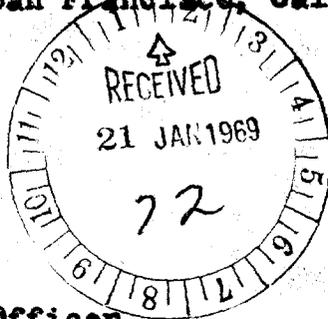


HEADQUARTERS
11th Motor Transport Battalion
1st Marine Division(Rein), FMF
FPO, San Francisco, California 96602

3/LCC/rsm
5740
SerNo: 006-69
17 Jan 1969



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

Subj: Command Chronology for period 01 December to 31 December
1968

Ref: (a) MCO 5750.12
(b) FMF PACO 5750.8
(c) DIVO 5750.2B

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

1. In accordance with reference (a), (b), and (c), enclosure
(1) is submitted.

[Handwritten Signature]
J. A. KINNIBURGH

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1ST MARINE DIVISION, FMF
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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

11th MTBn.
CNo. 13-69
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PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF EVENTS

PART IV - SUPPORTING DOCUMENTS

ENCLOSURE (1)

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PART I

ORGANIZATIONAL DATA

- | <u>1. DESIGNATION</u> | <u>COMMANDER</u> |
|---------------------------------|---|
| 11th Motor Transport Battalion | Lt Col. J. A. KINNIBURGH |
| "A" Company | 1st Lt. J. B. O'NEILL |
| "B" Company | 1st Lt. L. G. PHILLIPS |
| "C" Company | 1st Lt. A. P. WOODS |
| Transport Company | 1-14 Dec Capt. T. J. ROMANETZ
15-31 Dec Capt. J. M. ELIZONDO |
| H&S Company | 1-14 Dec 1st Lt. L. D. NORRIS
15-31 Dec Capt. T. J. ROMANETZ |
|
 | |
| <u>2. LOCATION</u> | |
| 1-31 December 1968: DaNang, RVN | |
|
 | |
| <u>3. STAFF OFFICERS</u> | |
| Executive Officer | Maj. S. J. VENO |
| S-2/S-3 | Capt. B. H. DOBBS |
| S-1/Adjutant | 1-10 Dec 1st Lt. R. G. H. GRUN-
WALD; 11-31 Dec 1st Lt. F. D.
TYSON |
| S-4 | Capt. M. F. HANSEN |
| S-5 | 1st Lt. G. D. ANDRESEN |
| Medical Officer | LT. A. L. HOFFMAN (USN) |
| Chaplain | LT. M. J. HORVAT (USN) |
| Sergeant Major | Sgt Maj. W. F. ROBERTS |

ENCLOSURE (1)

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4. AVERAGE MONTHLY STRENGTH

<u>OFF</u>	USMC	<u>ENL</u>	<u>OFF</u>	USN	<u>ENL</u>
28		428	2		10

ENCLOSURE (1)

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PART II

NARRATIVE SUMMARY

- (c) During the month of December, the Battalion controlled three round trip Task convoys to An Hoa. The Battalion provided direct support to Task Force Yankee, Operation Taylor Common and the 26th Marines, transporting supplies and troops to new positions. The Battalion was visited by Maj. Gen. C. A. YOUNGDALE, Commanding General, 1st Marine Division and Maj. Gen. O. R. SIMPSON.
- (c) Civil Affairs provided 50 cans of food for cattle; held one (1) MedCap treating 140 people; and showed 12 PSYOP movies to 450 people.
- (c) This Battalion travelled 70,903 miles, hauled 9,515 tons and carried 17,306 passengers during this period.

ENCLOSURE (1)

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- (c) 2 December-Convoy returned from An Hoa with 15 vehicles.
- (c) 7 December-Transported 2/26 from 1/1 CP to Red Beach.
- (c) 8 December-Transported 2/26 from Red Beach to Bridge Ramp.
- (c) 11 December-Conducted 13 vehicle Task Convoy to An Hoa.
 Ref: Verbal msg fr Div MTO
 1st Lt. R. G. H. GRUNWALD relieved by 1st Lt. F. D. TYSON as Battalion S-1/Adjutant.
- (c) 12 December-Conducted 19 vehicle Task Convoy to An Hoa.
 Ref: Verbal msg fr Div MTO
 Convoy returned from An Hoi with 10 vehicles.
 Convoy returned from An Hoi with 13 vehicles.
 Command, Material, Management Team inspected the Battalion.
- (c) 18 December-Maj. Gen. C. A. YOUNGDALE, Commanding General, 1st Marine Division and Maj. Gen. O. R. SIMPSON visited the Battalion.
- (c) 19 December-Transported troops from 1/1 CP to Cau Do Bridge.
- (c) 20 December-Conducted 6 vehicle Task Convoy to An Hoa.
 Ref: Verbal msg fr Div MTO.

ENCLOSURE (1)

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- (c) 22 December-Convoy returned from An Hoa with 18 vehicles.
- (c) 24 December-Participated in Operation Holly.
- (c) 25 December-Maj. Gen. O. R. SIMPSON, Commanding General,
1st Marine Division visited the Battalion.
- (c) 26 December-Transported 2/7 to FLC staging area.
Transported Company from 1/26 to AT935890.
- (c) 31 December-Transported B-1/26 from Hai Van Pass to 1/26
CP.

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PART IV

SUPPORTING DOCUMENTS

TAB A.-Neade River After Operations Report

SECRET

ENCLOSURE (1)

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3300
26 Dec 1968

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FIRST ENDORSEMENT on CO, Co "A", 11th MTBn ltr J80/twd over
3300 of 26Dec68

From: Commanding Officer, 11th Motor Transport Battalion
To: Commanding Officer, 1st Marine Regiment, FMF

Subj: ✓ Combat Operations After Action Report

1. Forwarded.

J. A. KINNIBURGH

11th MTBn:	
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TAB A

COMPANY "A"
11th Motor Transport Battalion
1st Marine Division (Rein) FMF
WFO, San Francisco, California 96602

JEO/twd
 3300
 26 Dec 1968

From: Commanding Officer
To: Commanding Officer, 1st Marine Regiment, FMF
Via: Commanding Officer, 11th Motor Transport Battalion

Subj: Combat Operations After Action Report

Ref: (a) CG, 1stMarDiv msg 110256Z & 160700Z of Dec 68

1. Name of Operation: Meade River
2. Date of Operation: 20 Nov - 9 Dec 1968
3. Location: Quang Nam Province
4. Control Headquarters: 1st Marine Regiment
5. Reporting Officer: First Lieutenant James B. O'NEILL
 0102990/3502 USMCR
6. Task Organization:
 - a. Control Group: Company "A", 11th Motor Transport Battalion
 - b. Vehicles: 30 - M54A20, 1 M543 Co"A", 11thMFBn
 16 - M54A20, 1 M543 Co"C", 11thMFBn
 10 - M76 Amphibious Cargo Carriers(Otter) Co"B",11thMFBn
 1 - M109 Radio Jeep HASCo, 11thMFBn
 2 - M51 Dump Trucks, 1st EngBn
7. Supporting Forces:
 - a. None
8. Supported Force:
 - a. 1st Battalion, 1st Marines
 - b. 2nd Battalion, 26th Marines
 - c. 2nd Battalion, 5th Marines

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JBO/twd
3300
26 Dec 1968

9. Intelligence:

- a. Enemy Force: Two battalions of NVA believed to be operating in the area of the operation.
- b. Enemy activity against convoys over the previous week had been limited to occasional mining and sniper fire.

10. Mission:

- a. Provide vehicles, personnel, control service, and communication for the move to place 2nd Battalion, 26th Marines in position for the first phase of Operation Meade River.
- b. Provide vehicles and personnel to resupply units throughout the operation.

11. Concept of Operation:

- a. Company "A", 11th Motor Transport Battalion will place 2nd Battalion, 26th Marines in position along Highway #1 from 0420 6200 on the north to 0560 5890 on the south to complete the cordon of the area west of Highway #1. Upon completion of the cordon, remain in direct support of the 1st Battalion, 1st Marines, 2nd Battalion, 26th Marines, and 2nd Battalion, 5th Marines throughout the operation.

12. Execution:

The convoy of 46 vehicles carrying 2nd Battalion, 26th Marines, with two (2) 1st Engineer Battalion dump trucks, and 2 M543s attached, was scheduled to depart the 1st Battalion, 1st Marines staging area at 0700 on 20 November 1968, however, the departure was delayed by the road sweep not being completed until 0715. The convoy departed 1st Battalion, 1st Marines staging area heading east on Anderson Trail to the intersection of Highway #1. The convoy turned south on Highway #1 and proceeded at a speed of 15 MPH. The road was paved with scattered pot holes filled with water caused by road work and mining incidents. The width of the road was approximately 18 feet with rice paddies on each side which limited the possibilities of turning around. Because of the possibility of a vehicle being mined the two dump trucks filled with stone were placed behind the pace vehicle making them the second and third vehicles in the convoy. At 0390 0250 the 9th truck in the convoy detonated a mine which blew the bed of the truck approximately 25 feet into the rice paddies and turned the

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3300
26 Dec 1968

vehicle sideways blocking the road. The explosion caused 21 men to be WIA and 1 KIA. Because of the nature of the wounds the men could not be moved and the convey was halted for approximately 45 minutes. During this time the two dump trucks were turned around and led to the mining incident. When all the men were evacuated and the road was clear, the blown truck was pushed to the side of the road. The mine hole, which was 5 feet deep and 8 feet across was filled and the convey proceeded to complete the cordon. The convey turned around at coordinates 056589 and proceeded back to 1st Battalion, 1st Marines where it was split up. Fifteen M54A20s, one M543, and one M409 radio jeep went to hill 55 to work in support of the LSA. One platoon of fifteen vehicles remained at 1st Battalion, 1st Marines CP in support of 1/1, and one platoon of sixteen vehicles returned to 11th Motor Transport Battalion. After getting set up, the 15 vehicles at hill 55 were used daily to make resupply runs to 2nd Battalion, 26th Marines and 2nd Battalion, 5th Marines. On many occasions these 15 trucks hauled more tons than the helicopters that also were being used to resupply. The vehicles at hill 55 were used from 20 November 1968 to 9 December 1968 with 10 being sent back to 11th Motor Transport Battalion on 27 November 1968. The 15 vehicles at 1st Battalion, 1st Marines were used to bring refugees that were picked up along Highway #1 and Highway #4 back to the collection point at 1st Battalion, 1st Marines. These 15 vehicles were used from the 20th to the 27th of November 1968 and were given complete cooperation from the 1st Marines. The 10 Otters were sent out into the field to work with the 2nd Battalion, 26th Marines and 2nd Battalion, 5th Marines because a large part of the area they had to work in was under water. The Otters were sent out as mobile command posts, evacuation vehicles, transportation to bring supplies in from the road and to bring POWs out. The Otters were used extensively in the field from the 20th of November to the 9th of December 1968 by 2nd Battalion, 5th Marines and 2nd Battalion, 26th Marines. At this time all vehicles were returned to the 11th Motor Transport Battalion Compound.

13. Results:

- a. Friendly KIA - 0
- b. Friendly WIA - 2
- c. Friendly Equipment Losses - One M54A20
- d. Enemy KIA - 0
- e. Enemy WIA - 0
- f. Enemy Equipment Losses - 0

ENCLOSURE(3)

JBO/twd
3300
26 Dec 1968

14. Administrative Matter;

a. Treatment of casualties - 2 men were treated at 1st Battalion, 1st Marines, with one being sent back to 11th Motor Transport Battalion BAS, and remaining on full duty.

15. Special Equipment and Techniques; NONE

16. Commander's Analysis;

a. The inability of friendly forces to keep the road free of mines contributed to the success of the enemy in delaying the formation of the column. Resupply of units throughout the operation was conducted without major problems occurring.

17. Recommendation;

a. Engineer vehicles should carry FRC 25s in order to enable them to be directed to the mining incident with greater speed.

b. When the timing of a troop movement is important night patrols on the road to be used should be increased for several days prior to an operation thus lessening the chances of mining incidents.

J. B. O'NEILL

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ENCLOSURE(3)