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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310



IN REPLY REFER TO

AGAM-P (M) (11 Jul 68) FOR OT RD 682221

17 July 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 5th
Transportation Command, Period Ending 30 April 1968 (U)

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as

KENNETH G. WICKHAM
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DEPARTMENT OF THE ARMY
HEADQUARTERS 5TH TRANSPORTATION COMMAND
APO 96238

AVCA QN-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

THRU: Commanding Officer, US Army Support Command, Qui Nhon, ATTN:
AVCA-QN-GO-H, APO 96238
Commanding General, 1st Logistical Command, ATTN: AVCA-GO-O,
APO 96384
Commanding General, United States Army Vietnam, ATTN: AVHGC-DST
APO 96375
Commander-In-Chief, United States Army, Pacific, ATTN: GPOP-OT,
APO 96558

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

1. Section 1, Operations: Significant Activities

a. (U) Command: During the reporting period there were three major changes in the command. LTC James E. Coleman assumed command of the 5th Transportation Command 8 February 1968 replacing COL James F. MacLeod who was assigned to Southern California Outport Pier B, Long Beach, California. LTC Robert P. Young replaced LTC James D. Lassetter 6 April 1968 as Commanding Officer of the 394th Transportation Battalion. LTC Young's prior assignment was Deputy Commander, 5th Transportation Command, however, he had been on TDY as Assistant Chief of Staff, Comptroller, US Army Support Command, Qui Nhon, since 10 November 1967. Effective 6 April 1968 LTC Lassetter was assigned duty as Deputy Commander, 5th Transportation Command.

b. (C) Personnel, Administration, Morale, and Discipline:

(1) (C) One battalion headquarters detachment, one terminal service company and one BARC company (minus one platoon) were organically lost during this period and moved to another location. Operational units now consist of Headquarters and Headquarters Company, one battalion headquarters detachment, two medium boat companies with attachments, four terminal service companies and one BARC platoon. A significant shortage of stevedore personnel in grades E-2 through E-4 still exists within all four terminal service companies of this Command. At this time, no significant change has been noted in the number of stevedore replacements received. Through extensive cross-training of personnel with excess MOS's, the mission is still being accomplished. The stevedore capability of the Korean contractor

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AVCA QN-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

also provides some flexibility. A rotational hump of approximately 17% will be experienced during the month of August 1968. Some work has been done in conjunction with higher level headquarters to eliminate this high percentage through shifting personnel within the Command and voluntary extensions for varying periods of time.

(2) (C) No change in percentage of personnel not available for normal duties was noted during this period. Approximately 25% perform non-TOE tasks. Of this percentage, 18% are required to perform full time security functions, and 3% are essential to the self-help construction program and about 4% are on authorized absences.

(3) (U) Disciplinary statistics changed slightly during this reporting period. One individual was carried AWOL for one day. Confinement was up slightly to four individuals with a total of 101 man-days lost. At the same time, Article 15's were down by approximately 20%. A total of 64 were rendered during this period. Only one special courtmartial was recorded. Sixty four additional man-days were lost in view of various incidents, mostly motor vehicle accidents.

c. (C) Operations:

(1) (U) This Command was engaged in combat service support during the entire reporting period.

(2) (C) The Tet offensive which commenced 29 January 1968 and was mentioned in the previous report, continued on a lesser scale into this reporting period. Troops of this Command were actively engaged with the enemy for several days in and around the Port of Qui Nhon. A swimmer attempt to sabotage an ammunition ship in the outer harbor was prevented by alert MP's on board the vessel and by EOD experts.

(3) (C) The Port of Qui Nhon continued to discharge cargo throughout the Tet offensive. Military stevedore units were rotated between working ships and manning defensive positions.

(4) (C) Port clearance was slowed somewhat during the initial offensive, but civilian contractor vehicles were organized into convoys and escorted to depot locations using military personnel and vehicles of the Command. Isolated enemy activities required night convoy operations for the entire month of February. Escort was discontinued 1 March, but on the night of 4 March a contractor vehicle was ambushed and the driver killed. Escorts have been used since that time for all convoys to Phu Cat Air Base during the day and all convoys at night.

(5) (C) The rail line used to clear Air Force ammunition from the port

5

CONFIDENTIAL

AVCA ON-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

to Phu Cat Air Base was put out of action during the Tet offensive. This necessitated the use of contractor vehicles for all Phu Cat cargo. The train became operational again 24 March and since that time has carried 4,934 short tons of cargo to Phu Cat.

(6) (C) As a result of the Tet offensive, the backlog of cargo awaiting clearance inland rose to 25,000 short tons in mid-March, but has now been reduced to a near-normal 5,000 short tons.

(7) (C) Cargo tonnages handled by the port are as follows: February-140,372 short tons; 306,424 measurement tons; March-176,379 short tons; 342,969 measurement tons; April-161,307 short tons; 300,282 measurement tons for a quarterly total of 478,059 short tons; 949,675 measurement tons. A new high for tonnage during a 24 hour period was attained on 6 March 1968 when 10,814 short tons or 35,601 measurement tons were handled.

(8) (C) Retrograde cargo operations totaled 8,370 short tons or 24,954 measurement tons in February; 12,100 short tons or 36,187 measurement tons in March, and 3,988 short tons or 18,229 measurement tons in April.

(9) (C) Seven troopships called at the Port of Qui Nhon during the quarterly period. 1289 US troops were debarked and 7057 ROKA troops were debarked and/or embarked.

(10) (C) Sealand container ships were handled by the port as follows: February - one ship, 205 containers; March - three ships, 392 containers; April - 4 ships, 818 containers.

(11) (U) Construction of a 450,000 square feet intransit storage area was completed in mid-March and the area was immediately put to use. The port now has an intransit storage capability of 25,000 short tons which will be utilized for storage and transship cargo.

(12) (C) The shifting of large number of troops to the I CTZ in February and March caused a large increase in unit moves through the port. In most cases, units disengaged, moved directly to the port, and were loaded on waiting LST's or LSD's. The moves were of such a priority nature that the units' equipment was packaged or palletized and documented in the port in order to save time. The following is a summary of outbound unit moves:

(a) February - 23 company-sized units, 26 vessels, 13,708 short tons or 44,924 measurement tons of cargo.

(b) March - 7 company-sized units, 10 vessels, 3038 short tons or 11,696 measurement tons of cargo.

(c) April - 1 company-sized units, 5 vessels, 4,026 short tons or 11,607 measurement tons of cargo.

CONFIDENTIAL

AVCA ON-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

(13) (U) Three sectionalized barges arrived 9 March 1968 aboard the USNS SEALIFT from Okinawa. These barges along with other items being fabricated at Cam Ranh Bay were for the construction of a stern ramp Roll-On/Roll-Off facility. This project has been disapproved by Headquarters, US Army Vietnam.

d. (U) Training: During the reporting period the Command Training Office personnel and responsibility have increased. The primary mission of the Command Training Office is supervise all training programs within the Command and to conduct the consolidated training program. The section is the approving authority for all training programs conducted and for all unit training schedules. Initially the mission was to implement a consolidated training program and to inspect and assist all units within the Command in bringing their respective unit training programs up to a standard whereby an effective and intensive program could be initiated. These two tasks were completed on 31 March, and on 1 April the consolidated training was initiated. A different unit is detailed each month to provide a pool of instructors to give all mandatory training throughout the Command for that entire month. Numerous special projects have been completed by this section. Extensive weapons training on both individual and crew served weapons has been given to selected military and civilian contractor personnel of the Command. Projects currently in progress are a rifle qualification course and a gas chamber exercise for all personnel.

e. (U) Intelligence

(1) (U) During the reporting period the S-2 Section was moved to a first floor location. The purpose of the move was two-fold: First, it removes from the the upper floor of a tropical building approximately three thousand pounds of vaults that are not capable of being supported properly with this type of construction in the event of mortar attack. Secondly, the first floor location permits the office space to be sandbagged for the establishment of a TOC.

f. (U) Logistics -- None

g. (U) Organization:

(1) (U) Effective 1 April a Coast Guard Explosive Loading Detachment (ELD) was stationed at Qui Nhon. The primary mission of this 7 man detachment is to provide advice and assistance in Port Security matter including the safe handling of explosives as well as assistance in waterway matters, boat operations and the safe handling, stowing and storing of cargo on vessels and waterfront facilities.

(2) (U) The Office of the Comptroller was created to provide the Commander with current data on contract management and recommendations for efficient utilization of contractor capability.

4

CONFIDENTIAL

CONFIDENTIAL

AVCA ON-TTGO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968 RCS CSFOR. (R-1)

H. (U) Other:

(1) (U) The requirements for contractor port clearance and stevedoring services were prepared for Fiscal Year 1969 and forwarded to the Director of Transportation, 1st Logistical Command for action.

(2) (U) A new system for monitoring contractor reported tonnage was initiated. A special, highly-trained military cargo checking team was placed on selected contractor-worked vessels, thus permitting an accurate double-check on tonnage reported.

(3) (U) Cost per ton discharged on the stevedoring contract dropped from the year's high of \$7.06 in January to \$5.70 in February and \$5.42 in March.

2. Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

a. (U) Personnel: None

b. (C) Operations:

(1) (U) Item: Outsized Cargo

Observation: Outsized cargo, especially poles, pilings and steel beams over 35 feet in length continue to pose a port clearance problem. This Command has fabricated four pole trailers from salvage material which are being used for local delivery of poles and pilings. The depot has furnished cargo disposition instructions for several thousand poles and pilings to local customers who in many cases are providing their own trailers. However, distant customers cannot be served.

Evaluation: Consideration should be given to providing vehicles for linehaul of outsized cargo from the port.

Recommendation: Augmentation should be made to linehaul units to provide lift capability for outsized cargo.

(2) (C) Item: Vessel Diversions

Observation: Vessels continue to arrive at this port with commodities such as cement, poles, and drums of MOGAS and they often remain in the harbor for days awaiting diversion instructions to another port.

Evaluation: Commodities on vessels should be more closely monitored so that vessels can be routed directly to the proper port.

CONFIDENTIAL

CONFIDENTIAL

AVCA CN-TTGO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968 RCS CSFOR (R-1)

Recommendation: Vessels requiring diversion should be directed to other ports before they arrive at this port and discharge is commenced.

c. (U) Item: Obliteration of Old Markings

Observation: Cargo is being received from other ports in Vietnam with old markings not obliterated.

Evaluation: The condition causes misrouted shipments and difficulties in tracing cargo to the proper consignee. All cargo offered for transshipment within Vietnam should have all old markings obliterated before the cargo reaches the loading port.

Recommendation: Require that all cargo transhipped within Vietnam have old markings obliterated before arrival at the port.

(3) (U) Item: Timely Nomination of Vessels for Backloading

Observation: There are many instances where nomination of vessels for backloading does not permit adequate planning.

Evaluation: To properly plan and call cargo forward for a vessel to be backloaded, the cargo clearance, vessel nomination, and documentation are needed 48 hours prior to the actual loading.

Recommendation: Provide vessel nomination and documentation for backloading at least 48 hours prior to actual loading.

c. (U) Training: None

d. (U) Intelligence: None

e. (U) Logistics:

(1) (U) Item: Steel Strapping

Observation: This port requires about 400 rolls of 1½" steel strapping each month to secure loads on rail cars, military semi-trailers, and port clearance vehicles. For several days during this reporting period the entire Support Command was out of this banding.

Evaluation: Two inch banding was available but the crimpers for the clips were not strong enough and the crimping teeth broke. Locally produced teeth were not satisfactory because of the steel available. Five-eighths inch banding was available but three and four strips were required where each 1½" strip would have sufficed. Additionally, the 5/8" banding was not adequate for many types of cargo. The Command received 250 rolls of 1½" banding by Red Ball air shipment, however, the basic problem still exists.

AVCA QN-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968 RCS CSFOR-65 (R-1)

Recommendation: An adequate stockage level of 1½" steel strapping should be established immediately.

(2) (U) Item: Lashing Gear

Observation: The use of lashing gear for backloading vessels has shown a steady increase, while the lashing gear received on discharging vessels has been decreasing causing temporary shortage of turnbuckles, shackles, and wire clips.

Evaluation: Increased depot stockage of lashing gear is necessary to assure adequate stocks are available when required. In addition, Arrangements might be made for timely return of lashing gear used on retrograde cargo for Okinawa and Japan. This would substantially reduce the cost of continually providing all loading and lashing gear from new stocks.

Recommendation: Increase stockage of lashing gear within depots, and return loading and lashing gear used to tie down retrograde cargo to the port from which shipped.

(3) (U) Item: Forklift (Electric) Batteries and Battery Chargers

Observation: Regulations require the use of electric forklifts while discharging ammunition from the holds of ships. The forklift and the required batteries and chargers are of a commercial design thus complicating the resupply of repair parts and components. Batteries are a continuing problem as the ships are worked in the stream, requiring the forklift and the batteries to be lifted from the LCM to the hold of the ship. In rough weather, considerable damage is done to both batteries and forklifts during handling. Once the battery is damaged, there is no local repair capability. The batteries must be sent to Cam Ranh Bay. Repair parts for battery chargers must be fabricated by local units. The local forklift repair facility, Philco-Ford, is unable to repair the batteries or the battery chargers. Local military maintenance units have been able to repair the chargers but not the batteries.

Evaluation: If repair parts for battery chargers could be integrated into the supply system, the downtime rate and time of repair would be greatly reduced. Each forklift requires two batteries per twelve hour shift. Without adequate chargers, ammunition discharge is hampered. An electric forklift battery repair capability might be incorporated within the current contract of Philco-Ford which services this area. This would provide a local repair capability and eliminate the need to ship the batteries to and from Cam Ranh Bay for support.

Recommendation: Provide adequate numbers of batteries and chargers for electric forklifts and necessary support maintenance in the local area.

AVCA QN-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968 RCS CSFOR-65 (R-1)

(4) (U) Item: Drop Side Trucks

Observation: The contractor in the Port of Qui Nhon has recently made his second procurement of drop side cargo trucks used for port clearance.

Evaluation: Experience has shown that this type of truck is excellently suited for loading by either cranes or forklifts and that sides provide protection for the cargo without extensive banding or tie-down required.

Recommendation: Military truck units engaged in port clearance be authorized to modify trucks and trailers to drop side configuration.

(5) (U) Item: Roll On/Roll Off (RO/BO) Facility

Observation: The justification for a RO/BO facility at Qui Nhon military port continues to exist. Essentially all components of the facility are understood to have been constructed. An abutment for the ramp is the only major effort still required.

Evaluation: Installation of the RO/BO facility already fabricated would provide a valuable capability at the port. A new 1391 is being submitted to justify completion of the project.

Recommendation: Approve construction required to complete the RORO facility.

(6) (U) Organization:

(a) (U) Item: 20 Ton Rough Terrain Crane

Observation: The terminal service units in 5th Transportation Command are organized under TOE 55-117D, which does not authorize the 20 ton Rough Terrain (RT) Crane. One unit has recently obtained a 20 ton RT Crane as a substitute item for the TOE 20 ton mobile crane.

Evaluation: The 20 ton RT Crane has proven to be a superior piece of equipment, suitable for operation in sand or on hard surface.

Recommendation: Terminal service units should be authorized 20 ton RT Crane.

(b) (U) Item: Use of LN Personnel as Stevedores

Observation: Due to steady attrition in military strength in the terminal service units, LN personnel have been used to augment military personnel. Experiments were made to determine the optimum US/LN mix in gang structure. As a result of the experiments, it has been found that most productive gang structure is 2 US supervisors working in the

AVCA ON-TTCO

1 May 1968

SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968 RCS CSFOR-65 (R-1)

hatch with 8 LN's. Tonnage discharged by the military units has been maintained by using LN personnel, and by maximum use of MHE in the hatches.

Evaluation: Terminal service units short of personnel should hire LN's to augment military personnel.

Recommendation: Authorize local nationals in numbers required to fill personnel shortages of stevedores in terminal service units.

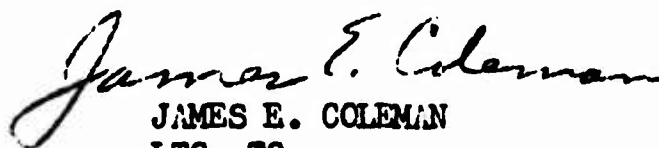
(7) (U) Others:

Item: Change in Stevedoring Cost per Ton

Observation: Under the discount procedures of the present contract, the amount of tonnage discharged does not affect the final cost per ton as greatly as does the type of commodity.

Evaluation: Certain cargoes are discharged at a greater rate/hour than others. Some of the existing rates are unrealistic in that they are not based on the contractor's ability to handle various commodities. Experience gained in the past is sufficient to provide the basis for new commodity rates. The contractor should have to expend maximum effort regardless of commodity in order to achieve his required hourly income if commodity rates are used.

Recommendation: Develop a cargo handling rate based on the contractor's ability to handle various commodities, rather than on the basis of a single rate per ton.


JAMES E. COLEMAN
LTC, TC
Commanding

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AVCA-QN-GO-H (1 May 68) 1st Ind

SUBJECT: Operational Report of 5th Transportation Command for Quarterly Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

Headquarters, US Army Support Command, Qui Nhon, APO 96238

TO: Commanding General, 1st Logistical Command, ATTN: AVCA-GC-C,
APO 96384

(C) The Operational Report-Lessons Learned for Quarterly Period Ending 30 April 1968 from the Headquarters, 5th Transportation Command has been reviewed and is considered adequate with the following comments.

a. (C) Section 1, Paragraph 1b. Records at this headquarters reflect a 17 $\frac{1}{2}$ % rotational hump for 5th Transportation Command during August 1968, which is 2% over the USARV authorized percentage. Seven extensions of foreign service tour, with an original DEROS of August, were processed in April. When this headquarters requested rotational hump information from 5th Transportation Command it was indicated that approximately 40 individuals, with August DEROS were planning to extend. In this event the rotational hump will be within USARV limitations. Planned infusion of personnel can be coordinated, if necessary.

b. (U) Section 1, Paragraph 1c (5). The loss of the rail line extended for 50 days into this reporting period and was significant enough in its effects to force this headquarters to activate a provisional truck unit (30 trucks) to assist in port clearance.

c. (U) Section 1, Paragraph 1c (6). The data as reported are incorrect. The peak backlog reached was 23,650 S/T on 19 February 1968. The March peak was 17,630 S/T. This cargo build-up was most affected by loss of rail capability used in port clearance. Additional factors reducing port clearance were restrictions in truck movements within the Qui Nhon area, increased RCN's due to enemy activity along the LCC and at distant unloading points, and diversion of contractor's trucks to support increased backloading of vessels and aircraft within the command. The backlog returned to a normal 5000 S/T by the end of March.

d. (U) Section 2, Paragraph 2b (1), Outsized cargo. Pole trailers have been requested from 1st Logistical Command. Upon receipt, it is intended that the equipment be assigned to the TMP for individual dispatch to elements of the command as required. The unit can submit a Modified Table of Allowance and Equipment (MTOE) in accordance with USARV Regulation 310-31.

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AVCA-ON-GO-H (1 May 68) 1st Ind

SUBJECT: Operational Report of the 5th Transportation Command for Quarterly Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

e. (C) Section 2, Paragraph 2b (2), Vessel Diversions. Cargo aboard vessels should be monitored and if the cargo is not needed in a particular area, the vessel should be diverted. However, this command does not have authority to divert vessels but can only recommend diversion actions on in-coming cargo.

f. (U) Section 2, Paragraph 2c (3), Timely Nomination of Vessels for Backloading. The limited space available in Qui Nhon port severely restricts the amount of cargo that can be staged for extended periods of time. A 5-day notification should be possible and is recommended, especially in the case of retrograde cargo due to the limited heavy transport available which is required to move much of the retrograde outsize cargo the 12 miles distance into the port area.

g. (U) Section 2, Paragraph 2e (1), Steel Strapping. The Requisition Objective (RO) for steel strapping at the depot is being increased. However, by increasing the RO does not mean the on hand quantities will increase at once. The on hand quantities of the items in the depot depends on the contractors ability to produce the strapping and on the shipping time.

h. (U) Section 2, Paragraph 2e (2), Lashing Gear. Concur with Observation, do not concur with Evaluation as it pertains to increasing depot stockage of these items. It is believed that AR 55-174, not available in this command, outlines adequate procedures for redistribution of dunnage and lashing gear within the theater. If not, reports from all theater terminals and outports should advise a central authority of the on-hand status of these items so proper redistribution can be directed.

i. (U) Section 2, Paragraph 2e (3), Forklift (Electric) Batteries and Battery Charger. Action is being taken to get more batteries and chargers for this command. The availability date is unknown at this time. The unit should submit Equipment Improvement Report DA Form 2407 in accordance with paragraph 3-74 of TM 38-750. The 86th Maintenance Battalion (GS) has been assigned the mission of conducting a feasibility study to determine the requirements involved in establishing a repair facility of this nature, along with its operation. Estimated time for initial support to begin is 1-15 June 1968. The critical period for maintenance repair support is during the monsoon season.

j. (U) Section 2, Paragraph 2e (4), Drop Side Trucks. Drop sides or some other design change for cargo trucks and trailers would assist MHE loading and offloading operations. To accomplish this for cargo vehicles and trailers would require a complete manufacture redesign. An

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AVCA-QN-GO-H (1 May 68) 1st Ind
 SUBJECT: Operational Report of 5th Transportation Command for Quarterly
 Period Ending 30 April 1968, FCS CSFOR-65 (R-1)

EIR should be submitted using DA Form 2407 (Maintenance Request) by the 5th Transportation Command stating specifics. Drop sides are presently being utilized for 12 ton S&P's on a trial basis for possible EIR action.

k. (U) Section 2, Paragraph 2e (5), Roll on/Roll Off (RO/RO) Facility. At present Qui Nhon Port cannot receive all RO/RO vessels. The RO/RO Facility has been slipped from previous MCA programs and is currently assigned priority 14 in the Qui Nhon FY 69 MCA program. The project must continue to hold high priority with 1st Logistical Command and USARV if it is to be funded and directed for construction during FY 69.

l. (U) Section 2, Paragraph 2e (6) (a), 20 Ton Rough Terrain Crane. An MTOE should be submitted depicting attributes of the 20 Ton Rough Terrain Crane over the 20 Ton Mobile Crane.

m. (C) Section 2, Paragraph 2e (6) (b), Use of LN Personnel as Stevedores. The use of third country nationals and local nationals through a civilianization plan has been reinstated and will in all probability go into effect late this quarter. If additional local national spaces are desired, a formal request for same in accordance with USARV Regulation 612-2, change 1, dated 21 April 1968 must be submitted to this headquarters.

n. (U) Section 2, Paragraph 2e (7), Change in Stevedoring cost per ton. Since the 5th Transportation Command has past experience sufficient to provide the basis for new commodity rates, they should develop a revised rate schedule to be submitted for approval and eventual negotiation with the contractor. Development of a new rate schedule which would more accurately identify the actual cost per ton would be an excellent project to be included in this command's Management Improvement/Cost Reduction Program for FY 1969.

FOR THE COMMANDER:

TEL: QNL 2813



W. E. BOTTERBUSH
 CPT, AGC
 Asst Adjutant General

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AVCA GO-0 (1 May 68) 2nd Ind
SUBJECT: Operational Report of 5th Transportation Command for
Quarterly Period Ending 30 April 1968, RCS CSFOR-65
(R-1) (U)

DA, Headquarters, 1st Logistical Command, APO 96384 15 JUN 1968

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

1. (U) The Operational Report - Lessons Learned submitted by Headquarters, 5th Transportation Command for the quarterly period ending 30 April 1968 is forwarded.

2. (C) Pertinent comments follow:

a. Reference Section II, paragraph 2b(1) and paragraph d of 1st Indorsement. DA has authorized the inclusion of 20 ea Trailer, Bolster 3½T and 5 ea Semi-trailer LB 25T in Qui Nhon Depot TDA for use within the command. Depot has been advised that they can requisition subject equipment referencing DA msg 862431, DTG 022134Z May 68.

b. Reference Section II, paragraph 2b(2). Concur. Continued emphasis will be placed by this headquarters on the requirement to closely monitor incoming commodities and to maintain coordination between the discharging port and depot operations to ensure that in-bound cargo can be received or a timely diversion accomplished, if necessary.

c. Reference Section II, paragraph 2c. Concur. This headquarters will emphasize the need for obliterating old markings.

d. Reference Section II, paragraph 2b(3). Concur. This headquarters maintains liaison with Hqs TMA to ensure that timely vessel nominations are made in order to maximize notification time to the loading terminals.

e. Reference Section II, paragraph 2e(3). This headquarters will take necessary action to provide in-country rebuild for forklift batteries. USASUPCOM, Saigon will be directed to submit PR&C.

f. Reference Section II, paragraph 2e(5). Concur with the stated requirement for the facility. The request for the required ramp to complete this project was forwarded to USARV on 25 May 68 for inclusion in the FY 1969 MCA program. It ranks 68 out of 98 in priority for 1st Logistical Command's construction requirements in FY 1969. USARV is presently evaluating all requirements for FY 1969 against available funds.

CONFIDENTIAL

AVCA GO-0 (1 May 68) 2nd Ind
SUBJECT: Operational Report of 5th Transportation Command for
Quarterly Period Ending 30 April 1968, RCS CSFOR-65
(R-1) (U)

g. Reference Section II, paragraph 2e(7). Concur. The organization involved will be provided with any assistance they require to aid in developing a revised rate schedule for use in contractor negotiation.

3. (U) Concur with the basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: LBN 2684

Copy Furnished
5th Trans Comd
USASUPCOM, QNH



ROBERT MUNEON
1 LT AGC
Asst AG

15

AVHGC-DST (1 May 68) 3d Ind (U) CPT Arnold/ms/LBN 4485
SUBJECT: Operational Report of 5th Transportation Command for Quarterly
Period Ending 30 April 1968, RCS CSFOR-65 (R-1)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 18 JUN 1968

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

1. This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 30 April 1968 from Headquarters, 5th
Transportation Command.

2. Concur with report as submitted.

FOR THE COMMANDER:


C. S. NAKATSUKASA
Captain, AGC
Assistant Adjutant General

Copies furnished:
HQ, 1st Log Cmd
HQ, 5th Trans Cmd

19

GPOP-DT (1 May 68) 4th Ind (U)

SUBJECT: Operational Report of HQ, 5th Trans Comd for Period Ending
30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558

28 JUN 1968

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

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C.L. SHORTT
CPT, AGC
Asst AG

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