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AUTHORITY

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) (29 Sep 69) FOR OT UT 692016 2 October 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 9th Logistical Command, Period Ending 30 April 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, 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:

ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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21

DEPARTMENT OF THE ARMY
HEADQUARTERS, 9TH LOGISTICAL COMMAND
APO San Francisco 96232

THLC-PO 14 May 1969

SUBJECT: Operational Report - Lessons Learned for Quarterly Period Ending 30 April 1969. RCS CSFOR - 65 (RI) UIC: WBGYFF

SECTION I

1. GENERAL:

a. The 9th Logistical Command operates the U.S. Army Depot, Thailand with storage locations in Korat and Sattahip, ammunition and general cargo water terminals in Sattahip, provides transportation movement control and line haul transportation throughout Thailand, and provides direct and limited general support maintenance. An organizational chart of the 9th Logistical Command is shown at inclosure 1. A key personnel roster of 9th Logistical Command is shown at Tab A to inclosure 1.

b. The 9th Logistical Command has continued to provide On-the Job Training (OJT) to selected Royal Thai Army Volunteer Force/Overseas Replacement Training Center (RTAVF/ORTC) personnel. The RTAVF/ORTC will complete the assumption of the mission of the 558th Supply and Services Battalion when the unit phase out is completed in June 1969.

c. USARPAC General Order 199 dated 10 March 1969, reorganized Augmentation, 7th Maintenance Battalion, TPSN: 31131, UIC: WDA4, TDA P6WDA49901, APO 96233. The authority used was Letter, AGSD-C (17 Feb 69) ACSFOR, HQ, DA, 24 February 1969, subject: Approval of MTDA P6WDA49901 for Augmentation, 7th Maintnenace Battalion (USARPAC NO. 379 FY 69). Under TDA P6WDA49901, Augmentation 7th Maintenance Battalion's Mission consists of:

(1) Advising and representing the contracting officer representative of all matter related to general support maintenance contracts.

(2) Supervision and control of the contractor policies and procedures in order to minimize expenses and insure responsiveness to government requirements and policies.

(3) Analyze current and future requirements scheduled or projected for inclusion in the scope of the administered contract and prepare forecasts of funding manpower, equipment and supplies required to support new requirements.

FOR OT UT
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(a) A copy of "Instructions for Royal Thai Army OJT Students" English version was given to all personnel who deal with these students in the shop areas.

(4) A two hour block of instruction for Officers, Warrent Officers, and NCOs was scheduled for 8 May 1969 from 1830 hrs to 2030 hrs on the RTA OJT program. This was intended to aid the instructor personnel by providing discussion and lecture period concerning RTA OJT program problem areas.

(5) The 7th Maintenance Battalion's operations office is now in direct coordination with the 2nd Thai Army, through M/SGT Sawars Varaisri, 2nd Thai Army's RTA OJT coordinator.

6. DIRECTORATE FOR TRANSPORTATION:

a. The major activity of this past quarter has been negotiation of the contract with the commercial contractor (ETO) which provides motor transportation support to the 9th Logistical Command. Currently the contract has been fully negotiated with the exception of determination of profit margin.

b. The 23 ton capacity Gantry Crane became fully operational on all four (4) berths of the Sattahip Deep Water Port (DWP) during April 1969. Previously it was operational on berths 1, 2, and 3. After reception of curved rail sections, the track extension to berth 4 was completed.

c. Installation of 1640 linear feet of chain link fence enclosing the lay-down area to the rear of intransit shed #2 at the DWP is 99% completed. The only work incomplete is installation of the gate.

d. On 16 April 1969, one (1) commercial tug was released from contract. Determination of savings to the government is pending review by the Purchasing and Contracting Office.

e. A system of high intensity lighting has been completed in the Deep Water Port and the Vayama Intransit Storage Area (VIASA). In the DWP, this system consists of thirteen (13) towers, each with twelve (12) 500 watt lamps mounted on them. In the VIASA there are four (4) single lamp poles on 34 of the 37 pads. A higher degree of work efficiency and security can be achieved with this lighting system.

f. Purchase of a 45 ton capacity dock-mounted crane from CONUS has been approved. When installed, it will run on the same rails as the present 23 ton capacity crane and will give the DWP a dock-mounted lift system capable of handling 98% of all heavy lifts.

(1) The Security Patrols for the 9th Logistical Command were established in accordance with: Letters of Instruction - Establishment of Security Patrols for the 9th Logistical Command Facilities, dated 11 and 27 February 1969. Separate patrols were established for the following areas:

(a) Sattahip Port.

(b) U.S. Army Depot, ASP, and PDO (Korat).

(c) U.S. Army Depot, POL Tank Farm No. 2, and Director of Services Motor Pool (Sattahip).

(d) Vayama Port ASP, POL Tank Farm No. 1, and 519th Transportation Battalion Motor Pools.

(2) A survey initiated into the feasibility of using police dogs for the 9th Logistical Command Facilities is now in progress. Those facilities being surveyed are:

(a) U.S. Army Depot, Korat.

(b) U.S. Army Depot, Sattahip.

(c) Deepwater Port (Sattahip).

(3) The action for the survey was brought about by the pilferage being experienced within the 9th Logistical Command. A security patrol was established to monitor the physical security of facilities located in Korat and Sattahip, but even with this added measure, pilferage still continues.

b. Personnel Security: Upon taking the responsibility for personnel security from Headquarters, Special Troops, USARSUPTHAI, this command has better control over personnel security clearances and has improved the personnel security program within the 9th Logistical Command. These improvements were due to the fact that subordinate units now utilize this command in matters pertaining to Intelligence and Security.

c. Intelligence - Security: The 9th Logistical Command Intelligence Officer conducted announced security inspections of the units within the 9th Logistical Command. These inspections consisted of an examination of the implementation of current security directives relative to the storage, accountability, transmission, classification management, and destruction of classified information. Personnel security awareness procedures for permitting access and requesting security clearances were also examined. To continue the aggressive Security Awareness Program

Inclosure

within the command, regulations pertaining to Intelligence and Security are being drafted and revised to improve procedures for reporting information of intelligence value to keep the commander better informed, as well as increasing the overall security of the command.

4. OPERATIONS:

a. During the 3rd quarter one of the primary objectives of the 558th S&S Bn was the issuance of training equipment to the 3rd Increment of the Overseas Replacement Training Center (ORTC) and the issue of garrison equipment to ORTC. Emphasis was placed during the quarter on planning for the phase out of this unit. In April a master plan was compiled, covering the last sixty days of the phase out. This plan covers all U.S. Army elements located at Camp Kanchanaburi.

b. On April 4, 1969, USARSUPTHAI, G-3 informed the Command that DA message 902646 authorized a General Order to be cut for the inactivation of the 305th Supply Co to be effective 31 March 1969. The inactivation of the 305th Supply Co was delayed by 15 days. USARPAC GO 259 dated 8 April 1969 was later received which inactivated the 305th Supply Co effective 15 April 1969.

c. The 7th Maintenance Battalion continued to perform the assigned mission of providing direct and limited general support maintenance and repair parts supply to supported units.

(1) The TO&E units of the 7th Maintenance Battalion accomplish the Direct Maintenance Support and repair parts supply.

(2) General Support Maintenance is accomplished by commercial contract.

(3) The Battalion Headquarters Automated Data Processing Center provides support of data collection and reduction of the time involved in the compilation of material for the Material Readiness Report, Equipment Status Report, PLL and ASL management, maintenance files and TEARS.

(4) PLLs maintained by the 7th Maintenance Battalion are distributed monthly to all PLL customers IAW the Army Field Stock Control Systems. Through the mechanization of Prescribed Load Lists, PLL customers within USARSUPTHAI are no longer required to maintain record of demand and compute stockage objectives for organizational repair parts requirements.

d. Aside from the responsibility for all military truck transportation in Thailand, the 519th Transportation Battalion has an additional task assigned which is to transport U.S. Mail from and to the Army Mail Terminal (AMT) at Don Muang Royal Thai Air Force Base to Army postal units at Camp

Friendship in Korat and Camp Vayama in Sattahip. The battalion was augmented with four 36 foot enclosed vans to accomplish this additional mission.

5. TRAINING:

a. The 558th Supply and Services Battalion continued to provide On-the Job Training (OJT) for selected Overseas Replacement Training Center (ORTC) personnel. The ORTC is the Thai Army organization that will take over the mission of the 558th S&S Bn. Areas in which personnel have received OJT are in the field of POL Operations and Supply Control.

b. In the 7th Maintenance Battalion training is being conducted in maintenance and repair parts management at both organizational and direct support levels. Training for both U.S. Army and Thai personnel includes instruction on preventive maintenance procedures, trouble shooting, fuel and air systems, repair of multifuel engines, Army equipment records systems and PLL management. Intensified management training of officer and senior NCOs throughout the logistical system continues to increase the organic capabilities of the Maintenance Battalion and 9th Logistical Command.

(1) In the OJT program of the 7th Maintenance Battalion, the following number of students graduated from the listed courses:

Small Arms Repair	3
Wheel Vehicle Mechanics	2
Canvas and Leather Repair	1
Artillery Mechanics	2
Allied Trades	1
Track Vehicle Mechanics	2
Welder	1
Turret Repairman	1

(2) The following numbers of students are presently enrolled in respective courses:

Metal Body Repairman	1
Wheel Vehicle Mechanic	8
Allied Trades	3
Welder	1

(3) A copy of "Instructions for Royal Thai Army OJT Students" translated into Thai is being given to all OJT students when they sign in at the 7th Maintenance Battalion Operations Office. (See Incl 2)

(a) A copy of "Instructions for Royal Thai Army OJT Students" English version was given to all personnel who deal with these students in the shop areas.

(4) A two hour block of instruction for Officers, Warrent Officers, and NCOs was scheduled for 8 May 1969 from 1830 hrs to 2030 hrs on the RTA OJT program. This was intended to aid the instructor personnel by providing discussion and lecture period concerning RTA OJT program problem areas.

(5) The 7th Maintenance Battalion's operations office is now in direct coordination with the 2nd Thai Army, through M/SGT Sawars Varaisri, 2nd Thai Army's RTA OJT coordinator.

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a. The major activity of this past quarter has been negotiation of the contract with the commercial contractor (ETO) which provides motor transportation support to the 9th Logistical Command. Currently the contract has been fully negotiated with the exception of determination of profit margin.

b. The 23 ton capacity Gantry Crane became fully operational on all four (4) berths of the Sattahip Deep Water Port (DWP) during April 1969. Previously it was operational on berths 1, 2, and 3. After reception of curved rail sections, the track extension to berth 4 was completed.

c. Installation of 1640 linear feet of chain link fence enclosing the lay-down area to the rear of intransit shed #2 at the DWP is 99% completed. The only work incomplete is installation of the gate.

d. On 16 April 1969, one (1) commercial tug was released from contract. Determination of savings to the government is pending review by the Purchasing and Contracting Office.

e. A system of high intensity lighting has been completed in the Deep Water Port and the Vayama Intransit Storage Area (VIASA). In the DWP, this system consists of thirteen (13) towers, each with twelve (12) 500 watt lamps mounted on them. In the VIASA there are four (4) single lamp poles on 34 of the 37 pads. A higher degree of work efficiency and security can be achieved with this lighting system.

f. Purchase of a 45 ton capacity dock-mounted crane from CONUS has been approved. When installed, it will run on the same rails as the present 23 ton capacity crane and will give the DWP a dock-mounted lift system capable of handling 98% of all heavy lifts.

g. Currently, the DWP has a 60 ton barge derrick crane on temporary loan until the organic 100 ton crane returns from Singapore, where it is undergoing major overhaul.

h. A claims processing section has been established to handle the numerous requests for claim action received by the Deep Water Port.

i. Berth #5 has been released by the contractor for use by the Deep Water Port. This gives the port two deep-water berths completely sheltered from the sea.

j. The breakwater was completed in March 1969. Completion of this project makes it possible to work vessels year round in the Port of Sattahip.

k. Construction of a walled and partitioned barge was completed in April 1969. The five foot high wall surrounding the cargo area provides a much needed security barge for the movement of highly pilferable cargo.

l. During the last quarter, barge traffic increased 25% from 3600 STONS per month to 4500 STONS per month. This increase in traffic results in considerable savings, since barge transportation remains the most economical method of transporting bulk cargo to Bangkok.

m. Berth #5, the MAP vehicle area, and the open area adjacent to the vehicle lot have all been paved. Completion of this paving project greatly increases the area available for use during wet weather..

n. During January 1969, a training program for DeLong Pier Operators was initiated. This program consisted of sending increments of three (3) personnel to the DeLong Training Course in Singapore. At present, the command has twelve (12) trained DeLong Pier Operators and the formal training program has been discontinued.

o. Local and Line Haul Transportation

(1) During the reporting period, the vehicles of the 519th Transportation Battalion were driven 2,701,411 miles, an increase of 17% over the previous quarter. During this same time frame, the tonnage transported amounted to 88,017 STONS, a 39% decrease from the previous quarter. The disparity of the increase in mileage driven and the decrease in tonnage transported is explained by the fact that, following the conclusion of the harvest season, the commercial trucking firm (ETO) concentrated its trucks on the Sattahip Port Complex and consequently, transported the majority of

local haul cargo. This caused the greatest portion of the tonnage carried by the 519th Transportation Battalion to be line haul cargo, thereby, resulting in smaller tonnages transported over greater distances. The ton/mile figure for the reporting quarter was 10,064,272 ton/miles, an increase of 3% over the previous quarter.

(2) The 519th Transportation Battalion has assumed the responsibility of transporting U.S. mail from the Army Mail Terminal (AMT) at Don Muang Royal Thai Air Force Base to army postal units at Camp Friendship, in Korat and Camp Vayama in Sattahip. The battalion also transports all outgoing mail from the above locations to the AMT at Don Muang. To accomplish this mission, the battalion was augmented with four 36 foot enclosed vans.

(3) Several consignees located at points north of Korat have indicated in the past that milk was not being delivered in time to be consumed within the 72 hour time limitation. A "Red Ball" run was initiated during the quarter to insure timely delivery of the milk. This involves trucks departing Bangkok at night arriving in Korat in the early morning. Trailers are transferred to the 33rd Transportation Platoon trucks in Korat and sent to destination immediately. The milk is now arriving well within the time limit.

(4) During the reporting period, the commercial contractor, ETO, transported 194,960 STONS of cargo. This is an increase of 5% over the previous quarter and is explained by paragraph (1) above.

p. During the past quarter, mission resources of the Transportation Command continued to be engaged in assisting RTAVF movements within Thailand.

q. Movement Control Agency

(1) The shipment of cargo by rail from Chacheongsao to up-country destinations has decreased from last quarter by approximately 30%. This is attributed to the greater availability of ETO trucks since the end of the harvest season.

(2) The use of reefer rail cars for the shipment of perishable subsistence from Bangkok and Sattahip (via Chacheongsao) to up-country destinations has been expanded. Since the initial test runs were conducted in March, 378 STONS of reefer cargo have been moved up-country.

(3) As of 30 April 1969, there were 4292 CONEX's in-country. Of these, 1978 are located at the Sattahip Repair Facility awaiting shipment to CONUS. Inspections were conducted at all Air Force Bases in Thailand during the past quarter. The CONEX inspection teams were augmented with two Air Force inspectors. This enhanced inspection and liaison visits to Air Force installations and indicates a spirit of cooperation and command interest in the CONEX program by the Air Force.

(4) The program to reduce movement and turn around time of roll-on/roll-off (USATSA) trailers continues to improve. The USATSA Operations Center has continually met requirements to return trailers to the USATSA system. Maximum effort is being made to backload USATSA trailers with retrograde cargo.

(5) The final shipment in connection with the re-deployment of the 388th Tactical Fighter Wing and supporting elements from Takhli, Utapao, Udorn, and Ubon to Korat was accomplished on 6 March 1969. No significant problems were encountered during the reverse flow of cargo to Korat.

7. DIRECTORATE FOR SUPPLY:

a. Supply Situation:

(1) The most important single accomplishment during this reporting period was the completion of the Locator Survey and the initiation of a 100% depot inventory at both storage sites, Korat and Sattahip. The inventory was completed in late April 1969. The results of the survey and the inventory will provide an accurate data base essential for the successful conversion to USARPAC Standard Supply System (3-S Thai).

(2) In conjunction with the depot-wide inventory, a hold was placed on the manual excess retrograde program. No A1A directives for shipment were cut during the period. With the results of the inventory, the manual excess retrograde program will be a much more meaningful, systematic program with a definable end-product: improved depot supply performance.

(3) Requests for Cancellation, AC1 cards during the reporting period were forwarded to 2nd Log Command in Okinawa for a total value of $2,488,722.28.

(4) Although not a formal program, the Directorate For Supply - initiated project "Thai Down", similiar in concept to the Vietnam Project STOP/SEE, continued to enhance depot supply performance during the period. Thai Down, as a self-contained program (not having received formal AMC approval) has favorably improved the Directorate for Supply's short tons received to shipped ratio. This ratio is holding at approximately 1: 1.35. The ratio should increase steadily for the next ten months to a year until excess stocks are either issued or retrograded. After this period, an

an average ratio of 1:1 will be the desired standard and goal.

(5) The IBM 360/50 Computer was released to 9th Logistical Command on 10 February 1969. The machine is currently undergoing a 30 day/100 hour performance test prior to its being accepted by the command. During a 30 day period, the machine must render 100 hours of productive time. Because of persistent power difficulties, a thirty day delay was immediately requested on this test.

(6) The Directorate For Supply assumed operation of the Care and Preservation process on 1 April 1969. Prior to this date, the C & P activity was contracted by AMPAC. It is expected that a savings will be realized as a result of this transfer of responsibility. Statistical data are now being gathered in anticipation of claiming these savings under the provisions of the Army Cost Reduction Program.

(7) Formal training and OJT, to include all aspects of depot operations has been conducted during the reporting period to include the following:

HOURS	PERSONNEL	NUMBER	SUBJECT
40	LN	20	Inventory Con Prin Procedures
20	LN	14	Stor Principles & Procedures
20	LN	42	Standard Sply Stm (3S Thai)
20	EM	6	360/50 Orient & Operation
35	OFF	10	Inventory Procedures
40	OFF/NCO	4	3S Classes in Okinawa

In addition, administration and English courses have been conducted by the Civilian Personnel Section of the Directorate for Supply.

(8) Among those areas which received priority attention during the reporting period was the establishment and implementation of a vigorous physical security program. SOPs were written for active physical security measures which included continuous roving patrols. Since the initiation of these patrols, there has been remarkable improvement in depot physical security.

b. Supply Performance:

	FEB	MAR	APR
Demand Accommodation	73.3	72.4	78.6
Demand Satisfaction	62.3	62.1	70.7
Total Requisitions	14,536	7,598	10,448

Total Issues	6,638	3,416	5,806

8. DIRECTORATE FOR SERVICES:

a. Continued to provide centralized control of all Job Order Requests, DA Forms 2701, for engineer work being performed on depot facilities (office and storage). In addition, provided staff coordination and assistance in the Command's overall facility planning program, and represented the command at the local and installation Planning Review Boards. Establishment of proper priorities and/or timely cancellations of engineer work requests is accomplished through monthly reviews by the initiating unit/activity and the directorate.

b. Continued to provide supply and service support to the expanding logistical complex at Sattahip. This support ranged from expendable supplies to major items of equipment.

c. Reviewed Self Service Supply Center accounts of all units in Thailand and made adjustments for 4th Quarter FY 69 based on expenditures made during 1st, 2nd and 3rd Quarters FY 69. Also, effected changes in accounts based on numerous unit reorganizations/inactivations during December 1968.

d. Continued to perform timely review of all 9th Logistical Command Reports of Survey and Certificates of Droppage for completeness and accuracy prior to submission to the Installation Commander.

e. During this quarter, the Director of Supply, Administration Office, Inventory Control, Data Processing, Class V, and Systems moved to Camp Samae San from Korat. With this shift, a corresponding number of vehicles have been moved to Camp Samae San from Korat.

f. A major shift of personnel within this Directorate took place in March 1969. The Directorate's Office moved from Korat to Camp Samae San. The Property Book Office remains in Korat and will move down in June.

g. Continuing emphasis is being placed on the four motor pools, in the areas of maintenance procedures, requisitioning procedures and establishing of proper PLL's.

h. The expansion of the Korat PDO yard was begun in April. After completion it will be twice its present size.

9. COMPTROLLER:

a. This command has submitted $12,888,200 in cost reduction actions. $165,800. has been validated. The balance of $12,722,400 has been submitted thru channels to USARPAC for variance action.

b. The Suggestion Plan Program was formally established during the quarter. Goals were received and established for each directorate or unit. Local suggestion program coordinators were appointed to provide impetus. Progress reports are required monthly. A 9th Log Command Regulation 672-301, dated 25 April 1969, was published outlining responsibilities and procedures under the new decentralized approval of suggestion awards.

10. DIRECTORATE FOR MAINTENANCE: Intensive repair parts management coupled with increased maintenance training to both enlisted and officer personnel is yielding excellent returns on equipment availability. Repair parts supply appears to be the most exigent problem. Efforts in this area are continuing with greatest emphasis being placed on reducing the number of PLL/ASL lines at zero balance to an acceptable percent level.

SECTION II
LESSONS LEARNED
Commander's Observations, Evaluations and Recommendations

1. ADMINISTRATION:

a. Personnel

(1) Observations - Under the present system, personnel being outprocessed on PCS to CONUS are required to travel from Sattahip to Korat to pick up their military personnel records.

(2) Evaluation - The time consumed in this process averages two (2) to four (4) days of outprocessing time.

(3) Recommendation - Efforts be taken by CO, 256th Personnel Services Company to establish an outprocessing center in Bangkok to process personnel records of personnel who are enroute to CONUS. This would provide a better service and save time and money in returning personnel to CONUS.

b. Operations: None

c. Training: None

d. Intelligence: None

e. Logistics: None

f. Organization: None

2. TRANSPORTATION:

a. Personnel

(1) Observation: Units within the 519th Transportation Battalion are outfitting local national employees with distinctive uniforms. Presently, the employees are paying for their own uniforms.

(2) Evaluation: Local National drivers in selected battalion units are outfitted with colorful uniforms that indicate the unit and platoon or section to which they are assigned. Employees are therefore more aware of their appearance, thus establishing more pride in their jobs and themselves as employees of the U.S. Army. As a result, morale has improved, simplifying the task of the supervisor in obtaining desired results in maintenance and operation of vehicles.

(3) Recommendation: That funds be provided within the command to obtain uniforms for local national personnel at unit level.

b. Operations:

(1) Observation: That use of the railhead at Chachoengsao is essential to the steady, economical flow of ammunition shipments to upcountry air bases during periods of emergency ammunition requirements.

(2) Evaluation: The periodic use of the Chachoengsao railhead for shipment of ammunition adds flexibility to the overall transportation system in Thailand. Periodically, emergency ammunition requirements for ammunition exceed the capability of available truck assets.

(3) Recommendation: That the use of the Chachoengsao railhead remain an option open to the Transportation Command for use during periods of emergency requirements for ammunition.

c. Training: None

d. Intelligence: None

e. Logistics: None

(1) Observation: Marine maintenance of floating stock at the Sattahip Port can be effectively accomplished in-country.

(2) Evaluation: Analysis of the lost equipment time and the expense of retrograding floating stock to Okinawa for repair vs. the cost involved to accomplish this maintenance in-country indicated that the in-country program would be more effective and economical. Therefore, effective 1 July 1969, marine maintenance support will be accomplished in-country through an expansion of the existing maintenance contracts with TWA.

(3) Recommendation: That the in-country marine maintenance capability be utilized to the fullest extent possible.

f. Organization: None

g. Other: None

3. SUPPLY:

a. Personnel

(1) Observation: Due to the current split - locations of divisions of the Director for Supply as a result of the Sattahip Shift, rather unique problem areas have experienced in obtaining, retaining and slotting personnel.

(2) Evaluation: For the next 8 - 10 months, while Storage Division is in the process of attrition of stocks, there will be a requirement for dual slotting, that is, two men for selected TDA slots. This is caused by the requirement for staffing in both the Sattahip and Korat areas.

(3) Recommendation: Personnel slotting and utilization must be tightly controlled. Rotation dates of personnel must be closely observed in order to insure optimum overlap for on-the-job training purposes. There will be difficulties in obtaining sufficient personnel to fill slots in Korat and Sattahip; therefore, vigorous manpower utilization control must be established to insure depot effectiveness.

b. Location of Material

(1) Observation: It was long realized that storage facilities were not being utilized to maximum effectiveness by virtue of multiple locations in storage.

(2) Evaluation: Multiple locations reduce storage space utilization and increase paperwork in the locator file. Each of these reduces supply effectiveness. To the end of improving this situation, many improvements have been initiated by the Director of Supply in order to prepare for a complete location survey. The location survey, combined with an intensive rewarehousing program have served to consolidate locations and reduce paperwork in the Locator Section of Storage Division.

(3) Recommendation: The improved depot supply posture will be augmented by continuous programs to insure that locations will remain consolidated within the framework of the law of diminishing returns.

c. Local Purchasing

(1) Observation: The Local Purchase Section, Stock Management Branch Inventory Control Division had blanket purchase orders with Korat businessmen. However, the planned transfer of the Directorate for Supply to Sattahip would have left the directorate without a local source of supply.

(2) Evaluation: With an eye to the future, the Chief of Local Purchase Section, after coordination with the Bangkok Procurement Office, sent a representative to Sattahip to establish contacts for possible awards of BPAs.

(3) Recommendation: Continuous surveillance of all BPAs and a constant search for sources of supply will be maintained to insure maximum response at a minimum cost to the U.S. Government.

4. MAINTENANCE:

a. Personnel

(1) Observation: Shortage of personnel is continuing to be a problem in the 7th Maintenance Battalion.

(2) Evaluation: Critical areas as listed in Section II under personnel in the 7th Maintenance Battalion ORLL are those most effected. It appears that if help in the way of personnel in these MOSs is not provided immediately, the repair mission will decline even further.

(3) Recommendation: That all possible measures be taken to alleviate this MOS shortage.

b. Operations:

(1) Observation: Test and measuring equipment support has increased in its complexity. USARPAC is finding it more and more difficult to provide calibration support to the increasing amount of test and measuring equipment in Thailand. There is also an increasing need for facilities and personnel to repair test and measuring equipment.

(2) Evaluation: The Department of the Army has directed that 9th Logistical Command assume the mission of test and measuring equipment maintenance, calibration and on-site repair. To accomplish this, USARPAC expanded an existing contract with Kenton Hawaii Ltd., to provide necessary personnel, pending development of an Army in-house capability. In conjunction with the expansion action, USARPAC request that DA send three each transportable; maintenance calibration facilities, AN/TSM-55A (V2). These vans have arrived in country and are being processed for use.

(3) Recommendation: That action continue.

5. MANAGEMENT: To enhance the operation of the command, a formal Logistics Improvement Program was initiated in December 1968. A complete copy of the program is contained at Incl 4.

CHRISTIAN M. BIERSACK
Colonel CE
Commanding

~~4 Incl~~
~~as~~
Incls wd Hq, DA

THOP-MH (15 May 69) 1st Ind
SUBJECT: Operational Report of the 9th Logistical Command for Quarterly Period Ending 30 April 1969, RCS CSFOR-65 (RI) UIC: WBGYFF

DA, Headquarters, United States Army Support, Thailand, APO 96233 15 AUG 1969

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

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

The Operational Report of the 9th Logistical Command has been reviewed and is forwarded with the following comments:

a. The recommendation at Section II, para 1 is valid. A personnel outprocessing center was established in Bangkok in June, 1969.

b. The recommendation of Section II, para 2 does have merit; however, the expenditure of public money for uniforms furnished to civilian drivers is an expense that should not be borne at this time.

FOR THE COMMANDER:

P.A. LAPORTE Jr.
CPT AGC
Asst. Adjutant General

GPOP-DT (15 May 69) 2d Ind
SUBJECT: Operational Report of HQ, 9th Logistical Command for Period Ending 30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558

18 SEP 69

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

1. This headquarters concurs in subject report as indorsed.

2. Reference paragraph 2e(1). During a USARPAC staff visit in July 1969, it was determined that overhaul of marine equipment in Thailand will continue as a mission of 2d Logistical Command, US Army, Ryukyu Islands. The overhaul site will be determined on an individual basis, but in most cases will be Singapore commercial shipyards. Existing in-country contracts will be used as required to perform overflow general support maintenance on marine equipment.

FOR THE COMMANDER IN CHIEF:

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CG, USARSUPTHAI

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