

# PORT CONSTRUCTION AND REPAIR

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\* This publication supersedes TM 5-360, 1 September 1964.

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## P R E F A C E

### PURPOSE AND SCOPE

This manual is a guide and basic reference for engineer units building and rehabilitating ship-unloading and cargo-handling facilities in the theaters of operations (TO). It includes port planning and layout and construction of fixed and floating wharves to support both conventional and container ships. It covers the special problems of expedient construction of ports and railways on wharves and piers. The information concerning facilities for handling and shipping cargo in containers represents current development. The manual covers many techniques still in the concept stage. The user is cautioned to get the latest information before proceeding with plans. The material applies to both nuclear and nonnuclear warfare; however, in nuclear warfare, port construction would be confined to small ports not offering strategic targets to the enemy.

### GENERAL PORT CONSTRUCTION

Obtaining adequate ports early in any overseas operation is very important. Securing and using already existing ports is usually better than securing a site and building a new port by conventional methods. Old ports require less material, time, and personnel. Old ports often have towns nearby, as well as shore facilities such as warehouses, roads, railways, and petroleum, oil, and lubricants (POL) terminals. New ports lack all these facilities. Generally, new ports and temporary landing facilities serve only in the initial phase of an invasion and follow-up logistics-over-the-shore operations (LOTS). Since established ports are better, beach sites are abandoned as ports as soon as established ports are acquired or rehabilitated.

### CARGO IN CONTAINERS

Current trends in commercial shipping indicate that 90 percent of all cargo arriving in future TO will arrive by container. This method of shipping requires dock and road surfaces capable of withstanding great loads. It also requires heavy-lift equipment capable of transferring the largest loaded container (40 feet, 67,200 pounds) from ships up to 1,000 feet long and 115 feet wide. Current Army facilities components system (AFCS) port designs must be changed to support such an operation.

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# CHAPTER 1

## MISSIONS AND RESPONSIBILITIES

### Section I. General

#### FM 100-10 RESPONSIBILITIES

Building and operating a TO port is a large and vital undertaking with many divisions of responsibility between Navy and Army forces. Engineers at the theater headquarters and the Theater Army Support Command (TASCOM) make basic decisions concerning ports including location, capacity wharfage, and storage facilities. General responsibilities of the theater commander, theater Army commander, and TASCOM commander are stated in Field Manual (FM) 100-10.

#### TASCOM ASSISTANT CHIEF OF STAFF, MOVEMENTS

The TASCOM Assistant Chief of Staff, Movements (ACS,M) is responsible for port operations and liaison with the Navy, Coast Guard, and other military and authorized civilian agencies, from both the U.S. and allied countries. Army engineer responsibilities include minor salvage operations, such as clearing obstructions and debris from harbor entrances, and channel improvement. However, the Navy is responsible for large-scale salvaging operations. The ACS,M requests, advises, and makes recommendations concerning engineer operations.

Theater, theater Army, and TASCOM functions for construction of a specific port include--

- a. Study of intelligence reports and all available reconnaissance applicable to each port area.
- b. Tentative choice of ports or coastal areas to use as part of the overall strategic planning.
- c. Assignment of the port mission.
- d. Determination of port requirements.
- e. Tentative choice of the construction, engineer units, special equipment, and material required.

#### ENGINEER RESPONSIBILITIES

Engineer units are responsible for port construction and rehabilitation. They coordinate all work with naval units engaged in harbor work such as clearance and salvage or neutralization of mines or underwater obstacles in the harbor. Engineer units coordinate with transportation units to assist in establishing construction requirements, plan construction, and recommend priorities.