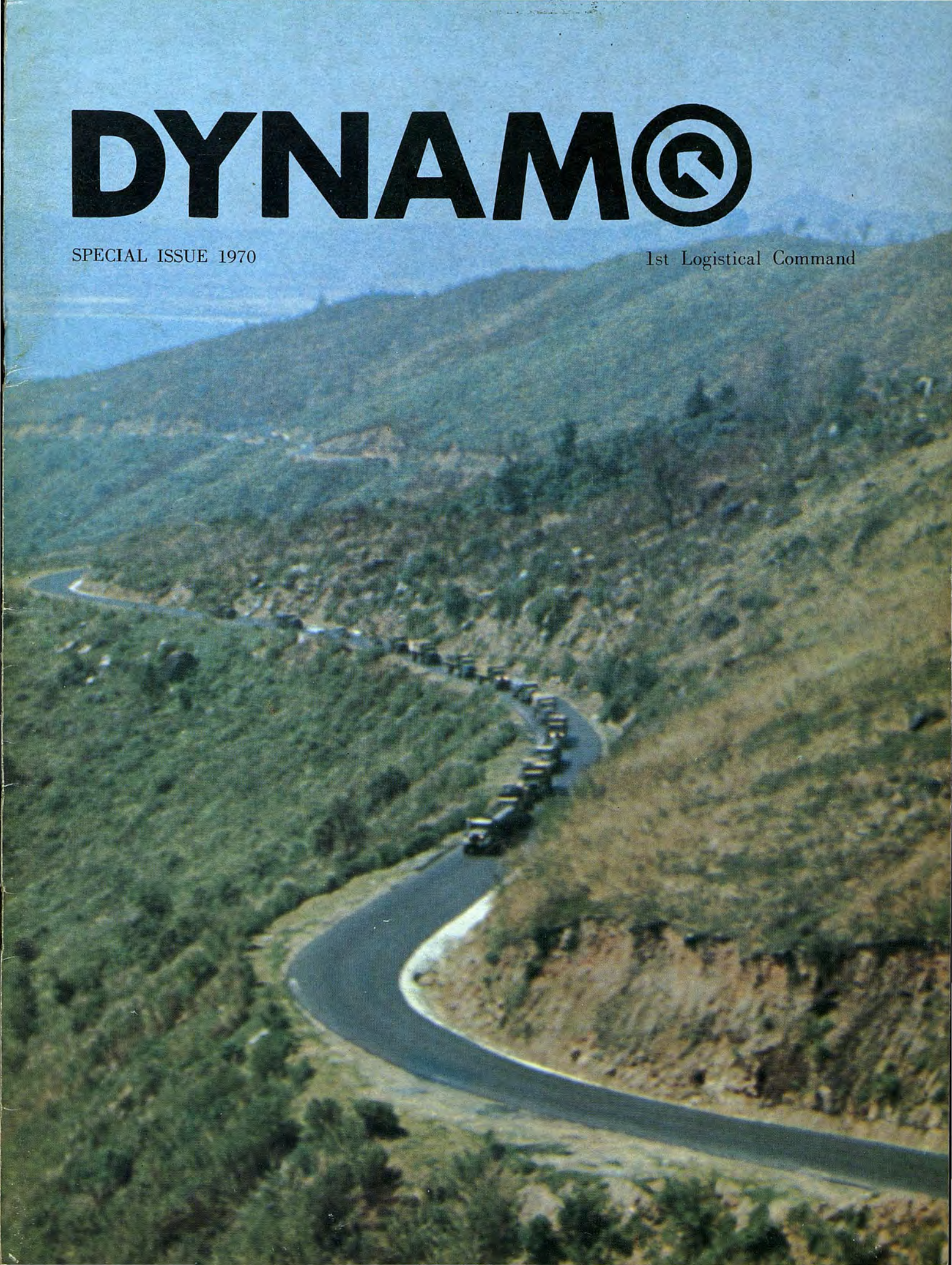
DYNAMO

SPECIAL ISSUE 1970

1st Logistical Command



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Alone in the waters of Cam Ranh Bay the silhouette of a ship reflects the end of a day. Following a heavy monsoon shower, the sun sinks behind the mountains and penetrates the haze for a brief moment, revealing a striking contrast to the war. Photograph by SP5 Pete Sommers.

The front and back cover together show a truck convoy winding its way carefully down a road in southern I Corps. Heavily foliated green forests and mountain sides, blue skies and calm seas, along with quaint villages dotted with farmers and merchants, provide a scenic trip for the drivers. However, that is offset by steep cliffs, hairpin curves, mud, rain and the ever-present enemy. These drivers work seven days a week, in order to supply food, ammunition, petroleum and other goods to the soldier in the field. Photograph by SP5 Pete Sommers.

DYNAMO is an authorized quarterly publication of the U.S. Army and is prepared by the Information Office, 1st Logistical Command. Its purpose is to give members of the 1st Logistical Command factual, timely and in-depth information of interest to them. Opinions expressed are not necessarily those of the Department of the Army. Unless otherwise specified, material published in DYNAMO may be reprinted if credit is given to the magazine and the author. Any communications concerning this publication should be directed to: Editor, DYNAMO, Information Office, 1st Logistical Command, APO San Francisco 96384.

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A Talk With the CG

On June 15, Headquarters, 1st Logistical Command, Vietnam, will consolidate with the United States Army Vietnam (USARV). Major General Walter J. Woolwine, commander of 1st Log, was interviewed by DYNAMO concerning his opinions of the accomplishments of 1st Log, their significant developments, the future of logistics in Vietnam and the job performed by 1st loggers.

MG Woolwine pins a medal on a hospitalized soldier.

SOMMERS

DYNAMO: ***General Woolwine, you have been with the 1st Logistical Command for nine months. What, in your opinion, are the most significant developments in the command since your arrival?***

WOOLWINE: When I came to the 1st Logistical Command in August 1969, I guess, like most people when they first arrive at a command, I felt like 1st Log was at a point where the mission was changing from one particular role to a different one. What I am referring to is the fact that the President had announced his policy for redeployment of troops and the Vietnamization of the war.

First Logistical Command up until this point had been in a process of build-up. It had been trying to create the logistical base to support the combat troops in country. Now with this change of mission by the President's announcement, the 1st Logistical Command's mission became different.

In addition to our primary mission of the combat support effort, we had to start thinking about reducing the size of our particular base in country, to reduce not only the number of logistical troops but the number of installations we were operating and the size of each one.

Since we arrived, the decision has

been made to do something unique in modern warfare—to transfer the responsibility for a major combat element from one service to another. I am referring, of course, to the takeover of logistical support in I Corps.

Finally, the Army has undertaken within the Pacific theater to integrate its entire logistical system from the combat logistical support elements to the base and the headquarters in USARPAC. This effort is unique in that it attempts to do something like this during the period of a combat operation.

In summary the significant developments are first, the assumption of the redeployment-retrograde mission; second, the phase-down of the 1st Logistical Command itself; third, the assumption of the responsibility for the I Corps support from the Navy and finally, the integration of the 1st Logistical Command supply system with the total Pacific supply system.

DYNAMO: ***First Logistical Command is responsible for such Vietnamization programs as I & A and Project Buddy. What course will the logistical phase of Vietnamization take in the future?***

WOOLWINE: Well, I think that all of us should be very, very proud of the program, Operation Buddy particularly, that the 1st Logistical Command troopers are involved in. Although it is not the primary mission of the 1st Logistical Command to train and advise Vietnamese soldiers, it is just amazing to me the way, in addition to their normal duties of combat support, retrograde, security, all of these things, that the men of the 1st Log Command have moved out smartly to try to assist the ARVN in improving their own logistical skills.

So far we've trained over 2000 ARVN soldiers in such things as driving POL tankers, as mechanics, as warehouse operators, as crane operators, as skilled communication-electronics repairmen; we've trained them in depot operations; we've trained them in port operations.

I expect, as we continue, that we'll move from the kind of "hands-on" training that we've been giving to more of the management type training. I expect to see more operations with the ARVN where we jointly occupy an ammunition depot, an ammunition supply point, a POL facility or where we jointly operate in ports like we're doing in Qui Nhon and Nha Trang, and a continued turnover of U.S. facilities to the ARVN. You may recall that when we came to Vietnam in the spring of 1965 our first depot facility was Camp Davies. The ARVN turned it over to us. Here just five years later we have reached the point where the whole facility can be turned back to the ARVN and at a change of command ceremony on April 29th they did take it over.

DYNAMO: ***With the increasing Vietnamization of the war how is the role of logistics changing?***

WOOLWINE: The Vietnamese have their own logistical support system. They depend upon the United States for the material to support them. Most of this material comes from CONUS.

The change for 1st Logistical Command itself is that as the Vietnamese increase their responsibility for operating the war, we must reduce our presence in country. We must insure that the Vietnamese not only have the responsibility, but are permitted to carry it out. In our case, broadly stated, it's a question of using a rapier instead of a saber in carrying out our mission. We must be precise instead of using a broadaxe kind of treatment. I think we can do it.

The Vietnamese are making marvelous progress both in their modernization program and in their training program. There is no reason why they can't and won't support themselves.

DYNAMO: ***What were some of the objectives you set for yourself when you took command of 1st Log and do you feel that you have attained these objectives?***

DOUGHERTY

"So far we've trained over 2000 ARVN soldiers . . ."

WOOLWINE: General Westmoreland, the chief of staff, has what he calls his four Ms—Mission, Motivation, Modernization and Management.

It seemed to me when I came to 1st Logistical Command and in talking to my predecessor, to the Secretary of the Army and the Chief of Staff, that the emphasis they were placing was first, to continue the combat support to the troops in such a way as to continue the high state of readiness of our combat elements. Secondly, the area they asked me to concentrate in was management and third, they asked that I make a major effort to reduce the size of the 1st Logistical Command presence in Vietnam. In other words, to get lean here so that as the redeployment proceeded, we did not end up with tremendous excesses in Vietnam that required additional people to stay long periods of time. The Secretary of the Army specifically asked that I establish financial management reporting here so that we knew the dollar value of the material that we had on hand and material that we were ordering from the states. That way he could better manage the overall Army funding, since Vietnam was such a major part of our consumable funds every year.

The next thing that I wanted to accomplish while I was here was to maintain a high sense of responsibility on the part of the men of the 1st Logistical Command. As you know we have added the motto *Everybody Cares* to our motivation,

and it's true. We want to be sure that the material that people have worked so hard to bring such a long distance is operable at the time it's issued. *Everybody Cares* does this.

Finally, of course, to go back to the first objective, which is our combat troop support and the principal reason for being here, I wanted to be sure that we maintained a high sense of urgency, a high sense of responsiveness to combat troop requirements and a high degree of progressive and imaginative management of our resources. There is no question when you are going down, you've got to do better with what you have. To do this is not only to benefit the people in Vietnam but the Army as a whole.

DOUGHERTY

"It's a question of using a rapier instead of a saber..."

DYNAMO: ***America is troubled at home by the United States presence here in Vietnam. Demonstrations by students and other groups against military organizations and foreign policy have created some controversies. What effect do you think this has had on the conflict here and the men involved?***

WOOLWINE: I can't speak on what effect it has had on the conflict here, but I can speak on the effect it has had on the soldiers of the 1st Logistical Command. While it is true they represent a broad cross-section of the people in the United States, their attitudes and motivations have originated in the environment from which they came. Many of them are young men straight off the street who have been drafted and are now in Vietnam. I think it goes without saying that these young men are doing their duty to their country willingly and effectively.

I don't know whether you recall last Christmas when the Operation Hope people were over here with the educators who came from every one of the big universities. Certainly these men are familiar with the agitation that goes on back home, as a result of their association with these great universities throughout the United States. When they reported to me on their departure after having visited every nook and cranny of the 1st Logistical Command and talked with literally thousands of our soldiers, each one of them commented on the motivation of the organization and of the men they had talked to. Each one of them expressed surprise at the willingness of these young men of such diverse backgrounds in the United States, including some areas where this controversy has been demonstrated in extreme fashions, to do an outstanding job.

Each one invariably commented on the fact that no matter what the background of the young man was, while in Vietnam he shouldered his responsibility to his government and to his country to do the job that had to be done here. And I think that we should accept and I do, that the people who are causing some problem over here are a small minority of the total of young men who come here and willingly do their job while they are here, no matter what their motivations were before.

I'm very proud of them and my opinion and impression is that they are really proud to do it themselves while they are here.

DYNAMO: ***Before the end of June, 1st Logistical Command will merge with USARV as a unit. Do you have any final words to pass on to the men of the Command before we merge?***

WOOLWINE: I guess that these words are final only in that the headquarters itself merges with USARV, because they're not really final words. The same job will continue to be performed just as it was the day before the merger. The depots will remain, the ports will remain, the support commands will remain. The only thing which will change is the headquarters element, which is responsible for control and coordination; it will be merged with Headquarters USARV. I personally can see no difference in the support we will afford to the combat troops. I certainly would like to compliment each and every man and civilian in the 1st Logistical Command for the fantastic job he has done in the past five years.

You'll recall that April, 1970 was the fifth anniversary of the 1st Logistical Command in Vietnam. You have taken what is probably the most difficult logistical operation the U.S. Army has ever had to perform; you have helped to put a supply base in an underdeveloped country 10,000 miles from CONUS, and do it at the same time combat operations are being conducted and bases secured. It has never been done before in the magnitude of the job that's been done here.

DOUGHERTY

"I think every man who is assigned to 1st Log Command deserves great credit..."

Each and every person who has been involved in it should stand taller and walk more proudly because of his participation in this gigantic job and the manner in which he has conducted himself and performed this mission. I think that when the historians write the history of the 1st Log Command, there are going to be extreme statements because of the magnitude of the job and the fantastic way it was performed. I think you will recall the Chief of Staff, General Westmoreland, former commander of the military effort here, in reporting to the Congress of the United States two and one half years ago, when he made the comment, "No commander in the field has ever had to look back over his shoulder to make sure his supply and support was following him. He knew it was there. No operation ever had to be delayed because of lack of supplies to perform the operation."

It was no different when General Westmoreland was here or now, with General Abrams in command.

The logisticians are seeing that the material is there at the time when the commander needs it. I think that every man who is assigned to the 1st Logistical Command deserves great credit for this extraordinary accomplishment.

Whether it's called 1st Logistical Command, U.S. Army Vietnam, or logistical support activity really doesn't matter. The important thing is that the size of the base will continue to get smaller and smaller as we phase down, but there will always be some support, no matter how small, until the advisors finally leave.

It's always a moment of sadness when an organization goes out of existence. This in certainly true for a proud organization like the 1st Logistical Command and the tremendous role that the command has played in its short life.

It may be of interest to the readers of DYNAMO to know that in the TASTA '70 reorganization of the Army, logistical organizations don't go. Undoubtedly our successor organization will be the 1st Field Army Support Command known as the FASCOM.

As we pass our flag from 1st Log Command, as we eventually phase out of Vietnam, we'll move into an even more challenging role supporting the mobile organizations of the future as a field Army support command.

I appreciate talking to you and I look forward to the continued association with the members of the command as we continue to carry out these very important jobs in Vietnam.

SOMMERS

MG Woolwine leads the largest major command in Vietnam.

EOD Blows It—Again

Billowing black smoke and a deafening roar mark the successful destruction of the ammo. EADS

By SP4 George H. Kunst

Highway 19 twists through this area like a serpentine creature. It curves and lazily loops its way past An Khe and then frantically winds up the side of the Miang Giang Pass before stretching itself toward Pleiku.

This is the danger area where most of the truck convoys are ambushed, tanks mortared, bridges blown and land mines set. For the 25th Explosive Ordnance Disposal (EOD) Detachment located at Qui Nhon, this section of the road is where they spend much of their time, but not all of it.

There are many other potential trouble areas around An Khe to keep the EOD teams busy. Mountains, valleys and forests surrounding the city make wonderful hiding places for enemy arms caches which, when discovered, must be destroyed. Because of the intense fighting taking place there, the landscape is often littered with defective rounds which are still dangerous.

These and many other reasons make An Khe one of the hardest areas for an EOD team to control. The eight men who comprise the detachment here work from dawn to dusk and often into the night if there are incoming rounds.

The working day for EOD begins early when a phone call from one of the infantry units, involved in sweeping and clearing the road, sends the primary contact team into action. It may mean a hastily eaten breakfast of C-rations for the men if the phone starts ringing too early, but C-rations are better than nothing, when they might spend the whole day on the road.

In the early morning, the air is still cool and comfortable. When the day grows older, the sun will make the protective helmet and flack vest they wear seem enormously uncomfortable but they must leave the heavy gear on to protect themselves from Charlie's ambushes.

Cresting a small hill, the EOD jeep comes upon an MP roadblock marking the spot of the day's first incident. The problem is soon pointed out. A B-40 rocket lays tangled in some barbed wire at the edge of the road.

A quick check by the team chief confirms his growing suspicions of a booby trap. A grappling hook with a long rope is connected to the potential trouble maker and after everyone has taken cover, the rocket is jerked from its resting place. Instead of exploding as expected, the enemy rocket rolls harmlessly into the ditch. A spectator would probably think the EOD men had been too cautious, but if it had been booby trapped, and no precautions had been taken.....

Later that morning, the EOD team is called out to another B-40 rocket which had fortunately missed its target and landed in the tall grass about 200 meters from the road. This time the rocket is very much alive and the slightest movement will cause detonation.

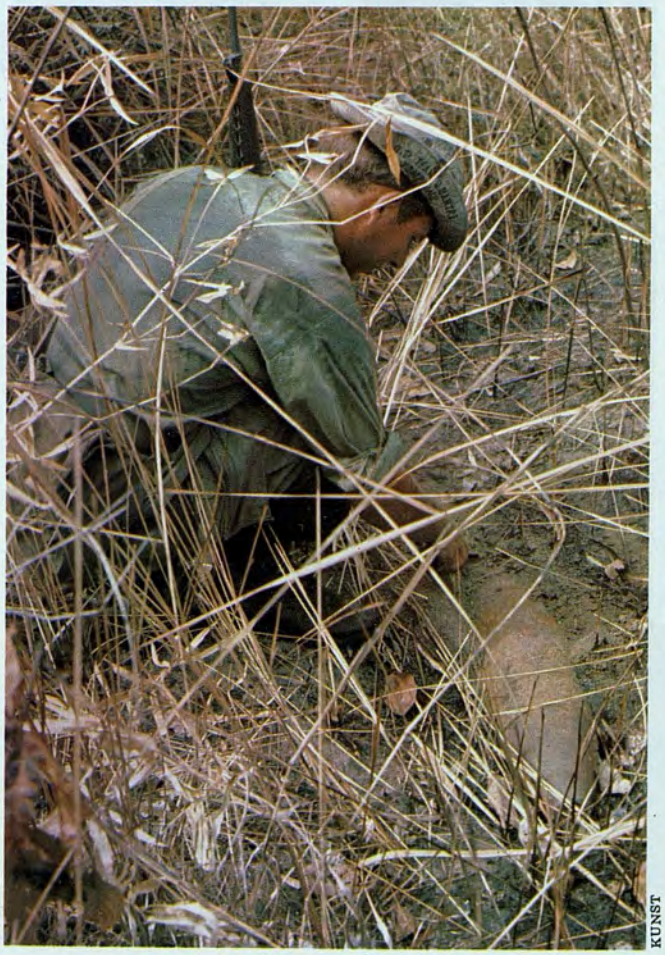
One team member grabs a "demo" bag and begins setting up a charge to destroy the round while the other checks the area for other possible rounds. A small amount of C-4 plastic explosive is all it takes to set off the rocket which instantaneously turns into a harmless column of black smoke billowing into the sky.

But the EOD teams aren't always so lucky. Just a few days ago several pressure sensitive mines were found along the edge of the road where drivers often pull off for repairs. Blowing the mines that close to the pavement would have tied up essential traffic for many critical hours while road repairs were made.

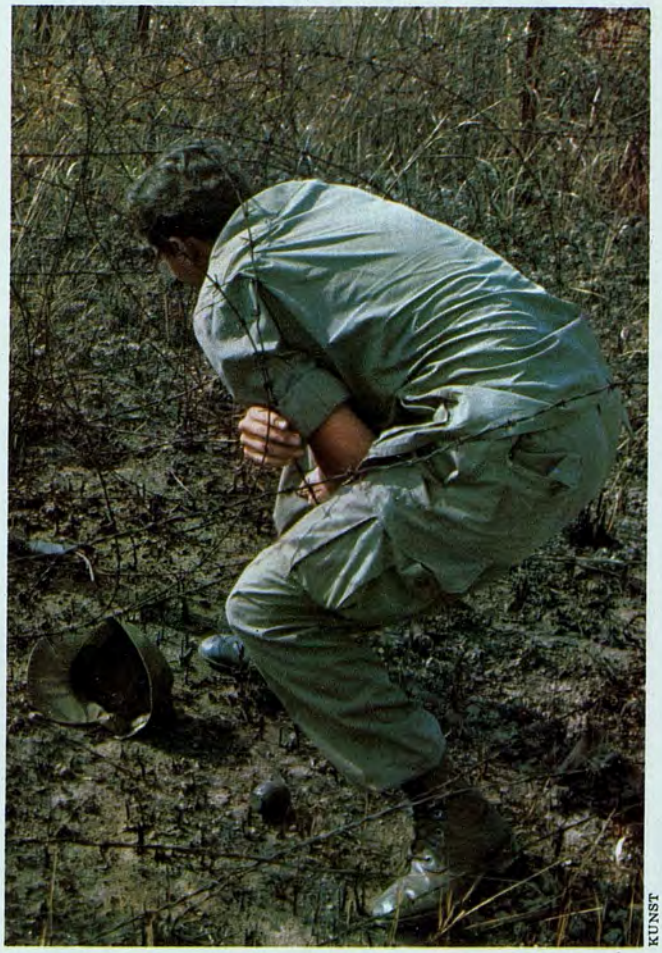
The mines had to be disarmed and removed, which is tricky business when every week Charlie comes up with

KUNST

Staff Sergeant Lemoel Mabry sets a charge of C-4 plastic explosive (above left). SP5 Michael Tompkins carefully probes around an artillery shell (lower left). Getting tangled in barbed wire is a common experience for EOD men (lower right).



KUNST



KUNST

new methods of detonation. This is when six months of training means nothing unless a man keeps cool and doesn't panic. One mistake or slip when deactivating a fuse means disaster. Things went well for the two-man team that day though. The detonating devices were crude substitutes for a fuse and were easily disarmed.

As they head back toward An Khe, the team calls in to the base camp for further instructions and receives the "no further traffic" answer which means a hot meal and some rest.

The standby team won't be that lucky today. Shortly before noon, a call for help from a local infantry unit sends the team scrambling for a helicopter at the airport. Somewhere to the east of An Khe a squad is trapped in a VC minefield and it's up to EOD to get them out.

The helicopter carrying the EOD team swoops down near the trapped squad and hovers at two or three feet as the team jumps to the ground. They hold a quick session with the entrapped squad, briefing them on what to look for when moving through a mine field and then begin working their way toward safety.

A knife-blade and instinct are the tools they use to lead the squad out of danger. A mound of loose dirt or a twig out of place receives the utmost attention. One mine is found and blown in place. Then a few yards farther, another is found and blown and still another before the squad reaches safety.

It takes several hours of gentle, methodical probing to move these few hundred meters. Faces are covered with dust and sweat and muscles are sore from continuous tension when the squad walks back to their unit. These men learned about mines the hard way and they aren't likely to forget the lesson for awhile.

The EOD men have a safer way of giving a lesson on mines and booby traps however. At the request of a unit, EOD men instruct new arrivals on how to locate mines or dud rounds and what procedures to follow once they are found. Nobody seems to be interested in sleeping through this class and the question and answer period afterwards is filled with interesting inquiries from the students.

EOD personnel have their share of tedious tasks to do also. Every week tons of defective munitions, both friendly and enemy, pile up at the demo area to be destroyed.

Many hours are also spent on false alarms. A mysterious 155 mm round is often found to be an empty illumination shell after many hours of driving or walking have taken place. Sometimes an EOD man will travel all day just to discover that a dead tree stump looks exactly like an enemy rocket.

More interesting than false alarms and sometimes humorous are the "shrinking bomb incidents" which plague most EOD units. Through over-excitement, M-79 rounds become rockets and 80 mm mortars become 8 inchers, all of which automatically and very mysteriously shrink back to normal proportions when an EOD man approaches. A common statement at a time like that is, "Well I could have sworn....."

But the men at the 25th Detachment don't mind any of these "incidents". They would rather drive all morning to check out an empty tail fin than to have an amateur pick up and find a live rocket attached. EOD people are greedy like that. They enjoy their work, but they don't want anyone else to get a bang out of it.

KUNST

SP5 Nelton Neal hands a defective 90 mm round to Mabry.

Staff Sergeant William Leak takes a rest.

KUNST

They Never Lose

By 1LT Frank Currier

Though you'd probably have trouble convincing old Snoopy, a war dog in Vietnam would have no advantage from the roof of a doghouse in preventing an elusive sapper attack. In fact, over in this part of the world, the Head Beagle would be wise to beef up his *own* perimeter security, just as many 1st Log Command units throughout the Republic have done already.

In an effort to discourage the VC from sabotaging ammunition supply depots and POL tank farms after dark, First Log has called upon the services of three military police sentry dog companies in Vietnam which today deploy about 400 German Shepherd dogs in teams scattered from DaNang in I Corps to Soc Trang in the Delta. And the results over the past four years speak for themselves: the dogs have been 100 percent effective.

The first such unit to arrive in Vietnam was the 212th MP Company (S-D) at Long Binh which now employs about 180 dogs in the III and IV Corps area. The 212th commander, CPT Peter J. Shea, remarked candidly on the tremendous psychological advantage of using sentry dogs. He said, "We'll post a sign warning intruders that an area is patrolled by our dogs, and 95 per cent will respect the warning. The five percent," he added, "who violate the admonition seldom live to talk about it. Though animals, by nature, fear man, our dogs have been taught that in every encounter with man, the dog will win; and for this reason, they're killers. If they're released by the handler, they'll attack; and they'll continue to attack until you kill them...or they kill you."

Americans first used war dogs on a wide scale in World War I when they borrowed a limited number from the Belgian and French armies for casualty, messenger and guard duty. During the Second World War, the U.S. Army trained more than 10,000 dogs under a program called

SOMMERS

A sentry dog and his handler practice the muzzled off-leash attack during a daily training exercise designed to promote aggressiveness and self confidence.

TURNER

Powerful jaws exert up to 400 pounds of pressure on the dog's victim.

Veterinarians assure the sentry dogs stay in peak physical condition.

CURRIER

SOMMERS

As the sun sets, the handlers and dogs are trucked to their guard posts.

Dogs for Defense for either scout, tracker or sentry duty.

The shepherds are purchased from the Air Force when they are between 12 and 36 months old and then sent to sentry dog school at Okinawa after careful screening for aggressiveness, alertness and physical prowess. After eight weeks of intensive training with an MP handler, both dog and handler are sent to Vietnam for a ten-month tour of duty. The one-man dog philosophy has thus been firmly established. The young dog has been transformed and molded into a tough, disciplined, highly-tuned weapon—viscious, tempermental and distrustful of everybody in the world except his one handler. His behavior is now purely regimental and conditioned, punctuated by his "hunter instincts" and controlled urge to attack man.

Former 212th commander, CPT A.C. Boyd remarked, "Many times the dog must be worked and disciplined with a muzzle for weeks until he learns to trust the man, obey him and develop what we call a "handler-dog relationship." They're killers...they work for a man because they like him...or fear him."

The four hours of required weekly training include daily drills in areas such as obedience, attack, muzzle and offleash attack and scouting problems. As the handler prepares his dog for the afternoon training, he slips off the choke-chain collar and replaces it with a thick, leather one. Almost instantly, a Jeckell and Hyde transition is revealed as the 100-pound dog bears his slick teeth and his behavior assumes new aggressive dimensions. For the sentry dog, the leather collar is associated with work.

Within II Corps, about 200 dogs maintained by the 981st MP Company (S-D) at Cam Ranh Bay are deployed along the coast and in the Central Highlands in seven team detachments. Among the 74 posts for which the 981st is responsible, these dog/handler teams find themselves involved in both tactical and internal perimeter security operations while guarding 1st Log ammo supply points and tank farms at Pleiku, An Khe, Qui Nhon, Nha Trang, Cam Ranh and Phan Rang.

The dogs attached to the 212th have proven particularly effective at 1st Log's 266th Supply and Service Battalion Class I yard at Long Binh. The yard, which maintains a $1.5 million running inventory of food supplies earmarked for the Bien Hoa—Long Binh complex, had suffered previously from an acute pilferage and theft problem. However, since the two dog teams were posted within the perimeter last year, the incidence of further theft vanished.

Possessing many senses more acute than the average human, the German Shepherd is a rugged breed especially well-suited for the regimentation and physical endurance requirements of sentry duty in Vietnam. They are said to have the mentality of a five-year-old child and a sense of of smell 40 times greater than that of an adult.

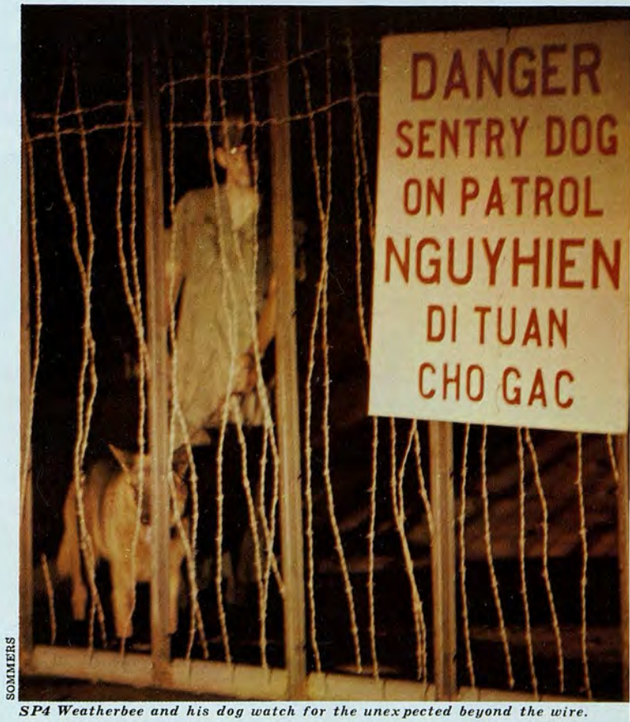
In order to protect its long-range investment of about $5,000 for each shepherd, the government has ensured that each sentry dog is well cared for. By virtue of the rigid kennel housing and sanitation requirements imposed by USARV, the sentry dog is pampered with both the professional care equal to a stateside nursing home as well as the comforts of a Holiday Inn-style kennel.

Each morning as the red sun rises over Vietnam. the weary dogs and their handlers finally finish their six hour shift around the barbed wire and return to the company for a big breakfast. The dogs are fed a healthy 5000-calorie blend of horsemeat and meal—about 4½ pounds—which is prescribed by the veterinarians to sustain a working dog under combat conditions. CPT Michael L. Dunnavant, veterinarian at the 176th vet detachment in Nha Trang remarked, "Most of the dogs are kept on the lean side because they're worked hard. When a dog appears sluggish and lazy, many times it's because he's eating too much food for the climate."

Around and within Long Binh's northern perimeter, about 30 dogs are responsible for securing the 3rd Ordnance Battalion ammunition supply depot. Walking post up to 300 meters around a 10.7 mile perimeter, the dogs have provided a successful early warning to potential sapper attacks.

It's not surprising that most of the dog handlers in Vietnam acquire a strong attachment to their dogs which oftentimes prompts them to extend for extra tours in Vietnam to prolong the inevitable separation from the animal. Contrary to popular opinion, when a handler DEROSs back to the U.S., these dogs are not "put to sleep." Without exception, the MPs will attempt to re-train the dog in Okinawa with a new handler.

In the final analysis, it is plain fact that the MP Sentry Dog Companies in Vietnam have helped save untold numbers of lives and millions of dollars in 1st Log materiel from VC terrorist attacks. CPT Shea concluded, "Never trust a sentry dog. Their minds and bodies are conditioned for one thing and they're not afraid of anything that walks, crawls, flies or swims. They are born and trained to win, determined to kill...every time." ©

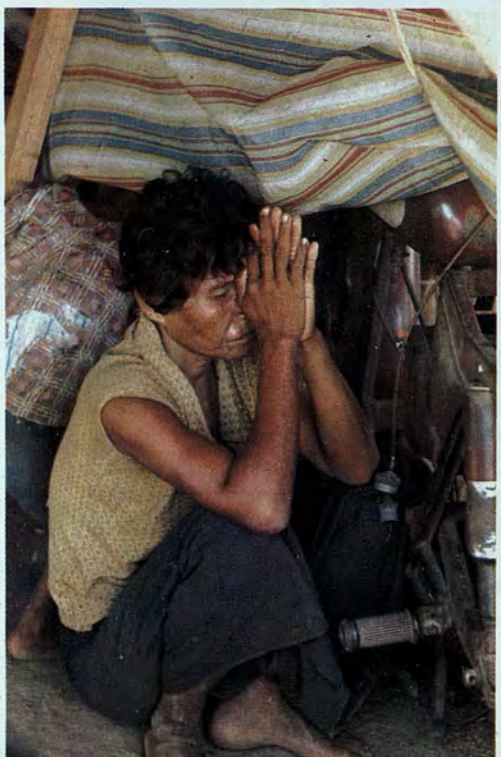


SOMMERS

SP4 Weatherbee and his dog watch for the unexpected beyond the wire.

FAMILIAR FACES

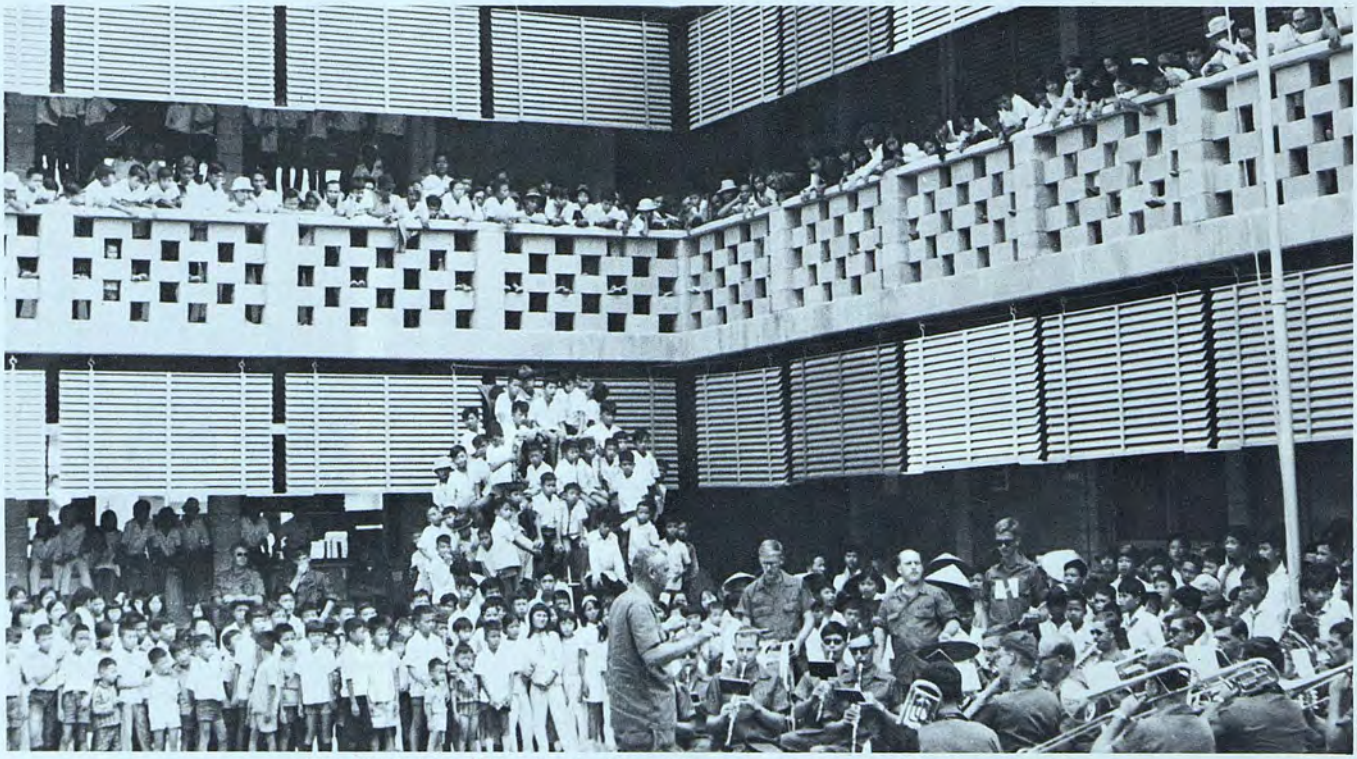
Photographs by SP5 Pete Sommers



Civil Affairs

WORKING TOGETHER

By SP4 John Hoober



MITCHELL

The 266th USARV band entertains students at the new Ba Ngoi high school.

A Long Binh chaplain organizes a party for 1,500 children who live on an island village.

A tract of land is cleared for a new orphanage building near Cam Ranh Bay.

These are just two accomplishments of 1st Log Civil Affairs teams, advisors and their assistants, who, in a recent three-month period, put in more than 4,000 working days in furthering the civic action program in the Republic of Vietnam.

Most noticeable accomplishments were in the area of social welfare and educational projects. Here, 1st Log civic action workers put in more than 1,600 working days with the cost of supplies placed at close to 50 million piasters.

During this three-month period (January to March) assistance was rendered to 27 schools, 19 hospitals and 30 orphanages.

The education challenge was met head on by 1st Log advisors. Seven hundred responsive students enrolled in 67 English classes during the period. Many of these same students later will be trained as mechanics or nurses aides.

In the field of construction, U.S. and Vietnamese teams combined to erect 31 dwellings, three bridges, three dispensaries, a hospital and a church. Repairs were made to 215 additional structures, including market places, schools and roads.

There was SP5 Gary Luff, former school teacher and civic action advisor for the 48th Group, Long Binh, who taught English to Vietnamese school children for seven weeks at Loc Lam School in Ho Nai.

Or SSG Willie Hodge, NCOIC of the 185th Maintenance Battalion's civic action program, who, since 1966 has been supervising construction of classrooms and homes at the Dominic Orphanage in Ho Nai.

Among outstanding group achievements was the International Music and Sports Festival in Hoi An promoted by the 2nd Platoon, 29th Civil Affairs Company in DaNang. More than 100,000 piasters were raised, all dedicated to a scholarship fund for elementary school children. The sports festival included tournaments in soccer, vol-

leyball, table tennis and boat racing.

At Cam Ranh Bay the Civil Military Affairs office of the U.S. Army Support Command learned that the nearby Tan Binh orphanage needed a building to alleviate crowded conditions. Answering the call were volunteers from three services who cleared enough land for a new building, as well as a garden.

In the Southern War Zone a raft constructed with materials out of the U.S. Army Depot, Long Binh, was donated to enable small-wheeled vehicles to cross the Song Dong river. Previously the river was accessible only by sampan.

But the work done by 1st Log civic action teams cannot overshadow the efforts of their Vietnamese counterparts—especially the young people. At Hoi An a youth group known as Du Ca, or the Wandering Singers of Vietnam, visited nearby refugee camps teaching children songs and and bringing them clothing. No government agencies—either Vietnamese or American—were involved. The 29th Civil Affairs Company limited its involvement to the loan of its medic and providing transportation.

STONER

Civil Military Affairs NCOIC SSG Friedrich Fischer talks with two nuns at the Tan Binh orphanage.

At Kim Chau Orphanage near Qui Nhon, the home for hundreds of survivors of brutal terrorist bombings and slayings, college students from nearby Trong Su Phan Normal School came to ease the sadness of children.

This teamwork by 1st Log and Vietnamese civic-oriented workers has helped remove the scars of war and reaffirm the pride and independence of the Vietnamese people.

Assistance is provided in paving a village street in Bien Hoa Province.

SOMMERS

Safety Patrol

By SP4 Richard Struble

The blazing rays of the sun were beating down on the yellow-tinted sands as the patrol advanced relentlessly toward the rough, black macadam road. The security of several hundred children depended on their performing the mission flawlessly.

Flawless performance is the mark of the safety patrol at Ba Nhoi's Cam Linh Elementary School. This elite group consists of 39 well-trained and disciplined troops who make-up the three teams organized to protect at least 400 Vietnamese students that must cross a heavily traveled highway three times a day.

The safety patrol didn't come into existence until September, 1969 even though the school was first built in 1963. It came about through the tireless efforts of the local villagers and funds provided by the United States of America International Development Program (USAID). As time passed, the need arose for a larger school to compensate for the ever-increasing number of children. With further aid an addition was erected across the highway which boosted the number of classrooms to twelve.

The steadily growing volume of military and civilian traffic soon presented a critical problem for the school superintendent, Ngo-Bong. The children were in danger each time they crossed the road separating the buildings comprising the school. To cope with the problem, Ngo-Bong contacted the Civil-Military Operations Office at the U.S. Army Support Command, Cam Ranh Bay.

The C.M.O. people found the solution in the students themselves. Safety patrols were formed, consisting of students from the fourth and fifth grades who displayed good behavior along with strong scholastic averages and leadership traits. Each was elected to serve for one year and the teams alternated daily. In each of the three teams, a leader was selected to provide guidance for the other twelve students.

Each member of the safety patrol must receive training in order to perform his job efficiently. It is an honor to serve on the team and no one seems to mind giving up a few hours each evening for two weeks to learn the safety procedures and practice dismounted drill.

After the first training course, the students were very capable of accomplishing the tasks assigned them but one further problem arose. The uniforms were not ready. With monetary assistance from the school fund and through the cooperation of the children's parents, the basic essentials of the uniform—shirts, shorts, socks, and shoes—were acquired. To accent the uniform, Mr. Ngo-Bong again requested the assistance of the Civil-Military Operations Office. Coordination with the Property Disposal Office (PDO) at the U.S. Army Support Command resulted in belts, cotton gloves, armbands, and helmets for the school.

Completely trained and outfitted, the team leader shouts commands to his "troops" and they proceed in an orderly fashion toward the crosswalks, followed closely by the students. Arriving at the hazardous intersection, the first members of the patrol extend their circular red and white stop signs towards the oncoming traffic.

As the patrol withdraws, the happy sounds of children laughing and the clatter of small feet walking on macadam is soon replaced by the roar and squeals of the horde of vehicles as they fly off down the highway.

But the gaiety of children's laughter is heard once again as the members of the safety patrol are released to continue with their studies.

MORELAND

The highest building at Expo 70 is the towering red and white U.S.S.R. pavilion.

EXPO '70

PROGRESS AND HARMONY FOR MANKIND

By 1LT Tom Turner

Australia, Hong Kong, Taiwan, Thailand, Hawaii—what do they all have in common? Right! These are places you can visit on R&R while serving your tour in Vietnam. But wouldn't it be great to visit them all? Now that is possible, at one place—Expo '70—and you can combine pretty girls, ancient relics and fascinating decorations as well as take a peek at the life in each country, by going to Japan on R&R.

Located in Osaka, just a three hour train ride from Tokyo on the famous "Bullet Train", you can visit elaborate pavilions from 77 countries and the Crown Colony, Hong Kong.

Two years of preparation and over two billion dollars have gone into the 815-acre site. Even the smaller exhibits cost hundreds of thousands of dollars.

One advantage of the World's Fair is the expense. The "Bullet" ride from Tokyo costs only $25 round trip and the admission fee to the Fair is 800 yen (a little over two dollars). Once inside you can spend as much or as little on food and souvenirs as you care to.

And if it's girls you're looking for, nearly all the countries represented have imported them from their native homes to work during the months of Expo. Some sing and entertain the visitors while others serve as guides. Many others are there as part of the show, to sign autographs and answer questions. Usually they are decked out in native costume and the pretty faces and bright colors lend beauty and sophistication to each pavilion.

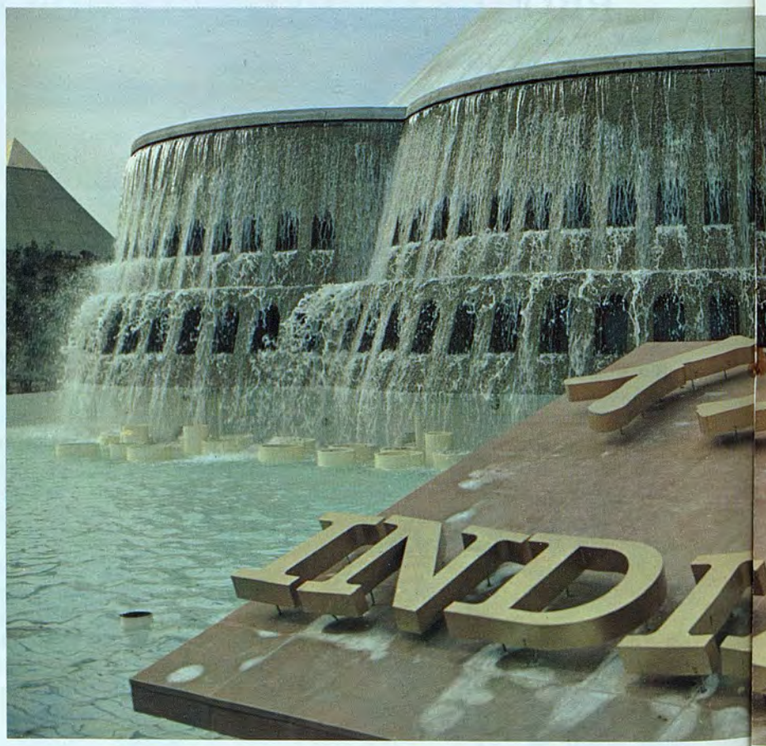
But what about the exhibits themselves? Each is a different architectural structure, some resembling homes or temples of their respective countries while others are unique masterpieces of many colors and shapes. Altogether they form a magnificent skyline of circles, squares, towers and fountains against the famous Japanese horizon.

MORELAND

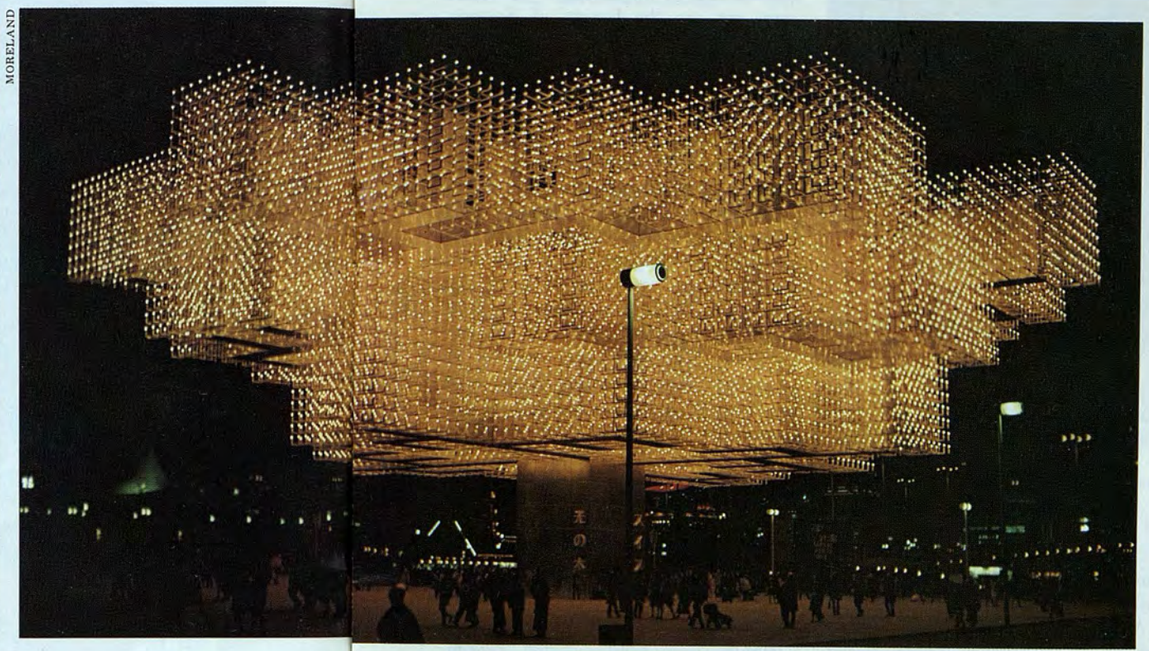
If it's pretty girls you're looking for, here is one of Ireland's best (right). The bright golden towers of Thailand demonstrate their architecture (below left) and India's fountains of water (below center) add a gentle touch to the Fair.

MORELAND

MORELAND



MORELAND



The Swiss pavilion lights up the night and provides a beautiful meeting place for visitors (left) while the space exhibit of the United States tops the list of "things to see" (below right).

MORELAND

MORELAND

MORELAND

The Toshiba Ihi pavilion demonstrates the complexity and size of the exhibits.

Japan's pavilion, by far the largest, is five drum-like elevated structures surrounding a 260 foot tower. The exhibit presents the past and present of the land and people in varying aspects and then delves into the future. This pavilion is one you definitely won't want to miss.

The U.S. exhibit is another of the extremely large ones, featuring a moon rock and the actual command module from one of the moon trips in which astronauts reentered the earth. They also present the most diversified single collection of folk art objects ever shown in Asia. There are elaborate sports and photography exhibits. The theme of the U.S. pavilion is *Images of America* and is an attempt to familiarize visitors with what Americans are like, how they live, their culture, science and technology.

The Soviet pavilion is the tallest at the fair, rising well over 300 feet in the air. The pavilion features displays of life and culture in Russia and the development of the individual under socialism. A concert hall presenting a variety of folk songs, music and dances highlights the exhibit and a demonstration of Russian scientific achievement is quite interesting.

Australia presents a striking pavilion as its cantilever tower slopes up gracefully to the height of a 10-story building curving over at the top to form a giant "sky hook". From it hangs a 260-ton, free-hanging circular roof which seems to float above the ground.

As visitors enter the underground exhibit they are sheltered by the roof and entertained by a dramatic film spectacularly projected on wide screens extending entirely around the inner rim.

The main exhibit is observed as you glide through a tunnel on moving platforms. And every few feet one of the many attractive Australian girls is there doing her "bloody best to make sure every 'bloke' has a good time."

The exhibit of the Republic of China (Taiwan) expresses the traditional philosophy of intricacy within simplicity. It is two equal and opposite triangular towers unified by a massive canopy of lights. The symbol is cultural exchanges between China and other nations throughout past centuries. Glass bridges connect the two towers as you weave your way through many of China's gifts to mankind, exhibits of paper printing, silk and art, to the final ramp which surrounds a huge open pit. Here you can see the beauty of Taiwan, from beaches to beautiful girls, displayed in a movie at the foot of the pit.

A group of three beautiful temples house the Thai exhibits. Each building is a combination of triple-tiered roofs, ornate gables, towers and carved teakwood, making this one of the most colorful pavilions at the Fair. Featured is a collection of priceless art objects from the National Museum in Bangkok. Also on display is famous Thai silk and jewelry. Naturally each exhibit is adorned with beautiful Thai girls to answer your questions and explain the customs of their country.

If beaches and hula dancers are your bag, the Hawaiian exhibit doesn't let you down. A strikingly simple structure, Hawaii's pavilion resembles a volcanic cinder cone with graceful curls and swirls in the approaches and entrances. Movies dramatize the natural beauty of the Islands and their unique cosmopolitan society. Of course the shows are supplemented by live performances of Hawaiian music and dance.

Hong Kong! That sounds great and it is. The pavilion is designed in the form of a large Chinese fishing junk with a dozen graceful bat-winged sails. Twice a day a sail ceremony is held, during which the sails are raised and lowered on towering masts which top the water-surrounded pavilion. Hong Kong also combines the contemporary with the traditional. The main thing shown by this exhibit is the people who have made Hong Kong what it is today. Industry, social progress, festivals and nightlife are featured, along with their internationally famous Cantonese food.

And so, you can visit all the R&R countries at Expo 70.... but why stop there?

There's Europe's United Kingdom, its exhibition halls suspended from giant twin steel masts over 100 feet high. It is like an enormous canopy floating over an open concourse.

"Gardens of Music", Germany's exhibit, will be a real experience for all its visitors as the huge fluorescent dome rises amidst a charming garden landscape of German flowers of all seasons. Wherever one wanders, unobtrusive loudspeakers strategically placed in the auditorium's dome, allow visitors to enjoy the music of contemporary German composers like Blancher and Zimmerman.

For a vivid display of originality, the French pavilion epitomizes its people. Four domes, all white, three overlapping and one set apart, sparkle night and day with 1,500 flashing lights.

As you move on, you'll probably hear music and see a large crowd at a huge display of mirrored slopes that reflect the sky. It is the Canadian pavilion. The illusion suggests Arctic ice, masses of mountains or the glitter of water, all aspects of Canada. In "The Young Pavilion" huge rainbow parasols revolve colorfully above young Canadian singers, dancers and musicians who perform every day.

For a real treat, another pavilion, that of the Philippines, features many Filipino hostesses, beautiful in their native attire and radiating the friendliness, hospitality and warmth commonly associated with their country.

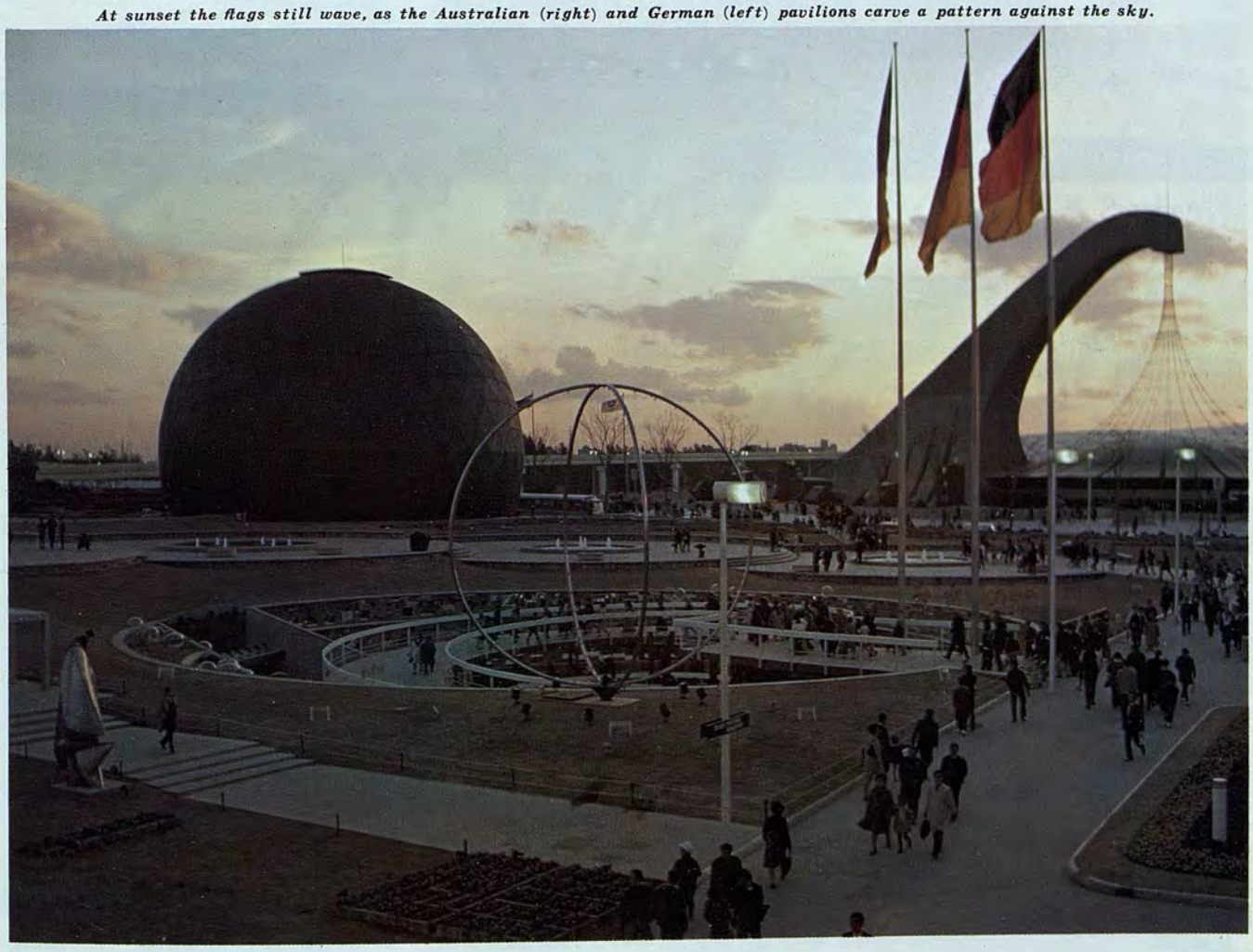
Scandinavia's exhibition hall is a unique display. Divided into two parts, more than 100 projectors flash about 5,000 pictures in ever-varying sequences. You are actually part of the exhibit. Ceiling projectors flash images that don't show on the floor, but on the heads or clothing of those walking about in the hall. Guests are given small square fans to catch the vertical messages. Special sound effects emerge from the floor to surround the viewer.

And these are only a handful of the pavilions. Besides many other large countries there are outstanding pavilions from smaller nations.

Some cities like San Francisco and Los Angeles are represented, as are states like Alaska and Washington.

Coupled with all these are many more showplaces, intricately designed and architecturally superb, representing various corporations such as Kodak or Pepsi and industries like steel, textiles and electricity. So, as you try to decide where to take R&R this year, and your mind wanders to Hong Kong girls, Thai jewelry, Australian girls, Chinese food and Hawaiian girls, think about Expo '70 in Japan.

At sunset the flags still wave, as the Australian (right) and German (left) pavilions carve a pattern against the sky.



MORELAND

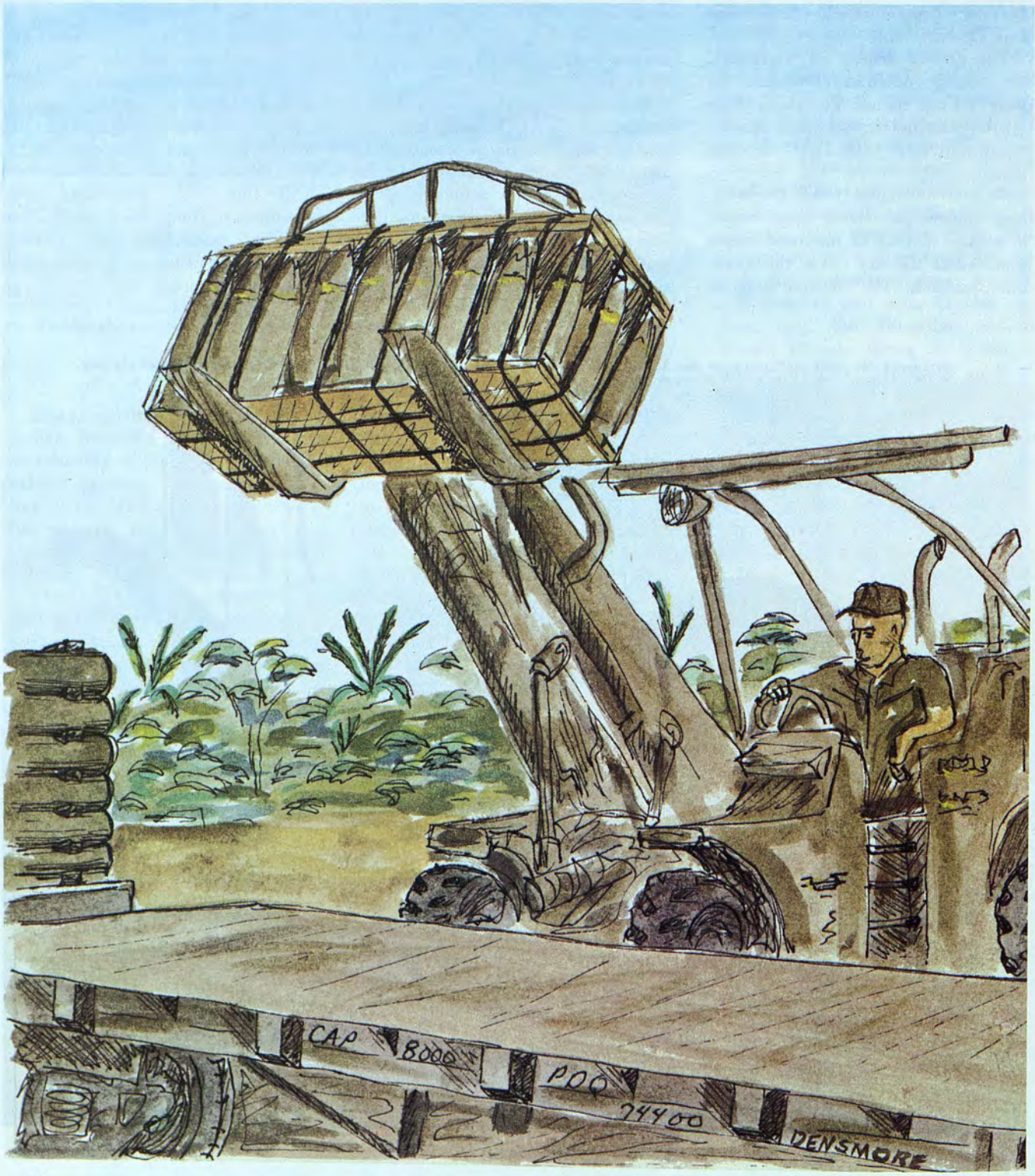
COMBAT ART:

Support

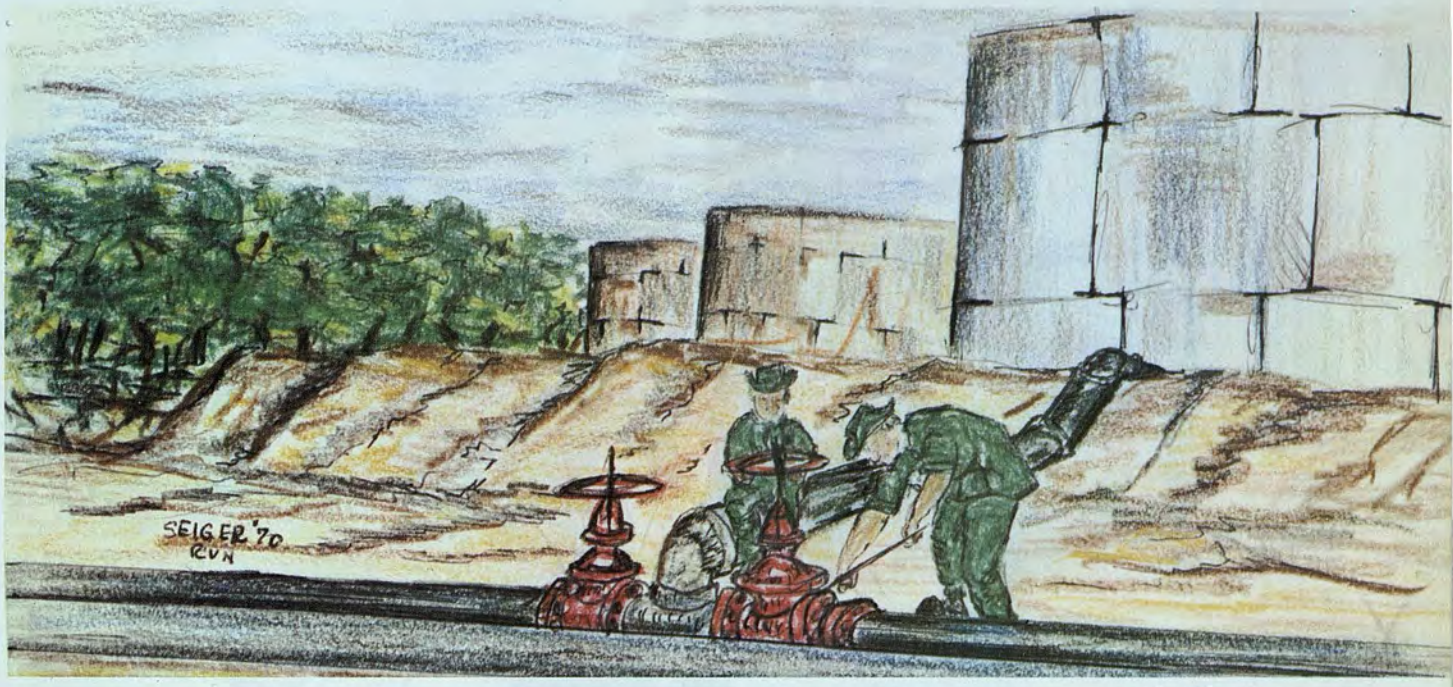
By 1LT Frank Currier

By SGT David Densmore

By SP4 Les Seiger



▲ Loading Ammo



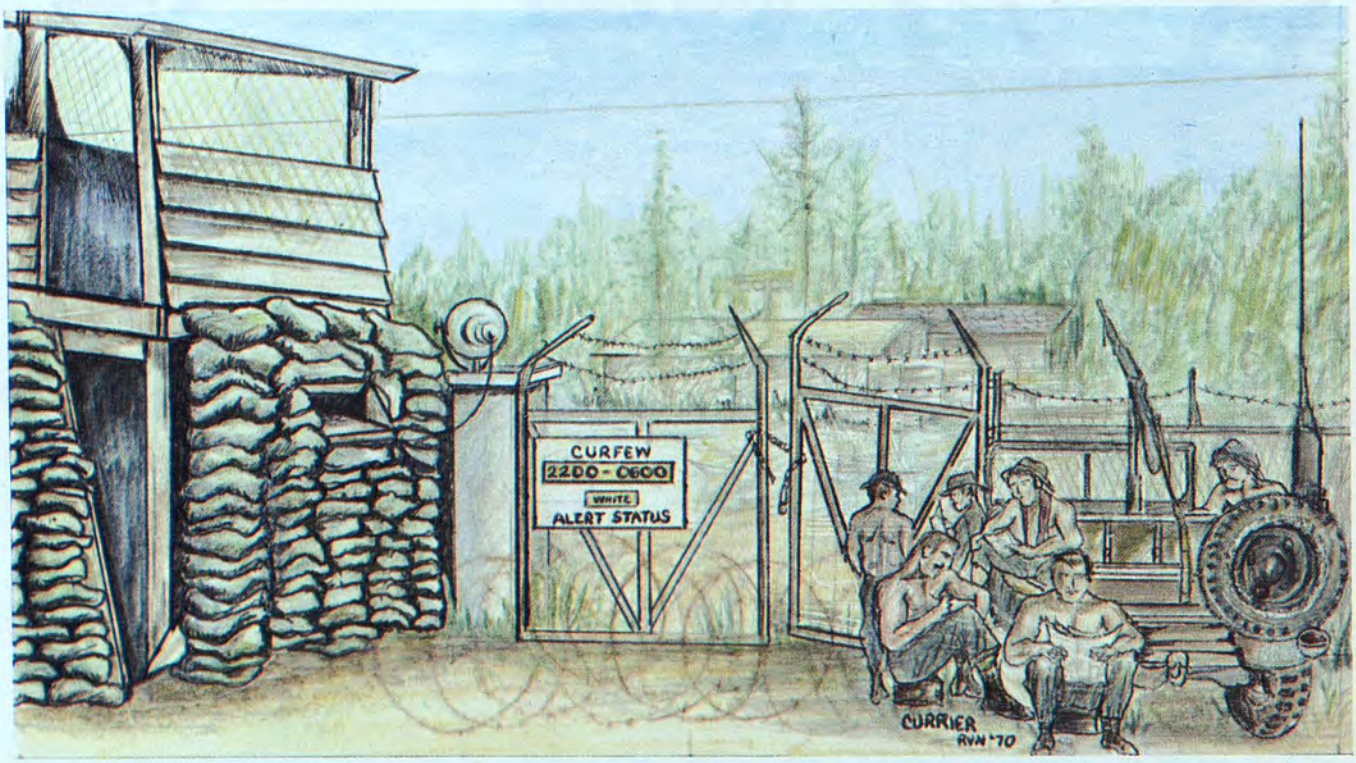
▲ Pipeline

◀ Bunker Duty

◀ Mechanic

▼ Tank Repair

▼ Mail Call



◀Guns and Ammo

Property Disposal

By SP4 Allen P. Comba

There are seas of gray-black tires, mountains of faded green vehicles, their windows gone and frames stripped. Gray wall lockers feed a huge press which chews dozens at a time and spits them out in two-foot squares.

Except for the occasional roar of a truck or crane the 1st Logistical Command's property disposal depot at Long Binh is quiet. The mountains of scrap collected from all American forces and federal agencies operating in the Republic of Vietnam lie baking in the hot, tropical sun.

That property which is still usable in these miles and miles of scrap will soon be on its way to rebuilding facilities in the United States, Vietnam, South Korea, Taiwan or the Philippines. The remainder will be sold to commercial scrap buyers from the United States, Japan and Europe, as well as Vietnam.

The responsibility for collecting and disposing of all this material belongs to the property disposal office (PDO) of the 1st Logistical Command at Long Binh. PDO's job is to obtain the maximum possible utilization of the property in its yards, which means it must reuse what it can and sell what property remains for a maximum return.

According to LTC Henry K. Donnell, commander of 1st Log's Property Disposal Directorate, "The name of the game is to use the property until it is nothing but junk." Property comes into the PDO yard for several reasons. First, it may be that the piece of equipment requires extensive repairs for which the expense would be prohibitive. In addition, items come into the yard because they are either obsolete or no longer required for use anywhere in the world.

One of PDO's responsibilities is to monitor property received in disposal to insure that no usable property gets into the scrap inventory. In turn, scrap material is processed and separated. This involves segregating scrap material into different grades of metals each of which has a different sales value. As a general rule items coming into the yard no longer have any possibility of being

Tanks and APCs stand quiet guard over a pile of shell casings.

SOMMERS

used again for their original purposes. The way LTC Donnell puts it, "When an item hits us, it's had its last gasping breath."

There are nine property disposal yards run by the U.S. Army in Vietnam. Four of them are "holding activities" or main areas where all records are kept. These holding activities are in Da Nang, Qui Nhon, Cam Ranh Bay and Long Binh.

The other five yards at Phu Bai, Chu Lai, Nha Trang, Phan Rang and Vung Tau are "satellite activities" or staging areas. "Here we stage the property, sell it in place and let the buyer remove it," the colonel said. The nine PDO yards can process 1000 short tons (2000 pounds) of property per day based on a two-shift operation.

One phase of the PDO operation in Vietnam is unique in the history of property disposal. The Vietnam conflict is the first war in history where the battlefield is cleaned off and the scrap sold while the war is still being fought. "In previous wars," LTC. Donnell explained, "if a tank was knocked out on a road, it stayed there until after the war." Today that tank is recovered and removed to a property disposal activity where it is sold for scrap after usable components have been removed.

After the battlefield has been "cleaned," the property is separated into scrap of different value and prepared for sale. The huge scrap piles at Long Binh, the largest PDO facility in Vietnam and probably "one of the great junkpiles in history," are indicative of the type of material removed from the field.

There are tall piles of truck, jeep and bus chassis; helicopter fuselages lay supine on piles of aluminum scrap. The hulks of tanks and APCs stand watch over piles of shiny shell casings and dull gray artillery tubes.

Different types of materials are separated into bins. There are wooden barrels and metal drums, bathtubs and refrigerators, worn-out typewriters, broken desks and chairs. All the equipment in the yard is what LTC. Donnell describes as "demilitarized." This means, he explained, that it cannot be used as a weapon.

Maximum effort is expended to insure that usable property is recouped and returned to the supply system for use prior to reaching the yard. Equipment which is not salvageable as a whole is cannibalized and integrated back into the supply inventory. Carburetors, gun parts, anything which can be reused or is vital to the supply system is saved from the scrap heap.

PDO has a utilization criteria which it applies when disposing of equipment. First priority of disposal is reutilization by U.S. forces worldwide. After the United States, the property goes to Republic of Vietnam Armed Forces followed by Civil Operations for Rural Development Systems, United States Aid to International Development and Military Assistance Program countries. These include South Korea, Taiwan and the Philippines.

Items which are not utilized are reported and advertised for sale to commercial buyers. The merchandising section of PDO maintains a mailing list of "cleared" bidders, keeps careful watch on prevailing market prices of goods to be sold and mails out requests for bids. A "cleared" bidder is one who has been investigated for "integrity and reliability," which means he can pay for his purchases and will not resell them to a Sino-Soviet bloc country.

Buyers are notified of upcoming sales by various means. "We try wherever possible to use formal advertising with sealed bids and competitive bidding," LTC Donnell commented. This means publicizing sales in newspapers and magazines and through the mails.

There are two types of contracts. The first is a one-time deal where a specific item or lot of scrap is

SOMMERS

It's tires, tires everywhere as far as the eye can see.

Artillery tubes and shell casings bake in the tropical sun.

COMBA

offered for sale and bought, closing the transaction. The second is a term contract which runs for a specific period of time. It usually covers items like garbage, trash, metal and rubber scrap.

If no purchaser is found for the goods, they may be destroyed or abandoned. In addition, equipment which has no sales value "may" be donated to a non-profit or patriotic organization rather than destroyed. Because the mission of PDO is to realize the maximum capital gain for the U.S. government, donations are only considered when property cannot be sold.

The MAPEX (Military Assistance Program Exchange) phase of PDO's operation plays an important part in the U.S. government's military assistance to participating countries. Property sold to South Korea, Taiwan and the Philippines counts as part of the total military assistance promised to these countries by the United States and reduces the amount of new equipment which would be sent to them.

Many of these countries have rebuild capabilities which LTC Donnell described as "taking two or three junk vehicles and coming up with one good one." This saves the United States from giving the country a new vehicle. In the fiscal year which ended June 1969, Taiwan and South Korea received a total of about 13 million dollars worth of equipment and scrap. MAPEX transfers for fiscal year 1970 are expected to reach 25 million dollars.

PDO is also involved in another moneymaking business. It sells garbage collected from messhalls throughout Vietnam to Vietnamese hograisers for feed for their stock. What the Army in Vietnam once paid $600,000 a year to have removed it will sell to the tune of an expected three million dollar profit this year.

Through the operations of PDO, the APC or tank that the soldier rides in Vietnam today could conceivably become part of the car or truck he drives back home tomorrow. It's all part of getting the maximum possible return out of a piece of equipment, even after it has served its intended purpose.

SOMMERS

Sorry, but this one is already gone.

SOMMERS

You can find almost anything in this panorama of junk.

PFC Albert Perry stands guard while his teammates start to repair a leaking pipeline. VELLUCCI

Pipeline Patrol

By SP5 Cres Vellucci, Jr.

In this war, more than in any other, the key to military superiority appears to be mobility. And, here in the northern I Corps Tactical Zone, which stretches its jungles and barren battlefields to the very edge of the Demilitarized Zone, this has proven to be a very true statement.

Consequently, low-flying, death-dealing and troop-carrying helicopters—known for their agility and mobility—take in a large share of the combat and support action here. But, to keep these great whirling birds in the air, a constant and seemingly unending stream of fuel is needed—and sometimes that isn't such an easy appetite to satisfy.

A platoon of 20 men stationed in DaNang is assigned that mission, though. Commanded by 2LT James Mitchell, the detachment from the 528th Quartermaster Company, 26th General Support Group maintains a pipeline that pumps vital JP-4 aircraft fuel over 50 miles to the northernmost region of this tactical zone.

The pipeline, which travels through rice paddies, villages, underground and even underwater, poses many problems to the 528th, a subordinate unit of U.S. Army Support Command, Da Nang.

The actual pumping procedure, which occurs almost daily, is relatively simple and trouble-free. A signal is given at the main pumping station at Tan My and answered by smaller sites at Hue and Camp Evans.

Then, at a rate of 15,000 gallons

an hour, the fuel begins to pulse through the veins of the pipeline. This is where the real work comes in. Two patrols of six to eight men apiece take to the road, complete with tools, pipe fittings, combat garb and any other paraphernalia that may be needed to cope with everything from bad weather to "Charlie".

One crew goes north and one crew goes south. Although both teams have carefully surveyed the pipe for leaks, cracks, breaks or anything else unusual, it is possible that something might go wrong when the actual pumping begins.

The weather, naturally, provides one of the sternest tests. During the monsoon rains, the pipeline turns into a squirming snake, engulfed by an ocean, while the summer heat transforms the fuel pipeline into a hot skillet, ready to cook eggs or the hands that try to repair it.

Even though they come prepared with every modern and sophisticated working material imaginable, the men of the 528th often resort to their basic senses to locate a leak. "You'd be surprised how many fuel spills we find by smelling the stuff as we drive by," says SFC Herbert A. Roam, non-commissioned officer-in-charge.

Since the pipeline is located within a few feet of the road, even someone with a dull "sniffer" can catch a good whiff of the fumes.

Another way to spot a leak is by sight. Of course, it decreases your chances when you're speeding by in a vehicle, but the men have it down to a science. "You get pretty good at spotting them after awhile," says PFC Al L. McBroom, one of the crew's experienced hot-shots. "Some of the men can spot leaks while driving along at 30 miles per hour."

There are other ways. Some of the soldiers on the patrol like to talk about a small Vietnamese boy they befriended. Little Nguyen, clad in shaggy clothes but always looking bright and chipper, often stopped the crew as they passed a section of pipe that appeared to be all right. "Hey, G.I., this is bad," he'd yell. And, looking down at the pipeline, there would always be a leak, sometimes small, but there just the same.

The men of the 528th, notes LT Mitchell, speak well of the shoddily dressed lad. "He's saved us alot of time, trouble and money," said one. "Yeh, and he was kinda comical, too," said another But, a few weeks back, little Nguyen stopped coming around the pipe. "Maybe he's in school—that's best for him, but he sure added something to this job," commented a repairman as he tightened a bolt.

The pipeline patrol has other opportunities to meet local nationals also, not always under such favorable circumstances.

"Other than just plain deterioration, our next biggest problem seems to be pilferage," claims the lieutenant. He goes on to explain that suspected enemy saboteurs tap the lines for the highly explosive fuel at night.

Actually, LT Mitchell and his men

"Just another twist," yells PFC McBroom as PFC Jaeger tightens down a bolt.

VELLUCCI

VELLUCCI

Members of the pipeline patrol check a section of pipe along the water line.

have improved the fuel loss in the line. When he took over the operation in late 1969, 10 percent of the fuel being pumped through the lines was being lost because of deterioration, pilferage and enemy activity. Now, that loss has been cut almost in half.

Above and beyond all the factors involved in the pipeline operation and maintenance is time. TIME—it can spell the difference between life and death. The "grunts" out on an operation are hit by enemy fire and call for helicopter cover and medevac help. Filling up with fuel, the big birds answer the call to save lives. Without the fuel, or a shortage of it, the choppers are restricted, and so are U.S. units here.

The men of the 528th run a large supply of fuel to the whirlybirds in northern I Corps via their pipeline—if it falters, the choppers may do likewise.

So, daily, LT Mitchell and his crew pump and patrol the pipeline here, maybe just because it's their job—and maybe because they want to make sure all the little shaggy guys like Nguyen, in Vietnam, will always be free to go to school.

Opening the valve starts the fuel pumping.

VELLUCCI

Salute to Support

"First Log food, fuel, ammunition and maintenance are the indispensable ingredients which have kept the combat soldiers and equipment of the "Screaming Eagles" in top fighting condition."

MG John M. Wright
CG, 101st Airborne Div. (Airmobile)

"The skill and determination of the "Red Devils" in fighting a skillful foe in Vietnam would count for naught without your support."

BG Wm. A. Burke
CG, 1st Inf. Bde., 5th Inf. Div. (Mech.)

"It is a pleasure to commend the unit on the manner in which it has kept the Fourth well supplied and on the move in the Central Highlands."

MG Glenn D. Walker
CG 4th Inf. Div.

"The success of "The First Team" operations in Cambodia, inflicting great damage upon the enemy's headquarters, base camps and supply caches, as well as substantial enemy personnel losses, would not have been possible without the magnificent support of your command."

MG E.B. Roberts
CG, 1st Air Cav. Div. (Airmobile)

"No division could ask for better logistical support than we in the Americal have received."

MG Lloyd B. Ramsey
CG, Americal Div.

"Without your assistance, the Tropic Lightning could not have made such strides toward winning freedom for a gallant people."

MG Harrison Hollis
CG, 25th Inf. Div.

"The Blackhorse Regiment salutes the 1st Logistical Command in appreciation of its fine support."

COL Donn A. Starry
Commander, 11th Armored Cav. Reg.

"Throughout the past 57 months that the Big Red One served in Vietnam, there was never an occasion when our logistical requirements were not completely fulfilled."

MG, A.R. Milloy
CG, 1st Inf. Div.

"The officers and men of the 3rd Brigade, 9th Infantry Division commend the 1st Logistical Command for its outstanding support of this unit."

COL W.F. Williams
Commander, 3rd, Bde. 9th Inf. Div.

In the Delta Country

SOMMERS

SP5 David Palumbo (Right) helps carry out some of the groceries.

SOMMERS

The Sa Dec store is located right on a downtown street, under the "S".

SP5 Robert Lloyd helps pack a box of supplies he has just sold to a MACV advisor.

SOMMERS

Stores

By 1LT Tom Turner


SOMMERS

"If it weren't for the store I guess I'd have to eat rat or dog", says SP4 Elijah Moore.

Pot bellied stoves, barrels of crackers and checker players sitting around swapping tall tales might have been the scene in a country store around the hills of Kentucky in the early 1800's. It is also the scene at several places in the Mekong Delta where 1st Log runs nine country stores supplying Class I items to Military Advisor Teams (MATS). Of course the war stories concern Vietnam instead of Indians, but otherwise the operation is probably much the same.

For the MACV advisor teams of IV Corps these stores constitute their sole means of obtaining American food. The 574th Supply and Services Company at Binh Tuy is responsible for supervision of these stores and so 1st Loggers are assigned to run them.

What's it like to run a food store at a MACV compound?

"I like it a lot because it's my own. I can do the best job I know." said SP5 Gerald DiPierri, who manages the store at Chau Doc, just outside the Cambodian border.

Specialist DiPierri serves six MATS teams and four district teams. The advisors visit the country stores as often as they can, or whenever their food supply becomes inadequate. SP4 Elijah Moore makes the trek from An Phu to Chau Doc by sampan to buy their food stuffs. His team is a typical one, including six military personnel and one civilian.

After arriving in Chau Doc DiPierri and some of the advisors reorganized and rebuilt the store. Several of the other storekeepers have refinished their stores too.

SP5 Robert Lloyd who runs the store at Cao Lanh is one of these.

"When I was at Tra Vinh I had to take the food out to the teams in the field," he said. "But here they visit me, so I fixed the store up to look as nice as possible."

Specialist Lloyd did such a good job at Tra Vinh that he trained MACV personnel to operate the store. Now MACV is in charge of four of the 13 operations. First Log is in charge of the stores at Bac Lieu, Ca Mau, Cao Lanh, Chau Doc, Long Xuyan, Rach Gia, Sa Dec, Soc Trang and Bien Tre.

Like the other country store managers Specialist Lloyd flys into Can Tho each week to pick up the items he needs and escort them back to his province.

The country stores have access to the same foods that are available in the messhall, but of course many of those are impractical for the advisor teams.

"The biggest sellers are those which they can eat on the move," remarked DiPierri, "like sardines or Vienna sausage."

"Fresh meat is a big seller," commented SP5 David Palumbo of the Long Xuyen store, "especially chicken." Some of the advisors do have small iceboxes at their encampments, so they can save fresh meat or ice cream.

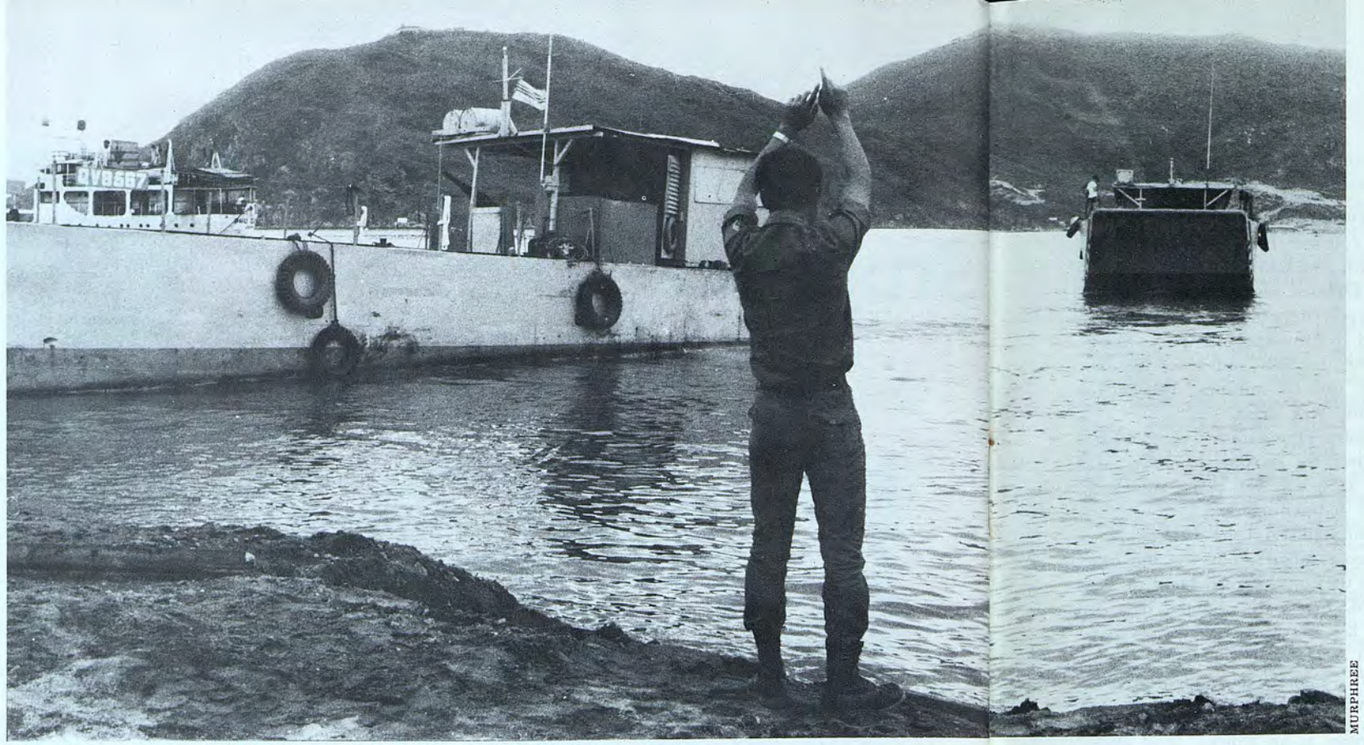
"Usually a team will come to the store two or three times a week, but then we may not see them for three weeks or a month," observed Palumbo. "It just depends on how they feel like eating."

"If we don't have it they have to eat on the market," said Specialist Charles Tyndall of the Sa Dec store. "And they don't like that."

The store in Sa Dec is unusual because it is not located on the MACV compound, but instead is sandwiched between a Vietnamese restaurant and a sewing shop on a downtown block. When asked about the competition of the other shops in the area, Specialist Tyndall replied that there really was "little competition of the food items." Purchasing agent, salesman, accountant or stock boy, the men of the country stores have a variety of jobs. They are businessmen in the complete sense of the word, selecting what products their store will stock, filling out purchase orders, buying the goods, taking responsibility for their delivery, stocking shelves, arranging displays, making and recording sales and keeping all accounts. They may work alone, but the support they have provided has kept a lot of soldiers happy because they have access to "good old American food." ©


SOMMERS

SP5 Gerald DiPierri works at the Chau Doc store near the Cambodian border.



MURPHREE

Convoy Commander Aspirant Tinh directs LCM's to the Qui Nhon beach for loading.

Birth of a Boat Company

By SP5 Bonny Murphree

The MACV advisor, Sergeant Orville Sweet, and I drove through the gates of the ARVN 203rd Transportation Group (Medium Boat) compound. "There's our man," he said.

"Everything's squared away here." I was thinking in my military jargon, carefully eyeing the surroundings and applying the criteria for cleanliness I'd learned early every morning in basic. It passed.

There he was painting a boat and harbor scene on a large sign that stood in front of headquarters. "Why is this ARVN officer playing artist at ten o'clock in the morning?" It looked shaky to me.

Stop the jeep. Salute. Always salute. "Hope this man speaks English."

He talked about the boats like a boy would talk about his car or a man his business. It was his boats, his men, his company and, like any commander, Captain Bui Van Tru had his facts, figures, and charts. They were extremely neat and there again was that artistic touch. I was categorizing him, mentally.

"We're responsible for all water logistics support from Sa Huynh to Phan Thiet, a distance of nearly 400 miles. When an ocean vessel comes into the bay here our LCM's (Landing Craft, Mechanized) take the supplies to the dock where they're loaded into trucks or, if it's more convenient, we'll take them along the ocean or river to another closer port." I was taking notes and rejoicing over his good English.

"From January until March we moved nearly 6000 tons of supplies and more than 1000 ARVN troops. We made ten convoy runs. This isn't much I know by your standards, but it's our first three months of operation and the monsoon weather has hurt many projects."

Seems to know his business, I was thinking. My skepticism was fast fading.

"We have problems. Sometimes I know you people are amused at the way we do things but if you just saw the whole situation. A year ago most of these men had never been on a boat, and today they are overhauling diesel engines, fresh and salt water plumbing systems, air compressor starters...." I got lost in the technical jargon. Sergeant Sweet watched me as he nodded in agreement with Captain Tru.

"A year ago I was commander of a truck company in the Delta," he laughed, "so maybe you can see, a little. Even I am still learning."

If over-enthusiasm was not one of Captain Tru's characteristics, a quiet confidence was. He spoke of his company in an assuring manner, quick to point out the problems, but always with that conservative type confidence in their future.

A young sergeant came up while we were talking. He'd been overhauling one of the diesel engines. "We need—" handing a small cotter key to Sergeant Sweet. "We need beau coup," holding up ten fingers.

"I'm sorry, no can do."

"What about the 1098th up the road? I'm sure they'd have them, I queried. He explained that the Americans could give material support only in case of emergency. They are supposed to rely on the infant Vietnamese Navy Supply system in Saigon. "They manage to keep going somehow."

"Where will he go?" I ask. "To town and buy some with his own money," said Sweet. "Now there's a prime example of the problems these people have to put up with. Something as simple as a cotter key, a GI could pick up in a million different places, no questions asked." said Sweet. "But even simple things like that, they often have to buy with their own money or do without."

Another interruption: Trung uy Tinh O ben tau muon thua chuyen voi Dai uy qua may dien thoai. (Translated. Captain Tru, sir it's Lt. Tinh at the docks. He wants to speak to you on the radio/phone.)

"Station Central, this is Tiger. Do you hear me?" Over.

"Tiger this is Station Central, I hear you. What's up?" Over.

"Station Central we've got the go ahead from the Vietnamese Navy Weather Bureau. Weather's fine, they say. Swells are running about four feet." Over.

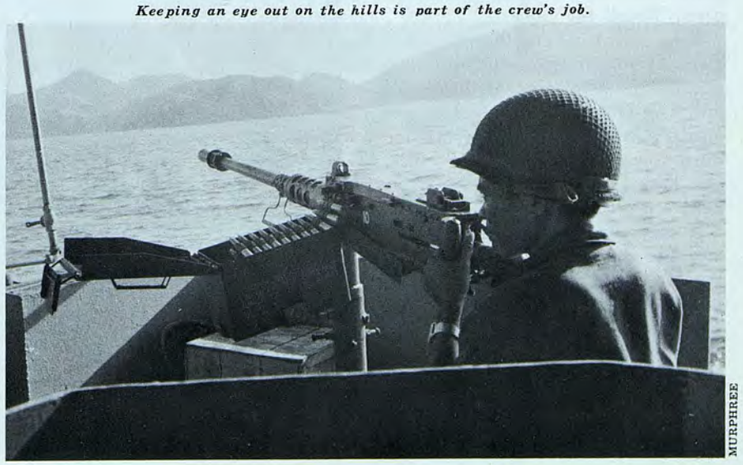
"Ahhhhh, Lt. Tinh fire off the boats and I'll be right down to the docks with the paperwork. Lt. Tinh there's a GI here with me. He's riding down to Vung Ro Bay to take some pictures." Over.

"Roger that Captain, and we'll be waiting." Out.

Of course all this was in Vietnamese and I kind of imagined what they might have been saying.

"Let's go Murph, here's your ride," said Tru. "I'll tell you more on the way down. We were activated in April of 1969. Our men came from infantry units, trucking companies, from all over. We drew supplies, set up camp and in July began training side by side with the

Keeping an eye out on the hills is part of the crew's job.



MURPHREE

1st Logistical Command's 1098th. We trained with them until September, then we went to Saigon and took over the boats of the 231st, a reserve unit that served under 1st Log. We stayed and worked in the Delta awhile in flood relief, then went back to Qui Nhon. We've been operating here since January."

Sensing my concern about the boat ride he changed key. "You probably won't need the helmet and flak jacket today, You're going to Vung Ro Bay about 70 miles south of here. We have four Mike Boats (LCM's) going down with ammo and food. He (Charlie) knows better than to attack us in the day where we can fight him," he said.

"The VC like to catch you in the back or under the guise of night. I know—I've been dealing with them since 1957. They sneak around in the dark and do their dirty work."

We arrived at the docks and true to Vietnamese military tradition everyone was saluting and shaking hands like it was going out of style.

They were speaking in Vietnamese and I was quite lost again. The operations officer was taking Captain Tru and I on a complete inspection of the cargo and ships.

Again I had to imagine what was happening. They were looking at the M-60's. "Make sure these weapons are kept ready at all times. Review the men on what they're supposed to do if they're attacked. Make sure they're wearing flak jackets and helmets on the dangerous parts. Watch for mines.

Keep an eye on those control dials. If something happens to one engine, tie onto another boat and tow. You know how hard it is to get repair parts. Get in touch with me when you get to Vung Ro Bay. Yes, and keep those 500 meter intervals until you get there.

If they won't unload you tonight, keep two guards per boat at all times. We don't want any sappers unloading a satchel charge on this ammo."

A salute, a wave, a goodbye. The air-pressure starter whirred, the engines cranked and we were off over the South China Sea to Vung Ro Bay 70 miles to the south, seven hours away. Who knows what lay in between?

Riding boats isn't fun. I found that out. Bumping through the ocean (at nine to 12 knots per hour), riding up and down on waves felt much like riding in an Army truck.

There aren't supposed to be many VC. You keep an eye on the sampans and that's about it.

The mountains stand comfortingly to the east, and to the west lies seven thousand miles of ocean, Oakland, and home. But your destination is due south.

You pass schools of fish, aimless jellyfish, and if you watch carefully, even an occasional sting ray. Vietnamese fishermen are there in their quaint boats. The sun is bright white and hot and even the salt winds carrying the reflections of the billowing, blue ocean browns the skin of the sailor.

The dull throb of the diesel and the slapping waves become unbearably routine, and your mind is numbed by the monotony. The coxswain catches your tired eyes and smiles reassuringly. That's all you need.

Everything looks safe. You convince yourself there's no danger so off with the shirt and relax. You doze. Dreams mesh and fits of VC and typewriters and guns and girls and all in grey and blue come charging from the sea and from the sky. Maybe for 15 minutes, maybe for an hour, you sleep.

A sharp clap arouses your senses. LT Tinh is starboard aiming his M-1. "Hey are we being attacked? What's happening?"

In broken English: "Come here! You see sampan? You see big can? Maybe they pull can in front of boat and BOOM." His hands flew up above his head and parted as if to explain what would happen to us.

I saw, I knew, I nodded. A sampan was about 20 meters off our course and a large can was floating across our path. Luckily it had been spotted and as it turned out, was harmless. I could have been released by an innocent looking sampan tied

The men of the 203rd stand formation each morning at eight.

MURPHREE

to an almost invisible fish line.

I realized for a moment, like those men have known all their life, that danger is not always there when you look for it, but can be anytime, anywhere and usually it's unexpected.

There's a lot of talk about Vietnamization. Rumors...stories... prejudices...some aren't favorable and most are hearsay. Many who know feel like CW2 Roy L. Crawford, maintenance officer of the 1098th. "I've been working with engines and boats for fifteen years and with those boys down at the 203rd for nearly a year now. An engineer will go anywhere with a good pilot and crew. I'd ride anywhere with these boys."

These men aren't as experienced as some American boat crews. Time will take care of that. But if I were asked to ride with ARVN 203rd Medium Boat Group on a convoy to Vung Ro Bay, I'd go. And even if it were night, I'd probably go to sleep again.

MURPHREE

Welding is one valuable skill learned at school.

When tools are scarce it takes a lot more ingenuity and teamwork to keep boats operational.

MURPHREE

A Bit About 1st Log

By SP4 Stan Gorland

In response to the increase in troop requirements necessitated by the Korean War, the 1st Logistical Command was activated on September 20, 1950, at Fort McPherson, Georgia. As a general reserve unit with 15 officers and 35 enlisted men, 1st Log was designed to test and evaluate new logistics doctrine and organization. First Log was to operate as a planning headquarters.

On May 12, 1952, the Quartermaster General designated a distinctive shoulder patch for 1st Log. The familiar disc, two inches in diameter with a red edge and blue center surrounding a white band and diagonal arrow, symbolizes the speed and efficiency of the organization in its mission of supply. Pointing to 1030 hours, the arrow is a reminder that the mission is always accomplished before the 11th hour.

First Log's permanent change of station came on July 17, 1952 when it was ordered from Fort McPherson to Fort Bragg, North Carolina. Initially it was attached to the XVIII Airborne Corps. On July 1, 1952 it was designated a Strategic Army Corps (STRAC) unit and charged with the administrative and logistical support of the STRAC contingency forces, maintenance of STRAC logistical readiness and post-deployment utilization as the STRAC logistical headquarters.

Three years later, as a result of the Berlin Crisis of 1961, President Kennedy announced a partial mobilization and augmented US forces in Europe. As part of this development, 1st Log was redeployed from Fort Bragg to Poitiers, France, where it was to operate a Base Logistical Command in the Communications Zone, US Army Europe.

The mission of 1st Log centered upon the organization of a base which could supervise COMZ depot and port operations in western and southwestern France. Altogether seven depots were supervised by 1st Log.

As an element of the COMZ, 1st Log was part of the Army's largest logistical command. It was an outgrowth of the World War II Communications Zone, which succeeded the Services of Supply designed to support the American Expeditionary Force of World War I.

On August 12, 1962, after nearly a year's service in Europe, the command was returned to the US, where it was assigned to III Corps, Fort Hood, Texas.

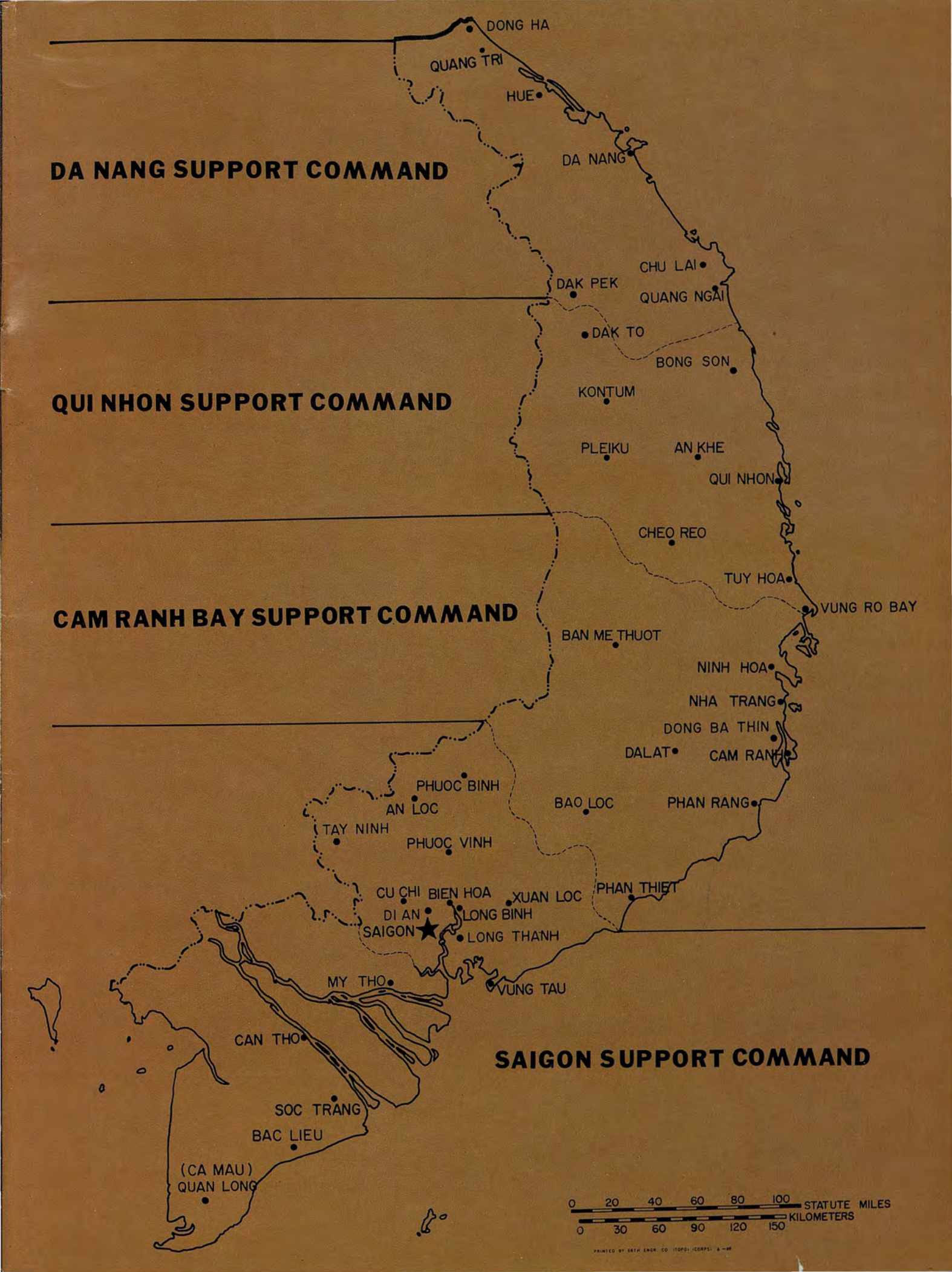
The commitment of US Army units in the Republic of Vietnam during the spring of 1965 created an immediate requirement for responsive logistical support, and 1st Log was alerted for service in Vietnam. Colonel Robert C. Duke, with 20 officers and 14 enlisted men, established the 1st Logistical Command in Saigon on April 1, 1965. Within a few short months the command became the fountainhead of military supply and maintenance on the embattled peninsula. It was the beginning of what would become the largest major command in Vietnam, with an assigned strength of more than 50,000 personnel.

During the first formative months, the establishment of a firm logistical base was one of 1st Log's highest priorities. As a means of implementing its motto—*First with the Most*—1st Log proceeded to establish logistical support areas in Saigon, Cam Ranh Bay, Qui Nhon and Da Nang. Each support command is organized to operate independently. The Logistical Operations Control Center (LOCC) at 1st Log Headquarters is the focal point for combat service support in Vietnam. The LOCC maintains current information regarding enemy and friendly situations, the status of critical supplies and services, and other data necessary for managing this complex system.

During its first two years in Vietnam, 1st Log Headquarters was located in a Saigon villa. With its units and activities dispersed throughout the city, effective coordination was virtually impossible. The Saigon operation was picturesque but impractical, and the move to Long Binh Post in 1967 was a welcome one. The new headquarters building, a multimillion dollar complex, was dedicated on January 2, 1968.

The diversity of 1st Log simply staggers the imagination. Its truck units, boat companies, air drop capabilities and railroad facilities give it a comprehensive capacity to move an astounding variety of supplies and equipment to all parts of Vietnam. When a vessel docks at one of 1st Log's ports, its cargo will be off-loaded, processed, transported, issued, maintained, and retrograded by 1st Log. Similarly, Army personnel in Vietnam are clothed, fed, supplied and provided with innumerable services by 1st Log. By providing comprehensive management for the Army's massive logistical operations in Vietnam, the 1st Logistical Command has brought order and responsiveness to the problems of combat service support.

On April 19, 1968 1st Log was authorized a distinctive insignia and the badge summed up the short history of one of the modern Army's most strikingly modern organizations. The arrow recalls the meaning of the shoulder patch—speed and efficiency in accomplishing the logistical mission. In addition, it is a symbol of combat capacity and as such, it is a fitting reminder of the new role which an insurgency places upon combat service support units. The seven-pointed mullet represents the seven continents of the world and Log Command's ability to serve in each of them. It has already made its mark in three of these continents. Produced by the Korean War, tested by the cold war, and proven in Vietnam, the 1st Logistical Command has earned a memorable place in the annals of the American military past.


DONG HA
QUANG TRI
HUE
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DA NANG SUPPORT COMMAND
CHU LAI
DAK PEK
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KONTUM
PLEIKU
AN KHE
QUI NHON
CHEO REO
TUY HOA
VUNG RO BAY
CAM RANH BAY SUPPORT COMMAND
BAN ME THUOT
NINH HOA
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SAIGON SUPPORT COMMAND
SOC TRANG
BAC LIEU
(CA MAU)
QUAN LONG
0 20 40 60 80 100 STATUTE MILES
0 30 60 90 120 150 KILOMETERS

Stars may be seen from the bottom of a deep well, when they cannot be seen from the top of the mountain. So many things are learned in adversity which the prosperous man dreams not of.

Charles Hadden Spurgeon