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DEPARTMENT OF THE ARMY
HEADQUARTERS 39TH ENGINEER BATTALION (COMBAT)
APO SAN FRANCISCO 96325

31 July 1970

SUBJECT: Operational Report of 39th Engineer Battalion (Combat) for
Period Ending 31 July 1970, RCS CSFOR-65 (RI)

THRU: Commanding Officer
45th Engineer Group
ATTN: EGD-3
APO 96308

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

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

Commander in Chief
United States Army, Pacific
ATTN: GPOP-DT
APO 96558

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

~~DOWNGRADED AT 3 YEAR INTERVALS~~
~~DECLASSIFIED AFTER 12 YEARS~~

Classified by Cdr, 39th Engr BN
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON DECEMBER 31 1976

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DPS-06-009

(C) SECTION I

A. (C) GENERAL:

1. (U) Organization:

During the report period, the 39th Engineer Battalion (Combat) consisted of Headquarters and Headquarters Company and four lettered line companies. The 511th Engineer Company (Panel Bridge) and the 137th Engineer Company (Light Equipment) remained attached to the Battalion throughout the report period. The 39th Engineer Battalion Provisional Land Clearing Platoon remained assigned to Headquarters and Headquarters Company and for the first half of the report period was under the operational control of the Land Clearing Company of the 9th Fleet Marine Force Engineer Battalion. In June, the Provisional Land Clearing Platoon formed a Provisional Land Clearing Company with land clearing elements of the 26th Engineer Battalion, Americal Division. In July 59TH Land Clearing Company (-) was made OPCON to the 39th Engineer Battalion (Combat), 45th Engineer Group (Construction) in general support of the Americal Division.

2. (U) Command:

The 39th Engineer Battalion (Combat) remained under the command of the Commanding Officer, 45th Engineer Group (Construction). The Battalion remained in support of the Americal Division throughout the report period, with Headquarters and Headquarters Company located within the CHU LAI Base (BT 534036). LTC Robinson commanded the battalion throughout the report period but departed on 31 July 1970. Incumbent commanders at the close of the report period were as follows:

CO, 39th Engr Bn	LTC James G. Ton
CO, HHC, 39th Engr Bn	CPT James W. Neuhaus
CO, Co A, 39th Engr Bn	CPT Bruce A. Elliott
CO, Co B, 39th Engr Bn	1LT, John A. Erdman
CO, Co C, 39th Engr Bn	1LT, Robert H. Treat
CO, Co D, 39th Engr Bn	CPT Micheal S. Steiger
CO, 137th Engr Co (LE)	CPT Luis Riveiro
CO, 511th Engr Co (PB)	1LT Micheal A. Gallucci
CO, 59th Land Clearing Co	1LT William D. Korn

3. (C) Major Activities:

During the report period the Battalion completed the SONG VE Bridge and Causeway (BS 695635) and the TIEN PHUOC Airfield (BT 120140). The Land Clearing Platoon started the period still under the operational control of the 9th FMF Engineer Battalion and finished clearing land for the Third Marine Amphibious Force and XXIV Corps on BARRIER ISLAND (BT 152514). The upgrading of ROUTE HL-518 from QU NG NGAI (BS 645728) to AN MY (BS 544740) to minimum all weather standards was completed. ROUTE HL-523 from (BS 645923) to PHU NHIEU (BS 730873) was begun.

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and completed to single lane fair weather standards prior to the close of the report period. A 200'x400' helipad in CHU LAI (BT 534036) was rebuilt. Living bunkers, fighting bunkers, powder and projectile bunkers, were constructed at LZ FAT CITY (BT 426089), TIEN PHUOC (BT 120140), MINH LONG (BS 534516), LZ WRONG HOLE (BS 742808), LZ JOANIE (BT 295231) and CHU LAI Base Camp (BT 534036). The pot hole repair of road QL-1 between DUC PHO (BS 807378) to Vic LZ DEBBIE (BS 882305) was also completed. A hospital roof at LZ BRONCO (BS 815383) was repaired and the CHU LAI Defense Command TOC (BT 534036) was refurbished. During the period the upgrading to single lane minimum all weather standards of Routes 521 from MY LAI (1) (BS 737790) to CHAU THAIN (BS 779858), ROUTE 524 from QL-1 at BINH SON (BS 598925) to the junction of ROUTE 523/524/525 (BS 645923) and ROUTE 525 from (BS 645923) to HON' BA' (BS 620013) were initiated. Also initiated was the upgrading of ROUTE 533 from TAM KY (BT 318221) to TIEN PHUOC (BT 120140) to single lane all weather standards. The upgrade of ROUTE 5B from QL-1 at QUANG NGAI (BS 638758) to HA THANH (BS 390708), began during the last report period and was continued up until 13 June 1970 at which time effort was diverted, after completing 5 kilometers, towards higher priority secondary LOC's. After a week maintenance standdown the Provisional Land Clearing Platoon began a new operation on the BATANGAN PENINSULA (BS 704797). After 3 weeks the mission was reassigned to the 59th Land Clearing Company (-) which had just relocated two platoons and Headquarters Section from QUANG TRI and was placed OPCON to the 39th Engineer Battalion (Combat). The Provisional Land Clearing Platoon was then given the mission to clear areas in MC DUC District (vic BS 750680) for the Americal Division together with the Land Clearing Platoon of the 26th Engineer Battalion (Combat). Other projects initiated but not completed included the hauling support for Naval Construction Regiment 32 on the overpaving of Highway QL-1 from DUC PHO (BS 807378) to vic LZ DEBBIE (BS 824347), the construction of a mess hall for the 23rd Medical Battalion at LZ BRONCO (BS 815383), the rebuilding of five (5) refuel pads in CHU LAI (BT 534036) and the building of two 50 foot Observation Towers for the CHU LAI Defense Command. Continuous missions throughout the report period in the Battalion AO included quarry and crusher operations in CHU LAI, repair of enemy damage and route maintenance which included the construction of concrete headwalls on QL-1. Minesweep responsibility of 71 kilometers of Highway QL-1 was discontinued on 27 July 1970. Responsibility for the minesweep was turned over to RF/PF units of QUANG NGAI Province.

a. The SONG VE Bridge and causeway was completed and dedicated on 31 July 1970. During the report period 4 piers were completed with reinforced concrete caps, 48-60' 36WF150 steel stringers were fabricated and placed, a reinforced concrete abutment was placed, a 180 foot causeway with riprap was constructed, and 96 concrete decking slabs were positioned and welded to the stringers. The south abutment was backfilled, compacted and shot with RC-800. The entire 600 foot bridge plus 180 foot causeway was then paved with 440 tons of asphalt.

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b. The TIEN PHUOC Airfield was completed to Type II C-123 specifications. The finished project involved over 3,000 cubic yards of laterite, 8750 pieces of M8A1 matting and over 20,000 gallons of asphaltic material. The new drainage system, access road, POL area, hook out pad and 2300 feet of runway were opened to fixed winged traffic on 25 July. Extensive delays on this project (48 days) were encountered due to Americal Division tactical operations (21 Days), convoys (6 days) and rainfall (21 days).

c. At the beginning of the report period the Provisional Land Clearing Platoon cleared over 3,000 acres for the Third Marine Amphibious Force and XXIV Corps. In the two clearing operations for the Americal Division the Land Clearing Platoon cleared a total of 1586 acres.

d. ROUTE 518, nine kilometers of single lane minimum all weather road, was completed on 5 July. A total of 78,210 cubic yards were hauled for the upgrading which began last report period.

e. On 22 May work was begun on the upgrading of ROUTE 523/524. The 18 kilometers of road were brought up to single lane fair weather standards in a little over six (6) weeks. Six kilometers of ROUTE 524 remained to be shot with RC-800 at the end of the report period in order to meet minimum all weather standards.

f. The helipad renovation project in CHU LAI was completed on 5 June. A total of 1710 pieces of M8A1 matting were taken up and relaid with approximately 66,000 square feet of stabilized soils used as a subbase and 1,000 gallons of RC-800 sprayed on the shoulders.

g. Throughout the report period a number of bunkers were constructed for the Americal Division within the area of operations. At LZ FAT CITY six 24'x12' living bunkers, two 12'x16' living bunkers and three 15'x30' ammo storage bunkers were constructed. Three 20'x32' living bunkers and four 20'x40' projectile and powder bunkers were constructed at TIEN PHUOC. Work continues on additional bunkers at TIEN PHUOC and MINH LONG. One TOC bunker was repaired and one medical bunker reconstructed in the CHU LAI area. Numerous fighting positions and living bunkers were constructed at NDP WRONG HOLE and LZ JOANIE.

h. The repair work on QL-1 from DUC PHO to LZ DEBBIE was completed during this report period because of several pavement failures due to extremely heavy convoy traffic. Pot holes and large strips of deteriorated asphalt pavement were squared off, recompact and repaved. This work was completed on 4 June and involved over 650 tons of asphalt.

i. The Secondary LOC program began in earnest this report period with the upgrading of ROUTES 521, 533, and 525. All roads are to be 4 meters wide with 1 meter shoulders and turnouts every 500 meters. At the end of the report period three kilometers of ROUTE 521 were upgraded and the first 100 foot bridge had been constructed; on ROUTE 533 twelve kilometers were completed; on ROUTE 525, begun on 13 July 1970,

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five kilometers were completed. Up until the last day of the report a total of 117,588 cubic yards of laterite had been placed on Secondary LOC upgrading. ROUTE 5B, started during the last report period, was indefinitely suspended due to higher priority Secondary LOC construction. As of 13 June five kilometers of upgrading were completed.

j. On 14 July, the battalion assumed the asphalt hauling responsibility for the LOC Overpave operations supported by the 32nd Naval Construction Regiment between DUC PHO and LZ DEBBIE. To date 6,600 tons of plant asphalt had been hauled to the OVERPAVE site.

k. On 23 June at LZ BRONCO construction of a 40'x96' mess hall for 3rd Medical Battalion began. The work includes constructing a complete facility including a concrete floor, grease traps, interior finishing and drainage for both kitchen and the wash room. Work was temporarily suspended due to commitments on higher priority projects, but was resumed in mid July.

l. The rebuilding of five refuel pads in CHU LAI began on 27 June. The old refuel pads were removed and a new subbase of 2 $\frac{1}{2}$ "(-) base rock was placed and compacted. Three pads were completed and shot with RC-800.

m. Construction of two 50' observation towers for the CHU LAI Defense Command began on 30 June. At the end of the report period one concrete base was placed and both sub and superstructures were completed for one tower.

n. Construction of concrete headwalls along QL-1 continued during the report period with 90% of the scheduled headwalls complete.

o. The 75 TPH primary rock crusher continued operation in CHU LAI during the report period, but production suffered from down time due to replacement of a Pittman cap, a defective conveyor belt, and the diversion of haul trucks to the Secondary LOC projects. In spite of this the crusher produced over 6,700 cubic yards of 2 $\frac{1}{2}$ "(-) rock during the report period.

4. (C) Activities of Headquarters Company:

Throughout the report period Headquarters Company, 39th Engineer Battalion (Combat) was located at CHU LAI (BT 534036). Headquarters Company continued its mission of supporting the line companies with heavy equipment; accomplishing engineer support tasks for the Americal Division within the CHU LAI Base area and land clearing operations for the III Marine Amphibious Force, XXIV Corps, Americal Division, and our own line companies.

Throughout the period, the Heavy Equipment Platoon was employed supporting and assisting the line companies as needed. Heavy Equipment 20 ton Rough Terrain Crane was utilized at Company A's SONG VE

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BRIDGE project (BS 695635) for loading and moving reinforced concrete slabs, stringers and angle iron. On 20 July 1970, the RT Crane moved to ROUTE 521 for Company C's bridge construction project (BS 738805). The platoon's 20 Ton Quickway Crane was also utilized at the SONG VE BRIDGE site (BS 695635) assisting in Alpha Company's operation. The platoon's scoop loader remained in CHU LAI (BT 534036) and loaded trucks with asphalt and blast rock. Graders were utilized for Company B, 39th Engineer Battalion on ROUTES 5B (BS 638539 to BS 591763), 523 (BS 645921 to BS 723878), and 525 (BS 645921 to vicinity of BS 646974). Two 10 ton tractors and 25 ton lowbeds were constantly supporting battalion missions throughout the Americal Area of Operations and much of I Corps and II Corps. One 250 CFM Air Compressor was utilized by Company D on the TIEN PHUOC Airfield project (BS 120140). Company B has also employed one dozer and a 13 wheel roller on the ROUTE 523/524/525 projects.

At the beginning of the period the Land Clearing Platoon was clearing on BARRIER ISLAND (BT 152514) and completed that mission on 4 June. The platoon cleared over 3,000 acres between 1 May and 4 June 1970, the platoon destroyed more than 200 bunkers; found and destroyed 1,230 meters of tunnels and trenches; 67 artillery rounds, mortar rounds and mines and captured 3 individual weapons.

The Land Clearing Platoon returned to CHU LAI on maintenance stand-down from 4 June 1970 to 15 June 1970. On the 15th of June, the platoon started to clear land on the BATANGAN PENINSULA in the vicinity of BS 704797. Tactical and logistical support was provided by the Americal Division. The mission ended for the 39th Engineer Provisional Land Clearing Platoon and the 59th Engineer Land Clearing Company took over this area of operation on 9 July 1970. Enemy activity, especially mines and booby traps greatly hampered operations. During this period the platoon cleared 856 acres of land, destroyed 10 bunkers, and found and destroyed over 70 artillery rounds, mortar rounds, and mines.

The third separate mission for the Land Clearing Platoon during the report period started on 17 July 1970 and continues through this period. This clearing is in vicinity of BS 750680. To date the platoon has cleared 665 acres of land in the MO DUC area.

Headquarters Company continued working on improving the Battalion Defenses at CHU LAI. Five reinforced intermediate fighting bunkers were installed and improved. Five RPG standoff fences were put in front of the bunkers.

Under the self help program the Mess Hall extension was completed and eight buildings were improved. Civic Action projects included taking over 20 bags of cement and five loads of scrap lumber, salvaged from buildings torn down, to the local Vietnamese village AN TAN (BT 497066).

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5. (C) Activities of Company A:

At the beginning of the report period, HQ platoon, 2 squads of 1st platoon, and 2nd platoon were located at CHU LAI (BT 534036). The 3rd squad 1st platoon, and 3rd platoon were located at LZ SNOOPY (BS 700-607). Assigned missions included completion of the SONG VE BRIDGE, minesweep from CHU LAI to LZ DOTTIE (BS 627856), and from LZ SNOOPY to the southern limit of QUANG NGAI CITY (BS 659700), and support to the 511th Engr Co (PB) with dump trucks and security for rock and asphalt haul as required. Projects initiated during the report period were concrete headwalls on QL-1 between LIZ ACCESS ROAD (BS 768466) and LZ BRONCO (BS 815383), minesweep from LZ SNOOPY to LZ BRONCO, a 40'x96' Mess Hall for B Company, 23rd Medical Battalion at LZ BRONCO, repair of the airfield at MINH LONG (BS 534516), construction of 9 each 8'x16' powder bunkers for C Battery, 3/18 Artillery at MINH LONG, and security and traffic control for the overpave operation between LZ BRONCO and LZ DEBSIL (BS 824347).

The SONG VE BRIDGE, the company's major project during this reporting period, is a 600 foot reinforced concrete bridge. The existing bridge, as left by the Vietnamese Ministry of Public Works in 1965 consisted of two 60' reinforced concrete "T" beam spans, four completed piers, one pier without cap, and three piers with piles at river bottom level. Work to be done consisted of finishing the four partially completed piers, construction of a 180' causeway, building a southern abutment, precasting 480' of reinforced concrete decking, fabricating 48-60' steel stringers, placing superstructure, and construction of pier protection devices. The estimated date of completion, originally set at 31 Dec 1970, was moved up to 15 Sep 70. At the beginning of the report period, work on the SONG VE consisted of site preparation and completion of two sets of piles. By the end of the report period, all work except the pier protection was completed and the bridge was formally dedicated and opened on 31 July 70. Second platoon constructed the concrete decking for the bridge in CHU LAI, then loaded it for shipment to the site. First platoon did the initial site preparation, completion of the piles and two of the four caps. Third platoon did the rest of the onsite work throughout the report period. The 511th Engr Co (PB) hauled all the rock for the causeway.

On 31 May 70, Company A was relieved of minesweep responsibilities from CHU LAI to LZ DOTTIE and LZ SNOOPY to QUANG NGAI and on 1 June 1970, assumed minesweep responsibilities from LZ SNOOPY to LZ BRONCO, which was conducted by the 1st and 3rd platoons. Between 1 June and 30 June 1970, Company A conducted training classes on minesweep operations for the Popular and Regional Forces of MO DUC, DUC PHO, and TU NGAI Districts with a goal of turning the minesweep over to the RF/PF's on 1 July 1970. Due to the RF/PF equipment shortages, Company A conducted the minesweep until 27 July 1970 when responsibility was assumed by the RF/PF's.

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On 27 May 1970, the 1st platoon started work on concrete headwalls on QL-1 between the LIZ ACCESS ROAD and LZ BRONCO. By 10 July, four of the six assigned headwalls were completed and work temporarily stopped in deference to higher priority projects.

On 30 May 1970, the 1st and 3rd squads of the first platoon relocated from LZ SNOOPY to LZ BRONCO in order to be closer to their head-wall project and to assume one half of the minesweep that began on 1 June 1970. On 19 June 1970, the 2nd squad of 1st platoon, after finishing their portion of the Song Ve Bridge, joined the rest of the platoon at LZ BRONCO.

On 23 June 1970, Company A received the mission of constructing a 40'x96' Mess Hall for B Company, 23rd Med Bn who had lost their previous Mess Hall by fire. The Mess Hall to be constructed will be complete with a concrete floor, grease trap, interior walling and drainage for both kitchen and wash room. Estimated date of completion is 31 Aug 70. 1st platoon was assigned this mission, and by the end of the reporting period, the floor and drainage were completed as well as prefabrication of the roof trusses.

On 20 June 1970, the 2nd platoon completed their portion of the SONG VE Bridge and between 20 June and 7 July 1970, worked on various minor projects in the CHU LAI area including placing 50'x100' concrete slab for a new service club in CHU LAI, and construction of a new EM shower and latrine in the company area. On 8 June 1970, one half of the 2nd platoon relocated to MINH LONG and started work on repair of the runway and preparation of living accommodations for the platoon. By the end of the reporting period, the runway repair was 60% completed, and the construction of 9 powder bunkers with the associated drainage networks was 10% complete.

Company A provided dump trucks under the operational control of the 511th Engr Co (PB), for rock and asphalt haul from CHU LAI to various worksites throughout the report period. Security for the asphalt haul was also provided in the form of vehicular patrols.

Enemy activity was light to moderate during the reporting period. At 0330 hours on 8 May 1970, LZ SNOOPY was hit with 7 each 60mm mortar rounds, with no damage or casualties sustained. There were six incidents during the minesweeps from LZ SNOOPY to LZ BRONCO. On 2 June 70, 3rd platoon received sniper fire in the vicinity of BS 726603 while moving south on minesweep. On 5 June, 3rd platoon received sniper fire at the same point, both while going and returning from minesweep. There were no casualties or damage from either sniping incident. The 1st platoon found the culvert located at BS 778445 booby trapped with an M-26 frag grenade on three occasions, 21 June, 26 June, and 3 July 1970. On 26 June, one man was injured when he detonated the booby trap. The other two times, the booby traps were located and blown in place with no casualties or damage.

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During the reporting period, Company A cut, bent and tied 95,000 feet of reinforcing bar, placed 312 cy concrete, spliced 2880 feet of 36-WF-450 steel stringers to complete the SONG VI BRIDGE. An additional 165 cy of concrete was placed on various other jobs including headwalls, the DUC PHO Mess Hall floor, and the service club slab. Company A also started construction of a 40'x96' Mess Hall at DUC PHO, airfield repair work at MINH LONG, and powder bunker construction at MINH LONG.

6. (C) Activities of Company B:

At the start of the report period, Company B, 39th Engineer Battalion (Combat) was located at LZ DOTTIE (BS 627856), with the mission to minesweep QL-1 between LZ DOTTIE and QUANG NGAI (BS 627856), upgrade ROUTE 5B from QL-1 (BS 638758) to HA THANH (BS 393204) (28 kilometers), rebuild a 200'x400' helipad at CHU LAI, and replace all multiple timber headwalls with concrete headwalls between (BS 608905) and (BS 786423).

During the report period construction of ROUTE 5B continued and 11,241 cubic yards of laterite were placed, graded and compacted between (BS 610759) and (BS 592762). Drainage structures to this date have included 150 feet of culvert with 11 headwalls and wingwalls completed. To finish the first 5 kilometers of road 8,400 gallons of RC-800 were used. The approaches to the first bridge (BS 593751) were prepared and part of the BOM was drawn for the proposed 60 foot timber pile bent bridge. A temporary hold was put on the project on 13 June 1970. The mission effort of secondary road construction was then shifted from ROUTE 5B to the road complex ROUTE 523/524/525 on the BATANGAN PENINSULA.

On 5 June 1970, the 1st platoon completed rebuilding a 200'x400' helipad in CHU LAI which had begun on 31 March 1970. During the project 1,710 pieces of M8A1 steel matting was removed and replaced with new matting on top of a new cement stabilized soil sub-base. One thousand gallons of RC-800 were used to seal and waterproof the shoulders of the pad.

The construction of concrete culvert headwalls and wingwalls by the 3rd platoon along QL-1 between (BS 608905) and (BS 786423) proceeded throughout most of the period and as of 31 July 1970 was 95% complete. This project also has been temporarily suspended to provide maximum effort for the road complex ROUTE 523/524/525.

Company B received a high priority mission on 22 May 1970 to upgrade ROUTE 523/524/525 road complex. ROUTE 524, which is 6 kilometers long, runs from QL-1 at BINH SON (BS 597926) to the junction of ROUTE 523/524/525 (BS 645923). It was constructed as a minimum all weather road with necessary culverts to fulfill drainage requirements for a 5 year storm drainage in unpopulated areas and a 10 year storm drainage in populated areas. It will be shot with RC-800/MC-250. ROUTE 523 added another 12 kilometers of road requirement from (BS 645923) to PHU NHIEU (BS 730873) with an access road to AN THINH #1 outpost

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(BS 731894); it was constructed as a pioneer road. A total of 28,320 cubic yards of laterite and 200' of culvert were required to complete the ROUTE 523/524 project. Seven (7) different Night Defensive Positions and nine (9) laterite pits were opened along the route to minimize minesweep requirements. Twenty-five acres of land were cleared along the route to decrease the chances of ambushes. At present ROUTE 524 is awaiting penneprime treatment to complete the 523/524 portion of the project.

On 13 July 1970, the 3rd platoon moved to the first NDP on ROUTE 525 to build 14 kilometers of minimum standard all weather road from ROUTE 523/524/525 junction to HON! BA! (BS 620043). To date the project is 25% complete.

On 27 June 1970 the 1st platoon began construction of 5 refuel pads for the 178th AVN Company in CHU LAI. The project required removing old M8A1 matting, hauling rock, grading, shooting RC-800 over the area, and replacing the matting. The project is currently 70% complete. The 1st platoon also received a hanger renovation project in CHU LAI on 27 June 1970 but it was cancelled before progress had started due to higher priority projects and the user cancelling the scope of the operation.

At LZ DOTTIE, chain link fence rocket standoffs were placed in front of all living and guard bunkers, 4 secondary fighting positions were constructed around the CP, and poles were placed for the wiring of the bunkers. Also a generator shed with concrete floor was constructed for the 100 kilowatt generator. All work was completed by 25 July 1970.

Enemy activities during the report period were heavy especially during the ROUTE 523/524 project. On 25 May 1970 3 personnel from B Company were medivaced after 2 Sheridan tanks were hit, one by mine, the other by an RPG round during the recon of ROUTE 523. A total of six (6) vehicles were destroyed by mines; one bucket loader, one five ton dump and one 290M were declared combat losses, while another five ton dump, a D/E dozer, and a CEV hit mines and required 3rd shop repair. Ten Company B and three TDY from the 137th Engr Co (LE) personnel were wounded during the project, nine of whom were medivaced. Thirty-six mines and booby traps ranging from "Bouncing Betty's" to 250 lb bombs were detected and blown in place. Seven fire fights, occurred while B Company was working on ROUTE 523/524. Enemy action on ROUTE 525 has been moderate with one 5 ton proof truck hitting a mine and to date 8 mines uncovered and blown in place. However one man was KIA and two men WIA on 27 July when one man detonated an M-16 mine. The only other enemy activity that occurred during the report period involved two culverts, one on QL-1 the other on ROUTE 5B which were blown but repaired by the following day.

During the report period B Company, assembled and installed 290 linear feet of culvert, hauled 47,891 cubic yards of laterite, layed

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3,815 pieces of M8A1 matting and poured 220 cubic yards of concrete. B Company constructed a 200'x400' helipad at CHU LAI, upgraded 6 kilometers of minimum standard all weather road (ROUTE 524), 17 kilometers of pioneer road (ROUTE 523 and 525), put up rocket standoffs for all living bunkers and guard bunkers and built a generator shed.

7. (C) Activities of Company C:

At the beginning of the report period the Headquarters and third platoon of Company C were located at CHU LAI (BT 534036), 1st platoon was located at QUANG NGAI (BS 645728) and 2nd platoon was located at LZ BRONCO (BS 815383). Projects in progress included minesweeps in the AOR; Engineer Support to units in AOR; Civic Actions in AOR; construction of an Ammo Supply Point security fence at LZ BRONCO; the upgrade of ROUTE HL-518 from (BS 645728) to (BS 544740); the preparation of potholes for paving on QL-1; and the repair of a hospital roof at LZ BRONCO.

During the report period the construction of a medical bunker; the upgrade of ROUTE 521 from (BS 737790) to (BS 779858); the repair of the CHU LAI Defense Command TOC; the construction of two 50 foot observation towers and hauling support for the paving of QL-1 south of DUC PHO (BS 807378) were initiated.

Company C was responsible for minesweep operations on QL-1 from DUC PHO to LZ SNOOPY (BS 700607) a total of 23 kilometers. On 1 June 1970, Company A assumed the minesweep.

On 16 May 1970, construction of a medical bunker at CHU LAI was initiated with the removal of an old bunker on the site to be used. A 200 foot by 32 foot timber bunker was constructed and work was completed on 20 May 1970.

In early April Company C had the responsibility of assisting the 137th Engr Co (L3) with the cutting and preparing of pot holes for paving south of DUC PHO. This was completed on 4 June 1970.

Construction of a 6,500 foot fence for the Ammo Supply Point at LZ BRONCO was started during the last report period. Materials were furnished by the user, but due to unavailability of further materials the project was terminated on 6 June 1970 with 3500 feet of security fence completed.

The repair of the hospital roof at LZ BRONCO was started during the last report period. The project consisted of replacing the entire roof to include trusses, purlins, plates and corrugated metal roofing on four wings each 40 feet by 20 feet and on the hallway, 8 feet by 120 feet. Repair of the roof was completed on 5 June 1970 and the second platoon moved to CHU LAI 10 June 1970.

On 4 May 1970, the initial recon of ROUTE HL-521 was conducted and preparations were started to move the third platoon to an NDP east of

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QUANG NGAI to construct a 9 kilometer, single lane, minimum all weather road. The scope of the road included the construction of one 100 foot timber pile bridge, two 140 foot timber pile bridges, and three kilometers of causeway. On 1 June 1970, the third platoon moved to ROUTE 521 and established NDP WRONG HOLE (BS 742808). Construction of the road started on 5 June 1970. At the end of the report period 3 kilometers of road had been completed and the first 100 foot bridge had been constructed.

The repair of the CHU LAI Defense Command TOC was started on 13 June 1970. This consisted of removing the old roof, reinforcing the existing walls and constructing a new roof. This was completed on 23 June 1970.

The construction of ROUTE HL-518 began during the last report period. The remaining 4 kilometers of road and 6 culverts were constructed and the project was completed with the exception of signal shooting of the finished road with peneprime on 15 June 1970. Despite numerous maintenance problems involving the asphalt distributor, the road was completed on 5 July 1970, and the first platoon moved to NDP WRONG HOLE to work on ROUTE HL-521.

On 30 June 1970 construction of a 50 foot observation tower for the Chu Lai Defense Command began. At the end of the report period a concrete base had been placed and the substructure and superstructure had been constructed.

On 15 July 1970, Company C started providing haul support to the 511th Engr Co (PB) by hauling asphalt from CHU LAI to the paving site south of DUC PHO for paving being accomplished by the 32nd Naval Construction Regiment.

Enemy activity was relatively light during the report period. The minesweep teams found 5 mines and booby traps, and were involved in 3 sniper incidents. On 8 May 1970, culverts on QL-1 at (BS 758489) and (BS 756492) were destroyed by enemy activity. The road was repaired for traffic at both locations the same day.

At the end of the report period Company C had constructed 500 feet of security fence, hauled 34,643 cubic yards of laterite to Route HL-518 and installed 6 culverts. In addition to making daily mine sweeps, Company C constructed a 20 foot by 32 foot medical bunker; a 50 foot observation tower; repaired the roof of the hospital at LZ BRONCO; repaired the road in KRAMER Compound, QUANG NGAI, for the 2nd ARVN Division; and repaired the CLDC TOC. NDP WRONG HOLE had been established and work started on ROUTE HL-521. Over 34,500 cubic yards of fill had been hauled and the first bridge had been constructed.

8. (C) Activities of D Company:

During the reporting period D Company, 39th Engineer Battalion (Combat) was headquartered at CHU LAI Base (BT 534036) until 16 June

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1970 when the headquarters was moved to LZ JOANIE (BT 296232). The assigned missions of the company included construction of living bunkers and powder bunkers for C Battery, 3/16 Artillery at FAT CITY (BT 426089); reconstruction of TIEN PHUOC Air Strip (BT 120140); upgrading of ROUTE HL-533; construction of living bunkers, ammo bunkers, and gun pads for B Battery, 3/16 Artillery and B Battery, 3/18 Artillery, both located at TIEN PHUOC (BT 120140).

From the start of the report period until 7 July 1970, the 1st platoon of Company D continued to construct the living bunkers and powder bunkers for C Battery, 3/16 Artillery at LZ FAT CITY (BT 426089). The 1st platoon relocated to LZ FAT CITY (BT 426089) for this project. The project was halted from 4 June to 20 June 1970 when 1st Platoon was moved to TIEN PHUOC (BT 120140) to assist the 3rd platoon in laying the M8A1 matting for the airfield. When this project was completed a total of 6 each 24'x32'x8' living bunkers, 2 each 12'x16'x8' living bunkers, and 15'x30'x15' ammo storage bunker had been constructed with an expenditure of 8711 manhours and 252 equipment hours.

During the report period the 3rd platoon of Company D continued the reconstruction of TIEN PHUOC AIRSTRIP (BT 120140). The earth work for the airstrip was accomplished by the 137th Engr Co (LE). The 3rd platoon laid the M8A1 matting for the 2300'x60' landing strip and also for a parking apron on the north west end of the airfield. To get the matting down as rapidly as possible and get the airfield back in operation the 1st platoon was moved from LZ FAT CITY (BT 426089) to TIEN PHUOC (BT 120140) during the period 4 June to 20 June 1970. Once the matting was in place it was painted with non-skid paint. In addition to laying the matting, the 3rd platoon also installed the necessary culverts to provide adequate drainage for the airfield. During this period 3,666 cy of fill were hauled for the runway and 8,750 pieces of matting were placed, with the expenditure of 30,560 manhours and 2,408 equipment hours.

Throughout the report period the 2nd platoon of Company D has been working on the upgrade of ROUTE HL-533. The 3rd platoon of the 137th Engr Co (LE) is attached for assisting in the earth work portion of the project. On 8 July 1970 the 1st platoon was also moved to TAM KY (BT 426089) to assist in the work and the minesweep of ROUTE HL-533. Each day the road must be opened with a minesweep that averages about 40 kilometers in length. There have been a total of 5 borrow pits opened and from them have come 42,780 cy of laterite which has been utilized in widening and upgrading the road and in constructing 8 turnouts. Nine miles of the road were up to subbase grade and the first 2 miles have 6" of base rock. Over 2,800 cy of base rock were hauled from CHU LI by the 511th Engr Co (PE). As the road work continued so did the drainage work with the installation of 8 new culverts and the construction of 22 headwalls. During the report period 26,365 manhours and 7,919 equipment hours have been expended.

On 20 May 1970, the 3rd platoon located at TIEN PHUOC (BT 120140) began construction on a project for B Battery, 3/18 Artillery. The

mission in this project was to construct 7 each 20'x22'x8' living bunkers, 4 each 20'x40'x8' ammo bunkers; to rehabilitate 2 each 8 inch gun pads; to relocate 2 each 175mm gun pads; and to rebuild 1 each auxiliary gun pad. Work was started on this project while waiting for the earth work to be completed on the airfield and then commenced again after the airfield was complete. By the end of the report period a total of three ammo bunkers, and four living bunkers had been completed with an expenditure of 10,602 manhours and 655 equipment hours.

Enemy activity during the period was fairly active. LZ JOANIE at TAM KY (BT 296232) received rocket attacks on 2 days. No damages or injuries occurred. There were 10 incidents on ROUTE 533 involving mines. Four of these resulted in casualties and heavy equipment damage. A total of one D7E, one 10 ton tractor and two 5 ton dump trucks were combat losses. Company D had sixteen (16) men hospitalized, six (6) of whom were in serious condition as a result of these mining incidents.

During the report period Company D has constructed eleven (11) living bunkers, six (6) ammo bunkers, laid 8,000 square feet of M8A1 matting. On secondary LOC work Company D has upgraded twelve (12) kilometers of all weather road with 42,780 cubic yards of laterite, placed 2,400 cubic yards of base rock, constructed and installed seventeen (17) culverts and built 22 headwalls and wingwalls. A total effort of 86,238 manhours, and 11,234 equipment hours have been expended by Company D on its projects this period.

9. Activities of 137th Engineer Company (LE):

At the beginning of the report period, the Headquarters and Maintenance sections and Support Platoon of the 137th Engineer Company (LE) were located at CHU LAI (BT 534036). The first platoon (-) was located at TIEN PHUOC (BT 120140) and the second platoon (-) at LZ TRONCO (BS 815383). The third platoon was located at LZ DOTTIE (BS 627856).

Projects in progress included the upgrading of TIEN PHUOC Airfield (BT 120140); route maintenance and repair in the DUC PHO area and the CHU LAI Quarry operations (BT 534036).

Due to increased effort on Secondary LOC upgrading during this report period, the entire hauling and compaction capabilities of the 137th Engr Co. (LE) were placed O'CON to the 3 line companies of the 39th Engr Bn.

Two (2) 290M pans, one (1) dozer and towed compaction equipment from the second platoon supported Company C, 39th Engr Bn on the upgrading of ROUTE 518 at the beginning of the report period. On 16 June 1970 the heavy equipment was moved with 1st platoon, Company C to begin work on ROUTE 521. As of 31 July 1970 over 31,500 cubic yards of laterite have been placed on ROUTE 521 by the heavy equipment from the 137th Eng Co (LE).

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The Third Platoon supported Company B, 39th Engr Bn on the first 5 kilometers of upgrading of ROUTE 5B before the project was suspended due to higher priority LOC missions. In May all of the Third Platoon's equipment was placed OPCOM to Company D, 39th Engr Bn located at TAM KY (BT 296232) for work on the upgrading of ROUTE 533, TAM KY to TIEN PHUOC. As of the end of the reporting period over 40,000 cubic yards of laterite have been spread over 12 kilometers of road on ROUTE 533.

The 290M hauling capabilities of the First Platoon have been used on ROUTES 5B, 533, and 518. Currently more First Platoon heavy equipment has been relocated from TIEN PHUOC for work on the ROUTE 523/524/525 road complex.

Throughout nearly the entire report period the First Platoon, 137th Engr Co (LE) was working on the TIEN PHUOC Airfield (BT 120140). The runway (2300'x60'), parking apron, (100'x300'), a POL area, hookout pad, and access road were brought up to final grade, compacted and shot with RC-800. A total of forty-eight (48) days were lost on the job due to Americal tactical operation, convoys and rainfall. In spite of the problems encountered the runway was opened for fixed wing traffic on 25 July 1970.

At the beginning of the report period the Second Platoon, then located at LZ BRONCO (BS 815383) was continuing repair of pot holes from DUC PHO (BS 807378) to LZ DEBBIE (BS 824347). On 5 June 1970 the project was completed using a total of 615 tons of asphalt, 990 cubic yards of base course and 1600 gallons of RC-800.

The CHU LAI Quarry supported the 39th Engr Bn's extensive secondary LOC program the entire report period. Due to lengthy down time for replacement of a Pittman cap and bolts (154 equipment hours), defective conveyor belt and the diversion of haul trucks from the quarry to secondary LOC work, the production of 2 1/2" (-) base rock has been held to well below maximum for the report period. A total of 6,792 cubic yards of base course were produced, and 5,778 cubic yards were issued during the report period.

Enemy activity has resulted in the combat loss of 3 vehicles. A 290M hit a mine on ROUTE 523 on 23 June 1970. A 25 ton lowbed was lost due to mining incident on ROUTE 533 on 11 May 1970. Also on ROUTE 533 on 11 July 1970 a five ton dump truck struck a mine.

The 137th Engr Co (LE) has sustained only two (2) casualties as a result of mining incidents, one of which was medivaced to Japan.

During the report period the 137th Engr Co (LE) completed the TIEN PHUOC Airfield and the Road Maintenance and Repair of OL-1, DUC PHO to LZ DEBBIE, provided substantial heavy equipment support for upgrading six Secondary LOC roads and operated a rock crusher at CHU LAI. A total of over 106,000 cubic yards of laterite were hauled and compacted, over 6,700 cubic yards of base rock were crushed, and 15,800 gallons of asphaltic materials were sprayed.

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10. Activities of 511th Engineer Company (PB):

Throughout the report period the 511th Engineer Company (Panel Bridge) was located at CHU LAI (BT 54036) with the mission of supporting the 39th Engineer Battalion (Combat). During the period the 511th Engineer Company (PB) continued its mission of organizing and supervising rock and asphalt hauls from CEMU-301 to work sites on QL-1 and ROUTE 533, providing organizational maintenance support to all OP CON vehicles and providing security and control vehicles for asphalt and rock convoys. During this time the Company logged 162,988 miles in accomplishing its various missions.

From 25 April to 31 May and from 29 June to 13 July the 511th Engr Co (PB) hauled 8,663 cubic yards of blast rock and 947 cubic yards of base rock for the construction of a causeway at SONG VE BRIDGE (BS 695-636).

From 30 May to 12 June 1st squad of the 1st platoon was OP CON to Company B, 39th Engr Bn to haul crushed rock and laterite for the construction of ROUTE 5B. Five (5), five ton dump trucks were sent to help in this hauling.

From 10 June to 24 June the Company hauled 2,898 cubic yards of base rock to T.M KY (BT 296232), for secondary LOC work on ROUTE HL-533 in support of Company D, 39th Engr Bn.

On 1st and 2nd of June the 511th Engr Co (PB) transported 25 loads of equipment for Company C, 39th Engr Bn to MY LAI to aid in setting up their new Night Defensive Position, WRONG HOLE for work on ROUTE HL-521.

Projects initiated during this quarter included hauling of asphalt to the SONG GO MA BRIDGE (BS 691646), MY TRANG (BS 824312), BRIDGE 400 (BS 813363), CULVERT 402L (BS 758489), DUC PHO (BS 807370) and SONG VE BRIDGE (BS 695636).

Whenever the 511th Engr Co (PB) hauling capability was not fully required by the 39th Engr Bn, the company hauled sand for the stabilization plant or to the asphalt plant at CEMU-301. Also blast rock was hauled from CHU LAI Quarry to the 137th Engr Co (LE) crusher site.

Throughout this period, the 511th Engr Co (PB) experienced only one (1) WIA. During a hauling mission on ROUTE 524, one five ton dump truck struck a mine and was considered a combat loss.

In accomplishing its primary mission of rock and asphalt haul vehicles of the 511th Engr Co (PB) hauled, 8,607 cubic yards of blast rock, 6,820 cubic yards of sand, 4,552 cubic yards of base rock, 4,067 cubic yards of laterite, 3,450 tons of asphalt, 1,300 cubic yards of concrete, 25 loads of equipment and 3 loads of diesel.

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B. (C) INTELLIGENCE:

1. (C) Reconnaissance:

During this report period the Battalion Reconnaissance Section ran engineer route reconnaissances of ROUTES 523/524/525 and 522. Each Recon was preceded by a detailed study of aerial photos, geological overlays, and other source material available from Americal Division, and by an aerial recon. Company C led a route recon of ROUTE 521, and the Battalion Recon Section began a study for a recon of ROUTE 5R, between OP-1 and HA THANH.

Routine recons of QL-1 and the secure portions of Secondary LOC's were performed by helicopter and on the ground to determine any enemy and/or weather-caused damage. The monthly and quarterly recons of culverts and bridges of QL-1 were also made.

2. (C) Enemy Activity:

During May there was moderate enemy activity against engineer installations in the AO. CHU LAI received on 1-3 May a very heavy 120mm rocket attack, with over 30 rockets landing in the base area. One rocket landed in the 511th Engr Co (PB) area early on the morning of 3 May and did not detonate until six hours later. Enemy activity on the roads in May was light to moderate, with a total of 10 mines and booby traps on the secondary LOC's and 2 culverts blown on QL-1.

Only light activity against permanent installations occurred in June and July, but heavy activity occurred on the Secondary LOC's. VC/NVA sappers blew a concrete causeway on ROUTE 523 and a culvert bypass on ROUTE 533. Sniping incidents were moderate. The heaviest activity was in mines and booby traps. The enemy made use of homemade charges, M-26 grenades, artillery rounds, one 250 lb bomb, and other explosive devices. Means of detonation included pressure-type detonators, trip wires, and use of secondary charges.

a. Mines: During the reporting period 76 mines were encountered in the Battalion AO. The mines ranged in size from a 2 lb nitro-starch to a 60 lb mine. Most had pressure-type fuzes, several were command detonated, resulting in 1 US KIA, 35 US WIA, 5 VN KIA and 11 VN WIA. The following is a breakdown by numbers of mines detected versus mines detonated:

<u>MONTH</u>	<u>DETECTED</u>	<u>DETONATED</u>	<u>TOTAL</u>
May	2	4	6
June	14	11	25
July	21	24	45

b. Booby Traps: During the May-July period the battalion encountered 51 booby-traps. These ranged in size from the "toe poppers" (50

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cal rounds) to 250 lb bomb, placed as a secondary charge with a 105 round. Land clearing elements frequently encountered booby trapped artillery rounds hanging in trees. Grenades in the bushes were used on ROUTE 533, on ROUTES 523/524 and 525. A wide variety of booby-traps were found. The detonated booby traps resulted in 13 US WIA, 7 VN WIA and 2 VN KIA. The following is a breakdown of booby traps by month:

<u>MONTH</u>	<u>DETECTED</u>	<u>DETONATED</u>	<u>TOTAL</u>
May	1	3	4
June	6	4	10
July	11	29	40

c. Other enemy-initiated activities during the report period are broken down as follows:

<u>TYPE.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>TOTAL</u>
Ambushes	0	2	0	2
Bridges Blown	1	0	0	1
Culverts Blown	4	1	0	5
Ground Probes	2	1	0	3
Sniper Attacks	7	11	6	24
Mortar Attacks	2	1	0	3
Rocket Attacks	10	4	0	14
Road Obstacles	0	0	0	0

3. (U) Weather Data:

<u>MONTH</u>	<u>RAINFALL</u>
May	.44"
June	2.61"
July	1.69"

C. (C) CASUALTIES:

During the report period, the battalion suffered the following casualties:

<u>COMPANY</u>	<u>KIA</u>	<u>WIA</u>	<u>KNH</u>	<u>WNH</u>
HHC	0	8	0	1
A Co	0	1	0	0
B Co	1	13	0	3
C Co	0	0	0	2
D Co	0	14	1	1
137th	0	2	0	0
511th	0	1	0	0
59th	0	7	1	0
TOTAL	1	46	2	7

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D. (U) OPERATIONS AND TRAINING:

1. (U) Operations:

The battalion operated on a seven day work week with Sunday afternoons used for maintenance, training, and Commander's Time when possible.

a. The combat and operation support missions were conducted in coordination with Americal Division, providing support in Military Region I. This consisted chiefly of secondary LOC upgrading, construction of defensive structures and to a lesser degree than previous reports, minesweeps. Approximately 76% of the engineer effort of the battalion was devoted to combat and operational support missions.

b. The LOC upgrading projects were originally assigned by USAECV and are part of the overall MACV-LOC Program. The major sub-project of the primary LOC program, the Song Ve Bridge, was completed. This accounted for approximately 18% of the engineer effort expended throughout the period.

c. The land clearing mission was coordinated through the III Marine Amphibious Force at the beginning of the report period. In June XXIV Corps took over the responsibility from III MAF. The Provisional Land Clearing Company composed of the 9th Engineer Battalion (USMC) and the 39th Engineer Battalion cleared land in support of the Americal Division and the 1st Marine Division. The 59th Land Clearing Company recently placed OPCON to the 39th Engineer Battalion is in the process of clearing land on the Batangan Peninsula in support of the Americal Division. The land clearing operations total approximately 5% of the engineer effort expended.

d. Base construction, civic action and other projects accounted for the remaining 1% of the engineer effort expended by the battalion.

2. (U) Training:

Regularly scheduled weekly training was conducted throughout the period. Training was conducted on special mandatory subjects directed by higher headquarters.

E. (U) MOVEMENTS:

1. (U) Company Moves:

9 July 1970 - 59th LCC (-) moved from QUANG TRI to BATANGAN PENINSULA (BS 74082)

2. (U) Platoon Moves:

a. 26 May 1970 - Land Clearing Platoon relocated from CHU LAI (BT 534036) to new operation area (BS 748668).

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b. 28 May 1970 - 1/A/39(-) relocated from LZ SNOOPY (BS 700607) to LZ BRONCO (BS 815383).

c. 1 June 1970 - 3/C/39 moved from CHU LAI (BT 534036) to NDP WRONG HOLE (BS 742808).

d. 10 June 1970 - 2/C/39 moved from LZ BRONCO (BS 815383) to CHU LAI (BT 534036).

e. 10 July 1970 - Land Clearing Platoon relocated from BATANGAN PENINSULA (BS 740829) to CHU LAI (BT 534036).

f. 11 July 1970 - 2/B/39 relocated from NDP (BS 705890) to LZ DOTTIE (BS 627856).

g. 17 July 1970 - Land Clearing Platoon relocated from CHU LAI (BT 534036) to new operation site (BS 748668).

3. (U) Squad Moves:

a. 4 June 1970 - 1,3/1/D/39 moved from FAT CITY (BT 426089) to TIEN PHUOC (BT 120140).

b. 6 June 1970 - 1/2/137th moved from LZ BRONCO (BS 815383) to CHU LAI (BT 534036).

c. 11 June 1970 - 3/1/C/39 relocated from QUANG NGAI (BS 645788) to NDP WRONG HOLE (BS 742808).

d. 19 June 1970 - 2/1/A/39 relocated from LZ SNOOPY (BS 700607) to LZ BRONCO (BS 815383).

e. 20 June 1970 - 3/1/D/39 moved from TIEN PHUOC (BT 120140) to FAT CITY (BT 426089).

f. 29 June 1970 - 2/1/C/39 moved from QUANG NGAI (BS 645728) to NDP WRONG HOLE (BS 742808).

g. 6 July 1970 - 1/1/C/39 moved from QUANG NGAI (BS 645728) to NDP WRONG HOLE (BS 742808).

h. 7 July 1970 - 1,3/2/D/39 moved from FAT CITY (BT 426089) to TIM KY (BT 295231).

i. 8 July 1970 - 2,3/2/A/39 moved from CHU LAI (BT 534036) to LZ CAUNCH (BS 534516).

F. (C) SUPPLY:

1. (U) General:

During the report period, all companies received Class I, III, and

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IV support through CHU LAI (BT 534036).

2. (U) Logistics Support:

Logistic support was provided by the following organizations:

a. 23rd Supply and Transportation Battalion, located at CHU LAI (BT 534036), organic to the Americal Division.

b. 596th Light Maintenance Company, located at CHU LAI (BT 534036), organic to the 80th General Support Group.

c. 661st Ordnance Company (Ammo), located at CHU LAI (BT 534036), organic to the 528th Ordnance Battalion in DA NANG (BT 0257).

3. (C) Equipment Status:

Authorized cranes and graders were received during the reporting period, thus removing these items from the critical shortage item list. The following item still remain critically short:

<u>NOMENCLATURE</u>	<u>AUTH QTY</u>	<u>O/H QTY</u>	<u>SHORTAGE</u>
Semi-trailer, 25 ton	22	13	9
Radio Set, AN/GRC-125	52	40	12
Truck, Dump, 5 ton	100	92	8

4. (C) Combat Losses:

Combat losses during the report period are as follows:

<u>FSN</u>	<u>NOMENCLATURE</u>	<u>USA#</u>	<u>QTY</u>	<u>DATE</u>
2330-317-6448	Semi-Trailer, LB, 25 ton	7E8847	1	11 May 70
2320-055-9263	Truck, Dump, 5 ton	5G1203	1	29 May 70
2330-317-6448	Semi-Trailer, LB, 25 ton	7F6047	1	6 Jun 70
3805-051-9359	Loader, Scoop-type	08F37767	1	17 Jun 70
2320-045-7131	Tractor, Full Tracked, D7E	08D84268	1	17 Jun 70
2520-055-9263	Truck, Dump, 5 ton	5E7445	1	25 Jun 70
2420-088-9384	Tractor, Whl 29CM	8D0377	1	29 Jun 70
2320-055-9262	Truck, Dump, 5 ton	5D4001	1	6 Jul 70

5. (C) RVN Modernization and Improvement Program (Switch Four).

During the reporting period, no transfers of equipment were made under this program.

6. (U) Water Supply:

Presently the battalion is operating (4) four water purification vans.

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in CHU LAI and one (1) at LZ DOTTLE (BS 627856). The present output is 60,000 gallons of water a day.

G. (U) MAINTENANCE:

1. General:

The Battalion Maintenance Section continued to operate as a separate section with the combined Headquarters Company Motor Pool personnel and equipment at CHU LAI. The assigned mission of the Battalion Maintenance Section is to provide back-up support to all line companies in the area of recovery, welding and overflow of organizational repair at company level. Battalion Maintenance has the secondary mission to consolidate all Weekly Equipment Status Reports and Material Readiness Data for submission to higher headquarters along with technical inspections of all equipment prior to evacuation to support maintenance.

The overall average deadline rate was 9.7%, the average Commanding General's Deadline Rate was 11.1%. These figures are only slightly increased from the overall deadline percent of 7.61% and 8.51% from the last reporting period. Generator sets (18 failures) were mainly deadlined for engine failures and failures due to electrical and charging system malfunctions. D7E Dozers appear to rank second among equipment having consistent deadline time (17 failures) mainly due to damage caused by mines and booby traps. Scoop loaders ran third for consistent deadline failures (10 failures) due to malfunctions of fuel injector pumps, wheel seals and non-availability of tires for the ALLIS-CHALMERS model.

Monthly inspections of industrial sites along with two roadside spot check inspections were conducted by the 45th Engr Gp OMA team during this reporting period. Inspection results were satisfactory. During the week of 15-20 June, the Battalion Maintenance Section conducted a thorough staff inspection of each motor pool and available equipment. Three companies received excellent ratings for the condition of their equipment and maintenance management programs.

The TOE of maintenance personnel has increased to a level of 75% from a low level of 70% at the beginning of the reporting period.

2. (U) Support:

Providing direct support maintenance to the Battalion throughout this reporting period has been the 596th Maintenance Company (IM), located at CHU LAI, assisting the battalion with regard to special pieces of equipment and industrial plants were civilian technical representatives from M-COM, Quinton-Bushong and Dynallectron Corporations.

A total of 111 items of equipment were job ordered to support maintenance of which 39 items were retrograded. Specifically, 59 pieces of

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ordnance equipment and 52 pieces of engineer equipment were job ordered to the 596th Maintenance Company (IM). Of this number, 17 pieces of ordnance equipment and 22 pieces of engineer equipment were retrograded and the battalion received turn-in credit. Of the 72 pieces of equipment job ordered to support for maintenance and returned to this unit, the average deadline time of various types of equipment is as follows:

1/4 ton Util	5.6 days
3/4 ton Cgo	7.7 days
2 1/2 ton Cgo	5.9 days
5 ton dump	6.4 days
D7E Dozers	17.1 days
Scoop Loaders	15.6 days
Graders	41.3 days
Air Compressors	42.0 days
All Generator Sets	12.5 days

3. (U) Prescribed Load List(PLL) and Repair Parts:

The zero balance of repair parts in the battalion decreased from 31% during the last reporting period to 27%. Continuing to be a problem in supply of repair parts are: Scoop Loader tires for AC Loaders, 12 volt batteries, and 20 ton crane and road grader repair parts.

H. (U) MEDICAL:

During the report period malaria cases within the units assigned to this battalion showed an increase over previous months especially among troops living on LZ's. Many of these cases were not protecting themselves against the possibility of catching this dreaded disease, i.e., they were not taking the required malaria-preventive tablets (C-P and Dapsone tablets). It was learned that by taking urine samples whenever persons entered the Battalion Aid Station, it was possible to check whether or not that particular person was taking the required malaria-preventive tablets. It was also learned that approximately 85% of the men in the battalion were not taking these required tablets. Emphasis was placed on this matter and malaria rates have almost dropped to a stand still.

I. (C) CIVIC ACTION/PSYOPS/VIP

1. Civic Action:

In late May, a VC terrorist attack on a village several miles north of LZ BALDY resulted in the deaths of 75 civilians, 100 wounded, and many houses destroyed.

Among these houses which were destroyed was that of a Battalion Kit Carson Scout. On 11 July the Recon Section took 28 bags of cement and 25-105mm crates to the village to assist the KCS in reconstructing his house, and on a later trip on 25 July took 40 more ammo crates. No

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Ledcaps were conducted during the period due to insufficient medical supplies being provided by Americal Division G-5.

2. (U) PSYOPS:

Considerable effort was made to set up PSYOPS missions on Secondary LOC's in QUANG TIN and QUANG NGAI PROVINCES. In May and June the S-2 Section ran several broadcast missions on ROUTE 523/524, using the broadcast capabilities of the Americal Detachment #3 Movie Team. Interpreters presented talks to the people concerning traffic safety, the Voluntary Informant Program, and the Engineer effort as a part of the Government of Vietnam program. In July, again working with Detachment #3, the S-2 Section did broadcast and leaflet work on ROUTE 533. Topics included the above and also instructions to let peneprime dry before traveling on it. The broadcasts were well received.

The 198th Brigade S-5 Section, which has done much aerial broadcasting and leaflet dropping work in the Batangan Peninsula, indicated an interest in the Engineer road building and land clearing work in their AO. One of their ground broadcasting teams was employed with the 59th Land Clearing Company for 2 days. Due to a scarcity of people in the area, this particular operation was judged ineffective, but plans were made for better utilization of available broadcast and movie teams on various roads in the AO. Plans were also made for work by armed propaganda teams on ROUTES 525 and 521.

3. (C) Voluntary Informant Program:

<u>TYPE</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>TOTAL</u>
Grenades	105	13	19	137
60mm Rounds	44	14	18	76
81mm Rounds	20	9	6	35
4.2mm Rounds	0	0	1	1
90mm Rounds	13	2	1	16
105mm Rounds	19	1	2	22
155mm Rounds	15	0	9	24
RPG-2 Rounds	3	0	0	3
Plasters Paid	98,200\$VN	10,680\$VN	18,050\$VN	126,930\$VN

(U) SECTION II. Lessons Learned: Commander's Observations, Evaluations and Recommendations:

A. (U) Personnel: None.

B. (U) Operations:

1. (U) Loading of Bailey Bridge

a. Observation: Unloading and loading of Bailey Bridge can involve a considerable expenditure of man and equipment hours.

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b. Evaluation: In using forty feet of cable, ten cable clamps, and a turnbuckle, a Bailey Bridge can be handled faster and more efficiently.

c. Recommendations: In stacking the bridge, two sling cables can be placed around the male end and the female end of the bottom panel of the stack. The loose ends of the cable will then be located on the top of the stack.

A turnbuckle can be used to tighten the two sling cables. Two men with guide ropes can help to guide the stacked bridge parts when they are lifted by a crane on five-ton dump trucks. (See Inclosure 1)

2. (U) Asphalt Distributor Load Facility

a. Observations: An efficient asphalt loading facility is a prerequisite for utilization of asphalt distributors.

b. Evaluation: It has been found that construction of a split level platform with a reservoir at the lowest level allows easy filling of the distributor by draining the reservoir.

c. Recommendations: Construction of a split level platform with a reservoir at the lowest level allows more than one load to be prepared for draining into the distributor. However, this loading facility may be utilized with only penprime of low viscosity (30 or possible 70 centistoke) asphalt. Higher viscosities require a heating element. (See Inclosure 2)

3. (U) Removal of M8A1 Matting

a. Observation: Removal of old M8A1 matting when no salvage is considered by unlocking each pin involves considerable expenditure of man-hours.

b. Evaluation: By using five ton dump trucks and a tow chain with a hook, the old matting can be cut and removed expeditiously.

c. Recommendations: The tow chain is connected to the front end of a five ton with the hook placed on the high ridge of the M8A1 matting between the tires of another five ton which is straddling the matting in place. Backing the five ton connected to the chain cuts the matting like a can opener. The matting is cut into strips, rolled with a dozer, and dragged from the project site.

4. (U) Patching Soft Spots Under M8A1 Matting:

a. Observation: Soft areas have developed under M8A1 matting due either to poor compaction or excessive rain while matting is being placed.

b. Evaluation: Removing individual pieces of matting is time consuming and the area underneath is too small to work with heavy equipment.

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c. Recommendations: Cut 14" square holes out of the matting in the middle of the soft spot. Prop up the sides of the hole with rocks and prepare a dry 75%-25% soil-cement mixture. Using an air compressor blow the soil-cement mixture back around the hole. When the hole is completely filled compact the area directly under the hole. Add small amount of water, preferable by gravity feed, and replace and weld the cut matting back over the hole.

5. (U) Expedient Scaffolding

a. Observation: While doing work requiring extensive scaffolding, normal timber scaffolds are unwieldy, time consuming to construct, and use large quantities of construction materials.

b. Evaluation: Expedient scaffolding can be made by placing uncut timber decking (6"x12") between Class 60 tressles.

c. Recommendation: If excessive scaffolding is needed on a job, the best and most flexible design is Class 60 tressles with uncut timber decking. These are easier to construct and save building materials because the 6"x12" material is completely unharmed.

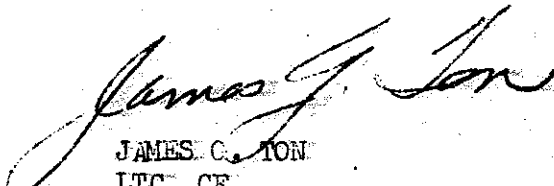
C. (U) Training: None.

D. (U) Intelligence: None.

E. (U) Logistics: None.

F. (U) Organization: None.

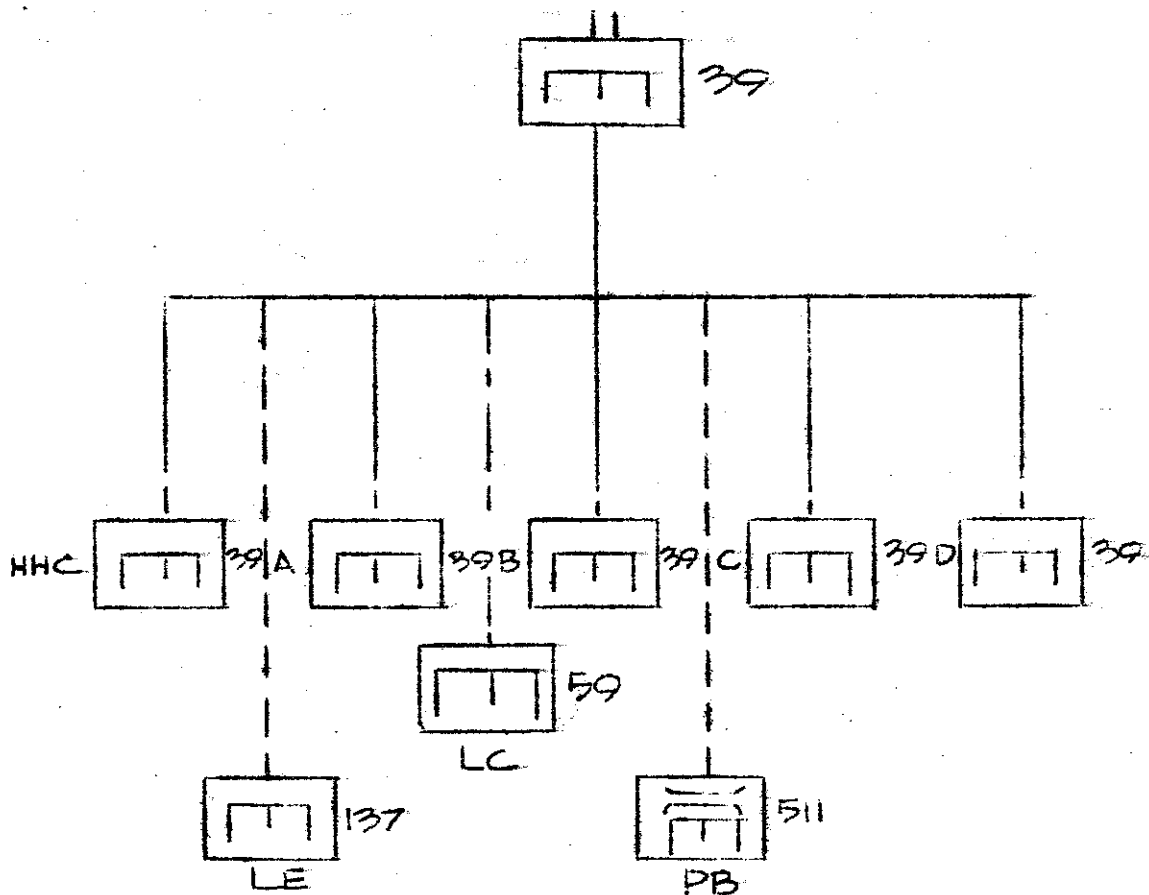
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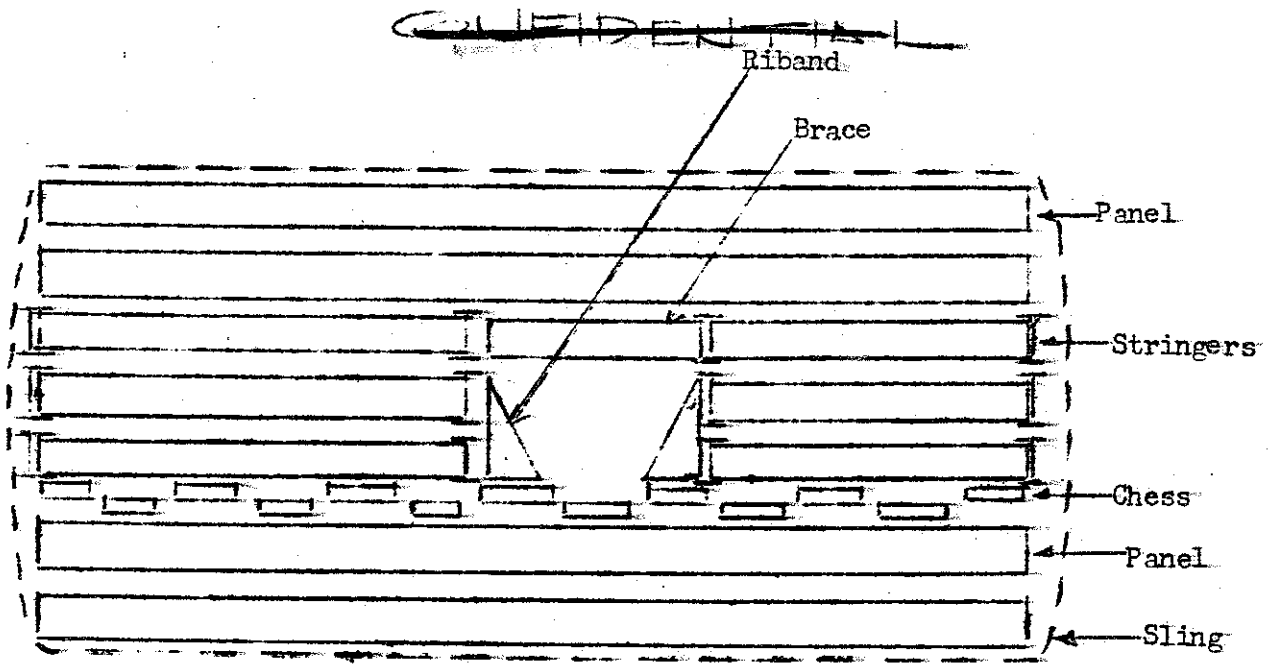
ORGANIZATION
39TH ENGINEER BATTALION (C)(A)
31 JULY 1970



———— ASSIGNED
- - - - ATTACHED
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Bridge parts that are contained in this stack are as follows:

<u>ITEM</u>	<u>NUMBER</u>
Panels	4
Chess	13
Stringers	6 (4 plain, 2 button)
Riband	2
Sway Brace	2
Raker Brace	2
Transom Clamps	8
Panel Pins	8
Bracing Bolts	12
Jay bolts	6

INCLOSURE #1 ~~CONFIDENTIAL~~

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