

9 APR 1965

7. ANCHORAGE CAPACITY - Unlimited8. QUARANTINE ANCHORAGE

a. Lat. 14-48-30N Long. 120-13-30E, or as designated by the Harbor Master.

9. AMMUNITION ANCHORAGE

a. Lat. 14-10N Long. 120-12-30E, or as designated by the Harbor Master.

10. MOORING BUOYS

- a. Capacity: 5 DDs in 40KT wind.
- b. Type: 7 riser type; 1 telephone type (buoy 19).
- c. Water depth: min. 81'; max. 126'.
- d. Location: see H.O. Charts 2088 and 2093.

11. BUNKERING FACILITIES

- a. By barge: 1500 to 2000 bbls per hour.
- b. Alongside: Six fueling stations at POL pier. 2000 to 8000 bbls per hour (function of ship's back pressure).
- c. Class or type: NSFO, or DFM.
- d. Government cost per bbl: NSFO \$2.38 per bbl.  
DFM \$0.087 per gal.

12. POTABLE WATER

- a. Water is available alongside and by barge.
- b. Pumping capacity:
  - (1) Alongside using one 2½" hose - 5000 gal per hour.
  - (2) By barge using two 2½" hoses - 25,000 gal per hour.
- c. Cost per gal or ton: \$0.10 per 1,000 gal.

13. PIERS

NAME	LOCATION	DEPTH	DREDGED	LENGTH	WIDTH	TYPE	<u>FACILITIES*</u>	
Alava Wharf	NAVSTA Subic	40'	40'	1700'	60'	Marginal Wharf Concrete Slab & Piles	W, T, A, S, E & PC	
Layte Wharf	NAS Cubi	45'	45'	1000'	80'	Marginal Wharf Concrete Slab & Piles	W, T, E**	
Rivera Point South	Rivera Point	30'	30'	450'	60'	Marginal Wharf Concrete Slab & Piles	W, T, A, S, E	

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<u>NAME</u>	<u>LOCATION (DREDGED)</u>	<u>DEPTH</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>TYPE</u>	<u>FACILITIES*</u>
						*
Rivera Point East	Rivera Point	30'	1000'	60'	Marginal Wharf Concrete Slab & Piles	W, T, A, S, E, PC
Rivera Point North	Rivera Point	18-20'	1000'	60'	Marginal Wharf Concrete Slab & Piles	W, T, A, S, E,
Marine Terminal (NSD Pier)	NSD	35'	700'	230'	Pier Concrete Slab & Concrete	W, T
AMMO	Camayan	35'	450'	80'	Marginal Wharf Sheet Steel Piles & Bituminous Pavement	T, W

\* W-Water, T-Telephone, A-Air, S-Steam, E-Electricity, PC-Portal Crane

\*\* Only 1500 KVA, 440 V, 3 phase power available.

14. POL FACILITIES

- a. Depth alongside: Northside 35', Southside 40'
- b. Length alongside: 585', plus pier extension. (dolphins with mooring platforms) 200'
- c. Number pipe lines and size:

<u>PRODUCT</u>	<u>NO. PIPE LINES</u>	<u>SIZE</u>	<u>LOADING/DISCHARGE RATE</u>
NSFO	2	22" & 12"	7-10M BBLS/HR
DFM	3	12", 6" & 4"	3-6M BBLS/HR
AVGAS	1	16"	3-5M BBLS/HR
JP5	1	16"	3-7M BBLS/HR
MOGAS	1	12"	3-5M BBLS/HR

- d. 3 Navy Tugs (YTM) are available for docking.
- e. Capacity of storage (BBLS) is over 1 million BBLS.
- f. Berthing can be accomplished on 24 hr basis.
- g. No facilities are available for discharge of ballast or sludge.

15. HANDLING EQUIPMENT

Two portal cranes are available at Rivera Point and Alava Wharf, Subic Bay with capacities of 25 tons and 50 tons respectively.

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a. The 50-ton portal crane is located at the Alava Wharf and has the following lifting characteristics:

- (1) At Min. radius - (Aux. Hoist - Min. radius 61' 4 $\frac{1}{2}$ "; Capacity - 15T; Drift - 148' 11")  
(Main Hoist - Min. radius 55' 0"; capacity - 40T; Drift - 125' 7 3/4")  
(Jib Hoist - Min. radius 108' 3 $\frac{1}{2}$ "; capacity - 5T; Drift - 220' 0"; 50T (without jib extension))
- (2) At Max. radius - (Aux. Hoist - Max. radius 130' 0"; Capacity - 15T; Drift - 103' 0")  
(Main Hoist - Max. radius 115' 0"; Capacity - 50T; Drift 87' 7")  
(Jib Hoist - Max. radius 221' 0"; Capacity - 5T; Drift - 136' 4") 50T (without jib extension))

b. The 25-ton portal crane, located at Rivera Point, has the following lifting characteristics:

- (1) At Min. radius - (Aux. Hoist - Min. radius 78' 11 $\frac{1}{2}$ "; Capacity - 5T; Drift - 165' 0")  
(Main Hoist - Min. radius 40' 0"; Capacity - 25T; (19T w/jib attached)  
Drift - 112' 4")
- (2) At Max. radius - (Aux. Hoist - Min. radius 159' 0"; Capacity - 5T; Drift - 100' 6")  
(Main Hoist - Max. radius 90' 0"; Capacity - 25T; Drift - 85' 0")

c. Floating Cranes: two floating cranes, YD-115 and 191 are operated by SRF, Subic. Capacities are 100 tons and 60 tons, respectively. Characteristics are as follows:

<u>TYPE</u>	<u>HOIST</u>	<u>RADIUS</u>	<u>CAPACITY (TONS)</u>	<u>DRIFT</u>	<u>REMARKS</u>
YD-115	Aux.	67' 0"	15	138' 0" to WL	(At minimum radius)
	Main	55' 0"	100	110' 0" to WL	(At minimum radius)
	Aux.	120' 6"	15	78' 0" to WL	(At maximum radius)
	Main	104' 6"	84	60' 0" to WL	(At maximum radius)
YD-191	Aux.	46' 0"	15	106' 0" to WL	(At minimum radius)
	Main	42' 6"	60	91' 6" to WL	(At minimum radius)
	Aux.	100' 0"	15	59' 6" to WL	(At maximum radius)
	Main	88' 0"	37	52' 6" to WL	(At maximum radius)

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16. SHIPYARDS AND DRYDOCKS

	<u>AFDM-5</u>	<u>ARD-22</u>	<u>AFDL-10 &amp; 11</u>
a. Length	552'	494'	200'
b. Width at entrance	96'	61'	48'
c. Depth over sill	27'	20'	15'
d. Repair Facilities	2-7½ ton cranes	2-5 ton cranes	
e. SRF Subic Bay can accomplish most types of emergency repairs and routine ship overhaul work.			

17. OFFICIALS

	YES	NO
a. U.S. Consul		X
b. U.S. Army		X (except FFD Det. sometimes present) Army Auth in Manila
c. U.S. Navy	X	
d. Quarantine	X	
e. Immigration		X
f. A.B.S. Official		X (available in Manila)

18. LST BEACHING AREAS

- a. Geographical location: ammunition pier, NSD Terminal (two LST's can be beached simultaneously at NSD terminal beach), Leyte Wharf, and two at Cubi bulkhead.
- b. Ramp only.
- c. Deadmen or bollards available: only at ammo pier.
- d. Number of LST's accommodated: six
- e. Dry ramp landing: yes
- f. Are tugs available to assist? Yes
- g. Special hazards or limitations: none

19. GENERAL INFORMATION

- a. This is not a "first port of call". However, Philippine authorities will normally travel to this port to meet commercial carriers at expense of carrier.
- b. Ships may enter this port day or night.
- c. Ships are normally allowed to enter port to discharge general cargo when ammunition destined for next port is part of cargo.
- d. One narrow, two lane road leads from the port and it is limited by hairpin curves.

MSTSFEINST P3170.4 CH-3  
19 January 1966

PORO POINT (SAN FERNANDO BAY)  
PHILIPPINES

Lat.  $16^{\circ}37'N$  Long.  $120^{\circ}18'E$

1. GENERAL DESCRIPTION

Poro Point is located on the southern shores of San Fernando Bay. It is the main commercial port for the city of San Fernando and accommodates a fueling station for the Philippine Naval Patrol. San Fernando Bay is relatively deep harbor with depths of over 10 fathoms along the entrance ranges. Fagg reef, two miles west of the mouth of the harbor and various World War II wrecks are the major navigational hazards.

Poro Point has a sheltered harbor providing off loading capability in all but typhoon weather condition.

2. REFERENCE CHART

- a. H.O. 14246.

3. PILOTS

- a. Pilots are available.
- b. Pilotage is compulsory.
- c. Pilot pick-up point, Lat.  $16^{\circ}38-33N$  Long.  $120^{\circ}17-38E$ .
- d. Pilots work on a rotation assignment from Manila.
- e. Times available - 24 hours.

4. TUGS AND LIGHTERS

There are no tugs or lighters in the port. Tugs can be obtained from Manila if required, however.

5. COMMUNICATIONS

- a. Radio call sign SSB Lepanto (Poro Point) 5174.0 KCS (100KW)(USB).
- b. Times guarded (Zulu hours) working hours unless previously contacted (2300Z - 0900Z)

19 January 1966

6. NAVIGATION

- a. Channel depth - Outer harbor - 112 ft.
  - Inner harbor - 72 ft.
- b. Channel width - 500 yrs at narrowest point.
- c. Harbor depth - Inner 72 ft.
- e. Navigational comments: A range provides good visual reference for entering and exiting.
- f. Navigation buoys: One black buoy, Lat. 16-38-30N, Long. 120-17-59E and one red buoy Lat. 16-38-10N, Long. 120-17-40E mark the entrance to San Fernando Bay.

7. ANCHORAGE CAPACITY

- a. Anchorage in sufficient depths can be taken almost anywhere in the central and southern parts of the harbor. The recommended anchorage is located about 4/5 miles north of pier 2 in about 12 fathoms, sand and clay, good holding ground.
- b. Can accommodate six deep draft vessels.

8. QUARANTINE ANCHORAGE

- a. Lat. 16-37-38N, Long. 120-18-18E.

9. AMMUNITION ANCHORAGE

- a. None - Restricted due to Voice of America Transmitter and USAF Radar Site.

10. MOORING BUOYS

- a. None

11. BUNKERING FACILITIES

- a. Alongside east side pier 2.
- b. 4" line. Discharge rate per hour unknown.
- c. Fuel oil and diesel oil are available.

12. POTABLE WATER

- a. Hydrants at pier 2" line - capacity uncertain, extremely slow.

19 January 1966

13. PIERS

a. Pier 2 located 16-36-41N, 120-17-34E is about 854 feet long, 85 feet wide, and has recently been resurfaced. Both sides of the pier can handle ships up to 540 feet long with a maximum draft of 32 feet, but the east side is usually reserved for the Philippine Navy. The height of deck above mean low water is fourteen (14) feet. There are also lights on this pier.

b. A new concrete pier is being built located in Lat. 16-36-38N, Long. 120-17-53E and at the time of this writing is nearing completion. Wrecks are reportedly blocking its approaches, however, and no statistics have as yet been released on its capabilities.

14. POL FACILITIES

## a. Commercial

## LIST OF BERTHS FOR OCEANGOING TANKERS

<u>Name of Oil Company</u>	<u>Name or No. of Berth</u>	<u>Tank Capacity</u>	<u>Berthing Method</u>	<u>Depth of Berth (MLWS)</u>
Shell	Shipside	24 M BBL	Alongside	35-60 ft
Phil Oil	"	10 M BBL	"	
Esso	"	See Page V-C-5		
Caltex	"	See Page V-C-5		

b. Army, Navy or Air Force - None.

c. Facilities for Discharge of

(1) Ballast or sludge? None

(2) Can berthing be done on 24 hour basis? Yes

15. HANDLING EQUIPMENT

- a. Two mobile cranes of 20 ton capacity are available.
- b. Cargo is handled by trucks.

16. SHIPIARDS AND DRYDOCKS

- a. None

19 January 1966

17. OFFICIALS

	<u>YES</u>	<u>NO</u>
a. US Consul	X	
b. US Army	X	
c. US Navy	X	
d. Quarantine	X	
e. Immigration	X	
f. A. B. S. Officials	X	

18. LST BEACHING AREAS

- a. Location - Lat. 16-36-45N, Long. 120-17-28E.
  - (1) The two rockfilled ramps 235 feet long will accommodate one LST each.
  - b. Deadmen or pollards available - one ramp has, one in process of installation at the time of this writing.
  - c. Number of LSTs accommodated - 2 simultaneously.
  - d. Dry ramp landing ~~Yes~~ Yes.
  - e. Special hazards or limitations - Two World War II wrecks present a problem on approach. Some salvage work has reportedly commenced however.

19. GENERAL INFORMATION

- a. San Fernando Bay is a first port of entry.
- b. Stores and provisions must be requisitioned in Manila. Twenty four hour notice is, thus, required.
- c. Raymond-Morrisen-Knudsen Construction Company maintains a large storage and staging area of construction materials destined for use throughout South East Asia.
- d. This is a day and night port.
- e. The largest ships to be accommodated have been mariners and 15,000 dry bulk carriers.

MSTSFEINST P3170.4 CH-3  
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ESSO

#2 - 3,313,283 ltrs.	Diesel Oil
#3 - 7,545,006 ltrs.	Gasoline, Reg.
#5 - 3,818,414 ltrs.	Ind. Diesel Oil
#6 - 252, 547 ltrs.	Reg. Gasoline
#8 - 1,710,699 ltrs.	Kerosene
#9 - 726, 175 ltrs.	Extra Gasoline

CALTEX

2 - 25,000 bbls	Regular Gasoline
1 - 15,000 bbls	Automotive Diesel Fuel
1 - 15,000 bbls	Industrial Diesel Fuel
1 - 6,500 bbls	Premium Gasoline
1 - 5,000 bbls	Kerosene

DANANG SOUTH VIETNAMLat.  $16^{\circ} 4'N$  Long.  $180^{\circ} 13'E$ 1. GENERAL DESCRIPTION

The city of Danang is the second largest in South Vietnam and the center of commercial shipping for the northern coast region of South Vietnam. The port is the base for a large fishing fleet which constitutes the major industry. There are no large exports. Danang is the only deep-draft port in the I Corps area; consequently all military, USAID and deep draft commercial cargo must enter through Danang.

Danang Bay is located on the east coast of South Vietnam approximately 360 miles north of Saigon. The bay opens to the northeast with a high mountain range on the northwest and a peninsula to the east. The bay is an open roadstead with anchorage depths from 4 to 10 fathoms. The city of Danang lies at the southern extremity of the bay and is accessible via the Song Danang River.

2. REFERENCE CHART

a. HO 2520

3. PILOTS

There are both USN and commercial pilots available at Danang. They are not compulsory but advisable when transiting the river channel. The USN pilots are available 24 hours a day but the commercial pilots are available during daylight hours only. There is no specific pick up point, but they generally board in the anchor area.

4. TUGS AND LIGHTERS

a. U. S. Navy

(1) Tugs: One YTB, 2000 HP; three YTLs, 300 HP; two 450 HP Philippine flag contracted to NSA Danang; two wooden "MIKI" type 1400 HP, assets of AB&T.

(2) Lighters: Three 500 Ton "YC"; five 250 ton "YC"; two YFNB, 1500 ton; numerous LCMs and LCUs. In addition there are four 500 ton barges, one 5000 bbl capacity barge and two LCU type craft, assets of AB&T, which are presently assigned for operations in the I Corps area.

b. Commercial

(1) Tugs: One 650 HP Philippine flag under contract to the commercial port via USAID; one 250 HP steam and two 100 HP diesel, privately owned.

(2) Lighters: The Danang Port has four 150 ton and three 350 ton barges. There are twenty-one 150 ton privately owned barges and four 350 ton barges controlled by USAID.

5. COMMUNICATIONS

U. S. Navy Harbor Common on 2716 KCS twenty-four hours a day. Circuit controlled by "Danang Control". Anchorage assignments are obtained from Harbor Entrance Control. MSTS Representative Danang guards frequency from 0700-2200 daily. There is no CW circuit.

6. NAVIGATION

- a. Channel Depth: Outer harbor: NA  
Inner harbor: 13 feet MLW
- b. Channel width: 200 feet
- c. Harbor depth: Inner: 13 feet (river)  
Outer: 36 feet minimum
- d. Tidal range: Springs 4 feet. Neaps 2½ feet
- e. Harbor Entrance Control Post assigns anchorages in range and bearing from Observation Light. Both are located at 16°07'15"N; 108°13'05"E. Because this light is not named on navigational charts, some ships take bearings on a light on Observation Island which is located at 16°06'53"N; 108°13'20"E. This places the ship very close to shallow water and heavy swells or strong northerly winds could cause the ship to go aground.

7. ANCHORAGE CAPACITY

- a. Inside harbor - none. Outside harbor - approximately 150 ships could be anchored in 6-10 fathoms of water.
- b. Holding ground is very good. There is no protection from weather when wind or seas are from 010° to 050°.

8. ANCHORAGES AND BUOYS

There are no quarantine or ammunition anchorages in Danang; there are also no mooring buoys available.

9. BUNKERING FACILITIES

There are no black oil bunkers available, except from commercial tankers when in port. Diesel fuel is available through Navy stocks and from commercial facilities. Delivery is by coastal size ships.

10. POTABLE WATER

- a. Hydrants at pier: One only
- b. Discharge rate: Six tons per hour
- c. Barges:

(1) One 80 ton barge belongs to the commercial port. Discharge rate 15 tons per hour. Delivery price varies from \$2.00 to \$3.75 U.S. per ton depending on overtime for attending personnel.

(2) Two 45 ton self propelled barges, privately owned. Discharge rate is 20 tons per hour. Delivery price \$2.15 U.S. per ton. They have the advantage of being able to obtain water from a second source, if water available and berth is vacant.

d. Water obtained from the city port is slightly brackish. In the past, water delivered by the commercial port's barge has often been contaminated by salt water and completely unacceptable.

11. PIERS

	<u>Commercial</u>	<u>U.S. Navy</u>
a. Name or number:	Commercial Pier 1 quay wall	Thong Nhat 3 piers, 1 a Delong type
b. Length alongside (feet)	850	600
c. Width (feet)	NA	90
d. Alongside depth (feet)	16	36 MLW
e. Height of deck above MLW (feet)	6	10
f. Lights on pier	yes (poor)	yes
g. There are no rails on the piers, no potable water or bunkers available.		
h. Comments:		

(1) In addition to the above there are two U.S. Navy wooden piers in the river, 300 feet by 40 feet with LST beaching ramps on both sides, 18 feet of water, 6 feet above MLW and lighted. Item g is no.

(2) The three deep draft piers are susceptable to heavy swells during northeast monsoons and because of ship surging are at times unusable.

## 12. POL FACILITIES

a. Commercial facilities: There are no pierside berths for ocean going tankers.

(1) Esso has a total tank capacity of 70,000 barrels which is replenished by T-1 size ships through a submerged 4" pipeline. The farm is located on the western side of Danang outer harbor.

(2) Shell has a total capacity of 100,000 barrels located on the Danang River, south of the city, and is replenished by T-1s at a river quay wall, and through an offshore T-2 mooring with two submerged 8" pipelines which are located in the vicinity of China Beach on the east side of Tien Sha peninsula.

### b. Military Facilities:

Military stowage facilities are at three basic locations, Marble Mountain Air Facility, 41.7M barrels (9.7M barrels stowed in bladders); NAVSUPPACT Danang Northwest Tank Farm, 151M barrels; and U.S. Air Force, 35M barrels. In addition the military leases tanks of 122M barrels from Shell and 70M barrels from Esso. The military has one bottom lay double 4" line located at Red Beach, which is in the southeast corner of Danang harbor, and utilized by T-1 tankers only. A double 12" line for T-5 tankers is under construction in the Red Beach area with BOD of approximately 1 June 1967. All military stowage areas are interconnected with the Shell and Esso stowage and offload facilities through a series of 6 and 8 inch steel pipelines. In addition to the above at least two commercial tankers are stationed in the harbor as floating stowage backup. At present stowage in the Danang area under control of the military is 335M barrels. The discharge rate is determined by the ships' pumping capacity. The capability of the submerged T-2 mooring pipelines has not been put to full test as the ship lays in the mooring and keeps the various farms topped off.

c. There are no facilities for sludge discharge. Mooring at the submerged facilities is a daylight only operation.

13. HANDLING EQUIPMENT

- a. Mobile cranes: Military 30 ton, commercial 10 ton.
- b. Quarry cranes: None
- c. Floating crane: USN YD, 100 ton. 80 foot lift at 100 ton; 135 foot lift at 16 ton.

14. SHIPYARDS AND DRYDOCKS

- a. There are no commercial repair facilities.
- b. U.S. Navy facilities include a 150 ton floating drydock and a limited repair capability designed to support yard craft size boats and craft.

15. OFFICIALS

	<u>Yes</u>	<u>No</u>
a. U.S. Consul	X	
b. U.S. Army	X (RVN advisors only)	
c. U.S. Navy	X	
d. Quarantine Officials	X	
e. Immigration Officials	X	
f. A.B.S. Officials		X

16. LST BEACHING AREAS

## a. Locations

- (1) Tien Sha Beach: There are three ramps, 2 sand and 1 concrete.
- (2) Ferry Pier: Two concrete ramps at the foot of a 40' x 300' wooden pier on the east side of the river, center of the city.
- (3) Museum Ramp: Two concrete ramps located in southern section of the city, west side of the river.
- (4) Bridge Cargo Facility: Two sand ramps at the foot of a 40' x 300' wooden pier located on the west side of the river approximately one mile south of the city.

b. Bollards are available at all sites except the Ferry Pier.

c. Number of LST's accomodated: Nine.

d. All sites are dry ramps.

e. No special hazards.

17. GENERAL INFORMATION

a. First port of entry? Yes.

b. Ammo ships are too large for inner harbor, must anchor in the outer harbor. No restriction for LST's carrying ammunition.

c. No designated ammunition discharge berth.

d. Outer harbor is day and night port. Inner harbor and river may be transited at night with Navy pilot. Civilian pilots will not operate at night.

e. No special harbor rules available.

f. Largest ship handled:

(1) Deep water piers: C-4, USNS ELTINGE

(2) River transit: C2-MAV-1

(3) Outer harbor: 36,000 ton (deadweight) tanker.

DANANG

N

W

E

S

SOUTH CHINA SEA

SHIPS  
ANCHORAGE

DE LONG  
PIERS →

3 LST RAMP

QUAY

COMMERCIAL  
AREA

POL SUBMARINE  
UNLOADING POINT

MSTS

2 LST RAMPS

2 LST RAMPS

2 LST RAMPS

AIRFIELD

TO CHU LAI  
65 MILES

SOUTH CHINA SEA

NOT TO BE USED FOR  
NAVIGATION

NHA TRANG, VIETNAM

Lat. 12-15N; Long. 109-14E

1. GENERAL DESCRIPTION

Nha Trang bay, opening east, is located about 30 miles north of Cam Ranh bay on the east coast of the Republic of Vietnam at latitude 12-15' North, longitude 109-14' East. The bay has an indentation of 3 miles and an entrance width of equal distance. The Song Cai (Riviere de Nha Trang) flows into the bay at the central part of the head, and the town is located on the south side of the river's mouth. The town of Nha Trang has a population exceeding 20,000 and has been renowned as one of the most beautiful sea-side resorts in southeast Asia. Nha Trang is located in Khanh Hoa Province and is the location of the South Vietnamese Naval Academy and Non-commissioned Officer Academy.

There are no facilities for discharging cargo directly at the town of Nha Trang. Commercial ships anchor off the village of Cau Da, just south of Nha Trang and discharge by lighter.

MSTS controlled and chartered ships anchor off the Nha Trang Outport which is located at latitude 12-12. '7 North and 109-12. '9 East.

2. REFERENCE CHART

A. H.O. 6287

3. PILOTS

A. None available.

4. TUGS AND LIGHTERS

A. Tugs: Two light tugs

B. Lighters: Six barges

5. COMMUNICATIONS

A. Harbor Common: 2716 KCS (Nha Trang Control)

B. Tug Control: 16 VHF/FM (Beach Two)

6. NAVIGATIONS

A. Channel depth - Outer harbor - more than 20 fathoms  
Inner harbor - 10 - 15 fathoms

B. Harbor depth - Inner - more than 15 fathoms

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C. Tidal range - Springs - about 6 ft.

D. Approach

Ships entering and leaving Nha Trang Bay normally use the entrance on the north side of the island of Hon Tre. The only problem at night being the numerous fishing boats which crowd the approach. However, they are usually well lighted.

Ships approaching from the north mark Mui Rach Trang light (GP FL (3) 10 sec. 335 ft. 25 M.), Hon Dong Island (about 5 miles northward of the above light), the summit of Mui Nam (marked by a white painted pyramid), the west point of the island of Hon Tre, and a pagoda located on the northeast side of the town of Nha Trang. Ships entering Nha Trang Bay from the North should take care to avoid Grand Banc which extends about 2 miles eastward from Mui Khega.

Ships approaching from the south mark Mui Rach Trang light, the island of Hon Mung (2.3 miles southwestward of Rach Trang light), Mui Chut light (reported extinguished), the island of Hon Mot on the west side of the south entrance channel and the white pyramid at the summit of Mui Nam. Ships entering from the south should take care to avoid Rovke du lion (2 fathoms).

## 7. ANCHORAGES

Anchorages are assigned to MSTS controlled and chartered ships by MSTS REP Nha Trang via 2716KCS VOICE(AM) (Voice call Nha Trang control). Upon entering Nha Trang Bay ships may be challenged by voice (2716KCS-Voice call CONTROL POST) or by flashing light. Ships are to reply promptly with ship's name and call sign. Failure to do so could result in the ship being fired on.

The following list comprises the anchorage plan for Nha Trang Bay as derived from Hydrographic Navigational Summary # 12/66, H.O. Chart # 6287, 1st edition.

ANCHORAGE	TRUE BEARING FROM MUI CHUT LIGHT	RANGE FROM MUI CHUT LIGHT
ALFA 1	124.5 Degrees	2350 Yards
ALFA 2	120 Degrees	1800 Yards
ALFA 3	118 Degrees	1250 Yards
ALFA 4	095 Degrees	750 Yards
BRAVO 1	114.5 Degrees	4400 Yards
BRAVO 2	109.5 Degrees	3650 Yards
BRAVO 3	103.1 Degrees	2950 Yards
BRAVO 4	096 Degrees	2500 Yards
BRAVO 5	085.5 Degrees	2075 Yards
BRAVO 6	045 Degrees	1600 Yards
BRAVO 7	021 Degrees	1750 Yards

CHARLIE 1	110.5	Degrees	4950 Yards
CHARLIE 2	106	Degrees	4200 Yards
CHARLIE 3	099.5	Degrees	3525 Yards
CHARLIE 4	069.5	Degrees	2250 Yards
CHARLIE 5	054.5	Degrees	2100 Yards
CHARLIE 6	035.5	Degrees	2100 Yards
DELTA 1	002	Degrees	2150 Yards
DELTA 2	001	Degrees	3150 Yards
DELTA 3	000.5	Degrees	4100 Yards
DELTA 4	014.5	Degrees	4250 Yards
DELTA 5	018	Degrees	3275 Yards
DELTA 6	115	Degrees	5675 Yards
DELTA 7	117.5	Degrees	6600 Yards
ECHO 1	138	Degrees	4075 Yards
ECHO 2	138.5	Degrees	3475 Yards
ECHO 3	148	Degrees	3550 Yards
ECHO 4	154.5	Degrees	3950 Yards
ECHO 5	160	Degrees	4800 Yards
ECHO 6	154.5	Degrees	5200 Yards
ECHO 7	151	Degrees	5700 Yards
ECHO 8	147.5	Degrees	6200 Yards

8. QUARANTINE ANCHORAGE

A. There is no quarantine anchorage in Nha Trang. Pratique is not required.

9. AMMUNITION ANCHORAGE

A. No specific anchorages assigned.

10. MOORING BUOYS

A. None.

11. BUNKERING FACILITIES

A. None.

12. POTABLE WATER

A. None.

13. PIERS

- A. Name or number: Commercial Pier
- B. Length alongside: 70 ft.
- C. Width (feet): 25 ft.

- D. Alongside depth: 14 ft.
- E. Height of deck above MLW (feet):
- F. Lights on pier: None.
- G. Rails on pier: None.
- H. Potable water available: None.
- I. Bunkers: None.
- J. Comments: MSTS interest ships normally make no use of this facility.

14. POL FACILITIES

- A. None.

15. CARGO OPERATIONS

Cargo carried by MSTS controlled or chartered vessels is discharged to the Nha Trang Outport barge pier via barge. The Alaska Barge and Transport Company is under contract to MSTS to operate the Nha Trang Outport. This includes furnishing stevedores, tugs, barges, forklifts, etc. The authority to direct Alaska Barge and Transport Cargo operations in Nha Trang has been vested in Major Brewer the directing officer for the outport.

By copy of this notice masters of all USNS, GAA Time Chartered, and Space Chartered ships are requested to open hatches and rig booms for discharge. This will expedite discharge of ships in Nha Trang. It is realized that weather and emergency operations may make this procedure inadvisable at times.

Nung guards and Army checkers will board the ship during its stay in Nha Trang in order to provide physical security and cargo documentation. A letter will be issued authorizing the messing and berthing of these personnel.

Reports of damage should be delivered to the MSTS Representative 12 hours prior to sailing in order to allow time for proper investigation of the damage.

Normally, ship's holds will be cleaned by AB&T stevedores. Three copies of import deck logs covering time in port Nha Trang will be given to MSTS REP Nha Trang by masters of ships other than GAA or USNS.

16. OFFICIALS

A. U.S. Consul	YES
B. U.S. Army	YES
C. U.S. Navy	YES
D. Quarantine Officials	NO
E. Immigration Officials	NO
F. A.B.S. Officials	NO

17. LST BEACHING AREAS

- A. Location: South part of bay 12-13N; 109-12.2E.
- B. Deadmen or pollards available: 6 bitts on the beach.
- C. Number of LSTs accommodated: Unlimited.
- D. Special hazards or limitations: Small sand bar caused by LCM/ LCU craft to maintain beach position with engines. This causes no trouble if ship beaches at 2/3 speed. Lower speeds may result in a wet ramp and possible broaching.

18. GENERAL INFORMATION

A. A small amount of fresh vegetables may be obtained through ships' agents. USNS ships may obtain a limited amount of provisions through U.S. Army facilities at Nha Trang. Ships in dire need of electronic repairs may receive assistance on a reimbursable basis from armed forces personnel stationed at Nha Trang. MSTSREP Nha Trang will arrange this service.

B. There are three commercial shipping agents in Nha Trang - An Lac Cong Ty, Hai Van Khanh Hoa and Transmar.

C. LSTs which have beached more than once previously may be asked to make a night beaching to gain more time for cargo operations. This is done at high tide. During the day the beaching marker is a red flag. At night two large red colored kerosene lanterns are used.

D. Mail for all MSTS chartered and operated ships is picked up from APO 96240 daily by MSTS REP Nha Trang. It is the responsibility of commercial agents to make delivery to ships.

E. An LCM liberty launch is maintained at Nha Trang for liberty service to the crews of USNS and GAA ships in port Nha Trang. LCM liberty launch service is available to MSTS chartered and American flag merchant ships on a reimbursable basis.

WHA TRADE

WHA TRADE

WHA TRADE

WHA TRADE

NOT TO BE USED FOR  
NAVIGATION

9 APR 1965

SAIGON, SOUTH VIETNAM

Lat. 10-46N; Long. 106-42E

1. GENERAL DESCRIPTION

Saigon, the largest port of Indo-China, lies on the western bank of the "Riviere de Saigon" 46 miles inland from the South China Sea in South Vietnam, the southeastern most political division of Vietnam in Indo-China. With adjacent Cholon, an industrial center of primarily Chinese population, Saigon forms the largest urban area in Indo-China. The city reflects its many years under French rule by the European atmosphere of the town's layout. Saigon is within the Southern Delta region and an area of large rice production.

Saigon is located in Cochinchina, one of three areas comprising the new State of Vietnam. Taxis are available throughout the city of Saigon. In addition, there are a great number of motorcycle cabs and pedal-cycle cabs. Buses and street cars, even though available, are not recommended. ALUSNA or Headquarters Support Activity will provide current regulations concerning curfew hours and other restrictions.

Sporting facilities in Saigon are as follows: Golf - Saigon Golf Club (Private); Tennis - Cercle Sportif Club (Private); Swimming - Cercle Sportif Club (Private). Courtesy cards of admission may be provided by ALUSNA as available. Sports for spectators include soccer, rugby and bicycle races.

Movie theaters and good restaurants are available. In restaurants a 10% service charge and 1% tax are added to all bills, but in addition, it is customary to leave a Piastre or two for apprentice or low-echelon waiters who serve you.

The custom at Saigon is to have a siesta period each day from 1200 to 1500 and many places of business are closed during that period.

Film development facilities are available and work can be done in two days. Vietnamese language is spoken throughout the city and many people understand French. Local clothes-cleaning facilities are not considered dependable.

U.S. Government (military) communications are available at the Headquarters Support Activity. Commercial radio communication to any part of the world exists at the Post-Telephone and Telegraph Company. MATS makes frequent stops at Saigon, and arrangements for mail service may possibly be made through that command.

Church services include both Protestant and Catholic. A French Protestant Church is located at 2 Blvd Norodom where services in English are conducted each Sunday at 1100 by American missionaries.

2. REFERENCE CHART

- a. U.S.H.O. 3269, 3150
- b. U.S.H.O. 3268, Eastern approaches to Riviere de Saigon (June 1962).

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**3. PILOTS**

- a. Pilotage is compulsory. ETA at Cape St. Jacques and expected maximum draft in fresh water should be relayed to ship's agent or "Pilotage Saigon" 24 hours prior arrival via "XVS".
- b. Pilot pick-up point is Cape St. Jacques Pilot Station (Cocotiers Bay) approximately in 10-20N, 107-03E.
- c. Night transits normally will not be made.

**4. TUGS AND LIGHTERS**

- a. There are several tugs available. (300/400 HP).
- b. 124 lighters 50 to 250 tons each.

**5. COMMUNICATIONS**

- a. Radio call sign - "XVS", 468 KCS (A1), 8,352 KCS (A1).
- b. Voice call sign - none.
- c. Time guarded - continuous on 500 KCS.  
13042 1730-1830 (GCT)  
17146 0900-1000 (GCT)

**6. NAVIGATION**

- a. Voice call sign - Hotel Foxtrot Whiskey Tango 03; cont 4150 KCS, (GW)
- b. Voice call sign - Sierra Charlie, cont on 2716 KCS (voice)  
a. Channel depth - 30' (at Spring high water).  
b. Harbor depth - 30' to 50'  
c. Tidal range - Springs: 13' Neaps: 11'  
d. Navigational hazards - the east bend limits the length of ships to 725 ft. - marked PTE DEL'EST on ref. chart H.O. 3150 at 10-50N; 106-45E

**7. ANCHORAGE CAPACITY**

None

**8. QUARANTINE ANCHORAGE**

- a. Cape St. Jacques Pilot Station.

**9. AMMUNITION ANCHORAGE**

- a. At Nha Be (Lat. 10-41N; Long. 106-45E)

**10. MOORING BUOYS**

- a. Sufficient buoys for 12 large ships in depths from 30 ft - 50 ft. Usually moor fore and aft.

**11. BUNKERING FACILITIES**

- a. Barge - available but expensive.
- b. Alongside POL facilities located at Nha Be.

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12. POTABLE WATER

- a. By barge.
- b. Alongside (Recommend water be treated.)

13. PIERS

Name or Number	(Private) <u>M and M</u>	(Public) <u>KHANH-HOI</u>
Length (Usable)	1403 ft	4032 ft
Width	---	---
Alongside Depth	24-31 ft	5-30 ft
Height of dock above MLW	8 ft	8 ft
Lights on pier	yes	yes
Rails on pier	No	Yes
Potable water available	Yes	Yes
Bunkers	No	No

NOTE: At Pier "B" in the Military Port a 673 ft ship has been moored alongside.

14. POL FACILITIES

No information.

15. HANDLING EQUIPMENT

- a. Two 6-ton electric cranes reported in good condition. There are also six additional smaller electric cranes, and some 20-ton mobile truck mounted cranes
- b. Floating cranes
  - One 45-ton steam powered crane.
  - One 25-ton diesel powered crane.
  - One 20-ton diesel powered crane.

16. SHIPYARDS AND DRYDOCKS

- a. The former French Naval Base (Military Port Section) is now run by the Vietnamese Navy. (2 Dry Docks - largest 520 ft (L), 68 ft (W), 27 ft (D).)

17. LST BEACHING AREAS

- a. LST discharge facilities are available at the Vietnamese Navy Yard in Saigon.

18. OFFICIALS

	YES	NO
a. U.S. Consul	X	
b. U.S. Army	X	
c. U.S. Navy	X	
d. U.S. Air Force	X	

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18. OFFICIALS (Cont'd)

- e. Quarantine Officials
- f. Immigration Officials
- g. A.B.S. Officials

YES	NO
X	
X	
X	

19. GENERAL INFORMATION

- a. The largest ship to be accommodated - 690' length.
- b. Transhipment of explosives should not be considered from this area. Storage facilities are not available.
- c. Daytime port for entry, exit.
- d. This is a "First Port of Entry."
- e. During the rainy season (April-September) the river current reaches about 4 knots.
- f. Customs inspection ashore at Saigon is very strict.
- g. Garbage disposal into the river is forbidden; garbage has to be unloaded onto Vietnamese Army trucks, stevedores providing labor on board.

CAM RANH BAY SOUTH VIETNAM

Lat. 11-53N Long. 109-11E

1. GENERAL DESCRIPTION

Cam Ranh Bay is a fine deep water harbor surrounded by land with a wide entrance to the south. The bay indents northwestward for about 8 miles from the entrance, which is formed by Tagne Island and Hon Chut. The middle part of the bay is narrowed to about 0.7 miles in breadth by the capes of Mui Hon Lan on the East, and Mui Sopt on the West. The inner part of the bay extends in the north and southwest directions for about 10 miles. The entrance channel, south of Mui Hon Lon, is called the Great Pass—"Grande Passe", and a small bay on the west of a line joining Mui Hon Lan and Tagne Island is named Bin-Ba Bay. The main part of Cam Ranh Bay is the area northwest of a line drawn from Mui Hon Lan to Mui Sopt.

Cam Ranh Bay has long been known for its deep water harbor. In May of 1905, during the Russo-Japanese War, the Baltic Fleet of the Russian Navy harbored at Cam Ranh Bay for several weeks before sailing to Tsushima Kaikyo. Until recently however, the bay has had only limited use commercially, as a fishing port for the small villages of the area. The Bay has been highly developed for military use, and is now accessible to land transportation by newly blacktopped roads.

2. REFERENCE CHART

- a. HO 2565 3rd Edition, 22 NOV 1965, Revised 10 OCT 1966.

3. PILOTS

Pilots are available upon request for berthing only. They are not compulsory, but if used, pick up point is off piers.

4. TUGS AND LIGHTERS

- a. Tugs: There are 3 U.S. Army LT tugs (1200 HP), Nos. 454, 1940 and 1977 and 3 U.S. Army ST tugs (600 HP), Nos. 1978, 2106 and 2107. LT 454 is operated under contract by the Vinnell Corporation. In addition, the Alaska Barge and Transport Co. operates tugs at Cam Ranh Bay primarily for barge operation both in the harbor and intra-complex movements.

- b. Lighters: There are 16 U.S. Army BC barges 570-585 L/T capacity. Used for both in the harbor and coastal movements. There are also 12 LCUs, 12 - LCM(8's), 140 - LARCV and 4 LARC LX. In addition, AB&T uses barges for intra-complex movement of cargo.

5. COMMUNICATIONS

a. There is no Radio Call Sign at present. Anticipate capability on 2738 KCS and 500 KCS under project Bow Line by September 1967.

b. The Voice Call Sign is Port Control Cam Ranh KCS 2716. Times guarded (Zulu hours) continuous by Harbor Master.

6. NAVIGATION

a. Channel depth for the Inner harbor is 6-8 fms. and in the outer harbor 11-15 fms.

b. Channel width is 1100 yds.

c. Harbor depth for the Inner harbor and the outer harbor is the same 5-10 fms.

d. Navigational Comments: Cam Ranh Bay and approaches were surveyed by USS MAURY (AGS-16) and USS SERRANO (AGS-24) in DEC 65 and JAN 66. The latest HO 2565 held is the 3rd Ed. NOV 65; revised OCT 66.

7. ANCHORAGE CAPACITY

a. Anchorages have been assigned by the Oceanographic Office. The Harbor Master will give anchorages in range and bearing also. The inner harbor is used for vessels awaiting berth and the outer for discharging in the stream.

b. The bottom of the harbor is mostly sand and the holding characteristics are generally good. Ships are also afforded good protection from the weather.

8. QUARANTINE ANCHORAGE

As this is not a "first port of entry", Vietnamese authorities have not established quarantine anchorages as yet.

9. AMMUNITION ANCHORAGE

Ammunition ships are either discharged at Pier 5 or in the Southern part of the Outer Harbor (BAIE de BINH BA).

10. MOORING BUOYS

There are 4 mooring buoys which are used for small craft only. These buoys cannot be used for cargo operations.

11. BUNKERING FACILITIES

Generally there are no bunkers available in Cam Ranh but when a Shell Contract Tanker is in port arrangements have been made. Emergency bunkers may be obtained from other ships in port. The diesel line at Pier 3 is for the use of the Vietnamese Navy.

12. POTABLE WATER

Pier 3 has a line that is used for LSTs and Harbor Craft. The delivery rate varies according to the amount of water in the Vietnamese reservoir from which this line is fed. There is also one 50 ton water barge available which can deliver approximately 200 tons of water a day. It is advised that 2 more will become available in April.

13. PIERS

There is a total of 5 piers and one POL jetty at Cam Ranh. There are lights but no rails on the piers. The ammunition pier is pier number 5 and is situated approximately 3 kilometers from pier number 4 and 2.5 kilometers from the POL jetty. The following statistics show the length, width and type of each pier:

Pier # 1	600' x 80'	De Long
Pier # 2	370' x 90'	De Long
Pier # 3	500' x 51'	MAP Constructed
Pier # 4	600' x 80'	De Long
Pier # 5	420' x 120'	De Long (Ammo pier)

14. POL FACILITIES

a. Berths/anchorages (see paragraph 7).

b. There is a total of three tank farms in Cam Ranh. Two of the tank farms are U.S. Army operated, the other is used by the U.S. Air Force. There are two pipelines which are 6" in diameter and have a discharge/load rate of 1200 BBLS per hour per line. A length of 630' and draft of 32' is the limiting size of a ship.

(1) Army Tank Farm # 1	204,000 BBLS Capacity 19 - 10,000 BBL tanks for MOGAS 8 - 3,000 BBL tanks for Diesel
(2) Army Tank Farm # 2	172,000 BBLS Capacity 14 - 10,000 BBL tanks for JP-4 3 - 3,000 BBL tanks for JP-4 2 - 10,000 BBL tanks for AVGAS 1 - 3,000 BBL tank for AVGAS
(3) Air Force Tank Farm	56,000 BBLS Capacity 4 - 10,000 BBL tanks for JP-4 1 - 10,000 BBL tank for AVGAS 1 - 3,000 BBL tank for MOGAS 1 - 3,000 BBL tank for Diesel

15. HANDLING EQUIPMENT

- a. South Beach has one large 200 ton mobile crane used by RMK for discharging barges.
- b. The U.S. Army has two 100 ton and one 60 ton floating cranes. AB&T has several mobile cranes.
- c. There are no shipyards or drydocks.

16. OFFICIALS

	<u>YES</u>	<u>NO</u>
a. U.S. Consul		X
b. U.S. Army	X	
c. U.S. Navy	X	
d. Quarantine Officials		X
e. Immigration Officials	X	
f. A.B.S. Officials	X	

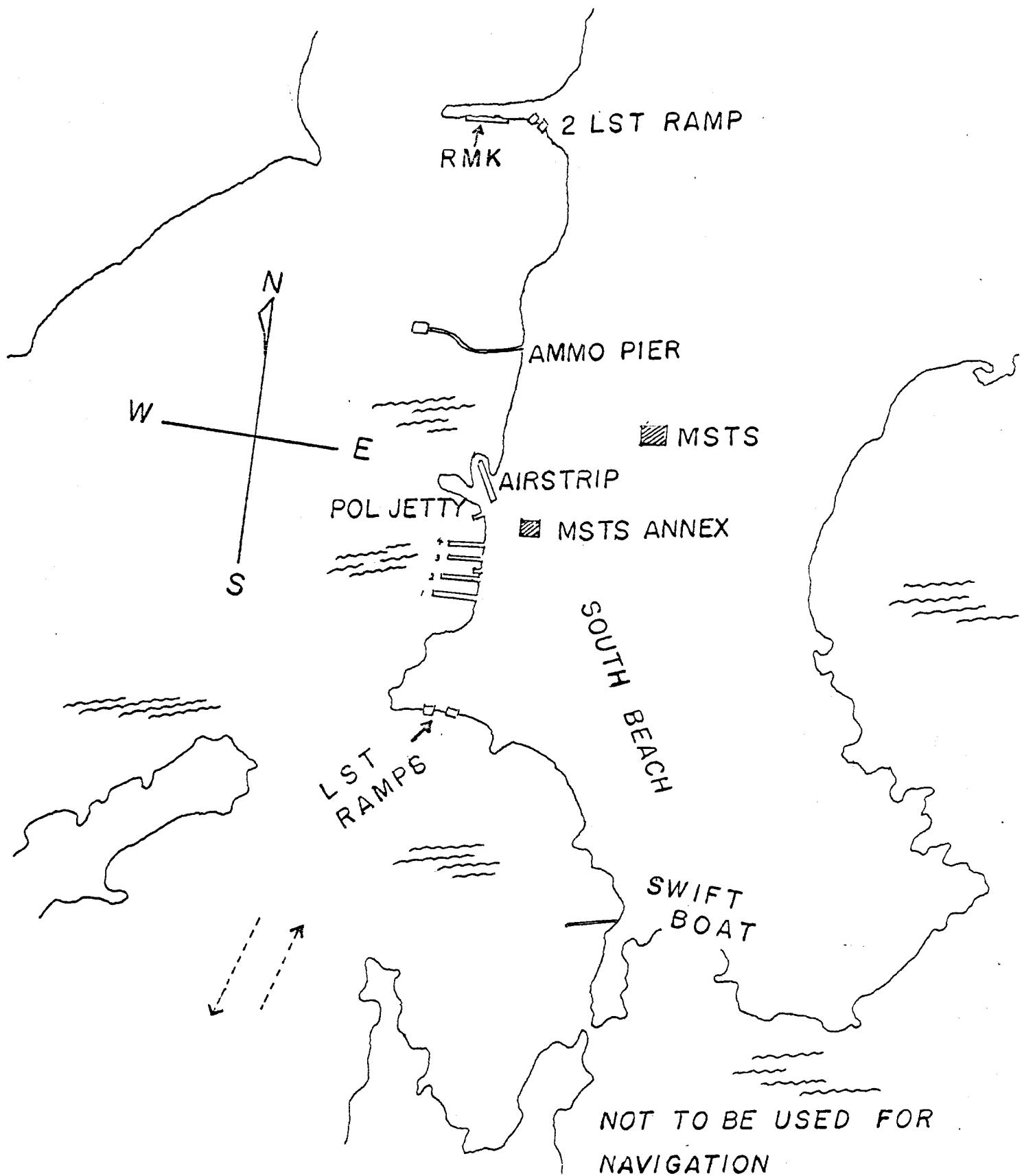
17. LST BEACHING AREAS

Cam Ranh Bay has five LST beaching sites, three at South Beach and two near the RMK complex. Two sites at South Beach are concrete the rest are sand ramps. Deadmen and bollards are available and there are no special hazards or limitations.

18. GENERAL INFORMATION

This is not a first port of entry but it is accessible during the day and night. Special port/harbor rules are available. The largest ships to be accommodated in this port are C-4s at the piers and T-5 tankers at the POL pier. Berthing is usually done during the daylight hours.

# CAM RANH BAY



QUI NHON SOUTH VIETNAM

Lat.  $13^{\circ}46'20''N$  Long.  $109^{\circ}14'45''E$

1. GENERAL DESCRIPTION

The port of Qui Nhon is located on the South China Sea on the east coast of Vietnam. It lies on the extremity of a neck of land which extends eastward from the mainland forming the southern boundary of the bay of Qui Nhon.

The approach to the harbor is between Cap de Hirondelles (Mui Yen), a high bluff headland  $4\frac{1}{2}$  miles northeastward of Hon Dat, and the shore westward between which is a large bight. The harbor in relation to the city of Qui Nhon is located on the east side at the mouth of Qui Nhon Bay. This bay has a dredged channel leading to the inner harbor which is buoyed but uncharted; inside the inner harbor is Qui Nhon Pier, a U.S. Army installation, where up to six merchant vessels are discharged. There are also several anchorages available but these are not specifically designated.

The Qui Nhon area may be divided into two approximately equal parts along an arbitrary east-west line slightly north of the latitude of Qui Nhon. South of this line, the land forms consist almost entirely of low mountains which are continuous with the mountains in the interior beyond the limits of the area.

North of the line, the area includes an extensive delta plain which grades from level plains near the coast through undulating plains to rolling plains in the interior.

The city has no industry of any significance. Fishing and farming provide the main occupation, and the city serves as a market place for the surrounding area.

2. REFERENCE CHART

HO Chart 3154, 3rd edition. This chart is based on information obtained in 1926 and reliability is considered to be poor.

3. PILOTS

a. Two U.S. Army pilots and one Vietnamese Navy pilot are available.

b. Pilots are compulsory for MSTS interest ships entering the inner harbor with the exception of tankers and LST's.

c. Pilots will be made available by the harbormaster for transiting the inner harbor to berths or anchorages as they become available. Ships will not enter the inner harbor unless so designated.

d. Pilots will board ships in the outer harbor anchorage. Vessels will be advised of the pilots' intended arrival time. It is requested that the anchor be hoisted in to short stay. Pilots will not board to take ships to their anchorage upon arrival.

4. TUGS AND LIGHTERS

a. Tugs

(1) One 1000 HP tug PIUTE operated by Alaska Barge and Transport Company.

(2) Two 600 HP U.S. Army tugs.

b. Lighters

(1) 12 Barge - 60's 60 tons

(2) 3 LCU's at 150 tons and 45 LCM-8's at 60 tons

5. COMMUNICATIONS

a. Voice calls only, call sign MSTS Qui Nhon - 2716 KCS

b. Times guarded - 24 hours/day

6. NAVIGATION

a. Channel depth - Outer harbor - 28 feet at Low Low Water  
Inner harbor - 30 feet at Low Low Water

b. Channel width - The approach channel has been dredged to a depth of 24 feet, width 400 feet; the western half of this channel has been dredged to 28 feet, width 185 feet.

c. Harbor depth - Outer harbor - Generally 30 to 38 feet; inner harbor - dredged to 30 feet at low low water; undredged areas have not been accurately determined but are generally unsafe for navigation by any except extremely shallow draft ships.

d. Tidal Range - Springs 6.2 feet; Neaps .3 feet.

e. Navigational Comments: The approach channel is marked by three sets of ranges which define the outer limits and the center of the dredged channel, this range bears 348° entering the channel and 168° exiting. Numerous buoys have been installed but not accurately charted, nor do they mark the channel explicitly upon date of this publication. There are few accurately charted aids to navigation; the light on Point Sud is one prominent landmark (a 34" westerly, 5" northerly correction must be applied to Japanese charts), and the spire of a Catholic church is charted on some charts.

7. ANCHORAGE CAPACITY

At the time of this printing, no inner harbor anchorages are in use. The outer harbor has 32 assigned anchorages, but only 26 are normally in use.

8. QUARANTINE ANCHORAGE

There is no designated quarantine anchorage.

9. AMMUNITION ANCHORAGE

Ammunition anchorages are not specifically designated but will be assigned on an individual basis by the harbormaster and the latitude and longitude can be obtained from the U. S. Navy Harbor Surveillance Unit (call sign: FLASHY FOUR).

10. MOORING BUOYS

None installed at this printing for MSTS interest ships, but it is expected that mooring buoys may be installed in the future.

11. BUNKERING FACILITIES

No bunkering facilities exist at this port, except for diesel fuel, (in limited quantity).

12. POTABLE WATER

One 60 ton water barge is available through the local agent, but this water is not potable. The price of water varies but is expected to be about 350 piastres per ton. The pumping rate is not known. Water is not available from military sources.

13. PIERS AND GENERAL CARGO

- a. Qui Nhon Pier, built by DeLong Corporation.
- b. Length alongside - 1200 feet
- c. Width - 80 feet
- d. Alongside depth - 28 feet
- e. Height of deck above MLW 12 ft.
- f. Lights on pier - Yes
- g. Rails on pier - No
- h. Potable water available - No
- i. Bunkers - None
- j. Comments: There are two small commercial piers, one known as "Commercial Pier" is used occasionally for tanker discharge. The other, "Fish Pier" is too small to accommodate anything but junks or sampans. The MSTS floating liberty landing is located at the "Fish Pier."

14. POL FACILITIES

## a. Commercial

Name of oil Company	Name of berth	Tank Capacity	Berthing Method	Depth of berth (MLWS)
(1) ESSO	Commercial Pier	47,500 BBLS	Alongside	22 feet
(2) ESSO	Inner harbor dolphin	47,500 BBLS	Buoy and dolphin	28 feet

## b. U. S. Army

Berth	Tank Capacity	Number of Pipelines and size	Discharging Rate	Limiting size of vessel
(1) Outer harbor POL Line	Two tank farms, 66,000 BBLS and 46,000 BBLS respectively	One 4" line	300 BBLS/hr	T1 tankers only, depth of water 24 feet, not suit- able during monsoon season due to being in an open roadstead

(2) New inner harbor POL Line	Same as above	Temporarily two 4" lines discharging into one 8" line	Expected to be 5600 BBLS/hr when completed	T2 tankers not to exceed 28 foot draft
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## c. Facilities for discharge

- (1) Ballast or sludge: None
- (2) Can berthing be done on a 24 hour basis? Yes except at the Commercial Pier which can only be used from dusk until dawn.

15. HANDLING EQUIPMENT

- a. Mobile cranes - 40 ton
- b. Quarry cranes - None
- c. Floating cranes - One, U. S. Army heavy lift floating crane BD type, 60 long ton capacity, maximum vertical lift is approximately 110 feet. A 100 ton crane is expected to be delivered on 13 March 1967.

16. SHIPIARDS AND DRYDOCKS

None.

17. OFFICIALS

	<u>YES</u>	<u>NO</u>
a. U.S. Consul		X
b. U.S. Army	X	
c. U.S. Navy	X	
d. Quarantine Officials		X
e. Immigration Officials		X
f. ABS Officials		X

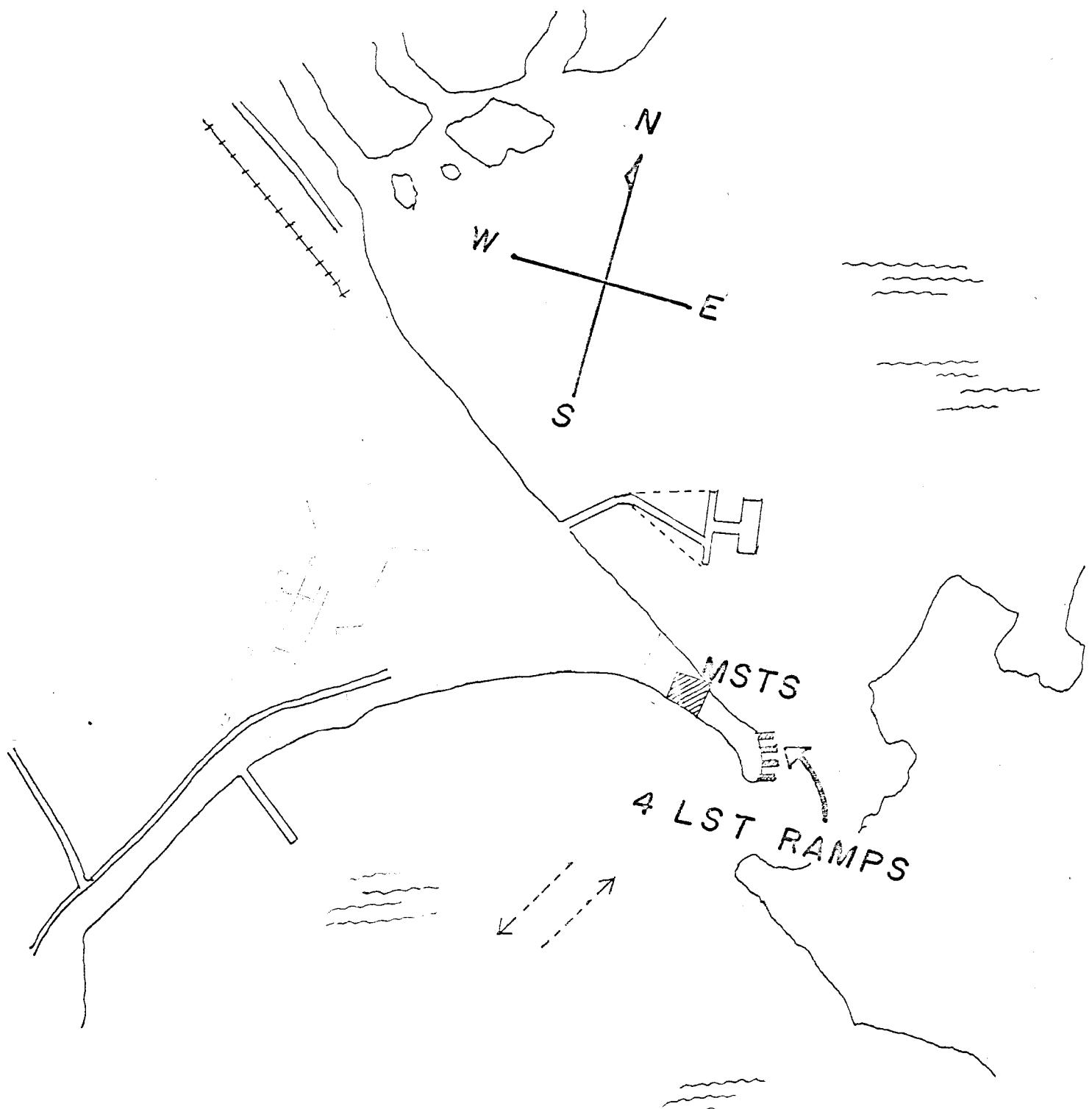
18. LST BEACHING AREAS

- a. Location: Latitude 13° 46' 08" N, Longitude 109° 14' 13" E.
- b. Deadmen or bollards available: 5 deadmen.
- c. Number of LSTs accommodated: Up to 5, bulldozers and crawler cranes utilized as mooring points.
- d. Dry ramp landing: Yes.
- e. Special hazards or limitations: LSTs moor on the beach at an angle of about 90° to the current, they must keep the engines at half or full ahead to stay on the beach. During the monsoon season the current frequently ebbs at 10 knots and the LSTs are particularly vulnerable to broaching.

19. GENERAL INFORMATION

- a. This is a first port of entry.
- b. Ships carrying ammunition, except in small lots, are not allowed to enter the inner harbor, LSTs are excepted.
- c. Ammunition discharge berth: LST Beach, and those anchorages designated by the harbormaster.
- d. At the time of this printing the inner harbor is for day entry only. Lighted buoys have been installed but not charted, and the accuracy of their location is questionable. The outer harbor may be entered at day or night, anchorages will be assigned by the harbormaster, and the coordinates provided by FLASHY FOUR.
- e. There are no special harbor rules available at this time, but the port commander is in the process of drafting regulations. The Officer in Charge, MSTS Unit, Qui Nhon provides a port information guide to all MSTS interest ships upon the day of arrival.
- f. What is the largest ship to accommodated in this port? Troop transports have anchored in the outer harbor but have never entered into the inner harbor. Jumboized liberty ships, C-4s, T-2 tankers, Sea Train Line ships, and Lykes Line ships have entered the inner harbor.

QUI NHON



NOT TO BE USED FOR  
NAVIGATION

9 APR 1965

HONG KONG

Lat. 22-18N Long. 114-11E

1. GENERAL DESCRIPTION

Hong Kong is a British Crown Colony on the South China Coast at the east side of the Canton River (Chu Kong) Estuary. To the north the island after which it is named is separated from the mainland by a strait which comprises the harbor. Hong Kong Harbor has a length of about 6 miles in an east-west direction and a width of about 1 mile.

Hong Kong Island and the Kowloon peninsula were ceded to Great Britain by China in 1842. Victoria, the capital of the Colony, lies on the north coast of the island and on the mainland to the north lies the twin city of Kowloon. Neighboring islands and an area of mainland beyond Kowloon known as the New Territories (365.7 sq. miles) comprise the rest of the colony and a population of over 3,000,000.

Hong Kong is in a competitive situation with Macau, a Portuguese settlement about 40 miles to the northwest.

2. REFERENCE CHART

- a. H.O. 1254, 2220, 2221
- b. Admiralty Chart 1466

3. PILOTS

- a. Pilots are available day and night but are not compulsory.
- b. Pilot pick-up points:
  - Eastern entrance: About 3/4 mile seaward of Lei Wue Mun, 22-16.8N; 114-14.9E
  - Western entrance: About 3/4 mile seaward of Sulphur Channel, 22-16.5N; 114-06.0E

4. TUGS AND LIGHTERS

- a. Tugs: 7 diesel tugs ranging from 320 BHP to 133 BHP. One 1,500 IHP ocean going tug. 7 steam tugs ranging from 1,300 IHP to 200 IHP. One 1,500 IHP ocean going salvage ship. Several auxiliary towing launches.
- b. Lighters: General Cargo - sixty-three 50 to 280 ton capacity steel barges, fifty-five 50 to 280 ton capacity wooden barges.

Dangerous cargo - nineteen 100 ton capacity steel barges, twenty-nine 50 to 280 ton capacity steel barges.

5. COMMUNICATIONS

- a. Radio call sign "VICTOR PAPA SIERRA" 500 KCS
- b. Voice call sign - none
- c. Time guarded - 24 hours

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d. Wanglan lighthouse and signal station is fitted with a radio telephone which enables information on all vessels sighted in the eastern approaches to be passed to the marine department and to ship's agents. There are three other signal stations within the harbor also manned on a 24-hour basis.

#### 6. NAVIGATION

- a. Channel depth (LLW): Eastern channel (Lei Yue Mun) 36'  
Western channel (Sulphur Channel) 28'
- b. Channel width: Eastern channel, 1200'  
Western channel, 1200'
- c. Harbor depth: 36' (minimum)
- d. Tidal range: Springs 8' (maximum); Neaps 2'6" (max.)
- e. Comments:
  - (1) There are no unmarked harbor hazards.
  - (2) Navigational aids are good.

#### 7. ANCHORAGE CAPACITY

- a. The anchorage areas and their limits are indicated on the reference charts.

#### 8. QUARANTINE ANCHORAGE

- a. Anchorages are available close to both entrances.  
East entrance: Lat. 22-18N; Long. 114-12E  
West entrance: Lat. 22-19N; Long. 114-08E
- b. The port health officer will board vessels at these anchorages between the hours of 0600 and 2400. Radio free pratique may be obtained by vessels arriving from non-infected ports.
- c. The immigration officer will board vessels between the hours of 0600 and 2400.

#### 9. AMMUNITION ANCHORAGE

- a. An ammunition anchorage is located at each entrance.  
Eastern entrance: East side of Kowloon Bay, 22-18N; 114-13.5E  
Western entrance: Just south of quarantine anchorage.

#### 10. MOORING BUOYS

- a. The Government Marine Department maintains 52 mooring buoys for hire, 29 being suitable for vessels up to 600 feet in length and 23 for vessels up to 450 feet in length. 25 of the former and 8 of the latter are approved for use during typhoons.
- b. Type: Cement - clump anchored.
- c. Water depth: 22 feet to 36 feet.
- d. Location: Arranged in line in the inner harbor.
- e. 48 hour advance booking is required for hire of mooring buoy.

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11. BUNKERING FACILITIES

- a. Fuel oil for commercial bunkering is supplied by three major oil companies who also provide berthing facilities. Delivery can be made by port oiler to any berth in the harbor.
- b. Delivery rate is 600 tons/hr at wharf and 350 tons/hr by lighter.
- c. Alongside bunkers from the pier may be obtained at the berths listed under 14 (POL FACILITIES).

12. POTABLE WATER

- a. Potable water drawn from Government reservoirs is available from two water boat companies at \$2.55 per ton.

13. PIERS

Company	Site	Berths	Length	Depth	Berth
Hongkong & Kowloon Wharf & Godown Co. Ltd.	Kowloon	(10)	750'	32'	Vessel's gear must be used for loading & discharging. Rail trolleys are used from ship's side to godown. Appliance for wharf use only include: 9x15 ton portal cranes 5x15 ton track cranes 4x10 ton mobile cranes 9x1½ ton wall cranes 6x2 ton cargo lifts Numerous small mobile cranes & forklifts of 1 to 3 tons, pallet carriers etc.
West Point	(2)	350'			
Holts Wharf	Kowloon	(2)	600'	30'	Vessel's gear must be used for loading & discharging. Appliances for use on wharf & in godowns include: 1x5, 1x3 & 2x2 ton traveling cranes (steam) Numerous fork-lift trucks mobile cranes, pallet carriers, etc.
North Point	North Point	(2)	750'	32'	1x20 ton mobile crane for working ships.
			500'	32'	Equipment for wharf use only include: 4x5 ton mobile cranes 6x2 ton fork lifts 6x1 ton fork-lifts
China Merchants	West Point	(2)	320'	18'	Vessels' gear must be used for loading & discharging.

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14. POL FACILITIES

Company	Site	Berth		Tons/hr	Connector
		Length	Depth		
Shell Co.	Kun Tong	575'	33'	170-350	8"
Shell Co.	Tai Kok Tsui	360'	21'	20-30	6"
Caltex(Asia)	Tsun Wan	550'	31'	1500-5000 bbls/hr	6-8"
Standard Vacuum	Lai Chi Kok	520'(2)	26'	300	8"
		207'(2)	27'	300	8"

15. HANDLING EQUIPMENT

Company	Type	No.	Clearance		
			Work Load	Radius	under jib
Hongkong & Whampoa Dock Co. Ltd.	Elec. Cantilever	One	100 tons @ 70'	35'	
	Elec. Cantry	four	40 "	" 30'	
	Elec. Jib	two	10 "	" 57'	56'
	Elec. Cantilever	one	10 "	" 28'	47'
	Elec. Jib	three	7 "	" 68'	100'
	Steam mobile	nine	5 "	" 16'	
	Diesel	four	2 "	"	
Taikoo Dock & Eng. Co. Ltd.	Elec. Titan	one	150 tons @ 85'	149'	
	Elec. Cantry	one	30 tons @ 60'	77'	
	"	one	25 "	" 77'	77'
	"	one	10 "	" 60'	95'
	"	one	15 "	" 54'	63'
	Monotower	five	20 "	" 60'	At building berth

16. SHIPIARDS AND DRYDOCKS

a. The major marine engineering establishments provide comprehensive and modern facilities for shipbuilding, ship repairing and drydocking.

## b. Drydocks.

Company	Taikoo Dockyard	HongKong & Whampoa	HongKong & Whampoa
Site	Quarry Bay	Hung Hom #1 #2	Cosmopolitan Dk.
Length	787'	682'5" 427'	265' 464'4"
Width	93'4"	93'10" 73'	48'9" 85'4"
Depth on sil	34'6"	30'6" 18'6	14' 20'0"

## c. Slipways.

Company	Taikoo Dockyard	HongKong & Whampoa	HongKong & Whampoa
Site	Quarry Bay	Same	Same
Capacity (L) "(displ. ton)	340'	430'	240' 75'
	3000	4000	1200 60
Draft (fore)	14'9"	14'8" 15'6	4'6 -
(aft)	25'9"	28'3" 25'4	11'6 -

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17. OFFICIALS

	YES	NO
a. U.S. Consul	X	
b. U.S. Army	X	
c. U.S. Navy(station ship)	X	
d. U.S. Air Force		X
e. Quarantine Officials	X	
f. Immigration Officials	X	
g. A.B.S. Officials	X	

18. LST BEACHING AREA

None

19. GENERAL INFORMATION

- a. Ships carrying ammunition are not allowed to enter port, but a dangerous goods anchorage is provided for them at each entrance.
- b. This is a "First Port of Entry". Ships may enter day or night.
- c. There are rails and highways leading from the port to mainland China.
- d. One of the world's largest fireboats, the Alexander Grantham, is posted at Hong Kong. This vessel is comprehensively equipped and is capable of operating at considerable distances from port.
- e. The only holiday during which work in the port may cease is during the three days of Chinese New Year, a movable date in January or February.
- f. Cable & Wireless Ltd. is available to install V.H.F. Radio-telephone on ships at buoys in the harbor at a charge of approximately \$35/day.

SINGAPORE

9 APR 1965

Lat. 1-16N Long. 103-51E

1. GENERAL DESCRIPTION

Formerly a British Colony, Singapore is now a part of the Federation of Malaya. It is located on an island at the southern tip of the Malay peninsula. The island is 26 miles in length and 14 miles wide and is typical undulating tropical country. A causeway consisting of a road and railway connects the island of Singapore with the Malay peninsula across the strait of Johore.

The climate is hot and humid with average maximum and minimum temp. of 78 and 74 respectively. The days are generally oppressive, but breezes during the nights are pleasant. The average rainfall is 95 inches with no marked seasonal changes.

Singapore was formerly prosperous as a bunker port for the steamers plying Europe and Far East and a relay port for Dutch East Indies and she still at present occupies the position of bunker port as there are several petroleum field in the vicinity.

2. REFERENCE CHARTS

- a. Approaches - H.O. 1205, 3749, 3750
- b. Harbor - 1428, 2670

3. PILOTS

- a. Pilots are available but not compulsory.
- b. Pilot pick-up point: off Peak Island for vessels from main channel and westward, off Cyrene Reef for those vessels approaching from Selat Sinki.

4. TUGS AND LIGHTERS

- a. Eight tugs are available from the port authority of Singapore HP unknown
- b. Shell Oil Co. Ltd. of Singapore has two - 1350 HP used to berth oil tankers at Pulau Bukom.
- c. Salvage tug - S.T. Griper operated by the port authority range 5,000 mi. and HP 1750.
- d. Lighters - number and capacity are unknown.

5. COMMUNICATIONS

- a. USNS Ships may contact the Royal Navy Radio Station: CW call sign "GOLF YANKEE LIMA" on 3545 KC
- b. Times guarded - continuously

6. NAVIGATION

- a. See H.O. Pub. 70 and reference charts.
- b. Tidal range 8.2 ft Springs 9.2 ft.

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7. ANCHORAGE CAPACITY - Unknown8. QUARANTINE ANCHORAGE

Reference chart 2670

Lat. 1-14-45N; Long. 103-52E

9. AMMUNITION ANCHORAGE

Reference chart 2670

Quarantine anchorage Lat. 1-14-45N; Long. 103-52-20E

Harbor Lat. 1-17N; Long. 103-53-30E

10. MOORING BUOYS - Unknown11. BUNKERING FACILITIES

Available at pier and by barge.

12. POTABLE WATER

Available at pier and by barge.

13. PIERS

Name or Number	1-5	6A-16	18
Length	1,225 ft	3,125 ft.	600 ft.
Width	-	-	-
Depth	33 ft.	33 ft.	28 ft.
Ht. of deck above MLW	-	-	-
Lights on pier	Yes	Yes	Yes
Potable water	Yes	Yes	Yes
Rails	Yes	Yes	Yes
Bunkers	Yes	Yes	Yes

Name or Number	19	21-22	23-30
Length	500 ft	350 ft	2,050 ft.
Width	-	-	-
Depth	27 ft.	27 ft.	27 ft.
Ht. of deck above MLW	-	-	-
Lights on pier	Yes	Yes	Yes
Rails	Yes	Yes	Yes
Potable water	Yes	Yes	Yes
Bunkers	Yes	Yes	Yes

Name or Number	31-39	40-43	44-46
Length	2,075 ft	1,100 ft	870 ft
Width	-	-	-
Depth	33 ft	33 ft	34 ft
Ht. of deck above MLW	-	-	-
Lights	Yes	Yes	Yes
Rails	Yes	Yes	Yes
Potable water	Yes	Yes	Yes
Bunkers	Yes	Yes	Yes

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14. POL FACILITIES

a. Commercial

Name of Company

Name or No. Berthing method Depth  
of berth

Shell Co. Ltd. of  
Singapore

Pulau Bukom Alongside 33 ft  
No. 1-3

Caltex Ltd.

Tanjong Penuru Alongside rest-  
No. 1 and 2 ing beam with  
dolphins 45 ft.

Bulan Sebarok " 33 ft.

Maruzen Toyo Ltd. Pasir Panjang Mooring buoys 35 ft.

b. A sludge and tank cleaning vessels are available.

15. HANDLING EQUIPMENT

- a. Mobile cranes, 33 from 2-8 K Ton
- b. Electric lifting platforms - 56
- c. Forklifts - 196
- d. Floating cranes - 80 ton radius 78 ft.

16. SHIPIARDS AND DRYDOCKS

a. Drydocks - all run by port authority

Name and location

Max. dimensions of  
vessel

Kings Dock	Keppel Harbor	885x92.5x33 draft
Queen's Dock	"	620x84x25 "
No. 1 Dock	"	400x44x14.5 "
No. 2 Dock	"	450x49x16.5 "
Victoria Dock	Tanjong Pagal	480x55x19 "
Albert Dock	"	490x54.5x20 "

All drydock are served with travelling portal cranes up to 30 ton capacity.

- b. There are 3,000 ft of repair berths.
- c. Also available are repair facilities at her Majesties Dockyard where a drydock 1047 feet long 130 feet wide and 44 feet deep is located. In addition 4 floating drydocks are available, capable of taking ships up to the size of a heavy cruiser.

17. OFFICIALS

	YES	NO
a. U.S. Consul	X	
b. U.S. Army	X	
c. U.S. Navy	X	

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17. OFFICIALS (Cont'd)

YES      NO

- d. Quarantine      X
- e. Immigration      X
- f. A.B.S. Officials      X

18. LST BEACHING AREAS

Unknown

19. GENERAL INFORMATION

- a. This is a 24 hour port.

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BANGKOK, THAILAND

Lat. 13-42N; Long. 100-35E

1. GENERAL DESCRIPTION

Bangkok, the capital of Thailand, is a modern city. Don Muang Airfield, Bangkok, is one of the largest and most modern in South-east Asia, served by leading international airlines. The Port of Bangkok, about 25 miles inland from the sea on the Menam Chao Phraya, was opened to ocean-going vessels in 1954 after modernization.

Bangkok is a city of temples, of which there are more than 300. Buddhism is the state religion. Some of the best known sights are the Wat Pra Keo or Temple of the Emerald Buddha and the Tower of Nine Planets, Pantheon of Kings and the Golden Chedi. This temple was built during the 18th century by the first king of the present dynasty who also founded Bangkok. The Wat Po is the city's largest, featuring a Sleeping or Reclining Buddha, 150 feet long.

2. REFERENCE CHART

- a. RTN Hydrographic Department Charts No. 12 and No. 38; or  
H.S.N. H.O. Charts No. 3782 and No. 3783

3. PILOTS

Pilots are obtainable day and night, and are compulsory. Bangkok Bar Pilot Vessel is located at present in Lat. 13-23-32N, Long. 100-35-12E, about 1 mile south of the Bar Channel Entrance. Ships should approach to within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile. Pilot vessel shows flashing white light every 2 seconds, visible 10 miles. Pilot vessel is 90' long, concrete hull, painted black with the super-structure painted white.

4. TUGS AND LIGHTERS

- a. Four tugs are available at Port of Bangkok with horse power of 250, 550, 1060, 1100. Although there is ample room to maneuver in the channel, tugs are normally used by ocean going vessels to assist in berthing, leaving the wharf and turning in mid-stream.

- b. There are 22 lighters of 130-600 ton capacity and 45 lighters of 140-150 ton capacity.

- c. Port authority Klong Toey controls the use of the tugs and lighters.

5. COMMUNICATIONS

- a. Port authority of Thailand
  - (1) Radio call sign - "HOTEL SIERRA CHARLIE 6 INDIA" 500 KC 8332 KC ~~4417~~. Will transmit on 8730 KCS
  - (2) Voice call sign - none.

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5. COMMUNICATIONS (Cont'd)

(3) Times guarded - 0700-0730, 1000-1030, 1300-1330,  
1600-1630, 2000-2030 local time

## b. JUSMAG, Thailand

(1) Radio (CW) call sign: "HOTEL ALFA", KCS 7700

(2) Voice call sign: "HOTEL ALFA", KCS 7700

(3) Times guarded: Radio (CW) and voice is guarded 24 hours daily. Voice is guarded 0030Z and 0930Z Monday through Friday only.

The COMMUNICATIONS referred to above is the JUSMAG, Thailand Signal Net, and the building housing this installation is located at JUSMAG, Thailand Headquarters on Sathorn Road, Bangkok.

6. NAVIGATION

a. Channel depth - Bangkok Bar - 20.7' LLW  
Chao Phraya River - 19' LLW

b. Channel width - 328' minimum

c. Harbor depth - 28' LLW

d. Tidal range at Bar - Springs 6.48' Neaps 4.38'  
at Port - Springs 9.0' Neaps 5.0'

## e. Navigational Comments:

(1) The Bangkok Bar and Mae Nam Chao Phraya River is subject to constant silting and therefore charted depth and aids to navigation are changed as silting and dredging occur.

(2) The following references are required to compute the limiting draft of a vessel to cross the bar and enter the Bangkok Harbor.

(a) Tide tables, Volume Two, MAE NAN CHAO PHRAYA, Hydrographic Dept, Royal Thai Navy for depth of water over the bar and in the harbor by the hour for each day of the year.

(b) Tables of BAR ADDERS for ships of various lengths between perpendiculars, Bangkok Pilot Association. (June 64 latest publication is shown in part below)

<u>LBP</u>	<u>BAR ADDER IN DECIMETERS</u>
0-420'	50
420' - 445'	48
445' - 470'	46
470' - 500'	44
500' - 520'	42

(3) The limiting draft for a vessel is computed as follows:  
All drafts must be fresh water drafts.

(a) Ship LBP = Bar Adder in decimeters

(b) Plus height of water above LLW for hour and date of crossing (Tide Tables)

(c) Equals limiting draft for vessel at that hour on the date used.

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Example: SHIP LBP = 440'  
LBP = 48 decimeters (table of bar adders)  
271500JUL64 = 5 decimeters  
53 decimeters = 17'5"

17'5" is the maximum this ship may draw to cross the Bangkok bar at 1500 on 27 July 1964 (This is not high tide for this date)

(4) The above computation is used by the Pilot Association in determining whether or not they permit a ship to cross the bar. Note that the longer a ship is the more water is required over the bar to permit entrance. This is due to the turn required during passage.

NOTE: The use of Bar Adders has been subject to criticism as not accurately reflecting the limiting draft of a vessel to cross the bar and enter the Bangkok harbor. The contention being the Bar Adders should be based only on draft of a vessel and not on length. Thus allowing larger ships into the harbor.

(5) The limiting length of vessels allowed over the bar is 565'.  
(6) The normal speed of transiting the channel is 10 knots taking  $2\frac{1}{2}$  hours from pilot vessel to port.

7. ANCHORAGE CAPACITY

8 large ships in new port area. Ship use two (2) anchors when in the stream.

8. QUARANTINE ANCHORAGE

Lat. 13-35-35N Long. 100-35-50E

9. AMMUNITION ANCHORAGE

Lat. 13-42N Long. 100-34E

10. MOORING BUOYS

8 buoys affording 4 berths opposite the Bangkok Harbor Pier.

11. BUNKERING FACILITIES

a. Bunkers: Delivered alongside by railway on wharf or by lighters. Ships taking bunkers in Thailand must obtain an export license and pay about 10% duty. This, coupled with the 10-15% higher prices due to the necessity for uneconomical operation of small tankers, makes bunkering cost prohibitive. Ships only bunker here in case of emergency and none of the oil companies are organized for extensive bunkering. Considerable advance notice must be given to arrange for bunkering unless it is possible to come alongside the oil company wharves.