

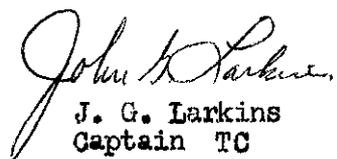
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HISTORY OF THE
151ST TRANSPORTATION COMPANY (LIGHT TRUCK)

29 July 1965 - 31 December 1966

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39TH TRANSPORTATION BATTALION (TRUCK)
TUY HOA SUB AREA COMMAND
TUY HOA, REPUBLIC OF VIETNAM

Jul 65-
Dec 1966

CONTENTS

	PAGE
PREFACE.....	1
I. NOTIFICATION.....	2
II. DEPLOYMENT.....	2
From Ft Campbell.....	2
USNS Gordon.....	2
Arrival at Qui Nhon.....	2
III. MISSIONS.....	2
Operation HIGHLAND.....	2
Support of the 1st Cavalry Division.....	2
Port and Beach Clearance in Qui Nhon.....	3
Move to Cam Ranh Bay.....	3
Change of Command.....	3
Forward Support Area Detachment.....	3
100,00th Short Ton Hauled.....	3
Move to Tuy Hoa.....	4
One-Millionth Mile.....	4
Attachment of 564th Trans Plt.....	5
Letter of Commendation.....	5
FOOTNOTES.....	6

Jul 65-
Dec 1966

PREFACE

This revised unit history is prepared for the period 29 July 1965 to 31 December 1966, and covers the major incidents and events affecting the 151st Transportation Company from its notification of deployment to South East Asia to the completion of its first full calendar year in the Republic of Vietnam.

The history is based on records, morning reports, letters, and orders available in the unit files, since a complete turnover of personnel has occurred prior to 31 December 1966.

History and time have proven to be the most critical reviewers of the actions of any individual or organization. With this thought in mind, the revised unit history of the 151st Transportation Company is submitted so that future decisions may more logically be arrived at based on the successes and failures of the past, and that those men who served in this unit during the period covered may take just pride in their contribution to the history of the United States Army in time of war.

Jul 65-
Dec 1966

NOTIFICATION

The 151st Transportation Company (Light Truck) received its movement order for permanent change of station on 29 July 1965¹.

DEPLOYMENT

The unit departed Ft Campbell, Kentucky by air in three increments on the 15th and 16th of August 1965 and arrived at Travis Air Force Base on the 16th of August. At 1730 hours on 17 August 1965 three Officers, one Warrant Officer and one-hundred and sixty-three Enlisted men sailed from Oakland Army Terminal aboard the U.S. Naval Ship Gordon. The Gordon arrived at Qui Nhon, Vietnam on 2 September 1965, and the unit debarked at 1130 hours on 4 September 1965. Upon arrival in Qui Nhon the Company was attached to the 394th Transportation Command (Tml A) on 5 September 1965.

MISSIONS

The first mission for the 151st in Vietnam was Operations HIGHLAND, the debarkation, receipt, and transporting of the 1st Cavalry Division to their base camp at An Khe. The Company along with other units of the 394th Trans Bn were highly praised by both the Commanding General, USARV², and the Commanding Officer of the 1st Logistical Command³ for the outstanding manner in which they overcame the adversities of weather and terrain to move the Division to their home. Upon completion of HIGHLAND, the company continued their line haul operations up Route 19 from Qui Nhon to An Khe and later on, to Pleiku. Daily missions varied from line haul to combat support and the months of October 1965 through February 1966 saw

Jul 65-
Dec 1966

the trucks of the 151st in such places as Phu Cat, Bong Son, Kontum, and Pleime in support of the 1st Cavalry Division.

On the 27th of October the 151st was released from the 394th Trans Bn and attached to the 27th Trans Bn (Truck) commanded by Lt. Colonel Henry W. Goodell. Although the unit continued line haul operations from time to time, the basic mission changed to beach clearance at Qui Nhon in March of 1966 and the company conducted this mission until 26 May 1966 when the unit received change of station orders⁴.

The 151st departed Qui Nhon in two elements on the 28th and 31st of May by Landing Ship, Tank, and the unit was operational again on 1 June 1966 at its new home at Cam Ranh Bay, Vietnam where it was attached to the 10th Trans Bn (Terminal) under the command of Lt. Colonel Robert W. Gentlemen. The unit then assumed the dual mission of line haul operations to Nha Trang and Phan Rang, and port and beach clearance at Cam Ranh Bay. On the 12th of July 1966, John F. Hall, Captain, TC who had commanded the unit since its deployment relinquished command to John G. Larkins, Captain, TC⁵. On 1 August 1966 the Company was released from the 10th Trans Bn and assigned to the 36th Trans Bn (Truck) under the command of Lt. Colonel Daniel K. Byrne.

On the 11th of August, a detachment of thirteen men and six trucks from the 1st Platoon headed by Sergeant Franklin D. Gosson were sent to Phan Thiet, Vietnam to form a Forward Support Area for elements of the 1st Cavalry Division conducting Operation BYRD. This element remained in Phan Thiet in support of the 2nd Battalion of the 7th Cavalry and supporting units until 23 December 1966 when it was released for return to its unit.

Jul 65
Dec 1966

On 11 September 1966 the unit marked its three-hundred and seventy-second day in Vietnam by Hauling its 100,000th short ton of cargo from Main Pier to the Army Depot at Cam Ranh Bay. The unit continued its port and beach clearance operations until October 1966 when it was released from commitment to prepare for another move.

At 0530 hours 24 October 1966, the Company departed Cam Ranh Bay and moved by tactical road march north on Route # 1, to the vicinity of Tuy Hoa, a distance of 107 miles⁶, and the completion of the trip without incident was due in large measure to armed helicopter escort, Air Force Forward Air Controllers, and a ground security force provided by the 504th Military Police Company, as this was the 1st large convoy over Route # 1 between Ninh Hoa and Tuy Hoa in almost two years⁷. Upon arrival at Tuy Hoa the unit was assigned to the Tuy Hoa Subarea Command (Provisional) and given the beach clearance mission from Vung Ro Bay to the Tuy Hoa area to supply the 1st Brigade of the Fourth Infantry Division and the 101st Airborne Division, the 28th Regimental Combat Team, Republic of Korea Army, Tuy Hoa Air Force Base, and other units of the Free World Military Forces in the Tuy Hoa Area.

On the 17th of November 1966 the 151st reached its second milestone by logging its one-millionth mile since arriving in Vietnam. Since it was impossible to determine the exact moment and place for this event, the names of the drivers on the day shift of 17 November were placed in a hat and Jesse J. Williamson, SP4, was credited with driving the one-millionth mile. On 18 November, the 564th Transportation Platoon (Light Truck), commanded by Ernest M. Pratt Jr, 1st Lt, TC, was attached to the 151st for all purposes and were thereafter employed in the same role as the 151st.

JUL 65
DEC 1966

On 1 December 1966, the Company was released from the operational control of the Tuy Hoa Subarea Command and assigned to the 39th Trans Bn (Truck) commanded by Lt. Colonel Thomas E. Benson. Ten new M35A2, 2½ ton trucks were received by the Company on 4 December 1966, which replaced the M35A1 models with which the unit deployed; by the end of 1966 the unit had received a total of 16 M35A2 trucks.

On 6 December 1966 the unit received a Letter of Commendation from USAF Air Force Logistics Command for its participation in Project Bitterwine, in which Major Moon, the Project Officer, commended the drivers of both the 24th and 151st Transportation Companies "who under the most severe road and weather conditions performed in an outstanding manner to insure the prompt delivery of Air Force equipment"⁸.

As of 31 December 1966 the Company was still performing its mission of port and beach clearance from Vung Ro Bay to the Tuy Hoa Area.

JUL 65-
Dec 1966

FOOTNOTES

1. FOUO Order: IO 7-1140, HQ 101st Airborne Division and Ft Campbell, dtd 29 July 1965.
2. HQ USARV, Subj: Letter of Appreciation, dtd 5 Oct 65.
3. HQ, 1st Logistical Command, APO 96307, AVLOG-GO-Q, Subj: Letter of Commendation, dtd 29 Sep 65.
4. Movement Order # 21, HQ, 1st Logistical Command dtd 30 May 1966.
5. 151st Trans Co (Lt Trk), APO 96312, Unit Order # 40, dtd 12 July 1966.
6. Movement Order # 2, HQ USASC, CRB, dtd 11 Nov 66.
7. 151st Trans Co (Lt Trk), APO 96312, AVCA-CRB-P-36-151, TO: C. O., 36th Trans Bn (Trk), APO 96312, Subj: After Action Report, dtd 4 Nov 66.
8. Dept of the Air Force, HQ, Air Force Logistics Command, APO 96316, RASS Team/Major Moon, Subj: Letter of Commendation, TO: Commander, 39th Trans Bn (Trk), APO 96316, dtd 6 December 1966.