

UNIT HISTORY

563d Transportation Company
124th Transportation Battalion
8th Transportation Group
(1 Jan 68 Thru 31 Dec 68)

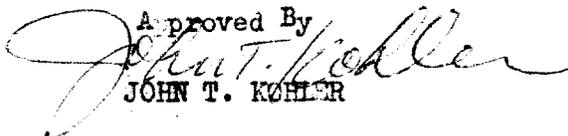
Prepared By

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563d Transportation Company

7 April 1969

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563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

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1. Introduction: This is the historical summary of the activities of the 563d Transportation Company (Medium Truck Cargo) for the year of 1968 in the Republic of Vietnam. During the past year the unit was faced with many new responsibilities and challenges, all of which were successfully met. There was an addition of another mission, relocation to a new area, and development of new operational methods.

2. Mission and Resources:

a. Mission: The 563d Transportation Company faced three separate mission assignments in 1968. The first was a continuation of the mission performed in 1967, that of line haul transportation support, between Pleiku, Kontum, and Dak To and Pleiku, An Khe and Qui Nhon for the movement of personnel, general cargo, and bulk petroleum products. Another mission of the unit was to provide transportation support to Headquarters, Pleiku Sub-Area Command in excess of that unit's organic capability as directed, and support combat operations, as directed. On the 15th of July the unit was assigned the third mission of transporting refrigerated cargo to Kontum and Dak To. To accomplish this eight (8) 7½ ton refrigerator vans were sent from Qui Nhon and three (3) mechanics were attached for 1st and 2nd echelon maintenance.

b. Capabilities: The rated capabilities of the 563d Transportation Company, are as stated in TOE 55-18G. For a number of reasons, the unit has been unable to achieve its rated capability. A discussion of these reasons are contained in Annex H.

c. Organization and Utilization: The 563d Transportation Company consists of three (3) truck platoons with two (2) truck squads in each platoon, a Maintenance Platoon and a Headquarters Platoon. All personnel in the unit are utilized according to the training they have received with the exception of various individuals who are cross-trained to occupy essential positions that have not been filled through replacement channels. At the same time local national personnel were hired for many duties such as kitchen police, filling of sandbags and police of the area to relieve all available military personnel for performance of their primary duty and insure maximum utilization of resources.

d. Personnel: During 1968, the strength of the unit varied from a high of 173 men to a low of 130. The average for the year was 150. A continuous shortage of officers and enlisted men existed throughout the year which presented workload handicaps but none that were not met successfully. During the year two officers had command of the company: CPT David Hand from 1 January to 28 June and CPT Larry R. Fales from 28 June to 31 December. The unit also experienced a large turnover in other key slots. A total of eight (8) other officers, two (2) maintenance warrants, five (5) First sergeants, five (5) truckmasters, and four (4) mess stewards, served with the 563d Transportation Company during 1968. The names and dates of service are attached in Annex D. There was one KIA during the year. In May SP4 Wyman was killed during an ambush.

e. Vehicles and Equipment: The unit is authorized the following critical items of equipment by its TOE.

5	1/4 ton trucks
1	3/4 ton truck
3	2 1/2 ton trucks cargo
61	5 ton tractors
1	5 ton wrecker
120	12 ton semi-trailers
1	5,000 gallon semi-trailer
3	1/2 ton trailers
1	1 1/2 ton trailer
1	400 gallon water trailer
7	grenade launchers
177	rifles
12	machine guns, 7.62 mm
4	machine guns, 50 caliber

Severe density fluctuations were encountered with most of the above mentioned equipment. For example, in June the unit had 63 5 ton tractors. In December the unit had thirty-two. Quarter ton utility trucks varied from five (5) to three (3). Four additional 2 1/2 ton trucks are still maintained on a hand receipt basis to assist the unit in providing security for convoys. These gun trucks are armor plated for protection, and have been equipped with one (1) .50 caliber machine gun, two (2) M-60 Machine Guns, and two (2) M-79 Grenade Launchers.

f. Facilities: In Pleiku the 563d Transportation Company resided in the Bien Ho Cantonment Area with HHD, 124th Transportation Battalion. All facilities with the exception of the motor pool were frame buildings with a canvas roof. The motor pool was adequate. During August, HHD, 124th Transportation Battalion, moved to Camp Wilson and began occupying two story tropical billets. However, the motor pool was forced to maintain all facilities within the Bien Ho Cantonment Area because of inadequate shop area in Camp Wilson. Most of the improvements in the quarters were made under a self-help program and this was accomplished with no let up in mission requirements. By the end of December, by reason of much hard work, the men had succeeded in creating a fairly comfortable base camp with hot showers and a small unit day room.

3. Operation and Training:

a. Training exercises: The 563d Transportation Company did not participate in any training exercises during 1967.

b. Mandatory Subject Training: Mandatory subjects were taught in accordance with US Army Support Command, Qui Nhon Regulation 350-1. The classes are taught at night with several make-up classes during the week for personnel who could not attend the regular classes.

c. Combat Service Support Operations: During the year the 563d Transportation Company participated primarily in combat service support to the Fourth Infantry Division. Most of the daily convoys were run to Kontum, Dak To, and landing Zone Oasis. Many special commitments were also necessary with troop moves to Polei Djereng,

Polei Kleng, Ben Het, and Ban Me Thout. Another major unit that counted on the 563d Transportation Company was the 173d Airborne Brigade. In January Lieutenant Sneed moved elements of this unit to Chu Lai and on the 26th of March he moved those troops from Kontum to Tuy Hoa. On 24 February Lieutenant Sneed also took the first 563d Transportation Company Convoy to Cheo Reo in support of the advisory team there. The unit was involved in moving retrograde cargo from Pleiku to back to Qui Nhon. During 1968, the unit traveled 1,290,414 miles and carried 142,118 tons of all classes of cargo. This would have been higher if more trucks had been on hand at critical times during the year.

d. **Combat Actions:** The 563d Transportation Company was involved in three (3) major ambushes during the year. The first occurred on 21 March when Lieutenant Debrocke was convoy commander; however, no personnel were injured from the unit. On May 5th, the convoy was ambushed between Pleiku and Kontum, and while firing a .50 caliber machine gun on a gun truck, SP4 Jerry Wyman was killed in action. In August, Lieutenant Sneed's convoy was ambushed at almost the same location as on May 5th and PFC Thomas Gallew was wounded in action and sent to Japan to recover. A total of four (4) trucks from the unit struck enemy road mines throughout the year with only minor injury to the drivers.

e. **Marksmanship:** All new personnel arriving in the 563d Transportation Company were given weapons training within seven days of their arrival. The training consisted of instruction in the proper care of individual weapons and familiarization firing. The weapons firing was conducted under the supervision of Security, Plans and Operations, 45th General Support Group.

f. **Weapon Training:** All personnel who are assigned as gunners on gun trucks are thoroughly trained in the use and characteristics of automatic weapons before they are qualified. Also automatic weapons are normally tested at the firing range at Dak To.

g. **Mission Accomplishments:** During 1968, the 563d Transportation Company accomplished all assigned missions, both general and special. The outstanding accomplishment of the year was the continuous flow of cargo to Kontum and Dak To despite the heavy monsoon rains and travel over unimproved roads that turned into a quagmire.

4. Personnel and Administrative Activities:

a. For approximately the eight months of the year the 563d Transportation Company was required to furnish personnel to the Pleiku Truck Terminal which, of course, was another drain on driver personnel. However, this requirement was removed in August when the 520th Detachment (TTP) moved from An Khe to Pleiku to alleviate the situation.

b. In May the First Platoon of the 597th Transportation Company was attached to the unit to increase the tonnage capability. The personnel stayed approximately two months, leaving in June and laterally transferring their trucks to the 563d Transportation Company.

c. On June 28 Captain David A. Hand turned the unit over to First Lieutenant Larry R. Fales in a change of command ceremony.

d. Throughout the entire year, the low number of Specialist Four allocations was a problem within the unit. Many individuals coming in the unit were Privates First Class, thereby causing a long waiting period from pay grade E-3 to E-4. On the other hand, Specialist Five allocations were numerous, but could not be filled because of insufficient time in grade.

e. On 15 July three (3) refrigeration mechanics were attached to the unit in MOS 51L20 to provide first and second echelon maintenance for the eight (8) refrigerator vans sent from Qui Nhon.

f. During November, the unit moved from the Bien Ho Cantonment Area into Camp Wilson. The only disadvantage to the move was the lack of orderly room space and the motor pool continued to remain in the old location because of inadequate shop facilities in Camp Wilson.

g. On 8 December, the unit had its first traffic fatality of the year when SP5 Harry E. Bates was killed when his jeep turned over.

5. Intelligence and Security Activities:

a. In 1968 the convoy commanders continued to be the primary source of intelligence information. Any unusual changes along the road were immediately reported to the Battalion S-2.

b. The 563d Transportation Company continued to provide its own security for convoys with armor plated gun trucks and gun jeeps. Each gun truck was equipped with three (3) automatic weapons and two grenade launchers. Each gun jeep has one (1) automatic weapon. During the year, the unit had an average of four gun trucks and two gun jeeps. Each gun truck carried a crew of four with three men as gunners and one driver. Again this was another drain on qualified drivers in the company.

c. Perimeter security required between fifteen and seventeen men per night in both the Bien Ho Cantonment Area and Camp Wilson. There were no incidents of enemy penetration of the perimeter during the year.

d. During the first six months of 1968 the 563d Transportation Company was required to furnish ten men and one officer every eighth night for a night patrol in the Pleiku area. In June, however, this requirement was deleted. No enemy contact was recorded on any of the patrols.

6. Logistical Activities:

a. Logistical Problems:

(1) The unit supply room had difficulty in obtaining minor expendable supplies from the self service supply center. The shortages included manila folders for the orderly room, cups and silverware for the mess hall, paper, pencils, and various tools.

(2) There was also considerable trouble in obtaining popular sizes of clothing from the direct exchange point.

(3) In many cases support from PA&E was insufficient to meet the needs of the unit. Either their equipment was broken or key personnel were not available causing the unit to take the time to accomplish tasks such as waste collection and pumping out of mess hall grease trap.

(4) Inadequate motor pool shop area precluded the moving of the motor pool into Camp Wilson at the same time as the rest of the unit. As of 31 December the unit was still awaiting shop facilities on Camp Wilson.

b. Supply Activities: The major supply activity of the year consisted of turning-in and receiving essential items of equipment. During 1968, sixty-five (65) 5 ton tractors and ten (10) $\frac{1}{4}$ ton trucks were classified unserviceable and turned in to the salvage yard. Most of the tractors were damaged through fair wear and tear, many having cracked frames after running over the rough roads during the monsoon season. Sixty-four (64) 5 ton tractors and four (4) $\frac{1}{4}$ ton trucks were laterally transferred to the 563d Transportation Company from other units. The company received only nine (9) new 5 ton tractors and two (2) new $\frac{1}{4}$ ton trucks throughout the entire year.

c. Maintenance Activities: During the early part of 1968, the age and the mileage of the task vehicles began to show up in the form of cracked frames. Normally, a vehicle with this deficiency was salvaged, but with the extreme shortage of vehicles in the unit another alternative was tried. 62nd Maintenance Battalion began "fish-plating" these cracked frames to extend the life of the vehicles. This method was necessary throughout the year as the unit received many used vehicles from other units and a new truck was a rarity. The arrival of the monsoon season in August presented another array of problems. Vehicle undercarriages were covered with mud which obscured grease fittings, loose bolts, and cracked frames. Brake shoes had to be replaced more often because of the abrasive influence of the mud. The worst aspect of the situation was the deterioration of an orderly system of preventative maintenance. The refrigerator vans were also old when they came to the unit and presented immediate problems once they started running over the road to Kontum and Dak To. Many spare parts were needed but were almost impossible to obtain in the Pleiku area or through the normal supply system, including "red ball" requisitions. This often resulted in a "scrounging" effort just to get the vans up the road the next day. Examples of these needed parts were brake seals and radius rods for the van and fuel pumps and magnetos for the refrigeration unit. There was also a problem with the responsibility for support maintenance, but this was resolved and 62nd Maintenance Battalion provided superior support for both vehicles and refrigerator vans.

d. Transportation Activities: Available transportation within the 563d Transportation Company was not sufficient, as $\frac{1}{4}$ ton trucks and $2\frac{1}{2}$ ton trucks were in constant shortage during the year. This problem was solved by combining as many trips as possible to insure maximum utilization of available resources.

e. Medical Activities: The 563d Transportation Company gives several refresher classes on first aid throughout the year, but has no assigned medical responsibilities or capabilities. The company received outstanding support from the 210th Medical Dispensary and 71st Evacuation Hospital.

f. Food Service Activities: Several additional requirements were placed upon the unit mess hall in 1968. The Company was required to feed HHD, 124th Transportation Battalion and all transient personnel from the 27th and 54th Battalions who remained overnight in Pleiku. This caused the headcount to fluctuate considerably, making it very difficult to draw sufficient rations since only one hour notice was given before it was known that between thirty and one hundred additional personnel would have to be fed. There was also a rapid turnover of mess stewards with four in charge during various times of the year. In November the mess hall moved with the unit into Camp Wilson and began occupying an older, empty building. For the first two months tremendous effort was expended in improving the facilities and thereafter gradual improvements were made.

7. Special Events:

a. Annual Inspector General Inspection: The unit underwent its yearly Inspector General Inspection on 29 July and achieved a score of satisfactory. Also in December, the unit received a Command Inspection from 8th Transportation Group and attained a score of satisfactory.

b. Command Maintenance Management Inspection: The unit was given a Qui Nhon Support Command, Command Maintenance Management Inspection on 11 September and a score of 87 was awarded. On 11 December the 1st Logistical Command gave a Command Maintenance Management Inspection and a rating of satisfactory was given. Also during December, 8th Transportation Group gave a Command Maintenance Management Inspection to determine the quarterly best maintenance activity. The 563d Transportation Company earned the award by having the best maintenance program in 8th Transportation Group.

c. Unit Organization Day: Mission requirements did not permit celebration of a unit organization day.

8. Personal Achievements: Numerous awards were presented throughout the year for driving safety and total miles driven. One Bronze Star medal with the "V" device was presented to SP4 Jerry Wyman posthumously who was killed in action on 5 May 1968. The frequent turn over of personnel in the company precluded the submission of awards for meritorious service or achievement.


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563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

Annex A (Lineage and Honors)

Constituted 1 January 1942 in the Army of the United States as Company B, 397th Quartermaster Battalion

Activated 10 January 1942 at Fort Dix, New Jersey

Redesignated 31 July 1942 as Company B, 397th Port Battalion, Transportation Corps

Reorganized and redesignated 3 February 1944 as 563d Port Company

Inactivated 14 September 1945 at Camp Patrick Henery, Virginia

Redesignated 12 January 1956 as 563d Transportation Company allotted to the Regular Army

Activated 1 February 1956 at Fort Eustis, Virginia

Inactivated 15 November 1957 at Fort Eustis, Virginia

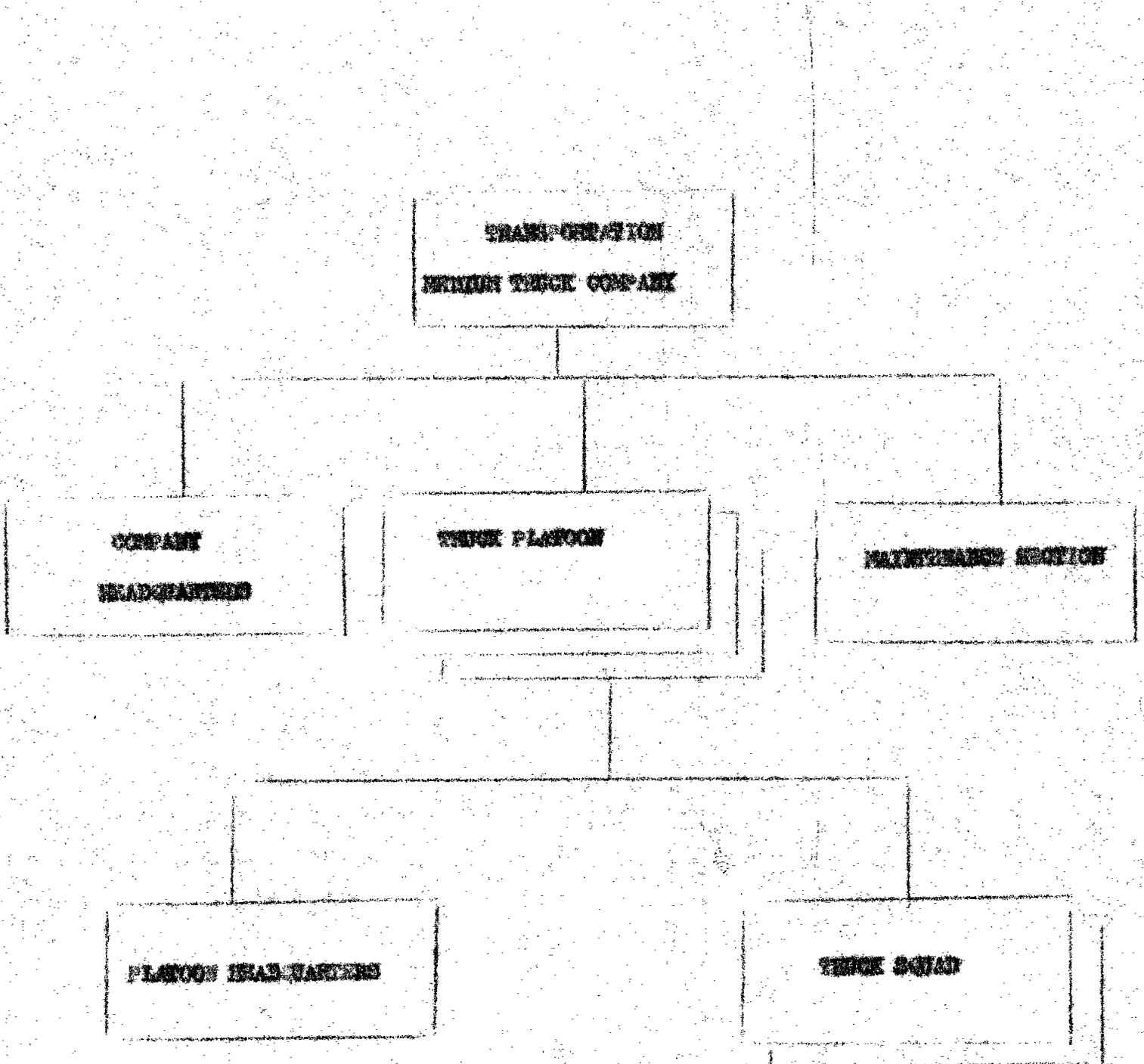
Activated 1 June 1966 at Fort Lewis, Washington

CAMPAIGN PARTICIPATION CREDIT

World War II Fame

Naples-Foggia
Rome-Arno
Southern France
Rhineland

Annex B (Organization Chart)



Annex C (Unit Orders)

C-E-R-T-I-F-I-C-A-T-E

Only one copy of each unit order is in existence at this time. These copies must be retained within the unit files and no capability exists to duplicate the orders in time to meet the suspense date.


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Annex D (Personnel Strength)

Average Monthly Strength

Month	Personnel Strength
JAN	166
FEB	165
MAR	160
APR	149
MAY	169
JUN	173
JUL	171
AUG	153
SEP	130
OCT	135
NOV	160
DEC	173

Annex E (Unit Historical Summary)

DEPARTMENT OF THE ARMY
563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)
APO San Francisco 96318

UNIT HISTORY 1 January 1968-31 December 1968

1. INTRODUCTION: On 1 January 1968, the 563d Trans Co was located in the Bien Ho Cantonment area, Pleiku under the 124th Trans Bn Commanded by LTC John A. Johnson. The key personnel within the unit at this time were: Captain David A. Hand, Commanding; Lt. Gregory F. Debrocke, Platoon Leader; Lt. Kenneth R. Reisner, Platoon Leader; Lt. Everette D. Sneed, Platoon Leader; and WO1 George W. Morse, Maintenance Officer. The First Sergeant was 1SG Laguna A. Vega; the Truck master was SFC Albert C. McMurry; the Maintenance Sergeant was SFC John D. Stinson; and the Mess Steward was SSG George Goodman. The mission of the 563d Trans Co was to provide transportation for the movement of personnel, general cargo, and bulk petroleum products by motor transport in both line and local haul operations within the II Corps Tactical Zone as directed. Another related mission was to provide transportation support to Headquarters, 45th General Support Group in excess of that unit's Organic capability as directed and support combat operations as directed.

2. The 563d Trans Co started the new year with daily convoys to Kontum, Dak To, and An Khe. At the same time, frequent trips were also made to Poli Kleing, Ben Het, Plei Mrong, Duc Co and Qui Nhon. The biggest problem that the unit faced this month was an acute shortage of vehicles. Operating at 60% authorized vehicle strength, most of the trucks were committed daily, thus allowing very little time for first and second echelon maintenance. The dry season had been in progress for three months and a clean air filter was a must for an efficient truck engine because of the extreme dust situation on Highway 14 North. The unit was required to furnish personnel for Pleiku Truck Terminal which, of course, was another drain on personnel. The Platoon Leaders in the unit led night patrols in Defense Zone Black on a rotating basis, but no contact was reported. Lt. Reisner departed the unit on the 18th to go to the PTT, and 1SG Vega left on the 26th for CONUS. He was replaced by SFC Ronald K. Lloyd. The unit drove 103,601 miles, carried 14,443 tons of cargo, had an average vehicle deadline of 21.1%, and had an average daily strength of 166 men during the month.

3. The mission continued as normal during February except for increased enemy activity on the road because of the Tet Offensive, closing the road for two days. Additional security was necessary during this period, and this brought the 563d Trans Co guard force to a total of 30 men. On the 7th, the unit received a Command Inspection from Battalion and the result was satisfactory. On the 18th, the unit reflected with pride on the work done to build the dayroom and a party was held that same night to celebrate 124th Trans Bn Organization Day. The 21st saw SSG Goodman rotate to CONUS

UNIT HISTORY 1 January 1968-31 December 1968

who came from Qui Nhon. On the 28th 1LT Larry R. Fales reported in for duty and the next day 1LT Reed left to become the Battalion S-2/3. The unit traveled 145,143 miles, carried 20,969 tons, had a deadline rate of 18.5%, and had an average personnel strength of 169 during the month.

7. June saw another increase in vehicle strength, as all of the tractors from the First Platoon, 597th Trans Co were laterally transferred to the 563d bringing the vehicle count to 63. The increase in the number of tractors reflected the highest mileage of the of the year at 151,295 miles. Lt James Frank joined the unit on the 4th and on the 7th SFC Robert Pernie became Truckmaster to replace SFC McMurry who became the operations NCO at Battalion. A change of command ceremony was held in the 563d on the 28th when Captain Hand turned the company over to 1LT Fales. 18,345 tons of cargo were carried, 31.5% was the deadline rate and an average of 173 were in the unit during June.

8. Lt. Fales started the month of July in the right direction by being promoted to Captain on the 1st. Other personnel changes throughout the month were: WO2 Morse departed on the 6th and 1SG Lloyd left on the 21st to return to CONUS. On the 18th 2LT John T. Kohler arrived and replaced 1LT James Frank who only stayed one month before leaving to work at the An Khe TTP. On the 15th the unit was assigned the additional mission of transporting refrigerated cargo to Kontum and Dak To. To accomplish this eight (8) 7 1/2 ton Refrigeration Vans were sent from Qui Nhon and three mechanics were attached for 1st and 2nd echelon maintenance. Much co-ordination had to be made with 62nd Maint Bn before a working agreement was reached on responsibilities for support maintenance. Also spare parts were very difficult to get and a long waiting period was not unusual even for "Red Ball" requisitions. SSG David L. Riggs became the new mess steward on the 20th replacing SSG Brown. After much hard work and preparation during the entire month, the unit underwent the AGI on the 29th and received a satisfactory rating. On the 31st a party was held in the area to celebrate Transportation Corp Day. During the month the unit traveled 111,612 miles, hauled 10,530 tons, had a deadline rate of 9.9% and had an average daily strength of 171.

9. Change in key personnel continued to occur throughout August. SFC Pernie was replaced by 1SG Alfred O. Oponui as First Sergeant; SSG Carl Jenkins left the 2nd Platoon to become Truckmaster and on the 18th 1LT William F. Robart came into the unit. And with the arrival of August another monsoon season came. With the constant rain and mud, maintenance problems increased. Vehicle undercarriages were covered with mud which obscured grease fittings, loose bolts and cracked frames. Also brake shoes had to be replaced more often because of the abrasive influence of the mud. On the 16th while taking a convoy to Kontum, 1LT Sneed was involved in an ambush in which PFC Thomas Gallow of the 563d Trans Co was wounded in the leg and was sent to Japan to recover. Also SP4 Offie Bridges hit a road mine with his truck on the 20th, but received only minor injuries. The statistics for the month were 91,946 miles traveled, 7,719 tons hauled, a 10.1% average deadline, and an average personnel strength of 153.

UNIT HISTORY 1 January 1968-31 December 1968

10. With the monsoon rains coming down harder and longer during September, most convoys were on the road from sunrise to sunset resulting in only minimum maintenance being performed on the tractors. On the 3rd the 563d assumed complete control of the Bien Ho Cantonment area when HHD, 124th Trans Bn moved across the road into Camp Wilson. On the 11th the Qui Nhon Support Command gave a CMMI and the unit earned an excellent score of 87. Lt. Sneed departed the unit for CONUS on the 16th and a party was held in his honor. During September the company traveled 87,883 miles, hauled 7,348 tons of cargo, had a deadline rate of 10.3% and had an average daily strength of 130.

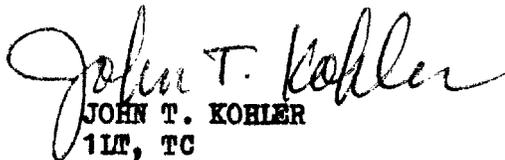
11. October was another month where personnel shifts predominated. On the 2nd SFC Louis Mason was promoted to E-8 and left the maintenance section to become the First Sergeant of the 541st Trans Co. SSG Jenkins then temporarily assumed the extra duties of Maintenance Sergeant in addition to being Truckmaster. On the 3d 1LT Kohler left to become the S-2/3 at Battalion and was replaced by 1LT Harry M. Sippel who came from Headquarters, 8th Trans Gp. Lt. Sippel was immediately sent on a special commitment to Ban Me Thuet in support of the 937th Engineer Group. On the 13th, LTC Cleary, who was due to return to CONUS, turned over the Battalion to LTC Tom L. Bing in a change of command ceremony attend BG D. H. Richards. The latter part of the month was marked by the end of the monsoon season and a welcome relief from everyone was evident. During October the unit traveled 100,505 miles, carried 10,159 tons of cargo, had a deadline rate of 4.3% and a average personnel strength of 135.

12. On 9 November the unit received the first warrant officer in five months, CW2 Ellis. Mr. Ellis immediately gave every truck in the unit a thorough inspection and began "washing out" an average of one truck per day for the entire month. The effects of the three month monsoon on the trucks which had been running daily over some of the worst roads in Vietnam finally started to come to light. On the 12th, First Sergeant James Bradford joined the unit replacing First Sergeant Opuma who went to Battalion Maintenance. On the 19th SFC Marie Howell also signed and replaced SSG Jenkins as Truckmaster. At the end of the month the 563d left the Bien Ho Cantonment Area, which had been home for a year and a half, and joined the rest of the Battalion in Camp Wilson. The only disadvantage to the move was that the motor pool and operations section had to stay in the old area for several months and there was a shortage of orderly room and supply room space in Camp Wilson. The unit was proud to announce that 150,000 accident free miles had been accumulated by the 30th. 120,240 miles were traveled, 11,492 tons hauled, 14.9% deadline rate and a 160 average personnel strength were recorded during November.

13. On 8 December the unit was saddened by another fatality when SP5 Harry E. Bates was killed in a traffic accident. On the 11th the 1st

UNIT HISTORY 1 January 1968-31 December 1968

Logistical Command made a CMMI inspection and a rating of satisfactory was awarded. SSG Frank Smith arrived on the 12th and assumed the duties of Maintenance NCO and replaced SSG Jenkins who was getting ready to rotate back to CONUS after 36 months in Vietnam. A few days later SFC Clarence Wright became truckmaster replacing SFC Howell who left to become the Assistant Operations NCO at Battalion. Christmas was a long awaited day in the 563d as the entire unit had the day off for the first time during the year. The last several days saw an increase in special commitments to Cheo Reo in support of the advisory team there. The monthly figures for December were: 122,755 miles traveled; 10,774 tons carried; 11.9% deadline rate; and an average of 173 men.


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Annex F (Training Programs)

1. In addition to its mandatory subject training, the 563d Transportation Company (Medium Truck Cargo) developed training programs for initial drivers training for all personnel newly arrived in Vietnam, a remedial drivers training program for drivers involved in accidents, and cross training program for maintenance personnel.
2. The refresher drivers training program was conducted under the supervision of the Operations Officer and Truckmaster. It consisted of one week of class room training and OJT on such subjects as Vietnamese traffic laws, defensive driving techniques, operators maintenance, convoy operations and international road signs. This was supplemented by a period of utilizing new personnel as gunners in security vehicles and as assistant drivers for one additional week to allow the new men to become familiar with the 563d Transportation Company area of operations.
3. The Refresher Drivers Training Program was conducted after normal duty hours and consisted of class room training on defensive driving techniques, Vietnamese road signs and traffic laws of Vietnam. When deemed desirable, special subjects of current interest were included to tailor the cause to the individual student.
4. The maintenance cross training program was conducted by the Unit Maintenance Officer and the Maintenance Sergeant. It consisted primarily of informal individual instruction and on-the-job training.

Annex G (Progress Charts)

The attached progress charts show the developments of the 563d Transportation Company (Medium Truck Cargo) during 1968.

Miles Traveled

Month	Miles
JAN	103,601
FEB	80,498
MAR	76,105
APR	98,831
MAY	145,143
JUN	151,295
JUL	111,612
AUG	91,946
SEP	87,883
OCT	100,505
NOV	120,240
DEC	122,755
TOTAL	1,290,414

Tons Carried

Month	S/tons
JAN	14,443
FEB	8,080
MAR	10,192
APR	12,067
MAY	20,969
JUN	18,345
JUL	10,530
AUG	7,719
SEP	7,348
OCT	10,159
NOV	11,492
DEC	10,774
TOTAL	142,118

Vehicle Deadline Rate

Month	%Deadline
JAN	21.1
FEB	25.6
MAR	28.8
APR	22.6
MAY	18.5
JUN	31.3
JUL	9.9
AUG	10.1
SEP	10.3
OCT	4.3
NOV	14.9
DEC	11.9