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AUTHORITY

ago, d/a ltr, 29 apr 1980

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

IN REPLY REFER TO
AGAM-P (M) (2 Oct 67) FOR OT RD-670397

5 October 1967

SUBJECT: Operational Report - Lessons Learned, Headquarters,
10th Transportation Battalion (Terminal)

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT 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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*Asst. Chief of Staff for Plans
Dept of Army
Wash D C 20310
attn: 077RD*

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

AVCA CR-P-10-CO

6 May 1967


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

TO: Commanding Officer
124th Transportation Terminal Command
APO 96312

In compliance with USASC Regulation Number 870-2 submitted herewith
is the Operational Report for Quarterly Period ending 30 April 1967.

Tel: 2714 (CRB)

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JAMES S. LEONARD
Major, TC
Commanding

For-OT-RO File

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OPERATIONAL REPORT FOR QUARTERLY PERIOD ENDING 30 APRIL 1967

SECTION I (SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES)

1. During the period covered by this report there were no major changes in the mission responsibility of the battalion or attached units. However, there were significant changes in the organization of the battalion which placed further emphasis on the role of civilian contractors in accomplishing the mission of the battalion.

2. The 551st Transportation Company (Terminal Service) was deployed to the Saigon area during the month of April and the 565th Trans. Co. (TS) was alerted for deployment in the near future. This required a shifting of assigned terminal service companies to work the piers. One of the newer Dolong piers (#4) was not operational during the month of April due to repairs.

3. Of significance during the period was the receipt of over 40 forklifts of various sizes, mostly of the commercial type. This figure includes forklifts received by the civilian contractor, Vinnell Corporation. This addition of MHE significantly increased the cargo handling potential of the battalion and also decreased the likelihood of damaged cargo, especially within the holds of the vessels.

4. Tonnage handled by the battalion's assigned units and contractors for the months of February, March, and April was 140,569, 135,006, and 115,954 short tons respectively. Tonnage for March and April was reduced because of a lack of ships to work. There was a total of 124 berths without a ship for 24 hour periods during the two month period.

5. During the reporting period the battalion engaged in operations for 89 days on a two shift, twenty hour-a-day, seven day a week basis. Mandatory training was held in all units each month for the period of this report. Subjects covered were Military Courtesy, Interior Guard, Venereal Disease Control, Safety Information, Code of Conduct, Command Information, In-Country Orientation, Security and Character Guidance. On-the-job training is conducted in all units as required. A safety program for civilian forklift operators was also initiated.

6. A recapitulation of training, troop movements and operations follows:

a. HHD, 10th Transportation Battalion (Terminal)

- (1) Training - 12 days
- (2) Troop Movements - Negative
- (3) Operations - 89 days

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3 Operational Report for Quarterly Period Ending 30 April 1967 (Con'd)

- b. 116th Transportation Company (Terminal Service)
 - (1) Training - 18 days
 - (2) Troop Movements - Negative
 - (3) Operations - 89 days
- c. 155th Transportation Company (Terminal Service)
 - (1) Training - 20 days
 - (2) Troop Movements - Negative
 - (3) Operations - 88 days
- d. 410th Transportation Company (Terminal Service)
 - (1) Training - 12 days
 - (2) Troop Movements - Negative
 - (3) Operations - 85 days
- e. 551st Transportation Company (Terminal Service)
 - (1) Training - 13 days
 - (2) Troop Movements - 3 days
 - (3) Operations - 51 days
- f. 565th Transportation Company (Terminal Service)
 - (1) Training - 21 days
 - (2) Troop Movements - Negative
 - (3) Operations - 83 days
- g. 870th Transportation Company (Terminal Service)
 - (1) Training - 31 days
 - (2) Troop Movements - Negative
 - (3) Operations - 84 days

7. Also of significance during the period was that on April 10, 1967 Lt Col George Serbousek turned over command of the battalion to Major James J. Leonard.

Operational Report for Quarterly Period Ending 30 April 1967 (Con'd) 4

8. Attached to this report as Inclosure 1 is a copy of a Capability vs Actual Performance Study and analysis of Terminal Service Companies organized under TOE 55-117D for this reporting period. This report provides statistics for attached strengths, MHE availability and the effect on cargo operations.

SECTION II (COMMANDERS OBSERVATIONS AND RECOMMENDATIONS)

PART I - OBSERVATIONS (LESSONS LEARNED)

1. Personnel: None.
2. Operations:

Item: Pilferage and Damage to PX Cargo.

Description: It has been observed that the most effective way to eliminate pilferage and damage to PX and other sensitive, high-value cargo is to ship it in sealed conex containers. This type of container, along with the proper materials handling equipment, will effectively reduce pilferage and damage. Better cargo accountability also results from this type of shipment.

Observation: There should be an emphasis placed on the use of conex containers for the shipment of sensitive, high-value cargo. In addition, there must be an increased amount of cooperation between the military police, CID, and port operations personnel. During the reporting period there has been a considerable improvement in this area and the pilferage situation has improved significantly.

Item: Cargo Accountability.

Description: During the reporting period, a new system of pre-numbered TCMD's was instituted by the battalion documentation section. TCMD's, in effect, are now accountable documents and a log of TCMD's issued is maintained in each ship's file. Also experimented with during the period was the pre-documentation of backload and discharge cargo.

Observation: The numbering of TCMD's and pre-documenting cargo improved cargo accountability and enabled a smoother transition of cargo from the ship to consignee. The pre-documenting of cargo proved to be especially effective when used in connection with RO/RO shipments.

3. Training and Operations: None.
4. Intelligence: None.
5. Logistics: None.

5 Operational Report for Quarterly Period Ending 30 April 1967 (Con'd)

PART II - RECOMMENDATIONS

1. Personnel: None.

2. Operations:

It is recommended that the various containerized shipping services available be used to the maximum possible extent. Actual dollar savings could only be determined by careful statistical study, but it is assumed that the savings realized due to the reduction of damage and pilferage would exceed the cost of such services, especially in the case of high-value PX cargo.

3. Training and Operations: None.

4. Intelligence: None.

5. Logistics:

It is recommended that TCMD's be printed in numbered sets to eliminate the necessity of numbering each TCMD by hand. This would provide legible numbers on all copies of the TCMD.

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CAPABILITY VS PERFORMANCE STUDY

TOE 55-117D

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) 410th Transportation Company (TS), Cam Ranh Bay
- (d) 551st Transportation Company (TS), Cam Ranh Bay
- (e) 565th Transportation Company (TS), Cam Ranh Bay
- (f) 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 per day, 2 location basis, at established terminal, 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 Allocations: 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.

Incl 1

(4) Actual performance:

(a) Tonnage handled is as follows*:

<u>Unit</u>	<u>February</u>	<u>March</u>	<u>April</u>
116th	22,219	16,233	10,749
155th	29,532	24,770	25,541
410th	23,076	28,486	24,336
551st	20,600	10,280**	0
565th	16,793	12,338	16,442
870th	12,637	21,814	16,135

* Includes discharge and backload figures.

** 551st stopped cargo operations on 23 March to prepare for deployment.

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

1. Personnel strength (% present for duty)

<u>Unit</u>	<u>February</u>	<u>March</u>	<u>April</u>
116th	78%	77%	87%
155th	79%	82%	84%
410th	82%	79%	83%
551st	75%	79%	81%
565th	68%	74%	88%
870th	65%	80%	84%

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2. Tenth Transportation Battalion is authorized a total of 19 forklifts per terminal service unit. Data for reporting period is as follows:

<u>Unit</u>	<u>February</u> (on hand - operational)	<u>March</u>	<u>April</u>
116th	5 - 3	6 - 4	9 - 9
155th	15 - 13	20 - 16	20 - 18
410th	9 - 7	9 - 8	12 - 10
551st	5 - 3	6 - 2	0 - 0
565th	8 - 3	9 - 4	11 - 5
870th	5 - 3	6 - 4	7 - 6

(NOTE: Above availability figures range from a maximum of 100% to a minimum of 33%, the mean percentage being 72.8%)

(c) Conclusions: Units in general met their expected capability, except for the 870th in February, the 551st and 565th in March, and the 116th in April. These low total handled figures are due to an extreme shortage of MHE and also a substantial increase in the percentage of backload cargo as opposed to discharge cargo. The 116th had no assigned berth in April due to the fact that Pier 4 was being repaired by Delor, Corporation. The 116th spent the month filling in on other piers and doing some stream work.

(d) The overall battalion potential was not fully utilized during the months of March and April due to a lack of ships on the piers. There was a total of 124 berths without a ship for 24 hour periods during the two month period.

(e) The 155th Transportation Company (TS) consistently exceeds TOE capability due to the fact that it works Class V cargo exclusively, which is extremely dense cargo. An additional 15 electric forklifts have been assigned, giving the unit the capability of working 6 - 8 hatches on a 2 - 10 hour shift basis as opposed to the TOE capability of working 5 hatches on a 2 shift basis.

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

(6) TOE Variations: During the report period, the terminal service units of the 10th Battalion were augmented with from 10-14 gangs of local hire Vietnamese civilians daily. Average daily capability of a Vietnamese hatch gang is approximately 40 S/T.

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(a) In addition, during February, several of the 10th Battalion units were augmented with from 2-4 Korean gangs for short periods when they could not be fully utilized on the Vinnell Corporation Pier (Pier 3).

2. Recommendations and Comments:

a. Recommendations:

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

(2) Recommend that the remainder of 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 within the cargo compartments of ships to facilitate discharge of cargo.

b. Comments:

(1) There is a general shortage of low-mast forklifts in these units. The issue of forklifts received in RVN is made promptly on a TOE/MTOE - authorized basis. Low-mast forklifts are a permanent requirement for efficient cargo handling in both pier and stream operations. As the trend in cargo handling is towards palletization and mechanization, the on hand materials handling equipment of these units prevents them from performing at their expected capacity.

(2) During the 3 month reporting period, these units have been consistently understrength, the average percentage of authorized strength as opposed to present for duty strength being 79%.

(3) Considering fluctuations in personnel strengths, equipment and availability, a mixture of pier and stream operations, and various types of cargo handled, the TOE figures of 720 S/T per day of cargo discharged or 500 S/T per day of cargo backloaded are reliable averages. The units covered in this report had an overall average of 673 S/T of cargo handled per day which represents a substantial increase over the last quarter. This figure reflects approximately 20% backload cargo.

AVCA CR-P-2 (6 May 1967)

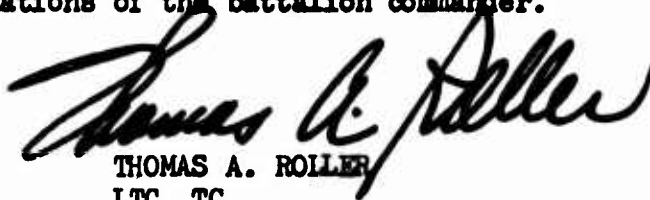
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SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967
(RCS CSFOR-65)

HQ, Cam Ranh Bay Port, 124th Trans Tml Comd, APO 96312, 10 May 1967

TO: Commanding Officer, US Army Support Command, CRB, ATTN: Information
Officer, APO 96312

This report adequately reflects the operations and activities of the
10th Transportation Battalion (Terminal Service) for the reporting period,
and I concur in the recommendations of the battalion commander.



THOMAS A. ROLLER
LTC, TC
Acting Commander

TEL: CRB 4318

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3 cys wd

AVCA CR-IO (10 May 67)

2nd Ind

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

Headquarters, US Army Support Command, Cam Ranh Bay, AP⁰ 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 10th Transportation Battalion (Terminal Service) adequately reflects the activities of the unit for the period indicated with the following comments.

a. Reference: Inclosure 1, paragraph 2 a(2): New electric forklifts are presently being issued to this Battalion (2ea). This will eliminate TO&E shortages on commercial forklifts. The Terminal Service Units are not authorized low-mast commercial forklifts by TO&E. There is a valid requirement for the low-mast type, but at the same time the unit should initiate an MTO&E for these items as soon as the moritorium on MTO&E's is lifted.

b. Reference: inclosure 1, paragraph 2 b: Again recommend unit initiate a change to their TO&E to include the low-mast type commercial Fork Lift.

FOR THE COMMANDER:

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LLOYD M. LEE
1LT AGC
ASST AG

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AVHGC-DST

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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 14 JUL 1967

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from the 10th Transportation Battalion (Terminal) as indorsed.

2. Pertinent comments follow:

a. Reference item concerning pilferage and damage to FX cargo, pages 3 and 4: Concur. Current USAFV policy calls for maximum use of Conex and/or unitized containers for FX cargo. Containership service to Cam Ranh Bay is scheduled to begin 15 August 1967.

b. Reference item concerning TCMD's, paragraph 5, page 4: Concur. TCMD's have to be accounted for by number at all ports. Recommend action be taken at DA level to have TCMD's printed with serial numbers.

FOR THE COMMANDER:

1 Incl
nc


E. L. KENNEDY
Capt AGC
Asst Adjutant General

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GFOP-DT (6 May 67)

5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 30 April 1967
from HQ, 10th Trans Bn (Terminal) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 2 0 SEP 1967

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 2031

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report, as indorsed, subject to the
following comments:

a. Reference Inclosure 1, paragraph 1, item on shortage of MHE.
AMC convened a DA directed closed loop conference on re-programming of
MHE in SEAsia on 11 Sep 67. Problem cited will be covered during conference.

b. Reference paragraph 2a, 4th Indorsement. Concur. Container-
ship service to Saigon, Cam Ranh Bay, and Qui Nhon has been delayed and
is not expected to begin until mid Oct/early Nov.

c. Reference paragraph 2b, 4th Indorsement. The matter of
reconciling TQPD's prepared by the RVN Army ports with copies receipted
by consignees has been of concern to this Hq. USARV advised that such
procedures were implemented on 1 Feb 67 and continues to receive maximum
command attention and emphasis. This is a positive means of verifying
delivery of shipments. It is recommended that DA support the recommenda-
tion to have TQPD's (DD Form 1384) printed with serial numbers, particularly
for use in Vietnam.

FOR THE COMMANDER IN CHIEF:

G. L. McMullen
G. L. McMULLEN
MAJ, AGC
Asst AG

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