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FROM: Controlling DoD Organization. Assistant Chief of Staff for Force Development [Army], Washington, DC 20310.
AUTHORITY
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**IN ACCORDANCE WITH
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (12 Aug 70) FOR OT UT 702123 20 August 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 5th
Transportation Command for Period Ending 30 April 1970 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT 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:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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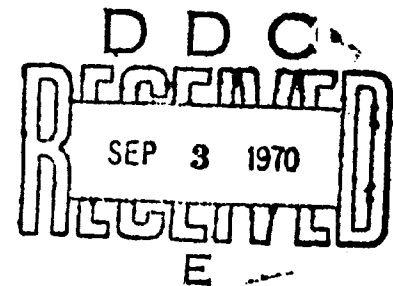
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**DEPARTMENT OF THE ARMY
HEADQUARTERS 5TH TRANSPORTATION COMMAND
APO 96238**

AVCA QN-TTCO

12 May 1970

**SUBJECT: Operational Report - Lessons Learned for Headquarters,
5th Transportation Command for the Period Ending 30
April 1970 (RCSCSFOR-65) (R-1) (U)**

**TO: Commanding General
US Army Support Command, Qui Nhon
ATTN: AVCA QN-GO-H
APO 96238**

**Commanding General
1st Logistical Command
ATTN: AVCA GO-O
APO 96264**

**Commanding General
US Army Vietnam
ATTN: AVHCC-DST
APO 96275**

**Commanding General
US Army Pacific
ATTN: GPOB-DE
APO 96333**

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

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

2. (C) Section 2. Logistics. Significant Activities

3. (C) Section 3. Personnel. Significant Activities

4. (C) Section 4. Training. Significant Activities

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(1) There has been no significant change in organization during the reporting period.

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

b. (U) Command Group Activities: The Command hosted several important guests during the reporting period. VIPs are listed as Inclosure 2.

c. (U) Personnel, Discipline and Safety:

(1) Personnel strength for HHC, 5th Trans Comd stands at 87% of authorized enlisted and 110% of authorized officer strengths. This is a marked increase over last quarter's report.

(2) Disciplinary action taken during the reporting period:

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
Article 15	17	10	16
Summary Court Martial	0	0	0
Special Court Martial	0	0	0

(3) During the reporting period, the following awards were presented to personnel for service in this command:

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
Bronze Star Medal w/V Device	0	1	0
Bronze Star Medal (Meritorious)	4	6	5
Army Commendation Medal	3	7	3
Certificate of Achievement	1	0	0

(4) Recordable Accidents:

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
Non-Vehicular	0	0	0
Vehicular	0	0	0
Military Injury	0	0	0

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(5) During the reporting period, increased command emphasis has been placed on individual weapons and vehicle safety. Personnel have been thoroughly indoctrinated in the proper use and safety precautions to be applied in the handling of individual weapons.

d. (C) Security/Provost Marshal:

(1) At 0455 hours 12 March 1970 the general cargo ship Amercloud was damaged by an explosion of undetermined origin near #2 hold on the port side while berthed at North 2, DeLong Pier, Qui Nhon Port (CR 110238). No personnel were injured. The explosion was external, believed to be a directional shape charge which entered the vessel 120 feet aft of the bow on the port side at an 80 degree angle. The charge blew an 18 by 6 foot hole in hold #2, and continued on, resulting in a 9 by 10 inch hole in the starboard side of the hold. The charge entered directly below the waterline, rupturing one fuel tank. No cargo damage was sustained as the hold was empty at the time of the explosion. Three of the four compartments in hold #2 flooded, resulting in a 10 degree list of the ship. The Amercloud was moved to an inner harbor anchorage, discharged of all cargo and sailed under its own power on 14 March for shipyard repairs.

(2) In February the S-2/Provost Marshal established a "Port Safety Patrol" to enforce compliance with traffic regulations within the port area. Two $\frac{1}{2}$ ton vehicles continuously patrol the port area and occupants are authorized to stop and issue written notice of violations to offenders. One copy of the violation is sent to the individual's unit and another retained on file in the S-2/Provost Marshal's Office. Repeated violations may result in loss of the individual's privilege to operate a vehicle within the port area. This program was necessary in view of the heavy traffic in the port and the extreme hazard created by speeding and reckless driving. Significant improvement in safe driving habits has been noted as a result of this action.

(3) Defense Operations Order 1-70 (U), this headquarters, was published on 20 April 1970. Significant changes in defense responsibilities are:

(a) Company C, 361st Signal Battalion and MACV Compound #1 are no longer within the 5th Trans Comd defensive compound complex.

(b) Defensive area of responsibility has been consolidated with the loss of the old can dock area which was located outside the main port complex.

(c) Rules of engagement have become more precise and detailed.

(d) Additional provisions have been made for increased observation and utilization of available personnel during periods of heightened

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security alertness. Defense, operations are more oriented towards inner and outer harbor areas and immediate reporting of suspicious activities to a central location.

(4) Construction of two guard towers at the ammunition wharf was completed. However, waterline illumination for the ammunition wharf, which is considered an essential deterrent to enemy swimmer/sappers, has yet to be approved by higher headquarters.

(5) On 21 April a meeting was held between 5th Trans Comd and representatives from ROKA Palm Group and ROKA Tiger Division to discuss coordination and control of ROKA troop movements through the Port of Qui Nhon. The troop ship Geiger calls at the port approximately twice a month, discharging and backloading about 900 troops each time. Traffic congestion, speeding and pilferage of cargo were the main problem areas discussed. The following points were agreed upon:

(a) A specific area for prestaging ROKA baggage trucks will be designated to eliminate their having to be parked along the side of the road.

(b) ROKA military police will be stationed at port entrances to remind ROKA personnel of port regulations.

(c) ROKA military police will be positioned at key points throughout the port area to control ROKA personnel.

(d) An English-speaking ROKA officer will be in the port during troop moves to act as liaison with S-2.

(e) ROKA military police will ride in Port Provost Marshal's vehicles while the Geiger is in port.

e. (G) Operations:

(1) Cargo operations: This headquarters and units within the Command engaged in logistical support operations during the entire 89 days of the reporting period. Tonnage and troop movement figures are:

(a) Tonnage Handled:	S/T	M/T
February	89,151	185,340
March	91,559	191,109
April	111,806	216,058

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(b) Tonnage Discharged:	S/T	M/T
February	64,181	114,751
March	63,342	114,330
April	82,472	143,158

(c) Tonnage Shifted:		
February	934	1198
March	224	569
April	983	2957

(d) Tonnage Outloaded:		
February	24,036	68,591
March	27,993	76,210
April	28,351	69,943

(e) Class V Tonnage Discharged:		
February	13,705	15,092
March	16,622	16,929
April	23,409	24,067

(f) Sealand Tonnage Handled:		
February	12,895	30,654
March	12,187	28,834
April	19,971	40,329

(g) Train Tonnage Handled:		
February	2486	4490
March	1944	3751
April	1974	4434

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(h) Tonnage Handled by Service:

	<u>February</u>	<u>March</u>	<u>April</u>
Army	57, 102 S/T	63,543 S/T	64,883 S/T
Navy	67 S/T	52 S/T	565 S/T
Air Force	11,273 S/T	4,519 S/T	9,214 S/T
ARVN	3,664 S/T	4,235 S/T	9,952 S/T
ROKA	1,075 S/T	1,872 S/T	1,713 S/T
Commercial	2,919 S/T	974 S/T	1,451 S/T
USAID	156 S/T	4,177 S/T	4,057 S/T

(i) A total of 3208 ROKA troops debarked and 3382 embarked during the reporting period.

(2) Operational activities:

(a) On 27 February the SS Overseas Eva arrived with ammunition consigned to the ARVN and it was given to the ARVN to work with their stevedore unit and a civilian contractor. In three days the ARVN stevedores discharged only 118 S/T. On 1 March the operations were stopped by the Coast Guard inspectors for repeated violations of safety practices.

(b) The SeaLand Ammunition Movement (SLAM) program was started on 3 April with the arrival of the LST 399 from Cam Ranh Bay with 21 loaded Ro/Ro trailers. Discharge time was three hours. The program initially calls for one LST every three days, eventually phasing to a daily operation.

(c) On 2, 3, and 4 April the ARVN again attempted to work an ammunition vessel, the SS Rappahannock. Operations were extremely slow and were stopped on many occasions due to hazardous handling, especially on the part of unqualified winchmen. On 4 April the operations were assumed by Han Jin Transportation Company to expedite the discharge of the vessel.

(d) In March the ARVN Qui Nhon Transportation Terminal Command was given permission to bring their civilian coastal ships to the barge quay and/or pier to expedite discharge. During the reporting period ARVN worked three such vessels: the SS Doris Taylor on 8 April with 394 S/T of Class I cargo, the Tien-Phong on 12 April with 90 S/T of conexes and general cargo, and the Kashiwaru Maru on 20 April with 201 S/T of canned food.

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(e) A wash rack and a hardstand prestage area for retrograde vehicles are under construction in the port. Both are due to be completed in the latter part of June 1970. The hardstand area is divided into a 22,000 square yard asphalt surfaced area for wheeled vehicles and a 12,000 square yard concrete surfaced area for tracked vehicles and vehicles without wheels. Total area is 34,000 square yards. The wash rack will be used to give retrograde vehicles a final rinse before loading on a ship. It will be capable of handling three vehicles at a time and will include a 5,000 gallon water tank which will be able to reclaim the majority of water used. These facilities will greatly assist the port in processing retrograde vehicles and meeting U.S. Department of Health shipping standards.

f. (U) Controller: On 17 April a technical review of the solicitation for the FY 71 contract for trucking and stevedoring was completed and submitted to the U.S. Army Procurement Agency, Vietnam. This review encompassed the contractor manning and equipment necessary for performance of all facets of the contract. Necessary personnel were further broken down according to skills required and functions they would perform.

g. (U) Construction in the port area: Improvement and expansion of existing land areas continued through the quarter with the hauling of approximately 15,000 cubic yards of laterite into the port area. Areas improved include the shoulders of both the new causeway and the old causeway, the cargo staging area behind the gear locker, the PA&E storage yard, the PER docking area, roadways within HHC compound, and the northwest section of HHC compound. The new staging area for project SLAM was shaped up and fenced in, and three light poles were set. The sides of the helipad were surfaced to prevent further deterioration and the surface markings were repainted. Penepriming of roads and staging areas continued through the quarter. The Ro/Ro yard was filled and improved. Fencing was repaired throughout the port. Bunkers and towers were repaired on a continuous basis. Sandbags were replaced and towers were reinforced. Improvements of Hill 131 were completed. This includes new perimeter concertina fence, construction of three bunkers, reinforcement of the searchlight stand, levelling of the area, clearance of brush, and repositioning of fire support weapons and mines. Two towers were constructed at LST Beach. During the latter part of the quarter the western sector of the dunnage yard was filled, graded, and peneprimed. Work on improving the asphalt drum storage area was begun.

h. (U) Maintenance: Effective maintenance continued with the 5th Transportation Command placing first in Qui Nhon Support Command with the highest percentage of vehicles passing the CMMI Roadside Spot Checks for each of the first three months of calendar year 1970.

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

a. (U) Personnel: None.

b. (C) Intelligence:

(1) Observation: On 12 March 1970 the SS Amercloud was holed by explosion while berthed at point N2 of the DeLong Pier, Port of Qui Nhon. It is believed that the explosive device was planted by an enemy swimmer/sapper (see para 1d(1)).

(2) Evaluation: In this case, the ship was safely moved from the pier to an inner harbor anchorage and was later able to depart the port under its own power. However, had the charge been placed in a slightly different location, sufficient damage could have been caused to sink the ship at the pier or in the channel while attempting to move it. The sinking of a ship in either of these locations would have a catastrophic effect on port capability, in addition to the high dollar loss of the ship and its cargo. This incident served to emphasize the vulnerability of ships to swimmer/sapper attack and the serious consequences of such attacks.

(3) Recommendation: ~~Actions~~ to increase security for vessels within the port have been taken as follows:

(a) The number of concussion grenade runs made by PBRs (Patrol Boat Riverine) have been increased to a minimum of 12 (at approximately one hour intervals) at four critical locations in the harbor during the hours of darkness. These locations are the POL - Power Ship area, DeLong Pier - barge quay area, new causeway - ammunition wharf area, and the south DeLong Pier - southern LST Beach area.

(b) At night, with four patrol craft in the water, each craft is assigned to a constant close-in support mission of the critical shipping activities located between the west end of the ammunition wharf and the southern tip of LST Beach. These areas are the primary targets of opportunity within the harbor complex, and as such, must be patrolled intensively on a continuous basis throughout the hours of darkness.

(c) The guard commitment on the DeLong Pier has been doubled during the hours of darkness.

c. (U) Operations:

(1) ARVN Class V operations:

(a) Observation: Attempted ARVN discharge operations on the SS Overseas Eva and the SS Rappahannock resulted in extremely slow

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discharge with the work eventually being stopped by the Coast Guard inspectors for repeated safety violations.

(b) Evaluation: The problems encountered in discharge can be attributed primarily to inexperienced personnel in the positions of winchmen and signalmen. More experience is needed also by the hatch gang and forklift operators.

(c) Recommendation (already implemented): ARVN stevedores to be given selected hatches on MSTB vessels to work general cargo to gain the required experience and to qualify personnel in the key positions.

(2) Project SLAM:

(a) Observation: Approximately one-half of the initial SLAM designated Ro/Ro trailers were refused for tow by 8th Trans Gp due to improper banding, missing air hose connections, and mechanical problems deadlining the trailers.

(b) Evaluation: The arrival of trailers in an untowable condition negates the primary advantage of this system - that of quick movement directly to using units or to the ABD.

(c) Recommendation (already implemented): that the loading port, Cam Ranh Bay, initiate strict inspection procedures to insure the trailers are mechanically operational and that they are properly loaded and secured prior to loading.

(3) Retrograde vehicle cube:

(a) Observation: Many retrograde vehicles entering the port have windshields in upright position, side view mirrors and other accessorial items protruding from the bodies.

(b) Evaluation: The cost of shipping retrograde vehicles is based on the cubic measurement of the vehicle. Measurements include the extreme most points of the vehicle, so that extended windshields, mirror arms, etc., greatly increase total cube and therefore cost of shipping.

(c) Recommendation: That CC&S make every effort to reduce retrograde vehicles to their minimum cube before shipping to the port by folding down windshields and removing all protruding accessories. Items removed can be banded together and placed inside the vehicle. Further, all documentation should reflect the actual cube of the vehicle as opposed to a book figure. In most cases, even the shipping cube used in reference manuals will exceed the actual cube of a retrograde vehicle. In addition, port personnel will check and, where possible, reduce the cube of retrograde vehicles.

(4) Vessel clearances and cargo nominations:

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SUBJECT: Operational Report - Lessons Learned

(a) Observation: During the month of April the Backload Branch experienced extreme difficulty in acquiring LST clearances and cargo nominations in a timely manner.

(b) Evaluation: Generally, clearance is received four to five days prior to the arrival of an LST. This allows for cargo planning and facilitates an orderly flow of cargo called forward to the port. Many shippers forward cargo from outlying areas in bulk. This requires advance notification to meet port call deadlines. Receipt of cargo nominations and vessel clearance on the day the vessel arrives invariably results in short shipping or delay of the vessel beyond loading time limit.

(c) Recommendation: That TMA and MSTTS regional offices be advised of this problem and requested to review internal procedures and capability to provide timely information. A minimum of three days advance notice of vessel clearance and cargo nomination is required, particularly for LSTs arriving "in ballast."

d. (U) Organization: None.

e. (U) Training: None.

f. (U) Logistics: None.

g. (U) Communications: None.

h. (U) Material: None.

i. (U) Other: None.

3. (U) Section 3. DA Survey Information: None.

G. C. Reynolds, Jr.

G. C. REYNOLDS JR.

COL, TC

Commanding

3 Incl

1. Command Organization Chart

~~2. List of Distinguished Visitors~~

3. Command Operational Chart

Incl 2 w/d HQ DA

AVCA-QN-GO-H (12 May 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned for Headquarters,
5th Transportation Command for the quarterly period ending
30 April 1970 RCS CSFOR-65(R-2) (U)

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

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

1. The Operational Report - Lessons Learned submitted by Headquarters,
5th Transportation Command for the quarterly period ending 30 April 1970
is forwarded.

2. Pertinent comments follow:

a. Reference item concerning ship security page 8, para 2b.
Concur. The actions taken are sufficient under normal conditions. The
USN, IUWG has EOD personnel who inspect the ships below the water line.
When intelligence indicates the possibility of attacks in the harbor,
ammunition ships and POL tankers are either kept in the outer harbor
during offloading or are not allowed to remain in the harbor overnight.

b. Reference item concerning ARVN Class V operations page 8,
para 2c(1). Concur. Action taken is adequate and no further action is
required by this or higher headquarters.

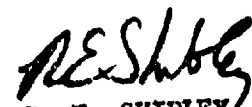
c. Reference item concerning Project SLAM page 9, para 2c(2).
Concur. Action taken is adequate and no further action is required by
this or higher headquarters.

d. Reference item concerning retrograde vehicle cube page 9,
para 2c(3). Concur. This headquarters has sent a command letter to
responsible units directing maximum cube reduction prior to movement to
the port. In addition, a new regulation regarding preparation of
vehicles for retrograde is being prepared. It will include directions
for cube reduction. Removed items will be crated and secured to the
vehicle.

e. Reference item concerning vessel clearances page 9, para 2c(4).
Concur. Comment should be forwarded to higher headquarters for action.

3. The report is considered adequate as modified by the above comments.

FOR THE COMMANDER:


R. E. SHIBLEY
CPT, AGC
Asst Adjutant General

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CF:
5th Trans Comd
ACSFOR, DA w incl

AVCA GO-MH (13 Jun 70) 2nd Ind

SUBJECT: Operational Report - Lessons Learned for Headquarters, 5th Transportation Command for the quarterly period ending 30 April 1970
RCS CSFOR-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384

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 30 April 1970 is forwarded.

2. Due to closing of this headquarters, comments can not be staffed. Normal staffing will be done by Headquarters, USARV.


JOHN B. RITTER
CPT, OrdC
CO, 15th MHD

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AVHQC-DST (12 May 70) 3d Ind

SUBJECT: Operational Report - Lessons Learned for Headquarters, 5th Transportation Command for the Period Ending 30 April 1970 (RCSCSPQR-65) (R-1) (U)

Headquarters, United States Army, Vietnam, APO San Francisco 96375

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

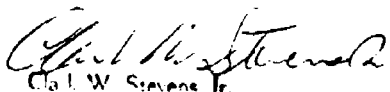
1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 5th Transportation Command and concurs with the comments of indorsing headquarters.

2. (C) Comments follow:

a. Reference item concerning "SS Amercloud", page 8, paragraph b(1) and 1st Ind, paragraph 2a: Concur on security action recommended with the exception of the routine time pattern established for concussion grenade runs by FBR's (Approximately one hour intervals). Optimum deterrent value is derived from concussion grenade runs when restricted to the threat sectors and when grenades are thrown at random intervals. It must also be emphasized that the keystone for the security of ships docked at piers is an alert sentry guard whether on the ships or on the pier. Properly located, properly equipped and properly trained the sentry is the best deterrent against swimmer sapper attacks. Unit has been so advised.

b. Reference item concerning "Vessel Clearance and Cargo Nominations", page 9, paragraph c(4): Concur. TMA and MSTC regional officers should be advised of the problem. Problems should be brought to the attention of 1st Traffic Region - Qui Nhon and MSTC - Qui Nhon. Problems that cannot be resolved at SUPCOM level, Headquarters USARV should be advised. Prior to receipt of this ORLL, Headquarters, USARV has not been advised of this problem. As a result of this report, TMA HQ, Shallow Draft Section, has been informed this date. They report that more timely information will be provided in the future when possible. Unit has been so advised.

FOR THE COMMANDER:



Carl W. Stevens Jr.

1st Lieutenant
Assistant Adjutant General

CF:
HQ, 5th Trans Comd
HQ, USA Spt Comd, Qui Nhon

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GPOR-DT (12 May 70) 4th Ind (U)

SUBJECT: Operational Report of HQ, 5th Transportation Command for
Period Ending 30 April 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 14 JUL 70

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

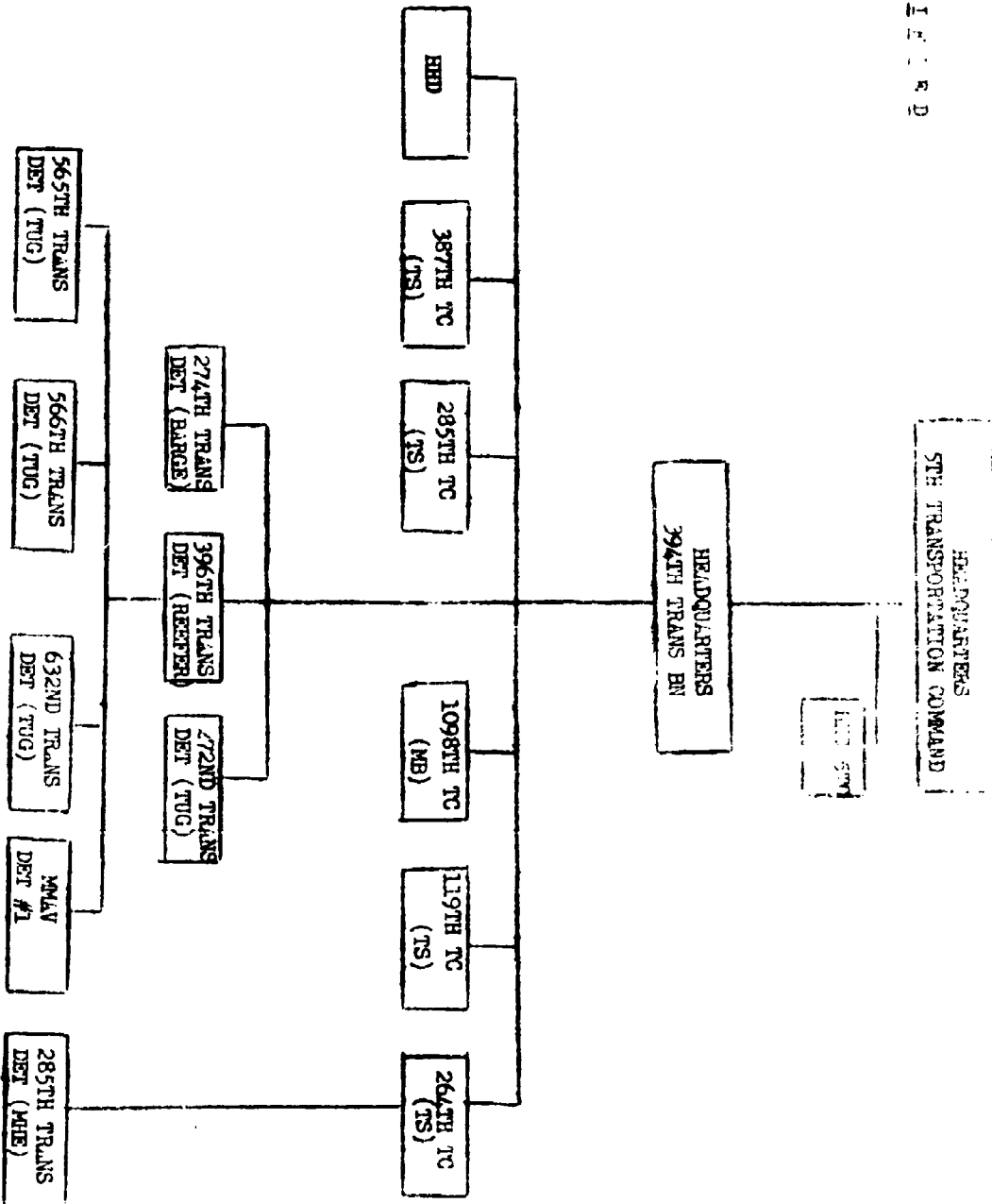
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


L.M. OZAWA
CPT, AGO
Asst AG

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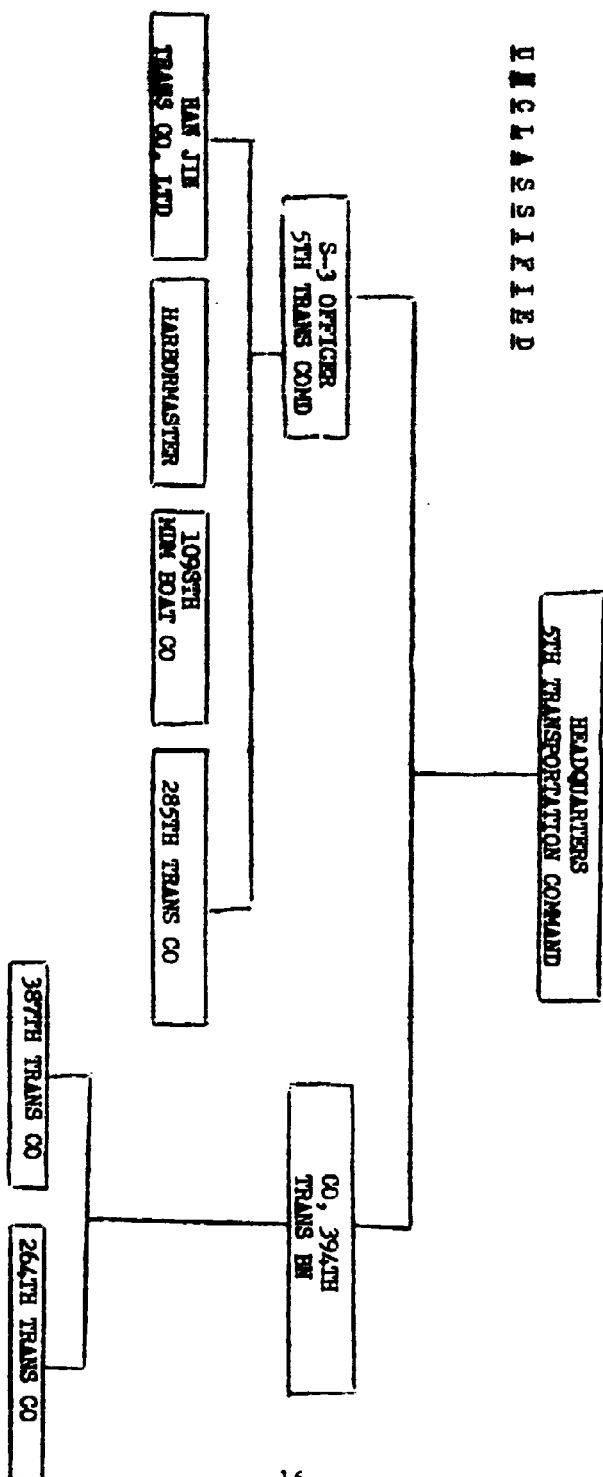
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Inclosure 1

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(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified.)

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2b. GROUP

4

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Operational Report - Lessons Learned, CO, 5th Transportation Command

4. DESCRIPTIVE NOTES (Type of report and inclusive dates)

Experiences of unit engaged in counterinsurgency operations.

5. AUTHOR(S) (First name, middle initial, last name)

CO, 5th Transportation Command

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12. SPONSORING MILITARY ACTIVITY

OACSFOR, DA, Washington, D.C. 20310

13. ABSTRACT

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