

THE CREW'S BOOK

1968





FOREWORD

The war in Vietnam is mostly a land war, and the role of the U. S. Navy in Vietnam has often been underestimated when compared to the accomplishments of the relatively larger army and Marine Forces. The enemy has no organized Navy and the U. S. Navy has had no large scale battles like Midway or Leyte Gulf. But the Viet Cong do depend on Vietnam's numerous inland waterways and long coastline for supply and logistical support. The Navy has adapted itself to these new conditions and has hampered the movement of enemy troops and supplies in the Republic. Along the coast, destroyers, minesweepers, and swift boats accomplish the Navy's mission. On the Mekong Delta's rivers and canals, the River Patrol Boats and LST's of Operation Game Warden do the same job. These two operations have effectively prevented the V. C. from operating where and when they choose, by cutting their source of supply and man power.

After the Navy solved the problem of stopping V. C. movement on the waterways, it took to the offensive with the creation of a river assault force designed to strike at the Viet Cong in his well-defended strong holds in the Mekong Delta. The Mobile Riverine Force consists of U. S. Army battalions, transported by small, heavily armed Navy assault craft which are operationally controlled and supported by several base ships on the larger branches of the Mekong. This highly mobile force was able to move rapidly to prevent V. C. takeovers during the TET offensive and then these same units continued to strike at the V. C. in locations which the V. C. formerly considered safe from attack.

The Navy realized that it would take a special type of ship to serve as base of operations for the river forces. The ship had to have the ability to control and communicate with the forces in the field, and it must also be able to support them when they returned from operations. It had to have the capability to feed, berth, and provide essential services for 1000 embarked personnel. This ship had to be large enough to provide supplies and ammunition for a battalion of soldiers and a squadron of river boats. The same ship had to be capable of defending itself in a war zone. And finally the ship had to support a field hospital and have the capability to land Medical Evacuation helicopters. The Navy decided to make extensive modifications to several barracks ships that were to become the backbone of the Mobile Riverine Base, and by 1967 these ships were operating in the Republic of Vietnam.

USS COLLETON (APB 36) is one of the ships that comprise the riverine base of operations for the assault forces. The history of the COLLETON in Vietnam is recorded in her logs, and it is a record of achievement that is a credit to the Navy. But the story that needs to be told is the story of the men of the COLLETON.

The crew of the COLLETON is a tightly knit group, bonded together by shared moments of great excitement and occasional danger, and by long hardworking hours together in the tropical heat of South Vietnam. The men of the COLLETON worked unsparingly to accomplish all assigned tasks and more. These same men were also able to react quickly and forcefully to any threat mounted by the enemy against the Mobile Riverine Base.

The events of 1968 will not be soon forgotten by any of the officers and men of the COLLETON. Those who took part in the reaction to the Viet Cong terrorism in the cities during TET, will remember how the flotilla moved all over the Delta to counter any attacks mounted by the V. C. Ben Tre, My Tho, Vinh Long, and Can Tho all remained secure because ships like COLLETON were able to deliver the force needed to repulse the enemy. The crew will be able to remember trips to Ben Tre and Can Tho over waterways never previously navigated by American Naval vessels. None of the men of the COLLETON will forget the rocket and recoilless rifle attacks by the VC on the base ships nor will the men forget the far less exciting working parties and long dull watches. And there were pleasant events to remember also, such as beer on the pontoon on a hot delta afternoon, the stormy ten-day trip to Japan, and the good times on the beach in Sasebo.

This Crew's Book is being published, therefore, so that the men of the COLLETON can better appreciate the job they did and what they accomplished in 1968.

EDITOR LTJG J. J. FRANCONERI

ASS' t EDITOR YNI V. S. PINKHAM

LAYOUT EDITOR PN 3 B. A. HENDERSON

WRITERS : LTJG F. T. LACHAT

PN 2 T. L. BENNETT

DATELINE ...

SUBIC BAY



DATELINE SUBIC BAY

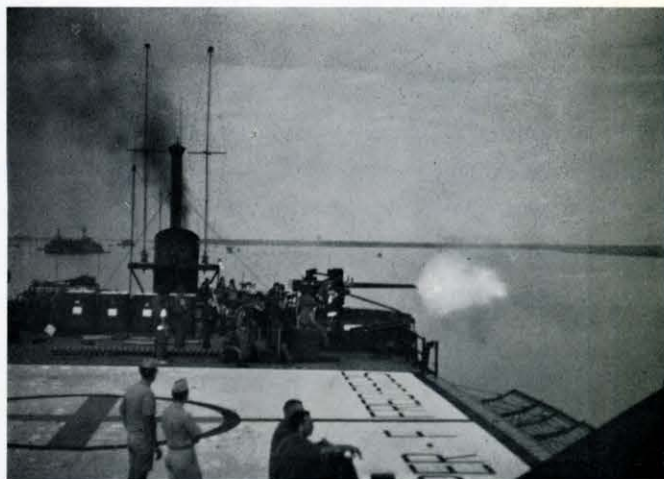
On 19 December 1967 the COLLETON got underway for Subic Bay, Philippines after eight months of operations in the Mekong Delta. The ship was scheduled for a 3 week yard period during which a completely equipped, modern medical facility was to be added and 3 A/C Generators replaced. This was a tremendous task to be accomplished in such a short period.

For the first time in months the crew enjoyed liberty. A ship's party was held on two nights so all hands could participate. Every member of the crew was able to relax and enjoy the many recreational facilities provided by Subic Bay.

The COLLETON left Subic Bay on 16 January 1968 with "the impossible job" completed. Upon arriving in Dong Tam, Republic of Vietnam, The COLLETON rejoined the Mobile Riverine Force which was then in preparation for the "V C" TET Offensive.

DATELINE ...

TET OFFENSIVE



DATELINE : TET OFFENSIVE 1968

At the beginning of the 1968 Lunar New Year the "V.C. TET" Offensive started. The COLLETON fresh from the Subic Bay Yard Period and assigned the mission of "front line hospital ship" began intensive operations throughout the Mekong Delta.

The V.C. put on a massive show of force by infiltrating every major city in the Delta. The men of the COLLETON witnessed fierce battles by allied troops to regain lost ground and hundreds of casualties were treated as COLLETON raced from one city to another to keep pace with the often moved battle front. The Army and Navy coordinated efforts began to have its effect as the V.C. were slowly but firmly dug out, routed, killed or captured.

Through the joint effort of the Army/Navy team, the V.C. were kept at bay and after two months of constant fighting, once again the Mekong Delta was controlled by the Allied Forces. "TET" was over !



BIOGRAPHY

LCDR ALDERSON began his naval career after graduating from the Naval Academy in June 1955. His first assignment was Navigator aboard the USS SULLIVANS (DD 537). In January 1957, LCDR ALDERSON was transferred to Submarine School and upon completion went aboard the USS CORPORAL (SS 346) until December of 1958. The USS MULIPHEN (AKA 61) was his next assignment and he served as Engineering Officer until his transfer to the Naval Postgraduate School in August of 1960 where he was awarded the degree of Master of Science (Physics) in 1962. From Postgraduate School, LCDR ALDERSON was ordered to the USS ROBINSON (DD 562), where he served as Engineering Officer and Executive Officer for a period of two years. From July 1964 to December 1967, LCDR served with the U. S. Naval Radiological Defense Laboratory in San Francisco as an operations research analyst. For his efforts in the evaluation of shipboard defensive systems he was awarded the Secretary of the Navy Commendation for Achievement. Upon completion of this tour he was transferred to the USS COLLETON (APB 36) as the Commanding Officer. Recently LCDR ALDERSON was selected for Commander and has received orders to the University of California's Lawrence Radiation Laboratory at Lemoore, California.

Commander ALDERSON was married to the former Margaret A. Northrop of Washington, D. C. in June of 1955. He now makes his home with his wife, 3 sons and daughter in San Diego, California.



MESSAGE TO ALL HANDS

We have spent out year in the Republic of Vietnam in USS COLLETON learning about a new form of warfare. During the course of the year we have been challenged almost daily with the type of problems which have been without precedent for a ship of the United States Navy.

Support of 900 embarked Army and Navy personnel with all the requirements for their day to day living. Provide primary Medical Treatment for the combat casualties of the Mobile Riverine Force.

Defend ourselves and our embarked personnel from a cunning and determined enemy never more than a 1000 yards from our ship.

Maintain our ship continuously on the line without missing an operational commitment. The details of how we have met these challenges are sufficient to fill a book. The initiative and effort that went into the solutions will provide the "stuff" from which "sea stories" will be told throughout the fleet for years to come.

The performance of the officers and men of COLLETON in meeting these challenges and seeking additional ones has been attested to by the praise spoken of COLLETON by Commander River Assault Flotilla ONE, the Battalion Commanders and River Assault Squadron Commanders which have been embarked as well as the patients we have treated and the individual soldiers and sailors who have lived on board.

To this praise I add my own: Your efforts and initiative have made a difficult task easy and the impossible task only slightly bothersome. No matter what the job may be, if it requires good men, I can think of no more competent group than the COLLETON and nothing would please me more than an opportunity to serve with any and all of you in the future.

Donald M. Alden



DATELINE...

"ATTACK"

On 31 May 1968 at approximately 0040, the COLLETON began receiving direct enemy fire from the South bank near Ben Tre. It had been a quiet night, typical of the hundreds of others the Mobile Riverine Force has spent in its patrol of the Delta. LTJG John MC CONNELL was the Officer of the Deck on the Bridge, ENI MESSER was the Junior Officer of the Deck below and I was the bridge phone talker.

The ship's assigned anchorage in the vicinity of Ben Tre was first opposite a South Vietnamese Army Outpost on the South bank. This small cluster of thatched buildings with its protective series of sandbag fortified machine gun nests guarding the perimeter, was set on the shore in a small clearing, behind which was a modest patch of cultivated open land. About 50 yards directly to either side of the outpost was open, but beyond the 50 yards, dense jungle immediately sprang up forming a solid wall of vegetation. It was from the edge of this "wall" on the right side of the outpost, that the excitement originated.

At 0040 Mr. MC CONNELL was standing at the rail scanning in the direction of the outpost while I was inside the conning station monitoring the radio network. All of a sudden several things happened at once. The OOD saw a flash to the right of the outpost and instantaneously heard, as did I, the frightening whoosh of a large round going very close over our heads, and then the splash as it fell harmlessly into the water on the other side of the ship. As the second round was going over, MR. MC CONNELL was on the phone calling the Commanding Officer, Command Control and preparing to go to General Quarters. I was getting the guns of Mount 41 trained on the target, pulling on a flak jacket and trying my darndest to make the right log entries.

—continued—



NIGHT ATTACK



57 MM RECOILLESS HOLE

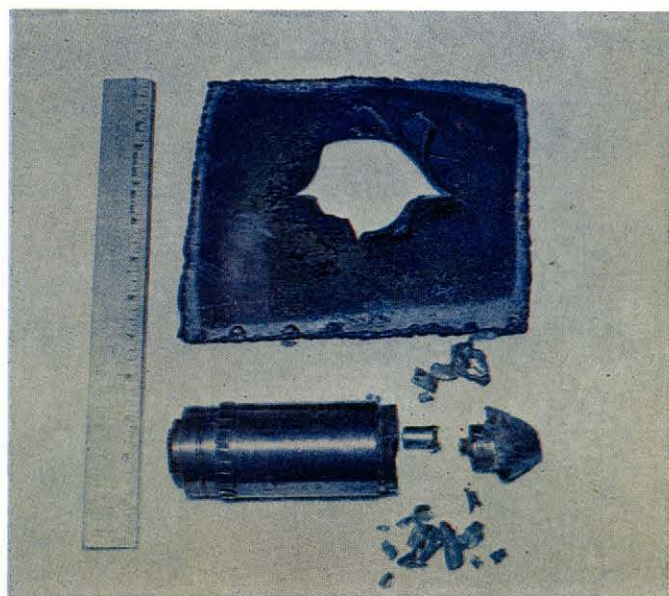
General Quarters was sounded as the sound of the third round approached, but unlike the others, it did not go over head nor splash down on the other side. Both the OOD and myself heard what we thought was a dull-thud and experienced a sinking feeling deep inside that the COLLETON had taken her first hit. We waited for the explosion which fortunately never came. Almost immediately thereafter and as 2 more rounds went across the flight deck, luckily clearing the ship, Mr. MCCONNEL and I were relieved on the bridge and went to our General Quarters station in Damage Control central.

In the space of seconds, General Quarters was set and the COLLETON's 40 MM guns were pouring a fantastic number of rounds into the spot we were receiving fire from. Soon it was over and whoever was shooting at us was either vaporized or long since departed. Later investigation revealed we had been hit in the 01 level just above the Quarterdeck by a 57 MM recoilless rifle round which penetrated the canvas awning, outer bulkhead, and on into Mr. KINARDS (Gunnery Officer) and ironically enough, Mr. MCCONNELL's stateroom lodging in Mr. KINARDS bunk about 8 inches from where his head would have been had he still been there. Estimates have it that he was 3 steps up the ladder when the round hit. None of us slept too well that night and we all will remember the night of the "Attack".

By PN2 Timothy Bennett, USNR



MR. KINARD'S RACK



PARTS OF 57 MM

DATELINE ...

UNDERWAY

TRANSITS 1968

The year of 1968 has seen the COLLETON as a member of the Mobile Riverine Force enter areas in the Mekong Delta where allied forces have never operated before.

The ability to move on short notice has enabled our joint Army/Navy force to meet the Viet Cong in their own back yard. . . and the results of these operations have greatly contributed to the pacification of these areas. The facts listed below show the transits made to various areas of the Delta, the distances traveled from out base camp at Dong Tam and the approximate travel time involved :

CITY/AREA	DISTANCE FROM DONG TOM	TRANSITS	TRAVEL HOURS	
BEN THUY	109	3*	1	
BEN TRE	26	7	3	
CAN THO	114	3	13	
CAO LANH	42	1	6	
CHO MOI	64	1**	7	
DAI DIEN	38	4†	4	* From Can Tho - 18
MY THO	7	15	1	** To Can Tho - - 15
SA DEC	34	3	5	† From Ben Tre - 18
SOI RAP/VAMCO	78	3	8	†† From Vung Liem - 18
TRA VINH	60	1 ††	1	
VINH LONG	28	13	4	
VUNG LIEM	54	1	7	

On numerous occasions the COLLETON got underway in as little as 10 minutes notice. Along with the many river transits the COLLETON shifted anchorage every night in order to thwart possible sabotage attempts by swimmers or command detonated mines.



"Depth 3 feet & Dropping"



Howdy Neighbor



You must be kidding Barney



DATELINE . . .

SLACK!



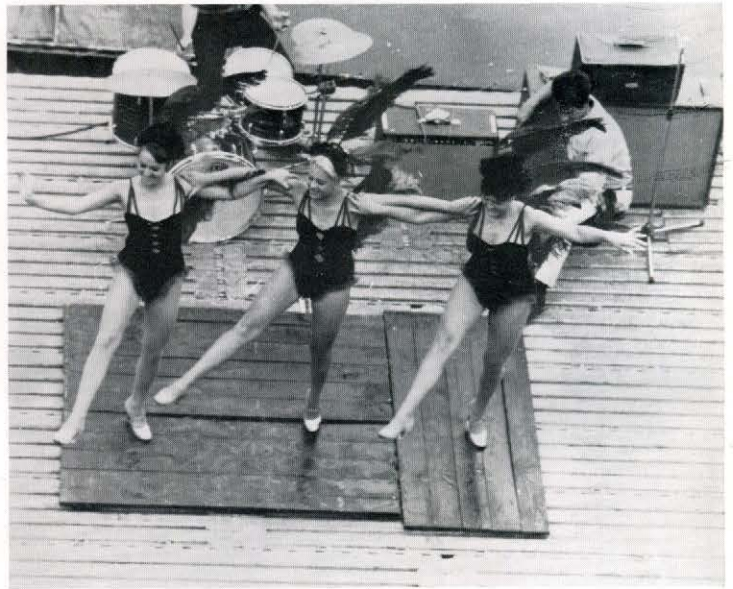
BOB HASTINGS VISITS WARD



DIANA DAWN



AUSSIES & 1 LIMEY



AUSSIES DANCE



THE SWINGER



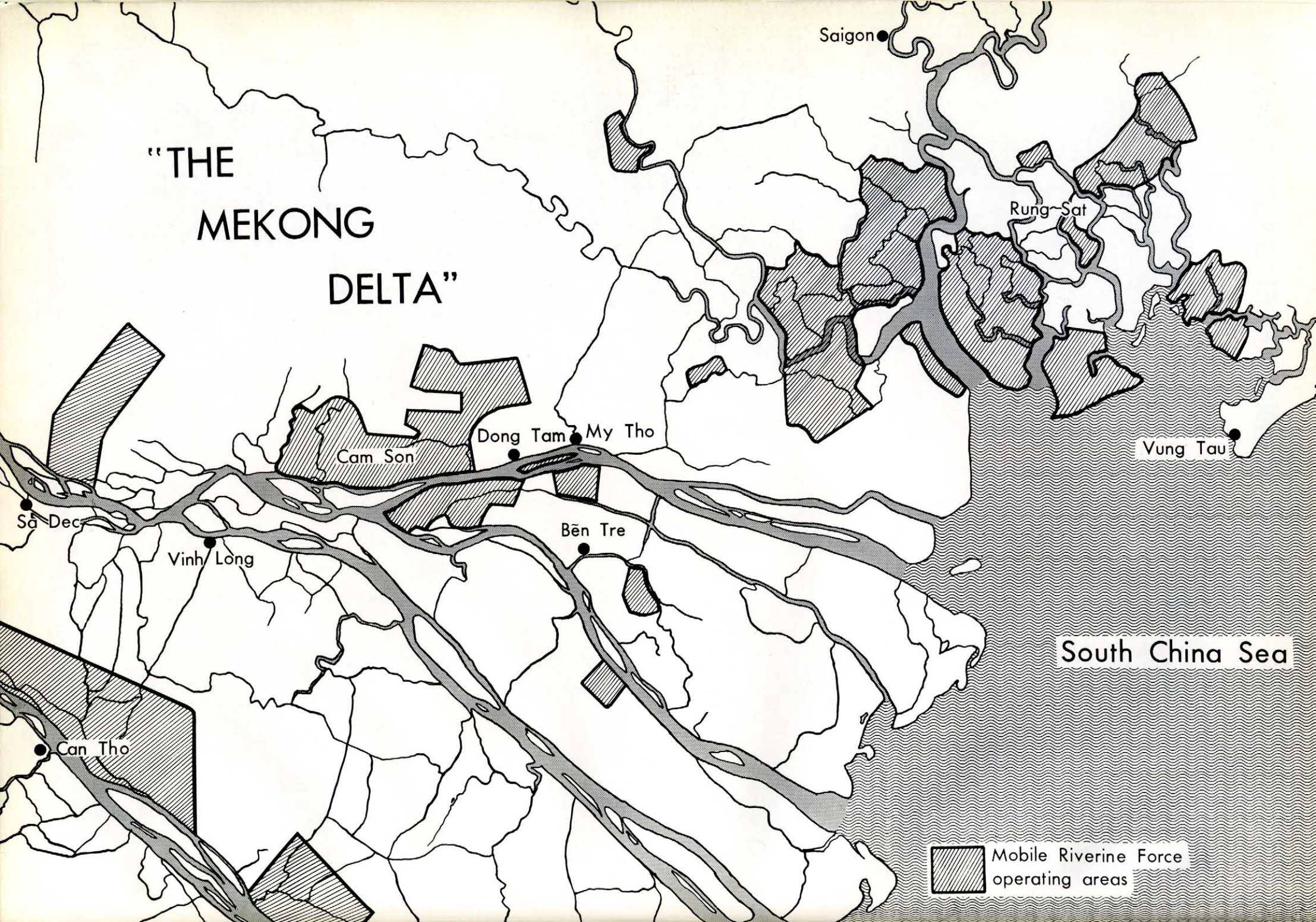
BOB HOPE



In the Course of a year in the Republic of Vietnam the Shipper of the Colleton taken great pride and pleasure in presenting his career with newly earned certificates of advancements and various awards which they have earned through these meritorious or heroic deeds. When there ceremonies occur, the Crew assembles on the flight deck in hour of the men who have accomplished and earned these awards and ceremonies.

Usually, Captain Alderson Presents the awards and upon Completion of the Ceremony takes time to inform the crews on upcoming events and given Verbal praise and congratulations to Departments and Divisions who have excelled during the past operations. Not only does the Captain enjoy the ceremonies but the crew also looks forward to these well deserved ceremonies.





"THE MEKONG DELTA"

Saigon

Rung Sat

Vung Tau

Dong Tam

My Tho

Cam Son

Ben Tre

Vinh Long

Sa Dec

Can Tho

South China Sea

Mobile Riverine Force
operating areas

MISSIONS



OUR PART ...

FURNISHING A HOME BASE



BARBER SHOP



LAUNDRY



SHIP'S STORE

WHERE THE COMFORTS OF HOME
ARE CLOSE AT HAND

SERVICES WE CAN'T DO WITHOUT

MAIL CALL



A STITCH-IN
TIME SAVES NINE

"CLEANLINESS IS
NEXT TO
GODLINESS"



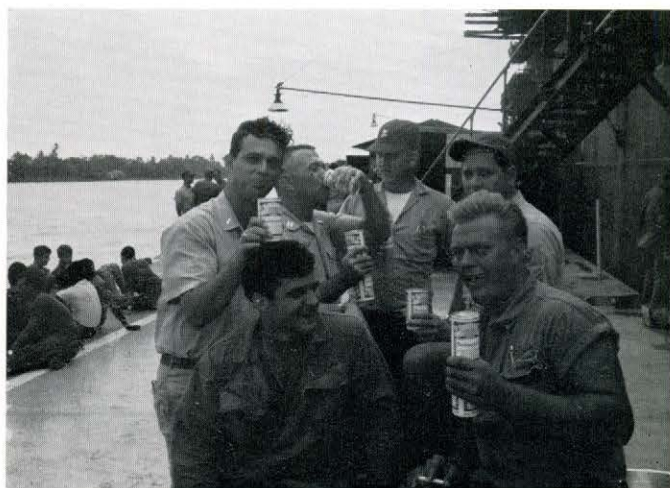
SERVICES IN ACTION



Besides light, water, food, church services, air conditioning, a weekly newspaper, up to date library, beer parties on the pontoon, medical services which are frequently extended to the People of



South Vietnam. Although these are not all the services, they are representative of what is provided to and by the crew of COLLETON.



AN OPERATION IS A JOINT EFFORT



Boats ready for debark

A joint operation consists of both Army/ Navy. The COLLETON bring the troops near the operation area and the Navy River Division troop carriers transport the Army to the battle area. These two pages depict the preparation, support and final results of such a combined effort.



A day of rest



"It's better to give than receive"



Navy awaits Army's return

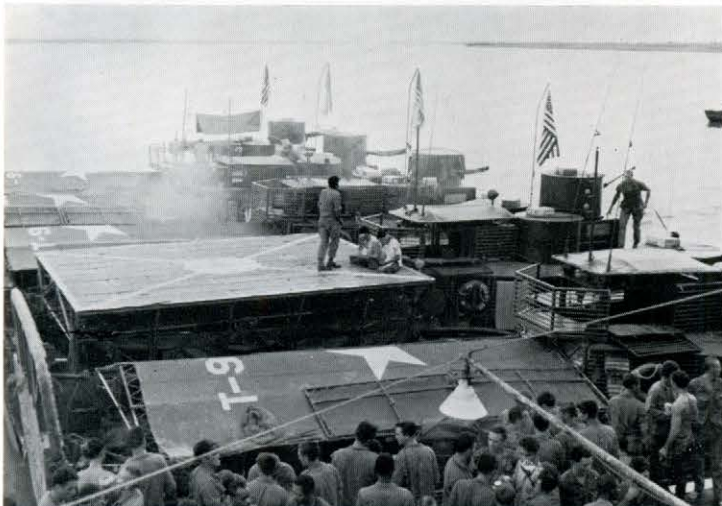




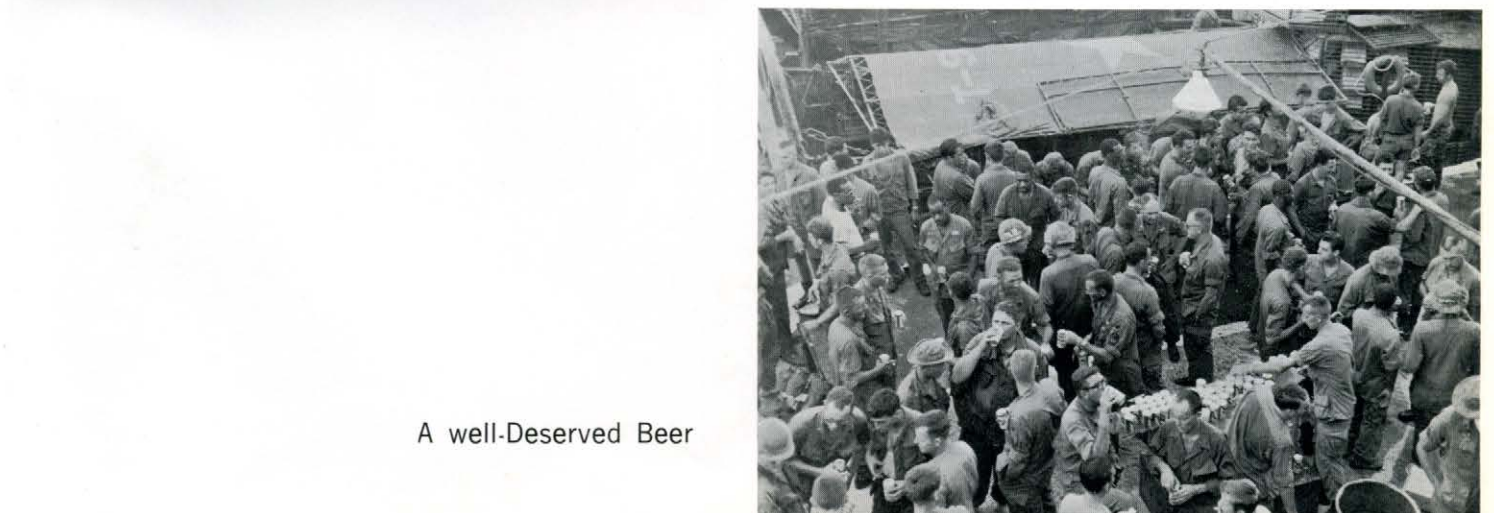
River Boats Returning After Operation



Embarkation



V. C. Prisoners Captured During Operation



A well-Deserved Beer

**A HELPING HAND THROUGH
MEDICAL AND DENTAL CARE**



His first physical exam



Gee, I wish I had used Crest



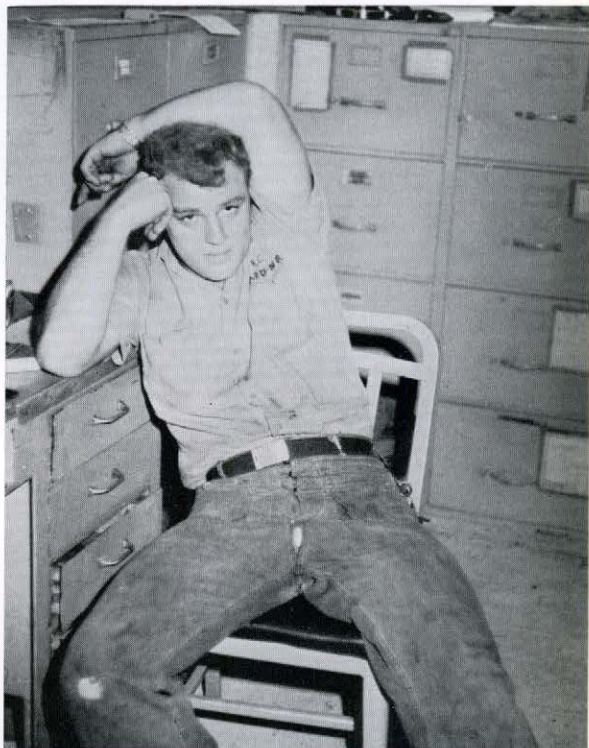
Our waiting room



Thata girl, open up wide



You gotta be tough



Sick, Sick, sick



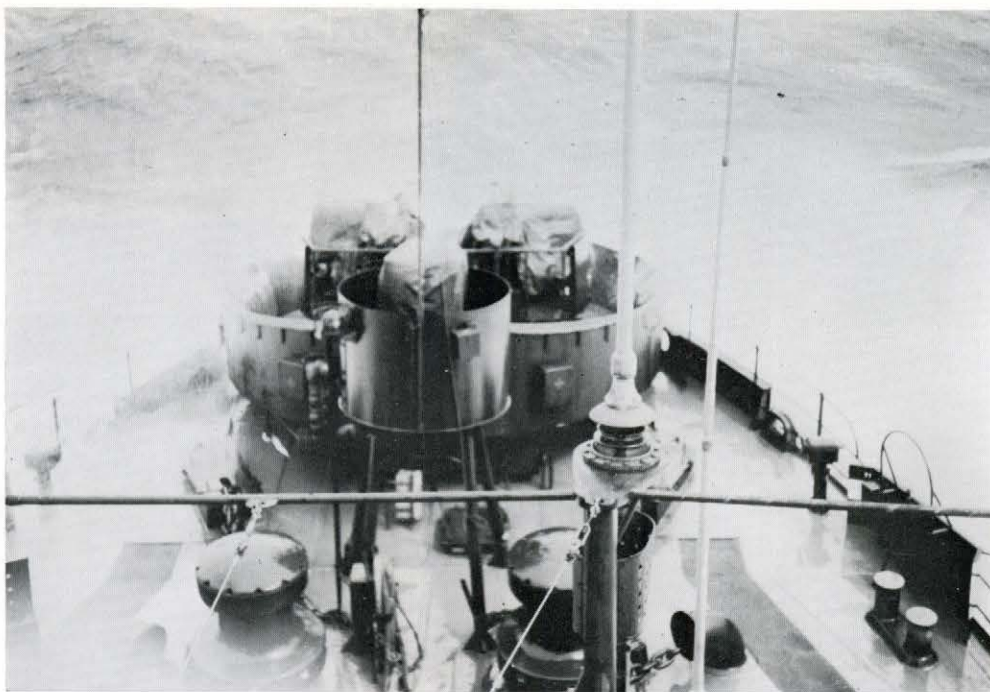
Fun at the ship's party



A swinging group



Do sea sick pills work ?



COLLETON battles heavy seas



Two of a kind



A friendship develops



"My but you're pretty"



"A blond Japanese girl?"

FLIGHT QUARTERS



Navy & Army Corpsmen await arrival of helo



Helo preparing to land on COLLETON flight deck



Crew member directs another safe landing

Helping the wounded



Off to the field



WHERE DID YOU GO ON R & R

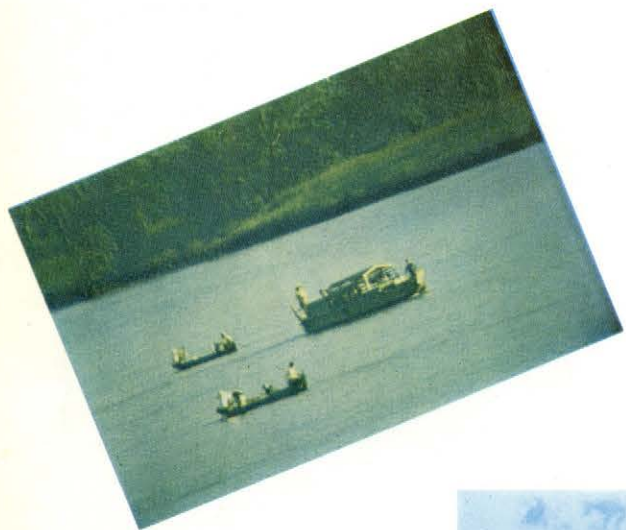
On the next two pages are pictures of the various R & R sites which are available to the COLLETON. Captions have been left out on purpose in order that you may identify them on your own.

The R & R program gives each man the opportunity to visit for 5 days a place where he can unwind and Upon his arrival back in-country, he will be rested enough to complete his tour with new vigor.



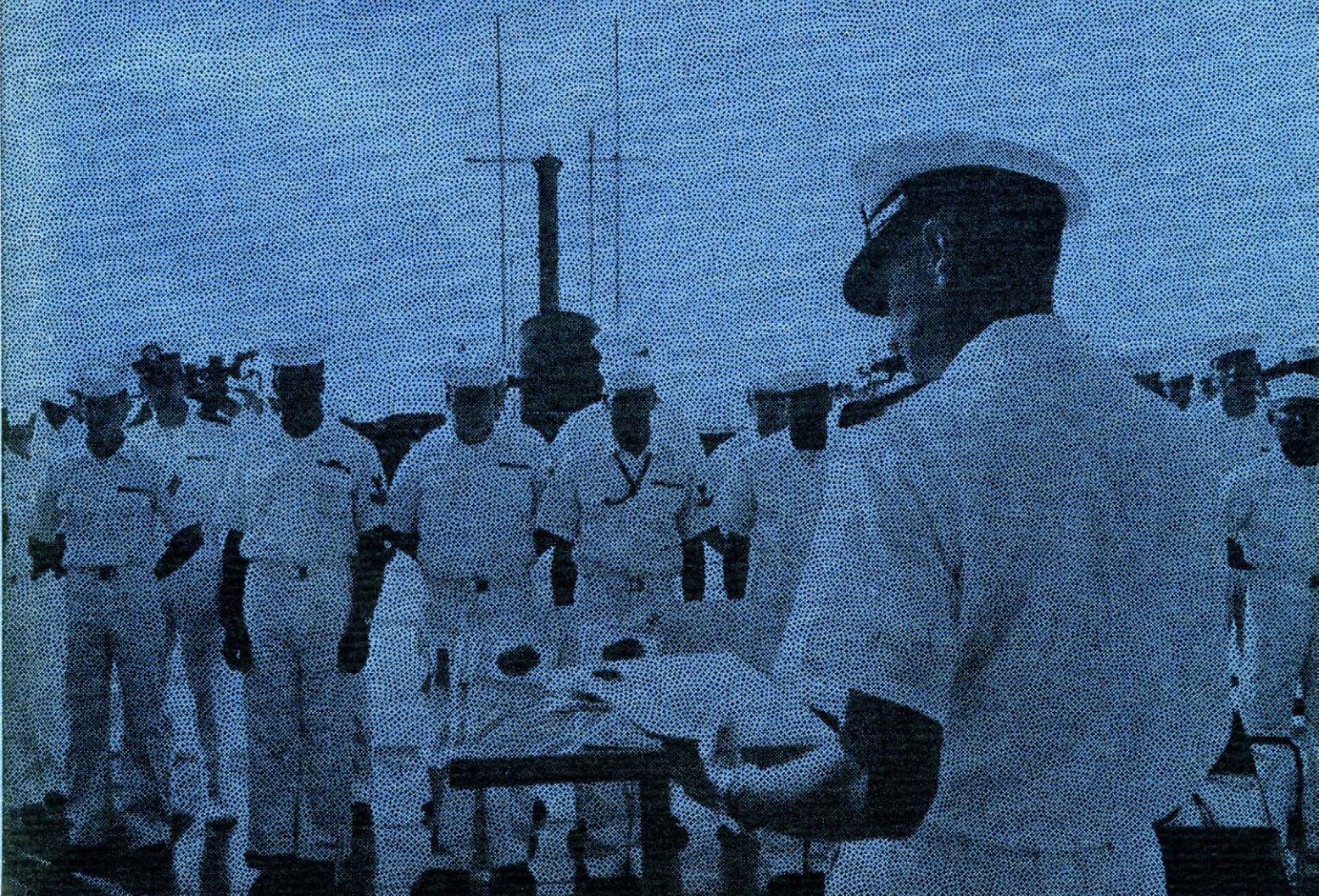


THE MEKONG DELTA



RIVFLOT ONE

MILESTONES



EXECUTIVE OFFICER



LIEUTENANT CAPELOTTI, after a tour with the U. S. Marine Corps attended Mass. Maritime Academy where in 1959 he received his Bachelor of Science degree in Navigation and Astronomy. He reported to the USS FINCH (DER 328) in 1959 and served as First Lieutenant and CIC Officer. The FINCH served as an extension to the Dew Line and was assigned to contiguous Barrier Patrols in the Aleutian's. In 1961. LT CAPELOTTI was assigned to the U. S. Merchant Marine Academy at Kings Point, Long Island, New York as Assistant Professor of Naval Science. While in New York he attended Hofstra University where he worked towards his masters degree in Education and also RCA Institutes where he received a diploma in computer programming. LT CAPELOTTI left the Navy in November of 1963 and shipped with the American Export Lines as third mate and Navigator and then to Grace Lines Inc. as Cargo Supervisor. LT CAPELOTTI returned to the Navy in 1965 and was assigned to the USS SEMINOLE (AKA 104) as First Lieutenant. And in March of 1968, LT CAPELOTTI reported aboard the USS COLLETON as Executive Officer.



DECK DEPARTMENT

FIRST DIVISION



LTJG D. M. KINARD
Dept. Head (PAST)



LTJG G. C. CHAPMAN
Dept. Head (PRESENT)



BMCS C. J. KRAFT



BMC W. K. FOSTER

Deck Department is divided into two divisions; First Division and Third Division.

First Division is under the direction of the First Lieutenant who is also the Department Head. This Division is charged with the upkeep and maintenance of all decks and outer surface of the ship exposed to the weather. This job entails constant painting, chipping and re-painting of these areas in order to protect them from rust and similar weather corrosion. Such spaces as the Boat Locker, Paint Locker, and Cleaning Gear Locker are administered by First Division for use by the entire ship as well as for its own use in keeping the COLLETON looking sharp.

All seamanship functions like the raising and lowering the anchors, receiving other ships alongside, operating the COLLETON's two small boats and securing and maintaining the pontoons are only a few of the many other facets of First Division's responsibilities.

Third Division is under the leadership of the Gunnery Officer. It maintains the ship's entire array of armament. This includes 2 3"/50 Caliber slow fire mounts, 2 81 MM Mortars, 2 Quad 40 MM rapid fire mounts fore and aft, 20 machine guns located at various places about the ship and assorted small arms. The supervision of magazines and ammo handling also falls under the responsibility of Third Division. This Division has earned a respected reputation for their performance under direct enemy fire and in all types of fire support missions.



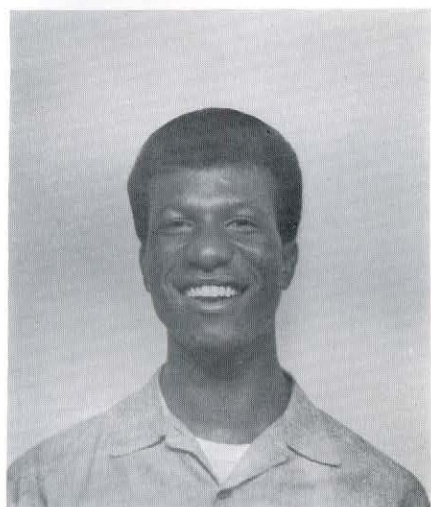
BM1 C. R. BRELAND



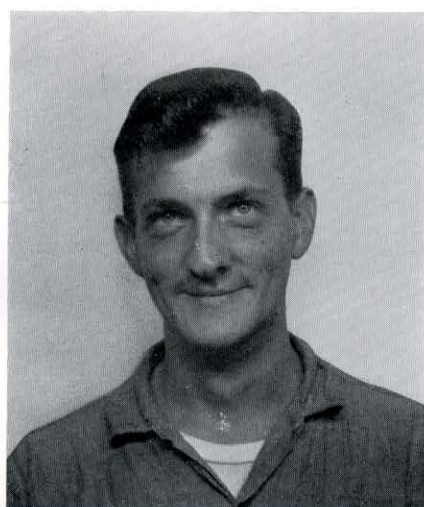
BM2 L. L. HUNSUCKER



BM2 J. SMITH



BM3 D. L. KILLYON



BM3 W. A. MC DONALD



BM3 L. A. MENGhini



BM3 L. W. PARKS



BM3 T. J. RICHARDSON



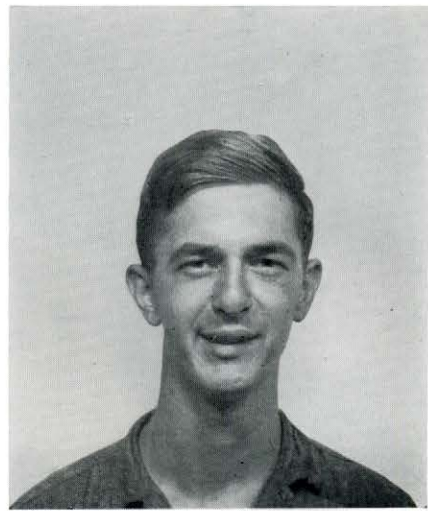
BM3 P. J. SCHETTINE



BM3 W. R. STARKS



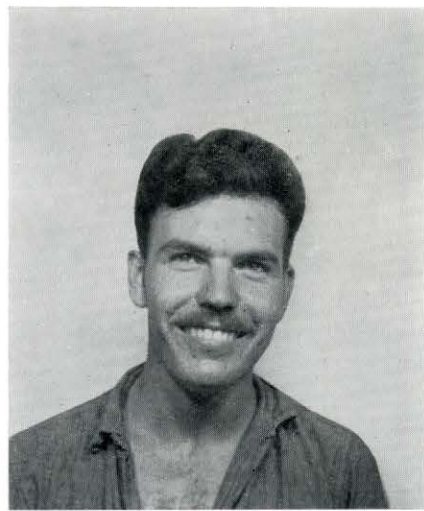
SN A. G. ACEVES



SN G. E. ARCHER



SN G. D. BARNES



SN L. BATY



SN M. B. BRAXTON



SN M. COLDREN



SN M. C. CORSAUT



SN B. J. GIBSON



SN C. T. GILMORE



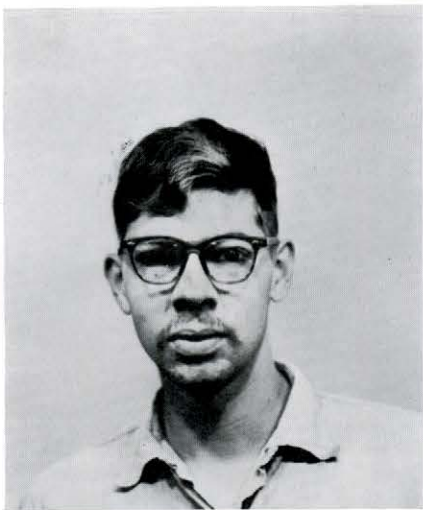
SN R. D. LOCKE



SN A. MARTINEZ



SN D. R. MEDDERS



SN J. S. NUCKLES



SN J. D. OSBORN



SN W. E. PAINTER



SN W. E. PHILLIPS



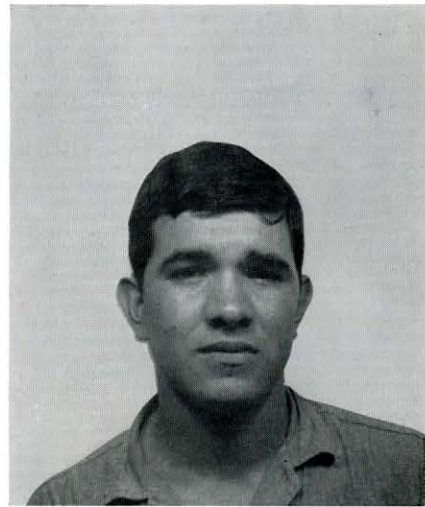
SN G. R. POPOVICH



SN A. B. ROACH



SN E. F. ROGERS



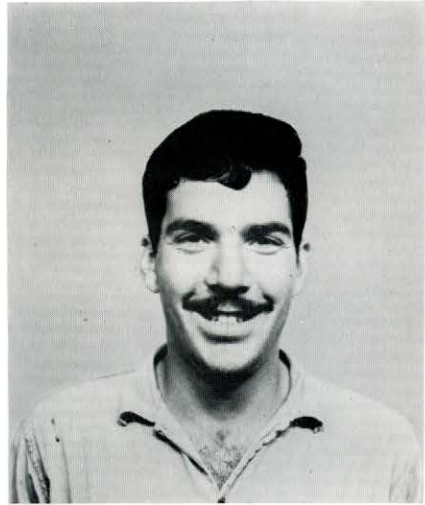
SN T. ROSALES



SN T. A. SCHOBORG



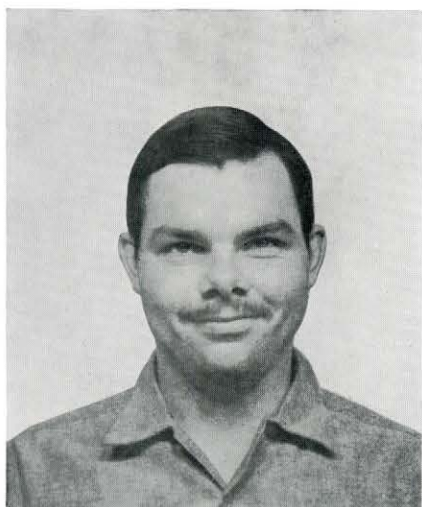
SN R. E. SISSION



SN D. L. STEWART

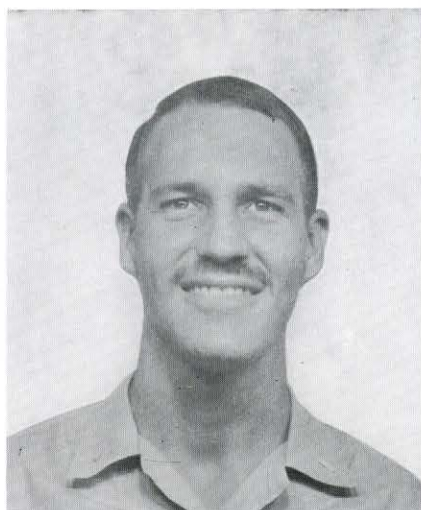


SN L. J. WALKER



SA J. M. ROWLAND

THIRD

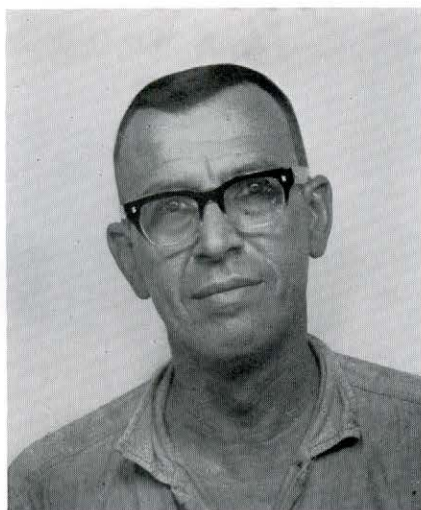


LTJG A. W. RASMUSSEN
Weapons Officer

DIVISION



GMGC D. W. ESTES
Leading Chief



GMG2 J. BLAIR



GMG2 H. M. CHILDRESS



GMG2 J. H. COLLINS



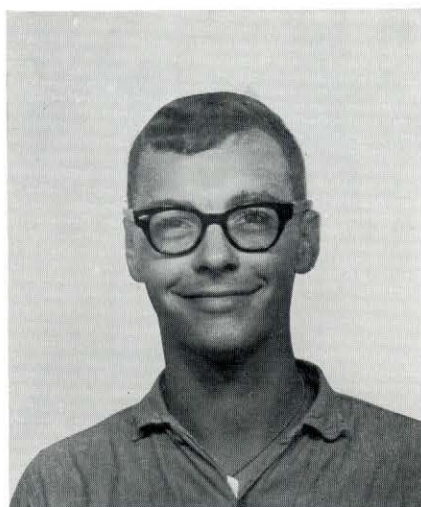
GMG3 J. T. MC CAULEY



GMG3 G. T. PRICE



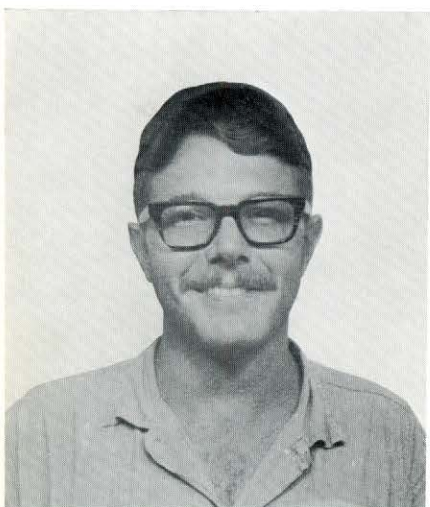
GMGSN G. G. BERRESFORD



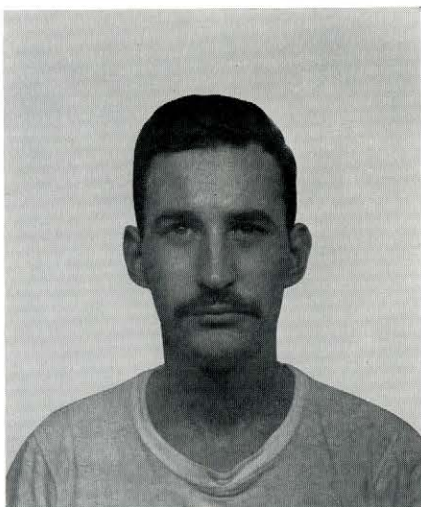
GMGSN D. J. BITTELL



GMGSN P. CARNES



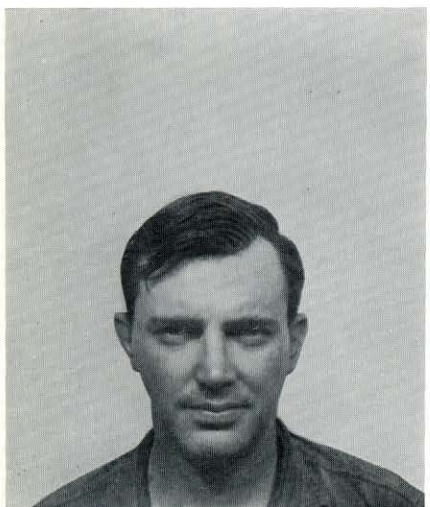
FTGSN R. A. WARNER



SN G. M. GRAMM



SN J. E. PRICE



SN E. N. SAMMONS



SN G. E. WILLEY

ENGINEERING DEPARTMENT



LTJG J. J. FRANCONERI
Eng. Officer (PAST)



LTJG P. F. NACE
Eng. Officer (PRESENT)



LTJG J. M. MC CONNELL
DCA (PAST)



ENS H. R. DINKEL
DCA (PRESENT)

The Engineering Department is grouped into four divisions; the Auxiliary and Propulsion divisions working under the Main Propulsion Assistant (MPA) and the Electrical and Repair divisions under the supervision of the Damage Control Assistant (DCA). The MPA and DCA are responsible to the Chief Engineer who is the Department Head.

The Engineers provide a great many services for the sailors and soldiers who call the ship their home. The Auxiliary Division provides the ship with steam, hot water, Air Conditioning and Refrigeration. They are responsible for the operation of both boilers and evaporators, the River Filtration System, 5 Air Conditioning Units and 2 Refrigeration Units. They are also able to make many of the spare parts required to keep the ship's equipment in good operating condition.

The Main Propulsion Division is charged with the Ship's Propulsion equipment; operating 2 W. D., 900 horsepower, Main Engines plus related equipment. This includes 3 A. C. Diesel Generators, 5 D. C. Diesel Generators and maintenance of the fire, flushing and fresh water systems. They also provide purified fuel to the boats of the embarked river divisions. The Log Room Yeoman is a member of "M" Division and is responsible for the maintenance of some 200 records and reports.

The Electrical Division is assigned the important task of providing lights, interior and exterior ship communications and maintenance of the ship's alarms and Gyro Compass as well as the everyday upkeep of all electrical gear, plus the showing of over 1800 movies per year.

The Repair Division, consisting of Shipfitters and Damage Controlmen, is responsible for the ship's plumbing and piping system, structural repairs and modifications as well as the carpentry equipment aboard. In addition, "R" Division is responsible for the training and supervision of "all hands" Damage Control evolutions.

The Engineering Department, despite the arduous conditions under which they operate have been able to maintain the COLLETON in a maximum state of readiness at all times.



ENC J. H. CENTER



SFC J. W. VALENTINE



SF1 H. J. ALLAIN



EM1 C. I. CARLYLE



EN1 J. O. MESSER



EN1 G. D. SHIRLEY



MM1 S. W. SMITH



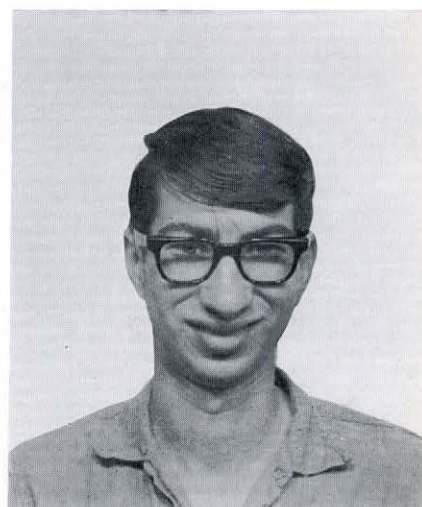
DC1 C. L. WATTERS



EN2 D. G. BARA



BT2 J. H. BIRDSALL



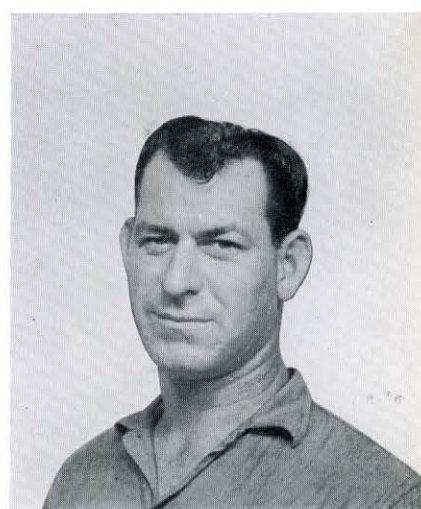
EN2 G. L. CAMPBELL



MR2 G. W. CARMACK



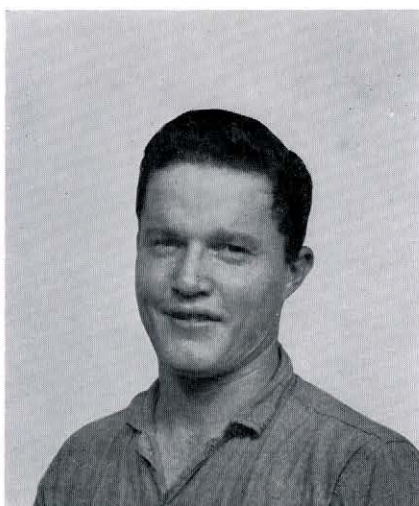
EN2 J. S. JENKINS



SFP2 T. G. LONG



EN2 T. J. MC CARTHY



EM2 K. H. MORRELL



EM2 D. G. SALOIS



EN2 R. L. SMITH



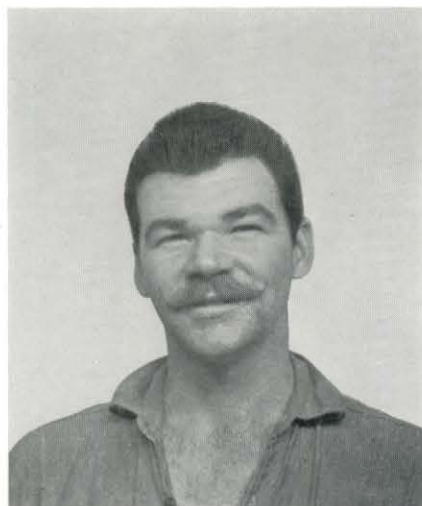
MM2 G. D. SPEARS



EN2 J. H. STEVENS



BT2 S. L. TROUP



MM3 J. H. ALEXANDER



MR3 W. L. BURROWS



EN3 R. T. BIVENS



EN3 P. M. CURRY



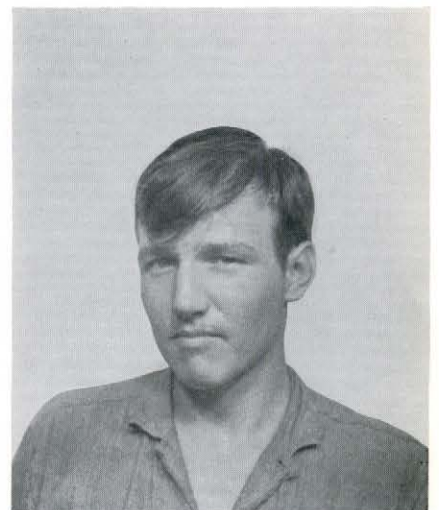
EM3 P. E. DEMPSEY



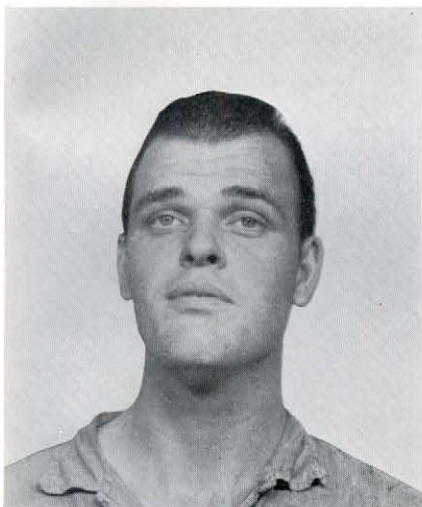
EN3 C. D. EATON



EM3 M. E. HARSHMAN



IC3 P. L. HINGER



EN3 C. T. JOHNSTON



BT3 R. L. KINNEY



PN3 L. E. METZ



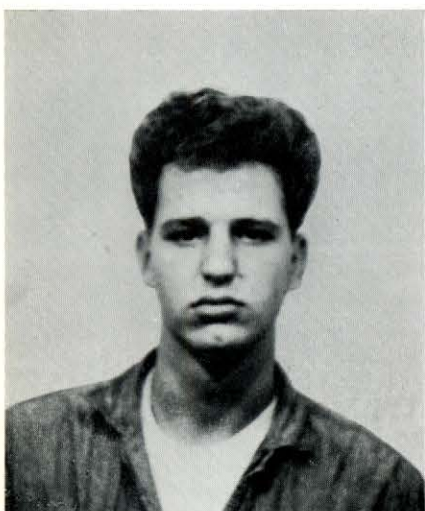
EN3 T. O. MICKEY



MM3 C. A. PADGETT



EN3 T. W. PARKER



EN3 J. D. SMITH



EM3 D. J. SNYDER



SFM3 J. G. VOTE



IC3 J. K. WY SOCK



FN A. BELL



FN H. E. BOSTWICK



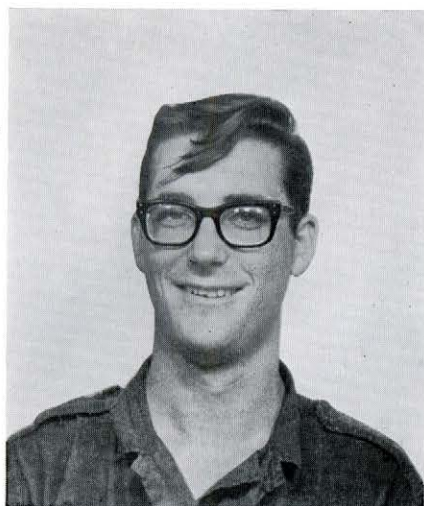
FN J. R. BROWN



FN R. L. CLAUSON



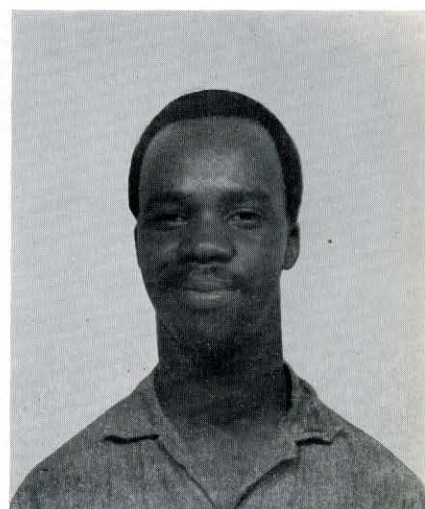
FN R. B. COLE



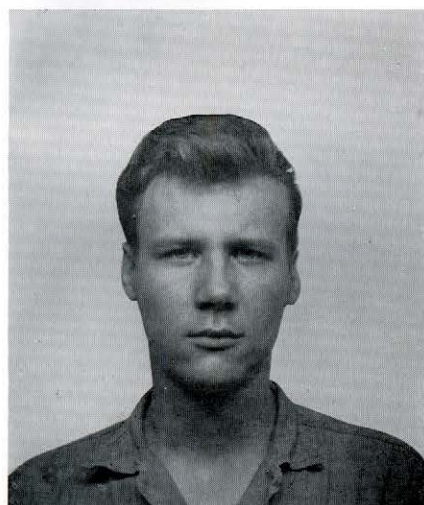
FN J. A. EGGERS



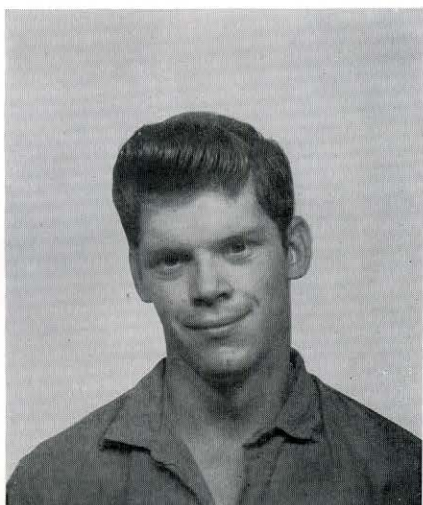
FN R. E. GARDNER



FN R. L. GARDNER



FN R. H. GAUL



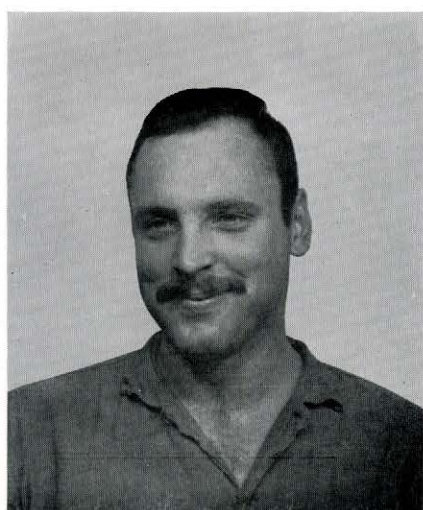
FN J. B. GILES



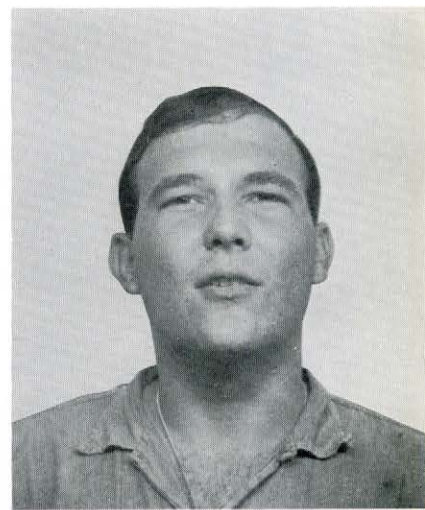
FN A. P. HARDESTY



FN G. L. HAWKINSON



FN T. R. HIGGINS



FN W. L. KRANTZ



FN R. J. LYONS



FN G. S. MC AULLIFFE



FN J. H. O'NEAL



FN J. POWELL



FN P. K. STULL



FN J. L. THOMPSON



FN D. TUCKER



FN J. A. WALKER

MEDICAL DEPARTMENT



LCDR H.C. MULLINS
Dental Officer



LT S.A. FUNK
Dept. Head



HMC N.W. CHATMAN
Division Officer

The Medical Department aboard the COLLETON is unique in that it has been a joint effort between the Army and Navy, providing the men of the Mobile Riverine Force with vital emergency care.

The Department is headed by a Navy Doctor working with an Army Surgical Team.

In its mission as a combat hospital, the Medical Department receives battle casualties from the combat zone which are evacuated by Helos and/or small river boats and brought directly to the ship where emergency medical care is available. Once the more seriously wounded have been given emergency first aid and are able to be moved, they are evacuated to the nearest hospital for convalescent care. The more critically wounded who cannot be moved and the less serious casualties are retained on board and given the best of medical attention until they can be evacuated or returned to duty.

The Medical Department also provides the ship and embarked personnel with standard first aid and medical care in the form of immunizations, a complete pharmacy, and all other services related to protecting the health of the men. An 18 bed ward, a complete surgical suite, a 2 bed Intensive Care Unit, facilities for taking X-rays and a serological lab all make up the ship's hospital.

Included in the Medical Department is a fully equipped Dental Office staffed by a Navy Dentist and one enlisted Dental Technician. Their primary job is dental care ranging from regular check up's to complex dental surgery.

Medical services provided by the COLLETON have in many cases, saved the lives of badly wounded men. The Department has performed in the highest standards of Navy Medicine under the most difficult of conditions.



HM1 W. ELIZONDO



DT2 D. G. MARTIN



HM2 G. D. HAYBERGER



DT2 C. G. WEAVER



HM3 E. T. COOK



HM3 J. E. TURCO



HN A. D. MARK



HN D. C. ROSS



HN S. L. WILLINGHAM

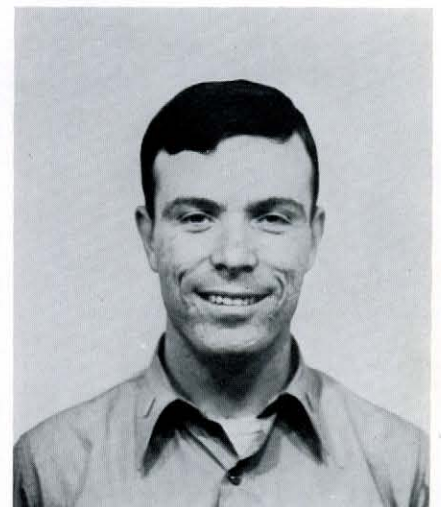
OPERATIONS DEPARTMENT



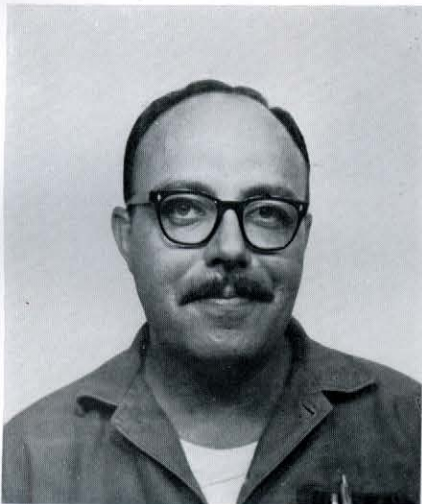
LTJG H. HUGHES, JR.
Operations Officer



LTJG J. H. MICHELMORE
Electronics Maintenance Officer



LTJG F. T. LACHAT
Communications Officer



RDC D. L. JONES
"OE" Division Head



RMC H. A. MC OUONE
"OC" Division Head

OPERATIONS DEPARTMENT

The Operations Department is separated into two divisions called "OC" and "OE". "OC" which stands for "Operations Communications" is the Division which deals primarily with Navigation and Naval Communications. Included in the divisions are the Quartermasters who prepare charts and maps used in Navigating the winding rivers of the Mekong Delta, and Signalmen who receive and transmit all visual communications from the bridge,

The Radiomen and Communications Yeomen also of "OC" Division, work in Radio Central receiving and transmitting hundreds of messages over the complex teletype and radio telephone circuits. This job also involves repair and preventive maintenance of this and all related equipment.

"OE" Division, standing for "Operations Electronics" is concerned with the repair and upkeep of intricate electronic equipment involved in navigation, Radio Communication, the ship's entertainment system, Radar and other electronic gear.

These two divisions combined into the Operations Department account for and coordinate all lines of communications coming into or leaving the ship.



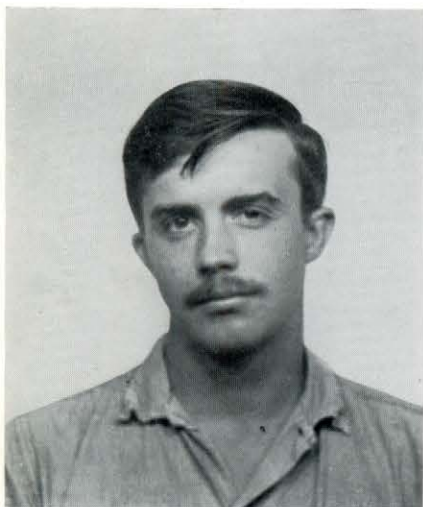
QM1 G. E. OLDFIELD



SM2 A. L. DAVIS



YN2 J. L. DENWOOD



ETN2 G. L. HECKLER



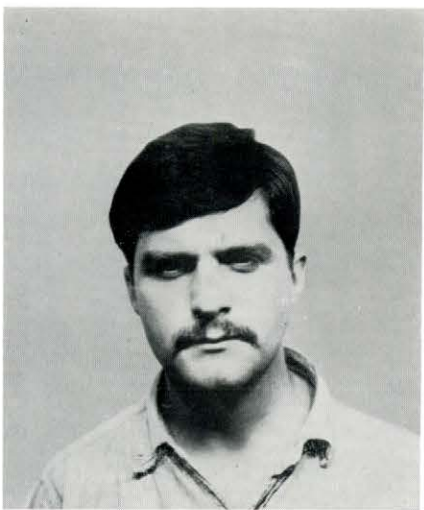
RM2 K. D. HOLZ



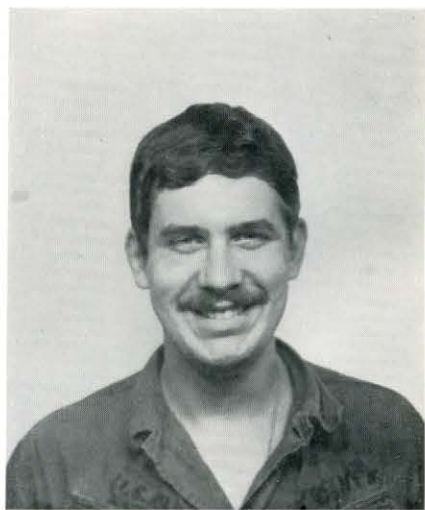
RD2 B. JONES



QM2 C. H. KERN



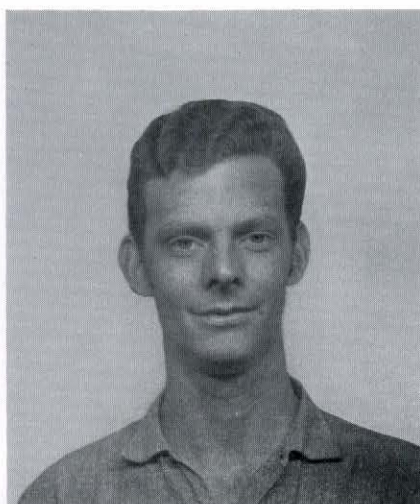
QM2 P. A. MENARD



ETN2 M. T. MC COLLUM



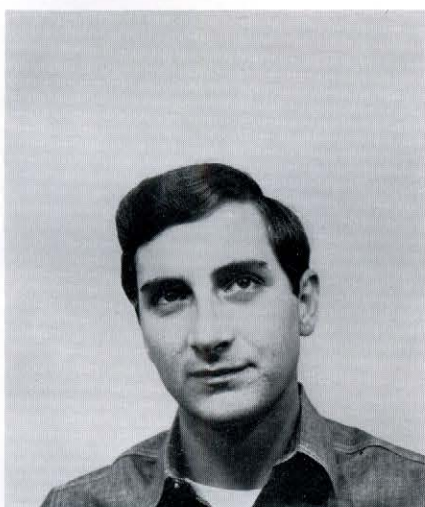
ETN2 C. W. MICKLER



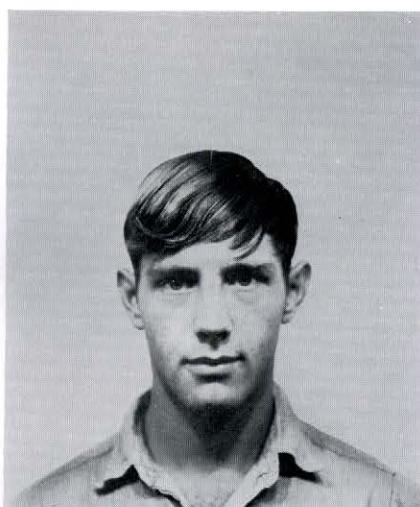
RM2 E. A. RHYMER



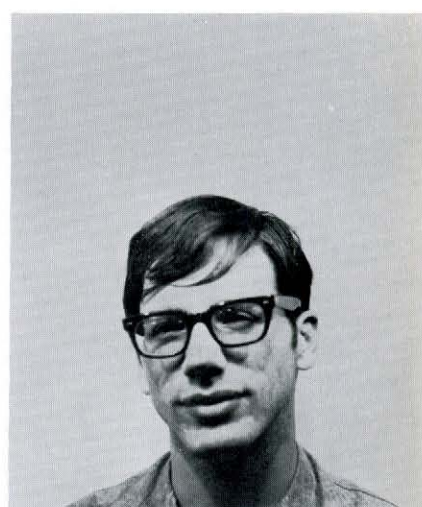
ETR2 S. D. WILLIAMS



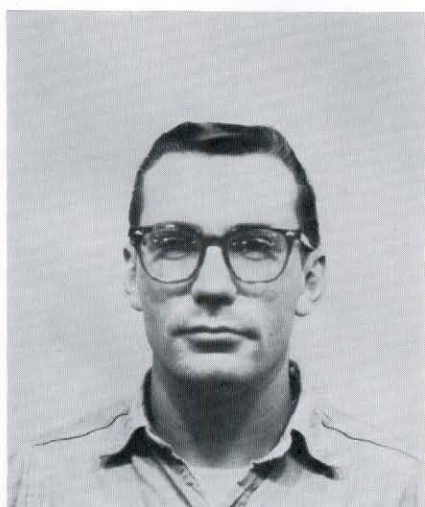
RM3 J. R. BENNETT



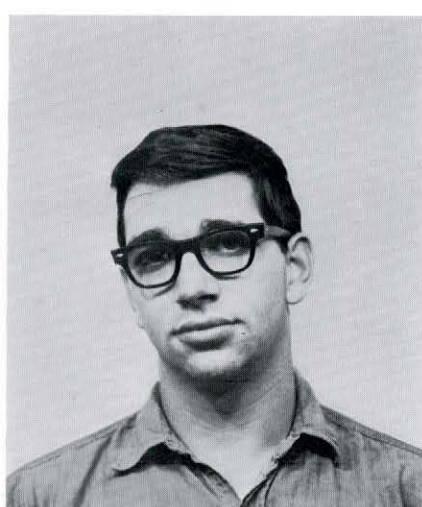
SM3 J. J. BUCKNER



RM3 D. G. ENZ



ETN3 D. L. GUNDRY



ETN3 J. E. HIRSCH



SM3 S. K. HUDSON



RM3 M. J. LAVERY



RM3 L. D. MOSELEY



SM3 G. D. NEWTON



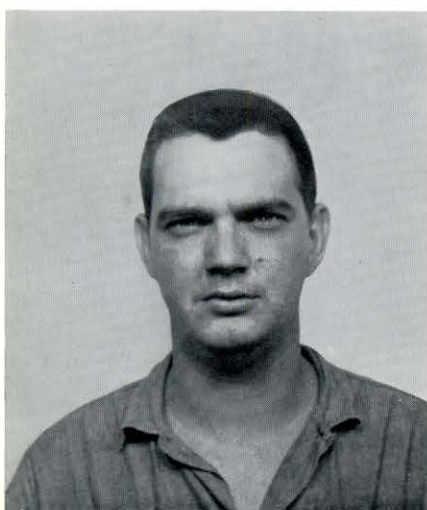
RM3 A. NICASTRO



RM3 M. E. RANDALL



CYN3 D. E. THOMPSON



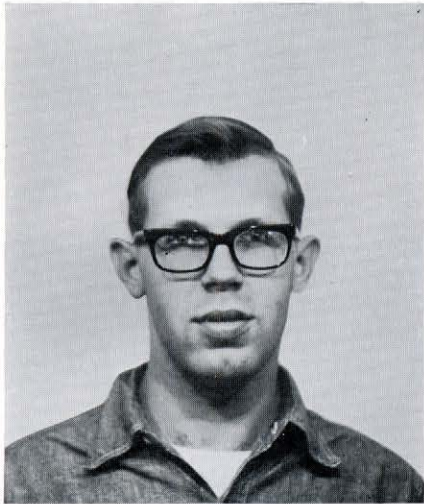
ETN3 B. P. WILSON



RDSN T. J. COLLIGAN



SN T. C. FIFHIAN



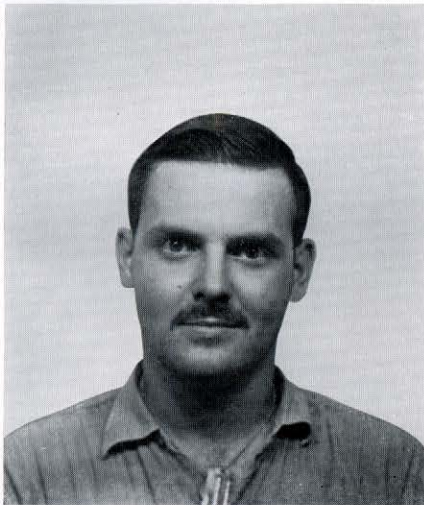
RMSN B. M. GADOWSKI



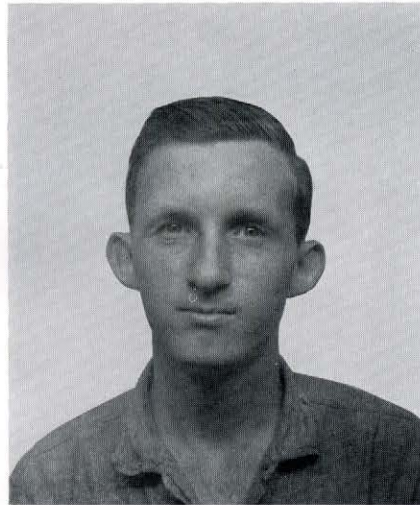
CYN SN R. D. HELMICK



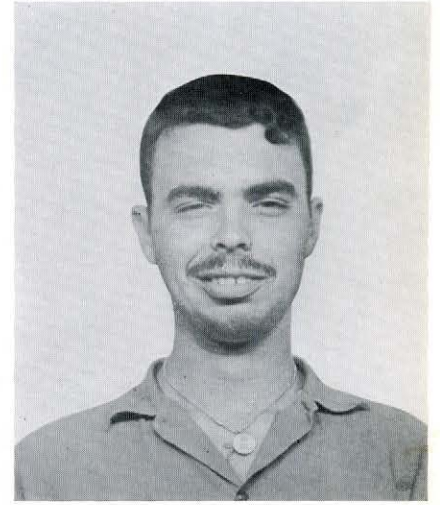
RMSN F. A. LUSSIER



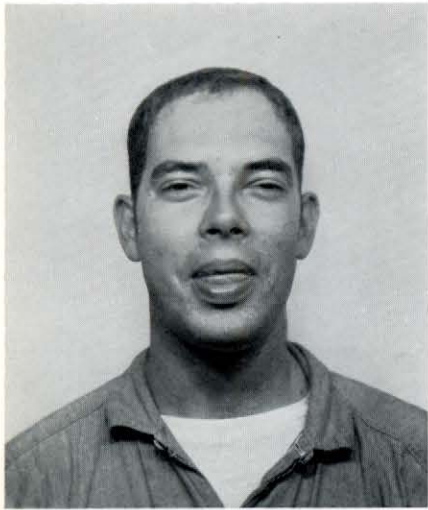
ETNSN D. P. MAYERSKY



SN W. SMITH



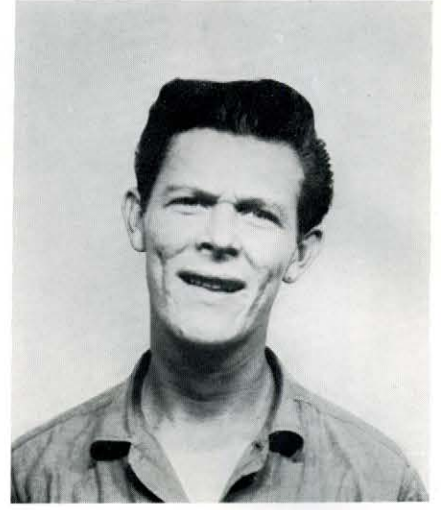
SN W. F. WALLS



CS2 G. F. DOLLARHIDE



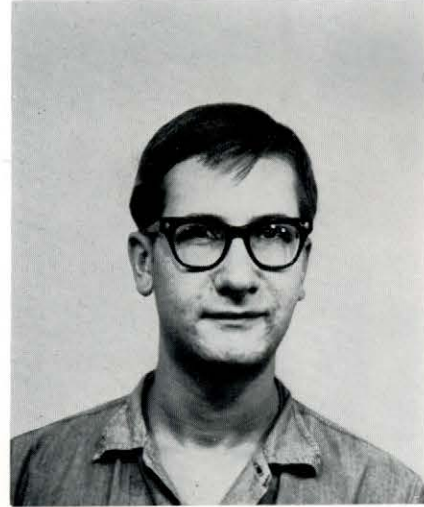
SD2 A. I. DONEZA



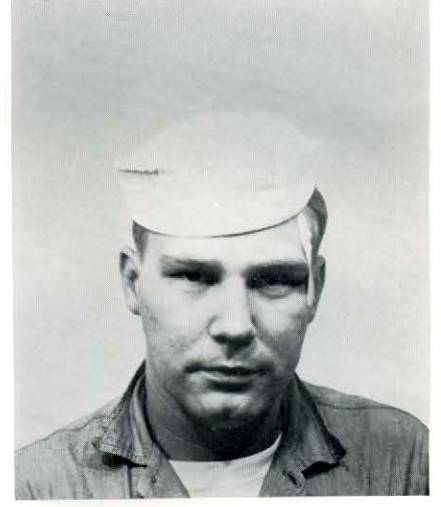
SH2 J. A. RUDD



SH2 J. L. WADKINS



SK3 E. R. BURNS



CS3 W. R. CHURCHILL



SK3 C. E. COOKE



CS3 L. L. FESLER



SD3 J. C. GALVEZ



SK3 C. A. LEONARD



SK3 C. E. MC GAUGH



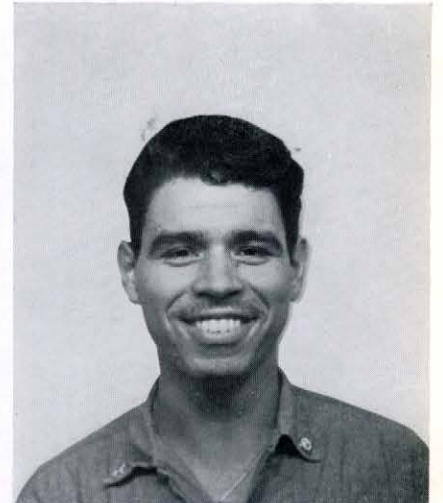
SD3 F. B. PAGTAKHAN



SD3 V. E. SARMIENTO



DK J. W. YELL



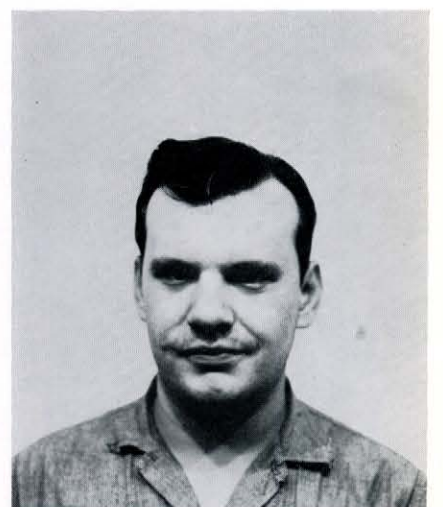
SN L. R. ARCHULETTA



TN B. S. BANAL



SN J. F. BONNEY



SN G. L. BORDERS



SN K. W. BURRIS



TN J. B. CALMA



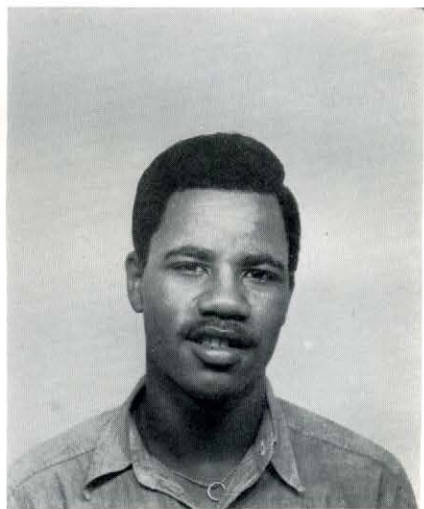
TN D. G. CANONIZADO



TN V. S. DELROSARIO



TN R. E. DENINA



SN R. W. KELLY



TN G. N. VASQUEZ



TN E. D. VIANA



SKSA P. E. DECKER

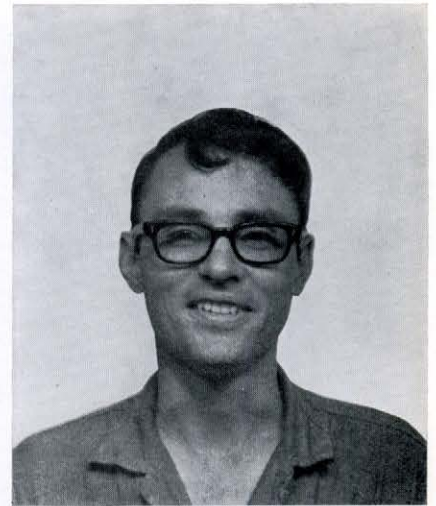
"X" DIVISION



YN1 V. S. PINKHAM "PINK"



PN2 R. D. DURFEY
"DIRTPILE"



PN2 Tim L. BENNETT
"POISON PEN BEN"



PN3 D. A. TEZBER
"TEZZY BEAR OR TOOTS"



PN3 B. A. HENDERSON
"HONDO"

Last but not least is an important center, known as the "Ship's Office". Here everything from shipping over to shipping out of the Navy is taken care of. Each individual in the ship's office has a specific job to perform and does so with the interest of each person on board in mind.

With 204 officers and men on board and each man having a tour completion date of one year the task of providing transportation, R & R and permanent Change of Station orders is onerous but because of the professionalism of each member of the office the job is done quickly and efficiently.

Each day hundreds of questions are asked to and answered by the ship's office personnel.

The ship's office also makes sure of informing the crew of any new news which might affect them. All in all the ship's office plays its part as does each division on the ship. Together we work for one purpose and that purpose is "freedom".

As each of you know, PN2 Tim BENNETT (Poison Pen Ben) has left the ship for civilian life and a bright new career in teaching. Ben contributed a large amount of his free time in writing and publishing the "Drifty Dispatch". Each of us enjoyed his sense of humor and artistic way of "telling it like it is". A special person like Ben certainly deserves a special thanks and the ship's office along with the crew of COLLETON say: "Good Luck and Smooth Sailing, Ben".

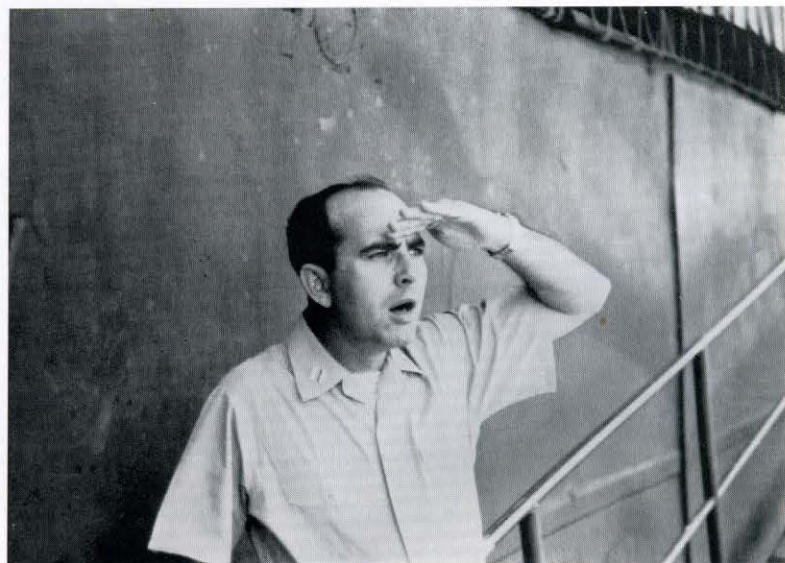
THE CREW IN ACTION



Would you believe I'm tired?



Oooh if only I could die



Look! at that huge to huge



If you don't stop taking pictures,
I'll put you to work. /



Did you see that too?



Goffer KRANTZ hard at work



If I were a carpenter



Boy, You Nav boys are strong!



I am calling my mother, stupid!



Yes sir! that wasn't the way
I told you to do it



I advocate daily beer parties



Toughness is my code



You lie, you are a man



The Cherib whips Mr. Tough



Well it fit me last week!



BRELAND said it would project an image of toughness



If the Captain said it moved, it moved



No, I don't know how it works



Man, what a rough watch



Sleeping Beauty of the Ship's Office



I like to cry



Yes Sir, right away!



Inspection, that's why



It's takes MUSCLE not MOUTH, Bub



Where is meathead?



That was a practice swing



BUDDHA



I know it's

0100, stupid!

