

1970

DEPARTMENT OF THE ARMY
363rd Transportation Company (Mdm Trk)
APO San Francisco 96349

AVCD-B-92-363

26 March 1971

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

TO: SEE DISTRIBUTION

1. OPERATIONS: SIGNIFICANT ACTIVITIES

a. Personnel:

(1) William Q. Sinnott, CPT TC was the Company Commander until 18 March 1970 when Pierre d. Kirk, CPT TC assumed command. Earl B. Burch CPT TC assumed command on 16 December 1970.

(2) Assigned strength varied through out the year from 150 to 190 enlisted men. Officers varied from 3 to 6 and 1 Warrant Officer also being assigned to the unit.

(3) One (1) enlisted man was recommended for discharge during the period under the provisions of AR 635-212. Discharge was approved.

(4) Two (2) EM were tried before a Special Court-Martial board with both found guilty and sentenced.

(5) The unit was awarded on 24 January 1970, a Meritorious Unit Commendation.

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

c. Operations:

(1) This unit is in the operational control of the 92nd Composite Service Battalion.

(2) Its mission consists of line haul operations to Phu Bai, Vietnam and Chu Lai, Vietnam. It also provides local haul operations in support of the Da Nang, Vietnam area. We were given convoy requirements for other location in the MR I area also.

(3) The unit hauled 611,061 tons of cargo over 611,751 miles during the year 1970.

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d. Organization: The 363rd Transportation Company (Medium Truck) is composed of a company headquarters, three medium-truck platoons and a maintenance section.

e. Training:

(1) The unit conducts a regular training program based on the 92nd CS Battalion's master training schedule.

(2) Special On-the-job training is conducted in MOS 64B20 and 63B20. Maintenance personnel are cross-trained in the various specialities 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 weapons range to familiarize with the M-16rifle, M-60 machine-gun and the .50 caliber machine-gun.

f. Logistics:

(1) The mission of the unit had been greatly hampered throughout the first quarter of the year by the unavailability of critical repair parts from its DSU. The second quarter found that this problem was alleviated.

(2) This unit has been hampered by a shortage of operational trailers to perform its mission. This shortage is attributed to shortage of parts for repair.

(3) A continuing problem throughout 1970 was the non-availability of security vehicles and control vehicles for convoy operations.

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

(5) The goal of zero deadline was attained for several days by the Company Maintenance Section. The Maintenance Officer was awarded the ARCOM for his performance.

(6) The Trailer Transfer Point (TTP) came under the 363rd Transportation Company Operations.

g. Communication: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convoy operations. Company Operations monitors convoy nets in conjunction with the Marine Corps convoy control net for operations on QL-1 North to Phu Bai and South to Chu Lai.

h. Material: There remains a shortage of five 5-ton tractors and 36 stake and platform trailers.

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i. Other: None

2. LESSONS LEARNED: COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel:

(1) Observation: The unit has 100% of its TOE requirements for officers.

(2) Evaluation: This affords an officer-platoon leader for each platoon.

(3) Recommendation: It is recommended that each officer assigned a platoon maintain a sound working relationship with his platoon sergeant and keep abreast of all activities within his platoon.

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 Da Nang 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 Re-built multi-fuel tractors (M52A1).

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

(b) Evaluation: Regular issue multi-fuel tractors have posed control and supervision problems during convoy operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling Sea Land containers and weighty S&P trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convoy operations. The Okinawan rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models more than 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.

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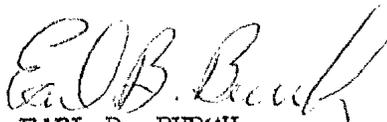
(c) Recommendation: That the area and terrain be considered before issuing a unit multi-fuels or Okinawan rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and serutinized.

(3) Convoy Security:

(a) Observation: As a result of a heavy convoy commitment both North and South, a severe strain was placed on our existing security vehicles and men needed to man the vehicles.

(b) Recommendation: That the responsibility for convoy security be provided by means other than our TOE resources, i.e. addition men and weapons of a MOS other than that of 64B20 (Truck Drivers). Taking qualified driving personnel for security reduces our unit resources for our assigned missions.

- d. Training: None
- e. Logistics: None
- f. Communications: None
- g. Material: None
- h. Other: None


EARL B. BURCH
CPT TC
Commanding

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