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AD NUMBER

AD391836

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AUTHORITY

31 Aug 1978, DoDD 5200.10; AGO D/A ltr, 29 Apr 1980

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L. ... HEADQUARTERS,
35TH ENGINEER GROUP (CONSTRUCTION) [24-22]
APO U. S. Forces 96312

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AD 391836

EGA-CO

15 August 1966

SUBJECT: Operational Report on Lessons Learned for the Period ~~1 May~~ ending
~~31 July 1966~~ (RCS CSGPO . 28 (RI))

THRU: Commanding General
18th Engineer Brigade
APO U. S. Forces 96307

(11) 15 Aug 66
(12) 17 p.

THRU: Commanding General
United States Army, Vietnam
ATTN: AVC (History)
APO U. S. Forces 96307

(18) OACSFOR

THRU: CINCUSARPAC
ATTN: GPOP-MH
APO U. S. Forces 96558

(19) OT-RD-660162

TO: Department of the Army
Assistant Chief of Staff for Forces Development
Washington D. C. 20315

AUG 19 1966

FILE COPY

1. Significant Organization or Unit Activities:

a. During the period from 1 May 1966 to 11 June 1966, the 35th Engineer Group (Construction) was responsible for all non-divisional troop construction in the central third of the Republic of Vietnam. The area of construction responsibility is further defined as: That portion of the RVN lying south of 13 degrees North Latitude, excluding the area bounded by the right bank of the Song Da Rang River, extending southwest to a straight line boundary drawn between coordinate YU 2545 to coordinate ZS0278. Map series Sheet NK48-16, N48-8, and N48-8, series L-509, 1/250,000.

b. During the period from 11 June 1966 to 31 July 1966, the 35th Engineer Group (Construction) was responsible for all non-divisional troop construction in the following area: 11 June 1966 to 18 July 1966, that portion of the Republic of Vietnam bounded by the South China Sea and the line formed by the western boundary of the Binh Tuy Province, the western and northern boundary of Lam Dong Province, the northern boundary of Tuyen

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Duc Province, the northeastern boundary of Ninh Thuan Province, to 12 degrees North Latitude and thence eastward to the South China Sea; 18 July 1966 to 31 July 1966, that portion of the Republic of Vietnam bounded by the South China Sea, and the line formed by the western boundary of the Binh Thuan Province, western and northern boundary of Lam Dong Province, the northern boundary of Tuyen Duc Province, the northeastern boundary of Ninh Thuan Province to 12 degrees North Latitude and thence eastward to the South China Sea.

c. The main construction effort continued to be concentrated at Cam Ranh Bay for the development of the Cam Ranh Bay Logistics Area, Depot and Port Facilities. Additional effort was employed at Phan Rang, RVN, in the construction of an expeditionary airfield and a 4550 man cantonment. Construction forces were also employed at Dong Ba Thin, Nha Trang, Bao Loc, Phan Thiet, and Ambre Broye.

d. During the period from 1 May 1966 to 20 May 1966, the following units were attached to and under operational control of the 35th Engineer Group (Construction):

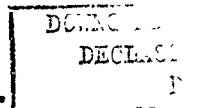
<u>UNIT</u>	<u>LOCATION</u>
20th Engineer Battalion (Combat) (Army)	Dong Ba Thin
39th Engineer Battalion (Combat) (Army)	Cam Ranh Bay
62d Engineer Battalion (Construction)	Phan Rang
87th Engineer Battalion (Construction)	Cam Ranh Bay
864th Engineer Battalion (Construction)	Cam Ranh Bay
497th Engineer Company (Port Construction)	Cam Ranh Bay
102d Engineer Company (Construction Support)	Cam Ranh Bay
553d Engineer Company (Float Bridge)	Cam Ranh Bay

The 513th Engineer Company (DT) and the 584th Engineer Company (LE) were attached to and under operational control of the 20th Engineer Battalion (C)(A). The 572d Engineer Company (LE) was attached to and under operational control of the 39th Engineer Battalion (C)(A).

e. On 20 May 1966, the 102d Engineer Company (CS) was attached for all purposes to the 864th Engineer Battalion (Const). On 10 June 1966, and 15 June 1966, the 39th Engineer Battalion (C)(A) with attachments and the 20th Engineer Battalion (C)(A), with attachments, respectively, were reassigned to the 45th Engineer Group (Construction). On 15 July 1966, the 553d Engineer Company (FB) (-) was reassigned to the 45th Engineer Group (Construction).

f. This report will include only activities of the Headquarters, 35th Engineer Group, and 497th Engineer Company (PC), as the assigned battalions prepare individual reports.

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g. The 35th Engineer Group (Const) had a change of command on 2 June 1966 when Colonel William L. Starnes replaced Colonel William F. Hart, Jr..

h. The current strength of the 35th Engineer Group (Const) is 2729 assigned out of an authorized 3149. Other than units lost by detachment, the 35th Engineer Group (Const) had 1438 persons rotate, which is approximately 47% of the command.

i. The SI Section processed, hired and controlled an average of 400 indigenous laborers at Cam Ranh Bay.

j. The Engineer Section of the 35th Engineer Group (Const) has established a good working relationship with private contractors (RMK, BRJ, DeLong, Vinnell) who are involved in joint army projects. An exchange of technical information and survey assistance, and active coordination between the Group and contractor is frequently employed. The Engineer Section employs three Vietnamese Nationals as draftsmen. They have provided valuable assistance in reducing workload and their work has been completely satisfactory.

k. 497th Engineer Company (PC)

(1) Projects, Cam Ranh Bay

(a) Design and Construct Sheet Pile Bulkhead. Construction on the 550LF bulkhead between DeLong Pier #2 and MAP Pier was started on 14 July 1966. Sheet pile is being set and driven and approximately 18% of the project is completed.

(b) Classified Project Nr 35-59-66. Design and construction on the Navy Barges started in July 1966. Three separate sections, a 3 x 6, a 3 x 15, and a 6 x 15 are being assembled which will be connected to form a floating pier. Approximately 70% of the assembly has been completed. The design of a pipeline is an additional requirement for this project. Materials are being inventoried and design is in progress.

(c) Design sheetpile bulkhead at Phan Rang. A directive for this design was received 23 July 1966. Test piles were driven and soundings were taken in the proposed location. A final design is currently underway.

(d) Permanent LST Ramps. The 497th was directed to design and construct two permanent LST Ramps and an adequate anchorage system, for beach loading operations at Cam Ranh Bay. This project was completed on 8 June 1966. Maintenance of this facility is continuing due to strong water action on the foundation.

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(c) Repair POL Jetty. Replacement of longitudinal and cross bracing on the POL jetty and wharf with treated lumber was started 22 May and completed on 19 July 1966.

(f) Design and construct sheet pile cofferdam for DeLong Pier #2. During the report period, the 197th designed and constructed a 45' x 67' cofferdam for the abutment and causeway of DeLong Pier #2. This project started on 10 June and was completed by 15 July 1966.

(g) Diving Support. From time to time, the diving section has been called upon for miscellaneous diving operations, some examples are:

1. Ship Maintenance. The divers performed maintenance of ship propellers in support of the 1st Logistical Command.

2. Remove Obstacles. Divers are in process of removing a 145' vessel which is currently blocking the proposed path of a sheet pile bulkhead from DeLong Pier #2 to the POL Jetty. The general project of obstacle removal is continuous.

(h) Phan Rang Marine POL Terminal. The company provided diving support for the installation of the eight (8) inch POL line which is replacing the four (4) inch assault pipe previously used. This task was completed in July.

(i) Cam Ranh Bay Beach. This company was directed to install a shark net for the recreation beach. It is being held in suspense due to its low priority.

(j) Design and construct 197th Engineer Company cantonment area. The initial construction of the company area is complete. Improvements and additions are a continual effort.

(2) The company conducted about 20 hours of training in the following subjects: Code of Conduct, Safety, Country Familiarization, Uses of terror by VC, Why we are here, Marine Borers, Sheet Pile Driving, DeLong Pier Erection, and employment of port construction units. In addition, the company conducted a continuous OJT program. No days were spent during the quarter for movement.

2. Commanders Comments and Recommendations:

a. Morale within the 35th Engineer Group (Const) remains high. All units have ready access to clubs, canteens, PX's, movies, and special

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SUBJECT: Operational Report on Lessons Learned for the Period 1 May thru 31 July 1966. (REF USFPO 28 (RI))

service activities. An effective and forceful information program is in progress to keep the men aware of world events and to explain to them the reason for their being in Vietnam.

b. The welfare of the troops with the Group, both spiritual and physical is being well taken care of. Ample opportunity is given the men to attend easily accessible chapels. The chaplains within the Group have an active counselling program. Each battalion has an operating dispensary with a surgeon assigned.

c. There is an urgent need for modifying the TO&E of the port construction company. Present TO&E 5-129E is excessively conditioned by operational requirements of World War II and does not afford the flexibility required for supporting port construction work at separate coastal bases. Recommend that the MTO&E submitted through channels for approval by Headquarters, USARV be considered as basis for a new TO&E if additional port construction companies are activated.

d. Additional diving sections are needed in this theater to maintain 1st Logistical Command facilities. Requirements to use port construction company divers for maintenance of submarine pipelines, inspections and repair of Transportation Corps Vessels, and salvage of Army aircraft is jeopardizing successful accomplishment of the diving section's primary mission of underwater construction. Recommend that 1st Logistical Command be allocated diving sections on a TD basis as required for efficient maintenance of TC and QM facilities.

e. Lessons Learned:

PERSONNEL MANAGEMENT

ITEM: Distribution of personnel between units.

DISCUSSION: During the month of July the Group rotated 676 persons from two of its three battalions. Due to the lack of replacements, these battalions now stand at 75% strength and the construction effort is seriously hampered, since the majority of the shortages are in critical MOS's, such as, equipment operators, foreman and mechanics.

OBSERVATION: Every effort should be made to redistribute men in new units shortly after their arrival in-country to make a wider distribution in the DEROS. Efforts should be made to bring a unit up to an over strength posture before the large rotation takes place in order to gain some continuity and to facilitate the OJT training of the basic replacements.

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FA-60

15 August 1966

SUBJECT: Operational Report on Lessons Learned for the Period 1 May thru 31 July 1966. (RCS CSOPD. 29 (RI))

SURVEY CONTROL

ITEM: Control between units.

DISCUSSION: Too often in the past, individual units working in the same area have wasted time and effort by not utilizing existing survey control points or by not coordinating with other units for survey information.

OBSERVATION: A common base should be established for both horizontal and vertical control. This information should be made available from a central source or coordinated so that all units will share the same data.

STABILIZATION

ITEM: Sand-Cement Stabilization.

DISCUSSION: This type of stabilization has experienced base failures on some asphalt roads due to repeated heavy wheel loads.

OBSERVATION: Sand-Cement Stabilization should only be used on light duty roads. If used for heavy duty purposes, coarse aggregate should be introduced into the base mixture.

PILE DRIVING HAMMERS /

ITEM: Double-Acting Air Hammers.

DISCUSSION: When driving pile in sand, the initial resistance is quite low. Because of this the resultant force on a diesel hammer is not adequate to maintain continuous ignition of the fuel. Time is lost recocking the hammer between blows.

OBSERVATION: A double-acting air hammer would provide continuous pile driving as it does not depend on the aforementioned criteria for operation.

WELDING MACHINES ↓

ITEM: Welding machines for underwater use.

DISCUSSION: A 400 ampere welder is desirable for underwater welding requirements of the diving section of the Port Construction Company. The 300 ampere welders in the unit have been found to be inadequate for rapid, efficient, underwater work. The heat produced is too small and a large effort is required for job completion.

OBSERVATION: A 400 ampere welder would provide the necessary heat output and thus greatly reduce the time required in underwater welding.

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15 August 1966

SUBJECT: Operational Report on Lessons Learned for the Period 1 May thru 31 July 1966. (RCS CSGPO - 28 (RI))

WALER DESIGN

ITEM: Positioning of Walers on Sheet Pile Structures.

DISCUSSION: Walers should be positioned above the HHW mark. Experience has shown that walers on a bulkhead or cofferdam positioned below high water create significant maintenance problems. Holes for the anchoring system which penetrate the structure must be sealed. Continuous tide and wave action causes the foundation fill to be drawn through the piling and undermines the supported facility.

OBSERVATION: Walers placed above high water would not be subject to the aforementioned forces. Furthermore, any maintenance effort required would be facilitated by the dry location. If available materials and design criteria allow, the above high water position is recommended even at the expense of some structural efficiency.

TREATED TIMBER

ITEM: Treated structural timber members in water structures.

DISCUSSION: Treated structural timber members are necessary in water structures. Experience at Cam Ranh Bay has proven that untreated structural timber members are quickly attacked by marine borers. Destruction is mainly concentrated in the area subject to tide changes and waves. Facilities built of untreated timber at Cam Ranh Bay have had to be replaced within six months due to this destruction.

OBSERVATION: Treated timber has lasted satisfactorily to date on projects where it was used. No more than six months of service can be relied on for untreated structures in these waters.

POL PIPELINES

ITEM: Where applicable, POL lines should be designed on jetties rather than as submarine lines.

DISCUSSION: Maintenance of underwater POL pipelines has been a problem in the past. Much time and effort by special, skilled personnel has been spent in submarine pipe repair which could have been avoided by a surface structure.

OBSERVATION: Criteria in determining the practicality of an elevated pipeline over water would be length of run, capability to construct, time of installation, depth of water and sea conditions.

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15 August 1966

SUBJECT: Operational Report on Lessons Learned for the Period 1 May thru 31 July 1966. (RSC CSGPO - 28 (R1))

UTILIZATION OF PORT CONSTRUCTION COMPANY

ITEM: The productivity of port construction company is reduced when the company is split for operational control between two engineer groups.

DISCUSSION: Experience in RVN has demonstrated that when platoons and/or sections of the company are separated from the company headquarters by a considerable distance, standards of maintenance decline, flexibility in using specialized personnel and equipment is decreased, and adequate technical assistance is curtailed.

OBSERVATION: Rather than split a company, it is preferable to assign separate port construction detachments to an engineer group with limited port construction missions. The separate company should be utilized on an intensive basis in conjunction with an engineer group developing a major port facility such as Cam Ranh Bay.

MATERIALS HANDLING

ITEM: Materials Handling Equipment in Class IV Storage Yard, (Depot).

DISCUSSION: The acute shortage of materials handling equipment supplied by the 53d Engineer Supply Point Company, has caused a serious loading and unloading problem at the Class IV Storage Yard. Equipment available for loading of organic vehicles of requesting units was and is inadequate. The lack of aforementioned MHE necessitates requestors to furnish cranes, wreckers, etc to load construction supplies on trucks. If organic equipment is not available to a unit for loading operations, a prohibitive delay results. Unloading of transportation vehicles which are engaged in the off-loading of surface vessels require the highest priority for MHE.

OBSERVATION: Due to the scope of loading and unloading operations involved in an ever increasing mission, recommend a Depot Company replace the 53d Engineer Supply Point Company now responsible for the Class IV Storage Yard.

CONSTRUCTION SUPPLIES

ITEM: Procurement of Construction Supplies.

DISCUSSION: The problem of procurement of construction supplies has been critical for this reporting period in many instances. Shortages on non-common items for prefabricated structures, such as, Pasco, Soule, and Yarawaka buildings, has curtailed construction efforts. Prior to 1 July 1966, upon the discovery of aforementioned shortages, the S4 Section, this headquarters, dispatched listings of shortages to 18th Engineer Brigade,

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SUBJECT: Operational Report on Lessons Learned for the Period 1 May thru 31 July 1966. (RCS COGTC - 28 (R1))

requesting additional supply action, to include procurement if necessary. On or about 1 July 1966, Supply Bulletin Nr 9, 1st Logistical Command, Subject: Local Procurement of Supplies and Equipment not available in Supply System in RVN, dated 11 February 1966 was implemented. This procedure outlined that using units submit DA Form 2765-1 for materials, to include a realistic RDD to C-5C, Cam Ranh Bay. On back of this form, a notation is made that if the RDD cannot be met, procurement action was to be initiated.

OBSERVATION: The method formerly employed of requesting procurement action from 18th Engineer Brigade was completely inadequate due to the fact that they are not in the logistical chain. Compliance with the newly instituted procedure has been initiated but has not been in effect long enough to show the impact of receipt of supplies down to the user level.

INCOMING SUPPLIES

ITEM: Incoming Shipments of Supply.

DISCUSSION: Reports of incoming shipments of materials have been inconsistent and misleading during this reporting period. The following is one case in point but information on many shipments is revelant. On approximately 23 May 1966, this headquarters received a communication from Sec 5. (Y'hama), TFO, QAD, USAPAJ, APO US Forces 96503 that four (4) each refrigerated warehouses, prefab type, were due to arrive at Cam Ranh Bay on or about 1 July 1966. Upon receipt of the shipment, 41% of the packages for the four (4) warehouses were received. The CICC, Cam Ranh Bay, who is charged with the erection of the buildings, cannot preplan or schedule the necessary construction.

OBSERVATION: The information received from the shipping unit is not correct and at present is not conducive to prior planning.

ENGINEER HAND TOOLS

ITEM: Shortage of Engineer Hand Tools.

DISCUSSION: All during this reporting period there has been and still is a critical shortage of Engineer hand tools. At one point, approximately 1 June 1966, a survey was conducted on all Engineer tool sets and reflected that 50% of authorized hand tools were missing. Valid due outs were in evidence but the requested tools were never issued. Due to the scope of vertical construction missions assigned, the shortage of these tools is considered critical.

OBSERVATION: There seems to be a breakdown in the chain of supply for subject tools. Due out requests are not being filled. One solution to

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SUBJECT: Operational Report on Lessons Learned for the Period 1 May thru 31 July 1966. (RCS CSCPO - 28 (R))

remedy this situation is to procure tools through local purchase. The continued shortage of hand tools will materially affect completion of assigned missions.

CLASS IV SUPPLIES

ITEM: Class IV Supplies.

DISCUSSION: Prior to 1 July 1966, the 53d Engineer Supply Yard, issuing Class IV supplies, operated on a "fill or kill" basis. If the item was not on hand, the request was marked NIS (NOT IN STOCK). No due out was established and requisitions were not "passed" to the next echelon of supply. This resulted in the absence of a usage factor for future stockage for the establishment of an Authorized Stockage List (ASL). On 1 July 1966, the 53d Yard instituted the normal due out procedure and also at that time established an ASL. Units are required to make daily checks to ascertain whether a due out is to be filled. At the end of this reporting period there is a critical shortage of lumber, electrical wire (all sizes), hardware and corrugated metal roofing for missions assigned.

OBSERVATION: The system of "fill or kill" on requests for materials was inadequate and not in conformance with accepted supply procedures. The establishment of due outs, and the instituted ASL should prove to be beneficial in the future. Close coordination with the Cam Ranh Bay Depot is necessary in updating the present ASL and informing the Depot of newly assigned missions which have not been included in its forecast of materials.

W J Starnes

WILLIAM L. STARNES
Colonel, CE
Commanding

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AVBC-CG (15 Aug 66)

1st Ind

SUBJECT: Operational Report on Lessons Learned for Period 1 May 1966 to 31 July 1966 (RCS: CSGPO-28(RC)) 35th Engineer Group

HEADQUARTERS, 18TH ENGINEER BRIGADE, APO 96307, 6 September 1966

THRU: Commanding General, United States Army, Vietnam, ATTN: AVC (History)
APO 96307
CINCUSARPAC, ATTN: GROP-MH, APO 96558

TO: Department of the Army, Assistant Chief of Staff for Forces Development, Washington, D.C. 20315

1. This Headquarters concurs with this report, subject to the following comments.

2. Specific comments are as follows:

(FOUO)

a. (S) Personnel: Reference paragraph 2e, Personnel Management. Current program for assignment of replacements by the Brigade Headquarters calls for assignment of personnel to the units prior to the period in which major rotations take place. This is accomplished within the limitations imposed by availability of personnel. It is anticipated that, in the future, Groups will redistribute their personnel assets to the maximum degree possible for the purpose of achieving a more even flow of rotations and replacements in their subordinate units. Further, inter-Group transfers of key officers and enlisted supervisors is being contemplated by this Headquarters. Plans will be finalized during the current quarter.

b. (FOUO) Operations:

(1) Reference paragraph 2d. The 1st Logistical Command was informed by this Headquarters that Brigade was unable to offer diver assistance and recommended that 1st Logistical Command request necessary divers and equipment per TOE 500C, HB Team, Diving.

(2) Reference paragraph 2e, Survey Control: A Geodetic Information Center has been established within the Mapping and Intelligence Division of the USARV Engineer Section. This center has all available geodetic control information on South Vietnam. Additionally, the Corps Topographic Companies have control information for their assigned areas. The OICC has been instructed to require future contractors to tie their topographic surveys to the Indian Datum and the South Vietnam vertical datum.

(U)

c. (S) Logistics:

(1) Reference paragraph 2e, Materials Handling: In September or October, an Engineer Supply Company (Heavy Material) will be in operation at Cam Ranh Bay. This company will have additional forklifts and cranes to facilitate loading of supplies.

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6 September 1966

SUBJECT: Operational Report on Lessons Learned for Period 1 May 1966 to 31 July 1966 (RCS: CSGPO-28(RC)) 35th Engineer Group

(2) Reference paragraph 2e, Engineer Hand Tools: 1st Logistical Command is aware of the shortage of hand tools for engineer units and for self-help projects. 18th Engineer Brigade submitted a letter recommending a stockage level of hand tools for the SSSC for use in Self-Help programs on 9 Aug 66.

R. R. Ploger Col (E), Deputy
R. R. PLOGER
Brigadier General, USA
Commanding

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AVHEN-O (15 Aug 66) 2d Ind
SUBJECT: Operational Report on Lessons Learned for Period 1 May 1966 to
31 July 1966 (RCS CSGPO-28(RC)) 35th Engineer Group

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO 96307 27 OCT 1966


TO: Commanding General, 18th Engineer Brigade, APO 96307

1. Returned for specific comment on 35th Engineer Group Commander's recommendations concerning the following problem areas:

- a. Requirement for double acting air hammer for pile driving.
- b. Requirement for 400 amp underwater welding machine in lieu of the TOE 300 amp welding machine in an Engineer Port Construction Company.
- c. Recommended water design.
- d. Use of treated timber in water structures.
- e. Design of POL pipelines on jetties rather than underwater.
- f. Utilization of Port Construction Company.

2. An explanation is required of actions being taken by your headquarters to correct the problem areas and also action required at this or higher headquarters.

FOR THE COMMANDER:


R. J. THORNTON
1st Lt, AGC
Asst Adjutant General

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AVBC-C (15 Aug 66)

3rd Ind

SUBJECT: Operational Report on Lessons Learned for Period 1 May 1966 to
31 July 1966 (RCS CSGPO-28(RC)) 35th Engineer Group (Const)

Headquarters, 18th Engineer Brigade, APO 96307 26 OCT 1966

TO: Commanding General, United States Army Vietnam, APO 96307

(U) In compliance with para 2, 2nd Ind, the following is reported.

a. Double acting air hammer: This headquarters agrees with this recommendation. The 35th Engineer Group (Const) will submit a request for this item to be authorized as excess equipment. This headquarters will recommend approval of the request to higher headquarters.

b. 400 amp underwater welding machine: This headquarters agrees in principal with this recommendation. The 35th Engineer Group (Const) will submit a request for this item to be authorized as excess equipment. This headquarters will recommend approval of the request to higher headquarters.

c. This headquarters concurs with the recommendation for the positioning of the top water of sheetpile bulkheads, or cofferdams, above the high water position. Action will be taken to incorporate this recommendation into future bulkhead design wherever conditions permit.

d. Treated timber should be used for sea water structures. Marine borers of both the mollusk and crustacean variety abound in the waters of the South China Sea. Accordingly, untreated timber will be used only as an expedient when required by operational necessity, and then will be replaced by treated timber as soon as possible.

e. Jetty pipelines are easier to maintain and provide a more permanent facility; however, construction takes longer because of considerable pile driving for breasting dolphins. Submarine pipelines are faster to install because only three to five cable mooring points are required; also, the effects of turbulence from high winds and seas is less. Due to the permanency of the facility, however, jetty pipelines are preferred as long as bottom conditions are suitable for driving timber pile. This headquarters will use jetty pipelines where possible.

f. Utilization of Port Construction Company:

(1) This headquarters agrees with the basic theory presented. Operational necessity dictates the utilization of port construction capability, and often there is no choice but to split the company into detachments when the number of projects so dictates. The platoon in question has since rejoined the company, and future requirements will be met by TDY of key personnel/equipment when possible.

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AVBC-C (15 Aug 66)

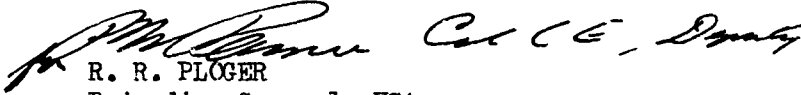
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SUBJECT: Operational Report on Lessons Learned for Period 1 May 1966 to
31 July 1966 (RCS CSGPO-28(RC)) 35th Engineer Group (Const)

(2) When Port Construction Companies are positioned at the three major ports as planned, there will be no necessity to split a company. The support at any one port should then be sufficient.

g. Consideration should be given by higher headquarters to replacing the 300 ampere welder with a 400 ampere welder, and to provide a more efficient pile driving hammer for the Port Construction Company. Both pieces of equipment will increase the capability of the company.

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R. R. PLOGER
Brigadier General, USA
Commanding

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SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307

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


1. This headquarters has reviewed the Operational Report-Lessons Learned from the 35th Engineer Group (Construction) as indorsed.

2. Pertinent comments are as follows:

a. Reference Paragraph 2c, Page 5: Headquarters, 18th Engineer Brigade has directed the 35th Engineer Group (Construction) to submit a MTOE to align capabilities with mission in Viet Nam.

b. Reference Paragraph 2d, Page 5: 1st Logistical Command is initiating a request for three teams, HA, Diving, TOE 5-500C. This will enable them to perform port maintenance which is the responsibility of the 1st Logistical Command.

FOR THE COMMANDER:


R. J. THORNTON
1st Lt. AGC
Asst Adj: General

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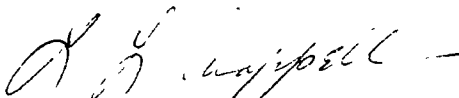
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1966 (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 20 DEC 1966

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:



L. L. CHAPPELL
MAJ, AGC
Asst AG

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