



coast.

Did your training prepare you for the duties required of you in Southeast Asia?

Yes. My crew, which

they chose to fight.

Describe the bravest action, either friend or enemy, you witnessed while serving in Vietnam.

I guess, the action I was involved with, [along] with another Swift Boat, for which I was awarded the Navy Cross, in the rescue of the Officer-in-Charge of another Swift Boat and his Leading Petty Officer who were blown off the boat due to a rocket hit, and the rescue of them

about doing my job, and hopefully getting my crew and boat back to base safely, and to conduct our mission properly.

Describe the most difficult challenge you faced as a Swift Boat commander.

We started out with coastal patrols [that] were 24-hour one over-night patrol then we returned to base. We departed in the morning went to our patrol station and then returned the following day when relieved by another boat. Then, when we picked up river patrols, because of the transit time, the distance between our base and the patrol stations, we would be out for two nights and two full days and then return on the afternoon of the third day when we got relieved. When we got back to base, the first thing we did was refuel, rearm and get ready to go out again, or we might turn the boat over to another crew.

The boats we had were the Mark I's, the oldest boats that were in Vietnam, and they were just being worn out. Sometimes boats would be in repair having mechanical problems taken care of at the base. We had a maintenance crew there. We didn't always keep the same boat I must have used at least three different boats during my time there, because we were swapping around. We had a little galley on board, so we did the best we could with meals, which were absolutely paltry. [We would] head on out on patrol with nothing but a hunk of baloney, some cheese and a couple of cans of soup or tomatoes or something like that, and a loaf of bread, and we'd just make do. The c-rations which we had on board, I would not allow my crew to use at all. That was kept for emergencies. In fact, c-rations were an absolute luxury.

On patrol, we would stop anybody that was coming through our patrol area. [We'd] board, search and check IDs. That would be done for both coastal and in-river patrol. On days off, we'd do anything that we had to do for our boat if we were going to be keeping that for a while. Then we'd have some time off. If we were doing a coastal patrol, we'd come in, in the afternoon [and then] we may have had a patrol to go out the next day. During my year in-country, I had kept a count of the number of patrols, and I think I was up over 120 patrols during a one year period.

Describe the most memorable event that happened during your tour.

That would be the ambush and rescue of the officer [Name] and his Leading Petty Officer [Name] of a canal while suppressing enemy fire. His boat was hit with a 40 rocket [Name] and so [Name] was mine. We were able to rescue them under fire and [Name] the boat, and [Name] lives were lost.

Describe the most humorous event that happened during your tour.

I don't rec:

:

most desirable one was to Australia. You had to be in-country 10 months before you could go there. That is where I chose to go, and I even went back [to Sidney] just prior to leaving Vietw

21 knots out of my boat, I felt that I was doing pretty good. Of course, it is slowed down if you got a full fuel load and ammo load. But the poor things were just worn out.

How did you feel after you arrived back in the United States?

Great! Well, I was relieved to have com

for a Seal unit."