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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

REPLY TO  
 ATTENTION OF:

DAAG-PAP-A (M) (31 Jan 74) DAMO-ODU

26 February 1974

Expires 26 February 1975

SUBJECT: Operational Report - Lessons Learned 4th Transportation Command  
 (Tml C), for Period Ending 31 Oct 72 (U)

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1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.

2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material, as appropriate. This report should not be interpreted as the official view of the Department of the Army, or of any agency of the Department of the Army.

3. Information of actions initiated as a result of your evaluation should be forwarded to HQDA (DAMO-ODU) Washington, D.C. 20310, within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

VERNE L. BOWERS  
 Major General, USA  
 The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 4TH TRANSPORTATION COMMAND (TML C)  
APO San Francisco 96491

AVC TC GC

SUBJECT: Operational Report - Lessons Learned 4th Transportation Command  
(Tml C), for Period Ending 31 October 1971, RSE CSFOR-65 (R-3)

Commanding General  
HQ, USASUPCOM, SGN  
ATTN: AVCS MH  
APO SF 96491

2. SECTION 2, LESSONS LEARNED: Commander's Observation, Evaluation,  
Recommendations and Command Action.

- a. Personnel: None
- b. Intelligence: None
- c. Operations: None
- d. Organization: None
- e. Training: None
- f. Logistics:

(1) Item: Basic Issue List Items (BILI):

(a) Observation: During Project SWITCH major problems were encountered in obtaining BILI, in both repair parts and general supplies for SWITCH Vessels.

(b) Evaluation: At the start of Project SWITCH there were two battalions, each with a company, and in turn, each with a vessel supply operation and a unit supply operation. With four elements, each with varied priorities and interests, it was short of impossible to manage. Turnover was slow with rather poor showings on percentage of supplies furnished ARVN.

(c) Recommendation: It was recommended that a central SWITCH supply be established at Newport for tugs and LCU's.

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(d) Command Action: Centralized control of the ordering and collection of vessel parts and general supplies at one site under one responsible officer was established at Newport. The centralization resulted in expeditious turned over of SWITCH vessels to ARVN. This centralization program has been so effective that this command has been tasked to order, receive and transfer to ARVN all remaining shortages of BILLI and parts for all SWITCH vessels throughout Vietnam.

g. Communications:

(1) Item: AN/GRC 106 Radios

(a) Observation: When the AN/GRC 106 Single Side Band radio was first installed on Landing Craft Utility (LCU) of this command, it was decided to operate this equipment through use of a 110 volt AC 5KW generator and a power supply PP 4763. HQ USARV Regulation 56-2 requires that when a vessel is underway, it will make hourly communications checks with the base station.

(b) Evaluation: The operation of the AN/GRC 106 radio is acceptable when powered by an AC generator. The problem however, is that in order to meet the requirement for continuous communications, the generator must be operated the entire time the vessel is underway. This places a tremendous strain on the equipment and the generators will not hold up under this continuous operation. It was found that the battery charger on the vessels could not adequately charge the batteries with the increased load of the AN/GRC 106.

(c) Recommendation: That alternators be utilized instead of the existing generator battery chargers.

(d) Command Action: Alternators were obtained and were installed to replace generator battery chargers. This was found to be quite successful and now the AN/GRC 106 can be operated continuously while the vessel is underway.

(2) Item: AN/VRC 12 Radios

OBSERVATION: A very serious problem developed in a high deadline rate of AN/VRC 12 series radios.

EVALUATION: Due to the nature of the construction of this equipment, there is little besides cleaning that can be done at organizational level. As a result, when equipment becomes inoperable it must be sent to Direct Support (DS) for repair. Due to a shortage of personnel and repair parts, the DSU evacuates most of this equipment to Okinawa for repair. Once a radio is evacuated, a six to eight month turn around can be expected.

RECOMMENDATION: With the drawdown of US Combat Units there are sufficient radios in the depot earmarked for project Keystone that could be issued to replace deadlined AN/VRC 12 radios.

AVCS TC GC

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(Tml C), for Period Ending 31 October 1971, RCS CSFOR-65 (R-3)

COMMAND ACTION: This command has forwarded thru channels,  
letters requesting that operable radio (AN/VRC 12 series) in the depot  
that are marked for project Keystone be issued to replace deadlined radios.

h. Material: None

i. Other: The 6th, 7th, and 71st Transportation Battalions have  
adequately covered other lessons learned in their ORLL.



DEAN E. WRIGHT  
Colonel, TC  
Acting Commander

26 NOV 1971

Advancements in the automated cargo management system.

During the period 1 May to 31 October the following advancements were made in the automated cargo management system.

1. MAY

a. The outstanding TCMD report has been modified to come out in port sequence, contract trucker, battalion and TCMD number.

b. New procedures for control of TCMD's were initiated as a result of the revision of SSC Reg 55-5.

c. The Cargo Outturn Report has been modified by using information from the TCMD's.

2. JUNE

a. An Automated Outturn Reconciliation Message has been programed and put into production. This message lists shortages and overages by TCN. It is sent to the loading port 15 days after discharge, as required by change 14 to MILSTAMP.

b. CAD is producing Import Documents; Manifests, Hatch Summaries, Consignee Summaries, Tallies and TCMDs also Outturn Reports and Export Manifests for the 5th Trans Comd at Da Nang. The final step in bringing Da Nang under the Automated Cargo Management System, use of export management documents, begins in July.

c. CAD began producing import documents for the 124th Trans Comd at Cam Ranh Bay.

3. JULY

a. Analysis and programing started on a system to account for MILVANS. Changes in status and location of each van will be input as they occur, and an updated listing produced daily.

b. CAD began producing outturn reports and export manifests for 124th Trans Comd at Cam Ranh Bay.

4. AUGUST

a. A management analysis of Manual Document processing procedures used in Accounting and Production Control Branch was conducted. This analysis resulted in increased efficiency in personnel utilization, which was necessary to handle the increased workload caused by documentation support for Da Nang and Cam Ranh Bay.

b. It has been found that several reports produced by CAD are no longer being used. They are therefore being eliminated from the system, or produced less frequently or in fewer copies. The MACV 10 day Retrograde Report and



the 10 day Retrograde Report are being eliminated. The Import Port Inventory will no longer be produced weekly; it will be available on request. The Cargo Summary will be reduced from 12 to 6 copies. These changes will save computer time, paper, and personnel time.

## 5. SEPTEMBER

1. A memorandum of understanding between 4th TC and 5th TC, concerning documentation support for port of Da Nang, has been prepared and signed by the CO's of the two commands. This memorandum establishes procedures to be followed by the two commands in order to utilize the 4th TC Cargo Management System to process MILSTAMP Cargo documentation for vessels calling at Da Nang.

2. As a result of processing documentation for Da Nang and Cam Ranh Bay in the Cargo Management System, the daily processing cycle is running twenty (20) hours or more, considerably longer than is desirable. Much of the increase is due to an increase in the number of records on the Cargo Master file. Several changes have been made to decrease this file.

a. Import records are purged from the file after the outturn report is completed, (usually about forty-five (45) days from date of discharge). Previously import records were purged sixty-five (65) days after date of discharge.

b. Export records are now purged thirty (30) days from date loaded instead of sixty (60) days.

c. The print request table in the Master Update Program has been enlarged so that more print requests, including purge requests, may be processed.

## 6. OCTOBER

1. A memorandum of understanding between 4th TC and 124th TC, concerning documentation support for the port at Cam Ranh Bay, has been prepared and signed by the CO's of the two Commands. This memorandum establishes procedures to be followed by the two Commands in order to utilize the 4th TC Cargo Management System to process MILSTAMP Cargo Documentation for vessels docking at Cam Ranh Bay.

2. Through a noted discrepancy in the Cargo Disposition Instructions (CDI) procedures, a new SOP was initiated which has eliminated all known problems and provides for stricter control of the CDI's.

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