

UNCLASSIFIED

AD NUMBER
AD827059
NEW LIMITATION CHANGE
TO Approved for public release, distribution unlimited
FROM Distribution authorized to U.S. Gov't. agencies and their contractors; Administrative/Operational Use; 06 FEB 1968. Other requests shall be referred to Assistant Chief of Staff for Force Development [Army], Washington, DC.
AUTHORITY
AGO D/A ltr, 29 Apr 1980

THIS PAGE IS UNCLASSIFIED

THIS REPORT HAS BEEN DELIMITED
AND CLEARED FOR PUBLIC RELEASE
UNDER DOD DIRECTIVE 5200.20 AND
NO RESTRICTIONS ARE IMPOSED UPON
ITS USE AND DISCLOSURE.

DISTRIBUTION STATEMENT A

APPROVED FOR PUBLIC RELEASE,
DISTRIBUTION UNLIMITED.

FOR OFFICIAL USE ONLY



DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO
AGAM-P (M) (2 Feb 68) FOR OT RD-674054

6 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 36th
Transportation Battalion (Truck), Period Ending 31 October 1967

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

Incl
as

DISTRIBUTION:

- Commanding Generals
 - US Continental Army Command
 - US Army Combat Developments Command
- Commandants
 - US Army Command and General Staff College
 - US Army War College
 - US Army Air Defense School
 - US Army Armor School
 - US Army Artillery and Missile School
 - US Army Aviation School
 - US Army Chemical School
 - US Army Civil Affairs School
 - US Army Engineer School
 - US Army Infantry School
 - US Army Intelligence School
 - US Army Adjutant General School
 - US Army Missile and Munitions School
 - US Army Southeastern Signal School

DDC
RECEIVED
FEB 20 1968
G.

Protective marking is canceled
when separated from inclosure(s)

STAT 42 UNCLASSIFIED

This document is subject to special export controls and each transmittal to foreign governments or foreign nationals may be made only with prior approval of ACSFOR OT within 90 days of receipt of covering letter.

AD827059

FOR OFFICIAL USE ONLY

23

3

FOR OFFICIAL USE ONLY

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

AVCA GR-PP-1-CO

1 November 1967

SUBJECT: UIC WCEQAAA, Operational Report for the Quarterly Period Ending 31 October 1967 RCS CSFOR-65 (U)

MEMO: Commanding Officer, 500th Transportation Group (Motor Transport)
ATTN: S3, APO San Francisco 96312
Commanding Officer, US Army Support Command Can Ranh Bay,
APO San Francisco 96312
Commanding General, 1st Logistical Command, ATTN: AVCA GO-O,
APO San Francisco 96307
Commanding General, US Army Vietnam, ATTN: AVHCC-DST,
APO San Francisco 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT,
APO San Francisco 96558

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

(U) The operational report for this headquarters for the quarterly period ending 31 October 1967 is forwarded in accordance with HCSUPCOM-CPB REG 870-1.

1 Incl
ac

M.A. Gainey Jr.
M.A. GAINNEY JR.
LTC, TC
Commanding

STATEMENT #2 UNCLASSIFIED

This document is subject to special export controls and each transmittal to foreign governments or foreign nationals may be made only with prior approval of *QACSEFOR, attn: FOR-OT-RD*
Wash, D.C. 20310

FOR OT RD
674054

FOR OFFICIAL USE ONLY

Best Available Copy

FOR OFFICIAL USE ONLY

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

AVC: CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKQ, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

SECTION I. SIGNIFICANT ORGANIZATION OR UNIT ACTIVITIES

1. (FOUO) Organization: The 36th Transportation Battalion (Truck) has changed from the previous reporting period. The current organizational structure is attached as inclosure 1. There was one unit attachment and one unit detachment during this reporting period. The 63rd Transportation Company (Light Truck) located at Chu Lai and Duc Pho, RVN was detached from this battalion 3 August 1967, and attached to US Army Support Command, Qui Nhon, APO 96238. The 529th Transportation Company (Light Truck), formerly stationed at Phan Rang, was attached to this battalion 24 September 1967. The 3rd Platoon of the 529th Transportation Company remained at Phan Rang and fourteen (14) enlisted men with seven (7) task vehicles remained at Phan Thiet, all currently in a combat service support role. Two platoons of the 442nd Transportation Company (Medium Truck) were temporarily located at Qui Nhon and Pleiku from 29 Jun 67 to 17 Aug 67. Both platoons relocated to Cam Ranh Bay 17 Aug 67. Twenty seven (27) personnel and nineteen (19) vehicles of the 564th Transportation Platoon relocated to Tuy Hoa 30 Oct 67, and are currently involved in port and beach clearance operations. This headquarters and its attached units were engaged in operations for a total of 92 days during the reporting period.

2. (U) Personnel and Administration:

a. Personnel status remained constant with the following assignments and reassignments during the reporting period.

(1) 8 September 1967 - CPT Ralph D. Gowen replaced MAJ James V. Rochester as Detachment Commander and Battalion S-1. MAJ Rochester departed upon completion of his overseas tour.

(2) 8 September 1967 - CPT David J. Kauchek replaced 1LT William P. Scauldung as the S4 Officer. 1LT Scauldung departed upon completion of his overseas tour.

(3) 25 September 1967 - CPT Robert P. Clark replaced 1LT Jack Riley as the assistant S3 Officer. 1LT Riley was reassigned to 442nd Transportation Company as Platoon Leader and subsequently departed upon completion of his overseas tour.

b. CPT John W. Webb, Battalion Maintenance Officer, started collecting clothing, soap, and sewing articles for the Vietnamese refugees located at Dung Lac refugee village, seven miles west of Ba Ngoi. Assisting

OR OT RD
674056

FOR OFFICIAL USE ONLY

AVMA CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKQAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

SPT Webb is his wife who is the Director of Education at the First Methodist Church in Sheboygan, Wisconsin. The church school classes of the 6 - 7 - 8th grades adopted this project for the year of 1967. To date 230 pounds of clothing and other miscellaneous items have been distributed.

c. The 36th Transportation Battalion (Truck) employs four (4) Vietnamese Nationals to perform maintenance services within the battalion headquarters. These services are maintenance of buildings and renovation of existing structures. Troop labor is employed whenever large construction projects are contemplated.

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

- (1) Bronze Star - 7
- (2) Army Commendation Medal - 4

e. 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 Aug 67</u>	<u>31 Aug 67</u>	<u>30 Sep 67</u>	<u>31 Oct 67</u>
HHD, 36th Trans Bn	43	46	54	51
63rd Trans Co	166	-	-	-
442nd Trans Co	189	183	204	202
515th Trans Co	161	161	200	205
529th Trans Co	-	-	185	181
564th Trans Plt	34	40	28	32
670th Trans Co	180	181	190	214
Total	773	611	861	885

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

<u>UNIT</u>	<u>August</u>		<u>September</u>		<u>October</u>	
	<u>Gains</u>	<u>Losses</u>	<u>Gains</u>	<u>Losses</u>	<u>Gains</u>	<u>Losses</u>
HHD, 36th Trans Bn	14	10	10	2	1	1
63rd Trans Co	-	-	-	-	-	-
442nd Trans Co	38	40	32	11	7	8
515th Trans Co	36	35	49	10	14	10
529th Trans Co	-	-	-	-	6	10
564th Trans Plt	7	1	1	13	11	7
670th Trans Co	35	33	25	16	41	14
Total	130	119	117	52	80	50

g. Promotion allocations received and promotions made within the battalion included:

UNCLASSIFIED

FOR OFFICIAL USE ONLY

AVCA-CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKQAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

	<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>
August	2	6	40	-	1	-	2	6	40
September	3	15	30	1	1	-	3	16	30
October	1	16	30	-	-	-	1	16	30
Total	<u>6</u>	<u>37</u>	<u>100</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>38</u>	<u>100</u>

h. The number of reenlistments and percentage of eligibles within the battalion during the reporting period were:

	<u>August</u>	<u>September</u>	<u>October</u>
First-term RA	0	0	1/100%
Career RA	4/80%	1/100%	0
AUS	1/100%	0	1/25%
Total	<u>5/62.5%</u>	<u>1/25%</u>	<u>2/40%</u>

i. Personnel: All officers and enlisted personnel authorized in the battalion and attached units are assigned, reflecting 100% assigned strength.

3. (FOUO) Operations and Intelligence:

a. The battalion currently has two principal missions; port and beach clearance and line haul convoys. Passenger movements involved only a minor portion of the operation. There were 6,835 personnel transported during August, 1,855 during September, and 948 during October. The most significant movement of personnel was the movement of the 3/506 Infantry Battalion from the debarkation point at Cam Ranh Bay to their field location at Phan Rang, RVN, 26 October 1967.

b. Several outstanding achievements occurred during the reporting period from the standpoint of operational accomplishments.

(1) On 24 August 1967, the 515th Transportation Company (Light Truck) completed a drive away convoy operation between Cam Ranh Bay and Qui Nhon, RVN. A total of 100 vehicles and 914 tons of cargo were moved. The unit returned to Cam Ranh Bay by airlift.

(2) The 670th Transportation Company (Medium Truck) (Composite) conducted a field test on a conex transporter vehicle. The test included the determination of the feasibility of employing the vehicle for other than conex cargo. Inoperative vehicles, lumber, laterite, and general cargo were moved during the test period. The vehicle proved satisfactory in all operations except during the discharge of laterite. Additional testing was conducted on an experimental basis employing the vehicle in a field expedient role as an

3

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

AVCA CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKOAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

earth mover and dump truck. The results of the test conducted revealed that the vehicle could not be satisfactorily employed as an earth mover and dump truck combination. Test results proved that this vehicle, while highly adaptable to rough terrain and different type loads, is not the type equipment that can be efficiently employed in a depot or installation where space is a restricting factor. The conex transporter vehicle was moved to Qui Nhon and employed in line haul operations. Interim reports indicate that the vehicle is functioning satisfactorily.

(3) The attached units of this battalion completed a total of 129 line haul convoys during the reporting period. Of these convoys a total of 45 convoys exceeded 100 miles one way. Daily runs are accomplished between Cam Ranh Bay, Tuy Hoa, Nha Trang, and Phan Rang, RVN. Utilizing the Vinnell Corporation Truck Operations for line haul between Cam Ranh Bay and Nha Trang has proven very satisfactory.

(4) This battalion achieved a Headquarters 500th Group (MT) "First" in trailer transfer (shuttle) operations during the period 7 Oct 67 through 10 Oct 67. Using forty-five (45) S&F semi-trailers and twenty (20) M52 truck tractors, complete motor transport service was provided at origin, enroute, and at destination. The cargo was loaded from ship side and delivered to the customer at Phan Rang. Employing a purely line haul operation, forty-five (45) M52 truck tractors would have been utilized to accomplish the same support.

(5) On 26 October 1967, this battalion assumed the mission of transporting the 3/506 Infantry Battalion, 101st Airborne Division from Cam Ranh Bay Port to their field location at Phan Rang, RVN. A total of 725 personnel and 98 tons of equipment and supplies were moved by two separate convoys. The operation was highly successful in that troops and cargo were moved immediately upon debarkation and discharged at destination. The 529th Transportation Company (Light Truck) was utilized for the troop movement and the 42nd Transportation Company (Medium Truck) and Transportation Truck Operations of Vinnell Corporation were employed to transport equipment and cargo.

(6) On 8 Oct and 9 Oct 67 this battalion broke a tonnage record by moving 3,867 tons of cargo from one pier during a 24 hour period. This record was then exceeded a second time on 19 Oct and 20 Oct 67, when 4,458 tons were moved during a similar 24 hour period.

(7) The 529th Transportation Company (Light Truck), commanded by CPT Roy Taylor, received the 1st Logistical Command Driving award for achieving 500,000 accident free miles in RVN. LTC Glum, CO, 500th Trans Op (MT), presented the Trophy, 25 October 1967.

c. Security: Security of facilities, personnel, billets, etc., is considered adequate. On 19 October 1967, security of the HHD building

4.

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

AVCA CR-MT-A-60

1 November 1967

SUBJECT: UIC WCKQAAA, ~~FOR OFFICIAL USE ONLY~~ Period Ending
31 October 1967, ACS USFOR (U)

was inspected by the 524th MI Detachment. No irregularities or deficiencies were noted as a result of the inspection.

d. Weather and Intelligence:

(1) Weather had an adverse affect on line haul operations during the month of October. In the Tuy Hoa area, a pontoon bridge was weakened by high water to the extent that there was a temporary bridge classification of 15 for a 48 hour period. Medium trucks were prohibited from passing over the bridge and the by-pass was impassable. Convoy operations to Ban Me Thuot were delayed when a washed out bridge had to be reinforced prior to convoy passage. Heavy rains were the contributing factor in both areas. Numerous bridge by-passes between Cam Ranh Bay and Tuy Hoa are being improved to facilitate movement of vehicles during the forthcoming rainy season. Bridges and by-passes enroute to Dalat, Bao Loc, and Ban Me Thuot will be impassable as the monsoon season approaches unless aggressive action is employed to improve the present structures. Weather had no affect on motor transport operations in the Cam Ranh Bay area. Hard surface roads linking the port, depot, and Air Force base support an uninterrupted movement of traffic.

(2) Intelligence received by this battalion is current and reliable. Information concerning enemy activity is received promptly for all areas in which this battalion conducts operations. Weekly intelligence summaries relate possible enemy troop actions, possible targets and objectives, and type units being employed, i.e., sapper units, etc..

e. Problems encountered in meeting requirements:

(1) Line haul commitments during this reporting period frequently involved three (3) convoys moving to separate destinations concurrently. The requirement for control vehicles, ($\frac{1}{4}$ ton trucks with ANVRC-46 series radios), is normally established as one (1) control vehicle for ten (10) task vehicles. TCEs provide one (1) control vehicle per twenty (20) task vehicles. The battalion submitted requests for additional $\frac{1}{4}$ ton task vehicles as an augmentation. Issue of those vehicles is pending. Additionally, MTOEs have been prepared and include an increase of $\frac{1}{2}$ ton vehicles and communications equipment.

(2) Enemy activity has affected highway operations during this period on two separate occasions. One incident involved destruction of a bridge on the Nha Trang By-pass which delayed convoy operations for a 72 hour period. A by-pass was constructed to allow for continued highway movement. Another incident of hostile action on highway QL-1 in the vicinity of Ninh Hoa resulted in the highway being declared red (unsecure). Convoy operations were halted 24 hours as a result of this incident.

f. Force Development: Two platoons of the 442nd Transportation Company (Medium Truck) returned to Cam Ranh Bay from Qui Nhon and rejoined

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

AVCA CP-MF-A-CO

1 November 1967

SUBJECT: IIC WKOAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

their parent organization. Ten trucks of the 515th Transportation Company (Light Truck) were committed TDY to Tuy Hoa Subarea Command in support of port clearance operations for the period 23 August 1967 through 10 September 1967. The 63rd Transportation Company (light Truck) continued to operate at Chu Lai and Duc Pho. On 3 August 1967 this unit was detached from the 36th Transportation Battalion (Truck) and subsequently attached to Qui Nhon Subarea Command. The 515th Transportation Company (Light Truck) relocated from Cam Ranh Bay to vicinity of Da Nang with the unit moving in three increments. The first increment moved by sea on 21 Sep 67. The second and third increments moved on 22 Sep 67 and 23 Sep 67, employing the same transportation mode. The 529th Transportation Company (Light Truck) was attached to this battalion on 24 Sep 67. Relocation of this company from Phan Rang to Cam Ranh Bay, minus one (1) platoon, was completed the following day. Additionally, seven (7) vehicles and fourteen (14) personnel from the 529th Transportation Company (Light Truck) remained at Phan Thiet providing combat service support to the Forward Support Area. The 564th Transportation Platoon relocated to Tuy Hoa 22 Oct 67. The 3rd Platoon of the 670th Transportation Company (Composite) was alerted to return from Tuy Hoa 31 Oct 67 and rejoin its parent unit at Cam Ranh Bay. During the reporting period this battalion was involved with support operations in the following geographical areas: Cam Ranh Bay, Phan Thiet, Phan Rang, Tuy Hoa, Qui Nhon, Pleiku, Kontum, Duc Co, Duc Pho, Chu Lai, and vicinity of Da Nang.

g. 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.

(1) ROKA Support: An average of ten (10) S&P semi-trailers are committed daily to haul supplies to ROKA. A lack of MHE for discharging cargo necessitates offloading by hand. This problem was brought to the attention of the 500th Transportation Group (Motor Transport). The number of vehicles now committed to ROKA support is limited to that number that can be offloaded and returned to Cam Ranh Bay daily.

(2) Contract with Vinnell Corporation: The Vinnell Corporation Truck Operations acquired an additional ten (10) Kenworth 20-ton trucks and ten (10) 15-ton trailers at the beginning of the reporting period giving them a total of thirty (30) 20-ton tractors and thirty (30) 15-ton trailers. Additionally, a total of eleven (11) commercial 12-ton S&P trailers were received 8 Aug 67. The Vinnell Corporation Truck Operations has forty-two (42) IHC (International Harvester Corporation) 5-ton tractors and thirty-one (31) S&P trailers. The additional Kenworth trailers increased the port discharge capability of Vinnell Corporation thereby releasing military truck units from this mission. The truck companies in turn were employed to increase line haul operations originating at Cam Ranh Bay. Truck Operations, Vinnell Corporation, is also completing daily line haul operations to Nha Trang and Phan Rang.

FOR OFFICIAL USE ONLY

10

AVCA CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKQAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

h. Plans: During the period 1 Aug 67 to 31 Oct 67, this headquarters initiated and completed one (1) OPLAN for defense on this headquarters and attached units.

i. Communications, schematic of wire net: See inclosure 2.

j. This battalion presently has on hand all the TOE radios authorized.

k. Tonnage: During the period 1 Aug 67 thru 31 Oct 67, the following tonnage, POL, and PAX were hauled by units attached to this headquarters:

<u>Month</u>	<u>Port and Beach</u>	<u>Local</u>	<u>Line</u>	<u>POL</u>	<u>PAX</u>
Aug	103900	3506	7729	1154880	6835
Sep	70744	5734	8426	1159009	1855
Oct	85255	6747	13051	779200	948
Total	259899	15987	29206	3093089	9638

l. Vehicle management: Battalion vehicle assets are committed as follows:

	<u>August</u>	<u>September</u>	<u>October</u>
Port and Beach	40%	46%	51%
Local Haul	13%	17%	8%
Line Haul	47%	37%	41%

m. MTOEs: Modified tables of organization and equipment have been submitted by each unit of this battalion. They reflect the actual organizational equipment on hand and additional equipment needed due to specialized unit missions. No action has been received on these MTOEs. Additionally as noted in para 28 (U), last report, no action has been received on the request for general orders reorganizing the 515th Trans Co (Lt Trk) and 564th Trans Plt (Lt Trk) under the 5-ton section (SRC 420) of TOE 55-17F. Headquarters, 500th Trans Gp (MT) was informed of the request. To alleviate a shortage of towbars in this battalion, which has resulted from an inadequate allowance in the current TOE 55-18F, an MTOE was submitted requesting an additional four (4) towbars per company.

4. (FOUO) Supply, Logistics, and Facilities:

a. Density of equipment: Shortages of spare and repair parts, particularly for vehicles, continue to exist. This is especially true of units placed on extended TDY and attached to other units for maintenance support. Items of critical importance are wheel seals and fuel filters for multifuel engines. At the close of the previous reporting period, units under

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

AVCA CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKOAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

support. Items of critical importance are wheel seals and fuel filters for multifuel engines. At the close of the previous reporting period, units under this battalion were authorized a total of 280, 5-ton trucks and were short 21. The battalion is currently authorized 120, 5-ton tractors by TOE; however, it has 200, 5-ton vehicles on hand. This disparity resulted from the 515th Transportation Company (Light Truck) and the 564th Transportation Platoon (Light Truck) being issued M54, 5-ton, truck cargo, in lieu of TOE 2½ ton vehicles. Of the authorized 120, 5-ton tractors the battalion is presently short seventeen (17) which reflects an improvement of four (4) tractors since the last period. The battalion currently has its full complement of 5-ton cargo trucks. The PLL situation has improved; however, status cards for requisitions are rarely received, causing unnecessary duplication of work.

b. Requisitions: Requisitions submitted for machine gun mounts for ½ ton trucks remain in a due-out status from depot. Additionally, there is a shortage of chain binders for 12-ton S&P trailers. Headquarters, 500th Transportation Group (Motor Transport), was informed of this problem and has been seeking relief in this area. Presently, in lieu of chain binders, units are using salvage nylon tie downs and binders previously used for air items by the Aerial Equipment and Supply Company in this area. Machine gun mounts for ½ ton trucks, previously mentioned in the last ORIL report, is currently on a BA status from Okinawa. The supply system is responding and should fill this requirement. For continuous protection of battalion convoys, the attached units of this battalion fabricated mounts from salvaged pedestal mounts obtain through the Property Disposal Officer. This action is utilized as an interim measure until issued items are received.

c. Lighting of company motor pools still remains inadequate due to a lack of exterior lights and power source to operate them. No improvements are expected in this area due to the fact that the motor pools are considered temporary in nature. It is anticipated that a consolidated motor pool will be established sometime in the future. This motor pool, being a permanent facility, will then qualify for engineer supported lighting.

d. The problem of repair of side boards for the M127 semi-trailers was not resolved during this reporting period. These items are non-supply items and cannot be requisitioned. A fabrication program was established in Okinawa and proved to be effective; however, this service was discontinued. Medium truck companies attached to this battalion now repair the metal components by straightening and welding as well as replacement of wooden components. Procurement of new components is nonexistent and cannibalization of nonrepairable sections provide most of the needed materials. This method of repair is inadequate. The need for a rebuild program similar to that in Okinawa is necessary.

5. (U) Maintenance management:

a. Unit deadline rates remained relatively stable during this reporting period except for the 442nd Transportation Company (Medium Truck).

8.

FOR OFFICIAL USE ONLY

AVCA CR-MT-A-CO

1 November 1967

SUBJECT: UIC WCKQAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

Cracked frames on M52A2 tractors continued to plague the company. The breaks were generally located forward of the fifth wheel. A representative of the Army Tank Automotive Command (ATAC) was contacted to determine the probable cause of this deficiency and possible corrective action to include repairing the cracked frames. The tractors were evacuated to Support Maintenance, Vinnell Corporation, and the frames were welded. This action proved unsatisfactory, the frames cracked as soon as the vehicles were returned to service. The vehicles were subsequently turned in to the 69th Maintenance Battalion, 633rd Classification Yard, and replacement vehicles are being issued through normal supply channels.

b. Vehicle bodys: Recently there has been a great increase in the number of loose and broken body fixtures and mounts on the M52 series tractor including fuel tanks and spare tire racks. Poor roads over which the vehicle must travel has been the major cause of the loosening and breakage. A program emphasizing night time maintenance, where 75% of a unit's maintenance personnel work at night, has allowed more time to be devoted to detection, prevention, and repair of this type of equipment failure.

c. Fifth wheels: Demand for replacement of the fifth wheel assemblies on the M52 series tractors is increasing due to wearing of the jaws and warping of the assemblies. With the recommendation of the ATAC representative, the fifth wheel has been adjusted to the cross country position. Close observations are being made to determine whether this action will significantly reduce the difficulties.

d. Classification program: Due to the large volume of vehicles being processed for classification there is a definite backlog of vehicles waiting in the units and in DSU. Close coordination between DSU and the units are being maintained to schedule movement of maximum number of vehicles through the classification point at a steady flow.

SECTION II. COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS:

Part I. Observations (Lessons Learned) (U)

a. Operations:

Item: Multiple convoy operations:

Discussion: During this reporting period an increased demand for control vehicles for convoy operations completely absorbed all battalion $\frac{1}{4}$ ton trucks equipped with AN/VRC-46 series radios. The battalion assets frequently were insufficient to support the multiple convoys moving daily and vehicle assets were borrowed from other units to support the requirement. This situation was created when Security, Plans, and Operations, United States Army Support Command, CRB, established the criteria that one (1) $\frac{1}{4}$ ton truck be utilized as a control vehicle for each ten (10) task vehicles in each convoy. This factor

AVCA CP-MT-A-CO

SUBJECT: UIK WCKQAA, Operational Report for Quarterly Period Ending 31 October 1967

1 November 1967

is a 100% increase of TOE authorization. The battalion requested an immediate issue of $\frac{1}{4}$ ton trucks with communication equipment for each attached company.

Observation: Immediate issue of $\frac{1}{4}$ ton trucks with communication equipment is necessary if the criteria is one (1) control vehicle per (10) task vehicles.

b. Operations:

Item: Attached units performing TDY operations:

Discussion: All units of this battalion were involved extensively with TDY operations during this reporting period. A detailed discussion of this topic is contained in para 3f, Section I of this report. Command supervision is totally nullified where support operations of this nature are employed. The lack of command and staff supervision of each TDY location significantly reduces the performance potential of each element. Operational control of truck operations in a Forward Support Area is frequently reduced by 75% due to non-utilization of tactical vehicles resulting from inadequate maintenance support. This battalion is currently operating in both the I and II Corps Tactical Zones. Attempts to regain operational control of the TDY elements are now being considered by the Director of Transportation, United States Army Support Command, Cam Ranh Bay.

Observation: Insufficient motor transport resources are committed to adequately support the numerous Forward Support Areas at the time the TD authorization is developed, resulting in temporary duty attachments of truck units as an interim means of reducing transport shortages. This action is further reducing the truck unit capability in RVN as each TDY element is depleted by a higher than average mechanical breakdown of equipment.

c. Facilities:

Item: Truck parks and maintenance shops:

Discussion: The lighting facilities in each of the attached units motor pools are inadequate, resulting in limited maintenance being performed during the hours of darkness. The majority of the task vehicles are committed daily in line haul operations and the evening hours are devoted to maintenance of equipment. Each motor pool is considered as "temporary" resulting in self help on construction of any improvements of the sites. Fabrication of flood lights and a power source capable of providing satisfactory service continues to be the most significant stumbling blocks. R&U work orders were submitted by the attached companies assigned to temporary facilities on 12 Sep 67. In addition on 22 Oct 67 the 529th Trans Co motor pool was moved to a temporary motor park. The 529th Trans Co submitted a request for commercial lighting thru R&U channels on 24 Oct 67. The request was returned without action; however, it was noted that depot facilities should be employed to procure a 45KW

UNCLASSIFIED

AVCA CR-MT-A-CO

14
1 November 1967

SUBJECT: UIC WCKQAAA, Operational Report for Quarterly Period Ending
31 October 1967, RCS CSFOR-65 (U)

generator for use of power due to the fact that the motor park area was "temporary" and no improvement by engineer construction would be forthcoming. The requests submitted by all the battalion units were returned with the same notation signed by Major Robert D. Green, Assistant Post Engineer, Cam Ranh Bay. All battalion units have submitted requisitions for 45KW generators through supply channels. Concurrence has been obtained from the Commanding Officer, 500th Transportation Group (Motor Transport) to submit requisitions for these items.

Observations: The need for an immediate program for facility renovation pertaining to adequate lighting of each unit truck park is a key factor of a positive maintenance program. Command interest is stressing urgency of immediate response to support this requirement.

Part II, Recommendations (U)

1. Reference paragraph 3f, Section I of this report, recommend that deployment of TDY elements of task organizations be limited to combat support or combat service support operations.
2. Recommend that additional $\frac{1}{2}$ ton trucks and communication equipment be authorized each transportation truck company when and where mission requirements create an increased demand on those items.
3. Recommend that restrictions on renovation and improvement of temporary structures in motor truck parks be modified to provide the essential needs of task units to complete their mission and other related functions, specifically performance of operator and organizational maintenance 24 hours per day.

2 Incl
as

13-1

FOR OFFICIAL USE ONLY

AVCA CR-MT-S3 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967

DA, HQ, 500th Trans Gp (MT), APO 96312 10 November 1967

THRU: Commanding Officer, US Army Support Command, Cam Ranh Bay,
APO San Francisco 96312
Commanding General, 1st Logistical Command, ATTN: AVCA CO-O,
APO San Francisco 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST,
APO San Francisco 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT,
APO San Francisco 96558

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

1. Operational Report (RCS CSFOR-65) for the 36th Transportation Battalion (Truck) for the period 1 August 1967 through 31 October 1967 is forwarded.
2. Subject report adequately reflects the activities of the period indicated.
3. This indorsement regraded UNCLASSIFIED when separated from basic correspondence.

1 Incl
nc

S/ FRANKLIN J. GLUNN
T/ FRANKLIN J. GLUNN
LTC, TC
Commanding

I certify that this is
a true copy
Paul L. Bark
PAUL L. BARK
Major, GS
Op Off, Doc Br, DST Div

12

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

AVCA CR-IO (1 Nov 67) 2nd Ind
SUBJECT: UIC WCKQAAA, Operational Report for the quarterly period ending
31 October 1967 (RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND, CAM RANH BAY, APO 96312 16 NOV 1967

THRU: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O,
APO San Francisco 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST,
APO San Francisco 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT,
APO San Francisco 96558

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

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 or exceptions:

a. Section I, paragraph 4d. The program for repairing side boards is
still in effect. The 2nd Logistical Command Liaison Office at 1st Logistical
Command was recently contacted by this headquarters and they confirmed that
the program was continuing.

b. Section II, Part I, paragraph b, Operations, Item, Attached units
performing TDY operations: An increase in maintenance personnel is presently
being staffed by Operations Division, SP&O this headquarters.

FOR THE COMMANDER:

1 Incl
as

R. W. [unclear]
117 AGC
ASSY. A. G.

13

FOR OFFICIAL USE ONLY

17

FOR OFFICIAL USE ONLY

AVCA GO-O (1 Nov 67) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR-65) (UIC WCKQAA)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

8 DEC 1967

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

1. The Operational Report - Lessons Learned of the 36th Transportation Battalion for the quarterly period ending 31 October 1967 is forwarded.
2. Page 7 para 3m: The request for general orders to be published reorganizing the 515th Trans Co and 564th Trans Plt was returned as such a request is incorrect procedure. Reorganization can be accomplished only by the submission of a MTOE. A MTOE reorganizing the 515th Trans Co as a 5 ton unit was submitted by this headquarters to USARV under the MTOE standardization program. No authorized action (i.e. MTOE) has been received for the 564th Trans Plt.
3. Paragraph 5, Maintenance Management: Problems concerning cracked frames, loose and broken body fixtures and wear of the fifth wheels have long been recognized problems with this series of vehicle. In general, they are problems of inadequate design caused primarily by the terrible road and driving conditions encountered in Vietnam. Modifications and overhaul programs have been designed to alleviate the problems mentioned in the report.
4. Section II Part II: a. Paragraph 1, Concur. 1st Logistical units should not be used for other than combat support and combat service support missions. The basic report makes no mention of 1st Log units being used for other than combat support and combat service support operations. This in the past has not been a problem nor does it appear to be one in the future.
b. Paragraph 2. This headquarters is presently staffing a MTOE requesting additional vehicles and radios. If the additional equipment has sufficient justification, the MTOE will be forwarded to USARV.
c. Paragraph 3, Non-concur. This office has no knowledge of any restrictions on renovation and improvements to provide essential needs. This item is not appropriate for inclusion in the ORLL. It appears to be a local problem which, if need be, can be resolved by normal correspondence to this headquarters.

14

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

16

AVCA GO-O (1 Nov 67)

3rd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSPOR-65) (UIC WCKQAA)

5. This headquarters concurs with the basic report as modified by indorsements. This report is considered adequate.

FOR THE COMMANDER:

for J. R. Hamilton GEDACE

Lynx 430

1 Incl
nc

TIMOTHY S. O'HARA
CPT, INF
Act Asst Adjutant General

15

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

19

AVHGC-DST (1 Nov 67) 4th Ind
SUBJECT: UIC WCKQAAA, Operational Report for the Quarterly Period Ending
31 October 1967 RCS CSFOR-65 (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 1 JAN 1968

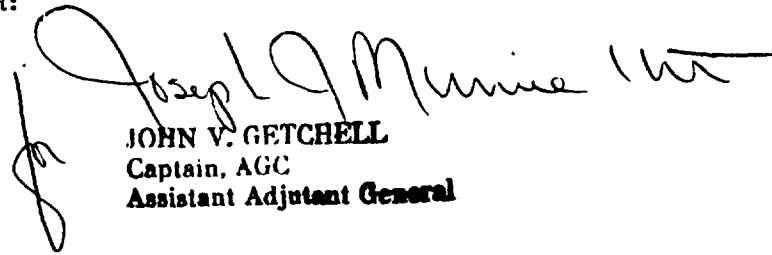
TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 36th Transportation Battalion (CKQA) as indorsed.

2. Pertinent comment follows: Reference item concerning MTOE's, page 7, paragraph 3m; and 3d Indorsement, paragraph 2. MTOE related to the 515th Transportation Company has been processed and is pending dispatch to USARPAC by this headquarters.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:



JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

1 Incl
nc

Copies furn:
HQ, 36th Trans Bn
HQ, 1st Log Comd

20

GPOP-DT(1 Nov 67) 5th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ, 36th Trans Bn (UIC: WCKQAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 12 JAN 1968

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

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG

1 Incl
nc

21

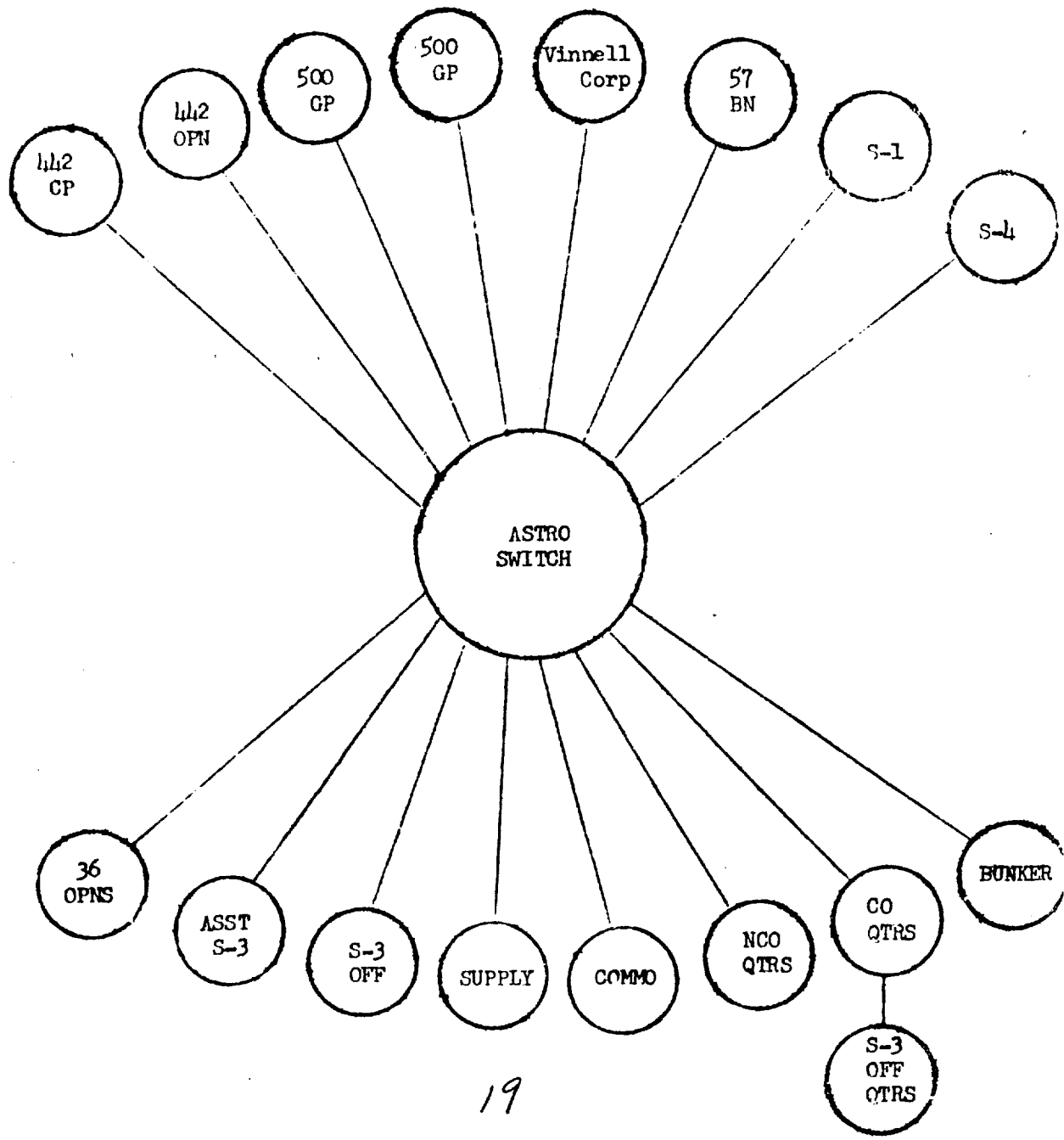
ORGANIZATIONAL STRUCTURE

36th Transportation Battalion (Truck)

- a. Headquarters and Headquarters Detachment, 36th Transportation Battalion (Truck)
- b. 442nd Transportation Company (Medium Truck)
- c. 515th Transportation Company (Light Truck)
- d. 529th Transportation Company (Light Truck)
- e. 564th Transportation Platoon (Light Truck)
- f. 670th Transportation Company (Medium Truck) (Composite)
- g. Truck Transportation Operations, Vinnell Corporation (operational control)

22

36th Trans Bn Schematic of Wire Net



19

36th Trans Bn Schematic of Wire Net

Incl 2

UNCLASSIFIED

Security Classification

DOCUMENT CONTROL DATA - R & D

23

(Security classification of title, body of abstract and in brief annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author) OACSFOR, DA, Washington, D. C. 20310	2a. REPORT SECURITY CLASSIFICATION For Official Use Only 2b. GROUP
----------------------------------------------------------------------------------------	---------------------------------------------------------------------------------

3. REPORT TITLE

Operational Report - Lessons Learned, Headquarters, 36th Transportation Battalion (Trk)

4. DESCRIPTIVE NOTES (Type of report and inclusive dates)
Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 1967

5. AUTHOR(S) (First name, middle initial, last name)

CO, 36th Transportation Battalion (Truck)

6. REPORT DATE 1 November 1967	7a. TOTAL NO. OF PAGES 20	7b. NO. OF REFS
-----------------------------------	------------------------------	-----------------

8a. CONTRACT OR GRANT NO. 8. PROJECT NO. c. N/A d.	9a. ORIGINATOR'S REPORT NUMBER(S) 674054 9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)
-------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------

10. DISTRIBUTION STATEMENT

11. SUPPLEMENTARY NOTES N/A	12. SPONSORING MILITARY ACTIVITY OACSFOR, DA, Washington, D. C. 20310
------------------------------------	------------------------------------------------------------------------------

13. ABSTRACT

20