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AGO 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

AGDA (M) (25 Aug 69) FOR OT UT 692350

16 September 1969

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 39th
Transportation Battalion, Period Ending 30 April 1969 (U)**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL
DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE
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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:

ROBERT E. LYNCH
Colonel, ADC
Acting The Adjutant General

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39th Transportation Battalion

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 39TH TRANSPORTATION BATTALION (TRUCK)
APO 96308

1 May 1969

SUBJECT: Operational Report of HQ 39th Transportation Battalion (Truck)
for Period Ending 30 April 1969, RCS CSFOR-65 (R-1) (U)

THRU: CO, 26th General Support Group
APO 96308

CG, USA Support Command Da Nang
APO 96349

CG, 1st Log Command ATTN: AVCA-GO-0
APO 96384

CG, US Army Vietnam, ATTN: AVHGC-DST
APO 96375

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

TO: Assistant Chief of Staff for Force Development
Department of the Army
Washington, DC 20310

Section I: (C) Significant Organization or Unit Activities

A. (C) Commands

1. LTC Vincent M. Russo remained in command of the 39th Transportation Battalion (Truck).

2. CPT Ronald L. Ash Sr., remained in command of the 515th Transportation Company (Light Truck) (5-Ton Cargo).

3. 1LT Thomas L. Tish, remained in command of the 585th Transportation Company (Medium Truck) (12-Ton S&P).

4. CPT David C. Wiggins assumed command of the 630th Transportation Company (Medium Truck) (12-Ton S&P) on 9 March 1969. CPT Wiggins replaced CPT David B. Ehle who was reassigned to the Transportation Directorate, USA Support Command, Da Nang.

5. CPT Robert L. Poley assumed command of the 515th Transportation Company on 27 April 1969. CPT Poley replaced CPT Ronald L. Ash who was reassigned to Headquarters and Headquarters Detachment, 39th Transportation Battalion as the S-4.

B. (C) Personnel, Administration, Morale and Discipline

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1. **1LT Joseph K. Winkler** was assigned to the 515th Transportation Battalion to the 515th Transportation Company, as a platoon leader on 24 February 1969.
2. **1LT Joseph F. Doerr**, 1st Platoon Leader of the 630th Transportation Company, replaced **1LT Winkler** as battalion adjutant and Commanding Officer, HHD, 39th Transportation Battalion on 24 February 1969.
3. **1LT C. Allen Knable** was assigned to the 630th Transportation Company on 17 February 1969 and replaced **1LT Doerr** as a Platoon Leader.
4. **1LT Michael J. Findley** joined the 39th Transportation Battalion and was assigned as a platoon leader in the 505th Transportation Company on 19 April 1969.
5. **1SG Marlon Price** joined the 505th Transportation Company on 7 March 1969, and assumed duties of First Sergeant, replacing **1SG Willie O. Smith** who departed for CONUS.
6. **1SG Willie R. Ferrell**, Battalion Motor Maintenance NCO, departed for CONUS on 17 April 1969.
7. The 3d Platoon of the 57th Transportation Company was attached to the 515th Transportation Company for all purposes except promotion and assignments on 11 February 1969.
8. On 17 April 1969 the 2d Platoon, 363d Transportation Company, which had been attached to the 515th Transportation Company, returned to its parent unit within the 80th Group.
9. **Decorations and Awards:** The status of the awards program within the battalion during the reporting period follows:

	<u>Recommended</u>	<u>Received</u>	<u>Outstanding</u>
SM	1	0	1
LCM	1	0	1
BS	10	9	1
ACM	12	11	1
Certificate of Achievement	4	4	0

10. The status of disciplinary actions during the reporting period:

	<u>ONE</u>	<u>SPEC</u>	<u>SUM</u>	<u>ART 15's</u>	<u>AWOL</u>	<u>VD</u>
HHD 39th	0	0	0	0	0	0
515th TC	0	3*	0	8	0	0
505th TC	0	0	0	3	0	5
630th TC	0	0	0	6	0	0

* In process

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C. (C) Operations:

1. The basic operational missions of the battalion during the reporting period were as follows:

- a. Command and Control of 26th General Support Group Highway units, north of Da Nang and south of Quang Tri.
- b. Clearance of the cargo from the Hue, Cornfield, and Bridge 5 LCU Ramps, the Tan My IST Ramp, and the 15th Aerial Port.
- c. Local haul in Phu Bai, Gia Le, and Camp Eagle and between LZ Sally and Camp Evans.
- d. Line haul extending from Da Nang in the South to Quang Tri in the North.
- e. Direct Support of combat operations.
- f. Direct Support of army unit moves within Northern I Corps area.

2. Operation Kentucky Jumper:

a. Support for Operation Kentucky Jumper, a major tactical operation conducted by the 101st Airborne Division (AM) in the A Shau Valley, began on 27 February 1969 with the movement of a fork lift from LZ Sally to FB Birmingham and is expected to continue through the summer months.

b. Thus far the 39th Transportation Battalion has moved 7009 S/T in support of Operation Kentucky Jumper. The basic logistic concept is that commodities are hauled from various locations in Phu Bai, Camp Eagle, Tan My IST Ramp and Cornfield LCU Ramp to Fire Bases Birmingham and Bastogne. The supplies hauled to Birmingham, the primary logistics base, are hooked to forward tactical areas of operation. Cargo hauled to Bastogne consists of artillery ammunition to be consumed at Bastogne and engineer material to be utilized on the construction of the road to FB Blaze.

c. On 15 April 1969 a convoy consisting of 12 5-ton cargo trucks carrying 8 inch projectiles moved over the newly constructed road to Fire Base Blaze. This marked the first time that the 39th Transportation Battalion has operated that far southwest, approximately five miles northeast of the A Shau Valley.

d. A complete after-action report will be submitted upon completion of the operation.

3. Port and Beach Clearance Operations:

a. Close coordination with the Naval Support Activity Tan My Ramp has kept the problems in Port and Beach Operations to a minimum.

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5. Weather and the tactical situation curtailed operations at Tan My and Cornfield Ramps for approximately nine days during the reporting period. Throughout the reporting period, IST's docking at Tan My Ramp were directed to go out to sea during the hours of darkness due to the tactical situation. This precluded off loading of cargo throughout the night onto trailers which were spotted. This did not seriously hamper the operation due to the relatively low backlog at Da Nang for shipment to Tan My Ramp.

4. Night Operations:

The night operations of the 39th Transportation Battalion primarily center around the loading of vehicles for movement the following morning. This has increased the availability of Material Handling Equipment to discharge inbound cargo and has also increased the utilization of vehicles of the 39th.

5. The following is a summary of dry cargo tonnage statistics compiled during the reporting period.

DRY CARGO HAULED BY UNIT
(STON)

UNIT	MONTH	PORT & BEACH	LINE/LOCAL	TOTAL
515th	February	1173	3456	2629
	March	2522	1108	3630
	April	2238	1899	3637
	TOTAL	5933	3963	9946
585th	February	8723	3433	12156
	March	10880	4896	15776
	April	12566	8056	20622
	TOTAL	32169	16385	48554
630th	February	9504	4268	13772
	March	9812	7924	17736
	April	12188	7524	19712
	TOTAL	31504	19716	51220
2nd Flt 363rd	February	3960	990	4970
	March	5225	900	6125
	April	1269**	613**	2102**
	TOTAL			
2nd Flt 57th	February	932*	366*	1297*
	March	908	318	1226
	April	1575	648	2223
	TOTAL	3415	1332	4747

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	MONTH	Feb	March	April	TOTAL
GRAND TOTALS	February	24312		9622	33934
39th Trans Bn	March	29347		15146	44493
	April	29906		18440	48346
TOTAL		83565		43208	126773

* Plt arrived on 8 Feb 69

** Through 12 Apr 69

D. (U) Training:

The battalion has made considerable improvement in its training programs. Individual training records, lesson plan files, and training schedules were areas of greatest improvement.

E. (C) Intelligence/Base Security:

1. With the departure of most elements of the 27th Engineer Battalion from Gia Le in early April, another realignment of base defense responsibilities took place in which the 39th Transportation Battalion gained responsibility for two additional bunkers and approximately 500 more meters of perimeter, bringing the total defense responsibility to 7 bunkers and 1200 meters of perimeter.

2. Perimeter improvements continued during the report period. The entire perimeter line within the 39th Transportation Battalion sector was relocated to provide for better observation and fields of fire. A five-foot high berm was constructed along the entire perimeter and approximately sixty sandbagged individual fighting positions were constructed within the berm. Additional claymores and a white phosphorus mine were added along the perimeter to provide additional defensive capability.

3. Gia Le Combat Base underwent seven alerts during the report period as follows:

- 1 February 1969
- 2 February 1969
- 25 February 1969
- 16 March 1969
- 24 March 1969
- 15 April 1969
- 26 April 1969

These red alerts consisted of rocket attacks which resulted in negative damage or casualties within the 39th Transportation Battalion.

F. (C) Logistics:

1. Supply:

a. The 630th Transportation Company received their Annual General Inspection on 8 April 1969 and was awarded a rating of "Satisfactory."

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b. The 505th Transportation Company received a CMI on 9 April 1969 and passed with a Satisfactory rating.

c. The 515th Transportation Company received a CMI on 10 April 1969 and received an Unsatisfactory rating.

d. Control of the one platoon from the 363d Transportation Company, which was on temporary duty with this battalion, was transferred back to its parent unit on 17 April 1969. The movement of this platoon presented no problems; however, trailers of this battalion were furnished on hand receipts to the platoon.

e. As a result of the movement of the 363d Platoon, the maintenance section of the 515th Transportation Company was re-located to the maintenance area vacated by the 363d Platoon, to enable them to take advantage of the Butler-type building in this area. The maintenance section, 515th Transportation Company, had previously been performing their maintenance functions in maintenance tents.

f. The power supply problem of this battalion appears to have finally been solved with the receipt of a 100 KW Generator. This generator will be installed upon completion of rewiring of the area which is presently at a standstill awaiting the arrival of a few required items.

g. Receipt of 5-ton tractors and 12-ton trailers are improving the shortage situation of our vehicles in two companies; however, a shortage of 5-ton cargo trucks still exists. Specifically, the 515th Transportation Company is authorized 60-5 ton cargo trucks of which only 28 are on hand.

h. A problem which is now confronting the 39th Transportation Battalion Consolidated Mess Hall is the obtaining of sufficient potable water. A request was submitted to the 172d Engineer Detachment (Utilities) to provide potable water by tapping into the water main that passes through the Gia Le Combat Base. This water main is a Navy Public Works operated system that was installed by the Seabees and was completed in August 1968. Due to the insufficient capacity of the system, the Navy Public Works will not allow new tapping into the line, and the request was returned without action. Other means will have to be explored in order to alleviate this problem.

2. Maintenance:

a. The battalion continued to improve the maintenance posture of the tactical vehicles over the report period. This was accomplished primarily by:

(1) A full complement of mechanics and drivers.

(2) Assignment of drivers to all battalion vehicles, which resulted in a measure of pride in their vehicles, and an inducement to perform driver's maintenance in a more positive manner.

(3) Mandatory performance of motor and equipment stables daily.

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(4) Pursuing a rigorous driver ~~evaluation~~ ~~program~~ program which tends to recognize the driver for his performance, from a maintenance, operational and safety view point.

(5) Performance of regular spot check inspection of vehicles and equipment at the unit motor park and at on-load and discharge sites.

(6) Periodic inspections of each unit's maintenance and operations facilities by the battalion maintenance section. These inspections include:

- (a) Maintenance SCP
- (b) Log Books
- (c) Operation records and procedures
- (d) Tools
- (e) PLL
- (f) Vehicles and Equipment

(7) Maintenance trend of tactical vehicles for the report period.

	Av No Of Veh O/H	%D/L OEG	%D/L DSU	%D/L Overall
February 69	147.7	8%	11%	19%
March 69	155	7%	10%	17%
*April 69	158.5	4%	6%	10%

* Figures for April 69 are through 20 April 69.

b. The repair parts problem for 12-ton S&P trailers has eased to a degree. Units are able to obtain most parts required for maintenance of the trailers. During the report period, one unit of the battalion received 19-12 ton S&P trailers which revealed defects in the brake system and the landing gear. A letter was forwarded by the battalion on 16 Feb 69, which pointed out these defects and the temporary field expedient used to continue use of them, and requested technical assistance in solving the problem. Also on 10 April 1969, a TACOM Technical Representative inspected several defective trailer landing gears, and directed that two (2) sets of gears be i crated and turned in to the 513th Maintenance Battalion to be forwarded to 156th Maintenance Company, Da Nang, for further investigation.

c. Eight M54, Gas Type, 5-ton cargo trucks were inspected under the "DOGS" program last period. Due to the shortage of vehicles at that time, permission was granted by the 26th General Support Group to continue to operate these vehicles as long as it was safe to do so. Since then, six of these vehicles have been turned-in as they have now become safety hazards.

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G. (C) Organization:

1. HHD, 39th Transportation Battalion (Truck) continued operations from the Gia Le Combat Base. HHD presently has a strength of 6 Officers, 2 Warrant Officers, and 40 enlisted men. The battalion presently supervises the operations of 3 assigned transportation companies and one light truck platoon of the 57th Transportation Company, TDY from the 63rd Maintenance Battalion, Quang Tri. The units and their locations are as follows:

(a) 515th Transportation Company (Light Truck) (5-ton and 2½-ton)-
Gia Le.

(b) 585th Transportation Company (Medium Truck) (S&P) - Gia Le.

(c) 630th Transportation Company (Medium Truck) (S&P) - Camp
Hochmuth.

2. 515th Transportation Company (Light Truck)

The 515th Transportation Company is a full TOE light truck company authorized sixty 5-ton cargo vehicles. Effective 10 February 1969 the 3rd Platoon of the 515th which had been TDY to Cam Ranh Bay was transferred to the USASUPCOM, DNG less personnel and equipment. The 235th Transportation Platoon (Light Truck), less personnel and equipment, was transferred from USASUPCOM, DNG, to USASUPCOM, CMB. Therefore, the 515th presently has 28 5-ton cargo trucks on hand, 20 of which are TDY to Da Nang and 3 of which are hardened vehicles. Due to vehicles being washed out the unit now has 26-2½ ton vehicles on hand (REF/QRLL 39th Transportation Battalion, dtd 1 February 1969). The 515th also has attached to it the 2nd Platoon of the 57th Transportation company consisting of 17 M-54 5-ton cargo trucks.

3. 585th Transportation Company (Medium Truck)

The 585th Transportation Company is a full TOE Medium Truck Company authorized 60 M-52 tractors and 120 M-127 trailers. A recent influx of M-52 tractors and M-127 trailers has significantly increased the capability of the 585th. At present, the unit has on-hand 56 tractors and 50 trailers.

4. 630th Transportation Company (Medium Truck)

The 630th Transportation Company is a full TOE Medium Truck Company authorized 60 M-52 tractors and 120 M-127 trailers. The 630th presently has 58 tractors and 89 trailers, 15 of which are hand receipted to the 2nd Platoon of the 363rd Transportation Company.

Section 2: Lessons Learned: Commanders Observation and Recommendations

1. Personnel: None

2. (U) Administration:

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ITEM: CID Reports

DISCUSSION: It takes an exceptionally long period of time for units within this battalion to receive completed CID reports. This delays the processing of administrative reports, especially courts-martial cases. For example, in one case the CID, III MAF, Da Nang, was called on 4 March 1969, concerning a CID report from Long Binh for verification of marijuana. On 31 March 1969, it was reported to the 39th Transportation Battalion that the final CID report was in the typing pool and would be sent through channels, taking approximately 3-5 days to arrive. As of 30 April 1969 this report has not been received.

RECOMMENDATION: Determine method by which the processing of CID reports of investigation particularly those relating to possession of marijuana, be expedited.

3. Morale and Discipline: None

4. (C) Operations

a. ITEM: Throughput Concept:

DISCUSSION: The 39th Transportation Battalion has constantly strived to obtain maximum utilization of the throughput concept. Until recently, little success has been achieved in this area. During the reporting period of 22 March 1969 to 20 April 1969 the 39th Transportation Battalion delivered over 2,000 S/T of cargo to its ultimate destination directly from the beach locations. This eliminates double handling of cargo, thus preventing possible damage to cargo, and also eliminates committing transportation assets to haul the same cargo to another destination. The problem is that a considerable amount of time is being wasted after the cargo arrives at the beach waiting for units to decide what the breakdown on the cargo will be.

RECOMMENDATION: Determine if it is feasible to mark cargo against outstanding requisitions at depot. For example, instead of lumber being consigned to the 101st Airborne Division, it would arrive consigned to the 2/320 Infantry 101st Airborne - its final destination. Alternatively, the feasibility of locating an element of the Division Supply Officer at the USASC, DN Depot, might be explored.

b. ITEM: Dissemination of ORLL Data

DISCUSSION: Quarterly there is a fantastic amount of knowledge gathered in the form of Operational Reports Lessons Learned; however, the operator does not benefit from problems encountered by similar type units nor to the solutions since there is no systematic distribution of Lesson's Learned. At present, the only dissemination of Lesson's Learned Data pertains to safety incidents.

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RECOMMENDATION: That ~~Operations Reports~~ ~~Operations~~ ~~Learned~~ be synthesized at an appropriate level e.g. the 1st Logistical Command for transportation units and that this synthesis be distributed throughout Vietnam as well as to such commands as the Transportation School.

C. ITEM: Allocation of FM Radio Frequencies

DISCUSSION: Radio plays a vital role in the day to day operations of the 39th Transportation Battalion. Control is exercised by the battalion operations station through control vehicles (gun jeeps, wreckers, and gun trucks) with vehicular mounted radios. The functions of these vehicles include convoy security and control, road patrol, recovery operations, reporting unloading and offloading problems, and routing task vehicles as directed by the battalion operations section. In most instances, radio is the only feasible means of communications available to these vehicles. The area of operations of the 39th Transportation Battalion extends from Quang Tri in the north to Lang Co in the south (and occasionally as far south as Da Nang), and from the coast in the east to within 10 miles of the Laotian border in the west. For effective control, it is necessary that the battalion operations station, located at Gia Le, maintain contact with its control vehicles travelling throughout this AO.

The major problem encountered has been multiple assignments of the same frequency, due to the fact that there is apparently no single frequency assignment authority within the ICTZ. The same frequency assigned the 39th Transportation Battalion has also been assigned to ARVN units in the Phu Bai/Hue area. US units in the Quang Tri area and areas south of Phu Bai have also been assigned the same frequency as the 39th Transportation Battalion. In-as-much as our control elements move through all these areas, interference problems are bound to arise.

RECOMMENDATION: Recommend that there be only one frequency assignment authority in each Corps Tactical Zone, and that frequency assignments be carefully analyzed at that level of command to insure minimum interference and equitable assignment of frequencies. Consideration should be given to the special requirements of units such as the 39th Transportation Battalion whose area of operations crosses the AO of multiple divisions.

d. ITEM: Radio Downtime While in Support Maintenance

DISCUSSION: With effective radio communications so vital to the operations of the 39th Transportation Battalion, of all authorized radios in the 39th Transportation Battalion are constantly in use. The majority of radios are vehicular-mounted, as opposed to fixed stations. The transfer of radios to support maintenance reduces our command and control capability. For the period 1 February - 24 April 1969 the battalion had 1026 equipment days on hand for the RT524 transmitter/receiver. Of these equipment days on hand, 410 equipment days were lost due to the radios being in support maintenance. This amounts to a 23% loss in control capability which is significant. The average length of time these radios were in support maintenance was 3 1/2 days, almost all of which has been attributed to the lack of spare parts.

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RECOMMENDATION: Recommend that continued emphasis be placed on improving the flow of radio repair parts to support maintenance units. Furthermore, recommend that consideration be given to authorizing a maintenance float or RT-524 receiver transmitters for support maintenance companies to lessen the impact on command and control systems when radios are sent to support maintenance.

e. ITEM: Loss and Damage of Cargo

DISCUSSION: A considerable amount of cargo arrives at the ramp sites either damaged or pilfered. Items of special interest are PX supplies. Recently, through command emphasis, there has been some improvement in the condition of the cargo arriving at the ramp; however, the problem of security for the cargo still exists.

RECOMMENDATION: Investigate the feasibility of utilizing conex containers, Sea-Land container, or any other type container other than cardboard, for shipment of PX items such as cigarettes, candies, etc.

5. Training and Intelligence: None

6. Logistics:

a. ITEM: Maintenance of 1/2 ton vehicles:

DISCUSSION: The current method of obtaining field maintenance repairs is less than satisfactory at this battalion. It is the policy of the DSU (596th Maintenance Company and the 67th Maintenance Company) to evacuate these vehicles to Da Nang for a major repair. The battalion has been informed that the turn around time for this operation is in excess of one (1) month. Repairs will include complete overhaul. The battalion has 85% of the authorized allowance of 1/2 ton M151's and of the amount on hand, 60% are used as convoy security and control vehicles. Major repairs for control vehicles are frequently required due to the extreme requirement placed upon them and the mileage already logged on them. It is readily agreed that all the control vehicles need complete overhauling, but the time required to obtain overhaul will very likely result in the battalion losing 100% of the convoy control e fleet, plus two (2) or three (3) of the administrative M151's before receiving one (1) back from rebuild.

RECOMMENDATION: To alleviate the problem, it is suggested that a maintenance float be established, whereby a direct exchange can be effected. Upon turning-in a vehicle for repairs, another vehicle will be drawn. This system could be established with rebuilt or newly overhauled M151's or new 151's.

b. ITEM: Vehicular Cleaning Equipment

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DISCUSSION: This battalion has encountered extreme difficulty in obtaining equipment for cleaning vehicles. A tanker for water supply, a pump of sufficient pressure, with appropriate hoses and a steam cleaner are the basic requirements to properly perform this task. Current Transportation Truck TOE's/MTOE's do not provide such equipment. The roads that are used cause a tremendous build-up of matter in the vehicle. Unless cleaned properly, inspection and maintenance is an impossibility.

RECOMMENDATION: To alleviate this problem, it is recommended that the following equipment be added as WABTCO items to all Transportation Truck TOE's/MTOE's.

- (1) Tanker - 5,000 gallons
- (2) Pump (High Pressure) w/hoses
- (3) Steam Cleaner - (Heavy Duty)

7. Organization: None


LEWIS J. MILLER
MAJ, TC
Acting Commander

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AVCA DNG-A-SPO (30 Apr 69) 1st Ind
SUBJECT: Operational Report Lessons Learned of the 39th Transportation
Battalion for Quarterly Period Ending 30 April 1969.

DA, Headquarters, 26th General Support Group, APO 96308

TO: Commanding General, US Army Support Command, Da Nang, ATTN: AVCA-
DNG-GO, APO 96349

1. The Operational Report Lessons Learned submitted by Headquarters,
39th Transportation Battalion for the quarterly period ending 30 April
is forwarded.

2. This headquarters concurs with the basic report but has the follow-
ing comments.

a. Maintenance Float - M151 4x4 vehicles. This headquarters is
presently evaluating the feasibility of a maintenance float for M151
½ ton 4x4 vehicles.

b. Radio Down Time - This headquarters will place additional
emphasis on getting radio equipment back to the customer in a shorter
period of time.

c. CID Request - This headquarters feels the request for CID
support may have taken a long time; however, the 39th Transportation
should have followed up the telephonic request with correspondence.


THOMAS A. MORT
Colonel, OD
Commanding

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AVCA-DNG-GO-H (3 Aug 68) 2nd Ind

SUBJECT: Operational Report of HQ, 39th Transportation Battalion (Truck)
for Period Ending 30 April, 1969, RCS CSFOR-65 (R-1)

Headquarters, US Army Support Command, Da Nang, APO San Francisco, 96349

TO: Commanding General, 1st Logistical Command, ATTN: AVCA-GO-H, APO 96384

(C) The Operational Report - Lessons Learned for Quarterly Period Ending 30 April, 1969 from Headquarters, 39th Transportation Battalion (Truck) and the first indorsement have been reviewed and are considered adequate with the following comments:

1. (U) Section II, para 4, Item; Throughput Concept: When the Depot releases an item against a valid due-out, the item is released to the DSU which requisitioned the item, i.e., item is released against a particular requisition submitted by a particular DSU. The Material Release Order consigns that item to the DSU that submitted the requisition. The item is then shipped directly to that DSU where disposition is determined by the DSU. When the DSU releases the item to the customer, it is normally the responsibility of the customer to pick up the item from the DSU. So in essence, the cargo is shipped to lowest unit possible by the Depot.

2. (C) Section II, para 4, Item; Allocation of FM Radio Frequencies:

a. The Signal Officer at 26th General Support Group has on numerous occasions changed frequencies for the 39th Transportation Battalion, often at the expense of other units, in an effort to find a suitable frequency. However due to large numbers of units operating in the ICTZ, it is inevitable that some units will interfere with another's transmissions. There is always the possibility of unauthorized use of frequencies by ARVN units, as well as American units.

b. FM frequencies in the ICTZ area are assigned by III MAF and XXIV Corp north of the Hai Van Pass. No two units are intentionally assigned the same frequency unless for some specific purpose. However, units operating above the Hai Van Pass may be assigned the same frequency as units below the pass. This is done due to the great distance of separation of units. The possibility of interference by units on the same frequency, separated by forty or fifty miles distance, is very unlikely.

c. Tactical units are given top priority in the assignment of frequencies. On 22 April, 1969, a message was forwarded to all subordinate Headquarters assigning sole-user frequencies for convoy control use only. Reference Message 04-057-C, DTD 220245Z.

3. (U) Section II, para 4, Item; Loss and Damage of Cargo: The USA Support Command has no control over the means by which the Pacific Area Exchange packs, ships or consigns cargo. The only method available to correct the described deficiency would be to bring the situation to the attention of the Pacific

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AVCA-DNG-GO-H (3 Aug 68) 2nd Ind

**SUBJECT: Operational Report of HQ, 39th Transportation Battalion (Truck)
for Period Ending 30 April, 1969, RCS CSFOR-65 (R-1)**

Area Exchange for rectification. A letter will be prepared and forwarded to Area Exchange bringing the Loss/Damage situation to their attention.

4. (U) Section II, para 6, Item; Vehicular Cleaning Equipment: Concur with the unit's recommendation to include cleaning equipment on Transportation Truck Company TOE's/MTOE's. This recommendation should be evaluated by HQ, USARV as it effects all transportation units within RVN.

FOR THE COMMANDER:

TEL: DNG E 3672


RONALD G. JOHNSON
1LT, AGC
Asst AG

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AVCA GO-MH (1 May 69) 3rd Ind
SUBJECT: Operational Report - Lessons Learned of the 39th Transportation
Battalion for Period Ending 30 April 1969 RCS CSFOR-65. (U)

DA, Headquarters, 1st Logistical Command, APO 96384 10 JUL 1969

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,
APO 96375.

1. (U) The Operational Report - Lessons Learned submitted by Headquarters, 39th Transportation Battalion (TRK) for the quarterly period ending 30 April 1969 is forwarded.

2. (U) Pertinent comments follow:

a. Reference item concerning Delay in Receipt of CID Cases, page 9, paragraph 2(a). Nonconcur in that adequate measures have been taken to expedite processing of CID Reports involving marijuana with the deployment to RVN of the CI Laboratory. Deployment of this laboratory significantly reduced the processing time from that required when verification of marijuana had to be accomplished in CONUS. Further, commanders are reminded that preferral of charges need not be delayed until receipt of a completed CID Report. Upon request, CID units will provide additional information necessary for administrative completion of judicial proceedings.

b. Reference item concerning Throughput Concept, page 9, paragraph 4a. Nonconcur. Whenever a requisition is submitted by a DSU at a customer's request, the customer's identification is placed in the supplementary address block and if appropriate the requisition can be keyed, using the proper signal code, to have the stock shipped to the supplementary address. This will cause shipment direct to the ultimate destination. The only requisitions and resultant shipments arriving at the Da Nang beach which could not follow this procedure are replenishment shipments to the Da Nang Field Depot or a DSU. This cargo, ordered as replenishment stock, may be destined for the requisitioner's stock or for any one of the customers of the requisitioner based on dues out existing at the time of receipt of the shipment and what supply actions have transpired since submission of the original requisition. To the extent that the DSU and the Field Depot are properly using the supplementary address and signal code procedures, cargo shipments will be released to and marked for the ultimate user as much as is practical within the framework of the supply system. It is not possible for cargo being shipped against a replenishment requisition to be marked against dues out of the Da Nang Field Depot or the submitting DSU. Each division has an MRE at the depot who should be utilized to coordinate all supply problems between the depot and the unit. Based on a forthcoming regulation to be published by HQ, USARV, the MRE will be responsible for liaison between his unit and the depot. This Headquarters is preparing a message to all Support Commands and USARV which will outline the supplementary address and signal code procedures.

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SUBJECT: Operational Report - Lessons Learned of the 39th Transportation Battalion for Period Ending 30 April 1969 MCS CSFOR-65. (U)

c. Reference item concerning Dissemination of ORLL Data, page 9, paragraph 4b. Synthesis of all valuable ORLL data on a world wide basis is presently accomplished by Combat Developments Command. A wider distribution of US Army Combat Developments Command Operational Report - Lessons Learned to include units subordinate to HQ, USARV in RVN should be considered. Appropriate action will be taken by this headquarters commensurate with need and value of ORLL information to disseminate Lessons Learned to appropriate units.

d. Reference item concerning Allocation of FM Radio Frequencies, page 10, paragraph 4c. Concur with paragraph 2 of 2nd Indorsement. During a staff visit to Da Nang Support Command, it was learned that there are only 600 FM frequencies in all of I Corps for approximately 2000 activities. Coordination between the 26th GS Group Signal Office and the 39th TC Bn concerning the limitations in the area and the use of available frequencies as efficiently as possible can help alleviate the problem.

e. Reference item concerning Radio Downtime while in Support Maintenance, page 10, paragraph 4d. Concur. Action taken by forwarding headquarters is considered inadequate since the status of maintenance float in the supporting maintenance unit was not addressed. Direct support units are authorized maintenance float of communications and electronics equipment by components. Proper use of maintenance float will reduce equipment downtime in using units. Action taken to improve the overall equipment readiness posture of the AN/VRC-12 Series Radio Sets has been the immediate inclusion of major components in the Closed Loop Support Program (Project MOT). 1st Log Comd Msg 4987, DTG 080248Z Apr 69 implemented this program. Critical repair parts have been placed on the Intensively Managed Items (IMI) list. Continuous emphasis is being placed on the expeditious return of unserviceable modules to CONUS for repair and return to stock. No action is required by higher headquarters.

f. Reference item concerning Loss and Damage of Cargo, page 11, paragraph 4e. Concur. PX cargo should be containerized to the maximum extent possible. Other than CONEX containers, the only containerization available to RVN at the present time is Sea-Land. The PX is allocated a specific number of containers aboard each Sea-Land vessel calling at Da Nang. To increase the PX allocation would cause a commensurate decrease in containerized cargo for other consignees. The situation would have to be studied carefully in coordination with the Naval Support Activity at Da Nang, which supervises the Sea-Land operation at that location. If determined in the best interests of all concerned, the Naval Support Activity could initiate action to have the PX container allocation increased.

g. Reference item concerning Maintenance of $\frac{1}{2}$ -ton Vehicles, page 11, paragraph 6a. Concur. Action taken by forwarding headquarters is considered inadequate. A maintenance float of $\frac{1}{2}$ -ton vehicles should be established

AVCA GO-MH (1 May 69) 3rd Ind

SUBJECT: Operational Report - Lessons Learned of the 39th Transportation
Battalion for Period Ending 30 April 1969 RCS CSFOR-65. (U)

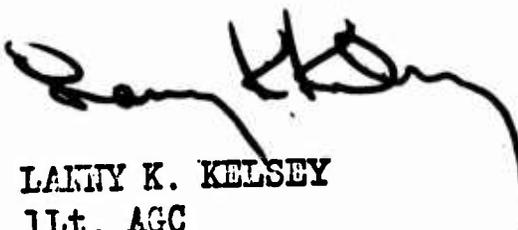
in accordance with IC Reg 750-17 and required equipment placed on requisition. This headquarters retransmitted to all Support Commands USARV Msg#61443, 12 May 69, subject: Maintenance Float Requirements. This message directs all DSUs to determine float requirements in accordance with supported densities and to requisition those items authorized. DSUs are authorized to requisition for float stock 10% of the total density of $\frac{1}{4}$ -tons supported. It should be noted, however, that requisitions for maintenance float will not be filled until unit TOE/TDA shortages are reconciled. Although M151 series vehicles are currently in short supply command wide, new assets are beginning to arrive from CONUS. No action is required by higher headquarters.

3. (U) Concur with the basic report as modified by this and previous indorsements.

FOR THE COMMANDER:

TEL: LBN 4839

CF:
USASUPCOM-DNG
26th GS GP
39th TC Bn



LARRY K. KELSEY
1Lt, AGC
Acst Adjutant General

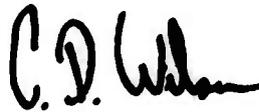
AVHGC-DST (1 May 1969) 4th Ind
SUBJECT: Operational Report of HQ 39th Transportation Battalion (Truck)
for Period Ending 30 April 1969, RCS CSFOR-65 (R-1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 2 5 JUL 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 39th
Transportation Battalion (Truck) and concurs with the report as indorsed.

FOR THE COMMANDER:



C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
39th Trans Bn
1st Log Comd

GPOP-DT (1 May 69) 5th Ind (U)
SUBJECT: Operational Report of HQ, 39th Trans Bn (Trk) for Period
Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 8 AUG 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:

C. L. Shortt
C. L. SHORTT
CPT, AGC
Asst AG

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