

1967

DEPARTMENT OF THE ARMY
592D TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96312

AVCA CRB-TC-39-592

29 March 1968

SUBJECT: Annual Unit History Report

In accordance with regulation number 870-1 the following annual unit historical report is submitted from the 592d Transportation Company (Light Truck), U.S. Army from the period of 1 January 1967 to 31 December 1967.

PROLOGUE

The 592d Transportation Company (Light Truck) was activated on 1 June 1966 under TO&E 55-17F, dated 10 June 1964, at Fort Campbell, Kentucky. The 592d Transportation Company (Light Truck) was one of nine (9) units formed at Fort Campbell to come under the command of the 500th Transportation Group (Motor Transport), with Col. H. E. Tistadt Commanding. The next several months were devoted to building up the company to full personnel and equipment strength and the company submitted its final morning report to Headquarters, Third United States Army on 19 September 1966, and on 25 September the unit departed Fort Campbell by air for Oakland Army Terminal, California.

After arriving at Oakland Army Terminal the unit boarded the troop ship USNS General William Weigel, and at 1300 hours, 28 September 1966, departed CONUS enroute to USARPAC. At 1100 hours, 18 October 1966, the 592d Transportation Company debarked ship at Cam Ranh Bay, Republic of Viet Nam. Debarking with the unit were the HHC 500th Transportation Group (Motor Transport) and the 545th Transportation Company (Light Truck). Thus, from a total of ten (10) units formed at Fort Campbell, only three (3) were to remain together in Viet Nam.

This information is presented as background material. The following pages of this Unit History will deal specifically with the accomplishments and missions of the 592d Transportation Company (Light Truck) from January 1967, through December 1967.

I. MISSION ACCOMPLISHMENTS

The 592d Transportation Company (Light Truck) has been involved in daily convoys to various centers in Vietnam. These daily convoys are initiated from Cam Ranh Bay and terminate in Nha Trang, Phan Rang, Ninh Hoa and Tuy Hoa.

The Company also participates in convoys of a longer duration to Bam Me Thout, Bao Loc and Dalat. On several occasions last year, platoon or smaller sized elements were assigned TDY to various locations throughout the country. Thirteen (13) members of the third platoon, along with five (5) task vehicles, departed Cam Ranh Bay on the 4th of January 1967 for Phan Thiet, which is approximately one hundred (100) miles south of Cam Ranh Bay. They remained in a TDY status for four (4) months during which time they were concerned with port and beach clearance.

During the first half of 1967 the 592d Transportation Company's primary mission was port and beach clearance. From 1 January 1967 through 30 June 1967, the company hauled over 130,000 S/T of cargo from the piers at Cam Ranh Bay. Although cargo was hauled from all piers, the 592d Transportation Company had sole responsibility for transporting all ammunition that arrived at Pier five (5) (ammunition pier). All munitions shipped into Vietnam through Cam Ranh Bay were hauled by the company during this time.

During the later part of April 1967, the unit committed forty (40) 5-ton cargo vehicles to assist in a 101st Airborne troop movement. During a seven (7) day period the 592d Transportation Company (Light Truck) made three (3) turn arounds in order to transport almost 500 men plus their personal and organizational equipment. The entire operation was performed without incident.

The detachment from Phan Thiet returned to the parent unit on 11 May 1967. In June 1967, the unit was relieved of Port and Beach operations by the 36th Transportation Battalion (Truck), and the 592d Transportation Company (Lt Trk), was given the mission of line haul convoy duty.

In July these same 101st Airborne troops were moved to Kontum, RVN and five (5) trucks from the 592d were assigned TDY to support them for thirty (30) days. These vehicles made daily runs from Kontum to Plieku, An Khe, and Da Nang in logistical support of this operation.

The 592d Transportation Company (Lt Trk) became involved in an entirely different type of operation in August. Hundreds of refugees had fled the areas around Saigon and were living in temporary shelters, ten (10) miles north of Cam Ranh Bay. The South Vietnamese government constructed permanent quarters for the refugees. The 592d Transportation Company was given the mission of transporting them to their new homes which were approximately twenty (20) miles inland from Cam Ranh. In one week several hundred families, along with all of their household possessions, were successfully moved.

On October 25 a request was received for assistance in the movement of cargo from the docks and piers in the Saigon area. The next day 87 men were air lifted in to Saigon to meet this requirement. These two platoons remained in a TDY status for approximately one (1) month. In addition to transporting

cargo from the piers, the 592d also participated in several convoy operations around the Saigon area, many of them at night. Although the men of the 592d Transportation Company (Lt Trk) were unaccustomed to night line haul operations, there were no accidents or incidents during their month of TDY.

The unit is still involved in an operation which began on 30 November 1967. The third platoon was sent TDY to Phan Rang, RVN, to engage in port and beach clearance, since the Phan Rang Sub Area Command had no organic transportation units assigned. The platoon in Phan Rang is rotated every month and a half.

During the year ending 31 December 1967, the 592d Transportation Company (Lt Trk) transported almost a quarter of a million tons and drove over one million one hundred thousand miles. The following tables break down tonnage and mileage by month.

TONNAGE

| <u>MONTH</u> | <u>PORT & BEACH</u> | <u>LOCAL</u> | <u>LINE</u> |
|--------------|-------------------------|--------------|--------------|
| JANUARY | 24,711 | 1,000 | 257 |
| FEBRUARY | 24,514 | 1,237 | 28 |
| MARCH | 15,776 | 5,000 | 24 |
| APRIL | 13,574 | 11,539 | 157 |
| MAY | 38,106 | 3,531 | 81 |
| JUNE | 26,449 | 5,323 | 674 |
| JULY | 13,751 | 211 | 1,973 |
| AUGUST | 5,513 | 15,408 | 2,198 |
| SEPTEMBER | 2,168 | 11,863 | 1,511 |
| OCTOBER | 204 | 610 | 1,605 |
| NOVEMBER | 4,330 | 262 | 1,538 |
| DECEMBER | <u>6,898</u> | <u>282</u> | <u>1,762</u> |
| | 175,994 TONS | 56,266 TONS | 11,818 TONS |

MILEAGE JAN-DEC 67

| <u>MONTH</u> | <u>1/4 TON</u> | <u>2 1/2 TON</u> | <u>5 TON</u> |
|--------------|----------------|------------------|-----------------|
| JANUARY | 9,590 | 4,214 | 98,923 |
| FEBRUARY | 5,354 | 3,517 | 86,682 |
| MARCH | 7,038 | 4,612 | 76,836 |
| APRIL | 8,948 | 3,896 | 74,105 |
| MAY | 8,282 | 3,072 | 89,395 |
| JUNE | 12,413 | 4,964 | 100,183 |
| JULY | 12,847 | 4,903 | 87,282 |
| AUGUST | 8,555 | 4,635 | 107,278 |
| SEPTEMBER | 12,040 | 5,997 | 86,440 |
| OCTOBER | 14,556 | 4,613 | 67,774 |
| NOVEMBER | 7,885 | 4,165 | 56,871 |
| DECEMBER | <u>8,579</u> | <u>6,223</u> | <u>84,916</u> |
| | 114,087 MILES | 59,811 MILES | 1,016,685 MILES |

II. CHANGES IN KEY PERSONNEL AND/OR ORGANZATIONAL STRUCTURE

On the 6th of February 1967, the Acting First Sergeant, Sergeant First Class Alfred P. Banash was replaced by First Sergeant Marvin Bewley who was transferred from the 545th Transportation Company (Light Truck) APO 96312.

On the 23rd of March 1967, Captain Kenneth G. Scott, who had been the commander since the company's inception, was assigned to Headquarters, 57th Transportation Battalion (Truck). He was replaced by Captain Harry Nelson Jr who was transferred from the 57th Transportation Battalion.

On April 4th 1967, the unit's strength was increased to 179 with the arrival of twenty (20) new Privates from CONUS.

During the month of June 1LT Benjamin Burford replaced 1LT James Repasky as 3rd Platoon Leader. LT Repasky had been functioning as both the 2nd and 3rd Platoon Leader.

In August 1LT Richard J. Barnaby replaced 1LT James Repasky as 2nd Platoon Leader. LT Repasky rotated back to CONUS.

September saw the greatest rotation of personnel since those who were with the unit when it arrived in Vietnam were to be rotated back to CONUS. Approximately 130 men joined the company during September 1967.

Second Lieutenant Leslie J Fulop replaced 1LT Donald Webster as 1st Platoon Leader.

SSG Carlton Jordan replaced SSG Wayne Banks as Platoon Sergeant of 1st Platoon. SSG Banks had replaced SSG James Johnson in early Sept 1967.

SSG Charles Powell replaced SSG Earl Green as Platoon Sergeant of the 2nd Platoon.

SSG Odis Kirkpatrick replaced SSG Robert Welch as Platoon Sergeant of 3rd Platoon.

On 23 September 1967, SFC Leo Anderson replaced SSG James Pinson as Truckmaster.

WO1 Forrest Paige replaced CWO LL Samuel Keck as Maintenance Officer. Late in September Mr. Paige was transferred to the Saigon area and he was replaced by WO1 James B. Stuttts.

First Lieutenant Benjamin Burford was transferred to the 360th Transportation Company (Med Trk) on 28 October 1967. He was replaced as 3rd Platoon Leader by 2LT Clarence Clark who transferred from the 545th Trans Co (Lt Trk).

First Sergeant (E-8) Marvin Bewley was replaced by SFC Leo Anderson in October 1967. SFC Anderson in turn was replaced by 1SG (E-8) John H Washington as company 1SG on 7 November 1967.

SFC Alfred Cowart replaced SFC Leo Anderson as Truckmaster in November 1967.

First Lieutenant Richard J Barnaby replaced Captain Harry Nelson Jr as Company Commander on 1 December 1967. First Lieutenant Barnaby was promoted to Captain on 30 December 1967.

Second Lieutenant Terry Shankland replaced 1LT Richard J Barnaby as 2nd Platoon Leader on 18 December 1967. LT Shankland was transferred from Headquarters 10th Trans Bn (Terminal).

III. MAJOR PROBLEMS ENCOUNTERED

The one major problem encountered by the 592d Transportation Company (Lt Trk) was that of filling the gap left by the mass exodus of personnel in September. Almost three-fourths of the company rotated to new assignments during late August and September. This resulted in a great influx of officers and men fresh from the states who for the most part had no experience with the problems they were to face here. There were too few veteran personnel left after the "hump" rotation to offer assistance, hence, the first few weeks after the rotation had been completed were rather hectic.

IV. CONTINUOUS PROBLEM AREAS

TO&E 55-17F & 55-18F authorized only one SP4 dispatcher per company. In order to successfully operate a 24 hour a day operation another dispatcher must be utilized. This second dispatcher must come from one of the three (3) truck platoons or the maintenance platoon thus reducing their effective capabilities.

Maintenance has a problem with battery boxes and radiators which are constantly being jared loose by the roads. In most cases the mounting brackets must be tightened daily.

V. AWARDS AND CITATIONS

In May 1967, the 592d Transportation Company (Lt Trk) received a citation and trophy from 500th Transportation Group (Truck) for 300,000 accident free miles.

In August the unit received a citation and trophy from the 500th Transportation Group (Truck) for 500,000 accident free miles.

During October 1967, the Army Commendation Medal was awarded to Sergeant (E-8) Marvin Bewley and WO1 Forrest Paige for meritorious service rendered on previous tours of duty.

VI. RECOMMENDATIONS

That TO&E's 55-17F & 55-18F should authorize transportation companies two (2) dispatchers; one SP5 and one SP4.

That only the highest quality parts, i.e. radiators, be purchased for use in Vietnam due to the extremely hard wear to which they are subjected.

That the rotation dates for men within the company be spread out more evenly during the year. This would prevent a massive influx of new personnel unaccustomed to the country, and make available more oldtimers to guide them during their first weeks.