

1967

DEPARTMENT OF THE ARMY
545TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96312

AVCA CRB-TC-TN-C

7 April 1968

SUBJECT: Letter of Transmittal

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

CINCUSARPAC
ATTN: CPOP-MH
APO 96558

Commanding General
US Army Vietnam
ATTN: ACHCS-MH
APO 96375

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

In accordance with 1st Logistical Command Regulation 870-1 the Annual Unit History Report is submitted.


DONALD R. OLSEN
CPT, TC
Commanding

DEPARTMENT OF THE ARMY
545TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96312

AVCA CR-TC-39-545

28 March 1968

SUBJECT: Annual Unit History Report

In accordance with 1st Log Command regulation 870-1 the following annual unit historical report is submitted from the 545th Transportation Company (Light Truck), U.S. Army from the period of 1 January to 31 December, 1967.

I. Mission Accomplishments.

a. The following is a list of missions assigned and performed during the period 1 January to 31 December 1967.

1. Daily support of South Beach operations in Cam Ranh Bay, RVN.
2. Daily support of 14th Aerial Port operations in Cam Ranh Bay, RVN.
3. Support of line haul operations when required.
4. Support of pier operations when required in Cam Ranh Bay, RVN.
5. Supporting unit for combat emergency shipments.
6. Supporting unit for the 57th Transportation Battalion Civic action program in Cam Ranh Village, RVN.
7. Total mileage - 1,031,223 miles
8. Total tonnage - 152,594 s/t
9. Construction and operation of a new Motor Pool.

The 545th Transportation Company (Light Truck) was engaged primarily in port and beach operations during the period 1 January 1967 to 31 December 1967. The clearing of a logistical logjam at South Beach, Cam Ranh Bay, RVN, was aided immensely by the efforts and abilities of the officers and men of the unit. They insured a smooth, continuous flow of material to and from South Beach and various off-loading sites in the Cam Ranh Bay area, thus increasing the capacity of the discharge facilities.

The unit also supplied support to the Air Force's 14th Aerial Port, providing for the transportation of cargo to and from Air Force cargo planes.

The unit was also selected as the support unit for combat emergency shipments. In this capacity the unit carried supplies to waiting aircraft in order to assist combat troops in such operations as Byrd, Summerall, Oregon and Farragut. Another source of pride is the units support of the Battalion civic action program. In this capacity the 545th Transportation Company daily provided people and vehicles for a sanitation program in Cam Ranh Village.

The unit has also been called on, at various times, to support line haul operations and in this role has carried over 9,000 short tons. In late July the unit was chosen to supply cargo to inland areas in line haul operations from the port of Nha Trang. In early August the unit was picked to conduct a ten day, 1,300 mile convoy, the longest in duration ever run out of Cam Ranh Bay.

II. Changes in Key Personnel and Organizational Structure

a. Changes in Key Personnel

1. On 1 May 1967 SSG Henry Sanchez rotated stateside and was replaced by SFC Marlin Anders, who assumed the duties of motor sergeant.
2. On 14 March 1967 Lieutenant George A. Moeser Jr. was assigned to this unit to become 2d Platoon Leader.
3. On 23 July 1967 Lieutenant John L. Koprowski rotated stateside and was replaced by 2LT Larry E. McCall who became the 1st Platoon Leader.
4. On 15 September 1967 SSG Robert Stewart rotated stateside and was replaced by SSG Gerald Scott who became the 1st Platoon Sergeant.
5. On 16 September 1967 SSG Leroy Staton rotated stateside and was replaced by SSG Leon Daniels as Mess Sergeant.
6. On 23 September 1967 Captain Wallace D. Compton rotated stateside and 1LT George A. Moeser Jr. assumed command.
7. On 23 September 1967 SSG William R. Mackey rotated stateside and was replaced by SSG Raymond Steverson who became the 2d Platoon Sergeant.
8. On 23 September 1967 1LT Horace L. Holt rotated stateside and was replaced by 2LT Robert J. Rooney who became the 3rd Platoon Leader.
9. On 25 September 1967 SSG Larry R. Block rotated stateside and was replaced by SSG Major Ellison who became the 3rd Platoon Sergeant.

10. On 28 September 1967 CW2 Harold R. Morgan rotated stateside and was replaced by CW2 Gene R. Henderson.

11. On 1 October 1967 SSG Charles E. Morgan rotated stateside and was replaced by SSG David R. Knowles as Supply Sergeant.

12. On 10 October 1967 SFC William H. Smith rotated stateside and was replaced by SFC Eugene White as Truckmaster.

13. On 22 October 1967 2LT William R. Cutler was assigned to the unit as the 2d Platoon Leader.

14. On 1 December 1967 Lieutenant George A. Moeser Jr. rotated stateside and Captain Donald R. Olsen assumed command.

15. On 1 December 1967 Lieutenant Robert J. Rooney was transferred to the 57th Transportation Battalion and was replaced by Lieutenant Thomas J. Paetsch who became the 3rd Platoon Leader.

b. Changes in Organizational Structure

1. Due to a twenty-four (24) hour operation, the necessity of having an additional dispatcher above the one authorized in TOE 55-17F has been required.

2. The addition of a shop welder in the maintenance section has been helpful in making minor repairs to task vehicles and a great factor in maintaining a high availability rate. It is a great time saver in repairs such as radiator leaks, minor body damage and tie-down brackets.

III. Major Problems Encountered.

Due to the mass rotation of personnel in September, the company was left shorthanded with experienced personnel, familiar with the problems and daily operations. If a more even rotation system could be developed it would facilitate the functioning of the unit in accomplishing its mission.

IV. Continuous Problem Areas.

a. Poor road conditions present a constant problem. Rough roads are extremely hard on the vehicles and often times make the assigned mission difficult to accomplish.

b. Communications because of the different language between the U.S. Army and the Republic of Korea Army is often a problem when delivering cargo to the various Republic of Korea Army bases. A liaison could be of great help and often times save much time in getting convoys off-loaded.

V. Awards and Citations.

a. The 545th Transportation Company has received the following awards:

1. Five (5) times recipient of the 500th Transportation Group Best Mess Award.
2. Continuous lowest monthly deadline rate in the 500th Transportation Group (MT). A continuous monthly deadline rate of under ten per-cent (10%).
3. 1st Logistical Command Safety Awards for over 200,000 and 300,000 miles of accident free driving.

VI. Recommendations.

a. Most drivers assigned an MOS of 64B have been trained to drive and maintain a $2\frac{1}{2}$ ton truck. Since our task vehicle assigned is a 5 ton cargo, it requires a tremendous amount of retraining and familiarization. Being located in Vietnam it is felt that personnel should be trained and equipped to handle or perform their assigned task. An introduction and coverage of the basic fundamentals of this vehicle would be a beginning to a solution in this problem area.

b. TO&E 55-17F does not authorize a $3\frac{1}{4}$ ton truck to the unit. This would facilitate the company operation twofold. First, it would support the maintenance section as a vehicle to pick up spare parts and secondly as a vehicle for hauling personnel to various destinations.

c. The addition of one jeep to the operations section is needed, mainly for use by the truckmaster. Due to the requirements for control vehicles dispatched on convoys, the company is left with only one jeep available for the entire unit. This makes it difficult for the maintenance, operations and headquarters sections to operate efficiently.


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TONNAGE & MILEAGE REPORT

<u>MONTH</u>	<u>P/B</u>	<u>LOCAL</u>	<u>LINE</u>	<u>MILES</u>
JANUARY	8,577	13,801	0	89,308
FEBRUARY	2,089	16,864	0	89,201
MARCH	3,592	18,592	0	93,188
APRIL	5,047	17,748	0	71,231
MAY	8,602	15,852	0	87,668
JUNE	7,716	11,724	0	97,141
JULY	12,249	16,750	0	100,301
AUGUST	4,408	14,416	7,003	104,980
SEPTEMBER	7,453	12,597	1,270	95,015
OCTOBER	7,800	12,279	282	53,775
NOVEMBER	7,441	12,764	603	81,190
DECEMBER	7,852	16,451	198	67,225
TOTALS	<u>82,816</u> s/t	<u>169,778</u> s/t	<u>9,356</u> s/t	<u>1,031,223</u>

RECORD OF DEADLINE RATE

<u>MONTH</u>	<u>NO. VEHICLES</u>	<u>PER-CENT DEADLINE</u>
JANUARY	55	5.8%
FEBRUARY	55	7.3%
MARCH	55	9.49%
APRIL	55	7.61%
MAY	55	5.04%
JUNE	55	6.00%
JULY	60	4.08%
AUGUST	60	3.78%
SEPTEMBER	60	3.67%
OCTOBER	60	3.10%
NOVEMBER	60	4.50%
DECEMBER	60	6.70%