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AUTHORITY

AGO D/A ltr, 11 Jun 1980

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 11TH TRANSPORTATION BATTALION (TERMINAL)
APO San Francisco 96307

AVLC TA-11-CO

10 May 1966

SUBJECT: Command Report for Quarterly Period Ending 30 April 1966

THRU: Channels

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

1. The attached report is submitted for the quarter ending 30 April 1966, in accordance with basic letter of correspondence, Headquarters, 1st Logistical Command, APO US Forces 96307, dated 9 September 1965.

2. Lessons Learned have been included in Section II of the attached report as required by letter, Headquarters USARV (AVC), subject: Lessons Learned (RCS AVC (OT) 36), dated 26 February 1966.

1 Incl
Command Rept for Qtrly
Pd Ending 30 Apr 66

James M. Fleming
JAMES M. FLEMING
Major, TC
Commanding

STATEMENT #2 UNCLASSIFIED

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Incl 4

Asst. Chief for Force Dev.
Dept. of Army
Washington D C 20310
Attn: OTRD

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SECTION I

SIGNIFICANT ORGANIZATIONAL & UNIT ACTIVITIES

1. MISSION:

- a. Provide personnel and terminal equipment in support of the Saigon Army Terminal and Vung Tau Port Operations.
- b. Operate the ammunition discharge piers at Cogido and Buu Long, and provide supervisory and documentation personnel for ammunition discharge at Nha Be, Than Tuy Ha, Binh Trieu and Cau Binh Loi.
- c. Provide personnel in support of Army Air Cargo Operations.
- d. Provide highway truck capability for port clearance and TTP shuttle.
- e. Provide highway truck capability in support of combat services as required.
- f. Provide bulk POL delivery capability as directed.
- g. Provide lighterage capability in support of port and beach operations as directed.
- h. Perform other tasks as directed.

2. MAJOR ORGANIZATIONAL AND PERSONNEL CHANGES:

a. The 534th Transportation Company (Medium Truck) arrived in country during the reporting period and was attached to this headquarters on 5 April 1966 for all purposes. Unit arrived with full TO&E personnel authorization of four (4) officers, one (1) Warrant Officer and 180 Enlisted men.

b. On 26 February 1966, Major James M. Fleming replaced Lt Col T. C. Oliver as Battalion Commander.

3. MAJOR OPERATIONS AND ACTIVITIES:

a. Operations in the 11th Transportation Battalion increased significantly during the first four(4) months in 1966. During this period, the Battalion played an important role in providing personnel and equipment (terminal, trucks, POL tankers and harborcrafts) for the following:

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- (1) Operation "GREENLIGHT"
- (2) Operation "MOONLIGHT"
- (3) Operation "HARDIHOOD"
- (4) Operation "BIRMINGHAM"

b. Simultaneously, Battalion operations included accomplishments in all other areas of mission responsibility.

(1) Water: Significant gains were experienced in barge site discharge and backloading operations at Buu Long and Cogido. The increase is attributed to the institution of the twenty hour work day at Cogido in mid-April. Total performances for the period were as follows:

a. Cogido:

1 Discharge:

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
(a) L/T	7321	4000	2077	7549
(b) M/T	7341	4199	2274	9300
(c) S/T	8200	4480	2326	8455

2 Backload:

(a) L/T	0	492	425	348
(b) M/T	0	639	600	435
(c) S/T	0	551	476	390

b. Buu Long:

1 Discharge:

(a) L/T	4588	2323	1492	2086
(b) M/T	4736	2747	2031	2835
(c) S/T	5139	2602	1671	2339

2 Backload:

(a) L/T	0	0	624	290
(b) M/T	0	0	699	430
(c) S/T	0	0	1295	1450

(2) Highway: Highway activity during the period showed marked increase in tactical support operations. Beach and Port clearance remained somewhat similiar to previous reporting periods, relatively constant. Performance for the period follows:

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
(a) Line Haul (S/T):	1983	1605	1176	*
(b) Local Haul (S/):	28427	26072	21437	23126
(c) Port Clearance (S/T):	52135	52006	51360	48630
(d) Tactical Support (S/T):	7378	5581	5132	6813

* Line Haul was converted to Local Haul

c. The following units were attached to the Battalion during the reporting period and contributed immeasurably to mission accomplishments as indicated in inclosures:

(1) 62nd Transportation Company (Medium Truck)	Incl 1
(2) 117th Transportation Company (Terminal Service)	Incl 2
(3) 120th Transportation Company (Light Truck)	Incl 3
(4) 124th Transportation Company (Terminal Service)	Incl 4
(5) 163rd Transportation Company (Light Truck)	Incl 5
* (6) 534th Transportation Company (Medium Truck)	Incl 6
(7) 556th Transportation Company (Medium Truck)(Petroleum)	Incl 7
(8) 670th Transportation Company (Medium Truck)	Incl 8
(9) 1099th Transportation Company (Medium Boat)	Incl 9

* Attached 5 April 1966

OPERATIONS REPORT

62ND TRANSPORTATION COMPANY (MEDIUM TRUCK)

1 January - 30 April 1966

1. The 62nd Transportation Company (Medium Truck) reports the following operational activities for the period 1 January 1966 to 30 April 1966.

a. Daily support in movement of general cargo from Saigon Port to various consignees.

b. On 14 January 1966 this Unit was given the organizational responsibility for establishing a Trailer Transfer Point at Long Binh. The Long Binh Trailer Point shuttles cargo forward to the 1st Infantry Division, PA&E, 624th Quartermaster Company, 3rd Ordnance Battalion, Ben Hoa Air Force Base and the 173rd Airborne Brigade. The TTP operates a tire shop, side board yard and a Company wash point trailer. An average of 60 trailers pass through the TTP in a twenty-four hour period.

c. The movement of Class V cargo from barge off-loading sites at Cogido and Buu Long was a sporadic commitment using four (4) to seven (7) trucks from 20 March 1966 to the present at each site.

d. This Unit was engaged in the following tactical support commitments.

(1) The 25th Infantry Division move, "Operation Moonlight" to Chu Chi, 12 to 27 March 1966. This operation involved the use of 284 tractors and 354 trailers carrying a total of 4496 tons.

(2) The 1st Infantry Division move to Phuoc Vinh, 1 to 5 March 1966, 20 tractors and 20 trailers were used carrying a total of 294 tons. On 22 March 1966 to 24 March 1966 support by this Unit was rendered to the 1st Infantry's move to Ben Cat with 15 tractors and 15 trailers carrying 210 tons. On 28 to 30 March 1966, convoy support was rendered to the 1st Infantry Division for the purpose of carrying supplies to Phuoc Vinh. Ten tractors and 10 trailers moved 140 tons of cargo.

(3) One NCO, five EM, five tractors and ten trailers were dispatched to Vung Tau. During the period 24 March 1966 to 5 April 1966. This detachment of 5 tractors and 10 trailers supported the 1st Infantry Division's "Operation Abilene" hauling both American and Australian troops together with their supplies. This detachment is currently still on SD status hauling general cargo.

e. During March and April four (4) ship loads of trailers arrived from Okinawa initiating the first major roll-on-roll-off operation for the year 1966. This Unit provided special equipment operators for on ship movement of trailers, in addition to tractor drivers. Tractor drivers were used to move the full trailers off and put empties back on the ship.

f. Total mileage and tonnage figures are as follows:

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
Mileage	236,856	101,204	107,691	91,288
Tonnage	120,000	45,700	42,002	42,218

Incl 1

OPERATIONS REPORT

117TH TRANSPORTATION COMPANY (TERMINAL SERVICE)

1 January - 30 April 1966

1. During the period January 1966 through April 1966, the 117th Transportation Company (Terminal Service) has provided personnel and equipment in support of water terminal operations at the Saigon Army Terminal and the Vung Tau sub port. The unit, by supervision of Vietnamese stevedores, assisted in the discharge of the troops and equipment of the 25th Infantry Division. The unit has assisted in the handling of approximately 295,000 measurement tons a month at Saigon and 25,000 measurement tons a month at Vung Tau.

2. The 117th Transportation Company (Terminal Service) has aided consignees of the Saigon Army Terminal by providing warehousemen to the Army-Air Force Commissary, MHE and personnel to the 1st Infantry Division, and the 25th Infantry Division.

3. Presently the unit is providing over 100,000 man-hours a month to the Saigon Army Terminal and Vung Tau in every facet of port operations including stevedore supervisors, longshoremen, documentation specialists, warehousemen, winch and equipment operators. Equipment supplied includes cranes, forklifts, trucks, generators, hatch sets, lighting equipment and bull dozers.

OPERATIONS REPORT

120TH TRANSPORTATION COMPANY (LIGHT TRUCK)

1 January - 30 April 1966

1. From 1 January 1966 through 18 January 1966, the 120th Transportation Company (Light Truck) was primarily committed to port clearance operations. Maximum attention was given to clearing the backlog of cargo at the Saigon Army Terminal.

2. On 19 January 1966, the 120th Transportation Company (Light Truck) supported the troop movement phase of Operation Greenlight. A total of 2,240 personnel of the 25th Infantry Division were moved from the LST landing at Vung Tau to the Vung Tau airfield where they were flown to Bien Hoa Air Force Base. The 120th Transportation Company then moved the personnel to the staging area located eighteen (18) miles south of Bien Hoa, where they organized and married up with their equipment. On 20 January 1966, the remaining Yellow Disk TAT was delivered to the 25th Infantry Division elements which made a total of 2,240 personnel and 110 tons of cargo moved in the two (2) day operation.

3. The period from 21 January through 25 January 1966, was again concerned with port clearance. The Vietnamese Tet holiday hampered transportation activities to a certain extent because of the extremely heavy traffic.

4. On 26 January 1966, the 120th Transportation Company supported the 25th Infantry Division's move from the staging area, twelve (12) miles east of Saigon, to their base camp location at Cu Chi. Approximately 620 personnel and 73 short tons of cargo were moved in the two day operation.

5. The period 27 January through 11 February 1966, was largely spent in port clearance operations. Fourteen (14) additional 2½ ton, M-25, vehicles were assigned to the 120th Transportation Company during this period which increased the one-time commitment capability but also increased maintenance requirements.

6. On 12 February 1966, fifty (50) vehicles of the 120th Transportation Company conducted an ammunition resupply convoy to Cu Chi. A total of 120 short tons of ammunition was moved.

7. The period 13 February through 27 March 1966, was spent in port clearance operations. Mileage dropped slightly during the month of March as the backlog of cargo at the Saigon Army Terminal decreased. Ten (10) of the 2½ ton, M-35 vehicles attached were distributed to other units and ten (10) commercial 2 ton vehicles were acquired by the 120th Transportation Company.

Incl 3

8. On 28 March 1966, the 120th Transportation Company provided transportation for the movement of 1st Infantry Division elements from the Di An area to Phouc Vinh. This operation concluded on 30 March 1966. No unusual problems were encountered.

9. On 3 April 1966, this unit logged its 500,000th mile in Vietnam.

10. On 7 April 1966, Phase II of Operation Greenlight was supported by this unit with administrative transportation in the Saigon area.

11. The period 8 April 1966 through 28 April 1966 was largely spent in port clearance operations.

12. On 29 and 30 April 1966, incoming elements of 25th Infantry Division moved from Tan Son Nhut to Cu Chi. A total of 2,100 personnel moved in the two day period. Statistics for the months of January, February, March, and April are as follows:

	<u>MILES</u>	<u>TONS</u>	<u>PASSENGERS</u>
January	99,404	10,014	15,152
February	98,463	10,513	7,246
March	90,669	10,204	6,173
April	<u>92,947</u>	<u>8,097</u>	<u>8,182</u>
TOTAL	381,483	38,828	36,753

Incl 3

OPERATIONS REPORT

124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
1 January - 30 April 1966

1. Significant Unit Activities: During the period 1 January 1966 to 30 April 1966, the 124th Transportation Company (Terminal Service), has been engaged in the following activities:

a. Ammunition Discharge Sites.

- (1) Nha Be, (Ship to barge supervision and documentation).
- (2) Cogido, (barge to truck loading and documentation).
- (3) Buu Long, (Barge to truck loading and documentation).
- (4) Binh Trieu, (barge to truck supervision and documentation).
- (5) Cau Binh Loi, (barge to truck supervision and documentation).
- (6) Tan Thy Ha, (barge to truck supervision and documentation).
- (7) Vung Tau, ship to LCM (supervision and documentation).

b. Saigon Port.

- (1) Barge control.
- (2) Vehicle Staging Area.
- (3) Stevedores supervision.
- (4) Administration personnel required for support of Saigon Port.

c. Air Operations.

- (1) Air cargo
- (2) Red Ball Express re-supply system.
- (3) Air Passenger Section.

2. Statistics.

a. This company has more than doubled the tonnage output at the ammunition discharge sites which were previously operated by civilian contractors.

b. Number of short tons discharged from 1 January 1966 to 30 April 1966, at the various sites totaled 159,670 short tons. Binh Trieu 9,507 S/T; Buu Long 12,000 S/T; Cau Binh Loi 10,774 S/T; Cogido 22,361 S/T; Than Thy Ha 11,752 S/T; Nha Be 93,276 S/T. On 29 April 1966 Cogido ammunition discharge site, discharged 559 S/T of ammunition in a twenty-four (24) hour period.

Incl 4

OPERATIONS REPORT

163RD TRANSPORTATION COMPANY (LIGHT TRUCK)

1 January - 30 April 1966

1. The 163rd Transportation Company (Light Truck) participated in the following operational activities for the period 1 January 1966 through 30 April 1966.

a. The movement of Class V cargo from barge offloading sites at Cogido and Buu Long into the Long Binh Ammunition Supply Point; 1 January through 1 April 1966 the average daily commitment was 27.5 vehicles and an average daily tonnage of 264 tons.

b. The movement of personnel for II Field Force Vietnam commencing on 25 February was a daily commitment of 10 trucks.

c. The movement of 620 tons of cement for the Commerce Department, Republic of Vietnam. Ten trucks were utilized in daily commitments 15 through 18 March 1966.

d. Tactical convoy in support of 1st Infantry Division to Phuoc Vinh 28 through 30 March 1966. Forty-five task vehicles and seven administrative vehicles were utilized in this mission.

e. Daily support of movement of cargo through Saigon Army Terminal to various consignees. 10-30 trucks were committed daily and 10 trucks nightly, 1 January 66 to the present.

f. Activities in support of Operations "Greenlight" and "Moonlight" involved movement of personnel utilizing 22 vehicles and drivers for "drive-away" vehicles from Saigon Army Terminal to the Staging Areas.

g. Movement of Korean Engineer units from Saigon to Di An during March, 15 trucks and 15 trailers were utilized.

2. Total mileage and tonnage figures for the period as follows:

	<u>MILEAGE</u>	<u>TONNAGE</u>
January	54,203	11,305
February	65,682	9,169
March	68,127	6,823
April	57,808	3,835

OPERATIONS REPORT

534TH TRANSPORTATION COMPANY (MEDIUM TRUCK)

5 - 30 April 1966

1. Significant Unit Activities: This unit deployed from Fort Campbell, Kentucky, on 16 March in accordance with Letter Orders Number 12-23, Headquarters, 101st Airborne Division and Fort Campbell. The unit arrived at Vung Tau at 0800 hours, 11 April 1966 and moved to Camp TC Hill, Long Binh.

2. The company has been operational since 22 April and has been committed to Project Moonlight (General Cargo), Operation Birmingham (Ammunition), Cogido (Ammunition) and Saigon Port Clearance (General Cargo).

3. This unit has transported 5,430 tons of cargo and traveled 18,926 miles since 22 April 1966.

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OPERATIONS REPORT

556TH TRANSPORTATION COMPANY (MEDIUM TRUCK) (PETROLEUM)
1 January - 30 April 1966

1. The 556th Transportation Company (Medium Truck) (Petroleum) primarily involved in movement of POL from the Shell and Esso Oil Companies at Nha Be to Army and Air Force units. These units are: 1st Infantry Division, 25th Infantry Division, 173rd Airborne Brigade, Bien Hoa Air Force Base, Tan Son Nhut Air Force Base, SLA Class III, and the 624th Quartermaster Company. The average number of trucks committed daily for this mission during the period 1 January through 1 March 66 was 33 vehicles. The average number of trucks committed daily during the period 2 March through 30 April 66 was 45 daily. During the period 1 January to 1 March 1966 one platoon was committed to the Saigon Port for the purpose of port clearance, using trailers from the 11th Transportation Battalion (Terminal). The average daily commitment was 14 trucks on a 24-hour basis. On 23 February 1966, 5 trucks and 6 EM were sent TDY to Vung Tau where they have been using the trucks daily to haul POL and general cargo.

2. Tactical convoys in support of the 1st Infantry Division and the 25th Infantry Division are participated in or an average of 4 times weekly. These convoys normally require anywhere from 5 to 30 trucks. The daily movement of water from Tan Son Nhut water point to FFV II and to TC Hill requires the use of 2 trucks daily.

3. Total mileage, gallons of POL, gallons of water, and tons of cargo delivered for period 1 January through 30 April 1966 are as follows:

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
a. Mileage	114,307	105,711	115,033	132,056
b. POL (gal)	4,802,000	4,305,000	8,132,000	8,002,000
c. Water (gal)	601,500	310,000	615,000	1,000,000

OPERATIONS REPORT

670TH TRANSPORTATION COMPANY (MEDIUM TRUCK)

1 January - 30 April 1966

1. The 670th Transportation Company (Medium Truck) was involved in the movement of cargo for the 25th Infantry Division from the Saigon Army Terminal to Cu Chi during operation Greenlight in January. In this same month, the unit moved over 16,400 tons of general cargo and logged over 56,000 miles on its vehicles, as it folled through on its mission of port clearance for the Saigon Port. The unit's major task vehicles which consists of 5 ton tractors and 12 ton semi-trailers rolled on around the clock on its 24 hour a day commitments.

2. In February, the 670th Transportation Company moved over 13,000 tons and logged in over 60,000 miles driven by its task vehicles.

3. In the month of Marck, the unit was given the added responsibility of running and operating a trailer transfer point in the Saigon Port on a 24 hour basis. The company moved over 14,000 tons of cargo and ran over 80,000 miles.

4. In April, the 670th Transportation Company involved in operation Moonlight, the movement of more cargo for the 25th Infantry Division from the Saigon Port to Cu Chi. In the period 3-24 April 1966, the company moved 4800 tons of cargo and 621 trailers for the Division alone. Overall, over 17,000 tons of cargo were hauled and over 70,000 miles were logged on the unit's vehicles.

5. At the present time, the mission of the 670th Transportation Company is to provide transportation for the movement of general cargo from the Saigon Port to all consignees in the Saigon - Ton Son Nhut - Cholon area, on a 24-hour basis; to operate a trailer transfer point within the Saigon Port complex on a 24-hour basis; and to provide transportation support for the movement of cargo and bulk petroleum products in the Nha Trang Support area.

OPERATIONS REPORT

1099TH TRANSPORTATION COMPANY (MEDIUM BOAT)

1 January - 30 April 1966

1. During the period January through April 1966, the 1099th Transportation Company (Medium Boat) was engaged in several missions. These missions were: (a) Support of the Vung Tau Lighterage over-the-shore operation and troop movements, (b) Support of ammo discharge operation, (c) Establishing a Saigon-to-Vung Tau Daily supply operation and (d) Support of Saigon Army Terminal. Further the unit was responsible until March 1966 for the operation, maintenance and personnel of eight (8) various harborcraft. These were four (4) 45' Tugs, three (3) 65' Q-Boats and one (1) 43' J-Boat. In March the terminals Harbormaster's office was operation and these harborcraft came under its operational control.

2. An average of five (5) LCM's were used on the Vung Tau operation and an average of three (3) LCM's were used on the ammo discharge operation. The LCM's used on the ammo discharge operations were mostly towing Vietnamese contract barges loaded with ammunition to various ammo discharge sites and returning empty barges to the main ammunition discharge site at Nha Be.

3. The operation at Vung Tau consisted of the discharging of general cargo and ammunition from ships in the stream into LCM's and discharging the LCM's through the use of cranes and rough terrain forklifts on the beach at Vung Tau.

4. The supply operation between Saigon and Vung Tau was established the 1st of February when Consolidated Supply Activity placed a requirement of two (2) LCM's on a daily basis on the unit. The operation has run smoothly since its start. The actual run between Saigon and Vung Tau is only done during daylight hours. However, the loading of the LCM's going to Vung Tau is done at night.

5. The support of the Saigon Army Terminal is a special mission basis. The unit has been called on to supplement its static commitments to Vung Tau ammo and the Saigon-Vung Tau Supply run. In addition the unit is called on periodically to ferry heavy equipment such as tanks and APC's from ships docked in Saigon Port to an off-loading ramp North of Saigon. Further the unit provided LCM's on a "as needed" basis for special missions.

6. The units deadline rate had almost doubled since 1 January. The deadline rate of the unit of between 25-30% is attributed to lack of parts and inadequate maintenance facilities. The lack of parts problem should be alleviated soon through the use of Red Ball requisitioning to the 82nd Trans Company. The 82nd Trans Company, located at Cam Ranh Bay, is the Marine Depot Support Company for all Marine units in Vietnam.

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7. On or about 20 March the unit began to operate four additional LCM's over and above its TO&E authorization. This was done and the unit presently operates twenty (20) Command & Control Boats. However, these two boats are not manned and are used as Maintenance floats. The unit has three (3) LCM's that are in wet storage as float vessels.

8. Following is a breakdown by month of tonnage hauled and of operating hours:

	Jan	Feb	Mar	April
Tonnage:	20170	17544	17398	22176
Operating Hours:	2277	2006	1856	1094

SECTION II

COMMANDER'S RECOMMENDATIONS AND LESSONS LEARNED

1. RECOMMENDATIONS:

a. Loading of POL tankers at Nha Be (Shell and Esso) requires excessive delays due primarily to over-saturation of loading points and inadequate pumping facilities.

RECOMMEND: That additional loading points be made available and that pumping facilities be improved.

b. There has been a significant increase in traffic density on highway 1A and highway 1S between Saigon and Bien Hoa as well as truck routes in the Saigon-Tan Son Nhut area. The number of accidents have not significantly increased but the severity of the accidents has.

RECOMMEND:

(1) That better traffic control be employed by use of additional Vietnamese Police, Military Police, Air Police and ARVN Police in Saigon, Tan Son Nhut, Bien Hoa and on both highways 1A and 1S.

(2) That the speed limits for civilian traffic be decreased (100 KPH is far too high for traffic density on highway 1A).

(3) That local traffic regulations (highway 1A: Saigon to Long Bien) be changed to permit all traffic traveling 20 MPH or less to use the right lane.

c. Inadequate dispersion of 500 gallon tankers (556th Transportation Company (Medium Truck)(Petroleum) creates a definite safety hazard due to limited available real estate.

RECOMMEND: That additional real estate be made available to the 556th Transportation Company (Medium Truck)(Petroleum) to permit safe dispersion of tankers.

d. The approaching monsoon season will cause difficult operations and performance of maintenance in motor pool areas due to a lack of a firm base.

RECOMMEND: That consideration of a higher priority for roads and grounds improvements be given to motor parks so that a firm base can be constructed in the immediate future.

2.

LESSONS LEARNED

ITEM: Blocking of Parked Stake and Platform Trailers

DISCUSSION: Excessive landing gear damage has been encountered on stake and platform trailers as a result of backing tractors under for hook up without wheel chocks in place.

OBSERVATION: That all stake and platform trailers not with tractor be parked with wheels properly chocked.

ITEM: Control and Utilization of S&P trailers

DISCUSSION: Establishment of trailer Transfer Points in the Saigon area has substantially increased the utilization of available S&P trailers. All trailers were placed into a control system. This enabled any power available for commitment to transport any available S&P trailer as required. Personnel to staff the TTP's have been taken from medium truck companies. This has developed two shortcomings. First is the loss of personnel from the parent companies and their ability to accomplish its assigned mission. Secondly it has been difficult to divorce functions and interests between TTP operations and parent units.

OBSERVATION: That TO&E 55-500R detachments should be assigned in this capacity to alleviate the load from operating units.

ITEM: Requirements for tactical support have drastically affected Port and Beach clearance.

DISCUSSION: Current capability of battalion is near the maximum under normal conditions of port and beach clearance. It is further taxed when Roll on Roll of ships are being worked. To support tactical missions, equipment available to port and beach clearance has been drastically reduced.

OBSERVATION: Increasing demands for tactical support missions further stress the requirements for rapid conversion of port and beach clearance to commercial transport.

ITEM: Anchors for contract ammunition barges.

DISCUSSION: Contract barges utilized in the ammunition barge system often are not equipped with anchors. Certain barge discharge sites do not have adequate bollards and/or dolphins with which to moor these craft. An anchor in most instances could be used for this purpose.

OBSERVATION: That the contractor insure that all barges are equipped with anchors.

ITEM: Inadequate staffing of the operations section, Transportation Terminal Battalion (TOE 55-116D) to supervise training and operations of highway units.

DISCUSSION: The operations section of the 11th Transportation Battalion (Tml), paragraph 04, TOE 55-116D, is required to direct the operations of six (6) truck companies, two (2) Terminal Service companies and one (1) boat company. The section is staffed to supervise four (4) companies (Terminal Service companies, transportation boat companies, transportation harbor craft companies, transportation staging area company and/or transportation amphibious truck companies) as required in the operation of a terminal. Consequently staff planning and coordination of units operation is accomplished on a piece meal basis. Continuity in planning and execution of the varied operations lacks follow through which should be inherent in successful staff supervision and assistance.

OBSERVATION: That the Terminal Service Battalion be properly employed in accordance with 04, TOE 55-116D.

LESSONS LEARNED

TRAILER MAINTENANCE

ITEM: In order to effectively control and program trailer maintenance, a control trailer account should establish a trailer maintenance system.

DISCUSSION: Under the present operation no unit is capable of performing scheduled maintenance on trailers. An organization must be established to effect a trailer maintenance system.

OBSERVATION: Trailer maintenance must be scheduled and performed under the close supervision and control of a central trailer account maintenance section.

SUSTAINED VEHICLE OPERATIONS

ITEM: Sustained Equipment Commitment Density Precludes Normal Scheduled Servicing of Vehicles.

DISCUSSION: Due to the intensive daily requirement for vehicles it proved unsatisfactory to adequately perform scheduled maintenance of vehicles when due. Drivers were not available to accompany their vehicles into Service Maintenance.

OBSERVATIONS: Steps were taken to perform scheduled maintenance at night when maximum number of vehicles are available and only emergency or major repairs on deadlined vehicles in the day time. Platoon teams were set up to inspect and correct all first echelon deficiencies found on vehicles at night.

VEHICLE IDLE TIME

ITEM: Idle Time at Loading and Unloading Sites.

DISCUSSION: This unit is committed to carrying cargo from two barge offloading sites to an ammunition supply point. Waiting time for loading and unloading give an opportunity to perform first echelon maintenance and limited second echelon and scheduled maintenance.

OBSERVATION: The outfitting of a maintenance vehicle with contact team, tools, spare parts and POL affords utilization of idle time to keep maintenance services performed at regular intervals and a high level of vehicle availability.

BRAKE SYSTEMS

ITEM: Vehicles shipped with dry hydrovacs 2½ and larger.

DISCUSSION: Vehicles received from factory without proper lubrication of hydrovacs therefore causing numerous brake failures shortly after acceptance.

OBSERVATION: That prior to shipment all hydrovacs be filled to plug level with either brake fluid or 10 weight oil as prescribed by the lubrication order.

WATER TRAILER

ITEM: Water Tank Trailer

DISCUSSION: The TO&E of the 117th Transportation Company (Terminal Service) authorizes 1 trailer tank, 2 wheel, 1½ ton which holds a maximum of 250 gallons of water. With a unit of this size one tank is not sufficient to supply such a quantity of men with water for drinking and cooking.

OBSERVATION: If the unit were to obtain another water tank it would ease greatly the supply and quantity of water obtainable for each man.

LIGHTING SETS

ITEM: Floodlight Sets

DISCUSSION: The floodlight sets in use by the 117th Transportation Company (Terminal Service) has been used in the past for working beaches and outside storage areas but the quantity and type is insufficient for the many uses in the operational duties of this unit.

OBSERVATION: A greater quantity and type of lighting sets is needed for unit tents, such as, troop billeting sets, tents, mess tents, supply tents and command tents.

ADMINISTRATION

ITEM: Clerks

DISCUSSION: This unit is authorized, but TO&E, 1 Company Clerk (71H20), 1 Personnel Pay Specialist (71H20), and 1 General Clerk (71A10). This is not sufficient for a unit of this size due to the amount of correspondence from higher headquarters, 201 files, finance records, courts & boards paperwork, morning reports, numerous types of rosters and accident reports.

OBSERVATION: By the amount of administrative work going through this orderly room and personnel section, the unit operates efficiently with 1 201 file clerk, 1 Finance records clerk and three general clerks in the orderly room, which includes the company clerk.

LESSONS LEARNED

PRESCRIBED LOAD LISTS

ITEM: Prescribed Load Lists could not support units for the period before supply system became operational.

DISCUSSION: Experience revealed that certain critical items (CV Boots, tires, tubes, brake components) suffered a failure rate higher than anticipated and PLL stocks of all units were exhausted before the supply system became operational in sufficient capacity to replace these items on short notice.

OBSERVATION: Prescribed Load Lists should be realistically reviewed with an eye toward rectifying unrealistic quantities (i.e., one spark plug for a six-cylinder engine on rough terrain forklift) and increasing stockage levels for high mortality items.

TRAINING OF FORKLIFT OPERATORS

ITEM: Lack of properly trained MHE operators was the major cause of dead-line time on FORKLIFTS.

DISCUSSION: Repairs on 350 forklifts over a six month period showed that in a majority of cases, the inoperative condition was a direct result of carelessness or lack of knowledge on the part of the operator or the person supervising his operations.

OBSERVATION: MHE operators and the NCO's who will be supervising them should be properly instructed in the "Do's and Don't" involved in the operation of this type of equipment prior to their job assignment.

BOAT CREW OPERATIONS

ITEM: Operations.

DISCUSSION: It was found that operational boat crews were getting little rest of time off due to heavy commitments. This was decreasing efficiency.

OBSERVATION: Deadline boat crews are now utilized to load operational boats at night and also to supplement operational crews on an individual basis.

OPERATIONAL HAZARDS

ITEM: Operations.

DISCUSSION: Due to the inherent problem of mechanical equipment break downs at unexpected times and the operational hazard that might be encountered during commitments the unit needed some type of policy on commitments that would allow maximum safety and ready assistance to unit boats and their crews and at the same time not hamper operations.

OBSERVATION: A policy was adopted of sending a minimum of two boats on all commitments between Nha Be and Cogido and between Nha Be and Vung Tau. These points were used since they are the longest runs and the most unprotected area of operation for this unit.

LESSONS LEARNED

CARGO STOWAGE

ITEM: Improper stowage of lumber and telephone poles on barges.

DISCUSSION: There have been numerous occasions of barges arriving at discharge sites with lumber and telephone poles which have been improperly stowed. This necessitates slow and unsafe discharging. Lumber arriving appears to have been thrown in piece by piece. Telephone poles have arrived without any blocking or bracing which hampers unloading by not being able to readily place a sling around the poles.

OBSERVATION: That closer supervision be given at barge loading points, and that greater care be taken in stacking lumber and poles utilizing dunnage to facilitate discharging.

MAINTENANCE OPERATIONS

ITEM: Requirement for a more experienced Maintenance Officer and Maintenance Sergeant in the stevedore Gear and Equipment Maintenance Section of a Terminal Service Company.

DISCUSSION: Present TO&E authorization of a Lieutenant as Maintenance Officer and a Sergeant (E-5) as Maintenance Sergeant does not give the experience and appropriate rank necessary for number and variety of major end items of equipment maintained by the Maintenance Section in a continuous field operation of a Terminal Service Company. The 54 major end items including cranes, fork-lifts, and truck-tractors, requires considerable experience for supervisory personnel.

OBSERVATION: That the Terminal Service TO&E 55-11 7D be changed to authorize a Warrant Officer and a Staff Sergeant (E-6) as Maintenance Sergeant.

CONSTRUCTION OF TENT FRAMES

ITEM: In improving permanent or semi-permanent camp sites, the use of wooden tent frames is common to provide a means to attach insect screening and improve the stability and appearance of the tent.

DISCUSSION: Most general purpose tents have a six (6) foot side wall, which necessarily means that the roof of the tent is quite close to the occupant of a bunk that has been double-decked. In extremely hot climates, a considerable amount of heat is held beneath the canvas and personnel that sleep in the daytime are very uncomfortable.

OBSERVATION: By constructing tent frames with a seven (7) foot side wall, the center poles can be lengthened a like amount and the roof can be raised to allow better air circulation. If necessary, wooden siding can be used around the bottom of the tent to compensate for the raising of the bottom edge of the tent wall.

LESSONS LEARNED

MAINTENANCE LIGHTING

ITEM: The TO&E of a medium truck company does not provide sufficient lighting for the maintenance of vehicles.

DISCUSSION: Due to heavy commitments during the daylight hours a great deal of 1st echelon and most 2nd echelon maintenance must be performed at night. The TO&E lighting equipment of this unit will not sufficiently light an area to perform this maintenance.

OBSERVATION: That more lighting be provided units that must perform their maintenance at night.

MAINTENANCE SHIFTS

ITEM: The maintenance section should operate 24 hours daily.

DISCUSSION: Because of the large percentage of vehicles that must be kept operational, the amount of time that vehicles are held deadlined or for scheduled maintenance must be kept a minimum. If at all possible minor repair should be performed at night so that the vehicle will be available during the day when there is the greatest demand for it.

OBSERVATION: That the unit maintenance section be split into day and night shifts.

SCHEDULED SERVICES

ITEM: In nearly all cases scheduled services must be performed on a mileage factor than on a time factor.

DISCUSSION: The mileage since last scheduled service be closely watched to insure that it does not exceed the allowable allowance authorized by appropriate technical manuals. If log books are not closely monitored it is possible for vehicles to exceed the mileage long before the services is due on a time basis.

OBSERVATION: That mileage be closely monitored by the operations or maintenance section to insure that all services are performed at proper intervals.

MAINTENANCE FACILITIES

ITEM: TO&E maintenance tents do not provide sufficient space to adequately perform maintenance during inclement weather.

DISCUSSION: During the rainy season the three maintenance tents authorized this unit will not provide enough shelter for the performance of maintenance and the storage of parts and tools. Maintenance frequently cannot be performed outside because of the rain.

OBSERVATION: That more tentage be made available to the maintenance section.

MILDEW

ITEM: Any items of clothing or field equipment is highly susceptible to mildew.

DISCUSSION: Field gear or clothing that is not frequently inspected and dried is likely to be damaged by mildew because of the humid weather.

OBSERVATION: That all clothing and equipment be frequently cleaned and dried and that a scheduled inspection be conducted to insure that this is being accomplished.

LESSONS LEARNED

WEAR ON FIFTH WHEEL

ITEM: Fifth Wheel on M52A2, 5 ton tractor

DISCUSSION: The constant presence of dirt and sand in road travel in Vietnam has caused in some cases more than normal wear on the fifth wheel.

OBSERVATION: Constant attention of the drivers to the fifth wheel condition and proper maintenance, to include scraping the wheel clean and putting clean grease on the fifth wheel has reduced many of the problems in this area.

VIETNAMESE DRIVING CUSTOMS

ITEM: Drivers Anticipation of Vietnamese Driving Actions.

DISCUSSION: After many thousands of miles and many months of driving, the 5 ton truck drivers have observed many actions peculiar to Vietnamese drivers alone.

OBSERVATIONS: Vietnamese military drivers in most cases will drive more to the center of the road than to the right side. It has been found that it is better for the American driver to slow down and pull to the right as much as possible rather than try to hold ground and force the Vietnamese driver to the right. The Vietnamese military driver has a bad habit of tail gating and it has been found safer to pull over to the right and allow them to pass rather than speed up to get away from them.

PREVENTION OF CARGO SLIPPAGE

ITEM: Cargo Tie Down Devices, Aircraft Type, Strap

DISCUSSION: After nine (9) months of continuous cargo handling of various types and shapes and experimenting with many different kinds of tie down devices it has been determined that the cargo tie down device, aircraft type, strap is best from a safety point of view.

OBSERVATION: These mechanical tie down devices have proven to be a time saving and highly regarded safety device. The tie down straps can be easily attached to a 12 ton semi-trailer and can be quickly secured into position. Unlike rope, these tie down devices prevent any slippage or shifting of cargo. Five (5) tie down devices of this type can secure any load normally hauled by a 12 ton semi-trailer.

FIELD SANITATION

ITEM: Use of Burn-Out Latrines

DISCUSSION: Due to the extreme heat and moisture, the most efficient odor-free technique of keeping the latrine clean is burning out the excrement. This is accomplished by using fifty-five gallon drums cut in half. Each drum is removed twice daily, filled with diesel and burned out in an area away from troop billets or offices.

OBSERVATION: The burn technique is the most efficient method of eliminating waste.

ITEM: Use of Mosquito Nets.

DISCUSSION: Due to the prevalence of mosquitoes and malaria in Vietnam, it was found the mosquito net with bars when used correctly was effective protection against mosquitoes. Nets should be tucked in at all times and in a good state of repair.

OBSERVATION: Use of mosquito nets provide good protection when properly utilized.

ITEM: Use of Diesel on Roads.

DISCUSSION: It has been observed that when diesel is used on roads to keep down dust, it caused hazardous driving conditions due to the slippery laterite roads. Vehicles parked in low area where diesel is used experience extreme difficulty in moving.

✓ OBSERVATION: Use of diesel to keep dust down on laterite roads should be used only when necessary.

ITEM: Pull Chain Shower Valves.

DISCUSSION: The screw type shower valve has been a big factor in the large quantity of water required for sanitary purposes mostly wasted.

OBSERVATION: That pull chain shower valves be made available for field shower points thereby reducing the waste of water by personnel not observant enough to use the three steps in showering in field shower points wet down, soap down, rinse off.

ITEM: Removal of FM radios from boat units being shipped overseas.

DISCUSSION: The present radio nets consist of FM radios which will not net with AM radios being used by boat units hampering operations in that both AM and FM ground stations have to be maintained.

OBSERVATION: That FM radios be retained by units shipped; that sufficient FM radios be made available to boat unit presently in country.

AVLC-TA-IO-H (10 May 1966)

1st Ind

SUBJECT: Command Report for Quarterly Period Ending 30 April 1966

HEADQUARTERS, 4th Transportation Command, APO 96307, 13 June 1966

TO: Commanding General, 1st Logistical Command, APO 96307

1. Concur with report and Commander's Recommendations.
2. Action has been taken to secure a fully radio net with all water craft and discharge sites.
3. Improved methods are being developed concerning the loading and unloading of barges. Additional equipment in this area is also being contracted.

FOR THE COMMANDER:

1 Incl
nc



CLEO C. GARRETT
Major, AGC
Adjutant

AVLC GO-H (10 May 66)

2nd Ind

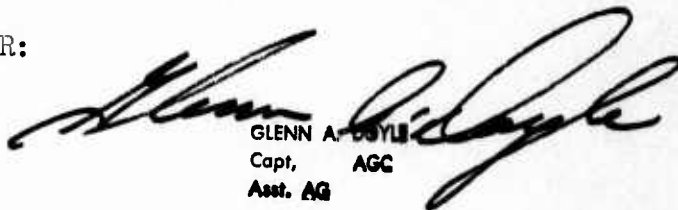
SUBJECT: Operational Report on Lessons Learned for Quarterly Period Ending
30 April 1966. RCS CSGPO-28(RI)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307 1 JUL 1966

TO: Commanding General, United States Army, Vietnam, ATTN: AVC (HIST)
APO 96307

1. Forwarded in accordance with AR 525-24 and USARV Circular 870-1.
2. Concur with the comments and recommendations as noted in the basic report and first indorsement.
3. Reference Section II paragraph 1c: The 556th Transportation Company (Medium Truck) (Petroleum) has been reassigned, has changed motor pool locations and adequate space is now available.
4. Reference Section II Lessons Learned, Item, Anchors for contract ammunition barges: Mooring bollards have been installed at the barge site.
5. Reference Section II Lessons Learned, Item, Construction of tent frames: The solution recommended is acceptable for Standard 2; and materials are available from area engineers providing installation is on a self-help basis. The 18th Engineer Brigade is preparing plans for Standard 4 cantonments.

FOR THE COMMANDER:


GLENN A. DOYLE
Capt, AGC
Asst. AG

AVC-DH (10 May 66) 3rd Ind
SUBJECT: Command Report for Quarterly Period Ending 30 April 1966

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96307

THRU: Commander in Chief, United States Army, Pacific, ATTN: GPOP-MH
APO 96558

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

This headquarters concurs with the 11th Transportation Battalion
operational report on lessons learned as indorsed.

FOR THE COMMANDER:

1 Incl
nc

WR Autrey
for *1/LTMC*
JAMES R. PERRY
Major, AGC
Asst Adjutant General

OCT

GPOP-MH (10 May 66) 4th Ind
SUBJECT: Command Report for Quarterly Period Ending 30 April 1966

HQ, U.S. ARMY, PACIFIC, APO San Francisco 96558 23 AUG 1966

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

1. The Operational Report on Lessons Learned of the 11th Transportation Terminal Battalion for the period 1 January - 30 April 1966 is forwarded herewith. This is a highly informative report. The method of employing separate company reports as the bulk of the content is unusual but in this case has proven effective.

2. Reference Section I, Inclosures 2 and 4. The 117th and 124th Terminal Service Companies have not been employed in their normal roles. The personnel and equipment have performed diversified tasks in widely separated locations. It is recommended that in the future such tasks be assigned to TOE 55-500 teams, which are specifically tailored for such activities. It is believed that this would result in a savings of personnel with critical skills.

3. Reference Section I, Inclosures 1, 3, and 5 - 8. These inclosures contain valuable statistics concerning the operations of highway units in the RVN. It is therefore recommended that this information be distributed to commanders of truck companies scheduled for deployment to the RVN.

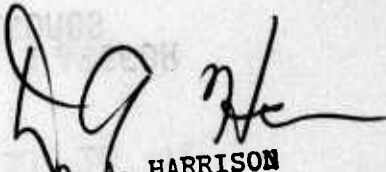
4. Reference Section, Item on PLL. Concur. Established PLL's are not proving adequate for the conditions in the RVN. The mechanics of AR 735-35 are such that usage factors generated by a new demand will be reflected in new PLL's for like units under new conditions. As demand data is accumulated and the system responds to new demands, units in the RVN will find the PLL to be adequate. During the period in which the 11th Transportation Battalions deployed, a 15-day PLL was normal. At present, a 30-day PLL is required for units deploying to the RVN. This increase should preclude a recurrence of the situation noted in the reference.

5. Section II, Item on Use of Diesel on Roads. Concur in principle. Reclaimed oil from vehicles and other equipment should be utilized to the fullest practicable extent before any use of diesel is considered.

FOR THE COMMANDER IN CHIEF:

1 Incl
nc

Copy furn:
CG USARV, Attn: AVC-DH


D. A. HARRISON
Capt, AGC
Asst AG