

1967

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1. INTRODUCTION

On 31 December 1967, the 523rd Transportation Company (Lt Trk) completed its first full year in Vietnam. During that year it continued to furnish transportation support as part of the 8th Transportation Group (Motor Transport), to the Qui Nhon Support Command.

2. MISSION AND RESOURCES

a. Mission - Like all light truck companies, by 55-17F TO&E, the mission of the 523rd Transportation Company (Lt Trk) is to provide transportation for the movement of general cargo and personnel by motor transport. Specifically, this company's mission was the line-haul movements of supplies and personnel from the Qui Nhon area to the towns of An Khê, Pleiku, Kontum, Dak To, Phu Cat, Bong Son, Duc Pho and Sen Cau and various locations in the vicinity of these towns.

b. Capabilities - The 523rd Transportation Company fails to conform to the 55-17F TO&E regarding its capability. The figure of 540 short tons of cargo as a daily capability should be divided by two. The reasons for this are the lack of good roads and the distance to our destinations. For example, Pleiku our main convey destination is 93 miles away. The road between our compound and Pleiku is open approximately 13 hours daily. The quality of the road presents a one-way travel time of between $4\frac{1}{2}$ and 5 hours. This leaves 3 to 4 hours to complete a turn-around which includes traveling from the assembly area to the unloading sites and vice versa, and the actual unloading. Therefore only one trip can be made daily. In addition, it should be noted that on the average one-third of the convey failed to make the daily turn-around at Pleiku during 1967. Slow unloading was the main cause. These vehicles returned the following day. The introduction of $1\frac{1}{2}$ ton trailers tended to increase our hauling capability somewhat, but presented a problem in loading and in turn-around at the unloading sites.

c. Organization and Utilization of Resources - Conveys were necessary from our compound to all of our destinations. Independent company conveys were not used. Instead the various companies of the battalion pooled their task vehicles. The daily conveys accordingly were battalion conveys. The individual companies were assigned to provide the necessary control and maintenance personnel and vehicles. For a diagram of the organization of the 523rd Transportation Company see Annex "B".

d. Personnel

(1) Commanding Officer - From the period of 1 January 1967 to 20 September 1967, Captain Paul A. Giese was the company commander. Captain Giese rotated on 23 September 1967, at which time Captain Charles W. Bevard assumed command. He performed as company commander throughout the remainder of the year.

(2) Platoon Leaders - The following officers were assigned as platoon leaders during the year:

1/LT Dennis W. Bosworth
1/LT William R. Turner
1/LT David J. Spearly
2/LT Roger E. Hester
1/LT Willard K. Vanderbeck
1/LT Mason Johnson
1/LT Otis L. Hubbard
1/LT David L. Majers

Rotation and reassignment accounts for the lengthy list.

(3) Maintenance Officer - From the period 1 January 1967 to 22 September 1967, CW04 Andrew L. Cole was assigned as Maintenance Officer of the company. WO1 Michael L. Dilbeck served as Maintenance Officer from 22 September 1967 through the end of 1967.

(4) First Sergeant - Billie Kelley, 1SG E8, was the company first sergeant from 1 January 1967 until 20 October 1967, when SFC E7 Ronald K. Lloyd took over the 1SG's duties. Beryl W. Harvey, 1SG E8, performed the duties of 1SG from 7 December 1967 through the end of the year.

(5) Truckmaster - SSG E6 Melvin Clemmons directed operations as truckmaster from 1 January 1967 to 23 June 1967. SFC Ronald K. Lloyd was assigned this duty from 24 June 1967 to 19 October 1967. From 20 October 1967 to the end of the year, SSG E6 Ewald Timpa performed the duties of truckmaster.

(6) Platoon Sergeants - During the year of 1967 the following sergeants served as platoon sergeants in the 523rd Transportation Company:

SGT E5 Lewis, Robert Jr
 SSG E6 Freezon, Blazor
 SSG E6 Ogburn, Carl
 SSG E6 Witherspoon, George
 SSG E6 Hicks, William
 SSG E6 Clemmons, Melvin
 SSG E6 Taylor, George

e. Vehicles - The following is a listing of this company's vehicles:

<u>NUMBER</u>	<u>TYPE</u>	<u>CLASS</u>
59	5 ton, truck cargo M54A2	Task
4	2½ ton, truck cargo M35A2 (Modified to include armor plating and gun mounts)	Convoy Escort
2	¾ ton, truck utility M151A1 (modified for gun mount)	Convoy Escort
1	¾ ton, truck utility M151A1C (modified for gun mount)	Convoy Escort
1	5 ton, truck cargo M54A2	Maintenance Truck
2	¾ ton, truck utility M151A1	Administrative
6	2½ ton, truck cargo M35A2	Administrative
1	5 ton, truck, wrecker M543A2	Administrative

f. Facilities - The 523rd Transportation Company is located in Cha Rang Valley as a part of the 54th Transportation Battalion compound. The company motor pool is located in the southeast corner of the compound. The billets, orderly room, mess hall and supply room were all situated in the south central section of the compound. The company billeted its men in tents during 1967. However, in the latter part of November the 54th Transportation Battalion began emphasizing its area development plan and the 523rd supplied personnel to work on the battalion repair and utilities section. By the end of 1967, the 523rd was actively engaged in the construction of the first of its new permanent type wooden troop billets.

3. OPERATIONS AND TRAINING

a. Training Exercises - The only training exercise that the 523rd Transportation Company participated in during the year of 1967, was a gas chamber exercise conducted by the 54th Transportation Battalion in mid-December.

b. Mandatory Subject Training - Daily from 1800 to 1900 hours motor stables was held by the 523rd in its motor pool. In addition daily classes were conducted by the officers and senior NCO's of the 523rd in conjunction with the battalion training schedule. The subjects covered for example were military justice, code of conduct, safety, civic action, and first aid.

c. Combat Service Support Operations - During 1967 the 523rd supported the 4th Division, the 25th Division, the 1st Cavalry Division, the Americal Division, the 173rd Airborne Brigade, and the Tiger and Capital Divisions of the Republic of Korea Army. Specific operations that were supported by the 523rd included the following:

Thayer II
Wheeler Wallawa (Americal Div)
Pershing (1st Cav)
Francis Marion (4th Inf Div)
Mac Arthur
The Battle of Dak To

d. Combat Activities - The 523rd Transportation Company (Lt Trk) was involved in three full scale ambushes in the latter part of 1967. These occurred on 2 September, 24 November, and 4 December 1967. This company suffered 4 KIA's and 13 men were wounded. The personnel of the ambushed convoys in their defense killed over 39 of the attackers. For a listing of awards via these ambushes and other incidents see Annex "A".

e. Marksmanship - The 523rd stresses marksmanship. The individual is helped in all way possible to gain a good sense of marksmanship. The 523rd aided the battalion in the construction of a range on the southeast edge of the compound. Each Sunday afternoon the range was available for weapons qualification. In addition the M-60 machine guns are test fired daily before going on convoy.

f. Weapons Training - All incoming personnel to the 523rd Transportation Company received a refresher course on the M-14 rifle. During 1967 this was the company's primary individual weapon. Individual also receives famalarization with the M-60 machine gun and the M-79 grenade launcher, the other weapons of the company.

g. Mission Accomplishments - During the year of 1967, the 523rd Transportation Company dispatched 16,035 vehicles which traveled 1,955,070 miles. These vehicles consumed 338,676 gallons of fuel and the task vehicles moved a total of 59,375 tons of cargo.

4. PERSONNEL AND ADMINISTRATION ACTIVITIES

During June and July 1967, there was a severe rotational hump which was somewhat remedied by the transferring and shuffling of troops within 8th Transportation Group. This hampered operations to a certain degree in that experienced drivers were often replaced with inexperienced drivers. A slight morale problem was encountered by some troops being transferred with only a short time left in country.

5. SECURITY ACTIVITIES

a. Compound Security - The 54th Transportation Battalion provides its own perimeter security forces. A provisional guard unit was established for this purpose. The companies of the battalion have been leveed to form this unit. Throughout 1967, the 523rd provided men for this purpose. In addition an NCO was also furnished.

b. Convoy Security - With the increase of enemy activity in the form of mining incidents, sniper activity, and ambushes in the Central Highlands during the fall of 1967, 8th Transportation Group increased its emphasis on convoy security. Gun trucks were constructed, 2½ ton, cargo trucks were used for this purpose. These were hardened by sandbags and armor plating. Each such vehicle had a four man crew consisting of a driver, two machine gunners and a grenadier. The 523rd had four gun trucks during the latter part of 1967. Their effectiveness in ambushes has been demonstrated several times.

6. LOGISTICAL ACTIVITIES

a. Logistical Problems - None existed that are worthy of note.

b. Supply Activities - The 523rd operated its own supply room during 1967. The armorer was housed in the adjoining annex. In addition to its supply functions, the supply room also acted as the collecting agency for the Quartermaster and Charity laundries.

c. Maintenance Activities - During 1967 the maintenance section of the 523rd was also to have approximately 75% of the company's vehicles available for daily dispatch. This was in spite of a general difficulty in obtaining parts. The two greatest problems encountered with the M54A2, 5 ton, cargo truck seemed to be its radiator and batteries. The radiator problem was relieved somewhat by a modification of the 5 ton gasoline engine radiator which allowed it to be used with the 5 ton multi-fuel engine. The shortage of batteries, however, remained a problem throughout the year.

d. Transportation Activities - See paragraphs 2 and 3 for this information.

e. Food Service Activities - In addition to providing food for the 523rd, the company mess hall also feeds the personnel of the 54th Transportation Battalion, Headquarters and Headquarters Detachment and the 505th Transportation Detachment. Various other units which were briefly attached to this company during 1967, were also fed by the company mess hall.

7. SPECIAL EVENTS

a. Annual Inspector General Inspection - On 25 April 1967, the 523rd Transportation Company received its annual Inspector General Inspection. The company received a "Satisfactory" rating.

b. Command Maintenance Management Inspection - On 2 July 1967, the 523rd Transportation Company received a CMMI from the United States Army Support Command, Qui Nhon. It was rated as "Satisfactory".

ANNEX A

HONORS

The following personnel of the 523rd Transportation Company were awarded Purple Hearts:

SAS, ROBERT SP4 E4
GUNTHER, WILLIAM SP4 E4
STEPHENS, WILLIE SP4 E4
REYNOLDS, MICHAEL SP5 E5
QUICK, PETE A. SP5 E5
SANDERS, ROY A. SP4 E4
BALL, GIPSEY SP4 E4
METCALF, CHARLES SP4 E4
HENSINGER, ARTHUR SP4 E4
FRASER, RAYMOND SP5 E5
GENOVERSA, ROBERT PVT E2
STEVENSON, JERRY SP4 E4

The following personnel of the 523rd Transportation Company were awarded Army Commendation Medal:

COLE, ANDREW CWO
CLEMMONS, MELVIN J SSG
JORDAN, JAMES W. SFC
MURDEN, HERCULES SSG

The following personnel of the 523rd Transportation Company were awarded the Bronze Star for Meritorious service:

GIESE, PAUL A CPT
BOSWORTH, DENNIS W 1/LT

ORGANIZATION DIAGRAM

