standard TU DIA signs, but also palm frowns with one side shaved and mud piles and such to tell the VC where not to walk. Only time I remember seeing these silent indicators, and the lead element seemed to be ignoring them, or unaware of their meaning. Tried to point them out, Lanier brushed it off as he was in a hurry to get to where he knew the VC were holding. I put two guys on a chopper around 8 a.m. that hit one booby trap, picked up a couple of detainees. I bitched at Kenny Johnson for wandering into the paddies to pick up some of the Tu Dia signs and as we approached the wood line we were headed for, saw a large TU DIA sign nailed to a coconut tree. The 1-2 squad was point at this time, but as we approached the wood line, all I saw was the HQ group and Lt Johnson bunching up right behind us. You had Lt Johnson, your replacement with his RTO, Captain Lanier with his two RTOs including Kenny Johnson, and the FO with his RTO presenting one beautiful target for anyone in that wood line with a RPG launcher, mortar or hell, even a peashooter. I decided to check out the guys at the rear of the column at this point and joined Sgt Sommer and his RTO Bob Varain at the rear; I'll never forget Sommer's smile and his comment, "I was wondering when you were going to get smart." At this point, they clustered even tighter as they waited for someone to come forward to interpret the rest of this large sign; the paint used was so fresh it was still dripping. Ronnie Blake of 1-2 squad started to reach for the sign; 1-2

squad leader Tim Sapp stopped him. Someone told 1-2 squad to move so they broke left and right to provide some security. The cluster f\*!#k moved closer to the tree, and Kenny, being frustrated at the delay, reached over, grabbed the damn sign, and yanked, triggering the US Claymore mine hidden behind it. He caught most of it in the chest and neck. Lt Johnson took a hit in the face and it set off a smoke grenade on his web gear. I was sure he had lost both eyes but the surgeons saved both and actually, he says it is the burn from the smoke grenade that gives him more trouble; his eyesight is good as always. Ernie Robins had both ears blown off and maybe lost an eye, Lynn Harris had minor face and shoulder wounds; he returned in several days. Captain Lanier took a few small pieces in the back. There were several others hit, including I think two detainees. I can see the other American faces but cannot put names to them.

Kenny and I had shared a can of pork and beans that morning. When I got to him, I started CPR, first pump he gave me back my pork and beans. I deal with stress with humor, so I said, "Oh sure Kenny, now you want me to have my breakfast." At our 1999 reunion, Tim Sapp said he remembered that and still can't believe I said it. Anyway, I stayed with Kenny and shouted instructions to the other guys on how to deal with the various wounds they were describing to me at the same time. Had one of the other guys checking for Kenny's pulse, he said he found one, just as Lanier was calling in for a Dust-off for 1 KIA and 7 WIA. I went ballistic telling him the man is not dead until I say he is dead; he actually corrected his report to 8 WIA. The Dust-off showed up, by my training we had two too many for one trip, so I indicated that the two least serious cases



would remain for a second chopper, these being Lynn Harris and Captain Lanier. Lanier panicked and pulled one guy off the Dust-off and jumped onto it. If I had my rifle, I'd have shot him for that; he caused a more severely wounded man a lot of pain, but before I could react the crew chief of the chopper jumped off, rearranged a few guys and put that man back on. I signaled to the pilot he was loaded, he pointed at Harris who was standing on the Dike in front of him. I moved to the chopper held up 10 fingers and pointed to the cabin, indicated he had his maximum load plus 1. He nodded and pointed at Harris again. If I could have I'd have kissed that guy right then and there! That man and his entire crew will get a case of champagne if I ever locate them; I have contacted several Dust-off web sites trying to find them.

Anyway, I got Harris on and the pilot tried to lift off, the engine was screaming like I've never heard, he finally rocked the chopper side to side and got a bounce from the skids going that got him airborne. He turned and flew towards Thunder Road so low I thought he was going to crash on it. He followed the road flying so low any Viet Cong could have reached up and pulled him down easily. I heard he could not get enough altitude to fly over Tan so he flew around it to the hospital.

Kenny Johnson was declared dead 30 minutes after reaching Tan An. In all honesty, I think he was gone before he hit the ground; the damage was so massive it would have included his heart, lungs, stomach, and other items. Nevertheless, he was my friend, and I tried to save him. Lanier was treated and ordered held for observation, he went AWOL, caught a chopper back to Binh Phuoc, and is considered a hero by the Senior Battalion officers for returning so quickly. He had his reasons, and it was strictly to cover his ass, nothing heroic in it, but as I have said earlier, I have made my peace with James Lanier, hell, we all did the best we could, and some just weren't very good at it. Lynn Harris returned several days later, the rest we never heard from again.

## Fire Support Base David

This is Lt. Houghton's account for this day. Very true it is. Lt Houghton sent these pictures to me. I am sending them to you if you want them. I am sure Lt Houghton would not mind. A and B Company of 3/47 Inf was at the base with us. They lost a lot of men in Sept 68 at the Fire Support Base David.

Bob Thacker Delta Co. 15th Combat Eng  
9thInfDiv.

This is the RFPF Compound that was on the main road next to the ferry. FSB David was set up right next to it. Our perimeter was about 50 yards from their outside perimeter. It made us all nervous that they might start dropping firepower on us if the VC attacked. I was standing next to the ferry in front of the RFPF compound when the ground fire came in from the other side of the Chet Say Canal.

I had water splashing in front of me and then dirt kicking up to the left of me from AK-47 bullets. I couldn't figure out what was happening for a few seconds, until all hell broke loose. They really started to pour the firepower in on us. Of all things, I was without my rifle. I ran like hell back to the CP and got the platoon to go to the perimeter opposite the canal. It was completely unmanned. The VC could have come over that berm and had the whole camp under their guns. I remember Bright only had his pistol. I asked him where his M-79 was and he said he had left it back at his gear. He asked me what to do and I told him to go get it. He said, "That's a good idea" and took off running low. He was back in a minute with it. Apparently, he had been pounding sand bags with a short board when the first rounds came in. He later told me that one of the first rounds went through the tip of the board and knocked it

out of his hand. It sounded a little far out at the time, but someone said they saw it happen, and the board had a hole in it, so I guess it happened. Do you remember any of this? I remember the infantry was on the berm facing the canal and they were pouring out the lead. The Navy PBRs showed up and put their cannon on the far shore. Charlie either got his ass kicked or crawled back into his hole. The next day the rains started and then came the night with the mortars. What a mess!



December 4, 1967

## Riverine Force Surrounds Viet Cong Battalion

Elements of the US Mobile Riverine Force and 400 South Vietnamese in armored personnel carriers engage communist forces in the Mekong Delta. During the battle, 235 of the 300-member Viet Cong battalion were killed.

The Mobile Riverine Force was an Army-Navy task force made up of the US 9th In-

fantry Division (primarily the 2nd Brigade and associated support troops) and the US Navy's Task Force 117. This force was often combined with units from the South Vietnamese 7th and 21st Infantry Divisions and the South Vietnamese Marine Corps. The mobile riverine concept called for Army troops to operate with Navy gunboats and troop carrier

boats in the Mekong Delta. This gave the force the capability to travel 150 miles in 24 hours and launch combat operations with its 5,000-man force within 30 minutes after anchoring. The Mobile Riverine Force was activated in June 1967. It conducted operations throughout the Delta until the responsibility for this mission was transferred to the South Vietnamese forces in April 1971, as part of the "Vietnamization" program.

Here are some of the comments from those who were there.

Dear Albert,

I remember that day well. I was in the lead monitor (M-112-1) with Chief Lang; LCDR Rhodes was in the CCB (C-112-1) in the middle of the column, and LTJG Citarrella was bringing up the rear on M-112-2. We had shoved off from Benewah about 0430 after loading 900 Vietnamese marines onboard the ATCs, and timed our arrival at the entrance to the canal for dawn. The column consisted of about 10 ATCs, the refueler, 2 monitors, a CCB, and I think 4 newly arrived AS-PBs--two in front as minesweepers and two in the rear. I remember a destroyed bridge at the entrance to the canal. People were milling around but nothing unusual. We were on a search and destroy mission with the target landing zone several miles up (eastward) this straight canal with dense foliage on either side. As we proceed up the canal, the column stretched a mile long and gaps were developing between boats. I remember ordering boats to close up. The LZ was still a couple of miles ahead when the front two ASPBs reported cables blocking the canal..... The column stopped. I ordered Chief Lang to try to ram the cables but that failed. We then began to use our 40 mm to blast the cable supports...when all hell began to break loose behind us. The column was under attack from the north bank of the canal. As I looked back, I could see the boats returning fire (I don't remember giving the order to fire...but the boats needed no such order). It was a magnificent sight. All boats were pouring fire into the north bank. CDR Rhodes radioed me to land the marines because the ATCs were taking RPG hits. I immediately radioed the ATCs to execute an assault landing to port...(not knowing whether they heard me with all the noise about them)...and as I looked through my binoculars...I observed all ATCs simultaneously wheeling to port, speeding up, and landing on the north bank). What a magnificent sight! Guns blazing, ramps dropping (how they did that under fire is incredible), and pushing through foliage to land the marines. It was the first battalion size assault landing under fire, I believe, done up to that time (Dec 67), and RivDiv 112 did it. Unfortunately, we took casualties. To this day I am awed at the events of that day, the professionalism and heroism that day by the men of RivDiv 112 and the Vietnamese marines who cleared the enemy from the banks of the canal and gave us the opportunity to return home.

I invite other members of RivDiv 112 to also record their recollections of that day.

Norman Wells  
COMRIVDIV 112 (Oct 66-Jan 68)

Lt. Wells,

I remember that day well. I was on Alpha 3, in the lead, with Alpha 1 on my right. We were so close that Juan Medina (20 gunner on Alpha 1) yelled out of

his turret that a cable was blocking us. Both boats pulled in our sweeping cables. Juan couldn't lower his 20 down enough to hit the cables. Next thing I knew, both boats separated and you came steaming between us to clear the cable. BM3 Franson was your wheel man that day. Just as your 40 mm started, everything broke loose. The smoke from all the weapons and engines was so thick we couldn't see. That was the best kick ass firefight I was ever in. Taking the hit in my head, I don't remember a lot after the first hour, but it was incredible. Juan and I have always been so proud of RivDiv 112.

Wayne Braastad EN3 Alpha 3  
Plain Genius Alpha 3

I also remember the day well. I was back at the base and told to bring up some replacement boats from Div 91. It was late morning.

I rendezvoused with Chuck Sibley, COMRIVDIV 91, at the entrance to the canal. He told me to open up fire once we got on the other side of the bridge, left bank, which Norm referred to. We did as suggested but took a lot of fire from the bank. The port ASPB took a hit and then the boat I was on took a hit. Several boats behind me were also hit. I'm not sure what the casualties were for this replacement group. I was wounded and stunned for a real short period of time, but we pushed on through and met up with the other boats.

I know we had two wounded from the port ASPB as I saw them on the medical aid boat. I saw the Army Doctor, a Captain, his first name was Horst. I had seen him early on in the year and then again this day. He noticed blood trickling down the side of my head and we pulled the helmet off to find the helmet and the liner penetrated with a small fragment that remains in my skull today. I had wounds to the right arm, and the left B U T T O C K S, similar to Forrest Gump!!! I was flown to Dong Tam for wound debriefing, and then sent to the surgical hospital in Saigon. After that, onto Yokuska Naval Hospital and eventually to Philadelphia Naval Hospital. This was 17 days before I was to rotate out. It's a day I always remember.

Al Breininger  
CSO, RivDiv 91, 1967

Hi Albert

Norman Wells asked me to give you more detail about that day. I was on Tango 112-10 and I remember passing by an Arvin Army fort and people lined up along the bank waving and smiling at us. I thought to myself that is strange why are all these people here. As we traveled up the canal, I heard a loud bang and noticed that black smoke was barreling out of the tango in front of us. I was on the ramp preparing to undo the turn buckles and jumped down in the well

deck and started firing the 30 at whatever I could shoot at. I don't remember the number of the tango boat that got hit but I believe I might have been the first sailor to start firing back. The only thing I could see to shoot at was bunkers. I hope that helped us from getting hit. As you know we were the medivac boat so we started receiving all the casualties. My boat crewmen were trying to help the doc with all the wounded. Darwin Moody did an awesome job! The whole RivDiv did an awesome job. My boat crewmen were boat captain BM2 M.E. Baltrip, BM3 Boozer, EN3 Jim Abramezyk, FN D.L. Moody, SN R.D. Faddis, and myself, SN Joe Ashworth.

I remember we finally pulled into the beach and dropped off our Vietnamese Marines and that is when we started receiving all the wounded personnel. What a mess it was; the doc could not handle them all, so we had to help. Many there were wounded laying on the ground in front of our boat because we did not have enough room for them all in the well deck. Plus, there were rounds hitting the boat and the ground while we were trying to help. I have to tell you for me personally I would have rather been fighting then dealing with all the blood and guts. But Darwin Moody did an awesome job; he was just a seaman he administered first aid to the wounded and was very caring to them. I don't know what we would have done without him. I remember the sound of the small arms bullets hitting the boat. It sounded like a tiny thud. My captain yelled at me to get my ass down. So I did. Later that morning I was ordered to go to another boat because there were not enough sailors to man the boat because it had been hit. What a day!! It is burned into my memory forever.

SN Joe Ashworth T112-10

Dear Albert,

I remember that day very well. I was a short timer with less than 30 days to go and this turned out to be my last mission with the MRF, but I remember when we came under fire and we started returning fire and we beached the boats. I was the port .50 caliber gunner [as well as boat engineer]. I will never forget all of the chatter coming over the radio, the RPG rounds going off, and the .30s, .50 cal., and 20 mm firing. I had been temporarily assigned to CCB-112-1 but I was back to my original assigned boat, T-112-1 during this mission. All I can say is that was a hell of a day.

Billy Sanders, US Navy Retired [DAV]  
RivRon-11, River Assault Division-112  
Vietnam-1967

**Join the chat group! Visit us at  
www.mrfa.org.**

# AKLs of the Brown Water Navy

The below gives the histories of two ships although small in size and with small crews were what we use to call work horses of the fleet. These two small ships were the work horses of the Brown Water Navy in Vietnam. You would see them about anywhere on the rivers and at the small Naval Bases and Naval detachments. You don't hear much about their tour of duties during the Vietnam War but the crews of the gallant little ship know what they did and they were proud and honor to have served onboard the Mark and Brule. You have a Big BRAVO ZULO for a job well done.

## History of the USS Mark (AKL-12)

Photo Circa 69-70  
Courtesy of Dick Raffl

USS Mark AKL-12 was built by Avondale Shipyard, Avondale, Louisiana, in 1943 for the US Army.



She saw action in WWII, rendering her services of resupply to various units engaged in the Pacific Island Campaigns. After the war, The Mark remained in the Philippine Islands area as an Army logistic support vessel until 1950 when she was turned over to the Navy and redesignated an AKL and placed in commissioned service.

During the period from 1956 to 1965, AKL-12 was placed "Out of commission in service" and was used to shuttle supplies and passengers between Subic Bay and Sangley Point, Philippines. In November 1965, Mark, the AKL in its class, was placed back in commission and shifted its area of operation from the Philippines to Vietnam.

Upon arriving in Vietnam, Mark immediately demonstrated her ability to meet and carry out her commitments in providing food, spare parts, ordnance, and ammunition to the far flung field activities of the US Navy in Vietnam.

As a result of sounding and bottom surveys conducted in the Dinh River by Mark, a 1950 survey by the French Government was verified and the decision was made to establish a naval base on this river at Cat Lo for the maintenance of River Patrol Boats and United States Coast Guard Patrol Craft (WPBs). Similarly, Mark conducted the survey of the Dong Nua River, providing the feasibility of using anchorage at Cat Lai, near Saigon for deep draft ammunition ships.

In July 1966, Mark stood out of the mouth of the Mekong Delta's Bassac River, thereby successfully navigating through uncharted waters previously considered so treacherous that the Mekong-Bassac pilot's association had not piloted a ship through this area since 1951. The survey by Mark and the opening of

the Bassac River to ship travel enabled considerable steaming time to be saved in the area by logistic resupply. At the same time, it enabled the Navy to establish additional bases throughout the Mekong Delta. While guaranteeing the ability of Mark and similar ships to resupply them, Mark's resupply trips were not limited to just the rivers of the Mekong Delta. In addition, Mark carried her logistic support to Naval Coastal Installations on the Gulf of Thailand side of South Vietnam. For her significant accomplishments in a multitude of areas, Mark received a Letter of Commendation from the Commander, US Naval Forces, Vietnam, in November 1966.

As part of US Naval Support Activity, Saigon from March 1966 to 25 March 1971, Mark was awarded the Navy Unit Commendation for her significant contribution to the overall excellence of the US Naval Support Activity.

In the execution of her resupply mission, Mark frequently came under attack by fire from the Viet Cong. Mark received her Purple Heart under attack by fire from the Viet Cong on 20 February 1968 when on a resupply mission on the Mekong River, she sustained a Viet Cong rocket hit amidships, wounding 12 personnel, none critically.

From 1 January 1968 to 1 July 1970, Mark steamed through 80,000 miles of rivers and coastal waters of the Mekong River Delta while delivering over 21,230,000 pounds of vital cargo, including ammunition, to United States and Allied Naval Forces.

### USS Mark (AKL-12) Decommissioning Directive:

*From: Commander Services Forces, US Pacific Fleet*

*Subj.: Lease of USS Mark (AKL-12) to the Chinese Navy*

*The Secretary of the Navy has approved the lease of USS Mark (AKL-12) to the Chinese Navy in Taiwan on 1 July, 1971. The Commanding Officer is hereby directed to decommission USS Mark (AKL-12) immediately prior to turning the ship over to the Chinese Navy on 1 July, 1971. LT. William B. Robinson Jr., United States Navy, was commanding officer at the time of her turn-over.*

## History of the USS Brule (AKL-28)

Photo submitted by Mike Warlick

The second Brule was built in 1944 by Kewaunee Shipyard, Kewaunee, Wisconsin, as the small freighter FS-370 for the Army and manned



by a Army crew. In her childhood, Brule was nameless and operated under a series of letters and numbers as a small freighter and refrigerator cargo vessel. Her employment under the US Army came in 1944 when she

carried provisions to advanced bases occupied by the Army, from Hawaii to the Marshall Islands. Note: Ship came under Japanese aircraft attack near the Marinas and received damage and casualties. The crew managed to run the ship aground in shallow water to prevent sinking the ship was later refloated and repaired. (Incident happened in 1945).

The post war Brule was an experienced young lady who was taken charge of by civilian seamen for use in the 1946-1947 Atomic Test. It was said that Brule towed the USS Brule APA-66 to the first "A" TEST, for which she was later named. Until 1952, T-AKL-28 continued to work under the Army Transportation Corps in the Pacific. On October 31, 1952, she was accepted by the Navy at Pearl Harbor and placed in commission as USS Brule (AKL-28) with Lt. J.H. Kolbert in command. After completion of training, the Brule proceeded to Guam where on 31 January 1953 she reported to Commander, Service Division 51. Between February 1953 and December 1955, she transported cargo throughout the Pacific. On 31 December 1955, the division was decommissioned and Brule reported to Commander Naval Forces Marianas. On 25 November 1956, Brule proceeded to Subic Bay, beginning a long lengthy career as a shuttle vessel between Subic and Sangley Point.

On September 1, 1965, the USS Brule was re-commissioned and sent to the Republic of Vietnam for service. Despite ever shifting sandbars, limited navigational aids, and almost constant exposure to enemy fire, mines, and other harassing activity the 176-foot ship distributed critically needed cargo and supplies from Naval Support Activity, Saigon, up and down the shallow and narrow waterways in the Delta region of Vietnam. Brule and the USS Mark (AKL-12) were the first US Navy support ships to transit the Mekong and Bassac Rivers and were a major contributor to the pilot guide that was used in the Delta. The Brule averaged approximately three trips a month from Nha Be/Saigon to ports of call such as Vung Tau, Cat Lo, My Tho, Dong Tam, Chau Doc, Binh Thuy, and An Thoi, and other operational bases on the rivers and Coast of Vietnam transporting general cargo, ammunition, and POL products. On an average run, Brule could carry up to 225 tons of cargo, 38,000 gallons of water, and 20,000 gallons of fuel oil. In Operation Giant Slingshot, the Brule played a role of high-priority and resupply despite daily harassment fire from enemy units. She even served as a Mother ship tending Swift Boats, Patrol boats, and Coast Guard Patrol craft while serving in An Thoi and Vung Tau.

In 1968, the USS Brule sustained seven rocket hits while on one of her normal runs. Despite extensive damage to the superstructure and electrical cabling, Brule suppressed

## What To Do If...

It's hard to believe that another season has almost ended and we will soon be moving into the spring season. With all that is going on in the economy, all the news seems to be bad, but there has been one positive change that I'd like to talk about.

In the Fall issue, I wrote that if you lose a spouse to a service-related disability, or if your spouse is receiving VA compensation or pension, that you would have to return the last paycheck (the one received in the month-of-death), only to get a portion of it back at a later time. That has been a hardship for many spouses who needed that money for immediate bills and expenses. Well, that has now changed. The Department of Veterans Affairs (VA) recently announced that "surviving spouses who are eligible to receive the deceased veteran's VA compensation or pension benefit for the month of the veteran's death" may keep that check.

Because the VA does not always know that the veteran is survived by a spouse, some surviving spouses have not received that check. To assure that this does not happen, spouses should go the [www.va.gov](http://www.va.gov) page and provide the information requested. The information page is [https://iris.va.gov/scripts/iris.cfg/php.exe/enduser/cci/ask\\_1](https://iris.va.gov/scripts/iris.cfg/php.exe/enduser/cci/ask_1).

php?p\_sid=po2hDGLj&p\_accessibility=0&p\_redirect=&p\_lva=&p\_sp=&p\_li=. It will lead you to the proper forms to submit. If you don't have a computer, I'd suggest having a friend get it for you, or call your local VA office or VA Representative. There is also a special Survivors' Call Center for spouses who believe they may be entitled to the retroactive month-of-death benefit. The toll-free telephone number is 1-800-749-8387. The call center is open Monday through Friday from 7:00 a.m. to 7:00 p.m. central standard time, except on holidays.

After talking with another agent-orange widow recently, another glitch in the Benefit system was discovered. She was approved for DIC, but only received \$300 for burial of her husband, as she was told that his death was not related to his disability. This means that the two departments who review these claims must not confer with one another. She can get this cleared up by sending a copy of the DIC approval letter to the office/VA department, which sent her the burial check. This will validate the claim of her husband having died of a service-related disability. There is a time frame of about a year during which you can contest the VA's decision, so the sooner you send in this evidence the better off you will be.

I'd like to interject a few words for any veterans who might be reading this. I have spoken with a number of widows recently whose

husband kept everything close to the vest, in terms of finances and general household tasks, and did not show them how to continue if they are gone. Some widows don't even know how to write checks, balance checkbooks, read bank statements, what to do about taxes, check to see if their oil tank is low (both home and cars), or other basic tasks. Gentlemen, think about what you do on a weekly, monthly, and yearly basis to be sure your spouse is prepared if anything were to happen to you. In a time of great stress, having to worry about the unknown will only make the process that much more difficult. I don't mean to lecture, but it is heart wrenching to speak to the widows who are in this dilemma.

If you have any questions, I can be reached at [thewrightthings@verizon.net](mailto:thewrightthings@verizon.net).

Paula Wright (Scott)

**AB,**  
**Thanks. By the way, yesterday I called the VA to make certain that I had the latest and greatest info on the month-of-death changes. Well, in that process I told them that I am writing a column for the MRFA newsletter. I have since had 3 calls from the national VA office to hook me up with a liaison who will continually fill me in on any changes that affect the Vietnam-era vets. So, that should be a help for future articles. They have been amazingly responsive!**  
**Paula**

## AKLs of the Brown Water Navy

CONTINUED FROM PAGE 7

enemy fire and proceeded on schedule. The true spirit of the Officers and Men of Brule was exemplified by their own words reporting the damage, "ship and crew ready to haul cargo or fight and not necessarily in that order."

Although small and unprepossessing in appearance, this gallant little ship was definitely considered a stellar and vital performer in the "Brown Water Navy" of the Mekong Delta area of South Vietnam. Notes of interest: Far from being one of the glamour ships of the fleet, the USS Brule (AKL-28) had a unique personality of her own. A small crew of 43 enlisted and 5 Officers maintained her 176 feet by 32 feet of hull. Occasionally she may have been spotted with deck red, in a constant effort to keep her looking like a "lady," but whether her cargo was fizzies or civic action items, she traveled thousands of miles of rivers and oceans to carry out her support and to fulfill her motto: "SERVICE-OUR MISSION FOR FREEDOM."

## Low-Riders

Author Unknown

I'm just minding my own business, driving to the VA hospital for one of many visits as my body slowly deteriorates. I'm not in any hurry and know that I'll have to wait awhile when I get there. I have to drive 50 miles of black top and stop signs until I get to the VA. I'm not turning so I stay in the right lane while old ladies in new Lexus, school buses, smelly garbage trucks, and soccer moms in large SUVs pass by on either side.

I heard it before I saw it, a low lumbering roll and then a thud, thud, thud. The base sound was distinctive and irritating as always. The traffic was heavy and it took a couple of minutes before I saw it coming up pretty fast behind me, one of those little silver rice burners, low to the ground with chrome wheels. The windows were smoked dark and the music was cranked up loud as a freight train. Through my rear view mirror, I could just make out the dark eyes and foreheads of the two low-riders who were in the front seat; the driver's eyes peering just above the steering wheel.

I had my radio on and my window rolled down and I found myself wishing they would pass or turn off because the deep ghetto sound coming from their little piece of crap was so loud I could not hear my own radio and I certainly didn't want to listen to that rumbling roar for the next 30 minutes. I glanced back again but they were gone, thank goodness I said to myself, I could finally enjoy the exhaust filled ride in the relative quiet of the

other cars, trucks and busses.

No such luck, I saw the flash of silver off in my left lane and once again heard that bass thud, thud, thud sound of voices and street music I could never understand. The car hung to my left pacing my car. "Who are these idiots?" I ask to no one in particular. I hear yelling, they certainly could not be directing their agitation towards me. I look over and observe both young men as they look up and directly at me, they each render a fine salute, give me a wave, and sped off.

I realize that I had recently replaced my old Vietnam rear window sticker with a new one and have my Purple Heart tag showing on my back bumper. I'll admit to having a slight chill run down my spine, and it took me a minute to recover. I was struck by the moment thinking that someone remembered who we were. Two fine young men driving a little car playing some classical modern music had cared enough to salute an old man with a sticker on his truck commemorating an event of 40 years ago. As I look back, I guess the music was not really that loud, kind of a catchy tune, something about killing but I'm not really sure. Couple of America's finest I'd say, probable on their way to pick up their mothers, go to church, or something like that.

Oh by the way, not one soccer mom, old lady in a Lexus, truck drive nor anyone of the several hundred other vehicles I happened to have been on the road with showed any sign or acknowledged my presence, just two young men in a low riding car playing loud ghetto music and who today made a difference.



## NEW BALL CAPS

We've added some great new ball caps to our catalog. All are full color 6x3" embroidered patches on high quality cotton weave caps with adjustable headband. Check out all the new ball caps online at [www.mrfa.org](http://www.mrfa.org).



## Books Available

*MRF Volumes I and II, 9th Infantry Division History Book, and Riverine Photo Album*

Recently Turner Publishing contacted the association and informed us they were no longer doing military publications. They did have some MRF Volume II and 9th Inf Div books left in stock and asked if we would be willing to purchase what they had in stock. We informed them if they would reprint so many copies of the out-of-print MRF Volume I book, we would be willing to do so.

So a limited edition of Volume I has been reprinted. After these three books are sold out by the association, there will be no more MRF or 9th Inf Div books available. We hope you will take advantage of the below offers.

It's your history we the Mobile Riverine Force Association Army and Navy are proud and honored to have been able to have these books published and made available over the years. A big thank you goes out to all who were involved in making these books possible.

Albert Moore

### "Mobile Riverine Force" Volume I (Limited Edition) \$55

Volume I was published in hardbound in 1997 and was followed up by the 9th Inf Div history book in 2000 and MRF Volume II. In 2005, all three books were well received. 192 pages, 8 1/2" x 11" Hardbound

*This book is no longer in print and once it is gone there will be no more available.*



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You played a role in documenting your history and the history of the Army-Navy Mobile Riverine Force Task Forces 117 and 194. The photos and stories you have submitted are finally in place. Volume I was a huge success. Volume II is as equal in quality.



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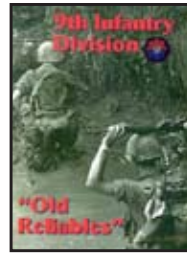
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### Riverine Photo Album By Ralph Christopher (\$33)

During the Vietnam War, the US Armed Forces began building riverine and coastal forces to combat the communist in the wetlands and coastal plains, and harbors of South Vietnam. This photo album is dedicated to all those that served in these forces and supporting units.

This is an excellent 8 1/2 x 11, 70-page book with 400 pictures in full color and printed on acid free paper, with a glossy soft page cover printed in the U.S.

Operation Market Time -- Operation Game Warden -- Mobile Riverine Force--9th Infantry Division-- Mine Sweeping Boats -- IUWG -- Seawolves Hal-3--Harbor Clearance Unit (1)--Seabees--SEALs -- Coast Guard--USO SHOW Bob Hope -- Xmas party Dong Tam Orphanage -- Red Cross -- The Brass -- STABS -- Sea Float -- Black Ponies--NSA--and assorted number of pictures of the different ships and bases of the forces.

*All-in-all this is an excellent book with great pictures. Ralph did an outstanding job with the Riverine Photo Album; it will make a great keepsake or gift.*

Albert Moore

### How to Order the Books

Indicate book title and make check or money order payable to MRFA for \$55 for each Mobile Riverine Force Vol I or II, or 9th Infantry Division books or \$33 for the Riverine Photo Album. This includes shipping and handling. Send to MRFA products chairman, Bob Van-Druff, 2906 SE Starlite Dr., Topeka, KS 66605; 785-267-1526; e-mail: bvdmrfa@cox.net.

## Vietnamese MRF

*The below information came from my VN Swifty friend, Toi Dang. It sheds light on the numbering of various VN boat divisions and a patch one of the members wanted to know the meaning of.*

Don Blankenship

Don,

I am surprised that you got that patch. For sure it's a patch for Vietnamese' Mobile Riverine Forces. To interpret the wordings, I want to provide you with a bit of history of the SVN's MRF.



1. When I joined the SVN in 1968, there were a few units of the MRF and they consisted mainly of the French-era leftover river gunboats. These units were named Giang Doan Xung Phong (GDXP) "Riverine Assault Groups". You may be familiar with some of the units' numbering system: GD 23 and 31 serving My Tho, GD 33 and 31 serving Vinh Long, GD 27 serving Nha Be (Cat Lai).

2. In about 1969, there were a new group of MRF came into service; they were using our "modern-time" gunboats (monitors, etc.). The new units of this group were named Giang Doan Thuy Bo (GDTB) "Riverine Water/Land Groups". This group was assigned the numbering system as GD 70, 71 72 ... 76. Areas of responsibility for this group were mainly Rach Gia and the U Ming, sometimes I ran into them in Nam Can (Ca Mau). Their headquarters was in Rach Soi. At about this time, PBR units came into play and they were named Giang Doan Tuan Tham (Riverine Patrol and Survey Gathering).

3. After 1969, a newer group came into service; they were using basically the same type of boats as the GDTB plus some newer ones, such as Zippo, etc. The units of this group were named Giang Doan Ngan Chan (GDNC) "Riverine Stopping/Disrupting (enemy)". This group was assigned the numbering system of GD 40, 41, 42, 43, 44, and 45 (possible there was also unit 46). This group was truly the "Mobil" Riverine because its units were all over the Delta. Wherever things got hot and heavy, they would be assigned to that area.

Now to the interpretation: GDNC 40 is Giang Doan Ngan Chan (GDNC) "Unit 40 of the Riverine Stopping/Disrupting (enemy) Force". Obviously this unit is the first unit (oldest) of this group. Thang Khong Kieu: Not becoming complacent in victory. Bai Khong Nan: Not becoming distress/despair in defeat.

Sorry for the long-winded answer; the interpretations were to-the-letter so some of them may be confusing especially the interpretation of the meaning of the groups' names.

Take care and happy belated New Year,

Toi

**PLEASE NOTE: YOUR MEMBERSHIP EXPIRATION DATE IS printed on the front of your issue of River Currents.**

# TAPS *Tribute to a Fallen One*

*What moves through you is a silence, a quiet sadness, a longing for one more day, one more word, one more touch, you may not understand why he left this earth so soon, or why he left before you were ready to say good-bye, but little by little, you begin to remember not just that he died, but that he lived. And that his life gave you memories too beautiful to forget. May your family and friends comfort you in this time of great loss.*

## Remembering Vietnam Veterans

Over 2.6 million served

Over 58,000 gave their lives

They fought for freedom

They fought with honor

In the end they fought for one another

Member **Buddy (James) Hood** passed away December 20, 2008, following major surgery from complications of a tumor in his liver which 70% had to be removed. Buddy served on the USS White River LSMR-536 (1967-1969). You may contact the family c/o Vicki Hood, 311 Wellington Way, Central, SC 29630, 864-654-7726. Thanks again for everyone's prayers and well wishes. We know he is at peace now and that he won't be struggling through a painful recovery, chemo, and worry over possible recurrence. Love, The Hood family

One of the best, God Bless you, Buddy.

Jim Jordan

**Wes Sade** passed away the first week of December 2008. Wes served in C Co 4th/47th 9th Inf Div (67-68). Wes was living in Topeka, Kansas, at the time of his passing. For more information, you may contact Son Brett Sade, 1004 Church St., Neodesha, KS 66757, 620-325-2256. May our Brother rest in peace.

Member **Edward Rafferty** A Co 2nd/47th Inf (06/68-05/69) died July 5, 2008. Contact the family c/o Virginia Rafferty, 235 Bellewood Dr, Aiken, SC 29303-2844, 978-337-5273.

Member **Dennis Lee Dooley, Jr.** recently passed away. Dennis served on the USS Pitkin City LST-1082 (69-71). You may contact the family c/o Marla Dooley, 14119 Pheasant, San Antonio, TX 78223, 210-635-7188, Dudjr55@yahoo.com. May our Brother rest in peace.

**Terry L. Allen Sr.** passed away January 29, 2006, from cancer agent-orange related. Terry served in B Co 3rd/47th 9th Inf Div (1/67-1/68). You may contact the family c/o Ruth Allen, 843 Mineral Springs Rd., West Seneca, NY 14224, 716-826-6482. May our Brother rest in peace.

**William Graessle** passed away April 2001. He put 22 years into the active Navy and 20 more years into Civil Service in the field of Navy Education and Special Warfare. You may contact the family c/o Rita Graessle, 608 Old Post Rd, Virginia Beach VA 23452. SK1 William Graessle spent his tour in Vietnam in the Supply Center at Binh Thuy keeping track

of our STAB spare parts.

**Colonel William T. "Tom" Leggett, Jr.** (USA Ret.) passed away June 9, 2008, from a long battle with leukemia. He was 79 years old and was born in Tarboro, North Carolina. He was a veteran infantry officer with 32 years of service, including the Korean and Vietnam Wars. While in Vietnam, he served as the Battalion Commander of the 2nd Battalion, 39th Infantry, 9th Infantry Division from February to July 1968. Then for the balance of that tour, he served as G5 of the 9th Infantry Division.

It is with a heavy heart that I must share with you that at 8:23 a.m., January 16, 2009, the passing on of a truly wonderful man, **Mike Pacholka**. He fought a long and hard battle but now God has called him home. I know for a fact that Mike is now with our Lord. Mike was the 20-mm gunner on our River Boat C-112-1 (1/67-2/68). We lived and served together for a year in Vietnam. We have spent our time in hell. Mike will be missed by so many of us. Rev Larry Lyons. You may contact the family c/o Betty Pacholka, 4239 Shawnee Trail, Jamestown, OH 45335, 937-675-6142.



Member **Hugh Young** recently passed away. Hugh served with the 9th Inf Div MID (11/68-10/69). You may contact the family c/o Marla Young, 1209 Norwalk Rd Apt 17, Philadelphia PA 19115-2031.



Member **Mike Salaba** passed away February 2009 after a long fight with kidney cancer. While in Vietnam, he served as a .50 caliber machine gunner aboard A-112-4 in River Assault Squadron 11. Towards the end of his tour in February 1969, Mike

was medically evacuated after taking a devastating hit in his shoulder. You may contact the family c/o Lurae Salaba, 1318 James Street, Fairfield, CA 94533, 707-426-1090, 8baldu@sb-cglobal.net.

"Another Muddy Water Brother makes it back to the Big Blue. It took me 35 years to find him again and then only through the efforts of the MRFA. Since our first reunion together 5 years ago, we've enjoyed many more. For all who remember him, Mike was a big man, with an even bigger heart, I will miss him greatly "Guns Up" Mike, blue water ahead....."

Christopher Emerson, CWO USA (Ret) - (RM3-the voice of Plain Genius A-4)

Member **John Gilhooley** passed away. He was stationed on the USS Westchester County (12/66-02/68). You may contact the family c/o Mrs. Gilhooley, 5409 Sunfield Ave, Lakewood CA 90712-1853, 562-634-2380.

*May our brothers rest in peace.*

# In Memory Of

*This section is for the members who wish to sponsor the MRFA by placing a notice in memory of one their fallen comrades. In some cases the name of the sponsor will precede the name of the person who was KIA, or has passed on since Vietnam. It's \$25 for 4 issues.*

- G. Edward Arledge for LCDR Loren Cobb, USN Executive Officer and Commanding Officer of USS Indra ARL-37  
Jerry Bogart for Jack Bogart USS Tom Green City LST 1159 12/22/06  
Maj/General Lucien Bolduc, Jr. USA (Ret) for Guy Tutwiler  
Bill Brennan for Tom Swanick GMG3 USS White River LSMR-536  
Brothers of the 2nd/47th Inf for all Army and Navy KIAs  
Frank Buck for son Frank H. Buck ENFM USN T-92-10 KIA 12/28/67  
Lee Connell for David Wilson 2nd/60th KIA 08/05/69, Timothy Shelton 4th/39th KIA 06/25/69, Steven Murray 4th/39th KIA 05/26/69, Harvey Crabtree 2nd/4th Arty KIA 06/19/69, Dennis Mattox 1st/501st 101st Abn KIA 08/23/69  
Gene Cooper for Steve Brichford FT2 68/69 and Jerry Roleofs 67-68 USS White River LSMR-536  
Janice Dahke for son Randy Mueller D Co. 2nd/47th KIA 03/03/69  
Ted Fetting B Co 2nd/60th Inf. 10/67-2/68 for all from B Co. 2nd/60th and KIA 2/2/68 Fred Jansonivis (ND), Eloy "Stevie" Le Blanc (CA), and Roy Phillips (IL)  
Nan Fulton for Lt/Gen Bill Fulton Cdr 2nd Bde Asst Div Cdr 9th Inf Div (1966-68)  
Ray Funderburk for LTC John B. Tower CO 2nd/47th Inf  
David Hammond for Lt Willie Kitchen C Co 3rd/47th (1967/69) killed in an automobile accident 1992  
Jeffie Hanks for Seaman John E. Hollis died 11/11/70 Kien Phong  
David Lynn for Howard Burns (QM2), Robert Couchet (SM2), and Herman Miller (GM3) 08/11/68 UWG-1-3 Qui Nhon  
Richard MacCullagh for John Phillips HMC and Rene Petit, LT, Chaplain  
Lee "Tex" McKean GMG2 for James "Buddy" Hood GMG2 USS White River LSMR 536  
Men of C Co 4th/47th 1967 for our Brothers KIA 03/19/67 Benito Alaniz; MIA 04/09/67 Ronald P. Schworer; KIA 04/13/67 Charles "Duffy" Black; KIA 05/15/67 Donald M. Peterson; KIA 06/19/67 Robert J. Cara, Robert J. Jindra, Timothy A. Johnson, Forrest L. Ramos, Cameron A. Rice, David A. Robin, Sheldon B. Schulman, Hubert J. Fink, Kenneth D. Frakes, William M. Geier, John L. Winters; KIA 07/11/67 Marion "Butch" Eakins, Elmer F. Kenney, Harold W. King, Philip A. Ferro, George E. Smith; KIA 07/29/67 Cecil B. Bridges; KIA 09/29/67 James M. Sunday; KIA 10/06/67 Gale A. Alldridge, Danny D. Burkhead, Charles W. Davis; KIA 11/10/67 Charles W. Grizzle; and KIA 05/06/68 John T. Hoskins  
Adam Metts for Donald L. Bruckart T-111-2 KIA 03/31/69  
VP Roy Moseman for Oscar Santiago C-2 4th/47th (10/67-10/68)  
Jasper Northcutt for SSGT Henry T. Aragon B-2 2nd/47th KIA 08/23/67, SGT James E. Boorman B-2 2nd/47th KIA 08/27/67, SP4 James D. Bronakoski B-2 2nd/47th KIA 04/27/67, SP4 Michael G. Hartnett B-2 2nd/47th KIA 04/27/67, SGT William D. Mize B-2 2nd/47th 5th/60th KIA 10/28/67, CPL Harold K. Southwick B-2 2nd/47th Inf KIA 03/02/67 (first KIA in B Co. 2nd/47th in Vietnam), and PFC Robert C. Voltz B-1 2nd/47th Inf (Mech) KIA 3/11/67 (first KIA 1st Platoon B Co. 2nd/47th in Vietnam)  
Dave Remore for Paco 3rd/60th Inf KIA 05/02/67 and Bandido Charlie 5th/60th Inf KIA 07/30/67  
Tom Sanborn for Spec4 Thomas H. Williams A Co 4th/47th Inf KIA 08/24/68 near Kia Lay, Spec4 David Thornton A Co 4th/47th Inf KIA 11/07/68 on Toi Son (VC) Island, and 1st Lt James L. Tarte A Co 4th/47th Inf KIA 8/24/68 near Kai Lay  
Chet "Gunner" Stanley for all the USN and USA KIAs of the MRFA (67-70)  
Robert Sutton for LT James Frost Vin Te Canal Chau Duc KIA 11/69  
Robert Thacker for Earl T. Pelhan Jr. SSG KIA 15th Combat Engineers  
Sgt. Okey Toothman for Sgt Sam Saavedra 3rd/47th and Sgt Booker T. Myles 3rd/47th  
Steven Totcoff for brother CPL Dennis S. Totcoff B Co 3rd/47th KIA 5/2/68  
USS Guide MSO-447 for Shipmate and Brother Harold Foster Tommy Walker USS Haverfield DER 393 (12/63-07/67)  
Ronald Wallace for all those lost in 3rd/47th

# GET WELL WISHES

Brothers,

Talked to Mitch and Debbie a couple of nights ago. Goes to see the oncologist Monday to determine treatment for the cancer. Has been seeing speech therapy regularly. The surgery damaged his vocal cords somehow and he has to basically whisper and it affects his swallowing as well. Being fed via tube still. No pain, thankfully. Both are very grateful for your prayers, e-mails of encouragement, etc. They feel the choice of physi-

cians and the hospital was the best.

Still much treatment, healing and recovery to go and has a long road ahead. But, thankfully, Mitch has come this far and his spirits are good. He values you, his VN brothers and your support. You may contact Mitch and Debbie c/o 166 Millwood Ln., North Augusta, SC 29860; 803-279-0371; mitchperdue46@hotmail.com Mitch served in B Co 3rd/60th (1968).

Jim Johnson, Chaplain HQ Co 3/60 (67-68)

To Jessie Turner wife of member Dean "Fritz" Turner whom served on the USS Brule

AKL-28 (1966-68). Jessie is recovering from her second open heart surgery. We wish her all the best in her recovery. You may contact Jessie and Fritz c/o 8700 N. West Lane, Stockton, CA 95210, 209-476-0307, deanturner@sb-cglobal.net.

Thanks to all the guys that sent me cards and good wishes. I had my second heart transplant last year and my first one was in 1987.

Thank you  
Bill Lueck A-151-1 (10/68-09/69)

## MRFA Catalog Products **LIMITED EDITION BOOKS NOW AVAILABLE! (SEE PAGE 9)**

**T-Shirts** All shirts \$22.50 (includes S/H)

ITEM DESCRIPTION	QTY	SIZE
<b>SCREEN PRINTED LOGOS</b>		
Vietnam Combatant Craft Crew (VCCC) (Silver Insignia on White) <b>NEW!</b>		
<b>FULLY EMBROIDERED LOGOS</b>		
2nd/47th (Mech) Infantry (Ash)		
9th Infantry Div. Logo (Dark Blue)		
Brown Water Navy Vietnam (Brown Logo; Dark Blue)		
Combat Action Ribbon (Tan)		
Combat Infantry Badge (Ash)		
MRFA Army and Navy (Ash)		
River Assault Force TF 117 (Ash)		
<b>BOATS (Ash Color)</b>		
ASPB		
Monitor		
Tango		
<b>TOTAL T-SHIRTS x \$22.50 EACH</b>	<b>TOTAL \$</b>	

**Embroidered Patches \$5.00 (includes S/H)**

ITEM	QTY	ITEM	QTY
9th Infantry Div.		Brown Wtr Navy	
IUWG		MRFA	
MRFA Mekong Delta		River Raiders	
River Rat		TF 117	
RivRon 9		RivDiv 91	
RivDiv92		RivDiv 111	
RivDiv 112		RivRon 13	
RivDiv 131		RivDiv 132	
RivRon 15		RivDiv 152	
RivDiv 153		ASPB Div 595	
47th Inf. <b>NEW!</b>		39th Inf. <b>NEW!</b>	
60th Inf. <b>NEW!</b>		VCCC Brown Water	
VCCC Patch In Five Colors <b>NEW!</b>			
VCCC MRF Silver <b>NEW!</b>			
Other: (See our website <a href="http://www.mrfa.org">www.mrfa.org</a> for complete listing!)			
<b>TOTAL PATCHES x 5.00 EACH</b>	<b>TOTAL \$</b>		

**NEW! Jumbo 9" Embroidered Patches \$23.50 (includes S/H)**

ITEM	QTY
MRFA (Full color, 9")	
MRF (Full color, 9")	
9th Infantry Division (Full color, 9")	
<b>TOTAL PATCHES x 23.50 EACH</b>	<b>TOTAL \$</b>

**Hat Pins \$5.00 (includes S/H)**

ITEM	QTY	ITEM	QTY
3rd/60th Riverine		39th Inf Crest	
47th Inf Crest		60th Inf Crest	
9th Inf Div		Brown Water Navy	
IUWG-1		MRFA	
RivAssault Sqd 15		RivDiv-91	
RivDiv-92		RivDiv-111	
RivDiv-112		RivDiv-131	
RivDiv-132		River Raiders <b>NEW!</b>	
River Rat <b>NEW!</b>		USS Benewah	
USS White River		Purple Heart <b>NEW!</b>	
U.S. Army <b>NEW!</b>		U.S. Navy <b>NEW!</b>	
Vietnam Service Medal <b>NEW!</b>			
<b>TOTAL PINS x \$5.00 EACH</b>	<b>TOTAL \$</b>		

**SAVE 20% ON MRFA AND 9TH INFANTRY DIVISION T-SHIRTS**

**Commemorative Coins \$10.00 (includes S/H)**

ITEM DESCRIPTION	QTY
Purple Heart	
Vietnam Service Medal	
U.S. Army	
U.S. Navy	
<b>TOTAL COINS x \$10.00</b>	<b>TOTAL \$</b>

**VCCC Pin \$7.50 (includes S/H)**

ITEM DESCRIPTION	QTY
Vietnam Combatant Crewman Pin	
<b>TOTAL PINS x \$7.50 EACH</b>	<b>TOTAL \$</b>

**DVD 60 MIN. \$30.00 (includes S/H)**

**FORCES AFLOAT (RARE COMBAT FOOTAGE)**

ITEM DESCRIPTION	QTY
Full Color MRF & 9th Infantry Division DVD	
<b>TOTAL DVDS x \$30.00 EACH</b>	<b>TOTAL \$</b>

**MRFA Coffee Mug \$30.00 (includes S/H)**

**PERSONALIZED FULL COLOR CERAMIC MUG**

ITEM DESCRIPTION	QTY
Member's Name (max. 20 characters & spaces)	
Member's Rank or Rate (max. 4 character & spaces)	
Command in Vietnam _____ Army Navy USCG Purple Heart	
<b>TOTAL MUGS x \$30.00 EACH</b>	<b>TOTAL \$</b>

**Embroidered Hats \$21.50 (includes S/H)**

ITEM DESCRIPTION	QTY
2nd/47th Infantry	
9th Infantry Division Logo (Dark Blue)	
9th Infantry Div with CIB Vietnam (Olive Drab) <b>NEW!</b>	
9th Inf Div with Vietnam Ribbon VN (Olive Drab) <b>NEW!</b>	
CIB (White)	
Combat Medic w/Insignia (Black)	
9th Medical Battalion (Dong Tam)	
IUWG	
MRF w/Combat Action Ribbon Vietnam (Olive Drab)	
MRF w/Vietnam Ribbon Vietnam (Olive Drab)	
MRFA Logo (Dark Blue)	
US Navy Corpsman Vietnam Vet with Insignia	

**Purple Heart (Off White Blue Bill)**

Purple Heart with 9th Infantry Division	
Purple Heart with MRF	

ITEM	QTY	ITEM	QTY
<b>Ship's Hats (Dark Blue) Gold lettering showing ship's name with "Vietnam" text, and USS...</b>			
Askari ARL-30		Brule AKL-28	
Benewah APB-35		Indra ARL-36	
Carronade IFS-1		Mark AKL-12	
Colleton APB-36		Satyr ARL-23	
Krishna ARL-38		Sphinx ARL-24	
Mercer APB-39		Nueces APB-40	
White River LSMR-536			
<b>TOTAL HATS x \$21.50 EACH</b>	<b>TOTAL \$</b>		

**Book \$28.50 (includes S/H)**

**VIETNAM STUDIES, RIVERINE OPERATIONS, 1966-69**

ITEM DESCRIPTION	QTY
By Lt. Gen. William B. Fulton (USA Ret.) 9th Infantry Division, Vietnam. 210 pp with Pictures and Maps.	
<b>TOTAL BOOKS x \$28.50 EACH</b>	<b>TOTAL \$</b>

**Histories \$55.00 (includes S/H)**

**Mobile Riverine Force Volumes I and II, 9th Infantry Division**

ITEM DESCRIPTION	QTY
Limited Edition Books by Turner Publications. Full color detail. Get Yours Before They're Gone!	
<b>TOTAL BOOKS x \$55.00 EACH</b>	<b>TOTAL \$</b>

**Pictorial \$33.00 (includes S/H)**

**Riverine Photo Album**

ITEM DESCRIPTION	QTY
By Ralph Christopher. Full color detail.	
<b>TOTAL BOOKS x \$33.00 EACH</b>	<b>TOTAL \$</b>

**MRFA Bumper Sticker \$7.50 (includes S/H)**

**HIGH QUALITY VINYL, FULL COLOR, 12" x 3"**

ITEM DESCRIPTION	QTY
MRFA & 9th Infantry Division Logos	
<b>TOTAL BUMPER STICKERS x \$7.50 EA.</b>	<b>TOTAL \$</b>

**High Quality Decals \$5.00 (includes S/H)**

ITEM DESCRIPTION	QTY
9th Infantry Div Octofoil (Five Colors)	
MRFA Logo	
<b>TOTAL DECALS x \$5.00 EACH</b>	<b>TOTAL \$</b>

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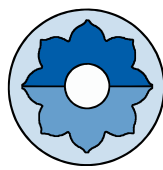
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Co Van My TF-115.3.7 Cat Lo  
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Lynden R. Noe USS Benewah (04/69-12/69)  
Jasper Northcutt B Co 2nd/47th Mech Inf (11/66-5/67)  
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Christopher Olsen T-131-8 (05/68-05/69)  
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Joseph K. Rosner RivRon 15 M-6  
Bonni Rosner Associate Member  
Tom Sanborn A Co 4th/47th Infantry (06/68-06/69)  
Norman Saunders B Co 3rd/39th Inf (1/69-8/69)  
Elbert Sawley, Jr. USS Mauna Loa (1967-68)  
Harry David Schoenian C Co 4th/47th Inf (7/68-7/69)  
Jerry (Doc) Schuebel B Co. 3rd/60th Inf  
Col Sam L. Schutte USA (Ret.) B Co 4th/47th Inf (VN)  
Jerry J. Shearer C Co 2nd Plt 3rd/60th Inf  
Joseph Shedlock A-152-4 (10/68-07/69)  
Richard Simpson "Mule" C Co 3rd/47th Inf 9th Inf Div (05/67-05/68)  
William Sinclair CDR USS White River (04/65-02/68)  
Terry Sloat RivAstSqd 11 (12/68-4/69)  
Br/Gen Douglas Smith USA (Ret.) Cdr 2nd/47th (Mech) Inf  
Timothy R. Smith D-5 3rd/39th Inf. (01/69-06/69)  
Marc Spilberg 4th/47th (1968-69)  
Chet "Gunner" Stanley C-111-1 and M-111-3 (1966-68)  
John F. Stone USS Harnett Cty LST-821 (08/68-05/70)  
Alan Strickland A Co. 2nd/47th Mech Inf  
John P. Sturgil USS Colleton APB-36  
Robert Sutton RivRon 9 M-92-2, Z-92-11, and R-92-1 (11/68-05/69)  
William Tamboer T-151-9 (05/68-06/69)  
Harley G. Timmerman T-132-10 (06/68-06/69)  
Hai Tran South Vietnamese Navy (2007)  
LCDR Lewis Turner CO USS Nueces (06/68-06/69)  
Erol Tuzco A Co. 3rd/60th Inf (1968-69)  
USS Terrell Cty LST-1157  
Ernest Valdez B-4 3rd/39th Inf (11/67-11/68)  
Bob and Nancy VanDruff T-91-5 and T-92-4  
Ron and Judy Wallace 3rd/39th Inf (05/66-08/67)  
Gary Weisz A-91-4 (10/67-07/68)  
Stephen G. Wieting USS Benewah APB-35 (11/66-2/68)  
George Wilfong USA (Ret.) A Co. 4th/39th Inf  
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