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| AGO D/A ltr, 29 Apr 1980 |

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

DRG

IN REPLY REFER TO

AGAM-P (M) (29 Apr 67) FOR OT

3 May 1967

AD 837833

SUBJECT: Operational Report - Lessons Learned, HQ, 44th Engineer Group
(Construction) for Quarterly Period Ending 31 January 1967

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 44th Engineer Group (Construction) for quarterly period ending 31 January 1967. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of 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 the Commandants of the Service Schools 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 14TH ENGINEER GROUP (CONSTRUCTION)
APO San Francisco 96233

THEME-OF

8 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 BCS
CSFC-65.

SECTION I

1. MISSION: The 14th Engineer Group (Construction) continued its mission of providing construction, rehabilitation and maintenance of roads and facilities in support of Army and Air Force operations in Thailand. The Group also continued to provide continuing reconnaissance of the road net within Northeast Thailand. The area of operations continued to be widespread, extending from the Malaysian border in the south to the Mekong River in the north. During the reporting period the number of projects assigned to this command increased by 35%.

2. Completed Projects: During the reporting period the following construction projects were completed.

(1) Settaphi POL Facility and Access Road.

During this period the perimeter security lighting was completed. The facility includes a 50,000 BBL Tank Farm, access roads, a hardstand and security fence and lighting. Funds in the amount of \$199,111 have been committed.

(2) BOQ's Camp Friendship.

The total project included twenty-eight, four-man BOQ's and two VIP quarters. These were completed on 13 Nov 66 at a total cost of \$152,000.

(3) Phase I, Kaset POL Facility

The construction during this period consisted of three concrete truck unloading pads with six unloading points each, associated piping, and two concrete entrance-exit pads. This project was an addition to Phase I and was completed on 12 Dec 66. Funds in the amount of \$185,162 have been committed to date.

(4) Special Forces Training Camp, Sakon Nakhon.

The facility constructed at this site consisted of thirteen billets, a BOQ, a mess hall, a shower/washroom, a latrine, an eight cube water tower, a generator shed and electrical distribution systems. The camp was completed on 15 Dec 66 and funds in the amount of \$22,342 have been committed.

FOR OT RD
670047

Incl 1

TRCCH-OP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 PCS
CSFC-65.

(5) Special Forces Training Camp, Pak Chong.

This site had been previously used by a research organization under US Government contract and several buildings were available for use by the Special Forces element. As a result the new construction at this site was less than at the other two sites. The new construction at Pak Chong consists of seven billets, a mess hall, a shower/washroom, an eight cube water tower, and a latrine. (Incl 1) In addition, considerable effort was spent on upgrading the 16 mile access road into the site (Incl 2-3). One bridge was constructed and several culverts placed as well as widening, reshaping and ditching of the entire length. Considerable difficulty was experienced in this project with procurement of supplies. Local suppliers for the most part refused to deliver materials to the camp site. The one supplier who agreed to on site delivery travelled half way to the site and then refused to proceed, unloading his materials along the road side. This project was completed on 23 Dec 66 and \$16,988 has been committed.

(6) Special Forces Training Camp, Trang.

The facility constructed at this camp consists of ten billets, a 70 man mess, an aid station, a shower/washroom, a latrine, an eight cube water tower, a communications and generator shed. Particular problems attendant to this project were the extreme distance (535 air miles from Korat), the inability to establish reliable and responsive communications with the site, and record flooding in the area which severely delayed delivery of construction materials. The site was completed on 15 January 1967. Funds in the amount of \$19,473 have been committed.

(7) Paving of Pad W-3, Camp Friendship.

This project consisted of shaping, placing and compacting base course material and application of a double bituminous surface treatment to a 110' x 270' open storage pad. The project was completed 27 December 1966 at a cost of \$5,195.77.

(8) Relocation of Thai Guard House and construction of Truck Parking Area, Royal Thai Air Base, Korat.

This project consisted of widening the existing roadway, construction of a concrete pad for a guard house, and construction of a 50' x 400' parking area surfaced with a double bituminous surface treatment. This project was completed 18 Dec 66 at a cost of \$9,094.30.

3
THCCH-OP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, RSC
CSFCB-65.

(9) Construction of Facilities, 561st Engineer Company.

This project originally included a major expansion of the billet, administration and maintenance areas assigned the 561st Engineer Company in Camp Friendship. However, upon revision of the Group employment plan the 561st was designated to assume responsibilities for the Northeast LOC's, and the scope of the expansion project was greatly reduced. A 40'x100' open maintenance shed was the only building constructed under this project. Upon completion of this structure, the project was terminated. Cost of the project was \$952.00.

(10) Access Road, Green Hill.

This project consisted of reshaping and resurfacing (compacted gravel) approximately 0.6 miles of access road to the Green Hill Signal Site. Also included was the construction of the necessary drainage structures. The project was completed on 28 Nov 66 and \$3,732 has been committed.

(11) Repair of Access Road, Udorn.

This project consisted of reshaping, compacting, and applying a dust palliative on 1.0 miles of road. The road serves as an access route to the Udorn Signal Site and passes through the Royal Thai Army installation. The road receives considerable wear from armored personnel carriers operated by the RTA on the road surface. The project was completed 24 Dec 66.

(12) Thai Security Guard Regimental Headquarters, Korat.

This project, reported as complete in the previous report, was reopened and increased in scope to include the construction and installation of 2 flag poles. The project is now complete. No additional costs were incurred.

(13) 3000 BBL Tank, Sattahip.

This project consisted of the erection of a 3000 BBL bolted steel tank to provide additional water storage capability at Camp Weyama. The project was completed on 16 January 1967. No direct costs were incurred.

(14) Communications Building, Sakon Nakhon.

This project consisted of the construction of a 16'x20' communications building at the Civil Police Military Headquarters 1, location near Sakon Nakhon. The building was constructed on a high priority basis and was completed 20 January 1967. Materials were provided from stockpiles for the Northeast Base Camp. Cost figures are not available at this time.

TRACES-OF

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, RCS
CSFOR-65.

(15) Materials Storage Yard, Camp USARVTHAI

This project consisted of the construction of a 20'x45' closed warehouse and an elevated lumber storage area. This construction was necessitated by the need to maintain a stockage of construction materials at this location to permit instant response to high priority requirements. Materials were furnished by Post Engineer.

(16) Rehabilitation of Enlisted Mens Club, Camp USARVTHAI.

The EM Club at Camp USARVTHAI has undergone a complete interior and exterior renovation as well as extensive landscaping. Materials were furnished by Post Engineer.

(17) Water Distribution System, Camp USARVTHAI.

The potable water system within Camp USARVTHAI has been completed and tested. This system will provide potable water from the central storage tanks to all major users; i.e., the mess hall, clubs, and shower points. Upon installation of the deep well pump in well #4, and installation of the necessary piping from that location to the central camp facility the system will be activated. Materials were furnished by Post Engineer.

(18) Temporary Transient Billets, Camp USARVTHAI.

Due to the increased population in Camp USARVTHAI and the need to process new arrivals and departures through this headquarters the need for a transient billeting facility developed. In response to this requirement two elevated tent frames for GP, medium tents (16' x 32') have been constructed. Cost data is not available at this time.

(19) Rehabilitation of Korat Army Air Facility Buildings.

This project consisted of the interior and exterior rehabilitation of 2 buildings at the Korat Army Air Facility. This project was executed on a priority basis and was completed on 24 Jan 67. Cost data is not available at this time.

b. Projects Carried Forward: The following construction projects have been carried forward from the previous reporting period.

(1) Cantonment Area, Camp Vayama, Sattahip:

Work on this project continued during this period and the facility is now rapidly nearing completion. The major construction effort is now placed on the community facilities which depart from the standardized type construction. The project is now 90% complete.

5
TBCOM-CP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, RCS
CSFOR-55.

(2) Sattahip Signal Site:

This facility, located on Hill 100, Sattahip area, is now complete with the exception of upgrading of the access road. Effort on this project has been deferred in favor of the higher priority Ammunition Storage Facility. The project is now 84% complete.

(3) Ammunition Storage Facility, Sattahip:

Work on the Ammunition Storage Facility continued during the reporting period. Contract equipment has been leased for this project in order to augment the earth moving capability organic to the constructing element. The project is now 42% complete. This revised percentage of completion reflects the increased scope of the project which now includes 35 pads and access roads, pad fencing, security lighting, and application of a double bituminous surface treatment to all access roads and storage pads. At the close of the reporting period 25 pads were completed and 5 additional pads were useable.

(4) Korat POL Facility.

During the reporting period the additions to Phase I of this project were completed (See paragraph 1a (3) above). Phase II of this project, which consists of the construction of six permanent buildings for a laboratory/service facility, is programmed to be initiated during the next reporting period.

(5) Bangkok By-Pass Extension:

Work on this project continued during the reporting period. The major effort is currently being placed on realignment of the roadway along the OICC design trace within the mountainous section (RM 89,5-94.5) (Incl 5). Considerable contract equipment has been leased to augment the earthmoving capability of the constructing unit. Experience with this method on this project has generally been good. The only disadvantage is the long lead time required for action through procurement channels. The project is presently 64% complete.

(6) Northeast Base Camp:

This project has previously been reported as "809th Engr Bn Base Camp". Due to a change in the employment plan of the Group the name of camp near Sakon Nakhon has been redesignated Camp Buan Chit Chai. At the present time the 561st Engr Co is located at this camp and has responsibility for completion of the two-company camp (Incl 6). The project is currently 60% complete. Preliminary information indicates that plans are developing for additional logistical and maintenance elements to be based at this location. These elements would serve the Sakon Nakhon, Nakhon Phanom, Mukdahan area. Replies to formal requests for information on this subject have not been received.

THCOK-CP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, BCS
CSFOR-65.

(7) POL Facility, Bakhon Phanon.

This project consists of construction of 2-10,000 BBL bolted steel tanks with loading and unloading facilities. Work continued during the reporting period. At the close of the reporting period the 809th Engr Bn was relieved of responsibility for the project and the 697th Engr Co (FL) assumed responsibility. The project is currently 96% complete.

(8) Terminal Buildings, Sattahip

During the reporting period the scope of this project was increased to include the construction of three additional 20'x18' buildings. Effort on this project has been deferred in favor of the higher priority Camp Weyers project.

(9) Repair of Access Road - POL Farm, Korat.

During the reporting period the most seriously deteriorated portion was reshaped, compacted, and surfaced with a double bituminous surface treatment. An estimate for repair of the remainder of the road, utilizing troop effort, was prepared and funds made available. However, as troop effort will not be available in the near future USARSUPHAI has requested plans and specifications such that the project may be placed on contract. This information has been forwarded to USARSUPHAI.

(10) Rehabilitation of Camp USARTHAI:

Recent information from USARSUPHAI indicates that the 44th Engr Gp will continue to occupy Camp USARTHAI for at least one year. Therefore the decision has been made to continue with the following projects.

(a) Rehabilitation of NCO Club.

(b) Rehabilitation of Theater.

(c) Replacement of pit latrines.

(d) Replacement of existing showers.

(11) Korat Log Complex.

During the previous reporting period the Group received a requirement to design eight different facilities in the Korat Log Complex. It was anticipated that the 44th Engr Gp would also construct these facilities subsequent to approval of design and allocation of funds. Further review of the overall program of construction in the complex has been made by USARSUPHAI, resulting in an adjustment of assigned projects. The Group has now been tasked to provide designs for eight additional facilities totalling 31 buildings plus minor related horizontal construction.

7
THEOB-OP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 RCS
CSFOB-65.

c. New Projects: The following projects were assigned to the Group during the reporting period.

(1) Inland Road.

The group has been assigned responsibility for construction of the Inland Road which will extend from Sattahip to near Chachoengsao, a distance of 122 KM. The road will be constructed along an architect/engineer designed centerline and will have a road surface of compacted laterite. The directed completion date for this project is 31 Dec 67. This project has been designated the single most important US Army task in Thailand. Due to the high priority assigned this project construction at the northern end of the Inland Road has been initiated by Co C, 809th Regt Bn, even though a written job directive has not been received from higher headquarters.

(2) Troop Cantonment, Koks Kathien.

This project has been in the planning phase for a considerable period. During the reporting period the Group received a directive to design and construct the facility. However, the project was deferred due to reconsideration at PACAF. Current information available to the Group indicates that the project will be cancelled in favor of expansion of the Special Forces facility at Lop Buri. The Group has devoted considerable design effort toward the project.

(3) Sheet Range, Korat:

This project consists of construction of the club house, high and low houses, and other minor structures. This facility is to be located in the Camp Friendship area.

(4) Expansion of army airhead, Korat.

This project consists of expansion of the present aircraft parking apron, construction of access roads, maintenance, hangar and administrative facilities. This project has been deferred due to review at the USARPAC level.

(5) Hogs and Diesel Service Station, Camp Friendship.

This facility consists of two 3000 BBL below steel tanks, associated piping, dispensing equipment, and access and service areas. This project has been deferred due to higher priority projects and lack of available troop effort.

(6) Korat Log Complex.

This project consists of construction of 35 semi-permanent buildings (wood frame w/asbestos cement sheet siding and roof) within the Korat Log Complex. These facilities were originally included in the CP&F

8.

TROOP-OP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 RCS
CSFOR-65.

contract program but have been redesignated as troop construction in order to include necessary operational requirements within the available funds. (See 1 b (11)) Presently the following buildings are designated for troop construction:

- (a) 14 BQ's
- (b) 1 Retail Type Service Station
- (c) 1 PCQ
- (d) 1 Laundry Building
- (e) 3 Motor Maintenance Bldgs
- (f) 1-250 Man Mess Hall
- (g) 1 Depot HQ Bldg
- (h) 6 Hq Bldgs for 12 Co HQ
- (i) 2 Bn HQ Bldg
- (j) 1 QM Self Service Supply Center
- (k) 2 BEQ's
- (l) 1 Command HQ Bldg (USARCSUPHAI)

(7) Recreation Center, Camp Wiyana.

This project consists of construction of a recreation complex containing a bath house, snack bar, and several minor structures at Hartsoar Bay, Sattahip. Construction of this project has been deferred due to higher priority projects.

(8) RKP Water Facility & Nakhon Phanom.

This project consists of construction of one-10,000 BBL bolted steel tank for water storage, installation of 20,000 feet of pipeline with necessary pumping facilities. Materials are being released from MAT stocks and shipped for this project. However, funds have not been made available by the USAF for necessary procurement actions.

(9) Engineering Study - 8" Tactical Pipeline

The request for an engineering study to develop requirements for an 8" tactical POL pipeline from Sattahip to Korat has been received by the Group. The pipeline is to follow the route of the Inland Road, the Bangkok By-Pass and the Bangkok By-Pass Extension. Subsequent requests increased the scope to include a line from Korat to Udorn. The study is currently underway.

9
THCOW-CP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, RCS
CSFOR-65.

(10) Repair of Camp Charn Sinhope.

Four projects have been approved for the rehabilitation of Camp Charn Sinhope. These are.

- (a) Repair of troop housing.
- (b) Repair of Mess Halls.
- (c) Repair of electrical systems.
- (d) Repair of EM Club.

(11) Northeast LOC's

The Group has received a directive to commence upgrading and maintenance operations in lines of communication in Northeast Thailand. Specific emphasis is placed on upgrading Route 223 (previously route 118) between Sakon Nakhon and That Phanom, and on maintenance of Route 22 (previously route 18) between Sakon Nakhon and Nakhon Phanom. The 561st Engineer Company is presently engaged in these operations in addition to completion of the N.E. Base Camp.

2. PLANNING:

a. Inland Road: In order to provide a passable roadway by 31 December the full resources of the 809th Engr Bn are being directed toward construction of the Inland Road. In this regard planning is now underway to expedite the disengagement of the 809th from construction operations in Camp Vayant and the ammunition Storage Area. Current planning indicates that 9th Log Cmpd will assume responsibility for construction of the telephone building, firehouse, and terminal building, the Camp Vayant Recreation Center, and security lighting within the ammunition storage area. The 809th will complete the remainder of the construction which has been assigned at Camp Vayant. This procedure will enable Co B, 809th Engr Bn to commence construction operations on the southern end of the Inland Road as soon as the centerline has been established and real estate access secured.

b. Korat Logistical Complex.

In order to provide the required facilities with available funds certain facilities within the Korat Logistical Complex have been designated for construction by troops. The construction effort for this project is currently being furnished by one construction platoon from the 538th Engr Bn. As the mountainous stretch of the Bangkok By-Pass Extension is completed two additional construction platoons will be moved to the Korat area. The Group presently has directives to construct those structures indicated in paragraph, 1 c (6), above.

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 DCS
CSFOR-65.c. Korathet LOC's:

Present planning for upgrading of Route 223, previously Route 118, includes replacement of existing timber bridges with culverts or precast prestressed concrete bridges, as appropriate. The Group is presently finalising design for a standard 10 meter span precast concrete bridge and investigating the availability of the hardware necessary for prestressing operations. At the present time only one company is available for assignment to the Korathet LOC's. It has therefore been determined that the Task Force second element is not required at this time. If in the future, additional elements are assigned to the construction mission in the Korathet, the requirement for a task force second element will be re-evaluated.

d. Phayak By-Pass Extension:

Subsequent to completion of the military road, follow-on actions will be upgrading and paving of the entire route. In order to insure troop identification with the construction of the final highway, it is currently planned that the section KM 57-118 will be designated for troop effort. The remainder of the road will be upgraded and paved by contract. Upgrading by troops will consist of minor realignment to eliminate unnecessary curves, raising the profile, and paving.

e. POL Facility, Ekkhon Phanon Air Base.

Information available to this Group indicates that the USAF will forward a request for construction of a third 10,000 bbl bolted steel tank. This tank will be used for JP-4 storage and will constitute an addition to the POL Facility presently under construction at that location. It is planned that upon completion of the present POL project at Ekkhon Phanon the platoon of the pipeline company presently on station there will undertake the water storage/pipeline project and the additional JP-4 tank in that order.

f. Replacement of POL Tank, Udorn Air Base.

One of the contractor constructed 10,000 bbl POL Storage Tanks at Udorn Air Base has buckled and is not useable. The buckling is due to foundation failure. The Air Force Regional Civil Engineer has requested funds and authorization for replacement of this tank, work to be done by in-country engineer troops. The time frame for this construction is not available.

g. Project Priorities.

The Group has endeavored on several occasions to determine the relative priorities of all assigned projects and more specifically the projects within the Korat area. Several conferences have been held with US-BSUPHAI to develop these priorities. Final priorities should be available in the near future and will greatly assist planning for construction unit deployment within this group.

77
THCCL-CP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, EDS
CSFOR-65.

3. PERSONNEL:

a. The major problem area during the period of this report has been the shortage of senior supervisory personnel. This command is authorized 70 EOO's, rank E-7 and E-8. Present for duty strength in these grades is 49, a shortage of 21 EOO's. Many of these slots are filled by E-6 EOO's, thus causing a critical shortage of project supervisors. During the quarter, promotions to grade E-6 have been adequate. This has eliminated the critical shortage of Mess Stewards (E-6) as reported in the last Operational report. Promotions to the grade E-7 and E-8 have been almost nonexistent. Requisitions have been submitted for all the above mentioned vacancies.

b. The average present for duty strength of the command is approximately 90%. Another 10% is carried assigned, not joined. This causes an incorrect picture of the operational capability of the command. New procedures in this command for establishment of EDCSA dates enabled a more accurate strength picture to be shown. Some EDCSA dates established for replacements from COMUS are not correct thus causing the 10% to be carried as assigned not joined. Army Regulations require EDCSA date to be either availability date or date due at overseas replacement center. Many individuals are carried as assigned, not joined for as long as 45 days.

c. Officer strength has been above authorized strength but some of our officers are on special duty or extended TDY, thus causing a decrease in the command's operational capability.

4. LOGISTICS:

a. Shortages of major items of construction equipment:

Due to the increased construction mission assigned the Group, the following shortages of major items have become critical.

| <u>FSN</u> | <u>ITEM</u> | <u>SHORTAGES</u> |
|---------------|---|------------------|
| 3895-879-2122 | Distributor Water TK MTD | 6 ea |
| 2410-542-2338 | Tractor Pull Truck TD 24-24L | 3 ea |
| 2420-506-0031 | Tractor, whl MIL830M | 15 ea |
| 3805-678-6359 | Scraper, earth, towed 18 cu yd. | 9 ea |
| 3810-618-9147 | Crane shovel basic unit crlr | |
| | 40 ton 2 cy yd. | 6 ea |
| 2330-294-9552 | Truck Tractor, 10 ton (35 ea auth. | |
| | 29 ea 5 ton, issued in lieu of, on hand). | 6 ea |

Follow up supply action has been effected on a continuing basis and command action has been initiated to expedite delivery of the most critical items.

THODS-OF

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, PCS
CSPR-65.

12

b. Construction materials:

Actions taken to reduce procurement lead time for construction materials are as follows.

(1) Stockings of materials to construct a company size camp, including utilities, is now on hand in the Korat area. A like stocking is on hand at the 809th Engr Bn base camp, Phnom Sraheh.

(2) Requirement contracts have been written, negotiated, and awarded for lumber and aggregate. These contracts are based on estimated requirements for the next 3 months and are on a renegotiable basis.

(3) Requirements contracts for hardware, electrical and plumbing supplies are presently being written.

(4) Requisitioning objectives are under final review prior to placing initial stocking demands on the supply system.

5. MAINTENANCE:

a. A positive Maintenance Program was initiated during the previous reporting period to improve maintenance standards of vehicles and equipment and to sharply reduce the deadline rates. This program continues to be effected through:

(1) Intensified command emphasis at all levels.

(2) Review and improvement of maintenance policies and procedures.

(3) Emphasis on timely follow-up action on repair parts requisitions.

(4) Additional maintenance and supply training for supervisors, mechanics and operators. This training is being presented by the Equipment and Maintenance specialists of the Pacific Mobility Service Office, Army Materiel Command.

(5) Local sources are being utilized for procurement of critical repair parts to supplement the supply system.

(6) Additional time is being allocated to the maintenance of equipment. Night maintenance teams are employed to avoid use of prime operating time for maintenance.

13: HHCOR-CP

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, BCS
CSFOR-65.

b. Repair Parts:

(1) Non availability of repair parts continues to present an obstacle to reduction of the deadline rate within the Group. Considerable improvement has been noted in the supply system during the past month. However, shortages of repair parts continue for critical construction equipment, i.e., dozers, graders, wheeled tractors, scrapers, and cranes.

(2) Lack of status advice on outstanding requisitions continues to be a problem.

c. Depot Maintenance:

Excessive delay in repair and return action on equipment evacuated to 2d Logistical Command continues to be a problem. Correspondence initiated by this headquarters in December 1966 to 2d Log Comd has prompted expediting action for the procurement of repair parts and for repairs of equipment on hand in 2d Log Comd shops. Principal items involved are five dozers, two wheeled tractors, one grader, two scrapers, two scoop loaders, two lubricating units and approximately twenty major assemblies. Favorable results are expected within the next 90 days.

14.
THEORY OF

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, RCS
CSFOB-65.

SECTION II

PART 1 - CONSIDERABLE OBSERVATIONS

1. The wide geographical dispersion experienced by elements of the Group has pointed out two serious deficiencies. First, the dispersion creates an increased requirement for additional 3rd echelon maintenance capability. The COSPAR organization has seriously diluted the engineer equipment support to the point that the available support fails to meet the requirements. Second, the dispersion creates an additional requirement for reliable and responsive means of communication. At the present time major dependence is placed on the telephonic communication channels. This method of communication is subject to frequent outages, thus rendering rapid communications with outlying units impossible.

2. The continued requirement for use of heavy construction equipment, without replacement, requires that rebuild capability be available to provide the necessary support. Out of country rebuild support has not been satisfactory.

3. New arrivals in the command who have recently received training in engineer equipment operation are well versed in the fundamentals of their jobs. With a minimum of familiarization they demonstrate a high degree of proficiency and are able to handle the most demanding tasks.

15
75
TACOM

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, PCS
CSFOR-65.

SECTION II
PART 2 - EVALUATION

1. PERSONNEL:

a. This command is encouraging personnel to extend beyond their scheduled rotation date. The program has been successful in the past and the outlook for more extensions is good. New procedures permit extensions for individuals having only 45 days left in the command. Previous to this change, the criterion was 180 days.

b. On-the-job training has produced some skilled construction machine operators and supervisors. Local national construction machine operators have been hired during the quarter. These operators are helping improve the continuity of construction and as experience is gained, military operators will be released to perform duties as supervisory personnel.

c. A request for validation of outstanding requisitions for E-7 and E-8 has been forwarded by our higher headquarters. Confirmation of cancellation and authority to promote into these slots will greatly assist this command. Promotion to grades E-7 and E-8 will increase our senior supervisory personnel, boost morale of the ECO's who have been working in the higher grade positions, and create vacancies for many of the qualified E-5's for promotion to E-6.

2. OPERATIONS, TRAINING, AND ORGANIZATION:

a. The major problem area during the period continued to be the lack of sufficient lead time for procurement and planning of construction projects. The short deadlines imposed on several projects required that materials and effort be diverted from projects under construction. This resulted in subsequent delays in the latter projects.

b. The great value of dozer mounted rippers in cut operations has been illustrated on the Bangkok By-Pass Extension. Work in the mountainous section (KM 89.5 - 94.5), would have been seriously delayed due to rock within the cut sections. The use of rippers made it possible to continue construction with minimum blasting.

c. The experience gained with equipment contractors within the reporting period has been quite varied. The equipment supplied on the Bangkok By-Pass Extension has been excellent. However, the experience with the contractor at the Ammunition Storage Area has been quite different. In this case the contractor has been unable to supply more than 60% of the equipment called for in his contract at any one time. The only penalty applied in this case is the lack of revenue for hours of operation as called for in the contract.

THC08-02

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, EGS
CSFOR-65.

d. During the reporting period two Royal Thai Army Liaison Officers were assigned to the Group. The Officers, although not engineer officers, have proven invaluable in securing information and providing a liaison with Thai elements.

e. The 2d Platoon of the 697th Engr Co (PL) returned from 6 months TDY in RVN. The equipment of the platoon suffered combat damages and did not receive proper maintenance due to the high priority attached to the mission. Before being placed on TDY all personnel were required to have six months retainability. As a result 70% of the platoon will rotate to COMUS within 30 days. Due to the short retainability and the necessity to correct the equipment deficiencies the platoon is not currently being assigned projects of long duration.

f. The operational importance of the Bangkok By-Pass Extension and the Inland Road has caused the two battalions to operate on a wartime basis. The 538th Engineer Battalion (Const) is currently working a seventy (70) hour week, and the 809th Engineer Battalion (Const) is planning to commence two (2) shift operation about 15 February 1967.

g. The current heavy work load and the back log of authorized construction projects has added great importance to the approval of proposed MTO's and requested augmentations. The next higher headquarters currently has a representative at HQ, USARPAC coordinating these matters. Only one unit within this Group does not have an MTO submitted. This unit, the 697th Engineer Company (PL) (Const Spt), is currently preparing a proposed MTO 5-1770 for submission to the next higher headquarters by 10 February 1967.

3. INTELLIGENCE:

a. Coordination with the British Armed Forces has been effected thru Far Southeast Land Forces, Singapore. An exchange of reconnaissance information has been arranged and should prove beneficial to all concerned. A schedule to update all reconnaissance reports as well as increase the available coverage has been prepared and is being implemented.

b. The Chief, Intelligence Division, USARPAC visited this headquarters to coordinate intelligence requirements and reports.

4. LOGISTICS:

a. Shortages of major items of construction equipment.

17

FACTS-OF

3 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67, 223
CSFOR-65;

(1) Construction equipment shortages will continue to increase as equipment is worn out through usage on an accelerated two shift, seven day week, basis to meet directed completion dates on projects;

(2) Equipment rental is being utilized to a maximum. Availability of equipment for rental is becoming critical due to the low level of in-country assets.

b. Local procurement is still the major source of construction materials. It is anticipated that the supply system will begin furnishing these items in 4 to 6 months.

5. MAINTENANCE:

a. Continual emphasis must be placed on the accuracy of repair parts requisitioning to reduce delays caused by cancellation of requisitions and receipt of incorrect parts.

b. It is essential that status on outstanding requisitions be furnished in a timely manner.

c. All available sources of supply are now being exploited for procurement of parts. Principal sources utilized are:

- (1) Normal Supply System.
- (2) Cannibalization Points.
- (3) Fabrication.
- (4) Local Purchase.
- (5) Adjacent units and supply activities.

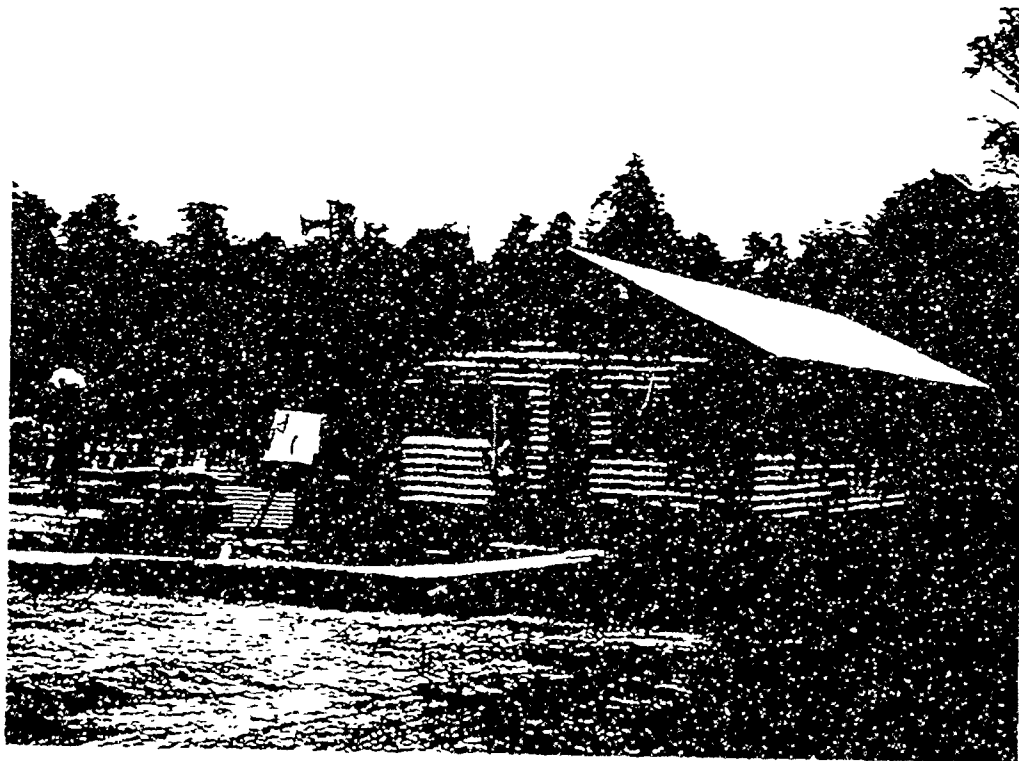
d. The authorization and establishment of a maintenance float of equipment in support of major items of equipment is absolutely essential. The maintenance float will aid in insuring continuity of operations when extended breakdown of primary equipment is experienced.

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Leslie B. Harding
LESLIE B. HARDING
Colonel, GS
Commanding

Incl 1

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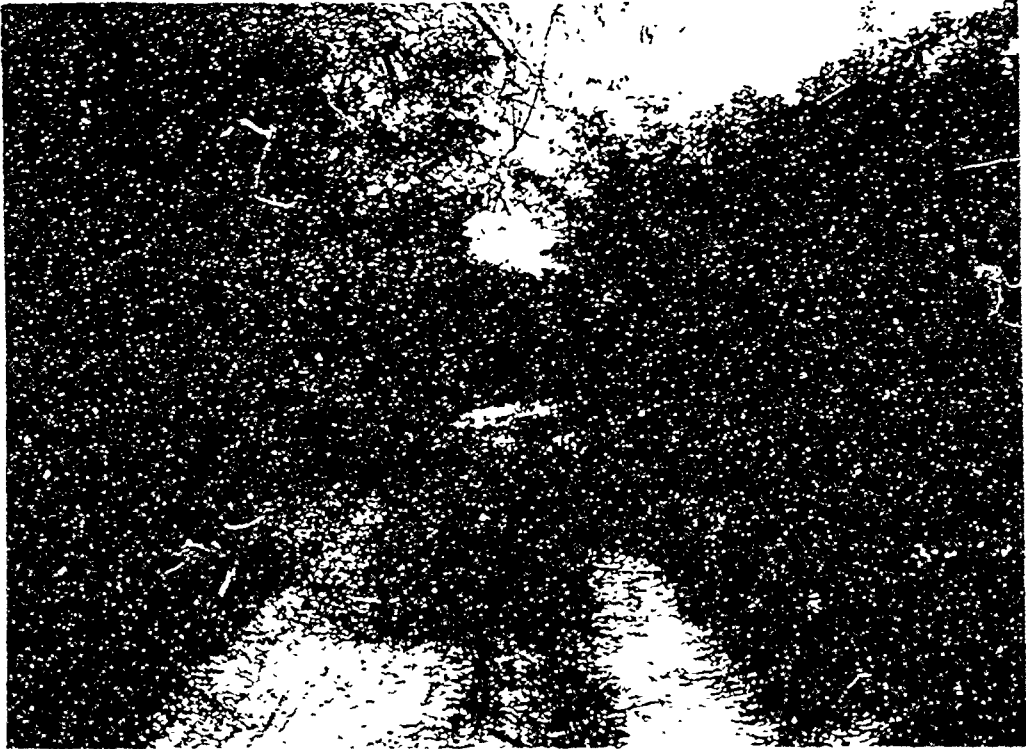
Billets under construction, Special Forces Site, Pak Chong.

Incl 1

18

Incl 1

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Access Road, Special Forces Site, Pak Chong, before upgrading.

Incl 2

19

Incl 1

23



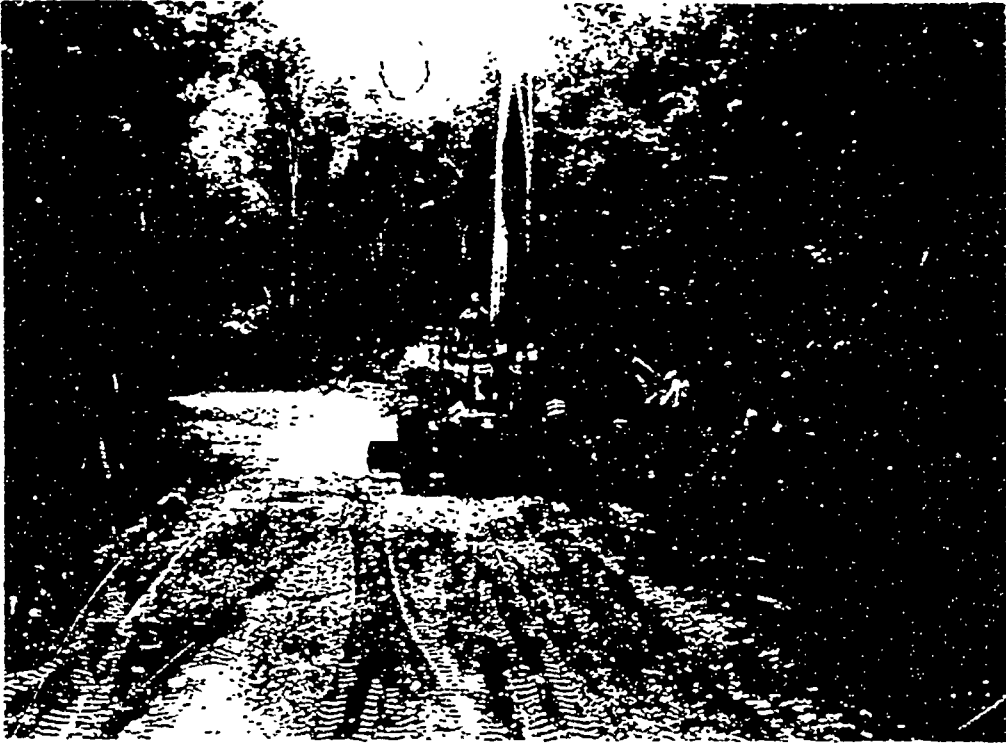
Access Road, Special Forces Site, Pak Cacao, during upgrading.

Incl 3

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Incl 1

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Access Road, Special Forces Site, Pak Giang, during upgrading.

Incl 4

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Incl 1

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Clearing for realignment, Bangkok By-pass extension, vicinity KM 89.5.

Incl 5

Incl 1

29



Billets, Northeast Base Camp.

Incl 6

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Incl 1

31.

THCG (3 Feb 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period
Ending 31 January 1967 (RCS C3FOR - 65)

HEADQUARTERS, U.S. ARMY SUPPORT, THAILAND, APO 96233

TO: CINCSARPAC, ATTN: GPOF-OT, APO 96558

1. The shortage of supervisory personnel in the specialties required by the 44th Engineer Group are world-wide; most MOSC's are, in fact, on the critically short list. With this headquarters operating as a component command and receiving direct promotion allocations for enlisted personnel, it is anticipated that substantial relief from these problems can be anticipated within the next quarter.

2. The problem of present-for-duty strength versus authorized strength is also world-wide. Within USARPAC, Thailand has been able to maintain better present-for-duty posture than any other major command except RVN. The problem is, of course, further compounded in any short tour area. No substantial relief is anticipated nor is there any workable solution save the authorization of higher headquarters for personnel over-strengths.

3. The problem of EDCSA dates has been brought to the attention of higher headquarters several times. This is a continuing error in personnel procedures, the resolution of which is not anticipated in the near future.

4. The comment regarding communications has been investigated and appears to be the past frequent "cuts" made to the cable between Camp Friendship and the 44th Engineer Group area. This cable was aerial until 10 January 1967; however, it now has been buried and the problem resolved. There currently is a similar problem with the cable that extends into the city of Korat. The Korat cable affects service to the 2nd Thai Army and city officials but does not affect the Engineer Group. Efforts are now being made to bury that cable also.

5. Regarding a possible alternate means of communication from Group Headquarters to subordinate units, the Engineer Group and its units are authorized by TOE certain tactical radios. The Group has never requested any assistance from this headquarters regarding these radios. However, it should be stated that if radios were used, it is doubtful that tactical HF radios would be adequate for extending the distances that the Engineers would desire. Our instructions to the Group are that they submit, by MTOE action, requests for commercial single Side Band Equipment. Technical assistance can be provided by Signal personnel on types; however, the Signal Group normally would not be expected to operate or provide from its assets radios for internal communications of the Engineer Group.

6. Cost of expansion of the airhead project with O&M funds exceeded \$25,000. An E&A project for \$773,000 had been submitted in FY 67(S) Program. This was deleted at OSD level, but reclaims was submitted to USARPAC 30 January 1967.

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