

Ted H. Wolf, 567th Transportation Company (Terminal Service),

I reported to 567th Transportation Company in July 1966. After a month of preparing equipment for shipment, the enlisted men below E-5 in an act of solidarity had their heads shaved, prior to departure by air to Oakland Ca. The 567th boarded the *General Patrick* for the long trip to Viet Nam, as last to board we weren't available for KP and had an easy trip. The *General Patrick* sailed past Iwo Jima, and all aboard were initiated in traditional crossing the equator ceremonies. The *General Patrick* stopped at Subic Bay before leaving for Cam Ran Bay. We stopped at Nha Trang, Qui Nhon to off load the other troops. The 567th off loaded at Vung Tau and flew by C-123 to Bien Hoa.

We trucked to an area in Long Binh adjacent to the 48th Transportation Group (Rolling Thunder). The first day we set up tents in the mud, other than poisonous snakes crawling through the tents our initial experience was uneventful. The next week a few of us were selected to stay at Newport and begin operations. Initially we offloaded barges sent up river from Saigon Port.

Personnel slept at Newport, and were brought one hot meal from Long Binh. I was part of a three person documentation section, we had two crane operators and several stevedores. We were only able to work in daylight as the lights hadn't been installed before we began operations. The major event of those first two weeks was a floater washing up on the shore adjacent to the barge site. In the beginning of October, we began operations in earnest, our first ship arrived for off loading, either a Liberty or Victory ship, it seemed that shipping companies weren't willing to risk their newer ships traversing the Saigon River. This first ship began what would be our steady routine, twelve hours on twelve hours off and a eighteen hour swing shift monthly. The day began with a forty five minute ride in the company's bus or a deuce and a half from Long Binh to Newport, we were unarmed and often the first vehicles on the road.

The ships were off loaded to barges and taken to shore and either the cargo was stored on site placed on blue Philco-Ford trucks driven by Vietnamese and taken supply areas in country. Sometimes the barges were taken to RMK Island to be off loaded this was a special treat because the let us eat in their facilities and the food was much better than Army food. Sometimes the ships crew would let us use their heads and give us food and sometimes others would treat us like lepers. The day shift was actually the more difficult shift to work, between the heat and the visiting brass, the stevedores had it the toughest, the holds were unbearable. Nights were warm but tolerable, in the distance Puff (AC47) could always be counted on for fireworks and the vibration of artillery shells could be felt. The Long Binh ammo dump blew up one night actually rocking the ship I was on.

The arrival of the 561st and the 368th Transportation Companies completed the 71st, but the Army's policy of breaking up units to stagger personnel returning stateside caused a disruption to assimilate new people. The 567th continued to be the only unit operating at Newport, the others stayed back at Long Binh. In addition to RMK Island we

also operated a barge site a Tu Duc, I spent Christmas Eve working and listening to Bob Hope, Silent Night still chokes me up.

In January, a detachment of the 2nd Shore Platoon and 1st Ship Platoon went by LST down the Saigon River stayed overnight at Vung Tau and went up the Can Tau to Dong Tam. We moved the heavy equipment of the Ninth Infantry Division and continued to support them. I returned in February and March 1st and we began operation of the first deepwater pier at Newport. I was promoted to documentation section leader of the 2nd Shore Platoon. The operation became considerably more efficient and our ship turn around went from over a week to three days. There was an orphanage next to Newport that the 71st adopted. The deepwater facilities included three large warehouses and storage areas behind. Although we weren't in the jungle I did chase a King Cobra into a cement truck (with an M151) where a Vietnamese truck driver killed and skinned it.

In May, I was promoted to Specialist 5th class and made an acting Sgt. In order to assume the position of Documentation NCOIC.

From: "Killblane, Richard" <Richard.Killbane@eustis.army.mil>
Date: Friday, July 16, 2004 1:20 pm
Subject: FW: Newport Experience

Ted, When you arrived at Newport, which part of the pier did your company operate. I understand that the different companies were assigned different places to discharge. What happened during Tet? When did you leave RVN?

Enclosed is a history of the 71st Bn. You might find it interesting and see how much information that I still need. If you can fill in any gaps, please do. Thanks, Rich

From: thwolf1@optonline.net [mailto:thwolf1@optonline.net]
Sent: Monday, July 19, 2004 5:20 PM
To: Killblane, Richard
Subject: Re: FW: Newport Experience

Initially we operated the barge site, but we off loaded Victory ships to barges opposite the pier. Each ship was essentially off loaded twice. We moved to the first operational pier with four warehouses in Feb. of 1967. I came home August 4th so I missed Tet. I don't see an attachment with this e-mail
Ted

From: "Killblane, Richard" <Richard.Killbane@eustis.army.mil>
Date: Tuesday, July 20, 2004 8:48 am
Subject: RE: FW: Newport Experience

Ted, Sorry about the attachment. It turns out that it was too long to send. Here is the portion that covers Vietnam. Rich

From: thwolf1@optonline.net [mailto:thwolf1@optonline.net]
Sent: Tuesday, July 20, 2004 10:10 AM
To: Killblane, Richard
Subject: Re: RE: FW: Newport Experience

Rich

No other transportation unit worked the barge site before the 567th, since it was quite awhile ago. I can't dispute the first operational ship to be offloaded at deep draft location. In my time all cargo with the exception of expedited unit deliveries went via Philco Ford. The rumored benefit of this was that the civilian contractors paid the VC for transit, the same for fuel deliveries by the 48th Transportation Group shipping Shell Gas. We also offloaded the 4th Infantry's equipment upon their arrival. You're right about Dong Tam. A detachment of the 567th remained their throughout my tour. We also operated a barge site at Tu Duc off route one not far from the dairy.

Ted

From: "Killblane, Richard" <Richard.Killbane@eustis.army.mil>
Date: Tuesday, July 20, 2004 3:20 pm
Subject: RE: RE: FW: Newport Experience

Ted, When they finished Newport piers, which one did your unit work? Do you remember anything about your officers? Rich

From: thwolf1@optonline.net [mailto:thwolf1@optonline.net]
Sent: Tuesday, July 20, 2004 7:52 PM
To: Killblane, Richard
Subject: Re: RE: RE: FW: Newport Experience

Rich

We worked the site closest to the bridge, it was the first one opened. When we arrived in country the C.O. was Capt. Greg who later became a Major with the 71st. LT. Hunt was the original 2nd Shore Plt. Leader, LT. Treadgill, was 2nd Ship but became 2nd Shore when we returned from Dong tam Lt. Hunt stayed in the Delta.

Ted

From: "Killblane, Richard" <Richard.Killbane@eustis.army.mil>
Date: Wednesday, July 21, 2004 7:54 am
Subject: RE: RE: RE: FW: Newport Experience

Thanks, Ted. What was your arrival like in Vietnam? Rich

From: thwolf1@optonline.net [mailto:thwolf1@optonline.net]
Sent: Wednesday, July 21, 2004 9:34 AM
To: Killblane, Richard

Subject: Re: RE: RE: RE: FW: Newport Experience

Rich

We weren't prepared for the heat, humidity and daily downpour. We had to pitch our tents in the mud and the following day prepare floors and pitch the tents all over again. The first night we had poison snakes inhabiting the tents with us. The worst we were never issued weapons except at Dong Tam. We always thought we would be attacked in transit.

Ted

From: "Killblane, Richard" <Richard.Killbane@eustis.army.mil>

Date: Wednesday, July 21, 2004 2:55 pm

Subject: RE: RE: RE: RE: FW: Newport Experience

That was in transit from Long Binh to Newport? When you arrived were there people to guide you to where you were supposed to set up camp?

Who pulled your perimeter security for you? Rich

From: thwolf1@optonline.net [mailto:thwolf1@optonline.net]

Sent: Thursday, July 22, 2004 10:05 AM

To: Killblane, Richard

Subject: Re: RE: RE: RE: RE: FW: Newport Experience

I don't if I'm sending this twice I had a problem with the spell checker.

We flew directly from Vung Tau to Bien Hoa. Our Vehicles arrived later and we acquired a bus for transport. We were placed adjacent to the 48th Transportation Gp. (Thunder Road) and they initially pulled our perimeter security. We also shared their Mess Hall until the rest of the Bn. arrived.

Ted