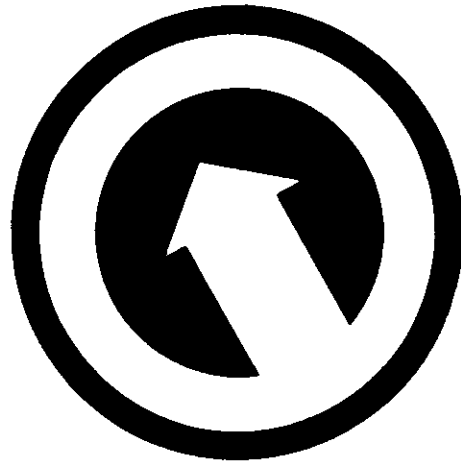


2/67  
VN/US  
7035  
FILE SUBJ.  
DATE SUB-CAT.

1ST

# LOGISTICAL COMMAND



OUR MOTTO:  
"SPEED AND EFFICIENCY"

PREPARED 1 FEBRUARY 1967 BY THE INFORMATION OFFICE, 1ST LOGISTICAL COMMAND.

# COMMANDING GENERAL'S MESSAGE

WAR  
FILE

US Miss

SUBJ.

DATE

2/67

SUB-CAT

On 1 April, the 1st Logistical Command begins its third year in Vietnam as the logistical muscle of the United States Army and other Free World Forces. We have lived up to our motto, "Speed and Efficiency." Whatever the fighting men have asked for, you, the personnel of 1st Log, have worked unstintingly to provide when and where it was needed.

Not once has a U. S. Army combat operation been postponed, curtailed or minimized here because of a lack of supplies. Based on my experience in World War II and Korea, and here in Vietnam, I can say without qualification, that this is the first time that such a responsive logistical system has been created.

We are able to handle sudden requirements in widely-separated areas, as well as the routine supply needs of Free World Forces all the way from the mountainous north, near the DMZ, to isolated Special Forces camps in the watery regions of the southern Delta.

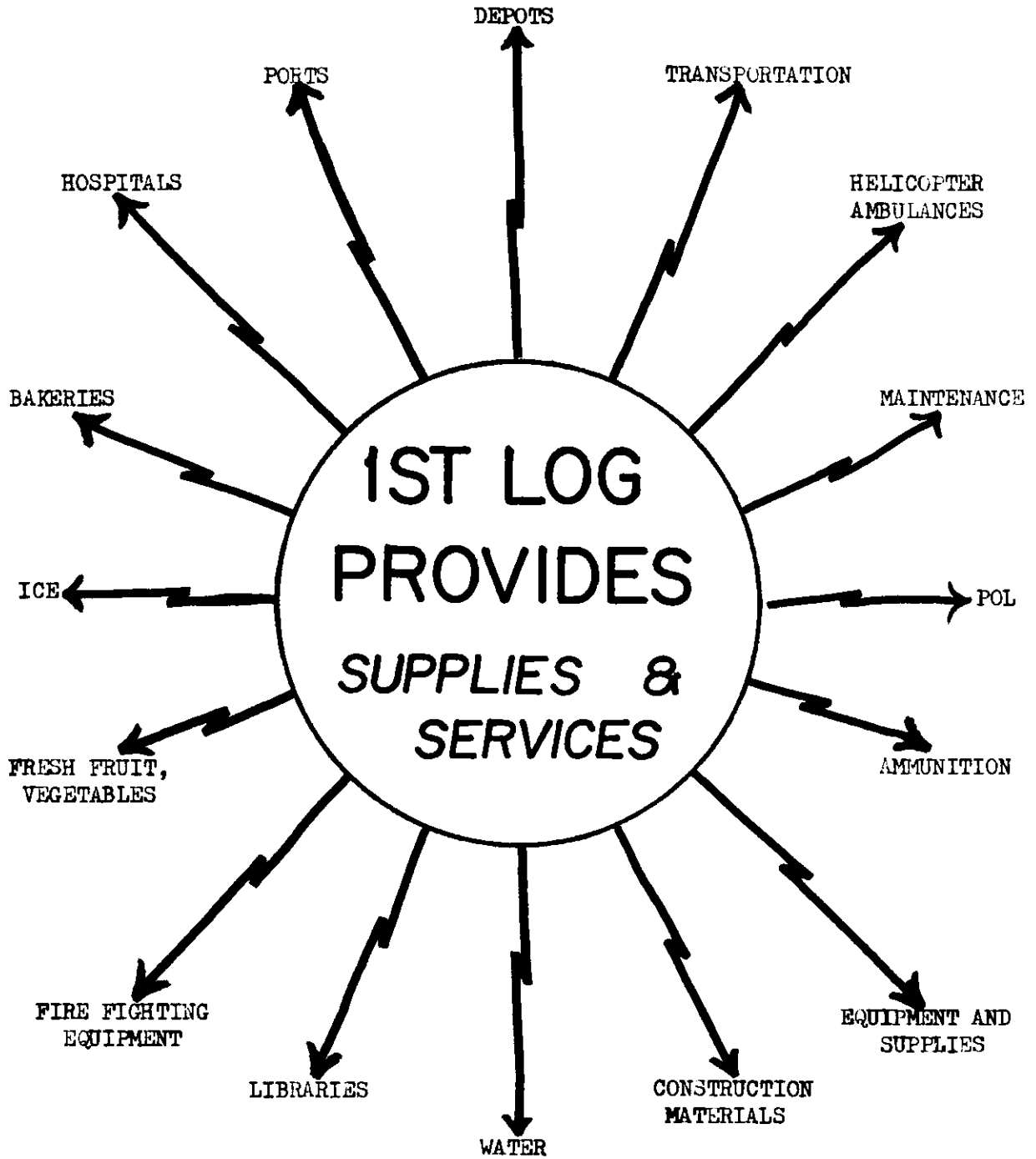
We face with confidence the tasks that lie ahead, and I am certain you will meet the challenge and maintain the high standards established in the past. Much needs to be done, and I know the Free World can count on you to do it.

This anniversary booklet is dedicated to the soldiers of the 1st Logistical Command.



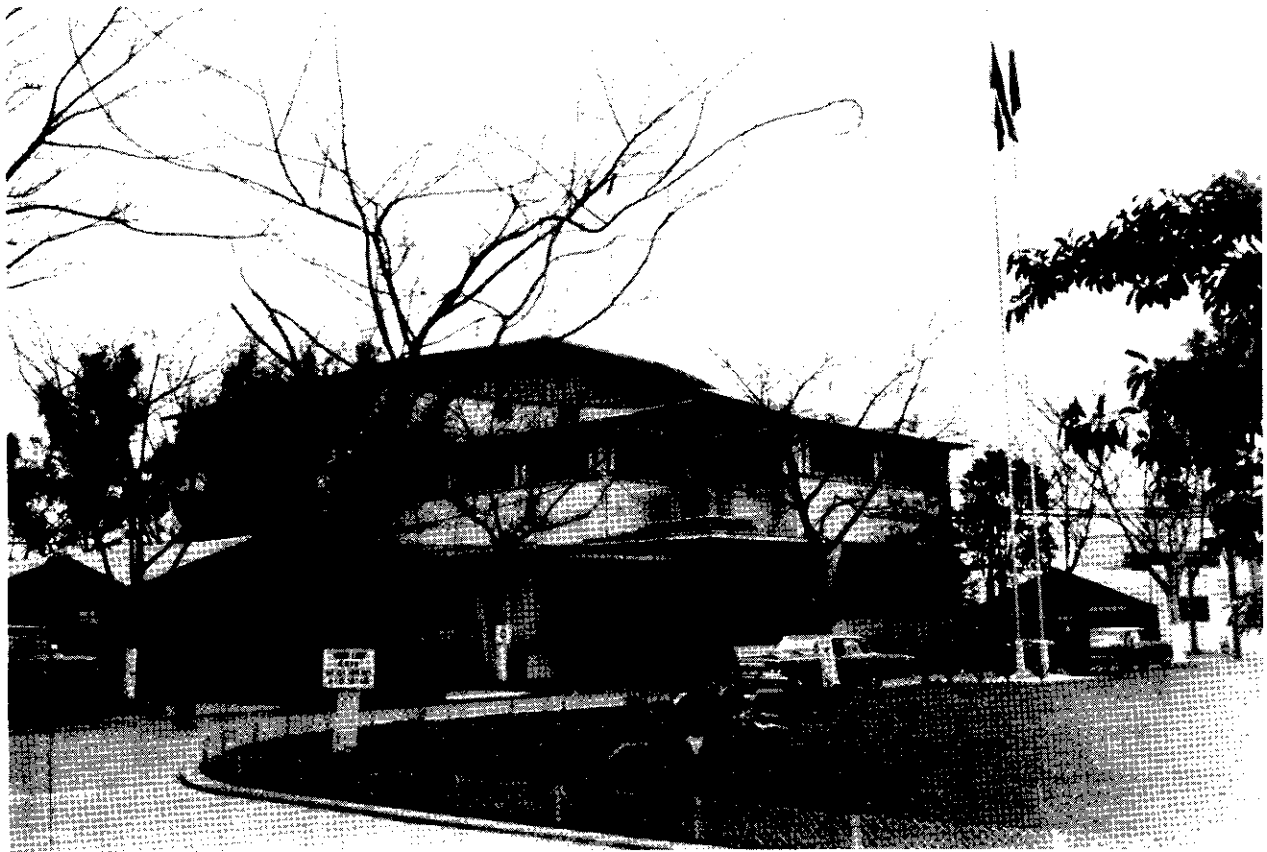
*Charles Eifler*  
C. W. EIFLER  
Major General, USA  
Commanding

# SPEED AND EFFICIENCY



# 1ST LOGISTICAL COMMAND

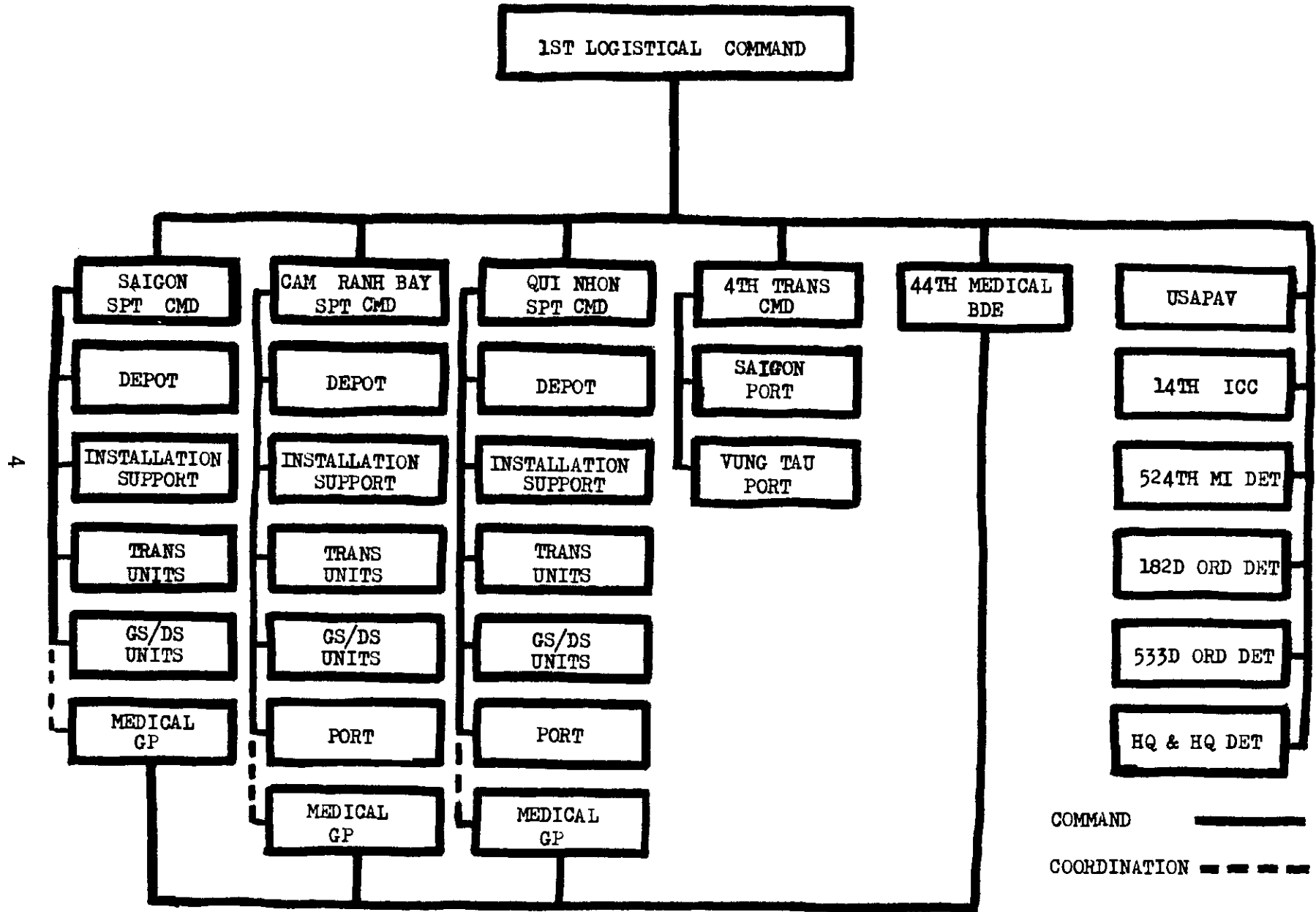
The 1st Logistical Command, the supporting arm of the U. S. Army in Vietnam (USARV), is responsible for the mammoth mission of providing logistics support to all U. S. Army units in the Republic of Vietnam (RVN). It also supplies and supports other U. S. Forces, Free World Military Assistance Forces (FWMAF) and some RVN forces in the 600-mile-long II, III, and IV Corps sectors of Vietnam, with those articles they use in common. Additionally, the 1st Logistical Command supplies, in the northernmost I Corps sector, certain items (i.e., artillery ammunition, clothes) to the scattered Army units there.



1ST LOGISTICAL COMMAND HEADQUARTERS

## GROWTH AND ORGANIZATION

Since its establishment in Vietnam in April 1965, the 1st Logistical Command has mushroomed from a force of 35 officers and enlisted men to more than 50,000 personnel. To provide its many combat services for nearly one-half million men, this organization is made up of three U. S. Army Support Commands located in Saigon, Cam Ranh Bay and Qui Nhon, plus two other major subordinate units: the 4th Transportation Command and the 44th Medical Brigade, both headquartered in Saigon.



Other subordinate units are the U. S. Army Procurement Agency Vietnam (USAPAV), 14th Inventory Control Center, 524th Military Intelligence Detachment, 182d Ordnance Detachment and the 533d Explosive Ordnance Detachment.

Because most of the war materiel and equipment coming to Vietnam is sent by ship, the support commands are located at accessible ocean port sites to handle efficiently the monthly one-half million tons of incoming military cargoes. Besides the three leading ports, the 1st Logistical Command also operates six smaller ports at the U. S. Army Terminal Newport, Vung Tau, Nha-Trang, Nha Be, Phan Rang and Vung Ro Bay's Port Lane.

Each of the three support commands forms a major logistical "island," self-sufficient and capable of acting independently within its own sphere of operations in order to provide responsive, continuous and uninterrupted support. At each of the three areas are located all the resources needed for the successful accomplishment of the logistical mission.

The Qui Nhon and Cam Ranh Bay Support Commands each have a port to operate, a supply depot to run, and must insure that the combat troops in their areas are adequately supplied with combat materials and have sufficient transportation and maintenance.

The men of these organizations unload deep-draft vessels, store mountains of supplies, maintain surveillance of the inventoried goods, and then issue and distribute the materials forward to combat units stretched across Vietnam's landscape, from the South China Sea coast to its western border.

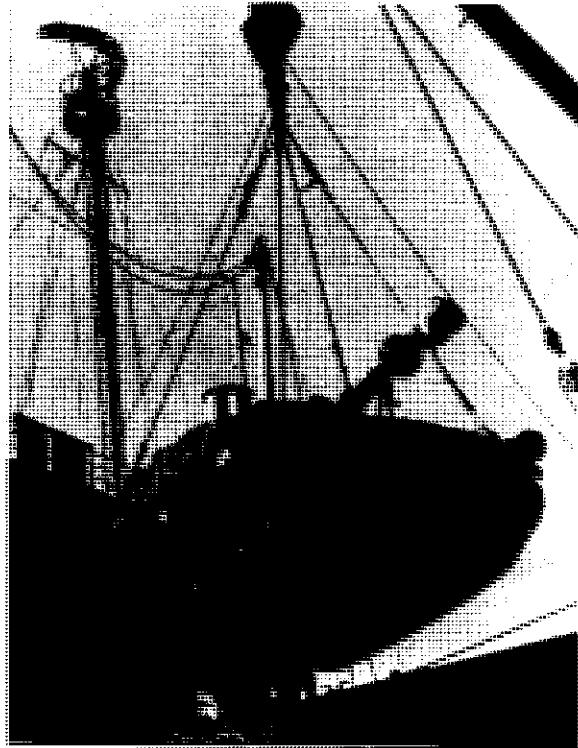
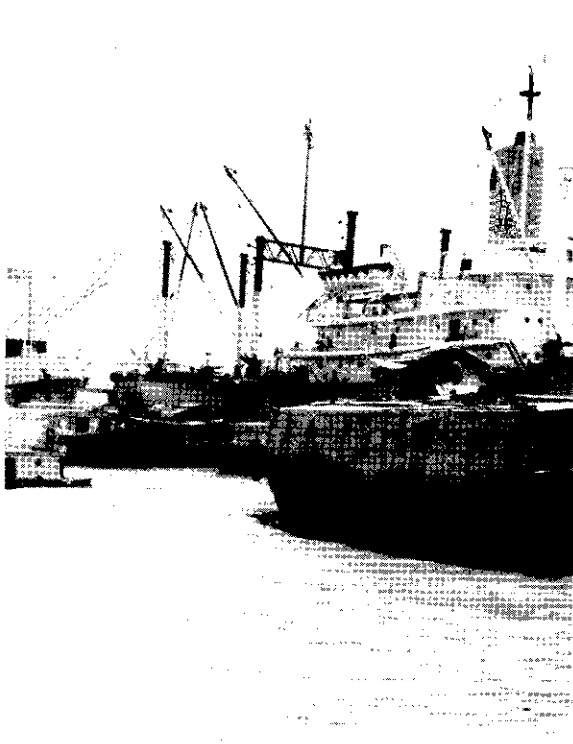
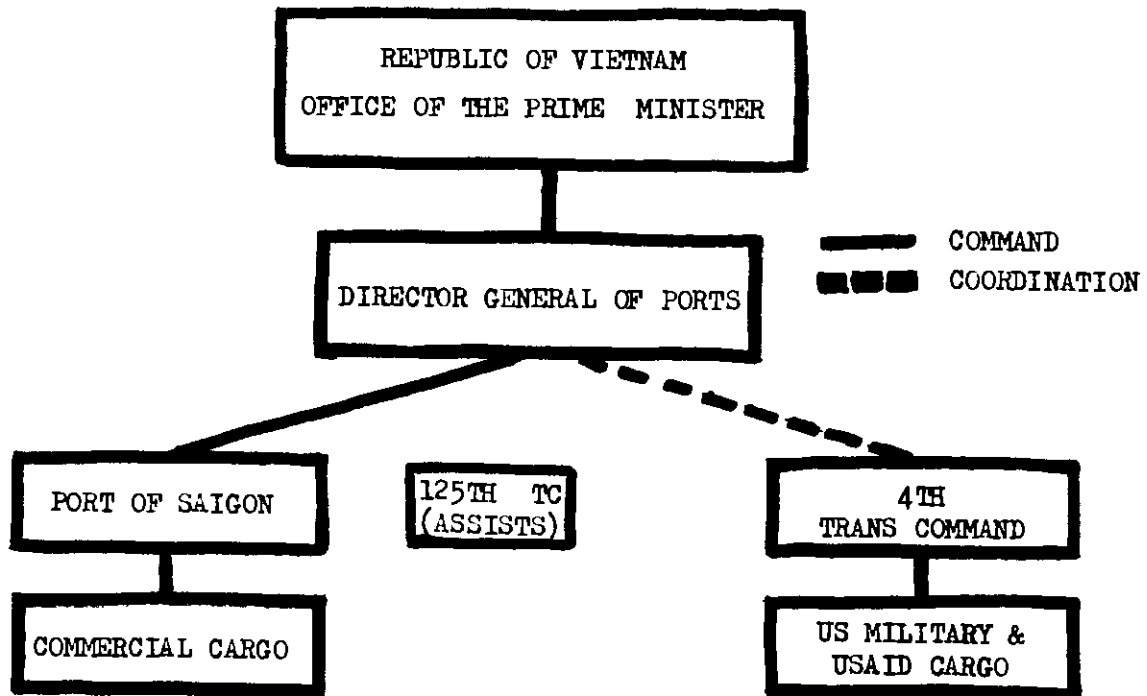
The Qui Nhon Support Command covers the northern half of the rugged jungle-covered mountains and plateaus of the II Corps central highlands. It provides logistical support for 86,000 Free World fighting men, to include: 1st Brigade, 101st Airborne (Screaming Eagles) Division, (during special operations); the 1st Cavalry Division (Airmobile); 2d Brigade, 4th Infantry (Ivy) Division; 3d Brigade, 25th Infantry (Tropic Lightning) Division, and the Republic of Korea's (ROK) 1st (Capital) Division.

Qui Nhon operates the Log's longest logistical pipeline in Vietnam as it furnishes food, fuel, ammunition and equipment as well as maintenance support to the many thousands of combat troops within its "island."

The hilly southern half of the II Corps area is supported by the Cam Ranh Bay Support Command. It provides all the needs for one brigade of the 4th Infantry (Ivy) Division, the 1st Brigade, 101st Airborne (Screaming Eagles) Division, and the Korean 9th (White Horse) Division. Cam Ranh Bay also has one of the world's finest natural deep-water harbors. Since its "founding" in early summer 1965, Cam Ranh has been the site of spectacular expansion. No less than four deep-water piers, each capable of handling two ocean-going vessels at one time, were constructed in a little over a year's time.

The Saigon Support Command has the same types of logistical support tasks to perform as its two counterparts, with one major exception. It does not operate a port facility.

# SAIGON PORT





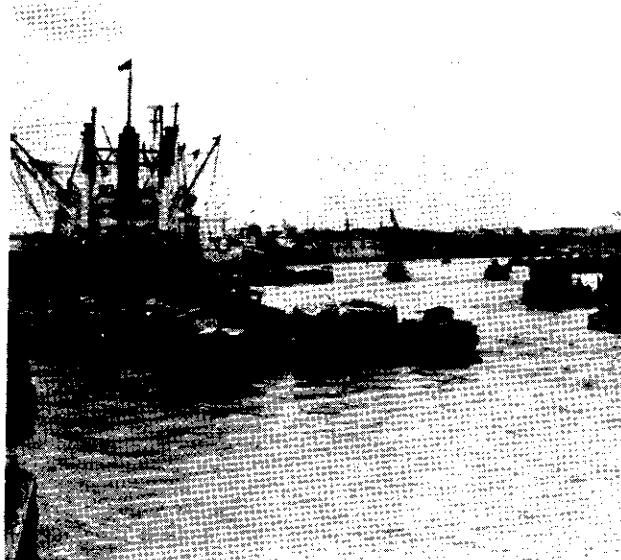
The Saigon support complex has a full-time job sustaining nearly 165,000 troops in the II Corps area. The Saigon Support Command supplies all the tactical units under II Field Force Vietnam (IIFV), the U. S. headquarters for the 1st Infantry (Big Red One) Division, 9th Infantry (Old Reliables) Division, 11th Armored Cavalry (Black Horse) Regiment, brigades of the 4th and 25th Infantry Divisions, the 173d Airborne (Sky Soldiers) Brigade, 196th Light Infantry (Charger) Brigade, 199th Light Infantry (Red Catcher) Brigade, and the Australian Task Force, as well as scores of isolated outposts sprinkled across the vast, waterlogged IV Corps Delta sector.

## SAIGON PORT

The mission of handling military cargo at the bustling, intricate Saigon Port belongs to the 4th Transportation Command (4th TC). The Port is actually divided into two ports, the military port and commercial port. Each has six deep-water unloading berths for ocean-going ships and shares some 20 buoy discharge sites in the river. From the buoy sites, more than 1,400 barges and sampans shuttle cargoes from anchored ships to the docks and quays.

Coordinating closely with the Vietnamese Port Director General who manages the commercial port, the 4th TC handled, during its first year of operation, more than two million tons of military cargo--unloading an average of 100 ships each month. This was more than twice the amount of cargo handled by Portland, Oregon, according to the latest U. S. Army Engineer records. The Saigon Port is the largest and busiest in Vietnam.

In addition to its military responsibilities, the 4th TC unloads shipments of nation-building cargoes such as cement, lumber and steel for the U. S. Agency for International Development (USAID).



THE BUSY SAIGON PORT

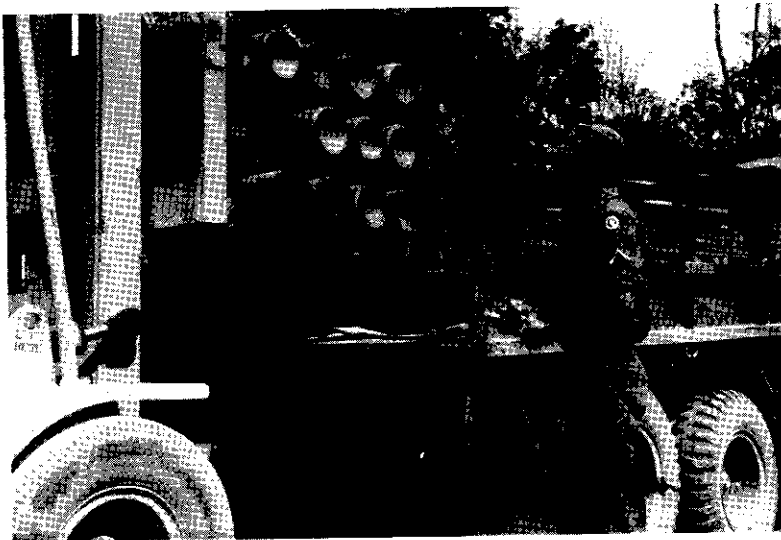
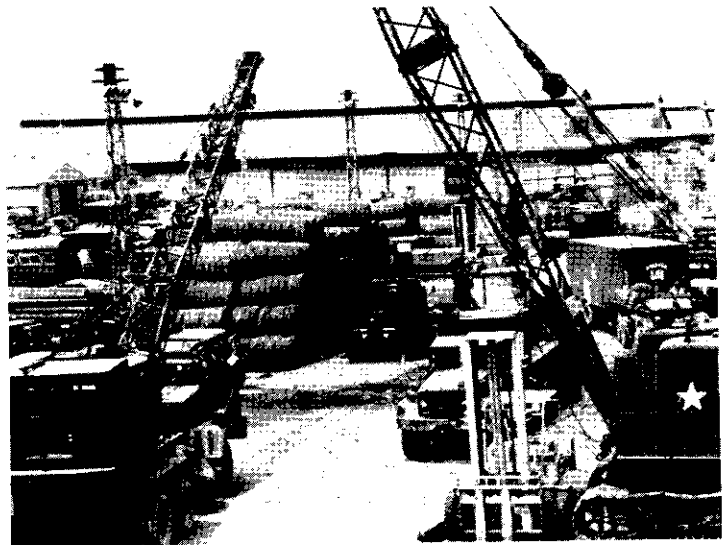
The 4th TC also manages a subport at Vung Tau, located 40 miles southeast of Saigon, where major support of Delta combat operations is generated, and where debarkation and embarkation for arriving and departing troops in the III and IV Corps areas is handled. The \$70 million U. S. Army Terminal at Newport which is being built to relieve the congested Saigon shipping center, is another expanding port facility run by the 1st Logistical Command. It also operates an extensive waterway system where discharged cargo is loaded onto barges and moved upstream to more than 10 different river discharge sites.

In-stream ammunition unloading locations, in the vicinity of Nha Be and Cat Lai, are controlled and monitored by the transportation command.



VIETNAMESE WORKERS AND  
U. S. ARMY SOLDIERS MOVE  
CARGO AT 1ST LOG PORTS

DEPOTS NEAR THE PORTS  
STORE RECENTLY-UNLOADED  
SUPPLIES AND EQUIPMENT



BOTTLED GAS IS ISSUED AT  
1ST LOG SUPPLY POINT

Daily, more than 400 American military police, under the operational control of the 4th TC, guard and patrol the many ships, docks, depots, canals and streams in the Saigon Port area to insure that the needed supplies get to their right destinations.

## SUPPLY NETWORK

In the three support commands, the job of getting the right supplies to the right units in the right quantities at the right time has been no easy chore. It requires close supervision and command attention at every level.

To facilitate the distribution of supplies within the geographical areas of each support command, there are located, in addition to local depots, sub-areas, supply points and forward support areas which maintain stocks in support of combat operations.

Depots, sub-areas and supply points are permanent logistical installations located within port complexes or adjacent to outlying areas where the permanent base camps of large tactical units are located. Saigon Support Command has two sub-areas: Long Binh and Vung Tau; the support command at Cam Ranh Bay has three sub-areas: Nha Trang, Tuy Hoa, and Phan Rang; Qui Nhon also has three sub-area commands at An Khe, Pleiku, and Da Nang.

The forward support area (FSA) is a new concept unique to Vietnam. It is made up of personnel and equipment necessary to receive, store, and issue needed supplies and to provide support services in a forward combat area. It is established when a tactical operation begins and stays right behind the fighting troops. At the end of the tactical operation, the mobile FSA is brought back to a permanent logistical base. During Operation Byrd at Phan Thiet, some 100 miles northeast of Saigon, an FSA was set up in less than 12 hours to provide supplies and services to fighting elements of the 1st Cavalry Division (Airmobile).

The FSA "bridges the gap" between permanent logistical bases and the organic or "built-in" logistical elements of the tactical units. This FSA concept enables a tactical commander to orient his attention forward, since he does not have to be concerned about the logistical "tail" behind him.

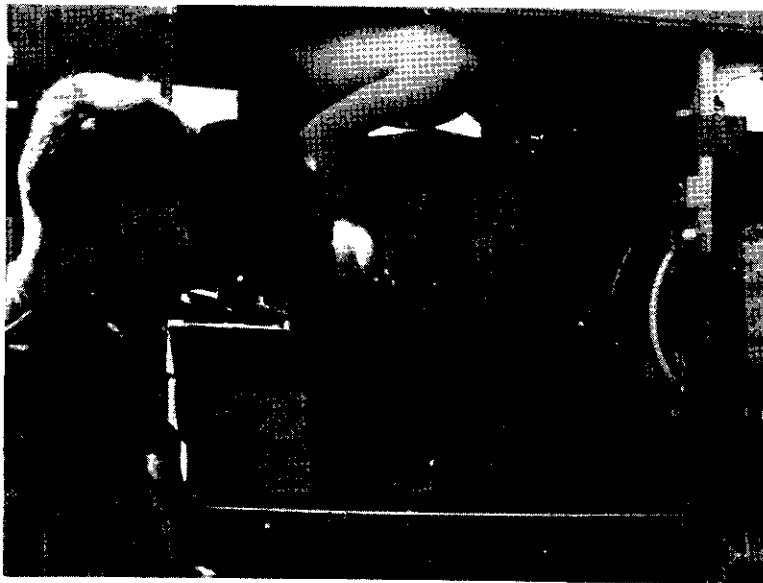
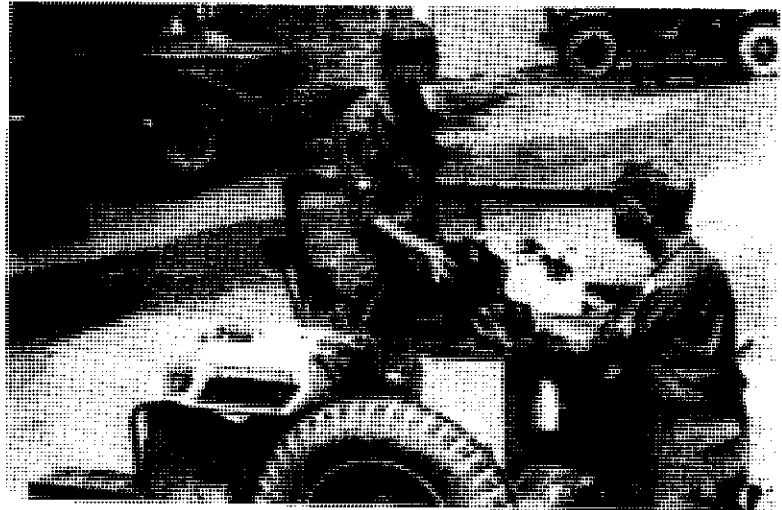


A FEW OF THE 12 MILLION SANDBAGS ISSUED EACH MONTH BY 1ST LOG



LOADING A HELICOPTER  
AT A FORWARD SUPPLY  
POINT (FSA).

1ST LOG KEEPS THE ARMY'S  
SUPPLY ROOMS IN VIETNAM  
FILLED.



C-RATIONS AND AMMO ARE  
PLACED ABOARD RESUPPLY  
HELICOPTER.

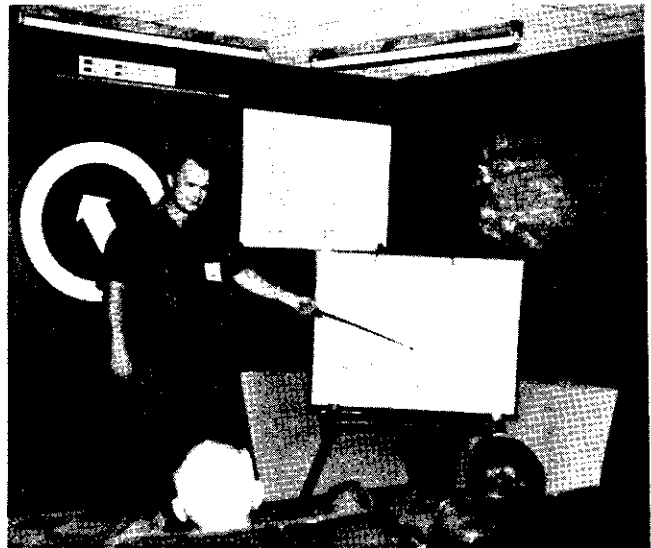
## CONTROL OF SUPPLY NETWORK

The tool used to control this immense, sprawling network and to insure that adequate supplies arrive on time at their proper destinations is the Logistical Operations Control Center (LOCC), located at the command headquarters in Saigon.

The LOCC is the nerve center for the logistical support in Vietnam. Here continuous information on enemy activity, friendly forces' movements, and the daily item-by-item status of the command's supply, maintenance and support activities are closely studied and evaluated. From this assessment, future requirements, anticipated needs and any potential problem areas are quickly identified, and immediate actions are taken to insure uninterrupted and responsive support to combat units' needs.

To assist the Commanding General, 1st Logistical Command, in running the involved supply web, are commodity managers, called "directors." There is a director of Ammunition, POL (petroleum, oil and lubricants), Maintenance, Services, General Supply, Medical Services, Transportation, and Procurement. Each director has the responsibility in his respective area for insuring that sufficient facilities are available, stockages are adequate, and that shortages which develop in one area can be quickly eliminated by shifting resources from one support command to another. The Commanding General, and his directors, meet daily at the LOCC to study the logistical posture and to untangle any knots or kinks in the supply pipeline.

Also from the LOCC, continued surveillance of the many military combat operations is maintained through liaison with the Combat Operations Center (COC) of the Military Assistance Command, Vietnam (MACV). MACV controls the combat operations, while the 1st Logistical Command insures that adequate supplies are available to support these operations.



A BRIEFING IN THE LOCC

## "BEANS, BULLETS, AND BLACK OIL"

From the logistical control center brain, the supply muscles throughout the supply network flex together to "supply the individual combat soldier with the beans, bullets and black oil he needs to do his job," as General Eifler, the 1st Logistical Command commander, puts it. "In a nutshell, this is the job of the 1st Logistical Command—support that soldier in combat; he fights the battle, and we keep him supplied."

Thus, the Army's largest single troop command in Vietnam works day and night to keep the fighting men supplied with mountains of war goods. Monthly more than 45,000 tons of ammunition, 60 million gallons of petroleum products and 10 million rations (one ration is the daily food allowance for one man) are consumed by the Free World Forces which the 1st Logistical Command supports.

Moving the one-half million tons of supplies entering Vietnam through the 1st Logistical Command's ports each month is no easy task. Transportation units of the command employ some 4,000 Army tractor-trailers, which are driven more than six million miles monthly. Also harbor craft, lighterage inventory plus contractor and MSTC assets give the Log 350 vessels for intracoastal movement of cargo. In addition, the 1st Logistical Command works closely with Army aviation units and the Air Force in supplying distant or isolated units and in making emergency resupply runs to satisfy unexpected requirements.

During Operation Attleboro in November 1966, which took place 65 miles northwest of Saigon, Air Force C-123's flew in more than 15,000 gallons of petroleum and innumerable quantities of other combat supplies to one unit within two hours after the combatants asked for it by radio-telephone.

If airfields are not available, the 1st Logistical Command rigs up its supplies with parachutes for the Air Force to drop. Many tons of supplies are delivered monthly by this aerial method.

Regardless of what means are used to supply or resupply the combat soldier, he always gets his essential items--ammunition, food, and petroleum.

## AMMUNITION

To be effective in battle, a soldier must have ammunition. The number one commodity that combat forces cannot do without and cannot find a substitute for is ammunition.

Soldiers who are in the ammunition supply business have never had to work harder in any war as they move this heaviest of commodities in the heat and weather of Vietnam. But the man with the rifle needs ammunition, so the Log soldiers work hard to give him all he needs to shoot. In performing this back-breaking task, the 1st Logistical Command employs some 3,000 Ordnance Corps soldiers throughout its area of responsibility.

## FOOD

To maintain the strength he needs for his arduous daily tasks, a soldier must eat. And the combat soldier has never eaten so well in any war in history as he is eating here in Vietnam.

Daily, more than 88-percent of the U. S. Forces in Vietnam eat Class "A" rations, which include fresh frozen meats, vegetables, and fruits. The combat soldier out on an operation eats at least one hot meal a day, and sometimes two. A typical meal consists of hot fried chicken, mashed potatoes and gravy, lima beans, fresh green garden salad, fresh fruit, and even ice cream.



THE 'STAFF OF LIFE'  
STANDS INSPECTION AT  
A FIELD BAKERY.

1ST LOG SUPPLIES FRESH  
VEGETABLES TO THE ARMY  
MESSHALLS IN VIETNAM.



THE FAVORITE CUSTOMER  
OF THE LOG'S 'GROCERY.'

Just to put a fresh green salad in the troops' mess kits is quite a logistical feat in itself. A total of 35 tons of 19 different fresh fruits and vegetables are flown daily from Vietnam's highland vegetable capital of Dalat (150 miles northeast of Saigon) to 10 central distributing areas where they are unloaded into smaller planes, helicopters, or trucks for further delivery directly to hospitals, combat soldiers, and rear-area units.

There is a real need for fresh fruits and vegetables, because of climatic conditions and ordinary health requirements. Furthermore, such a variety of fresh produce is pleasing to the soldiers' appetites.

In addition to eating fresh salads and vegetables, the fighting soldiers consume every month nearly two million pounds of fresh bread baked in 10 field bakeries that are distributed throughout the country. Most food is shipped in from the U. S., but bakeries are operated here in Vietnam to give the troops plenty of fresh bread every day.

## PETROLEUM

Hot food is transported to combat soldiers in the field by helicopters. And it is the thriving logistical complex which provides the POL for the many thirsty helicopters in Vietnam.

In the process of moving the vast amounts of war supplies and equipment by land, water, and air, 60 million gallons of POL products are consumed every 30 days.

It would take an average family car owner in the U. S. 4,000 years, driving 10,000 miles a year to equal the amount of POL products consumed in only one day's operation in this combat theater.

POL products, most of which come in ocean-going tankers directly from the Persian Gulf, are delivered to Vietnam by military and commercial ships, and are unloaded in two ways: ship-to-shore and ship-to-ship. Not all ports in Vietnam are capable of accommodating these deep-draft vessels. Therefore, the super-tankers discharge their liquid cargo into smaller coastal tankers, which in turn shuttle the products to shallow-water terminals and waterfront unloading facilities.



UNLOADING POL FROM A HELICOPTER.

In the ship-to-shore discharge operation, jet fuel, aviation gasoline, motor gasoline and diesel fuel are piped by submarine and floating lines from the giant tankers to storage tanks ashore. These facilities consist of bolted-steel tank farms, giant collapsible rubber tanks (420,000 gallons), expand-





POL STORAGE TANK FARM  
AT CAM RANH BAY.

1ST LOG 'SERVICE STATIONS'  
PROVIDE FUEL FOR THIRSTY  
ENGINES.

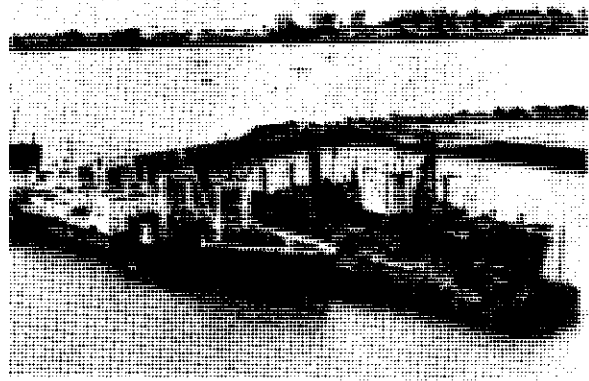


able rubber bladders (10,000 or 50,000 gallons), plus scores of both 500-gallon collapsible drums and 55-gallon drums, and miles of inter-connecting pipes and fittings. Products can be switched through pipes from one storage container to another, giving great flexibility and providing a more systematic and efficient storage system.

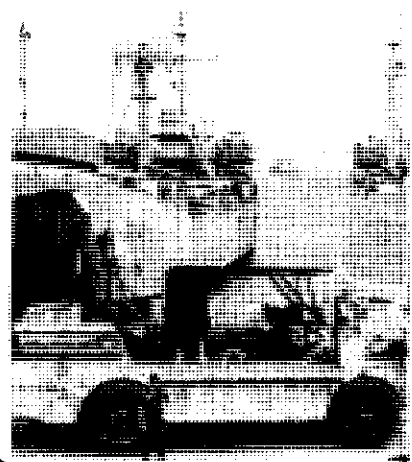
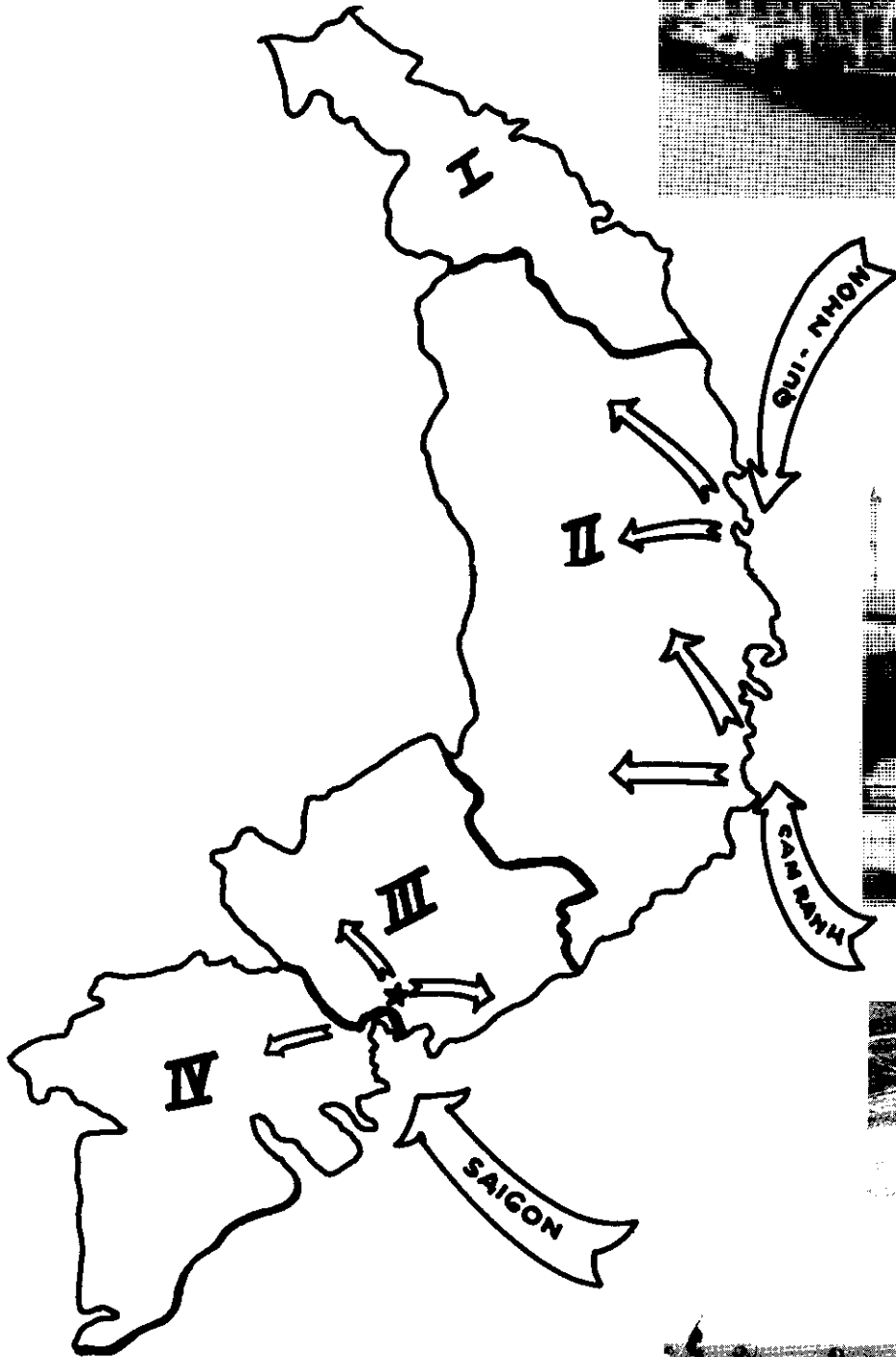
Each Support Command has a petroleum quality surveillance team, which samples all products before they are off-loaded from tankers, to insure that the fuels meet military specifications (e.g., purity, volatility, knock rate). The products are again periodically checked in military petroleum laboratories at shore storage areas and at forward storage areas to insure they have not become "contaminated," since a particle no larger than the diameter of a human hair accidentally falling into a tank of aviation fuel could result in an aircraft engine's failure.

From the storage areas, most of the fuel products are further transported by 5,000 gallon tank trucks, barges, small coastal tankers, or by pipelines to using units, where the thousands of trucks, buses, tanks, helicopters, generators, and a myriad of other fuel-fed machines quickly use up the monthly 60 million gallons.

IST LOG MOVES MEN...EQUIPMENT...AND SUPPLIES



AT DEEP-DRAFT PIERS



WITH INTRA-COASTAL CRAFT AND HEAVY LIGHTERAGE



AT NEWLY-CONSTRUCTED PORTS

WITH LIGHTERAGE ACROSS THE BEACHES





1ST LOG HELPS USAID DISTRIBUTE NATION-BUILDING SUPPLIES.



VIETNAMESE ARE TREATED WITH CARE BY 44TH BRIGADE MEDICS.

## MEDICAL FACILITIES

Should a soldier become a casualty in Vietnam, it is very likely he will be airlifted by one of the 1st Logistical Command's 50 air-ambulance "dust-off helicopters" directly from the battlefield to one of the 17 strategically located hospitals operated by the 44th Medical Brigade. Besides operating a rapid air evacuation transport system, the medical arm of the command also provides complete ground ambulance service wherever road conditions permit.

The five surgical hospitals in the 44th Medical Brigade perform immediate resuscitative, or live-saving, surgery to wounded soldiers and normally do not handle long-term medical patients, such as pneumonia or malaria cases.

From a surgical hospital, a patient may be evacuated to any of the eight more-sophisticated medical evacuation hospitals, or to any of the three field hospitals, depending on the patient's location and type of specialized care he may need. At any time from any of the three types of hospitals, a patient can be returned to duty if he has sufficiently recovered, or he can be further evacuated to the U. S. if he is severely-wounded and requires a long recovery period.

The 44th Medical Brigade's hospitals maintain more than 3,000 beds. Additionally, there are 850 clearing company beds used to hold patients who require minimal nursing care until fit for duty.

The 6th Medical Center (Convalescent) at Cam Ranh Bay is the only facility of its type in Vietnam, and can treat 1,000 malaria patients at a time. U. S. and many Free World Forces receive 31 days of extensive medical and physical treatment at the 14 $\frac{1}{2}$ -acre beach-front center before returning to their units cured. Patients suffering from advanced cases are evacuated to the U. S. for intensive medical care.



'DUST-OFF' IN ACTION!

The Army's first active medical brigade to serve in combat, the 44th Medical Brigade operates a host of activities dedicated to preserving the fighting strength throughout South Vietnam. It also operates numerous medical and dental dispensaries for units not having organic medical facilities.

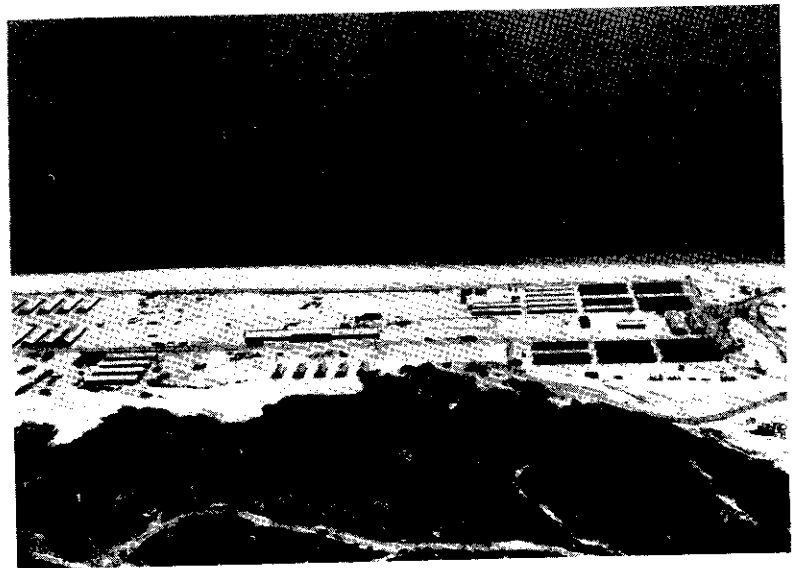
Many specialized fields of medicine and health are engaged in by members of the brigade. The 20th Preventative Medicine Unit safeguards soldiers' environmental health by maintaining checks on various diseases easily transmitted both in the jungles and at base camps. The 9th Medical Laboratory provides highly technical laboratory facilities, enabling medical personnel to get needed tests and analysis done in Vietnam in a matter of hours.

ANESTHETISTS PREPARE  
FOR AN OPERATION AT  
A 1ST LOG HOSPITAL.



44TH MEDICAL BRIGADE  
SURGEONS HELP 'PRESERVE  
THE FIGHTING STRENGTH.'

6TH MEDICAL CENTER AT  
CAM RANH BAY TREATS  
MALARIA PATIENTS.



The 4th Medical Detachment of the brigade assumes the task of food inspection and caring for the health of animals used by the Army and Marines in Vietnam. All food bought in Vietnam for the military, or brought in from other countries, is inspected by the veterinary officers and enlisted men of the detachment. Additionally, they care for the more than 400 sentry and scout dogs in Vietnam, providing for "man's best friend" the same high quality medical care afforded human soldiers. This animal medication also extends to the varied pets and mascots of Vietnam's fighting men.

Some of the most modern medical facilities can be found here in Vietnam. There is a complete range of specialists in medicine and surgery and some of the most modern equipment available anywhere. With professional medical treatment no more than 25 minutes away at any time, and when minutes often mean lives, the availability of such sophisticated medical treatment definitely aids us in the battle to keep the death rate among our wounded as low as humanly possible. The death rate among all the wounded treated in Vietnam is less than one percent--history's lowest mark.



TENDER, LOVING CARE...



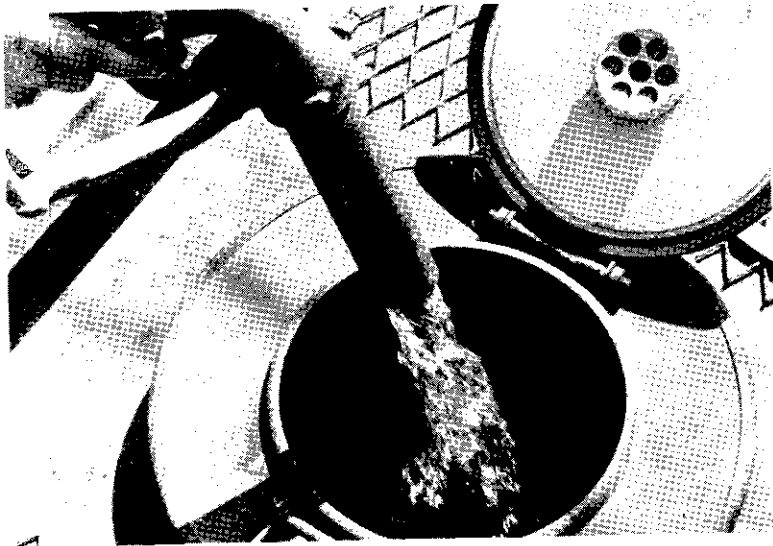
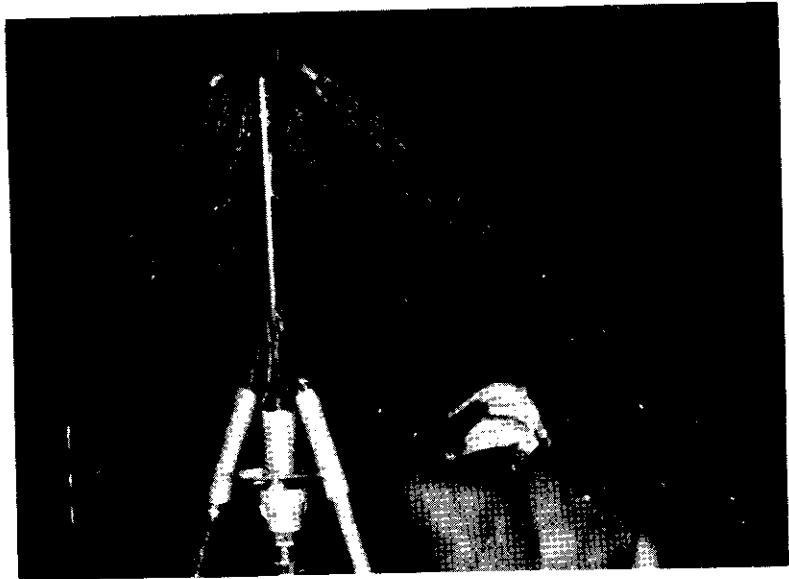
...AND HELP IN WRITING HOME

## SHOWER AND LAUNDRY FACILITIES

Health is particularly important to soldiers fighting in the hot, sticky tropics. To help maintain good health when out on an extended ground military operation, a soldier periodically needs a shower and clean clothes. Here again, it is the soap and scrub-board arm of the logistical complex which provides these salutary services.

Over 60 mobile two-man bath teams are in almost constant operation and can provide nearly one-million hot showers monthly to the isolated combat troops deployed throughout the country. There are also 36 field laundries similarly deployed which are capable of washing and drying, each month more than five million pounds of field laundry belonging to the soldiers.

FRONTLINE SHOWER POINT  
IN ACTION.



1ST LOG PROVIDES  
POTABLE WATER.

LOG'S FIELD LAUNDRIES  
CLEAN FIGHTING MEN'S  
CLOTHES.



OPERATED BY  
PA&E AND 1ST LOG



PA&E AND 1ST LOG OPERATE ICE PLANTS THROUGHOUT VIETNAM.

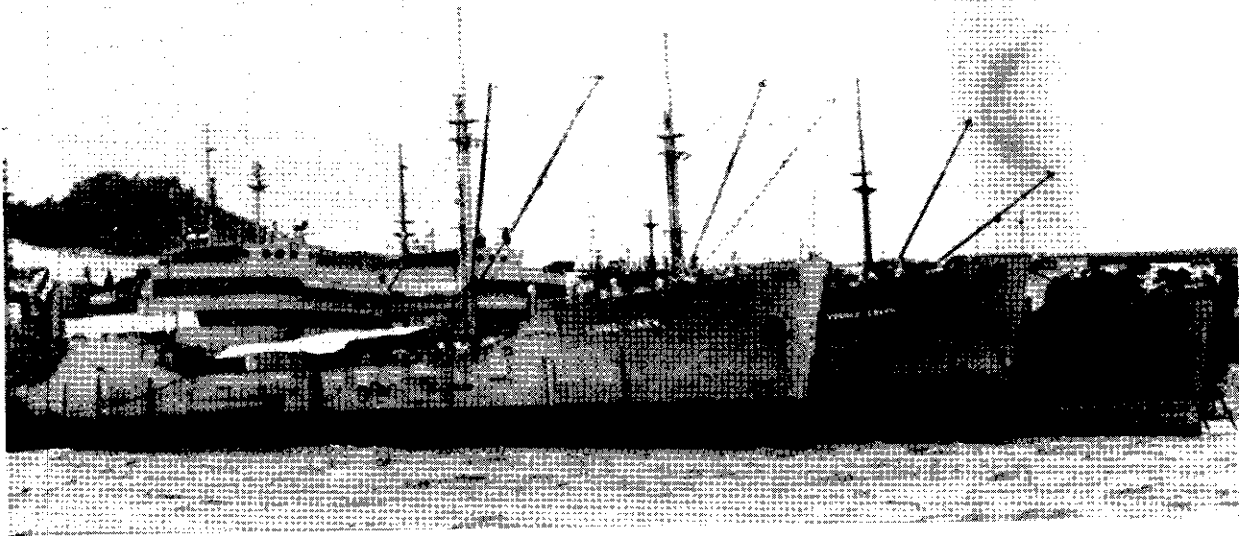
## ENGINEER ACTIVITIES

Land, buildings and utilities required for U. S. Army operations in Vietnam have to be acquired and, once acquired, they have to be maintained to assure effective use. Getting the facilities needed, managing their operation, and maintaining them in a usable condition are an important part of the engineer mission.

With regard to acquiring facilities in Vietnam, the Army pays rent for much of the land and many of the buildings and utilities the troops use, just the same as any tenant does. It is the responsibility of the Engineer to manage the Army's real estate affairs in Vietnam, to assure that rents are fair and that the owners fulfill their obligations. During the past year, the Log has built up quite a business. It has acquired nearly one-quarter million acres of land and administered over 2,000 contracts. The rent alone comes to about \$26-million per year; and the electricity and water bills add another seven million dollars.

Those facilities the Army needs, but which are not otherwise available through lease or purchase, the Army builds. It is the responsibility of the Engineer to coordinate construction requirements, develop plans and programs, and monitor the multi-billion dollar job of providing the ports, depots, hospitals and other facilities required for the 1st Logistical Command operations. This year's program calls for almost \$300-million.





ELECTRIC POWER GENERATING SHIPS LIGHT UP CAM RANH BAY.

Getting things built on time means having construction materials on hand and in sufficient quantities to get the job done with speed and efficiency. In this regard, the Engineer is responsible for determining requirements for construction materials eight months in the future, and for managing all related supply operations--from the time a requisition is placed in the United States until the time of issue to the troops or engineers doing the work. The 1st Logistical Command has one of the biggest hardware stores and lumber yards in the world. At present, there are about 300,000 tons of construction and fortification materials in depots, with a turnover of about 100,000 tons each month.

Finally, when things are built, they have to be maintained. In this respect, the 1st Logistical Command Engineer is responsible for the maintenance of buildings and grounds, electric lighting, water supply, fire protection, refrigeration, waste disposal, insect and rodent control--these are among the post engineer or R&U services provided by the command to more than 300,000 fighting men, at a cost of about 20 dollars per man per month. The R&U operation in Vietnam is the biggest of its kind ever undertaken by the Army anywhere in the world.

R&U support for the troops in Vietnam is provided by Pacific Architects and Engineers, Inc. (PA&E). Under a contract administered by the 1st Logistical Command, the PA&E post engineer force almost doubled during the past year. Currently employing nearly 21,000 people, PA&E is at work or on-call 24 hours-a-day all the way from the DMZ to the Delta. Working side-by-side with Americans, Australians, Koreans, Filipinos and Vietnamese, it is the job of PA&E technicians, craftsmen and laborers to make the soldier's life in Vietnam more livable. PA&E is the "Post Engineer" in Vietnam.

## PROCUREMENT

The contract with PA&E is the largest single contract currently under the supervision of Headquarters, United States Army Pacific (USARPAC) from the standpoint of dollars, scope, and geographic coverage. Besides contracting with PA&E for R&U services, there is the need for additional services and supplies from other commercial firms.

To furnish electric power in sufficient quantity, another contractor, Vinnell Corporation, has been commissioned to activate and modify a number of World War II tankers. These vessels (with their bunkers fully filled) generate electric power for land-based installations and operate for more than a year before needing fuel replenishment. Vinnell also designed, installed, and operates the land power distribution system at such sprawling bases as Cam Ranh Bay and Qui Nhon. In addition, this firm has in operation, maintenance facilities for the repair of tank tracks, engineer equipment, marine craft up to 450 tons, tractors, and fork lift trucks. They also operate floating crane service and tug boat service for the Army port at Cam Ranh, and their mammoth 50-ton trucks are the prime means of moving cargo from piers to warehouses at Cam Ranh. Also at Cam Ranh, Vinnell provides stevedoring and warehousing services.

Between Han Jin Transportation Company of Seoul, Korea, operating at Qui Nhon, and Equipment Inc., (a subsidiary of Sea Land Transportation Co., Elizabeth, N. J.) operating at Saigon, there are over 750 trucks engaged 24-hours-a-day in clearing ports of incoming cargo. Philco-Ford Corporation is under contract to compute requirements, purchase, store and distribute commercial-type vehicle repair parts for U.S. Army and Free World Forces engaged in Vietnam. This firm also operates 200 trucks in the Saigon area, and operates an equipment repair facility at Qui Nhon.

Hundreds of other contracts with Vietnamese concerns have been executed by the United States Army Procurement Agency Vietnam (USAPAV) for trucking and stevedoring, port services, minor construction, laundry service, fresh fruits and vegetables, and for the maintenance of a wide variety of equipment.

## TRANSPORTATION

To prevent bottlenecks from forming in the ports, and to insure that all needed construction supplies and war materials get to the right ports on time, the 1st Logistical Command's transportation planners program and continuously monitor the location of nearly 200 ships monthly carrying military and USAID cargo between the U. S. and Vietnam.

At least six cargo ships leave the U. S. every day for the three-week voyage to Vietnam. An average of 48 ships are in the process of unloading military cargo at any given time in Vietnam, and approximately six ships complete discharge operations and leave the country each day.

The majority of ships are enroute, however, some are placed in "hold" at ports in the Philippine Islands, waiting for berthing facilities in Vietnam so they can unload their cargo of military, maintenance, and construction sup-

plies. Additional ships are periodically received from Japan, Korea, Bangkok, and weekly RO-RO vessels are scheduled between Okinawa and Vietnam. They carry cargo trailers that "roll on-roll off" specially-designed ships, and move directly inland to the customer.

Getting the heavy cargo off the ship is just the beginning of a long, arduous trail of moving supplies of all kinds further in-country to where they are needed.

Just to deliver one 1,400-pound bale of concertina barbed wire often can be quite complicated and laborious. For example, once the cumbersome bale leaves the dock area, it goes to a storage depot near the port facilities. From here, it is further sent to a using unit by barge, truck, or aircraft--depending on such factors as location of the unit (watery Delta region or highland mountain top), road conditions, availability of air fields, and road by using unit.

During the monsoon season, many of the narrow, earth or gravel-surfaced roads often become completely impassable. During the dry season, long road transportation is often impeded by Viet Cong interdiction, such as destroying or damaging bridges and culverts, setting up roadblocks, mining roads, and ambushes of convoys.



LOG TRUCKERS CLEAR THE DOCKS...



...AND MOVE OVER THE HIGHWAYS

## EQUIPMENT MAINTENANCE

After a combat operation, when a unit returns to its permanent base camp, there is always maintenance and equipment repairs which must be done. Sometimes it is simply cleaning the mud and rust from field gear, but normally, more extensive maintenance or repairs are needed.

The swelling maintenance force of the 1st Logistical Command provides repair and repair parts support for all Army equipment in Vietnam, except aircraft and missiles. More than 20,000 vehicles, 600 artillery pieces, and 30,000 radios are maintained by the 6,000 repairmen of the 1st Logistical Command. Also, all types of boats, from tugs and floating cranes to large refrigerator vessels and picket boats, are kept in good running condition.

## RED BALL EXPRESS

To expedite the repair of vital combat equipment, the 1st Logistical Command, in close cooperation with the 34th General Support Group, the U. S. Air Force, and the Logistics Control Office Pacific, in December 1965 began the Red Ball Express--a system to provide fast re-supply service on critically needed repair parts. Red Ball is designed to speed needed replacement parts direct from depots or manufacturers in the U. S. to units having non-operational trucks, tanks, artillery, and other equipment in the combat zone. Through Red Ball, the highest priority is placed on the unit's request and is processed with the utmost urgency from initiation until the part is received by the unit. More than 3,000 of these requests are processed by the Red Ball Control Office in Saigon each week. These high priority requests are sent by courier to the U. S. daily, where the same high priority is placed on supplying the parts. Parts are often received from the U. S. in ten days or less.

When the Red Ball cargo arrives in Saigon's huge Tan Son Nhut Airbase, alert crews are on hand day and night to rush the needed parts to the requesting units. Approximately 1,000 tons of Red Ball items are received each month.

To help keep track of the myriad supply requests which go through normal supply channels, the 14th Inventory Control Center (14th ICC) has modern electronic data processing machines to keep automated stock records on more than 230,000 separate supply and maintenance items in the logistical inventory.

The 14th ICC processes information of stockage objectives, on-hand balances, what is on order, customer back orders, items in long supply and short supply, materiel category, condition codes, dates of last activity for each item and at what depot such activity took place. The inventory center issues shipping instructions, determines future needs, and expedites the movement of supplies to Vietnam.

## PROPERTY DISPOSAL

From the vast stores of equipment used by the United States in Vietnam, it is not unusual for much of it to become unserviceable. Seven 1st Logistical Command property disposal holding activities are located throughout Vietnam where the worn out or irreparable equipment is taken. Here, it is inventoried, classified and disposed of through invitational bids. Between eight and 10 thousand tons of unusable equipment are collected monthly at disposal yards of the Log.

## GRAVES REGISTRATION

The mission of caring for the war's fallen is another responsibility of the 1st Logistical Command. The Log operates 12 graves registration units in Vietnam to collect and properly handle Free World deceased soldiers. From the collection points, the deceased are airlifted to the Army mortuary at Tan Son Nhut Airbase, near Saigon, where the remains are prepared for return to their home country.

## SPECIAL SERVICES

When a soldier is not fighting, training, or maintaining his equipment, he usually seeks some form of relaxation or entertainment. The 1st Logistical Command Special Services can best be described as a tree which blossoms out and provides many forms of amusement and entertainment.



'BLACK PATCHES' SOLDIER SHOW ENTERTAINERS 'WOW' THE TROOPS.



LANGUAGE-ON-TAPE AT 1ST LOG SPECIAL SERVICES LIBRARIES.

One of the most significant concepts within the Special Services program has been the establishment of a Special Services Supply Depot, five supply points, and four electronic repair facilities. The depot issues all types of recreational supplies--from TV sets, boxing rings, and 16-foot fiberglass boats with motors to the smaller items, such as ping pong balls and golf tees. During the Christmas season, Special Services issued Christmas and New Year's kits valued at more than \$300,000, and more than 1,000 stereo Christmas music tapes to troop units throughout Vietnam.

Another extension of the 1st Logistical Command's recreational tree is the library program. More than 14 air-conditioned libraries are maintained in Vietnam for the combat soldiers. For the soldiers in isolated areas, paperback books, military newspapers, and assorted magazines are sent directly to the men. More than 190,000 paperbound books and 178,000 magazines are sent each month to U. S. Army and other Free World Forces. In addition, a book-by-mail program, unique in Vietnam, is set up to fill requests from personnel not served by permanent libraries and unable to get a desired book through the Field Distribution Center.



A QUI NHON SOLDIER TAKES  
ADVANTAGE OF 1ST LOG'S  
BOOK-BY-MAIL SERVICE.

MARTHA RAYE...AND OTHER  
TROUPEERS...ENTERTAIN  
SERVICEMEN.



The professional entertainment program is another facet of Special Services' efforts to provide wholesome recreational activities and enjoyment. An average of nine shows per month tour Vietnam performing before personnel of all services and other Free World Forces. Such celebrities as Bob Hope, Martha Raye, Roy Rogers, Stan Musial, Brooks Robinson, Archie Moore, John Wayne, and many others toured Vietnam in 1966.



FUN AND GAMES GALORE AT VUNG TAU'S SEA-SIDE R&R CENTER.

The in-country Rest and Reouperation (R&R) Center at Vung Tau, operated by the 1st Logistical Command, provides enlisted personnel with an opportunity to spend a few days in relaxation, away from the rigors of combat duty. More than 2,500 enlisted men visit the beautiful sea-side facility each month. Movies, entertainment, rooms, meals and beach activities are provided free of charge.

## OUT-OF-COUNTRY R&R

In addition to the in-country activities provided, Special Services monitors and distributes out-of-country R&R quotas for the 1st Logistical Command. Out-of-country R&R is non-chargeable leave and gives the soldier an opportunity to spend a few restful days away from the combat zone. Nine out-of-country areas are included in the program: Hawaii, Hong Kong, Bangkok, Kuala Lumpur, Penang, Tokyo, Taipei, Singapore, and Manila.

Other recreational offshoots of Special Services include photo labs, movies, craft shops, service clubs and special soldier shows--all of which are directed at the individual combat trooper's enjoyment and off-duty relaxation.

## SPEED AND EFFICIENCY

The immensity and diversity of the 1st Logistical Command's mission of providing support for nearly one-half million men deployed over 50,000 square miles of South Vietnam is astounding. This superhuman job of supplying, feeding, housing, healing, and amusing American and Allied soldiers has been "Well Done," despite a multitude of obstacles and often under the most difficult of conditions. The supplies and services required by the combat forces have always been provided when, where, and in the quantities needed. A U. S. Army combat operation has never been delayed or cancelled for need of logistical support.

Whether to meet routine day-to-day requirements, or in support of major campaigns, the supplies and services are provided. Troops are equipped with the most modern weapons and ammunition; they eat fresh, high-quality food; they receive the best of medical care; they are transported in well-maintained and up-to-date vehicles.

The motto of the 1st Logistical Command is "SPEED AND EFFICIENCY." With this in mind, the "man up front" will never fall short of what he needs to do his job. He doesn't have to look back; he only has to put his hand behind him and what he needs will be there.

BEAUTY...BULLETS,  
AND...ICE CREAM.

