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AUTHORITY
AGO D/A ltr, 29 Apr 1980

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HEADQUARTERS
35TH ENGINEER GROUP (CONSTRUCTION)
APO 96312 SAN FRANCISCO, CALIF.

EGA-3

19 January 1966

AD 837794

SUBJECT: Command Report for Quarterly Period ending 31 December 1965, RCS
CSGPO (R1)

THRU: ~~Commanding General~~
~~18th Engineer Brigade~~
~~ATTN: AVEB-3~~
~~APO 96307 San Francisco, Calif.~~

THRU: Commanding General
United States Army, Vietnam
ATTN: AVC
APO 96307 San Francisco, Calif.

TO: Deputy Chief of Staff for Military Operations
Department of the Army
Washington, D.C. 20310

Attached as Inclosure 1 is the Command Report for the Quarterly
Period ending 31 December 1965, (AR 525-24) of the 35th Engineer Group
(Construction).

FOR THE COMMANDER:

1 Incl
as

[Signature]
LINDBERGH JONES
Capt, CE
Adjutant

AUG 19 1968

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Incl 2

[Signature]

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HEADQUARTERS
35TH ENGINEER GROUP (CONSTRUCTION)
APO U.S. FORCES 96312

EGA-CO

15 January 1966

SUBJECT: Command Report for Quarterly Period Ending 31 December 1965, RCS
CSGPO-28(R1)

TO: Deputy Chief of Staff for Military Operations.
Department of the Army
Washington, D.C. 20310

1. Significant organization or unit activities:

a. During the period from 1 October 1965 to 31 December, the 35th Engineer Group (Construction) was responsible for all non-divisional troop construction in the central third of the Republic of Vietnam. The area of construction responsibility is further defined as: That portion of the RVN lying South of 13 degrees North Latitude, excluding the area bounded by the right bank of the Song Da Rang River, extending southwest to a straight line boundary drawn between coordinate YU 2545 to coordinate ZS0278. Map Series Sheet NK48-16, NC48-4 and NC48-8, Series L-509, 1/250,000.

b. The main construction effort continued to be concentrated at Cam Ranh Bay for the development of the Cam Ranh Bay Logistics Area, Depot and port facilities. Additional effort was employed at Phan Rang, RVN, to construct an expeditionary airfield. Construction forces were also employed at Dong Ba Thin, RVN, and Nha Trang, RVN.

c. During the reporting period the following units were attached to and under operational control of the 35th Engineer Group (Construction):

<u>UNIT</u>	<u>LOCATION</u>
62nd Engineer Battalion (Const)	Phan Rang
87th Engineer Battalion (Const)	Cam Ranh Bay
864th Engineer Battalion (Const)	Cam Ranh Bay
102nd Engineer Company (CS)	Cam Ranh Bay
497th Engineer Company (PC) (-)	Cam Ranh Bay
513th Engineer Company (DT) (-)	Dong Ba Thin
553d Engineer Company (FB)	My Ca, Cam Ranh Bay

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CSGPO-28(R1)

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584th Engineer Company (LE)

Dong Ba Thin

Company C, 65th Engineer Battalion (C) (Div) Dong Ba Thin

This report will include only activities of the Headquarters, 35th Engineer Group and separate engineer companies, as the attached battalions are required to prepare individual separate reports.

d. 102nd Engineer Company (Construction Support)

(1) Quarry Operations: During the period starting 15 October 1965 until 29 October 1965 the unit was engaged in preparation of a quarry and asphalt plant site. The site was leveled and head wall for the crusher prepared. At that time, all of this unit's quarry equipment was being used in support of the 864th Engineer Battalion's quarry. Starting on 28 October 1965, 102nd equipment was gradually withdrawn from the 864th and drilling operations began in this unit's quarry on 29 October 1965. The first rock was crushed on 3 November 1965. 5,750 cu. yds. of rock and 400 cu. yds. of hardened cement have been crushed to date. A washing and screening plant has been assembled and is operational. Production of crushed rock has been slowed and hampered for a number of reasons:

(a) Lack of repair parts to keep drilling and loading equipment operational. Within the next few months, the quarry operation will have a personnel problem. At present, shortages of personnel are filled by the use of Vietnamese Nationals and members of the asphalt platoon.

(b) Production of rock has been severely affected by the lack of 12 and 18 foot drill steels. Most of the drilling has been done with 6 foot steel.

(c) At one point in time, production was affected by severe weather conditions.

(2) Equipment Support: During the period 1 October 1965 until 28 October 1965, this unit had equipment supporting the 864th quarry. Beginning 29 October 1965, the unit's equipment was gradually withdrawn to the unit quarry leaving three equipment items in support of the 864th. During this period the unit has had a number of pieces of equipment, such as rollers, distributors, 20-ton crane, and trucks in support of other units. Lack of repair parts continues as the major problem area. Within two months, there will also be a shortage of trained equipment operators due to ETS losses. The following actions were taken:

(a) All repair parts required are on requisition.

(b) Personnel status reports have been submitted.

(c) Unit has been conducting "on the job training" for equipment operators.

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(3) Asphalt Plant: During the past quarter, this unit's asphalt plant has been completely assembled, checked, and tested and is presently awaiting the arrival of bitumen. All paving and distributing equipment has been tested and assembled. In order to make asphalt in the amount necessary to stay ahead of the crusher, 10,000 cu. yds. of 1" minus rock should be stockpiled. To date, stockpiling has not been possible because of the need for 3" minus rock for road base stabilization.

e. 497th Engineer Company (Port Construction)

(1) Projects, Cam Ranh Bay.

(a) Deprocess and Install DeLong Pier and Barges. The pier arrived in Cam Ranh Bay on 30 October 1965 carrying, most of the equipment needed for installing the pier: two extension barges, a track mounted crane, four air compressors, caissons, and caisson jacks. Problems encountered during installation include: shortage of supplies, especially welding rod; unusually soft bottom conditions, requiring longer caissons than anticipated; excessive rust on caissons; and lack of anchors for holding the pier in place during installation. The main pier is 90 x 300 feet. It is presently connected to an 835 foot causeway by two 80 foot DS bailey bridges and the two extension barges. The pier was installed by 15 December 1965.

(b) POL Jetty. The company constructed a POL Jetty for T2 tanker discharge and refueling. Project started on 3 October 1965. The jetty consists of a 300 foot pile trestle with two (2) pile bents and a 24' x 40' wharf. The jetty is the extension of an existing old stone jetty. The mooring system is composed of four 16-pile breasting dolphins, one 12-pile mooring dolphin, and one 19-pile mooring or end dolphin, and is capable of accommodating tankers w/draft or 30'. The jetty structure and dolphins are of timber construction. At present, the jetty is carrying two 6-inch pipelines (one operational) with more to be installed. Project was completed on 18 December 1965.

(c) Sheet Pile Bulkhead. The company designed and began construction of approximately 500 LF of sheet pile bulkhead. Project began on 10 December. Bulkhead is being installed between main pier and the DeLong Pier Causeway. The bulkhead and hydraulic fill area will be utilized as a storage area for both piers. Construction was 40% complete as of 31 December.

(d) Design and Construct 497th Engineer Company Cantonment Area. Area included troop billets, administrative offices, officer's and NCO quarters, mess hall, and day room. Concrete slabs have been placed for above facilities: mess hall and day room have been completed with vertical construction. Project 90% complete as of 31 December 1965.

(e) Diving Support. From time to time, the diving section is called upon for miscellaneous diving operations. Some examples include:

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1 Bomb Recovery. The section removed twenty four 100 lb. bombs from the bottom of the bay, and recovered one each LARC V vehicle, between 17 and 24 November. Divers went down into 60 feet of water to raise the LARC V, property of 10th Transportation Battalion.

2 Remove Obstacles. Divers removed sunken vessels in the vicinity of proposed construction sites and also submerged obstacles which were hazards to surface craft. This project is continuous, therefore, percent completion is not applicable. The diving section utilized the 100 ton floating crane to relocate four (4) sunken 3 x 7 navy cube barges during the construction of the POL Jetty.

(2) Qui Nhon. During this period, the 1st Construction Platoon, augmented by some specialized equipment and personnel, supported the 937th Engineer Group (Combat) at Qui Nhon.

(a) Safe Haven Anchorage. The 1st Platoon designed and constructed a two-point mooring system for a floating crane and small boats of the transportation battalion. The project was begun in September. As of 31 December 1965, it was 78% complete, including design, fabrication of buoys, concrete anchors, and sinkers. Lack of adequate supply of heavy chain precludes completion of installation.

(b) Quonset Buildings. The 1st Construction Platoon constructed six concrete pads and erected six quonset buildings for the 85th Evacuation Hospital.

(c) Hydrographic Survey. The platoon took soundings and compiled data for proposed POL Jetty Sites.

(d) Causeway and Navy Pontoon Wharf. Assigned to the platoon in Qui Nhon was the design and construction of an earth and rock fill causeway of 210 feet length with 180 foot pontoon causeway extension to connect with pontoon wharf of 360 foot length. The earth and rock fill causeway has been completed, and nine pontoon causeway sections have been installed with anchorage system. A timber pile wharf has been proposed for construction along the hulk of a large sunken ship, thereby, forming the over-all configuration of a "T".

f. 513th Engineer Company (Dump Truck)

During the reporting period, this unit supported construction effort in the Dong Ba Thin complex with one platoon (24 - 5 ton dump trucks). A second platoon continued to support elements of the 937th Engineer Group (Combat) at Qui Nhon.

g. 553d Engineer Company (Float Bridge)

(1) During the reporting period the 553d Engineer Company (FB) carried out operations, activities, and administration appropriate to the

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unit's primary and secondary missions. The primary mission of the 553d Engineer Company (FB) is to provide technical personnel and equipment to load, maintain, transport, and supervise the erection of tactical stream crossing equipment. The secondary mission is that of general cargo hauling in emergencies by immobilizing the bridge loads.

(2) During the months of October, November and December, the company continued to operate heavy and light tactical rafts at the ferry site at My Ca, Vietnam.

(3) Excessive deadline of outboard motors and bridge erection boats resulted from extended periods of operation, poor site characteristics, and almost non-existent re-supply of repair parts. As of 1 December 1965, only one 25 hp outboard motor and two 27-foot bridge erection boats were operational. Rafting operations were thereby reduced by the end of November to the utilization of one six-float M4T6 raft. The use of light tactical rafts was discontinued due to lack of serviceable outboard motors and smaller carrying capabilities as compared to the larger M4T6 raft. The discontinuance of the light tactical rafts was also decided upon because of unavailability of suitable landing sites at My Ca.

(4) By 1 December 1965, the company had begun the use of fast raft set adaptors on its M4T6 raft. The fast raft set adaptors (expedient) permitted the connection of a powerboat to each side of the M4T6 raft where by they propelled the raft parallel to the raft centerline from one shore to the other. The fast raft set adaptors enabled the boats to pivot about the front pusher attachment so that they could swing 180 degrees when the raft reached either landing site. The desired results in the installation of the fast raft set adaptors were: to carry out a rafting operation with a minimum of maneuvering; to reduce the amount of wear on powerhouse brought about by excessive maneuvering; and to maintain the position of the powerboats far enough from the gently sloping and rocky bottom of the landing sites to prevent damage to underwater components (i.e., skegs, propellers).

(5) Two six-float rafts were married into a twelve-float raft in the early part of December. The twelve-float raft used the fast raft set adaptors and two powerboats. The balk deck was increased to 24 balk thus permitting double line loading and greatly increasing the carrying capacity of the rafting operation.

(6) Work was performed on the landing sites in order to prepare them for the continued wear and impact of raft landings and loadings. Layers of laterite and crushed stone were placed over the original sand piers. This was in turn covered by a double mat of pierced steel plank laid parallel to the direction of the landing of the raft (parallel to the raft centerline on loading). The floats at both ends of the raft were protected by hanging used tires from the end ramps. The floats, instead of possibly being torn by contact with the bottom at certain tide levels, merely settled onto the tires suspended below the water.

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(7) The 553d Engineer Company (FB) assumed control of a 6 x 18 Navy cube barge with two marine propelling units. Operators had to be trained in the operation and maneuvering of this piece of equipment. The barge supplemented the M4T6 raft in carrying traffic at the ferry site.

(8) A mission was received to supply a five-float bridge over a small river approximately twenty miles from the company area, in order to provide an engineer unit access to a sandpit. The bridge was completed and used for several days.

(9) Two platoons of the Company were attached to the 937th Engineer Group (Combat) and moved by LST to Qui Nhon on 3 December 1965 to provide bridging and dry gap span support to units in that area. Their accomplishments during the month of December were: rehabilitation and widening of roads; construction of culvert extensions; and construction of a 45-foot Eiffel bridge.

(10) This unit provides one thirty-eight foot dry gap span to be replaced by Company C, 65th Engineer Battalion (Inf Div) on Route 1 near Cam Ranh Bay. The span was used for approximately 36 hours in lieu of a proposed culvert.

(11) Company engineer equipment was used to the utmost, both in company and group missions. Deadline and lack of repair parts reduced the company to one 210 CFM air compressor (2nd auth) and one 20 ton truck mounted crane (2 auth). Empty 2½ ton and 5 ton trucks were utilized in hauling missions and for the unloading of bridging material from ships.

(12) Rafting operations were carried out continuously for the entire period covered by the report. Operation of the ferry site was maintained 24 hours a day, 7 days a week by two platoons.

(13) Radio and wire communications were maintained around the clock since sections and platoons were separated from the company. This was especially important in connection with maintenance of the raft. Constant communications permitted rapid dispatch of maintenance crews to the ferry site.

(14) Administration was carried out as normal. Very few problems arose in the maintenance of records and files for the two platoons that were located at Qui Nhon. Payment of these troops was carried out by the unit pay officer. Communication with the two platoons has been difficult due to the limited number of telephone lines open between these two locations. The unit commander made a liaison visit with the platoons every ten days with no difficulty and the company maintenance officer visited the platoons on a bi-monthly basis. In late December, the two platoons were attached for all purposes to the 937th Engineer Group (Combat) and the unit administrative records pertaining to the personnel and equipment were transferred to Qui Nhon.

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(15) Operation in central Vietnam has shown that the extreme heat, high humidity, and wet and dry cycling of weather deteriorates hemp rope excessively. Salt water operation with resulting barnacle growth is extremely damaging to M4T6 floats and steel components.

(16) This unit deployed with 400% overage in stockage repair parts peculiar to a Float Bridge Company. These items were rapidly utilized and have not been replaced due to resupply problems. No engineer maintenance direct support company was available during the first few weeks of the reporting period. Also, few engineer maintenance US companies normally support a float bridge company and the unit which eventually assumed responsibility for support of the 553d did not carry on ASL for a Float Bridge Company since it hadn't supported that type unit in CONUS.

h. 584th Engineer Company (Light Equipment)

(1) During the period 1 October 1965 - 8 October 1965 this unit continued to provide light equipment support to the engineer units of Cam Ranh Bay. It is of interest to note that this unit had been providing support since its entry in country on 9 June 1965. This unit has had the unique roll of providing equipment support to engineer construction battalions rather than combat battalions. This support proved to be most useful in that back-up equipment was provided in depth for any unforeseen problems encountered.

(2) On 8 October 1965 this unit was assigned the project of operating a laterite pit at the My Ca Ferry Site in support of the operations of Raymond, Morris and Knudsen Contractors on Cam Ranh Bay. This pit was operated until 24 October 1965. During this time, 10,000 cubic yards were

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loaded onto an average of twenty (20) dump trucks. This project made clear the need for a bridge instead of a ferry across Cam Ranh Bay. Although the haul distance was actually only about four (4) miles, it took the trucks as much as two (2) hours to make a round trip due to the ferry wait.

(3) On 14 October 1965 the unit was assigned the project to support the work of Raymond, Morris and Knudson Contractors on the Cam Ranh Airfield. The company provided three 830-M with scrapers and one 20-ton truck mounted crane. This support lasted until 3 November 1965 and aided RMK in the earth moving necessary to meet the project deadline on the airstrip.

(4) On 17 October 1965, the unit was assigned the project of performing the basic earthwork, establishing the road network and providing drainage for the 1st Brigade, 101st Airborne Division Cantonment Area at Suoi Tan (9143), Vietnam. Sheet 6847 III, Series L701, 1/50,000. This project was located approximately thirty (30) miles from the unit's base of operations in Cam Ranh Bay.

The logistical problems were sizeable. This unit had to support fifty men plus the following equipment: Six tractors, full-tracked, HD 16M, four motorized graders, two scoop loaders, two cranes and twenty-four dump trucks. The unit was required to travel twenty (20) miles a day to Nha Trang for diesel and gasoline. Rations and repair parts were received from Cam Ranh Bay. Operations were constantly being slowed down by the additional time required for logistical support the unit needed.

Heavy rains during the monsoon season made the use of anything except sand for a fill material impractical. The only source of sand immediately available was at Dong Ba Thin, which required a twenty (20) mile haul distance. A source of sand was located about three miles north of Suoi Tan which reduced haul time considerably, but required a float bridge to obtain. This unit had to build a vertical dike to enter the proposed area, bolstering the roadway by sandbagging the shoulders.

Due to operational commitments of the Airborne Brigade, this project was halted on 3 November 1965. Up to that time, this unit had hauled 8,300 cubic yards of fill, cleared eight acres and completed one-half mile of sand road.

(5) On 4 November 1965, the unit left the Suoi Tan area and set up in the vicinity of Dong Ba Thin. The remainder of the company moved from Cam Ranh Bay peninsula to the new location. The company was placed under the operational control of Company C, 65th Engineer Battalion (Combat), 25th Infantry Division at Dong Ba Thin, Vietnam. Company C was assigned the project of constructing a cantonment area, depot area and helipad area for the aviation companies stationed there.

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The main problem encountered here was the unavoidable deterioration of this unit's engineer equipment. Six (6) months of hard operations without realistic parts support finally began taking its toll. It became most difficult to provide realistic light equipment support.

The adoption of the REDBALL Express at this time, (direct air shipment of deadline parts from CONUS) has begun to pull this unit's deadline rate out of the red. The progress will be slow initially due to the great demand placed on the system, but it is believed that continued employment cannot help but assure eventual success.

(6) On 4 December 1965, the unit was assigned the project of supporting the 62d Engineer Battalion (Construction) at Phan Rang, Vietnam. Support consisted of three tractors, full tracked, HD16M, two motorized graders, Cat 12, one scoop loader and nine dump trucks.

The mission again provided the unit with an extremely difficult logistical problem of supporting engineer equipment over a considerable distance. Available parts were picked up at Cam Ranh Bay, a distance of approximately 15 miles from the company location, and then had to be transported the additional thirty odd miles to Phan Rang. The drain on manpower and the loss of equipment hours due to deadline is unavoidable in missions of this type.

(7) Another important mission undertaken by this unit over the entire reporting period was the operation of a 75 ton/hour crushing and screening plant in the 864th Engineer Battalion (Construction) quarry at Cam Ranh Bay.

i. Company C, 65th Engineer Battalion (C) (Div)

During the reporting period, Company C, supported by the 584th Engineer Company (LE) and 13th Engineer Company (DT), initiated work on Dong Ba Thin Airfield, troop cantonment area, and logistic facilities. Work consisted of building a PSP surfaced airstrip 3,000' length to 99% completion, earth moving and clearing acreage for facilities siting. Work was slowed considerably during periods of heavy rain and near the end of the reporting period due to re-assignment and relocation of Company C to another engineer group.

j. Throughout the reporting period extreme shortages of construction materials and repair parts required the utmost in engineering expedients and operations planning by the Group Commander and staff to conserve the engineer effort available and at the same time insure full utilization of all available construction effort on required work. In each and every decision, priorities as established by higher headquarters were the basis of such expedients and planning. However, it was often necessary to undertake lower priority projects for which materials were available ahead of higher priority projects for which materials were not available. Two expedients employed were: sand

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cement pads in cantonment areas, to conserve aggregate for warehouse concrete flooring and crushing weathered and hydrated cement to be used for road stabilization in place of scarce aggregate. Construction planning consisted of careful phasing of projects to insure that all work that could be accomplished with available materials and equipment was completed around work requiring resources not then available. Every effort was made to effectively employ personnel at all times. This was accomplished during this difficult period.

k. Night construction operations in a counter-insurgency atmosphere presented extreme hazards due to difficulties in securing work sites. A great amount of the 35th Engineer Group construction effort was accomplished during the hours of darkness in the face of these apparent hazards.

1. During November 1965, the decision was made to move C Company, 62d Engineer Battalion (Construction) to Phan Rang, RVN, to rejoin their parent unit. During an initial period when construction materials at Phan Rang were not in abundance to fully employ the full battalion, the one company was utilized at the depot complex at Cam Ranh Bay.

M. An 18th Engineer Brigade Certificate of Achievement was presented to the 35th Engineer Group on 11 November 1965, in recognition of six months of Meritorious Achievement and Service in the Republic of Vietnam.

2. Commander's Recommendations.

a. This operation in the Republic of Vietnam has been the first opportunity to test the Port Construction Company TO&E under conditions for which it was designed. Experience in Cam Ranh Bay has shown the need for extensive revision of the TO&E. The recommended changes to the TO&E are not included here. Recommendations will be forwarded in accordance with AR 310-31.

b. Experience in the Republic of Vietnam, in particular the presence of one port construction platoon in Qui Nhon, has shown that platoons should be separated from their company headquarters for the minimum time necessary. If a continuing requirement exists, and the construction site is located some distance from the company headquarters, then support is more efficiently furnished by a port construction detachment rather than an augmented platoon.

c. Experience in developing port facilities in Cam Ranh Bay demonstrated the validity of traditional principles of Theatre of Operations type construction. It is imperative that expedient, and if necessary, temporary facilities be installed prior to the development of permanent, more sophisticated facilities.

d. Experience in Cam Ranh Bay has confirmed the principle that a port construction company is more effectively employed when under the direct operational control of an Engineer Construction Group Headquarters.

e. The problem of excessive deadline and lack of repair parts for bridge erection boats and outboard motors experienced by the 553rd Engineer Company (FB) is the basis of the following recommendations:

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(1) Float bridge companies deploying to combat areas should be authorized to stock an organizational PLL ten times greater than is presently authorized for marine and associated items.

(2) Float bridge companies to be stationed in an area where support from engineer maintenance direct support companies is not available should be authorized to carry a field maintenance ASL for marine and associated items.

f. The value of the fast raft set adaptors was proven during the extended rafting operating at My Ca, Vietnam. It is suggested that the fast raft set adaptors be recommended for entry into the bridging manual.

g. Extended operation of the M4T6 raft at My Ca is the basis of the following recommendations for alterations to M4T6 bridge equipment:

(1) Modifications in the ramp vertical pin to prevent the shearing off of the vertical pin head.

(2) Design of a metal cover for the ramp balk lugs and horizontal ramp pins to prevent their breaking during landing, loading, and unloading of rafts.

(3) Modification of stiffener pins for use in the end ramps of M4T6 ramps by the drilling of a hole in each and in insertion of a safety pin to eliminate constant replacement.

(4) Modification of float valves to permit rapid replacement.

h. The need for the addition of an antenna group RC 292 to the float bridge company TO&E has been demonstrated in Vietnam. Often the great distances between the company headquarters and work sites and the terrain requires that a large, high antenna be erected in order to maintain communications.

i. Recommend that float bridge companies deploying to areas where they are to be used in a counter insurgent-counter guerrilla atmosphere, be authorized to turn in many or all of their .50 calibre machine guns and be reissued 7.62MM., M60 machine guns.

j. Recommend that a float bridge company be authorized two general purpose lighting sets for lighting of work areas and rafting sites.

k. In-country operators have indicated that the one maintenance tent authorized the float bridge company is totally insufficient in providing cover for the maintenance facilities needed to maintain the 117 wheeled vehicles and 48 trailers organic to this unit.

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1. The TO&E of the 102d Engineer Company (Construction Support) should be revised to include a concrete paver, dual drum, 34E, associated form-riding concrete spreader and form-riding concrete finisher.

William F. Hart Jr.
WILLIAM F. HART JR.
Colonel, CE
Commanding

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AVEB-3 (15 Jan 66) 1st Ind Capt Ticker/rae/Army 610
SUBJECT: Quarterly Command Report (RCS CSGPO-28 (RI))

HEADQUARTERS, 18TH ENGINEER BRIGADE, APO US Forces 96307 23 January 1966

TO: Commanding General, United States Army Vietnam, ATTN: AVC-3 (Hist),
APO US Forces 96307

1. Subject report is hereby forwarded in compliance with AR 525-24 and USARV Circular 870-1.
2. This headquarters concurs with the report as written.

FOR THE COMMANDER:

1 Incl
nc

W.C. Dowdy
W. C. DOWDY
Captain, CE
Adjutant

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AVC (19 Jan 66)

2d Ind

SUBJECT: Command Report for Quarterly Period Ending 31 December 1965,
RCS CSGPO-28 (R1)

Headquarters, United States Army, Vietnam, APO US Forces 96307 8 FEB 1966

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-MH,
APO US Forces 96558

Concur with the 35th Engineer Group quarterly command report and
with the 1st Indorsement.

FOR THE COMMANDER:



M. M. MEDOKOWICH

Major AGC

Asst Adj General

GPOP-MH (19 Jan 66)

3d Ind

SUBJECT: Command Report for Quarterly Period Ending 31 December 1965, RCS
CSGPO (R1)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 **23 FEB 1966**

TO: Deputy Chief of Staff for Military Operations, Department of the Army,
Washington, D.C. 20310

Forwarded herewith is the Quarterly Command Report of the 35th Engineer
Group (Construction), for the period 1 October - 31 December 1965.

FOR THE COMMANDER IN CHIEF:



M. S. KNASIAK

MAJOR, WAC

ACTING ASST AG

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