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AUTHORITY
OAG D/A ltr, 29 Apr 1980

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

AD827282

IN REPLY REFER TO

AGAM-P (M) (8 Feb 68) FOR OT RD 674017

12 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 24th
Transportation Battalion (Terminal), Period Ending 31 Oct 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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HEADQUARTERS
24TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-24-S2

3 November 1967

SUBJECT: UIC: WDBDAA, Operational Report for the Quarterly Period
Ending 31 October 1967, RCS CSFOR-65

THRU: Commanding Officer
124th Transportation Command (Terminal A)
ATTN: S-2
APO 96312

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

The operational report for this headquarters for the quarterly period ending 31 October 1967 is forwarded in accordance with USASUPCOM-CRB Regulation 870-1.

M. R. Black

M. R. BLACK
LTC, TC
Commanding

1 Incl
as

FOR OT RD
674017

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OPERATIONAL REPORT FOR THE QUARTERLY PERIOD ENDING 31 OCTOBER 1967
(RCS CSFOR-65)

Section I. SIGNIFICANT UNIT ACTIVITIES

A. COMMAND

1. Lieutenant Colonel Thomas B. Eustis departed the battalion on 15 July 1967, and Lieutenant Colonel Marion R. Black, previously deputy commanding officer of the 124th Transportation Terminal Command, then assumed command. Shortly thereafter LTC Black, returned to CONUS on a thirty (30) day emergency leave. During this period the executive officer, Major Melvin I. Feldman, assumed the position of acting commander until LTC Black's return on 12 August 1967.

2. A current listing of the principal battalion staff is included as Annex A.

3. The battalion was engaged in combat service support operations for the entire 92 days of the reporting period.

B. PERSONNEL, ADMINISTRATION AND MORALE

1. Personnel:

a. The battalion is composed of the battalion headquarters, seven (7) transportation companies and seventeen (17) detachments. The total assigned strength of the battalion is currently 52 officers, 53 warrant officers, and 1,544 enlisted personnel. A detailed breakdown of the organizational structure and personnel status of each unit is included as Annex B.

b. All units have suffered severe personnel shortages during the reporting period due to a sudden depletion of personnel resources as a result of rotational humps, and an extremely low replacement rate. Through redistribution of personnel resources within the battalion, all units were able to continue in the performance of their assigned missions in spite of greatly reduced strengths.

c. The battalion continues to supplement its work force through the use of local nationals in the areas of barge maintenance and kitchen police. Through such employment, some military personnel are relieved from these duties and made available for operational requirements. Approximately 70 local nationals are currently utilized by the battalion.

2. Administration:

a. During the reporting period the unit areas of two companies and the Headquarters Detachment were relocated from the main Cam Ranh Bay Cantonment area to more substantial facilities in the South Beach Area. Only two companies now remain in the main cantonment area, one of which is scheduled to relocate on the beach before CY 68. This relocation has provided more unity among the elements of the battalion, and far better

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control is now possible since operational and unit areas are more centralized.

b. All units within the battalion have been actively engaged in area improvement projects both in operational and living areas. Mess halls, billet, day room and recreational facilities have shown a marked improvement in all unit areas. In addition, a beach operations control tower is nearing completion on the Battalion Operations Beach (South Beach).

c. Battalion and unit administration is functioning in good order. Periodic inspections were conducted by the battalion staff in an effort to provide guidance to the units and correct deficiencies in all administrative areas.

3. Morale:

a. The morale in battalion continues to be high. This can be attributed in part to the improved messing, billeting and recreational facilities now available as a result of the relocation of several unit areas. Mess halls have shown marked improvement during the reporting period as is evidenced by the fact that the 344th Transportation Company (IA) received an award in August for maintaining the best company mess in the 124th Transportation Terminal Command.

b. All requests for R and R by members of the battalion have been filled without fail from within the specified allocations received. Considerable interest has been expressed in R and R to Australia since it was recently opened as an R and R center.

C. INTELLIGENCE AND SECURITY

The battalion has continued in its active support of "Operation Bird Dog" and "Operation Induce", both security and intelligence programs in the Cam Ranh Bay Area.

D. PLANS, OPERATIONS AND TRAINING

1. Plans and Operations:

a. The 24th Transportation Battalion (Terminal) continued to direct the mission activities of assigned terminal service, terminal transfer, boat and lighterage units supporting and engaged in stream discharge of deep-draft vessels, discharging and loading of shallow-draft vessels engaged in intra-coastal shipping and operating of inter-visit storage facilities for all such cargo entering the country through the Cam Ranh Bay complex. In addition lighterage, heavy boat, and terminal service support has been rendered on a continuing basis to out-ports and Forward Support Areas (FSA) along the coast of Vietnam from as far north as Chu Lai to Phan Thiet in the South.

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the company has four (4) officers and forty-seven (47) enlisted personnel committed to operations in these outposts.

(3) The operational capabilities of the unit have been seriously hindered by personnel shortages. At the present time the unit is only capable of manning six (6) understrength hatch gangs of an authorized ten (10) gangs. In addition, the unit has been plagued by a high forklift deadline rate due to the nonavailability of batteries and repair parts. Problems have also been experienced during the past quarter in obtaining materials required for lashing and securing cargo aboard barges. This problem appears to be temporarily rectified, as the unit now has on hand sufficient material to meet requirements.

e. 264th Transportation Company (Terminal Service)

(1) The main element of the 264th Transportation Co (TS), commanded by CPT. Jimmy D. Cox, TC, is located in Duc Pho as part of Task Force McDonald. The primary mission of the company is to unload all required classes of supply for support of the Americal Division. The 264th Transportation Co is the only TOE unit in the Task Force and has continued to perform its mission in an outstanding manner even though experiencing a complete personnel turn-over in August-September 1967.

(2) One platoon of the company is located in Chu Lai and is tasked with the mission of documenting all cargo moving over the Chu Lai beach and documenting and unloading all Army cargo at the Chu Lai Airfield.

(3) No direct support maintenance is available to the company in their present location and as a result the unit accomplishes all of its own 3rd and 4th echelon maintenance.

f. 344th Transportation Company (Light Amphibian)

(1) During the month of August 1967, the 344th Transportation Co (LA), commanded by 1Lt Ralph W. Phillips, TC, operating under a stand-down status with all LARC V's in administrative storage in the unit's motor pool. All LARC V's had been processed by the Marine Maintenance Activity, Vietnam (MMAV) and were ready for turn-in. During that period of stand-down, time was devoted to administrative maintenance improvements in the unit area, and details in support of other units. However, the stand-down resulted in seals drying out and alternators failing.

(2) On 13 September 1967, orders were received to return the unit to a fully operational status. This was accomplished in two days which included water testing all thirty-five (35) LARC's and reinstallation of communications equipment. The unit immediately assumed all Cam Ranh administrative LARC commitments from the 458th Transportation Company (LA).

(3) The unit is now in the process of assuming outport

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LARC commitments from the 458th Transportation Co. (LA). They have already taken over commitments at Phan Thiet, Phan Rang and Vung Ro Bay, and will soon take over the activities at Nha Trang for an eventual total of eleven (11) LARC's at the outports. These LARC's provide some lighterage support to the LOTS operations conducted at the outports, and are the only means for vessel and ferry service.

(4) The unit's ability to meet mission and maintenance requirements has been critically limited by extreme personnel shortages. These shortages are a direct result of a recent rotational bump, a slow vacancy fill rate, and the loss of considerable personnel to the 347th Transportation Company (LA) when that unit was required to leave the country in C-1 status. The unit has, nevertheless, continued to perform in an outstanding manner within its limited resources.

g. 347th Transportation Company (Light Amphibian)

(1) The 347th Transportation Co (LA), commanded by 1Lt Michael Hrees, TC, received TCS orders to Sattahip, Thailand on 9 August 1967 along with the 159th Transportation Det (Direct Support). Both units were brought to C-1 status in personnel and equipment prior to deployment through utilization of the resources of the 344th and 458th Transportation Companies. The personnel movement was accomplished by air transport, and all equipment was transported by Sea Train.

(2) The unit is currently under the operational control of the 499th Transportation Battalion (Terminal) in Thailand and provides lighterage in support of terminal operations at that station.

(3) Difficulty has been experienced in properly handling the administrative matters of the unit due to its distant location. Action has been initiated to have the unit's status changed from TCS to PCS in an effort to alleviate this situation.

h. 403rd Transportation Company (Terminal Transfer)

(1) During the reporting period the 403rd Transportation Co (TT) commanded by Cpt. Lenard A. Old, TC, has continued operation of its transfer yards in the South Beach area of Cam Ranh Bay and the 14th Aerial Port located at Cam Ranh Bay Air Force Base. The unit's commitment of twenty-six (26) men responsible for staging and documenting cargo moving across South Beach has also remained in effect.

(2) The unit's vehicles have been heavily committed to support battalion and company beach and yard operations. Occasional convoys to Nha Trang and Phan Rang were conducted in an effort to clear the unit's intransit storage yards. However, the need for augmentation of highway units has substantially subsided over last quarter partially due to increased availability of lighterage and a decrease in the amount of cargo being received.

(3) During the months of August and September the unit has twice broken its previous records for tonnage handled in a twenty-four

(24) hour period. During the period 211800 - 221800 August 1967, the unit handled 2,340.4 short tons of cargo. This is more than two and one half times the unit's TOE rated capacity of 900 short tons per day. For the entire reporting period the 403rd Transportation Company has handled an average of 803.3 short tons of cargo p.r day. This is especially worthy of note due to the acute personnel shortages which the 403rd Transportation Co has experienced. At the present time the unit is operating at 66% of its authorized TOE strength.

i. 458th Transportation Company (Light Amphibian)

(1) During the reporting period the 458th Transportation Co (LA), commanded by 1Lt Richard A. Sellers, TC, has continued to provide lightering support to the outports of Nha Trang, Phan Rang, Phan Thiet and Vung Ro Bay, for a total commitment of eleven (11) LARC V's. At the present time this mission is being assumed by the 344th Transportation Co (LA).

(2) In the first week of September 1967, the unit received six (6) Boston Whaler outboard motor boats and was tasked with the mission operating and maintaining these boats which are manned by Military Police guards and used to conduct harbor security patrols in the ports at Cam Ranh Bay and Nha Trang. The Cam Ranh Bay Provost Marshal has operational control while the 458th Transportation Co operates and maintains the Boston Whalers in this newly formed, joint security effort. The unit has constructed, through its own efforts, a pier to shelter these boats from the wind and sea and to facilitate maintenance and control.

(3) In late October 1967, the unit received orders forming the 458th Transportation Company (Patrol Boat River) Provisional. The provisional company is formed under an MTOE of the LARC V Company. Under this MTOE the unit will turn in all LARC's and draw thirty-nine (39) River Patrol Boats (PBR). The mission of the new unit will be to provide and operate patrol craft for the movement of security personnel in Army water terminal and inland waterway operations. At the present time selected personnel are being trained at Saigon (Nha Be) in the operation and maintenance of the new vessels. All LARC's are being readied for eventual turn-in, however disposition instructions on excess LARC V's have not been received. Unit will become operational as a PBR Company upon receipt of PBR equipment.

2. Training:

a. All mandatory training has been conducted by the units of the battalion on a decentralized basis in accordance with the requirements published by US Army Support Command, Cam Ranh Bay.

b. Recently a suitable CN/CS gas agent was made available for issue in Cam Ranh Bay, and all units in the battalion have scheduled or completed gas exposure exercises.

c. In addition to mandatory training, units have planned and

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conducted organized training in such technical fields as MHE operation and maintenance, LARC V operation and maintenance, cargo checking and ammunition stevedoring practices.

E. LOGISTICS AND MAINTENANCE

1. All units in the Battalion have maintained an excellent equipment readiness posture during the reporting period as is evidenced by results of the 1st Logistical Command, Command Maintenance Management Inspections (CMMI). The overall battalion average was 88.4 in Material and 77.8 in Maintenance Operations.

2. All units have been hindered and their maintenance problems multiplied by the acute shortages of qualified maintenance personnel and nonavailability of replacement and repair items.

3. Since the departure of the 159th Trans Det (Direct Support) in early August 1967, both the 344th and the 458th Transportation Companies (LRCV) have successfully been performing 3rd, and on occasion 4th, echelon maintenance on the LARC V's. These units have replaced engines, installed and rebuilt transmissions, replaced wheel ends and accomplished many other highly skilled tasks. This has been accomplished with an ever decreasing maintenance force and without an appreciable increase in LARC V downtime. In some cases units were able to decrease the time spent in maintenance through the performance of their own 3rd echelon work. Those tasks which the units are unable to perform continue to be work ordered to the Marine Maintenance Activity, Vietnam (MMAV).

4. In early August 1967, Mr. Richard C. Stephenson, GS-11, US Army Mobility Equipment Command (USMEC) was detailed to the battalion from the Office of the Director of Maintenance, USA Support Command, Cam Ranh Bay. Mr. Stephenson functions basically as material readiness expediter, and he has been instrumental in locating and fabricating repair parts and providing technical maintenance assistance in the MHE, vehicle and marine areas. Direct liaison with the NICP, which his presence provides, has been a major factor toward obtaining essential publications and critical repair parts from CONUS and theater sources.

5. Renewed emphasis has been placed on technically oriented training with the arrival of many unqualified replacement personnel. Organized programs of training have been initiated and conducted in the following areas:

- a. The Army Equipment Records System (T.E.R.S)
- b. LARC V operation and maintenance.
- c. MHE Operation and Maintenance.

Section II, Part I. OBSERVATIONS (LESSONS LEARNED)

A. PERSONNEL, ADMINISTRATION AND MORALE

Negative comment.

B. INTELLIGENCE AND SECURITY

Negative comment.

C. PLANS, OPERATIONS AND TRAINING

Item: Removal of Dunnage From Vessels

Discussion: Tremendous amounts of dunnage are normally removed from Ammo laden vessels during discharge. In the past dunnage was stacked and taken out by wire rope slings around the draft, often dropping shorter pieces. This method was dangerous and made handling of same very difficult.

Observation: Unit initiated a different method for handling of dunnage in hatches. All dunnage is now stacked and banded or placed in a crib. This method facilitates handling of dunnage both on the vessel and on the pier.

D. LOGISTICS AND MAINTENANCE

1. Item: Excessive Failure of 80 hp Engines on Boston Whalers

Discussion: Excessive failure and downtime has been noted in the 80 hp Johnson outboard motor which is the primary power of the Boston Whaler. Engines were building-up large amounts of carbon due to the fact that they must be run at slow speeds in order to properly and effectively patrol an area.

Observation: This problem has been alleviated through utilization of the 9½ hp auxillary engine while operating at low speeds for extended periods of time.

2. Item: Incorrect, Obsolete or Unavailability Stock Numbers.

Discussion: Many cases of incorrect, obsolete or non-available FSN's have occurred during this reporting period. In some cases the item requested was in critical demand and as a result equipment was deadlined for excessive periods of time. Some examples of incorrect FSN's are batteries for electric forklifts, FSN 6140-900-0010; batteries for LCU's and Tug Boats, FSN 6140-191-8525; light bulbs for navigation equipment, FSN 6240-143-3040, and many engine repair parts for all classes of vessels. Many of these items have been unobtainable because of wrong FSN's due to mistakes in technical manuals, or parts that do not have a federal stock number and can not be cross-referenced to a FSN from the manufacturer's part number.

Observation: New and up to date technical manuals are required for vessels in the area. Every effort is being made to procure them at this time. All changes in FSN's should be recorded in the technical manuals. Items that have a high failure rate such as batteries and light-bulbs should have all the numbers listed for suitable substitutes. If the item is not available, but substitutes are, they should be issued in lieu of the requested item. This has been possible in many cases but has occurred only when a substitute item in stock could be identified by visual check at the depot, FSN determined and the substitute item requisitioned. These problem areas are turned over to MMAV, Technical Supply Section for action and many have been corrected.

3. Item: Requisition and Timely Issue of Supplies.

Discussion: One of the problem areas within the Supply Field is that units assigned to this battalion are not receiving the proper support from Depot Stock Control, as to disposition or requests for supplies. In many instances units are not furnished with a due-out status card or any kind of back-order status cards, even when requests are passes to the 14th Inventory Control Center. It has been noted that many times requests are in for a period to exceed 60 to 120 days before a prepunched status card is received thus creating a hardship on supply personnel who are unable to determine where the request is or whether it is to be filled, rejected or other action is being taken. Many times checks are made with the Stock Control Center, but no favorable results have been obtained.

Observation: Some units are now submitting AII's, using a true copy of the original request. Other times, whenever a Depot Reconciliation Sheet is received, items not listed on reconciliation are being cancelled by units on the document register, this sometimes turns into a double issue of supplies. Units are now checking more closely on status of their requests and a better service is now obtained from the Stock Control Center.

4. Item: Failure of Battery Connector, 4000 lb Electric Forklift.

Discussion: It has been discovered during this period that there has been a high failure rate of Battery Connectors on the Baker 4000 lb Electric Forklift. The bakelite insert in these connectors is very prone to breakage due to the type material used, plus rough handling on the part of the Forklift operators. It has been further noted that these connectors are not spark proof due to metal to metal contact with no insulation around the connection. When handling ammunition it is imperative that there be no flames or electrical sparks which might cause an explosion.

Observation: Due to an oversight in writing the technical manual no FSN was listed for the bakelite battery connectors. It was found that they could be fabricated locally until such time as they enter the supply system. Army Material Equipment Command was made aware of this problem. An emergency EIR was submitted by the 123rd Transportation Company (TS) to suggest that spark proof connectors be used instead of the present connectors. **Once a proper FSN was assigned the connectors, the 123rd Transportation Company immediately put them on Red Ball requisition. This type of connector will continue to be used until the battalion receives a status on the EIR which has been submitted.**

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5. Item: Lifting Eyes on 36 Volts Battery for the Baker 4000lb Electric Forklift.

Discussion: It has been found that after a considerable period of time the lifting eyes on the 36 volt battery used to power the Baker 4000lb Forklift are enlarged to the point where it is unsafe to lift them on board ship. In most cases these batteries are completely serviceable except for this fact. These lifting eyes are an integral part of the battery cases and cannot be removed. It was originally hoped that the hole could be built up by welding, however, it was found that there would be a great danger of explosion if welding was attempted. This an otherwise serviceable battery would have to be DX'd at a great expense to the government.

Observation: A replacement part was fabricated locally and an RIR submitted on the fabrication. A sheet of $\frac{1}{4}$ " steel was cut to cover the area of the original eye with a 1" diameter hole cut in the center. This piece of metal was bolted to old eyes using (4) $\frac{3}{8}$ " steel bolts. This solution has been found very successful to alleviate the problem.

6. Item: Maintenance and repair of Cargo Barges.

Discussion: The 97th Transportation Company is now responsible for the repair and maintenance of 34 cargo barges. This is a tremendous workload due to the operating conditions and cargo carried. Some of the major problems are the dogs and hatch covers, the dogs are removed whenever the barges are left unguarded while out of port. There is no Federal Stock Number available to order replacements; they must be manufactured by MMAV, placing an extra workload on the 97th Transportation Company and MMAV, both already overburdened with work. It is impossible to keep mooring lines on the barges, they are stolen, lost at sea and seem to rot away as fast as they are placed on the barges. Line has been extremely difficult to procure and the continued loss of line has had serious impact on port operations. The barges are often damaged due to the area and shallow water they are required to operate in. This requires they be returned to CRB area for repair. Another serious problem on the barges is asphalt and neoprene from leaking drums. Much of the cargo transported on the barges is asphalt in drums. Often drums shipped from the Phillipine Islands are not constructed sturdy enough to withstand the strain of shipment. As a result, the containers often split open and tar spills out on the deck of the barge. It is not uncommon to have the top of a barge completely covered with a 2 or 3 inch layer of tar. Before this barge may be used for transporting other cargo it must be cleaned. This necessitates deadlining the barge for several days and men cleaning the barge. There exists a critical man power shortage and this needless waste of manpower only aggravates the situation.

Observation: It is impossible for the 97th Transportation Company to maintain and support their units, all the detachments assigned to them and maintain the barges also. Additional personnel and equipment are necessary. At present a MTOE is being submitted for a 13 man Floating Craft Maintenance Team. It is imperative that this MTOE be approved and the additional personnel be assigned to the 97th Transportation Company as soon as possible. The depot must have a constant supply of line available for issue to units. It has been necessary to place line on Red Ball requisition. The lack of line has hampered port operations and will continue to do so until it is available in sufficient quantity of the correct size and type.

7. Item: During this reporting period it has become increasingly difficult to maintain operational harbor tug boats to support port operations.

Discussion: The 97th Transportation Company has assigned five harbor tug boats, two 100 ft. and three 65 ft. At the present time two of the 65 ft. tugs are waiting shipment to the shipyard for overhaul, one of them has been waiting over 120 days and the other for over 100 days. The scheduled date for departure was 2 November; however, ocean tow was not available. This has reduced the number of operational tugs to three. One of the 100 ft. tugs was sent, during this period, out of port for emergency repairs. It was found that the hull was leaking where electrolysis had eaten through the hull. This vessel is now 20 months overdue for a shipyard overhaul and has approximately 16,275 operating hours on the engine since last dry docked. Due to the operational commitments of these vessels there is little opportunity to conduct maintenance.

Observation: If some type of relief, in the form of additional tugs is not provided soon the condition will deteriorate causing serious reduction in port capabilities. Due to the age and in many cases obsolete equipment, failure rates are excessively high on these tugs and repairs are delayed due to lack of parts. If new, up to date equipment, had been installed on these vessels before they were sent into a combat zone they would be seen in much better condition to cope with the heavy operational commitments and when failure did occur, the parts necessary to accomplish repairs would be more readily available. Unless something is done soon to up date these vessels, eliminate the obsolete equipment for which spare parts are next to impossible to obtain, and allow more maintenance time by increasing the number of available tug boats, this port will be seriously hindered in performing it's mission. It is recommended that due consideration be given to equipping ports with sufficient tug boats and boat companies to enable the units to stand down the vessels on a scheduled basis to perform preventive maintenance and preclude serious deterioration and still meet all operational commitments. Forty-five foot tugs for intra-port movement of barges would permit reduction in the number of barges towed and be more efficient in both manpower and cost.

8. Item: Operating Equipment and Support for LCU's.

Discussion: Due to the fact that the repair part availability has improved during the past three months and also the improved facilities available to the Marine Maintenance Activity, it has been possible to accomplish drydock repairs of LCU's operating out of this port. Repairs are still hindered by such items as outdated technical manuals, obsolete equipment and some difficulty in obtaining spare parts. A great deal of work has been done to eliminate these problem areas but there is still much to be accomplished. Both the 97th Transportation Company and MNAV are constantly striving to improve the supply and support of these vessels.

Observation: A maintenance schedule is being established to allow these vessels two days a month maintenance time. This will be established to allow each vessel the same days each month so that advanced preparations may be made and allow maximum repairs during this period. Technical Manuals and blue prints have been ordered and all possible action is being taken to expedite their delivery. One of the two Floating Machine Shops operated by MNAV has been transferred out of our area.

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The loss of this vital support capability will effect repairs in the future and every effort will be made to repair minor deficiencies before they develop into major overhauls through continued hardwork by the unit and MMAV. ICU's on hand are over-age, in need of new engines, wiring and updated messing equipment.

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Section II, Part II, RECOMMENDATIONS

A. PERSONNEL, ADMINISTRATION AND MORALE

None

B. INTELLIGENCE AND SECURITY

None

C. PLANS, OPERATIONS AND TRAINING

None

D. LOGISTICS AND MAINTENANCE

None

ANNEX B

ORGANIZATIONAL STRUCTURE
OF THE
24TH TRANSPORTATION BATTALION TERMINAL

UNIT	STRENGTH			ASSIGNED		
	OFF	NO	EM	OFF	NO	EM
1. Headquarters and Headquarters Detachment 24th Transportation Battalion (Terminal)	9	3	46	11	2	63
a. 469th Transportation Det (BTL Jonh J.D. Page)	0	8	36	0	7	49
b. 635th Transportation Det (142' Tugboat)	0	12	25	0	7	22
2. 97th Transportation Co. (Heavy Boat)	4	26	141	5	22	176
a. 266th Transportation Det (J-Boat)	0	0	3	0	0	2
b. 271st Transportation Det (65' Tugboat)	0	2	5	0	0	3
c. 276th Transportation Det (100 Ton BD)	2	0	12	0	2	12
d. 358th Transportation Det (100' Tugboat)	0	4	12	0	3	10
e. 486th Transportation Det (Reefer Barge)	0	0	6	0	0	5
f. 492nd Transportation Det (Reefer Barge)	0	0	6	0	0	6
g. 530th Transportation Det (60 Ton BD)	1	0	9	0	0	5
h. 532nd Transportation Det (100 Ton BD)	0	0	12	1	2	9
i. 627th Transportation Det (100' Tugboat)	0	4	12	0	3	11

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ANNEX B CONT.

UNIT	STRENGTH		ASSIGNED	
	OFF	EM	OFF	EM
3. 123rd Transportation Co. (Terminal Service)	6	0 323	11	0 214
a. 261st Transportation Det (Terminal Service)	0	0 4	0	0 1
b. 263rd Transportation Det (Crane Operators)	0	0 4	0	0 1
c. 510th Transportation Det (Terminal Service)	0	0 8	0	0 6
d. 512th Transportation Det (Terminal Service)	0	0 16	0	0 3
4. 264th Transportation Co. (Terminal Service)	6	0 323	8	0 273
5. 344th Transportation Co. (Light Amphibian)	4	1 202	4	2 115
6. 347th Transportation Co. (Light Amphibian)	4	1 202	4	1 189
7. 403rd Transportation Co. (Terminal Transfer)	5	0 259	5	0 168
a. 587th Transportation Det (Material Handling Eqpt)		Temp depl		
8. 458th Transportation Co. (Light Amphibian)	4	1 202	3	1 167
Total	45	63-1868	52	53-1544

Note: All Figures as of 31 October 1967

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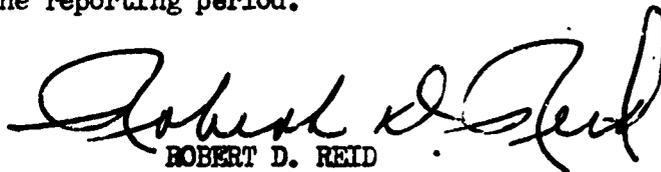
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AVCA CR-P-2 (3 November 1967) 1st Ind
SUBJECT: UIC: WDBDAA, Operational Report for the Quarterly Period
Ending 31 October 1967, RCS CSFOR-65

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

THRU: Commanding Officer, US Army Support Command, Cam Ranh Bay,
ATTN: AVCA-CR-10, APO San Francisco 96312
Commanding General, 1st Logistical Command, ATTN: AVCA GC-0,
APO San Francisco 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST,
APO San Francisco 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-01,
APO San Francisco 96558

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

The basic report adequately reflects the operations and activities
of the 24th Battalion for the reporting period.


ROBERT D. REID
Colonel, TC
Commanding

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AVCA CR-10 (3 Nov 67) 2nd Ind
SUBJECT: UIC WDEBAA, Operational Report for Quarterly Period Ending 31
October 1967 (RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND, CAM RANH BAY, APO 96312 14 NOV 1967

THRU: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O,
APO San Francisco 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST,
APO San Francisco 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT,
APO San Francisco 96558

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

The inclosed Operational Report submitted by the 24th Transportation Battalion adequately reflects the activities of the unit for the period indicated.

FOR THE COMMANDER:

R. W. Stein

R. W. STEIN
117 AGC
ASSY. A.G.

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AVCA GO-0 (3 Nov 67) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (UIC WDEBAA)

9071107
-6137008

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96384

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

1. The Operational Report - Lessons Learned of the 24th Transporta-
tion Battalion (Terminal) for the quarterly period ending 31 October 1967
is forwarded.

2. Section II, Part I:

a. Paragraph D2: Interchangeability and substitution informa-
tion is a part of the new 3SVN computer system now being implemented.
When this system becomes fully operational substitutions at command depots
will be automatic. Depots now have this information but a manual process
is required to insure release of authorized substitutes. In addition to
this program, AMC is in the process of providing this information on micro-
film for use with the microfilm readers being made available to all DSU's
and other supply support activities. At present the microfilm is updated
every three months; therefore, number changes will be provided to the
field on a much more timely basis.

b. Paragraph D3: Only low priority requisitions for replenish-
ment items are placed on backorder at the depots. All fringe and high pri-
ority requisitions are passed and no backorders are established; however,
when a passing action occurs the unit should receive a status card indi-
cating the military requisition number and the routing identifier of the
next higher supply source. All follow up requests should be submitted to
the last known source of supply. Apparently, unit supply personnel require
training in interpreting status codes, document identifiers, advice codes,
etc. Many times items are in the process of being released at the same
time the unit requests cancellation on their reconciliation listing;
therefore, issues will occur. Further in attempting to fill high priority
requisitions that have been previously passed with early replenishment
receipts duplicate issues will occur.

c. Paragraph D6:

(1) The activity should forecast their requirements for dogs
and mooring lines and present the forecast to its supply support activity
for action. Complete exception data along with drawings should be pre-
sented for items without a good FSN. If requirements are made known, they
can be fabricated or procured. The lead time may be excessive for some
items, but local fabrication can continue until demands can be accommodated
by the supply system. First priority for these items is always local fabri-
cation or procurement.

AVCA 00-0 (3 Nov 67)

3rd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (UIC WDEDA)

(2) Director of General Supply, Cam Ranh Bay has been requested to provide firm MILSTRIP document numbers for mooring lines so that this headquarters may take follow up action and upgrade IDO of requisitions where appropriate.

(3) Both USARPAC and AMC have been made aware of the problems caused by leaking asphalt drums. Investigations have been made of causes of leaks and, in at least one case, the contractor had used lighter gage drums than called for by the contract. In most cases the leakage was caused by poorly set bungs or ruptured seams; both these can result from excessive handling. CINCPAC has directed procurement agencies supplying asphalt products to insure close inspection of asphalt shipments at the time of acceptance and to reject any container that is leaking or not capable of withstanding the rigors of ocean transportation and handling.

d. Paragraph D7. The shortage of tugs is a long standing problem. It has been brought to the attention of higher headquarters.

4. Concur with basic report as modified by indorsements. This report is considered adequate.

FOR THE COMMANDER:



J. R. Knutson
CPT. AGC
Asst Adjutant General

TEL: LB 2684

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AVHGC-DST (3 Nov 67) 4th Ind
SUBJECT: UIC: WDEDA, Operational Report for the Quarterly Period Ending
31 October 1967, RCS CSFOR-65

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 16 JAN 68

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 24th Transportation Battalion (Terminal) (DEDA) as indorsed.

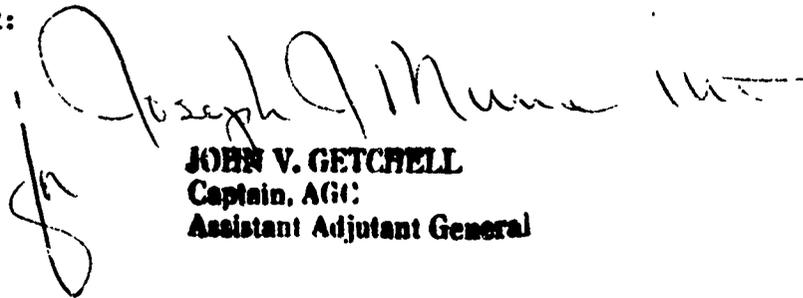
2. Pertinent comments follow:

a. Reference item concerning maintenance and repair of cargo barges, section II, part I, paragraph D6. Paragraph c of 3d Indorsement would appear to alleviate the situation causing increased man hours for cleaning barges. No MTOE has been received by this headquarters, if it had, the needs for TOE augmentation would have to be held in abeyance pending completion of activation of higher priority units requiring USARV manpower spaces.

b. Reference item concerning maintenance of tug boats, section II, part I, paragraph D7; and 3d Indorsement, paragraph 2d: Concur. Action is being taken to obtain ten small tug boats, with the possibility of obtaining one large tug boat. The status of these items is not available at this time.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:


JOHN V. GETCHELL
Captain, AGT:
Assistant Adjutant General

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HQ, 24th Trans Bn
HQ, 1st Log Comd

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GPOP-DT(3 Nov 67) 5th Ind
SUBJECT: Operational Report for the Quarterly Period Ending
31 Oct 67 from Hq, 24th Transp Bn (UIC: WDBDAA)
(RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 25 JAN 1968

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

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



MAURIN SNYDER
CPT, AGC
Asst AG

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Security Classification

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