

DEPARTMENT OF THE ARMY  
HEADQUARTERS 36TH TRANSPORTATION BATTALION (TRUCK)  
APO 96312

AVCA CRB-TC-TM-B

31 October 1968

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

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

Organization: The 36th Transportation Battalion (Truck) has not changed significantly from the previous reporting period. The current organizational structure is attached as Inclosure 1. There was only one unit attached and no unit detachments during the reporting period. The 172nd Transportation Company (Medium Truck) was attached to this battalion on 19 October 1968 upon its arrival from CONUS. 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 decrease in enlisted personnel in all units attached to this headquarters. The influx in personnel declined to such an extent that difficulties were encountered in meeting the increased mission requirements of this battalion.

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

(1) 1 August 1968: CPT Steven D. Bennett replaced CPT Kauckeck, David J., as company commander of the 24th Transportation Company. CPT Kauckeck assumed duties as assistant S-3.

(2) 16 August 1968: 1LT Lester B. Kenny Jr. replaced CPT Richard Barnaby as commanding officer of the 592nd Transportation Company, CPT Barnaby rotated to CONUS.

(3) 17 August 1968: LTC Paul E. Riese replaced LTC Eugene T. Fitzgibbons as Commanding Officer of the 36th Transportation Battalion (Truck). LTC Fitzgibbons rotated to an assignment in CONUS.

(4) 1 September 1968: 1LT John F. Jeter replaced 1LT Gerald P. O'Connor as commanding officer of the 442nd Transportation Company. 1LT O'Connor assumed duties as 36th Transportation Battalion Adjutant to replace 1LT Thomas E. Meyer who rotated to CONUS.

(5) 6 September 1968 : CPT Timothy Andersen arrived and assumed duties as S4 Officer of the 36th Transportation Battalion.

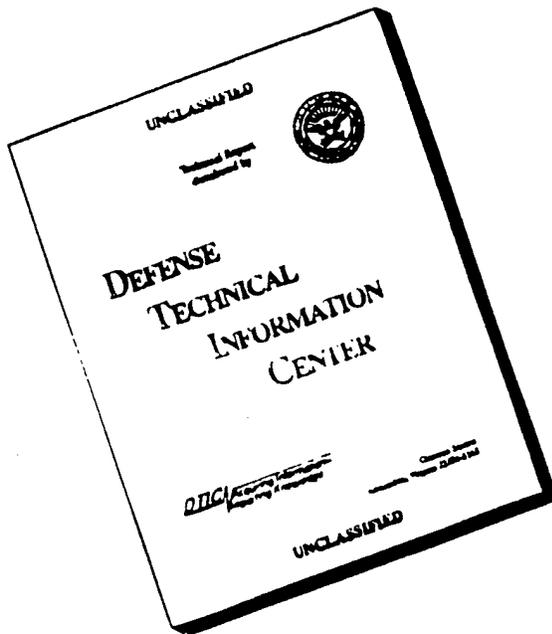
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 SUBJECT: Operational Report of the 36th Trans Bn (Trk) for Period Ending 31 October 1968, RCS CSFOR-65 (RI).

(6) 12 September 1968: LLT Donald W. Krom replaced CPT James W. Mulford as commanding officer of the 670th Transportation Company. LLT Krom was previously a platoon leader in the 670th Trans Co.

(7) 27 September 1968: CPT Wayne A. Taylor replaced LLT Krom as commanding officer of the 670th Transportation Company. LLT Krom assumed duties as platoon leader in the 670th Trans Co.

c. The 36th Transportation Battalion employs 51 Vietnamese Local Nationals to perform services within the battalion. These services consist of maintenance of building, welding, carpentry, and kitchen police. The distribution of UN's is as follows:

UNIT	AUTH/UTIL	
WHD, 36th Trans Bn	0	7
24th Trans Co	7	8
442nd Trans Co	12	14
172nd Trans Co	0	0
566th Trans Co	5	8
592nd Trans Co	5	5
670th Trans Co	8	9

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

- (1) Purple Heart: 2
- (2) Bronze Star Medal: 3
- (3) Bronze Star Medal w/"V": 3
- (4) Army Commendation Medal: 7
- (5) Good Conduct Medal: 41
- (6) Support Command Certificate of Achievement: 44

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

UNIT	1 Aug 68	31 Aug 68	30 Sep 68	31 Oct 68
WHD, 36th Trans Bn	53	49	46	43
24th Trans Co	264	221	217	237
172nd Trans Co				187
442nd Trans Co	203	182	167	157
566th Trans Co	227	208	178	165
592nd Trans Co	220	207	148	166
670th Trans Co	204	183	165	158
564th Trans Plt	51	50	45	45
TOTAL --	1,222	1,100	966	1,158

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 31 October 1968, RCS CSFOR-65 (RI).

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

UNIT	AUG		SEP		OCT	
	G	L	G	L	G	L
HHD, 36th Trans Bn	5	9	8	9	4	7
24th Trans Co	16	57	18	18	47	26
172nd Trans Co					0	0
442nd Trans Co	7	25	12	17	9	19
566th Trans Co	10	30	7	29	6	19
592nd Trans Co	14	4	3	55	22	3
670th Trans Co	4	22	4	19	19	26
564th Trans Plt	0	1	4	9	0	2
TOTAL	56	148	56	156	107	102

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

ALLOCATIONS

	E9	E8	E7	E6	E5	E4	E9	E8	E7	E6	E5	E4
AUG	0	0	0	1	17	65	0	0	0	1	17	65
SEP	0	0	0	0	22	33	0	0	0	0	22	33
OCT	0	0	1	9	39	32	0	0	1	9	39	32
	0	0	1	10	78	130	0	0	1	10	78	130

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

	AUG			SEP			OCT		
	Elig	Recn	%	Elig	Recn	%	Elig	Recn	%
1st Term RA	0	0	0	1	0	0	2	1	50%
Career RA	2	2	100%	0	0	0	3	3	100%
AUS	0	0	0	18	0	0	23	1	3%

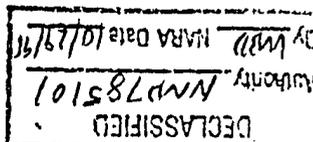
i. R&R's requested, allocated and utilized during the reporting period were as follows:

	REQ	ALOC	UTIL
AUG	46	46	46
SEP	46	46	45
OCT	49	49	49
TOTAL:	141	141	140

Operations and Intelligence:

a. Throughout this quarter, the highway transport missions of port and beach clearance, local haul, line haul operations remained the sole responsibility of this battalion. Additional assets were received in Sep-

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31 October 1968 RCS CSFOR-65 (RI)

tember when the 512nd Trans Co (Lt Trk) arrived for 49 days and in October when the 172nd Trans Co (Mdm Trk) arrived in a PCS status. After brief training periods, both units became operational in both the line haul and port and beach operations.

b. Significant operational accomplishments were as follows:

(1) On 8 September the first in a series of convoys began in continual highway support of Ban Me Thuot on an every other day basis. Through 17 October there were 16 convoys since the operation began. The runs were discontinued temporarily due to the heavy rains and washouts which began on 19 October 1968. This continual grind has taken its toll on equipment and personnel alike. Because of this operation (a two day round trip) the availability of vehicles declined sharply. This rate is quite noticeable in the reduced tonnage moved as shown in paragraph 2c. However, as a means of supporting the troops in the field it has met with continual success and accomplishment.

(2) The total number of major convoys increased this quarter from seven to twenty-seven. The areas supported include Ban Me Thuot, Dalat, and Bao Loc. The organic and supported security measures used in the past were continued. In addition, a hardened vehicle concept was devised and organic 5-ton cargo vehicles were converted to hardened vehicles. This was accomplished through the use of armored kits for the cabs and a wood and sandbox frame for the protection of three machine gunners riding in the bed of the vehicle. In an attempt to lesson the weight on the vehicle and increase the small arms protection numerous experiments were conducted. A successful combination is achieved by placing 3/8 inch rolled steel plating set two to three inches in front of 1/2 inch steel plating. This has been tested by firing a M-60 machinegun at various ranges and is effective. The total carried weight of the vehicle with crew will be under 4.5 short tons after modification.

(3) To expedite the loading of S&P trailers and reduce the requirement for shuttle tractors an operation was begun this quarter to "spot" the trailers in the loading yard 24 to 36 hours in advance of the convoys SP time. It has proven successful on certain classes of cargo. However, many of the yards are too congested to fully utilize this system.

(4) The BDL John U.D. Page returned to operation at Cam Ranh Bay. It is being used as a Roll-on/Roll-off vessel between Cam Ranh Bay and Vung Ro Bay utilizing this organization's trailer assets. The trailers are shuttled and loaded while the vessel is enroute reducing in-port time to a minimum. The Page has a capacity of 47 S&P trailers.

(5) In a further effort to increase productivity of limited assets, 5-ton cargo trucks are pulling S&P trailers by use of "dollies" in port and beach clearance. This is operating on a limited scale at the present in Phan Rang. It has proven effective but requires highly trained operators because of the difficulty in backing with a double pivot.

(4)

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 31 Oct 1968, RCS CSFOR-65 (RI).

(6) Kenworth truck assets increased to thirty after the ten remaining vehicles returned from the DMZ. This has increased port and beach clearance capability.

(7) As predicted in the last report, the trailer park was completed this quarter and is presently housing the trailers of four medium truck companies. In addition to the parking areas, there is also a trailer repair tent for servicing and maintenance. However, it is projected that the trailer park area is only temporary and additional ground will be required within the next 10 - 12 months for a permanent site.

(8) A truck-rail shuttle operation was begun on a local level. Preload ing of trailers is accomplished at night and shuttled across the bay the following day to the railroad yard. Cargo is offloaded into the rail cars and transported to Minh Hoa or Phan Rang where it is further transported by highway to local depots or consignees. The rail operation has been slow and is limited to that cargo which is not susceptible to pilferage.

(9) The receipt of some new equipment has been of much benefit. Forty Eight S&P trailers received provides a better utilization of the Page. Thirteen new 1/2 ton trucks have contributed significantly to our operations by providing most critically needed command and control vehicles.

(10) The use of sideboards in highway transport has been negligible. They are used for hauling projectiles, drums, and a few other items of cargo. The primary source of securing cargo has been through the use of chains and binders. They have proven to be far superior than banding material which has been used in a very limited way because of the inability of the depot to acquire it. When a shortage of the larger, 13,000 pound binders occurred, a smaller, 3,300 pound binder was used. The smaller binder had to be modified by using shackles and 3/8 inch hooks. These have been proven to be quite adequate.

c. Tonnage: During the period 1 August through 31 October 1968, the following tonnage was hauled by units attached to this HQ:

<u>MONTH</u>	<u>P&amp;B</u>	<u>LOCAL</u>	<u>LINE</u>	<u>TOTALS</u>
Aug	88,380	114,787	12,837	216,004
Sep	82,147	93,441	11,438	187,026
Oct	<u>111,530</u>	<u>113,766</u>	<u>7,110</u>	239,406
Totals:	289,057	321,994	31,385	

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

	<u>August</u>	<u>September</u>	<u>October</u>
P&B and local	54%	42%	49%
Line	20%	31%	30% (5)
TDY	26%	27%	21%

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c. Weather and Intelligence:

(1) Weather has begun to seriously effect highway operations. A recent storm with heavy rains caused numerous washouts both on the line haul routes as well as routes and areas utilized in port and beach operations. The most seriously effected, however, was the line haul operations. The roads out of Cam Ranh Bay were closed from 19 October until 26 October when a convoy was sent to Phan Rang. Convoys were permitted in-land for the first time on 30 October. It is anticipated that with the coming of the Monsoon season numerous delays in convoy operations will occur.

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

f. Problems encountered in Meeting Requirements:

(1) During the greater portion of the period, the nonavailability of 1/2 ton trucks was due to non-repairable mechanical difficulties adversely affected operations. Port and beach as well as convoy operations were performed with far less than adequate command and control vehicles. It became necessary at times to borrow 1/2 ton trucks from higher headquarters in order to effectively accomplish the mission. Shortages were filled and some unserviceable vehicles were replaced by new 1/2 ton trucks during the month of October. However, the full availability of authorized 1/2 ton trucks does not provide a suitable ratio of support vehicles to convoys in line haul operations. As has been reported previously by this battalion and other organizations in Vietnam, additional 1/2 ton vehicles are necessary for safe and efficient convoy operations. An MTO&E change is being submitted requesting authorization for the increase.

(2) Due to the shorter hours of daylight, more convoys are being detained extra days on the road. Security is not available to offload operations at night. Thus, availability of assets becomes less as a result of the unscheduled lay overs. This, coupled with the increased deadline rate of task vehicles this quarter has seriously effected our ability to meet our commitments.

(3) Test firing of machineguns continue to be inadequate. At present, the automatic weapons are taken to the post range the night before the convoy departs in order to test fire them after reassembly (range is 20 to 30 minutes from assembly area). This however is marginally adequate since the machinegunner is not necessarily the same as the one who will be assigned the day of the convoy. Therefore, the required confidence which should be gained by the gunner in firing the weapon is lost. Efforts have been taken to construct a range or free fire zone near the convoy assembly areas but at the present time results have been negative.

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 31 October 1968 1968, RCS CSFOR-65 (RI).

g. Force Development: On 10 September, the 512th Trans Co was placed under operational control of this battalion in a TDY status from Qui Nhon. They were sent to remain for 30 days but actually stayed until 20 October when they returned to Qui Nhon. On 11 October the 172nd Trans Co (Mdm Trk) arrived from CONUS and was attached to this battalion. The POL platoon of the 670th Trans Co (Mdm Trk) remains attached to the 262nd OM Bn for operational control. The 442nd Trans Co (Mdm Trk) is providing five task vehicles and drivers to Vung Ro Bay in support of port clearance operations, and two task vehicles and drivers in support of the Forward Support Activity (FSA), Phan Thiet. The 592nd Trans Co (Lt Trk) is providing ten vehicles and drivers to FSA, Ban Me Thuot and two vehicles and drivers to FSA, Bao Loc. The 564th Trans Plt remains at Phan Rang providing port and beach clearance support. The one platoon from the 566th Trans Co (Mdm Trk) which was reported to be attached to Da Nang Support Command last quarter has returned to the battalions control effective 20 October 1968. During this reporting period the battalion was involved in support operations in the following geographical areas: Cam Ranh Bay, Tuy Hoa, Ninh Hoa, Ban Me Thuot, Nha Trang Phan Rang, Dalat, Dong Ha, Quang Tri, and Wunder Beach.

h. Commitments and cooperation with other Services and Nations: The 36th Trans Bn (Trk) continues to provide support to ROKA at Ninh Hoa, Nha Trang, Phan Rang, and Ba Ngoi. ARVN forces were also supported at Ban Me Thuot and Phan Rang.

i. Training:

(1) Annual requirements; i.e., range firing, are conducted monthly to insure maximum participation 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.

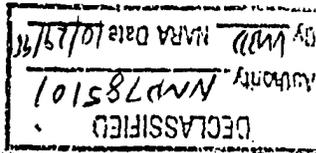
(2) The arrival of the two new companies necessitated a limited amount of special training. Basically the training consisted of an orientation of the peninsula and the line haul routes. In addition, a few hours were devoted to driving loaded vehicles in sandy areas. A portion of the training concerned convoy operations in Vietnam. This included driving over inferior roads, field expedient road repairs, action taken in ambushes and safety.

(3) Due to the extremely small number of replacement drivers received this period, the drivers training school received little utilization.

Supply, Logistics, and Facilities:

a. A total of 60 headboards were constructed for the 12 ton S&P trailers during this reporting period. Also 280 "Explosive" signs for trucks were constructed and issued to units of the battalion.

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b. Numerous coils of manila rope were drawn and issued to the units of the battalion as emergency tie down devices to replace critically short chain and binders.

c. Battalion POL station was constructed and put into operation. The battalion temporary trailer park was fenced off and the trailers are being parked in the area.

d. During the reporting period a new company area and motor pool was acquired to accommodate the 172nd Trans Co which joined the 36th Trans Bn (Trk) from Ft Lewis.

e. The 512th Trans Co reported to the 36th Trans Bn (Trk), TDY from Qui Nhon, for 30 days. Housing facilities were borrowed from the 87th Engineer Bn to accommodate the unit.

f. Chains and binders are still critically short. The battalion has 700 binders and 60,000 feet of chain on requisition.

g. During the reporting period the 24th Trans Co, 566th Trans Co, and the 592nd Trans Co received their AGI. The 24th received an unsatisfactory, the 592nd and 566th Trans Co's received a satisfactory.

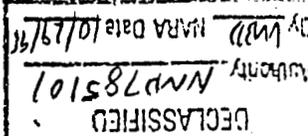
h. During the reporting period there was an increase of vehicle accidents. During the month of September there was a total of 15 accidents. Largest for the reporting period.

#### Maintenance and Management:

a. Vehicle deadline increased steadily during the reporting period. The task vehicles of the battalion are requiring a excessive amount of maintenance due to age and mileage. This element, coupled with more demanding line haul commitments, are the prime factors for the high deadline posture. During the later part of October a certain degree of relief was received when extreme conditions restricted convoy operations, allowing adequate time for maintenance. Restoration of these vehicles is becoming more difficult and time consuming however, and retaining an acceptable availability level more rigorous.

b. Requisition and DX parts are continually a problem area. Tires, tubes, batteries, radiators, turbochargers, hydrovacs, jackshafts, along with engines and other major components are in very short supply. The units PLL's are fast being depleted and replenishment is extremely slow. The cannibalization point, the prime source of non-supply items, has been stripped of practically all needed and serviceable parts. Numerous parts for IFC and Kenworths have been at zero balance causing commercial vehicle deadline to increase sharply in mid October.

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31 October 1968 RCS CSFOR-65 (RI)

c. A tropical storm bringing heavy rains made the motor pool impassible for all but four wheel drive vehicles. The same storm destroyed the only wood structure maintenance building and seriously damaged several maintenance tents. The 24th Trans Co was forced to evacuate the area and move to a temporary motor pool. The work of all other units was sharply curtailed due to the mud and high water. This same condition resulted in many wheel and brake problems developed from prolonged operation in the mud. A request for stone and drainage construction has been submitted to prevent a recurrence of this situation, however critical shortage of construction items indicated that little relief will be forthcoming.

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

a. Personnel: none

b. Operations:

Multiple convoy operations: (a) Observation: A mission requirement still exists to provide line haul support to Tuy Hoa, Ninh Hoa, Nha Trang, Phan Rang, and Ban Me Thuot on a daily basis and other designated inland areas periodically. The current insufficient authorization of  $\frac{1}{4}$ -ton trucks has created a ratio of  $\frac{1}{4}$ -ton trucks support to task vehicles of 1:20. 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 four additional  $\frac{1}{4}$ -ton trucks with communication equipment per company is essential if 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  $\frac{1}{4}$ -ton truck authorization.

c. Training: none

d. Intelligence: none

e. Logistics: none

f. Organizational: none

3. (FOUO) Section III, Department of the Army Survey Information.

Survey of Escape and Evasion: none

1 Incl

1. Organizational Chart

*Paul E. Riese*  
PAUL E. RIESE  
LTC, TC  
Commanding

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31 October 1968, RCS CSFOR-65 (RI).

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SUBJECT: OIC WCKOAAA, Operational Report for Quarterly Period Ending  
31 October 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. 172nd Transportation Company (Medium Truck)
- d. 442nd Transportation Company (Medium Truck)
- e. 3rd Platoon, 515th Transportation Company (Light Truck) \*
- f. 564th Transportation Platoon (Light Truck)
- g. 566th Transportation Company (Medium Truck)
- h. 592nd Transportation Company (Light Truck)
- i. 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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