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DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CRB-P-10-CO

24 August 1966

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

TO: Commanding Officer
Cam Ranh Bay Port (Provisional)
APO 96312

In compliance with USARV Regulation Number 870-2 submitted herewith is the Operational Report for Quarterly Period ending 31 July 1966 with one inclosure, Capability Vs Performance Study.

TEL: CRB 152

1 Incl
as

George Serbousek
GEORGE SERBOUSEK
LTC, TC
Commanding

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Head of SC-R-301
Attn: OTRD

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SECTION 1

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. During the period covered by this report the 10th Transportation Battalion (Terminal) was primarily engaged in port operations and line haul truck operations at Cam Ranh Bay, with additional responsibilities for port operations at Nha Trang and Phan Rang. Personnel and equipment were also provided, as required, to perform cargo operations at Tuy Hoa. Outlined below are the statistics for each month covered by this report, indicating short tons of cargo discharged, backloaded and the number of vessels worked, by location:

a. DISCHARGED

<u>PERIOD</u>	<u>CAM RANH BAY</u>	<u>PHAN RANG</u>	<u>NHA TRANG</u>	<u>TUY HOA</u>	<u>TOTAL</u>
1-31 May 66	79477	6492	17320	—	102289
1-30 Jun 66	83049	4204	20429	2228	109910
1-31 Jul 66	<u>112401</u>	<u>6055</u>	<u>19949</u>	<u>12974</u>	<u>151379</u>
	274927	16751	57698	15202	363578

b. BACKLOAD

<u>PERIOD</u>	<u>CAM RANH BAY</u>	<u>PHAN RANG</u>	<u>NHA TRANG</u>	<u>TUY HOA</u>	<u>TOTAL</u>
1-31 May 66	15027	68	3133	—	18228
1-31 Jun 66	17085	256	4831	—	22172
1-31 Jul 66	<u>24368</u>	<u>732</u>	<u>4288</u>	—	<u>29388</u>
	56480	1056	12252	—	69788

c. VESSELS WORKED

<u>PERIOD</u>	<u>CAM RANH BAY</u>		<u>PHAN RANG</u>	<u>NHA TRANG</u>		<u>TOTAL</u>	
	<u>DEEP DRAFT</u>	<u>LST</u>	<u>LST</u>	<u>DEEP DRAFT</u>	<u>LST</u>	<u>DEEP DRAFT</u>	<u>LST</u>
1-31 May 66	29	17	16	9	13	38	46
1-30 Jun 66	39	27	5	7	12	46	44
1-31 Jul 66	<u>50</u>	<u>30</u>	<u>11</u>	<u>11</u>	<u>10</u>	<u>61</u>	<u>51</u>
FOR OT RD 660237	118	74	32	27	35	145	141

Significant Organizational Activities Cont'd.

2. As indicated by the preceding statistics the trend of tonnage handled and ships worked is on a significant rise. The tonnage back-loaded at Cam Ranh Bay was primarily that in support of coastal resupply operations at Phan Rang, Nha Trang and Tuy Hoa. Of significance was the extensive use of the US Army John U.D. Page, a lighter beach discharge vessel of unique design and the only one in existence. The design of this vessel permits it to be loaded and unloaded more rapidly than an LST. This feature coupled with the ability to use the vessel as a bridge, driving vehicles from another vessel through the well deck of the Page, enhances the usefulness of this ship. The Page was utilized extensively to provide rapid resupply in support of tactical operations such as "John Paul Jones". Successful operations with the bi-weekly trips from Okinawa to Cam Ranh Bay of the Roll-On Roll-Off USNS Comet continue. In order to utilize the roll-on roll-off design features of this vessel without diverting the John UD Page from high priority missions, a small pier consisting of two each deck cargo barges were positioned end to end. This "RO/RO" pier was placed parallel to the causeway of the existing old DeLong pier allowing the USNS Comet to be docked stern first on the starboard side of the DeLong pier with her stern ramp lowered onto the improvised RO/RO pier. Vehicles to be discharged or backloaded are driven on to or from the shore over an engineer bridge approach. Other conventional cargo is discharged or back loaded as in normal pier operations.

3. Attached to this report as Inclosure One is a copy of the Capability VS actual Performance Study (RCS: AVE-44) and analysis of Terminal Service Companies organized under TOE 55-117D. This was a one time report made to the 1st Logistical Command and covers the three month period of April, May and June 1966. It provides statistics on unit strengths; THE availability and the effect on cargo operations.

Significant Organizational Activities Cont'd

4. By mid-June the 10th Transportation Battalion was what is believed to be the largest battalion in the Army, with a total of fourteen companies, one platoon, and fifteen detachments assigned and present for duty. The large span of command coupled with the attendant problems and functions relating to port operations such as harbor master functions and contract administration and the every day adverse operating conditions peculiar to Vietnam severely taxed the capabilities of the battalion staff. This situation was alleviated by the 20 June arrival of the 24th Transportation Battalion which assumed command of six companies and fifteen detachments. Earlier in June LTC Robert W. Gentleman, the battalion commander, was assigned the added duty as Commander of Cam Ranh Bay Port (Provisional) with the battalion staff also assuming added functions as the port staff. The arrival of a new battalion commander and subsequent arrival of two Transportation Truck Battalion Headquarters, the 39th and 36th respectively, permitted assignment of the five truck companies and truck platoon from the 10th Battalion to the two truck battalions. Thus the Cam Ranh Bay Port (Provisional) continues to function in command of two transportation terminal battalions and two transportation truck battalions, using the 10th battalion staff in a dual capacity.

5. During the reporting period the battalion was engaged in operations for a total of 92 days on a two shift, twenty hours a day, seven day a week basis. This continued pace has taken its toll in terms of dead-lined equipment and equipment turned in for salvage or evacuated for higher echelons of maintenance. The one major problem having a severe impact upon operations is the shortage of and non-availability of forklifts and other material handling equipment. This problem is well known and recognized at

Significant Organizational Activities

all senior echelons of command and a replacement and modernization program is in progress which should materially alleviate this problem in the foreseeable future. The rough terrain forklift and the amphibious LARC V have proven to be invaluable and indispensable assets in the performance of over-the-beach operations on the sandy beaches and the sandy terrain of Cam Ranh Bay and the sub-ports. Ten Kenworth 15 ton cargo trucks with trailers equipped with high-floatation tires similar to those used on the LARC V's arrived for port use in July. While performance has not been fully assessed or testing completed, initial operations with these vehicles on the deep sands of Cam Ranh peninsula have been successful. Standardization, TOE authorization and procurement planning for additional quantities should be undertaken by higher command echelons.

SECTION 2

PART 1 OBSERVATIONS

1. Personnel: None
2. Operations:

BARGE LIGHTER DISCHARGE

Item: Effectiveness of the barge discharge lighter John UD Page

Discussion: Coastal cargo resupply operations in support of tactical operations at times require rapid delivery of substantial tonnages. The maneuverability of the John U.D. Page with its unique design make it an ideal and versatile vessel for coastal use in Vietnam.

Observation: The John UD Page design and concept appears to be proven, although an increase in the vessels speed would be an improvement. It would appear prudent to initiate procurement for additional vessels of this type for Army lightorage and resupply operations.

Section 2 Observations

High-Floatation Equipment

Item: MHE and cargo vehicles with high-floatation tires.

Discussion: Rough terrain forklifts, LARC V's and recently the 15 ton Kenworth trucks equipped with large high-floatation tires have proven to be an invaluable asset for cargo handling and cargo movement operations in the extremely sandy terrain of Cam Ranh penninsula.

Observations: It appears prudent to test the application of the high-floatation tire concept to other types of equipment for future inclusion in authorization documents.

3. Training & Organization:

None

4. Intelligence:

None

5. Logistics:

None

6. Other:

None

7. Recommendations:

None

Incl

Capability VS Performance
Study

George Serbousek

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LTC, TC
Commanding

CRB PORT (PROV)

6 August 1966

SUBJECT: Capability Vs Performance Study (RCS: AVS-44) REPORTS 1-1

1. Branch of Service: Transportation Corps

a. Transportation Terminal Service Company, TOE 55-117D

(1) Unit designation and location:

(a) 116th Transportation Company (TS), Cam Ranh Bay

(b) 155th Transportation Company (TS), Cam Ranh Bay

(c) 565th Transportation Company (TS), Cam Ranh Bay

(d) 870th Transportation Company (TS), Cam Ranh Bay

(2) Expected Capability:

At full strength, operating on a 20 hour per day, 2 shift basis or on a 10 hour day, 2 location basis, at established terminals or over beaches, the transportation terminal service companies can perform the following:

(a) Discharge one standard five-hatch ship at the average rate of 720 S/T of general cargo daily (21,600 S/T monthly,) or

(b) Load one standard five-hatch ship at the average rate of 500 S/T of general cargo daily (15,000 S/T monthly).

(c) Sort cargo by technical service and load the cargo on an initial mode of transportation at the pier or at the waterline in a beach operation.

(d) Prepare transportation documents for all cargo handled by the unit.

(e) Account for the cargo handled.

(3) Planned basis of Allocation:

One terminal service company per each 720 short tons of cargo to be discharged or 500 short tons of cargo to be loaded for each 20 hours of daily operation.

(4) Actual Performance:

(a) Tonnage handled is as follows:

	<u>155th</u>	<u>565th</u>	<u>870th</u>
April	21824	22689	21750
May	15392	35198	18335
June	20414	25615	20798

**The 565th was augmented by Vietnamese Contract Civil labor, with from 4 to 10 gangs over a 24 hour period.

(Note: The 116th was located at Qui Nhon during reporting period, and figures are not included for this unit.)

(b) As indicated by the above figures units are meeting and generally exceeding expected capabilities in spite of the fact that the units are hampered by deadlined MHE, shortages of MHE and recently an influx of untrained people. Variables adversely affecting tonnage figures are personnel strength and availability of MHE equipment as indicated below:

1 Personnel strength (% present for duty)

	<u>155th</u>	<u>565th</u>	<u>870th</u>
April	103	94	77
May	27	89	78
June	67	56	79

2 10th Trans Bn (Tml) is authorized a total of 19 forklifts of all types per terminal service unit. Data for report period is as follows:

	<u>155th</u>		<u>565th</u>		<u>870th</u>	
	On Hand	Oper	On Hand	Oper	On Hand	Oper
April	19	6	17	7	24	12
May	20	7	19	8	27*	10
June	19	5	17	2	10	7

* 17 were turned in to salvage in June.

(Note: above availability figures range from 11% to a maximum of 50%)

(c) Conclusions: Units in general actually exceeded their expected capability, except for the 155th during the month of May, due to only 27% being available for duty. The forklift situation remains critical and has an adverse effect on ability to move cargo. Due to the forklift shortage and lack of low-mast lifts, much of the palletized and other cargo has to be "snaked" to the square of the hatch, slowing down the rate of discharge. 565th had a high tonnage figure for the month of May (35,198 S/T), due to high percent of trained personnel present for duty, and due to type of cargo discharged. May tonnage was also enhanced by civilian augmentation (see paragraph 1a (6) below).

(5) Basis of Allocation Recommended: No changes recommended.

(6) TOE Variations: During reporting period, 565th was augmented daily with from 4 to 10 gangs of local hire Vietnamese civilians. Average daily capability of a Vietnamese hatch gang is approximately 40 S/T.

2. Recommendations and comments:

a. Recommendations.

(1) Recommend that terminal service units be kept at full strength.

(2) Recommend that the new forklifts due this battalion under the modernization program be expedited and that at least four commercial forklifts in each unit be of the low-mast type to enable movement between decks within ship's holds to facilitate cargo discharge.

b. Comments

Considering fluctuations in personnel strength, equipment availability, a mixture of pier and stream operations, and various types of cargo handled, the TOE figures of 720 S/T per day per unit is a reliable average.