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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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*Asst. Chief for Foreign Sec,
Dept. of Army
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DEPARTMENT OF THE ARMY
HEADQUARTERS 57TH TRANSPORTATION BATTALION (TRUCK)
APO 96312

AVCA CR-MT-C-CO

2 May 1967

SUBJECT: Operational Report for Quarterly Period ending 30 April 1967

THRU: Commanding Officer
500th Transportation Group (MT)
APO 96312

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

1. Section 1 - Significant Organization or Unit Activities:

a. Headquarters 57th Transportation Battalion (Trk) was engaged in support operations for 89 days of the reporting period. The Battalion conducted training on 74 days of the reporting period.

b. One transportation company (Med Trk) of the Battalion was alerted 20 April 1967 for possible movement.

c. The Battalion encountered no serious personnel problems or shortages during the reporting period. At the close of the reporting period the Battalion strength was as follows:

	OFF	WO	EM
AUTHORIZED	23	5	745
ASSIGNED	20	5	757

d. The organizational structure of this Battalion consists of a Battalion Headquarters with an organic Headquarters and Headquarters Detachment, and four attached transportation companies: 545th Transportation Company (Lt Trk 5-ton), 566th Transportation Company (Med Trk Cgo), 585th Transportation Company (Med Trk Cgo), and 592nd Transportation Company (Lt Trk 5-ton).

e. During the period 1 February thru 30 April 1967, units of this Battalion moved the following tonnage:

- (1) Local haul: 38,645 short tons
- (2) Line haul: 7773 short tons
- (3) Port & Beach Clearance: 27,476 short tons

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f. Miles driven during the period 1 February thru 30 April 1967: 288,551.

g. The 57th Transportation Battalion (Trk) continued the operational mission of providing support to the 24th Transportation Battalion (Terminal) in beach clearance and backloading operations at South Beach. This mission is assigned to the 545th Trans Co (Lt Trk), with the additional mission of clearing all Army cargo to and from the 14th Aerial Port, Cam Ranh Air Base. The 592nd Trans Co (Lt Trk) continued to support the ammunition pier for clearance and backloading. Providing support on a mission basis has resulted in improved utilization of available resources and service to the customer.

h. The following support was provided outside the Cam Ranh Bay area on dates indicated below.

UNIT	DATE	VEHICLES	SUPPORTED UNIT
592nd	1 Feb - 30 Apr 67	5 -5 ton cargo	Phan Thiet Port & Beach Clearance
	25 Mar - 29 Mar 67	11-5 ton cargo	Operation Summerall
566th	31 Mar - 31 Apr 67	4 -S&P's	CRB 109th CM
	20 Apr - 30 Apr 67	1 -S&P	Nha Trang
	25 Mar - 29 Mar 67	28-S&P's	Operation Summerall
585th	1 Feb - 23 Apr 67	1 -S&P	PX Local and Line haul Nha Trang
	3 Apr - 20 Apr 67	10-S&P's	Port & Beach Tuy Hoa
	1 Feb - 20 Feb 67	10-S&P's	Port & Beach Phan Rang
	20 Feb - 10 Apr 67	20-S&P's	Port & Beach Phan Rang
	10 Apr - 14 Apr 67	10-S&P's	Port & Beach Phan Rang
	1 Feb - 5 Feb 67	6 -S&P's	Operation Farragut
	5 Feb - 12 Feb 67	3 -S&P's	Operation Farragut

i. Normal convoy operations were conducted from Cam Ranh Bay to Phan Rang, Nha Trang, Tuy Hoa, and Ninh Hoa without serious incident.

j. The 592nd Trans Co (Lt Trk) and the 585th Trans Co (Med Trk) were inspected by the US Army Support Command Cam Ranh Bay Organizational Maintenance Team and received satisfactory ratings.

k. Semi-annual range firing was conducted by all units of the Battalion.

2. Section 2, Part I - Observations (Lessons Learned):

a. Personnel - none

b. Operations

(1) Item: Cargo truck tie down hooks.

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Discussion: M54A2 five-ton cargo trucks were designed without sufficient tie down hooks. When the false deck is used in a five-ton truck, to increase carrying capacity and expedite discharging, there is a possibility that the load can fall off if not properly secured. The tie down hooks provided were designed for securing the vehicle tarpaulin and not to withstand the strain of securing a load.

Observation: Additional tie down hooks were required and were made of 3/8" steel rods and welded at four locations on each side of the truck to assist in securing loads. These rods are bent in the shape of a half circle and welded to the outside lower channel of the bed. This provides eight secure tie down hooks on each truck. These hooks are considered to be an adequate "Field Fix." SN

(2) Item: Cargo securing rails

Discussion: When using the false decks in the M54A2 cargo truck, the cargo has a tendency to shift and/or slide off the truck when not properly secured.

Observation: A side rack was needed to keep the cargo from sliding. A 2x4 piece of lumber was first utilized, nailed the full length of the bed at the outside edge. This was not a satisfactory solution as the fork lift could not remove the palletized cargo due to the 2x4 obstruction. To remedy this, the 2x4 had to be removed, making deck repair a problem. The final solution was accomplished by obtaining channel iron stakes, 6'6" long, and welding channel iron legs at 90 degree angles to these stakes. These legs were welded so as to fit in the slots provided for the truck sideboards. The channel iron sideboards were made in two sections per each side of the truck to expedite removal. They are strong yet lightweight and prevent the load from sliding.

(3) Item: Platoon stand down

Discussion: Mission capability is based on 75% availability of authorized TOE vehicles. Since the mission of attached units is based on a 7 day work week, operating 20 hours a day, the maintenance time allotted was insufficient to insure vehicle availability.

Observation: A platoon stand down program for a 3 day period was initiated. This 3 day period is utilized for the maintenance of all platoon TOE equipment. The stand down is rotated every three days throughout the Battalion so there is one platoon down per 3 day period. This does not hamper mission accomplishment and maintenance of all assigned equipment has improved, thereby increasing mission capability.

- c. Training - none
- d. Logistics - none

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3. Section 2, Part II - Recommendation: Eight cargo tie down hooks should be placed on the outside of the bed of trucks not equipped with drop sides. The 57th Transportation Battalion Equipment Improvement Report, number 1-67, has been submitted on this recommendation.

4. Section 3 - DA Survey Information: This unit did not have a Department of the Army directed investigation on a specific subject during this period.

Julian H. Hall
JULIAN H. HALL
LTC, TC
Commanding

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AVCA GO-O (2 May 67)

3d Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967
(RCS CSFOR 65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

14 JUN 1967

TO: Deputy Commanding General, US Army Vietnam, ATTN: AVHGC-DH, APO 96307

1. The Operational Report - Lessons Learned submitted by the 57th Transportation Battalion for the quarterly period ending 30 April 1967 is forwarded.

2. Reference Section II, Part I, paragraphs 2b(1) and (2): Concur with observations. Problems expressed generally affect all similarly-equipped units performing movement of palletized cargo. Dropside tactical vehicles have been requested to replace standard vehicles used in port and beach clearance and local haul operations. Ten of these trucks are expected in country in the near future under the ENSURE program and will be tested by truck units. Adoption of this drop side vehicle would eliminate the need for the two "field fixes" described.

3. Concur with basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER:

Timothy S O'Hara

TEL: LYNX 430

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TIMOTHY S. O'HARA
1LT. INF
Acting Asst AG

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AVCA CR-MT-S3 (9 May 67)

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967

HQ, 500th Trans Gp (MT), APO 96312 9 May 1967

TO: Commanding Officer, US Army Support Command Cam Ranh Bay,
ATTN: AVCA CR-10, APO 96312

1. Operational Report (RCS CSFOR-65) for the 57th Transportation Battalion (Truck) for the period 1 February 1967 through 30 April 1967 is forwarded.
2. Subject report adequately reflects the activities of the period indicated.
3. This indorsement regraded Unclassified when separated from basic correspondence.

Robert C. McCoy
ROBERT C. MC COY
LTC, TC
Acting Commander

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AVCA CR-10 (2 May 67)

2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967
(RCS CSFOR-65)

Headquarters, US Army Support Command Cam Ranh Bay, APO 96312 2 JUN 1967


THRU Commanding General, 1st Logistical Command, APO 96307
Commanding General, US Army Vietnam, APO 96307
Commander-in-Chief, US Army Pacific, APO 96558

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

The inclosed Operational Report submitted by the 57th Transportation
Battalion (Truck) adequately reflects the activities of the unit for the
period indicated.

FOR THE COMMANDER:

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as


LLOYD M. LEE
1LT AGC
ASST AG

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AVHGC-187 (2 May 67)

4th Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending
30 April 1967 (RCS CSFOR-65) (U)


HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 19 JUN 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GOPP-OT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 57th Transportation Battalion (Truck) as indorsed.

2. (U) Reference item concerning eight cargo tie down hooks on trucks not equipped with drop sides, paragraph 2, 3d Indorsement: A requirement for 320 2½ ton trucks with drop side cargo bodies and tie down kits was established under ENSURE procedures. Initially, ten of these trucks will be evaluated in RVN by the 48th Transportation Group. Further action is dependent upon results from field evaluation.

FOR THE COMMANDER:


STANLEY E. SCHULTS
Major, AGC
Asst Adjutant General

GPOP-DT(2 May 67)

5th Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending
30 April 1967 (RCS CSFOR-65), HQ 57th Trans Bn (Trk)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 2 7 JUL 1967

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

This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:



H. SNYDER
CPT, AGC
Asst AG

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