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AUTHORITY

AGO ltr 29 Apr 1980

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

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IN REPLY REFER TO

AGAM-P (M) (29 May 67) FOR OT 670159

7 June 1967

SUBJECT: Operational Report - Lessons Learned, HQ, 10th Transportation Battalion (Terminal)

TO: SEE DISTRIBUTION

AD 874609

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 10th Transportation Battalion (Terminal) for quarterly period ending 31 January 1967. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. Stanfiel
C. A. STANFIEL
Colonel, AGC

Acting The Adjutant General

1 Incl
as

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Incl 13

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DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-CO

6 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967
(RCS CSFOR-65)

TO: ~~Commanding Officer~~
12th Transportation Terminal Command
APO 96312

In compliance with USASC Regulation Number 870-2 submitted herewith
is the Operational Report for Quarterly Period ending 31 January 1967.

TEL: CRB 152

1 Incl
as

George Serbousek
GEORGE SERBOUSEK
LTC, TC
Commanding

Incl 11

OPERATIONAL REPORT FOR QUARTERLY PERIOD ENDING 31 JANUARY 1967

3 SECTION I (SIGNIFICANT ORGANIZATION OR UNIT ACTIVITIES)

1. During the period covered by this report there were no major changes in the mission responsibility of the battalion or attached units. However, there were significant additions to the port facilities assigned to the battalion in the form of two new DeLong piers making a total of five deep draft piers at Cam Ranh Bay.

2. The Addition of the two piers provided berthing space for ten ocean going vessels and required a shifting of assigned terminal service companies to work the new piers and to provide a pier to the Vinnell Corporation who is, in addition to providing other services at Cam Ranh Bay, providing stevedores and supervisory personnel to work two ships on a two shift seven day a week basis. The battalion does provide documentation supervision to Vinnell Corporation.

3. During the month of January the 565th Terminal Service Company, 10th Transportation Battalion, established a new port deep-draft discharge record. The unit discharged 3,114 short tons of cement during a two shift, 20 hour work period. Also, a new port discharge and backload record was set when the 410th Terminal Service Company discharged and backloaded 3,326 short tons during a two shift period.

4. Tonnage handled by the battalion's assigned units and contractors for the months of November, December and January was 113,194; 107,211, and 137,387 short tons respectively. The record total moved in January reflects the keen competitive spirit existing between the units and the arrival of vessels with a relatively high density-weight cargo. December's tonnage was reduced because of the lack of ships to work. Estimated tonnage lost for this reason is 11,520 short tons. The continuing shortage of authorized commercial fork lifts continues to have an adverse impact upon cargo discharge capability and efficient stevedoring practices. The battalion and assigned units received an annual Inspector General inspection during November and all units received a satisfactory rating.

5. During the reporting period the battalion engaged in operations for 92 days on a two shift, twenty hour-a-day, seven day a week basis. Mandatory training was held in all units each month for the period of this report. Subjects covered were Military Courtesy, Interior Guard, Venereal Disease Control, Safety Information, Code of Conduct, Command Information, In-Country Orientation, Security, and Character Guidance. The 551st Transportation Company (Terminal Service) and the 410th Transportation Company (Terminal Service) completed their on-the-job training conducted by the Naval Cargo Handling Battalion II. The Naval Cargo Handling Battalion II is due to depart Cam Ranh Bay in early February 1967.

6. A recapitulation of training troop movements and operations follows:

- a. HHD, 10th Transportation Battalion (Terminal)
 - (1) Training-8 days
 - (2) Troop movements - Negative
 - (3) Operations - 92 days

Operational Report for Quarterly Period Ending 31 January 1967 Cont'd

- 4
- b. 116th Transportation Company (Terminal Service)
 - (1) Training - 9 days
 - (2) Troop Movements - Negative
 - (3) Operations - 91 days
 - c. 155th Transportation Company (Terminal Service)
 - (1) Training - 12 days: 89 days on-the-job training.
 - (2) Troop Movements - Negative
 - (3) Operations - 88 days
 - d. 410th Transportation Company (Terminal Service)
 - (1) Training - 17 days; 46 days on-the-job training
 - (2) Troop Movements - Negative
 - (3) Operations - 90½ days
 - e. 551st Transportation Company (Terminal Service)
 - (1) Training - 10 days
 - (2) Troop Movements - Negative
 - (3) Operations - 85 days
 - f. 565th Transportation Company (Terminal Service)
 - (1) Training - 26 days
 - (2) Troop Movements - Negative
 - (3) Operations - 88 days
 - g. 870th Transportation Company (Terminal Service)
 - (1) Training - 13 days
 - (2) Troop Movement - Negative
 - (3) Operations - 92 days

7. Attached to this report as Inclosure 1 is a copy of a Capability vs Actual Performance Study and analysis of Terminal Service Companies organized under TOE 55-117D for this reporting period. This report provides statistics for attached unit strengths, MHE availability and the affect on cargo operations.

5
SECTION II (COMMANDERS OBSERVATIONS AND RECOMMENDATIONS)

PART I - OBSERVATIONS (LESSONS LEARNED)

1. Personnel: None
2. Operations: None
3. Training and Operations: None
4. Intelligence: None
5. Logistics

Item: Ammunition Handling Gear

Description: Desirable safety items such as safety hooks, bomb hooks, bomb slings and ships hooks peculiar to ammunition handling are not included in the contents of any of the cargo handling sets authorized a terminal service company nor can these items be found as individual line-items in the Army supply catalogues. This battalion was able to acquire some of the required items from the Navy and from the Coast Guard Ammunition Advisory personnel working with the battalion.

Observation: In order to comply, to the maximum extent possible, with the rigid safety regulations governing munitions handling, stevedore handling, gear peculiar to munitions handling should be provided in the form of an Ammunition Handling Set for each terminal service company. PK

PART II - RECOMMENDATIONS

1. Personnel: None
2. Operations: None
3. Training and Operations: None
4. Intelligence: None
5. Logistics

It is recommended that a study be made in conjunction with munition safety experts, with the objective of developing a standard munitions cargo handling set and including the set as an item of issue in TOE 55-117E and other TOE's as appropriate.

CAPABILITY VS PERFORMANCE STUDY

TOE 55-117D

1. Branch of Service: Transportation Corps

a. Transportation Terminal Service Company, TOE 55-117D.

(1) Unit designation and location:

- Cam Ranh Bay (a) 116th Transportation Company (Terminal Service),
- Cam Ranh Bay (b) 155th Transportation Company (Terminal Service),
- Cam Ranh Bay (c) 410th Transportation Company (Terminal Service),
- Cam Ranh Bay (d) 551st Transportation Company (Terminal Service),
- Cam Ranh Bay (e) 565th Transportation Company (Terminal Service),
- Cam Ranh Bay (f) 870th Transportation Company (Terminal Service)

(2) Expected Capability:

At full strength, operating on a 20 hour per day, 2 shift basis or on a 10 hour per day, 2 location basis, at established terminal, or over beaches, the transportation terminal service companies can perform the following:

- (a) Discharge one standard five-hatch ship at the average rate of 720 S/T of general cargo daily (21,600 S/T monthly) or,
- (b) Load one standard five-hatch ship at the average rate of 500 S/T of general cargo daily (15,000 S/T monthly).
- (c) Sort cargo by technical service and load the cargo on an initial mode of transportation at the pier or at the waterline in a beach operation.
- (d) Prepare transportation documents for all cargo handled by the unit.
- (e) Account for the cargo handled.

(3) Planned Basis of Allocation: One Terminal Service Company per each 720 short tons of cargo to be discharged or 500 short tons of cargo to be loaded for each 20 hours of daily operation.

Incl 1

Capability Vs Performance Study (TOE 55-117D) Cont'd

(4) Actual performance:

(a) Tonnage handled is as follows:*

| <u>UNIT</u> | <u>NOVEMBER</u> | <u>DECEMBER</u> | <u>JANUARY</u> |
|-------------|-----------------|-----------------|----------------|
| 116th | 17,522 | 11,963 | 14,923 |
| 155th | 25,376 | 26,753 | 27,909 |
| 410th | 18,743 | 18,549 | 27,906 |
| 551st | 10,251 | 15,389 | 16,934 |
| 565th | 21,851 | 9,386 | 17,282 |
| 870th | 19,451 | 11,021 | 19,232 |

* Inclusive discharge and backload figures.

(b) As indicated by the above figures, the majority of the units are generally exceeding expected capabilities in spite of the fact that the units are hampered by deadlined MHE, shortages of MHE and recently, an influx of untrained people. Variables adversely affecting tonnage figures are personnel strength and availability of MHE equipment as indicated below:

1. Personnel strength (% present for duty)

| <u>UNIT</u> | <u>NOVEMBER</u> | <u>DECEMBER</u> | <u>JANUARY</u> |
|-------------|-----------------|-----------------|----------------|
| 116th | 84 | 80 | 79 |
| 155th | 80 | 83 | 78 |
| 410th | 96 | 93 | 82 |
| 551st | 82 | 82 | 73 |
| 565th | 74 | 73 | 68 |
| 870th | 75 | 79 | 88 |

2. Tenth Transportation Battalion is authorized a total of 19 forklifts per terminal service unit. Data for report period is as follows:

| <u>UNIT</u> | <u>NOVEMBER</u> | <u>DECEMBER</u> (on hand - operational) | <u>JANUARY</u> |
|-------------|-----------------|--|----------------|
| 116th | 6 - 4 | 4 - 3 | 3 - 3 |
| 155th | 12 - 8 | 12 - 9 | 13 - 10 |
| 410th | 1 - 1 | 2 - 1 | 3 - 2 |
| 551st | 2 - 2 | 5 - 5 | 3 - 2 |
| 565th | 14 - 6 | 11 - 6 | 9 - 4 |
| 870th | 10 - 6 | 5 - 4 | 4 - 2 |

(Note: above availability figures range from a maximum of 100% to a minimum of 38%.)

(c) Conclusions: Units in general exceeded their expected capability, except for the 551st during the entire period, the 116th and 565th for the last two months, and the 870th for December. The 551st is a relatively new unit at Cam Ranh Bay and just finished

training their personnel as stevedores. They have showed a constant increase in tonnage each month. 8

(5) Basis of Allocation Recommended: No changes recommended.

(6) TOE Variations: During the report period the 10th Battalion was augmented with from 12 - 14 gangs of local hire Vietnamese civilians daily. Average daily capability of a Vietnamese hatch gang is approximately 40 S/T.

In addition, the companies were augmented with TDY personnel from the US Navy Cargo Handling Battalion II during the reporting period. These people were used primarily for training of stevedores in the 551st and 410th Transportation Companies. The 551st ~~did not~~ work its own ship until 1 November 1966.

2. Recommendations and Comments

> a. Recommendations:

(1) Recommend that the terminal service units be kept at full strength.

(2) Recommend that the remainder of the new forklifts due this battalion under the modernization program be expedited and that at least four commercial forklifts in each unit be of the low mast type to enable movement within the cargo compartments of ships to facilitate discharge of cargo.

b. Comments:

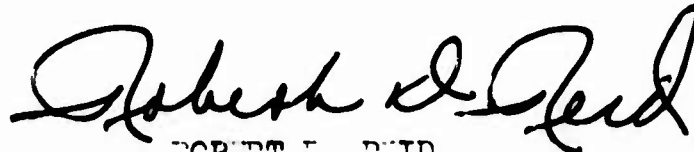
(1) Considering fluctuations in personnel strengths, equipment availability, a mixture of pier and stream operations, and various types of cargo handled, the two figures of 720 S/T per day of cargo discharged or 500 S/T per day of cargo backloaded are reliable averages. The units covered in this report had an overall average of 629 S/T of cargo handled per day. This reflects a substantial increase in the amount of cargo backloaded over the previous quarter.

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AVCA CR-P-2 (6 February 1967) 1st. Inc
SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967
(RCS CSFOR-65)

HQ, Cam Rank Bay Port, 124th Trans Tnl Comd, APO 96312, 9 February 1967

TO: Commanding General, US Army Support Command, CBR, APO 96312

The inclosed report adequately reflects operations of the unit during the period indicated. I concur with the recommendations of the battalion commander.



TH: CRR 124th Switch, S2

ROBERT F. REED
Colonel, TC
Commanding

1 Incl
nc

AVCA CR-GO-P (6 Feb 67) 2nd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967
(RCS CSFOR-65)

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

THRU: Commanding General, 1st Logistical Command, APO 96307

Commanding General, United States Army, Vietnam, APO 96307

Commander-in-Chief, United States Army, Pacific, APO 96558

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

The inclosed Operational Report on Lessons Learned submitted by
10th Transportation Battalion adequately reflects the activities of
that command for the period indicated.

FOR THE COMMANDER:



WILLIAM R. JENKINS
CPT AGC
ASST AG

TEL: CRB 231

1 Incl
nc

AVCA GO-0 (6 Feb 67)

3d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 (RCS CS
JGR - 65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

26 FEB 1967

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

1. The Operational Report - Lessons Learned submitted by the 10 Transportation Battalion for the quarter ending 31 January 1967 is forwarded herewith.

2. Reference paragraph 2a(1), Section II, Part II: Concur that terminal service units be kept at full strength. However, USARV's goal is to maintain all combat commands at 100 percent of present for duty against authorized personnel strengths. Dependent on personnel resources, combat service and support units will be maintained at full authorized strength.

3. Reference Section II, Part I, (Ammunition Handling Gear): This headquarters has a resident ammunition Surveillance Inspector, who is an expert in the field of explosive safety, available at Cam Ranh Bay Support Command. This inspector is qualified to assist in the development of additional equipment requirements for TOE 55-117E and other appropriate units.

4. Concur with the basic report. The report is considered adequate.

FOR THE COMMANDER:

TEL: Lynx 430/782

1 Incl
nc



GLENN A. DOYLE
Capt, AGC
Asst AG

incl 1

AVHGC-DH (6 Feb 67) 4th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 January 1967 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 7 APR 1967

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 January 1967 from Headquarters, 10th Transportation Battalion (Terminal) as indorsed.

2. Pertinent comments follow:

a. Reference Item: Ammunition Handling Gear, Part I, Section II, Page 3; Paragraph 5, Part II, Section II, Page 3; and Paragraph 3, 3d Indorsement: A requirement for such a special ammunition handling set with terminal service companies exists. Recommend that CDC investigate the need for incorporating the items mentioned into the appropriate TOE's for units with a munitions handling mission.

b. Reference Paragraph 2a (2), Page 3 of Inclosure 1 to basic report, concerning Forklifts: Concur. The issue of forklifts received in RVN is made promptly on a TOE/MTOE-authorized basis. Low mast forklifts are a permanent requirement for efficient cargo handling whether the discharge is a stream operation or alongside a pier. As the trend in cargo handling is toward palletization and mechanization, the on hand materials handling equipment of this unit prevents it from performing at its expected level.

FOR THE COMMANDER:


STANLEY E. SCHULTS
Major, AGC
Asst Adjutant General

1 Incl
nc

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GPOF-OT (6 Feb 67)

5th Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 January 1967 (ROB CSFOR-65) - 10th Transp Bn (Term)

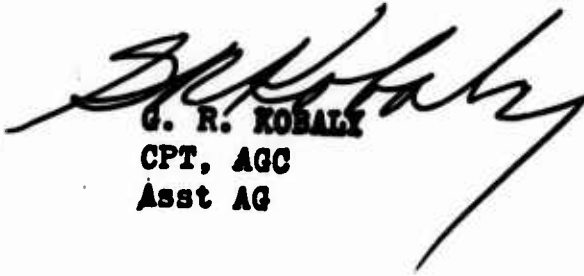
HQ, US ARMY, PACIFIC, APO San Francisco 96558

4 MAY 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. R. KOBALY
CPT, AGC
Asst AG

1 Incl
nc

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