

DEPARTMENT OF THE ARMY
363rd TRANSPORTATION COMPANY (MDM TRK)
APO US Forces 96349

AVCA DNG-B-92-363

27 March 1970

SUBJECT: Annual History of the 363rd Transportation Company (Mdm Trk),
Period ending 31 December 1969.

TO: Chief of Military History
Department of the Army
Washington, D. C. 20315

1. OPERATIONS; SIGNIFICANT ACTIVITIES

a. Personnel:

(1) Richard J. Izzo, 1Lt TC was the company commander until 27 August 1969 when William Q. Sinnott, Cpt TC assumed command.

(2) As of 31 December 1969 four (4) officers and one hundred and seventy one (171) enlisted men were assigned to the unit. No warrant officer was assigned although there was an authorized vacancy.

(3) Two (2) EM were recommended for discharge during the period under the provisions of AR 635-212. Of the two one discharge was disapproved.

(4) Six (6) EM were tried before Special Court-Martial board with all found guilty and sentenced.

(5) Two men were on TDY status to MCC in Phu Bai out of operational necessity.

(6) The second platoon of this unit was attached to the 57th Transportation Company at Quang Tri until 15 April 1969. This unit maintained responsibility for personnel assignments, promotions, and transfers. The personnel of that platoon were carried on this unit's morning report.

b. Intelligence: Intelligence reports of concern to this unit are received through command channels.

c. Operations:

(1) This unit has moved from the operational control of the AC of S, Transportation, Da Nang Support Command to the operational control of the recently activated 92nd Composite Service Battalion.

(2) The unit hauled 222,257 tons of cargo over 631,340 miles during the year 1969.

(3) This unit became part of the Trailer Transfer Point (TTP) system in coordination with the 39th Transportation Battalion.

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d. Organization

- (1) The 363rd Transportation Company (M&M Trk) is composed of a company headquarters, three medium-truck platoons, and a maintenance section.
- (2) The unit was assigned to the newly formed 92nd Composite Service Battalion on 20 October 1969.

e. Training

- (1) The unit conducts a regular training program based on the 92nd Battalion's master training schedule.
- (2) Special on-the-job training is conducted in M&M 4420 and 6320. Maintenance personnel are cross-trained in the various specialties of that section.
- (3) Practice alerts were conducted throughout the year to insure readiness and response.
- (4) On various occasions throughout the year, personnel went to the weapon range to familiarize with the M-16 rifle, M-40 machine-gun, and the .50 caliber machine-gun.

f. Logistics

- (1) The mission of the unit had been greatly hampered in the first quarter of the year by the unavailability of critical repair parts from its DDU. The second quarter found that this problem was alleviated.
- (2) In the last quarter of 1969 there was a dangerous shortage of trailer landing legs for the repair of declined trailers. This problem has yet to be solved.
- (3) Forty of the authorized one-hundred and twenty trailers of this unit were transferred to the 39th Transportation Battalion for the purpose of organization of the trailer transfer point (TTP). This unit was left with a critical shortage of trailers to perform its mission. Consequently costly delays in the movement of cargo were incurred.
- (4) On 9 December 1969, this unit initiated the first successful over-land support to the Chu Lai area utilizing Sea Land containers.
- (5) Throughout the year drive-away operations were conducted for supported units.

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(6) A continuing problem throughout 1969 was the non-availability of security vehicles and control vehicles for convey operations.

(7) Constant attention was paid to secure diesel tractors (M51A1) to replace the multi-fuel type (M51A2). Multi-fuel tractors posed serious difficulty during convey operations north through the Hai Van Pass.

(8) Prescribed lead list (PIL) items remained at about 42% with percentage fill no lower than 92% at any time.

g. Communications: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convey operations. With the organization of the Trailer Transfer Point (TTP) additional communication equipment was required.

h. Manuals: None

i. Slides: None

2. LESSONS LEARNED, DOMESTIC ORGANIZATION, EVALUATION, AND RECOMMENDATIONS.

a. Personnel: None

b. Intelligence: None

c. Operations:

(1) Implementation of TTP system.

(a) **Observations:** Inadequate support and planning have hampered daily operation of the system.

(b) **Evaluation:** The present system needs a minimum of approximately 250 trailers to adequately serve the customer needs and maintenance requirements inherent in the area served and the equipment utilized. Lack of proper support has caused undue friction in planning and movement coordination at all command levels.

(c) **Recommendations:** That the full support of the Billing Support Command be put behind the efforts to acquire adequate trailers to run the system. Further, that a separate detachment be organized for control and maintenance of all trailers.

(2) New and rebuilt multi-fuel tractors (M51A2).

(a) **Observations:** New multi-fuel tractors were inadequate for this unit during convey operations north through the Hai Van Pass. The rebuilt models from Okinawa especially hampered operations.

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(b) **Evaluations:** Regular issue multi-fuel tractors have posed control and supervision problems during convey operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling Sea Land containers and weighty SAP trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convey operations.

The Okinawa rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models were then doubled the required maintenance of the diesel tractors. Of the ten rebuilds that this unit drew on one occasion, six of the tractors failed to last for more than 10,000 miles. One tractor was turned back upon issue. The other three were dog-classified before they attained 17,000 miles.

(c) **Recommendations:** That the area and terrain be considered before issuing a unit multi-fuels or Okinawa rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and scrutinized.

d. **Organizations:** Authorization of equipment under TOE and MTOE-154.

(1) **Observations:** Authorizations under the existing TOE and MTOE do not provide for sufficient mission-essential equipment.

(2) **Evaluations:** During the year of 1969 some of the equipment that was required for operations was hand-receipted, scavenged, or obtained on a temporary loan basis. However, much of the necessary equipment was not obtainable by this unit. Additional equipment such as security vehicles, 1/2 ton jeeps, radios, and weapons were not obtained because no authorizations existed. Extra personnel were also required to man security and control vehicles for convey operations. The distance to supported units necessitated that convoys remain over night, thereby further taxing this unit's resources.

(3) **Recommendations:** That this unit be authorized additional equipment and personnel under a new MTOE.

e. **Training:** None

f. **Inspections:** None

g. **Communications:** None

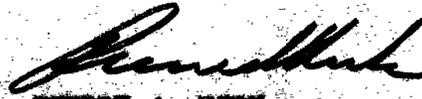
h. **Materials:** None

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1. ~~Other~~ None



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