

HARBOR CLEARANCE UNIT ONE

CALENDAR YEAR 1971

OPNAV REPORT 5750-1

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HCU-1/CAT:jsh

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CONFIDENTIAL (UNCLASSIFIED upon removal of section IV (e))

From: Commanding Officer, Harbor Clearance Unit ONE

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

Subj: Command History

Ref: (a) OPNAVINST 5750.12 series

Encl: (1) Harbor Clearance Unit ONE Command History for Calendar Year 1971 (OPNAV Report 5750-1)

1. In compliance with reference (a), enclosure (1) is forwarded herewith.

T.L. SWIFT

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I. CHRONOLOGY

A. CHRONOLOGICAL LISTING OF SIGNIFICANT EVENTS

JAN 3 HCT-ONE Personnel surveyed VNN HQ-6002

4 HCT-ONE Personnel surveyed VNN HQ-1256 and recovered two bodies

8 HCT-THREE Personnel surveyed VNN HQ-1258

10 YLLC-1 departed for RVN in well deck of USS ALAMO (LSD 33)

11 YDB-2/CSB-3 raised 11000 gal fuel ammi at Tra Cu

13 HCT-THREE Personnel enlarged canal vicinity Dong Hung with explosives
YLLC-3 arrived at Cat Lo from Subic Bay, R.P.

14 YRST-ONE undrydocked from AFDM 6 and moved back to Osir Basin

LT THOMPSON relieved LT BERDZAR as Vung Tau Rep

15 Began work of converting first LCM 8 into LCM (Salvage)

18 YLLC-3 and HCT-FOUR Personnel raised VNN HQ-5014 near Sa Dec,
RVN

22 HCT-FOUR Personnel raised HQ-1200 at Ca Mau

23 HCU-ONE Rep and two divers cleared screws of USNS CORPUS
CHRISTI

26 YLLC-3 and HCT-FOUR Personnel raised 70,000 gal fuel ammi near Tra
Cu

FEB 8 HCU-ONE Salvage Advisors and LDNN divers raised ASPB HQ-5152

15 LCM(s)-1 and CSB-3 departed Cat Lo to commence THD-17 SALVOPS

18 THD-17 salvage forces raised ATC HQ-1212 in Rach Soi Canal

24 HCU-ONE Personnel cleared screw of USS ENERGY (MSO 436)

26 Installed "A" Frame in LCM(s)-2

28 CSB-3 crew destroyed hulk of VNN HQ PBR-54 with explosives

YLLC-3 arrived at Cat Lo with hulk of LCM 8258 (for use as VNN Salvage Training Project)

MAR 3 LCM(s)-2 departed Cat Lo for THD-17 SALVOPS

4 HCT-5 Personnel, working aboard CGC BLACKHAWK, removed 6 propeller blades and a sonar dome at Hon Nam Du

10 THD-17 Forces completed patching and parbuckling HQ-1262, then using LCM(s)-1 and CSB-3 lifted and dewatered the craft

13 THD-17 Salvage Forces lifted and moved wreck of HQ-1256 onto bank of Can Gao Canal

20 YLLC-3 salvaged wreck of PK-3122 off Vung Tau

26 THD-17 Salvage Forces finished clearing wreck of ATC HQ-1258 using explosives

29 HCU-ONE Salvage Team arrived at Qui Nhon to salvage the SS ROBIN HOOD, mined 27 March alongside De Long Pier. Construction was begun on a 24' x 35' patch to cover the 14' x 27' hole

APR 14 THD-17 Forces salvaged U.S. Army LCM-8133 from Can Gao Canal

YDB-2 deck loaded on SS TRANSCOLORADO for transfer to Subic Bay, R.P.

18 THD-17 Salvage Forces completed survey and salvage of ASPB HQ5134

21 SS ROBIN HOOD patch completed and in place; commenced dewatering

23 HQ-6001 salvaged by THD-17 Salvage Forces and placed on canal bank at MATT-44

26 LCDR Donald C. JOERRES relieved CDR Joe D. EDWARDS as Commanding Officer, HCU-ONE

29 YLLC-3 and CSB-3 turned over to VNN Navy in ceremonies held at Cat Lo

Finished training of VN Salvage Company personnel

30 THD-17 Salvage Forces completed salvage of LCM-8 HQ-8001

MAY 5 SS ROBIN HOOD SALVOPS completed

7 HCU-ONE Rep Vung Tau was closed down - 2 and 21 Detachment established more on time

12 HCU-ONE THD-17 Forces salvaged HQ-1294 near Song Ong Doc

13 HCU-ONE THD-17 Forces salvaged HQ-1293 near Song Ong Doc

26 THD-17 Forces salvaged ZIPPO HQ-6533

JUN 1 HCU-ONE transferred from Commander Service Group THREE to Commander Service Squadron FIVE. Custody of YHLC-ONE turned over to SRF Subic

8 Custody YHLC-2 turned over to SRF Subic, R.P.

18 HQ-1536 raised by THD-17 Salvage Forces.

27 HCU-ONE Salvage Forces, using LCM(s)-2 and LCM(s)-3 raised ASPB HQ- 5174 near Nam Can

29 HCU-ONE Salvage Force raised ASPB HQ-5142 near Nam Can

JUL 1 HCU-ONE Salvage Forces raised ASPB HQ-5113 from near Nam Can

HCU-ONE HQ Unit transferred to Pearl Harbor, Hawaii

6 HCU-ONE Diving Team departed Pearl Harbor, Hawaii for Okinawa in support of Operation Red Hat

7 YRST-ONE, being towed by USS CHOWANOC (ATF 100), departed Subic Bay,

R.P. for Pearl Harbor, Hawaii

14 HCU-ONE Salvage Force cleared ferry at Cai Tu by blowing in place

30 YRST-ONE arrived at Pearl Harbor, Hawaii and moored at ALPHA Docks

AUG 15 HCU-ONE Dive Team recovers lost wave rider buoy Midway Island

21 HCU-ONE Dive Team removed wave rider buoy at Midway Island

28 HCU-ONE Training Team departed for first training trip on YHLC's located at Subic Bay, R.P.

SEP 15 Operation RED HAT completed

17 YRST-ONE drydocked in ARD-30 for repairs

29 Training team departed for Subic Bay, R. P. to train aboard YHLC's located at Subic Bay, R.P.

30 YRST-ONE undocked

OCT 6 YRST-ONE moved to Pearl Harbor Naval Shipyard for modification, including installation of a Taylor Diving System to support the Navy/Makai Range CY 71 Dive Project

NOV 2 USS GRAPPLE (ARS 7) towed YRST-ONE to Makapuu Pt for Makai Range 80 ft dives

7 80 ft dives completed. YRST-ONE towed back to Pearl Harbor, Hawaii

20 YRST-ONE towed to Makapuu Pt for 200 ft dives

23 Ocean floor dive system damaged communication umbilical on YRST-ONE starboard quarter mooring leg while submerging, causing postponement of dive

DEC 1 OFDS successfully submerged to 200 feet

3 OFDS completed 200 foot dive, YRST-ONE returned to Pearl Harbor, Hawaii

18 Training team departed for Subic Bay, R.P. to train aboard YHLC's

II. BASIC NARRATIVE

A. INTRODUCTION

1. Harbor Clearance Unit ONE began 1971 with Commander Joe D. EDWARDS, USN, 603963/1100 as Commanding Officer. Commander EDWARDS was relieved by Lieutenant Commander Donald C. JOERRES,

USN, /6302 on 26 April 1971. Lieutenant Commander JOERRES had previously served for two and one-half years as Executive Officer of Harbor Clearance Unit ONE. Upon his relief, Commander EDWARDS reported for duty on the staff of Commander U.S. Naval Forces Philippines.

2. With its home port at the U.S. Naval Station, Subic Bay, Republic of the Philippines, Harbor Clearance Unit ONE continued its assigned mission of providing Western Pacific harbor/river clearance and salvage capability with its primary commitments to operations in the Republic of Vietnam. Considered to be an afloat command, Harbor Clearance Unit ONE is a unit of Service Force, U. S. Pacific Fleet, and began the year under the direct administrative and operational control of Commander Service Group THREE. Elements deployed to Vietnam were under the operational control of Commander U.S. Naval Forces, Vietnam with the administrative control maintained through the Harbor Clearance Unit ONE Representative in Cat Lo.

3. Harbor Clearance Unit ONE started 1971 with a complement of 21 officers and 218 enlisted personnel including 62 divers. They were assigned to one of the following departments depending on the individual's capabilities and experiences: One of four Harbor Clearance Teams, the Headquarters Staff, or one of the following salvage craft:

a. YRST-1

b. YHLC-1 and YHLC-2

c. YLLC-3

d. CSB-3

e. YDB-1 and YDB-2

f. Two LCM-8's

4. Due to the phasedown in military activity in Vietnam, during 1971 Harbor Clearance Unit ONE's size and assets were greatly reduced, and her homeport changed to Pearl Harbor, Hawaii. By March, Harbor Clearance Unit ONE's reduction to a newly-authorized 4 officers and 47 men was well underway. On 29 April 1971, YLLC-3 and CSB-3 were turned over to the Vietnamese Navy at ceremonies held at the Cat Lo Logistic Support Base. In early May the Harbor Clearance Unit ONE Representative at Cat Lo closed his office, turning in-country assets over to a detachment of two officers and

21 enlisted personnel who were gradually replaced by SALVORS assigned to Commander Naval Forces, Vietnam for a one year tour. On 1 June Harbor Clearance Unit ONE shifted from command of Commander Service Group THREE to Commander Service Squadron FIVE. In early June both YHLC-1 and YHLC-2 were turned over to the custody of Ship's Repair Facility, Subic Bay, Republic of the Philippines for maintenance and preservation. By July, Commanding Officer, Harbor Clearance Unit ONE had established his headquarters at Pearl Harbor and at the end of the month the YRST-1 arrived. Harbor Clearance Unit ONE, with virtually the same mission, was ready to continue operation.

B. SOUTHERN MEKONG DELTA OPERATIONS, REPUBLIC OF VIETNAM

1. Commencement of offensive riverine operations against the NVA/Vietcong by the Vietnamese Army in the Southern and Western Areas of the Mekong Delta, presented Harbor Clearance Unit ONE with a new and challenging problem. Surveys conducted on sunken craft in late 1970 and early 1971 indicated the craft were sunk in areas inaccessible to existing salvage lift craft. Consequently in early January the decision was made to outfit two LCM-8's for salvage operations, including construction and installation of an "A" frame assembly capable of lifting 35 tons. Material was staged at Cat Lo and outfitting of the first boat and construction of the "A" frame was commenced. By 15 February all preparations were completed and the LCM-8 now designated LCM(S)-1 in company with CSB-3 sailed for the U-Minh Forest. Commander U.S. Naval Forces, Vietnam Salvage Officer, Lieutenant Commander SWIFT, accompanied the boats.

2. HQ-1212 SALVOPS

The first practical use of the LCM(S) salvage craft was entirely successful. HQ-1212 was beached in the Rach Soi Canal with her bow against the bank, out of the water and her stern completely submerged. On 18 February, with LCM(S)-1 made up to starboard and CSB-3 to port, both boats lifted the stern and dewatered the sunken craft. The following day the ATC was towed to ISB Rach Soi. During tow LCM(S)-1 suffered a casualty to her starboard engine bank which required its replacement, and caused a two week delay in SALVOPS. During this stand down period, the crew of the CSB-3 surveyed the hulk of PBR-54. The survey revealed the hulk beyond repair and it was destroyed by explosives on 28 February.

3. HQ-1262

On 1 March, after the wreck was checked for mines by EOD personnel, a survey was conducted. HQ-1262 was capsized, laying in the mud in approximately 10 feet of water, with the bow sticking approximately 3 feet out of the water. The survey revealed a large hole approximately 6 feet long amidship on the port side along the bottom. An attempt was made to lay the craft on her port side by lifting the starboard side using LCM(S)-1 and CSB-3. Due to the limited height of the lift, this was unsuccessful. Another attempt to parbuckle the wreck was made using falls on the "A" frame of LCM(S)-1 for a horizontal pull. A payloader was obtained from the Vietnamese at the 33rd Command Post for use as a deadman to hold the LCM's. Using the LCM's "A" frame falls as beachgear, HQ-1262 was rolled onto her starboard side, with the damaged area out of the water, and patching began. The craft was allowed to roll back over, and both salvage craft unrigged during the night due to threat of VC attack.

On 8 March, LCM(S)-1 and CSB-3 rerigged as before, HQ-1262 was rolled back on her starboard side and patching continued. The large hole was covered with two 4' x 4' sheets of metal, and several voids were patched. The arrival of additional security during the day allowed the salvage craft to remain rigged in position overnight.

On 9 March, a higher priority use for the payloader forced the salvage team to unrig and let the HQ-1262 roll back over prior to completion of the patch. The deadman was not returned until evening when the wreck was again pulled to her starboard side, the patch completed and the HQ-1262 rolled onto an even keel.

On 10 March, using the "A" frame on both craft the ATC's stern was lifted to within 3 feet of the surface. A cofferdam was placed around the lazaret hatch and the lazaret was dewatered. Then the engine room was pumped which enabled the stern to float. CSB-3 was moored to the wreck's bow, lifted the gunnels above the water and dewatered the welldeck, floating the HQ-1262. Demudding operations were completed the next day and the craft was towed to Tan Am.

4. HQ-1256 SALVOPS

On 12 March, upon completion of HQ-1262 SALVOPS, HCU-1 salvage forces moved to the wreck of the ATC HQ-1256, also located in the Can Gao Canal. The wreck was found with her bow to the bank, in 10 feet of water. A survey revealed the Helo pad and bow door missing, the deck in the bow area completely destroyed, and split seams on the port side of the engine

room. An attempt was made to dewater the engine room and lazarette, but was unsuccessful due to the vast extent of the damage.

On 13 March, floating of the HQ-1256 was now considered impractical, so a plan was devised to pull the wreck onto the canal bank. Using a large tree as a deadman. And the LCM(S)-1's "A" frame and tackle for a horizontal pull, the wreck was pulled approximately 5 feet onto the bank before the tree gave way. At this point the second LCM-8 to be converted, LCM(S)-2, arrived at the scene and CSB-3 was detached to return to Cat Lo. SALVOPS were delayed for three days until authorization was received to put the 1256 on the canal bank.

On 17 March, permission was received to pull the wreck onto the beach. An attempt was made using both LCM's, but was unsuccessful as the trees used as deadman continued to pull out of the ground. Finally a slip was blown in the canal bank, and LCM(S)-1, using a horizontal pull to a deadman (tree) succeeded in pulling the wreck out of the canal and into the slip.

5. HQ-1258

On 21 March, work was begun by the HCU-1 salvage team on clearing the wreckage of the ATC HQ-1258. The craft had been destroyed on 7 January by a large mine (est weight 500 lbs) which threw the craft upside down, blew out the welldeck, and jackknifed the bottom of the bow onto the bottom of the stern. Due to the vast extent of the damage, it was decided to clear the wreck from the canal using explosives. On the 21st, the wreck was blown into three pieces, disconnecting the bow for removal, and flattening the stern. The 22nd and 23rd were spent removing pieces of the craft from the canal. SALVOPS were concluded on the HQ-1258 on 27 March, with the removal of the bow section from the canal.

6. U.S. ARMY LCM-8133 SALVOPS

LCM 8133 was sunk while transiting the Can Gao Canal with a resupply convoy. On 26 March, she came under intense rocket and automatic weapons fire and was mined, igniting her load of helicopter fuel and killing 3 Army personnel. Previous attempts to raise the wreck had been unsuccessful. HCU-1 LCM(S)-1 and LCM(S)-2 personnel, upon arrival at the sink site on 12 April conducted a survey which revealed extensive fire damage from the forward engine room bulkhead to the bow ramp and slight battle damage to the engine room and lazaret.

On 13 April, the stern of the wreck was lifted, and the lazaret pumped dry. An attempt was made to pump the engine room, but the water level would not drop. Further inspection revealed a ruptured keel cooler line which was plugged, and the engine room pumped dry. On 14 April, the LCM(S)-1 was made up to starboard and LCM(S)-2 was made up to port, a lift was made on the bow, and the two forward most voids were pumped. The stern had remained buoyant overnight. Continuous flooding required the pumps to be kept running constantly. LCM(S)-1 shifted to the stern of 8133, and using LCM(S)-2 to lift the bow, the salvage craft, with the wreck proceeded to Kein An.

7. ASPB HQ-5134

On 17 April, while conducting SALVOPS on HQ-6001, the HCU-1 Salvage Team received a message from Senior Advisor, CTF 210 that the ASPB 5134 had been mined and sunk. LCM(S)-1 and 2 immediately got underway and proceeded to the sinksite in the Can Gao Canal. When the boats arrived, the stern of the ALPHA boat was still afloat. The crew of the salvage craft boarded the wreck and removed ammunition and weapons.

During the night the ASPB had sunk completely. On 18 April, using both salvage boats "A" frames the stern was lifted and the lazaret, pumproom, and engine room were dewatered. The bow of the craft had received so much damage that it could not be made watertight, so it was lifted using LCM(S)-2. LCM(S)-1 towed LCM(S)-2 and the wreck to the Operation Base at Kein An, where it was beached.

8. HQ-6001

After completing the HQ-5134 SALVOPS, the salvage team returned to the HQ-6001. The craft had previously been parbuckled to an even keel on the 17th of April. This boat was an old French monitor. The survey revealed that the hull was in such a deteriorated condition that economical salvage was unrealistic. Consequently, the craft was pulled onto the bank of the Can Gao Canal using LCM(S)-1 and 2, and a bulldozer as a deadman. SALVOPS were terminated on 23 April, and the salvage forces moved on to the last wreck in the Can Gao Canal, the HQ-8001.

9. HQ-8001

This craft had been extensively damaged by a large VC mine which had caused a 3 foot hole along the centerline, opened numerous other cracks and

seams in the welldeck and partly blew the bow door off its hinges. In addition, the craft had been further damaged by grenades used on the wreck to detonate booby traps. On the 28th the engine room was pumped. SALVOPS were concluded on 30 April when the two salvage craft, using a bulldozer as a deadman, pulled the wreck onto the bank of the Can Gao Canal.

10. The salvage of the HQ-8001 concluded SALVOPS in the Northern end of the Can Gao Canal. The salvage crews and craft returned to Kien An for a stand down and maintenance period. In mid May, the salvage craft transited from Kien An to Song Ong Doc via the sea as passage through the Can Gao and Trem Trem Canals was deemed too hazardous.

11. HQ-1293

On May 14, a survey was made of the HQ-1293. It had sunk alongside a fuel ammi at Song Ong Doc as a result of stern tube packing and exhaust manifold deterioration. The craft was inclined at approximately 45ø with its bow on the beach and considerable mud accumulation throughout. LCM(S)-1 and LCM(S)-2 were positioned for a T-lift, connected to the stern lift padeyes and the lift began. By mid afternoon the craft was afloat, dewatered and demudded, and turned over to the Vietnamese of RAID 40.

12. HQ-1294

On 15 May, salvage started on the HQ-1294 which had sunk while positioned along the canal bank as waterborne security approximately 1,000 yards from Song Ong Doc. A previous survey indicated that the cause of sinking was the deterioration of exhaust manifold and stern tubes. The craft was on an extreme incline of approximately 75ø with 30ø port list, and 20 feet from the beach. To prevent capsizing, the LCM(S)'s were positioned for a T lift with the port LCM(S)'s lifting until the blocks were two blocked. LCM(S)-2 lifted to even up weight distribution and trim. VN ASPB's were utilized to push the wreck and salvage craft further onto the beach. Another lift was needed to raise the stern above water, and it was accomplished successfully. By 1600 the craft was dewatered, made watertight and turned over to the Vietnamese of RAID 40.

13. HQ-6533 (ZIPPO)

On 20 May, LCM(S)-1 and LCM(S)-2 arrived at the sink site in the afternoon. They immediately rigged for a T-lift, lifted and dewatered the engine room and lazaret. Attempts to move the craft further onto the bank were

unsuccessful. On 21 May, using both salvage craft for a side by side lift, the wreck was beached. Further survey indicated extensive damage had been done by the mines, consisting of a hole 8 feet by 4.5 feet, with damage extending to the waterline, numerous shrapnel holes and a 2 foot by 6 inch hole in the voids. Also extensive damage had been done to the double bottom. The salvage team commenced clearing jagged metal from around the holes and constructing patches. During the period 22-26 May, the salvage team continued work on the main patch, stripping HQ-6533 of excess topside weight, and patching the numerous small shrapnel holes. The main patch was completed on 26 May.

On 27 May, the wreck was pulled from the beach, refloated and taken in tow by a VN ASPB. During the tow, the riding crew noticed a "Y" shaped crack starting to form along the weldeck centerline. Conditions deteriorated rapidly, and at 1135 the crack gave way and the ZIPPO sunk in 45 seconds, in approximately 45 feet of water. The decision was made to leave the wreck where she lay as she was extensively damaged, all important equipment had been removed, and she was not blocking the Canal in any manner.

14. Following the completion of operations on the HQ-6533, HCU-1 Salvage forces stayed in the area of Ca Mau, doing minor jobs, and accomplishing much needed repairs to the salvage craft. LCM(S)-3 joined the salvage forces, and LCM(S)-1 departed for Cat Lai for a well deserved, much needed overhaul.

15. HQ-1536

On 17 June, LCM(S)-2 and LCM(S)-3 arrived at the sink site at 0900, and found the craft on her starboard side with a small section of the port bow out of the water. Several attempts were made to right the craft, but all were unsuccessful.

On 18 June, LCM(S) craft rolled the wreck to an upright position, with the bow out of the water. The wreck was then lifted by the salvage craft, and using VN boats as pushers, placed further up on the bank. The engine room, lazaret and forward voids were dewatered prior to securing for the day. By noon on 19 June the bow ramp had been secured, the wreck made watertight and completely dewatered. The wreck was then towed to the 32nd Light Command Post and beached. The following day the HQ-1536 was towed to Ca Mau and turned over to the RVN's.

16. On 25 June, the salvage craft transited from Ca Mau to Nam Can (Solid Anchor) via the inland route. Despite running aground, engine trouble, the craft made it without incident although the area is one of the most dangerous in Vietnam.

17. HQ-5174

The salvage forces arrived at the sink site on the morning of 27 June and after EOD had checked the wreck for booby traps, commenced SALVOPS. The salvage craft hooked into the wreck's lifting padeyes, LCM(S)-2 to port, LCM(S)-3 to starboard, and lifted the wreck. After dewatering the ASPB was towed to Nam Can.

18. ASPB HQ-5142

On 28 June, after EOD had rendered the wreck free of booby traps, it was lifted by the salvage craft in the same manner as the HQ-5174. However, the wreck had received battle damage and could not be dewatered. Attempts to beach the wreck were unsuccessful until the craft was moved to the opposite bank for the night. On 29 June, the wreck was lifted, patched and dewatered. It was towed to ISB Nam Can in the evening upon completion of SALVOPS.

19. ASPB HQ-5113

On 30 June, in the same manner as the two previous ASPB's, the HQ-5113 was lifted, patched, demudded and towed to ISB at Nam Can. SALVOPS were completed by evening.

20. LCM(S) Salvage Craft continued to operate in the Southern Delta area, conducting minor SALVOPS. Unsuccessful attempts were made to raise the ATC HQ-1278. By the time the salvage craft again moved to the Ca Mau area, they were manned almost entirely by COMNAVFORV - 2 officers and 21 personnel. Although ex-HCU-1 craft will continue to roam the waterways, and the efforts of HCU-1 will long be remembered, HARBOR CLEARANCE UNIT ONE's roll in salvage in Vietnam had for all practical purposes come to an end.

C. VIETNAMESE SALVAGE TRAINING AND TURNOVER OF SALVAGE CRAFT

1. 1971 brought another challenge to the personnel of HCU-1's Det ALPHA in Cat Lo. CSB-3 was already in Cat Lo and on the 13th of January, YLLC-3

arrived from Subic Bay. These were the last two salvage craft scheduled for turnover to the Vietnamese Navy. The U.S. crew of these two craft faced difficult and unique problems. Not only did they have to familiarize the crews with the craft but in most cases, completely train the prospective crew members in all phases of their jobs in addition to operation of the craft. While doing this they were required to fulfill operational commitments as tasked. In addition to training the crews of these two craft, arrangements were made with COMNAVFORV and the Salvage Advisors for HCU-1 to train the Vietnamese LDNN Salvage Company sailors in all phases of salvage.

2. In February the prospective crew of the YLLC-3 arrived in Cat Lo. Although eager and willing to learn, the majority of the crew were fresh out of boot camp and needed thorough training in all aspects of the basics of their rate as well as operation of the craft. The crew of YLLC-3 pitched in and assisted their Vietnamese counterparts in learning their jobs. Concise, up-to-date records were kept on the progress of each of the Vietnamese sailors and when they qualified on a piece of equipment or at a particular job it was carefully recorded. Practical training in operation of the craft, such as seamanship, laying beach gear, making a lift and operation of portable salvage equipment was covered in detail. Whenever the craft went on a salvage job, members of the American crew stayed behind at Cat Lo to train those VN sailors who had to stay behind due to lack of living space. Those VN sailors who qualified were sent along in place of the U.S. crew members. As turnover time approached the proficiency of the Vietnamese crew was noted with pleasure.

3. The crew of CSB-3 performed in much the same manner, however the size of the craft prohibited any of the Vietnamese from living on board when the craft deployed on SALVOPS. The prospective crew of the CSB wasn't the same as the group of recruits who had taken over the YLLC-3. All members of the CSB-3 crew had been crew members of a previous CSB turned over to the Vietnamese by HCU-1. During the training period, frequent deployments of the CSB-3, including an extended deployment to the U-Minh Forest, cut deeply into the on board training of the prospective crew. However, whenever their craft was deployed, the future CSB sailors trained with the Vietnamese salvage company sailors. Their proficiency in their craft was frequently demonstrated while working with their fellow SALVORS on a practical salvage project.

4. One of the major problems faced in the past with the turnover of these unique craft was equipping the craft with operating supplies and spare parts. No COSAL existed for any of these craft. Prior to deploying them to Vietnam for turn over, a loadout list was compiled using several years' usage data and

all the equipment and supplies necessary was ordered by HCU-1 for delivery to the craft in order that they have a reasonable supply of parts available. Shortly before turn over, the COSAL's for the craft arrived, however when checked against the craft themselves they were found to be incomplete and inaccurate. A team of three specialists from SPCC Mechanicsburg was finally sent to the craft to update and correct the COSAL's so the craft could be amply supported by their new owners.

5. One week prior to turn over, both craft received a material inspection by a team of officers and senior enlisted men sent by COMNAVFORV. Except for a few minor discrepancies both craft passed with flying colors. The board then got underway with the new crew and conducted sea trials. The crews of both craft were checked thoroughly and the effectiveness of their training demonstrated. On the 29th of April, in ceremonies held at LSB Cat Lo YLLC-3 and CSB-3 joined their sister ships as units of the Vietnamese Navy.

6. While YLLC-3 and CSB-3 were preparing for turn over, another phase of training was taking place at Cat Lo. Training started in early February for the members of the Vietnamese salvage companies salvage teams. Training was conducted in all phases of salvage. Each member was trained in diving and patching, operation of all types of portable salvage equipment, and theory of salvage. The individual sailors were required to show their proficiency in these areas. Records were kept on each Vietnamese sailor to ensure each one received full benefits of the training. The wreck of an LCM-8 was obtained for use as a practical salvage project. After the classroom phase, the wreck was sunk and the Vietnamese SALVORS were required to raise it. This project provided an opportunity for the Vietnamese to demonstrate all they had learned in the classroom. The wreck was sunk in several different manners presenting different problems for the SALVORS. With the turn over of YLLC-3 and CSB-3 in late April and the great reduction in size of HCU-1's Det ALPHA in early May, training of the VN salvage company came to a successful termination.

D. MISCELLANEOUS SALVAGE - DIVING JOBS

1. In addition to the major efforts extended by HCU-1 personnel during the Mekong Delta SALVOPS, turnover of craft to, and training of, the Vietnamese, and the Makai Range Dive Project, numerous other diving and salvage jobs were conducted. These jobs were conducted throughout Vietnam and across the Pacific at such places as Okinawa and Midway Island.

2. 11,000 GALLON FUEL AMMI

On 20 December 1970 a section of CB pontoon causeway being used as an 11,000 gallon capacity fuel ammi sank near Tra Cu, RVN, while under tow by an LCM-8 to Ben Luc for repairs. CSB-3 and YDB-2 having just completed SALVOPS on a 70,000 gallon capacity fuel ammi near Ben Keo, commenced on 2 January a search for the smaller pontoon, locating it upright in 50 feet of water. January 3rd was spent rigging air hoses to the wreck in preparation for the blow attempt. Foul weather caused a temporary termination of SALVOPS and also caused the previously salvaged pontoon to break its mooring and sink.

On 4 January, with CSB-3 providing a lift and YDB-2 blowing air into the fuel ammi, the pontoon raised off the bottom and grounded in 30 feet of water. After this a second lift/blow was attempted but failure of the YDB's air compressor ended the salvage attempts temporarily. YDB-2 made a round trip to Ben Luc on the 5th, returning with a portable air compressor. On the 6th, swift currents prevented the successful completion of the SALVOPS. On 7 January, divers unbolted 1/3 of the ammi, re-rigged it for lifting/blowing, and raised the section late in the afternoon. On 8 January, the second section was rigged in a similar manner and brought to the surface in the morning. All sections of the ammi were stripped of water, towed to Ben Luc and turned over to base personnel.

3. 70,000 GALLON FUEL AMMI

This regular ammi pontoon, which was being used as a fuel barge, was sunk by a command detonated mine. CSB-3 and YDB-2 were dispatched to the sink site near Ben Keo. All preparations for raising the barge were completed by 1 January. Two of the six major compartments were holed, the major damage being a 10' x 14' hole. Bulkheads were shored, numerous small holes patched, and the wreck was successfully raised early in the evening of the 1st. The wreck was then towed to Tra Cu and secured to the bank while SALVOPS were conducted on a smaller barge. On 3 January, the swift current in the river broke the ammi loose from her moorings and she filled with water and sank. SALVOPS on this barge were discontinued until the smaller barge was raised.

On 13 January, CSB-3 and YDB-2 returned to the sink site. A survey was conducted which revealed the craft lying on the bottom at a 75° angle, with the stern in 60 feet of water and the bow in 25 feet of water.

During 14-15 January installation of two 8.6 ton salvage pontoons and patching operations continued, but were continuously plagued by high

currents. CSB-3 hooked up for a lift, and air hoses were hooked up for the blow attempt. On the 16th a blow and lift attempt was made. The blowing attempt disclosed numerous cracks which caused enough air leakage to prevent the pontoon from surfacing. All attempts to stem this leakage were unsuccessful. A third 8.6 ton pontoon was rigged on the 17th but salvage attempts were still unsuccessful. The 19th was spent unrigging salvage equipment and the two craft returned to Cat Lo on the 20th. On 23 January, YLLC-3 and members of HCT-4 arrived at the sink site. Another survey revealed no additional damage. On the 24th the pontoon was again rigged for a blow; an 8.6 ton salvage pontoon was rigged and a lifting wire was attached to the wreck.

On 26 January, YLLC-3 was moored over the stern of the wreck and connected for a lift. The pontoon was inflated, YLLC-3 took a lift and the forward portion of the wreck was blown with leaks being patched as they were located. Late in the afternoon the ammi was completely stripped of water and all patches re-installed. On the 27th it was towed to Ben Luc and beached.

4. FOM-5014

On 10 January, word was received from the NAVFORV salvage officer to deploy a team to Sa Sec to raise an unknown wreck. Personnel of HCT-4 were deployed to the scene and after some difficulties located the wreck and identified it as an old French FOM. Salvage was beyond the capacity of the team with the assets on hand and it returned to Cat Lo on 14 January. On 16 January, YLLC-3 with members of HCT-4 departed for the wreck; identified as the HQ-5014. Upon arrival at the sink site, the wreck was rigged for a lift, its gunnels lifted clear of the water and the craft dewatered. After stripping it of mud and water, the wreck was turned over to personnel at Dong Tam.

5. ASPB HQ-5152

HQ-5152 was sunk in the Can Gap Canal when it was rammed by a VN LCM-8. Upon arrival on 6 February, the salvage team found the craft with its bow to the bank and approximately 80% submerged. On 7 February, the water tight doors in the wreck were secured and the forward spaces and lazaret pumped. After two hours of pumping the P-250's failed and the craft sank back to the bottom. On 8 February, two 10 ton chain falls were obtained from ISB Rach Soi, these were attached to the bow ramp of two VN ATC's and connected to the wrecks after padeyes. In this manner the craft was raised, dewatered with a P-250 and then turned over to RAID 40 personnel.

6. On the first of March a message from COMNAVFORV ordered deployment of a diving team to Hon Nam Du to salvage a sonar dome and propeller blades lost by the CGC MORGANTHAU when she grounded on an uncharted reef. On the 3rd, several members of HCT-5 went aboard the Coast Guard Cutter BLACKHAWK for transit to the salvage site. The following day six propeller blades, a rope guard and sonar dome were located and lifted on board the BLACKHAWK after which the salvage team returned to Cat Lo.

7. PK-3122 SALVOPS

On the 19th of march, members of IUWG at Cat Lo approached the HCU-1 Representative requesting assistance for one of their boats, the PK-3122, which had caught fire off Vung Tau. A salvage team was dispatched but the boat sank prior to the team's arrival. On 20 March, YLLC-3 was dispatched to the sink site, rigged lifting straps and raised the wreck. With the wreck firmly secured, the YLLC returned to Cat Lo where the wreck was beached.

8. SS ROBIN HOOD

a. In the early morning hours of 27 March, while alongside De Long Pier, Qui Nhon, a mine estimated at 200 lbs exploded between the pier and the starboard side of the SS ROBIN HOOD. The explosion blasted a 27 foot long by 14 foot high hole in the number three lower tween decks, ruptured the forward bulkhead in way of number two starboard after deeptank and cracked the side shell and tank top of number three starboard double bottom. The resultant flooding was insufficient to sink the ship.

b. On 28 March, HCU-1 assistance was requested to patch the damage and dewater the ship. On 29 March, the HCU-1 salvage engineer and two HCT-1 divers arrived on the scene.

c. By 4 April, the detailed plans for the patch had been developed. The cost of the salvage operation was estimated and permission to go ahead with the patching was received from the owners.

d. On 6 April, the USS COHOES arrived from Danang with material for the patch. A template was made and fabrication of the patch was commenced with the USS COHOES shipfitters assisting HCU-1 personnel.

e. By 19 April, the patch was completed and placed over the hole. On 22 April, the ship was dewatered and on 29 April, welding of the patch to the ship was complete.

f. On 29 April, the ROBIN HOOD got underway for Hong Kong but leaks in the patch caused the ships return. These leaks were patched and the ROBIN HOOD again sailed for Hong Kong on 4 May.

9. In late June, HCU-1 assistance was requested in conjunction with Operation RED HAT in Okinawa. On 6 July, a team of HCU-1 divers and all necessary equipment including compressors and hard hat diving rigs was air shipped to Okinawa. For the next two months HCU-1 personnel in conjunction with EOD personnel were on continuous standby should their services be required in the event any of the dangerous chemicals being shipped were lost. By mid-September, operations were complete and the dive team returned to Pearl Harbor on the 15th.

10. In August, HCU-1 assistance was requested to recover a wave rider buoy lost near Midway Island. A dive team was deployed and after two days of searching shark-infested waters, located the lost buoy on 15 August. After this successful operation, it was requested that the HCU-1 team assist in re-mooring the buoy. This was accomplished on the 21st and the dive team returned to Pearl Harbor on the next scheduled flight.

11. HCU-1 provided many minor services such as screw clearing, anchor recovery and underwater hull work throughout 1971 in Vietnam, the Phillippines and Hawaii. These jobs although too numerous to list individually were of great assistance to the recipients.

E. MAKAI RANGE

1. Even before the arrival of the YRST-1 in Pearl Harbor, plans were being made to use the craft as the surface support platform for the Navy/Makai Range Calendar Year 71 Dive Project off Makapuu Pt., Oahu, Hawaii. Work began in earnest in September and continued at a fast pace until the dives commenced in November. All dives were completed by early December in time to decompress the Aquanauts for Christmas.

2. Preparations of the YRST-1 for surface support was a long, arduous task for the sailors of HCU-1. The YRST-1 was expected to provide surface support including power for the ocean floor dive system AEGIR, provide a platform for the Taylor Diving System, provide space for the research and recording equipment required, and to provide living, berthing and messing facilities for the multitude of embarked personnel. In October the YRST-1 went into the Pearl Harbor Shipyard for removal of the Monorail System on her fantail and installation of the Taylor Diving System which was to be used as a

rescue chamber in an emergency. Installation of this system included an "A" frame and personnel transfer capsule, a large double-lock decompression chamber mounted on hydraulic-powered skids and capable of mating up with the PTC, a large Sakgit Winch for lowering the PTC and a 27-ton tube trailer which contained the Helium gas used by the Taylor divers. Transformers were installed to provide correct power to the AEGIR and extra bunks were installed to provide sleeping accommodations for the many embarked personnel. HCU-1 personnel devoted many extra hours - working weekends, holidays and into the evening, to make the YRST-1 ready for this important project.

3. The dive sequence was originally scheduled to be in three phases. First, a series of 80 ft . training dives to familiarize all personnel with the operation functions required. Then a short 200 ft. dive in preparation for the final dive of 10 days at 520 feet. A team of 2 civilians, 3 U.S. Navy and 1 Royal Navy personnel were trained to submerge in the OFDS.

4. YRST-1 was underway behind the USS GRAPPLE (ARS 7) on 2 November for Makapuu Pt. and the 80 foot dive sequence. Heavy seas hampered getting secured in the 5 legs of the moor and it wasn't until evening of the 3rd of November that YRST-1 was completely moored. The AEGIR conducted several training dives on the 5th and 6th, including practice evacuations into the Taylor System which was lowered from the YRST. The 80 ft. dive sequence was successfully terminated on the afternoon of the 6th with all major goals being met, and YRST-1 was returned to Pearl harbor. These dives proved very beneficial to the members of HCU-1 as they provided invaluable training for all hands.

5. On the 17th, YRST-1 was again towed to Makapuu Pt., this time for the 200 foot dive. However, Mother Nature disagreed with the timing, and extremely adverse weather conditions prevented the YRST-1 from entering the moor. All units returned to Pearl Harbor that evening after a rough day at sea.

6. YRST-1 was again underway behind USS GRAPPLE (ARS 7) on the 20th bound for the 200 ft. dive site . Although the weather conditions were still poor, the experience gained on the 80 ft. dives enabled the crew to get YRST-1 positioned in the moor the next day after a night of steaming. On Monday the 22nd, the AEGIR was brought out for the 200 ft. dive. All appeared to be going well until AEGIR finally submerged when shortly after leaving the surface, all communications were lost. Investigations disclosed that upon submerging, the AEGIR had planed over and hooked the starboard quarter mooring leg of YRST-1 severing the communications umbilical. The AEGIR

was brought to the surface, returned to port and the dive temporarily suspended.

7. YRST-1 remained in her moors for the next 8 days awaiting the continuation of the dive. During this time the weather continued to deteriorate. However, the morning of the 30th of November dawned calm enough to continue, and the AEGIR was brought out, moored astern of YRST-1 and submerged to 200 ft. without incident. For the next 4 days, the Aquanauts performed a series of tests and projects, completing all major events scheduled for the 200 ft. dive. On the morning of 3 December the AEGIR surfaced, YRST-1 broke the moor and was towed back to Pearl Harbor. Decompression of the Aquanauts completed the 200 ft. dive.

8. Preparations to commence the 520 foot dive in January or February continued until 20 December when word was received that due to the probability of further deteriorating weather, the high cost of continuing and the fact that much of the sought after information had been gained during the 200 ft. dive, the 520 ft. dive had been canceled. Removal of major equipment from YRST-1 was not scheduled until after the New Year, so the members of HCU-1 settled down for the Christmas holiday, and a well-deserved rest.

III. SPECIAL TOPICS

A. AWARDS AND COMMENDATIONS:

1. During the current year, numerous awards and commendations were received by personnel of Harbor Clearance Unit ONE. Many officers and men were awarded the Vietnam Campaign and Vietnam Service Medals. There have been numerous awards of the Combat Action Ribbon. In addition, the following presentations were made:

Award Recipient

Purple Heart BM1(DV) Thomas R. BOWER

Bronze Star LT(jg) Kent D. CROWLEY

Navy Commendation Medal ENC(DV) William W. WINTERS

BMC(DV) John T. BAUDER

BM1 Dalton E. ALEXANDER

EM1(DV) John C. BOOKOUT (2nd Award)

MR1(DV) Denis J. LONG (2nd Award)

BM2 Donald L. DEOSS

EN3 Donald J. UHRI

SN Dennis D. EICHEL

SN Charles L. LAMBERT

Navy Achievement Medal QMC(SS/DV) Earl K. MAUGHMER

MM1 Felix BAYON

SF1 Charles GROSS

CS1 Roberto SILAO (2nd Award)

EM2 Eugene J. MCLAUGHLIN

MR2 Michael MILLER

Republic of Vietnam Technical

Service Medal (First Class) LT Donald E. THOMAS

Republic of Vietnam Cross

of Gallantry CWO2 Larry N. GUEVARRA

Republic of Vietnam Honor

Medal (First Class) LCDR Donald C. JOERRES

IV. DOCUMENTARY ANNEXES

C. ROSTER OF HARBOR CLEARANCE UNIT ONE OFFICERS: 31 DECEMBER 1971

BILLET OFFICER

Commanding Officer LCDR DONALD C. JOERRES, USN, /6302

Executive Officer LT CHARLES A THOMPSON, USN

Engineering Officer LT PETER F. BERDZAR, USNR, /1105

Supply Officer LT CARL E. BOROWSKI, USNR, /1105

**D. ROSTER OF HARBOR CLEARANCE UNIT ONE ENLISTED
PERSONNEL: 31 DECEMBER 1971**

ACIDERA, BENNY BM3

ALFELOR, BENJAMIN SK1

BENEFIELD, JOHN SN

CLARKE, WALTER A. JR. 683 15 05 RM2

CONN, PHILLIP D. 775 83 12 BM2

CONTRERAS, JOHN J. HT1

COTTRILL, JAMES A. 794 99 47 EN3

DILLE, BARRY M. TM3

DOAK, STEPHEN W. B59 92 66 ET3

EISSING, FRANK E, JR. 812 73 47 HTCM(DV)

GRIFFETH, DANNIE K. SKSN

GROSS, CHARLIE E. 524 49 23 HTC(DV)

GUTIRREZ, WILLIAM A. 592 92 96 BMC(DV)

HAMILTON, SAMUEL BT3

HEIDEBRINK, DAVID SA

HILL, JOSEPH S. YN1

HUDEK, GEORGE J. B78 75 23 SN
HUMMEL, CARSON E. BTFN
JONGEWARD, JOE B. SA
KING, JOHN J. CS1
KNOWLES, JAMES SA
KURZ, GEORGE J. 520 70 33 EN1
LAFERNIERE, ROBERT SN
MATHIS, WILLIAM HT1
MAUGHMER, EARL K. 511 06 49 QMC(SS-DV)
MILLER, RONALD J. 491 51 53 EN1
MILLS, HARRY G. HMC
NASHOLD, FREDERICK ETN2
NOVAK, PATRICK O. FN
PRESTON, DOREN A. ENFN
RAE, RODNY L. FA
RINEHART, LEE A. BMC
ROQUE, AVALINO M. 583 42 41 CS1
SANGREY, SAMUEL BM1
SAVAGE, WILLIAM SN
SCHAFER, JOHN C. MRFN
SCHRADE, THOMAS EM2
STEINBRINK, DANIEL 480 34 21 ENC(DV)

STEPHENS, WILSON A. 533 01 73 MM1(DV)

THOMAN, KENT SN

VALDEZ, CARLOS M. EM3

VELDMAN, ALLAN P. B88 71 98 SN

WALLER, PAUL E. FN

WENZEL, KENNETH FA

WESTBROOK, OSCAR C. B60 89 85 BT2

WIND, RUSSELL H. D88 10 21 FN

WHITFIELD, BILLY HT2

WOLFE, THOMAS F. SN

WONG, MICHAEL W. BTFN

WOODARD, ROBERT EN3

TRANSFERRED PERSONNEL:

CDR JOE D. EDWARDS

LT DON THOMAS

LT HERB TUFTS

LTJG KENT D. CROWLEY

CWO LARRY N. GUEVARRA

BM1 DALTON E. ALEXANDER

BMC JOHN T. BAUDER

MM1 FELIX BAYON

EM1 JOHN C. BOOKOUT

BM1 THOMAS R. BOWER

BM2 DONALD L DEOSS

SN DENNIS D. EICHEL

SN CHARLES L. LAMBERT

MR1 DENNIS J. LONG

EM2 EUGENE J. MCLAUGHLIN

MR2 MICHAEL MILLER

CS1 ROBERTO S. SILAO

EN3 DONALD S. UHRI

ENC WILLIAM W. WINTERS

E. COMMENDATORY MESSAGES

R 131100Z MAR 71

FM ADMIN COMNAVFORV

TO OINC THD ONF SEVEN SALVOPS

OPBASE KIEN AN

INFO HCU ONE SUBIC

HCU ONE REP VUNG TAU

CNO VNN

SA CTF TWO ONE FOUR

CTF TWO ONE FOUR

SA SALVAGE CAT LO

SA TWO ONE ZERO

COMTHD

BT

CONFIDENTIAL

OPBASE KIEN AN PASS TO OINC THD 17 SALVOPS

HQ 1262 SALVOP (U)

A. OINC THD 17 SALVOPS 121220Z MAR 71

1. (C) REF A REPORTS SUCCESSFUL COMPLETION OF HQ 1262
SALVOP. REVISED

SCORE: 2 UP 13 TO GO. KEEP PRESSING.

GP-4

BT

R 302116Z MAR 71

FM CNO

TO CINCPACFLT

INFO COMNAVFORV

COMSERVPAC

COMNAVAIRPAC

COMNAVSPECWARGRUPAC

FAFTUPAC

HCU-1

BT

CONFIDENTIAL

COMNAVFORV UNPROGRAMMED FY72 BILLET REQUIREMENTS (U)

A. CINCPACFLT 172152Z MAR 71 (NOTAL)

B. COMNAVSPECWARGRUPAC LTR SER 0317 OF 28 SEP 1970 (NOTAL)

C. COMNAVFORV LTR SER 0046-71 OF 18 MAR 71 (NOTAL)

D. CTF SEVEN/COMCARDIV FIVE 191534Z MAR 71 (NOTAL)

1. (U) THIS MSG IS IN RESPONSE TO REF A.

2. (C) TO FILL REQUIREMENTS STATED IN REF B, 26 OFF AND 93 ENL AUGMENT

BILLETS WILL REMAIN ALLOCATED DURING FY 72. IN VIEW OF REDUCED IN-COUNTRY SEAL REQUIREMENTS SET FORTH IN REF C, REQUEST RE-EVALUATION

OF FY 72 BILLET REQUIREMENTS.

3. (C) FOUR OFF AND 47 ENL AUGMENT BILLETS ARE APPROVED FOR HCU-1

PARENT ORGANIZATION TO BE STATIONED IN HAWAII. SUBMIT HOMEPORT

CHANGE REQ ASAP. FOR HCU-1: SUBMIT QUALITY TO CNO BY MSG INFO

CINCPACFLT AND COMSERVPAC FOR COMMENT/CONCURRENCE.

4. (C) FOUR OFF AND 28 ENL AUGMENT BILLETS ARE AUTHORIZED IN FY72 FOR

FASU U-TAPAO. QUALITY REMAINS THE SAME AS PRESENTLY AUTHORIZED.

5. (C) THIRTY-FOUR ENLISTED AUGMENT BILLETS ARE AUTHORIZED IN FY72 FOR

FAETUPAC IN SUPPORT OF SERE TRAINING. FOR COFAETUPAC:
SUBMIT QUALITY

DESIRED TO BE RETAINED TO CNO BY MSG: INFO CINCPACFLT AND
COMAIRPAC

FOR COMMENT/CONCURRENCE ASAP.

6. (C) FIVE OFF AUGMENT BILLETS ARE AUTHORIZED IN FY72 FOR AS
REQUESTED BY REF D.

BT

R 010810Z APR 71

BT

FM HCU ONE

TO CNO

CINCPACFLT

COMSERVPAC

INFO HCU ONE REP VUNG TAU

COMSERVGRU THREE

COMNAVFORV

BT

CONFIDENTIAL

HCU-ONE PARENT BILLET QUALITY

A. CNO 302116Z MAR 71 (NOTAL)

1. (C) REF A APPROVED FOUR OFFICER AND 47 ENLISTED AUGMENT BILLETS FOR

HCU-ONE. THE FOLLOWING IS A LISTING OF QUALITY DESIRED FOR THE

AUTHORIZED AUGMENT BILLETS.

2. (C) HEADQUARTERS ALLOWANCE

BILLET RANK OR RATE CLASSIFICATION CODES

CO LCDR 1100 9222/9375 OR 9312

XO LT 110X 9228/9375 OR 9312

ADMIN YN1 2526

STORES SK1 2815

FOOD SERVICE CS1

MEDICAL HM1 8493

TOTAL:

2 OFFICERS

4 ENLISTED

1 MEDICAL DIVING TECH

3. (C) YRST-ONE ALLOWANCE

RATE CLASSIFICATION CODES

BMCM 5341

BM2 5342

EN1 5342

MM1 4294

SF1 5342

SFM3 5343

ET2

EM1

EN3 5343

(2) FN

(2) SN

TOTAL:

13 ENLISTED

6 DIVERS

4. (C) YHLC-ONE ALLOWANCE

RANK OR RATE CLASSIFICATION CODES

OIC CWO OR LTJG/713X OR 110X 9273/9375 OR 9312

BMC 5342

BM2 5343

EN1 5342

MM2 4294

MR2

EM1

BT1

EM2 5343

BT3

SFP2 5342

SK3

(2) FN

(2) SN

TOTAL:

1 OFFICER

15 ENLISTED

5 DIVERS

5. (C) YHLC-TWO ALLOWANCE

RANK OR RATE CLASSIFICATION CODES

OIC CWO OR LTJG 713X OR 110X 9273/9375 OR 9312

BMC 5342

BM2 5343

EN1 5342

MM2 4294

MR2

EM1

BT1

EM2 5343

BT3

DC2 5342

RM2

(2) FN

(2) SN

TOTAL:

1 OFFICER

15 ENLISTED

5 DIVERS

GP-4

BT

R 081956Z APR 71

FM CNO

TO HARBOR CLEARANCE UNIT ONE

INFO CHNAVPERS

CINCPACFLT

COMSERVPAC

HCU ONE REP VUNG TAU, RVN

COMSERVGRU THREE

COMNAVFORV

BT

CONFIDENTIAL

HCU ONE MANPOWER (U)

A. HCU ONE 010810Z APR 71

B. CNO 302116Z MAR 71 (NOTAL)

1. (C) BY REF A HCU ONE IDENTIFIED THE BILLET QUALITY FOR THE 4
OFF AND 47

ENL AUGMENT BILLETS APPROVED BY REF B.

2. (C) REF A IS APPROVED. YHLC ONE AND TWO OIC BILLETS ARE
AUTH AS 1100/K

NOBC 9273/9375. MANPOWER AUTHORIZATIONS WILL BE REVISED
AND

PROMULGATED.

R 090337Z APR 71

FM CINCPACFLT

TO CNO

INFO COMSERVPAC

HCU-ONE

COMNAVFORV

COMSERVGRU THREE

CHNAVPERS

EPDOPAC

BT

UNCLAS

HCU-1 PARENT ORGANIZATION BILLET QUALITY

A. HCU-1 SUBIC 010810Z APR 71 (PASEP)

1. CONCUR IN BILLET QUALITY SUBMITTED REF A.

BT

R 230806Z APR 71

FM COMNAVFORV

INFO HCU ONE SUBIC

HCU ONE REP VUNG TAU

230739Z APR 71

FM SA DFPCOMTHD

TO OINC THD SEVENTEEN SALVOPS

INFO COMNAVFORV

HNAVADVGRP MACV

CTF TWO ONE ZERO

BT

CONFIDENTIAL

RAPID RESPONSE OF SALVAGE TEAM (U)

1. (C) THE RAPID RESPONSE OF THE THD SEVENTEEN SALVOPS TEAM
IN RAISING

THE HQ 5134 WITHIN 24 HOURS AFTER IT WAS SUNK ON THE CAN
GAO CANAL HAS

ONCE AGAIN DEMONSTRATED THE HIGHLY PROFESSIONAL AND
DEDICATED

SERVICE THAT HAS TYPIFIED YOUR SALVAGE OPERATIONS IN THE U
MINH

FOREST WATERWAYS. THE MEN OF THE ENTIRE TEAM HAVE MY
APPRECIATION

FOR A JOB WELL DONE. CAPT CROWE.

GP-4

BT

R 060059Z MAY 71

FM COMNAVFORV

TO HCU ONE SUBIC

INFO COMSERVPAC

COMSERVGRU THREE

COMNAVPHIL

HCU ONE REP VUNG TAU

NAVSHIPSYSKOM

BT

UNCLAS

NAVSHIPSYSKOM PASS TO SUP SALV

ROBIN HOOD SALVOPS

1. THE PROFESSIONALISM AND INGENUITY OF THE SS ROBIN HOOD
SALVAGE

TEAM IS NOTED WITH PLEASURE. HARBOR CLEARANCE UNIT ONE
HAS MET THIS

CHALLENGE WITH IMAGINATION AND DEDICATION AND MADE
ANOTHER

SIGNIFICANT CONTRIBUTION TO OUR EFFORTS IN VIETNAM. MY
COMPLIMENTS

TO LT TUFTS. WELL DONE. RADM SALZER.

BT

R 120402Z MAY 71

FM COMSERVPAC

TO HCU ONE

INFO CINCPACFLT

COMSEVENTHFLT

COMNAVFORV

COMSERVGRU THREE

NAVSHIPSYSKOM HQ

BT

UNCLAS

NAVSHIPSYSKOM HQ PASS TO SUPSALV

ROBIN HOOD SALVOPS

1. THE SUCCESSFUL COMPLETION OF EMERGENCY REPAIRS TO SS
ROBIN HOOD IS

A FURTHER EXAMPLE OF THE CAN DO' SPIRIT. THE PROFESSIONAL
EFFORT AND

TENACITY FOR WHICH HCU ONE IS WELL KNOWN. WELL DONE. REAR
ADMIRAL

L.J. O'BRIEN, JR.

BT

R 020136Z JUN 71

FM COMSERVRON FIVE

TO HCU ONE (SUBIC)

INFO COMSERVPAC

SERVRON FIVE

BT

UNCLAS

1. WELCOME ABOARD. LOOKING FORWARD TO YOUR JOINING UP IN PEARL.

BT

R 131936Z JUL 71

FM CNO

TO CINCPACFLT

INFO COMSERVPAC

CHNAVPERS

COMNAVFORV

COMSERVGRU THREE

COMSERVRON FIVE

HCU ONE

EPDOPAC

BT

CONFIDENTIAL

HARBOR CLEARANCE UNIT ONE DETACHMENT VIETNAM (U)

A. CINCPACFLT 292313Z JUN 71

1. (C) BY REF A CINCPACFLT REQUESTED THE 2 OFF AND 21 ENL AUGMENT

BILLETS ASSIGNED TO HCU-ONE DET RVN BE TRANSFERRED TO COMNAVFORV

EFFECTIVE 1 JULY 71.

2. (U) REF A IS APPROVED. MANPOWER AUTHORIZATIONS WILL BE REVISED AND

PROMULGATED.

GP-4

BT

R 162333Z AUG 71

FM FLENUMWEACEN MONTEREY

TO COMSERVPAC

COMSERVRON FIVE

HCU-ONE

INFO CINCPACFLT

NAVSTA MIDWAY

NWSED MIDWAY

FLEWEACEN PEARL

NAVSHIPSYSCOMHQ

PACHISRAN

BT

UNCLAS

SALVAGE AND RECOVERY OF OCEANOGRAPHIC BUOY SYSTEM,
NAVSTA MIDWAY

A. NWSER MIDWAY 150350Z AUG 71 (NOTAL)

1. REF A REPORTED SUCCESSFUL RECOVERY OPERATIONS OF
SUBJECT SYSTEM.

2. THE RESPONSE TO AN URGENT REQUEST AND THE MANNER IN
WHICH

RECOVERY OPERATIONS WERE SUCCESSFULLY CONDUCTED ARE A
MEASURE OF

THE PROFESSIONAL ATTITUDE AND TRAINING OF EACH INDIVIDUAL
AND THE

EFFECT OF TEAM EFFORT.

3. TO EACH INDIVIDUAL OF THIS TEAM EFFORT MAY I EXPRESS MY
PERSONAL

GRATITUDE FOR A TASK "WELL DONE". CAPT W.S. HOUSTON, JR.,
USN.

BT

R 222347Z SEP 71

FM COMSERVRON FIVE

INFO HCU ONE

R 222241Z SEP 71

FM COMSERVPAC

INFO COMSERVRON FIVE

NAVSTA PEARL

USS CONSERVER

USS GRAPPLE

R 211934Z SEP 71

FM CNO

TO CINCPACFLT

COMSERVPAC

COMSC

CHNAVMAT

COMNAVORDSYSCOM

NWSCTR DAHLGREN

NAVWPNSTA CONCORD

OCEANAV

NAVOCEANO

NCL WHITE OAK

BT

UNCLAS

OPERATION RED HAT

A. CG USARYIS OKI RYIS 101026Z SEP 71 (PASEP)

1. REF A ANNOUNCES COMPLETION OKINAWA PHASE OPERATION
RED HAT AND

EXTENDS THE PERSONAL CONGRATULATIONS AND APPRECIATION
OF THE

COMMANDING GENERAL TO ALL WHO CONTRIBUTED TO THE
SUCCESS OF THE

OPERATION.

2. GEN LAMPERT'S SENTIMENTS ARE FULLY CONCURRED IN. THE
EFFORT AND

TEAMWORK OF ALL NAVY PERSONNEL INVOLVED WERE IN THE BEST
TRADITIONS OF THE NAVAL SERVICE. WELL DONE.

3. REQUEST ALL PARTICIPATING PERSONNEL BE COMMENDED FOR
THEIR

OUTSTANDING PERORMANCES WHICH HAVE REFLECTED CREDIT ON
THE NAVY.

E.R. ZUMWALT, JR., ADMIRAL, U.S. NAVY.

BT

R 240025Z SEP 71

FM COMSERVRON FIVE

INFO HCU ONE

R 222127Z SEP 71

FM CINCPACFLT

TO COMHAWSEAFRON

COMSERVPAC

NAVSTA PEARL

COMEODGRU ONE

USS CONSERVER

USS GRAPPLE

COMSERVRON FIVE

COMNAVINSWARPAC

COMPHIBPAC

INFO CNO

BT

UNCLAS

THIS IS A RED HAT MESSAGE

1. WITH THE DEPARTURE OF USNS FRANCIS X. MCGRAW FROM JOHNSTON

ISLAND, PHASE II OF OPERATION RED HAT IS COMPLETED. PHASE II OF

OPERATION RED HAT, WHICH BEGAN ON OKINAWA IN MID-JULY AND

ACCOMPLISHED THE MOVEMENT OF OVER 13,000 TONS OF TOXIC CHEMICAL

MUNITIONS, WAS AN OUTSTANDING EXAMPLE OF SERVICE TEAMWORK IN

CARRYING OUT A COMPLICATED AND UNIQUE TASK.

2. THE DEVOTION TO DUTY AND PROFESSIONAL SKILL EXHIBITED BY THE

OFFICERS, MEN AND CIVILIAN EMPLOYEES OF YOUR COMMANDS
WERE MAJOR

FACTORS CONTRIBUTING TO THE SUCCESSFUL COMPLETION OF
OPERATION RED

HAT.

3. PLEASE CONVEY MY CONGRATULATIONS AND APPRECIATION TO
ALL

CONCERNED. WELL DONE. ADMIRAL B.A. CLAREY, U.S. NAVY,
COMMANDER IN

CHIEF U.S. PACIFIC FLEET

BT

R 252133Z SEP 71

FM COMSERVPAC

TO COMSERVRON FIVE

NAVSTA PEARL

USS CONSERVER

USS GRAPPLE

INFO CINCPACFLT

BT

UNCLAS

THIS IS A RED HAT MESSAGE

A. CINCPACFLT 222127Z SEP 71

1. IT IS WITH PLEASURE THAT I NOTE THE REMARKS MADE BY THE
COMMANDER

IN CHIEF U.S. PACIFIC FLEET IN REF A CONCERNING YOUR
PARTICIPATION IN

PHASE II OF OPERATION RED HAT.

2. MY PERSONAL WELL DONE TO ALL CONCERNED FOR YOUR FINE

CONTRIBUTION TO THIS MOST SUCCESSFUL OPERATION. VICE
ADMIRAL F.H.

SCHNEIDER.

BT

R 062210Z DEC 71

FM COMSERVRON FIVE

TO COMSUBDEVGRU ONE

ONR

BUMED

EDU

OCEANNAV

FWC PEARL

NAVSTA PEARL

HCU ONE

USS GRAPPLE

USS CURRENT

USS CONSERVER

USS UTE

INFO COMSERVPAC

BT

UNCLAS

NAVY/MAKAI DIVE PROJECT

1. AS WE CLOSE OUT THE 200 FOOT DIVE AND DEMOBILIZE FOR HOLIDAYS DESIRE

EXTEND WELL DONE TO ALL HANDS FOR OUTSTANDING PERFORMANCE UNDER

ADVERSE WEATHER CONDITIONS AND UNDER SEVERE TIME CONSTRAINTS.

DESPITE FRUSTRATION OF WEATHER HOLDS AND MATL PROBS OUR TEAM OF

NAVY MEN, CIVILIANS AND CONTRACTORS WORKED EFFECTIVELY AND

CHEERFULLY TO ACHIEVE OUR GOAL.

2. NOT DIRECTLY INVOLVED IN DIVE BUT ALSO DESERVING OF PRAISE WERE

OUTSTANDING SVCS PROVIDED BY YTM AND YTB IN SUPPORT OF YRST MOORING

AND UNMOORING.

3. A SPECIAL WELL DONE TO THE BOAT CREWS MANNING HCU-1 WORK BOATS

WHO SPENT 12 TO 16 HOURS PER DAY IN BOATS PERFORMING COUNTLESS

DIFFICULT TASKS DESPITE MARGINAL SEA CONDITIONS. ALL OF THIS
WITHOUT A

SINGLE PERSONNEL CASUALTY.

BT

R 202219Z DEC 71

FM CNO

TO CINCPACFLT

INFO COMSERVPAC

COMSERVRON FIVE

NAVSHIPRANDLAB, PANAMA CITY

NAVCIVENGLAB

NAVXDIVINGU

ONR

NAVSHIPSYSKOMHQ

BUMED

NAVMEDRSCHINSTITUTE

COMSUBDEVGRUONE

CHNAVMAT

ONR PASADENA

NAVUSEARANDCEN HAWAII

OCEANAV

NAVOCEANO

COMSUBPAC

BT

UNCLAS

NAVY/MAKAI DIVE

NAVSHIPS PASS TO OOC, PMS 395: CHNAVMAT PASS TO 034: BUMED
PASS TO NM&S

7111

A. CNO LTR SER 71P23 OF 6 JUL 71

B. ONR 132045Z DEC 71

1. BY REF A, CNO REQUESTED FLEET SUPPORT TO CONDUCT A
SERIES OF DIVES

USING THE OCEAN FLOOR DIVING STATION AGIM REF B REPORTED
COMPLETION

OF THE 80 AND 200 FT PORTIONS OF THE PROJECT.

2. ACCOMPLISHMENTS HAVE BEEN REVIEWED AND EVALUATED.
RESULTS

INDICATE THAT THE MAJOR PROGRAM GOALS HAVE BEEN ATTAINED.

3. IN VIEW OF MAJOR GOAL ACCOMPLISHMENTS AND NON
AVAILABILITY OF

FURTHER FUNDING IT IS REGRETTED THAT THE REMAINDER OF THE
PROJECT

MUST BE CANCELLED AND THAT THE CONTRACT WITH MAKAI RANGE
INC. BE

TERMINATED. ONR CONTRACTING OFFICER WILL NOTIFY MAKAI
RANGE INC.

AND NEGOTIATE CONTRACT TERMINATION. PROJECT
DEMOBILIZATION PLAN

WILL BE PROVIDED BY ONR. DIRLAUTH ALCON RECOMMENDED.

4. PROJECT RESULTS INDICATE THAT IMPACT ON FUTURE FLEET

DIVING/SALVAGE OPERATIONS SHOULD BE SIGNIFICANT.
OUTSTANDING

SUPPORT BY ALCON IS APPRECIATED. THE EFFORTS OF
COMSERVPAC,

COMSERVRON FIVE AND COMSUBDEVGRU ONE CONTRIBUTED
SIGNIFICANTLY TO

THE SUCCESS OF THIS PROJECT AND ARE PARTICULARLY
COMMENDED.

BT

"The Vietnam Era"

[Famous Vietnam Quotes](#)

[Graffiti From the Head](#)

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

This page was updated Sunday, 1/13/08