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AGO ltr 29 Apr 1980

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

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IN REPLY REFER TO

AGDA (M) (11 Jun 70) FOR OT UT 701043

17 June 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 71st Transportation Battalion and US Army Terminal, Newport, Period Ending 31 January 1970

SEE DISTRIBUTION

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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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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 71ST TRANSPORTATION BATTALION (TML)  
AND U.S. ARMY TERMINAL, NEWPORT  
APO San Francisco 96243

AVCA SGN TCXC CO

9 February 1970

SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport -  
Period Ending 31 January 1970 (RSC CSFOR-65(R2))

Commanding Officer  
4th Transportation Command  
ATTN: AVCA SGN TC GCPT  
APO 96243

1. Section 1, Operations: Significant Activities

a. The Cargo Plans Section of the Office of the G3, 4th Transportation Command, was relocated to Newport during the first week in November. Co-location of this Section with Newport's Cargo Operations Branch considerably improved the day-to-day coordination required for efficient and integrated outload operations.

b. On 4 November, a member of the 368th Transportation Company was selected as Soldier-of-the-Month by the 4th Transportation Command. This marked the 12th time in 13 months that this honor has been won by a member of the 71st Transportation Battalion.

c. Construction of the Newport "Final Rinse" wash rack began on 9 November and was completed on 28 January. This facility will provide the capability for washing retrograde vehicles at the port as part of the quality control program to meet Department of Agriculture standards for the cleanliness of export cargo.

d. During the 24 hour period ending at 1830 hours on 24 November, an all-time record for the handling of refrigerated cargo by the 4th Transportation Command was set by the 368th Transportation Company. A total of 789 short tons of chill and freeze cargo were discharged from the "USNS Asterion" at Newport during this period.

e. The Newport "Area Resurfacing Project" began on 24 November and continued throughout the reporting period. Approximately 500,000 square feet of asphalt was laid, while a crushed rock base was placed on an additional 750,000 square feet of open storage area. These improvements made Newport truly an all-weather port.

FOR OT UT

701043

Inclosure

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f. The pontoon at LST site #2 was repaired during the period of 26 November through 11 December as part of a 71st Battalion self-help project. CWO Dillivan of the 71st Battalion Maintenance Staff received an impact award of the Army Commendation Medal for his ingenuity in devising the method of effecting the repairs.

g. The 71st Transportation Battalion Consolidated Mess at Camp Camelot was selected as Saigon Support Command's Best Mess for the month of November. The Mess also took second place in Saigon Support Command's Mess Competition for the month of January.

h. The outload of the PHILCAG contingent took place through Newport on 10 December. Two LSTs and a Destroyer Escort accomplished the pick-up of the troops and their accompanying supplies.

i. New cyclone fence gates were installed at the Newport in-transit cargo warehouses during the months of December and January, improving physical security appreciably.

j. LTC James F. Burckert assumed command of the 71st Transportation Battalion and U.S. Army Terminal, Newport from LTC John L. Carr at a change-of-command ceremony conducted at Newport on 16 December. Highlights of the ceremony were a boat whistle salute from all ships berthed at Newport, a water salute from the fireboat, and a pass-in-review by 80 forklifts and cranes.

k. The Quang Minh Company took over the Newport vehicle processing contract from the PA&E Company in mid-December. The new contractor's performance, initially poor, improved considerably during January but is still not up to desired standards.

l. A total of 72 direct-hire cargo checkers transferred from Saigon Port to Newport on 21 December. An additional 10 checkers transferred to Newport in January. Although some re-training and re-orientation were required, these people have proven to be a definite asset to Newport in improving the quality of MILSTAMP cargo documentation at the Terminal level.

m. A new record was established at Newport on 29 and 30 December when 567 loads of cargo were documented and cleared from the Terminal in a single 24 hour reporting period (1800 to 1800). Of this total, 339 loads were cleared on the day shift alone.

n. An all-time cargo-handling record for Newport was set during the 24 hour period from 1800 hours on 3 January through 1800 hours on 4 January, when 8,964 short tons (19,256 measurement tons) of cargo were discharged and 1,840 short tons (7,858 measurement tons) of cargo were outloaded, for a grand total of 10,804 short tons (27,114 measurement tons) of cargo handled. By the standards of any five berth port worldwide, this is an exceptional output for a 24 hour period.

AVCA SCN TC XC CO

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o. During a 24 hour sympathy strike conducted by port labor on 7 and 8 January, our military stevedores, operating without contractor or direct hire LM assistance, discharged/backloaded approximately 3,000 short tons of cargo and cleared over 400 truckloads of cargo from port.

p. Repair of the pontoon at LST Site #1 was undertaken on 9 January as a self-help project similar to that performed during November and December at LST Site #2. The work was still in progress at the end of the reporting period, but is due for completion during February.

q. The 71st became a "Super Battalion" on 15 January with the assignment of two additional companies and the attachment of three additional detachments. The new additions to the 71st Battalion family are the 154th Transportation Company (Terminal Service), the Harborcraft Company (Provisional), Detachment #4 of the U.S. Army Marine Maintenance Activity Vietnam, the 58th A.C. Detachment (APU) and the 508th A.C. Detachment (APU). The expanded missions of the Battalion include operation of port facilities at Newport, Saigon Port and Tay Ninh; operation of Camp Camelot and the Camp Davies Signal Equipment Shop; providing towing and lighterage services throughout the III and IV CTZ; customs clearing at Saigon Port Commercial Port; providing POL watercraft services; and providing personnel for handling air cargo at Bien Hoa and Tan Son Nhut Airports.

r. Dredging operations began at Newport on 18 January and were underway at the close of the reporting period. All deep draft berths are to be dredged, and the turning basin is to be widened and deepened.

s. During the 24 hour period ending at 1800 hours on 21 January, a new port clearance record for Newport was set when 8,216 short tons of cargo cleared the Terminal. This included 6,431 short tons cleared by highway and 1,785 short tons of trans-shipment cargo cleared by shallow-draft watercraft.

t. A record 894 short tons of cargo were outloaded on the LST 1067 during the night shift period from 1800 hours on 27 January through 0600 hours on 28 January. This beat the previous record for a single shift loading of an LST by nearly 150 short tons.

u. During the 24 hour period ending at 1800 hours on 22 January, the 71st Battalion broke its own previous record (4,586 short tons) for the discharge of a single ship during a 24 hour period when 4,754 short tons of cargo were discharged from the U.S.N.S. "Brostrom".

v. The all-time Newport record for cargo handling during a single month was broken in January of 1970 when 156,000 short tons of cargo (in and out combined) were handled. This surpassed the previous record of 148,000 short tons set in April of 1968.

w. As compared with the preceding three months (August-October 1969), the number of ship operations handled at Newport during this reporting period increased significantly:

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9 February 1970

SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport -  
Period Endings 31 January 1970 (RCS CSFOR-65(R2))

- (1) Deep draft ships discharged increased from 79 to 106.
- (2) Deep draft ships outloaded increased from 77 to 79.
- (3) Shallow draft vessels discharged increased from 106 to 112.
- (4) Shallow draft vessels outloaded increased from 110 to 155.

x. The total tonnage handled during this reporting period was 404,000 short tons, an increase of 54,000 short tons over the 350,000 tons handled during the preceding period.

y. Known cargo pilferage losses decreased from \$9,977.26 for the August-October 1969 period to \$ 2,884.07 for the November 1969 - January 1970 period. Tighter cargo security measures are the key.

z. The Battalion was engaged in operations during all 92 days of the reporting period.

2. Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

(1) Stowage of Refrigerated Cargo

(a) Observation: U.S. Army Terminal, Newport has been receiving refrigerated cargo which is not segregated by consignee within the hatch. Due to the lack of in-transit storage facilities for refrigerated cargo, such cargo must be cleared from port in the order encountered in stowage. The lack of segregation in stowage, combined with variable consignee reception capabilities at the Depot, Commissary and lesser reception points, slows the discharge rate for refrigerated cargo appreciably.

(b) Evaluation: Block stowage of refrigerated cargo by consignee and commodity would significantly increase the ship discharge and port clearance rates.

(c) Recommendation: That loading ports block-stow all refrigerated cargo by consignee and commodity, for ease of access, discharge and port clearance.



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(2) Nomination of Ships to Transport Retrograde Vehicles

(a) Observation: MSTS has frequently been nominating obsolete Victory Ships, with sub-standard lifting gear, to transport retrograde vehicles to various ports in Japan, Okinawa, Taiwan and CONUS at the same time that more modern ships with excellent cargo gear were in port and departing for the same destinations. As a result of the selection of sub-standard shipping, the loading time was increased and outload productivity decreased due to the necessity to load the cargo with slow-operating floating cranes.

(b) Evaluation: Time and money would be saved if all retrograde vehicles were booked on self-sustaining ships possessing modern cargo handling gear and wide hatch squares. Many ships having such qualifications now leave Newport with unused space well suited to carrying vehicles.

(c) Recommendation: That retrograde vehicles be booked for modern self-sustaining ships wherever possible, avoiding the use of overage Victory Ships which waste time and money.

d. Organization: None

e. Training: None

f. Logistics:

(1) Palletization of Cement

(a) Observation: Several consignments of cement recently received from Sattahip and Danang were palletized with weak pallets made of wood not much stronger than orange crates. When handled by forklifts or slings, such pallets easily broke, leaving the cement bags unprotected. As a result, some loss of cement occurred during handling at both the loading and discharging ports.

(b) Evaluation: Sturdy, well-built pallets are required for the safe, efficient and economical transport of cement. Damage due to handling must be minimized, without undue sacrifice of ease and speed of handling.

(c) Recommendation: That all loading ports employ sturdy, well-built, serviceable pallets for palletizing and shipping cement and other bulk commodities.

(2) Security of Medical Supplies During Transport

(a) Observation: Medical supplies are usually high-value items having great attraction on the local Black Market. On several recent occasions, such supplies were shipped from Okinawa to Newport in weak wooden crates (hardly thicker than orange crates) which were either stowed loose in the ship's hold or stowed on the open beds of trailers. In either case, the cargo was marked in a clearly visible manner as being medical supplies. The

AVCA SGN TC X3 CO

9 February 1970

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combination of weak crates and highly visible markings was an invitation to pilferage. Fortunately, in these cases, alert guards and documentation personnel spotted and protected the cargo before the stevedores could get into it. The potential for loss was there, however.

(b) Evaluation: High value items such as medical supplies should be shipped in sealed vans or sealed CONEX containers, without visible exterior marking of contents on the van or CONEX. This will minimize the risk of loss during loading, transport and discharge.

(c) Recommendation: That medical supplies and other high value items be shipped in sealed vans or sealed CONEX containers, without visible exterior marking of contents on the van or CONEX.

g. Communications: None

h. Materiel: None

i. Other: None

JAMES F. BURCKERT  
LTC, TC  
Commanding

1 Incl  
Organizational Chart

AVCA SGN TC GCPT (31 January 1970) 1st Ind

SUBJECT: Operational Report, Lessons Learned - U.S. Army Terminal Newport - Period  
Ending 31 January 1970 (RCS CSFOR-55 (R2))

DA, HQ, 4th Transportation Command (Tnl C), APO 96243


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

1. The Operational Report, Lessons Learned - U.S. Army Terminal Newport - Period  
Ending 31 January 1970 RCS CSFOR-55 (R2) is forwarded in accordance with USAFV Reg  
525-15.

2. This headquarters concurs with the observations, evaluations and recom-  
mendations contained therein.

FOR THE COMMANDER:

TEL Tiger 3735

  
EARL R. HANSON  
ACTING ASST AG

AVCA SGN GC S (9 Feb 70) 2nd Ind  
SUBJECT: Operational Report - Lessons Learned, US Army Terminal Newport,  
Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army Support Command, Saigon, APO 96491 9 MAR 1970


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

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

1. Reference paragraph 2c(2), page 5. CONCUR. Request 1st Log Comd take necessary action to insure that MSTs, whenever possible, nominate modern self-sustaining ships for retrograde cargo and avoid the use of cverage Victory ships which waste time and money.
2. Reference paragraph 2f(2), page 5. CONCUR. The recommended action of transporting medical supplies and high dollar items in sealed vans or sealed CONEX containers from Okinawa to Newport is presently in effect. USATSA Vans are being used to protect high dollar value shipments of medical supplies from Okinawa to Newport. These vans offer the best security and most economical means of transportation.
3. Lessons Learned, observations, and recommendations are concurred in by this command.

FOR THE COMMANDER:

TEL: LBN 2604

  
MICHAEL D. HUSTON  
CPT AGC  
ASST AG

CF:  
71st Trans Bn

AVCA GO-MH (9 Feb 70) 3d Ind

SUBJECT: Operational Report - Lessons Learned of the 71st Transportation  
Battalion and United States Army Terminal, Newport for the period  
Ending 31 January 1970 RCS CSFOR-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384 30 MAR 1970

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

1. The Operational Report - Lessons Learned submitted by Headquarters,  
71st Transportation Battalion and United States Army Terminal, Newport  
for the quarterly period ending 31 January 1970 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning stowage of refrigerated cargo, page 4,  
paragraph 2c(1). Concur. If specific examples can be cited, a message  
should be sent to CONUS and PACOM loading ports requesting such block  
stowage and segregation.

b. Reference item concerning nomination of ships, page 5, paragraph  
2c(2). Concur. This headquarters will prepare a letter to USARV for for-  
warding action to MSTSO V and MSTSFE requesting nomination of self sus-  
taining ships when available.

3. Concur with the basic report as modified by this and previous  
indorsements.

FOR THE COMMANDER:

TEL: LBN 4862



DONALD R. WILLIAMS  
LTC, AGC  
Deputy AG

CF:  
USASUPCOM-SGN  
4th Trans Comd  
71st Trans Bn

11 APR 1970

AVHGC-DST (9 Feb 70) 4th Ind

SUBJECT: Operational Report, Lessons Learned - US Army Terminal Newport -  
Period Ending 31 January 1970 (RSC CSFOR-65(R2))

Headquarters, United States Army, Vietnam, APO San Francisco 96375

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 January 1970 from Headquarters, 71st Transportation Battalion (Tml) and US Army Terminal, Newport and concurs with the comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Stowage of Refrigerated Cargo", page 4, paragraph c(1): concur. Containerization of reefer cargo would solve most of the stowage problems.

b. Reference item concerning "Palletization of Cement", page 5, paragraph f(1): concur. Port commanders should insure that reports are forwarded to consignors utilizing inferior pallets for shipping cargo to RVN. In addition, every effort should be made at destination to move cargo of this nature direct to consignee and reduce the handling, shifting, and stacking as much as possible, to reduce damage and spillage.

FOR THE COMMANDER:

  
L. D. MURRAY  
CPT, AGC  
Assistant Adjutant General

CF:  
1st Log Comd  
71st Trans Bn

GPOP-DT (9 Feb 70) 5th Ind  
SUBJECT: Operational Report of HQ, 71st Trans Bn (TML) & US Army Terminal,  
Newport for Period Ending 31 January 1970, KCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 24 APR 70

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

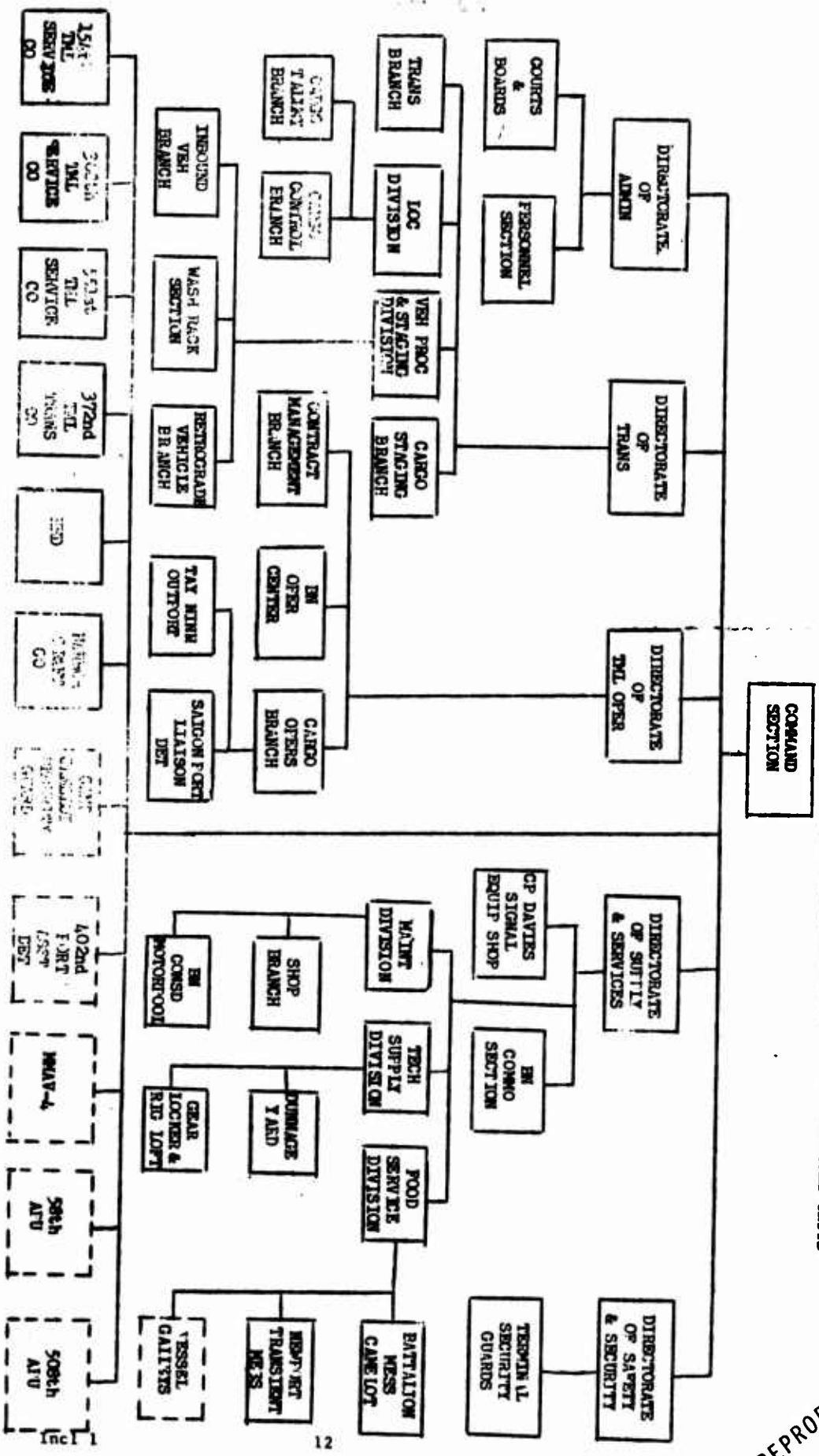
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

*D.D. Cline*

D.D. CLINE  
2LT, AGC  
Asst AG

ORGANIZATIONAL CHART - 71ST TRANSPORTATION BATTALION & US ARMY TERMINAL, NEWPORT -- ATTACHED UNITS



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