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HEADQUARTERS 36TH TRANSPORTATION BATTALION (TRUCK)  
APO 96312

AVCA CRB-TC-TM-CO

31 July 1968

SUBJECT: Operational Report of the 36th Transportation Battalion (Truck)  
for Period Ending 31 July 1968, RCS CSFOR-65 (RL).

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1. (FOUO) Section I, Operations: Significant Activities.

Organization: The 36th Transportation Battalion (Truck) has changed from the previous reporting period. The current organizational structure is attached as Inclosure 1. There were 3 unit attachments and no unit detachments during the reporting period. The 24th Trans Co (Mdm Trk), the 592nd Trans Co (Lt Trk) and the 564th Trans Plt (Lt Trk) were attached to this battalion on 15 May 1968. The 564th Trans Plt was relocated to Phan Rang on 2 July 1968; however, they still remained attached to this headquarters for everything except rations and quarters. As a result of implementation of consolidated motor pool operations, the maintenance sections of the 24th, 442nd, 566th, 592nd, and 670th Transportation Companies were attached to HHD, 36th Trans Bn for rations and quarters only on 1 July 1968. This headquarters and its attached units were engaged in operations for a total of 92 days during this reporting period.

Personnel and Administration:

a. During the reporting period there was a significant gain of enlisted personnel in all units attached to this headquarters. The influx of personnel satisfies an increased mission requirement placed upon the battalion over and above that established by TOE. Every attempt is being made to insure that not more than 15% rotation occurs in any unit each month.

b. Principle personnel assignments and reassignments during the reporting period were as follows:

(1) 24 May 1968: 1LT James W. Mulford replaced CPT David J. Kauckeck as company commander of the 670th Trans Co. 1LT Mulford was previously a platoon leader in the same organization.

(2) 24 May 1968: CPT Kauckeck replaced CPT Robert J. Hughes as company commander of the 24th Trans Co.

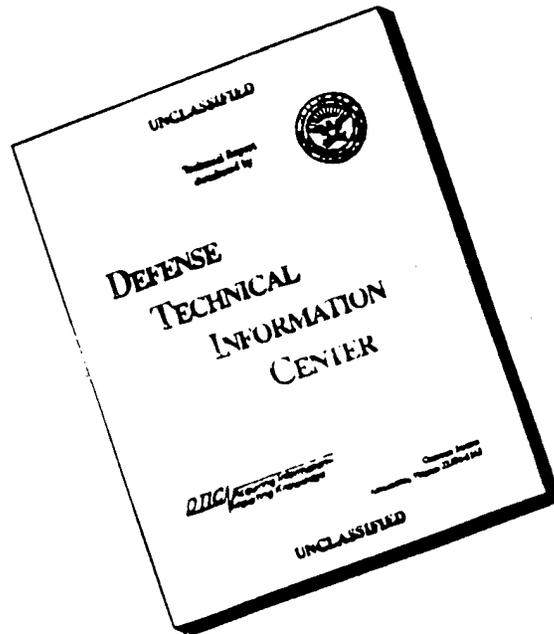
(3) 28 May 1968: CPT Robert Lingo replaced CPT John W. Webb as maintenance officer, this HQ. CPT Lingo was formerly the assistant S3 officer; CPT Webb rotated to an assignment in CONUS.

(4) 1 June 1968: MAJ Reed W. Patchen replaced MAJ John J. Coughlin as Executive Officer, this HQ. MAJ Coughlin was assigned as Chief of Highway Operations, S3 Office, US Army Trans Comd, Cam Ranh Bay (Prov).

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(5) 1 June 1968: 1LT Richard D. Veith replaced CPT William L. Glover as company commander of the 566th Trans Co. 1LT Veith had previously been a platoon leader with the same unit. CPT Glover assumed duties as Assistant S3 officer, this HQ.

(6) 15 June 1968: CPT William L. Glover replaced MAJ Norman R. Love as S3 officer, this HQ. MAJ Love rotated to an assignment in CONUS.

(7) 17 June 1968: 1LT Gerald D. O'Connor replaced CPT James B. Behan as company commander of the 442nd Trans Co. 1LT O'Connor was previously a platoon leader in the same unit. CPT Behan rotated to an assignment in CONUS.

(8) 1 July 1968: CPT Robert G. Fear was transferred to this HQ from HQ, 1st Logistical Command, and replaced 1LT Richard D. Veith as company commander, 566th Trans Co. 1LT Veith was assigned duties as Assistant S3 officer, this HQ.

(9) 15 July 1968: CPT Wallace A. Walker reported in from CONUS and assumed duties as S4 officer, this HQ, a slot which had been vacant since 2 June 1968.

c. The 36th Trans Bn employs 45 Vietnamese Local Nationals to perform services within the battalion. These services consist of maintenance of buildings, welding, carpentry, and kitchen police. The distribution of the LN's is as follows:

<u>UNIT</u>	<u>AUTH/UTIL</u>	
HHD, 36th Trans Bn	0	3
24th Trans Co	10	8
442nd Trans Co	9	9
566th Trans Co	7	9
592nd Trans Co	7	7
670th Trans Co	9	9

d. Awards and decorations presented during the reporting period were as follows:

- (1) Purple Heart: 3
- (2) Bronze Star Medal: 10
- (3) Army Commendation Medal: 3
- (4) Good Conduct Awards: 28
- (5) Support Command Certificate of Achievement: 30

e. The battalion personnel strength at the beginning and end of the reporting period, and the end of each month, was as follows:

<u>UNIT</u>	<u>1May68</u>	<u>31May68</u>	<u>30Jun68</u>	<u>31Jul68</u>
HHD, 36th Trans Bn	41	51	47	50
24th Trans Co	167	169	194	269
442nd Trans Co	188	189	187	199
566th Trans Co	181	183	183	250
592nd Trans Co	169	177	199	217
670th Trans Co	171	185	199	187
64th Trans Plt	54	45	40	50
<b>TOTAL</b>	<b>971</b>	<b>999</b>	<b>1048</b>	<b>1222</b>

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f. Personnel replacements and rotations for the quarter were as follows:

UNIT	MAY		JUNE		JULY	
	G	L	G	L	G	L
HHD, 36th Trans Bn	13	4	10	13	11	6
24th Trans Co	3	2	7	9	45	8
442nd Trans Co	12	9	18	16	40	22
566th Trans Co	20	22	16	11	36	11
592nd Trans Co	10	3	31	9	14	18
670th Trans Co	26	13	36	15	11	15
564th Trans Plt	1	10	1	1	11	1
	85	63	119	74	168	81

g. Promotion allocations received and promotions made within the battalion were as follows:

	ALLOCATIONS						PROMOTIONS					
	E9	E8	E7	E6	E5	E4	E9	E8	E7	E6	E5	E4
MAY	0	0	0	0	11	45	0	0	0	0	11	45
JUN	0	0	1	0	20	20	0	0	1	0	20	20
JUL	0	0	1	1	35	47	0	0	1	1	35	47
TOTAL	0	0	2	1	66	112	0	0	2	1	66	112

h. The number of eligibles, reenlistments, and monthly percentages within the battalion for the reporting period were as follows:

	MAY			JUN			JUL		
	Elig	Reen	%	Elig	Reen	%	Elig	Reen	%
1st Term RA	2	2	100	2	1	50	2	0	0
Career RA	2	2	100	1	1	100	5	5	100
AUS	7	0	0	1	0	0	4	0	0

i. R&R's requested, allocated and utilized during the reporting period were as follows:

	REQ	ALOC	UTIL
MAY	40	44	41
JUN	28	32	29
JUL	42	54	50
TOTAL:	110	130	120

Operations and Intelligence.

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a. For the first half of May, line haul operations were the primary missions of this battalion. On 15 May 1968 two additional military truck companies were attached to this headquarters bringing the total to five military units and one civilian contracting company. The two military truck units were attached from

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the 24th Trans Bn (Trk). Once again, the operational responsibility for Ro-Ro Operations was assigned to the 36th Trans Bn. With this reorganization and the departure of the 24th Trans Bn, we again assumed both the Port and Beach Clearance and Line Haul missions for Cam Ranh Bay.

b. There were several operational accomplishments during this quarter:

(1) A total of seven major convoy operations were conducted during this reporting period involving thirteen convoys. The destinations included Bong Son, Ban Me Thuot, Dalat, Bao Loc and Phan Thiet. In addition to organic security measures, other measures employed included the use of troops deployed along the routes, aerial observers, gun ships and emplaced artillery. One vehicle was lost on the Bong Son convoy as a result of a land mine.

(2) A total of 207 separate convoys were committed under the operational control of this battalion during this reporting period. Only one convoy was supported in which operational control remained with another headquarters.

(3) On 27 June 1968 this battalion was informed that it would assume the operation and maintenance responsibility of the Vinnell Corporation vehicles on 1 July. This required the readjustment of personnel within all units so to provide the most capable operators to man the additional 20 Kenworth trucks, 42 International Harvester tractors and trailers, and seven M275 truck-tractors. An immediate training program was required, initiated, and successfully completed in 72 hours without a marked loss of efficiency in the port and beach clearance operation.

(4) During the month of May and June a critical shortage of junior officers caused the operational responsibilities of convoy commander to fall upon the NCO's of the units. They performed admirably in the convoy operations; however, their absence from the units created a shortage of needed supervisory personnel.

(5) With the consolidation of all units into one motor pool, a space shortage necessitated the establishment of a trailer park. Construction of the consolidated trailer park was begun this month on a self-help basis. The trailer park will accommodate 300 semi-trailers. It is anticipated to be completed in the early part of the next quarter.

(6) This period has seen a marked increase in port and beach clearance support. The transition has continued to the point of more assets supporting port and beach than line haul, which reflects a definite reversal of mission emphasis as compared to the last reporting period. This can be readily seen in the statistics listed in paragraphs c and d. This change in support emphasis away from line haul coupled with a shortage of 49 M52's has created a significant backlog of missed RDD's.

c. Tonnage: During the period 1 May through 31 July 68, the following tonnage and PAX were hauled by units attached to this HQ:

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<u>MONTH</u>	<u>P&amp;B</u>	<u>LOCAL</u>	<u>LINE</u>	<u>PAY</u>
May	30,630	8,084	15,339	5,845
June	67,011	1,410	17,416	6,105
July	<u>93,059</u>	<u>53,765</u>	<u>10,988</u>	<u>9,675</u>
TOTAL	190,700	63,259	43,743	21,625

d. Vehicle Management. Battalion vehicle assets were committed as follows:

	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>
P&B	10.0%	25.3%	32.6%
LOCAL	7.1%	6.7%	19.9%
LINE	54.5%	47.6%	18.3%
TDY	28.4%	20.5%	29.2%

e. Weather and Intelligence.

(1) On two separate convoys the weather proved detrimental to line haul operations on QL-21. The heavy rain in the highlands created numerous washouts in the by-passes. This caused a two-day extension on a two-day trip. On another occasion, the poor road conditions caused the convoy to arrive at destination extremely late at night.

(2) Major construction efforts continued on the portion of QL-1 most utilized by this battalion. At the present time the construction between Phan Rang and Nha Trang lengthens the turn-around time but this has not presented a noticeable problem due to the longer daylight hours.

(3) Intelligence information received by this battalion continues to be timely, factual and reliable. Daily and weekly intelligence summaries contribute significantly to the successful conduct of convoy operations.

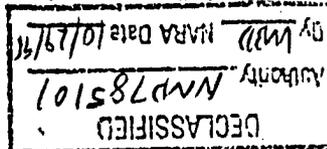
f. Problems Encountered in Meeting Requirements:

(1) The insufficient quantity of 1/2-ton trucks authorized continues to provide an unsuitable ratio of support to convoys in line haul operations. It has been emphasized in past reports from this battalion and other truck battalions in Vietnam that additional 1/2-ton vehicles are necessary for safe and efficient convoy operations.

(2) The increase in TDY support of vehicle assets further limited the line haul capability of this battalion.

(3) Enemy activity affected line haul operations on one occasion when a bridge was blown and the convoy was delayed two days before being allowed to return.

g. Force Development: On 15 May, the 592nd Trans Co, 24th Trans Co and 3rd Plt, 515th Trans Co were attached to this battalion. At the same time, the 24th Trans Co was reorganized from a Light Truck to a Medium Truck company and moved from Tuy Hoa to Cam Ranh Bay. The POL platoon of the 670th Trans Co remains attached to US Army Depot, CRB, for operational control. The 442nd Trans Co is providing three task vehicles and drivers to Vung Ro Bay in support of port clearance operations, and two task vehicles and drivers in support of



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the Forward Support Area (FSA), Phan Thiet. The 592nd Trans Co is providing ten vehicles and drivers to FSA, Ban Me Thout; two vehicles and drivers to FSA, Bao Loc; and two vehicles and drivers to FSA, Song Mao. The 564th Trans Plt was moved to Phan Rang on 2 Jul 68 to provide beach clearance support. One platoon from the 566th Trans Co remained attached to the Da Nang Support Command for operational control. During the reporting period this battalion was involved in support operations in the following geographical areas: Cam Ranh Bay, Bong Son, Tuy Hoa, Ninh Hoa, Ban Me Thout, Nha Trang, Phan Rang, Phan Thiet, Dalat, Bao Loc, Dong Ha, Quang Tri, Qui Nhon, Wunder Beach, and Pleiku.

h. Commitments and Cooperation with Other Services and Nations: The 36th Trans Bn continues to provide support to ROKA at Ninh Hoa, Nha Trang, Phan Rang, and Ba Ngoi. ARVN forces were also supported at Ban Me Thout and Phan Rang.

1. Training.

(1) Annual requirements, i.e., range firing, are conducted once a month to insure maximum support by all eligible personnel. In this way, all newly-arrived personnel become familiar with the basic weapon and meet the requirement for semi-annual qualification and/or familiarization firing.

(2) The battalion's Driver Training School remained active this quarter. Its purpose is to train all newly-arrived personnel on the proper procedures regarding driving, maintenance, and transporting of cargo. After accepting the twenty Kenworth trucks and the IHC's from Vinnell, a 30-hour block of instruction was prepared in an effort to train the military drivers as expeditiously as possible. After only a one-day period for the IHC's and a three-day period for the Kenworth, the vehicles were returned to port and beach clearance support and 130 drivers had been crossed trained to do the job. After a rather large influx of newly-assigned drivers in June and July, the capacity of the school was increased in order that 174 drivers were trained during the period 6-24 July 68. The same series of instruction is used for remedial drivers training when required.

(3) Because of the rotation of many experienced key convoy personnel this quarter, a special orientation class was given to all newly-assigned officers and NCO's in July.

Supply, Logistics and Facilities.

a. Density of Equipment. Shortages of repair parts continues to exist, particularly vehicle parts such as tires and inner tubes for the 5 ton tractor and 5 ton cargo truck. At the close of this reporting period the battalion is composed of 4 medium truck companies and one light truck company, with 2 additional truck platoons, with a total of 244 truck-tractors authorized and 195 on hand; 100 truck, 5 ton, cargo authorized, 99 on hand.

b. During the reporting period two truck companies from the battalion moved out of temporary areas to their present locations in the Cam Ranh Bay cantonment area and are presently involved in clearing the abandoned areas.

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c. The problem of repair of sideboards for the semitrailer M-127 was not solved during this reporting period; however, the 69th Maint Bn is in the process of fabricating headboards and the sideboards are on requisition through the Army Materiel Command.

d. The 24th Trans Co was reorganized from a light truck company to their present TOE 55-18G at the beginning of the reported period. At the present time the company is authorized 120 semitrailers S&P with 12 on hand, and 61-5 ton tractors authorized with 13 on hand.

(1) The following equipment is assigned to the unit and is used for Port and Beach clearance: truck, tractor IHC 5 ton-42 ea; truck, cargo 20 ton Kenworth-20 ea; trailer, 4 wheel 15 ton-20 ea; and truck, tractor 2½ ton-7 ea. The equipment was transferred from the Vinnell Corporation.

(2) All excess TOE equipment generated by the change over is being processed for turn-in to the appropriate supply sources.

e. During the first week of July 1968 the 564th Trans Plt moved from Cam Ranh Bay to the Phan Rang Logistical Support Activity at Phan Rang. The S4 section obtained the required equipment prior to the move.

f. During this reporting period 5 units received the Command MRI and obtained a satisfactory rating. The units inspected were HHD, 24th Trans Co 442nd Trans Co, 592nd Trans Co and the 564th Trans Plt.

g. During this reporting period the 442nd Trans Co received their Command CMMI obtained a satisfactory rating.

Maintenance and Management:

a. Unit deadline showed a marked improvement during the months of May and June. One prime factor resulting in this lower deadline rate was a policy of holding 10% of task vehicles daily for preventive maintenance.

b. The Battalion is currently facing a serious shortage of M151A1, 1/4 ton vehicles due to the lack of transmissions in the command. This condition adversely affects control of line haul convoys, port and beach clearance, and administrative functions. Seven out of the twenty-five vehicles authorized to the companies are presently in DSU.

c. Spasmodic shortages of DX parts such as fuel pumps, turbochargers, hydrovac, radiators, batteries, and other similar items continue to be a problem area.

d. The lack of headboards for the M127 trailers is a safety factor which has caused considerable trailer unavailability. Sideboards also have been a problem area and are rapidly becoming equally critical.

e. There has been no vehicle washpoint available to the Battalion during the past month and dirt is accumulating on the vehicles as to hamper inspection and repair. This also compounds the problem of preparing vehicles of DSU.

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f. The battalion consolidated the Motor Pool and maintenance activity 5 July 1968. This move was accomplished approximately 30 days prior to the original target date. The impact of this consolidation was felt immediately by an increasing deadline. Several factors contributed to this condition other than the physical movement of the units into the area. A more far reaching inspection system was initiated which will enhance the life of the vehicles but will initially increase the work load of the shops. The mechanics from the 24th Trans Co were required to receive additional training due to acquiring IHC and Kenworth tractors and trailers from the Vinnell Corporation on 1 July 1968. A series of CMMI and CMRI inspections during this period involving all units disrupting the work flow and added to the problems of initial organization. The area selected lacked the required facilities which are now being constructed on a self help basis with the use of on hand and salvage material. Individual unit PLL's are maintained in the eventuality of a reassignment or unit move and this requires a parts man on duty 24 hours a day from each organization. A marked improvement in deadline of vehicles and maintenance in general is anticipated during the next reporting period and appropriate command emphasis is being placed on this activity.

g. A consolidated Trailer Park is presently under construction with a tentative completion date in August. This facility will house all task trailers of this battalion.

2. (FOUO) Section II, Lessons Learned: Commanders Observation, Evaluations, and Recommendations.

a. Personnel: none.

b. Operations:

(1) Multiple convoy operations: (a) Observation: A mission requirement still exists to provide line haul support to Tuy Hoa, Ninh Hoa, Nha Trang, and Phan Rang on a daily basis and designated inland areas periodically. The current insufficient authorization\* of  $\frac{1}{2}$ -ton trucks coupled with a high deadline has created a ratio of  $\frac{1}{2}$ -ton trucks support to task vehicles of 1:15. As stated last quarter, this is totally inadequate from both a security standpoint while on the open road and from an efficiency standpoint at destination in attempting to expedite the off-loading.

(b) Evaluation: Immediate authorization of one additional  $\frac{1}{2}$ -ton truck with communication equipment per company is essential of the line haul mission is to remain valid.

(c) Recommendation: That action be taken on the previous reports from all truck units to increase the  $\frac{1}{2}$ -ton truck authorization and that provision be made to repair or replace those vehicles now unavailable due to the lack of parts.

(2) TDY Support Through Internal Assets: (a) Observation: During this reporting period the requirement to provide vehicles and personnel to other organizations on a TDY basis has increased to almost 30% (ref para 3d). This has withdrawn assets which were previously supporting line haul operations and port and beach clearance

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(b) Evaluation: Continual loss of assets to outside supported units will more seriously effect the support of daily line haul support to the areas listed in b(1) above.

(c) Recommendations: That the attached elements of this battalion be returned from TDY support and that an augmentation be substituted to provide that support from another source.

c. Training: none.

d. Intelligence: none.

e. Logistics: Shortage of Headboards and Sideboards for M127 Semi-trailers:

(1) Observation: Semi-trailers have become deadlined this quarter for lack of headboards which are damaged and cannot be replaced. In emergencies and when the cargo permits, sideboards have been substituted as headboards in an effort to transport critically needed cargo. Repair of sideboards remains a problem. Chains and binders have been used as substitutes.

(2) Evaluation: Lack of headboards has seriously affected S&P's availability. A self-help repair program was begun but is not adequate to build complete replacements. Chains and binders are preferred to sideboards for securing bulky cargo but prove inadequate for small items palletized and prone to come loose from the pallet, or for projectiles which are on very small pallets and must be contained.

(3) Recommendations: That replacement headboards be made available immediately and that an efficient repair or replacement program for sideboards be provided as soon as possible.

f. Organization: none.

1 Incl

1. Organizational Chart

*Eugene T. Fitzgibbons*  
 EUGENE T. FITZGIBBONS  
 LTC, TC  
 Commanding

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2 August 1968

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SUBJECT: UIC WCKQAAA, Operational Report for Quarterly Period Ending  
31 July 1968 RCS CSFOR-65 (U)

ORGANIZATIONAL STRUCTURE: 36th Transportation Battalion (Truck)

- a. Headquarters and Headquarters Detachment 36th Transportation Battalion (Truck)
- b. 24th Transportation Company (Medium Truck)
- c. 442nd Transportation Company (Medium Truck)
- d. 3rd Platoon, 515th Transportation Company (Light Truck)\*
- e. 564th Transportation Platoon (Light Truck)
- f. 566th Transportation Company (Medium Truck)
- g. 592nd Transportation Company (Light Truck)
- h. 670th Transportation Company (Medium Truck)

\*Attached for operations, quarters, and rations but not for administration.  
All other units are attached for operations and administration.

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