

Landing Support Platoon
MAU Service Support Group 34
34th Marine Amphibious Unit
FPO, New York, N. Y. 09502

CWH/cwh
1500
20 Oct 80

From: Platoon Commander, 2d Platoon, Alpha Company
To: Commanding Officer, 2d Landing Support Bn., 2d FSSG, FMF,
Camp Lejeune, North Carolina, 28542.

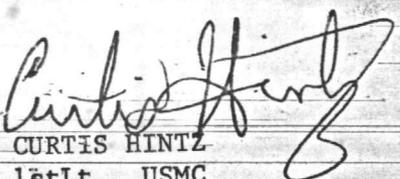
Via: (a) Commanding Officer, MSSG 34, 34th MAU, FPO NY, NY 09502.
(b) Commanding Officer, Alpha Company, 2d Lndg Spt Bn, 2d FSSG,
Camp Lejeune, North Carolina 28542.

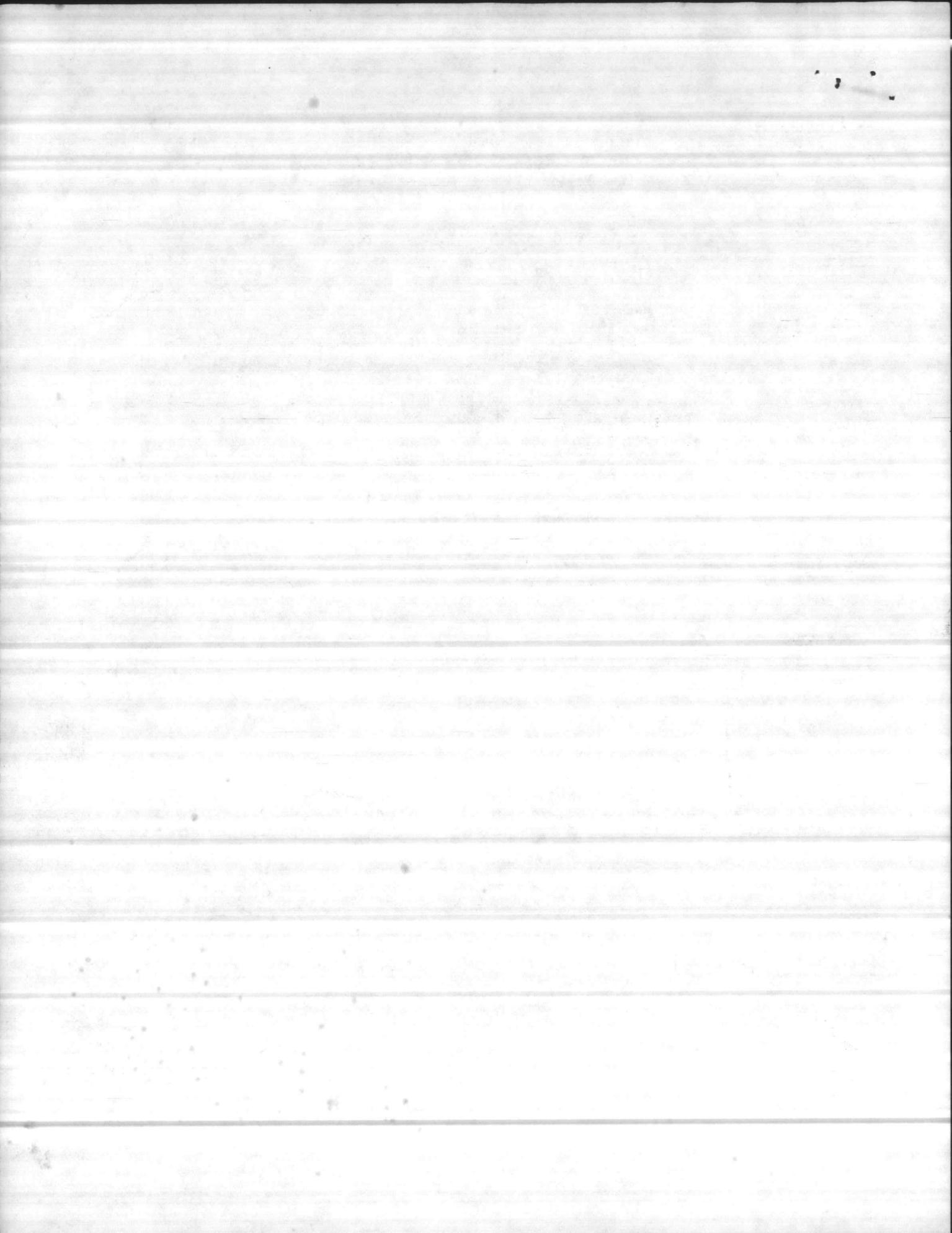
Subj: Pre-Deployment and Deployment Report for the Period of 15 July
Through 2 October 1980

Ref: (a) BnO 1500.3

Encl: (1) Pre-Deployment and Deployment Report
(2) MCI Lesson Submission
(3) Weight Control
(4) PFT Results
(5) EST Results

1. The following report is submitted in accordance with ref (a).


CURTIS HINTZ
1stLt USMC



I. PERSONNEL

A. PROMOTIONS

<u>Name</u>	<u>Rank</u>	<u>SSN/MOS</u>	<u>Promoted Rank</u>	<u>Remarks</u>
MARTINEZ, ME	PFC	065565599/1345	Lcpl	Regular

B. REDUCTIONS

<u>Name</u>	<u>Rank</u>	<u>SSN/MOS</u>	<u>Reduced Rank</u>	<u>Remarks</u>
BLACK, EB	Lcpl	579844080/3111	PFC	Refer to part C

C. DISCIPLINARY ACTION

1. Lcpl E. B. BLACK 579 84 4080/3111: Found guilty of violation under Art 92- Possession of Marijuana. SNM reduced to PFC, fined \$50 per month for two months, and given sixteen days restriction.
2. HN D. M. HARRISON 263 35 0021/8404: Found guilty of violation under Art 92- Sleeping in rack with boots on. SNM awarded sixteen days restriction.

D. AWARDS and DECORATIONS

1. Lcpl C. E. ELLIOTT 362 72 9884/1381- Good Conduct Medal
2. Cpl K. M. HOPE 220 72 0767/2531 - Good Conduct Medal

E. INJURIES

1. PFC R. K. MORGAN 058 56 7137/2531: SNM received cut on leg requiring twenty-four stitches when the side rack of a truck fell on him while on a working party in the Camp Lejeune ammo dump on 27 August. SNM has since returned to full duty following a complete recovery.

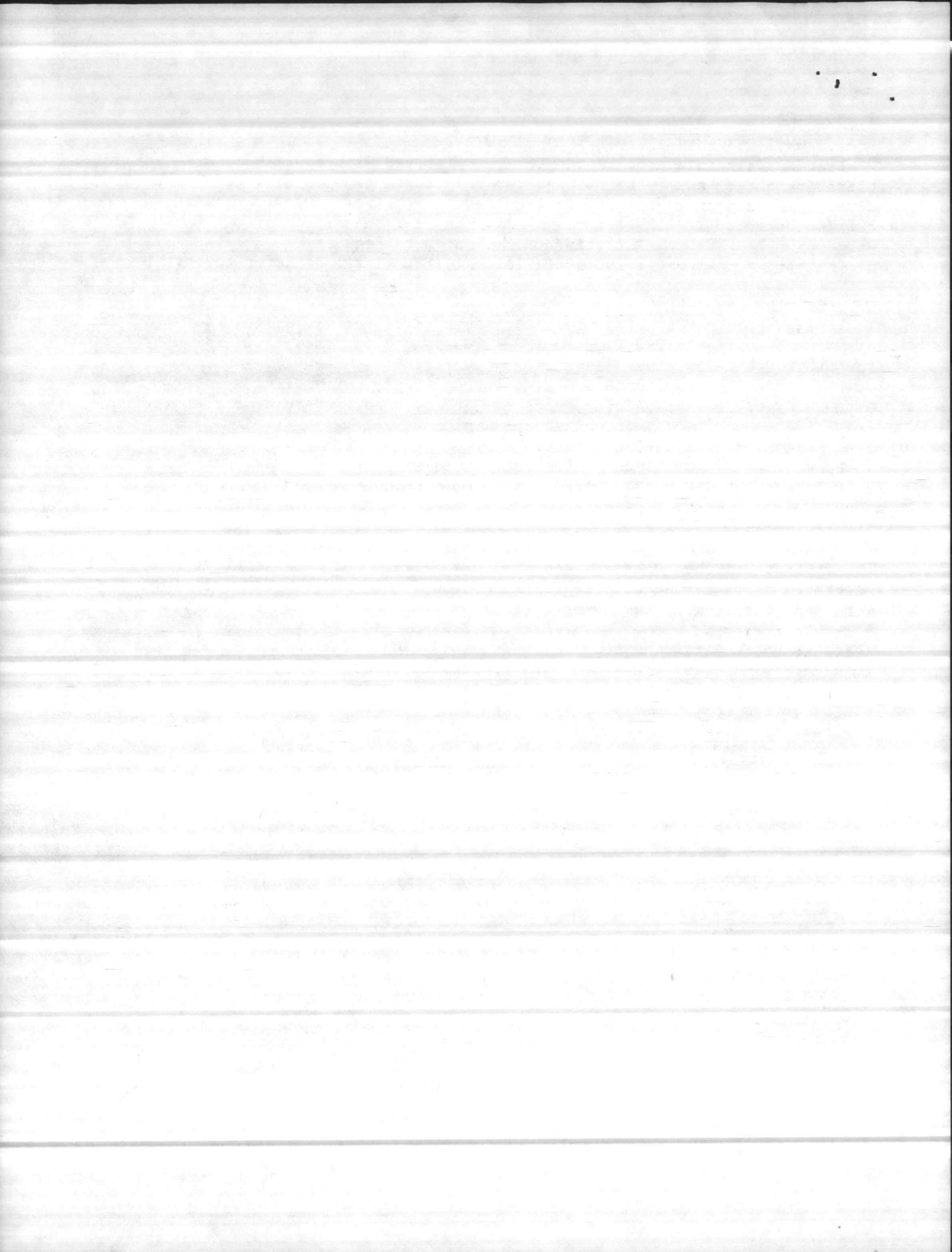
F. PERSONNEL GAINS AND LOSSES

1. Numerous changes were made in the personnel from Lndg Spt Bn before leaving the Camp Lejeune area in order to weed out undesirables. Following our departure from the states the summation of gains and losses is as follows:

- a.) GAINS: 0
- b.) LOSSES: 0

G. CURRENT STRENGTH (Lndg Spt Bn Personnel)

<u>USMC</u>	<u>NAVY</u>
<u>OFFICER/ENLISTED</u>	<u>OFFICER/ENLISTED</u>
1 / 44	0 / 1



II. SUPPLY AND MAINTENANCE

A. PREVENTIVE MAINTENANCE ACCOMPLISHED

Preventive maintenance in the form of weekly PM's and daily before-operation checks are being carried out in accordance with current directives subject to the limitations and constraints imposed by ship-board embarkation. While ashore in Norway a certain percentage of MT and MHE equipment was administratively deadlined at all times to ensure that adequate time was available for maintenance.

B. EQUIPMENT CURRENTLY DEADLINED

At the time of this writing our deadlined equipment consists of one RC 292 antenna which was blown down and damaged by a hovering CH 53 during TW 80. Repair parts have been ordered.

C. TEAM EQUIPMENT STATUS

Team equipment is in excellent shape with no losses or damaged gear as a result of the TW 80 exercise.

D. PERSONNEL EQUIPMENT STATUS

Personnel equipment is generally in very good shape with some minor losses due to theft and carelessness.

E. VEHICLE STATUS

All vehicles are up and running at this time. During TW 80 problems were encountered with the injectors on one TEREX and the floodlight set. Probable causes were the use of JP-5, which does not have the lubricating qualities of regular diesel, as fuel, and the relatively high amounts of contaminants in the fuel due to the field conditions.

III. TRAINING

A. MCI LESSON SUBMISSIONS

See Enclosure (2)

B. GED

GED classes will begin aboard the Saipan following the turn-over in Rota between 32 and 34 MAU.

C. WEIGHT CONTROL

See Enclosure (3)

D. PFT

See Enclosure (4)

E. FAMFIRES

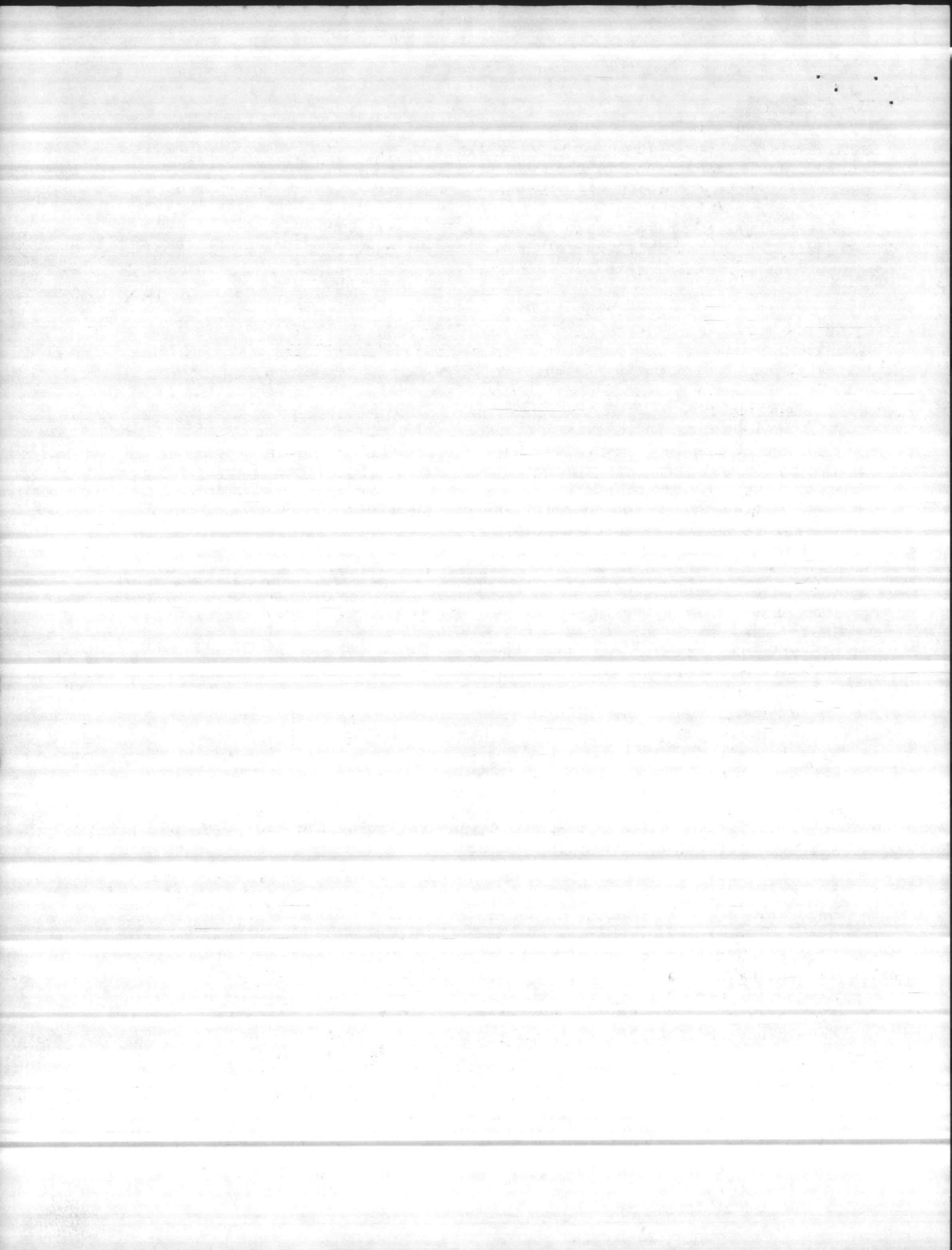
None conducted this period.

F. EST

See Enclosure (5)

G. SNCO/NCO EVALUATIONS

None conducted this period.

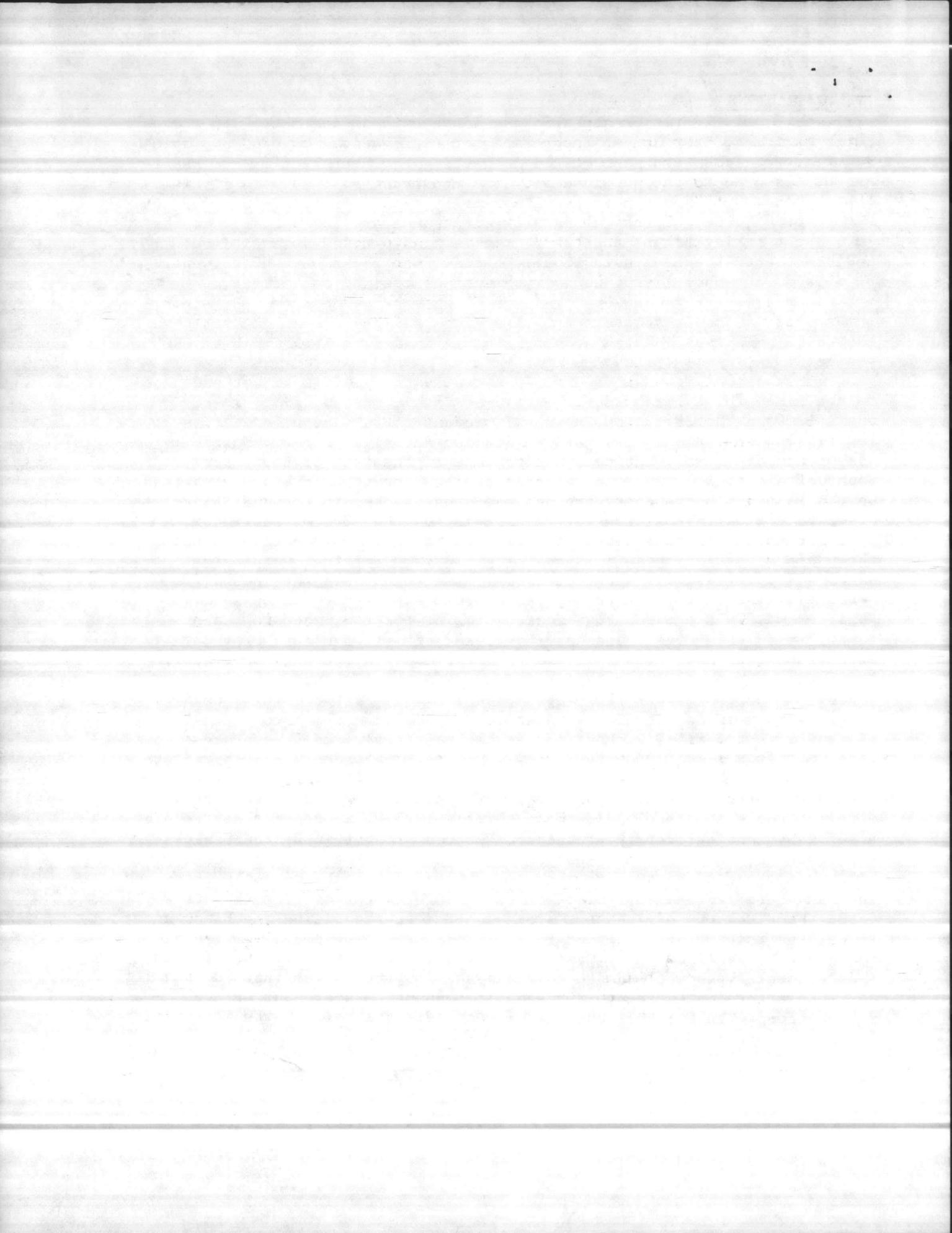


IV. OPERATIONS

1. On 15 July 2d Plt of Alpha Co was detached from the battalion and began moving to Camp Geiger to prepare for deployment with MSSG 34, 34 MAU. Numerous problems were encountered in getting the battalion MT and MHE assets assigned to the plt in-deployable condition so they were initially left behind. On 25 July these assets finally passed their LTI's and were transferred to Camp Geiger along with our team gear. The next five weeks were spent making final preparations as well as picking up additional equipment and attachments from other battalions. The embark plans were finalized with Shore Party and detachments of the Medical, Truck, Maintenance, and Headquarters platoons being embarked aboard USS Saipan, while the MSSG headquarters and the remainder of the troops are embarked aboard USS El Paso. Due to the short turn-around time for 34 MAU no CRE was held.

2. Embarkation began at Morehead City the morning of 28 August and, due to the size of the ship and complexity of the load plan, did not end until 1700 on the 29th. The TRANSLANT was uneventful and allowed time for final preparations for TEAMWORK 80. The actual landing in Norway was preceded by two practice landings, one on the 13th of September at Sound of Sleat, Scotland, and another on the 15th at Cape Wrath, Scotland. On the 13th our Shore Party preload was cross-decked to the USS Spiegel Grove to put us in position for the landing on the 18th of September.

3. For us the operation began at 2130 on the 17th when our LCU with the preload was launched from the Spiegel Grove. For the rest of the night we either drifted about or slowly maneuvered down the inland waterways to the LOD. The chilly temperature and frequent rain squalls, together with the crowded and exposed deck of the LCU, made for one totally miserable night. The landing kicked off at 0330 in the predawn darkness and promptly ran into trouble. Our landing beach (Blue Beach), located at the head of Surnadal Fiord near the town of Surnadalsøra, had a sand bar approximately 200 meters offshore. All of the initial assault waves ran aground on it. The landing quickly degenerated into a gaggle of landing craft milling about in the darkness trying to find a way across the bar. At around 0500 some of the more lightly loaded boats managed to get across with the help of the incoming tide. Our LCU, more heavily loaded than the rest, could not negotiate the bar and had to pull back offshore and watch the landing from there. Shore Party finally got ashore at 0730 by landing over the causeway that was brought in by the Seabees for the RO-RO ship. The off-load continued at Blue Beach until around 1030 when the tide receded to the point where no more boats could cross the sand bar. It resumed again with the return of the tide in the afternoon. The slack period in-between was devoted to organizing the beach area as well as tolerating masses of local civilians who swarmed over the area. Besides the civilians there was the usual collection of Phibron, 4th MAB, and Regiment types who had to come and see for themselves what was going on. That afternoon Captain NIXON and his headquarters element arrived ashore along with Lt HARTZ and his platoon. For the rest of the operation Blue Beach operated only when the tide was in, with the resulting backlog being handled by White Beach, an unplanned and hastily located beach about two miles down the side of the fiord. For the next four days 2d Plt



IV. OPERATIONS (continued)

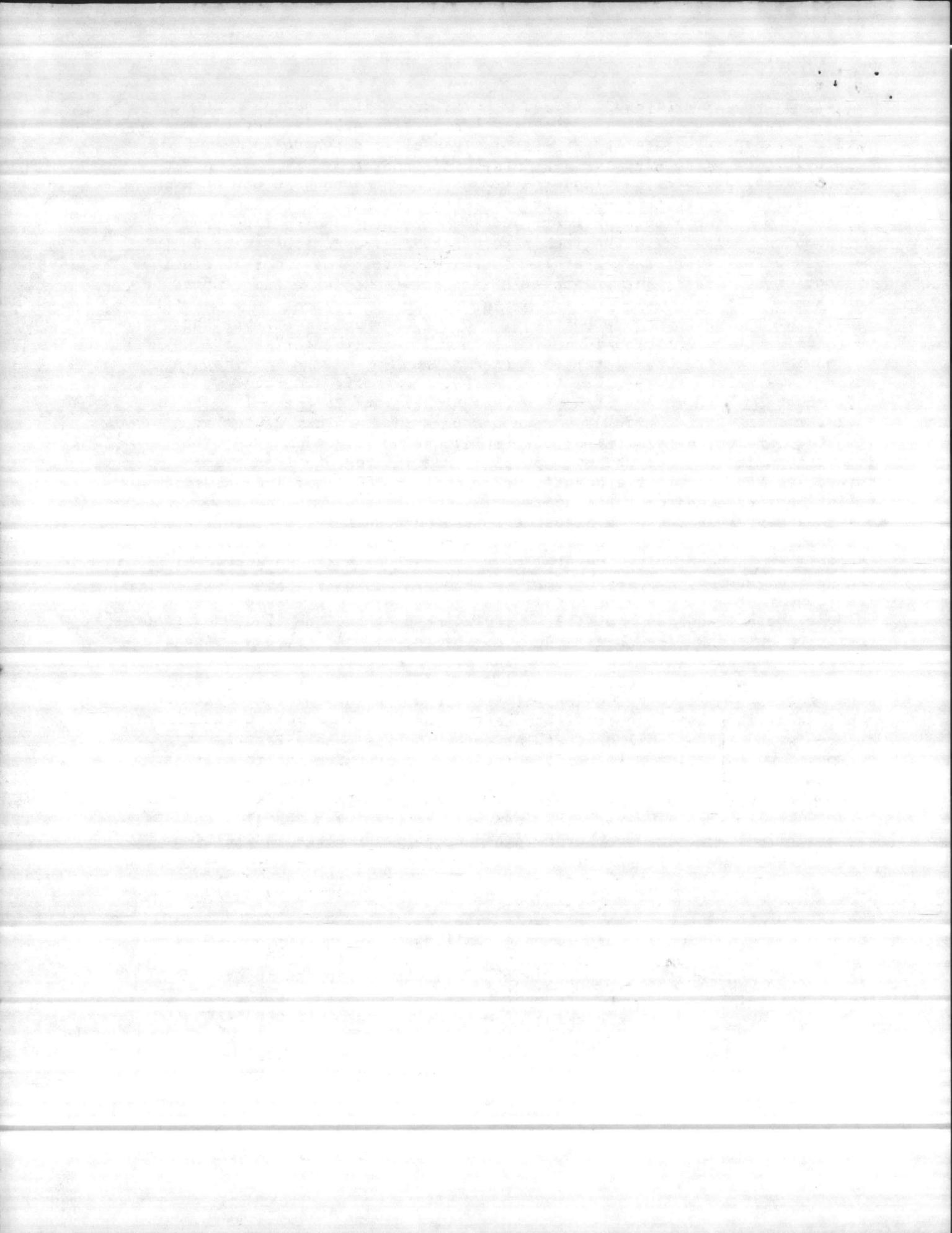
operated Blue Beach, operated the pier LZ, participated in the bulk fuel operation, provided MHE support to the MAB, and conducted maintenance on our own gear.

One HST operation of particular note was conducted to help out the local civilians. It occurred on 28 September and involved lifting a large amount of building blocks, cement, and sand from the BSA up into the surrounding mountains to the town's reservoir. The townspeople wanted to do some construction work at the location, but it was accessible only on foot or by air. Flying the materials up saved much time and effort for them.

Also of interest was the bulk fuel operation. Since 2d Plt has the bulk fuel section of the MSSG attached to it, the bulk fuel operation was assigned to it. During the operation a total of 40,000 gallons of JP-5 was pumped from an LST tied up at the causeway and through approximately 1,000 meters of hose across tidal flats to the bulk fuel farm for distribution. Numerous problems in the form of leaks were encountered, necessitating the employment of large numbers of troops to walk the line whenever pumping fuel in order to locate and correct leaks before large quantities of fuel would be spilled, causing pollution in the adjacent fiord.

On 22 September the bulk of our efforts began shifting over to the washdown. The washracks were set up and a trial run was conducted on the 23rd. The M12 decon unit, several of which were supposed to provide the bulk of the water pressure for the washdown, quickly lived up to its reputation as a piece of unreliable junk. The actual washdown began on September 24 and ran past the scheduled completion date of 29 Sept, not coming to an end until the afternoon of the 1st of October. Hampering the operation was a lack of work space. The pier area available was much too small to serve as the wash area, mobile load area, staging area, etc.. Also contributing to the slowness of the operation was the fact that the vehicles arrived at the pier without any prior cleaning; most were covered with mud and full of trash and other debris. Shore Party personnel were heavily involved the entire time; running the fork lifts, manning the hoses, running the pumps, filling the bladders, and doing most anything else that came up. Every day the regiment furnished a large (usually about 100 men) working party to help wash vehicles and clean mobile loads. The weather remained uncooperative the entire time; cool, cloudy, and very wet.

Thirty-four MAU assets, more specifically Shore Party and other MSSG elements, were left behind to finish the backload and clean-up after the last of the 4th MAB units returning to the states were loaded because our gear did not have to be desnailed and inspected. Following Captain Nixon's departure late on the afternoon of the 1st, we finished dismantling and loading the washracks and also participated in cleaning the pier area. This phase of the operation lasted until 0200 the following morning. We then backloaded our preload and retracted from the beach at 0300 on 2 October to bring TW 80 to an end.



V. PROBLEMS

1. As mentioned previously in the report, one major headache prior to leaving the battalion was getting our assigned vehicles in reasonable working condition. Initial planning and consultations between myself and the appropriate battalion staff sections and commodity areas began before the end of April and continued on through May and June. Yet when the initial LTI was held by the MSSG on 14 July, most everything failed because nothing had been done to the equipment besides the cleaning, painting, and other 1st echelon work that my 1381's did themselves. The following day we moved to Camp Geiger without the gear, thereby necessitating many trips back and forth between Camp Geiger and main side by myself and members of my platoon to coordinate the continuing repair work on the vehicles. This was a major waste of time and effort that could have been better utilized in pre-deployment training and preparations, as well as a major expense to the Marines who had to use their personal vehicles for these trips. Needless to say, the entire situation was totally deplorable. In the future some sort of timetable needs to be set up for preparing equipment for an upcoming deployment and enough pressure has to be applied to the various commodity areas from above to ensure that it is adhered to.

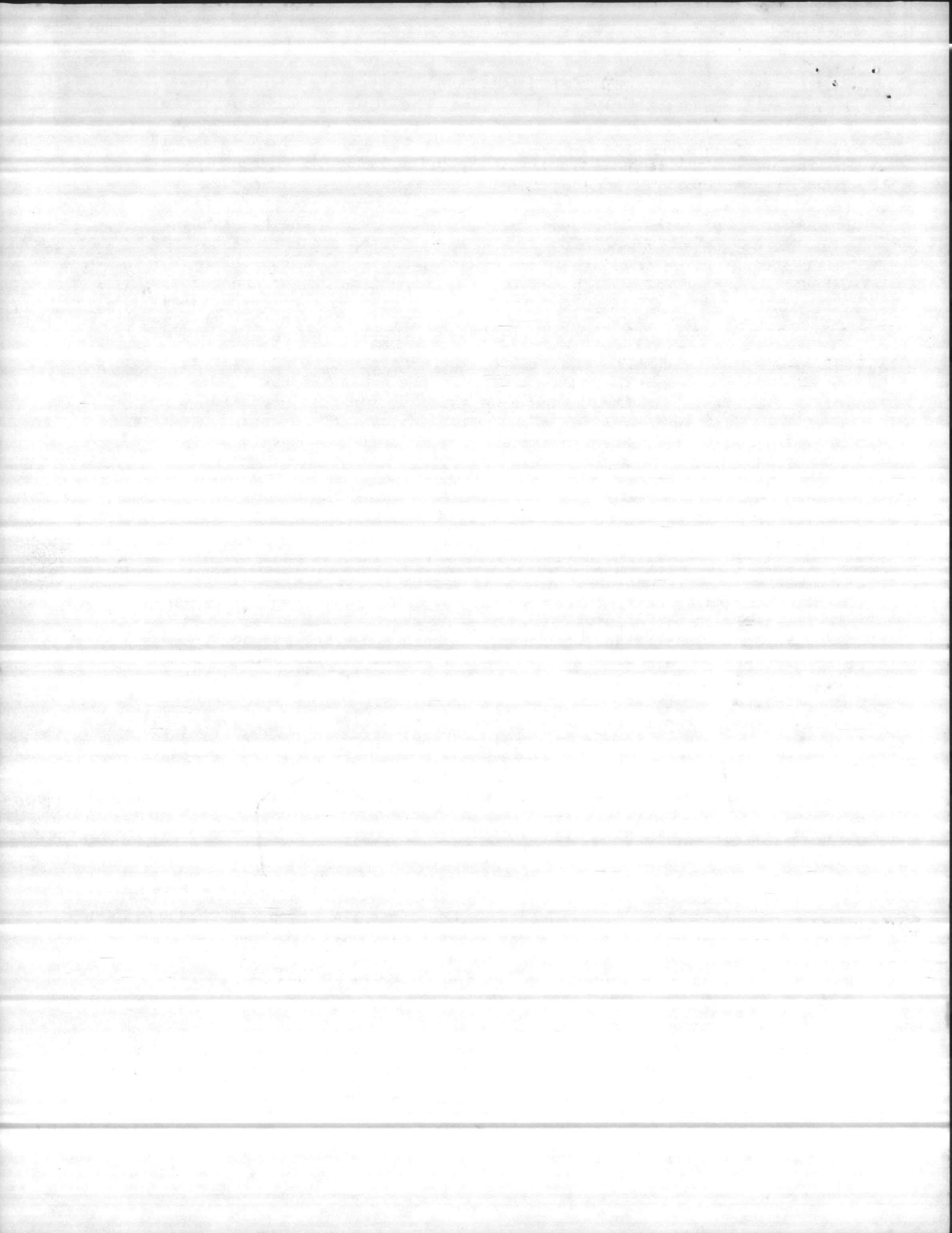
VI. GENERAL COMMENTS

1. The cruise so far has been fairly smooth with no real problems. Everyone held up extremely well during the two weeks of mud and rain in Norway so the platoon should be well broken in for the remainder of the operations we have during this cruise.

2. The large crowds of civilians who were present at the TW 80 exercise were exceedingly polite and well behaved. Most spoke English so it was no problem communicating with them. As a rule the Marines and Norwegians got along extremely well. It was not uncommon for the locals to bring out sandwiches, pastries, and other foods to give away to the Marines.

3. In spite of the large size of the Saipan, the embarked troops still have the same problem common to smaller ships; where to find a place to hold a formation, run PT, or conduct a class. The large size of the ship is more than offset by the large number of Marines and sailors on-board. Waiting in long lines is the rule rather than the exception for everything from the mess deck, ship's store, and post office to the weight machines in the acclimatization room.

4. During our bulk fuel operation it was discovered that the problems we were having with leaks in the system were being caused by the fact that the Navy was trying to pump the fuel to us at pressures of up to 150 PSI. ~~Being~~ ^{Since} Marine Corps bulk fuel hose is not designed for any pressure above 50 PSI, it became rather obvious why the fuel line was continually springing leaks. Once we specified to the Navy that the pressure had to be kept in the 35-40 PSI range, no more problems arose and the pumping was uneventfully completed.

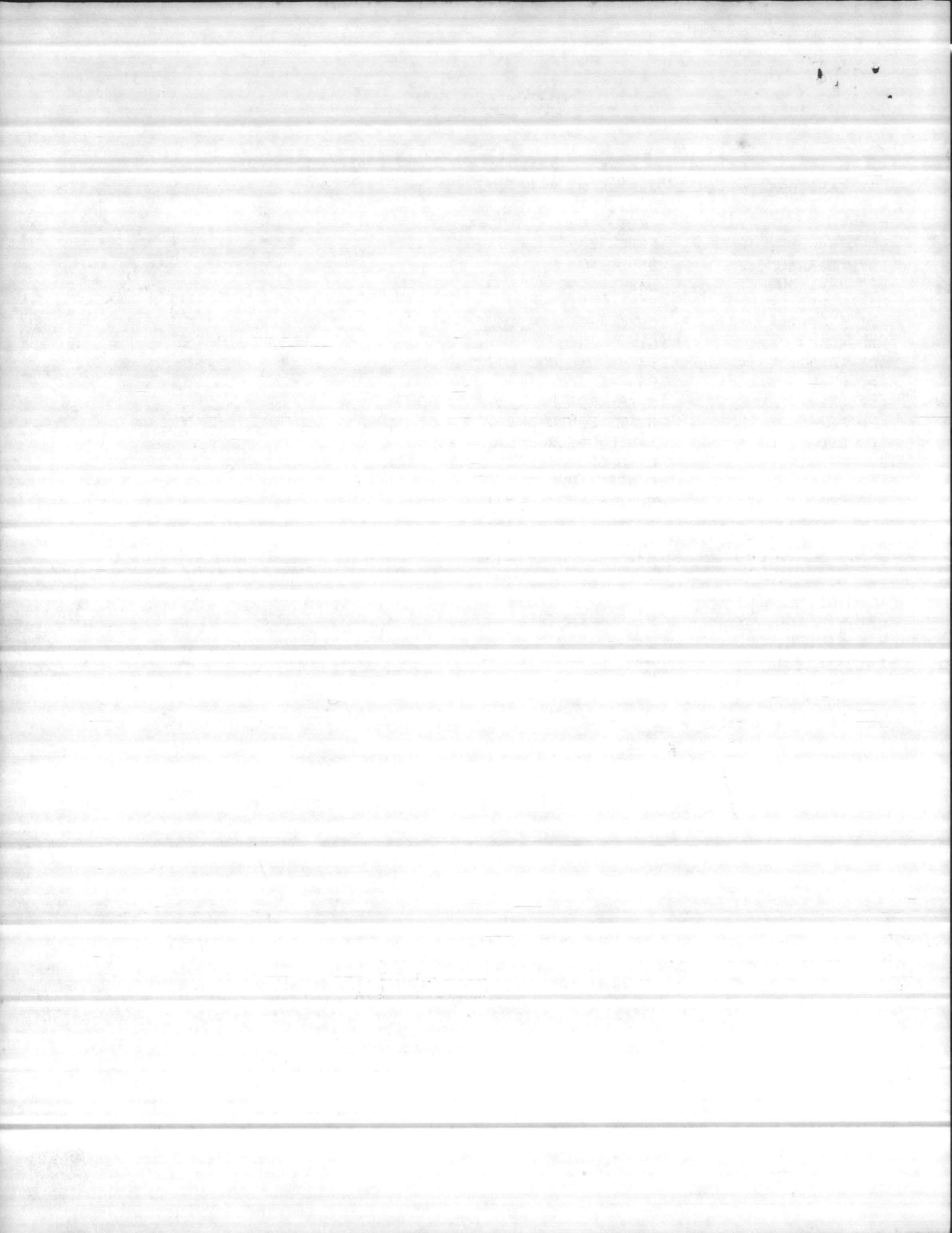


MCI LESSON SUBMISSIONS

1. The following Marines have requested the below listed MCI courses, but have not received them as of yet.

<u>NAME</u>	<u>MCI</u>
LCPL BROOKS, JW	SPELLING
LCPL BARNICK, JA	SPELLING
PFC PEARSON, CL	MARINE NCO
CPL HOPE, KM	FIELD WIRE NCO
PVT STEPHENS, EA	HELO OPS
PFC BLACK, EB	MARINE NCO
SGT LUND, JP	BASIC WAREHOUSING
PFC CRAIG, DR	MARINE NCO
LCPL BERRYHILL, WL	SPELLING
CPL BEASTROM, DL	HEAVY EQUIPMENT OPERATOR
PFC BLOODSWORTH, SL	BASIC WAREHOUSING
PVT DEWALT, KE	HELO OPS
LCPL HILLIER, JC	CORRECTIONS
PFC MORGAN, RK	MARINE NCO
LCPL ROBBINS, JL	BASIC PISTOL MAINTENANCE
PFC YOUNG, GL	FILING
PFC SZYMKIW, MW	MARINE NCO
PFC MYERS, P	BEACH OPS
LCPL GALLAGHER, MM	BAND
CPL SIMPSON, NH	DIESEL ENGINES
PFC GAMBLE, AB	MARINE NCO
LCPL TRITT, HS	BASIC MECHANIC
PFC WILBURN, BG	MATH
PFC DUNWOODY, W	HELO OPS
LCPL HYNES, L	BEACH OPS
SSGT YOUNG, DW	NBC DEFENSE
LCPL ELLIOTT, CE	SPELLING
PFC SCHLEWITZ, T	BEACH OPS
PFC KNOX, W	BASIC ELECTRONICS
PFC LUZZI, S	HELO OPS

ENCLOSURE (2)

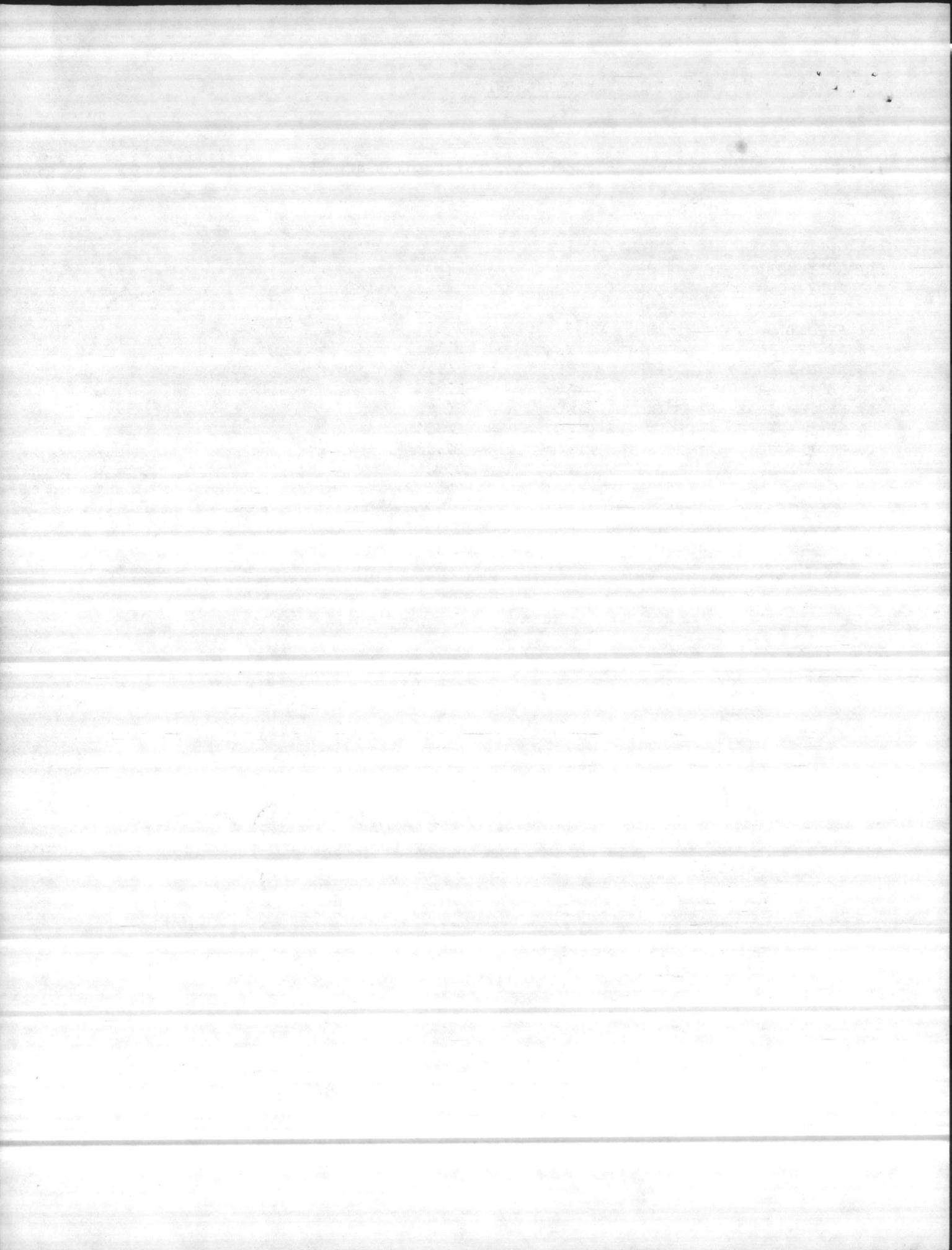


WEIGHT CONTROL

1. PFC WILBURN, BG 287 60 3536/1381

<u>DATE</u>	<u>WEIGHT(lbs)</u>
17 JULY 80	208
23 JULY 80	204
1 AUGUST 80	204
11 AUGUST 80	201
18 AUGUST 80	201
26 AUGUST 80	198
10 SEPTEMBER 80	196
17 SEPTEMBER 80	IN THE FIELD DURING TW 80
24 SEPTEMBER 80	IN THE FIELD DURING TW 80
1 OCTOBER 80	IN THE FIELD DURING TW 80

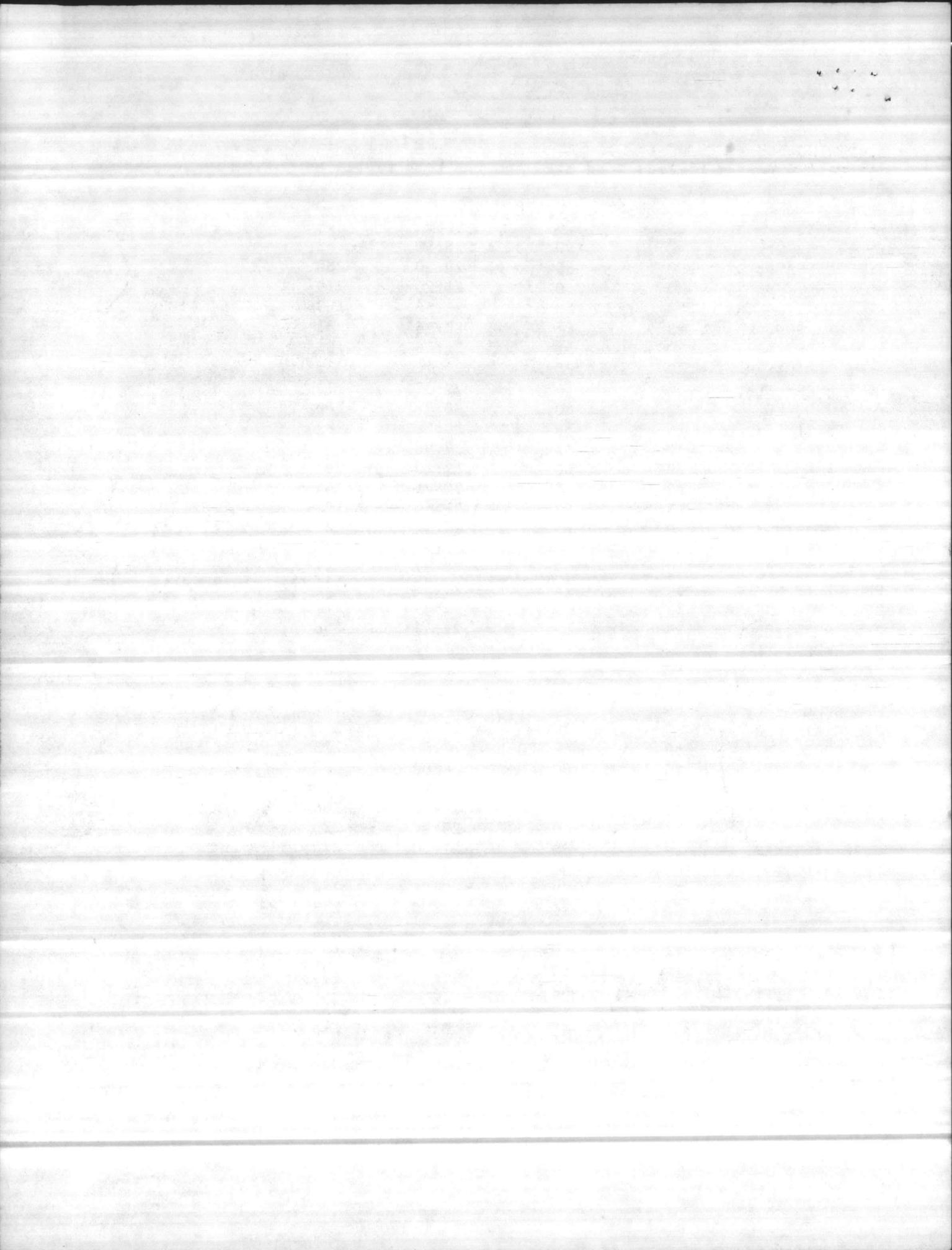
ENCLOSURE (3)



PFT RESULTS

1, On 14 August a PFT was conducted and the results are as follows:

<u>NAME</u>	<u>PULL-UPS</u>	<u>SIT-UPS</u>	<u>RUN</u>	<u>SCORE</u>
LT HINTZ, CW	15	79	22:40	245
SSGT YOUNG, DW	5	50	25:50	128
SGT MCDONALD, C	20	80	20:30	285
SGT LUND, JP	20	80	21:26	279
PFC BLOODSWORTH, SL	6	80	25:50	183
CPL SIMPSON, NH	19	67	20:56	251
LCPL COLE, PD	9	51	20:36	181
LCPL WOMACK, M	20	68	24:21	238
LCPL BERRYHILL, WL	10	54	22:32	177
PFC FORD, EL	20	60	20:21	246
PFC LUZZI, S	20	80	20:56	282
PFC TURK, DL	20	62	22:58	234
PFC GAMBLE, AB	20	60	19:10	253
PFC MORGAN, RC	12	80	20:21	246
LCPL ELLIOTT, CE	11	60	21:50	192
LCPL ROBBINS, JL	10	65	24:30	181
LCPL HYNES, L	17	80	22:46	256
LCPL BARNICK, JA	19	80	22:37	267
PFC WILBURN, BG	5	78	25:30	176
PFC BITZKO, JR	3	75	23:30	172
PFC YOUNG, GL	13	80	22:46	256
PFC MYERS, PL	20	80	17:37	300
PFC KNOX, W	10	80	20:10	237
PVT THORNSLEY, RE	16	75	23:25	238
PFC SCHLEWITZ, T	14	80	21:50	247
PFC CRAIG, DR	20	80	25:10	257
CPL HOPE, KM	19	69	17:08	273
CPL BEASTROM, DL	20	80	18:00	300
PVT STEPHENS, EA	20	76	21:38	270
LCPL GOMEZ, JH	18	76	20:21	268
LCPL TRITT, HS	11	80	23:20	223
LCPL MARTINEZ, ME	19	80	21:10	276
LCPL HILLIER, JC	8	80	22:18	214
PFC PEARSON, CL	20	79	20:21	284
PFC BONES, RJ	20	70	22:30	253
PFC SZYMKIW, MW	6	80	22:36	202
PFC BLACK, EB	14	80	23:45	236
PFC DUNWOODY, W	14	60	23:30	197
PFC LIBSTORFF, CL	18	62	24:20	216
CPL WILLIAMS, ED	20	79	23:58	262
LCPL GRIFFIN, LL	3	45	23:20	128



EST RESULTS

1. DURING THE MONTH OF AUGUST THE FOLLOWING MARINES TOOK THE EST AT CAMP GEIGER AND PASSED SAME.

<u>NAME</u>	<u>SSN / MOS</u>
LCPL ROBBINS, JL	315 66 1690/1381
LCPL BERRYHILL, WL	368 74 2887/1381
PFC MARTINEZ, ME	065 56 5599/1345
LCPL COLE, PD	377 64 8917/1381

ENCLOSURE (5)

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