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AVHGC-DST (31 Oct 68) 3d Ind
 SUBJECT: Operational Report of 589th Engineer Battalion (Construction),
 For Period Ending 31 October 1968, AGS CEFOR-65(11)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 24 DEC 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: CEFOR-DT,
 APO 96358

This headquarters has reviewed the Operational Report-Lessons Learned
 for the quarterly period ending 31 October 1968 from Headquarters, 589th
 Engineer Battalion (Construction) and concurs with the report as modified
 by the preceding increments.

FOR THE COMMANDER:

1 Incl
 no

A.R. GUENTHER
 CPT. AGC
 ASST. ADJUTANT GENERAL

Cy fums:
 HQ 18th Engr Bde
 HQ 589th Engr Bn (Const)

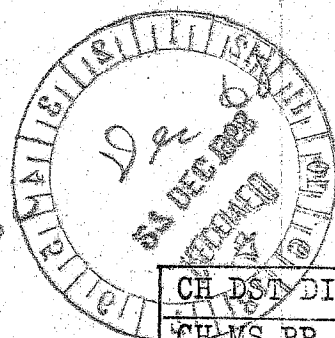
MFR: ORLL was staffed through:

Engr - COL Stewart/4750

ACTION OFFICER: MAJ KLINGMAN/LBN 4433

CONCURRENCE/NONCONCURRENCE:

Engr Maddy 23 Dec 68



CH DST DIV	<input checked="" type="checkbox"/>
CH MS BR	<input type="checkbox"/>
CH DOC BR	<input checked="" type="checkbox"/>
CH TNG BR	<input checked="" type="checkbox"/>
A/O	<input checked="" type="checkbox"/>

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COL PERRY, ACOFS, G3
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 206-03

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DECLASSIFIED
 Authority: 927622
 Date: 5/1/93

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AVRIG-CS (31 Oct 68) 2nd Ind

SUBJECT: Operational Report of the 589th Engineer Battalion (Construction) for the Period Ending 31 October 1968, MOS CSFOR - 65 (R1)

DA, Headquarters, 18th Engineer Brigade, APO 96377

TO: Commanding General, U.S. Army Vietnam, AFIN: AVRIG-DST, APO 96375

1. - This headquarters has reviewed the Operational Report - Lessons Learned for the 589th Engineer Battalion (Construction) as indorsed by the 35th Engineer Group. The report is considered to be an excellent account of the Battalion's activities for the reporting period.

2. This headquarters concurs with the observations and recommendations of the battalion and group commanders, with the following comments added:

References: Section 2, paragraph a. (1)&(2) and paragraph 2 of the 1st Indorsement. A check of our requisitioning records for the period June 68 through Oct 68 reveals that only 57 personnel have been requisitioned in MOS 51H40. The Group is authorized 122 personnel with this MOS. The lack of personnel is due to the lack of proper requisitioning procedures at Group level. The 35th Group has been so advised.

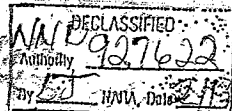
Douglas K. Blue

DOUGLAS K. BLUE
 Colonel, CE
 Acting Commander

OP:
 35th Engr Gp
 589th Engr Bn

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EGA-3 (31 Oct 68) 1st Ind
SUBJECT: Operational Report for 589th Engineer Battalion (Construction),
For Period Ending 31 October 1968, RCS CSFOR-65 (RI)

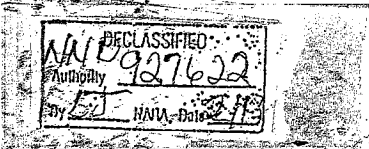
DA, Headquarters, 35th Engineer Group (Const), APO 96312, 24 November 1968

TO: Commanding General, 18th Engineer Brigade, ATTN: AVBC-C, APO 96377

1. This headquarters has reviewed the Operational Report - Lessons Learned for the 589th Engineer Battalion (Const) for the quarterly period ending 31 October 1968. The report is considered an excellent summary of the Battalion's activities for the reporting period.
2. This headquarters concurs with the remarks of the Battalion Commander with the following comments added. Reference Section 2, paragraph 2.a.(1) and (2). Information is not provided this headquarters or subordinate units regarding requisition cancellations, except fills or delay in fills. The absence of this information does not allow a Commander the opportunity to make a timely evaluation of his personnel assets and make adjustments in an orderly fashion.


ROBERT M. FOWLER
Colonel, CE
Commanding

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DEPARTMENT OF THE ARMY
HEAD QUARTERS, 589TH ENGINEER BATTALION (CONST)
APO San Francisco 96321

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction),
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

THRU: Commanding Officer
35th Engineer Group (Const)
ATTN: ECA-3
APO 96312

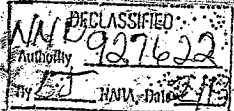
Commanding General
18th Engineer Brigade
ATTN: AVBC-CB
APO 96377

Commanding General
United States Army, Vietnam
ATTN: AVHGO-DST
APO 96375

Commander in Chief
United States Army, Pacific
ATTN: GROD-DT
APO 96588

TO: Assistant Chief of Staff for Force Development
Department of the Army (ACSFOR-DA)
Washington, D.C. 20310

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EGACBT-60

31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

1. SECTION 1, OPERATIONS: Significant Activities

a. Organization: The organizational structure of the 589th Engineer Battalion (Construction) during the report period is found at Inclosure 1.

b. Command and Staff Changes:

(1) Five units of the battalion changed command during this reporting period. On 7 August 1968 Cpt Richard Comiso assumed command of C Company from 1Lt Herbert L. Hines. Upon his departure, Cpt Philip W. Suitt, turned over the command of B Company to 1Lt Robert R. Greer on 12 September 1968. 1Lt Steven Schilson took over command of the 51st Engineer Platoon (Asphalt) on 21 September 1968; 1Lt Robert D. Grant, the former commander had departed the command on 15 August 1968. On 29 September 1968 Cpt Joseph Feast Jr., formerly Battalion Civil Engineer, assumed command of D Company from Cpt Theodore A. Adkins, who then became assistant S-3 of the 35th Engineer Group (Const). The command of the 513th Engineer Company (Dump Truck) was passed from 1Lt Patrick W. Meyers to 1Lt David M. Swope on 13 October 1968.

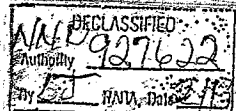
(2) 1Lt Arthur Davis assumed the vacant position of Communications Officer on 5 September 1968. On 17 September 1968 Chaplain (Cpt) James E. Rogers took over the spiritual care of the battalion from Chaplain (Cpt) Wendell C. Hawley. On 29 September 1968 Cpt Thomas O'Dea assumed the duties of Battalion Civil Engineer, replacing Cpt Joseph Feast Jr., who became the D Company Commander. On 12 October 1968 1Lt Charles S. Poteet replaced 1Lt Jack A. Purcell as Engineer Equipment Maintenance Officer. Maj Leslie R. Wieduwilt turned over the duties of Battalion Executive Officer to Maj Richard B. Pierce on 13 October 1968. On 23 October 1968 Cpt Lannie R. Hughes replaced Cpt James A. Greco as Battalion Surgeon. CW4 Allen Keeney assumed the duties of Supply Technician and Property Book Officer for the battalion on 26 October 1968, replacing CW4 Donald A. Drach.

c. Headquarters and Headquarters Company (HHC):

(1) On 27 July 1968, Headquarters and Headquarters Company was alerted to move on or about 2 August 1968 from Cu Lam Nam to Phan Rang Air Force Base by road march and LST. The week from 27 July thru 2 August was utilized accomplishing normal battalion operations and preparing equipment for the movement. At 1900 hours, 2 August 1968 the company was alerted to move to the Qui Nhon LST Beach on 3 August for deployment. At 0800 hours, 3 August 1968 the company began to

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

move equipment to the Qui Nhon IST Beach supported by 15 trucks from the Hanjin Transportation Company and 6 trucks from Company A.

At 2100 hours, 3 August 1968 all equipment had reached the beach and final loading and tie-downs were completed at approximately 0300 hours 4 August. Transportation to and from the beach required 50 trips with available support.

The IST left Qui Nhon Harbor at 0810 hours, 4 August 1968 and arrived in Phan Rang Harbor at 0730 hours, 5 August 1968. All vehicles and trailers were off-loaded by 0800 hours and the convoy reached the 589th Engineer Battalion Compound on Phan Rang Air Force Base at 0830 hours. Transportation at the beach was provided by 3-2 1/2 ton trucks from HHC and 6-5 ton dump trucks and 3-5 ton tractors and 3-25 ton low-beds from Company B.

Hauling of ponexes and bulk material continued, when at 0045 hours, 6 August 1968 a convoy returning to the beach was fired upon with automatic weapons. No injuries or damage to any vehicle resulted and the convoy was loaded and returned to the compound without any further incidents. Movement of all material from the IST beach was completed by 1630 hours, 6 August 1968.

(2) The Utilities Section, arriving at Phan Rang Air Force Base on 5 August 1968, immediately initiated upgrade and rebuild work on the Battalion Base Camp facilities. Work accomplished this period included: rewiring and rescreening of 2 mess halls, 25 billets, 1 Battalion Headquarters and 4 Staff Section buildings; cleaning and rebuilding of 3 latrines; construction of a Battalion Conference Room; construction of a basketball court; installation of hot water heaters in 3 showers; improvements made to mess facilities; wiring of the 116th Engineer Battalion cantonment area at Phan Rang Air Force Base; construction of unit and section signs and construction of 3 bunkers for unit defense. The Utilities Section also provided supervision for 20 local nationals used for base defense construction and other in-house chores.

(3) During this quarter, one water purification unit was attached to Company C, accompanying them on the move to Phan Rang and Song Pha and put into operation at Song Pha. The other unit moved with Headquarters Company to Phan Rang and was used to process water for the Air Force later Point until 27 September 1968 when it was moved with the main body to the D Company Base Camp at Don Duong. Total amount of water treated this quarter was 1,446,000 Gallons.

(4) During this quarter 4 days were spent in troop movements and the remainder were normal operations.

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31 OCTOBER 1968

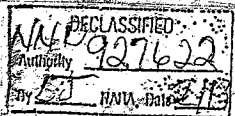
SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

d. Company A:

(1) During the period 1 to 22 August 1968 Company A, stationed at Cu Lam Nam, Republic of Vietnam, was involved in a unit move to the Phan Rang Air Force Base. The move was to include all organic TOE equipment and personnel except for its Quarry Section located at Camp Radcliffe, An Khe, Republic of Vietnam. The major portion of the move was by water from the port facility at Qui Nhon to the landing beach at Phan Rang. The only overland travel was from Cu Lam Nam to the port facility in Qui Nhon (approximately 25 miles), from Cam Ranh Bay to the Phan Rang Air Base (40 miles) and from the LST beach at Phan Rang to the Phan Rang Air Force Base (9 miles). Due to the great quantity of organic repair parts and equipment, 12 additional trucks from the 5th Transportation Command in Qui Nhon were required. The trucks were used to shuttle equipment between the Cu Lam Nam base camp and the Qui Nhon port facility. The target date for the move was set at 1 August 1968. Prior to this date, arrival time of LST's was coordinated with the 5th Transportation Command, Qui Nhon, and all sections prepared to move on short notice. The first LST arrived on the afternoon of 9 August. After radio contact was established between the beach and the base camp, a convoy was formed with organic transportation to move designated items to the beach. In addition to the engineer support equipment required by battalion for immediate departure, it was decided to put essential items and personnel from the engineer direct support maintenance section on the first LST to set up immediate operations for the other units of the 589th Engineer Battalion upon arrival at Phan Rang. The top deck of the LST was loaded with conexes and palletized items which were driven up an internal ramp on a fork lift. The hold was then loaded with rolling stock. Some difficulty was experienced in loading equipment into the hold of the LST because of limited clearance between the entrance ramp and the bulkhead, but this was remedied in some cases by partially deflating the tires of some of the equipment. From the experience of sister units of the battalion that had already moved by LST, a 600 gallon pod of potable water and a sufficient amount of "C" rations accompanied the personnel of each vessel, since the transportation unit was not responsible for supplying rations. At 1000 hrs, 10 August, the first LST departed and arrived in Phan Rang at 1000 hrs, 11 August. There were no significant off-loading problems.

On the morning of 12 August the second LST arrived at Qui Nhon and conexes and pallets from the engineer direct support maintenance section and the battalion maintenance section were placed on the vessel. Included were all remaining rolling stock within the dimensional limits of the LST's loading entrance and not essential for moving the remaining items from the base camp to the port facility. All oversized items such as an asphalt heater, three ASL vans, a rough terrain crane, and two entrenching machines were loaded on a sea-going barge. It was necessary to begin using non-organic transportation during the loading of the second LST to

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

have all parts and equipment on the beach by the time the last vessel arrived. The LST was completely loaded on 13 August and departed 1200 hours, arriving at Phan Rang 1400 hrs, 14 August. The only problem at the Phan Rang beach was that a longer than usual causeway had to be pushed out to the LST since the water was too shallow for the vessel to come in as far as the others had done.

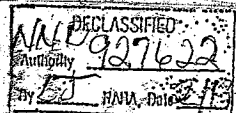
The last LST arrived at Qui Nhon on the afternoon of 12 August. Concurrent with preparation for the final move, transportation supplied by the 5th Transportation Command continued to move LST and other materials to the beach at Qui Nhon. At 1810 hrs, 13 August, the last 589th element passed out of the Qui Lan Nam Base Camp and the gate was locked. Loading was accomplished in generally the same manner as the other two LST's. (Conexes on the top deck and rolling stock on the bottom deck) There was not enough room on the last LST for one tractor trailer, its load and eight other pallets; therefore it was necessary to request the use of an LCU. This extra equipment was loaded on the evening of 14 August and departed for Phan Rang at 0130 hrs, 15 August; arriving at Phan Rang 2200 hrs 16 August. Loading of the barge was completed on 16 August and the vessel departed at approximately 0200 hrs on the same day. General cargo was placed in the hold and all other equipment was lashed to the weather deck. Lack of off-loading facilities for the heavy equipment at Phan Rang beach necessitated bringing the barge into Cam Ranh Bay. The barge arrived 17 August, but off-loading was not accomplished because of port congestion. By 22 August, all equipment which had arrived on previous vessels was in the battalion area at Phan Rang.

(2) On 21 August a nine man section of the Equipment Platoon was sent to Bao Loc to repair a M8A1 runway, using soil cement patching. Due to repeated loading by C-130 A/C the runway base had failed and a 300' section of the M8A1 matting was unsupported. This task was completed on 17 October and the section returned to Phan Rang.

(3) One 75 TPH Jaw Crusher was set up on 8 October and began crushing 2 1/2" (-) base course for future use on QL-11 west of Phan Rang. Because of the short haul distance and expected increase in production, it was decided to feed the crusher hopper directly with a dozer. This method of feeding worked well but various maintenance problems made it necessary to load trucks with rock from the floor of the quarry which was being cleared to make more room for the expanding stock pile. On 24 October the secondary unit was joined to the primary unit and began producing 1 1/2" (-) concrete rock, which was also stockpiled for future use. During the period of operation, 7,400 cu yds of base course were produced and 600 cu yds of 1 1/2" (-) concrete rock were produced.

(4) Company A's primary mission since moving to Phan Rang

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EGACBF-CO 31 OCTOBER 1968
SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

has been to support the line companies with specialized equipment and engineer direct support maintenance. The equipment platoon provided tractor-trailers for six convoys from the period 14 August to 16 October in support of the move of the 116th Combat Engineer Battalion (Idaho National Guard) from their staging area at Phan Rang to their final base camp at Bao Loc and Di Linh.

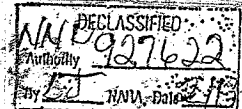
(5) During this reporting period 11 days were utilized for troop movements and 81 days were spent on normal operations.

e. Company B: During this reporting period B Company, 589th Engineer Battalion, has been involved in five large construction projects to include: upgrading and building of bridges on a 14.4 mile stretch of QL-11 between Phan Rang and the Tan My Bridge (BN 812788 to BN 618957), construction of a base camp for two companies of the 116th Engineer Battalion at Di Linh, ammunition revetments at the Phan Rang Beach Area, construction of MACV facilities in the Phu Quy sub-sector, and road maintenance on a 75 mile stretch of QL-1 from BN 253412 to BN 893947.

(1) Work on upgrading Route QL-11 to MACV Standards has been hindered by both enemy sapper and mining incidents and the weather. Bridges 6, 10 and 13 were struck by enemy demolition teams, resulting in partial damage to the decking on bridge #6 and destruction of bridges 10 and 13. After B Company installed a culvert bypass at bridge #13, the enemy destroyed the culvert. Road maintenance and repair of QL-11 was also hampered by the southeast monsoons and seriously impaired by the onslaught of tropical storm "Hester", occurring from 15 through 20 October 1968. Tropical storm "Hester" caused extensive damage to QL-11 and the surrounding area. Throughout the period of the storm a total of 8.52 inches of rain fell in the Phan Rang area. Work throughout this period consisted of widening and building up the road, ditching, and grading and placing bypasses. In this period 36,668 cu yds of fill and 4,768 cu yds of rock were hauled, graded and compacted on the 15 mile stretch of road and 175 meters of culvert were placed. Along the road a 100-meter strip from the centerline out on each side of QL-11 is being cleared. To date 20.5 acres have been cleared.

(2) B Company supported the arrival of the 116th Combat Engineer Battalion and its movement to the final base camp. The company was tasked to construct a two-company contonment area with minimum essential living requirements for that unit at Di Linh. This work consisted of constructing a defensive perimeter with six foot high berms, 17 fighting bunkers, perimeter lighting, protective wire, latrines, showers, concrete floor for mess hall and prefabricating

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

tent frames and floors.

(3) Company B also constructed two ammunition revetments at the Phan Rang EST Beach for the 1st Logistical Command. The revetments were constructed from asphaltic emulsion stabilized earth berms, one 5' high x 20' x 323' and the other U-shaped 12' high, 118' x 68' x 190'.

(4) During this period, B Company initiated construction of new MACV facilities for the Phu Quy sub-sector at coordinates BN 742745. The project consists of a BOQ/BEQ and administration building, mess/kitchen facility, shower/latrine facility, generator shed, concrete open storage pad, and water storage tank. On 18 October the project was approximately 45% complete with the roofing and framing completed on the BOQ/BEQ and administration building when high winds from tropical storm "Hester" collapsed the two buildings. Only two roof trusses from each building were damaged, however, and 90% of the materials were salvaged and reused. The project was set back at least 10 days due to storm damage. At the end of this reporting period this project was 68% complete with an EDC of 17 November 1968.

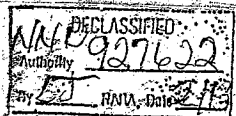
(5) On 18 October B Company assumed responsibility for continuous maintenance of 75 miles of Route QL-1, from south of Du Long to a point just west of Phan Ly Chan. Thus far the unit has replaced seven bypasses and culverts using 126 meters of culvert pipe and 364 cu yds of fill.

(6) On 24 and 25 October the unit underwent an 18th Engineer Brigade CMM and obtained an overall score of 83%.

(7) On 15 September 1968 at 2055 hours, 3 enemy were observed at the northwest corner of the compound in Di Linh, and guards took them under fire. Almost immediately the compound received fire from the East and Northeast. Around midnight, automatic weapons fire was received from the village of Di Linh. Flares from gunships were requested and arrived on target and remained on target until 0645 hours 16 September. At approximately 0230 hours there was movement to the north, artillery was called in and a barrage of 105 rounds was laid in close enough that the compound was getting hit with shrapnel. Many illumination rounds were dropped and the gunships fired several bursts into the areas that could not be reached by friendly weapons from the compound. The base camp received periodic small arms fire until 0530 when daylight started to break. There were no U.S. KIA or KIA. There was one confirmed VC KIA.

(8) This reporting period was devoted entirely to normal operations.

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

f. Company C: During the period from 1 August 1968 through 31 October 1968, Company C, 589th Engineer Battalion (Const) was engaged in the construction of a new base camp cantonment area, the maintenance of RVN Route QL-11 from coordinates BN 619957 to BP 453084, The upgrading of sections of the same route, and the support of the movement of and establishment of a base camp for the 116th Engineer Battalion (Combat).

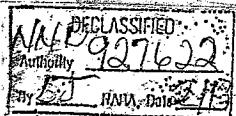
(1) Cantonment Area: The company moved into the new location at Song Pha, RVN during the latter part of July and the first week of August. The unit immediately started work on the construction of a base camp. The work included clearing, filling an average of 2 feet and compacting approximately 8.5 acres for the company area, maintenance/motor pool area and supply/prefabrication yard. Construction work which has been completed includes: EM and NCO tents with frames, officer quarters, orderly room tent w/frame, 2-supply tents, operations bunker (18'x 40'x 8'), mess hall, 2-showers, 3-water towers, 13 fighting/protective bunkers - four of which have machine gun towers, latrines, urinals, grease rack, POL storage area with earth berms, 1-dispatch/maintenance office, EM club and dayroom (renodeled existing buildings), well for water point, and a four (4) bay maintenance shed.

(2) Maintenance of QL-11: In order to reach the base camp area from Phan Rang the company had to perform emergency repair work on all of the by-passes along QL-11. Once the unit arrived in Song Pha work began replacing the existing bypasses at bridges 17, 18, 19, 20, and 23, plus installing bypasses at bridges 24, 26 and 27, using a total of 256 meters of culvert pipe. All were backfilled, compacted and headwalled. During the heavy rains many of the bypasses washed out partially or completely requiring a great deal of repair work to the bypasses. A decomposed granit lift of approximately four inch thickness was placed on the entire length of roadway from bridge #16 through the village of Song Pha. A continual maintenance program has been established to insure that the road is passable at all times.

(3) Upgrading QL-11: The unit was issued a Rome 110w assembly for one of its dozers on 5 September 1968. It has cleared approximately 13,500 meters along both sides of the road to a width of 100 meters from the centerline. There have been only 800 meters of new roadway upgraded at this point due to the heavy commitment of equipment on the maintenance of QL-11. The construction platoons have been engaged in prefabricating the formwork for bridge abutments, precutting timber for superstructures and assembling 60" and 48" CMP culverts for the final roadway.

(4) Support of the 116th Engineer Battalion (Combat): The

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

2nd Platoon, Company C, 589th Engr Bn (Const), augmented by a D-7 dozer from the Earthmoving Platoon, moved to Bao Loc area on 8 September 1968 and remained until 16 October 1968. A 6 foot high earth berm was built up around the entire area with 24 fighting/protective bunkers built into the berm. Observation towers were built on top of the bunkers. The platoon prefabricated 33 tents (16'x 32') for billets and completed construction of 15 of these tents. They also constructed the formwork for the mess hall/dining room floor pads. The company was committed to supply vehicles and personnel for the resupply convoys to the Bao Loc area. Four 5-ton tractor/trailers with drivers and shotguns, convoy commanders and convoy maintenance officer were provided for each of the six 589th Task Force convoys.

(5) Enemy Activity: Three incidents of enemy activity occurred in the C Company area of responsibility this reporting period.

(a) The enemy attacked QL-11 bridge 27 on 20 August 1968 attempting to destroy the key bridge with satchel charges. The enemy killed one (1) Regional Forces (RF) soldier, and wounded seven others, while managing to blow a 3'x 5' hole in the pavement. No structural damage was done to the bridge and the hole in the pavement on the bridge was patched with concrete.

(b) At 0030 hours on 19 September 1968 the Regional Forces compound located with C Company received approximately 40 rounds of 82mm mortar rounds. There were no casualties or major damage.

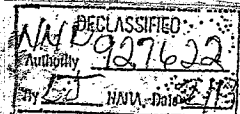
(c) At 2350 hours on 30 October 1968, the Regional Forces received one B-40 rocket and two 60mm mortar rounds. One mortar round hit a Regional Forces guard post, wounding four RFs. There were no US casualties.

(d) During his reporting period all time was devoted to normal operations.

g. Company D: The primary activities of Company D involved completing or closing out construction projects at An Khe, moving the unit from An Khe to Don Duing, construction of a new base camp at Don Duong, and road maintenance of highways QL-21A and QL-11.

(1) D Company's work in the An Khe area consisted of completing the drainage and shoulder work on a 13 mile stretch of highway QL-19 between An Khe and the base of the Miang Giang pass, work on the 4665 foot parallel taxiway and parking aprons and completion of the 80'x 202' Pascoe pre-engineered aircraft maintenance hanger at An Khe,

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EGACBF-CO 31 OCTOBER 1968
 SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
 For Period Ending 31 October 1968, RCS CSFOR-65(R1)

completion of 1.1 miles of all weather road on Hong Cong Mountain at Camp Radcliff, and miscellaneous support to US and VN civil and tactical units.

(a) Work on highway QL-19 primarily consisted of maintenance of drainage ditches and culverts. Suitable fill was obtained, placed on the road shoulder, shaped and compacted. Also, the constant placing of enemy mines along the shoulders of the highway necessitated widening the pavement at those points where vehicles tended to get off the paved area due to road curvature. The road was widened by 2 feet on the inside of approximately 22 curves utilizing 44 tons of asphaltic concrete.

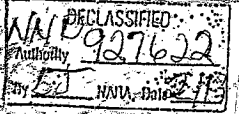
(b) A 60'x 800' section of the parallel taxiway at the An Khe Army Airfield was brought up to base grade. A total of 24000 cu yds of CBR 10 material and 15000 cu yds of base course were placed and compacted in 6 inch lifts. A total of 350 cu yds of fill were hauled, placed, graded, compacted and given a single surface treatment of asphalt and sand for the parking apron plus the attendant access ramps. This area was then covered with 5880 sq yds of MSA1 steel matting. A total of 12800 sq yds of existing deteriorated MSA1 matting was also replaced.

(c) Fifty cu yds of concrete were used in placing the door track footers for the 80'x 202' aircraft maintenance hanger at An Khe. All tracks were emplaced and doors hung.

(d) Hong Cong Mountain road was completed during this period. Three thousand cu yds of base course were placed on this 1.1 mile all-weather road which provided access to an element from the 586th Signal Battalion located at the top of the mountain. The road was quite steep and check dams were placed in the drainage ditches in those areas where the grade was 10% or greater. A total of 42 rock masonry check dams and frequent relief ditches were installed. After completion, the entire roadway was treated with a single coat of asphalt to bind the surface.

(e) Equipment operators and supervisors volunteered their services on Sunday, 4 August 1968 in support to the 41st Civil Affairs Team in An Khe. They reshaped and improved the drainage of 2 miles of earth streets in a local village. Sixty-two cu yds of fill were hauled, placed and compacted for three new 20'x 40' market buildings. Equipment utilized for 8 hours on this project involved 2 road graders, 2 dump trucks and 1-290 wheeled tractor w/13 wheel roller.

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EGACBF-CO

31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

(2) Company D was alerted on 16 September 1968 to move from An Khe to Phan Rang, RVN. A transportation unit was immediately contacted and engaged to transport 34 conex containers and 6 large crates to the LST beach in Qui Nhon. All other vehicles and equipment were immediately conveyed from An Khe to Qui Nhon by means of organic transportation. One LST arrived at Qui Nhon on 17 September and was loaded with five 290 wheeled tractors with scrapers, 1 front loader, 2 graders, 2 dozers, assorted ordnance equipment and 17 personnel from the earthmoving platoon; arriving at Phan Rang on 19 September 1968. One barge arrived in Qui Nhon on 18 September 1968 and was loaded with one (1) twenty-ton truck mounted crane, one (1) ten-ton trailer with crane accessories, and assorted equipment from the An Khe Quarry. The cranes had to be off-loaded at Cam Ranh Bay, RVN due to off-loading restrictions at Phan Rang, and brought into Phan Rang over land. The second LST was loaded with the remaining earthmoving platoon personnel and equipment, the remainder of the second platoon (two squads arrived at Phan Rang on 18 July 1968 to assist in setting up the battalion base camp), and maintenance personnel and equipment. The third LST was loaded with First Platoon personnel and equipment, and operations and supply. The latter LST arrived in Phan Rang on 23 September 1968. The fourth LST carried Company A equipment and Company D mess hall equipment and supplies and arrived in Phan Rang on 24 September 1968. The last LST was loaded with miscellaneous materials, supplies, and the remaining equipment. The unit staged through the 589th Engr Bn(Const) base camp at Phan Rang and deployed to Don Duong as they were needed and as facilities were made ready to accept them.

(3) Upon arrival at Don Duong, D Company immediately started construction of minimum essential living requirements which included tent frames and floors for EM, NCO and officer quarters, orderly room, supply and day room; mess hall, security lighting and fencing, bunkers and guard towers, command and communications bunkers, showers and latrines.

Minor problems arose early during base camp development because certain items of equipment and supplies were not available when needed. This was due to the absence of a systematic packing procedure which could have been followed in accordance with priorities based upon a specific mission upon reaching the proposed base camp. Also, progress was further hampered by inoperable vital pieces of equipment which had to be repaired prior to using them. Heavy and frequent rains delayed site preparation, which in turn delayed vertical construction. At the end of the reporting period the base camp was approximately 50% complete.

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)

(4) Since the first day of its arrival at Don Duong, D Company performed immediate emergency and continual maintenance on the first 8 miles of highway QL-11 east of Don Duong and on 20 miles of highway QL-21A, while simultaneously moving from Phan Rang Air Base and constructing the new base camp. Road maintenance so far has consisted of grading and crowning the road, maintaining and improving drainage ditches and cleaning and repairing culverts. As a result of tropical storm "Hester", many culverts and ditches were clogged up and had to be repaired. Many small landslides along both QL-21A and the mountainous section of QL-11 from Song Pha to Don Duong, were removed and the road was reshaped and graded.

(5) Company D was involved in two of the several mining incidents which occurred during the reporting period.

(a) On 2 August 1968, a Company D Clark 290 tractor towing a 13 wheel roller proceeding construction work on shoulders of QL-19 struck a pressure type mine believed to be a 155 artillery round. The mine destroyed the tractor with only minor injury to the operator.

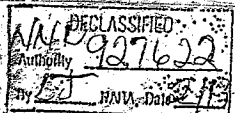
(b) Road maintenance was slowed considerably due to numerous mining incidents along route QL-19. During a 2-week period between 1 August and 15 August, a Company D tractor and a 5-ton truck towing a 5000 gal tanker, on two different occasions struck and set off mines causing extensive damage to the equipment. A mine sweep team also found and exploded 2 mines believed to be heavy artillery rounds.

(6) Nine days of this quarter were spent in unit movement and the remainder in normal operations.

h. 51st Engineer Platoon (Asphalt):

(1) On 1 August 1968 the 51st Engr Plt (Asph) was detached from Company 4, 589th Engr Bn (Const) and attached to the 84th Engr Bn until 8 October 1968. This action was accomplished because the 589th had completed its paving operations on QL-19 and a requirement existed with the 84th Engr Bn for paving equipment and personnel to upgrade route TL-6B. On 8 October 1968, upon completion of movement by LST from Qui Nhon Port to the Phan Rang beach area, the 51st Engineer Platoon (Asphalt) was again assigned to Company 4, 589th Engineer Battalion (Construction). Since its arrival at Phan Rang Air Base the unit has been supporting A Company quarry operations and the LOC maintenance and upgrading mission of the battalion. The paving train of the unit remains attached to the 19th Combat Engineer Battalion for paving of LZ English. Upon completion of the above task, the paving train will join the unit.

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

i. 513th Engineer Company (Dump Truck): The 513th Engr Co (DT) supported paving operations on QL-19 from the beginning of the period until 17 August 1968, when the paving on QL-19 was completed. The unit was then attached to the 84th Engineer Battalion (Construction). While attached to the 84th, the 513th hauled 2595 cu yds of base course, 8190 tons of asphaltic concrete, 8040 cu yds of 3'(-) fill, and 5925 cu yds of laterite in support of the 84th's upgrading of route TL-6B. On 13 October 1968, the 513th was attached to the 589th, less the two dump truck platoons and maintenance section. One platoon is supporting the 84th Engr Bn (Const) upgrading of QL-1 south of Cam Ranh and the other is supporting the 577th Engr Bn (Const) rehabilitation of QL-1 from Tuy Hoa to Vung Ro Bay.

j. Personnel and Administration

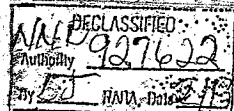
(1) During the past quarter, the 589th Engineer Battalion (Const) had an average enlisted strength of 777, or 193 below its authorized level - as compared to 57 below for the previous quarter. The battalion has been experiencing approximately a 90% fill of replacements for departing personnel.

(2) The most critical shortage of the required military occupational specialties (MOS) still exists in the 51E series MOS (Construction Foremen). It is especially acute in the area of 51E40's. Under the present NGE, this battalion is authorized a total of 30 51E's. A total of 45 (50%) are currently assigned. Other critical shortages exist in the areas of 51K2 (Plumbers): authorized 37 - assigned 18; 52B2 (Electricians): authorized 37 - assigned 11; and 62B2 (Engineer Equipment Mechanic): authorized 144 - assigned 65 (includes 513th Engineer Company (DT)). These shortages appreciably impair the ability of the battalion to function at its peak in construction areas.

(3) During the cited period, it was noted that administrative and personnel operations were seriously impaired by the lack of basic office supplies (mimeograph paper, business envelopes, etc.), and also by the lack of replacement and repair parts for office equipment and machinery (particularly mimeograph machines and typewriters). Duo-outs in excess of two years have been established by supply channels on equipment such as typewriters. Repair service on such equipment often takes as long as two months on a single item of equipment.

(4) During the reporting period, 34 personnel were recommended for awards - 7 for achievement, 1 for Purple Heart, and 26 for service.

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EGACBF-CO 31 OCTOBER 1968
SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

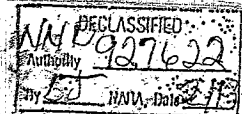
k. Intelligence and Security:

(1) The bulk of enemy activity within the battalion area of operation (AOR) has consisted of mining incidents, sapper attacks and stand-off mortar and small arms (S/A) attacks. On 2 August 1968 $\frac{1}{2}$ mile west of QL-19 bridge 25, a 290 wheeled tractor struck a mine which destroyed the tractor completely and injured the driver slightly. On 3 August 1968 a 5000 gallon tank trailer traveling east of QL-19 struck a mine, destroying the rear axle of the trailer. The mine consisted of a 155mm round with a satchel charge attached, placed in the shoulder of the road. During the night of 20 August 1968, enemy sapper teams damaged QL-11 bridges 6, 10 and 27, but all were still passable to light traffic. On 21 August 1968 Phan Rang Air Base received an 82mm mortar attack with negative casualties or damage to the 589th Engineer Battalion. During the night of 5-6 September 1968, QL-11 bridge 13 was destroyed by enemy demolitions teams. The bridge was replaced by a culvert bypass which was subsequently destroyed on 1 October 1968, along with the railroad bridge immediately adjacent to it. Again on 11 September 1968 and on 15 September 1968 the Phan Rang Air Base was mortared with negative casualties or damage. The first platoon of B/589 was attacked at the work site at Di Linh with S/A on 14 September 1968. There were no friendly casualties and one enemy KIA. On 17 September 1968 a 589th Engineer Battalion convoy traveling west on QL-21A to Bao Loc received automatic weapons fire and mortars. Two vehicles from the 5th Bn 27th Arty which were traveling with the 589th convoy for collective security, were hit by the mortars. The mortars damaged the two vehicles and a 155mm howitzer being towed by one vehicle and caused 3 WIA and 1 KIA, all personnel of 5/27 Arty. The Regional Forces (RF) Compound located with C/589 at Song Pha received 10 rounds of 81mm mortar fire on 19 September 1968 with negative casualties and minor damage to the RF compound. Again, on 30 October 1968, the RF compound received one B-40 rocket and two 60mm mortar rounds, resulting in four RF's WIA and negative US casualties. On 8 October 1968 a B/589th $\frac{1}{2}$ ton vehicle was ambushed on route TL 408 by 3 enemy using two command detonated mines and three LK-47's, resulting in slight damage to the vehicle and no casualties. The majority of the demolition and sapper attacks on QL-11 are believed to be the work of an NVA sapper platoon which infiltrated into Linh Thuan Province in April of this year.

In summary, the enemy continued hostile action throughout the reporting period with mortar, rocket, small arms attacks and incidents on the bridges and convoys. No action was so significant that it curtailed engineering operations.

(2) Timely acquisition of intelligence information and re-

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

port of enemy locations and activities have been supplied by the 5th Bn, 27th Arty, the Ninh Thuan Province MACV Team and the 35th Tactical Fighter Wing at the Phan Rang Air Base. Intelligence dissemination and collection has been excellent from these sources.

a. Operations and Training: During the reporting period the Operations Section has been occupied with the sponsorship of the 116th Engineer Battalion (CBT) (Idaho National Guard), the design and planning for the up-grading of route QL-11, improvements to the battalion communications and improvement of the training program.

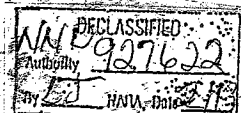
(1) Sponsorship for the 116th Engineer Battalion (CBT)

(a) The advance party consisting of 7 Officers and 37 EM arrived in Cam Ranh Bay on 25 August 1968 and at Phan Rang AB on 26 August 1968. Two construction squads from D/589th Engineer Battalion (Const) had completed 80% of the work necessary in the preparation of the staging area.

(b) The remaining personnel and equipment arrived in increments as follows: The first flight, a C-141 with Red TAT equipment and 4 passengers, arrived at 1500 hours on 6 September 1968; the second and third C-141 flights arrived at 0002 hours and 0010 hours on 8 September 1968, with Red TAT equipment and 4 passengers each; the first commercial flight, a 707, arrived at 1300 hours on 10 September 1968; the second commercial flight, a DC8, arrived at 0030 hours on 13 September 1968; the third commercial flight, a 707, arrived at 1555 hours on 13 September 1968, and the last commercial flight, a 707, landed at Cam Ranh Bay where the personnel were off-loaded and reloaded on C-130's for transportation to this area, arriving at Phan Rang AB at 0300 hours on 15 September 1968.

This move created numerous problems for the sponsoring unit, such as the requirement to have an unknown number of vehicles available to off-load unknown type of cargo or passenger numbers from the incoming planes at an unknown time. Flight schedules that had been provided in advance proved to be very inaccurate. Providing hot meals for newly arriving personnel was a special problem for reasons previously indicated. Other problems encountered and solved by the sponsoring unit were (1) a method for providing the new battalion with sufficient water for laundry and shower facilities, (2) maintaining and repairing field generators furnishing minimum electrical power requirements, (3) providing transportation vehicles for recon's and for convoys to the 116th Engineer Battalion (CBT) base camps at Di Linh and Bao Loc, and providing assistance in ordering, procuring, and trans-

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EGACBF-CO

31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

porting material and supplies for the two base camps.

(c) In order to fulfill the mission of sponsoring the deployment of the 116th Engr Bn in Vietnam, the 589th Engineer Bn (Const) expended 16,810 man-hours and 4,170 equipment-hours constructing the 116th Engr Bn's new base camps, and 7,800 man-hours and 3,885 equipment-hours conveying material and equipment to their new locations. In addition, 220 hours were spent for In-Country orientation and conducting mandatory training for incoming personnel in range firing of the M-16 and M-60, weapons safety, security and sentry duty, PW and Detainee Handling, Mines and Booby-traps, Convoy procedures and Driver Safety, Viet Cong Tactics and Techniques, Reporting of Enemy Information, Small Unit Tactics, and Battlefield Police. Also, 500 administrative man-hours were expended in preparing plans, BOM's and convoy movement orders.

It is recommended that future units deploying from CONUS to Vietnam be sent to a built up and secure area and assigned a mission within that area for a period of six months. This would allow the unit to become operational almost immediately with very little assistance from a sponsoring unit. This would also enable the unit to become self-sufficient and to prepare itself for any future relocations.

(2) Design: After setting up operations at Phan Rang AB, the 589th Engr Bn (Const) drew up plans for two company cantonment areas to include all the required facilities for C & D Companies, standard 40' and 80' bridges, and standard culverts and headwalls for QL-11, and the MACV facility at Phu Quy, and the design and planning for the two base camps for the 116th Engr Bn (CBT).

The survey section completed initial surveying (plan and profile) for the design of route QL-11 from Phan Rang to Song Pha. This was accomplished by dividing the surveyors into 2 groups, each group working from either end of the road.

(3) Communications: Upon arrival at Phan Rang initial wire communications were set up utilizing TOE equipment, later commercial type phones were installed. Initially RC-292 antennas were utilized with the FM radios and later two 80 foot poles were set, one for stringing the AM antenna, GRA-50, between the two poles. After installation of the AM antenna on the higher poles, contact with the 35th Engr Gp, 175 miles north improved considerably. FM communications with C Company at Song Pha, 22 miles northwest and with D Company at Don Duong, 27 miles northwest from Phan Rang has improved immensely with the installation of the RC-292's on the 80' poles.

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EGACBT-CO

31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

2. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations

a. Personnel

(1) Shortage of Construction Supervisors.

(a) OBSERVATION: There exists an acute shortage of qualified construction supervisors (MOS 51H40) in the battalion.

(b) EVALUATION: The battalion is authorized 30 construction supervisors. Fifteen are currently assigned. This shortage had necessitated the use of specialists and other personnel lacking the training and the experience required to perform effective supervision. This situation has resulted in an increased effort on the part of the available supervisors to monitor more than one project. In addition, the trend of the battalion projects is toward small projects at isolated locations; hence, more qualified supervisors are required to monitor these projects on a daily basis to consistently produce quality work.

(c) RECOMMENDATION: Command emphasis should be placed on the acquisition of trained construction supervisory personnel or present resources should be redistributed to ease localized shortages and preclude rotational humps.

(2) Shortage of Equipment Operators.

(a) OBSERVATION: Units in the battalion have experienced shortages of qualified equipment operators.

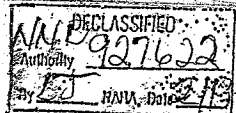
(b) EVALUATION: Although the problem can be somewhat alleviated by cross-training, combining jobs and proper personnel management, the entire shortage can not be adequately absorbed in such a way that it completely satisfies mission requirements. At times, due to R & R's, sick call, leaves, etc. equipment was idle due to a lack of operators.

(c) RECOMMENDATION:

1. The personnel procurement system be evaluated at all levels to see if any action can be taken to keep units as close to authorized TOE strength as possible.

2. All equipment operators in a unit should be cross-trained to operate all the different types of equipment

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

in the unit regardless of their individual MOS. Additionally, if these situations become more critical, conduct OJT for personnel in the construction platoons to temporarily fill the gap.

(3) Use of Local Nationals as Labor Force.

(a) OBSERVATION: Units have been understrength and only receiving replacements for 90% of those personnel who rotate, resulting in a shortage of personnel required for completion of jobs.

(b) EVALUATION: because of personnel shortages, job progress and efficiency began to decline at a rapid rate, resulting in many projects started with little hope of completion within the planned time frame. Units resorted to having local nationals fill non-critical shortages as recommended by regulation, and obtained good results with both skilled and unskilled labor. Experience has shown that the Vietnamese have many good suggestions to simplify operations in areas where US units have become too mechanized.

(c) RECOMMENDATION: Whenever possible, hire indigenous personnel to fill shortages of non-critical US personnel. It not only assists the unit but also improves US-Vietnamese relations and helps the local economy.

b. Operations

(1) Proper Handling of MSA1 Matting During Shipment

(a) OBSERVATION: Company D received 580 bundles of MSA1 matting on site at the An Khe Air Field. The laying crew had much difficulty in laying the matting due to bent male inserts.

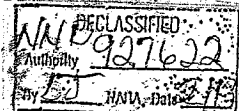
(b) EVALUATION: The problem was checked out through shipping channels and it was found that the matting was bent due to rough handling in loading and unloading, using fork lifts. It was also noted that the matting was not properly packed.

(c) RECOMMENDATION: Procurement Depot personnel should insure that MSA1 matting is palletized in such a manner as to allow a fork lift to get under each individual bundle without bending the matting inserts.

(2) Preventing Culvert Washouts

(a) OBSERVATION: During heavy rains and during backfill operations, culverts were shifting or washing out down-

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RES CSFOR-65(R1)

stream.

(b) EVALUATION: Two methods were adopted to prevent movement of the culvert. Holes were punched in the invert of the pipe and a reinforcing rod was driven through the hole into the streambed. The CMP culvert pipe was welded to the reinforcing rod and the top two inches of the rod was bent over to provide secure positioning of the pipe. The second method was to place steel pickets on the outside driven into the streambed and weld the pickets to the sides of the culvert pipe.

(c) RECOMMENDATION: In areas where culvert washouts have occurred or are likely to occur, securing the pipe as described above will stabilize the pipe during backfill and also during heavy rain.

(3) Preparing an Area for Placing M8A1 Matting

(a) OBSERVATION: Company D was committed to replace 115,000 sq ft of M8A1 matting which tied into 10,000 sq ft of M8A1 placed by another unit on a level, untreated surface. Water had penetrated the surface causing the subgrade and, subsequently, the matting, to fail.

(b) EVALUATION: Company D scarified, compacted, crowned and treated with MC70, the complete area of taxiway where matting was to be placed. Matting was placed and the surface remained firm and stable.

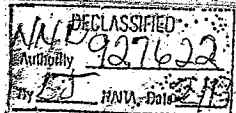
(c) RECOMMENDATION: Commanders and supervisors should insure that areas being prepared for placement of any type of matting for heavy air craft is crowned and properly treated.

(4) Loss of Temporary Sandbag Headwalls

(a) OBSERVATION: During heavy rains many temporary headwalls on bypasses were washing out or were failing due to traffic riding over the extreme edge of the roadway.

(b) EVALUATION: In order to give the temporary sandbag headwall more stability it was decided to use a sand-cement mix (5 to 1) in the sandbags, in addition to driving reinforcing rods vertically down through the sandbags and reinforcing the headwall face with salvaged BSP. Headwalls constructed in this manner experienced little or no damage during tropical storm "Hester".

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EGACBF-CO

31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

(c) RECOMMENDATIONS: Where culvert headwalls on temporary bypasses are likely to wash out during monsoon rains, use a sand-cement mix in the sandbags and reinforcing rods to improve stability.

(5) Planning Unit Moves by Vessel

(a) OBSERVATION: During the loading operation it was learned that the unit being moved was responsible for securing equipment and vehicles on the vessel.

(b) EVALUATION: It was found that no one in this unit was familiar with securing equipment or vehicles to the deck of a ship. Time was lost in organizing crews and familiarizing personnel with vessel tie-down procedures.

(c) RECOMMENDATION: Unit commanders when alerted to move by rail or ship should assure that personnel are available in his unit that know loading procedures. Organization and familiarization of the tie-down crews should be accomplished prior to loading vehicles on the vessel. Equipment needed for loading of equipment to and from trucks (i.e. forklifts, etc.) should be scheduled in advance and available to facilitate transportation or equipment upon arrival.

(6) Mobile Base Camp Defense

(a) OBSERVATION: The B/589th work site at Di Linh was attacked on the night of 15 September 1968 (ref para 1.c(7) above) with small arms fire from the east and northeast. The platoon leader decided to keep the two M-60 machine guns mobile so that maximum fire-power could be brought to bear on the area where enemy fire was heaviest. Both of the machine guns were moved to several different locations during the night and the unit successfully defended the camp.

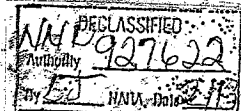
(b) EVALUATION: The next day, during interrogation of suspects, it was learned that the enemy believed there were thirteen machine guns in the camp.

(c) RECOMMENDATION: When personnel and fire power are limited or disperses on a large perimeter, commanders should investigate the possibility of utilizing mobile reaction forces or mobile heavy weapons sections.

c. Training. None

d. Intelligence. None

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSTOR-65(R1)

e. Logistics

(1) Nonavailability of D339 Engine, FSN 2815-999-5019, for D-7E tractor, full tracked.

(a) OBSERVATION: At the present time this unit has had 1 each D-7E tractor deadlined for 50 days because of the non-availability of D339 Engines.

(b) EVALUATION: The engine has been requisitioned utilizing the Red Ball Express Priority, with no results as of the end of this reporting period. The parts procurement system does not seem to be congruent with the maintenance demands incurred by the field operational load.

(c) RECOMMENDATION: That the Repair Parts Supply System be re-evaluated at all levels in order to determine whether the delivery of the parts to the using units can be expedited.

f. Organization. None

g. Other. None

3. Section 3. Headquarters, Department of the Army Survey Information

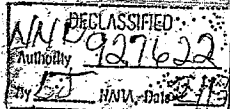
"Escape, Evasion and Survival" - negative report.

1 Incl

1. Organizational Structure

Richard B. Pierce
RICHARD B. PIERCE
MAJ, CE
Acting Commander

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31 OCTOBER 1968

SUBJECT: Operational Report of 589th Engineer Battalion (Construction)
For Period Ending 31 October 1968, RCS CSFOR-65(R1)

ORGANIZATION

1. The following organic and attached units comprised the 589th Engineer Battalion (Construction) under TOE 5-115E during the report period.

- a. Headquarters and Headquarters Company
- b. Company A
- c. Company B
- d. Company C
- e. Company D (Detached to 84th Engineer Battalion (Const) from 13 August 1968 to 15 September 1968)
- f. 513th Engineer Company (Dump Truck) Detached 17 August 1968
Reattached 13 October 1968
- g. 51st Engineer Platoon (Asphalt) Detached 1 August 1968
Reattached 8 October 1968
- h. 444th Engineer Detachment (Concrete Mixing and Placing)
Detached 1 August 1968
- i. 614th Engineer Detachment (Power Line) Detached 1 August 1968

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