

DEPARTMENT OF THE ARMY  
363rd TRANSPORTATION COMPANY (MEDIUM TRUCK)  
APO SAN FRANCISCO 96317

AVCD-B-57-363

19 MAY 1971

TO: Commanding Officer - 57th Transportation Battalion

SUBJECT: National Defence Transportation Association Award

Throughout the past year, the 80th General Support Group has provided support for many operations in Military Region I of South Viet Nam. As an integral part of the 80th Group, the 363rd Transportation Company has played a vital role in the successful accomplishment of its numerous missions.

From the period 1 April 1970 to 1 May 1971, the 363rd "Road Runners" provided 100% of the line haul missions from the Da Nang area. Throughout this period the 363rd Transportation Company has furnished support to Phu Bai and Chu Lai on a daily basis. In conjunction with this it organized and operated the trailer transfer point in Da Nang, and in April 1970 established a TTP in Chu Lai. To further enhance the 80th Group's support plan, 363rd made available, throughout the MR I, its organic trailers which were originally intended to be used for Chu Lai and local runs.

In the past year the 363rd has furnished virtually all recovery teams to units who have had accidents on the steep and treacherous Hai Van pass, between Da Nang and Phu Bai. Often the "Road Runners" would provide wreckers, guntrucks, and equipment to assist a unit who had overturned a load or had suffered disabling damage to a vehicle. To accomplish its mission the 363rd recovery crews often worked late into the night, under the threat of enemy attack.

Nevertheless, the 363rd Transportation Company has always been known as the line haul unit of Da Nang, and has been called upon numerous times to perform special missions. In November 1970, the Fourth Division at Anh Khe began standing down, and the "Road Runners" were given the mission to convoy supplies and retrograde from that area to Da Nang. To accomplish this the 363rd made two round-trips to Anh Khe in fourteen grueling days. But, during this same span of time the "Road Runners" continued its local and line haul runs.

In January 1971 line haul commitments nearly doubled, for operations Dewey Canyon and Lam Son 719 were about to begin. The drive began in early February 1971, and once again the "Road Runners" were called upon to provide necessary and vital support. The 363rd Transportation Company sent over thirty personnel to Quang Tri and Vandergriff, who would be convoying supplies to Khe Sanh. But the primary mission of the 363rd, in support of Lam Son 719, was exclusive line haul supply between Da Nang and Phu Bai. The "Road Runners" convoyed the much needed supplies over the Hai Van pass, and all too frequently came under heavy enemy fire. Due to outstanding driving and remarkable leadership, these enemy attacks resulted in minimal materiel damage and injury. At no time was any 363rd daily mission completely thwarted. The support role played by the "Road Runners" proved very essential in the success of Operation Lam Son 719.

Following Lam Son 719, the 363rd Transportation Company joined with the 572nd, 563rd, and 64th Transportation Companies to form the 57th Transportation Battalion at Red Beach. The operation of the trailer transfer point in Da Nang had proved to be so successful, under the direction of the 363rd, that a new TTP was established at Camp Haskins. And once again the 363rd Transportation Company provided sole control of its organization, in addition to a POL point.

During the period of 1 April 1970 to 1 May 1971, the 363rd Transportation Company has been an exceptionally integral part of the 80th General Support Group. Through unit pride, superior leadership, and an extreme devotion to duty, the 363rd has performed its many assigned missions in the finest tradition of any transportation company operating in Viet Nam.

DEPARTMENT OF THE ARMY  
363rd Transportation Company (Mdn Trk)  
APO San Francisco 96349

AVCD-B-92-363

26 March 1971

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)  
period ending 31 December 1970

TO: SEE DISTRIBUTION

1. OPERATIONS: SIGNIFICANT ACTIVITIES

a. Personnel:

(1) William G. Sinnott, CPT TC was the Company Commander until 18 March 1970 when Pierre d. Kirk, CPT TC assumed command. Earl B. Burch CPT TC assumed command on 16 December 1970.

(2) Assigned strength varied through out the year from 150 to 190 enlisted men. Officers varied from 3 to 6 and 1 Warrant Officer also being assigned to the unit.

(3) One (1) enlisted man was recommended for discharge during the period under the provisions of AR 635-212. Discharge was approved.

(4) Two (2) EM were tried before a Special Court-Martial board with both found guilty and sentenced.

(5) The unit was awarded on 24 January 1970, a Meritorious Unit Commendation.

b. Intelligence: Intelligence reports of concern to this unit are received through command channels.

c. Operations:

(1) This unit is in the operational control of the 92nd Composite Service Battalion.

(2) Its mission consists of line haul operations to Phu Bai, Vietnam and Chu Lai, Vietnam. It also provides local haul operations in support of the Da Mang, Vietnam area. We were given convoy requirements for other location in the MR I area also.

(3) The unit hauled 611,061 tons of cargo over 611,751 miles during the year 1970.

level 2

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)  
period ending 31 December 1970

d. Organization: The 363rd Transportation Company (Medium Truck) is composed of a company headquarters, three medium-truck platoons and a maintenance section.

e. Training:

(1) The unit conducts a regular training program based on the 92nd CS Battalion's master training schedule.

(2) Special On-the-job training is conducted in MOS 64B20 and 63B20. Maintenance personnel are cross-trained in the various specialities of that section.

(3) Practice alerts were conducted throughout the year to insure readiness and response.

(4) On various occasions throughout the year, personnel went to the weapons range to familiarize with the M-16 rifle, M-60 machine-gun and the .50 caliber machine-gun.

f. Logistics:

(1) The mission of the unit had been greatly hampered throughout the first quarter of the year by the unavailability of critical repair parts from its DSU. The second quarter found that this problem was alleviated.

(2) This unit has been hampered by a shortage of operational trailers to perform its mission. This shortage is attributed to shortage of parts for repair.

(3) A continuing problem throughout 1970 was the non-availability of security vehicles and control vehicles for convoy operations.

(4) Constant attention was paid to secure diesel tractors (M51A1) to replace the multi-fuel type (M51A2). Multi-fuel tractors posed serious difficulty during convoy operations North through the Hai Van Pass.

(5) The goal of zero deadline was attained for several days by the Company Maintenance Section. The Maintenance Officer was awarded the ARCOM for his performance.

(6) The Trailer Transfer Point (TTP) came under the 363rd Transportation Company Operations.

g. Communication: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convoy operations. Company Operations monitors convoy nets in conjunction with the Marine Corps convoy control net for operations on QL-1 North to Phu Bai and South to Chu Lai.

h. Material: There remains a shortage of five 5-ton tractors and 36 stake and platform trailers.

WGD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)  
period ending 31 December 1970

i. Other: None

2. LESSONS LEARNED: COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel:

(1) Observation: The unit has 100% of its TOE requirements for officers.

(2) Evaluation: This affords an officer-platoon leader for each platoon.

(3) Recommendation: It is recommended that each officer assigned a platoon maintain a sound working relationship with his platoon sergeant and keep abreast of all activities within his platoon.

b. Intelligence: None

c. Operations:

(1) Implementation of TTP System:

(a) Observations: Inadequate support and planning have hampered daily operation of the system.

(b) Evaluation: The present system needs a minimum of approximately 250 trailers to adequately serve the customer needs and maintenance requirements inherent in the area served and the equipment utilized. Lack of proper support has caused undue friction in planning and movement coordination at all command levels.

(c) Recommendations: That the full support of the Da Nang Support Command be put behind the efforts to acquire adequate trailers to run the system. Further, that a separate detachment be organized for control and maintenance of all trailers.

(2) New and Re-built multi-fuel tractors (M52A1).

(a) Observation: New multi-fuel tractors were inadequate for this unit during convoy operations North through the Hai Van Pass. The rebuilt models from Okinawa especially hampered operations.

(b) Evaluation: Regular issue multi-fuel tractors have posed control and supervision problems during convoy operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling Sea Land containers and weighty S&P trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convoy operations. The Okinawan rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models more than doubled the required maintenance of the diesel tractors. Of the ten rebuilds that this unit drew on one occasion, six of the tractors failed to last for more than 10,000 miles. One tractor was turned back upon issue. The other three were dog-classified before they attained 17,000 miles.

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)  
period ending 31 December 1970

(c) Recommendation: That the area and terrain be considered before issuing a unit multi-fuels or Okinawan rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and serutinized.

(3) Convoy Security:

(a) Observation: As a result of a heavy convoy commitment both North and South, a severe strain was placed on our existing security vehicles and men needed to man the vehicles.

(b) Recommendation: That the responsibility for convoy security be provided by means other than our TOE resources, i.e. addition men and weapons of a MOS other than that of 64B20 (Truck Drivers). Taking qualified driving personnel for security reduces our unit resources for our assigned missions.

- d. Training: None
- e. Logistics: None
- f. Communications: None
- g. Material: None
- h. Other: None

EARL B. BURCH  
CPT TC  
Commanding

DISTRIBUTION:

- 3 - Chief Military History Washington D.C. 20315
- 1 - CINCUSARPAC, ATTN: CFOP-MH APO SF 96558
- 1 - CG, USARV ATTN: AVCHS-MH APO SF 96375
- 1 - CG, USASUPCOM DMG ATTN: GO-H APO SF 96349
- 1 - CO, 80th Gen Spt Gp ATTN: AVCD-GO APO SF 96349
- 1 - CO, 92nd CS Battalion ATTN: AVCD-B-92-L APO SF 96349
- 1 - Unit History File