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12. POTABLE WATER

None. Water is available by water barge (100 tons max.) and pipelines at wharves provide 15-20 tons max. per hour (approximately 75 cents per ton). However, water should be boiled or otherwise treated prior to use.

13. PIERS

Name	Klong Toey Wharf
Length	5,248 or (9) 500' berths
Apron width	53' (no restrictions)
Alongside depth	37' (siling in some areas)
Height of deck above MLW	22.1'
Lights	Yes
Rails	Yes
Water	Yes (not potable)
Bunkers	Yes (10 days notice)

14. POL FACILITIES

a. The three major oil companies in Thailand each have POL Piers.

<u>COMPANY</u>	<u>BERTH LENGTH</u>	<u>WATER DEPTH</u>	<u>SHIP LENGTH RESTRICTION</u>	<u>TYPE PRODUCT RECEIVED</u>	<u>NO. OF TANKS & TOTAL CAP.</u>
SHELL	328'	16'LLW	485'	AvGas;MoGas;Diesel and Fuel Oil	21 Tanks 57,896 bbls.
STANVAC	328'	16'LLW	450'	AvGas;MoGas;Diesel and Fuel Oil	20 Tanks 295,184 bbls
CALTEX	79'	10'LLW	450'	MoGas; Diesel Oil	5 Tanks 172,000 bbls.

b. The Companies have lighters as follows:

SHELL: Dumb lighters of 192 EWT; max. discharge 25-30 tons per hour; Dumb lighter of 97 EWT; max. discharge 15 tons per hour.

STANVAC: Dumb barge of 500 tons, max. discharge 50 tons per hour. This barge usually utilized for industrial contract deliveries but in emergency could be used for bunkering.

CALTEX: One self-propelled barge of 650 tons, max. discharge 200 tons per hour; One Dumb lighter of 400 tons, max. discharge 100 tons per hour. CALTEX has one slow-speed diesel ocean going tug of 285 H.P. and 16 knots.

15. HANDLING EQUIPMENT

a. Klong Toey Pier

- (1) Semi portable elect. traveling cranes: 8 - 3 ton
- (2) Elect. dock cranes: 4 - 5 ton

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15. HANDLING EQUIPMENT (Cont'd)

b. Floating cranes

Itallhai Industrial Co. Ltd. *
Archimede I 125 ton

* Cost of operation (\$250.00/day) makes the use of crane prohibitive.

16. SHIPYARDS AND DRYDOCKS

a. As concerns Repair Yards, the Bangkok Dock Co. makes hull repairs, running repairs and limited turbine repairs; the RTN Dockyard makes IC and electrical repairs; and private contractors make running or emergency repairs. Extensive repairs are usually made at Singapore or Hongkong.

Length: Bangkok Dock - 367' on floor; 377' on top with gate.
RTN Dockyard 448' with gate.

Width at entrance: Bangkok Dock: 52' RTN Dockyard: 32'8".

Depth over sill: Bangkok Dock - none shown. RTN Dockyard: 12.1'.

b. A new marine railway is located on the right hand bank of the river on entering and about 4 miles south of new port area.

17. OFFICIALS

a. U.S. Consul - Yes

b. U.S. Army - Yes. Army Attache and Army Section, JUSMAG.

c. U.S. Navy - Yes. Navy Attache and Navy Section, JUSMAG.

d. U.S. Air Force - Yes. Air Force Attache and Air Force Section, JUSMAG.

e. Quarantine Officials - Yes.

f. Immigration Officials - Yes.

g. A.B.S. Officials - Yes. Mr. Donald Knott, Tel: Bangkok 31717 or 31704.

18. LST BEACHING AREAS

a. LSTs have beached (dry ramp) at HUAHIN approximately 100 miles from Bangkok in the Gulf of Siam (145 miles by road).

b. LSTs can be beached in the event of combat operations at the Caltex and Shell tank farm area.

c. LSTs have beached at Pataya, approximately 60 miles southward of Bangkok on the east shore, Gulf of Thailand.

19. GENERAL INFORMATION

a. The largest ship to be accommodated in this port was the 563' length PRESIDENT COOLIDGE; Width: 76'. The vessel with the deepest draft was the PERNA, Draft 28'09".

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19. GENERAL INFORMATION (Cont'd)

- b. Ships carrying ammunition are allowed to enter the port if the ammunition is destined for this port. It may be unloaded at any point at the Port of Bangkok (Klong Toey).
- c. Except for USNS ship ammunition bound for another port of call must be unloaded at the breakwater. It is off-loaded onto lighters at the Bangkok Bar, and after vessel has discharged and loaded cargo, and returns to the Bangkok Bar, ammunition is reloaded from the lighters.
- d. Although there are facilities and Customs officials located at Koh Sichang, the Port of Bangkok is considered a "First Port of Entry."
- e. The port railway connects with the Bangkok rail terminus, and makes connections with rail lines to interior of Thailand, Malaya and Cambodia. A highway leading from the port connects with the main highway net in Bangkok that serves the country.
- f. There are several self-powered dredges working in the port and at the bar on a more or less continuous basis.
- g. A declaration is usually made by the ship for the harbor master's office on a form presented to the ship. This is a standard form requesting Actual Time of Arrival - Length - Beam - Draft - Type Cargo - Passengers - Estimated Time of Completion.
- h. USNS and USS ships under diplomatic clearance are usually exempted from quarantine and immigration services.
- i. This port is used day or night as tide permits crossing the bar.

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RANGOON, BURMA

Lat. 16-46N Long. 96-10E

1. GENERAL DESCRIPTION

Rangoon has a history dating back over 2,500 years, when it was first known as Okkala. Later, in the 11th Century, it became known as Dagon, derived from the famous Shwedagon Pagoda. When King Alaumgpayya conquered Lower Burma in 1755, the small settlement was renamed Yangon. Subsequent British influence after 1824 transformed Yangon into Rangoon.

Situated about 21 miles from the sea on the Rangoon River, Rangoon became a seaport as early as 1756 following the destruction of the great seaport town of Syriam by Alaumgpayya. The town grew rapidly as trade flourished and by 1852 became the capital of British held Burma; and following British annexation of the whole of Burma in 1885, Rangoon became the capital of Burma. The city continues to serve as the capital of the Union of Burma following Independence on January 4, 1948.

Flourishing rapidly as a seaport, Rangoon soon had a harbor rivaling that of Bombay and Calcutta in volume of traffic. Today, the port of Rangoon handles more than 1½ million tons of cargo out of Burma's total of 2 million.

The port and harbor suffered greatly during World War II. Today the port handles more than 85 percent of total export and import tonnage, with an average number of 1,617 ships annually.

The Port of Rangoon is the only port in Burma capable of receiving and distributing goods effectively to the other parts of Burma, by rail, highway, water and air.

For a proper perspective of the growth of the city of Rangoon, the increase in population of the city is as follows:

1856	46,000
1901	248,000
1941	500,000
1962	1,000,000

2. REFERENCE CHART

- a. British Admiralty #833 or H.O. Chart #3713.

3. PILOTS

- a. Pilotage is compulsory. Radio ETA and draft 48 hours prior to arrival.
b. Pilot pick-up point, Lat. 16-11N; Long. 96-17E.

4. TUGS AND LIGHTERS

- a. There are several harbor tugs, one salvage tug and one seagoing tug (Horse Power not known). The port is also equipped with two fire fighting tugs.

- b. There are numerous lighters.

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5. COMMUNICATIONS

- a. Radio call sign - "XRAY YANKEE CHARLIE ZULU" on 500 KCS.
- b. Voice call sign - "THAMADA" on 500 KCS.
- c. Times guarded - 24 hours.

6. NAVIGATION

- a. Channel depth: 11 ft MLW on inner bar (max. depth Aug to Nov, min. depth Feb - May)
- b. Harbor depth: 25-45 feet
- c. Tidal range: 21' Springs 16½' Neaps.
- d. Navigational hazards - Sand bars are numerous, fog heavy in February and March.

7. ANCHORAGE CAPACITY

- a. Mooring buoys are used.
- b. River at Rangoon is 800 yards wide.

8. QUARANTINE ANCHORAGE

- a. Lat. 16-44N; Long. 96-14E.

9. AMMUNITION ANCHORAGE

- a. Hastings area. (Check Admiralty Chart and Port Rules Book).

10. MOORING BUOYS

- a. 38 buoys - capacity up to 600 ft. ships. The majority are free swinging berths although several are the fixed (bow-stern) type. All ships should be able to break anchor chain for securing to buoy. Buoys in 30 to 38 ft. MLW.

11. BUNKERING FACILITIES

- a. Barge - 100 ton barge (4 hours to discharge).
- b. Alongside - at SYRAIM OIL moorings (Burmah Oil Company Terminal). depth 35 ft L.W.S.T. alongside

12. POTABLE WATER

- a. Barge only. Potable water is carried from up-stream artisan wells. There are no potable water connections alongside piers. \$0.48 per ton (inner harbor): Minimum charge for 25 tons. Forty-eight hours notice is required.

MILITARY SEA TRANSPORTATION
SERVICE FAR EAST AREA

MSTSFEINST P3170.4

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13. PIERS

Name	Sule Pagoda Wharves	Brooking St. Wharf	Hteeden Jetty	Ahlon Wharf
Length (Alongside)	500'	500'	1,000'	1,000'
Width	50'	50'	25'	25'
Alongside Depth	25'-30'	25'	28'	28'
Ht. of Deck above MLW				
Lights on Pier?	Yes	Yes	Yes	Yes
Rails on Pier?	No	No	Yes	Yes
Potable water available	No	No	No	No
Bunkers	No	No	No	No

14. POL FACILITIES

No information

15. HANDLING EQUIPMENT

1 - 40 ton (At Brooking Street Jetty #2).
3 - 10 ton.
4 - 5 ton.
No floating cranes.

16. SHIPYARDS AND DRYDOCKS

a. There are several small shipyards with marine railways capable of handling about 200 tons. Large ships should not count on receiving heavy repairs at Rangoon. Minor repairs such as boiler cleaning, welding, wood working and deck caulking can be accomplished.

17. OFFICIALS

	Yes	No
a. U.S. Consul	X	
b. U.S. Army	X	
c. U.S. Navy	X	
d. U.S. Air Forces	X	
e. Quarantine Officials	X	
f. Immigration Officials	X	
g. A.B.S. Officials *		X

*Llyods Rep.

18. LST BEACHING AREAS

a. Many areas from Rangoon 10 miles up river have gentle sloping beaches. No reported berths.

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19. GENERAL INFORMATION

- a. The largest ship to be accommodated was the "KUNGSHOLM" - Length 620 ft. (on 1 March 1960).
- b. Ships may enter carrying ammunition.
- c. This is a "First Port of Entry."
- d. Pilotage for river transit - all hours. Pilotage for berthing in harbor area limited to daylight hours.
- e. Rails and highways available.
- f. Southwest monsoons commence about May continuing through October.
- g. Vessels are not permitted to move in the harbor during the hours between sunset and $\frac{1}{2}$ hour before sunrise. Night pilotage is permitted from below, and up to, Liffey Anchorage, but vessels departing must leave Liffey Anchorage before midnight.

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IWO JIMA

Lat. 24-47N Long. 141-17E

1. GENERAL DESCRIPTION

Iwo Jima lies about 4 miles westward of Ombo Zaki, the western point of Take Shima. Iwo Take, near the eastern end of the island, is an active volcano, 2,316 feet high, from which smoke rises continuously. Yahazu Take, at about the middle of the northwestern side of the island, is 1,145 feet high, has a pointed summit, and is conspicuous.

Miteari is a small bay located in the western part of the south coast of Iwo Jima. The depths in the bay are very shallow, at its head is a beach of black sand, on which stands a village.

Harima Saki, the western entrance point of Miteari, lies about 1 mile southwestward of Kuroshima Saki, the western extremity of Iwo Jima. Harima Saki is steep and cliffy, and from it a reef extends southeastward for about 400 yards.

Kuroshima Saki has numerous rocks in its vicinity. One of these, pointed and 102 feet high, lies about 200 yards offshore, and about 200 yards southwestward of this first rock is another, which is usually marked by breakers.

From a position about $\frac{1}{2}$ mile east-northeastward of Makura Hana, the northern extremity of the island, foul ground extends for about 1,800 yards farther in the same direction. Takashimanou Se, 72 feet high, is a black pointed rock that lies near the outer extremity of this foul ground; close southwestward of it is a low rock.

As a result of an eruption in 1934, an islet lies about 1,800 yards eastward of Takashimanou Se, and another, of lava and 85 feet high, lies about $1\frac{1}{2}$ miles southeastward of the same rock. A shoal, with a depth of 9 feet, is reported to lie about $2\frac{1}{4}$ miles south-southeastward of Takashimanou Se. As undiscovered dangers may exist in the waters around Iwo Jima, the vicinity should be avoided.

2. REFERENCE CHART

- a. H.O. No. 6101

3. PILOTS

- a. Not available.

4. TUGS AND LIGHTERS

- a. Tugs: Available from Okinawa with 10 days prior arrangement.
b. Lighters: Not available.

5. COMMUNICATIONS

- a. IWO AFB (voice comm) on 155.4 MEG

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6. NAVIGATION

a. Tanker mooring

(1) Approach to tanker mooring from the north is considered unsafe; it is recommended that the approach be from south.

(2) Iwo Jima western shoreline opposite Kama rocks extends seaward to within 100 yards of NE buoy (buoys concerned are all in the tanker mooring area).

(3) Soundings taken from a point 100 yards. North of NE buoy on BN 295° at 50 yds interval in feet are ten, twelve, fifteen, forty five, sixty, shoal.

(4) Soundings taken from a point 100 yds east of Kama rocks on BN 090 at 25 yd intervals in feet are forty two, forty eight, twenty seven, eighteen, fifteen, twelve, surfline.

(5) A steep gradient to shoals exists eastward of a line joining NE and SE buoys.

(6) Strong variable northerly currents have been noted through the tanker buoy area; maximum velocity has been noted to be in the area north of NW buoy.

(7) Maximum currents occur when seas and winds are from the south to southwest.

(8) It is recommended that a boat be sent to investigate currents prior to making moor to buoys.

(9) Recommend never passing north of line between NW and NE buoys, or east of line between NE and SE buoys.

7. ANCHORAGE CAPACITY

a. None

8. QUARANTINE ANCHORAGE

a. None

9. AMMUNITION ANCHORAGE

a. None

10. MOORING BUOYS

a. POL mooring buoys only.

11. BUNKERING FACILITIES

a. None available.

12. POTABLE WATER

a. None available.

13. PIERS

a. None

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14. POL FACILITIES

a. Location: Lat. 24-47N Long. 141-17W

b. A sealine is available for POL offloading with sufficient notification.

c. Cargo lines, valves, etc. are not in very good condition. There is no contact with the island other than voice phone.

d. Both the sly mooring buoys were found out of line too far to the north. S'ly buoys are practically breast buoys.

e. Operations are relatively slow due to the small tanks and the small lines provided. The following is an average discharge rate:

Discharge rate 1 pump, 80 psi, 550 bbls/hour, diesel fuel.

Discharge rate 2 pumps, 80 psi, 750 bbls/hour, Av-gasoline.

15. HANDLING EQUIPMENT

a. None available.

16. SHIPIARDS AND DRYDOCKS

a. None

17. OFFICIALS

a. The only officials available are U.S. Air Force.

18. LST BEACHING AREAS

a. Two beaches are used:

(1) Lat 24-46.1N Long 141-17.5W Purple Beach

(2) Lat 24-ON Long. 141-19W Blue Beach

b. No deadmen or bollards are available.

c. One LST can be accommodated at each beach.

d. No special hazards are known.

19. GENERAL INFORMATION

a. A U.S. Coast Guard Loran Station and a U.S. Air Force Base are located on Iwo Jima.

b. Normally only LSTs and Tankers are routed to Iwo Jima.

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GUAM

Lat. 13-26N Long. 144-40E

1. GENERAL DESCRIPTION

Guam is the southernmost, largest, and most populous island of the Marianas. It is 26 miles long in a north-northeast and south-southwest direction, 4 to 8 miles wide, and had a population estimated at 70,000 in 1955.

At a distance this island appears flat and even. Its eastern side is bordered with steep cliffs and exposed to the ocean swell. The northern end of the island is comparatively low, Santa Rosa, about 870 feet above high water, being the highest elevation. To the southward it is more mountainous, Mount Tenjo forming several peaks of about 1,000 feet, and others near the southern end about 1,100 to 1,300 feet above high water. A conspicuous tower marked by obstruction lights, is located on Mount Alutom. The western side has small sandy bays, divided by rocky points. A large part of the coast is fringed by reefs which dry in places.

2. REFERENCE CHART

- a. C.&G.S. Chart 4197, 4196

3. PILOTS

- a. Pilots are available.
b. Pilots are only compulsory when tugs are used.
c. Pilot pick-up point: Lat. 13-27N Long. 137-38-30E
d. Pilots are available day and night.

4. TUGS AND LIGHTERS

- a. Tugs: 5 YTB's, 1000HP each
b. Lighters: 1 covered YFN

5. COMMUNICATIONS

- a. Radio (CW) call sign is "NOVEMBER PAPA NOVEMBER" on 500 KCS
b. Voice call sign "GUAM CONTROL" on 2716 KCS
c. Times guarded - 24 hours.

6. NAVIGATION

- a. Channel depth (LLW): 33'
b. Channel Width: 200 yds
c. Harbor Depth: (LLW) 31'
d. Tidal Range: 2-3'

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7. ANCHORAGE CAPACITY

- a. Apra Outer Harbor affords a number of deep water moorings with a controlling depth of 42'.

8. QUARANTINE ANCHORAGE

- a. Lat. 13-27-30N Long. 144-38-20E

9. AMMUNITION ANCHORAGE

- a. Lat. 13-27-30N Long. 144-38-40E

10. MOORING BUOYS

- a. There are five in the outer harbor, but are not normally used.

11. BUNKERING FACILITIES

- a. By barge: Diesel, Avgas, Mogas, Jet: 1 YOG 6500 BBLS, 1 YOGN 7500 BBLS, NSFO 1 YOG 6500 BBLS, 1 YOGN 8000 BBLS
 b. Alongside: Berths D, J, E & G.
 c. Class or Type: NSFO, Diesel
 d. Cost per BBL \$2.40
 e. Pumping Rate: Black 2500 BPH

12. POTABLE WATER

- a. By barge(non propelled) 8500 BBLS
 b. Alongside all piers.
 c. Cost per 1000 gal. \$.173
 d. Pumping capacity: 2 $\frac{1}{2}$ " Hose, 80# pres. dockside; Barge 2000 BPH

13. PIERS

Name	Romeo	Sierra	Tango	Uniform
Length (Alongside)	1 & 2 516'	1,2,3,4 497'	1,2,3 503'	1,2 608'
Width	100'	100'	100'	100'
Depth	31'	31'	31'	31'
Ht. of deck above MLW	10'	10'	10'	10'
Lights on pier	yes	yes	yes	yes
Rails on pier	no	no	no	no
Potable water available	yes	yes	yes	yes
Bunkers	By barge all berths			

14. POL FACILITIES

- a. Name Berths Delta and Echo
 b. Length alongside Delta 663 ft; Echo 744 ft
 c. Depth alongside 43 ft.

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- d. Maximum draft for vessels alongside 42 ft.
- e. Pipelines and size: MOGAS 14", JP4/JP5 14", Diesel 16", Ballast 12", Black 24", AVGAS 19".
- f. Loading/discharging rates: Black 14000 BPH, JP4/JP5 5000 BPH, AVGAS/MOGAS 5000 BPH, Diesel 5000 BPH.
- g. Navy installation (NSD Guam)
- h. Military tugs available.
- i. Berthing 24 hour basis.
- j. Ballast may be discharged on berth, no sludge.
- k. General: Discharge facilities consist of two berths (Delta/Echo). Each berth can receive all products. Tankers can discharge at both berths simultaneously. Normally berth Delta is used. Berth Echo has no hose handling equipment. A mobile crane must be brought in. Berth Delta has some weight handling equipment. Ships booms must be used for handling hoses and brows, at both berths.

15. HANDLING EQUIPMENT

- a. One crawler crane Max capacity 90 ton; 80 ft boom
- b. One truck crane Max capacity 20 ton; 50 ft boom
- c. One dockside crane Max capacity 45 ton; 100 ft boom
- d. Capacity of heaviest shore crane; Berth 2, SRF Max. lift 45 ton at 40 ft.; 7 ton at 100 ft.
- e. Floating crane; one YD; 125 ton max. lift, 110 ft. Max. radius, Max. vertical lift 110 ft. at 90 ft. radius.

16. SHIPYARDS AND DRYDOCKS

- | | | |
|--|----------------|----------------|
| a. Name | ARD- 29 | AFDM- 8 |
| b. Length | 390' | 552' |
| c. Width at Entrance | 58' | 92' |
| d. Depth over sill | 21' | 40' |
| | Max. draft 17' | Max. draft 30' |
| e. Repair facility operated by SRF Guam, complete repair facility. | | |

17. OFFICIALS

- | | YES | NO |
|-------------------------|-----|-----|
| a. U.S. Consul | | X |
| b. U.S. Army | | X |
| c. U.S. Navy | X | |
| d. Quarantine Officials | X | |
| e. Immigration | X | |
| f. A.B.S. Officials | | X * |

* Can be called at Saipan when required.

18. LST BEACHING AREAS

- a. Location: Lat. 13-25-05N Long. 144-40E
- b. Beach
- c. Deadmen and Bollards available
- d. Accommodates one LST

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- e. Dry ramp landing.
- f. Tugs are available.
- g. No special hazards or limitations.

19. GENERAL INFORMATION

- a. Inner Harbor Max. draft 30 feet; Outer harbor, no limit.
- b. Ships carrying ammunition are allowed to enter port.
- c. Ammunition discharge berth "H"; Lat. 13-27-45N Long. 144-39E.
- d. Ships are allowed to enter port to discharge general cargo with ammunition destined for the next port aboard; they may discharge at the normal berth with no special difficulty.
- e. Ships may enter day or night.
- f. This is a first port of entry.
- g. Special port regulations: Apra Harbor Guam, SOPA Admin. Inst. 3170.1C.
- h. No Rail Facilities, cargo is discharged direct to the receiving activity.

SATTAHIP, THAILAND

Lat. 12-42N; Long. 100-50-30E

1. GENERAL DESCRIPTION

Sattahip is a modest sized village of some 8,000 population located 175 kilometers SSE of Bangkok on the Eastern shore of the Gulf of Thailand. It is the headquarters of the Sattahip Naval District and the home of the Royal Thai Marine Corps. The local economy is dependent on the military, which controls the electrical power concession, school system, market, cold storage and ice plant, and is supported by the farming and fishing industries. At the present rate of growth, it is predicted that the population of Sattahip will reach 30,000 by 1970.

The area surrounding Sattahip is characteristic of a secondary tropical rain forest combined with a monsoon forested area. Tidal flats, marsh and swamplands are also in evidence.

2. REFERENCE CHARTS

- A. H.O. Charts 3784 and 3751 (C).
- B. RTN Hydrographic Department Chart L10.

3. PILOTS

- A. Pilots are available on a 24 hour basis.
- B. Pilots are not required, but strongly recommended due to strong tide conditions.
- C. Pilot pick-up point is $12^{\circ} 30' 20''$ N $100^{\circ} 50'$ E.

4. TUGS AND LIGHTERS

- A. Two 1700 HP tugs operated under contract to the local army authorities are available.
- B. Barges and lighters of virtually all sizes and types are available from Bangkok.

5. COMMUNICATIONS

- A. Radio (cw) call sign is MSTSREPSATTAHIP on 2738 KCS.

B. Voice call sign is MSTS SATTAHIP on 2716 KCS.

C. Times guarded 0730 - 1730 hours daily.

D. Tug Control is on 136.4 MCS.

6. NAVIGATION

A. Approach - Through Chong Kram Channel. This approach is excellent for radar navigation and has a lowest depth of 6 fathoms. Approaches at night are discouraged because of poor pier lighting and only limited lighted navigational aids.

B. Tidal range 4.26 FT mean.

C. Most significant navigational hazard is the powerful (6-8 KTS) currents which run alongside and under the piers. Approaching the piers, at any time other than slack water, can be dangerous. Winds and swells in this area are strong only during the Southwest Monsoon Season (April through September).

7. ANCHORAGE CAPACITY

A. Capacity - can accommodate ten deep draft vessels.

B. Location - NE of Ko Kram Island between $12^{\circ}43'N$ and $12^{\circ}44'N$.

C. Lowest point $7\frac{1}{2}$ fathoms. Good holding ground.

8. QUARANTINE ANCHORAGE

Not established

9. AMMUNITION ANCHORAGE

Not established

10. MOORING BUOYS

None

11. BUNKERS

A. None available

B. In emergency situations, bunkers can be barged from Bangkok.

12. POTABLE WATER

- A. By pre-arrangement with ship's local agent, water can be barged from Bangkok.
- B. Barge limitation - 100 tons.
- C. In emergency situations, a limited supply of water can be obtained locally.
- D. Water should be boiled or otherwise treated prior to use.

13. PIERS

NAME	MAP	DELONG
Location	12-41-47N 100-50-31E	12-41-58N 100-50-21E
Length (alongside)	443 FT	600 FT
Width	36 FT	80 FT
Depth (draft) alongside (MLW)	33.8 FT	42 FT
Height of deck above MLW	26 FT	28 FT
Lights on pier	YES	NO
Rails on pier	NO	NO
Capacity (Ocean Going Vessels)	1	2

Brows are not available. Neither pier has fresh water, telephone, fuel, or shore power facilities.

14. POL FACILITIES

- A. Map Pier (described above)
- B. Pipeline and size: 1 - 8"
- C. Type of product received: AV - GAS; JP - 4
- D. Capacity of tanks (BBLS): 50,000
- E. Loading and discharge rate: 1500 BPH

15. HANDLING EQUIPMENT

- A. 2 - 5 ton mobile cranes
- B. 4 gas powered forklifts (6000 lbs)

16. SHIPYARD AND DRY DOCKS

None

17. OFFICIALS

A. U.S. Consul	No
B. U.S. Army	Yes
C. U.S. Navy	Yes
D. U.S. Air Force	Yes
E. Quarantine Officials	No (From Bangkok)
F. Immigration Officials	No (From Bangkok)
G. ABS Officials	No (From Bangkok)

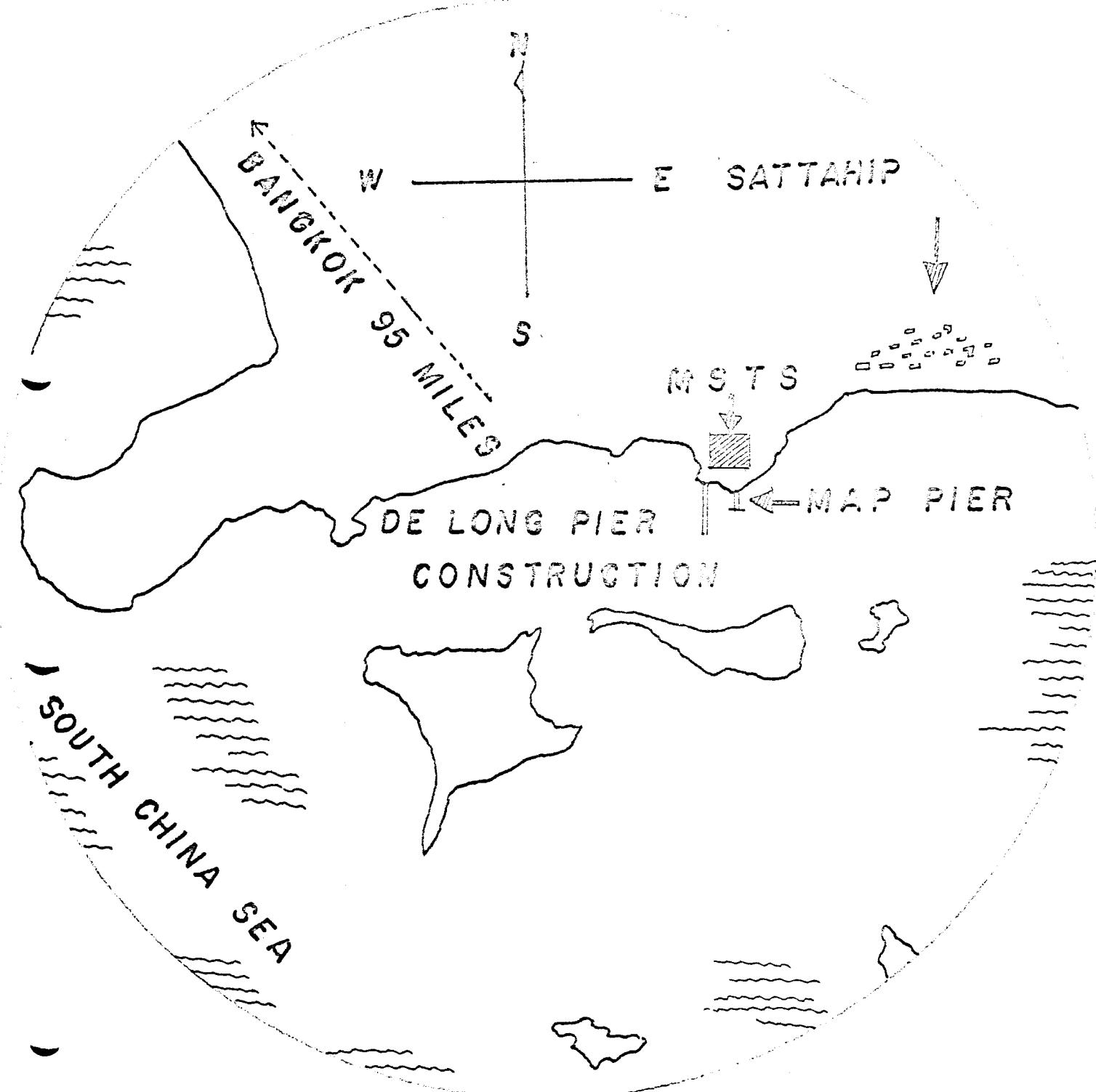
18. LST BEACHING AREAS

Two LST ramps are located in the sea wall just east of the RTN base pier. These ramps are designed to handle loads up to 50 tons per square foot and will accommodate LSTs of all sizes, as well as LSMs and smaller landing craft.

19. GENERAL INFORMATION

- A. This is a "First Port of Entry".
- B. Ships carrying ammunition are allowed to enter port and discharge alongside the pier.
- C. There are no rail lines to Sattahip. Sukhumvit Highway connects Sattahip to Bangkok and points north.
- D. Daytime port of entry and exit.
- E. Customs inspection is very strict.
- F. Due to the exposed location of the piers to wind and currents, it is essential that ship's mooring lines be in good condition.

SATTAHIP



NOT TO BE USED FOR
NAVIGATION