

DEPARTMENT OF THE ARMY
COMPANY A, 70TH ENGINEER BATTALION (COMBAT)(ARMY)
APO SAN FRANCISCO 96297

ERACB-A

31 October 1969

SUBJECT: Narrative of Unit Activities, ORLL, from 1 August 1969 through 31
October 1969

Commanding Officer
70th Engineer Battalion (Cbt)(A)
AFSN: ERACB-OF
APO 96297

DAVID A. CORBETT
CPT, CE
Commanding

SUBJECT: Narrative of Unit Activities, ONL.

A. OPERATIONAL SUPPORT

1. Mine Sweep

A daily reconnaissance (visual) mine sweep is made from BQ531106 to BQ591110 on the access road leading from the company area to C. 21. To this date, no mines have been found on the access road.

2. Bypass Repair 21/27

Bypass 21/27 was partially washed out due to excessive rainfall. A Company, 70th Engr Bn, reinforced the headwalls using 30 feet of 4 x 12 inch material. 24 cubic yards of blast rock was then hauled in to fill in behind the repaired headwalls, and an additional 72 cubic yards of base course material was used to restore the roadway to a passable condition.

3. Bridge 21/28.4

Due to the prevailing weather conditions, it was necessary that A Company, 70th Engr Bn, do repair work on the west side approach-way to Bridge 21/28.4. The existing rock and fill was removed and replaced with a cold mix consisting of three cubic yards of sand, three cubic yards of 3/4 inch minus, and two barrels of RS-3. The materials were mixed, spread, and tamped to bring the approach to the level of the bridge.

4. Reconnaissance for Sand

A great need for sand has arisen in the 70th Engr Bn's area of responsibility due to the large quantity of concrete being used. A Company, 70th Engr Bn, has been sending personnel around the area to recon for sand. At the present, we have sand at two locations. One site is located along the Ma Krang River at BQ516124. This site has proved to have a limited quantity of sand which is at this time, almost gone. The second site is located along the Ma Krang River at BQ591118. This site has the best sand, but due to the weather conditions, it is almost impossible to get the sand out without a crane and clam-shell. Work is being done to improve the access road to this sand pit so when the weather breaks, it will be easy to get the sand out.

5. Base Camp Security

Company A, 70th Engr Bn, continued improving its base camp security by installing a tangle foot between the first and second row of concertina wire. Also they installed noise makers in the wire and did patch work on the existing concertina wire wherever necessary. The condition of trip flares was checked and new trip flares were added wherever needed.

6. B Battery, 5/22 Artillery

The first platoon of Company A, 70th Engr Bn, was given the mission of building a fire base for B Battery, 5/22 Artillery. They constructed four

31 October 1969

SUBJECT: Narrative of Unit Activities, OML.

6. B Battery, 5/22 Artillery (Continued)

gun pads, each 30 feet in diameter, using 600 bags of cement, 60 cubic yards of 3/4 inch minus rock, and 10 cubic yards of sand. A mess hall pad consisting of three 16 x 32 foot pads was also poured using 135 bags of cement, 12 cubic yards of 3/4 inch minus rock, and 8 cubic yards of sand. Two latrines were constructed from 2"x4" and 1"x6" material. The project was stopped due to lack of materials.

7. Civic Actions: Khanh Gi Village

The district chief of Khanh Hoang District asked that the entrance ways into Khanh Gi Village be improved because of the large number of civilian vehicles stopping at the market place there. The entrances dipped below the grade of the road and the culverts running under them were damaged to the point of being almost non-existent. The First Platoon of Company A, 70th Engr Bn, constructed culverts using empty 55 gal drums and placed these culverts in the four entrance ways. They then back-filled the culverts with three inch minus rock and base course material bringing the entrances to the grade of the road, thus permitting easier access to the village.

B. CONSTRUCTION SUPPORT

1. Upgrade of QL 21

Company A, 70th Engr Bn's Area of Responsibility extends from Bridge 21/24 to Bridge 21/31. Within this area the company has been primarily concerned with: a. Potholing the highway, b. Construction of bypasses at the critical bridges, c. Preparing abutments for the construction of permanent bridges and d. Assisting the 86th Engr Bn (Const) in asphalt operations along our area of responsibility.

(1) First Platoon finished the work on Bridge 21/29 with assistance from the Second Platoon and the 11st Engr Co (LE). Fill was hauled in using 290's and a vibratory roller was used for the compaction. The road over the three culverts is prepared but due to a low compaction test, it will have to be dug up and recompact before the final surface can be applied.

(2) The Second Platoon has been preparing Bridge 21/31 for a triple concrete box culvert. Two D-7-E dozers dig a trench west of the original bridge site where the concrete box culvert is to be placed. The bypass was moved 20 feet to the south to allow for the construction of the culvert in its new location. The Second Platoon aided the First Platoon in finishing Bridge 21/29 and lent a helping hand to the Third Platoon in pouring the abutments at Bridge 21/30. The Second Platoon also worked with D Co, 86th Engr Bn (Const) to dismantle G Co, 86th Engr Bn's base camp.

(3) The Third Platoon working on Bridge 21/30 poured the east abutment footer, poured both the east and west abutments, set the steel and constructed the superstructure using 8" x 12" and 2" x 6" material, thus completing the bridge. The approaches are being completed by the 630th Engr Co (LE) with assistance from the Third Platoon.

31 October 1969

1. Upgrade of G 21 (Continued)

(b) Potholing has been going on steadily for the past three months with the First Platoon doing the majority of the work. Asphalt from the 610th Reg Co (CS) plant was utilized to backfill the potholes when available. When asphalt was not available, a cold mix consisting of 3/4 inch minus rock, sand, and EO-3 was used. The asphalt plant was in operation only briefly during this reporting period, so most of the backfilling was done with the cold mix. In conjunction with the potholing, the First Platoon repaired four culverts which were damaged by the crews doing the shoulder repair work between Bridge 2/3 and Bridge 2/4.

2. Base Gap Construction

Due to the approaching monsoon season, A Company installed 18 and 24 inch culvert around the compound to promote good drainage and provide accessibility to areas of the compound such as the motor pool and the mess hall. Base course material was spread over the roads to build them up and make them more stable. Individual platoons installed additional bracing in the living-fighting bunkers to compensate for the added weight of wet sandbags on the roof.

G. LESSONS LEARNED

1. Protective Bases around Project Sites

a. Observation

When working at a site which is in a low area where there is a problem with water draining or seeping into your work area, it is advisable to construct a protective base around the site to stop the water.

b. Evaluation

A protective base will stop most of the water from draining into the project site. The base must be constructed well and must be high enough to be effective.

c. Conclusion

A well constructed protective base will keep water from draining into the job site, it will also provide an adequate place from which to operate equipment.

2. Spall-out Culverts

a. Observation

When there is a shortage of steel culvert or the job doesn't warrant the use of steel culvert, a suitable culvert can be constructed from

31 October 1969

a. Observation (Continued)
empty 55 gal drums with both ends removed.

b. Evaluation

When using 55 gal drums for culvert it is best to weld the drums together and also weld struts at intervals around the barrel crossing the welded joint and perpendicular to it. These struts will prevent the drums from being broken apart under the stress of traffic.

c. Conclusion

If you use the 55 gal drums for culvert in place of the standard metal culvert, be sure that you connect them properly and they should last as long as the standard culvert.