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AGAM-P (M) (23 Jul 69) FOR OT UT 692320

29 July 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 577th Engineer Battalion, Period Ending 30 April 1969

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BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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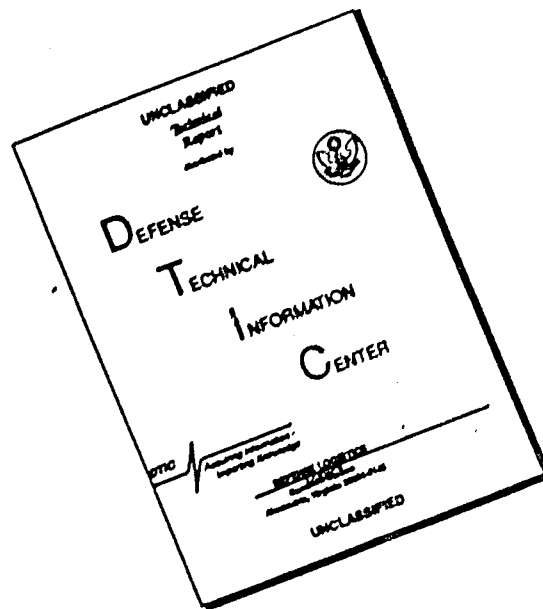
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 577TH ENGINEER BATTALION (CONSTRUCTION)
APO US Forces 96204

EGACHD-3

12 May 1969

SUBJECT: Operational Report of the 577th Engineer Battalion (Construction),
for Period Ending 30 April 1969, RCS CS FOR-65 (R1)

THRU: Commanding Officer
35th Engineer Group (Const)
APO US Forces 96312

Commanding General
18th Engineer Brigade
ATTN: AVAC-C

Commanding General
United States Army, Vietnam
ATTN: AVHCC (DST)
APO US Forces 96375

Commander in Chief
United States Army, Vietnam
ATTN: GPDP-DT
APO US Forces 96558

TO: Assistant Chief of Staff for Force Development
Department of the Army (ACSFOR)
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Inclosure

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1. Section I, Operations: Significant Activities:

a. Attached as inclosure 1 is a chart of the organization of the 577th Engineer Battalion (Construction) with its attached units.

b. This unit engaged in eighty-nine days of operations during the period covered. Mandatory and special training were conducted after normal working hours or integrated into the daily work schedule. Training for overseas replacements as prescribed by USARV Reg. 350-1 was conducted by a battalion training team each Sunday of February and March. Training was curtailed in the month of April due to this battalion's move to Don Duong.

c. Troop Movements: The end of the last reporting period saw Company C departing Phu Hiep for a new cantonment area in the vicinity of Duc Trong. By 3 February, Company C completed its move and became OPCON to the 589th Engineer Battalion (Construction). On 13 February, the 553rd Engr Co (FB) minus 2nd Platoon was released from attachment to the battalion and moved to Dong Ba Thin. On 3 March, 1st Platoon, Company D moved to Dong Ba Thin to continue work on the 608th Transportation Warehouse; upon their arrival, 1st Plt, Company C, departed Dong Ba Thin to join their parent unit in Duc Trong. On 10 March, a battalion tactical Command Post and 2nd Platoon, Company B, moved from Phu Hiep to Don Duong to begin work on the battalion cantonment area at Don Duong. On 23 March, Company D minus their Earth Moving Platoon moved from Tuy Hoa North Field to Dong Ba Thin. At this time there was a change of guidons as D/577th became D/589th and D/589th, located at Don Duong became D/577th. On 30 March, the EM Platoon, Company D, 589th EBC was released from attached and moved to Phan Rang. On 2 April, Headquarters and Headquarters Company departed Phu Hiep for Don Duong. On 5 April, the 51st Engineer Platoon (Asphalt) was attached to the battalion at Don Duong. On 18 April, the 513th Engineer Co (LT) minus its 2nd Platoon was released from attachment to the battalion and returned to Phan Rang. On 20 April, Company A moved from Phu Hiep and arrived at Don Duong on 21 April.

d. Activities: The entire reporting period saw a planned phasing out of battalion elements at Phu Hiep and their arrival in the Dalat area. Battalion effort was not significantly hampered by rains during this period. During this period the battalion completed many projects as it continued its high rate of progress in vertical construction and as the progress in horizontal construction increased after being severely hampered the previous period by monsoon rains. The high mission priorities given by the battalion to operational support missions and civic action projects also continued during this period. Within the first week of February, Company C completed its move to Duc Trong. Assisted by five dump trucks from the 589th EBC and twelve bridge trucks from the 553rd Engr Co (FB), Company C made the trip without incident. Immediately upon arrival, Company C erected a temporary base camp to live in while construction on its permanent facilities was underway. In February, the battalion initiated five construction projects. On 6 February, Company B began construction of the Ban Thach Bridge Protective System. Consisting of concertina and chain link fence around each of the fourteen piers and a 840' wood and angle

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iron catwalk, the protective system nears completion as the quarter ends. In the second week of February, Company D began and completed a water well fill point for the 268th Aviation Battalion. This project consisted of a pump shed with inline chlorinator. Company D also constructed a Class 15, 95' timber trestle bridge for the village of Minh Duc. Within a week after completion, one span and one abutment were destroyed and another span and pier were damaged by enemy explosives. Company D returned to the site and by early March reconstructed the bridge, thus allowing access to Minh Duc by vehicle. On QL-1, Company B continued road upgrade by beginning construction of bridge QL-1/235A a 25 foot steel stringer and timber deck bridge. QL-1/235A was completed on 16 March. In the last week of February, Company D began and completed a 20' x 50' tropical wood building to serve as a hamlet headquarters in the village of Canh Phouc. This project was in support of Provincial Pacification Operations in the western rice bowl of the province. Company D also began construction of five UH-1 helicopter revetments for the 68th Helicopter Ambulance Detachment at the 91st Evac Hospital. The project, consisting of five parallel revetments, was completed on 18 March. During the month of February, Company D continued its land clearing and road maintenance mission on highway LTL-7B by clearing 355 acres of roadside. By the end of February, Company B, taking advantage of fair weather, completed 2 double barrel, 50' long 36" CMP culverts and 2 reinforced concrete culvert extensions to finish all planned culvert work on QL-1. Also, at the end of February, Company D completed the installation of electrical wiring and fixtures in the latrine, BOQ, Day Room, Supply Room and Orderly Room to complete the cantonment facilities for 4/60th Artillery. At MACV sub-sector headquarters in Phu Lam, Company D completed the facilities by installing and housing an in-line chlorinator unit. During February, a total of 0.58 inches of rain fell in the Tuy Hoa Valley. On 28 February, Company D installed a three barrel 24" culvert and backfilled with 50 CYS of blast rock to provide the 6/32nd Artillery an access route to move their artillery pieces to a forward fire base to support operations northwest of Tuy Hoa. During February, the 2nd Platoon, 553rd Engr Co (FB), had seven bridging missions. On 1 February, Bridge QL-1/243 was destroyed by enemy explosives. By 1630 hours, 1 February, the 553rd Engr Co (FB) replaced the destroyed bridge with a 30' dry span. On 8 February, they removed the 75' combination dry span and trestle bridge at Dong Tre. This bridge had provided a vital resupply route for a combined operation of the 173rd Airborne Brigade and the 26th ROK RCT in that area. In support of Company D's land clearing mission on LTL-7B the 553rd relocated three 45' M4T6 trestle spans over the canal paralleling 7B. Also, two 45' dry spans were removed and returned to the prestock yard. All these bridging operations except Bridge QL-1/234 involved the use of CH-54 Helicopters from the 268th Aviation Bn to lift completed trestle assemblies into place. On 23 February, bridge QL-1/237 was the target of sapper attack. One fifty foot concrete T-beam span and abutment were destroyed. All available battalion resources were committed to Company B in its mission of construction of a bypass. Security being provided by forces from the 28th ROK RCT, the massive hauling effort continued through the night of the 23rd and into the morning of the 24th. Twenty hours after the initial notification of the bridge destruction, 2,000 CYS of sand, 300 CYS of decomposed granite and 85 CYS of 3"(-) rock were hauled and 100 LF of 36" CM installed to complete the 350' bypass.

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through rice paddies to re-open QL-1 to traffic. The rock crushing capabilities and production by Company A were significantly increased with the arrival of a new 225 TPH Rock Crusher in late February. The crusher was tested and started continual operation and production on 13 March only 24 days after arrival. A total of 1.59 kilometers of road were brought to finished grade and paved in February; however, the decrease of rain in February showed its favorable effects in March as the 547th Engr Plt (Asphalt) paved 4.5 kilometers of QL-1. On 3 March, the 1st Platoon of Company D moved to Dong Ba Thin where they replaced the 1st Platoon of Company C. At this time Company C's 1st Platoon joined its parent unit in Duc Trong. On 10 March, a battalion tactical C.P. and 2nd Platoon, Company B moved to Don Duong. On 12 March, the battalion took responsibility for projects in Phu Duc Province and Company D, 589th Engineer Battalion (Const), located at Don Duong, became OPCON to the battalion. Continuing with MER Construction in their cantonment area, Company C completed dozing up a perimeter berm, constructed nine living/fighting bunkers and four guard towers and provided drainage in their area. During March, Company C also completed placing and decking four gun firing pads for A Btry, 5/22nd Field Artillery utilizing 45 CYS of reinforced concrete and 17,128 board feet of lumber, and utilizing self-help labor, technical advisors from Company C constructed six bunkers, a Fire Direction Center and an 80' x 20' Mess hall for A Btry. During March, Company C also began the rehabilitation of QL-21A by the clearing of 4,200 linear meters of roadway, the installation of three drainage structures and the construction of a 600 meter bypass around Bridge QL-21A/17. At Don Duong, the site of the new battalion cantonment area 33,000 CYS of select fill were hauled, graded and compacted by Company D, 589th Engr Bn and ten living/fighting bunkers were brought to near completion by 2nd Platoon, Company B and Company D personnel. At Phu Hiep, battalion units continued with increased emphasis on project completions in anticipation of their future move to Don Duong. In March Company D completed land clearing 100 meters either side of LTL-7B. At the completion, 813.3 acres of land were cleared. This operational support project involved the use of an average of three D-7E dozers a day supplemented with 2,101 boxes of bangalore torpedoes on steep and rocky areas. On 8 March, the "King Ranch" method of land clearing was tested using a nine foot diameter ball and ship's anchor chain. The use of the ball and chain proved to be ineffective. The use of the chain alone was found to be effective in clearing areas of light bamboo. Security for this project was provided by D/16th Armor of the 173rd Airborne Brigade and 4th Bn, 47th ARVN Regiment. Company D also completed the construction of a Texas Culvert on LTL-7B utilizing 15 LF of 30" culvert and 36 CYS of concrete. Also, in March, Company B completed the Tho Lam School. This brick building replaces the original school destroyed during the Tet Offensive of 1968. During the month of March the battalion experienced nine separate enemy incidents. On 2 March a 5 ton dump truck from the 513th Engr Co (DT) was damaged by an explosive charge placed between the dump bed and the cab. There were no friendly or enemy injured and the dump truck received minor damage. Also on 2 March, a 1/4 ton truck was ambushed on LTL-7B. Personnel from Company D were returning to the Company Base Camp when fired on by automatic weapons. The hostile fire resulted in one (1) KIA and one (1) WIA from Company D. On 9 March, a 10 ton tractor with trailer carrying bangalore torpedoes from land clearing operations was damaged by an enemy mine on LTL-7B. On 11 March, a second 10 ton tractor with trailer

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carrying bangalore torpedoes on LTL-7B was damaged by an enemy mine. There were no friendly casualties. On 17 March, a MACV team house at Don Xuan was partially destroyed by catapulted enemy satchel charge. On 21 March a squad from Company D was sent to Don Xuan and by 30 March the rehabilitation of the team house was completed. On 18 March, a booby trapped Coca-Cola can was discovered by Company D personnel on the shoulder of LTL-7B. The mine was detonated in place. On 30 March at 0500 hrs, Company C's cantonment at Duc Trong received twelve (12) 82mm mortar rounds. The hostile fire resulted in one (1) WIA from Company C. Two (2) graders, one (1) rough terrain crane, one (1) 2½ ton truck, one (1) scoop loader and two (2) 5 ton dump trucks were damaged by mortar rounds. In the last two weeks of March, Bridges QL-1/243 and QL-1/248 were damaged by enemy explosives. On the same days that the bridges were blown, 2nd Platoon, 553rd Engr Co (FB) repaired them utilizing three stiffeners and twenty-three pieces of balk on QL-1/243 and two stiffeners and twenty-eight pieces of balk on QL-1/248. In March 0.6 inches of rain were recorded at Phu Hiep and five inches at Duc Trong. On 23 March Company D, minus its Earth-Moving platoon, moved from Tuy Hoa North Field to Dong Ba Thin. With its move, Company D became Company D, 589th Engr Bn (Const) and the D/577th guidon passed to Company D, 589th Engr Bn, located at Don Duong, RVN. During its tenure with the 577th Engr Bn Company D had contributed much to the development and pacification of Phu Yen Province and to the military effort in Vietnam. The Earth-Moving platoon from Company D, now of the 589th Engr Bn, continued the sub-base preparation of one kilometer of QL-1 up to the Tuy Hoa Long Bridge, QL-1/241 and completed it on 29 March. On 31 March, this platoon boarded an LST at Port Lane and was transported to Phan Rang to join the 589th Engr Bn. Upon the departure of Company D from Tuy Hoa North Field, the 513th Engr Co (DT) moved from Phu Hiep into the evacuated base camp and assumed responsibility for protection of the camp and the crusher site. Being the only construction company in Phu Hiep after Company D's move, Company B assumed responsibility for the battalion's open projects in Phu Yen Province. During March Company B maintained its emphasis on the upgrade of QL-1 and also continued work on the 180 HAC revetments, bridge QL-1/237, and the Ban Thach Bridge Protective System. The 180 HAC revetments, initially begun by Company D in early March, consist of eleven parallel revetments and as this quarter ends, Company B is nearing completion of the project. During March, Company B began construction of the destroyed fifty foot span of bridge QL-1/237. Using 900 pounds of bangalore, 300 pounds of dynamite and 200 pounds of C-4, Company B cleared the area of the concrete debris and began construction. By the end of March, Company B had reinforced the intermediate pier and placed concrete for the north shore abutment. With the near completion of the Ban Thach Bridge Protective System and the aspects of an anticipated move, the 2nd Platoon, 553rd Engr Co (FB) dismantled the Ban Thach River Float Bridge and moved the twenty-six bays of Class 60 float bridge to the prestock yard at Phu Hiep where it was stored and turned in for rehabilitation. In the new battalion area, Company D erected two (2) 500 bbl tanks and installed piping for the Balat POL Facility and constructed a 2 KM vehicular path and 1.2 KM drainage ditch around Lang Bian Mountain in support of the Lang Bian Mountain Signal Site. During March, Company D began initial site preparation for the 190 foot Double Single Bailey Bridge at Don

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Duong and set posts and hauled 2000 CYs of select fill for the crusher headwall. Following the crash of a C130 aircraft on Dalat/Cam Ly Airfield, Company D began immediate repair of the runway by filling gouges with 1 1/2" rock and asphalt completing the mission by early April. The month of April saw the continuation of high priority work on QL-1; QL-21A and QL-11, progress in establishing the battalion base camp and the movements of Headquarters and Headquarters Co and Company A to Don Duong. On 2-3 April, Headquarters and Headquarters Company conducted a road march to Don Duong and immediately began day and night construction of the battalion base camp. On 20 April Company A departed Phu Hiep and arrived in Don Duong on 21 April. Company A's move was complicated by the transport of a 40 ton crane and four D-9 dozers up the narrow and winding QL-11 to Don Duong. By painstaking coordination with MACV Officials and local Vietnamese Officials, the arrival of these critical pieces of equipment came without mishap. Upon Company A's departure from Phu Hiep, the 547th Engr Plt (Asphalt) and 2nd Plt, 553rd Engr Co (FB) were attached to Company B in Phu Hiep to continue paving operations on QL-1 and to provide bridging capabilities. On 21 April, the 513th Engr Co (DT) minus its 2nd Plt was released from attachment to the battalion and returned to Phan Rang. 2nd Platoon, 513th Engr Co was attached to Company B to support the upgrade of QL-1. Coinciding with the 513th's departure from North Field, elements of the 84th Engr Bn (Const) took responsibility for the security of North Field and the Crusher Site in Tuy Hoa. On 15 April the 84th Engr Bn took control of the AO in Phu Yen Province and of the 75 TRH and 225 TRH crushers at Tuy Hoa North Field. Company B, remaining at Phu Hiep, continued upgrading QL-1 from Port Lane to the Song Darang River and vertical Construction work on the Ban Thach Bridge Protective System, bridge QL-1/237 and the 180th HAC revetments. April showers never materialized in the battalion areas as 0.02 inches of rain fell in Phu Hiep and 0.6 inches of rain fell in Duc Trong. During April there were three (3) enemy incidents involving battalion personnel. On 17 April, personnel from the 547th Engr Plt (Asphalt) were returning to Phu Hiep when a command detonated mine forced their 5 ton tractor and trailer off QL-1. Small arms fire was directed towards the disabled vehicle as the personnel headed for cover. A 1/4 ton vehicle from Company B arrived at the scene and was also taken under fire. The hostile fire resulted in one (1) KIA and two (2) WIA from the 547th and one (1) WIA from Company B. One (1) 5 ton tractor received minor damage. On 18 April, bridge QL-1/248 was destroyed by enemy explosives. 2nd Platoon, 553rd Engr Co (FB) replaced the destroyed span with a 23' 4" dry span. One week later, enemy sappers blew a concrete T-beam on bridge QL-1/235. In order to restore traffic on QL-1, the 2nd Platoon, 553rd overlaid the span with one 30 foot dry span. During April, Company B placed the approach slab, placed stringers, welded diaphragms and began forming the deck slab on bridge QL-1/237. On 5 April, personnel from Company B and materials were airlifted into Cung Son to begin construction of a in-stream pump and in-line chlorinator shed for the MACV facilities in Cung Son. As the quarter ended, the project was completed. In Tuyen Duc Province, the battalion's new AO, construction of the battalion base camp continued with day and night work schedules. Quartering all personnel in living/fighting bunkers, the battalion area nears 50% completion as the quarter ends. Besides contributing significantly to the battalion base camp effort, Company D continued its LOC repairs

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and upgrade on QL-21A and QL-11, its construction of the Dalat POL facility and MACV facility at Don Duong. By the end of April, Company D completed the dedrumming facility at Don Duong, which included two (2) 5000 gallon trailer mounted asphalt tanks and one (1) 3000 gallon melting tank; the crusher headwall and concrete pad at Don Duong and the messhall for C Bty, 5th Battalion, 27th Artillery. As the quarter ends, Company D continues construction on the asphalt plant pads at Don Duong, the 190' Bailey Bridge at Don Duong and the Dalat POL Facility. On 1 April, the 687th Engr Co (LC) came under the operational control of the battalion and began land clearing operations on QL-21A and by 14 April completed the mission by clearing a total of 885 acres of roadside. During April, Company C began the Cam Ly ASU in Dalat. At Thu Hiep, Company B continued its upgrade and paving operations on QL-1. As this quarter ends Company B nears completion of the QL-1 upgrade, a project which has highlighted the battalion's activities in Phu Yen province and which has provided and will provide a vital military line of communications as well as a civilian commercial route. Throughout the period, Companies B and D (until Company D's departure in March), supported significantly by the 5 ton dump trucks from the 513th Engr Co (DT), hauled 56,159 CYS of select fill and 18,034 CYS of 3"(-) rock to upgrade QL-1. On QL-11, Company D hauled, graded and compacted 16,045 CYS of select fill and completed 2 drainage structures. On QL-21A, Companies C and D hauled, graded and compacted 26,174 CYS of select fill and completed eight drainage structures. The 553rd Engr Co (FB) continued maintenance of the six (6) M4T6 fixed spans and four (4) Bailey Bridges in the battalion AOR. In April the Tuy Hoa POL Tank Farm was tested and released to the Thu Hiep Post Engineers. This project has four (4) 3,000 bbl tanks, two (2) 500 bbl tanks and a central dispensing area for mogas, diesel and JT-4.

e. Summary: The paving of the Vung Ro Pass along with the great strides made towards the completion of QL-1 and the phasing out of the battalion from Thu Hiep to the battalion's new AOR highlighted this reporting period. The 75 TPH primary and secondary crushers and the 225 T/H set operated by this battalion, crushing rock from Chap Chai Quarry, produced 43,121 CYS of rock. This rock supplied the needs for road base course, concrete and asphalt rock used in battalion operations. As this reporting period ends Company A prepares to install a 75 TPH primary and secondary crusher at Don Duong to crush rock from the battalion's new quarry. 7.87 kilometers of QL-1 were paved and completed to MACV Standards, and an additional three (3) kilometers were brought to base course elevation in preparation for paving.

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

a. Personnel: None

b. Operations:

(1) Retaining fines in base course during hauling and placing operations:

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(a) Observations: Procedure necessary to prevent fines from blowing away during the hauling and dumping of base course.

(b) Evaluation: This unit utilized a 1,000 GPM pump located along the haul route near a water source to wet base course while still in the truck. This provided a much greater retention of fines and lessened the dust problem for personnel at the work site. Of course water distributors must continually wet the base course after placement.

(c) Recommendations: That, where possible, procedures for wetting base course before placement be implemented.

(2) Breakage of shear pins on 150 T&H Asphalt Plants:

(a) Observations: A high rate of breakage of shear pins on the cold feed elevator system of the Barber-Greene 150 T&H continuous mix asphalt plant has been experienced due to large foreign objects in sand which is fed into the cold feed bins.

(b) Evaluation: A decrease in shear pin breakage would be possible by obtaining sand that does not have large foreign objects in it. Since this is not possible it is best to screen the sand before use. When large objects are separated they will not jam the system which causes pins to break.

(c) Recommendations: Recommend a screen be fabricated over the sand hopper at an angle such that large foreign objects will fall off the side and unit and two-inch angle iron may be utilized. Further recommend that a two-inch width grizzly be constructed at the entrance of the dryer.

(3) Pump failure on bituminous distributor:

(a) Observations: It has been found that a majority of pump failures on bituminous distributors can be attributed to foreign obstacles rather than temperature.

(b) Evaluation: A recent pump failure was investigated, and it was revealed that the reason for failure was found to be a 55 gallon drum bung which had entered the asphalt system and lodged itself between the pump housing and pump gears. The result was a severed gear shaft and cracked housing.

(c) Recommendations: A screen should be fabricated and inserted between the pump inlet and asphalt line. This will eliminate foreign objects and still allow asphalt flow.

(4) Use of Cement for Road Stabilization:

(a) Observation: It has been found that, on particular stretches of QL-1, the original French road in Vietnam cannot withstand the axle loads of military vehicles now in use.

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(b) Evaluation: Built with locally available material, the French road was capable of supporting the axle loads of vehicles being used; however, heavier loads of vehicles now in use have caused local failures of the road. Factors contributing to this failure are the plastic type of material used originally and the water table in the area. The stress distribution of the heavier loads result in failure of the compacted sub-base, thus allowing capillary action and water pressure to introduce water into the sub-base material. These local failures render the sub-base incapable of supporting the loads on the new rock base course and wearing surface. Excavation and addition of sand in these areas proved fruitless in some cases.

(c) Recommendation: In the areas of persistent failure, one solution has been to excavate the localized failure to a depth of four (4) feet and refill with sand. The top 12 inches of this subbase is mixed with cement and water to form a sand cement surface. The increasing of the CBR of the top portion of the sub-base distributes the load to enable the original sub-base to provide adequate support.

(5) Testing of Bolted Steel POL Storage Tanks:

(a) Observations: While testing Bolted Steel POL Storage tanks at the Tuy Hoa POL Facility which had stood erected for several months, it was found that tightening the bolts at areas where leaks occurred did not stop all the leaks and often resulted in either splitting the gaskets between the plates or stripping the bolts. The problem was solved by allowing the tanks to remain full for several days.

(b) Evaluation: Allowing the tanks to remain full for several days, the gaskets between the plates expanded. 90% of the initial leaks were eliminated. Any remaining leaks were due to loose bolts or bent metal plates.

(c) Recommendation: When testing POL tanks which have stood erected for a long period of time, allow them to remain full for several days prior to tightening bolts to eliminate leaks.

(6) Beam Placement on Living/Fighting Bunkers:

(a) Observations: In construction of living/fighting bunkers, equal load distribution on the columns is necessary to prevent failure.

(b) Evaluation: The span between columns is ten feet. Efficiency in labor would result in cutting beams 20 feet to span three columns. However this continuous beam construction would necessitate the columns to be cut exactly and for differential settlement on the three columns to be the same.

(c) Recommendation: Cut beams at 10 foot lengths in order that the simple span construction would allow for differential settlement and the slight variations in column length. (NOTE: A design check must be made to insure that the beams in the simple span can support the increased moment introduced by the above recommendation).

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- c. Intelligence: None
- d. Logistics: None
- e. Organization: None
- f. Maintenance: None
- g. Other: None

- 1 Incl;
1. Organizational Chart
577th EBO

Patrick W. Cummings
PATRICK W. CUMMINGS
MAJ, CE
Acting Commander

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EGA-00 (30 April 69) 1st Ind
SUBJECT: Operational Report of 577th Engineer Battalion (Const) for Period
Ending 30 April 1969, RCS CSFOR-65 (R1)

DA, Headquarters, 35th Engineer Group (Const), APO 96312, 22 May 1969

TO: Commanding General, 18th Engineer Brigade, APO 96377

1. This headquarters has reviewed the Operational Report-Lessons Learned for the 577th Engineer Battalion (Const) for the quarterly period ending 30 April 1969. The report is an excellent summary of the battalion's activities for the reporting period.
2. This headquarters concurs with the remarks of the Battalion Commander.



WILLIAM L. BARNES

Colonel, CE
Commanding

AVBC-BC (30 April 69) 2nd Ind
SUBJECT: Operational Report of the 577th Engineer Battalion (Construction)
for the Period Ending 30 April 1969, RCS CSFOR-65 (R1)

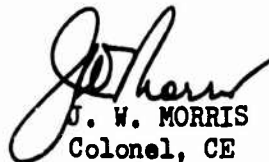
DA, Headquarters, 18th Engineer Brigade, APO 96377 6 JUN 1969

TO: Commanding General, U.S. Army Vietnam, ATTN: AVHGC-DST, APO 96375

1. This headquarters has reviewed the Operational Report - Lessons Learned for the 577th Engineer Battalion (Construction) as indorsed by the 35th Engineer Group (Construction). The report is considered to be an excellent account of the Battalion's activities for the reporting period.

2. This headquarters concurs with the observations and recommendations of the Battalion and Group Commanders, with the following comment added:

Reference Section II, paragraph b (6). The beams were originally designed by this headquarters to be 10' simple spans, therefore, no design check is necessary.


J. W. MORRIS
Colonel, CE
Commanding

CF:
CO, 577th Engr Bn
CO, 35th Engr Gp

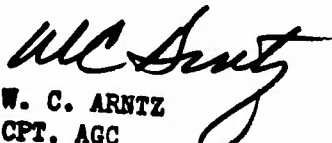
AVHGC-DST (30 April 1969) 3d Ind
SUBJECT: Operational Report of the 557th Engineer Battalion (Construction)
for Period Ending 30 April 1969, ECS CS FOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 JUN 1969

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

This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 30 April 1969 from Headquarters, 577th
Engineer Battalion (Construction) and concurs with the report as indorsed.

FOR THE COMMANDER:


W. C. ARNTZ
CPT, AGC
Assistant Adjutant General

Cy furn:
577th Engr Bn
18th Engr Bn

GPOP-DT (30 Apr 69) 4th Ind

SUBJECT: Operational Report of HQ, 577th Engr Bn (Const) for Period
Ending 30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 5 JUL 69

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

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

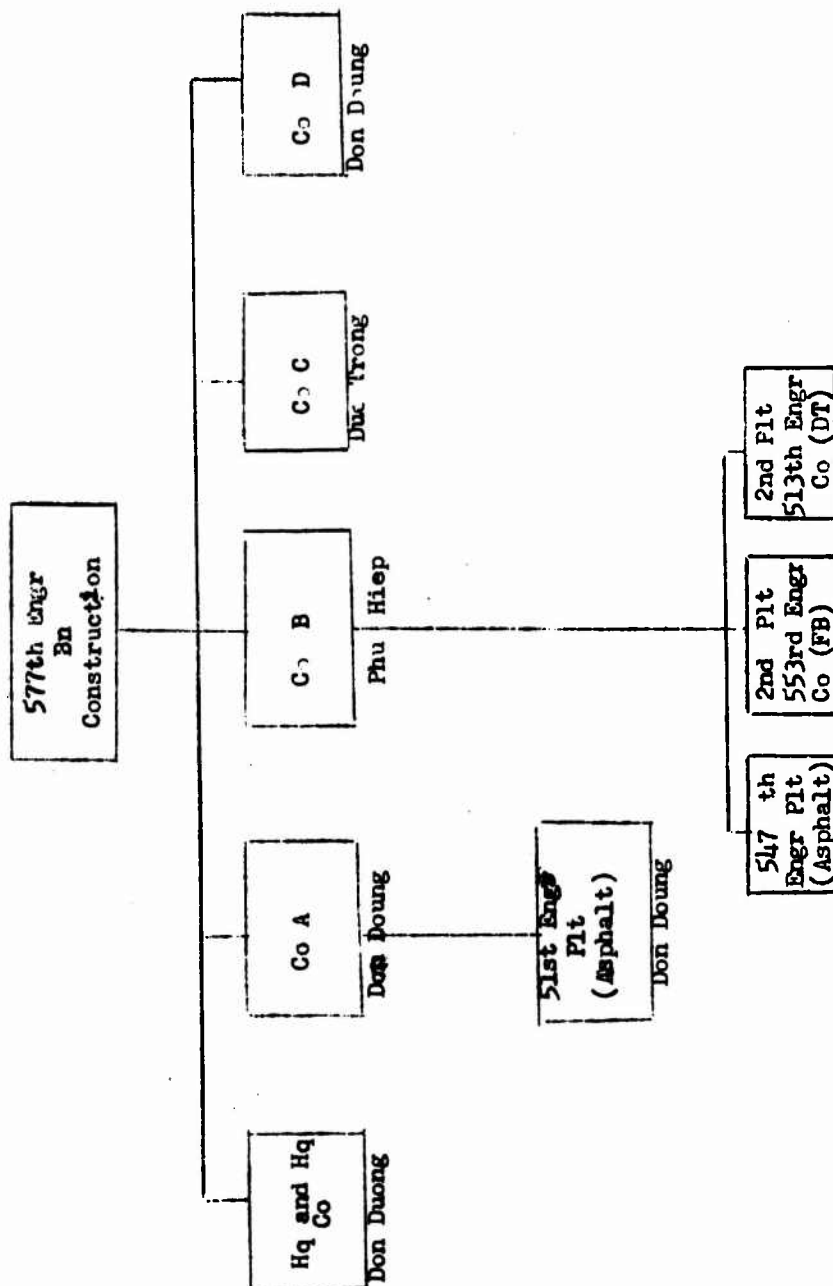
FOR THE COMMANDER IN CHIEF:



D. A. TUCKER
CPT. AGC
ASST AG

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ORGANIZATIONAL CHART
577th ENGINEER BATTALION (Const) and ATTACHED UNITS



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DOCUMENT CONTROL DATA - R & D

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