

Nov 1969-25
Aug 1970

DEPARTMENT OF THE ARMY
24TH TRANSPORTATION COMPANY (MEDIUM TRUCK)
APO SAN FRANCISCO 96312

AVCA CRB-TC-TL-C

1 January 1970

SUBJECT: Unit History 1 November 1969 to 25 August 1970.

The 24th Transportation Company (Medium Truck) continues to perform its mission of port and beach clearance in an outstanding manner. There has been many note-worthy events that have taken place in the company during the past eight months.

The company was called upon 5 November 1969 to perform its mission of supplying back-up support to the 36th Transportation Battalion's line haul operation. During a period of high demand on transportation assets the 24th "Truckmasters" gladly took leave of port and beach operations and headed for the open road for the first time in their history here at Cam Ranh Bay. It was an occasion that generated great enthusiasm among drivers and all personnel involved in vehicle operations. Twenty-five of the 24th Company's finest vehicles cranked up just before dawn for a long awaited chance to finally leave the confines of CRB behind and for many to see the Vietnam that waits outside the limits of this hugh U.S. base for the first time. Night shift drivers, after working all night volunteered to go out after having worked all night. Those who could not drive volunteered to ride as shotgun or back-up drivers. As the vehicles pulled out of the motor pool that morning each truck had a driver, an assistant driver and a shotgun rider be a cook, clerk, mechanic or first sergeant. Close to 75 percent of the company turned out for the 24th Company's big chance at line haul, for the short push to NHA Trang and Ninh Hoa, and a very successful mission it was. Both vehicles and personel performed in an outstanding manner. CPT Howard Seel expressed his feelings to the troops on their superior performance and all personnel concerned could be proud of the job they had done and many came back with some excellent pictures of their unit in action outside the limits of Cam Ranh Bay at last.

During the first few months of 1970 the unit was plagued by severe personnel shortages. Despite these shortages the company was able to meet its twenty-four hour commitments and at the same time was one of the very few units on Cam Ranh Bay to pass its CMMI the first time inspected, a truly amazing fete when considering our twenty-four hour operation, age and mileage of trucks and personnel shortages.

In January of this year the 24th Trans Battalion and the 36th Trans Battalion were consolidated under the 24th Battalion's colors. The company's mission did not change but more additional projects were added to our commitment.

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At long last the remaining 1 HC tractors, which had proved to be unsuitable to the sandy terrain at CRB were transferred to the Transportation Motor Pool to be used to haul passenger trailers to carry local Nationals. In addition the 30 large Kenworth tractors which the company had been operating were transferred to the 592 Trans Co and in return the 592 transferred her 20 5 ton tractors to the 24th making us a TOE medium truck company. It was felt that there was a possibility that the 24th would go out as a line haul unit, but it was decided that it would be unfeasible to adapt another unit to handle the specialized port and beach operation and so the 24th was to remain on the port and beach mission.

With the Kenworths gone the 24th was selected for another new army project, that of hauling the Army's new containerized freight system "the Milvan" under this concept cargo is loaded into trailer vans at points of origin, loaded on to sea-train vessels, transported to CRB, off-loaded onto specially constructed trailer beds, and finally haul to any destination in Vietnam by 24th company vehicles. The operation is still in the trial stage, but with good results being achieved in loading and delivery times.

At the present time the unit is readying itself for the coming monsoon season by putting new sandbags on roofs and replacing the company's board walks. In addition the company area has been beautified with the addition of a functional white picket fence with a few strategically placed barbed wire strands. The motor pool has also been improved with the addition of one of the most colorful signs on CRB and also a coat of fresh paint on the maintenance building itself.

It is also note worthy that the company has had five reenlistments during this period.

A unit patch was designed by the company to be worn on the right pocket of the fatigue jacket. A sample patch is included in the photograph section of the unit history. It exemplifies the port and beach clearance mission by picturing a 5 ton tractor trailer rig and a kenworth tractor trailer working under the hooks of a moored ship. The "truckmaster" patch was well accepted by all personnel of the unit and over 900 such patches were ordered and distributed to troops.

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