



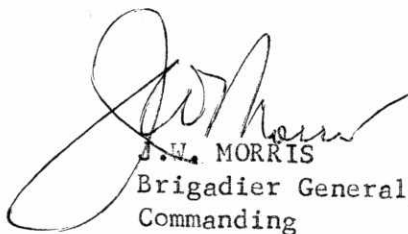
DEPARTMENT OF THE ARMY
HEADQUARTERS, 18TH ENGINEER BRIGADE
APO 96377

AVBC-OP

SUBJECT: 18th Engineer Brigade Nominee for the 1970 Itschner Award

Commanding General
U.S. Army Vietnam
ATTN: AVHEN-XO
APO 96375

1. I am pleased to forward to your headquarters the 18th Engineer Brigade nomination for the 1970 Itschner Award. After much consideration and careful screening, I am nominating B Company, 589th Engineer Battalion for this award. In the past, our nominees have been chosen with particular attention to combat engineer achievements. This year a greater emphasis has been placed on heavy construction of high quality. I believe the contributions to peace and security to be realized from the roadbuilding program in Vietnam warrants this added emphasis and recognition.
2. The many accomplishments cited in the enclosed nomination are truly noteworthy of a unit of the highest caliber, dedication and stamina. The leadership of the officers and NCO's assigned to this Company was an ever-present inspiration to its men.
3. Of the 73 companies assigned to this Brigade, B Company has significantly impressed me as epitomizing the fulfillment of our Engineer mission. Whether LOC, Base Construction, or Operational Support, this unit has earned the respect of those units familiar with their accomplishments. I have no doubt but that B Company, 589th Engineer Battalion is the finest engineer company in the United States Army, and that it is fully deserving of the 1970 Itschner Award.


J.W. MORRIS
Brigadier General, USA
Commanding

OPS-05-009

EGA-3 (15 January 1970) 1st Ind
SUBJECT: Nomination for Itschner Award

DA, Headquarters, 35th Engineer Group (Const), APO 96312, 27 January 1970


TO: Commanding General, 18th Engineer Brigade, APO 96377

1. "B" Company, 589th Engineer Battalion has measurably assisted in the rapid completion of many projects assigned to the 35th Engineer Group. Most of these projects are described in the basic correspondence.

2. It should be noted that "B" Company, 589th Engineer Battalion did an outstanding job on their primary mission of upgrading Route QL-11 from Phan Rang to the village of Tan My and successfully gained acceptance by the Ministry of Public Works.

3. This Headquarters feels that the basic correspondence clearly indicates that "B" Company, 589th Engineer Battalion should be selected as the most outstanding unit of the Army Corps of Engineers during the year 1969.

FOR THE COMMANDER:


WAYNE W. BOND
1LT CE
Adjutant

DEPARTMENT OF THE ARMY
Headquarters 589th Engineer Battalion (Const)
APO San Francisco 96321

EGACBF-CO

15 January 1970

SUBJECT: Nomination for Itschner Award

Commanding Officer
35th Engineer Group (Const)
APO 96312

1. B Company, 589th Engineer Battalion is nominated by the 589th Engineer Battalion for the Society of American Military Engineers Itschner Award for 1969.
2. B Company, 589th Engineer Battalion arrived in Vietnam through Qui Nhon on 8 April 1967. On 17 July 1968 it was moved to Phan Rang Air Base, where it is presently located.
3. During 1969 the company was commanded by three different officers:
 - a. 1LT ROBERT R. GREER, 1-31 January
 - b. CPT GRANT FREDERICKS, 1 February-15 August
 - c. CPT DANIEL S. QUINTARD, 16 August-31 December
4. Company 1st Sergeants during the period were:
 - a. 1SG LAWRENCE E. OLIVER, 1 January-20 October
 - b. 1SG DEWEY H. McBRAYER, 21 October-31 December
5. A report of the units outstanding achievements is included as inclosure 1.
6. During 1969, B Company had only 5 AWOLs indicated on its morning report and during the entire year did not have a single court-martial.
7. The equipment deadline rate is indicated in inclosure 2.

EGACBF-CO

15 January 1970

SUBJECT: Nomination for Itschner Award

8. During 1969 the men of B Company were awarded:

- a. Bronze Star for Valor - 1
- b. Bronze Star - 2
- c. Army Commendation Medal - 29
- d. Purple Heart - 1

9. B Company successfully passed both the Annual General Inspection on 12-16 May 1969, and the 18th Engineer Brigade Maintenance Management Inspection on 20 June 1969.

10. I consider B Company to have accomplished a number of outstanding achievements during 1969 worthy of a consideration for the Itschner Award. Its professionalism and can-do attitude make it a superior organization that exemplifies the type of unit that merits recognition on a scale envisioned by the Society of American Military Engineers.

2 Incl

DONALD A. RAMSEY
LTC, CE
Commanding

SOCIETY OF AMERICAN MILITARY ENGINEERS

ITSCHNER AWARD

JANUARY 1969 - DECEMBER 1969

RESUME OF ACTIVITIES

COMPANY B

589TH ENGINEER BATTALION

The outstanding achievements contributed by B Company, 589th Engineer Battalion to the Corps of Engineers effort in the Republic of Vietnam have been primarily centered on the Lines of Communication construction program. B Company's primary mission during 1969 has been to upgrade route QL-11 in Ninh Thuan Province from Phan Rang to the village of Tan My, a distance of 26 kilometers. This job was started in the fall of 1968 and completed in December 1969. The Ministry of Public Works accepted the road for the Republic of Vietnam on 12 January 1970. The upgrading of the 26 kilometer section of road involved many instances of major engineering challenges to the men and officers of B Company. Four major concrete and steel bridges were constructed, 29 drainage structures were emplaced, and one major excavation was completed during the course of the project.

During the period January 1969 through December 1969 B Company hauled and placed approximately 5,000 cubic yards of blast rock, 302,000 cubic yards of select fill material for sub base, 64,000 cubic yards of base course, and 52,000 tons of asphaltic concrete. The major excavation was named "DEROS HILL" by the troops, because the formidable aspects of the cut to be made, at first, appeared to require such an extensive amount of work that the troops felt their DEROS date would come prior to completion. It necessitated the removal of 25,000 cubic yards of material, 80% of which was blue granite rock, requiring drilling and blasting. Route QL-11, between Phan Rang and the village of Tan My devoured over 2,000 feet of culvert. Each of the 29 culverts required the construction of a pair of headwalls. Bravo Company placed approximately 650 cubic yards of concrete for these structures along route QL-11.

Two bridges consisting of single span stringers on concrete abutments were completed in the Spring. The two largest bridges to be constructed on QL-11 were started in early August. These two bridges were 80 feet, twin span, class 50 bridges. The concrete abutments rest on timber piles, while the center cap rests on steel "H" piles. The superstructure consists of 40 foot steel stringers covered by a heavy timber decking and finished with a timber treadway. A total of approximately 370 cubic yards of concrete and 75,000 board feet of lumber was used in these two structures.

Inclosure #1 (cont'd)

The work effort was repeatedly interrupted by both enemy activity and the monsoon rains. On numerous occasions work was diverted due to enemy destruction of both permanent and temporary drainage structures along route QL-11.

These instances required immediate diversion of construction effort in order to keep the highway open to traffic. The monsoon season also brought many problems and caused work on QL-11 to be slowed. Washouts along the uncompleted portions and temporary bypasses were the most common reasons for diversion of effort. On one occasion, a section of road over 100 feet long was washed out. Resumption of traffic necessitated a 24 hour operation to install blast rock, fill, and emplace an M4T6 dry span bridge. On another occasion, the enemy demolished a culvert on a bridge bypass, destroying two large culverts and washing out about 60 feet of the road. Culvert was used to replace the destroyed tubes, backfill was placed and traffic was again passing within a few hours. Almost a dozen other instances occurred throughout the year where culverts were damaged by the Viet Cong necessitating rebuilding of structures.

Bravo Company's effort during 1969 was not exclusively spent on the LOC program. Throughout the year, the company was called on to conduct eight major operational support missions, while maintaining a continuous effort on the LOC program. All eight of the operational support missions involved vertical construction and some required both vertical and horizontal efforts. In some instances sophisticated construction with extremely high standards and quality was the order of business. In other cases only the minimum essential requirement was necessary.

Problems plagued these missions in the form of scarcity of materials, isolated locations, and transportation problems in shipping materials. The company's pride, ingenuity, and will to succeed, however, were the key to successful accomplishment of these missions. By 1 January 1970, B Company had constructed over 70 permanent structures for various units in widely separated Artillery Fire Bases, Armored Cavalry Camps, and MACV advisory detachments located at Du Long, Tan My, Song Mao, Bau Ra, Cam Ranh Bay, Ba Ngoi and Buu Son.

The horizontal effort associated with B Company's operational support missions included the grading, scraping, shaping and compacting of a fixed-wing aircraft landing runway, leveling of a helicopter pad, grading and shaping of four badly rutted and pitted roads, clearing and leveling of approximately 400 acres of land, building two ammo storage berms, leveling a storage site, a rearm/refuel point, and the painting and repairing of an airfield.

Inclosure #1 (cont'd)

The responsibility for highways in the area of operations was not exclusively concerned with construction. B company also had a mission to insure a 107 mile section of QL-11 through Ninh Thuan and Binh Thuan provinces remained open to U.S. and ARVN convoys. This required extensive effort in March and April when a task force was required to open and maintain the road. This maintenance operation required detonating road blocks, putting in bypasses or fixing bypasses and filling on an as needed basis.

The monsoon rains took their toll in September as a provisional platoon consisting of personnel from the construction and earth-moving platoons were deployed once again on QL-1 in Binh Thuan province on a very short notice to repair flood damages. They repaired nine road washouts which had caused a closure of the highway completely isolating three artillery fire bases, two armored cavalry troops, and a cavalry squadron headquarters.

To say that B company's effort in the Republic of Vietnam ended with construction and operational support missions would give a false impression. The engineers of the unit have given many hours of their time and effort to helping the people of Vietnam. This work has taken the form of civic action projects, some formally directed, some just lending a hand. These projects have ranged in size from major land clearing to building a foot bridge.

The first civic action of the year started in January with a task to haul 6,000 cubic yards of fill for the repair of an irrigation canal in Phan Rang. Enemy activity and harrassment continually interrupted this project, including destruction of the only bridge on the access road to the project.

Civic action projects continued in March and April when the company was involved with operational support missions in the Song Mao and Phu Quy areas. Operating out of Song Mao, an element of the company rerouted a $\frac{1}{2}$ mile section of road, opening the village of La Chu to vehicular traffic, cleared perimeter fields of fire in the Hai Ninh district, cleared brush and removed dikes in preparation for hamlet reconstruction in the Phan Ly Cham district, dug a stream channel and did foundation work at Run An village, cleared a school playground and village market place areas in the Hoa Da district and constructed a temple road in Thong Van village.

Inclosure #1 (cont'd)

Bravo company's work in the field of civic action projects continued in the Phan Rang area and along QL-11. 400 acres of land along Loung Tri hamlet near Phan Rang Air Force Base were cleared for future development as farm land, and an access road was opened into the development. To help the popular forces, the company built an outpost and cleared land in Ho Da, hauled fill for hospital construction and did excavation work for a canal in Biep Duc. Small foot bridges were constructed at various locations along QL-11 for the entire length of B company's 26 kilometer section of road, to enable pedestrians a safe means of crossing drainage ditches. A prime example of this was constructed on DEROS HILL, where a 5 foot long bridge enables highway travelers to stop and visit the temple Dep Gau.

Assistance to those in need does not end with civic action projects or the Vietnamese people. Bravo company helps those who help themselves in the form of technical assistance teams. This is a service provided to those units, Army, Navy, or Air Force, who have the material but do not have the knowledge or experience to complete a job to make their life in Vietnam a little easier. Teams can consist of from one man with no tools or equipment to as many as five or six men with all the tools necessary to complete almost any job or project. Experience has shown that non-technical units are eager and willing to assist the engineers. Bravo company's teams have operated mostly in Phan Rang and Song Mao areas and have supported units of the 2/1 Cav Squadron, 6/84 Arty, 5/22 Arty, 3/6 Arty, 1882 Co Communications Squadron, 821st Combat Security Police Squadron, and the Second Squadron Royal Australian Air Force.

The year 1969 saw many changes taking place in the line companies among the engineer battalions in the Republic of Vietnam. Perhaps one of the most significant changes has been in the authorized strength levels of the individual companies. To implement these revisions B company has been involved in two separate programs, one designed to reduce the size of American Forces in Vietnam, and the other to increase the participations of the local nationals in the lines of Communication program by augmenting U.S. units with civilian employees.

Bravo company's "Vietnamizing" effort has met with great success since its inception in September. The local national civilians employed by the company are involved in all phases of the construction program and work in almost all sections and platoons. Those personnel working in the vertical construction categories are organized in much the same fashion as an American TO&E platoon. There are Vietnamese supervisors equal in status and responsibilities to American Non-Commissioned officers occupying squad leader and platoon sergeant positions. To assist these people in their efforts, the company provides advisors for each of the leadership positions and an officer to fill the platoon leader's slot. U.S. operators are also being provided until such time as Vietnamese employees have learned how to operate and care for the equipment they have access to.

Inclosure #1 (cont'd)

The rest of the personnel working for the company are integrated into the various sections in the headquarters platoon as an integral part of the company's organization.

The work these people have performed has been of the highest quality and they have achieved outstanding results. The personnel associated with the vertical effort have been responsible for the construction of an 80 foot, class 50 bridge on route QL-11. This work was completed on a timely basis and met all the standards and specifications. The local nationals working in the headquarters have done a job equally impressive as their counterparts in the construction field. Although their work is less often seen by observers, their effort is just as great and their results just as important to the functioning of the company.

Bravo Company's completion of its segment of QL-11 has made the company available for a new mission. In January the unit will be moving south to a new base camp, currently being developed, from which the company will start upgrading 24 kilometers of QL-1 between Xom Moi and Tuy Phong in Binh Thuan Province. The company will be producing its own base course at the new location. Receipt of a 250 TPH rock crusher and the quarry platoon from the 73rd Engineer Company (CS) late in October have given B Company the capability to sustain its own horizontal construction effort.

The present plans for a new company location at Vinh Hao in Binh Thuan Province calls for a cantonment area large enough to house the company plus attachments and an industrial complex adjacent to the cantonment area. The plans for the industrial complex call for the installation of the MCA rock crusher but leave enough room for expansion to include the possibility of an asphalt plant.

B Company started construction of base camp defenses in its new area in December and is planning to relocate the company entirely in January 1970.

Perhaps the most important aspect of 1969 is that Bravo Company completed its mission in an outstanding manner. The company always devoted a maximum effort to the Lines of Communication Program while maintaining a 100% effort in all other areas of responsibility, whether it be operational support missions, road maintenance, civic action projects or technical assistance.

Inclosure #2

EGACBF-B

EQUIPMENT DEADLINE RATE FOR THE PERIOD JAN 69 - DEC 69

a. January	6%
b. February	4%
c. March	2%
d. April	9%
e. May	11%
f. June	19%
g. July	16%
h. August	14%
i. September	18%
j. October	13%
k. November	9%
l. December	11%

The average for the year is 11%.

Inclosure #3

EGACBF-B

PHOTOGRAPHIC COVERAGE OF B COMPANY, 589TH ENGINEER BATTALION

1. Moving Deo Cau Hill
2. Moving Deo Cau Hill
3. Moving Deo Cau Hill
4. Compacting the Fill
5. 290's in Action
6. Grading Operation
7. Rolling out the Basecourse
8. Culvert #7.1
9. Filling the Pan
10. Excavating for a Culvert
11. Excavation for a Culvert
12. Filling in over Culvert #8.1
13. Cutting a Runoff Channel
14. A Living Culvert
15. Culvert #8, Welding
16. Culvert #8, Headwall
17. Grader at Work
18. Excavating for Footers
19. Abutment Footer, Bridge 9
20. The Honorable Stanley R. Resor, Secretary of the Army, DEROS Hill
21. Moving Fill

Inclosure #3 (cont'd)

22. Sand Loading Operations, Vicinity Bridge 6
23. Construction Beach Road at Vinh Hoa
24. Welding Clips on Bridge #9
25. Dumping Basecourse Route 409
26. Grading at Thap Cham
27. Road Repair, Bridge 6
28. MACV Buu Son Project
29. Vietnamese Civilian Augmentation of Type B U.S. Engineer Line Company
30. Vietnamese Civilian Augmentation of Type B U.S. Engineer Line Company