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AGO lrr 29 Apr 1980; AGO lrr 29 Apr 1980

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

19
OT-UT-693292

AGDA (M) (20 Nov 69) FOR

24 November 1969

AD 505862

SUBJECT: ~~Operational Report~~ 6 Lessons Learned, Headquarters, 5th Transportation Command, ~~Period Ending 31 July 1969 (U)~~

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9 Operational rpt. for quarterly period ending 31 Jul 69.

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:

11 31 Jul 69

12 18p.

ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

Incl

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ADJUTANT GENERAL

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DEPARTMENT OF THE ARMY
HEADQUARTERS 5TH TRANSPORTATION COMMAND
APO 96238

AVCA QN-TTCO

31 July 1969

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

THRU: Commanding General, US Army Support Command, QN
ATTN: AVCA QN-GO-H
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: GOP-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) The only significant change in the command organization was the change in attachment of the 540th Transportation Detachment (BARC) from Tuy Hoa Detachment (PROV), 593rd General Support Group to the 304th S&S Company. Authority was General Order 1025 dated 23 July 1969, HQ USASUPCOM, QN. Operational control remained with the Officer-in-Charge, Vung Ro Bay Outport.

(2) A chart of the present Command Organization is attached as Inclosure 1.

b. (C) Command Group Activities:

(1) (U) On 19 July 1969, Col Charles H. Whitley was assigned from the 7th Transportation Command, Ft Eustis, Virginia as the Commanding Officer.

FOR OTUT
693292
Inclosure

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SUBJECT: Operational Report (Cont)

31 July 1969

(2) (U) Col John E. Truog was reassigned 19 July 1969 from Commanding Officer, 5th Transportation Command to the Material Command, Europe, Zweibruecken, Germany, APO 09052.

(3) (U) The command hosted several important guests during the reporting period. VIP's are listed in Inclosure 2.

(4) (U) A review of the logistical history of the command and the 394th Transportation Battalion since arrival in Vietnam is at Inclosure 4.

c. (U) Personnel, Discipline and Safety:

(1) During this reporting period the command turnover of personnel was slightly above average. The command was at 96% of authorized strength as of 31 July 1969. During the coming quarter this command will experience an officer turnover in excess of 50%. Assuming that replacements will be furnished on a timely basis there are no personnel losses that would hamper mission accomplishment.

(2) Disciplinary action taken during the reporting period:

	<u>May</u>	<u>Jun</u>	<u>Jul</u>
Article 15	34	29	45
Summary Court Martial	0	0	0
Special Court Martial	13	14	4

(3) Recordable Accidents:

Military	1	3	3
Vehicle	1	2	1

(4) During the reporting period increased command emphasis was placed on safety to include an incentive program for third country nationals working in the port. Additionally increased numbers of higher quality safety bulletins have been distributed which has created a favorable atmosphere of safety throughout the port.

d. (C) Security/Provost Marshal:

(1) (C) Intelligence/Counterintelligence:

(a) (C) Qui Nhon Port Complex Physical Security Plan (U), this headquarters, was published and distributed on 12 June 1969. The purpose of this plan is to establish measures and procedures within the Qui Nhon port complex designed to safeguard personnel; to prevent unauthorized access to equipment, facilities, and material; and to safeguard them against espionage, sabotage, damage and theft. Besides being distributed to appropriate military units the plan also has been sent to co-located civilian agencies within the Qui Nhon harbor complex. The following Annexes have been completed and

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31 July 1969

AVCA QN-TTCO

SUBJECT: Operational Report (Cont)

distributed: G - General Orders for Ship Security Guards, H - General Orders for Train Security Guards - North, I - T-Day Physical Security Operations, J - General Orders for Train Security Guards - South, K - Protection against Civil Disturbances, and M - Reaction Force Checklist.

(b) (C) As a result of numerous reports of sniper fire received at gate #2, the entire area was reevaluated. Local Nationals had begun building within 150 meters of the gate, in an area that was originally off limits due to reasons of security of gate #2 and the New Causeway. On 15 July 1969, a letter was forwarded from this Headquarters to the Deputy Senior Advisor, Binh Dinh Province requesting that a forbidden building zone be established approximately 150 meters outside of gate #2. Immediate action was taken by combined efforts of S-2/PM, 5th Trans Comd and Binh Dinh Province Nationals in this area. The perimeter fencing around gate #2 has been reinforced and the gate guard house has been reconstructed. A fortified observation tower was constructed on top of the guard house building for increased protection, wider fields of fire, and better observation.

e. (C) Operations:

(1) (C) Cargo Operations: This headquarters and units within this 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:

	<u>S/T</u>	<u>M/T</u>
May	128,293	249,886
Jun	111,185	226,496
Jul	118,174	214,566
Total handled:	<u>357,652</u>	<u>690,948</u>

(b) (U) Tonnage discharged:

May	84,170	150,275
Jun	66,296	130,393
Jul	90,637	149,795
Total discharged:	<u>241,103</u>	<u>430,463</u>

(c) (U) Tonnage outloaded:

May	46,553	87,088
Jun	35,488	84,807

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3. CONFIDENTIAL

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31 July 1969

	<u>S/T</u>	<u>M/T</u>	
Jul	28,361	66,714	
Total outloaded:	170,682	238,609	

(d) (U) Class V Tonnage discharged:

May	10,267	10,486	
Jun	10,143	17,522	
Jul	10,267	10,486	
Total Class V discharged:	30,677	38,494	

(e) (U) Sealand tonnage handled:

May	8,679	26,739	
Jun	8,328	22,023	
Jul	12,252	28,600	
Total Sealand handled:	29,259	77,362	

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

	May(S/T)	Jun(S/T)	Jul(S/T)	Total(S/T)
Army	93,964	85,569	82,407	261,940
Navy	8	14	63	85
Air Force	13,850	7,398	5,374	26,622
Commercial	353	791	1,733	2,877
RVN/ROK	10,401	8,681	13,597	32,679
USAID (*Excludes Sealand	1,038	404	2,748	4,190

(g) (U) Train tonnage handled:

	<u>S/T</u>	<u>M/T</u>	
May	4,105	4,471	
Jun	3,912	3,683	
Jul	982	2,225	
Total train tonnage handled:	8,999	10,379	

(h) (C) Troop ships called at Qui Nhon on four occasions during

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AVCA QN-TTCO
SUBJECT: Operational Report (Cont)

31 July 1969

this reporting period. A total of 3,199 ROKA troops debarked and 4,191 embarked.

(2) (U) Control of Operations: Operational organization of the command is shown on the chart at Inclosure 3.

(3) (U) Operational Activities:

(a) The reefer storage vessel HIBUERAS departed Qui Nhon on 30 Jun 1969. For the past 19 months the vessel has been at anchor. All future reefer cargo will be shipped directly to newly constructed reefer facilities at the Depot Class I yard.

(b) On 1 July 1969, ST 1995 was deadlined and went to the shipyard. With the ST 2008 also out of country for repairs, the port of Qui Nhon has only one Army tug, LT 1969. Certain ship moves can now only be made under near optimum conditions.

f. (U) Comptroller:

(1) On 30 June 1969, representatives of the US Government and Han Jin Transportation Company reached preliminary agreement on contractual provisions for FY 1970. Because no agreement was arrived at in time to permit completion of the contract, the FY 1969 contract had to be extended for one month. The new contract rates will apply retroactively to the extension period.

(2) On 1 July 1969, the 100-ton BD Crane 6662 was received and accepted by the 5th Transportation Command to fill heavy lift requirements at the port of Qui Nhon. The barge derrick will be operated by the Han Jin Transportation Company under the current contract.

g. (U) Construction in the Port Area: Construction continues by the 536th Port Construction Platoon on the Ammunition Off-Loading Facility. The estimated completion date has been changed from 31 July 1969 to 26 September 1969.

h. (U) Port Veterinarian:

(1) Primary mission of this section is the inspection of subsistence discharged from ships in the port. This section has recently assumed the added responsibilities of performing initial and surveillance inspections of Sea-Land refrigerated vans in the port area. This function will account for approximately five million pounds of additional subsistence inspected monthly.

(2) In addition to food inspection activities, the veterinary section has been involved in a civic action program in cooperation with the 760th Medical Detachment and the Binh Dinh Province Animal Husbandry Service.

i. (U) Maintenance: Deadlined equipment during the quarter remained at a low level. Average equipment availability as follows:

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AVCA QN-TTCO
SUBJECT: Operational Report (Cont)

31 July 1969

Wheeled Vehicles 94%, Material Handling Equipment 86%, and Marine Craft 80%. The decrease in MHE availability from 92% last quarter to 86% is considered to be the result of increased MHE age. Old equipment is being forced out of the system, but new replacements have not arrived, resulting in an overall average increased age of the equipment.

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

a. (U) Personnel: None.

b. (U) Operations:

(1) Pilferage of Trains

(a) OBSERVATION: Despite the presence of guards on trains to Tuy Hoa - Phu Hiep pilferable items have experienced an unacceptable loss rate.

(b) EVALUATION: Because of the slowness of the train and its movement through populated areas, it would be impossible to provide adequate guards to prevent the loss of items like rations.

(c) ACTION TAKEN: Pilferable items are no longer shipped by rail, but instead by LCU, LUM, or barge.

(2) Civilian Ships in Qui Nhon Anchorage Pose Problems:

(a) OBSERVATION: Ships positioned in the Qui Nhon civilian anchorage frequently obstructed the military channel.

(b) EVALUATION: Since the vessels anchoring in the civilian anchorage are not under direct military control and often do not have anyone aboard with an English speaking capability, it proved impossible to assure their anchoring in the precisely desired position.

(c) ACTION TAKEN: A mooring buoy for stern lines has been installed in the civilian anchorage with the result that vessels utilizing that anchorage no longer swing into the main channel.

(3) Need for Ammunition Inspection:

(a) OBSERVATION: Ammunition handling crews tend to disregard danger of handling ammunition and use procedures which are not safe.

(b) EVALUATION: In order to expedite handling, a crew may use one sling instead of two, or handle ammunition roughly. Ammunition tends to be handled as any other class of cargo. If a pallet of tires is dropped, the result will not be the same as dropping a pallet of ammunition. Crews know better, and handle ammunition in accordance with the proper procedures when a supervisor is in the immediate area.

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AVCA QN-TTCO

31 July 1969

SUBJECT: Operational Report (Cont)

(e) RECOMMENDATION: The Ammunition Section should have enough inspectors to maintain continual surveillance whenever ammunition is handled in the port area. Currently, with assigned personnel, only spot checks may be made.

c. (U) Training: None.

d. (C) Intelligence:

(1) (C) Pilferage from trains between Qui Nhon and Phu Hiep:

(a) (C) OBSERVATION: Local National personnel have been observed pilfering cargo from train flatcars.

(b) (C) EVALUATION: The pilferage from the train's flatcars can be attributed in part to lack of protection rendered by ARVN train guards.

(c) (C) RECOMMENDATION: Train guards be detailed on a permanent basis so as to gain insight into problem areas and terrain features. PRC-25 be provided so that tactical support elements can be notified to render assistance if needed. Request measures be taken to elicit more cooperation from ARVN train guards in assisting in investigation of satchel charges and other explosive devices which may be placed along the railroad tracks. Request that CID representative accompany the train, at least once, in order to observe first hand what actually occurs during a train mission. Advise that trains should not be used to transport rations unless packed in conex or sealed box cars.

(2) (C) Hampered Port Security:

(a) (C) OBSERVATION: Inadequacies in the security of Vung Ro Outport and Qui Nhon harbor.

(b) (C) EVALUATION: Due to the inadequacy of the support from the 18th MP Brigade units assigned at these ports and the high rate of maintenance deadlined PBR's and skimmers, which caused primarily by difficulty in obtaining parts, both these port facilities have been realizing less than adequate port security.

(c) (C) RECOMMENDATIONS: Patrol ships be equipped with starlight scopes. More extensive resources be obtained so that more patrol craft will be operational.

e. (U) Logistics: None.

f. (U) Organization: None.

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

h. (U) Other: None.

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AVCA QN-1TCO
SUBJECT: Operational Report (Cont)

31 July 1969

3. Section 3, DA Survey Information: None.

C. H. Whiteledge

CHARLES H. WHITELEDGE
Colonel, TC
Commanding

4 Incl

1. Command Organization
Chart

~~2. VIP visits:~~

3. Command Operational
Chart

~~4. Logistics Review Study~~

Incls 2 and 4 wd HQ, DA

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AVCA BN-GO-H (31 July 69) 1st Ind

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

DA, HEADQUARTERS, US Army Support Command, Qui Nhon, APO 96238 **12 SEP 1969**

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

1. (C) The Operational Report, Lessons Learned of the 5th Transportation Command for the quarterly period ending 31 July 1969 has been reviewed by this headquarters and the following comments are submitted:

a. SECTION 2, paragraph b (1) and (2): Concur. This headquarters considers the actions taken by the 5th Transportation Command to be appropriate.

b. SECTION 2, paragraph b (3): Concur in part. US Coast Guard personnel are available to inspect ammunition offloading procedures. The USCG or the vessel master can halt discharge if the stevedores are working in an unsafe manner. Assuming that the stevedores are contract personnel, the contractor should be made aware of the problem and required to emphasize safety.

c. SECTION 2, paragraph d (1): Concur.

(1) Permanent train guards: Recommend that 5th Trans Comd implement this procedure.

(2) Radios: A request for additional AN/PRC-25's should be initiated. This organization did not request any on its defense TDA.

(3) Cooperation of ARVN guards: Coordination has been effected with the Railway Security Advisor to obtain better response from the ARVN train guards.

(4) CID representative accompanying train: A request should be submitted to the CID for its assistance in this matter.

(5) Transporting of rations: The ACOSS, Transportation, this headquarters, is aware of the problem. At the present time, due to high incident rates on the trains, all rations are being sent to Qui Nhon by sea.

d. SECTION 2, paragraph d (2): Concur. Two starlight scopes have been issued on hand receipt to the FBI unit in Qui Nhon. Considering the total number of scopes on hand within the command this is a fair share. Eight starlight scopes have been issued to the unit at Vung Ro Bay. If the boats at Vung Ro cannot obtain starlight scopes through FBI channels, 5th Transportation Command should consider issuing some of these to the FBI detachment on hand receipt.

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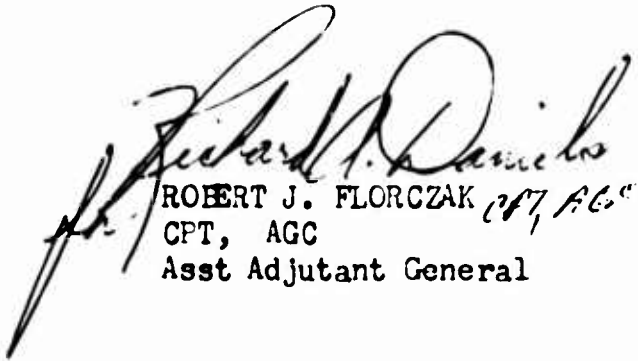
AVCA QN-GO-H (31 July 69) 1st Ind
SUBJECT: Operational Report of Headquarters, 5th Transportation Command
for Period Ending 31 July 1969 RCS CSFOR-65 (R-1) (U)

e. Escape evasion and survival information (Section 3, DA Survey Information) was not required for this reporting period.

2. (U) The report is considered adequate as modified by the above comments.

FOR THE COMMANDER:

TEL: QN 2161


ROBERT J. FLORCZAK *CPT, AGC*
CPT, AGC
Asst Adjutant General

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AVCA GO-MH (31 July 69) 2nd Ind

SUBJECT: Operational Report - Lessons Learned of the 5th Transportation Command for Period Ending 31 July 1969 RCS CSFOR-65 (U)

DA, Headquarters, 1st Logistical Command, APO 96384

16 OCT 1969

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 31 July 1969 is forwarded.

2. (C) Pertinent comments follow:

a. Reference item concerning need for ammunition inspection, page 6, paragraph b(3). Concur. Constant supervision is essential to efficient and safe handling of ammunition. Comments in 1st Indorsement assume the 5th Trans Comd is referring to the deep draft operation at anchorage. However this problem area primarily concerns the LST beach where various classes of cargo are worked along with ammunition. Coast Guard personnel do make spot checks once a day. Requests for additional inspection/supervisory personnel authorizations should be initiated by 5th Trans Comd IAW AR 310-49, Tables of Distribution and Allowances, Common Type Tables of Allowance. No action required by higher headquarters.

b. Reference item concerning port security, page 7, paragraph d(2). Concur. In addition to the action indicated by forwarding headquarters, this command in conjunction with the 16th MP Brigade has taken action to improve the maintenance and parts supply program for PBR's and Boston Whalers. USANMAV has assumed responsibility for maintenance beyond organizational level. Previously, all maintenance was performed by personnel from the 458th Boat Company. Corrective actions taken should insure adequate maintenance of PBR's and Boston Whalers.

3. (U) Concur with the basic report as modified by this and previous indorsement.

FOR THE COMMANDER:

TEL: LBN 4839

C. D. STAFFORD
1Lt, AGC
Asst Adjutant General

CF:
USASUPCOM QNH
5th Trans Comd

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AVHGC-DST (31 July 1969) 3d ind
SUBJECT: Operational Report of Headquarters, 5th Transportation Command
for the Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 23 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOF-DT,
APO 96528

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 5th Transportation Command.

2. Reference item concerning "Pilferage of Trains," section 11, pages 6 and 7, paragraphs b(1) and d(1); concur. Representatives of MACV, USAID, USAFV and the Vietnam National Railway System are studying this problem in an effort to develop a joint policy relating to areas of responsibility for the prevention of rail cargo pilferage.

FOR THE COMMANDER:



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

Cy furn:
5th Trans Comd
1st Log Comd

GPOP-DT (31 July 69) 4th Ind (U)
SUBJECT: Operational Report of HQ, 5th Trans Comd for Period Ending
31 July 1969, RCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 **31 OCT 69**

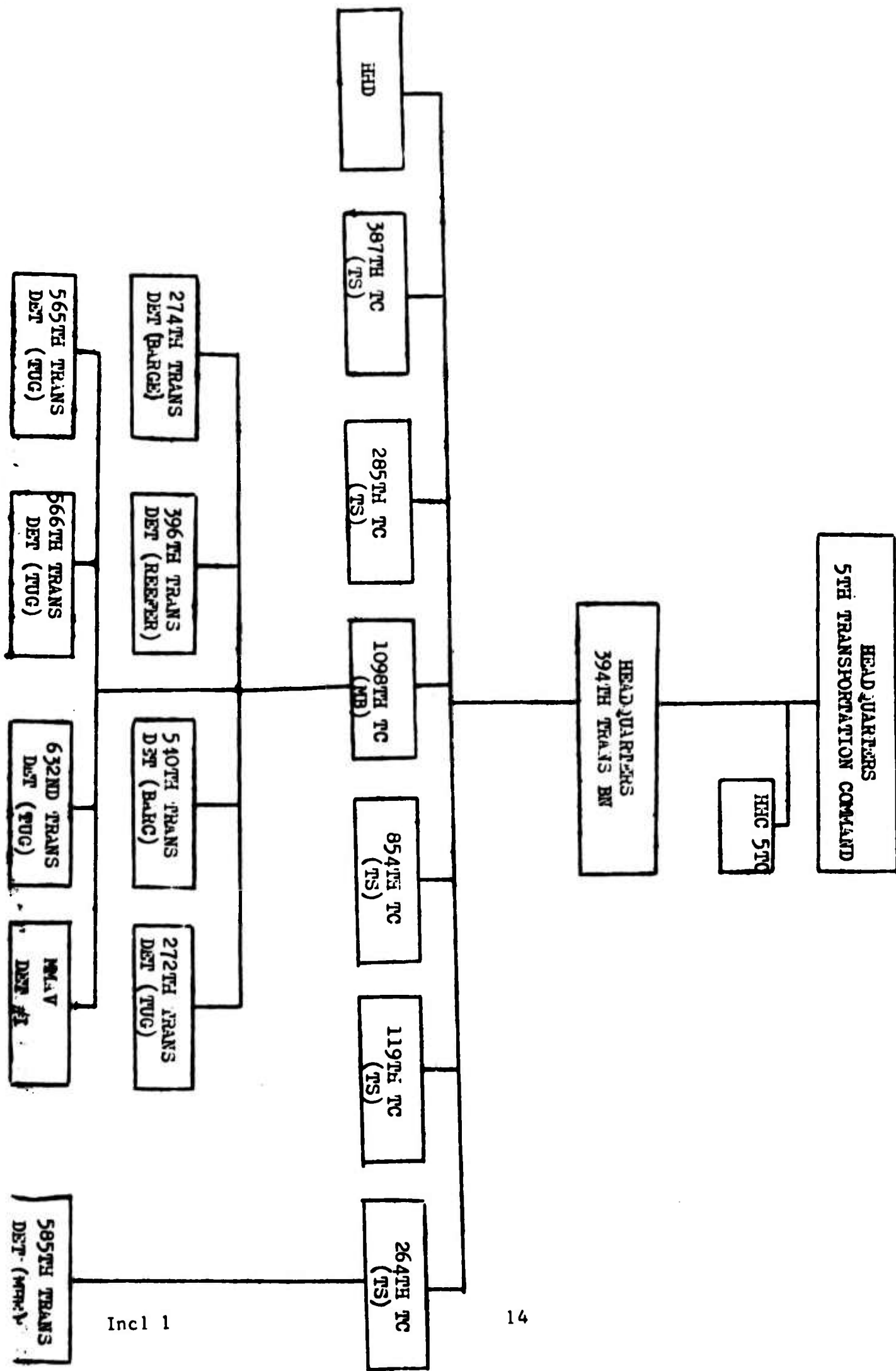
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

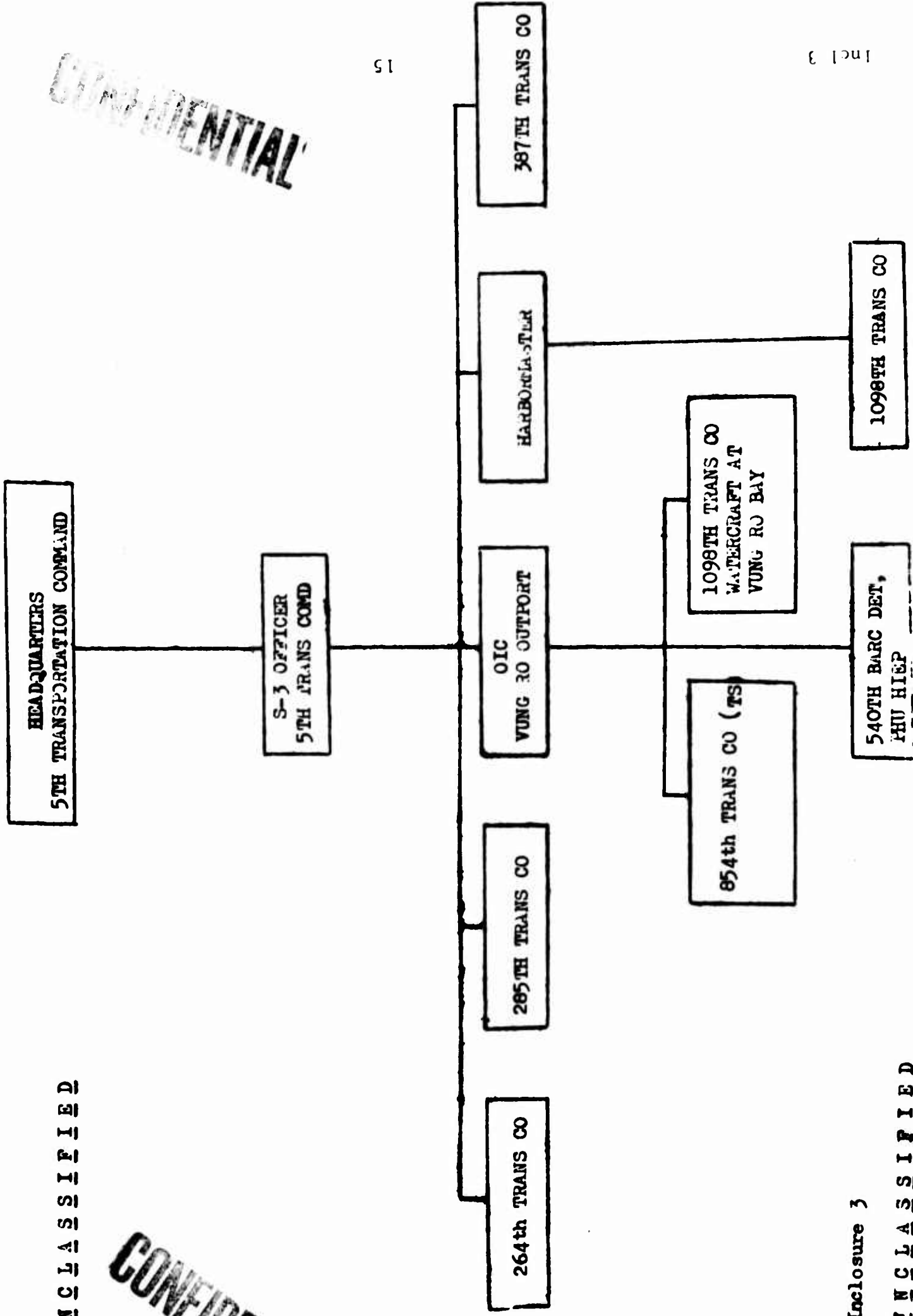


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Inclosure 3

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CO, 5th Transportation Command		
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