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HEADQUARTERS
1st Motor Transport Battalion (-)
1st Marine Division (-) (Rein), FMF
FPO San Francisco, California 96602

3/RSW/thh
5750
13 December 1970

From: Commanding Officer
To: Commanding General, 1st Marine Division (-) (Rein), FMF
(Attn: ACofS G-3)

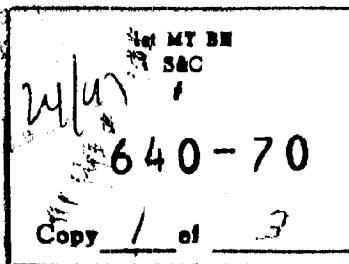
Subj: Command Chronology for Period 1 November 1970 to 30 November 1970

Ref: (a) MCO P5750.1A
(b) FMFPacO 5750.8
(c) DivO 5750.2D

Encl: 1 (1) November 1970 Command Chronology

1. In accordance with the provisions of references (a), (b), and (c) enclosure (1) is submitted.

R. B. Talbott
R. B. TALBOTT



Div OOC
196-70

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COMMAND CHRONOLOGY
1 November 1970 to 30 November 1970

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13 December 1970

PART IORGANIZATIONAL DATA1. DESIGNATION

1st Motor Transport Battalion (-)
 1st Marine Division (-) (Rein), FMF

COMMANDER

Maj R. E. BURGESS
 1 - 30 November 1970

SUBORDINATE UNITS

Headquarters and Service Company
 1st Motor Transport Battalion (-)

1stLt R. H. DAVIS
 1 - 7 November 1970
 1stLt R. A. BRIGGS
 8 - 30 November 1970

Company "A"
 1st Motor Transport Battalion (-)

Capt G. R. WADE
 1 - 7 November 1970
 1stLt D. M. CLAY
 8 - 30 November 1970

Company "B"
 1st Motor Transport Battalion (-)

Capt P. MCCANN
 1 - 30 November 1970

2. LOCATION

1 - 30 November: Camp Perdue, Da Nang, RVN.

3. STAFF OFFICERS

Executive Officer	Capt P. MCCANN	1 - 30 November 1970
Sergeant Major	1stSgt A. A. LENTZ 1stSgt D. FERGUSON	1 - 3 November 1970 4 - 30 November 1970
S-1/Legal0/Adj	1stLt D. M. CLAY 1stLt M. H. FLANNERY	1 - 27 November 1970 28 - 30 November 1970
S-3	1stLt R. S. WIRTH	1 - 30 November 1970
S-4/Supply0	1stLt L. V. FAIRMAN	1 - 30 November 1970
S-5	2ndLt D. H. DAVIS 1stLt R. S. WIRTH	1 - 24 November 1970 25 - 30 November 1970
Comm0	2ndLt D. H. DAVIS 1stLt R. S. WIRTH	1 - 24 November 1970 25 - 30 November 1970

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57504. AVERAGE MONTHLY STRENGTH

	<u>USMC</u>		<u>USN</u>		<u>OTHER</u>
Off	Enl		Off	Enl	Off
10	194		0	5	0

PART IINARRATIVE SUMMARY

The 1st Motor Transport Battalion (-) continued its assigned combat support logistics function within the 1st Marine Division TACR. Its vehicles travelled 67,917 miles, transporting 2,382 tons of general cargo and 31,143 personnel. The Battalion remained in direct support of the First and Fifth Marine Regiments. Cargo and personnel movements and convoys were also conducted by the Battalion in support of these units.

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

During the month the Battalion had four (4) combat casualties as a result of a mining incident on 4 November 1970, two (2) of which were evacuated. There were six (6) non-combat casualties of which two (2) were evacuated.

Thirteen (13) enlisted personnel rotated to CONUS. Two (2) enlisted personnel were transferred to other 1st Marine Division Units. The Battalion received two (2) officers and three (3) enlisted personnel as replacements during the same period.

There were four (4) regular promotions to Corporal and nine (9) to Lance Corporal. Two (2) Marines received meritorious promotions to Lance Corporal.

Four (4) Purple Heart Medals were awarded to personnel involved in the mining incident of 4 November. Recommendations were submitted for one (1) Navy Commendation Medal and two (2) Navy Achievement Medals. Six (6) men were recommended for an appropriate Vietnamese Award for disaster support during the flood disaster from 28 October to 6 November 1970.

During the month of November, 1st Motor Transport Battalion continued its routine mission of providing direct motor transport support to the 1st Marine Division's Infantry Regiments.

ENCLOSURE (1)

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On 4 November an M35A2C equipped as a communications vehicle from 1st Motor Transport Battalion struck a mine at coordinates AT940580. The truck was equipped with a newly arrived anti-fragmentation kit which proved to be very effective in the elimination of fragmentation from the passenger compartments, and consequently the extent of injuries to the driver and passengers were greatly reduced.

To date the Battalion has installed anti-fragmentation cab kits in sixty-one (61) M35A2C's, two (2) in wreckers and two (2) in tankers. A total of eleven (11) anti-fragmentation bed kits have been installed in trucks to be used for personnel movements.

On 21 November 1st Motor Transport Battalion assumed responsibility for the daily resupply of Hill 65. In accomplishment of this mission daily convoys hauling rations, class I, and/or ammunition, class V, were conducted from 21 November through 29 November. A total of nine (9) convoys were conducted in support of Hill 65 ranging from four (4) to twenty-one (21) vehicles per day.

Two (2) M35A2C's, 2 $\frac{1}{2}$ Tons, trucks have been equipped with RT 524 radio sets and a R 442 receiver in order to provide communication support for the Battalion's convoys.

Ten (10) motor vehicles were evacuated to 1st FSR for repairs. All ten (10) were repaired and returned to service.

Combat loss of one (1) M35A2C as a result of mining incident.

During the reporting period no items were nominated for maintenance float or R&E program.

A total of twenty-nine (29) items of miscellaneous equipment were sent to 1st FSR for repairs with all twenty-nine (29) being repaired and returned.

The only deficiency which effected the performance of the Battalion was eighteen (18) Flex Pipes, Exhaust FSN: 2990-873-6925.

Four (4) Med Caps were conducted in Khanh Son Hamlet (AT951760) with a total of fifty-nine (59) people treated. Personal hygiene kits were distributed. Scrap lumber was donated to be used for storm damage relief and the construction of propaganda signs.

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PART IV

SUPPLEMENTARY DOCUMENTS

- ✓ Appendix I Operation Order 1 - 70
- ✓ Appendix II Report on mine effect; Anti - Fragmentation Armor Kits, Cab, Fender and Bed for the 2½ Tons "M" series vehicles. (W/O Enclosures).
- ✓ Appendix III Convoy Briefing and Debriefing Forms.

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ENCLOSURE (1)

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1st Motor Transport Battalion (-)
1st Marine Division (-) (Rein), FMF
Da Nang, Republic of Vietnam
18 1500 H November 1970

OPERATION ORDER 1 - 70

Ref: (a) MAPS: 1:50,000 AMS Series L7014 Sheet 6641 III, 6640 IV

Time Zone: H

1. SITUATION

a. Enemy Forces. Possibility of mining incidents along route 540

b. Friendly Forces

(1) Units of 1st Marine Regiment throughout the AO

(2) 1st Marine Aircraft Wing will provide aircraft as required

2. MISSION. 1st Motor Transport Battalion will conduct resupply convoys to Hill 65.

3. EXECUTION

a. Starting on 21 November 1970 1st Motor Transport Battalion will conduct a daily resupply of Hill 65 via route 540.

b. Company "A" will provide the command vehicle and other vehicles as required on a daily basis by the S-3.

c. Company "B" will provide vehicles and gun-trucks as required.

d. Vehicles to be pre-loaded will proceed to assigned area upon receipt of orders.

e. Gun trucks will Fam Fire 50 cal. machineguns between 0700 and 0730 at Dai La Range each morning.

f. Convoy Commanders will report to S-3 for briefing and upon assignment will insure that pre-loading and staging are accomplished and that all cargo is secure at all times.

g. Vehicles will be staged at the staging area across from Hill 34 each morning.

APPENDIX I

4. ADMINISTRATION AND LOGISTICS

- a. Rations and Ammunitions will be requisitioned and drawn from battalion supply prior to departure.
- b. Vehicle Manifest reflecting vehicle number, unit, type vehicle, driver and cargo will be completed prior to departure and a copy turned into the S-3.
- c. Convoy debriefing sheet will be completed and turned into the S-3.
- d. Spare tires and a tow bar will be carried in the command vehicle when there is no wrecker in the convoy.
- e. Road Security. The road net to Hill 65 via route 540 is classified as a green route.

5. COMMAND AND COMMUNICATIONS

- A. Primary means of communications is by radio.
 - (1) Overall control will be through Division Convoy Control Center.
 - (2) Intra-Convoy Control will be on the Battalion Net.
 - (3) Frequency cards will be issued to Convoy Commanders at the S-3 briefing.
- B. The Convoy Commanders will be aboard the communication and Command Vehicle.

R. E. BURGESS

APPENDIX I

HEADQUARTERS

1st Motor Transport Battalion (-)
 1st Marine Division (-) (Rein), FMF
 FPO San Francisco, California 96602

3/PM/thh
 11240
 12 November 1970

From: Commanding Officer
 To: Commanding General, 1st Marine Division (-) (Rein), FMF
 (Attn: DivMTO)

Subj: Report on mine effect; Anti-Fragmentation Armor Kits, Cab, Fender and Bed for 2½ Tons "M" series vehicles

Ref: (a) Verbal instructions from Col M. M. BLUE, G-4 1stMarDiv on 5 November 1970
 (b) CG 1stMarDiv Msg 040741Z Oct70
 (c) MCO 11240.71

Encl: (1) Map of Da Nang Road Net
 (2) Pictures of cab floor and fender kit with rear cab panel
 (3) Pictures of full view of vehicle left side and right side
 (4) Pictures of bottom right side of main cab plate and right side rear cab panel
 (5) Top view of truck (Diagram)

1. In accordance with reference (a) and using the format outlined in reference (b), enclosures (1) through (5) are submitted with the following amplifying remarks.

a. Installation/Maintenance. During October of 1970 the First Motor Transport Battalion received sixty-three (63) 2½ Tons, M35A2C Cab and Fender Kits (FSN: 2510-193-9578). Supplementing the Cab and Fender Kits were the 2½ Tons M35A2C Bed Kits (FSN: 2510-193-9589), eleven (11) of which were received.

(1) Difficulties encountered during installation of the Cab Kits were few and twenty-two (22) have been completed to date. During the same period seven (7) Bed Kits were installed.

(2) Difficulties were encountered though in procurement of a drill large enough to receive the bit and bit adapter provided with each kit. This difficulty was circumvented by the temporary loan of a larger drill from Engineer Maintenance Company. This drill while larger also proved to be too small to receive the adapter and required machining down of the provided adapter before it could be used.

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 APPENDIX II

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(3) A smooth flow of trucks to our shops tailored so as not to curtail tactical support of the Division was hampered by the misleading time of installation estimates. *SW*

(a) Paragraph 3b of reference (c) states in part "two men should be able to install each kit in approximately three hours."

(b) This Battalion found that from start to finish, two men working five hours could install one cab kit. A total of nine (9) hours, with two men working, is needed to install both kits (cab and bed kit in a M35A2C).

(c) Adverse effects on the vehicles equipped with the cab/bed armor have not been noted as of yet by this unit.

b. Significant Events

(1) As the load capacity of the vehicles equipped with the cab and fender kit is not affected (Reference (c)), this Battalion's trucks so equipped, executed their mission of support for the 1st Marine Division, operating over the entire 1st Marine Division TAOR on hard top and unimproved roads.

(2) Vehicles equipped with both kits (cab/fender and bed) were used as security, command and radio vehicles to support this unit's convoys.

c. Control Procedures: Established for issuing the armor kits are in the hands of the Battalion S-4, who has established control measures to recover kits from Code H vehicles and transferred ones.

d. Enemy Activity Encountered by vehicles equipped with the subject kits has for this Battalion been limited as of this date to one mining incident on 4 November 1970.

(1) The area of operation in which the incident occurred is located in the Republic of Vietnam Map Sheet 66401 V grid coordinates AT940580 (Enclosure (1)).

(2) The land is flat with isolated hills rising sharply and is cut frequently by streams and rivers.

(3) The roadway (Hy #4) is a cut and full road crossing and numerous bridges with a hard dirt base covered by impacted road rocks.

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(4) The Highway, Route #1, originates from Route #1c and moves inland past Hill #55 and Hill #37 and ends as a useful road for our purposes at Hill #52 (Enclosure (1)).

(5) The weather during the morning of the mining was overcast broken at 2500 feet, visibility six miles plus, winds five to six MPH. *Per* No rain in past twenty-four hours. The road bed was dry and firm.

e. Casualties: The vehicle was third in the ~~Convoy~~ and was in *Per* use as a command vehicle with radios mounted in the rear (Enclosure (5)).

(1) Four men were in the vehicle at the time of the mining, one officer and three Enlisted Marines.

(2) Rank	Name	MOS
1stLt	DAVIS, R. H.	3502
Sgt	LEONARD, R. H.	2531
LCpl	WIEHNER, G. T.	2531
PFC	HARLESS, R. L.	3531

(3) Wounds sustained were:

(a) 1stLt DAVIS; multiple lacerations and abrasions to face and right arm, fracture right side of skull and right eye contusion.

(b) Sgt LEONARD; lacerations to both legs and lower lip.

(c) LCpl WIEHNER; laceration to forehead (approx 5 inches) and contusions to both knees.

(d) PFC HARLESS; splenectomy, broken pelvis and lacerations to face.

(e) Sgt LEONARD and LCpl WIEHNER were returned to full duty after a brief period of hospitalization. Lt DAVIS and PFC HARLESS are being evacuated to CONUS. Both have a good prognosis with little prospect of permanent damage.

(4) All the men, other than the driver, in the vehicle were wounded when impacting on the road bed after being thrown clear of the vehicle.

(5) The only man to sustain direct damage was the driver who was thrown into the vehicle by the blast.

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(6) None received wounds from fragments of the mine or secondary blast fragments.

(7) Personnel were located before and after the blast as detailed in enclosure (5).

f. Cause of Damage; was an explosive device in the roadway, believed to be a pressure detonated box mine in the 30 pound range which left a seven-foot wide by seven-foot deep crater. The type of explosive is unknown.

g. Damage to the Armor Kit; was caused in one area by the right front axle housing being blown up into the bottom of the Cab Kit bending the plate approximately 1 3/8 inch out of line (Enclosure (4)). There was no damage to the Bed Kit and the armor in both Kits were neither cracked nor impacted with fragments (Enclosures (2), (3) and (4)). No bolts in the Kits were sheared.

2. Supplementary Comments; should include the fact that our driver's confidence and morale have been elevated due to the performance of the Armor Kits. While all four men suffered wounds they were all caused by secondary contact and damage such as loss of life or limb was not the case. The Bed Kit from the mined truck is being reinstalled on another vehicle, the Cab Kit with the remains of the cab (Enclosure (2)) is being held at this Command pending disposition instructions.

a. It should be noted that the cab was not separated from the chassis by the blast, but was removed to facilitate vehicle recovery (Enclosures (2), (3) and (4)).

b. It is our opinion that incident reports should be submitted as separate reports to allow for more detailed, timely and useful reporting.

R. E. BURGESS

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Convoy of 24 November 1970

S-3 CONVOY COMMANDERS BRIEFING (SAMPLE COPY)

A. PERSONNEL:

1. Convoy Commander: 1stLt R. A. BRIGGS
2. Assistant Convoy Commander: 1stLt D. M. CLAY & SSgt WHEELER
3. Communicators: a: Sgt HEARN
b: LCpl COLEMAN
c: LCpl DRIVER
4. Corpsman: HM3 CARTER

B. VEHICLES:

1. M-35A2C: 13 M35A2C's
2. War Hog: None
3. M-35A2C w/ring mounted MG and 1000 rds: 4
4. M-543A2 w/M-60 and 1000 rds: 1
5. M-105 Trailer: 1
6. Others: 2 11th Motors Vehicles

C. SPECIAL EQUIPMENT:

1. Comm Truck: 1
2. MRC-109 1
3. PRC-25 2
4. Convoy Commanders Kit: Pyrotechnics (pick up at Supply) Yes
5. Maps:
 - a. 1 set
 - b.
 - c.
6. Frequency Cards: (pick up at S&C) 1 set
7. Procedure Cards: a. Pilots Briefing 1
b. Medevac Request 1
c. Call for Fire 1
d. Tactical Air Request 1
8. Air Panel: 1
9. Other:

D. SPECIAL INSTRUCTIONS:

1. Mission: Haul Ammo & Rations to Hill #65
2. Enemy Activity: Possible Enemy mines on Route 540
3. Pick up at: Pre-load at ASP #2 and FLC
4. Destination: Hill #65

APPENDIX III

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5. Unit:

6. Report To: S-4 section, Hill #65

7. Will Haul: a. Rations
Ammo
b.

8. Staging Time: 0830

9. Departure Time: N/A

10. Report Time: N/A

11. Call Sign: Trailer Park Bravo 5

12. Other:

E. LOGISTICS:

*1. Rations: 5 cases

2. Water: 2 canteens per man

*3. Ammunition: a. 1000 rds for M-60 and .50 Cal.
b. Seven (7) magazines per man
c.

4. POL - full fuel tanks/extra can of oil on the wrecker:

* Submit a requisition to Supply for ammunition and rations.
Advise the S-4 your requirements prior to pick up.

** Return unexpended ammunition to Bn Supply upon completion of the Convoy.

Return this form to S-3 upon completion of the convoy.

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Convoy of 24 November 1970

S-2 CONVOY COMMANDERS DEBRIEFING

A. BEFORE MOVEMENT:

1. Staging: Had to wait at staging area for green light until 1045.
2. Logistics:

B. DURING MOVEMENT:

1. Roads: Basically good between CP 76: 04, 37, to 65 the road is single lane traffic and muddy.
2. Communications: Very good

3. Loading/unloading: Very efficient & timely
4. User's Actions:
5. Logistics:
6. Mechanical Problems: 1 vehicle had front wheel flat north of Cobb bridge.
7. Return: Cargo: None

Troops: None

8. Enemy Actions: a. DMG:
- b. Coordinates:
- c. Casualties:
9. Other Incidents:
10. Remarks/Recommendations: Control very good due to good communication & good pace driver.

R. A. BRIGGS
1stLt USMCR

APPENDIX III

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