

1969

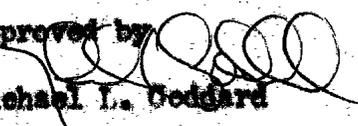
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History

UNIT HISTORY

**563d Transportation Company
6th Transportation Battalion
48th Transportation Group
(1 Jan 69 Thru 31 Dec 69)**

Prepared by

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563d Transportation Company
15 January 1970**

Approved by 
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**CPT, TC
Commanding
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228-03

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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 (MTC) for the year of 1969 in the Republic of Vietnam. During that year the unit faced many new challenges and responsibilities, all of which were successfully met. In addition to the normal line haul mission, yet another was given and completed, that of a unit redeployment from Pleiku to Long Binh and the development of new operational procedures.

2. **Mission and Resources:**

a. **Mission:** The 563d Transportation Company faced four separate mission assignments in 1969. The first was a continuation of the line haul transportation support between Pleiku, Kontum, Dak To, Ban Het and between Pleiku, An Khe and Qui Nhon for the movement of personnel, general cargo, and bulk petroleum products. Another mission was also to continue providing transportation support to Headquarters, Pleiku Sub-Area Command in excess of that unit's organic capability as directed. A third mission was that of transporting refrigerated cargo to Kontum and Dak To. On 1 October 1969, these three missions were replaced by the fourth mission as a result of the unit redeployment to the Long Binh area. This fourth mission was to provide both line-haul and local haul transportation support in the III Corps area. To accomplish the mission stated above, 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 55-186. For various reasons, the unit was unable to achieve its rated capability.

c. **Organization and utilization:** The 563d Transportation Company consists of three (3) truck platoons with two (2) truck squads per platoon, a Maintenance platoon, and a Headquarters platoon. All personnel in the unit are utilized according to their previous training with the exception of various individuals who are cross-trained to occupy essential positions that have not been filled through replacement channels. Also, local national personnel are hired to perform various cleaning duties: Detail men for the filling of sandbags, and in general company repairs, are obtained from the 90th Replacement Battalion. The employment of these additional personnel relieves all available military personnel in the unit for performance of their primary duty and insures maximum utilization of personnel resources.

d. **Personnel:** During 1969, the strength of the unit varied from a high of 169 men to a low of 129. The average for the year was 142. During the year five officers had command of the company: CPT Larry Fales, 1LT William Robart, 1LT Harry Sippel, CPT Nauro Shigenawa, and CPT Michael Goddard. The unit also experienced a large turnover in other key positions. A total of 7 other officers, three (3) maintenance warrants, three (3) First Sergeants, three (3) Mess Steward, four (4) supply sergeants,

and two (2) truckmasters served with the unit during 1969. In June, SP5 Richard Ellsworth was killed during an ambush.

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

- (1) 5½ ton trucks
- (2) 1 ¾ ton truck
- (3) 3 2½ ton truck cargo
- (4) 61 5 ton tractors
- (5) 1 5 ton wrecker
- (6) 120 semi-trailers
- (7) 1 5,000 gallon semi-trailer
- (8) 3 ½ ton trailers
- (9) 1 1½ ton trailers
- (10) 1 400 gallon water trailer
- (11) 7 grenade launchers
- (12) 177 rifles
- (13) 12 machineguns, 7. 62mm
- (14) 4 machineguns, .50 caliber

Density fluctuations were encountered with most of the above mentioned equipment, but not to a serious proportion.

f. Facilities: In Pleiku the 563d Transportation Company had adequate facilities; two story frame billets, large showers with hot water, ample latrines, unit day room, and semi-permanent buildings in the motor pool. However, by October all of this had changed as the unit began operating on TG Hill 2, Long Binh. The billets were old, wooden buildings in need of repairs, very small showers with cold water only and then only occasionally, and only two maintenance tents in the motor pool for maintenance work. By the close of 1969 though, by reason of much hard work, the men had succeeded in creating a fairly comfortable living area once again.

3. Operation and Training:

a. **Training exercises:** The 563d Transportation Company did not participate in any training exercises during 1969.

b. **Mandatory Subject Training:** Mandatory subjects were taught in accordance with US Army Support Command, regulation 350-1. The classes were taught at night with several make-up classes during the week for personnel absent from the night classes.

c. **Combat Service Support:** During the year the 563d Transportation Company participated in combat service support to the Fourth Infantry Division with daily convoys to Kontum, Dak To, and Landing Zone Oasis. At Long Binh, the unit began providing support to the First Infantry Division, the Twenty-Fifth Infantry, and the Eleventh Armored Cavalry Regiment. During 1969, the unit traveled 1,600,237 miles and carried about 178,000 tons of cargo in these different support activities.

d. **Combat Actions:** The 563d Transportation Company was involved in five (5) major ambushes during the year. The first occurred on 9 March as the Kontum convoy was mortared, wounding one of our men. On 12 May, the Ben Het convoy was ambushed, resulting in one killed in action from another unit. Then again on 16 June, the Ben Het convoy was ambushed, leaving one wounded. On 24 June the Ben Het convoy was hit once again, resulting in one killed in action, one wounded. Then, on 22 November, the Song Be convoy was ambushed by a large enemy size force, destroying seven (7) 5 ton tractors, and wounding one man.

e. **Marksmanship:** All new personnel in the 563d Transportation Company were given training within seven days of their arrival. The training consisted of classroom instruction on the care and maintenance; then familiarization firing conducted under the supervision of Security, Plans, and Operations 45th General Support Group. However, upon redeployment at Long Binh, this was changed somewhat to include frequent test firing of all weapons in the unit.

f. **Weapon Training:** All personnel who are assigned as gunners are thoroughly trained on the weapon before they are considered qualified. Every effort is made to allow weapons test firing.

g. **Mission Accomplishments:** During 1969, the 563d Transportation Company accomplished all assigned missions, both general and specific. Perhaps the outstanding accomplishment of 1969 was the redeployment move from Pleiku to Long Binh in the brief time allotted, and yet becoming operational on the date specified.

4. Personnel and Administrative Activities:

a. During May, the peak of the personnel problem was reached as there were 55 trucks in the unit, but only 35 drivers, a severe shortage.

b. On 26 September, the unit moved from Pleiku to Long Binh. The major disadvantage in the unit move was that there were inadequate motor pool and housing facilities in the new area.

5. Intelligence and Security Activities:

a. In 1969 the convoy commanders continued to be the primary source of intelligence information. Any unusual changes along the convoy roads were immediately reported to Battalion 5-2.

b. While in the Pleiku area, 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 (2) grenade launchers. Each gun jeep had one (1) automatic weapon and one (1) grenade launcher. However, security in the Long Binh area was provided by the respective tactical area which the convoy supported.

c. Perimeter security required five (5) personnel per night. In addition, eleven (11) men are assigned to the Reactionary Force and (12) men to the Perimeter Force in the event of an alert.

d. One officer and two (2) KM are furnished for the Long Binh Patrol every two months.

6. Logistical Activities:

a. Logistical Problems:

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

(2) Considerable difficulty was found in obtaining proper sizes of clothing from the direct exchange point.

(3) In many cases, support from PACE was insufficient to meet the needs of the unit, especially in view of the requirement for building repairs in Long Binh.

b. Supply Activities: The major activity of the year consisted of turning in and receiving essential items of equipment. Due to the improper posting of the supply records, figures are difficult to determine as of this date.

c. Maintenance Activities: During the early part of 1969, the age and high mileage of task vehicle began to show up in the form of cracked frames. Normally, a vehicle with this deficiency was salvaged, but with the shortage of task vehicles in the unit, an alternative was tried. The 62d Maintenance Battalion began "fish-plating" these cracked frames. The method used was necessary until late May when new vehicles were received in the unit. The arrival of the monsoon season in June presented an array

of problems. Vehicular undercarriages were covered with mud which obscured grease fittings, loose belts, and cracked frames. Brake shoes had to be replaced more often as a result of the abrasive action of the mud. In October, while operating in the Long Binh area, the unit began having difficulties in both preparing vehicles for ordnance and receiving their within a brief period of time. Repair parts became very hard to come by also as the unit began operations under a different support battalion.

d. **Transportation Activities:** Available administrative transportation within the 563d Transportation Company was highly inadequate, as $\frac{1}{2}$ tons were usually committed, and 2 $\frac{1}{2}$ ton trucks were in constant utilization for supply and mess activities.

e. **Medical Activities:** The 563d Transportation Company gave several refresher classes on first aid throughout the year, but has no assigned medical responsibilities or capabilities.

f. **Food Service Activities:** Several additional requirements were placed upon the unit mess hall in 1969. The company was required to feed all transient personnel from the 27th and 54th Battalions who remained overnight in Pleiku, as well as the 520th Trans Detachment personnel. This caused a considerable head count fluctuation, and difficulty in both drawing sufficient rations and preparing them in anticipation of the number of personnel to be served for a particular meal. After the unit move however, the unit began operating under a 6th Trans Battalion consolidated mess hall on FC Hall 2.

7. Special Events:

a. **Annual Inspector General Inspection:** The unit underwent its yearly Inspector General Inspection on 15 May and achieved a score of satisfactory on all 25 areas inspected.

b. An 8th Group Command Inspection was given by Col. Ludy on 22 April. The score was satisfactory, with the remark that the billets were especially well prepared.

c. **Command Maintenance Management Inspection:** On 18 June, 8th Group gave a CMMI, awarding the unit a satisfactory rating.

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

8. **Personal Achievements:** Numerous awards were presented throughout 1969 for driving safety and total miles driven accident free. Also, achievement awards were presented to many deserving clerks. In addition, the following awards were presented?

<u>NAME</u>	<u>AWARD</u>	<u>DATE OF ACTION</u>
SP5 Richard Ellsworth	BRONZE STAR "V"	24 Jan 69
1LT Harry Sippal	" " "	24 Jun 69
SP4 Raymond Williams	" " "	24 Jun 69
SP4 Ahearn	" " " PURPLE HEART	22 Nov 69
1LT James Greer	" " "	22 Nov 69
SP4 Jack Kerfoot	" " "	22 Nov 69
SP4 Gary Route	" " "	" " "
SP4 Defo	" " "	" " "
Sgt Dennis Caticone	" " "	" " "
Sgt Kelvin Spring	" " "	" " "
PFC John White	" " "	" " "
SP4 Harry Prinie	" " "	" " "
SP4 John Brown	" " "	" " "
PFC Bobby Yord	" " "	" " "
SP4 Raisons	" " "	" " "


 MICHAEL L. GODNARD
 CPT, TC
 Commanding

563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

Annex A (Lineage and Honors)

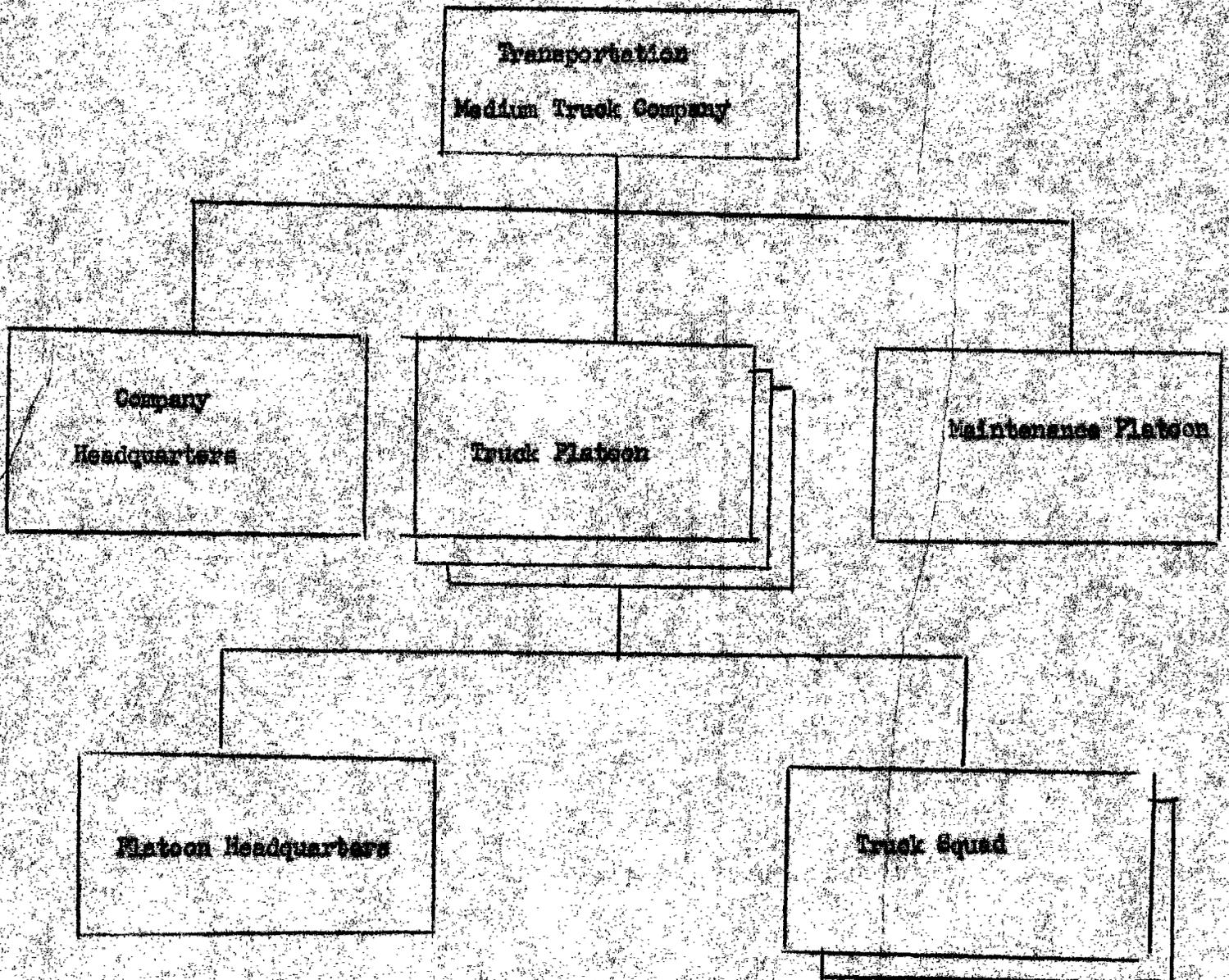
1. Constituted 1 January 1942 in the Army of the United States as Company B, 397th Quartermaster Battalion
2. Activated 10 January 1942 at Fort Dix, New Jersey.
3. Redesignated 31 July 1942 as Company B, 397th Port Battalion, Transportation Corps.
4. Reorganized and redesignated 3 February 1944 as 563d Port Company.
5. Inactivated 14 September 1945 at Camp Patrick Henry, Virginia.
6. Redesignated 12 January 1956 as 563d Transportation Company allotted to the Regular Army.
7. Activated 1 February 1956 At Fort Eustis, Virginia.
8. Inactivated 15 November 1957 at Fort Eustis, Virginia.
9. 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)

Certificate:

I certify that one copy each of the unit orders are in the company files and due to mechanical difficulties, reproduction of unit orders was not possible in order to meet the suspense date on the unit history.



**MICHAEL L. GODDARD
CPT, TC
Commanding**

Annex D (Personnel Strength)

Average Monthly Strength:

<u>MONTH</u>	<u>PERSONNEL STRENGTH</u>
January.....	169
February.....	146
March.....	146
April.....	142
May.....	140
June.....	133
July.....	144
August.....	149
September.....	140
October.....	130
November.....	129
December.....	138

DEPARTMENT OF THE ARMY
563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)
APO San Francisco 96491

Annex E

UNIT HISTORY 1 January 1969- 31 December 1969

1. **INTRODUCTION:** On 1 January 1969, the 563d Transportation Company was located at Camp Wilson, Fleiku, RVN under the 124th Transportation Battalion commanded by LTC Thomas L. Bing. The key personnel within the 563d at this time were: Cpt. Larry Fales, Commanding; 1LT John Kohler, Platoon Leader; 1LT William Robert, Platoon Leader; 1LT Harry Sipple, Platoon Leader; CW2 Ellis, Maint. Officer; 1SG James Bradford; SFC Wright, Truckmaster; and SSG David Riggs, Mess Steward. 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.
2. On 3 January CW2 Ellis departed the unit for COMUS after doing an outstanding job as maintenance officer for the past two months. SSG Smith took over the difficult task of the entire operation. On 14 January Lt. Robert took a convoy to Cheo Reo and further down to Le Bac (16 miles south of Cheo Reo) in support of the ARVN's. During the month the unit started making daily convoys to Qui Nhon instead of An Khe. January was USARV Safety Month, but the 563d had an embarrassing total of 8 accidents during the month, due primarily to the heavy moisture on the road in the morning. During the latter part of the month the unit participated in moving the 1st Brigade, 4th Division out of Dak Te. Both men and equipment were moved to Sui Doi. After that there were only infrequent convoys to Dak Te. Sniper activity increased on HWY 14. The average daily strength was 169 men.
3. On the 16th of February 1969 1LT John T. Kohler replaced Cpt. Larry R. Fales. There was a change of command ceremony attended by the Battalion Commander, LTC Bing, and the 8th Group XO, LTC Farmer. On the 16th we started sending all new personnel to the 4th Division for a formal in country training program. This was a boost to our training program as new personnel received no in country training in the unit. During the early part of the month the maintenance section moved out of the Bien Ho area thus completing the entire move into Camp Wilson. All parts of the unit except the motor pool moved in early December. The motor pool was delayed because of lack of facilities on Camp Wilson. Also during the month there were several combat emergency missions at night to Kontum with class 5 loads. Activity increased around Dak Te during the middle of the month after the 1st Brigade moved out. We had to start making daily runs to Dak Te in support of the 1/92nd Artillery and the 299th Engineer Bn, the only American units left in the area.

UNIT HISTORY 1 January 1969- 31 December 1969

4. On the 4th of March LT Robert took a convoy to Pu Tac (28 mi south of Chao Ree) for the first time. On the 5th a rocket hit in the 563d area injuring SP5 Paul Waddington. On the 9th the convoy was hit coming back from Kontum with mortars. SP5 Offie Bridge was wounded in action and sent to Japan to recover. He was pulled out of his truck by PFC Santess and driven out of the kill zone. On the 25th WO1 Roosevelt Walker joined the unit as Maintenance Officer. On the 30th the unit received 5 old tractors from the 88th Trans Co that were in poor condition.

5. By the 13th all gun jeeps in the unit were equipped with an armor plating kit. On the 15th the unit received 21 new trucks to replace the old multi-fuel trucks. They are equipped with the new tach-o-graph instrument. It was not much of an advantage, however, as support maintenance did not know how to fix them. So at the time of this writing, the tach-o-graph runs until it breaks and that's it. Supply lasted for about 3 months of operation. The reefers are continuing to cause problems. The unit has not received replacements for the two reefer mechanics that rotated back to the States. The main problems are the doors, body work, and the landing legs. Since facilities are limited in Kontum and Dak To, the vans must be used as issue points and 2 1/2 ton trucks are continually backing into them. I have spoken to the Officer into the problem. On the 22nd and 23rd the unit underwent a Command Inspection from the 8th Group Commanding Officer, Col Ludy, and obtained a very good score. When Col Ludy went through the billets he was quite pleased. He was also very pleased with the overall appearance of the company area. On the 25th the unit got a new First Sergeant, 1SG James M. Mize, and 1SG Bradford went to the 523d Trans Co at Okrang Valley. On the 27th we began turning in all of the multi-fuel tractors.

6. On the 11th of May the unit added another gun truck with 1/2 armor plating and gave it the name "White Lightning". By the 12th we received 3 more new trucks bringing our total inventory of new trucks to 30. With 25 old trucks our total number stood at 55. We only had drivers for about 35 of them so 1st echelon maintenance is substandard. On 7th of May we started sending our worst reefer vans back to Qui Nhon. We kept 3 of the 5 vans and the 597th send us two ice vans. They were used to haul ice to Kontum, they were simply huge, insulated boxes mounted on a 12-ton semi-trailer. The ice vans are much more suitable for the ice runs, they carry more, the vans are more rugged. We also don't have to worry about a refrigeration unit. On the 13th, LT Robert and LT Sipple started moving 1/2 of the 299th Engineer Battalion out of Dak To to Phu Tai. This was a 4 days trip and was complicated by having enemy activity all over the central highlands. Dak To, Pleiku, Qui Nhon were shelled for several days. While moving ammo to Ben Het on the 12th, a man from the 6th with LT Robert's convoy was killed in action. There are very few American forces in Dak To now with the ARVN's taking over the infantry part. This is supposed to be the acid test for the ARVN Army. On the 15th, the unit underwent the Annual General Inspection. Of the 25 areas that were inspected, a rating of satisfactory was awarded in all areas. Also on the 15th the unit participated in a unit move of the 173rd from Duc Co to Ben Son.

UNIT HISTORY 1 January 1969 to 31 December 1969

the unit underwent the Annual General Inspection. Of the 25 areas that were inspected, a rating of satisfactory was awarded in all areas. Also on the 15th the unit participated in a unit move of the 179rd from Buc Co to Bong Son. During the latter part of the month, the unit put 46 trucks, 4 gun trucks, and two gun jeeps on the road at one time.

7. Daily commitments were normal the past two months with the exception that the 124th was running to Ben Het on a line haul basis. On the 13th June SFC Brown arrived as Mess Sergeant and SP5 Rudy was sent back to the 541st. About this time the road between Dak To and Ben Het was starting to get heavy enemy activity. The NVA moved in and almost controlled the road. Just about every convoy that LT Robert and LT Sipple took during the past two weeks was hit. Personnel situation during the latter part of the month was critical. Many headquarters and maintenance people were driving at this time. On the 18th the 563d underwent an 8th Group GMMI and was awarded a satisfactory rating. On the 16th of June the convoy was hit hard going between Dak To and Ben Het. The "WHITE LIGHTNING" gun truck was hit by B-40 rockets and SGT Ecker was wounded in action. Other trucks received minor damage. On the 15th LT Sipple's convoy was hit at the bottom of the Naing Yang Pass. LT Sipple reacted in a heroic manner and was nominated for the Bronze Star with "V" device. The convoys were still trying to push through to Ben Het with the enemy right on the road. So on the 24th, they kicked out of Dak To and halfway to Ben Het, the convoy was hit hard and SP5 Richard Ellsworth was killed in action. He was nominated for the Bronze Star with "V" device. SP5 Ellsworth had volunteered to ride on the gun truck "Black Angel" that day. SGT Sims was wounded in action in the same ambush; he was NCOIC of "WHITE LIGHTNING". That night at approximately 2330 hours the unit went on alert. About 30 seconds after the siren went off, a 122 mm rocket hit the top floor of the 2nd Platoon barracks. The left side of the billet was demolished. Four people were wounded and three were sent to Japan, PVT Aldaco, SSG Gibson, and SFC Pilotte. Amazing as it was, PVT Aldaco was the only one in the building that got hurt. All of the others were standing in an area where another 122 mm rocket hit. It was the worst day for the 563d in Vietnam, a total of 1 KIA, 8 WIA, and a building destroyed. At the very end of the month drivers started to filter in.

8. The month of July saw many personnel changes in the unit. CPT. Shigesawa assumed command of the company in mid-July after serving as S-4 Officer in the 124th Trans Bn for several months. Also 1SG Roberts replaced 1st SG Mize as top shirt in the company. On 15 July 1LT Raigh joined the company as 1st Platoon Leader and assuming other various extra duties. Convoys continued to go Ben Het this month, but enemy activity decreased over the prior month. The maintenance dead-line rate was 3.5% for July, reflecting the efforts of WO Walker and SSG Smith. The unit drove 88,000 miles during July. With an average daily strength of 144 men, the unit's mission of Line Haul operations was fulfilled.

UNIT HISTORY 1 January 1969-- 31 December 1969

9. The month of August was rather quiet and uneventful in most respects. However, a convoy to Plei Mei was believed to be "AWOL" until it was learned that an estimated two battalions of NVA forced the convoy to remain at Plei Mei for several days. The camp there received rockets and mortars, but none of our personnel were injured. Again in August the dead line rate was 3.5%. The unit drove 88,000 miles while running convoys to Qui Mon, An Khe, and Dak To. There were sniper incidents scattered throughout the month, but nothing occurred of any consequence. The average daily strength was 149 personnel, reflecting again of 5 men over July.

10. This month brought with it many challenges as well as problems for the 563d Trans Co. During the first part of September, we went on combat alert at 2200 hours and remained on line or in bunkers throughout the entire night in expectation of an enemy attack which never occurred. The following morning the drivers were found to be quite sleepy in the convoy staging area, but by convoy pull time they were awake and alert for their line haul operation. On 10 September, 1LT James M. Greer joined the 563d Trans Co, becoming the 3rd Platoon Leader. His services were much needed, as 1LT Haigh had been the convoy commander for all our unit's convoys prior to 1LT Greer's assignment. Then on 15 September at 2200, SP4 Williams was awarded the Bronze Star with "V" device for rescuing a wounded driver, while receiving intense enemy fire. On 19 September at 2200 hours, our unit received orders for a unit redeployment to the Long Binh area. The orders specified that the unit would move in two phases: The main body would depart via convoy from Pleiku on the 26th of September, arrive in Qui Mon and RON that evening, and depart on the 27th by LSTS for Saigon. The other body of remaining personnel would fly from Pleiku to Tan Son Nhut on the 26th and assist the 4 man advance party in preparation of the unit arrival. By 30 September, the 563d Trans Co would be operational in Long Binh. Thus, the suddenness and unexpectancy of these unit redeployment orders along with the limited time to comply with them presented each man with a challenge. Basically, the challenge was in the areas of property accountability and the actual loading at Pleiku. SGT. Neuens, acting supply sergeant, was on R&R, leaving PFC Ruiz and PFC Carr in supply. Neither of these men was experienced, so the ordinary business of lateral transfers for property to be left behind as well as the transfer of property in maintenance became quite a problem area. To complement this, the property book Officer, 1LT. Haigh was preparing the convoy operations for the unit move. Secondly, we were never given firm reply as to what means would be used to pack the property until the last day before packing began. Finally, all property was loaded into connex containers and sealed. This was accomplished the day before our convoy was scheduled to depart. Due to unexpected breakdowns, fork-lifts were still loading connex containers on S&P trailers up until 2300 hours the night before the move. Then at 0900 hours on 26 September, LTC John Kramer, 124th Trans Bn Commander, read his farewell address amidst the sounds of fanfare music provided by the 4th Infantry Division Band. At 0930 hours the 563d Trans Co departed the central highlands for Qui Mon and ultimately, Long Binh. The remaining members departed at 1745 hours from Pleiku Air Base leaving a 10-man detail behind for cleaning operations. Three days were

UNIT HISTORY 1 January 1969- 31 December 1969

spent on the LST's, so everyone in the convoy was rather pleased to finally arrive at Saigon the evening of the 29th. By 30 September, the unit was operational under the 7th Bn, 48th Trans Gp, and did send vehicles out on commitments. Much of the responsibility for becoming operational rested with the advance party of 1LT Greer, SGT Bance, and especially SGC Ligon, the truckmaster. These men had the company area improved as well as provided coordination on the move and our arrival here. The successful completion of the unit redeployment move was also aided by the assistance provided by LTC John Bruen, 7th Trans Bn commander and his staff. They were quite helpful in providing coordinating information for all phases of the move, and did provide a liaison man to us a few days prior to the move from Pleiku. Our billeting facilities, as well as motor pool facilities, at T.C. Hill #2 at Long Binh were quite disappointing. The buildings were old wooden structures, in need of repair; PSP provided sidewalks over the muddy grounds; there were no maintenance buildings, only tents. Thus, improvement on these areas was our second task after convoy operations. Our mission here was the line haul operations in support of field units operating in the I Corps and II Corps area. By the end of September though much adjustment in these above mentioned areas provided a tremendous challenge for months to come. Average daily strength was 140 men during September. With these 140 men, the 563d Trans Co began its operations under the 7th Trans Bn, 48th Trans Gp as a line haul unit.

11. During the first part of October, everyone was attempting to adjust to "48th Group" convoy operations. In addition, much feeling was expressed about our leaving the gun trucks in Pleiku, as these war wagons provided convoy security in the central highlands. In 48th Group, security is provided by 25th Inf Div, 11 ACR, and the MP's from various units. Thus, the 563d men lost the personnel contact with their security elements. By mid-October, most drivers had knowledge of convoy staging areas, loading and off-loading points, as well as the various destinations. 1SG Roberts began a company improvement drive, adding concrete sidewalks, new showers, sinks, and latrines in the company area. The biggest problem the 563d faced was that of a 15.5% dead line rate. This was due in part to the difficulty of getting repair parts as well as an extended period of time before vehicles were returned from ordnance. Despite this, the company drove 138,000 miles during October. Average daily strength was 130 personnel.

12. Maintenance continued to plague the 563d throughout November, resulting in a 14.5% dead line rate. Also, SGT Smith, Maintenance NCO, departed for a 30-days leave, so Mr. Walker had to supervise more on a day-to-day basis as well as manage the overall management function. In addition, the high accident rate of the 563d tended to increase the maintenance problem. On 18 November, CPT Michael Goddard assumed command of the 563d Trans Co. CPT Shigezawa, the retiring CO, was presented a Bronze Star for achievement by LTC Bruen, 7th Battalion Commander. Also, the company had a party in recognition of his services. CPT Goddard began command with a personnel study and re-allocation of key NCO's and qualified drivers within the unit for better performance. He also gave command emphasis to a much needed maintenance program,

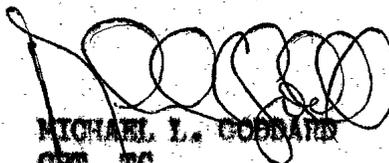
UNIT HISTORY 1 January 1969- 31 December 1969

especially first echelon, and stressed the importance of driver safety. On 22 November, the Song Be convoy was ambushed, at 1200 hours resulting in one of our men, SP4 Ahearn, being wounded and seven of our vehicles being declared combat losses. SP4 Ahearn received a Purple Heart and Bronze Star with "V" device for his actions during the ambush. Cited for valor in action were 1LT Greer, March Unit Commander, SP4 Kerfoot, SP4 Reutte, SP4 Defeo, SGT Spring, SGT Gatican, PFC White, SP4 Pirnie, SP4 Brown, PFC York, and SP4 Parsons. 1LT Greer stated that he was quite pleased with the strong bond of cooperation and comradeship displayed at Song Be during the ambush. Certainly, this helped reduce the amount of injury and damage inflicted by the unknown sized enemy force. The unit drove 65,000 miles during the month of November, in part reflecting on the high dead line rate. The average daily strength was 129 personnel.

13. SSG Smith returned from 30 days leave on 3 December, thus allowing Mr. Walker to focus more attention on the over all maintenance program. Also the company initiated several new policies put out by CPT Geddard, Company Commander. In order to closer identify a truck with a certain driver, each vehicle was assigned a certain driver permanently who stayed with his vehicle when committed for operations, and who also remained with his vehicle when for maintenance purposes it was held off the road and sent to the maintenance section. In addition to this, each driver whose vehicle passes an inspection by the commander and a mechanic is authorized to write whatever name he chooses on the doors. When a company motto is selected, this will be written on the bumper. Thus far, this above incentive program has given the men identity with their vehicles, and thus a certain feeling of responsibility and pride in their vehicles. Morale benefited from this program as a result of its effectiveness. Overall, the command emphasis placed on maintenance began producing positive, tangible results. Since initiation of new command policies, the unit has experienced fewer breakdowns, as well as fewer vehicles going to ordnance. In addition, the accident rate has become almost nil as a result of corrective disciplinary action taken in driver fault-accidents. Drivers seem more alert and certainly more aware of motor vehicle operations now. The unit drove 74,000 miles during December, an increase of 9,000 miles over last month. This rate should continue to increase over the coming months as our maintenance program takes effect more completely. Over the last several months, racial tensions have steadily built up on TC Hill #2, resulting in a few serious incidents. However, a strong bond of cooperation within the 563d has spread to unite the blacks and whites of our unit. The company motto in our "Big Top" Club reflects this sentiment amply - "Togetherness Is Our Power". A sign beneath this motto displays a black hand and a white hand firmly clasped together. LTC Robert C. Porter assumed command of the 7th Trans Bn on 10 December. Increased command emphasis has since then been placed on convoy operations and the maintenance program, especially as these relate to officer and non-commissioned officers duties and responsibilities. On 15 Dec, 1LT Smith was re-assigned from the 62nd Trans Co, 7th Trans Bn to the 563d Trans Co. 1LT Smith was heartily welcomed as our officer strength was brought up to TO&E level by his arrival. 1LT Smith was assigned the 2nd Platoon, as

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well as various extra duties. The average daily strength was 138 personnel showing a net gain of 9 people over November. Qualified drivers still remain, however, in short supply and great demand. Christmas day was enjoyed by everyone, as almost everyone had a day off. A party was held December 24th in the evening. CPT Goddard and the 1SG Perry Roberts, distributed gift-bags sent from well-wishers in the U.S.A Turkey dinner was served in the mess hall the twenty-fifth, and was very good. Afterwards, men either played "Putt-Putt" golf, baseball, basketball, went swimming, or wrote letters home, as the much needed and deserved day - off had finally arrived. The following day, however, the mission was resumed as usual. On 29 December, Mr. Walker departed for Can Tho, to become maintenance officer there, as the unit has been without one for several months now. CW3 Frazier was assigned as the new warrant officer in the 563d. As the new year approaches, and with it our AGI 19 February, the Company has begun preparing increasingly for this inspection.



**MICHAEL L. GODDARD
CPT, TC
Commanding**

Annex F (Training Progress)

1. In addition to mandatory subject training the 563d Transportation Company developed training programs for initial drivers, training for all personnel newly arrived in Vietnam, a remedial drivers program, and cross training programs for maintenance personnel.
2. The fresher Drivers Training program was conducted under the supervision of the Operations Officer and Trukmaster. It consisted of one week of class room training and OJT on such subjects as Vietnamese traffic laws, defensive driving techniques, operators maintenance, and convoy operations. This was supplemented by a period of utilizing new personnel as shot-gunners or assistant drivers for one additional week for familiarization in each aspect of duty.
3. The Refresher Drivers Training program was conducted after normal duty hours, consisting of class room training on defensive driving techniques, Vietnamese traffic laws and road signs. When deemed desirable, special subjects of current interest were included to tailor the subject to the individual. However, in the Long Binh area, all beginning drivers attended a week course given by 7th Trans Bn and lasting one week.
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 1969.

MILES TRAVELED	TONS CARRIED	VEHICLE DEADLINE RATE
<u>MONTH MILES</u>	<u>MONTH S/ton</u>	<u>MONTH Deadline</u>
<u>Jan 94,748</u>	<u>12,380</u>	<u>14.5</u>
<u>Feb 155,343</u>	<u>11,540</u>	<u>12.5</u>
<u>Mar 182,397</u>	<u>13,492</u>	<u>11.0</u>
<u>Apr 176,680</u>	<u>17,067</u>	<u>9.0</u>
<u>May 113,735</u>	<u>22,796</u>	<u>8.9</u>
<u>Jun 88,226</u>	<u>21,412</u>	<u>7.5</u>
<u>Jul 88,000</u>	<u>18,335</u>	<u>3.5</u>
<u>Aug 88,000</u>	<u>14,719</u>	<u>3.9</u>
<u>Sep 92,640</u>	<u>9,348</u>	<u>3.5</u>
<u>Oct 138,00</u>	<u>19,157</u>	<u>15.5</u>
<u>Nov 165,00</u>	<u>21,271</u>	<u>14.5</u>
<u>Dec 174,00</u>	<u>22,568</u>	<u>14.5</u>
TOTAL 1656,769	TOTAL 203,915	