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

IN REPLY REFER TO

AGAM-P (M) (12 Feb 69) FOR OT RD T674276 14 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, Phan Rang Sub Area Command/39th Transportation Battalion, Period Ending 31 October 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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3

DEPARTMENT OF THE ARMY
HEADQUARTERS PAHN RANG SUB AREA COMMAND
39TH TRANSPORTATION BATTALION (TRUCK)
APO 96321

AVCA-CR-PR-CO 10 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (Reports Control Symbol CRFOR-65)

TO: Commanding Officer
US Army Support Command, CRB
ATTN: AVCA-CR-IO
APO 96312

1. SECTION I - Significant Organizational or Unit Activities.

The Phan Rang Subarea Command/39th Transportation Battalion (Truck) continued to provide the necessary logistical support, less Class II and IV, and service support for all Free World Forces in the Phan Rang Area during the reporting period.

On 15 August 1967, Forward Support Activity (FSA) Phan Thiet (Provisional) was placed under the operational control of the PRSAC/39th Transportation Battalion (Truck). The functions performed by the FSA are similar to those performed by the PRSAC/39th Trans Bn (Trk). Operation Byrd is being supported by the FSA.

On 24 September 1967, the 529th Transportation Company (Lt Trk) (-) was detached from this command and attached to the 36th Transportation Battalion (Trk), 500th Transportation Group, Cam Ranh Bay. One platoon, consisting of 20 task vehicles, 45 enlisted men, and one officer, remained attached to this Headquarters with the mission of Beach clearance. On 26 September 1967, the 557th Light Maintenance Detachment was detached from this command and returned to its parent unit in Cam Ranh Bay. The Support Battalion, 1st Bde, 101st Airborne Division assumed 3rd echelon maintenance responsibility for this Command on 1 October 1967.

The Ammunition Supply Point (ASP) was closed on 28 September 1967 and the 606th Ordnance Detachment (Ammo) was detached and returned to its parent organization in Cam Ranh Bay on 29 September 1967. The ASP was closed primarily because tonnage issued from the ASP decreased to approximately 2.5 tons per day and it was concluded that Cam Ranh Bay Ammunition Supply Point could support units in the Phan Rang Subarea Command directly. The results have been a reduction in security personnel and administration for this Headquarters.

General Westmoreland, Commanding General of US Forces Vietnam, visited Phan Rang Subarea Command on 6 September 1967. General Westmoreland spoke

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briefly to the officers and approximately 50 enlisted men from all assigned units.

A joint team from 7th Air Force and USARV Headquarters visited this Command during the period 12 - 15 September 1967, to conduct a survey. The purpose of the survey was to identify activities suitable for consolidation or cross servicing to reduce manpower requirements and increase efficiency. Results of this study are not presently known.

Vice Admiral Ramage, Commanding Officer, MSTS and Rear Admiral McDonald, Commanding Officer, MSTS Far East, visited the Phan Rang Outport on 17 October 1967. The purpose of the visit was to inspect the port facilities and to be briefed on the operations.

The Subarea Command and subordinate units received the Cam Ranh Bay Support Command Command Maintenance Management Inspection of 23 August 1967. The 529th Transportation Company (Lt Trk) received a letter from the Commander, Cam Ranh Bay Support Command, commending the unit on the high scores received on the CMMI. All units and the Headquarters passed this inspection in a satisfactory manner.

The Subarea Command supported an operation conducted by B Company, 2/7th Cavalry from 28 thru 30 August 1967. The force consisted of one reinforced company plus supporting aircraft. Billets, mess, Class I, III, V, laundry and bath support were provided. During the operation, numerous shipments of ammunition, gasoline, water, and rations were prepared for the combat elements. The majority of these shipments went out by hook utilizing Chinook Aircraft. All requirements for combat support during the operation were fielded by Subarea Command Units and no assistance was required from higher headquarters.

During the period, two combat essential missions were completed. These consisted of shipping Class III products to Song Mao and Gia Niah in support of operations in those areas. The POL was loaded in 500 gallon collapsible bladders. The bladders were transported from the Class III yard to waiting aircraft and flown to final destination.

Personnel from the POL section, 21st Supply and Service Company remain on TDY to Duc Pho.

Pacific Architects and Engineers Inc. established an additional water point which became operational on 3 October 1967. The water point, located in the new Class I yard, has four tanks with a total capacity of sixteen thousand gallons and provides potable water to all Free World Forces in the area. This enables customers to draw rations, water, ice, and condiments from one area thus reducing travel and waiting time to a minimum.

In August the Headquarters was augmented with an engineer section. The engineer section is staffed with one field grade officer, two company grade officers, and two non-commissioned officers. This section is not authorized by TOE, MTOE, or TD. Personnel spaces were taken from assets of Cam Ranh Bay Support Command. The mission of the section is to oversee the Post Engineer functions performed by the Pacific Architects, Inc. in Phan Rang, Phan Thiet, and Dalat. An Engineer officer is stationed at Dalat and one at Phan Rang to

supervise the administration of the contract and operations. An additional officer has been requested to administer PA&E operations at Phan Thiet. In addition, the engineer section supervises the operation of the 17th Engineer Detachment (Fire Fighters) and the 605th Engineer Detachment (Water Point).

The 1st Logistical Command conducted a CMMI in this Subarea Command during the period 3 - 6 October 1967. All units received satisfactory scores except the 21st Supply and Service Company (DS), which received an unsatisfactory rating in maintenance management.

Units assigned or attached at the close of the period:

HHD, 39th Transportation Battalion (Trk)
21st Supply and Service Company (DS)
17th Engineer Detachment (Fire Fighters)
605th Engineer Detachment (Water Point)
Detachment, 525th Quartermaster Company (POL)
Detachment, 147th Field Services Company (Bakery)
Forward Support Activity, Phan Thiet

Units departed the command during the quarter:

564th Transportation Platoon (Cargo Trk)
529th Transportation Company (Lt Trk) (-)
Detachment 557th Light Maintenance Company
Detachment 606th Ordnance Company (Ammo)

The following is a summary of the significant activities within the functional areas of the Phan Rang Subarea Command Support mission:

Class I. This Command continues to provide Class I support to all US and Free World Military Forces in the Phan Rang area. A new and more functional Class I yard is under construction and 75% complete. Construction stopped when B Company, 87th Engineers returned to Cam Ranh Bay. However, all non-perishable stocks are in enclosed warehouses or under covered storage. The reefer pad and shed, vegetable shed, bakery, and office have not been constructed. In addition, hardstand for open storage and surfacing of roads remains to be completed. Fresh fruits and vegetables are still being procured locally from the Buu Son Farmers Association Co-op. The quality and quantity of produce has improved. Sanitary conditions have been brought up to Army Standards. This facility is inspected frequently by the Preventive Medicine Team and Veterinarians from Cam Ranh Bay. Flights to Phan Thiet are made daily transporting ice, bread, and fresh produce. A new 1,600 cu ft reefer was installed in the Class I yard in October. This reefer increased the cold storage space from 6,200 to 7,800 cu ft. Cold storage space is still inadequate; an additional 1,600 cu ft reefer has been request. Issues by commodity, by month, for Phan Rang, and Phan Thiet are as follows:

CLASS I ISSUES FOR PHAN RANG

TYPE	AUGUST	SEPTEMBER	OCTOBER
A	174,839	158,140	175,690
B	-	-	-
MCI	4,988	15,328	12,142
SUNDRY PACK	60	30	30
BREAD	74,702 lbs	92,728 lbss	87,696 lbs
ICE	1,302,600 lbs	1,363,500 lbs	1,363,500 lbs

CLASS I ISSUES PHAN THIET

TYPE	AUGUST	SEPTEMBER	OCTOBER
A	48,281	37,200	54,240
B	-	-	-
C	11,574	13,327	12,784
SUNDRY PACK	421	520	532

Class III, Class III operations continued with routine resupply of bulk and packaged POL products. Resupply of MOGAS and Diesel is being accomplished by highway, utilizing 5,000 gallon tankers from Cam Ranh Bay. AVGAS and JP-4 fuel continue to be resupplied by ship through a 6 inch invasion pipeline. A detachment from the 497th Engineer Company began laying a new 8 inch pipeline from the Phan Rang Outport to the Air Base storage tanks in October, 1967. The new pipeline will be over 11 miles in length and is expected to be completed in November. The new pipeline is being laid on the side of the new beach road and does not go through populated areas. This road is traveled by military vehicles 24 hours a day. The pipeline will be under constant surveillance by US drivers and POL personnel and should reduce sabotage of the line. The larger pipe will increase the pumping capability by 70.6%, thus, substantially reducing the time required to off load tanker ships. The present pipeline and pump station are operated and maintained by the 525th Quartermaster Detachment. During the quarter the Air Force has completed additional fuel storage tanks. Present capacity is 3,712,000 gallons, an increase of 840,000 gallons over last quarter. Construction of the new Class III package product yard continues and is expected to be completed in the near future. The center of the yard had to be raised approximately 8 inches to insure proper drainage during the monsoon period. All products will be stored off the ground and segregated by type. The complete yard will be bermed. New stock levels have been established for packaged products to eliminate excess on hand quantities. The helicopter refueling point at Phan Rang, operated by the 21st Supply and Service Company, continues to operate 24 hours a day. The rigid pipe, replacing the flexible hoses, installed at the refueling point continues in service and is free from maintenance problems.

A 4 inch POL pipeline is under construction at the Phan Thiet FSA and will be completed in November 1967. The pipeline will transport JP-4 and AVGAS from "Y" tankers to storage tanks located on shore. This will eliminate the requirement for LARC's to transport the POL from barge to shore. Bulk fuel issues by product and month for the quarter are as follows:

BULK FUEL CONSUMPTION PHAN RANG

PRODUCT	AUGUST	SEPTEMBER	OCTOBER
JP-4	5,565,439	5,315,027	5,526,600
AVGAS	442,000	376,550	456,000
MOGAS	278,017	275,080	294,100
DIESEL	510,292	507,440	563,000

BULK FUEL CONSUMPTION PHAN THIET

PRODUCT	AUGUST	SEPTEMBER	OCTOBER
JP-4	330,600	270,900	258,800
AVGAS	27,700	30,200	38,100
MOGAS	39,200	32,300	35,000
DIESEL	54,300	50,400	59,100

Class V. Class V operations in the Phan Rang Subarea Command diminished in scope until it was phased out. The ammunition on hand in September was returned to Cam Ranh Bay and the personnel assigned to the ASP were returned to their unit, the 606th Ordnance Company (Ammo) in Cam Ranh Bay. The ammunition storage area which was completed last quarter has been retained and is capable of being utilized in the event it is required. Units in the Phan Rang Subarea requisition ammunition directly from Cam Ranh Bay depot. Ammunition can be picked up by the unit at depot or the depot will have it delivered by convoy to the requesting unit.

Class V operations at Phan Thiet are tailored to the needs of units engaged in Operation Byrd. A new ammunition storage area is under construction at the FSA. Seven pads have been completed with three additional pads under construction. The facility will have a storage capacity of 500 S/T. Ammunition resupply at the FSA is accomplished by sea except for combat essential items which are transported by air. Class V inventory levels by tonnage and month for Phan Rang and Phan Thiet are as follows:

PHAN RANG

	AUGUST	SEPTEMBER	OCTOBER
Opening Balance	52.6	61.4	-
Receipts	109.9	15.7	-
Issues	101.1	77.1	-
Closing Balance	61.4	-	-

PHAN THIET

	AUGUST	SEPTEMBER	OCTOBER
Opening Balance	264	232	360
Receipts	401	632	376
Issues	433	504	547
Closing Balance	232	360	193

Field Services (Laundry and Bath). Laundry and bath operations continued as normal in the Phan Rang Subarea and also at the FSA in Phan Thiet. The Eidal washers and dryers are in good operating condition and very few mechanical problems have been encountered with these units. New equipment received during the quarter includes two washers and two dryers at Phan Thiet on 29 September and two washers in Phan Rang on 19 October 1967. These pieces of equipment are presently in service at both locations. New laundry and bath facilities are being constructed at Phan Thiet as part of the new cantonement area for 1st Logistical Command personnel. The bath will have 24 shower heads with pull chain water releases. The laundry is adjacent to the bath and both will utilize the same water source. A 5,000 gallon bladder will be utilized for water and will be gravity fed with a booster pump to provide the required pressure. The buildings are semi-permanent, with concrete floors, tin roofs, and screened sides. The facility, when completed, will be a great improvement over the present field configuration. Laundry and bath statistics for Phan Rang and Phan Thiet are as follows:

LAUNDRY AND BATH STATISTICS BY MONTH AND TOTAL

PHAN RANG

	AUGUST	SEPTEMBER	OCTOBER
lbs of Laundry processed	97,960	50,426	51,385
Showers given	7,531	5,924	5,673

PHAN THIET

	AUGUST	SEPTEMBER	OCTOBER
lbs of Laundry processed	27,240	25,425	23,806
Showers given	5,257	5,293	4,369

Graves Registration. Field Services Support in Graves Registration in Phan Rang and Phan Thiet continued as normal. In the Phan Rang Subarea, the 101st Airborne Division is the primary unit supported. The graves registration section at Phan Thiet provides services to the units engaged in Operation Byrd. These graves registration sections have the responsibility for the processing and disposition of remains for all Free World Military Forces in both locations. Additionally, they inventory and escort personal effects and remains to the US Army Mortuary in Saigon. No problem areas exist in the Phan Rang or Phan Thiet grave registration operations and adequate transportation has been readily available when required.

Port Operations. The Phan Rang Outport continued to discharge and backload all incoming and outgoing ships and barges carrying cargo between Phan Rang, Cam Ranh Bay and other ports. Approximately 95% of the cargo received during the three month period was consigned to the Air Force. The majority of this cargo was ammunition. The 123rd Terminal Service Detachment continues to provide documentation for cargo discharged and cleared. The discharge and cargo handling operations remain the contractural responsibility of Alaska Barge and Transport, Inc. (AB&T). This company is contracted to discharge 11,000 S/T per month.

Operations at the Phan Thiet beach are similar to the Phan Rang Outport. At the FSA, only landing type craft can be discharged. The construction of a barge pier is under study. All discharge operations and documentation are accomplished by US Army personnel. Port and beach statistics for the reporting period are as follows:

PORT AND BEACH STATISTICS FOR THE QUARTER
(SHORT TONS)

	AUGUST	SEPTEMBER	OCTOBER
Tonnage Discharged	10,551	9,947	10,968
Tonnage Cleared	9,566	9,723	9,403
Tonnage Backloaded	278	787	818

SHIP/BARGE ARRIVALS	AUGUST	SEPTEMBER	OCTOBER
LST	2	0	0
BARGE	50	55	43
LCU	2	0	2
LSM	1	0	0
*BDL	0	0	2

Motor Transport Operations. Truck operations have been reduced drastically with the departure of the 529th Transportation Company (Lt Trk) from the Subarea Command. The 3rd Platoon of the Company remains in Phan Rang solely for the purpose of beach clearance. All convoys to Cam Ranh Bay have ceased. The combat support mission to the 101st Airborne Division was also discontinued. The platoon's twenty 2½ ton task vehicles have proven to be insufficient to keep pace with the cargo discharge. Due to the lack of trucks, cargo in excess of 2,300 S/T had to be staged on the beach, creating safety and security problems, in addition to using all available storage space. This problem is attributed to the following:

(1) The new beach road, used by vehicles engaged in beach clearance, has been heavily damaged by rains. The sub-grade has failed in spots, and the base course is washing away. This condition has almost doubled the turn around time for vehicles engaged in beach clearance. In addition, the maintenance workload has increased substantially, reducing the number of vehicles available for daily dispatch.

(2) A large quantity of lumber and outsized cargo has been received over the beach this quarter, which 2½ ton vehicles were not capable of moving.

To alleviate this problem the platoon was supplemented with ten (10) 5 ton S&P vehicles drawn from assets of the 500th Transportation Group (Highway Transport), Cam Ranh Bay on 27 September 1967. Five of these vehicles have been returned to the parent organization. This Command will submit a request for the five remaining vehicles to be attached to this headquarters for port and beach clearance. These vehicles will provide needed flexibility to the Command's transportation capability.

*Barge Discharge Lighter

During the past quarter two troop moves were supported by vehicles of this Command. The 48th Aviation Company moved from Phan Rang to Ninh Hoa in August 1967. The move was accomplished utilizing vehicles of the 529th Transportation Company and was completed in 10 days utilizing seven 2½ ton trucks daily. Total tonnage moved was 623 S/T. The vehicles engaged in this move traveled a total of 4,248 miles. There were no incidents or accidents during the move.

The 3rd Platoon of the 529th stationed in Phan Rang and the remainder of the Company from Cam Ranh Bay transported a Battalion from CRB to the 101st base camp located in Phan Rang. Total troops hauled was 744 and 30 S/T of cargo. No incidents occured in the single lift. The 3rd Platoon resumed beach operations upon completion of the move. A tabulation of combined daily average utilization and performance is as follows:

	NUMBER OF TRUCKS	SHORT TONS	PASSENGERS
Beach Clearance	15.9	213.2	
Local Haul	5.6		21
Line Haul	10	61.8	
Combat Support	4.5	38.5	
TOTAL	36.0	313.5	21

Security and Law Enforcement. Company D (-) 51st Infantry has the primary mission of providing 24 hours a day security for the Phan Rang Outpost the the pump station. As additional security, Detachment "T" of the 212th Sentry Dog Company, provides Dog Teams for night operations at the POL Pump Station and in the Class I supply point. There are 14 Sentry Dog Teams in the PRSAC area of responsibility. Continual repairs are being made on the perimeter bunkers and the 600 meters of fencing surrounding the facility.

A platoon of the 218th Military Police Company provides law enforcement for the Phan Rang Subarea. Patrols are operating in the towns of Thap Cham and Phan Rang. The MP Detachment receives assistance from the 101st Airborne Division, ROKA, Royal Australian Air Force, US Air Force Police and RVN National Police upon request. Several joint patrols operate daily.

Engineer. Water production increased with the opening of an enlarged water storage facility in the new Class I area. Water output by P&E and the 505th Engineer Detachment (Water Supply) is in excess of 60,000 gallons per day. Ice production remained at thirty (30) tons per day. Power generation increased with the installation of three new generator sites for a total of thirteen (13) sites producing 11,000 kilowatts. All new construction in the Phan Rang Subarea was halted in mid-September pending outcome of a study to determine future plans for Army Troops in Phan Rang. Dalat and Phan Thiet were not affected by this study.

At Dalat, engineer activities were primarily in support of existing facilities; however, a 600 kilowatt power facility was constructed on Long Bien Mountain in support of Signal Long Line. Also, the existing produce center at Cam Ly Airfield is being enlarged.

Civic Action. During the reporting period this Headquarter initiated several Civic Action projects in addition to those already in progress. On

26 September 1967, ground was cleared for a playground at the Cum Ly School in Du Long District. Utilizing troop labor, a Volleyball court, monkey bars and a swing set have been built.

The Battalion awarded 20 scholarships to high school students in Phan Rang on 7 October 1967. These students are from poor families and could not afford to attend school without the scholarships. The cost of this project was 192,000 VN$, contributed by the troops.

My Tri Village is receiving assistance for a self help project of rebuilding village homes. The Battalion delivered sand, loaned tools and provided technical assitance in laying cement pads for house construction. Programs that have been established and are continuing include two MEDCAPS per week and one DENCAP per week

2. SECTION II - Commanders' Observation and Recommendations.

a. Part I - Observation

ITEM: Body damage to vehicles operating over rough roads.

DISCUSSION: The roads in the Phan Rang Subarea utilized in port and beach clearance have been heavily damaged due to recent rains. Vehicles are operated over the beach road approximately 20 hours each day. All vehicles have been damaged to some degree in that body units break and bolts on the under carriage, steering column, and motor mounts become loose more frequently than normally expected. Body rivets have been replaced with nuts and bolts where possible by maintenance personnel. Vehicles must be thoroughly checked each day to insure these fittings are tight. Cross members and braces are other parts requiring close inspection.

OBSERVATION: All vehicles operating over rough roads can experience extensive damage to the body and cross members. Vehicles must be closely inspected by drivers and maintenance personnel daily to insure that all bolts, units, and fittings are secure.

ITEM: Sabotage of Pipeline and Booby Traps.

DISCUSSION: The pipeline operated between Phan Rang Outport and the Phan Rang Air Base was sabotaged twice during the quarter. The pipeline was blown on 9 August 1967 by a grenade placed close to the pipe during the early morning hours, damaging thr e sections. Two booby traps were found along each side of the break, positioned and fused for detonation upon removal of the pipe. One booby trap was fabricated by using a bomblet with a pressure type fuse attached, and one was a MARK II grenade. The booby traps were blown in place by EOD. The other incident occurred on 31 August 1967. An explosive of some nature was placed under the pipe and detonated. The fuel ignited after the explosion causing a fire which was extinguished by the fire fighting detachment. There were no casualties and little property damage. The incident occurred in a non-populated area. Damage to the pipeline consisted of three sections of pipe and 4 couplings. Pumping operations were in progress at the time of the incident.

OBSERVATION: Sabotage of the pipeline remains insignificant in terms of product loss, disruption of operations and property damage due to well organized and trained reaction forces. During these incidents, actions taken in the sequence listed have proven very effective: cut valves at both ends of the break; secure the area; extinguish fire; conduct search for booby traps; dig a sump to catch the product if still leaking; and repair or replace the damaged pipe.

ITEM: Analysis of Pipeline Sabotage

DISCUSSION: An analysis of time and conditions existing during pipeline sabotage over the past 6 months revealed that all sabotage occurred after the Vietnamese curfew which is 2400 hours. Additionally it was noted that these incidents only take place when a POL tanker is in port and pumping operations are in progress. The time frame for incidents has been between 2400 hours and 0600 hours in all cases. Weather conditions seem to have had little or no bearing on the problem. Sabotage incidents occurred in remote, unpopulated areas, easily accessible by road.

OBSERVATION: An increased amount of damage is incurred when an act of sabotage is committed while pumping operations are in progress. More fuel is lost and the possibility of a larger fire exists. After the explosion of 30 August 1967, a decision was made to cease pumping activity as of 2300 hours nightly, unless an emergency fuel requirement existed. Since this policy has been in effect there have been no incidents.

b. Part II - Recommendations: None

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LTC TC
Commanding

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1-Historical File

AVCA CR-IO (10 Nov 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND, CAM RANH BAY, APO 96312 21 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 Phan Rang Subarea Command and 39th Transportation Battalion (Truck) APO 96321) adequately reflects the activities of the unit for the period indicated with the following comments:

a. The unit identification code is WCKSAAA.

b. The unit engaged in operations 92 days of the reporting period.

c. Section I, page 4, last paragraph. This new 4 inch pipeline will transport only JP-4 and not AVGAS from "Y" tankers to storage tanks. The requirement for utilization of Larcs to transport POL will continue.

d. Section I, page 6, line 11 should read 10,000 rather than 5,000.

e. Section II, Part I, paragraph a, Item, Body damage to vehicles operating over rough roads. Concur. Request has been submitted to 1st Logistical Command requesting immediate troop assistance in upgrading and repairing the road in question.

FOR THE COMMANDER:

R. W. Stein
R. W. STEIN
1LT AGC
ASST. A.G.

AVCA GO-O (10 Nov 67) 2nd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR 65) (UIC WCKSAA)

21 DEC 1967

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

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

1. The Operational Report - Lessons Learned of the 39th Transportation Battalion (Truck) for the quarterly period ending 31 October 1967 is forwarded.

2. Page 9, Item: Body damage to vehicles operating over rough roads. Checking equipment for loose nuts, bolts, etc., and reporting deficiencies that cannot be corrected by the operator to organizational maintenance personnel is a normal (operator) before operation procedure. A message was sent to the Deputy Chief of Staff (Plans and Operations) USARV on 19 November 1967 requesting immediate action on upgrading of the road. Action by USARV is required to direct upgrading of the road by USAECV (P).

3. Page 10, Item: Analysis of pipeline sabotage. It is not necessary to gear discharge operations to the convenience of the saboteur. Covering the line with earth and an alert ready reaction force will help discourage sabotage and pilferage. There may be times when it will be necessary to conduct tanker discharge operations at night, not only to meet requirement at Phan Rang, but also to free the T-1 tanker for urgent requirements at other ports. A message stating that this headquarters reserves the prerogative of requiring night tanker discharge operations at Phan Rang has been sent to USASUPCOM, CRB.

4. This headquarters concurs with the basic report as modified by indorsements. This report is considered adequate.

FOR THE COMMANDER:

JR Knutson

TEL: Lynx 430/782

J. R. Knutson
CPT, AGC
Asst Adjutant General

15

AVHGC-DST (10 Nov 67) 3d Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (Reports Control Symbol CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 7 JAN 1968

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 period ending 31 October 1967 from Headquarters, Phan Rang Sub Area Command, 39th Transportation Battalion (Truck) (CKSA) as indorsed.

2. Pertinent comment follows: Reference item concerning body damage to vehicles, page 9; and 2d Indorsement, paragraph 2. Air Force Red Horse units have been requested to maintain the Phan Rang Port Road. Engineer Command units are fully committed to priority work and are not available.

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

FOR THE COMMANDER:

Joseph A Murie 1Lt

JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

Copies furn:
HQ, 39th Trans Bn
HQ, 1st Log Comd

GPOP-DT(10 Nov 67) 4th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 October 1967 from HQ, Phan Rang Sub Area Comd, 39th Trans Bn (UIC: WCKSAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 15 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:

K. F. OSBOURN
MAJ, AGC
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