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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

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INDEXED

IN REPLY REFER TO

AGAM-P (M) (24 Jan 67) FOR OT 660457

31 January 1967

SUBJECT: Operational Report - Lessons Learned, HQ, 4th Transportation Command (U)

AD 874604

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 4th Transportation Command for quarterly period ending 31 October 1966. 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

1 Incl  
a/s

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND  
APO San Francisco 96307

AVCA-TC-GCP

15 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

THRU: Commanding General  
1st Logistical Command  
ATTN: AVCA GO-0  
APO 96307

Commanding General  
United States Army, Vietnam  
ATTN: LTC-DH  
APO 96407

Commanding General  
United States Army, Pacific  
ATTN: GPOP-MH

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

I. Section 1 - Significant Organizational Activities.

1. During the reporting period, the 4th Transportation Command expanded greatly in size; with new units coming into the command, missions within the command were re-aligned. Units assigned during the quarter were the Headquarters and Headquarters Company, 125th Transportation Command (Terminal A), Headquarters and Headquarters Detachment, 71st Transportation Battalion (Terminal), the 511th Transportation Detachment (Terminal Contract Supervision), the 402d Transportation Company (Terminal Transfer), the 567th Transportation Company (Terminal Service), the 561st Transportation Company (Terminal Service) and the 368th Transportation Company (Terminal Service). An organizational chart is attached as Inclosure 1.

Headquarters and Headquarters Company, 125th Transportation Command (Terminal A) was assigned to the Command on 1st Logistical Command General Order No. 444 (see Inclosure 2). The command has been located in Saigon

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and assigned the mission of advising and assisting the Director of the Port of Saigon (General Lan) in operation of the commercial segment of Saigon Port to include discharge and clearance of all commercial and Commercial Import Program (CIP) cargo. The main body of the 125th arrived on 4 October and is now well into its mission.

Headquarters and Headquarters Detachment, 71st Transportation Battalion (Terminal) was assigned to the command on 1st Logistical Command General Order No. 415 which amended their General Order No. 399 (see Inclosures 3 and 4 respectively). The unit has been located at Long Binh and assigned the mission of operating, on a completely military basis, the New Port facility and Thu Duc barge site (see Inclosure 5). The New Port terminal, when completed, will consist of 700 feet of barge berths, two LST slips, an LCU ramp, four deep draft berths and four buoy anchorages for deep draft vessels. The battalion, with its assigned companies, is presently operating one buoy mooring and the large berths; the remainder of the terminal has not been completed to date. Current planning calls for the availability of the LST slips in early November, and one deep draft each in February, April, June and August 1967.

The 511th Transportation Detachment (Terminal Contract Supervision) was assigned on 1st Logistical Command General Order No. 441 (see Inclosure 6). The detachment has been located at Vung Tau and assigned the mission of operating Vung Tau Sub-Port (see Inclosure 7).

The 402d Transportation Company (Terminal Transfer) was assigned to the Command on 1st Logistical Command General Order No. 469, which amended their General Order No. 450, (see Inclosures 8 and 9 respectively). The company was further assigned to the 11th Transportation Battalion. The unit was located at Cat Lai and is operating barge sites under that battalion. Approximately one platoon of the unit has been detached and is temporarily assisting the 125th Transportation Command (Terminal A) in the accomplishment of their mission.

The 567th Transportation Company (Terminal Service) was assigned to the 4th Transportation Command on 1st Logistical Command General Order No. 444 (see Inclosure 2). The unit has been stationed at Long Binh and further assigned to the 71st Transportation Battalion (Terminal) and is presently used to operate a portion of the New Port facility.

The 561st Transportation Company (Terminal Service) has joined the 4th Transportation Command on informal instruction of the 1st Logistical Command. The unit has been stationed at Long Binh and was assigned to the 71st Transportation Battalion (Terminal) and is presently used to operate a portion of the New Port facility.

The 368th Transportation Company (Terminal Service) has joined this

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command on informal instruction of the 1st Logistical Command. The unit has been stationed at Long Binh and assigned to the 71st Transportation Battalion (Terminal) and is presently used to operate a portion of the New Port facility.

In addition to the foregoing units, several transportation detachments (team crews for the operation of harborcraft and related marine equipment) have been assigned to this command during the reporting period (see Inclosure 1). Control of these detachments is presently exercised by the Chief of the Harborcraft Division of this Headquarters. As these detachments increase in number, a harborcraft company will be organized for control of these elements.

With the assignment of the above units, the 11th Transportation Battalion (Terminal) was issued a new mission assignment (see Inclosure 10). Also during the reporting period the 11th Transportation Battalion was in the process of displacing from the Saigon area to Cat Lai. Two companies are presently at Cat Lai, the remaining companies and the Battalion Headquarters will displace during the next quarter.

2. As of 1 July the 4th Transportation Command was upgraded to a Transportation Command Terminal C. Reorganization from the previous functional staff to the staff organization outlined for the Terminal C was completed by the 1st of September. Key staff officers at the end of this period are as follows:

- a. Commanding Officer: Colonel Jack C. Fuson, TC
- b. Deputy Commander: Colonel George E. Albert, TC
- c. Chief of Staff: Lieutenant Colonel E.F. Giles, TC
- d. ACofS, G-1: Major Cleo C. Garrett, AGC.
- e. ACofS, G-2: Major Jerry Easterling, AIS
- f. ACofS, G-3: Lieutenant Colonel John D. Bailey, TC
- g. ACofS, G-4: Lieutenant Colonel Noble E. Taylor, TC
- h. ACofS, Comptroller: Major Dwight S. Schwesig, TC
- i. Safety Division: Captain Thomas C. Arata, TC
- j. Cargo Accounting Division: Major Joseph G. Farrell, TC

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- k. Transportation Division: Lieutenant Colonel Robert E. Adams, TC
- l. Operations Division: Lieutenant Colonel Lionel C. Tibbs, TC
- m. Harbortcraft Division: Major Robert A. Kerwin, TC
- n. Plans and Training Division: Lieutenant Colonel William M. Bovis, TC
- o. Vessel Supply Office Division: Captain Robert Bradford, TC
- p. Signal Division: Major Robert D. Maus, SC
- q. Supply Division: Major Francis C. Moretti, TC
- r. Marine Maintenance Division: Warrant Officer Delbert J. Osgood
- s. Equipment Services Division: Major John R. Thrailkill, ORD
- t. Cargo Support Division: Second Lieutenant William C. Anderson, CE
- u. Adjutant General Division: Captain Omer E. Pigeon, Jr., AGC
- v. Management Analysis Division: Captain Richard C. Glidden, TC
- w. Progress and Statistical Reporting and Analysis Division: First Lieutenant Howard A. Straus, QIC
- x. Budget and Fiscal Division: Major Alvan C. Sineff, FC
- y. Security Division: Lieutenant Colonel William J. Yamber, MPC
- z. Information Division: Major Robert M. Smith, ARTY
- aa. Headquarters Commandant: Major Calvin C. Weaver, TC
- ab. Headquarters Company Commander: Captain Norval E. Baird, TC
- ac. Chaplain: Lieutenant Colonel Louis H. Jackson, CIAP
- ad. Staff Judge Advocate: Major Frank J. Dorsey, JAGC
- ae. Commanding Officer, 125th Transportation Command (Terminal A): Colonel Gary A. Kennedy Jr., TC
- af. Commanding Officer, 11th Transportation Battalion (Terminal): Lieutenant Colonel Thomas H. Noy, TC.

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- ag. Commanding Officer, 71st Transportation Battalion (Terminal):  
Lieutenant Colonel George G. Mosgrove, TC.
- ah. Command Officer, 511th Transportation Detachment (Terminal  
Contract Supervision): Lieutenant Colonel William B. Strong, TC.

During the quarter, a Mission's Functions and Organization Manual was written and issued to the command. A copy is attached as Inclosure 11.

3. During the reporting period, the Command was involved in four special operations - Blue Jay, Meadowlark, Wren and Robin.

Operation Blue Jay was the discharge of passengers and organizational equipment from vessels at Vung Tau and Saigon of the 196th Infantry Brigade (Separate) during the period 14-29 August 1966. The After Action Report for the operation is attached as Inclosure 12.

Operation Meadowlark was the discharge of passengers and organizational equipment from vessels at Vung Tau and Saigon of the 11th Armored Cavalry Regiment during the period 7 August - 20 September 1966. The After Action Report for the operation is attached as Inclosure 13.

Operation Wren was the discharge of passengers and organizational equipment from vessels at Saigon Port of the Phillipine Civic Action Group Vietnam (PHILCAGV) during the period 18 - 29 September 1966. The After Action Report for the operation is attached as Inclosure 15.

Operation Robin was the discharge of organizational equipment from vessels at Saigon Port of the 3d Brigade, 4th Infantry Division during the period 9-18 October 1966. The After Action Report for the operation is attached as Inclosure 15.

4. During the reporting period more terminal facilities have become available to the command. A deep draft anchorage at New Fort became operational on 1 October. At present the anchorage will accommodate a ship with the maximum draft of 24 feet and is limited to a C2 or C3 class vessel. This deep draft anchorage is compatible to cargo that can be discharged to a barge. In addition to this deep draft anchorage, six barge discharge berths have been operational since 12 October. On 6 October a new quayside berth was opened to deep draft vessels in the Fish Market area of Saigon Port. The berth at present is limited to C2 class vessels due to the lack of adequate ballards for larger vessels. Other factors limiting the use of this berth are the lack of a cargo staging area and lack of an adjacent area to stage unit movement equipment.

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In order to improve operations, the Vehicle Staging Area has been relocated in the commercial port to the proximity of berth K-10. This area is only slightly larger than the old one, but is more accessible to the RO/RO piers and the LST pier at K-10. The relocation permits less travel time for a limited number of mechanics since all vehicles are processed at that location rather than at each separate discharge point.

5. During early July, the command was given the responsibility for discharge and clearance to first destination all USAID Project Stock (CPA) cargo. During the quarter, identification of USAID/CPA cargo has greatly improved. However, ships with mixed loads of USAID/CPA, commercial and military cargo require continued supervision to insure military-interest cargo is not placed in commercial warehouses. The present list of consignees has grown to over 70 and the consignees offloading capabilities generally remain a critical problem in port clearance. Close coordination with USAID has been effected to insure integration of USAID/CPA cargo into the DOD transportation system and assimilation by the Army of discharge responsibility of seven USAID/CPA commodities (white cement, jute bags, fertilizer, newsprint, galvanized iron and non-US rice). Due to the extensive nature of USAID/CPA discharge operations at both quays and buoys, radio communications have been established within the area by J-Boat and at most buoy locations.

6. The primary mission of the command, that of operating the military terminal at Saigon, has continued with increased productivity.

During the period 1 Aug - 31 Oct 66 the following number of ships arrived for discharge during the months indicated. The number in parenthesis indicates the number of LSTs worked at the berth, an asterisk indicates that the berth was not available for use.

<u>BERTH</u>	<u>AUGUST</u>	<u>SEPTEMBER</u>	<u>OCTOBER</u>	<u>TOTAL</u>
MM-1	11	11	8	30
MM-2	8	8	9	25
MM-3	8	7	13	28
K-8	7	7	8	22
K-9	7 (3)	8 (4)	7 (2)	22 (9)
K-10	3 (15)	2 (15)	3 (3)	8 (33)
K-12	*	*	6 (1)	6 (1)

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<u>BERTH</u>	<u>AUGUST</u>	<u>SEPTEMBER</u>	<u>OCTOBER</u>	<u>TOTAL</u>
New Port (Buoy Anchorage)	*	*	5 (1)	5 (1)
TOTAL:	44 (18)	43 (19)	59 (7)	146 (44)

The following statistics represent cargo handled in Saigon Port and New Port for the reporting period:

	<u>CPA</u>	<u>MILITARY</u>	<u>TOTAL</u>
S/T DISCHARGED	135,599	436,066	571,665
S/T LOADED	5,900	44,571	50,571
S/T HANDLED	141,499	480,637	622,136

Additionally 29,794 short-tons were handled in the ammunition system centered at Nha Be and another 15,864 were handled at the sub-port of Vung Tau. Further, the Army Air Cargo Branch, located at Tan Son Nhut Air Force Base, received and trans-shipped 12,716,303 pounds of cargo. This represents an increase of 1,454,101 pounds over the previous high period.

To improve highway port clearance, the procedure of managing port clearance vehicles by requiring them to report to a specific loading site proved unsatisfactory in regard to control, flexibility and accounting. Requests for vehicles are submitted by the Area Commanders to the Transportation Division reflecting an hourly flow rate. These requests are consolidated and forwarded by the Transportation Division to a single agency (Saigon Support Command). Vehicles report to one of two control points within the port. At these locations an entry is made in a log as to the time the vehicle reported. The vehicle is then redispached to a loading site. By comparing the in-logs and the out-logs maintained by Cargo Accounting Division at each gate, excessive waiting time in the port can be identified. Furthermore, any truck received but not loaded can be detected. The control points give added flexibility since vehicles can be held for short periods of time if a particular loading site is congested. Vehicular congestion within the port continued to hamper orderly loading of cargo. To offset this problem, vehicle input is staggered by the furnishing agency, i.e., military, U.S. contractor and local contractor. In summary, the emphasis is now placed on control of vehicle assets within the port and a minimal effort on police of routes and consignee location liaison.

Within the scope of port clearance mission, Saigon Army Terminal is frequently required to move oversized and overweight cargo. Examples

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of this cargo are D-8 tractors, crated generators and structural prefabricated steel. To accomplish this task, Saigon Port has borrowed low bed trailers from USAID and requested the assistance of the 159th Engineer Group. In order to expedite this cargo from the port to consignee a requirement was placed on the 1st Logistical Command for the contracting of 25 trailers capable of transporting twenty-five (25) S/T. It is envisioned that this equipment would be in direct support of Saigon Army Terminal. Experience has shown that, although there is not a daily requirement for all the trailers, there is a definite requirement for them. When not required for port clearance the equipment could be made available to Saigon Support Command for employment in the Saigon Logistics Area. The presence of this equipment for port clearance would reduce the dependency on units and agencies outside this command and decrease the congestion at the port that this type of cargo produces.

Other steps to increase the efficiency of port operations have been the reorganization of the Tracer File System, maintained by the Cargo Accounting Division, and an agreement with USAID for the interchange of documents within the cargo accounting chain. Specifically, the Tracer File System has been revised and all documents are now maintained by vessel and all shipping units tied to the carrying vessel. This has achieved a great increase in the Cargo Accounting Division's ability to respond to statistical inquiries by higher headquarters, and significantly reduce the filing time for documents. The agreement with USAID has provided exact methods for the flow of cargo accounting documents, and will produce an increase in the percentage of closed Army cargo accounting files and USAID and CPA procurement files.

7. During this period this headquarters received a CMMI inspection and was rated overall unsatisfactory. The rating resulted in an analysis of maintenance effort and attempts were made to correct deficient areas. The primary weakness within this headquarters in the maintenance field is the lack of authorized personnel positions and tools to support the equipment. Action has been initiated to request TOE 500 series teams for this headquarters. Favorable action on the request will be significant in improving maintenance operations within the headquarters. Another major problem is the availability of repair parts. Although all indications are that the repair parts are in country, often they are not immediately available resulting in a high percentage of equipment deadline for parts. This further aggravates the limited maintenance capability. The Equipment Services Division has been relocated to a larger area having better facilities. Although results are not yet apparent, this step in itself will improve maintenance operations. An overall status of the maintenance posture of this organization is attached as Inclosure 16.

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8. Marine maintenance continues to be a problem area. No action and no reasonable forecast of action has been received from the U.S. Army Procurement Agency, Vietnam, upon this command's submitted requirement for a marine maintenance contract. This action was submitted by this command in May of this year. To assist in the accomplishment of marine maintenance, Detachment Two, U.S. Army Marine Maintenance Activity, Vietnam, has been located in this area for depot support (see 1st Logistical Command General Order 328 as amended by General Order 373, attached as Inclosures 17 and 18 respectively). This has temporarily resulted in an improved marine maintenance capability, but it is anticipated that this unit will be relocated in the near future, reducing marine maintenance to its previous level.

9. During the morning hours of 22 August 1966, the SS Baton Rouge Victory hit a command detonated mine at Mile 28 while in route up the Long Tau River from Vung Tau to Saigon. The vessel sustained a large hole in the vicinity of the engine room and was beached by the pilot to prevent blocking of the river channel. Discharge operations began immediately at Mile 28 and continued until the vessel could be moved to Vung Tau for salvage operations. Most of the Saigon cargo had been discharged when operations were halted to work exclusively on vessel repair. On 16 October 1966 discharge operations resumed and all remaining Saigon and Bangkok cargo in hatches 1, 2, 3, 4 & 5 were discharged. The lower tween and the lower hold of hatch number three will be completed when a prefabricated patch is received and put in place. This is scheduled to be accomplished in late November.

10. On 15 October 1966 the port security mission was expanded to include providing ship security for MSTs sponsored vessels within the inland waterway from Vung Tau to 4th Transportation Command operated discharge sites. In order to accomplish this mission an MP communications center was established at Vung Tau to support ship security missions in that area. Additionally, MP boat patrols were established at the Newport facility and Vung Tau Sub-Port. In order to support the security mission, a MTOE has been submitted to higher headquarters to provide additional patrol boats and crews for the expanding security mission.

## II. Section 2 - Part 1 - Observations (Lessons Learned)

### 1. Personnel - Lessons Learned

#### Preparation of Overseas Replacements

Item: Personnel arriving in this Command have not completed POR processing.

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Discussion: During the reporting period, personnel records were screened to determine if each individual had completed an Annual Arms Qualification. The results of the screening showed that approximately 1/3 had not fired their assigned weapon (M-14 or cal. .45 pistol) within the preceding year. Although some of the personnel had not qualified since they were volunteer extendees in this command, the greater percentage of the unqualified personnel were recently assigned from Europe or CONUS. Unqualified personnel underwent training and a Familiarization Firing Program with their assigned weapon.

Observation: Personnel being assigned to this command have not been completely PORed by the losing organization and Overseas Replacement Centers are not adequately verifying that PCR has been accomplished.

2. Operations - Lessons Learned

a. Vessel Discharge.

Item: Ships with heavy lifts arrive on berth without jumbo booms being rigged to work.

Discussion: It is normal that jumbo booms will most likely be needed to discharge heavy lifts and ships' crew should rig these booms enroute to the quay side so as to permit the immediate commencement of discharge operations on arrival.

Observation: This information must be continually stressed to MSTs and ships' agents in order to expedite the commencement of discharge operations.

b. Vessel Selection.

Item: Sufficient ships should be anchored at Cape St. Jacques to permit better selection to increase efficiency of discharge.

Discussion: During this reporting period, there were insufficient ships anchored at Cape St. Jacques to permit adequate selectivity. It is vitally important to select ships which have cargo compatible to the berth and/or back load area at the Saigon Port Complex. Ships must be selected to permit a variation of commodities to be discharged at one time. Some anchorages and berths have limitations of certain type cargo and discharge will be delayed due to flooding of the consignees or lack of lighterage to accept certain cargo.

Observation: Maintain from four (4) to seven (7) ships with military cargo at all times at Cape St. Jacques in order to permit maximum selectivity of cargo to be discharged.

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c. Battery Acid.

Item: Vehicular equipment is not always shipped with battery acid with which to activate uncharged wet cell batteries.

Discussion: Vehicles continue to be received with uncharged batteries and without electrolyte. Often containers of acid do not accompany the equipment and local supplies are not always available. Vehicles, therefore, must be held in port longer than necessary until battery acid can be obtained.

Observation: That vehicular equipment shipped with uncharged wet cell batteries be accompanied with electrolyte with which to activate the batteries.

d. Fork Lift Operators.

Item: Female Fork Lift Operators.

Discussion: Due to the shortage of qualified male equipment operators and to relieve male operators to work on the piers, female fork lift operators were trained to operate this equipment in the warehouse areas. This has proven very successful.

Observation: Female local nationals can be trained as fork lift operators in cases where military or male civilians are not available.

e. Protective Clothing.

Item: Protective Clothing for Stevedores working reefer ships.

Discussion: Prior to October, stevedores were required to work in sub-freezing temperatures of reefer vessels without any protective clothing. This resulted in delays for frequent shift of gangs and poor performance by the stevedores.

Observation: The heavy field clothing issued to the contractor has increased discharge performance of stevedores aboard reefer ships.

f. Utilization of Conex Containers.

Item: Use of Conex type containers to transport perishable cargo.

Discussion: Freeze cargo from reefer vessels has been block stowed into commercial conex-type containers on flat bed trucks. Although loading time is somewhat longer, each truck can carry approximately 1/3

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more cargo. The problem of side racks and tarps has been eliminated and risks of spoilage and pilferage enroute to consignee have been significantly reduced.

Observation: That conex-type containers be insulated to be used for freeze cargo on a permanent basis.

g. Backload Cargo.

Item: Identification of Backload Cargo.

Discussion: Backload cargo frequently arrives at berths prior to loading time and is parked or staged adjacent to the vessel working area by delivering personnel. Without notification or proper documentation it is impossible to determine the status of the cargo.

Observation: That activities delivering backload cargo be directed to contact the Area Port Office prior to parking or off loading the cargo.

h. Unit Liaison Teams.

Item: Discharge and port clearance of unit vehicles, cargo and impedimenta.

Discussion: Previously it has been noted that personnel of units with cargo and equipment aboard a vessel frequently arrive at the port to pick up the equipment without advance arrangements for support and little concept of the capability of the port to stage convoys. The result has been congestion on the pier and delays in moving cargo. A new procedure requires that the unit furnish the Cargo Disposition Instructions Branch the complete address of the unit, and establish a port liaison team (if the unit is of sufficient size). The unit liaison team is briefed on procedures for accepting unit equipment, discharge of the equipment by the port and for clearance from the port. The team, in turn, coordinates with their parent unit and arranges for the support of the equipment and cargo.

Observation: The new system has aided immeasurably in reducing confusion and increasing the effectiveness in discharge and port clearance of unit vehicles, cargo and impedimenta.

i. Ships Summary.

Item: Incomplete Ships Summary.

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Discussion: In the past the disposition column of the cargo summary lacked final consignee addresses. As a result checkers and area commanders were getting little value from this data. Approximately two months ago an improved summary was initiated wherein more complete consignee locations are now listed. Further this office now provides constant liaison with the consignees to insure the correctness of data furnished.

Observation: Concrete results have been achieved in that the area commanders have indicated that the improved summary assists them greatly in clearing their areas.

j. Air Cargo.

Item: Non-appropriated Fund Cargo.

Discussion: Non-appropriated funds are purchasing items from the Military Service Company and other companies in Hong Kong and CONUS. They are having these items sent to Vietnam via Pan American Clipper Cargo. Some items go to destination via Air Vietnam. The majority of the items terminate in Saigon at Tan Son Nhut. Army Air Cargo has picked up this cargo and transhipped it via the Air Force to up country destinations. However, several consignees have stated to Pan American that they never received their shipment. This resulted in insurance claims against Pan American. To preclude this, Pan American has established a policy that the consignee or his representative must sign for the cargo at the Pan American Office here. The representative then makes arrangements for shipment to destination. This can be with his own transportation or through the Army Air Cargo Branch. The information concerning the consignee on the Air Way Bill often does not give the final destination of the cargo. In these instances we must contact MACV or USARV locator to get the closing or final location of the consignee.

Observation: Non-appropriated fund activities should pay for air freight to the nearest commercial air terminal serving their field location. If the cargo is to terminate at Saigon, the name and address of the liaison individual should be entered on the Air Way Bill in the Also Notify Block.

k. Rail Transportation.

Item: Shortage of Flatcars.

Discussion: During the month of October, the Rail Branch experienced a serious shortage of flat cars which were required to move a large amount of USAID prefabricated warehouse material to Thu Duc.

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This car shortage was caused by enemy action against the railroad. A large number of flatcars are being held under load at the Saigon Merchandise Yard and others are at northern points on the line and unable to return. In order to clear the pier area the steel was staged in the street adjoining the rail loading area and caused a congestion of traffic.

Observation: Although not as desirable for transport of this type material, a number of twenty-five (25) ton side dump hopper cars were obtained and by loading these with ten (10) to fifteen (15) short tons each as well as what flatcars were available the prefabricated steel was delivered to the consignee.

l. Port Clearance.

Item: Clearance of outsized and overweight cargo.

Discussion: Saigon Army Terminal frequently is required to clear outsized and overweight cargo. In order to clear the cargo, low bed trailers were borrowed from various units and agencies outside the command.

Observation: A requirement was placed on 1st Logistical Command for the contracting of twenty (20) low bed trailers capable of transporting twenty-five (25) S/T. When not required for port clearance this equipment could be offered to Saigon Support Command for employment elsewhere in the Saigon Logistical Area.

m. Port Clearance.

Item: Control and management of port clearance vehicles within Saigon Army Terminal.

Discussion: The following are revisions to existing procedures that have been initiated during this period to increase the effectiveness of port clearance.

a. Submit a total requirement to a single agency (Saigon Support Command). This request reflects an hourly flow rate as determined by the area commanders.

b. Receive vehicles at designated control points located in the port. At this time, a record is made in a log of the time receiving and the loading site which the vehicle will be redispached.

c. A comparison of in-log and out-logs maintained by Cargo Accounting Division can reveal excessive waiting time in port and non-utilization of trucks.

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AVCA-TC-GCP

15 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

d. Staggering input of vehicles by providers; i.e., military, U.S. Contractor, and local contractor, to arrest traffic congestion problem.

Observation: Concentrate on control and management of vehicle within the port with a reduced emphasis on policing routes to consignees and consignee location liaison.

n. Use of Barges.

Item: Shortage of barges prevents the use of barges in discharge of RMK Cargo.

Discussion: It is axiomatic that the shortage of barges prevents the use of barges in the discharge of RMK Cargo. The RMK Cargo stacked on the piers requires a maximum effort in the use of all available trucks, further compounded by the requirement to move the long steel and lumber and other outsized and overweight material to RMK Island. The shortage of trucks precludes the prompt discharge of cargo from the barges; thereby causing the fleet of barges to remain under load. The ship discharge rate is so much faster than the clearance capability of the port due to the necessity of using the limited number of trucks alone to deliver the cargo from the piers and barge discharge points to the consignee.

Observation: Barges are held under load either in the port area or at the consignee, until sufficient truck support is available for all port clearance cargo. The barges would be better utilized for storage at the consignee where their cranes and other equipment would be used to handle other port cargo.

p. Statistical Data.

Item: Statistical Requirements.

Discussion: Statistical reviews and analysis are an important ingredient in planning and management of any activity. These statistics must at some point in time be accumulated from source documents. The task of a statistical gathering is simple if accomplished on a day to day basis and becomes unmanageable if not done on this basis.

Observation: The requirement for statistical reporting should be known in advance so that the data can be gathered as it becomes available.

q. Mail Shipment.

Item: Shipment of mail in commercial boxes.

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Discussion: Recently shipments of boxes of commodities of such items as peanuts, pizza sauce etc. have been received. These items have been mailed and are mail. The stow of these items has been loose and in boxes carrying the commercial markings. Often these are stowed in hatches containing PX items or subsistence items. This has created problems in identification.

Observation: Shipments of mail of this nature should be bagged or unitized in conexes to avoid mixing, confusion, and to expedite movement and handling.

r. Mail Shipment.

Item: Inter stow of APO and Civilian Mail.

Discussion: Civilian mail is currently being shipped in bags and stowed loose and inter mixed in hatches. The APO mail goes to one destination and the Civilian mail to another destination. This port utilizes the Vietnamese stevedores and checkers. The combination of the above two factors has caused occasional errors in shipments.

Observation: Stowing APO mail in Conexes or separating the stow of APO mail and Civilian mail at the loading port would solve this problem.

s. Boat Crews.

Item: Cellular crews arriving from CONUS are not fully trained to perform their mission.

Discussion: The crane crews and 45' tug crews arriving from CONUS are not sufficiently trained to operate as crews without receiving additional training. It is difficult to provide this training and retain the unit integrity of the cellular crews.

Observation: In training the cellular crews for the crane the engineers and crane operators must remain together to achieve maximum efficiency. The seaman and boatswain are easily trained by putting them on active tug boats where they have the opportunity to handle lines frequently and receive other "on the job" training in seamanship. The cellular crew can later be reunited and can be expected to operate efficiently. The cellular crews for the 45' tugs also had to be split in order to receive necessary training and still maintain the maximum number of tug boats operational. This division does not presently have sufficient personnel to provide a training base and therefore all training must be aboard operational craft.

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15 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

t. Reduction of Pilferage.

Item: Security Cargo.

Discussion: Security cargo is that cargo which is highly susceptible to pilferage, ie, mail, medical supplies, PX items, ammo, Class I and some Class II and IV supplies. During this period cargo falling into these categories was stored on barges in the Saigon River and subsequently pilfered.

Observation: Security cargo should not be stored on barges and moored in the Saigon River Complex. This cargo should be expedited to warehouses as rapidly as possible, or delivered to the first consignee.

u. Mail Shipments:

Item: Mail

Discussion: Some of the loose mail that arrives at the Saigon Port has been transported by commercial Vietnamese open trucks to the APO. This resulted in weather damage and pilferage.

Observation: When mail is taken off the ship, it must be placed in a sealed van or conex and escorted to the APO.

v. Arming of Ship Guards.

Item: Weapons.

Discussion: Certain weapons are not practical for use by security personnel. The M-14 rifle is too cumbersome for a hatch guard to use. These guards must be armed with a pistol. The M-60 machinegun is too heavy and is not considered a suitable weapon for ship security guards on vessels transitting inland waterways.

Observation: Hatch guards should be armed with a .45 caliber pistol. Ship guards should be armed with M-16 rifle and have a M-79 as crew equipment.

3. Training and Organization - Lessons Learned

MOS Training.

Item: Personnel arriving from CONUS for assignment to this command are not trained in the required MOS (56E40).

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15 November 1966

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(RCS CSFOR-65)

Discussion: During the months of August and September, approximately 100 NCO's (E-5, 6, & 7) were assigned to this command for duty in MOS 56F40 from CONUS. The primary MOS of these NCO's were either Infantry or Armor Cramen. In order to utilize these personnel, formal training was presented on a limited scale. In order to present the instruction, qualified personnel were required to leave their primary duty in operation of the port, prepare lesson plans and present the instruction. Thereby hampering and reducing the port's operation by the absence of these qualified personnel.

Observation: Prior to deploying these personnel, they could have been placed on TDY to the Transportation School for a short course of instruction similar in content to the Stevedore Officers Course. Had this been done, these NCO's would have been an asset to the command upon arrival.

4. Intelligence - Lessons Learned: None

5. Logistical - Lessons Learned:

a. Shipment of Major Items of Equipment.

Item: Shipment of Cranes without components.

Discussion: This Headquarters requisitioned 12, 20 Ton Mobile Cranes and required components. The cranes were shipped without the following components: Booms, extensions, hook blocks and cables. The cranes are not operational without the components.

Observation: Cranes being sent to a combat zone should be equipped with all components so they can be utilized as soon as possible after arrival. If the above recommendation is not feasible, steps should be taken to insure that the component parts of the cranes are shipped on the same vessel as the cranes.

b. Marine Maintenance.

Item: Availability of Marine Repair Parts.

Discussion: Present channels for requisitioning marine repair parts are unsatisfactory. The primary source of the parts, United States Army Marine Maintenance Activity, Vietnam, is unable in most cases to supply parts required. Due-out actions often are not submitted to the requesting unit making it impossible to follow up on supply action. When with a valid due-out, follow up is almost impossible due to poor communications. This unit's alternative under certain circumstances is the Red Ball System. When parts arrive under this method however they seldom get to

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15 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

this unit, usually being picked up by some other organization. Some parts have been discovered in the Saigon Depot which have gone a long way toward alleviating this problem.

Observation: The system for marine parts supply must be adequate to meet the requirements or should be redesigned to make it adequate. Temporarily marine parts may be available through regular depot sources and this should be investigated at all depots. Evaluation should be initiated of the present marine parts supply system with the objective of improving the present system or replacing it with a system that is responsive to requirements.

c. Marine Maintenance.

Item: Marine Maintenance Capability.

Discussion: This command currently has forty-two (42) self propelled items of marine equipment assigned for operational maintenance. The Marine Maintenance Division of this command is currently authorized two (2) marine inspectors and two (2) work order clerks with a Warrant Officer as Division Chief. Maintenance requests, beyond operator capability are being handled by a five (5) man Air Force detachment supplemented by a nineteen (19) man Army depot detachment. Both detachments are scheduled to leave this area in December 1966. A request for 500-series TO&E teams has been submitted to increase marine maintenance capability but it is unknown whether this request will be approved and if so when personnel and equipment would be available. In May 1966, a request for Marine Maintenance support by civilian contract was submitted to the U.S. Army Procurement Agency, Vietnam. To date action has not been completed on this request. This command's operational commitments prohibit sending marine equipment out of country for emergency repairs.

Observation: Under circumstances indicated above the importance of prompt action for marine maintenance support becomes paramount. It is essential to provide some form of maintenance capability to a unit with such a high density of marine equipment.

d. Electric Forklift Battery Repair.

Item: Electric Forklift batteries FSN 6140-800-0010 when damaged cannot be repaired in country.

Discussion: Electric forklift batteries being loaded on and off ammunition ships at Nha Be have sustained minor damage to cables and individual cells. Attempts have been made to have these batteries repaired at the 79th Maintenance Battalion and the Vietnamese Development Corporation

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15 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
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in Saigon. Neither activity has the capability even for minor repairs.

Observation: Support agencies should include capability to repair this item either through their shop or on contract. Repairs are usually simple and inexpensive in relation to cost of replacement.

6. Others - Lessons Learned

a. Safety

Item: Safety is a matter of awareness and education.

Discussion: When questioned, everyone is agreed that practicing safety is good business. However, safety is something that people have a tendency to forget during the daily course of work. Therefore, the conduct of a good safety program depends upon education and promotion (making people aware of safety during the daily contact with potential hazards). Positive steps have been taken to educate 4th Transportation Command personnel, and create an atmosphere of general safety awareness. Among these are:

- (1) Promulgating command emphasis at all levels.
- (2) Wide distribution of safety educational material.
- (3) Safety lectures and classes.
- (4) Use of all dissemination media (Daily Bulletins, posters, signs, slogans, etc.).
- (5) Emphasis on Safety Awards Program.
- (6) Command Safety Council Meetings.
- (7) Daily Inspections.

Observation: The 4th Transportation Command has steadily increased in size during the reporting period by the addition of one terminal command (A), one battalion headquarters and four new transportation companies. The number of accidents per month has decreased by over 50%. All of the safety hazards have not been removed, but individuals are more aware of their existence, and are better "Safety Educated to cope with them".

b. Stevedore Contract Administration.

Item: Detention Time:

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Discussion: Contractors were billing the U.S. Army for detention time for operation of equipment rented on an hourly or daily basis.

Observation: Formal interpretation by General Counsel, United States Army Procurement Agency, Vietnam was that such detention time is not payable.

c. Stevedore Contract Administration.

Item: Detention Time.

Discussion: The present contract was further not specific as to the number of hours of detention time payable and contractors billed the U.S. Army for full "minimum periods".

Observation: In an understanding between the U.S. Army and the contractor, the latter are now reimbursed only for the actual amount of detention time incurred.

d. Stevedore Contract Administration.

Item: Movement of Barges.

Discussion: Contractors billed the U.S. Army for tug service for the movement of barges rented from the contractor by the U. S. Army.

Observation: Amendment to the contract provided that this service is included in the barge rental rates.

e. Stevedore Contract Administration.

Item: There has been an implementation of new procedures for the ordering of stevedoring services.

Discussion: New procedures were implemented for the ordering of stevedore services. In the past services performed by the contractor were received and accepted on contractor forms, which led to a great variety of delivery tickets and receiving reports.

Observation: A new system has been implemented providing for the utilization of serially numbered multi-purpose forms which provide in one document the request for services, certificate of performance and acceptance. In Part I of the form, the Ordering Officer's Representative orders specific services. In Part II of the form, the contractor certifies that the service was provided as ordered. The acceptance certificate will be

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SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
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signed by the Ordering Officer's Representative immediately upon performance of the service. Any discrepancies between services ordered and services received can be settled at that time while the actual performance is still fresh in the minds of the parties concerned.

f. Stevedore Contract Administration.

Item: New Stevedore Contract has been tailored to eliminate ambiguities.

Discussion: In order to prevent moot points and undesirable clauses in the stevedore contract to be negotiated in the near future, meetings between the Comptroller, P&C Officer, Ordering Officer, Operating Personnel and the SJA were held for the purpose of drafting a new contract which is tailored to the requirements of this Command.

Observation: This draft has been completed and submitted to the U.S. Army Procurement Agency, Vietnam for bid solicitation.

g. Stevedore Contract Administration.

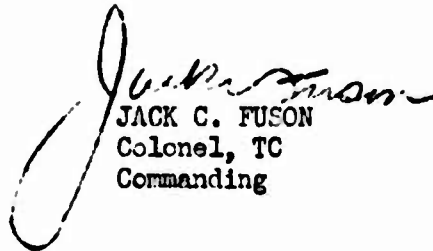
Item: New Ammunition Handling and Transporting Contract was considered excessive.

Discussion: Initial letter contract was analysed and comparative cost studies were submitted to USAPA-V which indicated certain rates were excessive.

Observation: The provisional letter contract has now been finalized at substantially lower rates.

III. Section II Part 2 - Recommendations: None

18 Incl  
as

  
JACK C. FUSON  
Colonel, TC  
Commanding

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ATF TRANSPORTATION COMMAND (TC)

Hq & Hq Co  
380 T Det (FK)  
469 T Det (FK)  
519 T Det (FG)  
528 T Det (FL)  
529 T Det (FK)  
538 T Det (FG)  
539 T Det (FG)  
Det 2, USAFVA  
(CS) V

11 T Bn (T)

117 T Co (TS)  
262 T Det (JB)  
264 T Det (JB)  
586 T Det (JA)  
592 T Det (JE)  
124 T Co (TS)  
265 T Det (JB)  
588 T Det (JE)

329 T Co (HB)  
402 T Co (JT)  
1099 T Co (MB)  
259 T Det (IB)  
275 T Det (FP)  
472 T Det (FG)  
473 T Det (FG)  
481 T Det (FK)

125 T Co (TA)  
71 T Bn (T)  
368 T Co (TS)  
561 T Co (TS)  
567 T Co (TS)  
511 T Det (JD)  
793 T Det (JD)

NOT REPRODUCIBLE

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 444

13 October 1966

1. TO C19. Fol units REASSIGNED. MTI.

24TH TRANSPORTATION BATTALION (TERMINAL)

Asg to: USASC Cam Ranh Bay APO 96312  
Rel fr: HQ, 1st Log Comd w sta APO 96312  
Eff date: 31 Aug 66  
VOCG date cfm: 31 Aug 66

575TH SUPPLY COMPANY (HEAVY MATERIAL) (GENERAL SUPPORT)

Asg to: USASC Cam Ranh Bay APO 96312  
Rel fr: HQ, 1st Log Comd w sta APC 96312  
Eff date: 28 Sep 66  
VOCG date cfm: 28 Sep 66

264TH TRANSPORTATION COMPANY (TERMINAL SERVICE)

Asg to: USASC Cam Ranh Bay APO 96312  
Rel fr: HQ, 1st Log Comd w sta APO 96312

45TH SURGICAL HOSPITAL (MOBILE ARMY)

Asg to: 44th Medical Brigade APO 96307 and atch. to USASC Saigon APO  
96307 for logistical and admin support  
Rel fr: HQ, 1st Log Comd w sta APO 96307  
Eff date: 3 Oct 66  
VOCG date cfm: 3 Oct 66

MMC, 125TH TRANSPORTATION COMMAND (TERMINAL A)

Asg to: 4th Trans Comd (Tnl C) APO 96307  
Rel fr: HQ, 1st Log Comd w sta APO 96307  
Eff date: 3 Oct 66  
VOCG date cfm: 3 Oct 66

551ST TRANSPORTATION COMPANY (TERMINAL SERVICE)

Asg to: 4th Transportation Command (Tnl C) APO 96307  
Rel fr: HQ, 1st Log Comd w sta APO 96307  
Eff date: 12 Sep 66  
VOCG date cfm: 12 Sep 66

571ST MILITARY INTELLIGENCE DETACHMENT (TEAM AH)

572ND MILITARY INTELLIGENCE DETACHMENT (TEAM AI)

573RD MILITARY INTELLIGENCE DETACHMENT (TEAM BA)

574TH MILITARY INTELLIGENCE DETACHMENT (TEAM CB)

575TH MILITARY INTELLIGENCE DETACHMENT (TEAM CD)

576TH MILITARY INTELLIGENCE DETACHMENT (TEAM CE)

577TH MILITARY INTELLIGENCE DETACHMENT (TEAM EA)

578TH MILITARY INTELLIGENCE DETACHMENT (TEAM EC)

579TH MILITARY INTELLIGENCE DETACHMENT (TEAM EB)

580TH MILITARY INTELLIGENCE DETACHMENT (TEAM ED)

Asg to: 524th MI Detachment APO 96307  
Rel fr: HQ, 1st Log Comd w sta APO 96307  
Eff date: 18 Sep 66  
VOCG date cfm: 18 Sep 66

INCL #2

GO 444, HQ, 1st Log Comd APO 96307 13 October 1966 cont.

**12TH EVACUATION HOSPITAL (SEMI-MOBILE)**

Asg to: 44th Medical Brigade APO 96307 and atch to USASC, SGN APO 96307  
for logistical and admin support.

Rel fr: HQ, 1st Log Comd v sta APO 96307

Eff date: 18 Sep 66

VOCC date cfm: 18 Sep 66

**567TH TRANSPORTATION COMPANY (TERMINAL SERVICE)**

Asg to: 4th Trans Comd (Tnl C) APO 96307

Rel fr: HQ, 1st Log Comd (Tnl C) APO 96307

Eff date: 18 Sep 66

VOCC date cfm: 18 Sep 66

Sta: No change

Equip: No change

IR: LAM AR 335-60

Auth: VOCC

Sp instr: NA

FOR THE COMMANDER:

OFFICIAL

/s/Franklin E. Boring  
/t/FRANKLIN E. BORING  
Captain, AGC  
Asst Adjutant General

PAUL A. TROUB, JR.  
Colonel, GS  
Chief of Staff

**DISTRIBUTION:**

10-cc to cmo  
10-CG, USASC, QM  
10-CG, USASC, CPB  
10-CG, USASC, SGN  
10-CO, 4th TC  
10-CG, 44th Med Bde  
10-CO, 524th i&M Det  
10-ACofS, SPCO  
5-aa Staff Sec  
5-AVCA AG-PH  
2-Postal Off, USAFV  
2-Historian, 1st Log Comd  
1-ref Set  
1-Rec Set  
2-12th DFU, ATTN: Stat Br, APO 96307  
2-27th DFU, ATTN: Stat Br, APO 96307

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*Oliver E. Pigeon, Jr.*  
OLIVER E. PIGEON, JR.  
CPT, AGC  
Adjutant General

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 415

30 September 1966

1. TC 370. Fol orders AMENDED.

SUB: Para 2 GO 399 this HQ Co  
Pert to: HEADQUARTERS AND HEADQUARTERS DETACHMENT, 71ST TRANSPORTATION  
BATTALION (TERMINAL)  
As reads: Asg to: USASC, Saigon  
IAIR: Asg to; 4th Trans Comd

FOR THE COMMANDER:

OFFICIAL:

PAUL A. TROUP, JR.  
Colonel, GS  
Chief of Staff

/s/ Franklin E. Boring  
/t/ FRANKLIN E. BORING  
Captain, AGC  
Asst Adjutant General

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10-CO, 4th Trans Comd  
10-ACoS, SP&O  
5-ea Staff Sec  
5-IVCA AG-SM  
2-Postal Officer, USARV  
2-Historian, 1st Log Comd  
1-Ref Set  
1-Red Set

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*Omear E. Figeon, Jr.*  
OMER E FIGEON, JR.  
CPT, AGC  
Adjutant General

INCL #3

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 399

25 September 1966

1. TC 022. Fol unit DISCONTINUED.

MEDICAL COMPANY (AIR AMBULANCE) (PROVISIONAL)

Eff date: 15 Sep 66  
Equip: WB disposed of IAW curr regulations  
Pers: No pers asg  
Files/rec: WB trans to 44th Medical Brigade  
MR: NA  
Auth: VOOG  
Sp instr: NONE

2. TC 019. Fol units REASSIGNED. NTI.

HEADQUARTERS AND HEADQUARTERS DETACHMENT, 71ST TRANSPORTATION BATTALION (TERMINAL)  
518TH ENGINEER DETACHMENT (GAS GENERATING)

Asg to: USASC, Saigon

Eff date: 8 Sep 66

229TH MEDICAL DETACHMENT (DISP)

Asg to: 44th Medical Brigade and atch to USASC, Saigon for logistical and administrative support.

Eff date: 2 Sep 66

872D MEDICAL DETACHMENT (AMBULANCE DETACHMENT)

Asg to: 44th Medical Brigade and atch to USASC, Saigon for logistical and administrative support.

Eff date: 7 Sep 66

25TH FINANCE DETACHMENT (DISBURSING)

Asg to: USASC, Cam Ranh Bay

Eff date: 7 Sep 66

Rel fr: HQ, 1st Log Comd

Asg to: As indic

Eff date: As indic

Sta: No change

Equip: No change

MR: IAW AR 335-60

Auth: VOOG

Sp instr: NA

A TRUE COPY:



DAVID V. TRISH

1LT, AGC

Asst Adjutant General

FOR THE COMMANDER:

OFFICIAL:

/s/Glenn A. Doyle

/t/GLENN A. DOYLE

Captain, AGC

Asst Adjutant General

PAUL A. TROUP, JR.

Colonel, GS

Chief of Staff

DISTRIBUTION: 10-ea unit conc; 10-CG, USASC, CRB; 10-CO, USASC, SGN; 10-CO, 44th  
Med Bde; 10-ACofS, SP&O; 5-ea Staff Sec; 12-AVCA AG-25 2-Postal Off, USASC;  
2-Historian, 1st Log Comd; 1-Ref Set; 1-Rec Set

**INCL #4**

DEPARTMENT OF THE ARMY  
HEADQUARTERS 4TH TRANSPORTATION COMMAND  
APO 96307

AVCA-TC-GCP

SUBJECT: Letter of Instruction: Mission Assignment

TO: Commanding Officer  
71st Transportation Battalion (Tml)  
APO 96307

1. PURPOSE: To prescribe the mission, policies and general guidance applicable to the utilization of transportation units and activities assigned or attached to the 71st Transportation Battalion (Tml).

2. MISSION STATEMENT:

- a. Operate all water terminal activities at New Port and Thu Duc.
- b. Provide for the physical security of personnel, equipment and facilities within unit area of responsibility.
- c. Provide command supervision and control for all assigned and attached units.
- d. Conduct required training for all personnel assigned or attached to the battalion.
- e. Perform other tasks, as directed.

3. COMMAND: The 71st Transportation Battalion (Tml) is assigned to the 4th Transportation Command for command and operational control.

4. ADMINISTRATION AND LOGISTICS:

- a. Administrative support will be provided by the 4th Transportation Command.
- b. Logistical support is provided by the U.S. Army Support Command, Saigon.

TRUE COPY:

/s/ Jack C. Fuson  
/t/ JACK C. FUSON  
COLONEL, TC  
Commanding

*O. E. Pigeon*  
OMER E. PIGEON  
Captain, AGC  
Adjutant General

INCL # 5

28



HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 441

12 October 1966

1. TC 019. Fol units REASSIGNED. INTI.

505TH TRANSPORTATION DETACHMENT (TEAM GF)  
532D TRANSPORTATION DETACHMENT (TEAM FL)  
42D ARMY POSTAL UNIT, APO 96294

Asg to: USASC, Qui Hon APO 96238  
Rel fr: HQ, 1st Log Comd w sta APO 96238  
Eff date: 1 Oct 66  
VOCG date cfm: 1 Oct 66

512TH TRANSPORTATION DETACHMENT (TEAM JI)  
530TH TRANSPORTATION DETACHMENT (TEAM FK)  
HHD, 57TH TRANSPORTATION BATTALION  
HHC, 532D SUPPLY AID SERVICE BATTALION (DS)  
HHD, 191ST ORDNANCE BATTALION (AM O)

Asg to: USASC, CRB APO 96312  
Rel fr: HQ, 1st Log Comd w sta APO 96312  
Eff date: 1 Oct 66  
VOCG date cfm: 1 Oct 66

508th Transportation Detachment (TEAM GF)  
40TH ARMY POSTAL UNIT, APO 96599  
41ST ARMY POSTAL UNIT, APO 96257

Asg to: USASC, SGI APO 96307  
Rel fr: HQ, 1st Log Comd w sta APO 96307  
Eff date: 1 Oct 66  
VOCG date cfm: 1 Oct 66

511TH TRANSPORTATION DETACHMENT (TEAM JD)  
529TH TRANSPORTATION DETACHMENT (TEAM FK)

Asg to: 4th Transportation Command APO 96307  
Rel fr: HQ, 1st Log Comd w sta APO 96307  
Eff date: 1 Oct 66  
VOCG date cfm: 1 Oct 66

Sta: No change  
Equip: No change  
MR: LAW AR 335-60  
Sp instr: NA

INCL #6

GO 441, HQ, 1st Log Comd APO 96307, dtd 12 October 1966, cont.

**FOR THE COMMANDER:**

**OFFICIAL:**

**PAUL A. TROUP, JR.**  
Colonel, GS  
Chief of Staff

/s/ Franklin E. Boring  
/t/ FRANKLIN E. BORING  
Captain, AGC  
Asst Adjutant General

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10-CG, USASC, CRB  
10-CG, USASC, CUI  
10-CC, USASC, SGM  
10-CO, 4th TC  
10-ACoS, SPED  
5-ca Staff Section  
30-AVCA AG-FI  
2-Postal Off, USARV  
2-Historian, 1st Log Comd  
1-Ref Set  
1-Reg Set  
2-12th DFU, ATTN: Stat Br, APO 96307  
2-27th DFU, ATTN: Stat Br, APO 96243

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*Omie E Pigeon, Jr.*  
**OMIE E. PIGEON, JR.**  
CPT, AGC  
Adjutant General

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND  
APO 96307

AVCA-TC-GCP

16 October 1966

SUBJECT: Letter of Instruction: Mission Assignment

TO: Commanding Officer  
511th Transportation Detachment (Tml Con Supv)  
APO 96307

1. PURPOSE: To prescribe the mission, policies and general guidance applicable to the utilization of transportation units and activities assigned or attached to the Vung Tau Sub-Port.

2. MISSION STATEMENT:

a. Operate and/or supervise all water terminal activities, to include functioning as Contracting Officer's Representative concerning the contract with Alaska Barge and Transport Company.

b. Exercise operational control of all harborcraft in coordination with the Harbormaster, 4th Transportation Command.

c. Provide for the physical security of personnel, equipment and facilities within areas of responsibility.

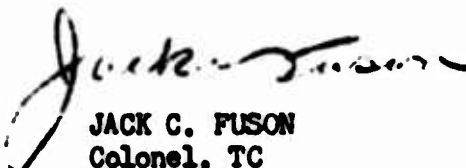
d. Provide command supervision for all assigned or attached units/detachments.

e. Conduct required training for all personnel assigned or attached.

f. Perform other tasks, as directed.

3. ADMINISTRATION AND LOGISTICS: The 511th Transportation Detachment (Tml Con Supv) is attached to the 11th Transportation Battalion (Tml) for further attachment to the 329th Transportation Company (Heavy Boat) for administrative and logistical support.

4. COMMAND: The 511th Transportation Detachment (Tml Con Supv) remains assigned to the 4th Transportation Command for command and operational control.

  
JACK C. FUSON  
Colonel, TC  
Commanding

INCL # 7

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 469

23 October 1966

1. TC 370. Fol orders AMENDED.

SMD: Para 1 GO 450 this HQ CS  
Fert to: 402D TRANSPORTATION COMPANY (TERMINAL TRANSFER)  
As roads: Asg to: US Army Support Command, Saigon  
IATR: Asg to: 4th Transportation Command (Tnl C) APO 96307

2. TC 019. Fol units REAIGNED. NMI.  
863D TRANSPORTATION COMPANY (LIGHT TRUCK)  
854TH TRANSPORTATION COMPANY (TERMINAL SERVICE)  
526TH ENGINEER DETACHMENT (UTILITIES)  
Rel fr: 1st Logistical Command, APO 96307  
Asg to: US Army Support Command, Qui Nhon, APO 96236  
Sta: No change  
Equip: No change  
M: LHM 335-60  
Auth: VOCC  
Sp instr: NA

FOR THE COMMANDER:

OFFICIAL:

/s/Franklin E. Boring  
/t/Franklin E. Boring  
Captain, AGC  
Assistant General

PAUL A. THOMP, JR.  
Colonel, GS  
Chief of Staff

DISTRIBUTION:

10-cc unit conc  
10-cc, USASC, QUI  
10-cc, USASC, SGM  
10-cc, 4th TC  
10-cc, SPO

TRUE COPY

*Omni E. Figeon*  
OMNI E. FIGEON, JR.  
CPT, AGC  
Adjutant General

INCL # 8

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 450

17 October 1966

1. TC 019. Fol unit REASSIGNED: NTI.

402D TRANSPORTATION COMPANY (TERMINAL TRANSFER)

Rel fr: 1st Logistical Command APO 96307

Asg to: US Army Support Command, Saigon

Eff date: 5 October 1966

VOCG date cfm: 5 October 1966

Sta: No change

Equip: No change

MR: IAW AR 335-60

Auth: VOCG

Sp instr: NA

2. TC 370. Fol orders AMENDED.

SNO: Para 1, GO 444, this HQ CS

Pert to: 551ST TRANSPORTATION COMPANY (TERMINAL SERVICE)

As reads: Asg to: 4th Transportation Command (Tml C) APO 96307

IATR: Asg to: US Army Support Command, Cam Ranh Bay, APO 96312

FOR THE COMMANDER:

OFFICIAL:

PAUL A. TROUP, JR.  
Colonel, GS  
Chief of Staff

/s/ Franklin E. Boring  
/t/ FRANKLIN E. BORING  
Captain, AGC  
Asst Adjutant General

DISTRIBUTION:

10-ea unit conc  
10-G, USASC, CRB  
10-CO, USASC, SGN  
10-CO, 4th TC  
10-ACofS, SP&O  
5-ea staff sec  
5-AVCA AG-FM  
2-USARV Postal Off  
2-Historian, 1st Log Comd  
1-Ref Set  
1-Rec Set

TRUE COPY:

*Om... Pigeon*  
OMER E. PIGEON, JR.  
Captain, AGC  
Adjutant General

**INCL #9**

DEPARTMENT OF THE ARMY  
HEADQUARTERS 4TH TRANSPORTATION COMMAND  
APO 96307

AVCA-TC-GCP

23 October 1966

SUBJECT: Letter of Instruction: Mission Assignment

TO: Commanding Officer  
11th Transportation Battalion (Tml)  
APO 96307

1. PURPOSE: To prescribe the mission, policies and general guidance applicable to the utilization of transportation units and activities assigned or attached to the 11th Transportation Battalion (Tml).

2. MISSION STATEMENT:

a. Provide personnel and equipment support to the 4th Transportation Command for operation of the Saigon Port complex and the Army Air Terminal activity at Tan Son Nhut, as required.

b. Operate and/or coordinate all water terminal activities supporting the ammunition distribution system to include functioning as contracting officer's representative concerning the contract with Central Navigation and Trading Company S.A.

c. Operate all general cargo barge discharge sites under 4th Transportation Command control, except those at New Port, Thu Duc, Saigon Port and Fish Market.

d. Provide harborcraft support to the 4th Transportation Command.

e. Provide for the physical security of personnel, equipment and facilities within unit areas of responsibility.

f. Provide command supervision and control for all assigned or attached units.

g. Conduct required training for all personnel assigned or attached to the battalion.

h. Perform other tasks, as directed.

3. COMMAND: The 11th Transportation Battalion (Tml) is assigned to the 4th Transportation Command for command and operational control.

**INCL # 10**

AVCA-TC-GCP

23 October 1966

SUBJECT: Letter of Instruction: Mission Assignment

4. ADMINISTRATION AND LOGISTICS:

a. Administrative support will be provided by 4th Transportation Command.

b. Logistical support is provided by the US Army Support Command, Saigon.

5. This letter supersedes letter, this headquarters, subject as above, dated 3 October 1966.

/s/ Jack C. Fuson  
/t/ JACK C. FUSON  
Colonel, TC  
Commanding

TRUE COPY:

*Omer E. Pigeon, Jr.*

OMER E. PIGEON, JR  
Captain, AGC  
Adjutant General

HEADQUARTERS  
4TH TRANSPORTATION COMMAND  
APO 96307

MEMORANDUM  
NUMBER 10-2

1 October 1966

MISSION, FUNCTIONS AND ORGANIZATION

1. This memorandum comprises the official statement of mission, functions and organization of Headquarters 4th Transportation Command as exists at the time of publication.

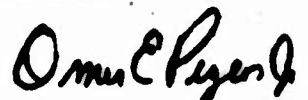
2. The changing transportation support requirement within the Republic of Vietnam will require future mission, functions and organization changes. This memorandum will be up-dated periodically to include such changes.

3. Recommended changes to this memorandum should be forwarded to Commanding Officer, 4th Transportation Command ATTN: AVCA-TC-GCP.

4. This supersedes memorandum Number 10-1, 1 June 1966, Subject: Organization, Functions and Standing Operating Procedures.

FOR THE COMMANDER:

OFFICIAL:

  
OMER E. PIGEON, JR.  
Captain, AGC  
Adjutant General

E. F. GILES  
LTC, TC  
Chief of Staff

DISTRIBUTION:

DB

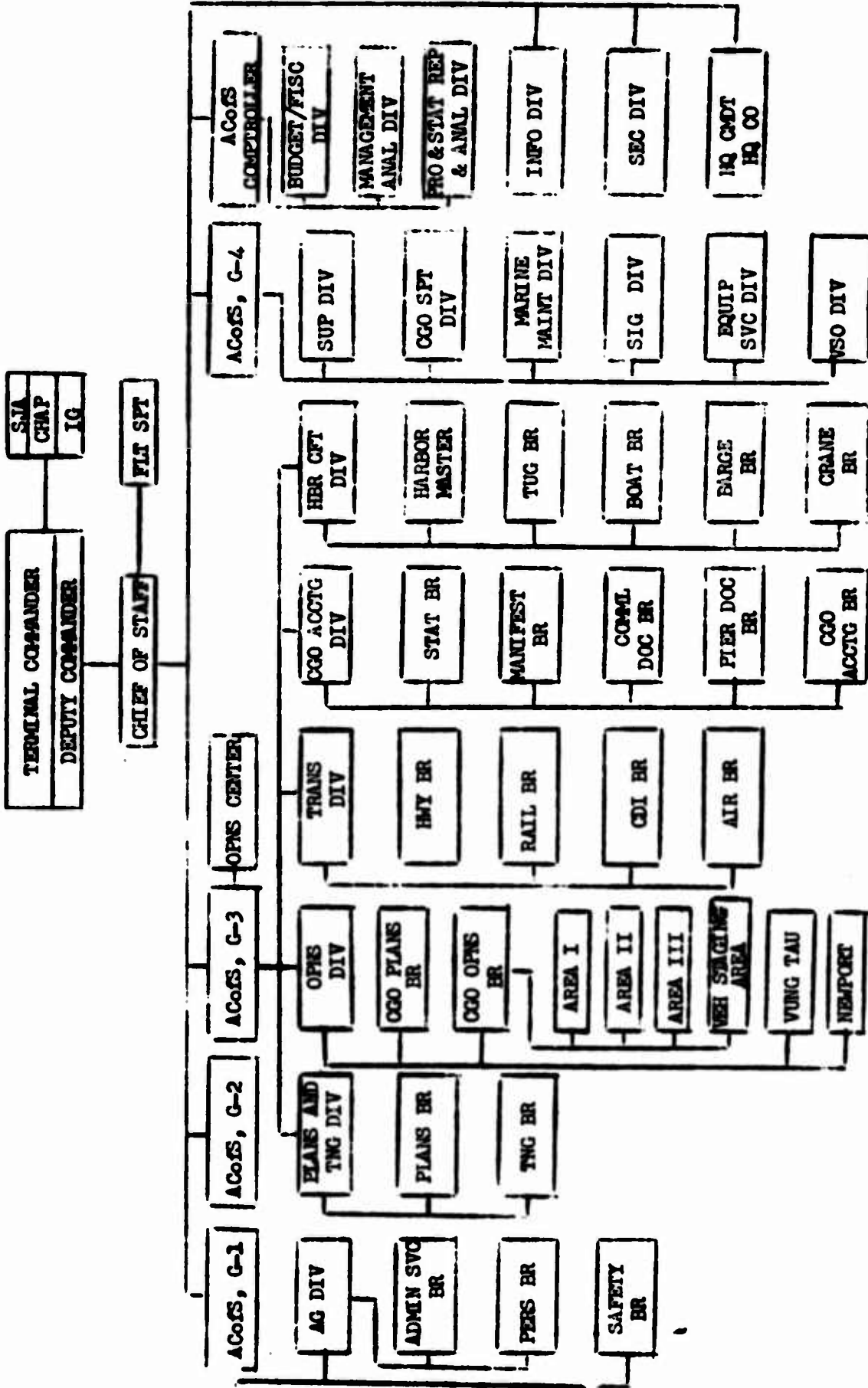
**INCL # 11**



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4th TRANSPORTATION COMMAND



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DEPARTMENT OF THE ARMY  
HEADQUARTERS 4TH TRANSPORTATION COMMAND  
APO 96307

MISSION STATEMENT

1. Operate water terminals as directed.
2. Operate an inland waterway system.
3. Direct port and beach clearance.
4. Operate the army air cargo terminal.
5. Provide for port security.

COMMAND GROUP

Functions

Commander

Commands all personnel assigned to the 4th Transportation Command and its subordinate units.

Deputy Commander

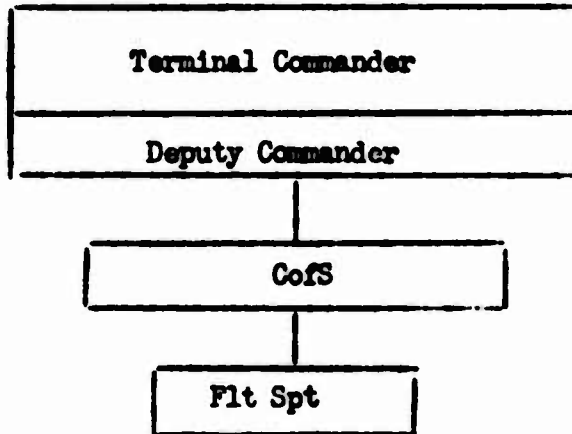
Acts as deputy for the Commanding Officer.

Chief of Staff

Directs and coordinates actions of the general and special staff

FLIGHT SUPPORT BRANCH

Organization



Mission

To provide air service to the command, within its capabilities.

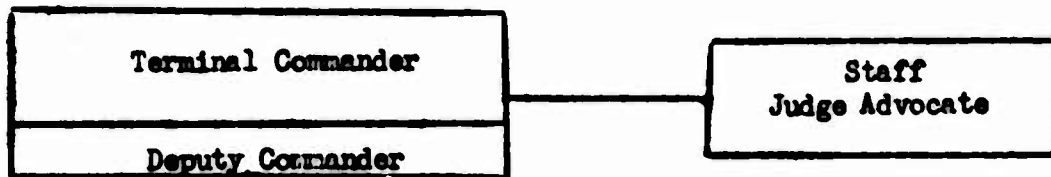
## FLIGHT SUPPORT BRANCH

### Functions

- a. Performs organizational maintenance of aircraft assigned.
- b. Maintains aircraft log records and flight records.
- c. Prepares reports required by higher headquarters.

**STAFF JUDGE ADVOCATE**

**Organization**



**Mission**

Serves as legal advisor to the Commanding Officer, 4th Transportation Command and Staff. Provides legal opinions and advice on all questions of law and with respect to all matters having legal implications. Supervises the administration of Military Justice, the legal assistance program, and training in Military Justice and other legal subjects. Supervises marine casualty investigations and claims activities.



## STAFF JUDGE ADVOCATE

### Functions

#### Military Justice Branch:

- a. Formulates and coordinates military justice policies and procedures within the command. Conducts training courses in military justice.
- b. Supervises the exercise of special courts-martial jurisdiction of the command and provides guidance and advice to subordinate units in military justice activities.
- c. Prepares courts-martial and Article 15 actions for commanding officer. Renders pre-trial advice on all courts-martial charges.
- d. Reviews records of trial and maintains courts-martial statistics.

#### Marine Casualty Branch:

- a. Responsible for the investigation of all marine casualties involving vessels under Army control or stevedoring activities in the Republic of Vietnam.
- b. Advises the Commander on matters of admiralty law and related maritime affairs. Supervises assistant marine casualty investigating officers at various ports and harbors along the coast and inland waterways.
- c. Prepares and maintains reports as required by AR 55-19, coordinates by direct communication with the Claims Judge Advocate General Office, Fort Holabird, Maryland.

#### Claims Branch:

- a. Reviews all reports of unit claims officers for legal sufficiency for attached and assigned units concerning incidents that may become the basis of foreign claims UP AR 27-20.
- b. Makes recommendations to Claims Judge Advocate, USMACV as to approval or disapproval of claims investigations.
- c. Conducts periodic seminars for unit claims officers on methods, errors, improvements, implementations of changes in claims regulations.

d. Exercises general supervisory authority over claims activities in the 4th Transportation Command.

Legal Assistance Branch:

a. Renders legal advice and service to all personnel assigned or attached to the 4th Transportation Command.

b. Maintains Legal Assistance records and statistics.

c. Supervises and implements Department of the Army Preventive Law and Personnel Financial Management Program.

Military Affairs Branch:

a. Provides guidance to all officers and Boards of Officers appointed to conduct investigations UP AR 15-6.

b. Reviews completed board actions for legal sufficiency and compliance with appropriate regulations.

c. Prepares opinions on questions of law which relate to the personal affairs of military personnel including support of dependents, voting, and applications of laws. Reviews line of duty investigations, elimination proceedings, reports of survey, and ascertains local law as needed.

CHAPLAIN

Organization



Mission

To aid the Commander in providing for the religious needs of the personnel assigned or attached to the 4th Transportation Command.

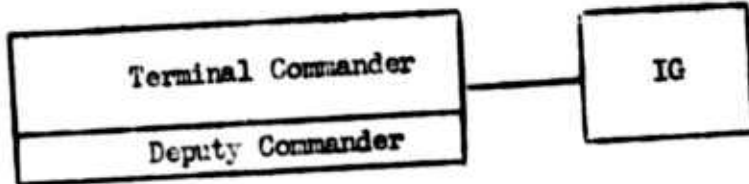
## CHAPLAIN

### Functions

- a. Advises the commander and staff regarding the morale, moral and religious factors pertaining to the personnel of the command.
- b. Schedules regular visits to unit and work sites to include the hospital and stockade.
- c. Provides personal counseling to men with spiritual needs, marital problems, or other difficulties.
- d. Schedules and conducts workshop services to include maximum denominational coverage of the command.
- e. Participates in civilian community relations programs and projects.
- f. Coordinates the character guidance program and serves as a member of the character guidance council.
- g. Disseminates religious guidance and films in conjunction with normal entertainment facilities.
- h. Operates religious training classes by organizing Bible study and discussion groups.

IG

Organization



Mission

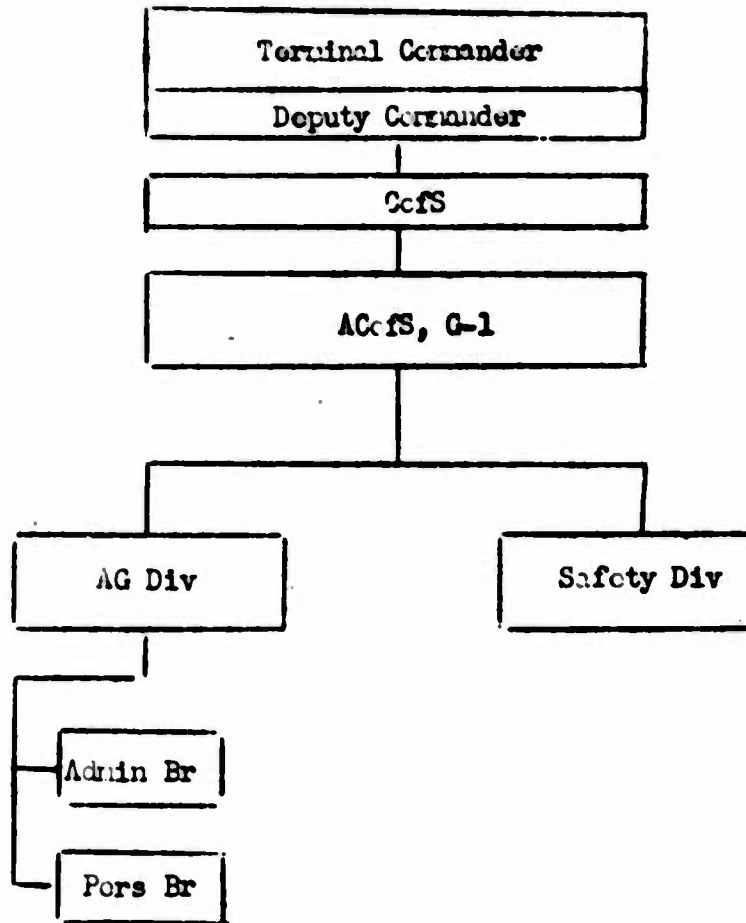
To inquire into and report upon matters which pertain to the performance and mission and the state of discipline, efficiency and economy of the command and to perform such other duties as are required by law and regulations or as directed by the commander.

## IG

### Functions

- a. Conducts inspections, investigations, surveys, and studies as directed by the commander and reports directly to the commander.
- b. Advises the commander on matters concerning inspector general activities and informs him of the performance of mission and the state of discipline, efficiency, and economy of the command.
- c. Establishes and operates an effective system for the receipt of complaints, correcting injustices affecting individuals, and for eliminating conditions determined to be detrimental to the efficiency or reputation of the command.
- d. Publishes a tentative annual general inspection schedule.
- e. Maintains an office of record under the provisions of paragraph 13, AR 20-1 for inspector general reports, reports of investigations and inquiry.

ACcFS, G-1  
Organization



Mission

- a. To plan, direct, coordinate and manage the personnel administration operations of the command and exercise staff supervision over subordinate elements of the command.
- b. To supervise the command reenlistment, safety, labor, relations, morale and welfare, and R&R programs.
- c. To supervise the Troop Education Program of the command.

## ACoS, G-1

### Functions

#### Office of the ACoS, G-1:

- a. Advises the Commander and Chief of Staff on G-1 matters and makes decisions for the Commander within the limits of announced policy.
- b. Formulates plans and policies for the direct control and supervision of the operation of the G-1 office.
- c. Plans, directs and manages command personnel and administration operations.
- d. Exercises staff supervision over G-1 functions throughout the command.
- e. Plans and directs the command safety program.
- f. Plans and directs the command labor relations programs.
- g. Supervises the troop education program.
- h. Supervises non-appropriated fund activities of the command.

#### Safety Division:

- a. Receives, reviews and forwards accident reports of subordinate units to higher headquarters in accordance with applicable regulations.
- b. Receives, reviews and forwards to higher headquarters reports of accident exposure of personnel and equipment of this command.
- c. Maintains files and statistics on accidents within this command for accident prevention purposes.
- d. Through statistical analysis, determines causes and recommends corrective action to prevent future accidents in this command.
- e. Conducts monthly safety council meetings to:
  - (1) Develop command safety policy.
  - (2) Review the previous month's accidents, determine their cause, and to establish methods to prevent their recurrence.
  - (3) Disseminate command safety policy.
  - (4) Solicit ideas and recommendations of subordinate commands.
- f. Attends safety council meetings of higher headquarters.
- g. Insures the development and administration of an effective safety



program within the command.

h. Establishes methods to insure the adequacy and completeness of accident reporting within the command.

i. Conducts periodic surveys of the safety program of each subordinate unit.

j. Conducts periodic safety inspections of subordinate units.

k. Conducts daily safety inspection of the Saigon Port area. Makes on the spot correction of unsafe practices and equipment.

l. In coordination with the G-4, this headquarters, recommends purchase or procurement of safety equipment and clothing using the criteria outlined in AR 385-32.

m. Brings violations of safety regulations to the attention of the commander.

n. Obtains and distributes safety promotional material.

o. Administers the command safety award program.

Adjutant General Division:

a. Coordinates and supervises the publication of orders and instructions of the commander, the preparation of correspondence, the maintenance of administrative and personnel records.

b. Formulates plans, policies and procedures involved in the administration of personnel coming under the jurisdiction of the commander.

Administrative Services Branch:

a. Reviews and prepares for authentication all correspondence and directives prepared in the headquarters. Cuts stencils for and audits general orders and daily bulletins.

b. Receives and distributes incoming correspondence, dispatches outgoing correspondence, maintains suspense files on appropriate correspondence and provides messenger services for staff sections.

c. Maintains files of selected correspondence, 4th Transportation Command records, master file of DA publications, and administers the records administration program.

d. Maintains a central reproduction facility and operates reproduction equipment.

e. Requisitions, receives and distributes DA publications.

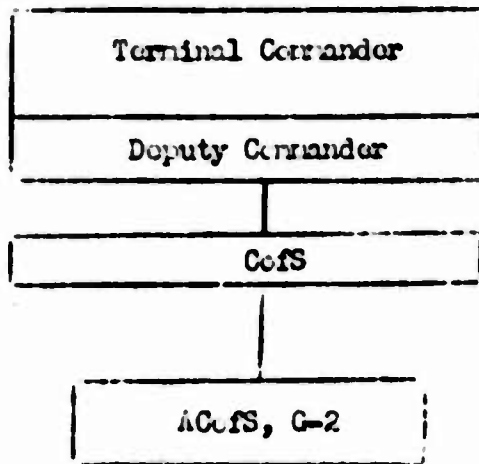
f. Receives, reviews and prepares for the commander all recommendations for awards and decorations.

Personnel Branch:

- a. Directs and coordinates military personnel functions, including movement and administration of officers and enlisted personnel and related reporting and correspondence activities.
- b. Receives and reviews morning reports and forwards to Hq, USAFV. Prepares and submits strength and other personnel reports.
- c. Provides administrative and clerical facilities for the reenlistment of military personnel.
- d. Classifies, assigns and transfers military personnel. Checks monthly Data Processing Unit rosters for military personnel.
- e. Maintains enlisted personnel Qualification Records (DA Form 20), and personnel files, initiates and/or approves actions pertaining to pay, and prepares related correspondence.
- f. Maintains officers' DA Form 66 and 201 files. Initiates efficiency reports on headquarters personnel, receives and reviews all efficiency reports from subordinate units; initiates and/or approves actions pertaining to pay.
- g. Obtains air space and processes personnel for return to COMUS.
- h. Provides technical guidance and supervision on military personnel matters to all elements of command.
- i. Prepares and authenticates special orders.
- j. Administers the I&R program for the command.
- k. Directs and coordinates civilian personnel function to include procurement, assignment and reassignment, pay functions, time and attendance reports, and separation.

ACofS, G-2

Organization



Mission

To advise the Commanding Officer, 4th Transportation Command in all intelligence matters.

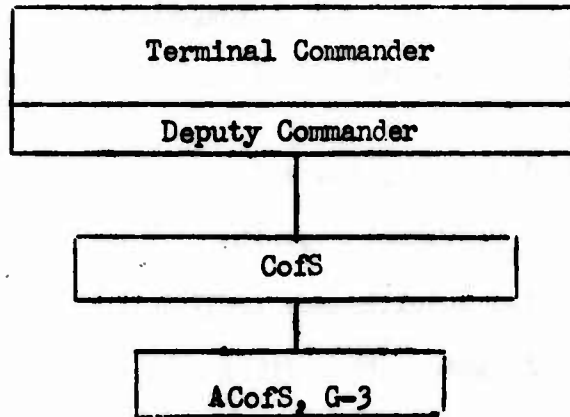
ACFS. G-2

Functions

- a. To collect, process, and disseminate information of intelligence value.
- b. To conduct security investigations and inspections.
- c. To process personnel security actions.
- d. To supervise intelligence training.
- e. To maintain information files on enemy, terrain, and weather.
- f. To initiate and control counter-intelligence operations within capabilities and authority.
- g. To obtain maps, charts, and other navigational publications.
- h. To supervise military and civil censorship when imposed.
- i. To establish and maintain close liaison with supporting intelligence and security activities.
- j. Such other intelligence and security functions as directed by the Commanding Officer or Deputy Commanding Officer.

ACoFS, G-3

Organization

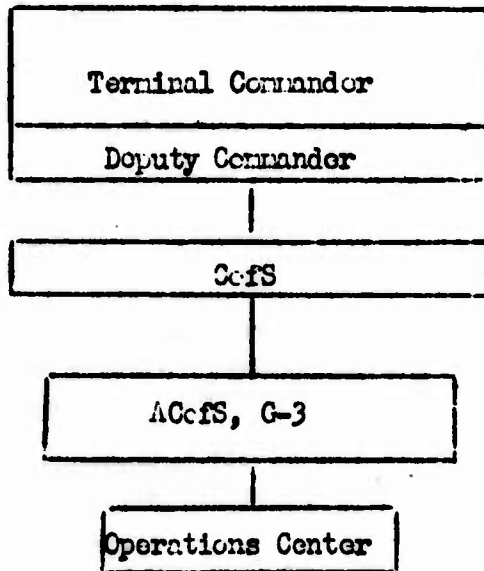


Mission

Plan, direct and supervise discharging and/or loading operation, documentation, the movement to or clearance from the Saigon Port complex of military and USAID/CPA cargo; advise the director of the port, Saigon, on the discharge, documentation, and clearance of commercial/CIP cargo; monitor water terminal operations at Vung Tau; receive and clear unit personnel and army sponsored cargo arriving at Tan Son Nhut Air Base; plan, develop and establish long range policies and procedures for operation of the port; establish and supervise Training Programs for assigned and attached units.

OPERATIONS CENTER

Organization



Mission

To provide the 4th Transportation Command commander and his staff with a central point to view the current status of all cargo handling activities within Saigon Port area.

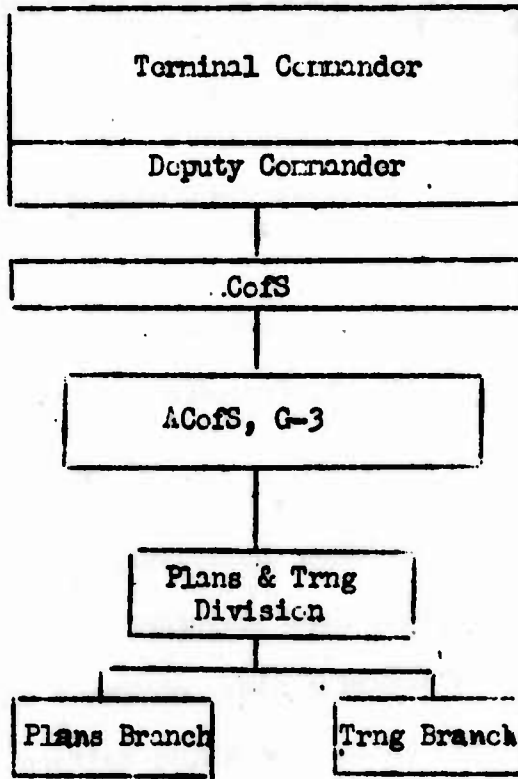
## OPERATIONS CENTER

### Functions

- a. Provides accurate hourly status on cargo discharge activities from all ships discharging cargo within Saigon Port. This information will be of the necessary detail to show status, identify problem areas and provide a record of cargo operations.
- b. Provides status of ship to barge ammunition transfer at Nha Be and the movement of these munitions to the barge discharge sites.
- c. Locates and shows the status of all harborcraft assigned, including military and civilian contract barges.
- d. Shows how cargo transport vehicles are being utilized by this command. This will include the number of trucks requested, received and utilized by each of the three major cargo discharge areas.
- e. Provides current status of all material handling equipment assets and shows the relationship between equipment requirements and equipment available.
- f. Channels information to the responsible staff agency whenever field assistance is required, or deficiencies are noted within cargo discharge activities.

PLANS AND TRAINING DIVISION

Organization



Mission

To plan, develop and establish policy and procedures for operation of Saigon Port complex. To plan, direct and supervise training of subordinate units.



## PLANS AND TRAINING DIVISION

### FUNCTIONS

#### PLANS BRANCH:

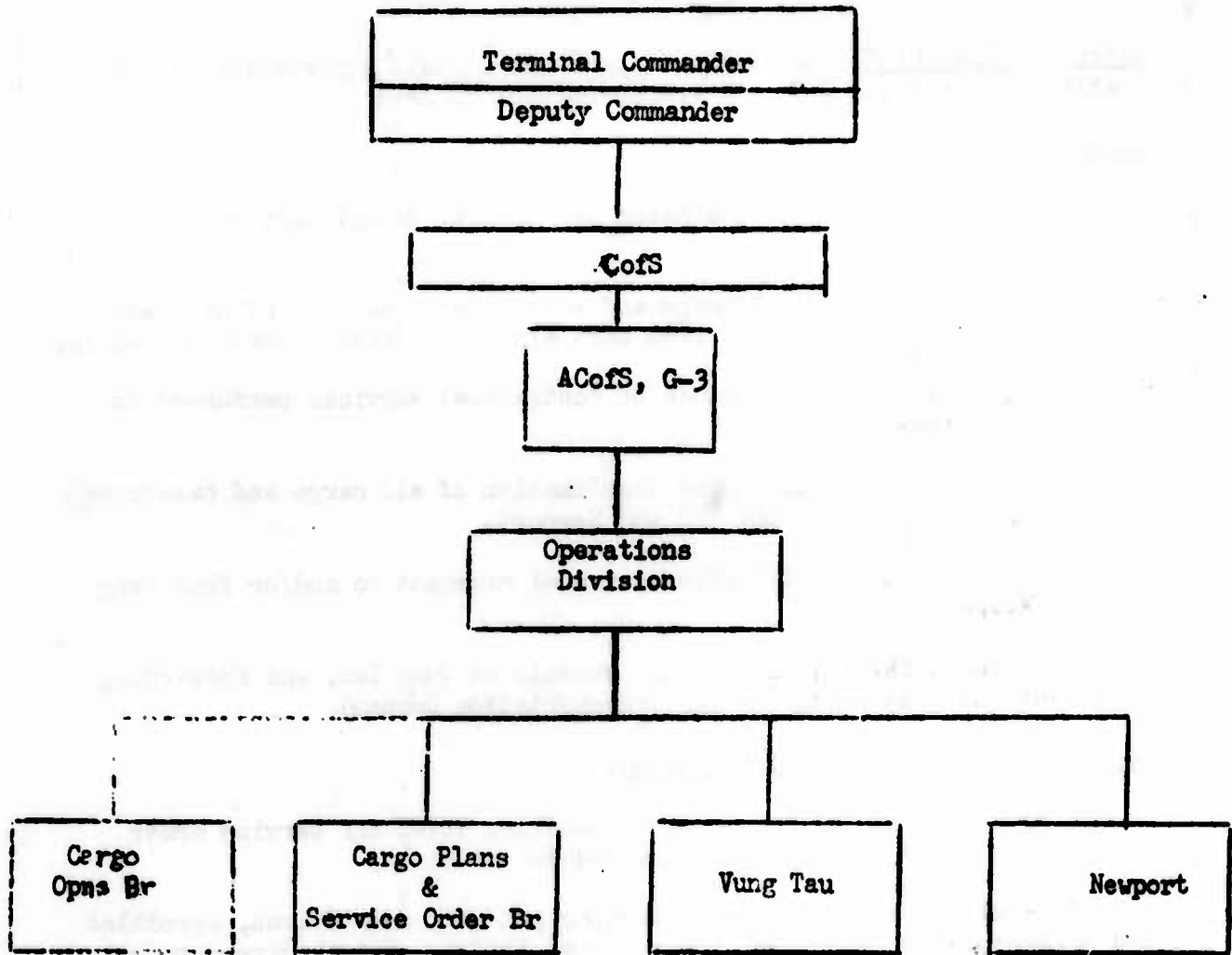
- a. Prepares, reviews, analyzes, revises and coordinates operational and emergency planning for the command.
- b. Maintains close liaison with other agencies involved in port planning and development.
- c. Keeps informed on long range forecasts of workload and facilities and advises the commander and subordinate units of any significant changes which affect operations.
- d. Determines personnel, equipment and facilities requirements.
- e. Reviews Standing Operating Procedures and makes recommendations for change as required.

#### TRAINING BRANCH:

- a. Plans and prepares training directives.
- b. Supervises and inspects unit training.
- c. Coordinates use of training aids, equipment and classroom space.
- d. Advises subordinate units on training matters.
- e. Reviews training schedules from subordinate units for compliance with applicable directives.
- f. Prepares charts, graphs and illustrations as required for training and command briefings.
- g. Tests units for proficiency in carrying out the provisions of emergency plans.
- h. Prepares and supervises ceremonial activities.

OPERATIONS DIVISION, G-3

Organization



Mission

To plan, coordinate, and supervise the vessel discharge and/or loading of all military sponsored and USAID/CPA cargo and passengers in the port area of Saigon, to include Vung Tau, Newport and Nha Be.

OPERATIONS DIVISION, G-3

Functions

Office of the Chief: Controls and provides overall supervision of the Operations Division, G-3, 4th Transportation Command.

Cargo Operations Branch:

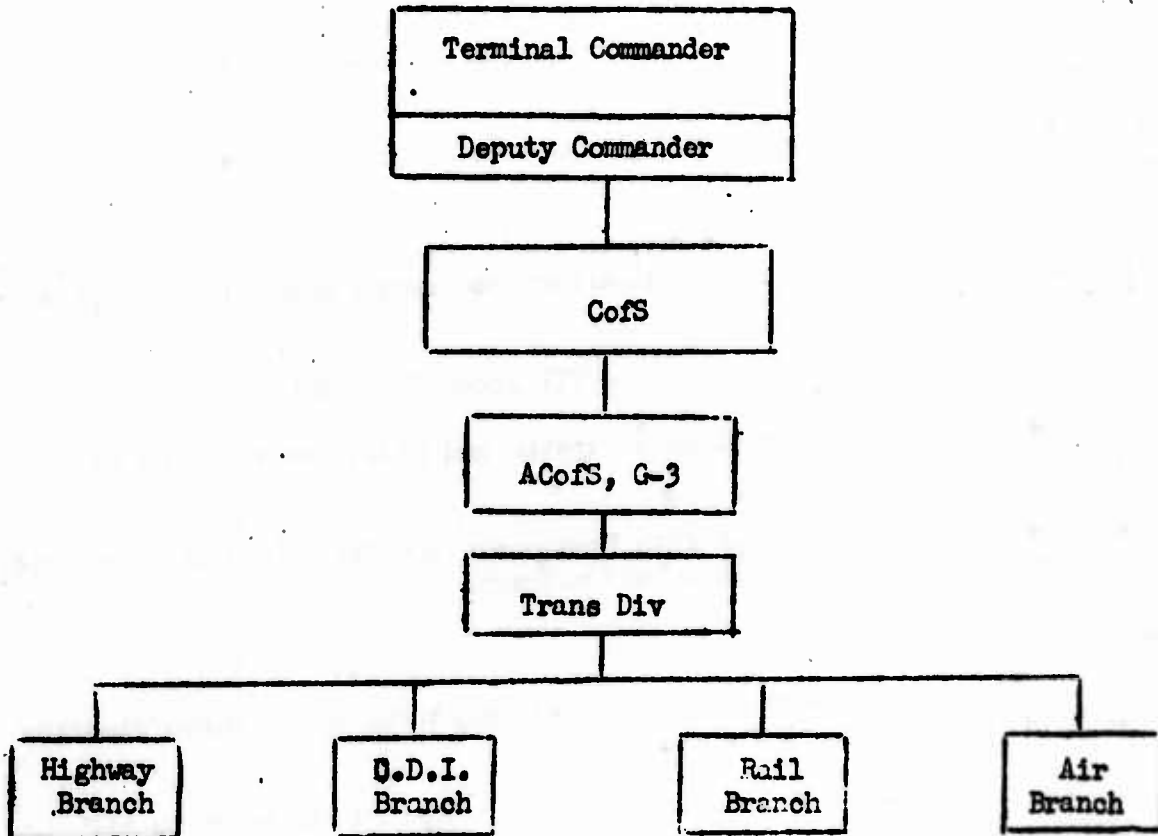
- a. Responsible for the discharge and loading of military sponsored and USAID/CPA cargo.
- b. Provides intransit storage and supervises clearance of military sponsored and USAID/CPA cargo from port areas, to include vehicle staging.
- c. Supervises the performance of contractual services performed in terminal services.
- d. Exercises supervision and coordination of all cargo and passenger operations performed at Vung Tau and Newport.
- e. Effects liaison with MSTs on vessel movement to and/or from Vung Tau and Newport.
- f. Arranges the boarding of all vessels at Vung Tau, and forwarding pertinent information to the 4th Transportation Command.

Service Order and Cargo Plans Branch:

- a. Processes up to finance and accounting level all service order actions performed under existing stevedore contracts.
- b. Receives retrograde cargo booking and ship nominations, assembles and screens cargo documents, plans vessel loading, and prepares pre-stow vessel documents. Performs liaison with cargo storage and loading activities.

TRANSPORTATION DIVISION

Organization



Mission

a. Advises the ACofS, G-3 on all matters pertaining to port clearance and destination of all cargo.

b. Provides supervision and direction on all matters pertaining to port clearance, destination of all cargo, and reception and movement of unit personnel and army sponsored cargo arriving by aircraft at Tan Son Nhut Air Base.

c. Directs and coordinates the functions of Highway, CDI, Rail and Air Branches..

PORT TRANSPORTATION DIVISION

Functions

Highway Branch:

- a. Receives and consolidates truck requirements from port area commanders.
- b. Requests trucks daily from the proper military and civilian sources.
- c. Controls and supervises movement of all trucks engaged in port clearance.
- d. Supervises utilization and, in conjunction with port Area Commanders, loading of trucks engaged in port clearance to insure proper blocking, bracing and tarping of cargo.
- e. Coordinates activities of the TTP located at M&M.
- f. Operates a 24 hours dispatch system and allocates vehicles to requesting elements.
- g. Maintains liaison with 48th Transportation Group (MT) and Contracting Officer's Representative, Sealand Inc contract.

C.D.I.:

- a. Ascertaines the destination and delivery data on all cargo clearing the port for inclusion in the ships summary.
- b. Provides the destination and delivery data on all cargo to all port agencies as required.
- c. Maintains liaison and exchanges data and information pertaining to:
  - (1) Delivery capability, site of delivery, and time of delivery for backload cargo with consignors.
  - (2) Disposition of cargo with consignee.
- d. Upon request of cargo operations branch, calls forward all military sponsored cargo for backload.
- e. Retains work copies of ship summaries, cargo manifests and other references pertaining to discharged cargo for a 45 day period. All inquiries thereafter, pertaining to discharged cargo, are referred to the Cargo Accounting Branch.

f. Collects statistical data and submits statistical reports as required.

Rail Branch:

- a. Arranges for spotting and switching of rail cars.
- b. Makes frequent checks of rail cars being worked to preclude demurrage.
- c. Receives, unloads and arranges for delivery of inbound cargo.
- d. Provides inspection services to insure proper documentation, loading, lashing and blocking of cargo.
- e. Surveys the port area to determine if cargo is available for rail shipment to consignees.
- f. Orders rail equipment as needed from the TMA on a timely basis.
- g. Determine whether cargo is to be loaded on rail cars at Saigon Port or the Commercial rail yard.
- h. Arranges for procurement and affixing of rail car seals.
- i. Maintains car record book.
- j. Collects statistical data from which reports are submitted as required.

Air Branch:

- a. Receives, documents and provides local transport of army air cargo to Saigon area consignees.
- b. Receives all Red Ball shipments, segregates cargo for in-country destinations and palletize for transshipment.
- c. Documents and ships all Red Ball cargo for the Saigon area to 506 Field Depot (CSA #1).
- d. Lays on highway requirements for the clearance of army sponsored air cargo.
- e. Schedules and coordinates unit pick-up of cargo.
- f. Prepares MILSTAMP documentation on cargo shipments.
- g. Requests disposition for frustrated cargo.
- h. Coordinates the movement of all personnel on unit movement orders arriving by air as an advance party, main body or rear detachment.
- i. Arranges for billeting of personnel of units destined outside

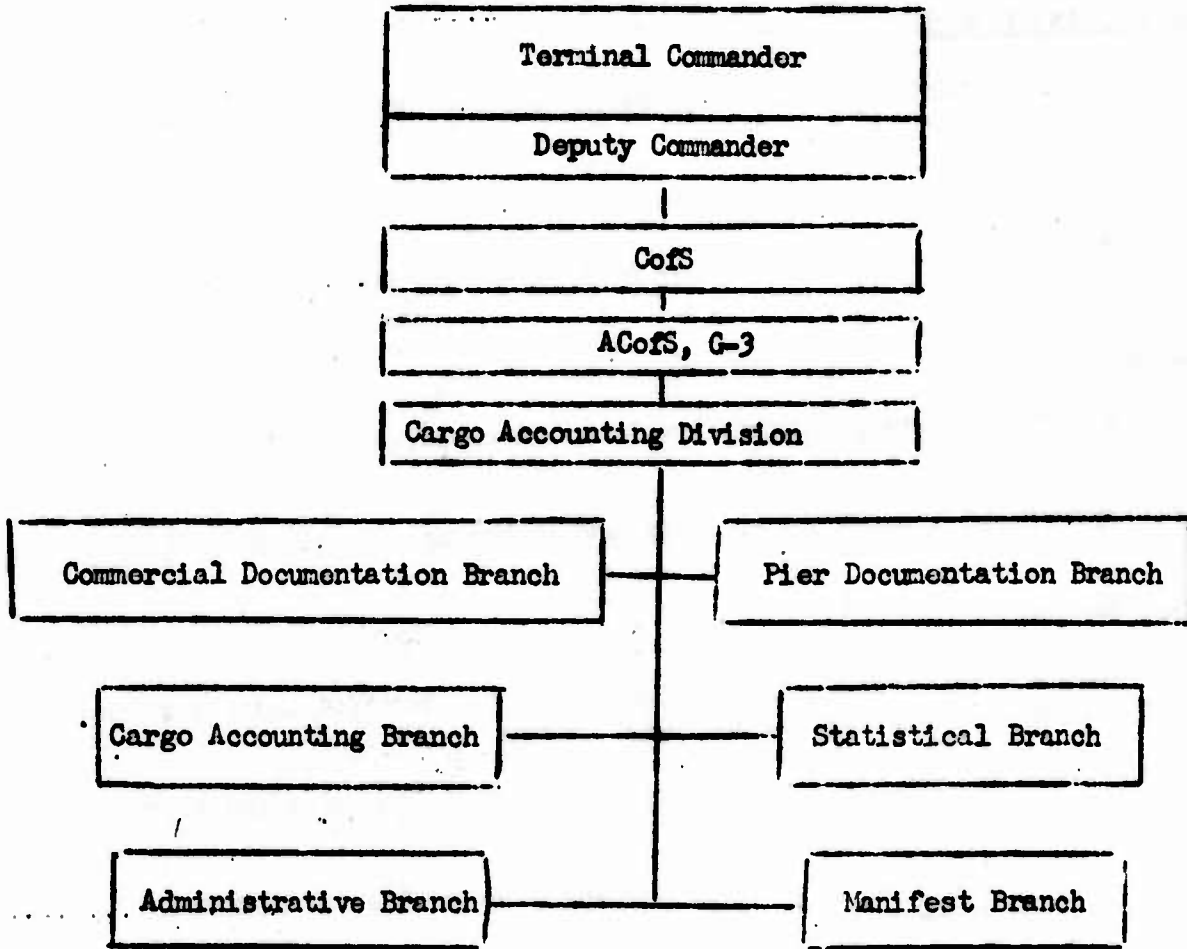
the Saigon area.

j. Coordinates flights for the continuation of travel of unit personnel through the 8th Aerial Port, and notifies personnel of date and time of departure.

k. Advises Chief of Transportation Division on all matters pertaining to Air Cargo.

CARGO ACCOUNTING DIVISION

Organisation



Mission

To direct and coordinate the functions of documentation and cargo accounting for the Saigon Military Port complex in accordance with existing regulations and directives.



## CARGO ACCOUNTING DIVISION

### Functions

Office of the Chief: Commands, controls and provides overall supervision of the Cargo Accounting Division, 4th Transportation Command.

#### Administrative Branch:

- a. Provides administrative supporting services for the Cargo Accounting Division.
- b. Supervises the maintenance of all files within the division.
- c. Provides supervision over all administrative supplies used by the division.

#### Statistical Branch:

- a. Receives and consolidates raw data and prepares and distributes port statistical reports.
- b. Supervises accounting of cargo moving through the exits of Saigon Port.

#### Manifest Branch:

- a. Receives and distributes all inbound ocean manifest and government bills of lading for military and USAID/CPA cargo.
- b. Assists in cargo planning by preparing ship summaries and reproducing stow plans.
- c. Prepares and distributes all necessary documents for outbound movement of cargo through Saigon Port.

#### Cargo Accounting Branch:

- a. Maintains all records pertaining to cargo accountability.
- b. Prepares outturn reports and clears ocean manifests.
- c. Supervises preparation and answering of MILSTAMP cargo tracer actions.

#### Commercial Documentation Branch:

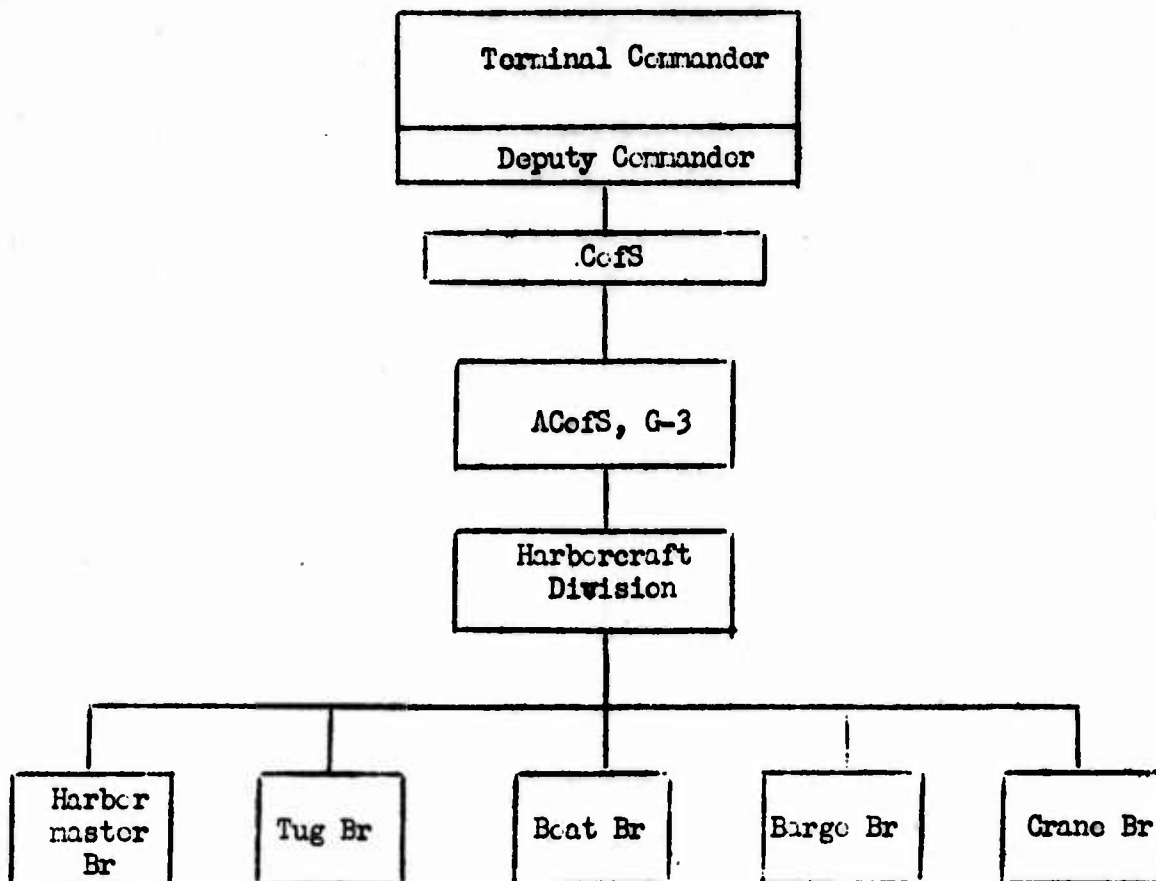
- a. Prepares necessary documents and coordinates clearance of military and USAID/CPA cargo through customs.
- b. Maintains control of "Commercial Bill of Lading" military and USAID/CPA cargo through receipt and processing of commercial bill of lading.

**Pier Documentation Branch:**

Supervises the preparation of all cargo documents for cargo moving through the Port of Saigon.

## HARBORCRAFT DIVISION

### Organization



### Mission

- a. Operate inland waterway system in Saigon river complex and Mekong River.
- b. Operational control of all assigned or attached harborcraft and litorage.
- c. Provide services for all vessels assigned/attached as required eg, potable water, charts repair, fuel etc...
- d. Provide advice to commander on all matters relating to harborcraft.

## HARBORCRAFT DIVISION

### Functions

#### Harbormaster:

- a. Exercise vessel control
- b. Dispatch vessels/literage to fulfill commitments.
- c. Establish and maintain liaison with Vietnamese maritime agencies.
- d. Supervise operation of contractor equipment.
- e. Provide contractual services as required.
- f. Maintain official log of contractual services provided.

#### Tug Branch:

- a. Provide towing power for all literage assigned or attached.
- b. Perform salvage services as directed.
- c. Provide deep draft docking services as directed.

#### Boat Branch:

- a. Provide vessels to Military Police for port security.
- b. Perform vessel/barge inspection as required.
- c. Provide escort service as required.

#### Barge Branch:

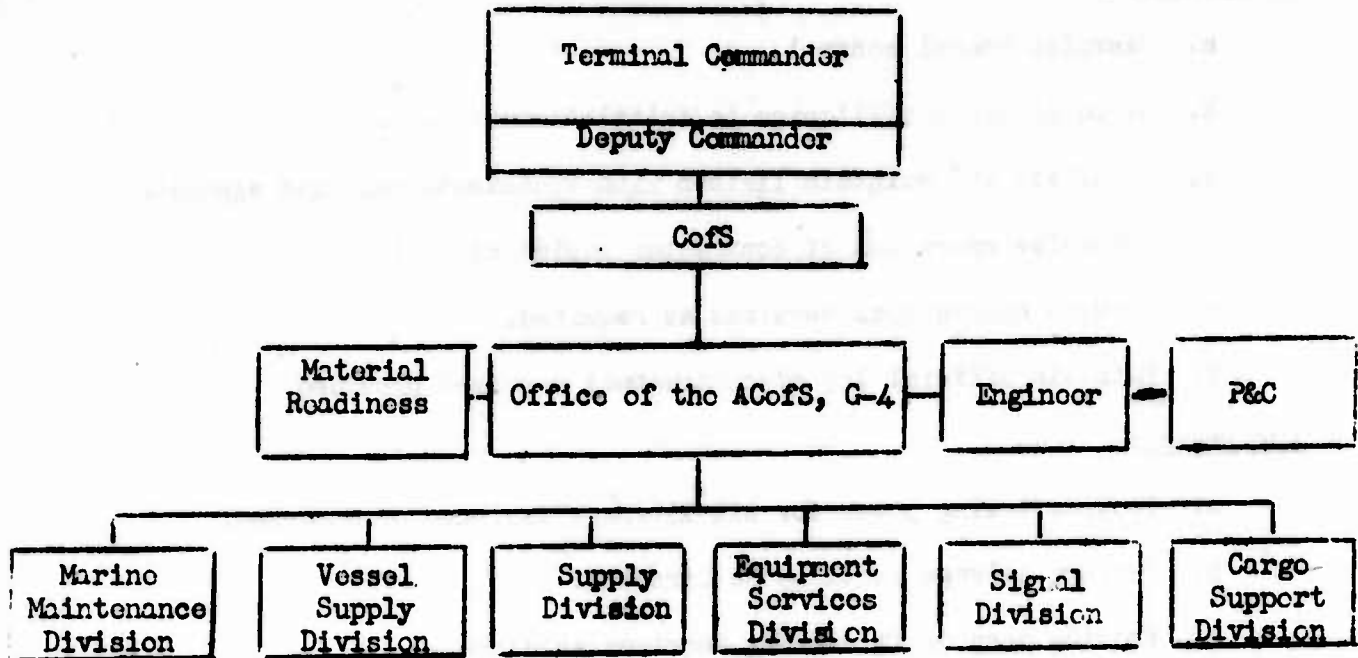
- a. Inspect and report all damaged barges for repair.
- b. Renew lines & fenders as required.
- c. Perform operator maintenance.
- d. Supervise barge tender detachments.
- e. Maintain official log on availability of barges.

#### Crane Branch:

Provide heavy lift services to Saigon Port.

ACofS, G-4

Organization



Mission

a. To advise the Commander and to formulate policy on all matters pertaining to supply, services, and maintenance within the 4th Transportation Command and assigned/attached units.

b. To provide logistical support, services, and maintenance to elements of the Saigon Army Terminal its sub-ports, activities, and other areas as may be assigned.

ACofS, G-4

Functions

ACofS, G-4:

- a. Supervises all activities within G4.
- b. Advises the Commander and formulates policy on all matters pertaining to G-4 activities.

Engineer Section:

- a. Advises the ACofS, G-4 and the Commander on all engineer matters.
- b. In coordination with other staff elements, establishes a construction and maintenance program within the command.
- c. Monitors all work order requests submitted to the supporting R&U activity.
- d. Coordinates and monitors a fire prevention and protection program for all 4th Transportation Command facilities.
- e. Monitors the Utilities Conservation Program.

Material Readiness:

- a. Advises the ACofS, G-4 and the Commander on all matters relative to material readiness.
- b. Monitors unit maintenance program, providing assistance when necessary.
- c. Maintains liaison with supply activities to insure rapid availability of repair parts.
- d. Conducts frequent visits and inspection to determine and identify weak areas in the maintenance program. Provides every assistance in correcting these areas.
- e. Prepares and maintains statistical data necessary to support an active maintenance program.

Purchasing and Contracting:

- a. Advises the ACofS, G-4 and the Commander on all matters pertaining to commercial contracts.
- b. Receives and prepares adequate data to support requirements generated by this command for civilian services.
- c. Monitors administrative procedures in processing contract

requirements to insure expeditious handling with minimum delay.

d. Maintains constant liaison with comptroller, 4th Transportation Command regarding all funding aspects of services requested.

Supply Division:

a. Establishes and maintains a property book for all TD Property utilized in the operation of the Saigon Port.

b. Requisitions and turns-in property as necessary, maintains transaction registers and supporting files, and maintains current hand receipt files for all using elements.

c. Maintains a stockage of expendable office and janitorial supplies in support of the Saigon Port Operations.

d. Maintains continuous liaison with supporting and supported elements to insure operating continuity and rapid processing of urgent requirements.

e. Advises the G-4 on all matters pertaining to supply responsibilities.

Marine Maintenance Division:

a. Insures all maintenance and/or repair requests are forwarded to the agency most capable of providing the required services.

b. Performs inspections to insure the proper operator maintenance is being carried out on assigned marine equipment.

c. Maintains a record of all maintenance, repair, and inspection transactions involving assigned marine equipment.

Signal Division:

a. The Chief, Signal Division supervises all activities of the Signal Division and advises the Commander and his Staff on all matters pertaining to Signal Communications:

b. Communications Chief:

(1) Supervises the activities of the three branches.

(2) Assigns work to branches.

(3) Performs all administrative tasks for the Division.

(4) Consolidates the SOI and changes thereto.

(5) Maintains a level of Signal and administrative supplies necessary to perform the divisions' mission.

c. Communication Center Branch: 2

(1) Operates a tributary Communication Center in the STRATCOM net on an around-the-clock basis.

(2) Receives, transmits and relays messages for the Command and the STRATCOM net.

(3) Maintains logs and files for ComCenter operations in accordance with ACP 122 and AR 345-210.

(4) Prepares the ComCenter portion of the SOI.

d. Telephone Branch:

(1) Installs and maintains all field telephone communications for the command and its subordinate elements.

(2) Operates a 120 line field telephone switchboard on an around-the-clock.

(3) Effects work orders for telephone communications that are not within the scope of this Division's capabilities.

(4) Maintains records and files on telephone circuits.

e. Radio Branch:

(1) Installs field radios for the Command and its subordinate elements.

(2) Performs organizational maintenance on radios installed in Harborcraft and effects 3rd or higher echelon maintenance when required.

(3) Maintains a standby repair service during normal off-duty hours.

(4) Conducts periodic preventative maintenance inspections on all radios operating in the nets of this Command.

(5) Monitors radio transmissions of nets operated by Command elements to determine if operators are using correct radio telephone procedures.

Equipment Services Division:

a. Dispatches and controls the operation of all motor vehicles, engineer equipment and material handling equipment (MHE) assigned to the 4th Transportation Command.

b. Supports valid requirements established by operating elements of this command with equipment and operators as necessary.

c. Insures all operators are trained to operate equipment to which assigned. Conducts training as necessary to fully qualify operators on their assigned equipment.



d. Requests additional personnel to function as equipment operators as necessary.

e. Anticipates future requirements for equipment and advises the Chief Supply Division G-4 of requirements over and above current capability.

f. Coordinates the organizational maintenance program and supervises its implementation. Evacuates equipment to support maintenance as required.

g. Maintains all administrative requirements inherent to the operation of equipment.

h. Advises the G-4, 4th Transportation Command on all matters pertaining to the operation and maintenance of assigned equipment.

Vessel Supply Office:

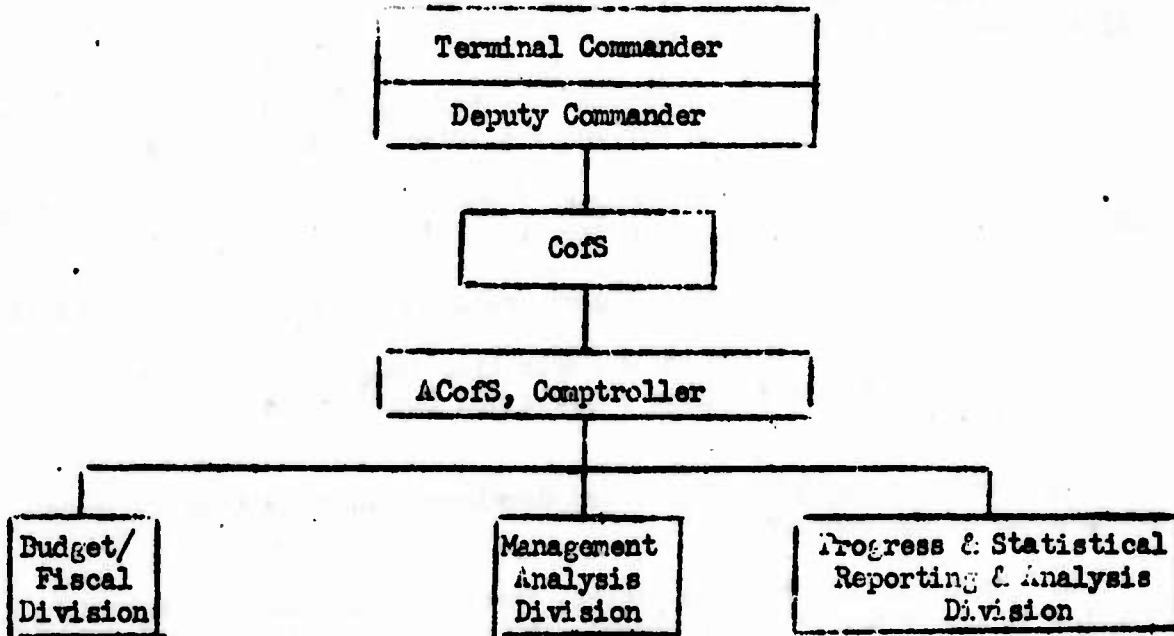
a. Requisitions, receives, stores and issues marine repair parts for assigned marine equipment.

b. Maintains an accurate record of all supply transactions involving repair parts for assigned marine equipment.

c. Insures that all requests for parts needed to remove an item of marine equipment from a doadlined status are forwarded according to existing Red Ball procedures.

OFFICE OF THE COMPTROLLER

Organization



Mission

Formulates policy and coordinates functions related to budgeting, internal review, progress and statistical reporting and management analysis. Exercises staff and technical supervision over these functions, and furnishes advice and assistance to the commander and staff on all matters relating thereto. Provides examination and certification functions for the command. Performs budgeting, financial management, management analysis, reports control, progress and statistical reporting and internal review activities relating to the operating program and budget. Determines manpower requirements and standards and allocates personnel authorizations to the command.

## ACoFS. CONTROLLER

### Functions

#### Budget - Fiscal Division

- a. Develops plans and program objectives to implement the budgeting activity of the command.
- b. Prepares the budget estimates and operating budget and initiates adjustments as a coordinated staff action of the command.
- c. Exercises staff supervision over budget analysis, interpretations of trends and their impact on current and future fiscal periods.
- d. Develops methods, procedures, formats, techniques of preparation, analysis and presentation of budgetary statistics.
- e. Maintains liaison with higher, related and subordinate activities.
- f. Directs the reviews of the operating budget; supervises staff participation; prepares required reports and monitors actions resulting from the review.
- g. Performs budget analysis and develops budget actions and recommendations to the commander.
- h. Receives and controls orders, invoices and receiving reports pertaining to purchases of non-personal services. Maintains contract files pertaining to purchases.
- i. Prepares and examines vouchers covering purchases; determines payee entitlements; computes the amounts due.
- j. Submits completed and certified voucher to the paying finance activity.
- k. Prepares correspondence, and statistical and financial management reports pertaining to commercial accounts. Furnishes assistance and advice on matters affecting the processing of commercial vouchers.
- l. Records obligations arising from payment of commercial accounts; maintains obligation records and status of funds data for each account.
- m. Establishes and maintains cost per ton estimates for cost, obligation and management purposes.
- n. Performs selective internal reviews, special-problem investigations and analysis as requested by the Commander.
- o. Acts as liaison with external audit agencies such as GAO and US Army Audit Agency and negotiates with these agencies to resolve major differences regarding audit findings.

## Management Analysis Division

- a. Identifies, studies and provides objective advice on management problems.
- b. Develops, recommends and assists in the installation of improved procedures and management systems.
- c. Performs management research to anticipate and prevent the development of new organizational problems.
- d. Provides guidance for systematic control and operation of the command.
- e. Provides staff supervision over the Management Improvement Program, including development of the annual schedule of improvement actions and progress reports on the program.
- f. Conducts comprehensive surveys of the organization including analysis and appraisal of mission, policies, organizational structure, delegation of responsibility and authority, procedures, methods, personnel usage and management controls.
- g. Conducts studies of operations to develop best methods of using personnel and equipment and to determine performance time standards.
- h. Designs systems of performance analysis or work measurement for the purpose of measuring quantity of work accomplished and the effectiveness of the personnel and equipment doing the work.
- i. Determines manpower standards, administers manpower surveys and allocates personnel authorizations to units of the command.
- j. As requested by the commander or his staff, conducts comprehensive studies of special problems to diagnose and develop a recommended solution to apparent weaknesses.
- k. Evaluates the administrative organization and the distribution of functions within the command and subordinates activities, particularly in connection with assignment of new missions or changes in existing functions and missions, making appropriate recommendations for improved organization and mission assignments.
- l. Coordinates feeder reports from each division which make up the input for the semi-monthly progress report. This will be forwarded to 1st Logistical Command before the 4th and 19th of each month.
- m. Exercises staff and technical supervision over the work Simplification Training Program; conducts initial and advanced courses to equip supervisors with techniques to analyze and improve work distribution, procedures, layout, and methods.
- n. Implements and monitors the incentive awards program to include the Army Suggestion Plan, Special Acts and the Sustained Superior Per-

formance Award to insure its continued effectiveness.

o. Makes studies or assists staff units in the conduct of studies to evaluate the feasibility of installing mechanical or electrical data processing machines; assists in the design of ADPS, and evaluates such systems.

Progress and Statistical Reporting and Analysis Division.

a. Develops plans and program objectives to implement the progress and statistical reporting and analysis of the operating program.

b. Reviews and analyzes the execution phase of the operating program with respect to internal balance among the several elements of the program; evaluate the availability of resources in relation to requirements of the activities of the program.

c. Reviews and appraises performance, progress and program status trends against approved installation missions and schedules; reviews and appraises work performed, program and mission accomplishments, and utilization of resources in relation to past, current, and projected programs; presents timely and meaningful presentations to the Commander and his staff as a result of such reviews and appraisals.

d. Exercises staff and technical assistance over all progress and statistical reporting and analysis activities, including the reports control system, and the development of guides and criteria for the collection, processing, analysis, summarization and interpretation of all pertinent data.

e. Administers the reports control system including the design of progress and statistical reports and the continuous review and appraisal of reports and reporting requirements.

f. Exercises staff and technical assistance over the program review and analysis function.

g. Provides a composite review of the operating program.

h. Develops systems and procedures for reporting program objectives, status and progress.

i. Coordinates program progress reports.

j. Exercises staff and technical assistance over reports control activities, review and appraisal of reports and reporting requirements, and the development and improvement of reporting systems, procedures and standards.

k. Performs reports control functions including the application of reporting standards.

l. Exercises staff and technical assistance over the statistical

activities, the development and utilization of statistical standards and the preparation of statistical analysis.

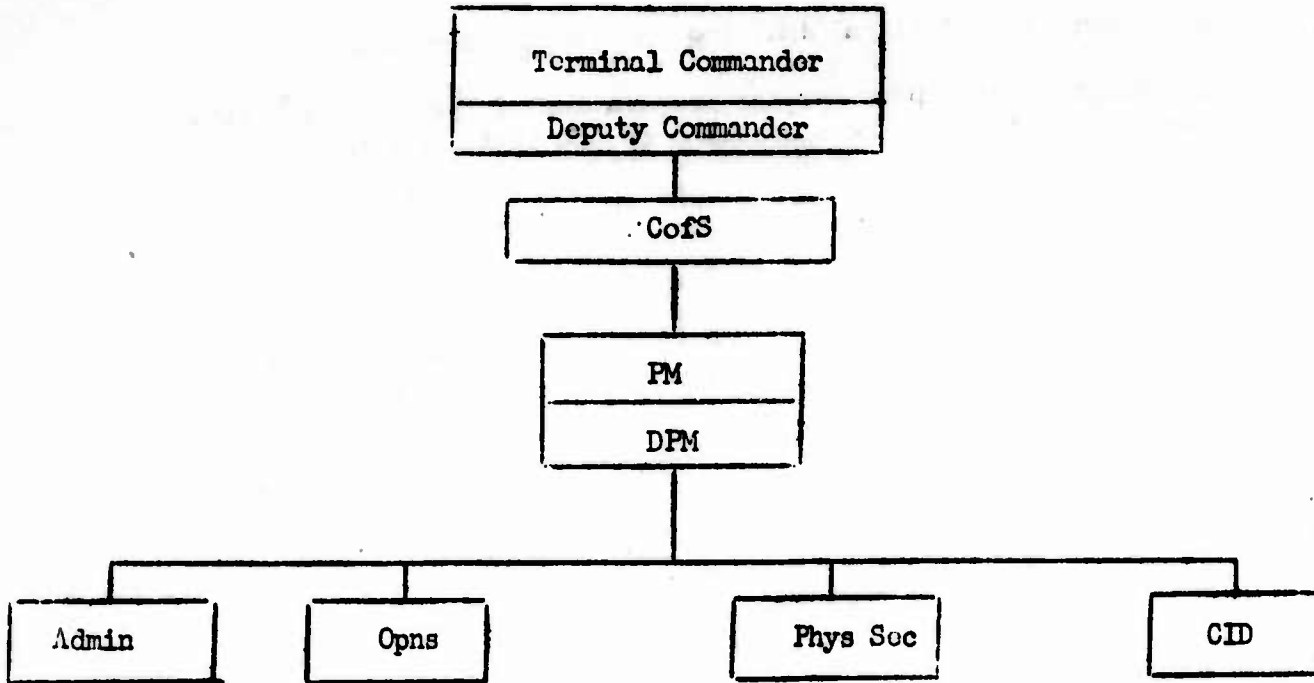
m. Assures the ~~accuracy~~ accuracy and consistency of statistical data prepared.

n. Provides statistical drafting and graphic services.

o. Prepares or supervises the preparation of special analytical statistical studies on the operations of the installation.

SECURITY DIVISION

Organization



Mission

To advise the Commander and his staff on Security and Military Police matters.

To prepare plans and policies for, and to exercise operational control over all Military Police and Provost Marshal activities within the 4th Transportation Command.

## SECURITY DIVISION

### Functions

#### Provost Marshal:

- a. Advises the Commander and his Staff on Security Measures and the enforcement of Laws, Orders, and Regulations.
- b. Establishes, plans, and provides for the security and protection of US and Vietnamese personnel in the Saigon Port area.
- c. Provides for the security and protection of US Government property.
- d. Enforces the execution of regulatory measures for the control of traffic, crime prevention, and protection of US Government property, including the prevention of pilferage of equipment and safeguarding supplies in transit and in storage.
- e. Directs and supervises the investigation and suppression of crime.
- f. Supervises Military Police and Security Guard personnel for convoys, gates, warehouses, ships, piers, and barges.
- g. Maintains appropriate liaison with Civilian and Military authorities, agencies, and organizations.

#### Administration:

- a. Maintains files, records, and appropriate regulations.
- b. Receives, routes, and dispatches correspondence and messages as required.
- c. Maintains "Classified Documents Register".
- d. Prepares and submits reports as required.
- e. Collects and correlates data; prepares and maintains statistical charts, etc.
- f. Establishes work-flow and maintains continuing review of administrative procedures to expedite, eliminate, or revise where possible.
- g. Maintains expendable office supply level(s), executes requisitions.
- h. Maintains accountability records.
- i. Directs and supervises custodial personnel.
- j. Allocates work space(s).



Operations:

a. Makes a continuing analysis of the operational situation, developing facts and making appropriate recommendations to the Provost Marshal.

b. Implements Provost Marshal operational orders.

c. Prepares and maintains operational SOP's, appropriate statistics and current briefing data.

d. Establishes, directs and/or conducts continuing inspections of Port Military Police land-water operations to assure and/or require compliance with SOP's and appropriate regulations, etc.

e. Responsible for the proper preparation of operations records and forms, ie: MP Reports (DA 19-32), MP Desk Blotter (DA 19-50), MP Desk Reference (DA 19-51), Daily Staff Journal (DA 15-94), etc.

f. Recommends to the Provost Marshal appropriate manning levels for prescribed or contemplated Military Police operations and levies supporting units accordingly. Insures deployment of Military Police for Operations as required.

g. Reviews individual and unit performance, recommending to the Provost Marshal appropriate individual and/or unit training to enhance same.

h. Responsible, as directed, for effecting liaison in planning and coordination matters with Ships Master, Free World military and/or civilian agencies. In this conjunction, develops joint orders/instructions for police and physical security operations.

i. Evaluates incidents and reports in the operational and physical security areas, recommending appropriate corrective action by interested agencies.

j. Exercises operational control over attached CID and/or MPI personnel.

k. Implements appropriate physical security measures to minimize losses of supplies, equipment, and material through sabotage, fire, and pilferage.

l. Maintains a continuing study of all physical security aspects of 4th Transportation Command operations. Formulates, coordinates, and promulgates plans, policies, and procedures pertaining to law enforcement and crime prevention in area relating to physical security, unauthorized entry, circulation of personnel, vehicle and material control procedures, etc.

m. Establishes sensitivity indices for establishment of operational security area. Laying on additional troop, pass, and/or clearance procedures as appropriate.

n. Maintains, records, files selective enforcement data, etc. to assist in formulating adequate security plans.

Physical Security:

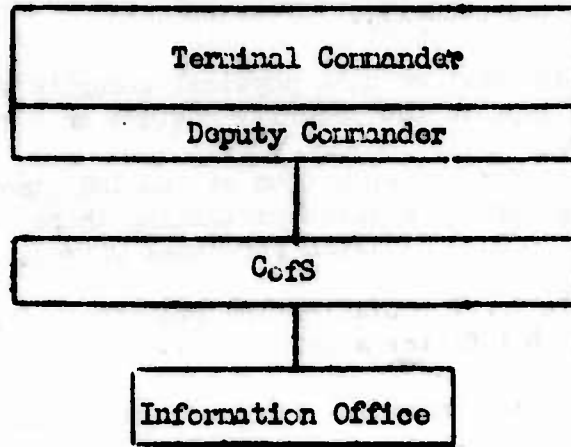
- a. Keeps the Provost Marshal informed on all matters pertaining to physical security.
- b. Formulates a physical security program commensurate with the mission and capabilities of the command.
- c. Exercises staff supervision through the Provost Marshal in all matters pertaining to physical security.
- d. Monitors and reviews unit physical security programs, making recommendations to improve the security posture on a continuing basis.
- e. Responsible for the operation of the Indigenous Pass Section, maintenance of appropriate records pertaining there - to and liaison with 4th Transportation Command Civilian Personnel Office.
- f. Responsible for formulation and execution of ground defense plans for the Provost Marshal Office area.
- g. Establishes and maintains liaison with higher and adjacent security officers.

Criminal Investigation:

- a. Investigates all aspects of criminal activity in the Saigon Port complex.
- b. Advises the Provost Marshal on all investigative matters.
- c. Conducts crime prevention and physical security surveys.
- d. Conducts background investigations as required by the Provost Marshal.

INFORMATION OFFICE

Organization



Mission

To provide this Command and the world with current happenings and developments of this command and to provide a means of recognition for achievements of units and individuals.

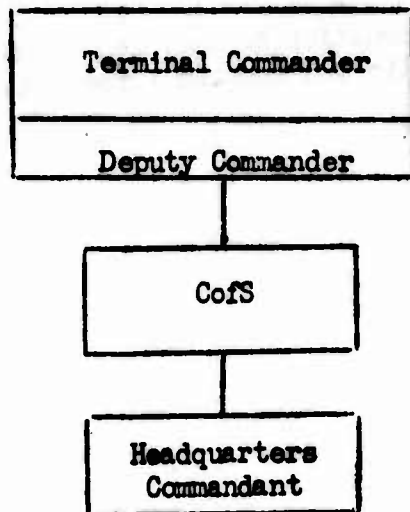
## INFORMATION OFFICE

### Function

The function of the Information Office, 4th Transportation Command is to provide an outlet for public and command information at every level of this command.

HEADQUARTERS COMMANDANT

Organization



Mission

To assist the Terminal Commander by exercising operational control over headquarters troops and area.

## HEADQUARTERS COMMANDANT

### Functions

- a. Provides local security for the headquarters; ie, Le Lai Hotel and Bldgs K, L, and M.
- b. Controls layout, appearance, and police of the headquarters area.
- c. Supervises motor transportation used by the headquarters.
- d. Supervises headquarters mess, supply, and billets.
- e. Supervises general military training and morale activities of headquarters personnel.
- f. Receives and accomodates visitors to the headquarters.
- g. Arranges movement of the headquarters when required.

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND  
APO 96307

28 August 1966

SUBJECT: After Action Report Operation Blue Jay

TO: Commanding General  
1st Logistical Command  
ATTN: AVCA GO-0  
APO 96307

1. REFERENCES

- a. Oplan 28-66 (Operation Blue Jay) (U) Hq, 1st Log CMD, dated 27 July 66.
- b. Oplan 17-66 (Operation Blue Jay) (U) Hq, USASC, dated 30 July 66.
- c. Message (Operation Blue Jay) (U) Hq, 1st Log AVCA GO-0 0429, dated 12 July 66.
- d. Message (Operation Blue Jay) (U) Hq, 1st Log AVCA GO-0 0465, dated 1 Aug 66.

2. MISSION STATEMENT

- a. Debark and process personnel, equipment and cargo through the ports of Vung Tau and Saigon.
- b. Establish a control center at Saigon Port.
- c. Provide necessary lighterage at Vung Tau for personnel and yellow disc TAT to be transported from ship to shore.
- d. Provide lighterage for the movement of the red circle TAT from Vung Tau to Saigon Port.

3. OPERATIONS

- a. Vung Tau Sub-Port: As specified in referenced Oplans the debark of passengers and TAT was accomplished. All elements and TAT equipment of the 196th Infantry Brigade (Separate) were discharged from the following vessels:

**INCL # 12**

28 August 1966

SUBJECT: After Action Report Operation Blue Jay

<u>VESSEL</u>	<u>DATE DISCHARGED</u>	<u>TROOPS</u>	<u>TOTAL TAT EQUIPMENT</u>
USNS PATCH	14 AUG	1,541	143 S/T
USNS DARBY	15 AUG	1,584	

(1) All passengers were debarked from troop ships onto a barge secured along side, then loaded into landing craft and transported to the beach at Vung Tau. After debarking from the landing craft, the passengers and their baggage were taken to the Vung Tau airfield by 2½ ton trucks and loaded aboard USAF-C-130 aircraft which airlifted them to Tay Ninh airfield.

(2) The TAT equipment was separated into yellow disc and red circle. The yellow disc was flown with the passengers to Tay Ninh and the red circle was loaded onto landing craft and transported to Saigon Port.

b. Saigon Port: This segment of the operation consisted of the discharge and clearance of all equipment and cargo that arrived on the following vessels:

<u>VESSEL</u>	<u>DATE DISCHARGED</u>	<u>PAX</u>	<u>SHORT TOTAL TONS</u>
ROBIN SHERWOOD	20/21 AUG	5	964.3
COLUMBIA VIC.	22/23 AUG	2	1,123.8
TOURIST	28/29 AUG	8	906.0

A detailed listing of tonnage and equipment is attached as inclosure #1.

(1) A Port Operation Control Center was established to monitor and coordinate all facets of Blue Jay. Detailed status figures were maintained on all vessels discharging and data submitted through daily status reports to the command and control center at USASC Saigon. The center was manned on a 24 hour day basis during discharge operations.

(2) Deep draft cargo vessels were discharged at berth MM-I and the landing craft with the unit's TAT at K-10, Area 3. As cargo and equipment was discharged it was deprocessed and formed into convoys of 15-20 vehicles and taken under M.P. escort to the staging area at Conex City near Tan Son Nhut. There convoys were formed for ultimate delivery of all equipment to Tay Ninh. Cargo which could not be loaded on organic vehicles was cleared by the 48th Trans Group (HWY) and organized in the same manner as mentioned above.

4. PROBLEM AREAS ENCOUNTERED - There were no significant problems which might have posed serious delays.



28 August 1966

SUBJECT: After Action Report Operation Blue Jay

5. LESSONS LEARNED

a. When more than one vessel was available for discharge at one time it was found that working one and completing it before starting the next facilitated the discharge and deprocessing and lessened congestion.

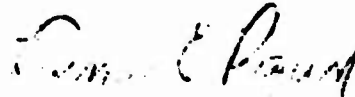
b. The availability of unit checkers to readily identify cargo aided measurably in rapid clearance.

c. That an area should be provided in the port to accomodate unit personnel when not involved in actual operations.

6. RECOMMENDATION - That unit liaison personnel be available at the port during the complete movement and that they coordinate very closely with the local area commander in planning the discharge and clearance of a vessel.

7. CONCLUSION - All aspects of Operation Blue Jay were completed with little difficulty. The close coordination between this command, USASC Saigon the 25th Inf Div (host unit) and representatives of the 196th Inf Brigade was outstanding and contributed measurably to the accomplishment of our mission.

FOR THE COMMANDER:



OMER E. PIGEON, JR.  
Captain, AGC  
Adjutant General

2 Incl  
1 Cargo Vessel Data  
2 Sequence of Events Journal

CARGO VESSEL DATA

<u>VESSEL</u>	<u>ARRIVED</u>	<u>START DISCHARGE</u>	<u>COMPLETED</u>	<u>TOTAL SHORT TONS</u>	<u>TOTAL MEAS TONS</u>	<u>TOTAL WHEEL VEH</u>	<u>TRAILERS</u>	<u>ENGR EQUIP</u>	<u>105HOW</u>	<u>PAY</u>
ROBIN SHERWOOD	1730-20 AUG	1815-20 AUG	2215-21 AUG	964.3	4,410	128	123	4	0	5
COLUMBIA	1045-22 AUG	1100-22 AUG	1300-23 AUG	1,123.8	4,386	233	126	0	0	2
TOONKIST	1630-28 AUG	1810-28 AUG	1200-29 AUG	906.0	4,373	160	82	0	18	8
<u>TOTAL:</u>				2,994.1	13,169	511	331	4	18	15

Incl #1-6 Incl 12

SEQUENCE OF EVENTS JOURNAL

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
AUGUST 1966		
13	1815	Arrival of USNS Patch at Vung Tau
13	1900	Begin Discharge of TAT
14	0600	Begin Debark of Troops
14	1600	Completed Entire Discharge of USNS Patch
14	1900	Arrival of USNS Darby at Vung Tau
14	2230	Begin Discharge of TAT
15	0705	Begin Debark of Troops
15	1215	Completed Entire Discharge of USNS Darby
15		Arrival and Discharge of TAT from Patch at SC
16		Arrival and Discharge of TAT from Darby at SG
20	1815	Begin Discharge of the Robin Sherwood at SG
21	2215	Completed Discharge of the Robin Sherwood
22	1100	Begin Discharge of the Columbia at Saigon
23	1300	Completed Discharge of the Columbia
28	1810	Begin Discharge of the Tourist at Saigon
29	1200	Completed Discharge of the Tourist

Incl #2 6-10-66

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND  
APO 96307

AVCA-TC-GCP

20 October 1966

SUBJECT: After Action Report Operation Meadowlark (U)

TO: Commanding General  
1st Logistical Command  
ATTN: AVCA GO-0  
APO 96307

1. REFERENCES

- a. Oplan 62-67 (Operation Meadowlark) (U) Hq, USARV, dated 15 July 1966 with changes 1 thru 3.
- b. Oplan 32-66 (Operation Meadowlark) (U) Hq, 1st Log Command, dated 26 July 1966.
- c. Oplan 18-66 (Operation Meadowlark) (U) Hq, USASC, dated 3 Aug 66.
- d. Letter from 1st Log Command, dated 13 Aug 66 Subject: After Action Report Operation Meadowlark (U) AVCA GO-72.

2. MISSION STATEMENT

- a. Debark and process the 11th Armored Cavalry Regiment and associated units through the ports of Vung Tau and Saigon.
- b. Establish, operate and man a control center in Saigon.
- c. Inform Meadowlark command and control center at Long Binh of all significant moves and other pertinent information including ship arrivals and departures.
- d. Establish a briefing capability and maintain at the control center up to date status concerning vessels on berths.
- e. Maintain liaison with USASC, Saigon and the 11th Armored Cavalry Regiment.
- f. Provide necessary lighterage for discharging of passengers and yellow disc TAT at Vung Tau.

**INCL #13**

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20 October 1966

SUBJECT: After Action Report Operation Meadowlark (U)

g. Provide lighterage for movement of red disc TAT from Vung Tau to Saigon.

### 3. OPERATIONS

a. Vung Tau Sub-Port: As directed in referenced OPLANS the debark of passengers and the discharge of TAT was accomplished. All elements of the 11th Armored Cavalry Regiment and their TAT were discharged from the following passenger vessels:

<u>VESSEL</u>	<u>DATE DISCHARGED</u>	<u>TROOPS</u>	<u>TAT (Short Tons)</u>
USNS SULTAN	7 Aug	1387	12.5
USNS UPSHUR	8 Aug	994	83
USNS BARRET	11 Aug	1031	58

(1) Troops were debarked from the vessels listed above onto a barge secured along side, then loaded into landing craft and transported to the beach at Vung Tau. After debarking from the landing craft the troops and their baggage were taken to the Vung Tau airfield by 2½ ton trucks and placed aboard USAF-C-130 aircraft and flown to Bien Hoa.

(2) All TAT was offloaded and separated. The yellow disc was flown with the troops to Bien Hoa and the red circle was transported by lighterage to Saigon.

b. Saigon Port: This segment of the operation consisted of the discharge and clearance of all equipment and general cargo aboard the following vessels.

<u>VESSEL</u>	<u>DATE DISCHARGE</u>
BRITON LYKES	17/19 Aug 66
AMERICAN ROBIN	15/19 Sep 66
US PILOT	21/23 Sep 66
SEATRAN NEW JERSEY	23/26 Sep 66
DOUGLAS VICTORY	26/28 Sep 66
CORNEL VICTORY	28 Sep/1 Oct 66
MULLENBERG VICTORY	28 Sep/1 Oct 66
DEL ALBA	29 Sep/1 Oct 66
SS NORTH HILLS	9/11 Oct 66
ANARKARKA	19/20 Oct 66

NOTE: A more detailed listing by tonnage and equipment is attached as Inclosure #2.

20 October 1966

SUBJECT: After Action Report Operation Meadowlark (U)

(1) An Operation Control Center was established to monitor and coordinate all facets of Meadowlark. Detailed status figures were maintained on all vessels discharging and this data relayed through daily sitreps to the command and control center at Long Binh. The center was manned 24 hours a day during discharge operations.

(2) Deep draft cargo vessels were discharged in area #1 and landing craft with the units TAT in area #3. As the equipment and cargo was discharged it was deprocessed and formed into 15-20 vehicle convoys and taken under M.P. escort to the staging area at Long Binh. All track vehicles were moved under escort between the hours of 2400 and 0400 with the exception of two convoys which moved during daylight hours under a special clearance. General cargo which could not be cleared by organic transportation was cleared by commercial trucks with unit guides aboard.

4. PROBLEM AREAS ENCOUNTERED: There were no significant problems which might have posed serious delays.

5. LESSONS LEARNED: During the period 28 September through 10 October there were only three vessels remaining at Cape St Jacques awaiting movement to Saigon for discharge. Unfortunately all three were Meadowlark Project vessels. Therefore all three vessels had to be worked at once in area #1 on MM-1,2 & 3. With a little extra effort on the part of all concerned and an increase in personnel to process, stage and clear equipment the operation went extremely well. However, it is still a valid concept that whenever possible we should not try to work more than one project vessel at a time. All major units have requested this policy to reduce the number of processing, supervisory and clearance personnel required of them and further to reduce congestion in the port and confusion in accounting for the equipment.

6. RECOMMENDATIONS: That all units be prepared to staff on a 24 hours basis a port liaison team which will coordinate and plan for the receipt and clearance of all unit equipment.

7. CONCLUSIONS: All aspects of Operation Meadowlark were completed with facility. The close coordination between this command, HSASC Saigon, and the 11th Armored Cavalry Regiment was outstanding and contributed measurably to the successful accomplishment of our mission.

FOR THE COMMANDER:

OMER E. PIGEON, JR.  
Captain, AGC  
Adjutant General

2 Incl  
1. Sequence of Events Journal  
2. Cargo Vessels

<u>VESSELS</u>	<u>ARRIVED</u>	<u>START DISCHARGE</u>	<u>COMPLETED</u>	<u>CARGO</u>		<u>VESSELS</u>		<u>TOTAL WHEEL VEH</u>	<u>TRAILERS</u>	<u>TOTAL TRACKS</u>	<u>SHORT TONS GENERAL CARGO</u>	<u>PAX</u>
				<u>TOTAL LONG TONS</u>	<u>TOTAL MEAS TONS</u>							
BRITTON LINES	1830/18 AUG	1900/19 AUG	1360/19 AUG	249.5	1018.5	48	23	2	145.4	7		
AMERICAN ROBIN	1720/15 SEP	1830/15 SEP	0600/19 SEP	2,476	8,046	76	113	51	338.	2		
J. S. PILOT	1130/21 SEP	1230/21 SEP	0445/23 SEP	1,443	7,036	198	94	28	130.5	2		
SEA TRAIN W. J.	1130/23 SEP	1430/23 SEP	0600/25 SEP	2,324	9,985	97	*11	56	6.	2		
DOUGLAS VICT.	1800/26 SEP	2000/26 SEP	1200/28 SEP	1,364	3,511	2	—	40	16.5	2		
CORRELL VICT.	1630/28 SEP	1900/28 SEP	1200/1 OCT	3,089	7,415	28	26	—	1297.	0		
MILLENBERG VICT	1700/28 SEP	1900/28 SEP	0600/1 OCT	3,126	7,665	16	—	125	625.5	2		
DEL ALBA	1700/29 SEP	1830/29 SEP	1000/1 OCT	1,348	4,778	—	—	53	—	2		
NORTH HILLS	1100/9 OCT	1400/9 OCT	0230/13 OCT	376	1,237	—	—	42	80.5	2		
AMADARCO	1100/19 OCT	1300/19 OCT	0100/20 OCT	83	230	—	—	9	—	2		

\* 105 HOW

\*\* 2 A Aircraft on the BRITTON LINES

SEQUENCE OF EVENTS JOURNAL

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
7 AUG	0755	Arrival of Sultan at Vung Tau.
	0915	Begin Discharge of Sultan.
	1535	Complete Discharge of Sultan.
8 AUG	0730	Arrival of UPSHUR at Vung Tau.
	0815	Begin Discharge of UPSHUR.
	1520	Complete Discharge of UPSHUR.
	1600	Arrival of TAT off Sultan at Saigon.
9 AUG	1600	Arrival of TAT off UPSHUR at Saigon.
10 AUG	2300	Arrival of Barret at Vung Tau.
11 AUG	0600	Begin Discharge of Barret.
	1200	Complete Discharge of Barret.
12 AUG	1600	Arrival of TAT off Barret at Saigon.
17 AUG	1900	Begin Discharge of Briton Lykes.
19 AUG	1300	Completed Briton Lykes.
15 SEP	1830	Begin American Robin.
16 SEP	0820	2 Tanks overboard recovery operations started immediately.
17 SEP	1800	Both Tanks recovered.
21 SEP	1230	Begin Discharge of U.S. Pilot.
23 SEP	0445	Completed Pilot.
	1430	Begin Discharge of Sea Train N. J.
25 SEP	0600	Completed Sea Train N. J.
26 SEP	2000	Begin Discharging of Douglas Victory.
28 SEP	1200	Completed Douglas Victory.



28 SEP	1900	Begin Discharge of Cornel Victory.
	1900	Begin Discharge of Mullenberg.
29 SEP	1830	Begin Discharge of Del Alba.
1 OCT	0600	Completed Mullenberg.
	1000	Completed Del Alba.
	1200	Completed Cornel.
9 OCT	1400	Begin Discharge of North Hills.
13 OCT	0230	Completed North Hills.
19 OCT	1300	Begin Discharge of Anadarko.
20 OCT	0100	Completed Anadarko.

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND  
APO 96307

AVCA-TC-GCT

8 November 1966

SUBJECT: After Action Report Operation Wren (U)

TO: Commanding General  
1st Logistical Command  
ATTN: AVCA GO-0  
APO 96307

1. REFERENCES:

- a. Oplan 64-67, Operation WREN (U), Hq, USARV, APO 96307, dated 5 August 1966.
- b. Oplan 38-66, Operation WREN (U), Hq, 1st Logistical Command, APO 96307, dated 15 August 1966,
- c. Oplan 21-66, Operation WREN (U), Hq, USASC, Saigon, APO 96307, dated 19 August 1966.
- d. Movement Order 7-66, Operation WREN (U), Hq, 25th Infantry Division, dated 29 August 1966.

2. DEFINITION:

Phillipine Civic Action Group Vietnam will be here after referred to as PHILCAGV.

3. MISSION STATEMENT:

- a. Debark advance PHILCAGV personnel and discharge equipment and cargo through Saigon Port.
- b. Clear all cargo from Saigon Port to the PHILCAGV staging area in Long Binh.
- c. Establish a control center at the Saigon Port.
- d. Inform WREN Command and Control Centers at Hq, USASC and Long Binh of all significant moves and other pertinent data to include ship arrivals and departures, amount of personnel, equipment and general cargo discharged and the status of clearance from the Port.

**INCL # 14**

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SUBJECT: After Action Report Operation Wren (U)

e. Maintain close liaison with USASC, Saigon and PHILCAGV.

4. OPERATIONS: The movement of the PHILCAGV through the Port of Saigon was accomplished in three phases; personnel, equipment and general cargo. A detailed listing by vessel, category and tonnage is attached as Inclosure #1.

a. Personnel - In that the main body of personnel landed at Cam Ranh Bay, this phase of the operation was limited to a small detachment of drivers and supervisory personnel (103 Total). They arrived at the Saigon Port, Area 3, Can Dock aboard the LST #38 (Bulcan) on 18 September 1966, from Cam Ranh Bay. Brigadier General Tobias, CG, PHILCAGV, and Colonel George E. Albert, Deputy CO, 4th Trans Comd, were on hand for the arrival. After General Tobias' brief and informal inspection of his troops, the debarkation was begun. Upon leaving the LST the troops boarded busses and their personal baggage loaded on 2½ ton trucks. The convoy was then moved to the staging area in Long Binh. This detachment was assigned to the port to assist in clearing all PHILCAGV impedimenta and was staging at Long Binh to await the arrival of the cargo vessels. Upon completion of the personnel debarkation a small amount of general cargo was discharged from the LST and cleared to Long Binh and Tay Ninh.

b. Equipment - This segment of the operation consisted of the discharge and clearance of all equipment, to include wheeled vehicles and a great deal of heavy engineer equipment. The Mayo Lykes was discharged 24/26 Sep 66 in Area #3 and the Del Alba was discharged 29 Sep/1 Oct 66 in Area #1. Immediately upon discharge all vehicles were processed and formed into 15-20 vehicle convoys and taken under M.P. escort to the PHILCAGV staging area in the Ammo Supply Point at Long Binh. All track vehicles and outsized equipment were moved between the hours of 2400 and 0400. PHILCAGV personnel provided driver support for the clearance of all driveaway equipment. The port was cleared quickly and without difficulty.

c. General Cargo - This phase consisted primarily of the discharge of the materials used in the construction of 273 prefab buildings. Included were precut lumber, cement and metal fixtures. The S.S. Trans Northern was used to transport these materials from Manila to Saigon and was discharged in Area #3 from the 26th through the 29th of September 1966. As this cargo was discharged, it was placed aboard the Port's commercial vehicles and cleared to the staging area in Long Binh. Approximately 600 tons of these materials were discharged outboard to four barges and subsequently taken to New Port for further discharge and staging to await direct clearance by military truck to the PHILCAGV base camp at Tay Ninh.

SUBJECT: After Action Report Operation Wren (U)

5. PROBLEM AREAS ENCOUNTERED:

a. As mentioned earlier most of the general cargo was cleared from the port to the staging area at Long Binh by commercial vehicle. Unfortunately the receiving capability of the unit at the staging area was far less than our shipping rate. As a result, until the problem was resolved there were many commercial trucks under load at the staging area awaiting discharge so that they could return to the port for subsequent loads. The port did not have any space to temporarily stage this cargo and was required to deliver it to Long Binh as soon as practical to insure the continuous discharge of the vessel.

b. The equipment which arrived for PHILCAGV was actually consigned to ARVN with an identifying project code. This situation created a little confusion in maintaining detailed control over all items. A system was to have been established by ARVN to transfer title to this equipment at the hook. This was not possible in that cargo was discharged much too quickly for ARVN and PHILCAGV representatives to insure an accurate transfer. Therefore, an alternate system was established by these representatives.

6. LESSONS LEARNED: Do not attempt any administrative transactions over and above those normally required for the discharge of the cargo, to take place at pier side during discharging operations.

7. RECOMMENDATIONS:

a. That units responsible for the reception of cargo from the port be fully capable of offloading the port's clearance vehicles to insure quick turn around and subsequent trips.

b. That any future requirement for the transfer of title of other administrative action be accomplished after discharge is completed. This can be done by utilizing the ships manifest and actual tally sheets prepared by checkers.

8. CONCLUSIONS: With the above exceptions all other aspects of Operation Wren were completed extremely well. All problems encountered

AVCA-TC-GCT

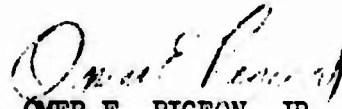
8 November 1966

SUBJECT: After Action Report Operation Wren (U)

during the operation were quickly grasped, analysed and solved before they became deterrents. The close coordination between this command, USASC, Saigon, 1st Logistical Command, PHILCAGV and their host unit was excellent and contributed to the successful accomplishment of our mission.

FOR THE COMMANDER:

2 Incl  
1 Cargo Vessel Data  
2 Sequence of Events Journal

  
OMER E. PIGEON, JR.  
Captain, AGC  
Adjutant General

CARGO VESSEL DATA

<u>VESSEL</u>	<u>ARRIVED</u>	<u>START DISCHARGE</u>	<u>COMPLETED</u>	<u>TOTAL LONG TONS</u>	<u>TOTAL REAS TONS</u>	<u>TOTAL WHEEL YEH</u>	<u>TRAILERS</u>	<u>TOTAL ENGR</u>	<u>TOTAL GRT CARGO</u>	<u>PIX</u>
<u>1ST # 38 (BOULGAR)</u>	1745/18 SEP	1800/18 SEP	0530/19 SEP	—	—	—	—	—	42	103
<u>MAYO LINKS</u>	1000/24 SEP	1320/24 SEP	1200/26 SEP	1,868	7,955	89	118	106	171	—
<u>TRANS NORTHERN</u>	1600/26 SEP	1800/26 SEP	1200/29 SEP	3,947	4,099	—	—	—	3,947	—
<u>DEL ALBA</u>	1700/29 SEP	1830/29 SEP	1000/1 OCT	1,348	4,778	118	31	—	—	—

Incl #1

SEQUENCE OF EVENTS JOURNAL

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
18 SEP	1745	Arrival of LST # 38
	1750	General Tobias CG, PHILCAGV went aboard to greet Troops
	1800	Begin discharge of LST
19 SEP	0530	Completed LST
24 SEP	1000	Arrival of Mayo Lykes
	1320	Begin discharge of Mayo Lykes
26 SEP	1200	Completed Mayo Lykes
	1600	Arrival of Trans Northern
	1800	Begin discharge of Trans Northern
29 SEP	1200	Completed Trans Northern
	1700	Arrival of Del Alba
	1830	Begin discharge of Del Alba
1 OCT	1000	Completed Del Alba

Incl #2

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND  
APO 96307

AVCA-TC-GCT

SUBJECT: After Action Report Operation Robin (U)

TO: Commanding General  
1st Logistical Command  
ATTN: AVCA GO-0  
APO 96307

1. REFERENCES: a. Oplan 39-66 (Operation Robin) (U) Hq. II Field Force Vietnam, dated 1 October 1966.  
b. Oplan 27-66 (Operation Robin) (U) Hq. 1st Logistical Command, dated 17 September 1966.  
c. Oplan 24-66 (Operation Robin) (U) Hq. USASUFOM Saigon, dated 30 September 1966.
2. MISSION STATEMENT: a. Discharge personnel, equipment and cargo belonging to the 3rd Brigade, 4th Infantry Division, and associated units through the ports of Vung Tau and Saigon.  
b. Establish, operate and man the Command and Control Center in the Saigon Port.  
c. Inform USASC, Saigon, Command and Control Center of all significant moves and other pertinent information.  
d. Establish a briefing capability and maintain, at the control center, a current up to date status for each vessel at berth.  
e. Maintain liaison with USASC, Saigon, and the 3rd Brigade, 4th Infantry Division.
3. OPERATIONS: a. Vung Tau Sub-Port: As directed by late changes to reference Oplans the debark of passengers and the discharge of TAT was accomplished at Vung Tau. All elements of the 3rd Brigade, 4th Infantry Division and their TAT were discharged from the following vessel:

<u>VESSEL</u>	<u>DATE DISCHARGED</u>	<u>TROOPS</u>	<u>TAT (Short Tons)</u>
USNS WALKER	11/14 OCT 66	3,143	562

**INCL # 15**



AVCA-TC-GCT

SUBJECT: After Action Report Operation Robin (U)

(1) The troops debarked from the WALKER onto a barge secured along side, then boarded landing craft which transported them to the beach at Vung Tau. They were then loaded into 2½ ton trucks and convoyed up Route 15 from Vung Tau to Bear Cat. There were 3 separate convoys, one each day for 3 days. The personnel move was completed without incident.

(2) TAT was handled in essentially the same manner as were the troops and transported to Bear Cat in 2 convoys. The entire operation was completed in 5 days.

b. Saigon Port: This segment of the operation consisted of the discharge and clearance of all equipment and general cargo aboard the following vessels. For a detailed listing by tonnage and specific items of equipment see Inclosure 1.

<u>VESSEL</u>	<u>DATE DISCHARGE</u>
RIDGEFIELD VICTORY	7/9 OCT 1966
LST 488	9/9 OCT 1966
BRAZIL VICTORY	11/13 OCT 1966
CLEARWATER VICTORY	13/16 OCT 1966
MALDEN VICTORY	17/19 OCT 1966
*EARLHAM VICTORY	Unknown (Cam Ranh Bay)

\*Cargo aboard the Earlham Victory was transferred from one of the original project vessels, the Beloit Victory, because mechanical trouble developed enroute. The Beloit was originally scheduled for Saigon discharge, however, the Earlham had discharged Robin cargo at Cam Ranh Bay for transshipment to and discharge at Saigon. ETA unknown at this time.

(1) Command and Control Center was established to monitor and coordinate all facets of Robin. Detailed status data was maintained on all vessels discharging and this data was relayed to the Command and Control Center at USASC, Saigon through daily sitreps. The Command and Control Center was manned 24 hours a day during discharge operations. A Sequence of Events Journal was maintained and is attached as Inclosure 2.

(2) Deep draft cargo vessels were discharged in Area #1 and the LST at the Can Dock in Area #3. All equipment and cargo was discharged, processed, and moved in convoys of 15-20 vehicles each and taken under M.P. escort to the base camp at Bear Cat (during daylight hours) or to Long Binh for staging (during the hours of darkness). All tracked vehicles were

13 November 1966

SUBJECT: After Action Report Operation Robin (U)

taken under M.P. escort to the staging area at Long Binh between the hours of 2400 and 0400. General cargo was cleared by military trucks and drivers provided by the 48th Transportation Group (Highway).

4. PROBLEM AREAS ENCOUNTERED: There were no significant problems.

5. LESSONS LEARNED: As mentioned earlier, the 48th Group provided vehicles for general cargo clearance. On a few occasions, there were too many trucks sent to the port area at one time. The total number was adequate for the amount of cargo, however, arriving en masse at the port created a congested situation until it was resolved.

6. RECOMMENDATIONS: That units providing clearance vehicles schedule this transportation into the port on an as required basis. Vehicles should be staged outside the port complex and brought forward for loading only on call. This procedure will insure efficient port clearance and relieve congestion.

7. CONCLUSION: All aspects of Operation Robin were completed satisfactorily. The close coordination between this command, USASC, Saigon, and the 3rd Brigade was outstanding and contributed to the successful accomplishment of our mission.

FOR THE COMMANDER:

TEL: Saigon Port 127

2 Incl  
as

*DAVID V. IRISH*  
DAVID V. IRISH  
1 LT, AGC  
Asst. Adjutant General

**SOURCE OF EVENTS**  
**CARGO VESSELS**

VESSELS	ARRIVED	START DISCHARGE	COMPLETED	TOTAL LONG TONS	TOTAL HEAVY TONS	TOTAL WHEEL VEH	TOTAL TUMBLING	TOTAL TRACKS	TONS GEN CARGO	PAX
ALDENFIELD	1700/7 OCT	1900/7 OCT	0600/9 OCT	1,201	5,540	140	129	50	139	
IST 488	1130/9 OCT	1230/9 OCT	1930/9 OCT	107	936	17	14	—	—	
BRAZIL	1700/11 OCT	2000/11 OCT	0900/13 OCT	1,721	7,038	20	10	26	69	
GIENAWATER	1800/13 OCT	2000/13 OCT	1100/16 OCT	1,172	5,425	88	63	*5	365	
MAIDEX	1800/17 OCT	2000/17 OCT	0600/19 OCT	1,575	8,014	231	133	*13	662	
EARLHAM	DISCHARGED AT CAN NINH BAY TO BE TRANSSHIPPED TO SAIGON ETA UNKNOWN.									

\*105  
HOWITZER

SEQUENCE OF EVENTS JOURNAL

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
7 OCT	1700	Arrival of Ridgefield at Saigon
	1900	Started discharge of Ridgefield
9 OCT	0600	Completed Ridgefield
	1130	Arrival of LST 488 at Saigon
	1230	Started discharge of LST
	1930	Completed LST
11 OCT	1330	Arrival of USNS Walker at Vung Tau
	1700	Arrival of Brazil at Saigon
	2000	Started discharge of Brazil
12 OCT	0530	Started discharge of Walker at Vung Tau
13 OCT	0900	Completed Brazil
	1800	Arrival of Clearwater at Saigon
	2000	Started discharge of Clearwater
14 OCT	1400	Completed Walker
16 OCT	1100	Completed Clearwater
17 OCT	1700	Arrival of Malden at Saigon
	2000	Started discharge of Malden
19 OCT	0600	Completed Malden

Incl #2

REPORTED BY G-4, ACh Trans Comd

SELECTED EQUIPMENT REPORT

PERIOD: 1 Aug - 31 Oct 66

In. No.	TYPE	AVERAGE													
		ON HAND	6 Aug	13 Aug	20 Aug	29 Aug	5 Sep	11 Sep	19 Sep	24 Sep	30 Sep	9 Oct	15 Oct	22 Oct	29 Oct
1.	Truck, cargo, 2 1/2 ton	12	1	1	2	3	2	1							
2.	Truck, 2 1/2 ton, other	10	1	1	2	3	2	2	2	3	2	2	2	1	1
3.	Truck, crawler, 5 ton	4	3	4	5	5	4	4	2	2	1	1	1	1	1
7.	Fordite, H. 7, all	20	7	5	4	5	5	5	4	9	6	6	6	3	2
8.	Fordite, comb, all	180	8	9	12	12	12	16	23	26	20	55	73	55	55
9.	Generator, under 5 KW	39	2	2	2	3	3	3	3	1	1	2	2	1	3
10.	Generator, 5 to 15 KW	15	1	1						2					
11.	Generator, over 15 KW	2													
12.	Crane, 1 1/2 Td, crawler	27	10	10	8	6	6	5	5	3	4	12	9	9	14
19.	Tractor, PT (holtdoser)	6	1		1	1	1	1	1	2	2	2	2	2	1
20.	Crane, floating, all	1													
23.	LCM	24	6	8	10	5	8	6	7	6	6	4	8	8	4
24.	LCM	11	1	1						2	2	2	2	1	1
25.	Truck, cargo	13	3	3	3	3	3	3	2	3	2	1	2	2	2
26.	Truck, cargo	39													
28.	Vehicle, carrier (Y carrier)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
29.	J boat	10	1	1	1	1	2	1	1	1	1	1	1	1	1
30.	Truck, 4 ton	65	3	3	1	2	2	3	6	3	2	2	3	3	4
31.	Truck, 3 1/2 ton	8	1	1	1	1	1	3	4	2	2	4	4	3	3
32.	C boat	3	2	2	1	1	1	1	1	1	1	1	2	2	2
33.	LCM	5	2	2	2	1	1	2	1	1	1	1	1	1	1
34.	LCM	30	24	24	24	24	24	24	19	19	19	19	19	19	19
35.	LCM	6								35	35	35	35	35	35

Incl 16

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 328

26 August 1966

1. TC 015. Pol unit ATTACHMENT dir as indic.

DETACHMENT 2, UNITED STATES ARMY MARINE MAINTENANCE ACTIVITY (GS), VIETNAM

Atch to: 4th Trans Comd

Eff date: 18 Jul 66

Auth: VOCC

Sp instr: Attached for logistical support only. Operational and administrative control remain with Commanding Officer, US Army Marine Maintenance Activity (GS), Vietnam.

DETACHMENT 1, UNITED STATES ARMY MARINE MAINTENANCE ACTIVITY (GS), VIETNAM

Atch to: US Army Support Command, Qui Nhon

Eff date: 1 Jul 66

Auth: VOCC

Sp instr: Attached for logistical support only. Operational and administrative control remain with Commanding Officer, US Army Marine Maintenance Activity (GS), Vietnam.

FOR THE COMMANDER:

OFFICIAL:

/s/ E.W. Mareks, Jr.  
/t/ E.W. MAREKS, JR.  
1LT, AGC  
Asst Adjutant General

PAUL A. TROUP, JR.  
Colonel, GS  
Chief of Staff

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CPT, AGC  
Adjutant General

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**INCL #17**

HEADQUARTERS  
1ST LOGISTICAL COMMAND  
APO San Francisco 96307

GENERAL ORDERS  
NUMBER 373

14 September 1966

1. TC 370. Fol orders AMENDED.

SNO: Para 1 GO 328 this HQ CS

Pert to: DETACHMENT 2, UNITED STATES ARMY MARINE MAINTENANCE ACTIVITY (GS),  
VIETNAM  
DETACHMENT 1, UNITED STATES ARMY MARINE MAINTENANCE ACTIVITY (GS),  
VIETNAM

As reads: Sp instr: Attached for logistical support only. Operational and  
administrative control remain.....

IATR: Sp instr: Attached for Logistical and Administrative support only.  
Operational control remains.....

FOR THE COMMANDER:

OFFICIAL

PAUL A. TROUP, JR.  
Colonel, GS  
Chief of Staff

/s/ C.C. Rice  
/t/ C.C. RICE  
Major, AGC  
Adjutant General

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*Omer E Figeon*  
OMER E FIGEON, JR.  
CPT, AGC  
Adjutant General

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S-28 Nov 66

AVCA GO-O (15 Nov 66) 1st Ind  
SUBJECT: Operational Report - Lessons Learned for Quarterly Period Ending  
31 October 1966 (RCS CSFOR-65)

HEADQUARTERS, 1st Logistical Command, APO 96307

21 NOV 1966

TO: Commanding Officer, 4th Transportation Command, APO 96307

1. The Operational Report of Lessons Learned submitted by your headquarters is returned for the following reasons:

a. Section I, Significant Organization or Unit Activities. The number of days during the reporting period that the unit engaged in training, troop movements, and/or operations was omitted (USARV Regulation 870-2, paragraph 5(1)(b)).

b. Various comments concerning problem areas were made without a statement as to what action is being taken or initiated by the command to correct them or to initiate action by higher headquarters. This omission pertains to the following paragraphs in Section II - Part I - "Observations (Lessons Learned)" Paragraph 1, 2a, b, c, f, g, j, l, n, p, q, r, s, t, u, v, 3, 5a, b, c, and d.

2. Request that your headquarters review USARV Regulation 870-2 and forward the corrective action indicated in paragraph 1 above to this headquarters NLT 28 Nov 66.

FOR THE COMMANDER:



GENN A. DOYLE  
Capt. AGG  
Asst. AG

TEL: Lynx 782/430

1 Incl  
as

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AVCA-TC-GCP (15 Nov 66)

2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

HEADQUARTERS, 4TH TRANSPORTATION COMMAND, APO 96307 27 NOV 1966

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-0, APO  
96307

The following information, as requested in the preceding indorsement, is submitted. References are to the basic letter.

a. REFERENCE: SECTION 1. Significant Organizational Activities. Zero (0) days engaged in training, zero (0) days engaged in troop movements, ninety-two (92) days engaged in operations. Training for the command has been conducted on an hourly basis as required for MOS type training and as directed in pertinent regulations for mandatory training.

b. REFERENCE: SECTION 2 PART 1. OBSERVATIONS (Lessons Learned)

(1) Reference Paragraph 1. Personnel were qualified with their basic weapon.

(2) Reference Paragraph 2a. Coordination is maintained with MSTs to insure that ships arrive at berths with booms rigged and ready to work where feasible.

(3) Reference Paragraph 2b. This command is not in a position to correct the problem. This problem has been brought to the attention of 1st Logistical Command, MSTs and TMA.

(4) Reference Paragraph 2c. This problem has been brought to the attention of 1st Logistical Command and mentioned in the last quarterly Operational Report--Lessons Learned for the period ending 31 July 1966.

(5) Reference Paragraph 2f. Conex containers are being used for the shipment of perishable cargo.

(6) Reference Paragraph 2g. Activities delivering cargo to the port for backload have been directed, at the time cargo is called forward, to contact the appropriate port area official prior to parking or off-loading cargo.

(7) Reference Paragraph 2j. Consignees have been advised to have their non-appropriated fund cargo shipped to the nearest air terminal served by Air Vietnam.

(8) Reference Paragraph 2l. A requirement was placed on 1st Logistical Command for the contracting of the vehicles.

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AVCA-TC-GCP

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

(9) Reference Paragraph 2n. This command presently has 55 BC type barges on requisition and due out. Further, to reduce the problem area, 1st Logistical Command has been requested to renew the contract with Luzon Stevedoring Company for the use of 35 barges.

(10) Reference Paragraph 2p. Although statistical data is accumulated for recurring requirements on a daily basis by the Cargo Accounting Division of this Command, one time requirements from higher commands and visiting dignitaries can not be anticipated.

(11) Reference Paragraph 2q. Instructions have been given to operating personnel of the command on cargo identification.

(12) Reference Paragraph 2r. See 2q above.

(13) Reference Paragraph 2s. On the job training was and is being conducted to improve technical proficiency.

(14) Reference Paragraph 2t. SOP's for handling security cargo have been published by this command and barges are no longer used for storage of this type material.

(15) Reference Paragraph 2u. This command has established and effected an SOP on the security and transporting of mail shipments to preclude recurrences of this type problem.

(16) Reference Paragraph 2v. The arming of ship guards has been brought to the attention of supporting Military Police units for study and appropriate action.

(17) Reference Paragraph 3. Personnel were trained within this command.

(18) Reference Paragraph 5a. The issuing agency (506th QM depot) has been advised of this problem area.

(19) Reference Paragraph 5b. This problem has been referred to the 1st Logistical Command.

(20) Reference Paragraph 5c. 1st Logistical Command has been requested to provide this command with TOE 55-500R series teams for marine maintenance and additional support from USAMA, V.

AVCA-TC-GCP

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27 NOV 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

(21) Reference Paragraph 5d. The 79th Maintenance Battalion (this command's Direct Support Maintenance Unit) has been made aware of the problem and will generate a repair capability.

FOR THE COMMANDER:

TEL: Saigon Port 121/238

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nc



DAVID V. IRISH  
CPT, AGC  
Asst Adjutant General

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AVCA GO-O (15 Nov 66)

3d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

Headquarters, 1st Logistical Command, APO 96307

11 DEC 1966

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

1. The Operational Report - Lessons Learned submitted by the 4th Transportation Command for the quarter ending 31 October 1966 is forwarded herewith.

2. Concur with the Operational Report as indorsed. The following information is added to provide necessary amplification.

a. Reference page 1, Section I, paragraph 1: The 4th Transportation Command has been allocated additional units for which it was not originally scheduled. Notably, the 71st Transportation Battalion, 567th Terminal Service Company, and 561st Transportation Company, which were relocated from Cam Ranh Bay to Saigon for the purpose of operating Newport. The 561st Transportation Company was assigned to the 4th Transportation Command on 1st Logistical Command General Order Number 513. The 11th Transportation Battalion together with the 124th and 117th Terminal Service Companies, are being gradually shifted away from their supervisory mission at Saigon Port and have been given the operational mission of operating the many barge discharge sites. This shift will continue as the 4th Transportation Command becomes capable of performing its own supervisory mission through a personnel strength build-up.

b. Reference page 6, Section I, paragraph 5: Accepting the responsibility for USAID/GPA-CIP cargo discharge has introduced many varied problems into the port operations. These problems have now been solved or are in the final stages of coordination at the MACV/USAID level.

c. Reference page 7, Section I, paragraph 6: Various measures have been taken to overcome the main problem areas in highway port clearance, cargo accounting and maintenance of equipment. The request for 25 ton trailers is now being processed. Coordination with USAID has reduced cargo accounting discrepancies and additional personnel and equipment have increased maintenance standards.

d. Reference page 9, Section 2, Part 1, paragraph 1: Incomplete processing of individuals is recognized. All units have been advised to report such incidents to this headquarters by means of the DA Form 613. (POF check list). This headquarters in turn notifies the appropriate command of the discrepancy. No report was received from the 4th Transportation Command.

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AVCA GQ-0

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(FCS GSFOE-65)

e. Reference page 10, Section 2, Part I, paragraph 2b: MACV-TMA has been furnished with a recommended list for the number of vessels to be in waiting at each port. This list has now been approved. It provides for 6 ships to be in waiting at Cape St Jacques which will provide Saigon Port with proper ship selectivity.

f. Reference page 15, Section 2, Part I, paragraph 2g: Mail is required to be stowed in a separate compartment and kept under lock and key when such accommodations are available. Use of mail sacks and CONEX containers would preclude mixing of containers with those of similar types. Stowing procedures should be observed by military mail representatives in CONUS to insure that mail is kept separate from other cargo when a compartment must be used for more than one type of cargo, (AR 55-66).

g. Reference page 16, Section 2, Part I, paragraph 2r: Concur. Military mail must be labeled and stowed separately from other international mail (Para 3, AR 55-183).

h. Reference page 17, Section 2, Part I, paragraph 2t: Military mail must be protected from loss, theft, tampering, damage, and compromise during all phases of processing and transmission. The inability of commercial carriers to provide security at overseas terminals requires the military services to retain security responsibility (Para 24, AF 65-31/AFR 182-3). Provost Marshal this headquarters will direct that guards be posted when required.

i. Reference page 17, Section 2, Part I, paragraph u: Mail is required to be transported between terminal and military post offices in locked, closed body type vehicles. If an open body vehicle is used, a guard must ride in the truck body with the mail. (Para 25 AF 65-31 AFR 182-3). Utilization of tarpaulins would assist in protecting the mail from the weather.

j. Reference page 17, Section 2, Part I, paragraph v: Provost Marshal, 4th Transportation Command will request supporting units to arm guards appropriately, based on experience.

k. Reference page 17, Section 2, Part I, paragraph 3: Due to the critical shortage of stevedore personnel, MOS 56E40, DA has substituted individuals in other MOS's for training and duty in MOS 56E. One hundred NC's were provided against an emergency requisition with immediate reporting dates. This problem will continue. OJT in Vietnam, while not the best solution, has helped resolve the shortage of stevedore supervisors.

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AVCA GO-0

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966  
(RCS CSFOR-65)

l. Reference page 14, Section 2, Part I, paragraph 5b: A 1st Logistical Command Regulation concerning the supply of marine repair parts has been prepared and is now being staffed. This updated directive recognized the various problems inherent in the supply of marine repair parts and establishes appropriate procedures and policies. Saigon Depot has been advised of the problem of misrouted cargo and is taking necessary action to preclude recurrence.

m. Reference page 19, Section 2, Part I, paragraph 5c: Additional maintenance personnel have been provided Detachment Number 2, Marine Maintenance Activity, in support of the 4th Transportation Command. Thirty personnel are now assigned to this detachment and the detachment is permanently assigned in support of the 4th Transportation Command.

n. Reference page 19, Section 2, Part I, paragraph 5d: Director of Maintenance this headquarters, is presently exploring all possible avenues for repair of electric forklift batteries.

FOR THE COMMANDER:

TEL: LYNX 782/930

1 Incl  
nc



CLARENCE B. BROWN  
Capt. USMC  
Asst. Dir.

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AVHGC-DH (15 Nov 66) 4th Ind  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 October 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307, 1 JAN '67

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1966 from Headquarters, 4th Transportation Command as indorsed.

2. Pertinent comments are as follows:

a. Reference Paragraph 8, Section I, Page 9: The command's assumption that Detachment Two, US Army Marine Maintenance Activity, Vietnam is to be relocated in the near future is erroneous.

b. Reference Paragraph 2a, Part 1, Section 2, Page 10, and Subparagraph b(2), 2d Indorsement: Concur with command's observation on action to be taken.

c. Reference Paragraph 2b, Part 1, Section 2, Page 10, and Paragraph 2e, 3d Indorsement: Action taken by indorsing headquarters, and results obtained are considered adequate.

d. Reference Paragraph 2c, Part 1, Section II, Page 11, and Subparagraph b(4), 2d Indorsement: Currently, all vehicular equipment being shipped from CONUS with uncharged wet cell batteries is being accompanied with an electrolyte packet. In addition, this headquarters, through the media of the Maintenance Information Summary, has reminded USARV units of the procedure for manufacturing battery acid by mixing sulphuric acid (an item within the supply system) and water.

e. Reference Paragraph 2f, Part I, Section 2, Page 11, and Subparagraph b(5), 2d Indorsement: Concur with the command's use of CONEX's to transport frozen produce; however, nonconcur with the proposal for insulating the CONEX's. This would be an unwarranted modification which would destroy the CONEX's versatility. With proper coordination of the ship discharge and reefer warehouse receiving rates, total loading, travel, and discharge time can be kept under 65 minutes. Cargo of this type can be expected to withstand from 2 to 4 hours' exposure with negligible spoilage.

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AVHGC-DH (15 Nov 66)

1 JAN '67

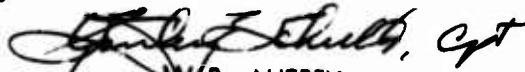
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 October 1966 (RCS CSFOR-65)

f. Reference Paragraph 5a, Part 1, Section II, Page 18, and Subparagraph b(18), 2d Indorsement: Nonconcur for the following reason: Cranes and components are identified as separate Federal Stock Numbers (FSN). In most instances, a crane can be utilized without all its components; e.g., a shovel without boom. To marry up all components with a crane prior to shipment would, in all probability, delay the availability date. As per coordination between this headquarters and the command concerned all components for the specific cranes mentioned in the above reference have been received except the hook blocks on which follow-up action has been initiated.

g. Reference Paragraph 5c, Part 1, Section II, Page 19; and Subparagraph b(20), 2d Indorsement; and Subparagraph 2m, 3d Indorsement: In addition to the 30 man augmentation referred to in the 3d Indorsement, two Direct Support detachments, earmarked for the Saigon Port area are scheduled to deploy from COMUS during CV 67.

h. Reference Paragraph 5d, Part 1, Section II, Page 19; Subparagraph b(20), 2d Indorsement; and Subparagraph 2n, 3d Indorsement: Concur with the desirability of having a battery repair capability for the support of electric fork lifts. A feasibility study is presently being conducted with this as the goal.

FOR THE COMMANDER:

  
W.R. AUTREY  
Cpt, AGC  
Asst Adjutant General

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GPOP-OT (15 Nov 66)

5<sup>th</sup> Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 October 1966 (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558

16 JAN 1967

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

This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:

*G. L. McMullin*

G. L. McMULLIN  
CPT, AGC  
Asst AG

1 Incl  
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CO, 4th Transportation Command

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