

1965

HISTORY OF THE

2ND TRANSPORTATION COMPANY (MDM TRK) (COMF)

1 JANUARY 1965 - 31 DECEMBER 1965

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HEADQUARTERS
27TH TRANSPORTATION BATTALION (TRK)

HEADQUARTERS
1ST LOGISTICAL COMMAND

HEADQUARTERS
UNITED STATES ARMY, VIETNAM

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FOREWORD

The activities and accomplishments of the 2nd Transportation Company during the calendar year 1965 are included in this annual supplement. As will be noted, the year of 1965 was a year of change for the 2nd Transportation Company; a change from a Medium Truck, Petroleum Company to a Medium Truck, Composite Company and then a relocation from CONUS to Vietnam to become actively engaged in fighting Communist aggression.

PREFACE

This Unit Narrative Historical Summary will assist those concerned in evaluating the past and in employing this knowledge to determine present and future plans and policies.

This summary is an objective, descriptive, and interpretative record of the year's operational, planning, and administrative activities. This historical summary is a record of pertinent accomplishments performed by this unit during the reporting calendar year.

CHAPTER I

ORGANIZATION AND ADMINISTRATION

SECTION I
MISSION

To provide transportation for the movement of general cargo and bulk petroleum products by motor transport.

To insure that all individuals are kept in a state of combat readiness at all times, and are ready to fight as infantry if and when required.

SECTION II
ORGANIZATION

The 2nd Transportation Company is organized under TO&E 55-18F, dated 29 April 1964. This organization was altered by General Order Number 96, dated 29 June 1965, Headquarters, Sixth United States Army, Presidio of San Francisco, California. The unit was then changed from a Medium Truck, Petroleum Company to a Medium Truck, Composite Company consisting of 20 5,000 gallon petroleum semitrailers and 40 12ton cargo semitrailers.

SECTION III
PERSONNEL

Under the amended TO&E, this unit is authorized:

Commissioned Officers.....	4
Warrant Officers.....	1
Enlisted Men.....	181
TOTAL.....	186

BIOGRAPHY

The Commanding Officer of the 2nd Transportation Company, 1st Lieutenant Roger KTF Luke, [REDACTED], was commissioned upon graduation in 1963 at the University of San Francisco. He received a BS Degree in Business Administration.

Prior duty assignments included the United States Army Transportation School, Fort Eustis, Virginia, and Training Brigade and Quality Control Office, Movement Services Division at Fort Ord, California.

DEPARTURES

30 July 1965: 1st Lt Edward G Sheets departed this unit after completing his two years of active duty in the Army.

12 August 1965: 1st Sgt E-8 David G Ransom departed this unit with plans for retirement from the Army early in 1966 after 24 years of service.

25 December 1965: 1st Lt Paul D Lewis departed this unit after completing his two years of active duty in the Army.

ARRIVALS

24 February 1965: 1st Lt John W Estes arrived and assumed command of the 2nd Transportation Company, replacing 1st Lt Edward G Sheets.

2 April 1965: 2nd Lt Charles W Braig Jr arrived and assumed the duties of the 2nd Platoon Leader, 2nd Transportation Company.

4 May 1965: 2nd Lt James A Weiss arrived and assumed the duties of 1st Platoon Leader, 2nd Transportation Company.

13 July 1965: 1st Lt Roger KTF Luke arrived and assumed command of the 2nd Transportation Company, replacing Capt John W Estes.

9 August 1965: CWO W2 Lawrence H Zenger arrived and assumed the duties of the Maintenance Officer, 2nd Transportation Company.

CHAPTER II
MAJOR ACCOMPLISHMENTS

SECTION I
TRAINING, EXERCISES, AND INSPECTIONS

The 2nd Transportation Company was subject to a mobility exercise on 12 January 1965, which consisted of POR qualification, disposition of property, requisition of personnel, etc. This unit accomplished this well within the prescribed time limit of seventy two (72) hours and received an overall rating of excellent.

This unit had a pre-annual General Inspection conducted by by Special Troops Fort Ord, California on 15 January 1965.

On 20 January 1965, the AGI of this unit was held. In accomplishing its mission in an exceptionally well organized manner, 2nd Transportation Company's performance was rated excellent. The scope of the inspection included command supervision, Unit Fund, organization and management, mission accomplishments, housekeeping, general administration procedure, education program, personnel administration, supply, equipment, maintenance, military courtesy, morale, discipline, and applicable special subjects.

On 25-27 January 1965, this unit underwent its annual ATT. An overall rating of SATISFACTORY was received.

This unit underwent a CMMI on 15 February 1965. The overall rating received was SATISFACTORY.

Lt Colonel Herman L West Commanding Officer of Special Troops, USAG Fort Ord, California, made a visit to this unit on 12 March 1965.

On 2 April 1965 Major Herschel R Lane, the new Executive Officer of Special Troops, made a visit to this unit.

The 2nd Transportation Company underwent a field exercise 6-8 April 1965 at East Garrison Fort Ord, California. The exercise consisted of setting up a perimeter defense on three consecutive days by the three line platoons.

This unit participated in a unit readiness exercise on 14 April 1965. The exercise was set up to test the unit's dispersal capabilities in the event of a nuclear attack and consisted of moving all vehicles, men, and necessary equipment and records to a designated location on the Fort Ord Reservation within an 8 hour period.

The 2nd Transportation Company was assigned the task of moving the vehicles of the 84th Engineer Battalion from Fort Ord to Oakland Army Terminal for shipment overseas. The move consisted of five separate convoys covering a period from 23-29 April 1965 and included some 235 vehicles.

This unit participated in the Armed Forces Day celebration on 15 May 1965. Participation consisted of both a fixed display showing the characteristics of the unit's 5 Ton tractors and 5,000 gallon semi-trailers and the majority of the company marching in the parade. This unit also furnished two teams to travel throughout California displaying the different Army uniforms that have been worn since Colonial times and power for peace demonstrations.

On 17 May 1965 this unit underwent a MCBEX. All comments made by the observers from Sixth Army were favorable for this unit.

This company participated in the monthly Fort Ord Retirement Parade on 28 May 1965.

From 21 through 25 June 1965, this unit underwent a field training exercise at Camp Roberts, California. The overall results of the FTX were satisfactory.

The 2nd Transportation Company, on 28 June 1965, was officially alerted for overseas deployment to Vietnam.

On 29 June 1965, the 2nd Transportation Company (Mdm Trk) (Petpl) became 2nd Transportation Company (Mdm Trk) (Comp) by virtue of General Order Number 96, dated 29 June 1965, Headquarters, Sixth United States Army, Presidio of San Francisco, California. During the next three weeks, this unit was busily engaged in processing 40 5,000 gallon semitrailers for disposal, checking 40 incoming 12ton S&P semitrailers, preparing and banding all equipment and vehicles, and undergoing final phases of POM.

This unit participated in the retirement parade in honor of Major General Edwin H.J. Carns, retiring Commanding General of Fort Ord on 30 June 1965.

Major General Ferguson, the new Commanding General of Fort Ord, paid a visit to this company on 16 July 1965.

On 31 July 1965, the 2nd Transportation Company moved its organic vehicles to Oakland Army Terminal for shipment overseas. The convoy consisted of all 72 tractors and trailers. During the next twelve days, this unit underwent its final phases of POR qualification in preparation for overseas movement.

The 2nd Transportation Company (Mdm Trk) (Comp) departed CONUS from Oakland Army Terminal on the USNS Barrett on Friday 13 August 1965. This same date, this unit was relieved from assignment to Fort Ord, Sixth US Army and reassigned to USARPAC.

SECTION II COMBAT DUTY

The 2nd Transportation Company (Mdm Trk) (Comp) arrived at Qui Nhon,

Vietnam on 31 August 1965, and debarked the following day. The unit then proceeded to its bivouac area in Valley "C", 9 miles west of Qui Nhon. Preparation for a perimeter defense, development of a Motor Pool, and acquisition of GP tents began immediately.

The Commanding Officer of the 4th Transportation Terminal Command, Lt Colonel Richard W Aronson, paid a visit to this unit's area on 2 September 1965.

This unit's equipment and vehicles arrived 7 September 1965 aboard the Willamette Victory and the company became operational on 9 September 1965. The company was attached to the 394th Terminal Service Battalion commanded by Lt Colonel Thomas D Emery. Operations began immediately with the unit giving maximum participation in Operation Ramrod, movement of the 1st Cavalry Air Mobile Division to An Khe during the month of September 1965, and Operation Highland, movement of the ROK Army Tiger Division to the vicinity surrounding Qui Nhon from 9 to 20 September 1965. During the month of September, 96% of operational 12 Ton semitrailers were utilized, 42% of operational 5,000gallon demitrailers, and 72% of operational 5 Ton tractors were utilized. Overall utilization was 70%, with scheduled maintenance and temporary deadlines completing the picture.

From 14-16 October 1965, this company participated in Operation Pleiku, line haul from Qui Nhon To Pleiku. Also during September and October, While under the 394th Transportation Battalion, this unit participated in beach clearance and local haul of troops, as well as cargo.

On 22 October 1965, this unit had 1SEM and 2 NCO's assigned TDY to the 119th Terminal Service Company for 2 months to participate in stevedore activities.

This unit, on 24 October 1965, was assigned the mission of being the host unit for the 444th Transportation Co (Lt Trk), soon to arrive in Valley C.

On 27 October 1965, the 2nd Transportation Company came under the command of the 27th Transportation Battalion, commanded by Lt Colonel Henry W Goodell. Under the battalion, this unit was assigned the following responsibilities.

1. Control of the "Monsoon Express," a TTP comprised of 120 12 ton S&P semitrailers from two of the Medium Truck Companies under the 27th Trans Bn.
2. All beach clearance shuttles and local haul of cargo involving 12 ton S&P semitrailers.
3. Line hauls from Qui Nhon to An Khe and Pleiku.

During the month of November, the 2nd Transportation Company outhauled every other company within the 27th Trans Bn with a total of 25,374 short tons of cargo and supplies hauled. This involved 24 hour around-the-clock operation on beach clearance and local hauls, in addition to line haul.

From 1 November to 7 December 1965, the men of 2nd Transportation Company compiled an impressive driving record, having driven 130,218 miles without an accident.

During the month of December, this unit participated in Operation Bluebeard, movement of supplies and material to Pleiku in preparation for the arrival of the 25th Mechanized Infantry Division. In addition, 24 hour operations continued on beach clearance and local hauls, as well as line hauls to An Khe.

The tonnage hauled by this unit in September 1965 was 7,839 short tons. This increased to 16,657 tons in October and again increased in November to 25,374 short tons. For the month of December 1965, the 2nd Transportation Company hauled 26,785 short tons making a total of 76,655 short tons hauled by this company in the four months 2nd Transportation Company has been operational in Vietnam.

SECTION III AWARDS AND COMMUNITY RELATIONS

The 2nd Transportation Company on 14 January 1965, received a letter of commendation for participation in the rescue and rehabilitation operations in the recent joint military relief operation during the flood disaster in Northern California. The letter was from Lt General Frederic J Brown, Commanding General Sixth Army.

This company, on 31 January 1965, received the Minuteman award in recognition of outstanding achievement in the Army Savings Bond Program, with 98.9% participation.

This unit received the best mess award at Fort Ord for the month of January 1965.

On 12 March 1965, this unit received a Certificate of Achievement for continued exemplary participation in the Army Savings Bond Program as evidenced by 100% participation for February 1965 and no less than 95% participation for the past 12 months. This enviable record reflected great pride in the unit by each individual member.

This company received the best sportsmanship award for basketball for the 1964-1965 season from Special Troops Fort Ord, on 12 April 1965.

The 2nd Transportation Company showed great participation on Special Troops teams while stationed at Fort Ord. The unit took part in such sports and activities as wrestling, cross country, softball, and rifle teams and won numerous individual awards and team trophies.

This unit received a Merit Award on 3 June 1965 from the American National Red Cross for 105.4% participation in their program.

Since this unit has been in Vietnam, four notable charity projects have been undertaken. The company has had excellent participation in both the local Vietnamese Church collection and Overseas Charities Fund. In addition, the unit had 100% participation in both the Vietnamese Refugee program and the Toys for Tots campaign.

On 2 December 1965, this unit received a letter of commendation for participation in Operation Pleiku, during 14-16 October 1965. The letter was from General Vinh-Loc, Commanding General II Corps and II CTZ.

On 25 December 1965, this unit was host to 25 local Vietnamese children. They were guests at Christmas dinner and afterwards received Christmas presents.

This unit on 30 December 1965, received a letter of commendation for participation in Operation Plei Me. The letter was from Nguyen Van Thieu, Chairman of the National Leadership Committee.

CHAPTER III
MAJOR PROBLEMS

The first major problems encountered by 2nd Transportation Company in 1965, were upon its arrival in Vietnam.

Upon off loading of the unit's vehicles on 7 September 1965, it was discovered that approximately 50% the equipment had suffered various degrees of damage. Investigation indicated that due to an unexplained change in destinations of the ship, unnecessary damage was caused. The ship was loaded in anticipation of scheduled destinations, Qui Nhon, Cam Rahn, and Saigon, in that order. The unit's vehicles were braced and blocked on the top decks. When the ship reversed schedules, unnecessary extra handling caused major damage to ten M131A2 (5,000 gallon semitrailers). Broken air couplings, electric wiring, landing gears, etc. resulted in unit/organizational deadline of 283 days.

Another major problem encountered was in connection with PLL. This unit arrived in Vietnam with slightly over 100% of required PLL. This was depleted greatly in certain critical areas, with replenishments sporadically coming in. Since 14 September 1965, 252 requisitions for repair parts had been submitted. As of 30 September 1965, nine had been received. This situation was reduced somewhat during October through December 1965, with requisitions, at the end of December, at about a 20% rate.

Manpower losses due to rotation and ETS also became a major problem during late 1965. The following shows the losses and gains beginning from September:

	<u>LOSSES</u>	<u>GAINS</u>
September	2 EM	0
October	18 EM	0
November	17 EM	1 EM
December	21 EM	16 EM
	<u>1 OFF</u>	<u>0 OFF</u>
TOTAL	58 EM 1 OFF	17 EM

Projected losses for the months of January and February 1966, show no alleviation from the problem with a loss of 34 EM.

Some of the problems encountered by the 2nd Transportation Company in 1965, especially since in arriving in Vietnam, were of a major nature. Despite these problems however, this unit was capable of performing its mission in a most efficient manner.

CHAPTER IV

SUMMARY

The year of 1965, was an eventful year for the 2nd Transportation Company. First the company had its organization changed from that of a Mdm Trk, Petrl Company to a Mdm Trk, Comp Company. Next the unit was relocated to Qui Nhon, Vietnam where the company under the 27th Transportation Battalion, participated in the movement of cargo and personnel everywhere from the coastline on the East to Pleiku in the Central Highlands on the West. Thirdly, this unit, by its record achieved while stationed at Fort Ord, by its letters of commendation and awards received while assigned to CONUS and then to USARPAC, and by its successful participation in all tasks assigned while in Vietnam, demonstrated that no matter what the mission or the location, the 2nd Transportation Company was 2nd to none.

GLOSSARY OF ABBREVIATIONS

ATT.....Army Training Test
COMP.....Composite
etc.....and so on
FTX.....Field Training Exercise
MDM.....Medium
MOBEX.....Mobility Exercise
PETRL.....Petroleum
POM.....Preparation for overseas movement
S&P.....Stake and platform
TDY.....Temporary duty
TO&E.....Table of organization and equipment
TRK.....Truck
TTP.....Trailer transfer point
CMMI.....Command Maintenance Management Inspection