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⑥ Lessons

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Learned,

DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

⑧
[U]

⑪
15 February 1967

AVCA-TC-PTO

SUBJECT: ⑨ Operational Report for Quarterly Period Ending 31 January 1967.
(RCS CSFOR-65) (U)

⑫ 73p.

THRU: Commanding General
1st Logistical Command
ATTN: AVCA GO-O
APO: 96307

⑬ OACSFOR

Commanding General
United States Army, Vietnam
ATTN: AVC-DH
APO 96307

⑭ 07-RD-670163

Commanding General
United States Army, Pacific
ATTN: GPO - MH
APO 96307

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Assistant Chief of Staff for Force Development
Washington, D.C. 20310

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mkh (003650)

I. Section One - Significant Organizational Activities.

1. This reporting period has been one of constant minor changes in organization, mission, and responsibilities for the command. It could be best characterized by the term "consolidation of position."

On 1 December 1966, the command was relieved of responsibility for operation of the Army Air Cargo Section at Tan Son Nhut Air Base. This function was transferred to the United States Army Support Command, Saigon by direction of the 1st Logistical Command (see Inclosure 1). Upon loss of this mission, the mission of the 11th Transportation Battalion (Terminal) was modified to delete responsibility for the Army Air Cargo Mission and to include responsibility for operation of Area IV (in the Fishmarket Area) and Area III (in the Commercial Port Area) of the port complex (see Inclosure 2).

On 20 November 1966, a mission letter was prepared to confirm verbal instructions for the 125th Transportation Command (Terminal A). The letter is attached as Inclosure 3.

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2. The 154th Transportation Company (Terminal Service) was assigned to the command on 1st Logistical Command General Order No. 51, dated 18 January 1967 (see Inclosure 4). The unit had been programmed for arrival in country in early January 1967, but, due to the civilian stevedore strike, this headquarters requested that the unit be accelerated and, in fact, the advanced party arrived in country within two (2) days after the request was made. The main body of the unit arrived on 31 December 1966 and was sponsored by the 71st Transportation Battalion (Terminal), to whom the unit was ultimately assigned.

3. At the close of the reporting period, this headquarters was composed of personnel authorized by TOE 55-111D and the TD Augmentation Unit to the 4th Transportation Command. An additional 256 personnel were assigned to this headquarters during July, August, and September by the Commanding General, 1st Logistical Command, but, at present, no authorization for these personnel exists. The additional personnel were required to provide a documentation and ship supervisor capability to the command upon the assumption of the USAID/CPA mission in early July 1966 (see Quarterly Operational Report - Lessons Learned for the period ending 31 July 1966, this headquarters, dated 15 August 1966). At the end of the reporting period, the personnel status of this headquarters was as follows:

	Authorized (TOE/TDA)	Actual
Officers:		
O-7	1	0
O-6	4	3
O-5	~~25~~ 14	9
O-4	40	26
O-3	~~51~~ 53	51
O-2,1	~~23~~ 21	14
WO	<u>9</u>	<u>19</u>
	~~143~~ 142	122
Enlisted:		
E-9	~~4~~ 5	3
E-8	10	12

ACCESSION for	
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E-7	~~59~~ 61	43
E-6	~~81~~ 77	97
E-5	~~105~~ 104	74
E-4	~~233~~ 234	286
E-3,2,1	~~29~~ 30	<u>170</u>
	521	686*

* NOTE: Personnel above authorization shown are the remainder of the 256 assigned by Commanding General, 1st Logistical Command upon assumption of USAID/CPA mission. No authorization document has been received for the 256.

4. The staff of this headquarters was organized as shown on Inclosure 5 while the command was organized as shown on Inclosure 6. Key commanders and staff officers at the end of the reporting period were:

Commanding Officer: Colonel JACK C. FUSON, TC

Deputy Commander: Colonel GEORGE E. ALBERT, TC

Chief of Staff: Colonel NOBLE E. TAYLOR, TC

ACofS, G1: Lieutenant Colonel DONALD R. BOARDMAN, AGC

Acting ACofS, G3: Mr FRANK ANDERSON, DAC

ACofS, G4: Lieutenant Colonel GEORGE G. MOSGROVE, TC

ACofS, Comptroller: Major DWIGHT S. SCHWESIG, TC

Safety Division: Captain THOMAS C. ARATA, TC

Cargo Accounting Division: Major JOSEPH G. FARNELL, TC

Harborcraft Division: Major ROBERT A. KERWIN, TC

Plans and Training Division: Lieutenant Colonel WILLIAM H. BOVIS

Vessel Supply Office Division: Captain ROBERT BRADFORD, TC

Signal Division: Major ROBERT D. MAUS, SigC

Supply Division: Second Lieutenant RICHARD D. PALMISCANO, QMC

Marine Maintenance Division: Warrant Officer DELBERT J. OSGOOD

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Equipment Services Division: Major JOHN R. THRAILKILL, OrdC

Cargo Support Division: Second Lieutenant WILLIAM C. ANDERSON, CE

Adjutant General Division: Captain OMER E. PIGEON, JR. AGC

Management Analysis Division: Captain RICHARD C. GLIDDEN, TC

Progress and Statistical Reporting and Analysis Division: First
Lieutenant HOWARD A. STRAUS, QMC.

Budget and Fiscal Division: Captain JACOB F. BAKER, TC

Security Division: Lieutenant Colonel WILLIAM J. YAMBER, MPC

Information Division: Captain JOHN H. EVANS, TC

Headquarters Commandant: Captain JAMES D. THURMAN, TC

Headquarters Company Commander: Captain WESLEY C. HYDE, INF

Chaplain: Lieutenant Colonel LOUIS M. JACKSON, CHAP

Staff Judge Advocate: Major FRANK J. DORSEY, JAGC

Commanding Officer, 125th Transportation Command (Terminal A): Colonel
CARY A. KENNEDY, JR., TC

Commanding Officer, 11th Transportation Battalion (Terminal): Lieutenant
Colonel THOMAS H. HOY, TC

Commanding Officer, 71st Transportation Battalion (Terminal):
Major ROBERT JONES, TC

Commanding Officer, 511th Transportation Detachment (Terminal
Contract Supervision): Lieutenant Colonel WILLIAM B. STRONG, JR., TC

5. During the month of August, this command submitted a TD Augmentation for this command based upon it's upgrading from a terminal A to a terminal C (July 1966). The desired TDA contained the necessary authorization for the 256 additional personnel (USAID/CPA mission) and included authorization for the manning of the United States Army Terminal, Newport, working that facility on a contract basis as has been and is being done within the Saigon Port. The TDA was rejected by Headquarters, 1st Logistical Command and guidance was given during October that augmentation should be requested in the form of teams as contained in TOE 55-500R. During the months of

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November and December 1966 and January 1967, the necessary teams for augmentation were requested and these requests were, in turn, rejected by Headquarters 1st Logistical Command, based upon the recent Secretary of Defense decision.

Since TOE 55-111D with changes is out of date and is only marginally related to the mission with which the command has been tasked, the command is presently attempting to obtain advanced copies of the Transportation Brigade TOE under the TASTA concept to use as a possible base for further MTOE action to provide a satisfactory organizational structure that is better related to the mission of the command (see Inclosure 7). If an MTOE action cannot provide the desired structure, an entirely TD organization, tailored to the mission, will be proposed.

6. Throughout the reporting period, the command was involved in two major unit movements: Operations CANARY and IOLA. For each of these operations, the command was tasked for the discharge and provision of assistance in staging and port clearance of the moving units. Throughout the operations, close liaison was maintained with 1st Logistical Command, United States Army Support Command, Saigon, the host unit, and the unit moving.

Operation CANARY involved the discharge and movement through the port of the 199th Infantry Brigade with their attached elements. During the operation, 9 December 1966 through 9 January 1967, a total of 2,852 personnel and 530 short tons of TAT cargo were discharged from two vessels at Vung Tau while 3785 short tons of unit equipment and cargo were discharged at Saigon. The After Action Report for the operation is attached as Inclosure 8.

Operation IOLA was initiated during the reporting period and is still in progress. An After Action Report will be contained in the next Quarterly Operational Report - Lessons Learned.

7. In December 1966, the command was advised that it would be tasked to provide terminal service and lighterage support for elements of an Infantry Division being deployed into the northern portion of the Delta. The mission of providing the terminal support was assigned to the 567th Transportation Company (Terminal Service) and is progressing satisfactorily. Additional LCUs have been assigned to the operation and are presently being used for resupply operations originating at Vung Tau. Movement of the division's equipment was made by LST, but, due to the lack of a suitable landing facility for this class vessel, equipment was discharged from the LSTs onto LCUs over a bow ramp marriage of the vessels. The equipment was then transported to the beach by the LCUs whereupon it was discharged. The bow ramp marriage method proved to be extremely successful and was accomplished with little difficulty encountered. This command's operation order for the movement is contained as Inclosure 9.

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8. On 26 December 1966, the Port of Saigon experienced a general strike by the stevedore union. Pending settlement of the dispute, terminal service units of the 11th Transportation Battalion (Terminal), the 71st Transportation Battalion (Terminal), and composite units of the 125th Transportation Command (Terminal A) and this command were assigned as stevedores to vessels discharging military supplies at military piers. Initially the discharge rates were low due to the inexperience of military personnel; however, as the strike progressed, improvement was evident and finally was on a level with the daily military tonnage discharged by the civilian stevedores. The strike lasted a total of five (5) days and ended in the evening of 30 December. A detailed chronology of the strike is attached as Inclosure 10.

9. During the period 1 November 1966 through 31 January 1967, the following number of vessels arrived for discharge within the Saigon Port:

<u>BERTH</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>TOTAL</u>
MM-1	8	8	8	24
MM-2	9	6	10	25
MM-3	13	7	9	29
K- 8	7	10	8	25
K- 9	7 (2)	4	10	21 (2)
K-10	2 (3)	3 (4)	4 (5)	9 (12)
K-12	6 (1)	9	9	24 (1)
TOTAL	<u>52 (6)</u>	<u>47 (4)</u>	<u>58 (5)</u>	<u>157 (15)</u>

NOTE: Figures in parenthesis indicate the number of LSTs worked on the berth.

For the same period, the following statistics are the primary indicators of this command's effectiveness:

	<u>SAIGON</u>		<u>NHA BE</u>	<u>VUNG TAU</u>	<u>TOTAL</u>
	<u>CPA</u>	<u>MILITARY</u>			
S/T DISCHARGED:	162,074	498,066	124,121	52,224	836,485
S/T LOADED:	<u>20,384</u>	<u>54,277</u>	<u>3,324</u>	<u>14,321</u>	<u>92,306</u>
S/T HANDLED:	182,458	552,343	127,445	66,545	928,791

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10. During the reporting period, additional emphasis was placed on operational efficiency and cost effectiveness. On 15 October 1966, a study of Roll On/Roll Off (RO/RO) vessel discharging/loading procedures and contractor costs for work performed aboard the SS TRANSGLOBE was initiated by the Service Orders Branch. This study revealed that the contractor was paid the full commodity rate for each vehicle discharged/loaded while only unlash-
ing/lassing the vehicle, and US Army personnel and special equipment performed all other services pertaining to the discharge/loading of vehicles. As a result of this study, the contractor is now being ordered to discharge/load general cargo only at commodity rates and to provide extra labor to unlash/lash all vehicles aboard RO/RO vessels. The cost-reduction savings resulting from this improvement are as follows:

VEHICLES DISCHARGED/LOADED (Period 1 Nov 66-31 Jan 67)	QUANTITY DISCHARGED/LOADED	COMMODITY RATE (COSTS AVOIDED)
Jeep	7	\$ 307
Vehicle under 1.5 Ton	36	504
" over 1.5 Ton	14	320
" over 2.5 Ton	34	1,151
" over 4.5 Ton	649	33,359
" over 10 Ton	269	25,861
" over 15 Ton	146	22,745
over 20 Ton	45	9,076
" over 40 Ton	3	743
	TOTAL:	<u>\$94,066</u>
	Extra Labor Costs:	2,040
	Net Savings:	<u>\$92,026</u>

On 20 December 1966, a study of the labor services and costs at Area III was initiated by the Service Orders Branch. This study revealed that: The majority of day-shift extra labor was ordered to report at 0700 hours and was released at 1830, and that the majority of night-shift extra labor was ordered to report at 1830 hours and was released at 0700 hours, and the contractor legitimately charged this Command for 4 hours pay per man for each of the following periods: 0700 - 0800 hours;

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1800 - 1830 hours; 1830 - 2000 hours; and 0600 - 0700 hours. As a result of this study, the contractor is now being ordered to provide extra labor for the periods 0800 - 1800 and 2000 - 0600 hours. The cost-reduction savings resulting from this change are as follows:

Daily Savings:

NUMBER OF LABORERS	TIME PERIOD	HOURS PAY PER MAN	DAILY SAVINGS
110 (Day Shift)	0700 - 0800	4	\$ 110.00
110 (Day Shift)	1800 - 1830	4	110.00
66 (Night Shift)	1830 - 2000	4	66.00
66 (Night Shift)	0600 - 0700	4	<u>66.00</u>
TOTAL:			\$ 352.00

11. On 23 January 1967, this headquarters received a CMMI inspection and was rated overall satisfactory. This inspection revealed an impressive improvement over the inspection of last quarter when the overall rating was Unsatisfactory. Contributing factors in the improvement of maintenance was the increasing availability of repair parts and assistance received from both 1st Logistical Command and United States Army Support Command, Saigon. Further, to improve the maintenance posture of the command, a rebuild program for MHE has been requested by the G4, this headquarters, and approved by 1st Logistical Command; implementation of the program was initiated in late January 1967. For maintenance status for selected items of equipment see Inclosure 11.

Major effort in the purchasing and contracting area was devoted to revision and negotiation of stevedoring contracts. An attempt was made to have contractors bid on a standard commodity rate type contract where prices quoted would bear a direct relationship to the contractors ability to handle specific types of commodities on a per ton basis. This attempt was fruitless and negotiations were conducted on the format contained in the present contract with the government obtaining discounts of the prices quoted in the Saigon Port Tariff.

12. During the reporting period, construction on U.S. Army Terminal, Newport, has continued. Two deficiencies were noted in the IST slips, the lack of bollards and inadequate floatation of the ramps; as a result of action initiated, bollards were installed and OICC is presently redesigning the ramp floatation system. The first deep draft berth and transit shed

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were accepted and put into use on 28 January. Other berths are scheduled for completion on 1 April, 1 May and 1 June 1967. A temporary fire station has been erected and is presently in use. Real estate requests have been submitted for an area across the river from USAT, Newport for dredging a turning basin. The facility was commonly referred to as "Newport" and was designated United States Army Terminal, Newport in 1st Logistical Command General Order No. 581, dated 3 December 1966 (see Inclosure 12).

Programmed construction of the Vung Tau Sub Port facility is in progress. To date, the construction of an earthen causeway has been completed and assembly of trestle sections and the DeLong Pier continues. When completed, the facility will be able to provide two deep draft berths and a barge discharge area. At the present time, the programmed completion date for the facility is 15 April 1967.

13. During the reporting period, port and cargo security was improved by the establishment of Joint Police Patrols, both motorized and waterborne. The joint patrols consist of one US Military Policeman, one Republic of Vietnam Army Military Policeman, (Quan Canh), one National Policeman (Canh Sat), and one Harbor Policeman (Canh Sat). By the use of joint patrols, the actions of each interested agency providing security and the prevention of pilferage in the port area has been effectively coordinated.

Port security was further increased with the assignment of Company C, 87th Infantry to the supporting Military Police Battalion. The company has been given the mission of providing Security Guards to the Saigon Port Provost Marshal's Office.

14. In order to improve morale, reduce piaster expenditures, and provide off-duty entertainment for the enlisted men of the command, a club has been built on the eight floor of the Le Lai Hotel, the unit billet. The facilities include a bar, a TV room, a small gym, and a miniature model car racetrack. In addition to the fore-going, occasional floor shows are presented in the club. This activity supplements the weekday movies shown on the roof of the hotel evenings and has been very popular with the enlisted members of the command.

15. During the reporting period, approximately one (1) hour per week was spent in formal training (mandatory type subjects); the balance of the training conducted was of on-the-job, mission type.

II (U) Section Two, Part I - Observations (Lessons Learned):

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1. Personnel. None

2. Operations.

a. Item. Shipping Unit Integrity and Accounting.

Discussion: The problem of accounting for cargo is made extremely difficult and at times impossible when the elements of shipping units become separated in space or time. Shipping units are posted to consignee receiving records in broken elements and might be intermingled with the elements of other shipping units of the same commodity. To research a shipping unit becomes impossible under such circumstances unless it is unique.

Observation: Cargo handling operators should move, store, and ship; maintaining shipping unit integrity or minimizing the unit's separation in space and time. The posting of shipping units to receiving records must be done as a whole and not in part. Where feasible, this is being done.

b. Item: Inability of Consignees to Receive Reefer Cargo.

Discussion: Invariably, cargo vessels which carry freeze and chill commodities arrive in port requiring immediate discharge. In most circumstances these commodities arrive in such quantities that the consignees cannot receive the amount due to lack of planning time and space. To insure maximum notification to all consignees we have instituted a cargo destination meeting where all interested parties sit and discuss problem areas. The meeting is held three to five days prior to the ships arrival in port. Problems of space, quantities, flow of cargo to consignees etc, are discussed.

Observation: This meeting has increased the efficiency of our reefer clearance operation and gives the consignees time for planning vital reefer space.

c. Item: Port Clearance

Discussion: Recently PA&E has established a vast storage area located in Ho Nai just beyond the Long Binh complex off Highway 1A. They are receiving all commodities suitable for outside storage at their new Area #208. Formerly used Areas #207 and #206 are entirely closed to receipt and eventually will be closed out entirely when all cargo has been either transferred to Area #208 or issued. The new area is quite large and consolidates the receiving function in Long Binh for PA&E, however the area still requires a great deal of improvement in the way of lighting, additional MHE and increased receiving capabilities. We have a serious backlog of trucks under load because of these problems.

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Observation: When PA&E Area #208 becomes fully capable of receiving cargo at the rate the port transships to it, it will provide an adequate storage facility which will effectively consolidate the receipt and storage of all PA&E commodities for outside storage and will alleviate delays in discharging trucks.

d. Item: Rapid handling and delivery of CONEX containers by Semi-trailer.

Discussion: The practice of using tractors to spot and shuttle semi-trailers usually affords maximum utilization of tractor power. However, when loading and transporting a volume of the same cargo, i.e., CONEX containers, it is more advantageous to keep the tractor and trailer connected, especially in a local haul situation.

Observation: Rapid turn-around and minimum congestion at loading and off-loading sites resulted from this technique.

e. Item: Port Clearance by Rail.

Discussion: In an attempt to improve port clearance capabilities this command recently investigated the possibility of increased use of rail service. The results indicated considerable potential for cargo deliveries to PA&E Area #208, by rehabilitation of existing rail facilities. At present we ship a relatively small amount of cargo from the port by rail to only Di An and Bien Hoa. Due east of Bien Hoa on the main line Saigon-Bien Hoa-Xuan Loc is a place called Ho Nai which has rail siding facilities and could be used effectively. The important feature of this station is that it is adjacent to PA&E Area #208 to which we currently ship approximately 700 tons of cargo daily, all by highway. Work required to completely rehabilitate the existing facilities is considered minor. Rail specialists indicated that this could be accomplished in three to five days. The deficiencies are: One length of rail is missing, one segment of siding has a kink in the rail alignment, two additional switches are required, access roads and loading area requires grading, and the rail crossing at the entrance road to Area #208 needs improving. Additional rail equipment to supplement present Vietnamese assets would be needed. Also service to Ho Nai would have to be increased.

Observation: Utilizing rail to Ho Nai will greatly improve our flexibility in clearing cargo from the port.

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f. Item: Rapid clearance of bulky cargo from M&M III.

Discussion: During the month of January a large amount of steel landing mat and 4 inch pipe was off-loaded at M&M III consigned to Bien Hoa AB. Through the cooperation of the Vietnam Railway system the majority of the flatcars required for this cargo were spotted on the inbound track adjacent to the pier. This allowed loading direct from pier to flatcar eliminating the truck haul to the port railhead and resulting congestion in this area. The commodities handled were such as to allow rapid loading. Area I has ample equipment for the loading operation; therefore congestion in the street adjacent to M&M III was not excessive. A shortage of flatcars existed at the time and if ample cars had been available the clearance of this cargo could have been accomplished with much greater speed. Cargo of the type and dimension normally loaded in boxcars can be accommodated best at the Port Railhead, but items of large dimension originating in Area I can be loaded at the track adjacent to M&M III. Available track space would allow loading of up to 10 cars daily. This practice will greatly reduce the number of trucks required by Area I since none at all are required for this type of operation. An additional benefit is the reduced congestion and requirement for staging area at the port railhead.

Observation: Rapid clearance of this bulky cargo from M&M III resulted from this more efficient operation.

g. Item: Use of Commercial conex containers to transport perishable cargo.

Discussion: The commercial conexes utilized for shipment of freeze cargo had proven themselves unable to withstand repeated usage due to their construction. Large wooden conex-type containers were obtained. These containers, larger and more substantial, were ideally suited for local haul of reefer cargo. The inside of the containers were lined with plywood, leaving approximately $\frac{1}{4}$ inch of insulation between the lining and outside wall of the conex. The door was removed, reinforced and remounted with a wooden bar locking device. The containers were then painted and stenciled. To date 20 of these boxes are in the system. The boxes have proven to be more substantial more easily accessible for loading and discharge and of greater capacity than the smaller commercial conexes or metal military conexes.

Observation: That these type conexes are suitable for local haul of reefer cargo when reefer vans are not available.

h. Item: Cargo beds for $2\frac{1}{2}$ Ton Trucks.

Discussion: The cargo bed of $2\frac{1}{2}$ ton trucks is not suitable for most type cargo. The side racks and recessed bed of the truck results

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in poor space utilization and slow off-loading time at consignees, as each item must be dragged to the rear of the truck. Area I constructed a series of platforms for the bed of the trucks. The purpose of the platform is to bring the load of the cargo bed up level with the side of the vehicle to facilitate loading and off-loading with a forklift. Trucks arrive with the side gates of the trucks removed and the platforms are placed on the truck at the Staging Area.

Observation: The use of these platforms has greatly increased the utilization of military vehicles and decreased truck turn-around time.

Item: Stevedore Working Hours.

Discussion: In an effort to reduce costly overtime and increase stevedore gang efficiency, Area I underwent a test program in October 1966. The program called for stoppage of vessel discharge during 1600 - 0800, 1200 - 1400 and 1800 - 2000 hours daily, the three (3) prime overtime periods. Exception was granted to work long hatches through the overtime period. The results of the test were a drastic reduction in costs of operation, as well as a significant increase in tonnage rates per gang hour worked. The tonnage rate increase is due, it is felt, to the opportunities for the stevedore to rest during break periods. The test results were adopted Command wide.

Observation: That with break periods the stevedores were able to discharge more tonnage than when working straight through.

3. Organization and Training: None

4. Intelligence: None

5. Logistics:

Item: Preparation of Specifications on Marine Equipment Scheduled for Depot Repair.

Discussion: The US Army Marine Maintenance Activity, Vietnam has the responsibility for providing Depot Repairs, scheduled and non-scheduled, for all marine equipment in Vietnam. In the past this command has received repair specifications for vessel input for Depot repair that do not reflect the true status of the vessel. Present practice for USAMMA, V is to send inspectors to the using unit and the vessel is inspected with only the crew present. Due to lack of experienced crews on some vessels and the rapid turnover of personnel, full background information is some-

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times not available aboard the craft. Inspection Reports (DA Form 2404) and completed work orders (DA Form 2407) are available from this command's Marine Maintenance Division on all craft assigned. These forms provide an accurate record of deficiencies and problem areas.

Observation: That in order to insure the maximum benefit from Depot facilities, repair specifications for vessels assigned to this command should be prepared by USAMMA, V inspectors and representatives through coordination with the Marine Maintenance Division of this Command.

6. Other:

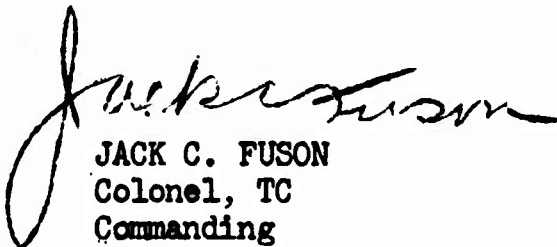
Item: Contract Administration.

Discussion: In the administrative phase of the stevedoring contracts, an interpretation on rates chargeable under the Saigon Port Tariff for palletized cement was requested from the Judge Advocates and General Counsel, U.S. Army Procurement Agency - Vietnam. Contractors were billing the U.S. Army for palletized cement (over 1.5 ton per lift) at the heavy lift rates established in the Saigon Port Tariff for the offloading of packages of special items. Those rates are considerably higher than the rate established for cement.

Observation: The General Counsel ruled that cement is payable at the rate established in the Saigon Port Tariff for "cement" and palletization does not entitle contractors to reimbursement at the higher heavy lift rates.

Section 2, Part II - Recommendations: None

12 Incl
as


JACK C. FUSON
Colonel, TC
Commanding

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15
AVCA GO-O (15 Feb 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 January
1967 (RCS CSFOR-65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

10 APR 1967

TO: Deputy Commanding General, United States Army Vietnam, ATTN:
AVHGC-DH, APO 96307

1. (U) The Operational Report - Lessons Learned submitted by the 4th Transportation Command for the quarterly period ending 31 January 1967 is forwarded herewith.

2. (U) Reference paragraph 3, page 2:

a. The authorized strength submitted by the 4th TC is erroneous and has been corrected in ink.

b. Shortage of officers reflected is a direct result of the 4th TC under requisitioning. A requisition was submitted this month to cover all existing vacancies.

3. (U) Reference paragraph 12, page 8: Concur. The inadequate flotation of ramps is being corrected by the design of 60 ton floats. The previous floats were 35 ton and found to be inadequate to handle heavy equipment similar to tanks and construction equipment.

4. (U) Reference paragraph 2c, page 10: Concur. The storage yard at Ho Nai does need improvement; however, the depot has by self-help installed lights and is planning to hardstand the area with PSP. Additional MHE has been provided and receiving capabilities are improving by the addition of this equipment, hardstanding and road improvements.

5. (C) Reference paragraph 2e, page 11: Concur.

a. Correspondence has been initiated in regard to opening the rail line. Reference:

(1) Letter, Headquarters, 4th Transportation Command, AVCA-TC-CG, 27 January 1967, subject: Port Clearance by Rail, with 1st Indorsement dated 1 February 1967.

(2) Letter, Headquarters 1st Logistical Command, AVCA-EN-IN, 2 February 1967, subject: Ho Nai Railroad Sidings.

b. A railroad is ideally suited to handle this type of cargo. By opening this line the rail mode will be utilized and truck requirements and port congestion will be reduced.

6. (C) Reference paragraph 2f, page 12: Concur. By the end of March the shortage of cars should be eliminated. Thirtv-three flats and

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16

AVCA GO-O

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967
(RCS CSFOR-65)

twenty six gondolas are due in Saigon by that date.

7. (U) Reference paragraph 5, page 13: Concur. The procedure discussed has been implemented at the USAVMA, Cam Ranh Bay.

8. (U) The 4th Transportation Command engaged in combat support operations for 92 days during the reporting period.

9. (U) Concur with the basic report. The report is considered adequate.

FOR THE COMMANDER:

TEL: Lynx 430/782

12 Incl
nc



CARLOS R. NOE
2LT, INF
Acting Asst AG

16

Incl 1

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17

CONFIDENTIAL

AVHGC-DST (22 Feb 67) 2d Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 January 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 10 MAY 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 January 1967 from Headquarters, 4th Transportation Command as indorsed.

2. Actions and comments of the indorsing headquarters in response to the observations of the reporting unit are considered appropriate and adequate.

FOR THE COMMANDER:

1 Incl
nc


E. L. KENNEDY
CRT. ACC
Adjutant General

1 Incl

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Separated From Classified
Inclosures

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18

GPOP-OT (22 Feb 67) 3d Ind (U)
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 January 1967 (RCS CSFOR-65), HQ 4th Trans Comd

HQ, US ARMY, PACIFIC, APO San Francisco 96558 9 JUN 1967

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:

1 Incl
nc


HEAVRIN SNYDER
CPT, AGC
Asst AG

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19

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST LOGISTICAL COMMAND
APO 96307

AVCA-GO

24 Nov 1966

SUBJECT: Change #1 to LOI, 4th Transportation Command

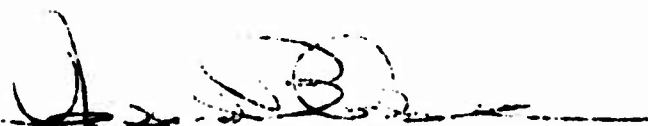
TO: Commanding Officer
4th Transportation Command (Terminal C)
APO 96307

Reference paragraph 2, Letter Headquarters, 1st Logistical Command, dated 28 May 1966, subject: Letter of Instruction, 4th Transportation Command (Terminal A) is amended to delete "Operate the Army Air Cargo Movements Office".

FOR THE COMMANDER:

/s/E.W. Marcks, Jr
/t/E.W. MARCKS, JR
1st Lt., AGC
Asst Adjutant General

A TRUE COPY:


RICHARD B. COCHRANE
CPT, TC
Historical Officer

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Incl 1

Incl 1

21
DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

AVCA-TC-GCP

16 December 1966

SUBJECT: Letter of Instruction: Mission Assignment

TO: Commanding Officer
11th Transportation Battalion (Tml)
APO 96307

1. PURPOSE: To prescribe the mission, policies and general guidance applicable to the utilization of transportation units and activities assigned or attached to the 11th Transportation Battalion (Tml).

2. MISSION STATEMENT:

a. Provide personnel and equipment support to the 4th Transportation Command for operation of the Saigon Port complex.

b. Operate all water terminal activities at Area III, Saigon Port and K-12 Fishmarket area.

c. Operate and/or coordinate all water terminal activities supporting the ammunition distribution system.

d. Administer the contract with Central Navigation and Trading Company S.A.

e. Operate all general cargo barge discharge sites under 4th Transportation Command control, except those at Newport, Thu Duc, Saigon Port and Fishmarket.

f. Provide harborcraft support to the 4th Transportation Command.

g. Provide for the physical security of personnel, equipment, facilities and cargo within unit areas of responsibility.

h. Provide command supervision and control for all assigned or attached units.

i. Conduct required training for all personnel assigned or attached to the battalion.

j. Perform other tasks, as directed.

encl 1

INCL 2

AVCA-TC-GCP

16 December 1966

SUBJECT: Letter of Instruction: Mission Assignment

3. COMMAND: The 11th Transportation Battalion (Tml) is assigned to the 4th Transportation Command for command and operational control.

4. ADMINISTRATION AND LOGISTICS:

a. Administrative support will be provided by 4th Transportation Command.

b. Logistical support is provided by the US Army Support Command, Saigon.

5. This letter supersedes letter, this headquarters, subject as above, dated 25 July 1966.

s/Jack C. Fuson
t/JACK C. FUSON
Colonel, TC
Commanding

A TRUE COPY:


RICHARD B. COCHRANE
Captain, TC
Historical Officer

73
DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

AVCA-TC-GCP

25 November 1966

SUBJECT: Letter of Instruction: Mission Assignment

TO: Commanding Officer
125th Transportation Command (Terminal A)
APO 96307

1. PURPOSE: To prescribe the mission, policies and general guidance applicable to the utilization of transportation units and activities assigned or attached to the 125th Transportation Command.

2. MISSION STATEMENT:

a. Advise and assist the Director General, Saigon Port Authority in all aspects of water terminal operations and particularly relating to USAID/CIP and commercial cargo.

b. Provide operational control for the Flight Support Detachment, 4th Transportation Command.

c. Provide for physical security of personnel, equipment and facilities within units areas of responsibility.

d. Provide command supervision and control for all assigned or attached units.

e. Conduct required training for all personnel assigned or attached to the command.

f. Perform other tasks as directed.

3. COMMAND: The 125th Transportation Command (Terminal A) is assigned to the 4th Transportation Command for command and operational control.

4. ADMINISTRATION AND LOGISTICS:

a. Administrative support will be provided by the 4th Transportation Command.

encl 1

Incl 3

AVCA-TC-GCP

25 November 1966

SUBJECT: Letter of Instruction: Mission Assignment

b. Logistical support is provided by the US Army Support Command,
Saigon.

s/Jack C. Fuson
t/JACK C. FUSON
Colonel, TC
Commanding

A TRUE COPY:



RICHARD B. COCHRANE
Captain, TC
Historical Officer

25

HEADQUARTERS
1ST LOGISTICAL COMMAND
APO San Francisco 96307

GENERAL ORDERS
NUMBER 51

18 January 1967

1. TC 019. Fol units REASSIGNED. NTI

HEADQUARTERS AND HEADQUARTERS COMPANY, 58TH FIELD DEPOT
98TH LIGHT EQUIPMENT MAINTENANCE COMPANY (GENERAL SUPPORT) (ARMY)
243D FIELD SERVICE COMPANY (GENERAL SUPPORT) (FORWARD)
959TH QUARTERMASTER DETACHMENT (PETROLEUM LABORATORY) (MOBILE)

Asg to: US Army Support Command, Qui Nhon

Eff date: 16 Dec 66

VOCG date cfm: 16 Dec 66

HEADQUARTERS AND HEADQUARTERS COMPANY, 610 MAINTENANCE BATTALION (DIRECT SUPPORT)
61ST HEAVY EQUIPMENT MAINTENANCE COMPANY (GENERAL SUPPORT)

Asg to: US Army Support Command, Saigon

Eff date: 16 Dec 66

VOCG date cfm: 16 Dec 66

510TH TRANSPORTATION DETACHMENT (TERMINAL SERVICE)

165TH TRANSPORTATION COMPANY (LIGHT AMPHIBIAN)

Asg to: US Army Support Command, Cam Ranh Bay

Eff date: 14 Dec 66

VOCG date cfm: 14 Dec 66

154TH TRANSPORTATION COMPANY (TERMINAL SERVICE)

Asg to: 4TH TRANSPORTATION COMMAND (TML C)

Eff date: 31 Dec 66

VOCG date cfm: 31 Dec 66

Rel fr: 1st Logistical Command

Asg to: As indic in SNL

Eff date: As indic in SNL

Sta: No change

Equip: No change

NR: IAW AR 335-60

SP Instr: NA

A TRUE COPY:



RICHARD B. COCHRANE
Captain, TC
Historical Officer

FOR THE COMMANDER:

OFFICIAL:

SIDNEY V. BINGHAM, JR.
Colonel, GS
Chief of Staff

/s/Franklin E. Boring

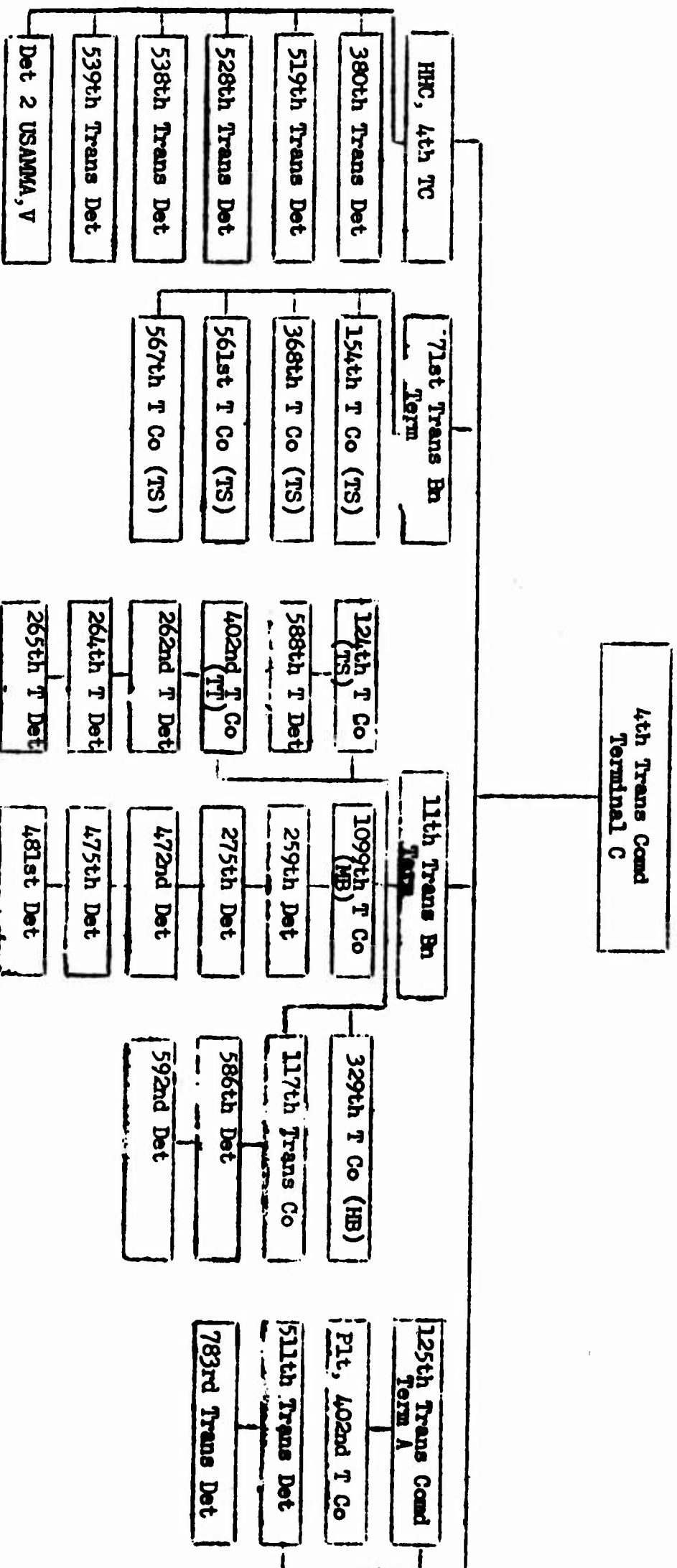
/t/FRANKLIN E. BORING

Captain, AGC

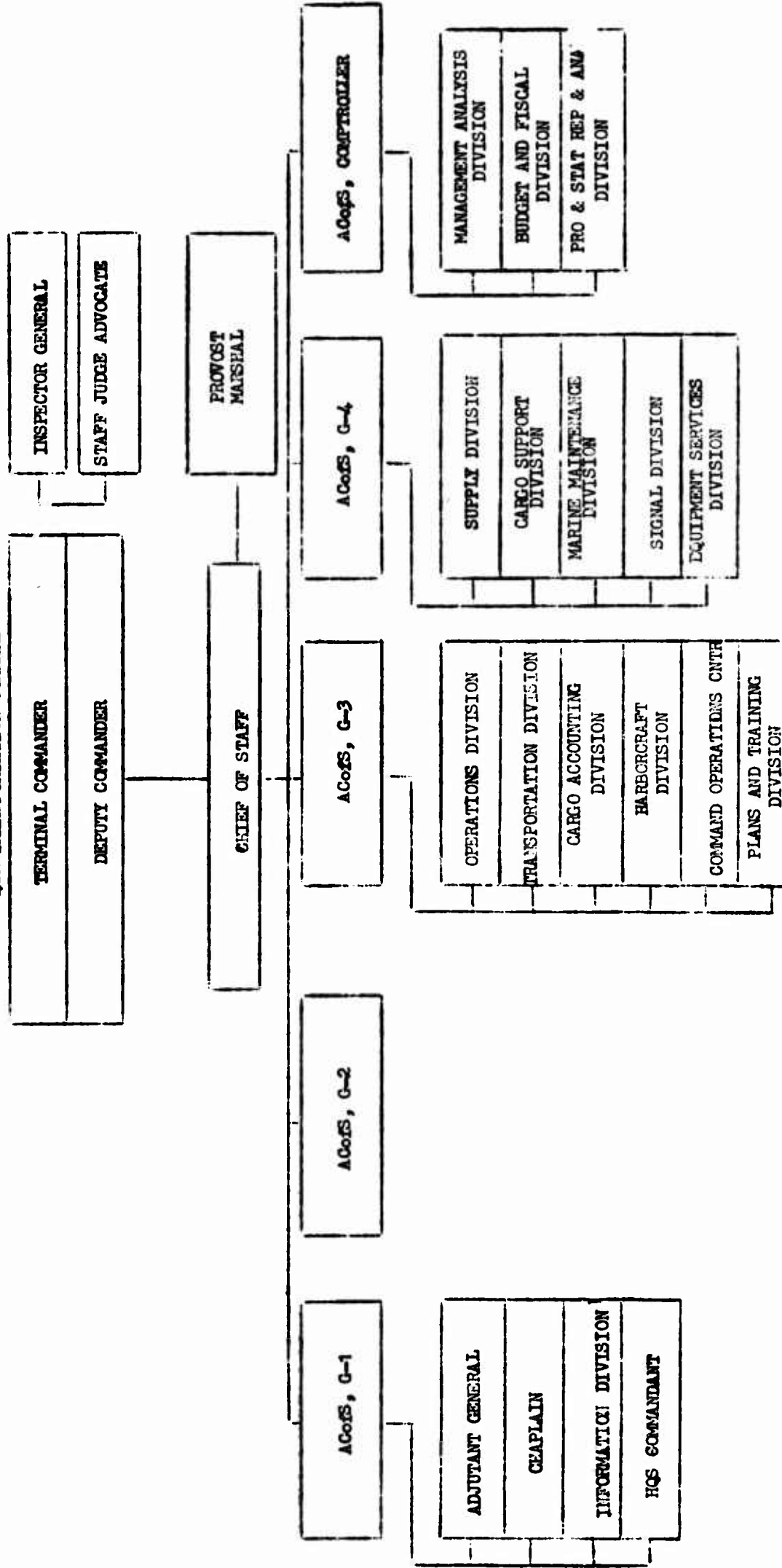
Asst Adjutant General

DISTRIBUTION: 10-ea unit conc; 10-CO, USASC, SGN; 10-CO, USASC, QN; 10-CG, USASC,
Incl 1 CRB; 10-CO, 4th TC (TML C); 10-ACofS, SP&O; 5-AVCA-AG-PM; 5-ea staff
sec; 5-12th DPU APO 96309; 2-Postal Off, USARV; 2-Postal Officer, 1st Log
Comd; 2-Historian, 1st Log Comd; 1-Ref set; 1-Rec set

INCL 4



4TH TRANSPORTATION COMMAND



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DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST LOGISTICAL COMMAND
APO US FORCES 96307

AVLC-GO

SUBJECT: Letter of Instruction, 4th Transportation Command, (Terminal A)

TO: Commanding Officer
4th Transportation Command (Terminal A)
APO US Forces 96307

1. PURPOSE: To establish responsibilities, provide general guidance and prescribe the mission and policies applicable to operation of the 4th Transportation Command (Terminal A).

2. MISSION: The Commanding Officer, 4th Transportation Command, (Terminal A), operating in the area of the United States Army Support Command, Saigon (USASC, Saigon) will operate water terminals and conduct over-the-shore operations for the transfer of personnel and cargo at locations as directed by this headquarters, direct port, beach and barge clearance, operate an inland waterway system, operate the Army Air Cargo Movement office and fulfill administrative responsibilities and provide related administrative support as indicated in Inclosure 1.

3. COMMAND:

a. The 4th Transportation Command (Terminal A) is assigned to the 1st Logistical Command for command, operational control and training, and attached to USASC, Saigon. (Reference, para 4h (17), AR 220-5, 10 July 1958).

b. Transportation units assigned to the 4th Transportation Command (Terminal A) will be so assigned for command, operational control, and training, and attached to USASC, Saigon. (Reference, para 4h (17), AR 220-5, 10 July 1958).

c. All 1st Logistical Command units assigned, attached or tenants in the area of USASC, Saigon, will comply with regulations established by the Area Coordinator and Commanding Officer, USASC, Saigon.

d. All 1st Logistical Command units residing as tenants within a specified Installation Area must comply with directives of the Installation Commander, regardless of owning command. However, administrative disciplinary authority, Article 15 jurisdiction and court martial jurisdiction follows command channels or as indicated in attachment orders for this purpose.

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INCL 7

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AVLC-GO

SUBJECT: LOI, 4th Transportation Command, (Terminal A).

e. All 1st Logistical Command units residing as tenants within a specified Installation Area will provide their pro-rata share for details, including personnel and equipment resources, to the Installation Commander, for normal post, camp, or station functions.

4. SPECIAL INSTRUCTIONS:

a. Commanding Officer, 4th Transportation Command (Terminal A) will maintain liaison with all units and activities supporting that command or to be supported by that command.

b. Local hire personnel and contract, when authorized, will be used in lieu of US Army Personnel, where necessary to make up personnel short falls, consistent with military security and mission requirements. All contracting will be accomplished through Headquarters, 1st Logistical Command.

c. Continual command emphasis will be placed on the importance of minimizing non-combatant casualties, safety, control in the application of firepower by guards and reaction forces, and importance and necessity of respecting the lives and property of non-combatants.

d. The Commanding Officer, 4th Transportation Command (Terminal A) will assure the security of personnel, equipment, facilities and billets of elements of the 1st Logistical Command assigned or attached to his command.

e. The Commanding Officer, 4th Transportation Command (Terminal A) will plan and conduct inspections of personnel, material and training of subordinate units to determine and evaluate unit readiness condition.

5. COORDINATION:

a. Direct coordination, as appropriate and required is authorized with US Military Forces and activities, Free World Military Assistance Forces and civilian authorities located within the area of operations.

b. All official correspondence with higher headquarters will be routed to Headquarters, 1st Logistical Command.

6. REPORTS:

a. A Progress Report (Report Control Symbol AVLC-GO-26) will be submitted as a command report. Reference LC Reg 1-4, 8 March 1966.

b. Other reports will be submitted as directed.

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AVLC-GO

SUBJECT: LOI, 4th Transportation Command, (Terminal A)

7. SUPERSESIONS:

This Letter of Instruction is effective on date of publication and supersedes letter, AVLOG-GO-0, this Headquarters, 1 August 65, subject: "Letter of Instruction," to the Commanding Officer, 4th Transportation Command (Terminal A).

1 Incl
as

/s/C.W. Eifler
/t/C.W. EIFLER
Major General, USA
Commanding

A TRUE COPY:


RICHARD B. COCHRANE
CPT, TC
Historical Officer

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34

Administrative Functions and Responsibilities of the 4th Transportation Command (Terminal A) for the Saigon Port.

1. Area of responsibility is the Saigon Port to include the M&M facilities, but excluding those facilities at the Saigon Port utilized by the supply activities of the USASC Saigon.

2. Specific administrative functions and responsibilities of the Commanding Officer 4th Transportation Command (Terminal A) for the above area of responsibility are:

- a. Base development planning.
- b. Liaison with civilian authorities.
- c. Maintenance of law and order to include military courtesy and uniform discipline, supersession and investigation of crime, and traffic regulation and enforcement. This responsibility will include the organization and conduct of Military Police and Courtesy Patrols. Administration of military justice remains a responsibility of each service component.
- d. Physical security of installations to include access control, interior guard, security fencing and lighting, and security discipline.
- e. Ground defense of the area to include delegation of responsibilities, defense fortification, clearance of fields of fire and exercises.
- f. Morale, welfare and recreation, to include coordination of Special Service activities.
- g. Publication and enforcement of pass, leave and liberty regulations.
- h. Publication and administration of a safety program.
- i. Post exchange activities, provided through agreements with other services or agencies.
- j. Operation of clubs and messes.
- k. Operation of permanent and transient billeting.
- l. Operation of an administrative motor pool.
- m. Area damage control.
- n. Protection and control of classified information.
- o. Coordination and supervision of religious activities.
- p. Supervision of messes and food service activities.

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

AVCA-TC-GCT

16 January 1967

SUBJECT: After Action Report Operation Canary (U)

TO: Commanding General
1st Logistical Command
ATTN: AVCA GO-0
APO 96307

1. REFERENCES:

- a. Oplan 67-67 (Operation Canary) (U), Hq, USARV, dated 11 November 1966.
- b. Oplan 55-66 (Operation Canary) (U), Hq, 1st Logistical Command, dated 15 November 1966.
- c. Oplan 50-66 (Operation Canary) (U), Hq, II Field Force Vietnam, dated 16 November 1966.
- d. Oplan 67-67 (Operation Canary) (U), Hq, 18th Military Police Brigade, dated 13 November 1966.

2. MISSION:

- a. Off-load/debark personnel, equipment and cargo belonging to the 199th Infantry Brigade (Sep) and associated units thru the ports of Vung Tau and Saigon.
- b. Establish and operate a Control Center at Saigon Port.
- c. Inform USASC, Saigon, Canary Command and Control Center of all significant moves and pertinent information including ship arrivals and departures.
- d. Establish a briefing capability and maintain at the Control Center up-to-date status concerning vessels on berth.
- e. Maintain liaison with USASC, Saigon and the 199th Infantry Brigade (Sep).

3. OPERATIONS:

Incl 1

Incl 8

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AVCA-TC-GCT

16 January 1967

SUBJECT: After Action Report Operation Canary (U)

a. Vung Tau Sub-Port: As directed in referenced oplans the debark of passengers and the discharge of TAT was accomplished. All elements of the 199th Infantry Brigade (Sep) were discharged from the following passenger vessels:

<u>VESSEL</u>	<u>DATE DISCHARGED</u>	<u>TROOPS</u>	<u>TAT(Short Tons)</u>
USNS SULTAN	9 Dec	1675	390
USNS POPE	11 Dec	1177	140

(1) Troops were debarked from vessels to landing craft and transported to the beach at Vung Tau. They were then loaded into 2½ ton trucks and convoyed up Route 15 from Vung Tau to the Canary Staging Area in Long Binh. All phases of this portion of our mission were accomplished without incident.

(2) TAT was moved in essentially the same manner as the troops.

b. Saigon Port: This segment of the operation consisted of the discharge and clearance of all equipment and general cargo which arrived aboard the following vessels.

<u>VESSEL</u>	<u>DATES DISCHARGED</u>
USNS ROBINSON	9/10 Dec 66
DENNISON VICTORY	21/22 Dec 66
AMERICAN TRAPPER	26/28 Dec 66
EXPLORER	30/31 Dec 66
AMES VICTORY	7/9 Jan 67
ALICE BROWN	See Note 1.

Note 1: The ALICE BROWN, the sixth Canary Vessel, encountered mechanical difficulties enroute and returned to CONUS for repairs. ETA is not available at this time.

Note 2: A more detailed listing by tonnage and equipment is attached as Inclosure 2.

(1) An Operation Control Center was established to monitor and coordinate all facets of Canary. Detailed status figures were maintained on all vessels discharging and this data relayed to USASC, Saigon through daily sitreps. Briefings were given as required to all interested visitors. The center was manned on a 24 hour basis during discharge and clearing operations.

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AVCA-TC-GCT

16 January 1967

SUBJECT: After Action Report Operation Canary (U)

(2) Deep draft cargo vessels were discharged in Area 3 of the port. As the equipment and cargo was discharged, it was deprocessed, formed into 15 - 20 vehicle convoys, and taken under MP escort to the staging area at Long Binh. All track and other outsized equipment was moved from the port between the hours of 2400 and 0400 in special convcys. All general cargo and WABTOC was cleared on commercial contract vehicles and escorted by members of the 199th Infantry Brigade.

4. PROBLEM AREAS ENCOUNTERED: There were no significant problems.

5. LESSONS LEARNED: That existing communications were not always adequate. There were two common user circuits and one sole used circuit available at the Command and Control Center but the land lines proved very unreliable in disseminating required data quickly.

6. RECOMMENDATIONS: That units provide organic radio communications to supplement existing land lines to insure that required data on convoys and discharge operations is forwarded in a timely manner and to allow maximum pre-planning in the staging area.

7. CONCLUSIONS: All aspects of operation Canary were completed satisfactorily. The close coordination between this command, USASC, Saigon and the 199th Infantry Brigade (Sep) was outstanding and contributed measurably to the successful accomplishment of our mission.

FOR THE COMMANDER:



OMER E. PIGEON, JR.
Captain, AGC
Adjutant General

TEL: Saigon Port 127

2 Incl

- 1 Sequence of Events Journal
- 2 Sequence of Discharge

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SEQUENCE OF EVENTS JOURNAL

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
4 Dec 66		Establishment of Control Center
7 Dec 66		Installation of sole user circuit to Long Binh staging area.
9 Dec 66	1600	Arrival of USNS Robinson
	1700	Began discharge of Robinson
10 Dec 66	0600	Completed Robinson
21 Dec 66	1445	Arrival of Dennison Victory
	1650	Began discharge of Dennison
22 Dec 66	1700	Completed Dennison
26 Dec 66	1000	Arrival of American Trapper
27 Dec 66	0900	Began discharge of Trapper (Delayed due to strike condition at port)
28 Dec 66	1000	Completed Trapper
30 Dec 66	1815	Arrival of Explorer
	2000	Began discharge of Explorer
31 Dec 66	2400	Completed Explorer
7 Jan 67	1800	Arrival of Ames Victory
	2000	Began discharge of Ames
9 Jan 67	0600	Completed Ames
10 Jan 67		Disolved Control Center
16 Jan 67		After Action Report submitted

Incl #1

Incl 1

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SEQUENCE OF DISCHARGE

CARGO VESSELS

VESSEL	ARRIVED	START DISCHARGE	COMPLETED	TOTAL LONG TONS	TOTAL MEAS TONS	TOTAL WHEEL VEH	TRAILERS	TOTAL TRACKS	TONS GEN CARGO	PAX
USNS ROBTSON	1600/9 Dec	1700/9 Dec	0600/10 Dec	50.5	249	10	10	—	28.8	2
DENNISON VTCT.	1445/21 Dec	1650/21 Dec	1700/22 Dec	335.3	1705.5	82	43	—	120.5	2
AMERICAN TRAFFER	1000/26 Dec	0900/27 Dec	1000/28 Dec	940.3	5889.1	240	153	5	13	5
EXPLORER	1815/30 Dec	2000/30 Dec	2400/31 Dec	1162.5	10513	185	141	—	202.5	2
AMES VICTORY	1800/7 Jan	2000/7 Jan	0600/9 Jan	892	3127.5	58	30	—	774.5	2
ALICE BROWN	Returned to CONUS because of mechanical trouble. ETA unknown at this time. Tonnage aboard her for Canary is relatively insignificant.									

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Incl #2

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Copy No _____ of _____ Copies
Headquarters, 4th Transportation Command
Saigon, RVN
080700 January 1967

OPORD 1-67 (U)

Reference: a. Msg, 1st Logistical Command, SECRET AVCA GO-P 0808
Subject: Support of IV CTZ (U).

b. Map, South Vietnam, Joint Operations Graphic (Ground) 1:250,000
Series 1501, Sheet NC 48-7.

c. Map, South Vietnam, Scale 1:50,000, Series L7014, Sheet 6229I.

d. Chart, HO 17,461-1, -2, -3, -4, -5 and -6, Scale 1:20,000.

e. Tide Table Predictions 1967, Republic of Vietnam, published
by COMNAVFORV, APO 96307.

f. OPLAN 10-66 (U), Hq VTSAC, dtd 30 Dec 66 (NOTAL).

g. OPORD 3-66 (U), Hq, USASUPCOM, Saigon, dtd 26 Dec 66 (NOTAL).

Time Zone: Hotel

Task Organization:

a. 9th Infantry Division.

(1) Element, Headquarters, 3d Brigade.

(2) Element, Headquarters Company, 15th Engineer Battalion.

(3) 2 Companies, 15th Engineer Battalion.

(4) Two (2) Platoons, 60th Infantry, 3d Brigade.

(5) Element, Signal Battalion.

(6) Element, Support Command

b. 1st Logistical Command.

(1) US Army Support Command, Saigon.

(2) Vung Tau Sub Area Command.

(a) Element, 2d Maintenance Battalion

(b) Element 94th Supply and Services Battalion.

Incl 1

INCL 9

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200-10

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c. US Navy Game Warden Unit, stationed at My Tho.

d. 4th Transportation Command.

(1) 567th Transportation Company (-).

(2) Element, 1099th Transportation Company.

(3) Element, 329th Transportation Company.

1. (C) SITUATION.

a. Enemy Forces: See Annex A.

b. Friendly Forces:

(1) 9th Infantry Division:

(a) Secure and develop land base at Dong Tam.

(b) Provides 4th Transportation Command personnel with sufficient land area within the Dong Tam Base for terminal service operations and for billeting.

(c) Provides security for 4th Transportation Command personnel and equipment in the vicinity of Dong Tam Base.

(2) Vung Tau Sub Area Command:

(a) Provide personnel and equipment for the operation of a supply point at Dong Tam Base.

(b) Provides resupply of Classes I, II and V to 4th Transportation Command elements operating at and in the vicinity of Dong Tam Base.

(c) Provide 3d echelon vehicular maintenance support to 4th Transportation Command elements at Dong Tam Base.

(3) 44th Medical Brigade: Provides medical service for Dong Tam Base.

(4) US Navy, Operation Game Warden Unit (My Tho): Provides waterborne security element for vessels operating in the vicinity of Dong Tam Base on call.

c. Attachments and Detachments:

(1) Three (3) LCU's of the 329th Transportation Company (Heavy Boat) are detached from operational control of Harborcraft Division,

CONFIDENTIAL

Page 2 of 6 Pages

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this headquarters and attached for operational control to Commanding Officer, 567th Transportation Company (Terminal Service) (Forward) at 051800 January 1967.

(2) Four (4) LCM's of the 1099th Transportation Company (Medium Boat) are detached from operational control of Harborcraft Division, this headquarters and attached for operational control to Commanding Officer, 567th Transportation Company (Terminal Service) (Forward) at 051800 January 1967.

(3) 567th Transportation Company (Terminal Service) (Forward) is detached from operational control of the Commanding Officer, 71st Transportation Battalion (Terminal and attached for operational control to the Commanding Officer, 4th Transportation Command at 080600 January 1967.

2. (C) MISSION. The 4th Transportation Command will provide terminal service at Newport, Vung Tau and Dong Tam in support of movement and resupply of the 9th Infantry Division.

3. (C) EXECUTION.

a. Concept of Operations: See Annex B.

b. 11th Transportation Battalion (Terminal) will continue present mission.

c. 71st Transportation Battalion (Terminal) will:

(1) Provide personnel and equipment to operate the terminal facility at Dong Tam.

(2) Provide personnel and equipment necessary to embark personnel and equipment of the task organization at US Army Terminal, Newport.

(3) Continue present mission.

d. Commanding Officer, 511th Transportation Detachment (Terminal Contract Supervision) will:

(1) Arrange for personnel and equipment necessary to embark personnel and equipment of the task organization at Vung Tau Sub Port.

(2) Act as the coordinator between TMA Sub Region Office, Vung Tau and marine operating elements of the 4th Transportation Command.

(3) Coordinate movement of resupply for the task organization generated from Vung Tau.

(4) Continue present mission.

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e. Commanding Officer, 329th Transportation Company (Heavy Boat) will:

(1) Provide three (3) LCUs to the Commanding Officer, 567th Transportation Company (Terminal Service) for support of this operation.

(2) Continue present mission.

f. Commanding Officer, 1099th Transportation Company (Medium Boat) will:

(1) Provide four (4) LCMs to the Commanding Officer, 567th Transportation Company (Terminal Service) for support of this operation.

(2) Continue present mission.

g. Commanding Officer, 125th Transportation Command (Terminal A) will continue present mission.

h. Coordinating Instructions:

(1) Commanding Officer, 567th Transportation Company (Terminal Service) is authorized direct coordination with elements of the 9th Infantry Division at Dong Tam Base.

(2) Commanding Officer, 567th Transportation Company (Terminal Service) is authorized direct coordination with elements of Vung Tau Sub Area Command at Dong Tam Base.

(3) The Commanding Officer, 1099th and 329th Transportation Companies are authorized to exchange vessels attached to the Commanding Officer, 567th Transportation Company (Terminal Service) in order to accomplish necessary maintenance after coordination with the Chief, Harbormcraft Division, this headquarters, and the Commanding Officer, 567th Transportation Company (Terminal Service) but at no time will the vessel strength at Dong Tam fall below that for which they are tasked.

(4) Unless otherwise directed, terminal operations will not be conducted during the hours of darkness.

(5) Vessels of any subordinate unit of this command will report to Commanding Officer, 567th Transportation Company (Terminal Service) upon arrival at Dong Tam and request permission to depart prior to sailing from Dong Tam.

4. (C) ADMINISTRATION AND LOGISTICS.

a. Administration. No change from present procedures.

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b. Logistics.

(1) Supply.

(a) Class I

1 5 day "C" rations to accompany all troops and will be utilized during early phase of the operation.

2 "A" rations will be furnished by the 94th Supply and Services Battalion as soon as feasible.

3 Water to be furnished by 15th Engineer Battalion for all 4th Transportation Command elements.

(b) Class II and IV. Normal supply channels and procedures apply.

(c) Class III.

1 329th Transportation Company (Heavy Boat) provides required Class III support for all 4th Transportation Command vessels at Dong Tam.

2 94th Supply and Services Battalion provides required Class III support for remaining 4th Transportation Command elements at Dong Tam.

(d) Class V.

1 Basic load will be carried by the task elements.

2 94th Supply and Services Battalion provides resupply as necessary.

(2) Services.

(a) Bath and laundry will be provided by 94th Supply and Services Battalion.

(b) Graves Registration Support will be provided by 94th Supply and Services Battalion.

(c) 3d Echelon Maintenance Support will be provided by 2d Maintenance Battalion elements at Dong Tam.

(3) Medical Evacuation and Hospitalization: Medical evacuation will be by air to Saigon by the 44th Medical Brigade element at Dong Tam.

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(4) Miscellaneous.

(a) All boats will be armed w/Machinegun .50 cal and grenade launcher M-79.

(b) Mosquito nets and mosquito repellent will accompany all troops.

5. (U) COMMAND AND SIGNAL.

a. Signal. See Annex C.

b. Command.

(1) Commanding Officer, 567th Transportation Company (Terminal Service) is delegated operational control over all 4th Transportation Command elements operating in the vicinity of Dong Tam Base.

(2) No change to other command relationships.

Acknowledge receipt by 4th Transportation Command Document Control Number.

FUSON
Colonel

Annexes: A - (Intelligence)
B - (Concept of Operation)
C - (Signal)
D - (Distribution)

Distribution: See Annex D

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Annex A (Intelligence) to OPORD 1-67 (U)

Reference: See OPORD 1-67

Task Organization: See OPORD 1-67

1. (C-NF) SUMMARY OF ENEMY SITUATION.

a. Present enemy situation and capabilities:

(1) Elements of the DT-1 and DT-2 Viet Cong Main Force Regiments are in the area as well as the 514 and 516 Viet Cong Local Force Battalions. The DT-1 and DT-2 Regiments appear to have only token representatives as there has been no identification of any sizeable element from either regiment since Spring, 1966. (See Appendix 2)

(2) The 514 Local Force Battalion is listed with a strength of 600 men. The 516 Local Force Battalion is listed as having 700 men. Both Battalions have been largely inactive in recent months. Both confine themselves to occasional harassment of compounds or town or sniping harassment on watercraft on the My Tho River. (See Appendix 2)

(3) The US Navy patrol boats operating on the My Tho river are subject to continuous harassment by small arms and occasionally recoilless rifle fire from the riverbanks. Boat crews operating on the My Tho River take light but continuous casualties as a routine matter. Casualties have caused some shortages in manning.

(4) The enemy apparently has the capability of monitoring and translating radio transmissions. Radio silence should be maintained and cargoes, missions, and locations should not be given in the clear except while in contact with the enemy.

(5) The South Vietnamese Armed Forces should not be included in operations. They should not have access to cargo lists, schedules, or friendly force dispositions. Their forces should be considered to be infiltrated by enemy intelligence agents.

(6) The My Tho river is too swift (8-12 knots at Dong Tam, up to 15 knots at the sea) for enemy use of tethered, command-detonated mines. The enemy will probably not use floating contact-detonated mines as they are uncontrolled and could involve the Viet Cong in an international incident if a foreign ship was damaged with cargo destined for Cambodia. Mining operations are directed against specific targets in accordance with Viet Cong proven tactics.

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(7) The enemy will probably strike any boat which they feel is an exceptional prize.

(8) With rare exceptions, the enemy only operates at night due to their vulnerability to surveillance from the air.

(9) The enemy probably does not have the ability to mount a large scale ground attack against Dong Tam. They do have the ability to launch company sized assaults supported by recoilless rifle and automatic weapons fire.

(10) COMNAVFORV considers the current too swift in the My Tho River for the effective use of tethered, command-detonated mines. COMNAVFORV does not feel that the Viet Cong are developing a capability for the use of contact mines which could be used in the My Tho River. In recent weeks a Soviet, floating, contact-type water mine was captured in Rung Sat Special Zone containing 560 pounds of explosive.

(11) There is usually enemy activity at XS 403400 as it is an enemy river crossing point (across river South of Dong Tam).

(12) The enemy has the capability of harassing boats on the My Tho River with recoilless rifle and (57 and 75 mm) automatic weapons (up to .50 caliber) fire.

b. Probable Enemy Courses of Action.

(1) The enemy's best course of action will be to strike while the base camp is most vulnerable and friendly forces are most unfamiliar with the area of operations. The enemy will be able to do serious damage to the base camp during the initial move into the area. The enemy should be able to mount a company sized, night time, infantry ground attack, supported by recoilless rifles and automatic weapons. This attack could be successful. Once the base camp is secured they will not mount sufficient forces to do more than moderate harassment. The enemy will attack or harass during the hours of darkness.

(2) The Viet Cong will harass small boats on the My Tho River during early stages of the operation with small arms and 57 mm and 75 mm recoilless rifle fire. Casualties should be expected until the riverbanks are secure, but not to the extent of halting operations. The enemy will attack boats, not appearing to be on routine runs, with a more determined effort. The enemy will not make extensive use of watermines.

(3) The enemy will be aware of the content of friendly radio traffic.

(4) The enemy will have access to much of any information given to ARVN forces.

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2. (U) EEI AND OTHER INTELLIGENCE REQUIREMENTS.

a. EEI.

(1) Indications of any build-up of Viet Cong forces in a manner to threaten terminal facilities, docking facilities, shipping, shipping lanes, compounds, security forces, or lines of communication.

(2) Evidence of Viet Cong intelligence efforts directed towards docking facilities, shipping, shipping lanes, compounds, security forces, or lines of communication, which would indicate forthcoming sabotage or attack.

(3) The disposition and deployment of Viet Cong forces in the commander's area of interest.

(4) The immediate and long range mission of the Viet Cong forces in the commander's area of interest.

(5) The capabilities of the Viet Cong forces in position to affect friendly operations.

(6) Complete order of battle information on the Viet Cong to include organization, equipment, tactics, personnel structure, unit lists, code names, biographical data on Viet Cong personalities, political structure, military organization, and tactical doctrine.

(7) Viet Cong subversion tactics to include labor agitation, propaganda effort, and any effort to slow friendly operations.

(8) Conditions of weather, either existing or forecast, which would effect operations.

(9) Conditions of terrain, especially water levels, river bottoms, and harbors which effect operations.

b. Other Intelligence Requirements. None.

3. (U) ORDERS AND REQUEST FOR INFORMATION. Report to Headquarters, 4th Transportation Command by the fastest means available any hostile action directed against personnel and equipment of this command.

4. (U) MISCELLANEOUS.

a. Coordination will be effected with the ACoFS, G-2 -9th Infantry Division to provide intelligence and counterintelligence support to the supporting unit of this command.

b. Prisoners of war, enemy deserters, liberated civilians, evaders,

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escapees, refugees, and displaced persons will be handled in accordance with the SOP of the 9th Infantry Division.

c. Handling and processing captured documents will be in accordance with the SOP of the 9th Infantry Division.

d. Maps and charts for this operation will be furnished by the ACofS, G-2, 4th Transportation Command upon request.

e. Safeguarding of military information will be in accordance with AR 380-5, and USARV Regulation 380-5. Any required Communications Security monitoring will be coordinated with the ACofS, G-2 of the 9th Infantry Division. The supported organizations's SOP on camouflage, dispersion and light discipline will apply. Necessary intelligence publications will be procured and issued by ACofS, G-2, this Headquarters.

Acknowledge.

FUSON
Colonel

2 Appendixes: 1 (Light
and Tide Prognosis)
2 (Enemy Disposition)

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Appendix 1 (Light and Tide Prognosis) to Annex A (Intelligence) to OPORD 1-67

1. (U) Light Data, My Tho for January 1967

ATE	LIGHT						MOON		
	BMVT	BMCT	SR	SS	EECT	EENT	MR	MS	PHASE
1	0623	0648	0711	1842	1905	1932	2322	1112	Last Qtr
2	0623	0648	0711	1843	1906	1932		1158	
3	0624	0649	0712	1843	1906	1933	0016	1241	
4	0624	0649	0712	1844	1907	1933	0109	1324	
5	0624	0650	0713	1844	1907	1934	0202	1409	
6	0625	0650	0713	1845	1908	1934	0256	1455	
7	0625	0650	0713	1846	1909	1934	0352	1545	
8	0625	0650	0713	1846	1909	1934	0451	1639	
9	0626	0651	0714	1847	1910	1935	0550	1735	
10	0626	0651	0714	1847	1910	1935	0648	1832	NEW
11	0627	0651	0714	1848	1911	1936	0743	1929	
12	0627	0651	0714	1848	1911	1936	0834	2023	
13	0627	0652	0714	1849	1912	1937	0920	2113	
14	0627	0653	0715	1849	1912	1937	1001	2201	
15	0627	0653	0715	1850	1912	1938	1040	2247	
16	0628	0653	0715	1850	1912	1939	1117	2330	
17	0628	0653	0715	1851	1913	1939	1152		
18	0628	0653	0715	1851	1913	1939	1227	0013	1st. Qtr
19	0628	0654	0716	1852	1914	1939	1304	0058	
20	0629	0654	0716	1852	1914	1940	1343	0144	
21	0629	0654	0716	1853	1915	1940	1427	0232	
22	0629	0654	0716	1853	1915	1940	1515	0325	
23	0629	0654	0716	1854	1916	1941	1609	0420	
24	0629	0654	0716	1854	1916	1941	1708	0520	
25	0629	0654	0716	1855	1917	1942	1809	0620	
26	0630	0654	0716	1855	1917	1943	1912	0718	Full
27	0630	0654	0716	1855	1917	1943	2013	0813	
28	0630	0654	0716	1856	1918	1943	2112	0904	
29	0630	0654	0716	1856	1918	1943	2209	0952	
30	0630	0654	0716	1857	1919	1944	2303	1038	
31	0630	0654	0716	1857	1919	1944	2357	1122	

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2. (U) Tide Data, My Tho River for month of January 1967

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DATE	~~CONFIDENTIAL~~			
	HIGH	LOW	HIGH	LOW
1	0524-11.8	0145-8.5	2028-11.8	1437-1.7
2	0618-11.2	0249-7.9	2112-11.5	1516-2.6
3	0735-10.5	0353-7.6	2153-11.2	1605-3.3
4	0923-10.2	0512-6.2	2137-11.2	1658-3.9
5	1126- 9.9	0636-4.9	----	1759-5.3
6	1308-10.2	0745-3.9	2313-11.2	1902-6.2
7	1430-10.5	0848-3.0	2351-11.5	2008-7.6
8	1540-10.8	0944-2.3	0029-11.5	2111-8.2
9	1642-11.2	1042-1.7	0108-11.8	2208-8.2
10	1730-11.5	1134-1.3	0148-11.8	2255-8.2
11	1812-11.5	1215-1.3	0228-11.8	2338-8.5
12	1851-11.5	1256-1.3	0310-11.8	-----
13	1926-11.2	1328-1.7	0351-11.8	0019-7.9
14	1957-11.2	1352-2.0	0431-11.5	0059-7.9
15	2028-10.8	1425-2.6	0512-10.8	0144-7.6
16	2100-10.8	1456-3.3	0557-10.5	0231-6.9
17	2123-10.8	1526-3.9	0646-10.2	0323-6.6
18	2149-10.8	1603-4.6	0800- 9.9	0419-6.2
19	2218-10.5	1638-5.6	0940- 9.5	0515-5.6
20	2246-10.8	1718-6.2	1122- 9.5	0619-4.9
21	-----	1803-7.6	1252- 9.9	0715-3.9
22	2320-10.8	1926-7.9	1410-10.2	0815-3.3
23	0011-10.8	2058-8.2	1504-10.5	0909-2.6
24	0052-10.8	2155-8.5	1554-10.8	0959-2.0
25	0137-11.2	2249-8.2	1637-11.5	1056-1.7
26	0224-11.5	2336-7.9	1716-11.8	1148-1.3
27	0314-11.8	-----	1754-11.8	1230-1.0
28	0404-11.8	0019-7.6	1828-11.8	1312-1.3
29	0553-11.8	0104-6.6	1904-11.8	1350-1.3
30	0552-11.5	0152-6.2	1938-11.5	1422-2.0
31	0651-11.2	0244-5.6	2010-11.2	1459-2.6

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Colonel

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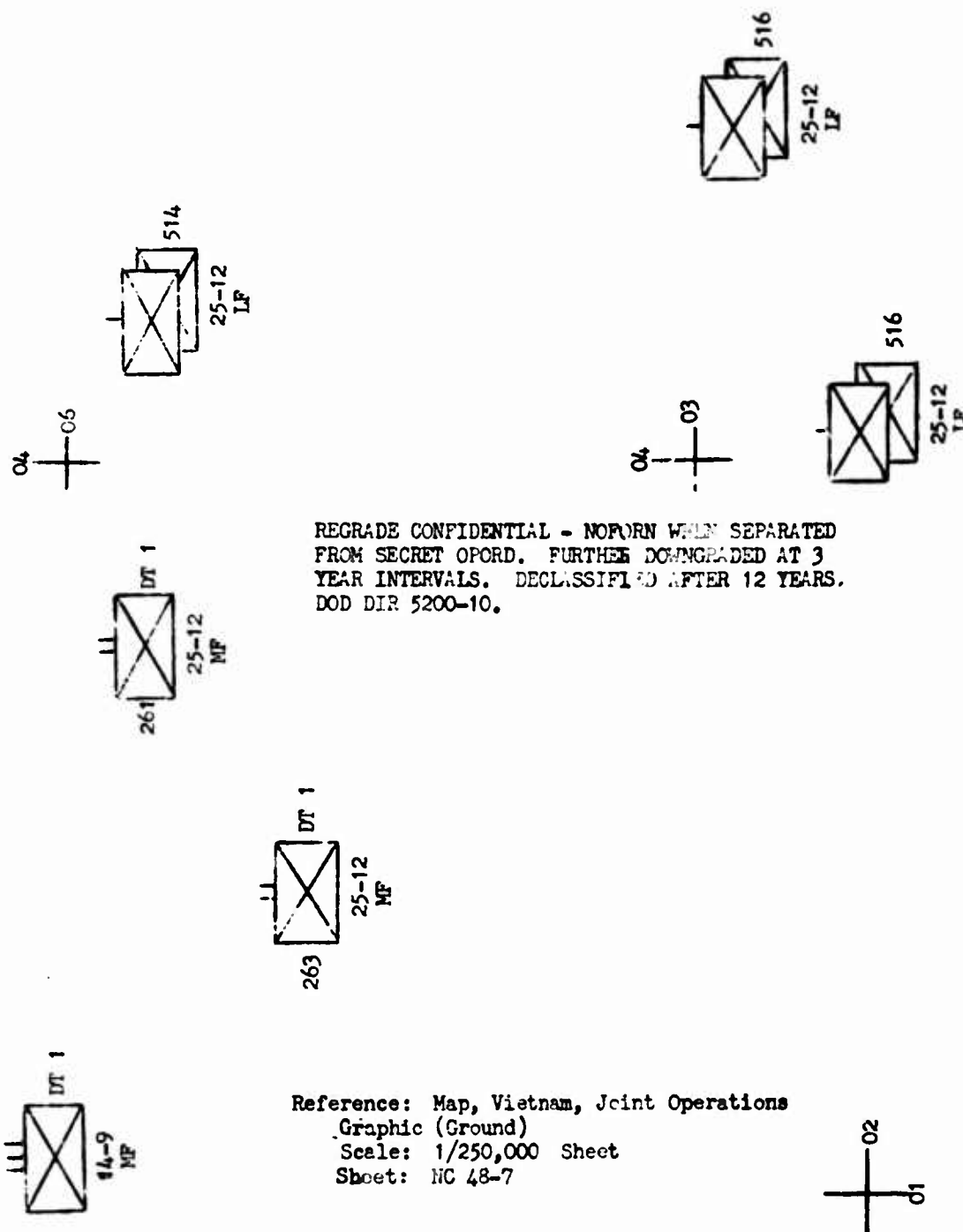
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Appendix 2 (Enemy Disposition)
Annex A (Intelligence) to OPORD 1-67 (U)



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Annex B (Concept of Operation) to OPORD 1-67

Reference: See OPORD 1-67

1. (U) SITUATION. See OPORD 1-67
2. (U) MISSION. See OPORD 1-67
3. (C) EXECUTION.

a. Initial Lift.

(1) Task Organization of the 9th Infantry Division will be deployed by air and water LOC as follows:

(a) Personnel and immediate logistical necessities will be airlifted from Bear Cat to Ben Tre by C-123 then further airlifted by helicopter from Ben Tre to Dong Tam, arriving there on 10 January 1967.

(b) Equipment and equipment operators will be moved by land LOC from Bear Cat to US Army Terminal, Newport where that element will be embarked on LST(s) for movement by water LOC to a point on the My Tho River in the vicinity of Dong Tam, arriving there 10 January 1967. Equipment will be discharged in the stream by ramp marriage to LCUs of the 329th Transportation Company (Heavy Boat) for movement to the beach at Dong Tam.

(c) Initial requirements of barrier and defense construction material will be loaded aboard LST(s) and discharged in the stream alongside to LCMs of the 1099th Transportation Company (Medium Boat) for transportation to the beach at Dong Tam.

(2) Vung Tau Sub Area Command Supply Point Elements will be deployed by air and water LOC as follows:

(a) Personnel will be deployed by airlift to arrive at Dong Tam on the morning of 10 January 1967.

(b) Equipment will be embarked with equipment operators aboard LCUs at Vung Tau moving by water LOC, arriving at Dong Tam on the morning of 10 January 1967.

(3) Initial lift: Task organization of the 4th Transportation Command elements for employment at Dong Tam will be deployed by water LOC as follows:

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(a) Personnel (150) will be embarked aboard the USS Nye County (LST 1067) at US Army Terminal, Newport, and depart Saigon ~~081100~~ January 1967. The vessel will lay-over at Vung Tau and My Tho, arriving at Dong Tam in the early morning hours of 10 January 1967.

(b) Equipment and equipment operators will be embarked aboard three (3) LCUs and (4) LCMs at US Army Terminal, Newport and depart Saigon in the early morning hours of 8 January 1967. The vessels will lay-over at Vung Tau on the evening of the 8th and My Tho on the evening of the 9th, arriving at Dong Tam in the early morning hours of 10 January 1967.

b. RESUPPLY.

(1) Emergency Resupply: Emergency resupply will be by air LOC through command channels of the 9th Infantry Division.

(2) Daily Resupply: Daily resupply of the task organization will be by water LOC from Vung Tau. Resupply cargo will be offered for movement to TMA by Vung Tau Sub Area Command. TMA will book cargo aboard vessels, including untasked vessels of the 329th Transportation Company (Heavy Boat) and LCUs assigned to this headquarters. Vung Tau Sub Area Command is responsible for operation of a Supply Point at Dong Tam. The Supply Point will be the consignee for all resupply cargo. 4th Transportation Command will receive resupply of Class I, III and V from the Supply Point. Class II and IV will be through normal channels.

c. Tonnage Requirements.

(1) Initial Lift.

(a) 9th Infantry Division elements will deploy with an estimated total tonnage requirement of 3100 short tons, of which approximately 2000 short tons will be vehicles and other mobile equipment. The remaining 1100 short tons will consist of 500 short tons of CONEX and 600 short tons of unitized barrier and construction material.

(b) Vung Tau Sub Area Command elements will deploy with an estimated total tonnage requirement of 344 short tons of which approximately 160 short tons is vehicles and other mobile equipment. The remaining 184 short tons will consist of unitized unit equipment and supplies.

(2) Resupply will commence on 12 January 1967.

(a) Class I. Will consist of 12 short tons of A, B, and C rations each three (3) days.

(b) Class II and IV (less Engineer barrier and construction material). Will consist of approximately 200 short tons of

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(c) Class II and IV (Engineer barrier and construction material). Will consist of approximately 200 short tons of which approximately 100 short tons will be loose aggregate, approximately 80 short tons of unitized cement, and 20 short tons of other construction and barrier material.

(d) Class III. Will consist of approximately 107 short tons each three (3) days including vehicles in which POL products will be transported. The tonnage requirement consists of three (3) 1200 gallon M-49C tank trucks weighing approximately 35 short tons, one (1) CONEX weighing 3 short tons, and 300 fifty-five gallon drums weighing 69 short tons.

(e) Class V. Will consist of 7 short tons of all caliber daily.

d. 4th Transportation Command personnel and Equipment Requirements. See Appendix 1.

4. (U) ADMINISTRATION AND LOGISTICS. See OPORD 1-67

5. (U) COMMAND AND SIGNAL. See OPORD 1-67

Acknowledge.

FUSON
Colonel

Appendix 1 (Personnel and
Equipment Requirement)

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Appendix 1 (Personnel and Equipment Requirements) to Annex B (Concept of Operations) to OPORD 1-67

1. (U) Personnel Requirements.

a. Company Hdqtrs

CO	1
1st Sgt	1
Clerks	1
Armor/Supply	1
Cooks	5
Commo	3

b. Steve Gear & Equip Maint Sect

Cgo Equip Foreman	1
Parts	1
Riggers	2
Wheel Veh Mech	4

c. Ship Platoon

Plt Leader	1
Plt Sgt	1
Hatch Foreman	5
Longshoremen	50
Longshoremen Hlpr	25

d. Shore Platoon

Plt Leader	1
Plt Sgt	1
Stevedore Foreman	1
Crane Oper	8
Forklift Oper	20
Cat Opor	4
Longshoremen	7
Longshoremen Hlpr	7

e. Documentation Sect

Documents Clk	2
Cargo Checker	10

f. Total

Officers	3
Enlisted Men	161

2. (U) Equipment Requirements.

a. Headquarters

Generator Set 1.5 KW	1
Tool Kit Arm	1
Trl Amphib Cgo	1
Trl Tnk Water	1
Trk Cgo 2 1/2	1
Trk Utility	2
Accessory Outfit	1
Bag Water Sterl Pourous Ropes Cover	2
Chair Folding	1
Desk Field Plywood	1
Dispensing HD Pump	1
Food Container Ins Rect Alum 5 Gal	3

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Htr Water Immens Can Corrugated	6
Htr Water Immens Gas Operated	1
Kit Barber w/case	1
Pannel Mrk Sig	1
Outfit Off Mess	1
Safe 26 in H	1
Screen Latrine	2
Sealer Stl Strp Hnd DBL	1
Stretch Stl Hnd RK	1
Table Folding Legs	4
Tent Genl Purpose Medw/pins and poles	18
Tent Genl Purpose Small	2
Tent Kitchen	2
Typewriters	1
Flashlight	6
Radio Sets VRC 46/47	2
Switchboard	1
Telephones	6
Tool Equip	1
Radio Pre 25s	2

b. Stevedore Gear & Equip

Shop Equip Contact Trk MTD	1
Tool Kit Gen Mech	5
Dolly Trl Converter	1
Trk Cgo 2½ Ton	1
Tent Maint Shelter	1
Cargo Set Cleaning	1
Cargo Set Coopering & Shoring	1
Cargo Set Drums	1
Gen Hatch	4
Cargo Set Plate Handling	1
Cargo Set Riggers	1
Cargo Set Timber	2
Cargo Set Vehicle	2
Cargo Set Heavy Lift	2

c. Ship Platoon --

d. Shore Platoon --

Trl Amphib Cgo	1
Trk Utility	1
Block Tackle 5-8	1
Block Tackle 3-4	1
Block Tackle 7-8	1

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20 Ton Mob Crane (TOE)	2
Flood Lite Set Comp Comp (TOE)	4
Trk Dump	1
Conveyor Roller 45 Deg Crvd	1
Converor Roller 10 Ft	4
Trk Lft Frk 6000 RT	5
Trk Lft Frk 10000 RT	1
Cgo Set Genl Hatch	1

e. Documentation Section

Add/Sub Mach	1
Chair Fold	2
Desk Field	2
Table Fold Legs Wood	4
Typewriter nonport	1

f. Miscellaneous

Lumber Random Sizes/Lgts	30 Bcls
Co Day Supply Expendables Conex	3
Ice Chest (Refrig)	2
5 KW	2
Lighting Set Tent	2
Shower 6'X12'X10'	1
Latrine 6'X12'X10'	1
Tank Pontoon 5'X5'X5'	1
Barbed Wire	3 Pallets
Concertina	50 Rolls
Sand Bags	5 Pallets

g. Personal Gear for Each Individual

165 Personnel

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~~080700~~ January 1967

Annex C (Signal) to OPORD 1-67
Reference: Same as OPORD 1-67
Time Zone: Hotel

1. (U) SITUATION: See OPORD 1-67

- a. Enemy Forces and Capabilities: See Annex A, OPORD 1-67
- b. Friendly Forces: See OPORD 1-67
- c. Attachment and detachments: See OPORD 1-67

2. (U) MISSION:

Establish communications for operational elements at Dong Tam, RVN.

3. (C) EXECUTION:

a. Concept of Operation: FM radio will be utilized for internal control at the terminal facility. Subsequently, telephone communications will be installed. HF radio will be utilized to contact Saigon. Air messenger service will be scheduled by G-3.

b. The 4th Transportation Command SOI will be used with the following additions:

(1) Operational FM Radio Net, 567th Transportation Company

Frequency: 43.1 MC

<u>STATION</u>	<u>PRIMARY CALL SIGN</u>	<u>ALTERNATE CALL SIGN</u>
NCS	Piney Shadow	Wonder Wagon
CO, 567th	01	Alpha
XO, 567th	02	Bravo
NCOIC, 567th	03	Charlie
NCOIC, 1099th	04	Delta
LCM 8304	05	Echo
LCM 8107	06	Foxtrot

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<u>STATION</u>	<u>PRIMARY CALL SIGN</u>	<u>ALTERNATE CALL SIGN</u>
LCM 8168	07	Golf 64
LCM 8127	08	Hotel
LCM	09	India
LCM	10	Juliett
LCU 1534	11	Kilo
LCU 1556	12	Lima
LCU 1569	13	Mike
LCU 1581	14	November
Spare	15	Oscar
CO, 4th Trans Comd	66	66
CO, 71st Trans Bn	16	16

(2) HF (AM) Radio Net

Frequency: 3105 Kc

<u>STATION</u>	<u>CALL SIGN</u>
NCS	Taller Plague
NCOIC	10
LCM 8304	Papa
LCM 8107	Quebec
LCM 8168	Romeo
LCM 8127	Sierra
Spare	Tango

(3) Medical Evac

Frequency: 40.4 MC

Call Sign: DUSTOFF

(4) Delta River Patrol Group (My Tho).

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Frequency: 46.4 MC

Call Sign: GASCONY

- (5) LST Station A (Mouth of Cua Tieu) and River Div II
(lower river)

Frequency: 56.95 MC

Call Sign: NEWSBOY A

- (6) River Div 21 (My Tho Area)

Frequency: 57.25 MC

Call Sign: DISCOUNT J

- (7) Site Locations

Dong Tam: Even days- KIWI Odd days - BOBO

(8) Additional operational codes and station suffixes to be added by NCS as necessary.

c. As facilities are made available by higher headquarters, a more elaborate communications system will be installed. It is anticipated that a voice circuit will be available from the 9th Division when their facilities are installed in the Dong Tam area.

4. (U) Administration and Logistics: No Change

5. (U) Command and Signal:

a. Command: No Change

b. Signal: Hq, 1st Logistical Command SOI, and 4th Transportation Command SOI (See Appendix 1).

Acknowledge

FUSON
Colonel

Distribution: Same
as OPOD 1-67

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Appendix: 1 (4th TC SOI) (NOTAL)

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FAL MABBS
Signal

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Saigon, RVN
080700 January 1967

Annex D (Distribution) to OPORD 1-67

Distribution:

Headquarters, 4th Transportation Command

Copy Numbers

AG Div	1 and 2
G-2	3
G-3	4 thru 10
G-4	11 and 12
Commanding Officer, 71st Transportation Battalion	13 thru 15
Commanding Officer, 567th Transportation Company	16 and 17
Commanding Officer, 11th Transportation Battalion	18 and 19
Commanding Officer, 329th Transportation Company	20 thru 24
Commanding Officer, 1099th Transportation Company	25 thru 29
Commanding Officer, 511th Transportation Detachment	30
Commanding Officer, 125th Transportation Command	31
Commanding General, 1st Logistical Command	32 thru 34
Commanding General, 9th Infantry Division	35 thru 37
Commanding Officer, US Army Support Command, Saigon	38 thru 40
Commanding Officer, Vung Tau Sub Area Command	41 and 42
Commanding General, II Field Forces, Vietnam	43 and 44

Acknowledge.

FUSON
Colonel

Distribution: Same as
OPORD 1-67

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BOVIS
Ch, P&T Div

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

SUBJECT: Chronology of Labor Dispute, Saigon Port

BACKGROUND In November-December 1965, when the U.S. Military began utilizing the wharf and warehouse facilities of M&M, an agreement was made that some 60 plus workers who had been employed in the area by the previous operators would be continued in employment in the area in order to retain their status upon relocation of the U.S. Military to New Port. At that time the projected use of the area by the U.S. was three to six months.

Arrangements were made for the hire and payment of these workers by STIC, a local stevedore firm. STIC was reimbursed for these costs through a contract with the U.S. Military.

In February and March 1966, it became evident that the release of the M&M facility would not take place within the foreseeable future. This was due to the delay in construction of the New Port facility and further compounded by the ever-increasing amounts of military cargo arriving in the Port of Saigon. More recently, the assumption of the mission of discharging USAID/CPA cargo has further obviated the release of the M&M facility. It was then decided to offer these employees jobs in direct hire by the U.S. Military. During this period the number of employees was reduced from 60 to 46 by normal attrition.

By USG-GVN agreement, individuals seeking employment with U.S. Forces must provide two sponsors and obtain security clearance from the Military Security Service, a GVN agency. Processing of the 46 remaining individuals by Army Civilian Personnel reached the point that appointments were made during 21-28 April 1966 for each individual to come in with their sponsors for security clearance interview. This they refused to do, and after a second notification to appear, on 4 June 1966, their records were returned without action to the Pass and Clearance Section PMO, USAHAC. American Embassy and GVN Labor Ministry officials were aware of, and participated in the attempts to settle the problem.

On 3 November 1966 these employees, now approximately 40 in number were notified that their employment status was to be changed. Rather than their present pay rate which was based on an average of four hours overtime per day, six days per week and one Sunday worked per month, they would come under direct hire by the U.S. Military with a basic work week of 48 hours and no guarantee of overtime. The workers objected to this change and appealed to their union for assistance.

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SUBJECT: Chronology of Labor Dispute, Saigon Port

The 4th Transportation Command received a letter from the union asking for reconsideration of the decision and negotiation to come to acceptable terms.

At a meeting on 7 November 1966 with the secretary-general of the union, Mr. Vo Van Tai, it was determined the first point of issue was sponsorship. The workers held that, since they were old workers in the area (some for 15 to 20 years and had been working without clearance for STIC and handling military cargo, they should not be required to furnish sponsors. This is a matter of USG-GVN agreement and must be settled between the Ministry of Labor and the Director General of Police. The union proposed that the union provide blanket sponsorship for the workers. This is not acceptable under present MS& regulations. Mr. Thi will consider each point of issue in order and does not want to proceed with subsequent points until the first one is settled. The workers also feel that the hourly rate should be adjusted to give them the same total income they now receive. Under existing Civilian Personnel regulations, certain adjustments are possible and possibly we can determine a pay rate which will approximate their present income. This is under study by Civilian Personnel.

Commanding Officer, 4th Transportation Command agreed to maintain status quo on wages of these workers until an agreement was reached or until 30 November 1966, the workers would be given the opportunity to accept or reject direct hire by the U.S. Military under the terms stated above.

A meeting was held at the Ministry of Labor on 9 November 1966 with Ministry officials preparatory to meeting with the union scheduled for 11 November 1966.

On 11 November 1966, members of this command, the Assistant U.S. Embassy Labor Attache, and USARV Civilian Personnel representatives met at the Ministry of Labor with Military officials and union representatives. After 3½ hours of discussion, it was agreed that the Labor Ministry would attempt to gain an exception to the sponsorship requirements. Such an exception is considered unlikely. The union does not accept the 30 November "deadline", but the Army position, restated at the meeting is firm.

On 23 November 1966, two letters were received by the 4th Transportation Command relating to these workers. One, signed by all workers involved, rejects the letter of 9 November 1966, and voices hope that through the union, the problems can be resolved in their favor. The second letter, from Mr. Nguyen Hoang Tan, Secretary General, Port and Allied Workers Union stating that a general strike would be called unless the following problems are resolved to their satisfaction.

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SUBJECT: Chronology of Labor Dispute, Saigon Port

a. The Army hired new workers at M&M and is to dismiss old workers who have worked there for many years. (Comment: Not true. Because of changing work conditions we desire to offer direct hire to these workers and employ them in the main port in addition to the M&M area.)

b. The Army uses U.S. soldiers to work cargo at New Port, putting workers out of work. (Comment: This is a new issue. Military labor is used at New Port, with agreement of General Lan, in order that workers will not be pulled from the commercial port.)

c. The Army intends to change working conditions without the consent of the chief of warehouse and cargo checkers at M&M area, causing the workers to lose wages and in violation of the Vietnam Labor Law. (Comment: This is another new approach, in part, we feel we are offering employment under new employer (U.S. Military) but not necessarily work in the same area, rather than acting in the role of a new employer in the same area.)

On 26 November 1966 in meeting with officials as stated above, it was learned that sponsorship and clearance have been agreed upon between the union and MSS. The threatened strike has been averted and negotiations continue. The union continues to inject side issues, eg, discharge of coolie labor in one area of the Port, bringing in outside coolie labor, the use of soldier labor at New Port, etc. Apparently the issue of the 41 workers is merely a vehicle to bring other grievances to the discussion table, perhaps a method of causing the U.S. Military to lose face.

29 Nov 66 A meeting today with union officials, Labor Ministry officials, Port Authority officials and stevedore companies resulted in satisfactory solutions to some problems and raised others which require further study. The threatened strike is, at present averted pending answers to questions raised today and further study of the wage question relating to the 40 workers in whose behalf the dispute was initiated.

21 Dec 66 At the request of the CVT Saigon City Council (Secretary General Vo Van Tai) representatives of this command met on 20 December 1966 with representatives of the Dock and Allied Workers Union to discuss the labor situation at U.S. Army Terminal, Newport (USATN). The meeting convened at 1615 hours, and closed at 1935 hours.

The union objects to the Joint Communique signed at the office of the Minister of Labor on 7 December 1966. They state that they will not honor the document signed by the CVT president, Mr. Buu, on the grounds that the Dock Workers were not represented at the meeting from which the communique resulted.

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SUBJECT: Chronology of Labor Dispute, Saigon Port

The union claims that the workers cannot understand why they cannot discharge the same types of cargo at USATN that they discharge for the U.S. Army in the main Port of Saigon. The union claims that the U.S. Army should have met with them after the communique was signed in order to discuss the situation and attempt to arrive at a solution. This was not considered necessary by this command as we had the assurance of the Minister of Labor, Mr. Hung, and the CVT president, Mr. Buu, that there would be no more trouble with the workers if they were put back to work for the period 8-21 December, inclusive. This would give the union time to assist the workers in obtaining other employment, which by the terms of the communique, the union was to do.

In accordance with instructions, and with the concurrence of the American Embassy Labor Attache, Army representatives stayed firm on the termination date for employment of Vietnamese dock workers at USATN, namely 21 December 1966. Information received since the meeting indicates that the workers furnished under contract by STIC are "floating workers" workers who work various places in the port area when work is available for them.

As a parting remark, Mr. Tai said that he could no longer "guarantee the peace of the dock workers". This is interpreted to mean there might be demonstrations and/or a strike would involve more than dock workers, due to an internal power struggle within GVT. It is difficult to determine how much support would be given to a call for a general strike. I do not feel that a general strike is probable at this time.

22 Dec 66 According to the terms of the Joint Communique dated 7 December 1966, employment of civilian stevedores at USATN was to terminate at the end of the night shift on 21 December 1966. Some 50 to 60 workers remained at USATN, refusing transportation to Saigon as provided by STIC Stevedoring Company. The workers have been orderly and are not interrupting the operation of the terminal. During the day the number of workers has gradually increased until at 1500 hours, about 100 to 150 workers were present.

The Labor Ministry takes the position that since CVT President, Mr. Buu is a signatory of the communique, it is his responsibility to move the workers away from USATN in accordance with the terms of the communique. Mr. Buu's position in the matter is not known.

23 Dec 66 At a meeting convened by the Labor Ministry at USATN at 1145 hours today, the Ministry (Mr. Sang) made some points clear to the representatives of the workers.

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SUBJECT: Chronology of Labor Dispute, Saigon Port

a. USATN has been designated and is recognized by GVN as a military installation. Since it has been decided that the terminal will be operated with U.S. military stevedores, there remains no work for the workers - they cannot work there.

b. There is work for the workers in Saigon Port. The work at USATN was temporary and, as day workers, they will have opportunity for employment with other day workers in Saigon Port. This was confirmed by representatives of STIC and Van Phoung companies who were present.

c. The discharge of ships does not reduce the amount of work in the commercial port as the berths and buoys are occupied and ships still wait at Cape St. Jacques.

The workers responded with a request that, if there were future requirements for civilian stevedore labor at USATN, these workers would be given priority consideration for hire. Army representatives and stevedore contractors reaffirmed this and pointed out that this is a part of the 7 December Joint Communique.

The workers continued to stay outside the limits of USATN with banners and signs. They were orderly and did not interfere with operations.

24 Dec 66 At the request of the GVN Labor Ministry a meeting on the USATN situation was convened at the Ministry at 0900 hours. Present were representatives of the Ministry, the workers at USATN and this command were present. The workers again presented their request for reemployment at USATN, stating there would be trouble if they returned to Saigon Port and displaced other workers there. Mr. Sang (Labor Ministry) repeated that they could not work at USATN and urged them to return to Saigon Port. The workers stated they would remain in position at USATN 24 and 25 December; if no solution had been reached, Saigon Port workers would strike and march to USATN. Reliable sources state that GVN will not permit a demonstration, but cannot force workers to work. At this point, the meeting was closed as no agreement could be reached.

25 Dec 66 A meeting was called Saturday morning by the Labor Ministry. Representatives of the workers at USATN, the Labor Ministry representatives repeated that they could no longer work at USATN and urged their return to Saigon Port.

The workers stated they will remain in position outside the gate to USATN 24 and 25 December but, if no solution is reached by then, the workers of Saigon Port will march to USATN.

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SUBJECT: Chronology of Labor Dispute, Saigon Port

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At this point the meeting was closed because no agreement could be reached. The Labor Ministry will continue to find a solution. Other available sources state that GVN will not permit a demonstration but cannot force workers to work.

The basic problem appears to be a power struggle within the factions of the union with the workers' issues being used as a vehicle to bring the matter to a head. At present, our position has been stated and the Labor Ministry appears to be in agreement with it. Unless agreement is reached, a strike of the Saigon Port on Monday, 26 December is probable. Its extent and duration have not been determined.

A report was received on 25 December that notices were being passed to dock workers ordering them not to report for work effective 0600 hours, 26 December. This notice cites the discharge of workers at USATN and alleged change by the Army to hourly pay as reasons for the strike. Reports are still being received that Saigon Port workers will march to Newport. Unconfirmed reports are that the work stoppage will apply only to vessels with U.S. Military cargo. We are prepared to continue work under our contingency plans if the work stoppage does occur.

- 26 Dec 66 The strike of the dockworkers in Saigon Port materialized at 0600 hours. Initially, only vessels with U.S. Military cargo were affected; later reports indicate the work had virtually stopped on commercial cargo vessels also.
- 0630 Began notifying units to implement work stoppage contingency plan on order.
- 1015 Order received from Ambassador Porter that we are not to bring troops into Saigon Port at this time. Troops remain on standby pending word from U.S. Embassy to proceed with plans.
- 1100 Meeting convened by GVN Labor Ministry with representatives of stevedore contractors, Port Authority, U.S. Embassy, USARV CPO, USA Procurement Agency and this command. The U.S. reaction to various proposals was discussed. The position on USATN is firm. From this meeting it appeared there were two main issues: A guarantee that working conditions would remain the same; and that Vietnamese stevedores will not be replaced by military stevedores. Meeting closed at 1315 hours.
- 1630 A meeting was convened at the GVN Ministry of Labor with representatives of the Port Authority, U.S. Embassy, USARV CPO, union and this command. Discussion covered various issues

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raised by the union but kept returning to their demands for reemployment of workers at USATN. It was agreed this question could not be decided at this level. Mr. Tai (union) was urged to bring workers into the port to unload essential military cargo; that it must be unloaded and the U.S. was prepared to use troops to unload if necessary. Tai agreed to talk to workers and was to report results of talk to the U.S. Embassy (Mr. Senser) by 2400 hours this date. The meeting closed at 2130 hours.

27 Dec 66

- 0100 No word received from Mr. Tai and it was decided to wait until morning before taking further action. Troops remain on standby. Discussion with Embassy continued throughout the night.
- 0700 Received word from Mr. Tai (Dockworkers Union), through U.S. Embassy (Mr. Senser) that strike was still on.
- 0720 Received approval from U.S. Embassy (Senser) to implement contingency plan.
- 0730 Orders issued to implement contingency plan.
- 0805 First elements of the 71st Transportation Battalion arrive at M&M area.
- 0815 First draft of cargo discharged from the METAPAN at M&M 3. As units arrive in the Port work commences on a total of 5 vessels with U.S. Military cargo.
- 1000 Col Lyons, DOT, 1st Log Comd attended the Mission Council meeting at the request of General Dunn and General Rossan. The Council was briefed on the current situation and agreed that the military should continue to work in the Saigon Port discharging and clearing military cargo, but should be prepared to revert to civilian stevedoring when the stevedores return to work. They agreed to stand firm on keeping USATN as a purely military operation. The Embassy will continue to apply all possible pressure to the GVN in an attempt to get them to settle the strike.
- 1030 Meeting at Embassy of USA Procurement Agency, USARV CPO and this command to get results of Mission Council and prepare positions for meeting with the Labor Minister.
- 1200 Meeting at Labor Ministry with above representation except Procurement Agency. Vo Van Tai attended. The union again brought up employment at USATN and Tai was told by the GVN

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Labor Ministry and U.S. Embassy that the question of USATN is closed and not subject to negotiation. He was further informed that the Labor Ministry was responsible to assist in finding employment for the workers at USATN; USARV CPO assured Tai of their assistance also. Labor Ministry and U.S. representatives all affirmed their readiness to discuss with the union matters of wages, working conditions and welfare of the workers at any time the union desired. During the course of the meeting, Tai departed to "talk to the workers," but other union representatives remained until the close of the meeting at 1310 hours.

1800 A total of 5 vessels with military cargo were worked with U.S. troops discharging a total of 2,325 S/T on military cargo as of 1800 hours.

28 Dec 66

- 0630 Strike still continues and news releases state that the union is considering extending the strike to other VN ports. Discharge of U.S. military cargo continues using U.S. troops.
- 0815 Direct hire VN workers in M&M area report they are being intimidated by union representatives with threats against them and their families. They expressed a desire to go home and were allowed to leave. The same applies to PA&E employees in the M&M area. Direct hire workers are working in Area III (K8, 9, 10).
- 0900 Request has been made of DOT, 1st Logistical Command to provide two additional terminal service companies necessary for sustained operation. Information has been received that warning order has been issued for one company to move by air from Qui Nhon on 29 December with equipment to follow by LST. The second company will come by air from Okinawa although no ETA has been established.
- 1030 CO, 125th Trans Comd reported observing VN National Police stopping trucks of Equipment Inc outside Port area. Allegedly, the identification numbers are not large enough according to a directive issued 22 Dec 66. Mr. Males (Embassy) was asked to check this out. Gen Lan, Director of Ports, is coordinating closely with the Labor Ministry on ways to halt the strike. They have a loud speaker truck cruising, urging workers to return to work.
- 1045 U.S. Advisor to ARVN Saigon Transportation Terminal Command (STTC) reported they are unable to get civilian labor this morning. It was suggested that the CO of STTC use his channels to try to have ARVN also apply pressure on union to stop intimidation.

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- 1100 Mr. Males asked that before Embassy acted on stopping of Equip Inc trucks that Military Police channels be used first to impress VN Police that this was not a good time for such enforcement procedures. Passed to CPT Van Zee 4th TC PM at 1215 hours.
- 1130 Received report from officials of Equipment Inc. that their VN drivers might go on sympathy strike - Not confirmed.
- 1315 Telephone call from Major Jones, 4th TC Trans Div, reported that drivers of Sea Land and Equipment Inc were being pressured to go on sympathy strike; workers do not want to. Consideration is being given to putting contract trucks in Spt Comd depots (CSA #1 etc) out of port area and diverting military trucks for port use.
- 1410 Maj Taylor of 4th TC G-1 reported that at approximately 1210 hours Mr. Tran Van Khanh, VGS-7 of our Civilian Personnel Section, was assaulted and beaten about the face, body and legs. Not seriously injured. Incident occurred just off Trinh Minh The Street on Doan Nhu Hai Street. Khanh is making statement for MP's. Investigation continues.
- 1800 Press release was issued by JUSPAO at their regularly scheduled news briefing.
- 1915 Duty Officer received inquiry from Colonel Clark, MACV J4, regarding the extent of the strike and how many persons were on strike. Duty Officer reported that there was no cargo worked except on those vessels of Military cargo. The exact number of persons on strike is not known, however, the union claims the number to be 5,000 workers.
- 1920 S2, 125th TC reported threats by coolies against two direct hire VN checkers as they reported for work at 1900. Checkers remained at work and were to be escorted out of port in a military vehicle.
- 1930 Received call from Col Kirchbaun (Qui Nhon) inquiring whether the 285th Trans Company should bring cranes, forklifts, dozers, tents, mess gear, ammo and rations. Information was obtained from LTC Bovis. Information passed to duty officer, WO Morrison (Qui Nhon Local 466).
- 29 Dec 66
- 0405 Received call from Major Flanagan, LOCC, 1st Log Comd asking for names of contact personnel from 71st Bn who would meet 285th Trans Co. on arrival at Bien Hoa Airbase. Referred to CO, 71st Bn for information.

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- 0615 Received call from Major Flanagan, LOCC, 1st Log Comd that the 71st Trans Co will deploy from Qui Nhon rather than 285th. Will arrive with considerable equipment. No time of arrival or mission number available. CPT Harper, Lynx 782 or 430 is 1st Log Comd contact for additional information.
- 0730 Report from OIC, Area II that discharge will begin on the MYRIAM at Buoy 8 using U.S. Military stevedores. Cargo is corn for the CI "Food for Peace" program sponsored by USAID.
- 0840 Information received from Major Kerwin, 4th TC Harbormaster, that VN crewmen U.S. Army harborcraft had been threatened with injury if they did not leave by 1000 hours. Efforts are being made to keep them on the job.
- 0900 Viet Nam Stevedore Co representative reported to G3 Operations that if he could get Gen Lan's permission, he was prepared to work fertilizer on the WHITEHALL with five gangs.
- 0930 When request was made of crew of TRANSGLOBE to begin winch operation, the ship's union delegate refused until he could get permission from his West Coast union headquarters. A formal request has been made to MSTs, Saigon for this assistance. Ship's officers operated winches during evening of 28 Dec. Winches presently being operated by military.
- 1020 Received report that 71st Trans Co is to arrive Bien Hoa Airfield, ETA 1400 hours.
- 1040 Viet Nam Stevedore Co representative came in to report that GVN Labor Ministry advised against his working ships. One Ship, MARIE LEMOS, has 8000 bags of rice left for completion. Labor Ministry position was confirmed by Mr. Sang, Chief of the Labor Inspection Division of the Ministry. Attempts are being made to contact Mr. Sencer (Embassy Labor Attache) to gain Embassy opinion. Sencer later concurred with VN Labor Ministry.
- 1140 Major Jones (4th TC Trans Div) reported that leaflets are being distributed outside the Port urging VN employees of RMK, Equipment Inc, PA&E, etc to join in the strike.
- 1220 Mr. Moyers, USARV CPO, met with Col Fuson and reported that the Ministry of Labor, Mr. Hung, had been called to Dalat yesterday to confer with Prime Minister Ky. Apparently he has been provided with guidance and instructions to bring Vo Van Tai into line and get the dockworkers back to work. Gen Loan, Director of National Police was called to Dalat today, reportedly for instructions as to measures to stop the violence and intimidation of workers that has been going on the last few days. Mr. Moyers says that

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overall, the feeling is that there may be a break in the next 4 to 5 hours. He wanted assurance that this command would be able, if necessary, to order enough labor from contract stevedores to provide work for the 280 plus workers formerly working at USATN. If a break occurs early enough, attempts will be made to put the VN dockworkers to working military cargo effective 2000 hours, this date.

- 1315 On the advice of Col Cary, the gist of the above information was passed by telephone to BG Lollis. Gen Lollis was advised, based on lack of definite information on strike settlement, not to make any changes in plans for supplement of troop strength in port.
- 1600 4th TC IO (Maj Smith) received call from Reuters correspondent with information that the "Federation of Unions" had called a general strike effective 30 Dec 66.
- 1610 G3 Plans, 4th TC (LTC Bovis) reported revised ETA, Bien Hoa, for 71st Trans Co as 1900 hours 29 Dec 66.
- 1800 Threats against direct hire VN personnel continue; present for duty VN direct hire strength today was about 60% overall. No formal negotiating sessions were scheduled today; informal discussions were held with GVN and union officials by U.S. Embassy personnel.
- 1815 Meeting called at the office of Gen Loan, Director of Military Security, GVN. Embassy and USARV CPO representatives, CO, 4th TC and GVN Minister of Labor were present. Gen Loan stated that the Prime Minister had given him the mission of assisting in reaching a settlement of the strike. He asked if there were any agreements between USG and GVN as to the military installation status of USATN when use of the land was granted. Initial checks of correspondence indicated no specific designation, however, granted use of the land for the U.S. Military implies use as a military installation. Gen. Loan asked for the USG/MACV position on designating USATN as an extension of the VN Navy Yard, under VN Navy control as a joint VN/US facility. VN Navy would grant use to U.S. Army. U. S. Embassy is to check this out.
- 2120 Call from Maj Smith SP&O, 1st Log Comd, that 100 Navy personnel will depart DA NANG 0900 hours, 30 Dec 66. Will advise aircraft number and arrival later.
- 30 Dec 66
0630 Strike still in effect. Discharge on U.S. military cargo with U.S. military stevedores continues.

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- 0815 U.S. Embassy (Senser) reports no reply yet from Gen. Loan's proposal. Inquired as to conditions in Port, status of VN direct hire, etc., and was briefed on current situation.
- 0930 Received request from LTC Kiel, DC/S, 1st Log Comd, for VN direct hire present for duty strength for night of 28-29 Dec 66. Of 240 assigned, 220 worked, this brings overall present for duty that night to 77%.
- 0930 G2, 4th TC initiated request for background investigation and activities during strike of key personnel of stevedore companies holding contracts with U.S. Army, Vietnam, specifically those doing business with this command.
- 0935 Information received on arrival of 154th Trans Co from Okinawa as follows:
- a. ETA Bien Hoa - all times local
 - 30 Dec 1515 hours
 - 31 Dec 1125 hours
 - 31 Dec 1530 hours
 - 31 Dec 2100 hours
 - 31 Dec 2200 hours
 - b. Total passengers, 284. Baggage and cargo, 80,000 lbs.
- 1300 Information received that 3 aircraft bringing Navy personnel and equipment from DA NANG departed 1200 hours, 1230 hours and 1245 hours. One additional aircraft is scheduled. ETA Saigon area unknown at this time.
- 1435 Information received from Mr. Moyers, USARV CPO that he had a meeting scheduled with Vo Van Tai and workers representatives at 1530. Tai had said that if Moyers could convince workers to come back to work at Saigon Port, he would call off the strike.
- 1630 OIC, Area II reported rumors among workers that workers at NACO and Tan Binh Dong fertilizer warehouses would strike tomorrow in sympathy. Report unconfirmed from other sources.
- 1715 Telephone call from Mr. Thornhill (CPO) to confirm whether we could absorb the shift of 144 USATN workers preferably at M&M (to identify group) for tonight. If workers agree, union will get workers in for shift beginning 2000 hours, this date. Some difficulty might be encountered getting them in due to communications difficulties. We will be notified soonest if workers accept and strike is off.

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SUBJECT: Chronology of Labor Dispute, Saigon Port

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- 1830 Information received from Mr. Moyers and Mr. Thornhill (USARV CPO) that agreement had been reached and the union was ordering dockworkers to report for work at 2000 hours, this date. All arrangements were complete for troop withdrawal at the time workers reported. Requirements have been placed on stevedore contractors. Troops to continue discharge of military cargo until civilian workers arrive.
- 1945 OIC, Area III reported contractor (SOVICTORA) ready to work with 5 gangs present.
- 2045 Operations Branch, G3, 4th TC reports all area utilizing civilian stevedores except Area IV (K-12) My Viet Stevedore Co indicated that they would not have labor available until 0800 31 Dec 66. Therefore, vessel PACIFIC VICTORY continued discharge with military stevedores.
- 31 Dec 66
- 0800 Contract stevedores working all vessels with military cargo. Discharge of USAID/CPA cargo has returned to normal discharge procedures.
- 0830 Received call from Mr. Moyers (USARV CPO) inquiring about status of Port. Informed him all contract stevedoring operations back to normal. He stated that it does not appear that there will be any further meeting until Monday, 2 January 1967.
- 0930 Received call from Mr. Moyers that he had received a letter from the dockworkers union stating that SOVICTORIA had refused to hire 40 laborers this morning because they had participated in the strike. He asked our assistance in settling the incident. CO, 4th TC does not want to directly intervene between contractors and the union. Moyers will seek USA Procurement Agency assistance. This command made a request to Major Lewis (Operational Assistance Team, VN Military Security Directorate) to investigate whether determination could be made as to what is behind the incident.
- 1045 Major Lewis reported that the four main points of yesterday's agreement were:
- a. Reemployment of all 288 USATN workers.
 - b. Employ civilians for discharge of civilian cargo.
 - c. Workers can only be proficient workers. No new workers can be employed over the 288.
 - d. Interests of employees and employers will be in accordance with the agreement of 1956.

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MSD feels SOVICTORIA's action with the be instigating the strike. MSD feels the matter is because they are not proficient or because there was trouble between the contractor and the union and will not intervene.

1800 Indications are that there will be no formal meetings with Labor Ministry or union officials until Monday, 2 January 1967. Such meetings are deemed necessary by the Embassy in order to formalize the details of the strike settlement. Arrangements are being made to return Navy personnel and the 71st Trans Co to their home stations.

2 Jan 67 A planning conference was held this morning to discuss details of resolution of the problem of the former USATN workers. Present were representatives of the GVN Labor Ministry, Saigon Port Authority, Port and Allied Workers Union, USARV CPO, and this command. The union agrees with our proposal to spread the workers throughout Saigon Port and is checking to be sure there will be no trouble when the former USATN workers are introduced into other areas of the Port. Another meeting is planned with the above representatives as well as the stevedore contractors doing business with the U.S. Army and representation from USA Procurement Agency at 0900 hours 6 January 1967. The agenda will be:

- a. Agreement for the utilization of the former USATN workers.
- b. Maintenance of working conditions.
- c. Establishment of ground rules between the contractors and the union to construct a standard collective agreement for for stevedore labor conditions which will be approved by the GVN Labor Ministry.

It was suggested to Mr. Vo Van Tai (union) that the workers be urged to work during the TET holiday to make up tonnage lost during the strike. He agreed to do so. The Labor Ministry and Port Authority representatives concurred.

6 Jan 67 At 1000 hours today, a meeting was convened at this headquarters to discuss details of the temporary agreement which ended the dockworkers' strike on 30 December 1966. The meeting was chaired by Mr. Phat, Saigon Port Authority, and representatives of the Labor Ministry, the Port and Allied Worker's Union, the six stevedore contractors under contract to the U.S. Forces, U.S. Army Procurement Agency, USARV CPO, the 125th Transportation Command and this command. The following agreements were reached:

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SUBJECT: Chronology of Labor Dispute, Saigon Port

6 Jan 67

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The former USATN workers, presently employed at M&M will be redistributed so that 84 are employed at the M&M area and 60 are employed in the area of piers K8, 9, and 10. This results in a total of 144 workers per shift, thus employing all 288 former USATN workers on a two shift basis.

A later meeting is to be held between the Labor Ministry, the union and USARV CPO regarding the implementation of the temporary agreement.

It was also agreed that the stevedore contractors and the union will meet to draw up a collective labor agreement which will be reviewed and approved by the GVN Labor Ministry.


RICHARD B. COCHRANE
CPT, TC
Historical Officer

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SELECTED EQUIPMENT HISTORICAL REPORT

Period: 5 November 1966-28 January 1967

Reported by G-4, 4th Transportation Command												Period: 5 November 1966-28 January 1967																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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58

87
HEADQUARTERS
1ST LOGISTICAL COMMAND
APO San Francisco 96307

GENERAL ORDERS
NUMBER 581

3 December 1966

NAMING OF AREA

1. TC 382. Following area NAMED.

Former name: Newport

New name: US Army Terminal, Newport (USATN)

Location: That installation located on the Saigon River, center of which is XS 886935, bordered on the north by Hwy 1, on the south by the Vietnamese Navy Yard, on the east by the Saigon River, and on the west by the Thi Nghe District of Saigon.

Eff date: 3 Dec 66

Auth: VOGC

FOR THE COMMANDER:

OFFICIAL:

PAUL A. TROUP, JR.
Colonel, GS
Chief of Staff

/s/ Franklin E. Boring
/t/ FRANKLIN E. BORING
Captain, AGC
Asst Adjutant General

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CPT, TC
Historical Officer

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