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AGDA (M) (11 Jun 70) FOR OT UT 701043

17 June 1970


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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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UNCLASSIFIED REPORT
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ASSISTANT CHIEF OF STAFF FOR FORCE DEVELOPMENT
(ARMY) ATTN: FOR OT UT, WASHINGTON, D.C. 20310
DEPARTMENT OF THE ARMY
HEADQUARTERS, 71ST TRANSPORTATION BATTALION (TML)
AND U.S. ARMY TERMINAL, NEWPORT
APO San Francisco 96243

AVCA SGN TCXC CO

9 February 1970

SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport -
Period Ending 31 January 1970 (RSC CSFOR-65(R2))

Commanding Officer
4th Transportation Command
ATTN: AVCA SGN TC GCPT
APO 96243

1. Section 1, Operations: Significant Activities

a. The Cargo Plans Section of the Office of the G3, 4th Transportation
Command, was relocated to Newport during the first week in November. Co-location
of this Section with Newport's Cargo Operations Branch considerably improved the
day-to-day coordination required for efficient and integrated outload operations.

b. On 4 November, a member of the 36th Transportation Company was selected
as Soldier-of-the-Month by the 4th Transportation Command. This marked the
12th time in 13 months that this honor has been won by a member of the 71st
Transportation Battalion.

c. Construction of the Newport "Final Rinse" wash rack began on 9 November
and was completed on 26 January. This facility will provide the capability for
washing retrograde vehicles at the port as part of the quality control program
to meet Department of Agriculture standards for the cleanliness of export cargo.

d. During the 24 hour period ending at 1830 hours on 24 November, an all-
time record for the handing of refrigerated cargo by the 4th Transportation
Command was set by the 36th Transportation Company. A total of 789 short tons
of chill and freeze cargo were discharged from the "USNS Asterion" at Newport
during this period.

e. The Newport "Area Resurfacing Project" began on 24 November and continued
throughout the reporting period. Approximately 500,000 square feet of asphalt
was laid, while a crushed rock base was placed on an additional 750,000 square
feet of open storage area. These improvements made Newport truly an all-weather
port.

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f. The pontoon at LST site #2 was repaired during the period of 26 November through 11 December as part of a 71st Battalion self-help project. CW3 Dillivan of the 71st Battalion Maintenance Staff received an impact award of the Army Commendation Medal for his ingenuity in devising the method of effecting the repairs.

g. The 71st Transportation Battalion Consolidated Mess at Camp Camelot was selected as Saigon Support Command's Best Mess for the month of November. The Mess also took second place in Saigon Support Command's Mess Competition for the month of January.

h. The onload of the PHILAC contingent took place through Newport on 10 December. Two LSTs and a Destroyer Escort accomplished the pick-up of the troops and their accompanying supplies.

i. New cyclone fence gates were installed at the Newport in-transit cargo warehouses during the months of December and January, improving physical security appreciably.

j. LTC James P. Burowdert assumed command of the 71st Transportation Battalion and U.S. Army Terminal, Newport from LTC John L. Carr at a change-of-command ceremony conducted at Newport on 16 December. Highlights of the ceremony were a boat whistle salute from all ships berthed at Newport, a water salute from the fireboat, and a pass-in-review by CO forklifts and cranes.

k. The Quang Minh Company took over the Newport vehicle processing contract from the PA&E Company in mid-December. The new contractor's performance, initially poor, improved considerably during January but is still not up to desired standards.

l. A total of 72 direct-hire cargo checkers transferred from Saigon Port to Newport on 21 December. An additional 10 checkers transferred to Newport in January. Although some re-training and re-orientation were required, these people have proven to be a definite asset to Newport in improving the quality of MILSTAMP cargo documentation at the Terminal level.

m. A new record was established at Newport on 29 and 30 December when 567 loads of cargo were documented and cleared from the Terminal in a single 24 hour reporting period (1800 to 1800). Of this total, 339 loads were cleared on the day shift alone.

n. An all-time cargo-handling record for Newport was set during the 24 hour period from 1800 hours on 1 January through 1800 hours on 5 January, when 8,964 short tons (19,256 measurement tons) of cargo were discharged and 1,040 short tons (7,858 measurement tons) of cargo were outloaded, for a grand total of 10,004 short tons (27,114 measurement tons) of cargo handled. By the standards of any five berth port worldwide, this is an exceptional output for a 24 hour period.
SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport -
Period Ending 31 January 1970 (RCS CSPOR-65(R2))

o. During a 24 hour sympathy strike conducted by port labor on 7 and 8
January, our military stevedores, operating without contractor or direct hire
LN assistance, discharged/backloaded approximately 3,000 short tons of cargo
and cleared over 400 truckloads of cargo from port.

p. Repair of the pontoon at IST Site #1 was undertaken on 9 January as a
self-help project similar to that performed during November and December at IST
Site #2. The work was still in progress at the end of the reporting period,
but is due for completion during February.

q. The 71st became a "Super Battalion" on 15 January with the assignment of
two additional companies and the attachment of three additional detachments.
The new additions to the 71st Battalion family are the 154th Transportation
Company (Terminal Service), the Harborcraft Company (Provisional), Detachment
#6 of the U.S. Army Marine Maintenance Activity Vietnam, the 58th A.C. Detach-
ment (APU) and the 508th A.C. Detachment (APU). The expanded missions of the
Battalion include operation of port facilities at Newport, Saigon Port and Tay
Ninh; operation of Camp Camelot and the Camp Davies Signal Equipment Shop;
providing towing and lighterage services throughout the III and IV CTZ; customs
clearing at Saigon Port Commercial Port; providing POL watercraft services; and
providing personnel for handling air cargo at Bien Hoa and Tan Son Mhat Airports.

r. Dredging operations began at Newport on 18 January and were underway at
the close of the reporting period. All deep draft berths are to be dredged,
and the turning basin is to be widened and deepened.

s. During the 24 hour period ending at 1700 hours on 21 January, a new port
clearance record for Newport was set when 9,216 short tons of cargo cleared the
Terminal. This included 6,431 short tons cleared by highway and 1,785 short
tons of trans-shipmen cargo cleared by shallow-draft watercraft.

A record 974 short tons of cargo were outloaded on the IST 1067 during
the night shift period from 1700 hours on 27 January through 0600 hours on
28 January. This beat the previous record for a single shift loading of an
IST by nearly 150 short tons.

u. During the 24 hour period ending at 1800 hours on 22 January, the 71st
Battalion broke its own previous record (4,586 short tons) for the discharge
of a single ship during a 24 hour period when 4,754 short tons of cargo were
discharged from the U.S.S. "Brostrom".

v. The all-time Newport record for cargo handling during a single month
was broken in January of 1970 when 156,000 short tons of cargo (in and out
combined) were handled. This surpassed the previous record of 148,000 short
tons set in April of 1968.

w. As compared with the preceding three months (August-October 1969),
the number of ship operations handled at Newport during this reporting period
increased significantly:

INCL 3
(1) Deep draft ships discharged increased from 79 to 106.

(2) Deep draft ships outloaded increased from 77 to 79.

(3) Shallow draft vessels discharged increased from 106 to 112.

(4) Shallow draft vessels outloaded increased from 110 to 155.

x. The total tonnage handled during this reporting period was 404,000 short tons, an increase of 54,000 short tons over the 350,000 tons handled during the preceding period.

y. Known cargo pilferage losses decreased from $9,977.26 for the August-October 1969 period to $2,884.07 for the November 1969 - January 1970 period. Tighter cargo security measures are the key.

z. The Battalion was engaged in operations during all 92 days of the reporting period.

2. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations

a. Personnel: None

b. Intelligence: None

c. Operations:

(1) Stowage of Refrigerated Cargo

(a) Observation: U.S. Army Terminal, Newport has been receiving refrigerated cargo which is not segregated by consignee within the hatch. Due to the lack of in-transit storage facilities for refrigerated cargo, such cargo must be cleared from port in the order encountered in stowage. The lack of segregation in stowage, combined with variable consignee reception capabilities at the Depot, Commissary and lesser reception points, slows the discharge rate for refrigerated cargo appreciably.

(b) Evaluation: Block stowage of refrigerated cargo by consignee and commodity would significantly increase the ship discharge and port clearance rates.

(c) Recommendation: That loading ports block-stow all refrigerated cargo by consignee and commodity, for ease of access, discharge and port clearance.
SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport - Period Ending 31 January 1970 (RCS CSFO-65(R2))

(2) Nomination of Ships to Transport Retrograde Vehicles

(a) Observation: MSTS has frequently been nominating obsolete Victory Ships, with sub-standard lifting gear, to transport retrograde vehicles to various ports in Japan, Okinawa, Taiwan and CONUS at the same time that more modern ships with excellent cargo gear were in port and departing for the same destinations. As a result of the selection of sub-standard shipping, the loading time was increased and onload productivity decreased due to the necessity to load the cargo with slow-operating floating cranes.

(b) Evaluation: Time and money would be saved if all retrograde vehicles were booked on self-sustaining ships possessing modern cargo handling gear and wide hatch squares. Many ships having such qualifications now leave Newport with unused space well suited to carrying vehicles.

(c) Recommendation: That retrograde vehicles be booked for modern self-sustaining ships wherever possible, avoiding the use of overage Victory Ships which waste time and money.

d. Organization: None
e. Training: None
f. Logistics:

(1) Palletization of Cement

(a) Observation: Several consignments of cement recently received from Sattahip and Danang were palletized with weak pallets made of wood not much stronger than orange crates. When handled by forklifts or slings, such pallets easily broke, leaving the cement bags unprotected. As a result, some loss of cement occurred during handling at both the loading and discharging ports.

(b) Evaluation: Sturdy, well-built pallets are required for the safe, efficient and economical transport of cement. Damage due to handling must be minimized, without undue sacrifice of ease and speed of handling.

(c) Recommendation: That all loading ports employ sturdy, well-built, serviceable pallets for palletizing and shipping cement and other bulk commodities.

(2) Security of Medical Supplies During Transport

(a) Observation: Medical supplies are usually high-value items having great attraction on the local Black Market. On several recent occasions, such supplies were shipped from Okinawa to Newport in weak wooden crates (hardly thicker than orange crates) which were either stowed loose in the ship's hold or stowed on the open beds of trailers. In either case, the cargo was marked in a clearly visible manner as being medical supplies. The
combination of weak crates and highly visible markings was an invitation to pilferage. Fortunately, in these cases, alert guards and documentation personnel spotted and protected the cargo before the stevedores could get into it. The potential for loss was there, however.

(b) Evaluation: High value items such as medical supplies should be shipped in sealed vans or sealed CONEX containers, without visible exterior marking of contents on the van or CONEX. This will minimize the risk of loss during loading, transport and discharge.

(c) Recommendation: That medical supplies and other high value items be shipped in sealed vans or sealed CONEX containers, without visible exterior marking of contents on the van or CONEX.
SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport - Period Ending 31 January 1970 (RCS CSFOR-55 (R2))

TO: Commanding General, US Army Support Command, Saigon, ATTN: AVCA SGH CO, APO 95491

1. The Operational Report, Lessons Learned - U.S. Army Terminal Newport - Period Ending 31 January 1970 RCS CSFOR-55 (R2) is forwarded in accordance with USLNV Reg 525-15.

2. This headquarters concurs with the observations, evaluations and recommendations contained therein.

FOR THE COMMANDER:

TEL Tiger 3735
AVCA SGN GO 8 (9 Feb 70) 2nd Ind

SUBJECT: Operational Report - Lessons Learned, US Army Terminal Newport,
Period Ending 31 January 1970, RCS CSPOR-65 (R2)


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

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

1. Reference paragraph 2c(2), page 5. CONCUR. Request 1st Log Comd
take necessary action to insure that MSTS, whenever possible, nominate
modern self-sustaining ships for retrograde cargo and avoid the use of
overage Victory ships which waste time and money.

2. Reference paragraph 2f(2), page 5. CONCUR. The recommended action
of transporting medical supplies and high dollar items in sealed vans
or sealed CONEX containers from Okinawa to Newport is presently in effect.
USN'TSa Vans are being used to protect high dollar value shipments of
medical supplies from Okinawa to Newport. These vans offer the best
security and most economical means of transportation.

3. Lessons Learned, observations, and recommendations are concurred in
by this command.

FOR THE COMMANDER:

TEL: LBN 2604

MICHAEL D. HUSKIN
CPT AGC
ASST AG

CF:
71st Trans Bn
AVCA GO-MH (9 Feb 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned of the 71st Transportation Battalion and United States Army Terminal, Newport for the period Ending 31 January 1970

DA, Headquarters, 1st Logistical Command, APO 96384 30 MAR 1970

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

1. The Operational Report - Lessons Learned submitted by Headquarters, 71st Transportation Battalion and United States Army Terminal, Newport for the quarterly period ending 31 January 1970 is forwarded.

2. Pertinent comments follow:

   a. Reference item concerning stowage of refrigerated cargo, page 4, paragraph 2c(1). Concur. If specific examples can be cited, a message should be sent to CONUS and PACOM loading ports requesting such block stowage and segregation.

   b. Reference item concerning nomination of ships, page 5, paragraph 2c(2). Concur. This headquarters will prepare a letter to USARV for forwarding action to MSTSO V and MSTSFE requesting nomination of self sustaining ships when available.

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

FOR THE COMMANDER:

DONALD R. WILLIAMS
LTC, AGC
Deputy AG

TEL: LBN 4862

CF:
USA SUPCOM- SGN
4th Trans Comd
71st Trans Bn
AVHOC-DST (9 Feb 70) 4th Ind

SUBJECT: Operational Report, Lessons Learned - US Army Terminal Newport -
Period Ending 31 January 1970 (RSC CSFOR-65(R2))

Headquarters, United States Army, Vietnam, APO San Francisco 96375

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

1. This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 31 January 1970 from Headquarters, 71st
Transportation Battalion (TmL) and US Army Terminal, Newport and concurs
with the comments of indorsing headquarters.

2. Comments follow:

   a. Reference item concerning "Stowage of Refrigerated Cargo", page 4,
      paragraph c(1): concur. Containerization of reefer cargo would solve most
      of the stowage problems.

   b. Reference item concerning "Palletization of Cement", page 5, paragraph
      f(1): concur. Port commanders should insure that reports are forwarded to
      consignors utilizing inferior pallets for shipping cargo to RVN. In addition,
      every effort should be made at destination to move cargo of this nature
      direct to consignee and reduce the handling, shifting, and stacking as much
      as possible, to reduce damage and spillage.

FOR THIS COMMANDER:

L. D. MURRAY
CPT, ACC
Assistant Adjutant General

CF:
1st Log Comd
71st Trans Bn
GPOP-DT (9 Feb 70) 5th Ind
SUBJECT: Operational Report of HQ, 71st Trans Bn (TML) & US Army Terminal,
Newport for Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 24 APR 70

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

D.D. CLINE
2LT, AGC
Asst AG
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