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AUTHORITY

AGO lrr 29 Apr 1980 ; AGO lrr 29 Apr 1980

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BY

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

IN REPLY REFER TO

AGAM-P (M) (3 June 68) FOR OT UT 691250

6 June 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 5th Transportation Command, Period Ending 31 January 1969 (U)

AD 502419

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

**C. A. STANFIELD
Colonel, AGC
Acting The Adjutant General**

1 Incl
as

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5th Transportation Command

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DEPARTMENT OF THE ARMY
HEADQUARTERS 5TH TRANSPORTATION COMMAND
APO 96238

AVCA QN-TTC

5 February 1969

SUBJECT: Operational Report of Headquarters, 5th Transportation Command
for Period Ending 31 January 1969 (RCSCSFOR-65) (R-1)

THRU: Commanding General, US Army Support Command, Qui Nhon, Vietnam
ATTN: AVCA QN-GO-II
APO 96238

Commanding General, 1st Logistical Command
ATTN: AVCA GO-O
APO 96384

Commanding General, US Army Vietnam
ATTN: AVHGC-DST
APO 96375

Commanding General, US Army, Pacific
ATTN: GPOP-DT
APO 96558

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

1. (C) Section 1, Operations: Significant Activities

a. (U) Command Organization:

(1) Significant changes in the Command organization occurred during this reporting period. Per General Orders 962, Headquarters, 1st Logistical Command, dated 3 November 1969, the 544th Transportation Company (Medium Boat) was reassigned to the 4th Terminal Command, Saigon, for further assignment to 159th Transportation Battalion, Vung Tau. The unit departed Qui Nhon on 6 Nov 68. All 544th Trans Co detachments were reassigned to the 1098th Transportation Company (Medium Boat).

(2) On 1 Dec 68 this Headquarters assumed control of cargo operations at Vung Ro Bay. HHD 24th Transportation Battalion (Tml) was attached to this Headquarters per General Orders 1048, HQ, USASUPCOM, QN dated 13 Dec 68. Personnel were released to USASUPCOM, CRB and attachment terminated on 31 Dec 68.

FOR OT UT
691250

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(3) Per General Orders 1003, HQ, USASUPCOM, QN dated 2 Dec 69 the 119th Transportation Company was assigned to this HQ for further assignment to 394th Trans Bn.

(4) On 15 Dec 68, 854th Trans Co was assigned to Vung Ro for duty and absorbed personnel from 119th Trans Co to fill existing shortage. 119th Trans Co organizational equipment was transferred laterally to 854th Trans Co for performance of operational and installation defense missions at Vung Ro Outport. 119th Trans Co at low personnel balance was relocated to Qui Nhon and remains assigned to 394th Trans Bn.

(5) A chart of present Command organization is attached as incl 1.

b. (C) Command Group Activities:

(1) (U) In a ceremony at the Barge Quay on 26 January 1969 the 5th Transportation Command Colors were exchanged from Colonel James E. Coleman to Colonel John E. Truog. Troop representations from each company of the Command, ARVN 20th Terminal Service Company, and ROKA Tiger Division participated, with the music provided by the ROKA Tiger Division Band. BG D.H. Richards, CG, USASUPCOM, QN was the Reviewing Officer with MG Joseph M. Heiser, CG, 1st Logistical Command, as the distinguished guest. Other distinguished guests attending were BG Chung, CG, 100th Log Comd, ROK FLD FORCE; BG Kem, ADC, ROK Tiger Division; BG Heiu, CG, 22d ARVN Division, and COL Han, CO, 2d ARVN Area Log Comd. Colonel Truog comes to the Command from Long Binh, where he served as ACoS for Transportation, 1st Log Comd. Colonel Coleman departed for assignment with Department of the Army, Office of Deputy Chief of Staff for Logistics, Washington, D.C.

(2) (U) In other significant personnel changes within the Command, LTC William C. Freeman was transferred from Executive Officer, 394th Trans Bn to Commander, Vung Ro Outport on 1 Dec 68, and Major Oben B. Johnson became Executive Officer of the Battalion.

(3) (C) On 4 January 1969, HHC 5th Transportation Command was relocated from CR 075193 to CR 098235, an area formerly occupied by 854th Transportation Company. This relocation has served to decrease the overall security requirements, and proximity to the port has decreased travel time to and from the place of work, and has eliminated the necessity to travel through the City of Qui Nhon.

(4) (U) The Command hosted numerous important guests during the reporting period. Very Important Persons are listed in inclosure 2.

c. (U) Personnel, Discipline and Safety:

(1) During this reporting period the Command had an average turnover of personnel. The Command was at 79% of authorized strength as of 31 January 1969. Anticipated loss of officers in many of the units in the next 90 days poses as our greatest personnel concern.

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(2) Disciplinary action taken during the reporting period:

	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>
Article 15	39	30	17
Summary	0	0	1
Special	12	10	8

(3) Recordable accidents:

	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>
Military	1	4	4
Vehicle	0	1	1

(4) During the reporting period a tri-lingual safety program was initiated. The Command is directing its efforts toward instilling safety consciousness in the minds of all personnel. Safety signs and posters are being distributed in English, Vietnamese, and Korean, and safety talks in the appropriate language are being given at the beginning of each work shift. Through bi-monthly meetings of the Command Safety Council a greater emphasis on all phases of safety will continue.

d. (C) Security/Provost Marshal:

(1) (C) Intelligence/Counterintelligence

(a) The enemy has increased its interdiction of highway traffic significantly during the last two months. No major attacks have been initiated within Qui Nhon Sub-Installation "D" and enemy activity has not affected the operations of Qui Nhon Port. Due to extensive ROKA operations, the enemy troop strength within Tuy Phuoc District has been greatly decreased, and this has precluded any significant threat to our area.

(b) On 7 December 1968 PBR's from 458th Trans Co (PBR) caught one evading sanpan at CR 085260 and KIA one Vietnamese male and captured much personal type equipment and numerous VC documents, to include TOP SECRET documents, personnel listings and diaries. These documents were political in nature and contained sophisticated propaganda; suspect the KIA was a senior political officer from North Vietnam.

(2) (C) Security

(a) The Command Physical Security Policy was published on 25 November 1968; this is a detailed document covering all requirements in USARV 190-30 and pertinent higher headquarters regulations and directives.

(b) Coordination for PBR operations in Qui Nhon inner harbor was successfully effected by 4 November 1968 with Binh Dinh Province Headquarters, Tuy Phuoc District Headquarters, Lane Field Gunship Operations, Charlie

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Battery at Ky Son Mountain, Qui Nhon Sub-area Command, and Qui Nhon Navy elements to include IUWG, CGC, NSAD, COSDIV 15, and the 22d Coastal Group.

(c) Established and coordinated free fire zones have been effected within the Qui Nhon inner harbor for PBR and Navy operations, with all elements noted in the above paragraph knowledgeable of the procedures. Free fire zones have more favorable rules of engagement and have proven quite successful. Concurrence of the 93rd MP Battalion was received before the new policy was implemented.

(d) On 11 November 1968 Popular Forces elements had contact with an estimated company of VC approximately 750 meters north of the westerly end of the New Causeway. PBR's, gunships and artillery assisted in fire support. Seven enemy were KIA by body count. This headquarters learned that the coordination of fire support using flat trajectory weapons was near impossible with the numerous PF elements in this area of operation. The following squared off area of CR 0627 to CR 0924 has since been made a permanent no fire zone for the PBR's, Qui Nhon Navy elements, and port security personnel along the New Causeway.

(e) On 7 January 1969, a Detachment of 458th Trans Co (PBR) began operations with 3 PBR's in Vung Ro Bay. Their mission is defense of Vung Ro Outport from penetration and attack by enemy personnel via water, through 24 hour patrolling of the immediate waters, and assault and ambush missions in the surrounding coastal waters and shorelines of Vung Ro Bay.

(3) (U) Traffic Control: A recent traffic survey of the Qui Nhon Port complex indicated a total of 4557 vehicles were processed through checkpoints located at LST Beach, Can Docks, and the entrance to both causeways during a 72 hour period. It was concluded that more stringent controls were needed in order to filter out much of the unnecessary traffic. Details for the implementation of a traffic control system are being finalized and the plan should become effective in February 1969.

e. (C) Operations:

(1) (C) Cargo Operations: This headquarters and units within the Command engaged in logistical support operations during the entire 92 days of the reporting period. Tonnage and troop movement figures are:

(a) (U) Tonnage Handled (Includes Shifting Cargo)

	S/T	M/T
November	116,331	237,873
December	114,891	242,311
January	<u>98,526</u>	<u>220,959</u>
TOTAL DISCHARGED	329,748	701,143

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(b) (U) Tonnage Discharged

	S/T	M/T
November	89,256	158,356
December	87,256	160,033
January	<u>73,809</u>	<u>146,258</u>
TOTAL DISCHARGED	250,084	464,647

(c) (U) Tonnage Outloaded

	S/T	M/T
November	25,334	76,749
December	26,625	79,499
January	<u>24,717</u>	<u>73,961</u>
TOTAL OUTLOADED	76,676	230,209

(d) (U) Class V Tonnage Discharged (Included in (b) above)

	S/T
November	27,250
December	14,991
January	<u>18,747</u>
TOTAL CLASS V DISCHARGED	60,988

(e) (U) Sealand Tonnage Handled (Included in (b) above)

	S/T	M/T
November	9,207	44,370
December	9,653	47,555
January	<u>10,386</u>	<u>52,565</u>
TOTAL SEALAND HANDLED	29,246	144,490

(f) (U) Tonnage Handled by Service (S/T) (*)

Service	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>TOTAL</u>
Army	86,241	86,224	71,711	244,176
Navy	200	81	138	419
Air Force	10,182	5,859	10,452	26,493
Commercial (**)	1,050	288	313	1,651
RVN/ROK	9,361	12,479	5,044	26,884
USAID	90	307	482	879

(*) Excludes Sealand

(**) (RMK, Vinnal Corp, Kongyung Const, PA&E)

(g) (C) Troop ships called at Qui Nhon Port on four occasions during this reporting period. A total of 3330 ROKA troops debarked and 3740 embarked.

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(2) (U) Control of Operations

(a) On 4 November 1968 the S-3 Officer, this headquarters gained operational control over all units in the 394th Transportation Battalion. The operations office of 1098th Trans Co was relocated to the port Harbor Master Office, establishing direct control over all floating craft assigned to this Command. Two operations officers from S-3 were placed on swing shifts, from 0001 to 1200, and from 1201 to 2400 hours to overlap shift changes of all the units and the commercial contractor. This reorganization has resulted increased coordination of the port operations.

(b) The Vung Ro Outport Commander has been given direct operational control over the 854th Trans Co and all floating craft of 1098th Trans Co located at Vung Ro Bay.

(c) Operational organization of the Command is shown on the chart at inclosure 3.

(3) (U) Inner Harbor Ammunition Anchorage: Including THE GREAT FALLS VICTORY, which was anchored on 29 October 1968, six ships have been discharged from the inner harbor ammunition anchorage site for a total of 14,650 S/T and 21,451 M/T. Completion of the new ammunition wharf will decrease the distance lighterage is required to travel between ship and shore. The advantage of calm water for ammo discharge was demonstrated on 26 through 28 December 1968 when Han Jin Transportation Company stevedores safely discharged 3991 S/T of Army ammo on the USNS GRAIN in 49 hours using the new ammo anchorage.

(4) (U) ARVN Storage Yard: The ARVN Intransit Storage Yard located at CR 100236 in the port complex became operational on 14 December 1968. Cargo is shuttled directly from vessel to the storage area, where it is offloaded, sorted by consignee, and shipped by the 20th ARVN Terminal Service Co. This operation has proven extremely successful. It has relieved congestion in the port area and in the port Intransit Storage Yard, released US personnel and MHE, and has resulted in more rapid movement of the cargo to consignee.

(5) (U) Operational Activities

(a) During this reporting period logistical support of the Tuy Hoa/Phu Hiep area via train from the loading site of the LST Beach was initiated. The train carries all classes of supplies, including reefer. Presently we are loading one train daily with an average of 11 cars to Tuy Hoa/Phu Hiep or 16 cars to Phu Cat, enemy activity permitting.

(b) Closer coordination between operations and depot locations has been attained. Daily visits by movements personnel to different locations to discuss receiving and dispatching capabilities for contracted vehicles and common problem areas has resulted in better truck turn-around time by eliminating bottleneck areas. Increased coordination with locations in calling forward cargo for outload has resulted in more realistic appraisals of loading schedules.

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(c) This headquarters actively participated in Operation Sea activities of frustration, diversion and transshipment of cargo during this reporting period. As of 31 January 1969, 19,596 S/T had been diverted from this port, 2803 S/T had been transshipped, and 2357 S/T were booked for shipment.

(d) Tracer action letters initiated by Documentation Branch have more than doubled during this reporting period, which has resulted in increased reconciliation of TCMD's for cargo clearing the port.

(e) Procedures are now in effect requiring all trucks hauling projectiles to 184th Ordnance Bn ASP to have a band of 1½ or 2 inch steel strapping around the entire load. This has eliminated damage to pallets and the projectiles themselves during transport and has facilitated off-load of the trucks.

(f) All six LARC LX's from the 540th Trans Det (BARC) are presently at Vung Ro Bay. These craft have been used to move Air Force ammunition directly from the vessel over the beach to Tuy Hoa Air Base ASP, thus supplementing inland clearance via truck.

f. (U) Comptroller: Due to close supervision of the trucking contract, significant reductions have been made in the amount of equipment being hired for port and beach clearance. Additional contractor services of reefer and dry vans, increased line haul to An Khe, and through line haul to Pleiku have made possible the release of military assets to areas where they are more urgently needed.

g. (U) Construction in the Port Area:

(1) ARVN Storage Yard, completed 14 December 1968 from fill which was dredged from the new ammo anchorage, has greatly increased the port intran-sit storage capability and has segregated activities for a more efficient operation. The area is 6000 square meters.

(2) A retrograde equipment storage area is presently being leveled from this same fill. When completed it will greatly decrease congestion in the port area and will permit segregated storage of equipment by destination and vessel nomination. With an estimated size of 64,000 square meters, the new facility will permit faster and better coordinated out-load of vessels.

(3) A 600 foot ammunition warf located on the new causeway opposite the inner harbor ammo anchorage is presently under construction by the 536th Engineer Company (Port Construction). It is expected to be operational in July 1969. The completion of this facility will enable this Command to discontinue use of the Can Docks, which is bordered by a densely populated village, for ammo operations.

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(4) A new 11,900 square meter MILVAN facility in the port area is now in the planning stage. This facility will be located along the new causeway, and will consist of a marshalling area and maintenance and cleaning facilities.

h. (U) Maintenance: The maintenance posture of the Command has improved noticeably in the last three months. Operational readiness posture on MHE and wheeled vehicles was 96% for January, while watercraft availability was 84%. The improvement was attributed to an increased Command emphasis at all levels. In November 1969 the S-4 Section of this headquarters started a Supply and Maintenance Assistance Training Team (SMATT) to visit the units on a regular basis. The inspections are frequent and are on an informal basis, as the objective is assistance.

i. (U) Civilian Personnel: The Program 6 civilianization plan continued with both the 285th and 387th Transportation Companies presently near cadre strength. As of 31 January 1969 these two companies had 231 and 298 Local Nationals respectively employed in their units under Program 6. The Command had a total of 581 LN employees under Program 6, with 287 employed under the TDA. The total number of permanent hire LN employees within the 5th Transportation Command as of 31 January 1969 was 868.

j. (U) Religious Activities and Civil Affairs:

(1) Construction on the new chapel which was begun on 11 October 1958 is continuing. Located in the present Headquarters Company area, the chapel will be open to all personnel. The projected completion date is 1 April 1969. A temporary chapel has been remodeled and is presently in use until the new chapel is completed.

(2) A substantial increase was noted in civic actions/civil affairs during the reporting period, through expansion of the projects being sponsored for Vietnamese agencies. The list of agencies remains basically the same as was recorded on the Operations Report for this headquarters for the period ending 31 Oct 69.

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

a. (U) Personnel: None.

b. (U) Operations:

(1) Stowage of Hold Baggage on Troop Ships:

(a) OBSERVATIONS: Due to great variety in the size and shape of hold baggage on troop ships, this Command experienced difficulties in loading and stowage of these shipments.

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(b) EVALUATION: ROKA Tiger Division was requested to standardize the sizes and shapes of hold baggage and to place skid boards under large containers. As a result of this action loading time was decreased and vessel hold utilization increased.

(c) RECOMMENDATIONS: That standardization of the sizes of containers for shipment of all military items be initiated whenever possible.

(2) Selective Discharge of Air Force Ammunition Ships:

(a) OBSERVATION: Air Force ammunition ships calling at this port over the last three months have been discharged selectively regardless of original manifest. Cargo Disposition Instructions (CDI's) are usually not received until one day before the ship arrives, and the "Shopping List" on the CDI often necessitates shifting of overstow cargo. For example, the SS ROBIN SHERWOOD, which arrived at Qui Nhon on 3 January 1969, originally had all of it's 6805 S/T manifested for Tuy Hoa Air Base. 671 S/T were scheduled for discharge at Qui Nhon as first port of call, including numerous small items from hold 3LT. The vessel then sailed to Vung Ro Bay, where 3328 S/T were discharged for Tuy Hoa Air Base at the expense of discharging and backloading 274 S/T and shifting a total of 1103 S/T. After extensive blocking and bracing the ship sailed to Thailand for discharge of the remaining cargo.

(b) EVALUATION: Numerous problems arise in receiving CDI's too late for effective planning, markings on diverted ammunition are erroneous, and additional supervision is required to insure the ammo reaches the correct consignee. Shifting ammo results in storage problems, since it must be transported from an anchorage and stored temporarily on the beach. This extra handling increases the possibility of damage to pallets and ammunition. A great amount of reshoring is usually required before the vessel sails to the next port of call.

(c) RECOMMENDATION: Although it is realized that these CDI's for selective discharge result from updated ammunition requirements, serious consideration should be given to realistic advance manifesting. It is further recommended that the possibility of centralized storage within RVN of small specialized types of ammunition with movement as needed via air, be fully explored.

(3) Ammo Ships Calling at Vung Ro Bay:

(a) OBSERVATION: During January 1969 two Air Force ammo ships discharged at Vung Ro Bay. The SS ROBIN SHERWOOD arrived on 7 Jan 69 and departed 28 Jan 69, while the BAYLOR VICTORY arrived on 14 Jan 69 and departed 3 Feb 69.

(b) EVALUATION: The extreme length of time both ships remained in port was attributable to the discharge, storage, and inland clearance capabilities of the port. Because the road from Vung Ro to Tuy Hoa is

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closed to traffic during the hours of darkness, inland clearance via truck is possible only during the day. Despite additional clearance of ammo via BARC to Tuy Hoa Air Base ASP, movement of ammo from port to consignee at Vung Ro remains a bottleneck. Appreciable storage of ammo on the beach at Vung Ro Bay, especially high explosive weight Air Force ammo is not possible because of the lack of available area, and for security reasons.

(c) RECOMMENDATION: Due to present capabilities at Vung Ro Outport recommend that only one ammo ship be scheduled for discharge at a time.

(4) LCU's for Logistical Support:

(a) OBSERVATION: With the addition of logistical support responsibilities for the Tuy Hoa/Vung Ro area this Command more than doubled its short haul resupply requirements. At present the Command has only 3 LCU's available for this mission.

(b) EVALUATION: This Command requires a minimum of four operational LCU's for present logistical resupply requirements. However, experience has shown that these slow, outdated landing craft have not been efficient or dependable for accomplishing rapid logistical resupply that today's armed forces require. Maintenance problems are reoccurring and loading flexibility is limited.

(c) RECOMMENDATION: There is a definite need for development of a new type landing craft with increased speed and capacity, and flexible Ro/Ro capability.

(5) Quick Lashing Gear on Cargo Trucks:

(a) OBSERVATION: Extensive banding is presently required to secure cargo on flat bed trailers and cargo trucks. Banding is accomplished with 1½" and 2" steel strapping, an operation requiring extensive time and manpower.

(b) EVALUATION: This present securing process is time and labor consuming, material is expensive, and supplies are limited. There is a need for quick-release lashing gear organic to all military and contractor cargo trucks and trailers.

(c) RECOMMENDATION: This quick-release lashing gear should be required for all the above mentioned equipment. MTO&E's for transport units should be revised to include authorization for such equipment.

c. (U) Training:

(1) Civilian Training Institute:

(a) OBSERVATION: During this reporting period Local National employees from the 285th and 387th Transportation Companies have attended

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classes in MHE operation and maintenance given through the Civilian Training Institute.

(b) EVALUATION: This training has proven valuable to the Command. Trained Vietnamese instructors have been able to conduct a more comprehensive program than this Command is capable of doing under OJT because of the language barrier.

(c) RECOMMENDATION: Continuance and expansion of the CTI for all areas under Program 6.

d. (C) Intelligence:

(1) PBR Operations in Qui Nhon Inner Harbor:

(a) OBSERVATION: The original mission of the PBR's in the Qui Nhon inner harbor was to provide security for the Qui Nhon port complex. This mission basically involved routine patrolling and checking fishing boats. However, during this reporting period combined active defense operations with PBR and Navy elements have proven highly successful in interdicting enemy activity in the inner harbor.

(b) EVALUATION: The operational and firepower capabilities of the PBR's exceed the mission for which they were originally intended at Qui Nhon. The operating instructions for the PBR's have since been revised to provide for utilization of their attack/ambush capabilities in active security operations in the inner harbor.

(c) RECOMMENDATION: The PBR's should continue to be used in combined active defense operations in the inner harbor. The mission of these assault craft would permit utilization of their operational and firepower capabilities.

e. (U) Logistics: None.

f. (U) Organization: None.

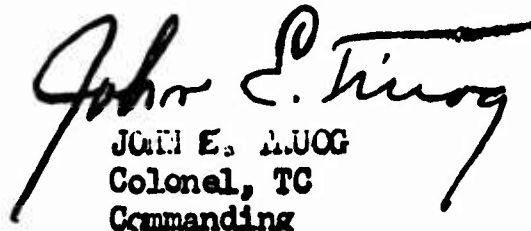
g. (U) Escape, Evasion and Survival: None.

h. (U) Other: None.

3 Incl

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JOHN E. MUCOG
Colonel, TC
Commanding

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AVCA QN-GO-H (5 Feb 69) 1st Ind

SUBJECT: Operational Report of Headquarters, 5th Transportation Command for
Period Ending 31 January 1969, RCS CSFOR-65 (R-1)

DA, HEADQUARTERS, US ARMY SUPPORT COMMAND, QUI NHON, APO 96238 9 JAN 1969

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96384

The Operational Report - Lessons Learned for Quarterly Period Ending 31
January 1969 from the 5th Transportation Command has been reviewed and is
considered adequate with the following comments:

a. SECTION 2, paragraph b(1): Concur. Loading operations are often
made needlessly difficult by the employment of odd-sized containers.

b. SECTION 2, paragraph b(2) & (3): Concur. As illustrated in these
paragraphs, there is considerable need for attention to be paid to the im-
provement of advance manifesting procedures and ship discharge schedules.

c. SECTION 2, paragraph b(4): Concur. Action by higher headquarters is
required.

d. SECTION 2, paragraph b(5): Concur. The use of quick-release lashing
gear on cargo trucks is being investigated by the transportation office, this
headquarters, to determine the best possible means for assignment of respon-
sibility and accountability.

e. SECTION 2, paragraph d: Concur. Maximum efforts should be made
to insure adequate harbor area security.

FOR THE COMMANDER:

TELE: QNL 2338


PATRICK N. COPLEY
1LT, AGC
Asst Adj Gen

AVCA GO-MH (5 Feb 69) 2nd Ind

SUBJECT: Operational Report - Lessons Learned of the 5th Transportation Command for Period Ending 31 January 1969, RCS CSFOR-65.

DA, Headquarters, 1st Logistical Command, APO 96384

APR 1969

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

1. The Operational Report - Lessons Learned submitted by Headquarters, 5th Transportation Command for the quarterly period ending 31 January 1969 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning stowage of hold baggage on troop ships, section II, pages 8 and 9, paragraph 2b(1). Concur. Close coordination and cooperation between shipping activity and unit personnel often results in efficient operation following sound transportation procedures. Recommendation will be submitted to HQ, USARV for inclusion in the USAKV Transportation Newsletter for distribution to all transportation units in-country.

b. Reference item concerning selective discharge of Air Force ammunition ships, section II, page 9, paragraph 2b(2). Nonconcur. Established stockage levels and tactical situations necessitate changes in original destinations of Air Force ammunition. Every effort is made to publish CDI's in as timely a manner as possible, however, for the reasons stated above, this is not always possible.

c. Reference item concerning ammo ships calling at Vung Ro Bay, section II, pages 9 and 10, paragraph 2b(3). Concur. Present scheduling calls for only one ammunition ship at Vung Ro Bay at any one time; however, the tactical situation and the needs of the Air Force occasionally have priority on ship schedules.

d. Reference item concerning LCU's for logistical support, section II, page 10, paragraph 2b(4). Concur. Action by higher headquarters is required.

e. Reference item concerning quick lashing gear on cargo trucks, section II, page 10, paragraph 2b(5). Concur. Quick release lashing reduces both loading and unloading time resulting in reduced convoy operating time. 1st Logistical Command Circular 310-4 informs subordinate commands of proper procedures for modifying equipment authorizations.

AVCA GO-MH (5 Feb 69) 2nd Ind

4 APR 1969

SUBJECT: Operational Report - Lessons Learned of the 5th Transportation Command for Period Ending 31 January 1969, RCS CSFOR-65.

3. Concur with the basic report as modified by this indorsement. The report is considered adequate.

FOR THE COMMANDER:

LANNY K KELSEY
1LT AGC
Asst Adjutant General

TEL: LBN 4839

CF:
USASUPCOM, Qui Nhon
5th Trans Command

AVHGC-DST (5 Feb 69) 3d Ind

SUBJECT: Operational Report of Headquarters, 5th Transportation Command
for Period Ending 31 January 1969 (RCSCSFOR-65) (R-1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 963751 6 APR 1969

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

This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly Period Ending 31 January 1969 from Headquarters, 5th Transportation Command and concurs with the report as modified by the preceding indorsement.

FOR THE COMMANDER:



C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
5th Tran Comd
1st Log Comd

GPOP-DT (5 Feb 69) 4th Ind (U)

SUBJECT: Operational Report of HQ, 5th Trans Comd for Period Ending
31 January 1969, RCS CSFOR-65 (R1)

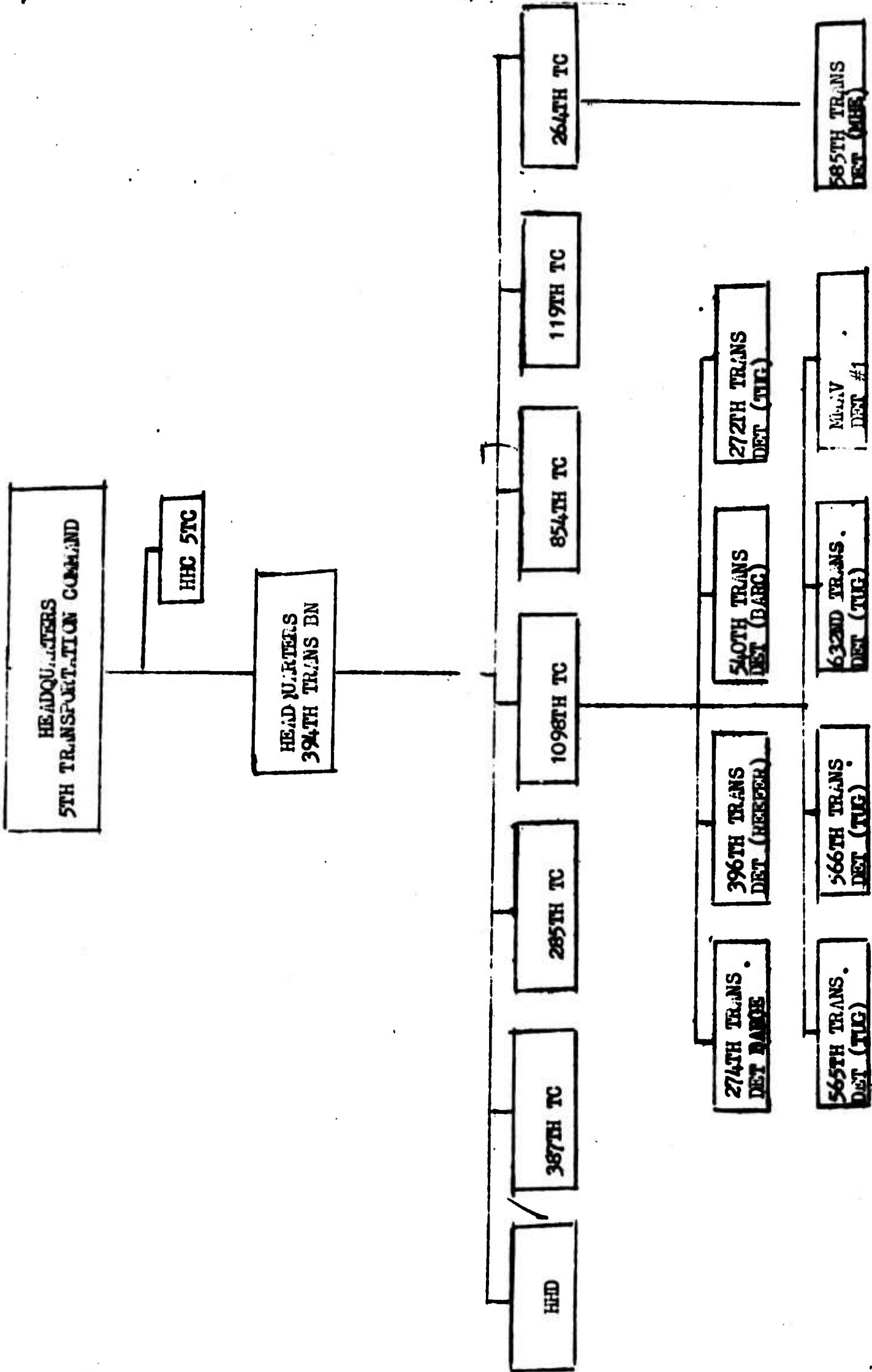
HQ, US Army, Pacific, APO San Francisco 96558 18 MAY 1969

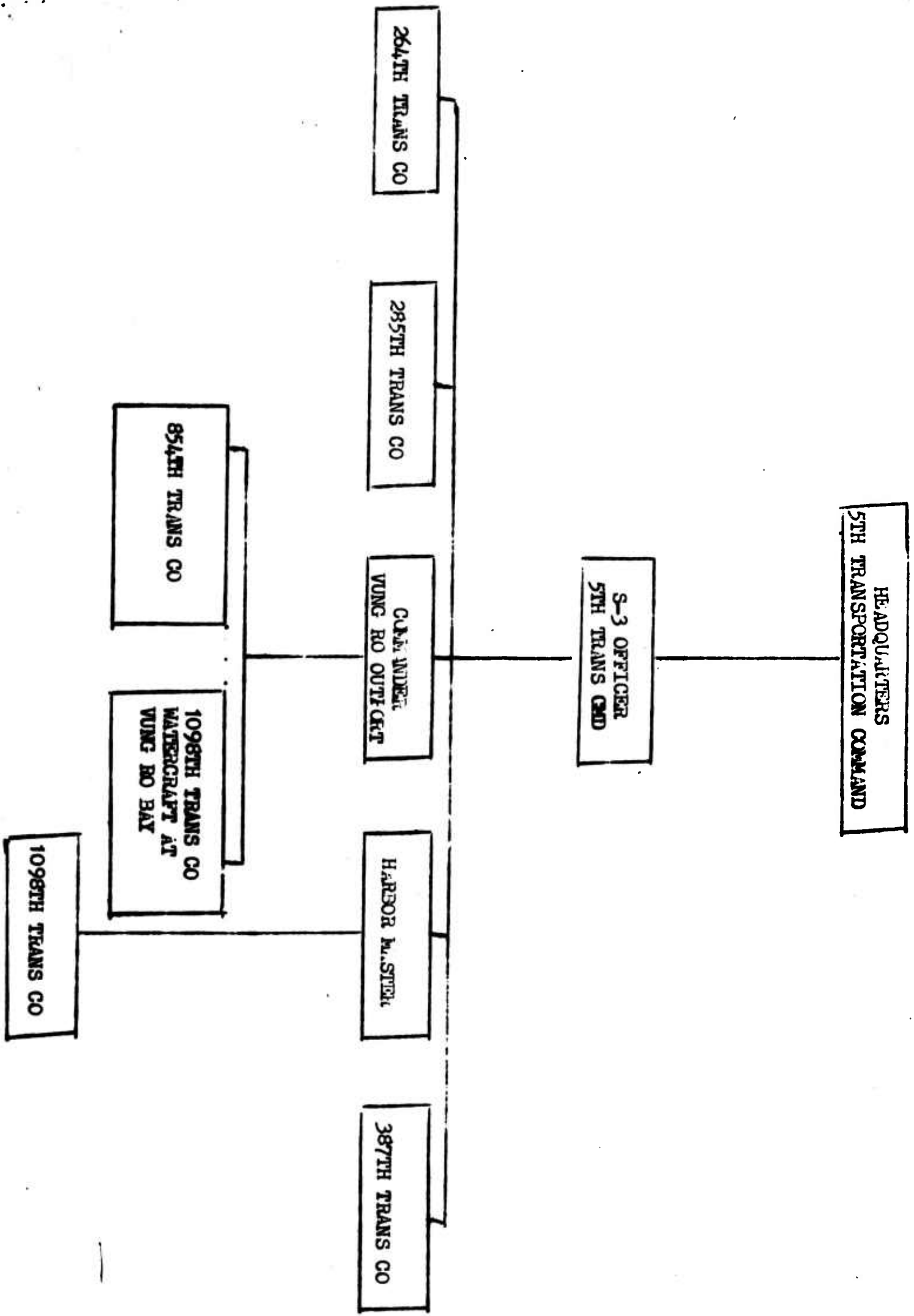
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

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

FOR THE COMMANDER IN CHIEF:


G. E. HOLTFIELD
MAJ, AGC
Asst AG





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13. ABSTRACT