Nha Be to Can Gio, utilizing six craft on even numbered days and four craft on odd numbered days. Advisory effort was being exerted to increase the number of craft utilized to six each day, providing three teams of two HMMs. One team would sweep from mile two on the Saigon River to mile 25 on the Dong Hai River; the second team would sweep from mile seven on the Saigon River to mile 35 on the Long Tau River; and the third team would sweep from mile 35 on the Long Tau River to mile seven on the Saigon River. This plan would increase the total number of miles swept from 22 to 51, utilizing the presently available craft.

River Assault Group units in the Third and Fourth Riverine areas and the Rung Sat Special Zone were used aggressively during July although less extensively than in the previous month. Increased use of helicopters accounted for part of the usage drop. Three operations were logged by RAG 22 in the Rung Sat Special Zone. In the most significant, Operation RUNG SAT 24/66 on 12 July, three enemy base camps with supplies were located and destroyed and one junk was captured.

Three operations involving RAGs took place in the Third Riverine Area. Twelve units from RAGs 24 and 28 participated in Operation AN DNH 150/66 from 23 to 27 July. In this operation 22 Viet Cong were killed and eight were captured along with four rifles. Twelve bunkers were destroyed.

In the Fourth Riverine Area seven operations saw RAG participation during the month. Operation Cau Lon 32/66 on 6 July was the most successful of these. Thirteen boats from RAGs 21
and 27 carried troops to the operation area 25 miles southeast of Vinh Long. In the twelve hour period of the operation, 155 Viet Cong were killed; and four automatic rifles, 28 bolt action rifles, 14 mines, 100 grenades, and three tons of medical supplies were captured. One medical supply center, one infantry station and one artillery emplacement were destroyed. There were three friendly troops killed in action, including two U.S. Army advisors.

LNN (UDT) conducted only one operation during July. From 5 to 8 July a beach survey was conducted north of Qui Nhon. Four LNN personnel continued to dive nightly in the Saigon port area to make a bottom check of five ships as assigned by the MSTS Office Saigon.

During July four River Assault Group and Coastal Group craft were lost in action. An additional boat was lost in a fire at Coastal Group 31. Vietnamese Navy forces sank five Viet Cong boats and captured seven. They participated in operations accounting for 247 Viet Cong killed and 39 wounded.

MAINTENANCE AND LOGISTICS

Maintenance practices in the Fleet Command showed an improvement during July as some new commanding officers started displaying a marked concern for the operation and maintenance of hitherto neglected equipment (e.g. PGM evaporators). The policy of selected job order disapproval by the Fleet Command Maintenance Officer showed encouraging results during July. On 21 July, PGM 501 engineering personnel worked throughout the night to replace a main engine camshaft. Timely completion of the repairs without
resorting to the shipyard enabled PGM 601 to meet her patrol commitment with all major equipment operational. LST 500, during an import period, completed an overhaul of one main engine using only ship's force.

Maintenance of Coastal Group boats remained barely satisfactory. A lack of minor spare parts and a deficiency of engineering petty officers were noted by advisors as major hindrances to improvements in maintenance. Maintenance of River Assault Group craft remained satisfactory.

The recently formed Fleet Command Supply Assistance Team assisted LSIL 328 in inventorying engineering spare parts from 6 to 15 July. Repair parts were packaged, labeled and placed in storage boxes according to groups. An informal supply inspection was held by the Supply Assistance Team aboard LST 500 during a spare parts inventory on 16 July. The method of inventory was found to be satisfactory.

A logistic lift conference was held on 25 July with Vietnamese Army and Navy officers and advisors participating. It was decided that scheduling of logistics lifts was to be done by Vietnamese Navy N-4 after receipt of cargo from the Army. During July the amount of cargo carried by VNN logistic lift ships doubled over that carried during June. The number of troops carried remained the same. Utilization of the logistic lift ships is still hindered by limited docking space which must be shared with U.S., Australian and Korean ships.
VIETNAMESE MARINE CORPS

Task Force Alpha of the Vietnamese Marine Corps performed a civil disorder mission in DaNang until 23 July, when the Task Force returned to Saigon. At 1430 on 28 July, the Task Force, comprised of a headquarters and the First and Second Battalions, moved by vehicular convoy to occupy positions astride the Bien Hoa - Saigon Highway to provide security for ceremonies for the dedication of the new National Cemetery. The Task Force returned to Saigon on 29 July.

Task Force Bravo, comprised of a headquarters and the First Marine Battalion, was located at Bien Hoa until 11 July, when it returned to Saigon. On 14 July the Task Force Headquarters with the Fourth Marine Battalion departed Saigon by airlift for Hue - Phu Bai, and upon arrival assumed operational control of the Third Marine Battalion at DaNang. From 14 to 24 July, the Task Force was Corps Reserve for Operation HASTINGS but was not committed. During the period 24 to 25 July the Fourth Battalion participated in Operation LAM SON 291. On 24 July, while enroute to new positions by vehicular convoy, the Battalion was ambushed by a company sized Viet Cong force. Under mortar and small arms fire, the Battalion deployed and forced the Viet Cong to withdraw. Four Viet Cong were killed and one machine gun was captured. Three Vietnamese Marines were killed and three were wounded.

At 0800 on 28 July, the entire Task Force Bravo commenced Operation LAM SON 287, a search and clear operation along the southern edge of the Demilitarized Zone. The Fourth Battalion
made contact with a Viet Cong company on 29 July, killing two Viet Cong and capturing one machine gun. Seven Marines were wounded. The same day the Third Battalion suffered one killed and two wounded from Viet Cong mines. The operation was terminated on 31 July.

The Fifth Battalion was committed to the Capital Military District, and from 5 July to the end of the month was assigned defensive positions around Ba Ham. On 6 July and 10 July they participated in search and destroy operations with no enemy contact made on either occasion. On 30 July the Second Company, operating with two Regional Force companies, made contact with two to three Viet Cong companies, armed with 75mm recoilless rifles, six kilometers north of Ba Ham. Air strikes were called and three assaults were initiated. Contact was made at 1445 and broken at 1800. Second Company incurred five killed and twelve wounded. Twenty-seven Viet Cong were killed and one carbine was captured. During the period in which the Battalion was at Ba Ham, 14 to 18 ambushes were set nightly and a minimum of two patrols were sent out each day. These small unit operations accounted for three Viet Cong killed and one rifle captured. Marines suffered one killed and two wounded.

The Artillery Battalion remained in the Saigon-Thu Duc area throughout July, occupying static positions at Ba Ham, Thu Duc, Tan Son Nhut and Trai Co Loi. Elements of the Battalion supported numerous CMD operations and fired harassment and interdiction missions nightly.
During July, units of the Vietnamese Marine Corps were employed in a variety of roles, both political and military. In all cases the units concerned exhibited a high degree of loyalty and esprit. Unit morale remained high and the caliber of NCO leadership continued to improve. Officers of the VNMC displayed a high degree of leadership on numerous occasions during the month.¹

¹ Senior Marine Advisor Monthly Historical Summary, July 1966
APPENDIX I

MARKET TIDE STATISTICAL SUMMARY, JULY 1966

1. Average number of U.S. ships/craft on patrol during the month:

<table>
<thead>
<tr>
<th></th>
<th>DER</th>
<th>NSO</th>
<th>MSC</th>
<th>VPB</th>
<th>PCF</th>
<th>IST</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>161</td>
<td>149</td>
<td>93</td>
<td>484</td>
<td>671</td>
<td>31</td>
</tr>
<tr>
<td>DAILY AVG</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>16</td>
<td>28</td>
<td>1</td>
</tr>
</tbody>
</table>

2. Average number of V.t.h ships/junks on patrol during the month:

<table>
<thead>
<tr>
<th>S.A FORCE</th>
<th>RIVER FORCE</th>
<th>COASTAL FORCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>620</td>
<td>2762</td>
</tr>
<tr>
<td>DAILY AVG</td>
<td>20</td>
<td>89</td>
</tr>
</tbody>
</table>

3. U.S. Activity:

| TOTAL DETECTED | VOOD - DAY 55,644 NIGHT 64,215 |
|                | STEEL - DAY 1,195 NIGHT 1,005   |
| TOTAL INSPECTED| VOOD - DAY 14,117 NIGHT 17,759  |
|                | STEEL - DAY 553 NIGHT 508        |
| TOTAL BOARDED   | VOOD - DAY 11,606 NIGHT 7,987   |
|                | STEEL - DAY 37 NIGHT 14          |
| U.S. DETAINED  | 1,056 persons                    |
|                | 123 junks                        |

4. V.t.h Activity:

| S.SEARCHED | 23,800 junks |
| DETAINED   | 681 persons  |
|            | 8 junks      |
APPENDIX II

GATE PASSEN STATISTICAL SUMMARY, JULY 1966

1. PB7 Statistics:
   Total Patrols (two boats): Day 321  Night 461
   Total Contacts: Day 17,729  Night 3,055
   Total Inspected: Day 3,994  Night 603
   Total Boarded: Day 4,666  Night 541
   Persons Detained: 599
   Total Patrol Hours: 15,414
   Total Possible Patrols: 1,953
   Total Patrols: 1,264
   Usage: 65%

2. Helo Fire Team Statistics:
   Structures: Destroyed 26  Damaged 101
   Sampans: Destroyed 17  Damaged 59
   Total Flight Hours: 212
   Helo missions Supported:
   17 reaction support of the river patrol
   43 armed reconnaissance
   31 logistic
   2 medical evacuations

3. SIAL Team Statistics:
   Structures: Destroyed 8  Damaged 0

4. GMS Hidden Totals:
   Structures: Destroyed 26  Damaged 101
   Sampans: Destroyed 26  Damaged 61
   Enemy KIA: BC 18  EST 28  VIA 2
   Friendly KIA: KIA 0  VIA 2

II-1
APPENDIX III

Summary report of activities of U.S. Naval Support Activity, DaNang for the period 1 January through 31 March 1966.

Because of major increases in requirements and the assignment of additional tasks and responsibilities during the early part of the new year 1966, U.S. Naval Support Activity, DaNang, was upgraded to a flag billet.

In ceremonies at Camp Tien Sha in DaNang East on 6 February 1966, Rear Admiral Thomas L. Weschler, USN, took command from Captain Kenneth F. Huff, USN, and became the first commander of the youngest and one of the largest of the U.S. Navy's overseas commands. CAPT Huff assumed duties as Rear Admiral Weschler's Chief of Staff.

With added responsibilities and greater influx of personnel, U.S.L.P.P./CT DaNAG grew from 2,596 officers and enlisted men on 31 December 1965 to 3,585 officers and enlisted on 31 March 1966.

SUPPLY

Throughput tonnage by Supply Department's Freight Terminal Division (FTD) increased from 50,000 measurement tons in December 1965 to 150,000 measurement tons in January. This marked increase was due to the following factors:

a. Continued good weather.

b. Rising issue effectiveness from auto shop stores and boat spare parts stocks which decreased lightage and material handling equipment downtime.

c. Outstanding performance byotech teams.

d. Implementation of the supplemental offload plan in which cargo of draft ships was offloaded at Subic Bay, Philippines and transshipped to DaNang and Chu Lai via LST.

The highest single day's tonnage to date was realized on 31 January then a throughput of 9,774 measurement tons was achieved. The lowest single day's tonnage to date was moved on 23 February when no cargo was offloaded at DaNang as cargo backing was reduced to zero for the first time in the history of the command.

Action progressed rapidly in DaNang East at the Supply Department's Material Division warehouse site. The first warehouse was occupied 10 February, and 160,000 square feet were ready for the opening of the Class II and IV depot on 23 March 1966. Construction was also rapidly being completed on the first 20,000 gross cubic foot of reefer storage in DaNang East. This reefer plant was occupied on 6 March.

III-1
Initial stocks for NAVSUP/UCT's Class II and IV depot arrived in March, and about 70% was ready for issue on the opening date of 23 March. Initial stocks of lightersage, small craft, transportation, and materials handling equipment repair parts arrived, and consequently, substantial reductions in equipment downtime were realized.

The Supply Department contracted for the services of the Philco Corporation for the multi-million dollar job of maintaining ships, transportation, and other equipment. Korean technicians will be employed under this contract. In addition, another multi-million dollar contract for an all-encompassing stevedoring operation to augment present offloading capability was under negotiation.

The second galley at Camp Tien Sha, NAVSUP/ACT DaNang's cantonment area, was opened 22 February. With additional berthing and messes capability, the station's LST, USS BOXH, was released 13 March without replacement.

Additional personal support was provided at Camp Tien Sha by the opening of a clothing and small stores, a branch exchange, a barber shop and a tailor shop.

Supply Department's Bulk POL Division assumed control of three 10,000 barrel bolted steel tanks at the DaNang airstrip and operated a four-inch amphibious assault hose from these tanks to the USAEC tactical fuel system at both ends of the airstrip.

The first detachment of Supply Department personnel was transferred to the Lei to assist in the initial stage of NAVSUP/ACT's takeover of the Chu Lei offloading operation from the Marine Shore Party.

PUBLIC WORKS

The following events were the most significant during the period of the report in the Public Works Department.

a. Formal approval to demolish the AWV pier in DaNang was issued and to replace it with a 300-foot wooden pier and two LST ramps was received. Demolition commenced on 7 March.

b. The first N78 galley/messhall at Camp Tien Sha went into operation on 22 February. A 3,000 barrel water tank and treatment plant were constructed to supply the complex. The second N78 galley/messhall was nearing completion and was expected to be ready for operation on 1 April.

c. Construction of a 40-foot by 100-foot bakery building for Camp Tien Sha was started.

d. The DaNang River Bridge was repaired within 105 hours from the time it was damaged.

III-2
e. A second 12-inch dredge was put into operation at the Bridge Cargo Facility. Both dredges operated two shifts per day. A bituminous surface treatment was placed on the ramps and docks and floating pile driver was used to start construction of the 300-foot pier. A 26-inch and 30-inch dredge arrived and dredging on the channels for the small boat repair facility and deep water piers is underway.

f. In DaNang East, five eight-Butler building complexes were put into use. Site preparation and foundation work for the second complex of 46 Butler buildings continued. The first half of the D32A reefer component was put into operation, and water well was drilled on the site.

g. Concrete footings were placed, and construction on lubrication pits was started at the Public Works Motor Pool Complex in DaNang East.

h. A detachment of Public Works personnel was sent to Chu Lai establishing an interim camp to assume port control, communications and barracks duties. The 300 foot by 800 foot LST ramp nearing completion. The southern half of the channel through the channel bar was dredged to a depth of 12 feet. A lane 230 feet wide from sea to Cus. Ho ramp was usable for round-the-clock traffic.

STATION HOSPITAL

During the period of the report, the following buildings were erected at the Station hospital: a laboratory hut, two Food Service storage buildings (Ice making and refrigerator), an administrative office hut, a Personnel and Patient Affairs Office, Operating Services Office, north-west and south ward buildings, a surgical hut, a post office, a carpenter shop, a dental clinic, a chapel, a temporary fire station, a bakery, two preventive medicine huts, a disbursing office, and an optical shop.

Since 1 January, the following buildings were equipped and are functional: a recreation building (Enlisted Men's Club), a messhall (enlisted staff and patient), an Officer's mess, supply department building, two laboratory huts, two Food Service storage buildings (Ice making and refrigerator), three receiving ward huts with mess everyday receiving cube (covered), a x-ray hut, administrative office, personnel and patient affairs office, operating services office, pharmacy, a laundry building, two head and shower buildings, a morgue, post office, carpenter shop, dental hut, blood bank, and fire station.

The following buildings were erected since 1 January but were used for temporary quarters: bakery, north ward building, two preventive medicine huts, disbursing office, and optical shop.

Construction during March was minimal due to priority reductions for the hospital. Construction by Public Works on the helicopter landing pad was started but work has ceased at the present. Vietnamese workers employed by Public Works began construction of a cement sidewalk network to replace the wooden sidewalk. Work on the air condi-
Bed capacity since opening was increased from 60 to 165 beds and the average daily patient census rose from 35 to 124. This was made possible by the opening of one wing of the second 120-bed ward.

DENTAL

The Dental Department at the Naval Support Activity, DaNang, furnishes dental care to military personnel in the DaNang area, and to other personnel who are entitled to military dental treatment. The department has a clinic at the Station Hospital, which opened its doors to dental patients for routine treatment on 14 February 1966, a dental office aboard HFL-5 which has just returned from complete refitting in Yokosuka, a dental office aboard FFL-30 which has been operational since 30 January 1966, and a dental facility is to be underway at Camp Tien She in the very near future. Prosthetics are not available at existing sites as yet.

CONCLUSIONS

During the reporting period the department expanded to include new means of fulfilling its mission of reliable, secure and rapid communications, and for improving the already existing facilities. Expansion of facilities include activation of an on-line circuit to provide entry into the Defense Communications System. This had the corollary effect of releasing dependence on the station ship for communications support. Also activated were several functional nets providing for more expeditious movement of cargo and coordination of the security effort. Additionally, several modifications were made to the Communications Center to demands for space for new equipment and personnel became more urgent.

With the activation of the U.S. Naval Support Facility in Chu Lai, the external communications mission expanded to include providing communications for the facility and to link the N.V.SUPP.CT. DNANG by radio path. This was accomplished by configuring two surveyed radio paths to serve as communications/crypto centers.

A very important voice circuit, which became operational in early March, included US LACCO. This circuit is used to conduct medical evaucations as well as to provide a voice circuit to N.V.SUPP.CT. DNANG facilities at Hua and Chu Lai.

As the tasks and responsibilities of the N.V.SUPP.CT. DNANG grew and expanded, there was a corresponding growth in the Communications Department.

FIRST LIEUTENANT

In the middle of January, the Billing Division of the First Lieutenant Department and all of its functions were assumed by the Administration Department.

In late January, the Physical Security Division assumed the functions of the Port Security Division which had been under the Operations Department.
During the period of this report the Physical Security Division continued to expand its area of responsibility by assuming security responsibilities for DaNang East Covered Storage and DaNang East Ferry Landing.

Camp Tien She continued to expand its berthing facilities to meet the influx of new personnel.

OPSTIONS

The various divisions within the Operations Department performed their given tasks with emphasis on the following items:

a. Harbor Security Division continued its task of protecting USN, USMC, RCTC and MSTS chartered shipping in the harbor of DaNang up to Nana Bridge and including DaNang River up to the DaNang River Bridge. The division continued to protect the offload sites at Commercial Pier, "T" Pier, Commercial Ramp and Museum ramp. Protection of the harbor continued through use of four line sweeping boats, four LCPLs (HX 4), four 45 foot picket boats and four Boston Whaler skimmers.

On 29 January 1956 the Port Security functions were assumed by Physical Security, thereby defining security responsibilities for Harbor Security as "waterside" and for Physical Security as "shor...".

b. Port Services Division continued to expand in size during the reporting period to 16 men and improved on its ability to render services to visiting ships. Work commenced on improving LST berthing sites and updating navigational and mooring buoys. Flashing beacons (LH-1 ...5 C) were acquired and placed on the mooring buoy off Commercial LST Keep, on the buoy by the sunken hulk in the harbor and on other buoys in the river. The buoys provided 24 hour illumination; unfortunately, two buoys were pilfered, necessitating that chaps and locking devices be welded on the others.

Cables became an increasing concern to cargo operations. One cable was lost and another began to deteriorate. A request for six more small cables was initiated in February. An additional 12 long-type cables were requested for use when the sesaide pier sites become operational this coming September.

Long workers were placed in position in all three LST Harbors at Tien She. Additional ranges are proposed for museum and bridge LST beaming areas.

With the addition of a PRC-61 radio in the Operational Control Center, a Logistic Coordination Offload Net was established. A new Lighterage Status Board was put into operation to better interpret visually the status of lighterage craft.

c. Service Craft Division increased its assets during the reporting period by the addition of the YTL-426 arriving from Guam and YTLs 3,6 and 587 arriving from Korea. YTH-383 and YCG-56 returned to full service from Vietnam, and three Pusher Boats were reassigned permanently to RAVSUPPFC Chu Lai.
The division included seven officers and 255 enlisted men at the end of the reporting period.

d. Lighterage Division continued to expand its lighterage services on coastal operations with 19 runs to Hue and 28 runs to Chu Lai during the reporting period. Craft reliability made great strides as LCM-6 craft increased to 28.

During the past quarter, 10 LCH-3's were received. One LCU was received and three went to overhaul.

On board assets as of 31 March were 11 LCU's (plus three in overhaul), 28 LCM-6's and 20 LCM-6/3's.

e. Engineering and Repair Division came into being on 29 January 1966 with two officers and 22 enlisted assigned. The mission of the division is to maintain, repair and overhaul all activity and service craft assigned to NH/USPP.O.T D.N.A.G, and to lend such support as possible to units of the Fleet and other commands.

At the birth of the E&R Division resources were one LCM-6 fitted out with a welding outfit and used as a mobile work boat. On 3 February a three-section pontoon causeway was installed at Tien Shui Hau, permitting boats and craft to come alongside for maintenance and repair.

On board strength of the E&R Division was two officers and 49 enlisted men; and in addition, one officer and 31 enlisted men were 4/4 off station.

f. Air Operations Division was established on 28 March with 3 officers and 13 enlisted men of group IX ratings. The mission of the division is to provide aerial support to activities as directed by CO/N.H/USPP.O.T D.N.A.G.

During reporting quarter, one C-47 circuit, DUNO 17262, was assigned but was not received. Arrangements were made with First Marine Air Wing personnel to provide aircraft parking space for regular maintenance upon receipt of the aircraft. A quonset hut for personnel was requested for construction by Public Works Department, and this was accomplished during March.

Line personnel assigned to the division were transferred T/D to Naval Air Station, Sangley Point, Philippines in April to assist in the acceptance and maintenance inspection of the aircraft which had to be flown from the United States to Sangley Point. NAS Sangley Point was assigned the task of support and intermediate maintenance for the NH/USPP.O.T D.N.A.G plane.

III-6
SECRET - Unclassified upon removal of enclosures

SPECIAL HANDLING REQUIRED
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From: Commander in Chief U.S. Pacific Fleet
To: Chief of Naval Operations (OP-09)

SUBJ: Pacific Area Naval Operations Review for July 1966

REMARKS:

1. Enclosures (1), (2) and (3), which make up a review of naval operations in the Pacific area during July 1966, are forwarded for information.

Copy 1:
CTTOPAC (2/), copies (1), (2) and (3))
CTCRONAC
COMJAC
COMFRTAC
COMPOPTAC
COMINETAC
COMSEVYAC
COMRA PAC (2/), copy (3))
COMANTAC (w/ copy (3))

L. P. RAMAGE
Deputy and Chief of Staff