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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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

IN REPLY REFER TO

AGAM-P (M) (25 Jul 68) FOR OT RD 682224

8 August 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 125th
Transportation Command (Tml A), Period Ending 30 Apr 1968

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, 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

1 Incl
as

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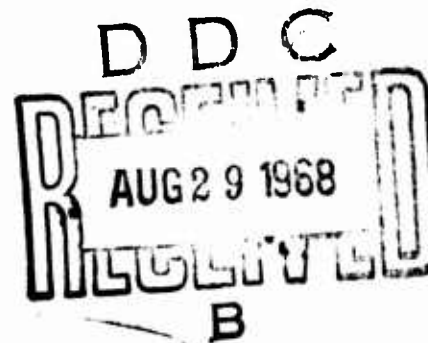
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2

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 125th Transportation Command (Tml A)

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3

DEPARTMENT OF THE ARMY
HEADQUARTERS, 125TH TRANSPORTATION COMMAND (TERMINAL A)
APO San Francisco 96307

AVCA-SGN-TC-XA-C

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

THRU: Commanding Officer
4th Transportation Command (Terminal C)
ATTN: AVCA-SGN-TC-GC-PT
APO 96307

Commanding General
United States Army Support Command, Saigon
ATTN: AVCA-SGN-GO-O
APO 96491

Commanding General
1st Logistical Command
ATTN: AVCA-GO-O
APO 96384

Deputy Commanding General
United States Army, Vietnam
ATTN: AVHGC-DST
APO 96375

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

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

Att: FOR-OT-RD

1. Section 1 - Significant Organizational Activities.

FOR OT RD
682224

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

a. Attached as Inclosure 1 is the current organizational chart for the 125th Transportation Command (Terminal A).

b. During the period covered by this report, the 125th Transportation Command (Terminal A) continued to perform those functions previously being performed in its advisory mission to the Director, Saigon Port Authority and in the discharge of military cargo, to include the acceptance and backload of retrograde cargo within US Army Terminal Saigon (USATS). Deactivation of the 117th Transportation Company (Terminal Service) should be noted as a significant event occurring during this report period. Following deactivation, the majority of personnel were reassigned to the 124th Transportation Company (Terminal Service) located at Cat Lai. In order to continue the mission previously performed by the 117th Transportation Company, a ship and shore platoon from the 124th Transportation Company was attached to this command.

c. Thirteen mandatory training sessions were conducted during the reporting period. Personnel were engaged in activities concerning the performance of assigned command mission a total of ninety days. Deactivation of the 117th Transportation Company, as mentioned in subparagraph b above, was effective on 3 February 1968 but due to late receipt of General Order Number 41, Headquarters, US Army, Pacific, dated 22 January 1968, the last morning report was submitted on 12 February 1968.

d. Specific areas of interest during last quarter.

(1) Restriction of vessel and barge movements following the Tet Offensive of 31 January 1968.

(a) Martial Law was proclaimed in Saigon on 1 February 1968. Vessel and barge movements came to an immediate halt. On 4 February military vessel movements resumed. Resumption of movements occurred as a result of close coordination between this command and the Saigon Port Authority. This command provided transportation and military guards to escort Saigon Port River Pilots. It also organized military line-handler teams to secure or release military vessels at assigned berths.

(b) Commercial vessels resumed movements on 7 February 1968. Barge movements were authorized beginning 22 February but were monitored and restricted to daylight movements until mid March 1968.

(2) Congestion of barge discharge facilities at Thu Duc. As a result of vessel and barge movement restrictions, as mentioned

5 AVCA-SGN-TC-XA-C

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

in sub-paragraph d(1) above, a backlog of vessels resulted. This backlog consisted primarily of foodstuff cargo to include rice, rolled oats, rolled wheat, cornmeal, flour, non-fat dry milk and a blend of cornmeal, soybean oil, and milk (CSM). These foodstuffs were sponsored by USAID and consigned to the Central Purchasing and Supply Authority (CPSA). CPSA first experienced a shortage of authorized stevedore companies to discharge the backlog of CPSA vessels. This particular problem was solved by authorizing four additional stevedore companies to work CPSA cargo, however CPSA was then faced with the problem of barge availability. The majority of CPSA barges were discharged at the Thu Duc barge discharge facility and since barges were being loaded faster at ship-side than being discharged at Thu Duc, congestion resulted at the Thu Duc Canal rather quickly. Congestion became so bad that it was difficult to move an empty barge from the discharge site at Thu Duc to the entrance of the canal. Congestion problems have been corrected at Thu Duc mainly as a result of interest displayed by this command and the Saigon Port Authority.

(3) Clearance of overage cargo from Saigon Commercial Port and Block 22. The large volume of cargo which arrived at Saigon Commercial Port during the Tet Offensive and subsequently staged in the commercial warehouses and open storage areas, clearly indicated the need for positive action in pinpointing overage cargo and removing it from critical warehouse areas. This development pointed out the need to insure the availability of maximum storage space within the port complex for just such a contingency as the Tet Offensive. The large amount of cargo staged within the port complex during this period resulted primarily from the limited number of vehicles available for port clearance and destruction or restriction of receiving facilities. When cargo conditions became somewhat stable, the Saigon Port Authority was confronted with still another dilemma. Port authorities were notified by the Government of Vietnam that a decision had been made to develop Petrus Ky Open Storage Area into a refugee housing area. Petrus Ky had provided a backup storage area away from the port complex since the US Military build up in Vietnam. Large bulk shipments had previously been stored there in order to avoid placement of these large volume shipments in the main port area. In addition to the clearance of all cargo from Petrus Ky, a concentrated and successful effort has been made to clear numerous lots of cargo from the warehouse located at Block 22. Other actions to insure the removal and clearance of cargo from the Saigon Commercial Port included the completion of a physical inventory of all cargoes recently consigned to US Government agencies. Emphasis had been placed on the clearance of all cargoes reflected on this physical inventory, and letters have been initiated to all non-appropriated funds and messes requesting they cooperate in the clearance of items shown on this cargo listing.

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

(4) Status of Port Maintenance Program and Port Mess Facility.

(a) Equipment Maintenance: Efforts to obtain technically-qualified maintenance personnel proved fruitless during the last quarter. Instead of gaining more qualified personnel as hoped, losses have been experienced which can be attributed to the increased emphasis placed on the Vietnamese draft following the 31 January Tet Offensive.

(b) Port Mess Facility: Although construction of this facility was completed some time ago, there has been no action initiated to install equipment or to initiate operating procedures. Representatives of this command have continued to aggressively pursue this project, however no opening of this facility appears likely in the immediate future. It should be noted that this facility served a worthwhile purpose during the Tet Offensive as a temporary storage facility for rice.

(5) Operational Status of the Port Fire Station. The establishment and subsequent operation of the Port Fire Station has greatly enhanced the fire-fighting capability within the vicinity of Saigon Commercial Port. Since this facility was placed in operation in November, 1967, specific emergency procedures have been established between the US Army Terminal, Saigon, Fire Station, operated by a commercial company contracted by the US Army, and the Port Fire Station. Coordination has been effected pertaining to fire equipment furnished and support rendered, as required, for each emergency call received.

(6) Release from hire of two hundred and eighty-eight VN laborers. In execution of an agreement signed on 30 December 1966 between Mr. W. S. Moyers, Saigon Area Civilian Personnel Officer representing the US Army and three delegates representing 288 longshoremen working for Newport, the 4th Transportation Command was required to hire, on a continuing basis, 288 contract laborers in excess of daily requirements. The agreement was in effect the settlement of a labor strike at Newport. The laborers were hired on a daily basis through STIC Stevedore Company at a cost of approximately \$45,000 per month. The Labor Force was divided into shifts, each shift consisting of 144 men working 12 hours daily and split between two major areas of the port. When the Commanding Officer of the 125th Transportation Command was designated as Commander of USATS, the labor force of 288 men came under the jurisdiction of this headquarters. Recent events, including the renegotiation of stevedore contracts in Saigon Port, negotiation of stevedore contracts at Newport and continued emphasis on reduction of international balance of payments expenditures resulted in a nullification of the requirement to hire these excess laborers.

7

AVCA-SGN-TC-XA-C

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

e. During this report period, two major personnel changes occurred: The Deputy Commanding Officer was re-assigned to the 4th Transportation Command (Terminal C) and replaced by the former Commanding Officer of the United States Army Transportation Battalion (Provisional) at Vung Tau. The S-3 slot was filled as a result of the re-assignment of an officer from the 4th Transportation Command.

Commanding Officer: Colonel Lloyd A. Osborne

Deputy Commanding Officer: LTC Edward W. Pence

S-1: MAJ Robert R. Bauman

S-2: 1LT James P. McVeigh

S-3: LTC Jerome C. Duffy

S-4: MAJ Dannie J. Risley

This command is organized under TO&E 55-131E, augmented.

SECTION 2 - PART I

OBSERVATIONS (LESSONS LEARNED)

1. Personnel.

a. ITEM: Local National Daily Time and Attendance Reports

DISCUSSION: In an effort to increase office efficiency and production, the daily time and attendance sheet has been revised to reflect total hours worked. Approximately fifty (50) time sheets are submitted to the Civilian Personnel Office daily. Previous procedure required the time-keeper to compute the total hours worked daily for each employee. By utilizing the revised time sheet the time-keeper can easily post the total daily hours to the consolidated bi-monthly time and attendance report. The daily time and attendance sheets are now filed as a permanent record, eliminating the necessity of transposing hours worked from the daily time sheet to the individual time card which was previously utilized as the permanent record.

OBSERVATION: The revised time and attendance sheets resulted in more expeditious completion of required posting and permitted the time-keeper to assist the administrative assistant in routine clerical work and office duties.

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

8

b. ITEM: Shortage of 15,000 pound Forklift Operators

DISCUSSION: During this report period there was a noticeable shortage of 15,000 pound Local National male forklift operators. This shortage is expected to become worse due to increasing GVN military requirements. A training program has been initiated in order to instruct and qualify Local National female forklift operators to drive and operate the 15,000 pound forklift.

2. Operations.

a. ITEM: Designation of a Command Transportation Officer

DISCUSSION: Prior to 1 April 1968 for a period of almost two years, the US Army utilized the services of Compagnie Saigonaise de Transit (CST), a civilian firm acting as an agent for the US Army, to obtain delivery orders on commercial bill of lading cargo arriving in Saigon consigned to those agencies authorized to receive US military and military-interest shipments. Stevedore and warehouse fees which accrued on this cargo were paid by CST in accordance with the terms of their contract with the US Army. As a result of this procedure, cargo delivery orders were not always processed as expeditiously as the situation demanded. Through an informal cost analysis it was found that the cost for the service performed by CST was quite substantial (approximately \$45,000 during FY 1968). In order to improve this situation, a Transportation Officer was appointed on orders, effective 1 April 1968, the expiration date of the US Army's contract with CST. Since that date, through direct contact with all shipping agents, the Transportation Officer certifies the accuracy of all stevedore and warehouse charges accrued on US military and military interest cargo, and issues DD Form 1155, Order for Supplies or Services, which authorizes payment of all appropriate fees by the US Government in exchange for the delivery orders on this cargo.

OBSERVATION: The immediate effect of this new procedure has been the elimination of excess costs involved with the continued implementation of the US Army contract with CST. Another feature of this procedure has been the increased responsiveness of this command in obtaining delivery orders, thus assuring the expeditious release and clearance of commercial bill of lading cargo arriving in Saigon for US military and military-interest consignees.

b. ITEM: Liaison with the Personal Property Branch (PPB)
at Tan Son Nhut.

9
AVCA-SGN-TC-XA-C

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

DISCUSSION: As a result of several meetings with the PPB, it became apparent that a port liaison was needed to conduct searches for missing personal property.

OBSERVATION: The Support Services Branch (SSB) has assumed the additional mission of liaison with the Personal Property Branch. On request from the PPB, the SSB frequently conducts searches for lost, missent, and mislabeled cargo. In addition, SSB also assists in expediting customs clearance of hold baggage and personal property.

c. ITEM: Difficulty in obtaining release of commercial bill of lading cargo discharged at locations outside the operational limits of Saigon Commercial Port.

DISCUSSION: During this report period, this command experienced difficulty in obtaining the release of commercial bill of lading cargo discharged from vessels moored at Tu Do, Nguyen Hue, and Ham Nghi Piers, all of which are small pier facilities located in downtown Saigon and utilized for berthing coastal type vessels. These piers are not considered within the operational limits of Saigon Commercial Port. After discharge, the cargo was drayed to Warehouse 1-B, located in the Saigon Commercial Port complex. The stevedore company responsible for the discharge and handling of such cargo refused to release the cargo until all charges were paid, including an exorbitant drayage and stevedore charge far in excess of rates quoted in the Port Tariff published by the National Port Authority for the Port of Saigon. Negotiations ensued. However, this caused an initial delay in the receipt of cargo by the US military representatives.

OBSERVATION: In order to avoid incidents of this nature in the future, a command policy was established and implemented whereby all US military and military-interest cargo reflected on commercial bills of lading and discharged from vessels at Tu Do, Nguyen Hue, and Ham Nghi Piers would be received "sous-palan", the term used locally for cargo accepted under ship's tackle. This policy eliminates any delay in receipt of cargo consigned to US Government agencies, and will result in a substantial savings to the United States Government since payment of drayage costs will be avoided.

d. ITEM: Preparation of Transportation Control and Movement Documents (TCMD)

DISCUSSION: During the last quarter it became apparent that truck drivers were departing this command with TCMD's that were in some cases not accurate. In most cases, the error was related to the consignee address block. A study was conducted which revealed that most of these errors could be found and corrected by using an assembly

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

10.

line technique for processing TCMD's. This technique, consisting of five (5) stations, was placed into effect on 20 February 1968. The five stations consist of: (1) an outside checkpoint where draft TCMD is checked against cargo on truck; (2) cargo disposition instruction (CDI) point where draft TCMD is checked against CDI for proper consignee and location; (3) typing point where typed and serially numbered TCMD is prepared from draft; (4) typing check point where draft and typed TCMD are compared by supervisor; and (5) logging point where time out and pertinent information from TCMD is posted and file copy pulled.

OBSERVATION: The assembly line technique for processing and checking TCMD's has substantially reduced missent cargo which results in increased efficiency to the overall documentation function of this command and savings to the United States Government through more efficient truck utilization.

e. ITEM: Discharge and clearance of perishable cargo.

DISCUSSION: In the past, a periodic problem has been experienced by this command when the programmed input of perishable cargo exceeded the capability of available storage facilities in the Saigon area to receive this cargo. As a result, vessel discharge performance and departure dates could not be accurately projected. Further, periodic slowdowns were experienced while awaiting the type trucks required for movement of chill and freeze cargo. A need was evident for additional storage facilities on a short term basis. Coordination was effected with representatives of the Transportation Management Agency and the Vietnamese National Railway in order to determine the availability of refrigerated rail cars. Information was received that there were thirteen refrigerated cars in the Saigon area, all of which could be provided for this purpose and which had not been used previously. As a result, shortly thereafter, several of these special-purpose rail cars were requested for placement in the rail staging area of US Army Terminal, Saigon.

OBSERVATION: It was found that refrigerated railcars provided temporary augmentation to existing storage facilities and that perishable cargo could be diverted to these cars should the depot's receiving capability be overtaxed at any given time. Another advantage which these cars offered over the depot's fixed storage facilities was the short transit time of the cargo from shipside to the railcar, thus expediting the turnaround time of vehicles utilized to move this cargo. This innovation has resulted in a substantial reduction in the amount of stevedore stand-by time previously experienced

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

aboard those vessels carrying both chill and frozen perishable cargo, and has enabled this command to more accurately project completion of vessel discharge operations, thereby resulting in more expeditious vessel turnaround times. As a result of the success of this innovation, the subsistence depot decided to explore the feasibility of shipping perishable cargo direct to its intended destination by refrigerated railcar. The depot then initiated a limited program for movement of this cargo to consignees located near rail discharge facilities. Through close coordination with the subsistence depot, cargo intended for rail shipment to destination is often loaded direct from vessel to railcar rather than being processed through the depot storage facilities. This operation reduces the double-handling of perishable subsistence and increases the depot's overall receiving capability.

f. ITEM: Military Stevedore Gangs

DISCUSSION: During the Tet Offensive it was necessary for this command to organize personnel into stevedore gangs to continue cargo discharge operations normally performed by commercial stevedore companies. Clerks, cooks and truck drivers became stevedores and longshoremen under the supervision of normal supervisory personnel.

OBSERVATION: This command continued limited cargo discharge operations at USATS during the entire Tet Offensive and is presently organized to assume discharge operations again on order of the Terminal Commander.

g. ITEM: Multiple CONEX lifting gear

DISCUSSION: Discharge and loading operations on Seatrain vessels are frequently rather slow because of the two cranes available and the need to coordinate their movements. During a recent unit move which included many CONEX containers, gear was constructed to allow two CONEX containers to be lifted by one crane. The gear consists of a 3.8 meter 4x4 spreader bar separating two 20 foot cables to which normal CONEX cables are attached to each.

OBSERVATION: The gear described above nearly doubles the normal rate of discharge or backload of CONEX containers on Seatrain vessels.

h. ITEM: Electric forklifts for freeze hatches.

DISCUSSION: One contract stevedore died and two were incapacitated as a result of carbon monoxide from gasoline forklifts in a freeze

13 May 1968

12.

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGT0)

hatch which in general is very small. Use of hatch tents over freeze hatches aggravates the problem of fumes.

OBSERVATION: Use of electric forklifts could have prevented these casualties. Electric forklifts have been requisitioned for such use.

3. Training. None

4. Intelligence. None

5. Logistics.

a. ITEM: Cargo Handling Equipment

DISCUSSION: During the Tet Offensive, it became apparent that cargo handling equipment available to this command was insufficient to perform stevedore duties normally performed by contract stevedores. Members of this command met with representatives of stevedore companies responsible for operating the M&M complex, Commercial Port complex, and Fishmarket complex, (K-12). Arrangements were effected for this command to utilize stevedore company cargo handling equipment during periods of strikes, curfew, or periods when civilian labor is not available.

OBSERVATION: The cargo handling equipment agreement between commercial stevedore companies and this command makes it possible to continue cargo discharge operations at USATS during periods when civilian labor is not available.

b. ITEM: Forklift Breakdowns

DISCUSSION: During this report period it was noted that many forklifts broke down periodically due to mechanical difficulties in areas distant to the Equipment Services Branch, the command maintenance facility located in the M&M complex. In the past, much time was wasted because these breakdowns could not be reported immediately. On 3 March 68 this command initiated a roving patrol consisting of one LN mechanic and one military mechanic. Utilizing a warehouse tractor as transportation, the patrol is able to spot forklift breakdowns, make repairs and return them to service without unnecessary delay.

OBSERVATION: By utilizing the roving maintenance patrol, forklift breakdowns are quickly spotted and the equipment is expeditiously

13 AVCA-SGN-TC-XA-C

13 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

returned to service.

c. ITEM: Re-use of commercial pallets.

DISCUSSION: This command was experiencing a considerable loss of warehouse pallets used to expedite discharge and shipment of chill cargo to Class I storage facilities. The loss was due partially to pilferage and partially to legitimate use of pallets to store and forward the cargo to final consignees. These were knock-down pallets which were obtained and constructed at a cost of \$3.38 each. It was observed that commercial pallets arriving with beer and beverages, while not as substantial as the knock-down pallets, would be adequate for chill cargo, especially in view of the frequent one-time use for that purpose. The exchange officer was contacted and arrangements were made to pick up beer and beverage pallets which had previously been destroyed or disposed of as trash. Approximately 500 of these pallets are retrieved monthly and re-used for chill cargo.

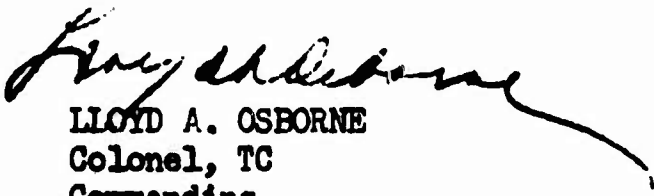
OBSERVATION: The re-use of beer and beverage pallets effects a monthly savings of approximately \$1700 in this command alone. Use by other commands could also effect substantial savings.

SECTION 2 - PART II

RECOMMENDATIONS

1. That the possibility for use of multiple CONEX lifting gear as described in paragraph 2g, Section 2, Part I be disseminated to all ports working Seatrain vessels.
2. That electric forklifts be made available to all ports working chill and freeze cargo. (Reference paragraph 2h, Section 2, Part I.)
3. That the possibility of effecting substantial savings by re-use of beer and beverage pallets as described in paragraph 5c, Section 2, Part I be disseminated to supply and transportation agencies world-wide.

1 Incl
as


LLOYD A. OSBORNE
Colonel, TC
Commanding

15 AVCA SGN TC GCPT (20 May 68) 1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968

DA, HQ, 4th Transportation Command, APO San Francisco 96307 28 MAY 1968

TO: Commanding General, US Army Support Command, Saigon, ATTN: AVCA SGN GO,
APO 96491

The Operational Report - Lessons Learned from the 125th Transportation Command has been reviewed by this headquarters and is considered complete and appropriate. Six copies are furnished in accordance with paragraph 6 of LC Reg 1-19.

FOR THE COMMANDER:

TEL: Tiger 3735



DANIEL E. GARVER
ILT, TC
Acting asst A G

AVCA SGN GO (20 May 68) 2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR-65) (125th Transportation Command)(Terminal A)

HQ, US Army Support Command, Saigon, APO US Forces 96491 29 May 1968

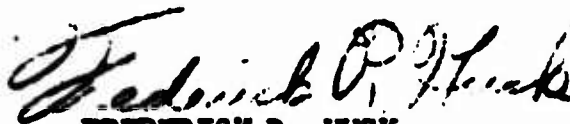
TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO O,
APO 96384

1. The Operational Report - Lessons Learned for the Quarterly Period Ending 30 April 1968, of the 125th Transportation Command (Terminal A) is forwarded in accordance with the provisions of para 9, AR 1-19.

2. Lessons Learned, observations, and recommendations are concurred in by this command.

FOR THE COMMANDER:

TEL: LB 2604



FREDERICK R. HUCK
Colonel, GS
Chief of Staff

17

AVCA GO-O (20 May 68) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR-65)(125th Transportation Command)(Terminal A)

DA, Headquarters, 1st Logistical Command, APO 96384

10 JUN 1968

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

1. The Operational Report - Lessons Learned submitted by Headquarters, 125th Transportation Command for the quarterly period ending 30 April 1968 is forwarded.

2. Pertinent comments follow:

a. Reference Section II, paragraph a(1). Concur. The daily time and attendance sheet referred to is a local form devised by the 125th Transportation Command. Time sheets of this type are used by most organizations employing large numbers of indigenous personnel and have been developed to meet local needs and situations. No action by higher headquarters required.

b. Reference Section II, paragraph a(2). Concur. The use of females as forklift operators has met with success throughout the command, especially when trained locally where O.J.T. provides training as well as getting the job done. No action by higher headquarters required.

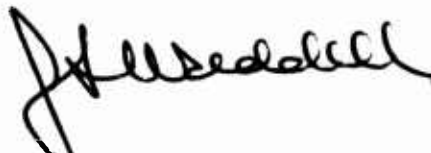
c. Reference Section II, paragraph b(7). Concur in the recommendation that other ports be advised of this method to increase CONEX handling on Seatrain vessels. This headquarters will take necessary action.

d. Reference Section II, paragraph e(3). Concur in the recommendation that beer and beverage pallets be used in the shipment of chill cargo. This headquarters will take necessary action to inform subordinate commands of this recommendation.

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

FOR THE COMMANDER:

TEL: LBN 2684



J.S. WADDELL
1LT, AGC
Ass't Adjutant General

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14

AVHGC-DST (13 May 68) 4th Ind CPT Arnold/dls/LBN 4485
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR 65) (WFRGTO)

18

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 27 JUN 1968

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

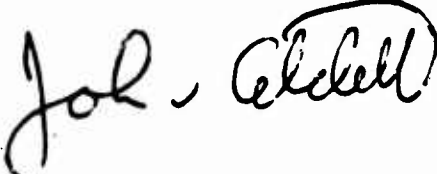
1. This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 30 April 1968 from Headquarters, 125th Transportation Command (Terminal A).

2. Comments follow:

a. Reference item concerning electric forklifts for freeze hatches, page 9, paragraph 2h and paragraph 2, page 11: Concur. Electric forklifts are required for working in all closed areas and for ammunition handling. If items are not authorized for this unit appropriate MTOE/MTDA should be forwarded. Electric forklifts are in the Closed Loop program (PROJECT MOY) and due to shortage, a problem flasher message has been sent requesting immediate shipment of 5 each by air and additional forklifts to make up the program shortfall.

b. Reference item concerning cargo handling equipment, page 10, paragraph 5a: Concur. Action taken was in the interest of continuing operations. Should the need arise again, the same arrangements may be desired.

FOR THE COMMANDER:


JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

Cy furn:
HQ 125th Trans Cmd (Term A)
HQ 1st Log Cmd

19
GPOP-DT (13 May 68) 5th Ind

SUBJECT: Operational Report of HQ, 125th Trans Comd (Term A) for
Period Ending 30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 12 JUL 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 indorse-
ments and concurs in the report as indorsed.

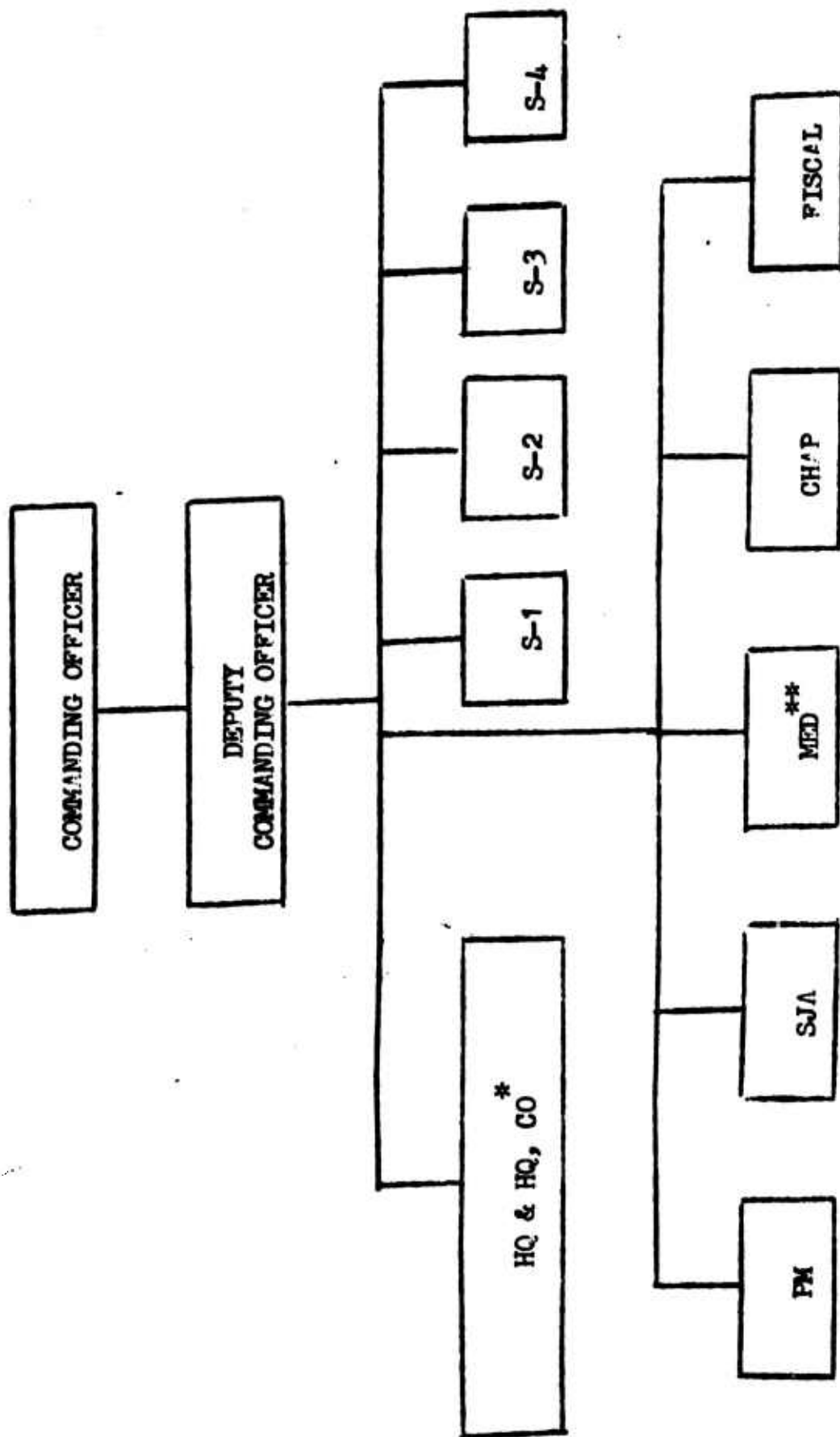
FOR THE COMMANDER IN CHIEF:



C.L. SHORTT
CPT, AGC
Asst AG

Inclosure 1

HEADQUARTERS, 125TH TRANSPORTATION COMMAND ORGANIZATION



* Augmented by Det 4, TDA unit to 4th TC (Tml C) and Ship and Shore Platoons, 124th Trans Co (TS)
** Position vacant

21

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