

HEADQUARTERS  
11th Motor Transport Battalion, FMFPac  
FPO, San Francisco, California 96602

3/TCB:fxc  
3500  
9 July 1967

From: Commanding Officer  
To: Commanding General, 1st Marine Division (Rein), FMF (Field Historian)

Subj: Command Chronology for period 1 June 1967 to 30 June 1967

Ref: (a) MCO 5750.2  
(b) FMFPacO 5750.8  
(c) DivO 5550.2B

Encl: ✓(1) 11th Motor Transport Battalion Command Chronology

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

*J. H. Brown Jr.*  
J. H. BROWN JR.

Copy to: Div, MTO

11TH MTPAC CMD CHRON

DECLASSIFIED

HEADQUARTERS  
11th Motor Transport Battalion, FMFPac  
FPO, San Francisco, California 96602

COMMAND CHRONOLOGY

1 June 1967 to 30 June 1967

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DECLASSIFIED

## PART I

ORGANIZATIONAL DATA

A. The period covered by this report extends from 1 June to 30 June 1967.

B. Location. On 30 June 1967, the 11th Motor Transport Battalion was in general support of the 1st Marine Division from its base camp at AT948762.

C. On 30 June 1967 the Battalion Command and Staff structure was as follows:

Commanding Officer	:	Major R. C. TASHJIAN
Executive Officer	:	Captain K. M. WILSON
Sergeant Major	:	W. R. ORTH Sr.
S-1/Adjutant	:	Second Lieutenant R. O. BLANCHETTE
S-2/S-3	:	Captain MARK E. LOVELESS
S-4/Supply	:	First Lieutenant D. J. DEAN
H&S Company	:	First Lieutenant B. A. WALKER
A Company	:	First Lieutenant R. W. BLACK
B Company	:	Captain W. J. KISER
C Company	:	First Lieutenant L. M. THURN
Transport Company	:	Captain S. G. PRATT

## D. Average strength:

<u>USMC</u>		<u>NAVY</u>
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>
<u>23</u>	<u>421</u>	<u>1</u>
		<u>ENL</u>
		<u>7</u>

## PARTII

NARRATIVE SUMMARY

a. During June, the logistical support of 2d Battalion, 5th Marines continued at an intensified pace. The majority of the cargo was ammunition and fuel. The pace was also stepped up in transporting material for the Vietnamese industrial complex being developed at An Hoa. First and second echelon maintenance efficiency remained high although the overall deadline increased due to increased 3d echelon maintenance requirements and a lack of available shop space, and/or parts. Commitments to the 1st Marine Division units averaged 95% of the Battalions vehicles during June.

b. The Battalion is continuing to improve the camp area. Additional huts have been moved to provide what is now excellent troop living space. During June the Camp was completely rewired and drainage facilities were improved. Work on the motor pool was completed. Work on perimeter defenses was continued with bunkers being repaired and two observations towers constructed in the motor pool. The Civic Action program continues in Khanh Son with over 200 people treated in MEDCAP. In Da Son, English classes were set up on a daily basis. Training was begun on the M-16 rifle. On 3 June 1967, the FMFPac Inspection Team visited the Battalion. As a result of the inspection, the Battalion learned of some errors which demonstrated the guidance that this type of inspection has to offer. The Battalion achieved an over all rating of satisfactory with minor discrepancies.

c. Enemy contact picked up tempo this month two men suffered minor lacerations from snipers while on runs. Mining incidents, especially on the An Hoa road runners, were appreciably greater causing three (3) WIA's and the combat loss of two (2) M-54's. It was noted that other units using these roads leading to 2/5 had also been subject to increased harassment in the form of mines and small arms sniper fire.

d. This Battalion hauled 39,396 troops, carried 17,281 tons and drove 166,396 miles during June 1967.

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- a. 1 June 1967: Normal Operations.
- b. 2 June 1967: A convoy departed this CP to pick up 180 troops and haul them to 2/7. This same convoy later hauled 42 men to "G" Company, 2/7.
- c. 3 June 1967: A Road Runner convoy hauled two (2) tons of crating material and 28 tons of defective ammunition to 2/5.
- d. 4 June 1967: A Road Runner convoy returned to this CP from 2/5 Hauling negative cargo.
- e. 5 June 1967: A tactical convoy departed this CP for "E" Company, 2/7 at grid coordinates AT892772 where they picked up 50 troops and hauled them to grid coordinates AT902718, and returned to this CP.
- f. 6 June 1967: Normal Operations.
- g. 7 June 1967: Normal Operations.
- h. 8 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 8 tons of poles, 22 tons of steel, 56 tons of ammunition, 5,000 gallons of JP-4, 5,000 gallons of MOGAS, 4 tons of beer and 3 tons of oil. This same convoy returned to this CP from 2/5 hauling 2 tons of crating materials, 1 ton of steel racks and 5 tons of ammunition casings.
- i. 9 June 1967: A convoy departed this CP to pick up 190 troops at Hill #65 grid coordinates 879576. From Hill #65 the troops were transported in an administrative move to "E" Company, 2/7.
- j. 10 June 1967: A convoy returned to this CP from 2/7 where they hauled troops. A Road Runner convoy departed this CP for 2/5 hauling 5,000 gallons of MOGAS, 5,000 gallons of diesel, 5,000 gallons of JP-4, 35 tons of C Rations and 15 tons of PX gear. This same convoy returned to this CP hauling 2 large empty CONEX boxes.
- k. 11 June 1967: Normal Operations.
- l. 12 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 4 pre-fab heads, 22 tons of PROJOS, 5 tons of lumber, 24 tons of steel and 6 tons of POL. This same convoy returned to this CP from 2/5 hauling 5,000 pounds of defective ammunition, 100 pounds of empty boxes and a large CONEX box.
- m. 13 June 1967: A convoy departed this CP to haul 185 troops from "I" Company, 3/1, at Hill #10 (922695) to Hill #41 (935665). The convoy returned to this CP the same afternoon with no contacts.

n. 14 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 31 $\frac{1}{2}$  tons of ammunition, 16 tons of lumber, 30 tons of steel, 5,000 gallons of JP-4 and 5,000 gallons of AVGAS.

o. 15 June 1967: A Road Runner convoy returned to this CP from 2/5 hauling 10 tons of brass casings and  $\frac{1}{2}$  ton of empty crates.

p. 16 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 120 tons of ammunition, 45 tons of steel, 5,000 gallons of MOGAS, 5,000 gallons of diesel, 5,000 gallons of JP-4 and 10 tons of pipe. This same convoy returned to this CP hauling 2 tons of empty boxes and 12 tons of spoiled ammunition.

q. 17 June 1967: Normal Operations

r. 18 June 1967: A convoy departed this CP for 2/5 hauling 20,000 gallons of fuel, 53 tons of ammunition, 40 tons of steel, 10 tons of pipe and 11 tons of general cargo. This same convoy returned to this CP hauling 1 ton of empty boxes and pallets from 2/5. A second convoy departed this CP for Hill #65; three (3) of the vehicles picked up 45 troops and hauled them to Hill #190 and the other seven picked up troops and hauled them to the intersection of route 1D and route #14.

s. 19 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 5,000 gallons of AVGAS and 5,000 gallons of JP-4. This convoy was composed of 3 M-54's and it combined with 1st Motor Transport Battalion for the trip to An Hoa.

t. 20 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 64 tons of steel, 35 tons of ammunition, 37 tons of rations, 5,000 gallons of JP-4 and 20 tons of PROJOS. Three M-54's returned to this CP from the 1st Motor Transport Battalion's convoy to 2/5. These vehicles returned empty.

u. 21 June 1967: A Road Runner convoy returned to this CP from 2/5 hauling 10 tons of empty brass casings, 2 tons of sea bags and a  $\frac{1}{4}$  ton water pump.

v. 22 June 1967: A Rough Rider convoy composed of 37 prime movers and 4 trailers hauling cargo for 3d Marine Division Rear and 3d Division Clubs departed this CP for Phu Bai. A Road Runner convoy departed this CP for 2/5 hauling 5,000 gallons of JP-4, 5,000 gallons of AVGAS, 5,000 gallons of diesel, 64 tons of steel, 4 $\frac{1}{2}$  tons of metal and 4 tons of road wheels. One M-54 going to 2/5 hit a mine of undetermined size at check point #5 (915515). This explosion resulted in 2 WIA, both men were MEDEVAC.

w. 23 June 1967: A Rough Rider convoy returned to this CP from Phu Bai hauling 84 tons of empty brass casings. A convoy returned to this CP from 2/5 hauling 4 tons of empty brass casings. Another convoy departed this CP on a TAC move to the 2/1 CP where they picked up security and proceeded to grid coordinates BT064562. They picked up "C" Company, 1/1, and hauled them to the 1/1 CP. The convoy then returned to this CP. A third convoy departed this CP for 2/5 hauling 73 tons of steel, 13 tons of lumber and 18 tons of Class II and IV gear. They returned to this CP hauling a TD-15.

x. 24 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 60 $\frac{1}{2}$  tons of ammunition, 56 tons of steel, 36 tons of PX supplies and beer, 5,000 gallons of diesel, 5,000 gallons of AVGAS and 5,000 gallons of JP-4. This same convoy returned to this CP hauling 41 troops and 18 tons of medical supplies from 2/5.

y. 25 June 1967: A tactical convoy departed this CP for 2/1 where they picked up three companies of troops and hauled them to the ferry at check point #6A. The convoy then returned to this CP.

z. 26 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 5,000 gallons of diesel, 5,000 gallons of JP-4, 5,000 gallons of AVGAS, 1 tons of lumber, 25 tons of ammunition, 16 tons of Class II and IV and 9 tons of soda and beer. This same convoy returned to this CP hauling 1,700 gallons of AVGAS. A second convoy departed this CP hauling 90 tons of ammunition, 54 tons of Class II and IV,  $3\frac{1}{2}$  tons of water cans containing 1,000 gallons of water, 4 tons of POL and 22 troops. They dropped the cargo at LSA at the junction of Routes #14 and #1 and returned to this CP empty.

aa. 27 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 54 tons of steel pipe, 14 tons of ammunition and 8 tons of C rations. This convoy returned to this CP with a 1,000 pound generator. A second convoy departed this CP for ASP #1 where they picked up 30 $\frac{1}{2}$  tons of 105mm ammunition and hauled it to grid square BT0953. The convoy returned to this CP empty.

bb. 28 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 48 tons of steel pipe, 10,000 gallons of JP-4, 5 ,000 gallons of deisel, 7 $\frac{1}{2}$  tons of sand bags, 15 tons of lumber, 2 $\frac{1}{2}$  tons of ammunition and 3 tons of "B" rations. This same convoy returned to this CP hauling 2 tons of surveyed 782 gear,  $\frac{1}{2}$  ton of empty crates and one ton of scrap lumber.

cc. 29 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 26 $\frac{1}{2}$  tons of MCB gear, 9 tons of beer and soda, 3 $\frac{1}{2}$  tons of 105mm ammunition, 36 tons of pipe and 7,000 pounds of steel.

dd. 30 June 1967: A Road Runner convoy departed this CP for 2/5 hauling 48 tons of steel, 10 tons of rations, 5,000 gallons of JP-4, 5,000 gallons of AVGAS, 5,000 gallons of MOGAS, and 6 tons of 105mm ammunition. A second convoy departed this CP for 1/1 hauling 17 tons of rations, 400 pounds of sand bags, 150 pounds of wire, 300 pounds of pyrotechnics and 300 pounds of ice. A third convoy returned to this CP from 2/5 hauling negative cargo. At 291200 one (1) M-54 and one (1) tractor trailer hit mines in grid square AT9048. At 291315 the convoy received one (1) sniper round. There were no USMC casualties.