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OCT 13 1967

IN REPLY REFER TO
AGAM-P (M) (22 Sep 67) FOR OT RD-670385

ACCESSION NO 7 AD 386362
REGISTR CERT 29253

SUBJECT: Operational Report - Lessons Learned, Headquarters,
36th Transportation Battalion (Truck)

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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

OCT 13 1967

ACCESSION NO. 05 JUL 1967
PO REGISTER VERT 292539
4 May 1967

AVCA CR-MT-A-00

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967

THRU: Commanding Officer
500th Transportation Group (Motor Transport)
APO 96312

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

SECTION I. SIGNIFICANT ORGANIZATION OR UNIT ACTIVITIES:

1. (U) The organization of the 36th Transportation Battalion (Truck) remains unchanged from the previous reporting period. (Its organizational structure is attached as inclosure number one.) While there were no attachments or detachments of units to or from this headquarters, two units were temporarily relocated from the Cam Ranh Bay area. On 14 April 1967, the 63rd Transportation Company (minus one platoon) moved to Chu Lai, RVN, in support of Operation OREGON. The third platoon of the 63rd was sent directly to Duc Pho to participate in the same operation. In addition, one platoon of the 360th Transportation Company (Medium Truck) (Petroleum) was attached to the 63rd Trans Co on 23 April 1967. Although the majority of the platoon joined the main body of the 63rd in Chu Lai, three five-ton tractors and six 5000 gallon tankers were placed in Duc Pho with the third platoon of the 63rd.

2. (U) The headquarters and its attached units were engaged in operations for a total of eighty-nine (89) days during the reporting period. The primary mission of the battalion remains the support of port and beach clearance operations, with increased emphasis on line haul convoys and movement of bulk POL. Passenger movements constituted only a minor portion of battalion operations. 2,804 personnel were transported during the month of February; this increased to 5,891 in March, but fell off to 5,487 in April.

3. (U) Significant personnel changes included the following assignments and reassignments:

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a. 13 February 1967 - 1st Lt Daniel C. Miclau replaced 2nd Lt John E. Riley Jr., as detachment commander, 1st and 2nd platoons, 360th Transportation Company (Medium Truck)(Petroleum). Lt Riley was placed in the platoon leader position of the 670th Transportation Company (Medium Truck)(Composite) which was vacated by Lt Miclau.

b. 1 March 1967 - 1st Lt William Spaulding replaced 2nd Lt Ralph Phillips as a platoon leader in the 442nd Transportation Company (Medium Truck). Lt Phillips was transferred to the 56th Supply Company, APO San Francisco 96312.

c. Warrant Officer W-2 Willie Reedy, 442nd Transportation Company (Medium Truck) was selected to become a member of the USARV IG Field Office, Nha Trang, RVN, and departed 27 March 1967.

d. On 12 April 1967, Captain Stephen C. Maxson assumed command of the 63rd Transportation Company (Light Truck). The former unit commander, Captain Michael R. Corpuz Jr., replaced Captain Maxson as assistant battalion S3.

4.(U) Major Otis Scott was appointed battalion civic affairs officer. Primary attention was given to procuring light clothing, soap and other commonly needed items for the refugees at the Bai Gieng camp near Cam Ranh Bay. Assisting the battalion in its efforts were the students of Stella Maris High School, Rockaway Park, New York, and the 6th grade students of St. Martin of Tours, Brooklyn, New York.

5.(U) Only four (4) Vietnamese nationals are currently employed by the 36th Transportation Battalion. Three women laborers maintain the offices located in the headquarters building and assist the detachment supply sergeant with care, cleaning and issuing of equipment. One male carpenter has been employed in the construction of new enlisted billeting facilities to replace ramshackle buildings which were built when the battalion initially arrived in-country. He also performs repairs throughout the headquarters area where carpentry is required.

6.(U) Two outstanding events occurred during the reporting period from the standpoint of operational achievement:

a. In February, the 63rd Transportation Company (Light Truck) broke its own daily tonnage record by moving over 2300 short tons in a 24-hour period.

b. In a record-breaking five day operation during March, the battalion completed six convoys carrying badly needed combat cargo from Cam Ranh Bay to Ban Me Thuot and Khanh Duong. The mission involved 350 men and 250 vehicles from the 442nd, 360th and 670th Transportation companies. 3,300 short tons of supplies and 295,000 gallons of petroleum, oil and lubricants were moved over nearly 1,000 miles of unsecure road.

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7.(U) Awards and decorations were presented as follows:

- a. Bronze Star - 1.
- b. Army Commendation Medal - 1.
- c. Soldier's Medal - 1.
- d. Approximately 200 safe-driving awards were presented during the reporting period.

8.(U) The battalion's personnel strength at the beginning and end of the quarter, and at the close of each month, was as follows:

<u>UNIT</u>	<u>1 FEB</u>	<u>28 FEB</u>	<u>31 MAR</u>	<u>30 APR</u>
HHD, 36th Trans Bn	43	43	47	54
63rd Trans Co	176	158	193	178
360th Trans Plts	61	62	68	93
442nd Trans Co	179	173	167	179
515th Trans Co	161	151	138	202
670th Trans Co	174	166	166	174

9.(U) Personnel replacements and rotations for the quarter were as shown below:

<u>UNIT</u>	<u>FEBRUARY</u>		<u>MARCH</u>		<u>APRIL</u>	
	<u>GAINS</u>	<u>LOSSES</u>	<u>GAINS</u>	<u>LOSSES</u>	<u>GAINS</u>	<u>LOSSES</u>
HHD, 36th Trans Bn	2	4	11	6	14	7
63rd Trans Co	5	23	54	22	19	34
360th Trans Plts	8	3	10	4	28	2
442nd Trans Co	2	4	15	20	19	7
515th Trans Co	8	16	22	31	76	11
670th Trans Co	13	21	24	23	22	20

10.(U) Promotion allocations received and promotions made within the battalion included:

	<u>ALLOCATIONS</u>			<u>PROMOTIONS</u>					
	<u>E6</u>	<u>E5</u>	<u>E4</u>	<u>E9</u>	<u>E8</u>	<u>E7</u>	<u>E6</u>	<u>E5</u>	<u>E4</u>
<u>FEB</u>	2	13	85	1	1		2	13	76
<u>MAR</u>	0	24	87	1	1	1		24	71
<u>APR</u>	1	14	56				1	14	45

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11.(U) The number of reenlistments effected within the battalion during the reporting period were:

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
a. First-term RA	2	1	0
b. Career RA	4	2	0
c. AJS	0	0	0

12.(U) The battalion is presently up to strength with the exception of four officers in the grade of lieutenant to fill vacant platoon leader positions; however, orders have been received on officers to fill all four vacancies and they are expected in within the next two months.

13.(U) Security: Security for facilities, personnel, billets, etc., is considered adequate. On 14 March 1967 the security was inspected as a part of the AGI. All deficiencies noted by the inspection team have been corrected.

14.(U) Weather and Intelligence: a. Weather had very little effect on line haul operations with the passing of the monsoon season. In the Cam Ranh Bay area, weather had little or no effect on port and beach operations due to the recently completed hard surface pavement which links the port and beach area, CRB deport and the CRB air base together.

b. The intelligence received by this battalion is more current and up to date than during the previous quarters. However, information concerning enemy activity on long line-haul convoys to destinations such as Da Lat and Ban Me Thuot is still sketchy and vague.

15.(U) This battalion participated in the following operations during this quarter:

a. Operation SUMMERALL (27 March - 30 April 1967).

FOL

2233 S/T

707,400 gallons

b. Operation GREGON (13 April - 30 April 1967).

CARGO

PAX

2000 S/T (approx)

850

16.(U) Problems encountered in meeting requirements:

a. Line haul commitments have more than doubled since the last reporting period. Off-loading the vehicles in order to make a one day turnaround has presented problems on numerous occasions. The problem stems from a lack of MHE and manpower. In several cases, off-load sites had no knowledge the convoy was coming, consequently had not programed the manpower or MHE to handle the cargo. This re-

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sulted in unnecessary confusion; furthermore, the drivers had to stay up all night and drive back to Cam Ranh Bay the following morning. This problem has been resolved by decreasing the number of vehicles committed to sites where MHE is limited. In addition, one guard is left with the trailers if they must remain overnight at destination.

b. Enemy activity has not affected highway operations during this period.

17.(C) Force Development: The 63rd Transportation Company (Light Truck), under the command of CPT Stephen C. Maxson, was alerted and moved to Chu Lai and Duc Pho for Operation OREGON. The 63rd Transportation Company was augmented with one platoon from the 360th Transportation Company. The first elements of the unit moved by sea starting on 9 April 1967 with the main body departing on 14 April. The platoon of the 360th Transportation Company departed on 23 April 1967, with its last element leaving the following day. One platoon of medium trucks from the 442nd Transportation Company (Medium Truck) under the command of 1LT Carl F. Fonash has been alerted to move to Chu Lai on order to be attached to the 63rd Trans Co (Lt Trk).

18.(U) Commitments and cooperation with other services and nations: The 36th Transportation Battalion (Truck) continues to provide support to ROKA at Ninh Hoa and Nha Trang. The Vinnell Corporation Truck Operations remains under the operational control of this battalion.

a. ROKA Support: An average of 5 S&P's are committed to ROKA each day. Off-loading continues to be a problem due to lack of MHE and the fact that much cargo still has to be off-loaded by hand. The problem has been brought to the attention of the 500th Transportation Group (Motor Transport) and it has been decided to decrease the number of vehicles by one-half until ROKA can increase their off-load capability.

b. Contract with Vinnell Corporation: The Vinnell Corporation Truck Operations acquired an additional ten (10) Kenworth 10-ton tractors and ten (10) 15-ton trailers during the month of April, giving them a total of twenty (20) 10-ton tractors and twenty (20) 15-ton trailers. In addition to the Kenworths, the Vinnell Corporation Truck Operations has forty-two (42) IHC (International Harvester Corporation) 5-ton tractors and twenty-eight (28) S&P trailers. It should be noted that ten (10) S&P trailers were returned during April to a unit from which they were hand receipted due to the unit being placed on alert for movement. With the addition of ten (10) Kenworths, the loss of the S&P trailers has not been felt.

19.(U) Training:

a. The 36th Transportation Battalion (Truck) commits its subordinate units' equipment and personnel on a 20 hours-per-day basis. This leaves 2 hours in the morning, 0500 to 0700 hours, and 2 hours in the afternoon, 1700 to 1900 hours, for motor stables.

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b. To fulfill the training requirement, classes are held twice a day -- once prior to the 1700 to 1900 hours maintenance period and once after this period. In this manner, personnel receive their training just before or just after duty hours. This was found to be most convenient for the personnel and assured maximum participation.

c. Annual requirements, i.e. range firing, are conducted once a month to insure maximum mission support. This also insures that newly arrived personnel are familiar with the basic weapon and meets the requirement for semi-annual qualification and/or familiarisation firing. Also classes on weapons safety are being conducted on a monthly basis, as required by higher headquarters.

d. The Annual IG Inspection, held on 14 March 1967, noted no major deficiencies in the training program either at battalion or company level.

20.(U) Plans:

a. During the period 1 Feb 67 thru 30 Apr 67, this headquarters initiated and completed three (3) OPLAN's for convoy movement.

b. During the period 1 Feb 67 thru 30 Apr 67, this headquarters initiated and completed one (1) OPLAN for refugee resettlement.

c. During the period 1 Feb 67 thru 30 Apr 67, this headquarters initiated and completed one (1) OPLAN for support of Operation SUMMERALL (U).

d. During the period 1 Feb 67 thru 30 Apr 67, this headquarters initiated and completed one (1) OPLAN for reception of new units.

21.(U) Commo network, diagram of nets: See inclosure two.

22.(U) This battalion presently has on hand all the TOE radios authorized with the following shortages or overages:

<u>UNIT</u>	<u>TYPE</u>	<u>SHORTAGE</u>	<u>OVERAGE</u>
515th Trans Co	AN/VRC 47	1	
	AN/VRC 46		1

23. (U) Tonnage: During the period of 1 Feb 67 thru 30 Apr 67, the following tonnage, POL and PAX were hauled by the units attached to this headquarters:

<u>MONTH</u>	<u>PORT & BEACH</u>	<u>LOCAL</u>	<u>LINE</u>	<u>POL</u>	<u>PAX</u>
FEB	96,678 S/T	6,309 S/T	9,971 S/T	150,826 Gal	2,804
MAR	109,289 S/T	2,241 S/T	9,381 S/T	1,629,450 Gal	5,891
APR	84,842 S/T	610 S/T	10,662 S/T	1,745,360 Gal	5,487
TOTAL	290,809 S/T	9,160 S/T	30,014 S/T	3,525,636 Gal	14,182

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24.(U) Vehicle Management:

a. During the month of February 1967, battalion vehicle assets were committed as follows:

- (1) Port and Beach: 60%
- (2) Local Haul: 5%
- (3) Line Haul: 35%

b. During the month of March 1967, battalion vehicle assets were committed as follows:

- (1) Port and Beach: 51%
- (2) Local Haul: 6%
- (3) Line Haul: 43%

c. During the month of April 1967, battalion vehicle assets were committed as follows:

- (1) Port and Beach: 40%
- (2) Local Haul: 6%
- (3) Line Haul: 54%

25.(U) a. USARV Forms 47 submitted for welding machines, arc, for the 63rd and 515th Trans Co's were disapproved. Welding service from support maintenance has improved; however, a Common Table of Allowance for at least one (1) arc welder per transportation truck battalion should be published so that welding of vehicle bodies can be accomplished at unit level.

b. USARV Forms 47 submitted for mount, machine gun, for truck, $\frac{1}{2}$ ton, was approved. However, there is no stock in the command at present.

c. No action has been received on request (USARV Form 47) for additional tow bars for the 670th Trans Co. Due to this unit's continual line haul operations, tow bars have become a most necessary item. To eliminate this situation, the unit has fabricated several tow bars. However, this is only a temporary solution. It is felt that a CTA allowing four (4) tow bars per truck unit not already authorized sufficient tow bars would be appropriate.

26.(U) Density of Equipment: Shortage of spare and repair parts, particularly for vehicles, continues to exist. During the past reporting period much improvement

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was made by depot in reacting to demands. Future stock should improve since the Project Counter team is eliminating the majority of all units' PLL items which are not demand supported or which are not combat essential items. At the close of the previous reporting period, units under this battalion were authorized a total of 280 5-ton trucks and were short 33. Some progress has been made in this area. The current status of 5-ton vehicles is as follows: the battalion is authorized a total of 280 5-ton trucks and is short 21. This is a gain of 12 5-ton trucks since the last reporting period. Coordination with the Firepower and Mobility Section, Cam Ranh Bay Depot, has been effected and the shortage of the 21 5-ton trucks should be satisfied within the next 21-30 days by transfers of serviceable trucks within Cam Ranh Bay assets or issue of new ones.

27.(U) Administration and Conservation of Supplies: The problem with armor vests and sleeping bags has been solved. 1st Logistical Command has authorized by Special Letter of Authorization one of each of the above items per individual in transportation units that are required to drive through unsecured areas.

28.(U) MTOE's: Due to a moratorium on submission of Modified Tables of Organizational and Equipment, units of this battalion have been unable to get approved MTOE's reflecting the actual organization and type of equipment on hand. The 63rd Transportation Company and the 515th Transportation Company are both light truck companies organized under the 2½-ton portion of TOE 55-17F (SRC 410). However, both units actually are equipped with 5-ton cargo trucks. MTOE's and requests for general orders reorganizing them under the 5-ton section (SRC 420) were submitted. The MTOE's were returned without action due to the WAADS (New Army Authorization Document System) which requires that all units submit MTOE'S for WABTOC equipment only. No action has been received on the request for general orders. Headquarters, 500th Transportation Group (Motor Transport) is being kept apprised of this situation.

29.(U) Unit deadline rates have remained relatively stable and normally within 10% of the total equipment except in the 670th Transportation Company. The high rate of deadline in this unit was due largely to a rash of cracked frame crossmembers and a number of engine failures. The large number of cracked frame crossmembers can be attributed to increased amount of daily line haul convoy commitments over extremely rough roads (CRB to Phan Rang and CRB to Vinh Hoa) coupled with metal fatigue. Almost the entire fleet of this unit's vehicles have been in country approximately two years. This problem was resolved by arranging for an Ordnance contact team to arc weld the crossmembers at the unit site. Barring no unforeseen difficulties it is expected that the deadline rate of task vehicles in the 670th Trans Co will return to acceptable limits within the current month. Engines currently are available in depot stock and no specific difficulties have been noted in injector pumps during this reporting period (reference para 27a and b, last report).

30.(U) Some improvement in the illumination of vehicle motor park facilities has been made by obtaining and utilizing small generators. However, this is a temporary solution and is not fully satisfactory. A command letter with DA Form

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2701 has been submitted to the US Army Support Command Engineer in accordance with letter, AVCA EN-RLL, 1st Logistical Command, dated 8 March 1967, subject: Interim Base Camp Power. However, to date no action on this request has been received.

31.(U) The problem with nonavailability of master cylinders, landing legs, springs and torque rods for 12-ton S&P semitrailers and 5,000 gallon semitrailers cited during the last reporting period has improved considerably during the current period.

32.(U) Long range activities to solve maintenance problems:

a. EIR's are being prepared and submitted when defective equipment or components are found.

b. Aggressive follow-up action on repair parts is being emphasized in order to establish a smooth flow of repair parts to the unit level.

c. Requirements for lighting of motor park areas have been reported to higher headquarters for assistance.

SECTION II. COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS:

Part I, Observations (Lessons Learned)(U):

a. Operations:

Item: Trucks are delayed at off-loading sites.

Discussion: In the past, trucks have been committed to various destinations where, upon arrival, it was found that insufficient MHE or manpower was on hand to promptly discharge the cargo. This situation is normally caused by different factors to include improper coordination with the consignee, erroneous activity address codes on the TCMD's, delayed loading and/or departure of the convoy (on line haul moves), and/or the inability of the consignee to receive at one time the amount of cargo shipped. This situation may be corrected by:

- a. Contacting the consignee prior to making shipment.
- b. Checking the activity address directory against the code on the TCMD.
- c. Timely loading and departure of vehicles.
- d. Assignment of an appropriate number of vehicles.

Observation: Consignees lacking the resources to promptly off-load the cargo should notify the shipping agency so that the commitment may be reduced accordingly.

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b. Training:

Item: Mandatory training time is almost nonexistent.

Discussion: 20 hours-per-day operations leave a minimum amount of time available to conduct mandatory training. To alleviate this situation, the mandatory training periods are scheduled just prior to or just after the motor stables periods.

Observation: By holding training just prior to or just after the operational shifts, maximum attendance is gained.

c. Logistics:

Item: Arc-welding equipment is needed at unit level.

Discussion: Ordnance support of welding and body work is very limited and time consuming.

Observation: It is felt this type work could be more expeditiously performed at unit level during scheduled services.

d. Other:

Item: Machine gun mounts for truck, $\frac{1}{2}$ -ton, utility are not authorized under TOE 55-16F, 17F, and 18F.

Discussion: This battalion provides convoys on line haul operations through unsecure areas in support of FSA activities. It is not presently authorized machine gun mounts for $\frac{1}{2}$ -ton trucks resulting in a lack of sufficient, accurate firepower.

Observation: Mounts are required to stabilize machine gun fire and give convoys added protection.

Item: Vehicle tow bars are a critically needed item on line haul operations.

Discussion: TOE 55-18F provides for only two tow bars per medium truck company, i.e., one in wrecker OVM and one for use by the balance of the company. Experience in operating convoys in isolated areas has revealed that the number of tow bars authorized in the TOE 55-18 series is insufficient.

Observation: Units organized under the TOE 55-18 series require four additional tow bars for line haul operations in isolated areas of the RVN.

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Part II, Recommendations (U)

1. Reference paragraph 16a and 18a, recommend that consignees be required to advise shipping agencies of their off-loading capability, updating this information as required.

2. Recommend that one each welding machine, arc, be authorized per transportation truck company in isolated areas where Ordnance support is limited or not readily available.

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DANIEL K. BYRNE
Lt Colonel, TC
Commanding

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AVCA CR-MT-53 (9 May 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967

HQ, 500th Trans Gp (MT), APO 96312 9 May 1967

TO: Commanding Officer, US Army Support Command Cam Ranh Bay,
ATTN: AVCA CR-10, APO 96312

1. (U) Operational Report (RCS CSFOR-65) for the 36th Transportation Battalion (Truck) for the period 1 February 1967 through 30 April 1967 is forwarded.

2. (FOUO) The following comments are provided:

a. Reference paragraph 14b: All intelligence information received from USASC, CRB is forwarded to battalions for assistance in preparing for line haul movements. Convoys to Ban Me Thuot and Dalat are dispatched only after the road has been opened by combat troops. The road is opened either by the placement of combat troops along the entire route which usually negates reported enemy displacements or by escort of combat troops in which instance the convoy is under OPCON of tactical unit commander.

b. Reference paragraph 16a: Lack of ability to achieve a one day turnaround has not been a significant problem throughout the 500th Trans Gp (MT). Distance traveled and road conditions usually precludes achieving a one day turnaround. Consignors and higher headquarters are furnished, NLT 1500 hours daily, a listing of line haul movements for the next day to include consignee and number of trucks.

c. Reference paragraph 18a: The 500th Trans Gp (MT) continues to support ROKA on the basis of the RDD of cargo released by higher headquarters.

d. Reference paragraph 19: Local mission requires the commitment of vehicles and personnel on a 20 hours-per-day basis. Mandatory training conducted immediately prior to and after shift change has been effective. The 500th Trans Gp (MT) has not requested a reduction of operations in order to conduct mandatory training.

e. Reference paragraph 22: Shortage of AN/VRC-47 radio occurred through a directed lateral transfer of one each AN/VRC-47 to another company in September 1966, to fulfill operational requirements. One radio set, AN/VRC-46, was issued by 1st Logistical Command in attempt to fill this

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9 May 1967

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resulting shortage with the only assets available to 1st Logistical Command at that time. Although the issue of the additional items necessary for conversion of the AN/VRC-46 on hand to the AN/VRC-47 short appears unlikely at present, the loss of the resultant additional communications capability to the unit does not preclude unit mission accomplishment.

f. Reference paragraph 24: Percentages represent status of vehicles committed not of vehicles available for commitment.

g. Reference paragraph 25c and 28: Authorization for these items will be requested on MTOE when moratorium is lifted by higher headquarters. Follow-up action on request for general order approval of reorganization of units will be submitted.

9. h. Reference paragraph c, Section II: Same remark as paragraph 8, above.

i. Reference paragraph d, Section II:

(1) Authorization has been obtained through approval of USARV Form 47 by USARV headquarters. MTOE will be submitted when moratorium is lifted.

(2) Authorization for these items will be requested on MTOE when moratorium is lifted by higher headquarters.

3. (U) This indorsement regraded "For Official Use Only" when separated from basic correspondence.

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Robert C. Mc Coy
ROBERT C. MC COY
LTC, TC
Acting Commander

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AVCA GR-IO (10 May 67) 2nd Ind
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967
(RCS CSFOR-65)

Headquarters, US Army Support Command Cam Ranh Bay, APO 96312 2 JUN 1967

THRU: Commanding General, 1st Logistical Command, APO 96307
Commanding General, US Army Vietnam, APO 96307
Commander-in-Chief, US Army Pacific, APO 96558

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

(U) The inclosed Operational Report submitted by the 36th Transportation
Battalion (Truck) adequately reflects the activities of the unit for the
period indicated with the following comments.

a. Concur with the 500th Trans Gp (MT) comments in their 1st Ind to
the 36th Trans Bn. report.

b. Reference Section II, paragraph a, All cosignors have been in-
structed to use the clear addresses or all TCMD's except classified ship-
ments. The 500th Trans Gp (MT) will coordinate with cosigneers prior to
shipment.

c. Reference: Section I, paragraph 30, subject DA Form 2701 was
sent to Post Engineer, Cam Ranh Bay, with a request to furnish an appro-
priate generator. Under the provisions of USARV Regulation 420-43,
Allocation of Generators, the subject request is a Priority 4 request.
Presently in the US Army Support Command there are nine Priority 7 or
higher requests outstanding which have been forwarded to 1st Logistical
Command for action. Because of the non-availability of generators the
higher priorities cannot be filled. Priority 4 requirements will be hon-
ored as higher priorities are filled and generators become available.

FOR THE COMMANDER:

1 Incl
as

Lloyd M. Lee
LLOYD M. LEE
1LT AGC
ASST AG

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~~Declassified after 12 years~~
~~REF ID: A70010~~

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AVCA GO-O (4 May 67)

3d Ind

05 JUL 1967

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967
(RCS CSFOR 65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

TO: Deputy Commanding General, US Army Vietnam, ATTN: AVHGC-DH, APO 96307

1. The Operational Report - Lessons Learned submitted by the 36th Transportation Battalion for the quarterly period ending 30 April 1967 is forwarded.

2. Reference page 4, paragraph 16; page 9, Section II, Part I, 1st item; and page 11, paragraph 1. Concur. Appropriate measures to prevent this situation from occurring in the future is outlined in the referenced paragraphs, and action should be taken at local levels.

3. Reference page 8, paragraph 30: Concur.

a. Additional power is required for improvement of lighting at motor park facilities.

b. Expected delivery dates of generators to Cam Ranh Bay Support Command indicate that the required power source will be available in two weeks. Until this time, only high priority requests for power can be filled.

4. Reference page 10, paragraph c, and page 11, paragraph 2: Non-concur.

a. Body work on vehicles is a function to be performed at direct or general support maintenance level.

b. Work required should be requested on DA Form 2407 and submitted to the DS unit assigned the mission of providing direct support to the unit. If the work is beyond the capability or capacity of the DS unit, the vehicle will be evacuated to the supporting GS unit or a contact team from the GS unit will perform the work required in the DS unit area.

5. The 36th Transportation Battalion engaged in combat service support for 89 days during the reporting period.

6. Concur with basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: Lynx 782/430

1 Incl
nc

Carlos R. Noe
CARLOS R. NOE
LT, INF
Acting Asst AG

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AVHGC-DST (4 May 67) 4th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
30 April 1967 (RCS CSPOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 5 JUL 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 36th Transportation Battalion (TRUCK) as indorsed.

2. (C) Pertinent comment follows: Reference item concerning authorization for welding machine, arc, paragraph c, page 10; paragraph 2, page 11 and paragraph 4, 3d Indorsement: Non-concur with unit observation and recommendation. Concur with 3d Indorsement comments.

FOR THE COMMANDER

2 Incl
nc


E. L. KENNEDY
Cpt. AGC
Asst Adjutant General

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GPOP-DT (4 May 67) 5th Ind (U)
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967
from 36th Transportation Battalion (Truck) (RCS CSFOR-65) (U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 26 AUG 1967

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

This headquarters has reviewed subject report and concurs in the
report as indorsed.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG

2 Incl
nc

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SEPARATED FROM CLASSIFIED INCL,
BASIC LETTER & INDORSEMENT

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