

1967

DEPARTMENT OF THE ARMY
444TH TRANSPORTATION COMPANY
APO 96238

18 March 1968

SUBJECT: Annual Historical Supplement

TO: Chief of Military History, Department of the Army,
Washington, D.C. 20315

Commander-in-Chief, United States Army Pacific,
ATTN: GPOP-MH, APO 96558

Commanding General, United States Army, Vietnam,
ATTN: AVCHS-MH, APO 96375

✓ Commanding General, 1st Logistical Command,
ATTN: AVCA-GO-H, APO 96384

Commanding General, US Army Support Command,
ATTN: AVCA-QN-GO-H, APO 96238

Commanding Officer, 8th Transportation Group,
ATTN: Command Historian, APO 96238

Commanding Officer, 27th Transportation Battalion,
ATTN: AVCA-QN-TG-27-OP, APO 96238

1. INTRODUCTION: During the period 1 January 1967 through 31 December 1967 the 444th Transportation Company was attached to the 27th Transportation Battalion located approximately twelve (12) miles west of Qui Nhon, Republic of Vietnam at grid coordinates BR 992 248. During the calendar year this unit conducted port and beach clearance operations, provided troop lift and support for forward task forces of various combat units and supported 27th Transportation Battalion local and line haul operations.

2. MISSION AND RESOURCES:

a. Mission: The primary mission of this unit is to provide transportation for the movement of general cargo and personnel by motor transport. This is accomplished through port and beach, local haul and line haul operations.

b. Capabilities: At full strength, with 45 trucks available making four (4) round-trips per day in local or two (2) round-trips per day (one (1) per ten hour shift) in line hauls, a light truck company can transport the following:

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(1) For local hauls when equipped with $2\frac{1}{2}$ ton trucks: 720 short tons of cargo (four (4) tons per truck) based on 75% availability of vehicles and four (4) trips daily on highway or 3600 passengers (20 passengers per truck) on or off highway.

(2) For line hauls when equipped with $2\frac{1}{2}$ ton trucks: 360 short tons of cargo (four (4) tons per truck) based on 75% availability of vehicles and two (2) trips daily on highway or 1,440 passengers (16 passengers per truck) on or off highway.

(3) The "triple four" was unable to reach the standards established in the above sub-paragraph for several reasons. First of all, the average number of task vehicles on hand for the year was 53; seven (7) short of the sixty (60) TOE authorized vehicles. Secondly, the average assigned strength for the year was 144; 25 short of the TOE authorized strength. Finally and most important, during the month of September 1967 this unit was instructed to convert fourteen (14) task $2\frac{1}{2}$ ton vehicles into armor plated security vehicles. Consequently, this action reduced the number of tons transported and miles traveled by this unit. It should also be noted that road conditions and enemy activity; ie, roadblocks and ambushes, greatly impeded the over-all transportation effort.

c. Organization: The "triple four" is organized into a company headquarters, maintenance section and three (3) truck platoons each consisting of a platoon headquarters and two (2) truck squads (See Inclosure 2).

d. Personnel: Under the provisions of TOE 55-17F this unit is authorized 169 enlisted personnel and five (5) officers. As mentioned in paragraph 2b(3), the average assigned strength for the calendar year was 144 enlisted and five (5) officers. Twenty three (23) of the 144 were permanently assigned to garrison type details; ie, perimeter guard, service club, post exchange and battalion headquarters.

e. Vehicles and Equipment: The status of vehicles and equipment within the "triple four" was outstanding. Over a period of twelve months, January through December, the deadline rate (9.4) was the lowest among the twelve other companies of the 8th Transportation Group. This success is contributed to strong leadership among the officers and non-commissioned officers and to a rigidly supervised first echelon maintenance program. Maintenance check lists as well as spot checks, daily motor stables, and follow up action on requisition all are in effect and receive command emphasis.

f. Facilities: Through the use of a self-help program and under the leadership of the first sergeant, MSG E7 William Wade, the 444th Transportation Company area is one of the most outstanding in the 8th Trans Gp. The company is situated on a hill over-looking the entire 27th Transportation Battalion and with chain fences of transportation red and yellow and sidewalks lined with flowers and banana trees it is very picturesque. To assist in providing recreational activities for the men, an open-air movie theater and day room equipped with a pool table and ping pong table are available.

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3. OPERATION AND TRAINING:

a. Operations:

(1) The unit was operating from Pleiku as the year began with the unit supply section, personnel pay specialist, personnel records specialist and mail clerk at the unit base camp near Qui Nhon. The distance between Pleiku and the base camp was 110 miles.

(2) While in Pleiku, the unit supported the 4th Infantry Division on Operation Paul Revere V and Operation Sam Houston with daily convoys to an area located 20 miles South of Pleiku on Highway #14 and an area 38 miles West of Pleiku at Plei Docchi on Highway #509. Armored escort was provided on the convoys to the West and the support South was conducted at various intervals as a 24 hour operation.

(3) Operation Thayer II, Irving: On 13 January 1967 one platoon and officer returned to the unit base camp at Qui Nhon and conducted support of forward areas located North of Qui Nhon on Highway #1 to Bong Son. Elements of the 1st Cavalry Division (Airmobile) and 3d Brigade, 25th Infantry Division were supported. This support has continued through the remainder of the calendar year with daily convoys to Bong Son and task forces located South of Bong Son.

(4) Operation Dutchess: On 31 January 1967 the unit deployed 54 task and 7 administrative vehicles to Dragon Mountain Base Camp, South of Pleiku. On 1 February 1967 the unit began a move to Duc Lap, located approximately 12 kilometers East of the Cambodian Border on highway #14 Southwest of Ban Me Thuot. A total of 385 tons of Engineer Class II and IV items and 110 CIDG security troops were transported a total of 24,980 miles. The 112 vehicles convoy arrived in Duc Lap on the evening of 2 February 1967 and returned to Pleiku on 5 February 1967 without experiencing enemy contact.

(5) On 26 February 1967, the "triple four" returned in its entirety to Qui Nhon where it has conducted line haul support to the 1st Cavalry Division and 173rd Airborne Brigade at An Khe and to forward support areas North of Qui Nhon.

(6) The "triple four" continued to support the 1st Cavalry Division (Airmobile) base camp located at An Khe, the 1st Cavalry Division's forward element located at LZ Uplift and Bong Son and the ROK Capitol Division outpost located South of Qui Nhon at Song Cau. There were only four (4) convoys dispatched to Song Cau on 4, 5, 10 and 14 May; however, the unit participated in daily operations to LZ Uplift and Bong Son and conducted round-the-clock support operations to An Khe. It was on one of these night convoys to An Khe that one of the unit's 2½ ton trucks struck a land mine near the base of the An Khe pass in May. The driver was not injured however, the front axle and differential were nearly blown from beneath the truck requiring it to be salvaged. The mining incident coupled with other enemy action along Highway #19 resulted in stopping all night convoys to An Khe.

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(7) During the battle of Dak To in November 1967 the "triple four" played a vital part in resupplying the fighting force at Dak To. During this trying period and to assist in moving the needed supplies, the following list of equipment and personnel were attached from 10 November to 8 December 1967:

<u>OWNING UNIT</u>	<u>NO OF MEN</u>	<u>TOTAL DAYS</u>	<u>TOTAL MAN DAYS</u>	<u>NO OF VEH</u>	<u>TYPE OF VEH</u>	<u>TOTAL TRUCK-DAYS</u>	<u>MILES DRIVEN</u>	<u>SHORT TONS HAULED</u>
618th Maint.	3	24	72	3	2 $\frac{1}{2}$ ton	72	10,997	345
98th Maint.	4	19 $\frac{1}{2}$	78	3	2 $\frac{1}{2}$ ton	72	10,830	341
160th Maint.	4	19 $\frac{1}{2}$	78	3	2 $\frac{1}{2}$ ton	72	10,906	335
156th Maint.	5	17	84	3	2 $\frac{1}{2}$ ton	72	11,060	342
184th Ord.	9	20	178	4	2 $\frac{1}{2}$ ton	96	11,407	362
504th Ord.	1	24	24					
820th Ord.	1	24	24					
71st Trans.	1	28	28					
19th S&S	1	28	28					
554th Maint.	1	28	28					
514th Eng.	1	28	28					
5th Trans.	1	25	25					
562d GS	1	28	28					
TOTAL	33	313	703	16	2$\frac{1}{2}$ton	384	55,200	1,725

Upon completion of the Dak To fighting and a allied victory, commanders from General Westmoreland down to the battalion commander, Major Quinton T. Martin, commended the transportation units for a job well-done. At no time did the allies have to stop fighting or change their strategy because of a shortage of supplies.

(8) On 18 December 1967 the "triple four" participated in Operation Frostbite which moved cargo and personnel of the 11th Infantry Brigade from DeLong Pier, Qui Nhon, to their northern base camp at Duc Pho. Twenty six (26) task vehicles were utilized, in addition to four (4) control jeeps, three (3) gun trucks, a maintenance wrecker, and one vehicle mounted M55 Quad 50 caliber machinegun. During this operation this unit had 617 passengers and 240 short tons of cargo hauled with 1,155 passenger miles loaded. This operation was accomplished with relatively few complications. This was attributed to the time permitted to prepare for the mission and the cooperation between the units involved.

(9) In addition to the above operation the "triple four" continued its daily commitments West to An Khe and Pleiku, and North to Bong Son and Duc Pho. The following is a combined total of tons and miles for the special and daily commitments for the calendar year 1967:

<u>MONTH</u>	<u>MILES</u>	<u>TONS</u>
Jan	75,326	4,231
Feb	81,412	4,108

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<u>MONTH</u>	<u>MILES</u>	<u>TONS</u>
Mar	131,153	5,924
Apr	150,934	7,210
May	87,012	6,817
Jun	102,142	6,054
Jul	153,609	6,494
Aug	163,867	6,782
Sep	146,357	4,846
Oct	105,322	5,201
Nov	102,687	6,381
Dec	<u>90,367</u>	<u>4,401</u>
TOTAL	1,390,198	68,449

b. Training:

(1) The unit has been attempting to fulfill what at times seem to be somewhat unrealistic training requirements considering the mission and operational commitments; ie, 24 hour operations. The daily work load combined with the shortage of personnel has greatly impeded the training program. Command information and mandatory subjects are given close attention on weekly training schedules. The 27th Transportation Battalion driver testing station is quite helpful in preparing drivers for the job they will eventually perform.

(2) The one and one half-hour daily motor stables has proven to be an effective means of supervising 1st Echelon Maintenance as well as providing an opportunity for 2d Echelon Spot Checks. In addition to the on-the-job training, each section is participating in a cross-training program.

(3) Weapons training is conducted on a semi-annual basis. All newly arrived personnel fire, within seven (7) days after arrival and semi-annually, the M-14 Rifle, M-60 Machinegun and the M-79 Grenade Launcher for familiarization.

4. ADMINISTRATIVE ACTIVITIES:

a. Promotions: During the period discussed, seventy three (73) men were promoted to PFC E3, one hundred and seventy (170) to SP4 E4, fourteen (14) to SP5 E5, twelve (12) to SGT E5, eight (8) to SSG E6 and three (3) to first lieutenant. These promotions not only helped the morale of the company, but also instilled more initiative in the men and therefore their job performance was largely improved.

b. Awards:

(1) Bronze Star: The following named individuals received bronze stars for meritorious service in Vietnam:

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- (a) COY, Lynn R. 1LT, [REDACTED]
- (b) WALLACE, William A. WO1, [REDACTED]
- (c) CLINE, Edward G. SSG E6, [REDACTED]
- (d) KENNICUTT, Herman D. SSG E6, [REDACTED]

(2) Army Commendation Metal: The following named individuals received Army Commendation Metals for valor and meritorious service in Vietnam:

- (a) MC ILVAIN, Robert E. 1LT, [REDACTED]
- (b) WILLHITE, George F. SFC E7, [REDACTED] - Valor
- (c) TWELLMAN, Herman J. SSG E6, [REDACTED]
- (d) HOGAN, Billy W. SGT E5, [REDACTED]
- (e) CARRIERE, Albert R. SP4 E4, [REDACTED]

(3) Safe Driving Awards: During the reporting period over two hundred (200) Safe Driving Awards for accident free miles, ranging from 5000 to 30,000 miles, were awarded to members of the "triple four".

c. Command Changes:

(1) On 5 August 1967, SFC E7 George F. Willhite departed the unit and was replaced by MSG E7 William M. Wade as **First Sergeant**.

(2) After being in command of the unit since 24 September 1966, Captain Charles H. R. Kramer completed twelve (12) months outstanding service before rotating to CONUS.

(3) Captain Frederick Hill assumed command on 11 September 1967.

(4) Captain Thomas M. Walker assumed command on 26 December 1967.

5. **SECURITY ACTIVITIES:** Security is always, whether it be convoy or garrison, of paramount importance in South Vietnam. The enemies ability to move freely throughout Vietnam without being detected enables him to attack on any objective at any time. Because of this, the Free World Forces must always maintain a high degree of alertness. During the reporting period the VC have ambushed convoys operating along Highway #19 almost at will. Therefore, the "triple four", along with other light truck companies in the 8th Trans Gp, converted a portion of their task vehicles into armor plated security vehicles. This increased the unit's ability to defend itself in the event of an ambush. In November 1967 this unit was assigned two M55 Quad-fifty machinegun systems. These quad-fifties were mounted in the cargo beds of 2½ ton trucks and were used to add fire-power to the convoy security force. In addition to convoy security, the M55's were also utilized for garrison security. They were placed at strategic location throughout the camp and on numerous occasions fired H&I Fires into suspected enemy location.

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6. LOGISTICS ACTIVITIES:

a. The maintenance program in the "triple four" is second to none in the 8th Trans Gp. Through the effort of the maintenance officer, WO Conrad Spangler, and the professionalism of the non-commissioned officers, the deadline rate for the year was a remarkable 9.4; the lowest in the 8th Trans Gp. The following is the deadline rate by month for the calendar year 1967:

<u>MONTH</u>	<u>RATE</u>
Jan	12.9
Feb	7.1
Mar	19.5
Apr	10.2
May	18.0
Jun	14.1
Jul	7.1
Aug	4.9
Sep	4.6
Oct	3.5
Nov	2.3
Dec	3.3

b. Supply is an ever increasing problem in Vietnam. The majority of units in Vietnam rely to greatly on their ability to scrounge rather than placing a valid requisition. This breaks down the supply system because without a requisition no demand is created and therefore, the supply depots are unaware that the demand for the item exists. This unit experienced much difficulty in this area and on numerous occasions could not have a due-out filled because someone had scrounged before the supporting facility could fill the due-outs.

7. SPECIAL EVENTS:

a. The "triple four" successfully passed two Command Maintenance Management Inspections during this period. The 1st Logistical Command CMMI was on 5 July 1967 and the United States Army Support Command CMMI was on 13 November 1967. In both inspections the unit scored well and following the USASUPCOM CMMI, Colonel Joe Bellino, Commanding Officer, 8th Trans Gp, commended the "triple four" for an outstanding performance.

b. The annual General Inspection was conducted on 29 June 1967. Again, the unit accepted the challenge and passed the inspection with high scores.

8. CIVIL AFFAIRS:

a. In March 1967 the men of the unit contributed \$117.00 for an operation to correct a defective eye of a local Vietnamese boy in the Village of Phu Tai near Qui Nhon.

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b. The unit has continually provided transportation and scrap lumber support to the refugee camp near Qui Nhon which is under the sponsorship of the 27th Transportation Battalion. On several occasions food was contributed to needy villagers and in one instance assistance was given to a Vietnamese family whose home had burned to the ground.

3 Incl

1. Lineage and Honors
2. Organizational Chart
3. General Orders

Thomas M Walker
THOMAS M WALKER
CPT, TC
Commanding

DEPARTMENT OF THE ARMY

LINEAGE AND HONORS

444th TRANSPORTATION COMPANY

Constituted 8 April 1943 in the Army of the United States as the 444th Quartermaster Troop Transport Company

Activated 3 May 1943 at Camp San Luis Obispo, California

Reorganized and redesignated 17 January 1945 as 444th Quartermaster Truck Company

Converted and redesignated 1 August 1946 as 444th Transportation Corps Truck Company

Inactivated 20 January 1947 in Germany

Redesignated 3 December 1954 as 444th Transportation Company and allotted to the Regular Army

Activated 28 January 1955 at Fort Riley, Kansas

CAMPAIGN PARTICIPATION CREDIT

World War II-EAME

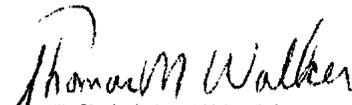
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe

DECORATIONS

Presidential Unit Citation (Army), Streamer embroidered ARDENNES

By Order of the Secretary of the Army:

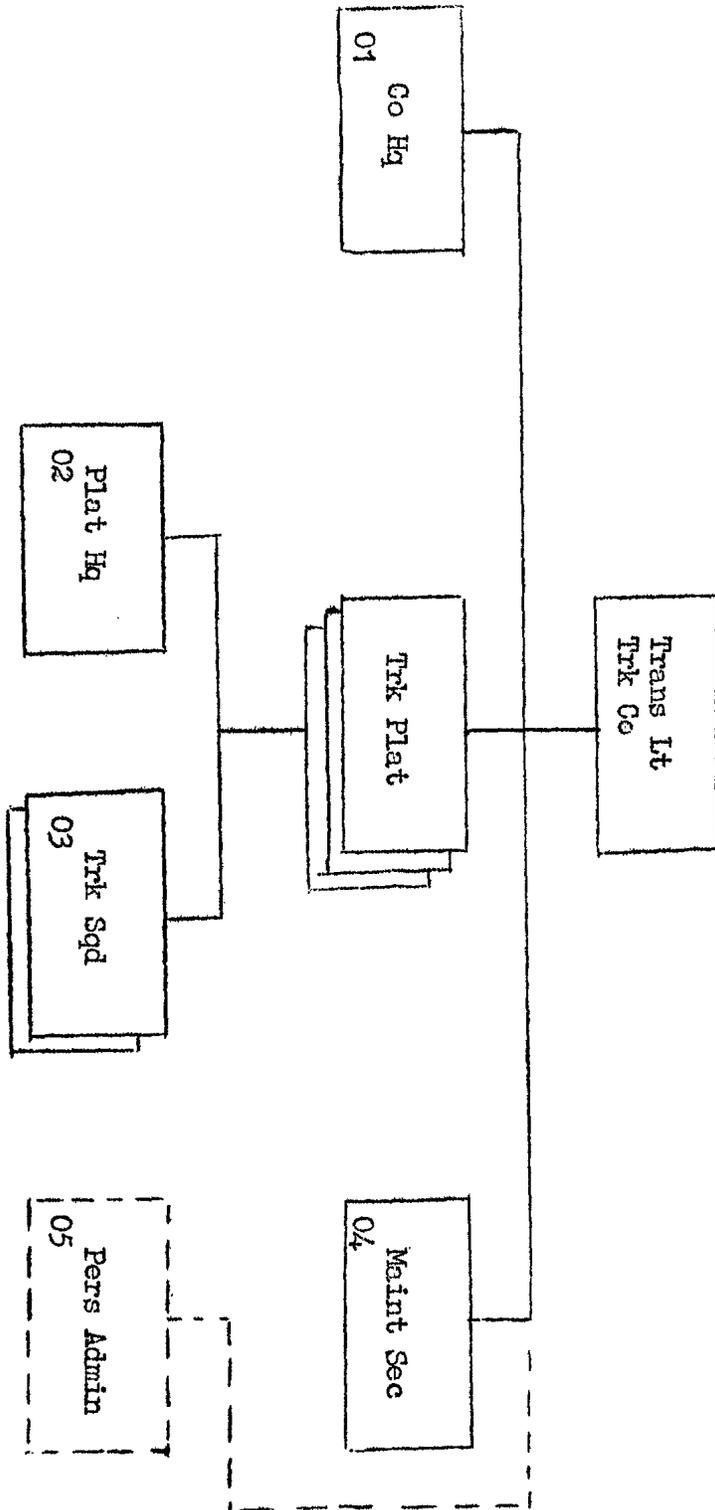
"A TRUE COPY"


THOMAS M WALKER
CPT, TC
Commanding

/s/ Kenneth G. Wickham
/t/ KENNETH G. WICKHAM
Major General, USA
The Adjutant General

Incl 1

TRANSPORTATION LIGHT TRUCK COMPANY



AUGMENTATION. Not included in totals.



GENERAL ORDERS
NUMBER 21

HEADQUARTERS FIFTH UNITED STATES ARMY
Chicago, Illinois 60615, 23 February 1965

CHANGE IN STATUS OF CERTAIN FIFTH UNITED STATES ARMY UNITS

1. TC 371. Following orders REVOKED.

So much of: Paragraph 1, General Orders 3, this headquarters, current series

Pertaining to: Reorganization of certain Fifth United States Army Strategic Army Forces units.

2. TC 011. Following Fifth United States Army Strategic Army Forces unit REORGANIZED.

* TPSN	* UNIT AND STATION	* TOE	* AUTHORIZED STRENGTH			
			OFF	AMSC	WO	ENL
35680	58th Trans Co (Lt Trk) Fort Leonard Wood, Missouri UMI: FATXN	55-17F, 64 (SRC 55 017F 4101) Plus: Para 5 (SRC 55 017F 4121)	4		1	169
35680	444th Trans Co (Lt Trk) Fort Riley, Kansas UMI: FBCXN	55-17F, 64 (SRC 55 017F 4101) Plus: Para 5, (SRC 55 017F 4121)	4		1	169

Effective date: 24 December 1964.

Equipment: Equipment required and not available will be requisitioned in accordance with normal supply procedures; equipment rendered excess will be disposed of in accordance with current procedures.

Personnel: Maximum number of enlisted personnel required by this action will be assigned from locally available resources without MPA-PCS costs. The remainder will be procured through application of normal personnel requisitioning procedures.

Files/Records: Will be continued without cutoff in accordance with paragraph 32, Army Regulations 345-215.

Morning Reports: Entry will be made in the Record of Events section of the Morning Report prepared for the effective date (Army Regulations 335-60).

Account classification: Appropriate allotment will be obligated to the extent necessary (Army Regulations 37-102).

Special instructions: a. Reorganization will be accomplished by commanding generals, stations concerned, in accordance with appropriate Table of

- Organization and Equipment and authorized strenghts shown.
- b. No change in station, priority, or assignment is involved.
 - c. Adjust unit funds, where necessary, in accordance with Army Regulations 230-10.
 - d. File a copy of these General Orders with the organization property book.
 - e. Mission is in accordance with TOE indicated above.

FOR THE COMMANDER:

OFFICIAL:

GEORGE M. JONES
Brigadier General, GS
Chief of Staff

/s/ B. E. Babcock
/t/ B. E. BABCOCK
Colonel, AGC
Adjutant General

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/t/ SAMUEL W. FARR
CPT, TC

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Thomas M Walker
THOMAS M WALKER
CPT, TC
Commanding