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

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IN REPLY REFER TO

AGAM-P (M) (18 Sep 67) FOR OT RD-670429

~~29 September 1967~~

AD391840

SUBJECT: Operational Report - Lessons Learned, Headquarters, 9th
Logistical Command

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
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 9TH LOGISTICAL COMMAND (U)
APO SAN FRANCISCO 96233

⑥ Lessons Learned

⑧ 10 May 67

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SUBJECT: ⑨ Operational Report for Quarterly Period Ending 30 Apr 67.
RCS CS for - 65 (U)

⑱ 18
⑱ ACSFOR

⑲ OT-RD-670429

⑳ 19 p.

SECTION 1.

Significant Organization and Unit Activities

1. (U) GENERAL: The 9th Logistical Command underwent a significant reorganization on 1 April 1967. The 40th Military Police Battalion with its subordinate units was reassigned from 9th Log Command to USARSUPTHAI. Developments of the logistical base at Korat and the port facilities at Sattahip continued. Additional units were deployed in February, March and April to provide additional supply and transportation capabilities. In addition, several units were moved to improve security and operations.

2. (U) Directorate of Personnel

a. Manpower: Excellent progress has been made in hiring local national personnel. This is especially true within the line companies assigned to the 519th Transportation Battalion. Each of the five companies requires 84 heavy truck drivers and an additional 8 have been authorized to offset the high turnover rate and to maintain required fill. In addition, a temporary augmentation of 6 mechanics have been authorized the 260th TC Company on a trial basis to compensate for the double shift operation the company has been working. If this team materially aids the company, these spaces will be made a permanent augmentation. A different approach for hiring drivers has been implemented. Rather than giving each applicant a written test initially, he is given a road test first. If he demonstrates the ability to drive, he is then hired, instructed in the mechanics of driving, and then tested. This eliminates many failures which are caused by not understanding terminology.

b. Special Services: This function was transferred from this command to USARSUPTHAI when the latter organization assumed control of all U.S. Army elements in-country on 1 January 1967. Since that time, it has been determined by USARSUPTHAI that Special Services is more a function of the installation commander rather than a senior headquarters. Therefore, Special Services was released from this attachment by USARSUPTHAI General Order 21, dated 4 March 1967, and returned to 9th Logistical Command. Since then, the 9th Logistical Command Special Services Office has moved and is presently located in the Sirinee Building, Bangkok.

c. Surgeon: This position was deemed unnecessary in that all functions performed by the surgeon were duplicated by the newly established Surgeon's Office, USARSUPTHAI. Therefore, the 9th Logistical Command surgeon was transferred to the 428th Medical Battalion by USARSUPTHAI Special Order 44, dated 24 February 1967.

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d. Central Post Fund (CPF): On 1 April 1967, this activity was redesignated the Central Welfare Fund and placed under control of USARSUPTHAI. Subsequently, Central Welfare Fund with all assigned personnel was relocated in the Sirinee Building, Bangkok.

3. (U) Directorate of Services, Supply, and Maintenance

a. Supply

(1) Major Eugene L. Manner, Supply Officer, 9th Logistical Command, attended a Material Handling Equipment Conference at USARPAC 23 Jan - 4 Feb 1967. A standardization program was developed for MHE in Thailand. Specific requirements were determined and AMC personnel made specific commitments toward supporting these requirements. To disseminate the MHE policy and program in Thailand, the following pieces of MHE were received during the reporting period:

6000 lb forklift	4
4000 lb forklift	4
4000 lb warehouse tractor	3
10,000 lb R.T. forklift	4

(2) A complete revision of 9th Log Command Regulation 735-35 was prepared and it was published as a USARSUPTHAI Regulation.

(3) A DSSI budget for supply and limited maintenance was prepared totaling 11.8 million dollars, which was a reduction under the previous year due to the loss of units in the reorganization under USARSUPTHAI.

(4) The critical bedding situation (shortage of sheets, blankets, etc) which has existed since November 1966 finally reached a "get well point" during the latter part of February, 1967.

(5) ^{WALTER FROESCHLE (formerly MMN)} Mr. Furshell, GS-12, Supply Management Supervisor, arrived on 1 March 1967 and was assigned to the 501st Field Depot.

(6) Procurement assistance was received from USARPAC and DA for the P & C Office, Bangkok. LTC Reensten, USARHAW, and Mr. Katz, DA, were provided on a TDY basis.

(7) An in-country ISSA Conference was held on 23 March 1967 to discuss collection/billing and inter-service support agreements. All supply activities and the comptroller were represented.

(8) During the reporting period, \$321,868.00 was reimbursed to 9th Logistical Command for replacement of stocks in project account 9FY. The fund cite was furnished to USARPAC.

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(9) A Self Service Supply Center was opened on 13 March 1967 after approval was given by USARPAC. A request was submitted to USARPAC and approved for branch stores in Sattahip and Bangkok.

(10) The U.S. Army assumed the mission of the commissary and Class I operations for Thailand on 1 April 1967. The mission was previously performed by the U.S. Navy. LTC Collob, USARPAC, and Mr. Prescott, U.S. Army Food Service Center, provided assistance in the transfer. An ISSA for support to in-country Air Force units was finalized and dispatched to USARSUPTHAI for final coordination with the 13th Air Force.

(11) Approval was received from DA for a 39% increase in the field ration value for the 809th Engineer Battalion. Justification was based on working hours and conditions.

(12) A critical supply situation has existed in the area of office furniture. A request was submitted to DA for local purchase authority which was disapproved. Action is being taken to follow-up on all outstanding requisitions with a request for expedited shipment.

(13) A USARJ representative, Mr. Kihara, GS-11, visited on Uniform Quality Control. The main point was that there are no certified uniform manufacturers in Thailand, and the commanders are not warning the personnel that uniforms must meet certain standards and must bear a certificate of acceptability.

(14) The 501st Field Depot arrived and assumed all the supply responsibilities formerly held by the 7th Maintenance Battalion and the 499th TC Battalion.

b. Maintenance

(1) DSU Operations

(a) A team of twelve (12) individuals from the Project Manager's Office, General Purpose Vehicles, AMC, arrived in the command and worked with units of the 7th Maintenance Battalion, 538th, and 809th Engineer Battalions. The purpose of their visit was to give instruction on a new modification for the 5-ton multifuel engines. The modification consisted of a new headgasket, valve retainer, fuel filter pet cock, and dual injector nozzles. Sufficient sets of these items were provided to modify all LDS 465-1 multifuel engines in the command.

(b) U.S. Army Tank and Automotive Command shipped 63 each, 5-ton multifuel engines to this command on a special airlift. These were provided to remove 5-ton vehicles from deadline. A problem developed in that these engines were of a newer model than those presently installed, requiring a modified exhaust system. Immediate assistance was

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*Shaw's Tail Team
H. Trout*

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requested from 2nd Logistical Command and action was taken by them to ship 60 fabricated modified exhaust systems. All unserviceable engines are to be air shipped directly to Red River Arsenal, Texarkana, Texas for rebuild.

(c) A Landing Ship Tank (LST) was acquired by this command to retrograde 16 major items of engineer construction equipment and 14 major assemblies to 2nd Logistical Command for repair and return. The LST departed for Okinawa O/A 19 April 1967. Further action is being taken to periodically obtain an LST in order to retrograde unserviceables on a more timely basis.

(2) Twenty-one (21) Thermo-King refrigeration units arrived to replace the faulty Dunham-Bush models and have been installed. Additional information has been received from AMC that 16 newer model Thermo-King units will be shipped in May from the first production run to replace the remaining faulty Dunham-Bush units. Mr. Pillarick and Mr. Campbell of USAMEC and Natick Laboratories arrived to assist the 313th TC Company, in resolving problems with the Dunham-Bush units. A new field fix is being applied and tested. If satisfactory, the initial recommendation of the USAMEC team is to retain some of the Dunham-Bush units as maintenance float.

(3) As a result of the maintenance conference held last month with representatives from 2d Logistical Command, several actions have been initiated. 2d Logistical Command has programmed engineer construction equipment into their FY 68/69 maintenance schedule for repair and return. In addition, several major assemblies and components are also programmed. The 7th Maintenance Battalion has prepared a listing of assemblies required to remove items of equipment from deadline and forwarded this list to 2d Logistical Command for possible acquisition from the cannibalization point. Direct exchange items are being accumulated by the 7th Maintenance Battalion for a one-time exchange with 2d Logistical Command in order to increase in-country DX capability.

(4) The AMPAC Generator Repair Facility has been directed to take more positive action to repair and return generators to using units. The production rate varied from a low of 5 generators repaired in January, 35 repaired in March, and 56 repaired in April. The rate is still unacceptable in that using units are still in need of generators deadlined for excessive periods; however the facility has shown considerable improvement in the last month. In addition to directing AMPAC to increase the repair and return output, 3 each NCO's were placed at the facility on a full-time temporary basis to monitor contract performance. A daily report of production is being rendered.

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(5) The 7th Maintenance Battalion has instituted a priority program to repair and return wheeled vehicles belonging to the 379th Signal Battalion. Of 25 vehicles on job order to the 7th Maintenance Battalion, 13 have been completed and returned to date. A daily status report is being rendered to this headquarters in conjunction with this program.

(6) A 90 day extension has been concurred in by the 29th Signal Group to provide communications electronic maintenance support to units supported by 9th Log Comd until such time as the 7th Maintenance Battalion obtains personnel and equipment to do the job. The 7th Maintenance Battalion has been directed to take expeditious action to acquire the personnel and equipment and assume this mission responsibility no later than 25 July 1967.

(7) Both direct support units (Hq & Main Spt Co and 562nd Lt Maint Co) have converted their stock records systems to the NCR 500. Hq & Main Spt Co. has approximately 4200 lines converted to magnetic ledgers. The 562nd has approximately 5921 lines, of which 5380 are on requisition. The Hq & Main Spt Co. is now preparing to convert fringe items to the automated system. Both units have requested supported units to provide an updated PLL and expect to have these O/A 11 May 1967. At this time plans are to update the ASL's. The Hq & Main Spt Co. is experiencing 2 - 3 refusals for every 150 requests received. Hq & Main Spt Co plans are to provide stock record support to the 57th Light Maint Co as soon as the system has been fully established.

4. (C) Director of Transportation

a. Port Congestion:

(1) During the period covered by this report a total of 50 ships with U.S. Forces cargo called at Bangkok. The total vessel waiting time averaged 3 days.

(2) Bangkok became seriously congested during the period 20-29 April, due to customs clearance problems. Problems were resolved on 27 April and normal operations were resumed on 28 April.

(3) Sattahip Port and Piers: Four additional berths are being constructed. The first will be completed in July, the second in August and the remaining two in November FY 67.

b. Local and Line Haul Transportation:

(1) The 519th Transportation Battalion (Med Trk) operated a special lift from Udorn to Nakon Phanom. Cargo moved was 12,700 bundles of aluminum and steel planking for air-strip construction. Operation began 21 Jan and ended 18 April. The 519th Transportation Battalion and 505th Medium Truck Company performed in an outstanding manner and were

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delayed only because the Express Transportation Organization failed to fulfill their rebundling contract. Driver and supervisory personnel rebanded 72 bundles on 24 February and supervised the rebanding of 300 bundles during the second week of April. The destination Installation Transportation Officer (ITO) and the installation supply representative were highly complementary of the 505th Truck Company's performance.

(2) On April 10, U.S. Army Transportation and ETO officials met in Sattahip. Agreements were made on the use of military vehicles in Thailand. The military vehicles will be used whenever the commercial contractor cannot provide trucks. This office is awaiting a letter of instruction from HQ, MACTHAI, that will contain implementing policies.

(3) Express Transportation Organization (ETO):

Truck support provided by ETO has been marginally satisfactory in the Sattahip Port Area. ETO truck support of the Bangkok Port Area and northern Thailand airbases has continued to be unsatisfactory. Use of military trucks is expected to improve port clearance and overall line haul performance.

c. Measurement Tonnage During period:

(1) Bangkok:

(a) M/T thru port during period - 153,602

(b) Percent of total thru Thailand Ports - 54%

(2) Sattahip:

(a) M/T thru port during period - 132,471

(b) Percent of total thru Thailand Ports - 46%

5. (U) Comptroller

a. During this quarter the Comptroller was augmented with 10 men from the 501st Field Depot. The total current strength of the Comptroller Office is 20 military personnel.

b. The increase in personnel has enabled the Comptroller to intensify his efforts in the Internal Review and Management areas. In the former area, audits were conducted in Officers' Open Mess, Camp Friendship, Central Post Fund, Army Emergency Relief Fund, Capital Hotel Theater fund, and the 809th Consolidated Open Messes. Audits are in process on the Camp Friendship NCO Open Mess, EM Open Mess, and Chaplains fund. In the Management area, directives were staffed for the Command

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Savings Program, and action taken to initiate a Recurring Reports Register. Change 1 to USARSUPTHAI Organization and Functions Manual was published on 18 April 1967.

c. The "Transfer of Function" file was forwarded to U.S. Army Area Support Headquarters, Bangkok. All future actions in this area will be under the purview of that command.

d. The USARSUPTHAI Command Operating Budget was forwarded to USARPAC on 4 March 1967 for inclusion in the USARPAC budget.

e. This office expressed a desire to accept a direct allotment for the FY 67 MCA program. USARPAC has indicated that this allotment will be sent to USARSUPTHAI during May 1967.

f. The USARPAC Comptroller, BG Beck, and the USARYIS Deputy Comptroller, LTC Van Hook, made staff visits during the quarter on which reported.

6. (U) Directorate of Installations and Facilities

a. Troop Construction - 528th Engineer Detachment (MCA & OMA)

(1) The 528th Engineer Detachment continued work on 11 projects. Project 66-88, Korat, for the construction of two Bachelor Officer Quarters was cancelled by USARSUPTHAI and re-issued to the 44th Engineer Group for accomplishment. All drawings were turned over to the 44th Group.

(2) A crash project was issued for the construction of Class I unloading and storage facilities at Udorn. The dock portion was completed on 29 April and the warehouse is under construction.

(3) BOD has been met on the Chapel and PX. ^{Set-up} Additional construction will continue. ^{Set-up}

(4) Construction preparation has started on EM Club ^{Cont} and Theater.

b. MCA Activities

(1) Negotiations were completed on the bid proposal for the 12 lane bowling alley; however, CG, USARSUPTHAI has suspended the signing of the contract. Funds were programmed for other requirements.

(2) During this period, it was decided to utilize troop construction money from the Korat Log Complex to construct the field maintenance facility, ADPS building, and a portion of the general warehousing, all of which were deleted from the CPAF contract.

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(3) FY 69 Construction Program for 9th Logistical Command has been completed and forwarded for approval. Troop deployments and cost estimates were utilized in the preparation of this submission and represented the best information available to this command. Construction proposed in this program is based on approved MACTHAI standards.

c. R & U (AMPAC Contract)

(1) AMPAC was given directives to construct Class I unloading and storage facilities at Korat and a similar facility with a warehouse at Sattahip. These facilities have been completed and are in operation.

(2) Two other job directives were issued during this period. One was the construction of the telephone exchange and fire house at Camp Vayama and the other is for the construction of three 16' x 48' terminal buildings in the vicinity of the M&P DeLong Piers, Sattahip.

(3) The expansion/renovation project for the CFOOM has been approved and was obtained as a sub-line item of FY 66(s) MILCON program.

(4) The MCA funded firehouse for the Korat Log Complex has been deleted from the construction program. The existing firehouse at Camp Friendship was renovated and upgraded to a semi-permanent status. The project is 100% complete.

(5) Construction of the security fence around Camp Vayama has been started as well as work on a 200 man cantonment. Commercial power is presently being harnessed and has a deadline of 15 May 1967.

(6) The present powerplant at 7th RRFS has been reworked due to several power failures in the post.

(7) INCS Cantonments at hill 272-Sattahip, Siracha, and Khon Kaen have been approved for construction and job directives have been issued AMPAC Maintenance Company.

d. Representatives of OCE & USARPAC visited Thailand from 1-7 March 1967 in regard to the R & U contract. All area officers were visited together with facilities in Bangkok, Korat, Sattahip, and Udorn.

e. The tide and current team from Waterways Experiment Station, Vicksburg, Tennessee, arrived in country 15 March 1967. It is anticipated that the team will finish their work at Sattahip in 60 days.

7. (C) Directorate of Security, Plans, and Operations

a. On 1 April 1967 the 9th Logistical Command underwent a significant reorganization resulting in the reassignment of all Military

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Police units from 9th Log Command to USARSUPHAI. General Order Number 34, Headquarters, U.S. Army Support Thailand, reassigned the 40th Military Police Battalion with the following subordinate units to USARSUPHAI:

- (1) 219th Military Police Company
- (2) 89th Military Police Detachment
- (3) 88th Military Police Detachment
- (4) 513th Military Police Detachment
- (5) 136th Military Police Detachment
- (6) 73d Military Police Detachment
- (7) 303d Military Police Detachment
- (8) 304th Military Police Detachment

b. On 1 April 1967 the transportation section of this headquarters was activated as a directorate by General Order Number 36, Headquarters, 9th Logistical Command.

c. Royal Thai Army on the Job Training Program. Headquarters, USARSUPHAI, tasked the 9th Log Command to provide OJT training in logistical specialties to personnel of the Royal Thai Army. Training began on 6 December 1966 and as of 30 April 1967, a total of 233 students have undergone training. Student input has slackened during the end of the reporting period, as local Thai units have already rotated most of their appropriate specialists through the program. Input will increase in June when RTG funding will permit more distant units to send personnel. The RTA students have been very receptive to the training and good relationships have been established between them and the U.S. instructors. By keeping the size of the classes small and staying at the OJT level, the program does not divert the attention of U.S. units from their operational mission to any significant degree.

d. Specialist Training Program, Royal Thai Volunteer Regiment (RTVR). It was recognized that since the RTVR was to be supported logistically by U.S. forces in Vietnam, there existed a need for them to receive transition training in U.S. equipment and logistics procedures. The 9th Log Command was given the mission of participating in this program in the areas of supply, maintenance, mess operations

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and driver training. POI's, training aids, bilingual publications, and interpreters were provided from the limited resources of the 9th Logistical Command units. Course lengths varied from 3 days to 2 weeks, dependent upon the degree of difference which existed between RTA systems and equipment and those utilized by the U.S. Army. The training began on 10 April 1967 and concluded on 21 April 1967. A total of 96 personnel completed the courses. The units tasked with the training supported it enthusiastically and the mission was considered successful. Training could have been better had any bilingual publications and training aids been available. In addition, interpreters had to be shifted such that they were not familiar with the technical terms of the instruction. During the planning and execution of 25 March until 21 April 1967, this program competed seriously with the priority operational missions of the 9th Logistical Command.

e. New Units (February): The only new unit to arrive in the 9th Logistical Command during February was the 291st TC Company (Mdn Trk, Cargo). The main body of this unit arrived on 27 February 1967 and was assigned to the 519th Transportation Battalion and is stationed at Camp Friendship.

f. New Units (March):

(1) The main body of the 501st Field Depot arrived on 18 March 1967 and is stationed at Camp Friendship. On 1 April 1967, the following units were relieved from the 7th Maintenance Battalion and assigned to the 501st Field Depot by General Order 30, Headquarters, 9th Logistical Command, dated 29 March 1967:

- (a) 331st Supply Company (Repair Parts, General Support).
- (b) 511th Supply Company (General Support).
- (c) 558th Supply Company (General Support).
- (d) 590th Supply and Service Company (Direct Support).
- (e) 4th Quartermaster Detachment (Parachute Repair).
- (f) 270th Ordnance Detachment (Ammunition Supply).
- (g) 515th Quartermaster Detachment (Refrigerator Repair).
- (h) 608th Quartermaster Detachment Supply (Supply).

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(2) On 19 March the following units arrived and were assigned to the 9th Logistical Command by General Order 27, Headquarters, U.S. Army Support Thailand, dated 21 March 1967, but reassigned to USARSUPTHAI on 1 April 1967 as stated in paragraph a above:

- (a) 40th Military Police Battalion
- (b) 303d Military Police Detachment
- (c) 304th Military Police Detachment
- (d) 88th Military Police Detachment

g. New Units (April):

(1) The 53d TC Company (Mdm Trk, Cargo) arrived at U-Tapao AFB on 9 April 1967. The unit was assigned to the 519th TC Battalion and is stationed at Camp Vayama.

(2) The 165th TC Company (Lt Amph, LARC) arrived from the Republic of Vietnam on 26 April and was assigned to the 499th TC Battalion (Tml Svc). This unit was stationed at Camp Vayama pending completion of ammunition storage facilities at U-Tapao AFB. The assignment of this unit provides the capability of unloading ammunition from ships and moving it across the beach to the ammunition storage area at U-Tapao AFB.

(3) Also on 26 April, the 253d TC Detachment (Amph Maint) arrived from the Republic of Vietnam. This detachment is stationed at Camp Vayama and provides the 165th TC Company with amphibious maintenance support.

(4) The 282d Engineer Detachment (Water Purification) arrived on 28 April 1967. This four man detachment was originally destined to be assigned to the 44th Engineer Group, but was assigned to the 9th Logistical Command to provide additional water purification capabilities in the Korat area. The detachment is assigned to the 7th Maintenance Battalion and further assigned to the 528th Engineer Detachment (Utility).

(5) The 229th TC Company (Tml Svc) arrived at U-Tapao AFB on 30 April 1967 and was assigned to the 499th TC Battalion (Tml Svc). The arrival of this unit completed the units scheduled to arrive in Thailand to directly support the B-52s' operating out of U-Tapao AFB. The 499th TC Battalion which operates the port at Sattahip now has the following units assigned:

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- (a) 233d TC Company (Tml Svc)
- (b) 229th TC Company (Tml Svc)
- (c) 165th TC Company (LARC)
- (d) 163d TC Detachment (Boat Maint)
- (e) 253d TC Detachment (Amph Maint)

h. Movement of Units

(1) The Headquarters and Headquarters Company of the 519th TC Battalion moved from Phanom Sarakham to Camp Friendship during the period 30 January to 4 February 1967. This move permits the battalion to have greater flexibility and control over its line haul operations in northeast Thailand.

(2) The 313th TC Company (minus a reinforced platoon) was also moved from Phanom Sarakham to Camp Friendship on 10 March. One reinforced platoon was placed on TDY to Bangkok on 15 March 1967 and will be rotated periodically with other platoons of the same unit.

(3) The 260th TC Company moved from Camp Vayama to Phanom Sarakham on 6 and 7 March. This unit assumed the mission of supporting the 809th Engineer Battalion.

1. Organizational planning is in progress with the purpose of proposing a new staff structure for the headquarters of the 9th Logistical Command and the 501st Field Depot. These plans are aimed towards manning each staff section with the strength and positions appropriate for current and anticipated missions. This planning was directed by USARSUPHAI and results will be forwarded through higher headquarters in the near future. The following are a comparison of proposed and current strengths:

(1) Current organizations strengths:

	<u>Off</u>	<u>WO</u>	<u>EM</u>	<u>Total</u>
9th Log Ccmd	46	1	127	174
501st Fld Depot	50	3	141	194
Total	96	4	268	368

(2) Proposed reorganization strengths:

	<u>Off</u>	<u>WO</u>	<u>EM</u>	<u>Total</u>
9th Log Ccmd	44	1	99	144
501st Fld Depot	30	3	82	115
Total	74	4	181	259

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SECTION 2, Part I Observations (Lessons Learned)

1. (U) Personnel: None.

2. (U) Operations:

a. The arrival of the 291st TC Company (Mdm Trk, Cargo) and the 53d TC Company (Mdm Trk, Cargo) have greatly increased the line haul capabilities of the battalion to which they are assigned.

b. The arrival of the 165th TC Company (Lt Amph LARC), the 253d TC Detachment (Amph Maint), and the 229th TC Company (Tml Svc) provided additional capability to work the expanding port and beach facilities in the Sattahip area.

3. (U) Training and Organization:

a. The Royal Thai Army on the Job Training Program does not detract from the operational mission of the units performing the training; however, the specialist training program of the Royal Thai Volunteer Regiment did detract from the operational missions of the 9th Logistical Command. This handicap was overcome by the units concerned by working extra hours after the completion of the training. This indicates that this command has no sustained training capability for Thai military personnel beyond the OJT level with a limited student input.

b. The organizational study concerning the 9th Logistical Command and the 501st Field Depot should provide the minimal effective command and control of subordinate logistical units operating in Thailand. At the same time, it provides for responsive direct support of current operations as well as contingency operations.

4. (C) Intelligence

Intelligence dissemination has been provided primarily by the USMACTHAI Weekly INTSUM. Extracts from this document were reproduced twice monthly, and, later, weekly by Headquarters, 9th Logistical Command, for subordinate units. This intelligence is not as current as is desired by the time it reaches operating units. Improvements should be noted with a weekly INTSUM scheduled to be published by Headquarters, USARSUPTHAI, beginning in May 1967. Current intelligence is particularly vital to truck units operating in the sensitive northeast region of Thailand. In addition to INTSUM's, a system of spot reports is being coordinated with ACoFS, G-2, USARSUPTHAI, to insure that information having an immediate impact on U.S. operations gets prompt dissemination to appropriate units.

5. (U) Logistics

a. Rapid evacuation of major assemblies and major items is

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THLC-DO

10 May 1967

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

required to decrease the maintenance deadline in the command.

b. AMC was very responsive to aid in solving the problems involved in refrigeration units and multi-fueled engines.

c. More frequent and closer liaison with the 2d Logistical Command has improved the maintenance support.

6. Other: The advance notice for logistical planning for arriving units is given well in advance; however, specific times and locations of arrivals for their reception at the airhead is not received until a few hours before their arrival. This short period of time before arrival causes turmoil in the unit designated to receive the new personnel and, at times, results in the new personnel not being met at the airhead.

Section 2, Part II
Commanders Recommendations

1. That specific and timely information on the arrival of personnel in new units be provided to allow for adequate preparation and reception at the airhead.



FRED B. PROCTOR
Colonel, CE
Commanding

2 Incls

1. Organizational Chart
2. Photographs
 - a. DeLong Pier-Sattahip
 - b. POL Jetty-Sattahip
 - c. MAP Pier-Sattahip
 - d. Controlled Humidity Warehouse
Camp Friendship
 - e. Specialist Training--Royal Thai Volunteer
Regiment (3 photos) Camp Friendship
 - f. New Chapel -Camp Friendship

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THCG (10 May 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending
30 April 1967 (RCS CSFOR - 65)

HQ, US ARMY SUPPORT, THAILAND, APO 96233

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

1. Concur in the observations and recommendations of the Commanding Officer, 9th Logistical Command (B).
2. Reference paragraph 3a (11). Approval was received from DA for a ~~30%~~ increase in the field ration for the 809th Engineer Battalion not ~~32%~~ as indicated. This seems to be only a typographical error.
3. Reference paragraph 4. Effective 5 May 1967, this headquarters initiated publication of a weekly intelligence newsletter for dissemination of all current intelligence available. Items of immediate nature are disseminated immediately.

for *Thomas F. Schweitzer col c/s*
EDWIN F. BLACK
Brigadier General, USA
Commanding

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GPOP-DT(10 May 67) 2d Ind (U)
SUBJECT: Operational Report-Lessons Learned for the Period Ending
30 April 1967 (RCS CSFOR-65), HQ 9th Log Comd (B)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 14 AUG 1967

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

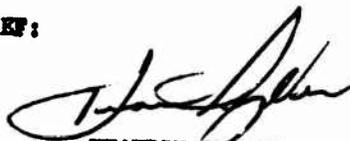
This headquarters has reviewed subject report from Headquarters
9th Logistical Command (B) and concurs in the report as indorsed, with
the following exceptions:

a. Reference paragraph 3a(14), page 3. The 501st Field Depot
did not assume all supply responsibilities formerly held by the 7th
Maintenance Battalion. The 7th Maintenance Battalion has the respon-
sibility for providing repair parts supply support. The 501st was
assigned only the wholesale supply support responsibility for all
classes of supply.

b. Reference paragraph 3b(4), page 4. The data on the poor
performance of AMPAC was substantiated on a recent visit to Thailand.
This headquarters will keep abreast of this situation.

c. Reference paragraph 6c, page 8. It appears that 9th
Logistical Command (B) is continuing to require the maintenance
contractor to accomplish construction work. This matter is the subject
of another ORLL which was forwarded by this headquarters to USAESUPHAI
for additional comments. In this connection, the probability of expend-
ing OMA funds for construction work which should be MCA funded is
likely to occur. The policies and provisions of AR 415-35 "minor
construction" must be carefully applied to each such undertaking. During
the visit referred to in paragraph 6d, all concerned were cautioned to
carefully document each OMA funded construction project.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG

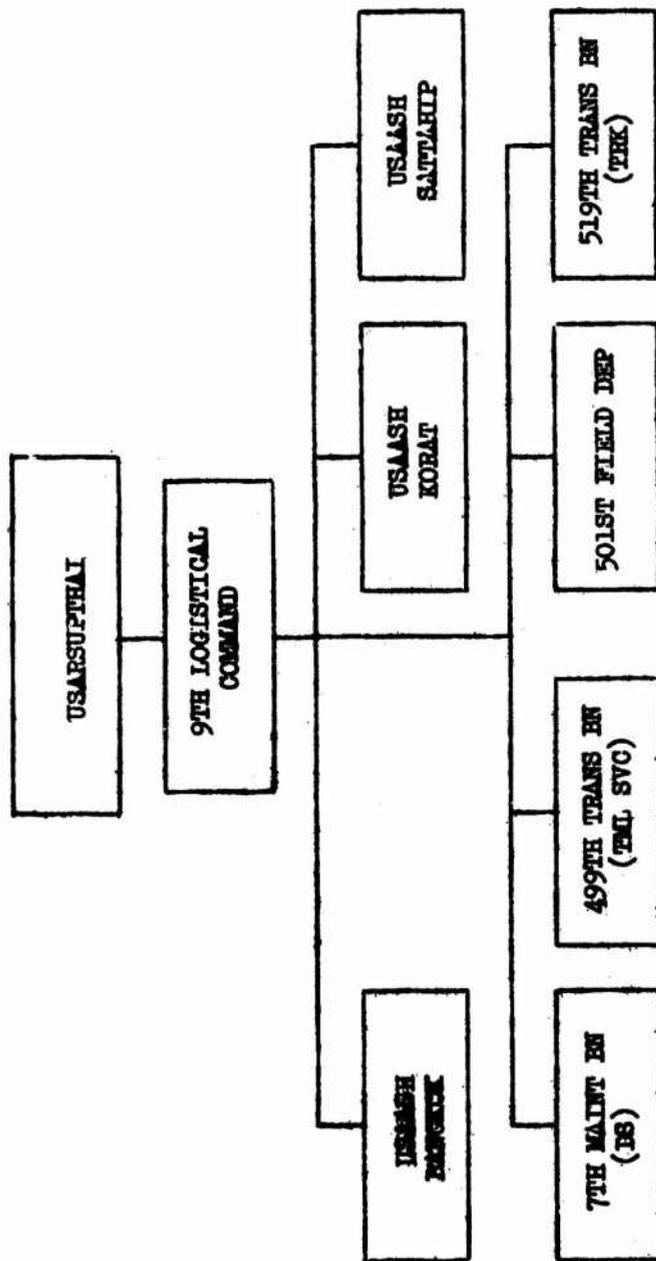
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SOURCE: 9TH LOG COMD

4 APRIL 1967

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