

9 APR 1965

<u>NAME</u>	<u>LOCATION</u>	<u>DEPTH</u> <u>(DREDGED)</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 $\frac{3}{4}$ ")
(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 & 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 FPD 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°37'N Long. 120°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°-38-33N Long. 120°-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

- 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.

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.

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

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

a. None

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

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

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. SHIPYARDS AND DRYDOCKS

a. None

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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 ~~no~~ 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 Contruction 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.

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

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DANANG, SOUTH VIETNAM

Lat. 16-07.3N Long. 108-12.5E

1. GENERAL DESCRIPTION

The Port of Danang is located on the Danang River approximately three (3) kilometers from the Bay of Tourane. The city of Danang of approximately 120,000 population is located on the west bank of the river and serves as a center of commerce and traffic for the northern portion of the Republic of Vietnam. Even though the port capability has been reduced through lack of maintenance and development, it still plays an important economic role in the country. Cargo operations can be conducted by using shallow draft coastal ships at limited berthing facilities within the port on the west bank of the river or by lighterage from larger class ships anchored in the outer bay.

2. REFERENCE CHART

- a. H.O. 2520

3. PILOTS

- a. Pilotage is compulsory. The Harbormaster, Danang, Vietnam, serves as pilot. He is not licensed, but has experience handling "LST's", small coastal ships, and piloting deep draft ships to assigned anchorage.
- b. Pick-up point: 16-07.3N Long. 108-12E

4. TUGS AND LIGHTERS

- a. Tugs: Four (4) each - One 220 HP
One 250 HP
Two 150 HP
- b. Lighters: Fourteen (14) each - 150 tons

5. COMMUNICATIONS

MSTS Agent, Denis Freres, - Cable address "COMPACOTAN"
Radio "DaNang" - Call XVT - 500 KCS (Working Frequency 417.5 KC)
Watch hours - 0000 - 1200Z- TFC LISTS - HR + 35 Min.
High Frequency - Call XVT5 - 8750 KCS- TFC LISTS AT: 0130 Z
0830
1200
1230
1300

Accounts settled by Director General - Post and Tele-communications, Saigon.

6. NAVIGATION

- a. Channel Depth MLW - Outer harbor 16'; inner harbor 6'
- b. Channel Width - inner harbor 50 - 90 yards

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- c. Harbor depth - Outer 39'-27'; Inner 13'
- d. Tidal range - Springs 5'
- e. Navigation hazards - Breakers should be marked on the reference chart along the 29 ft. curve. This same 29 ft. curve is the boundary of a mud bar which has shown considerable movement and variation in depth. The outer anchorage is hampered with fish nets and fishing vessels.

7. ANCHORAGE CAPACITY

- a. The inner bay provides safe berthing for 3 or 4 shallow draft coastal ships with a draft up to 15 ft.
- b. The outer anchorage area has room for 4 large and 6 medium size cargo ships.
- c. The bay offers little protection during the northeast monsoon, from October thru March or during typhoons.

8. QUARANTINE ANCHORAGE

- a. None

9. AMMUNITION ANCHORAGE

- a. None

10. MOORING BUOYS

- a. None used for cargo operation. There are 3 buoys located in the river.

11. BUNKERING FACILITIES

- a. None

12. POTABLE WATER

At Tien Sha Beach water may be obtained from the Navy owned water pipe. Rate 30 T/hr.

13. PIERS

The commercial port has 450 meters of wharf and quay space for small coasters and fishing vessels.

14. POL FACILITIES

The Shell POL storage point about 500 yards past Cham-Museum beach can store 61,000 bbls of MoGas and 20,000 bbls of AvGas. The POL pier has 2 each 6 inch lines that can discharge 720 bbls/hr. Limited to shallow draft vessels.

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15. HANDLING EQUIPMENT

a. ARVN 10th Term. Sv. Co.

Crawler crane 2 - 20 T
Mobile truck crane 1 - 20 T
Mobile truck crane 1 - 7 T

b. Commercial

Mobile crane 1 - 10 T
Mobile cranes 2 - 3 T

c. There are no commercial fork lifts. "MAG" Terminal Operations Officer may acquire two fork lifts from the Air Force when required.

16. SHIPYARDS AND DRYDOCKS

a. None

17. OFFICIALS

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

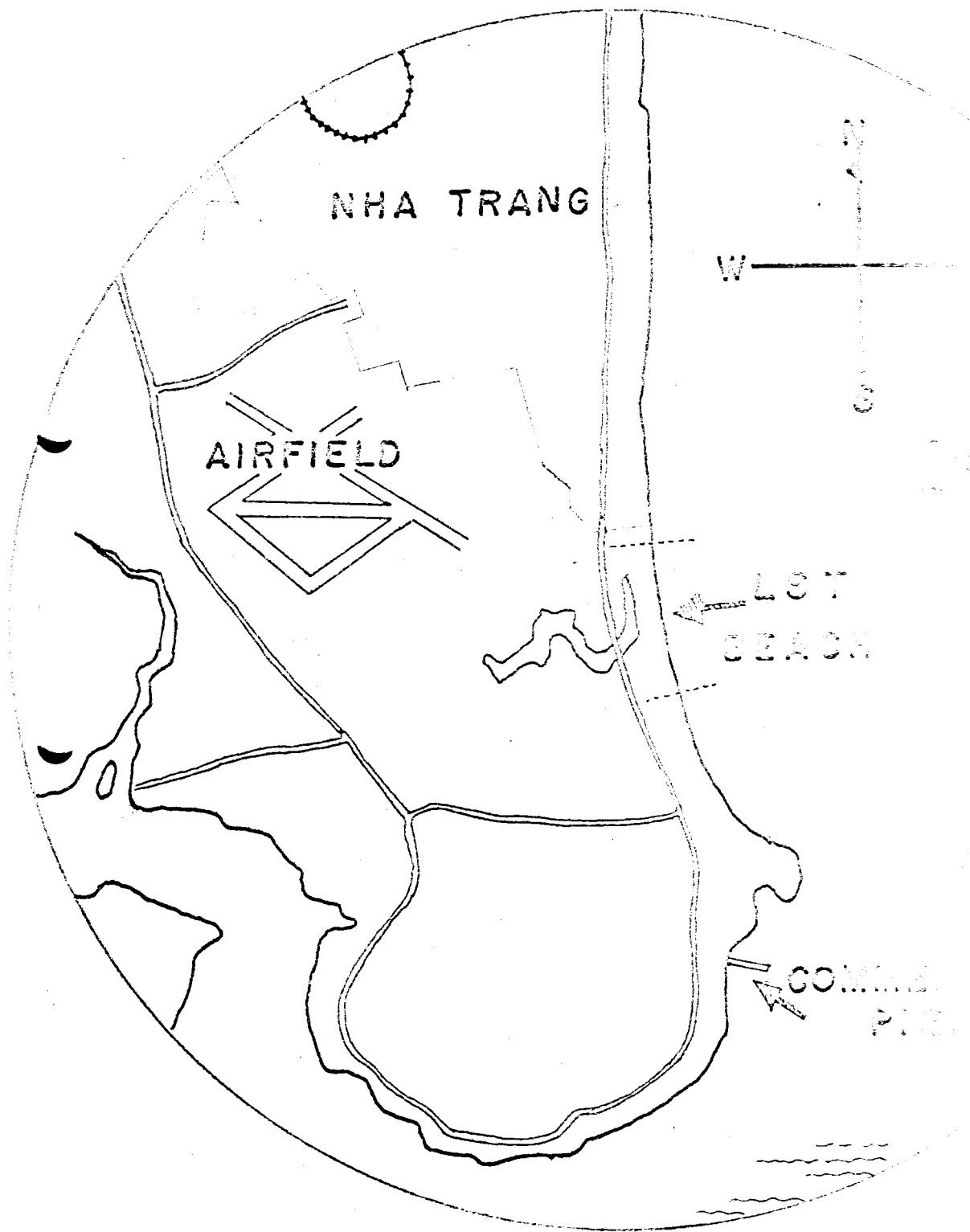
18. LST BEACHING AREAS

Three (3) areas: One (1) South of commercial wharf for general cargo, One (1) for ammunition discharge located 0.4' east of Observatory Island, One (1) at the commercial port.

19. GENERAL INFORMATION

- a. For deep draft work: Fourteen (14) stevedore gangs of twenty-four (24) men each. For harbor work: Four hundred (400) laborers; each gang works a twenty-four (24) hour shift, usually forty-two (42) laborers to work one (1) "LST". General cargo discharge at the outer anchorage averages eight (8) to twelve (12) tons per gang per hour.
- b. There is 4,000 sq meters of covered storage at the commercial pier.
- c. A rail line from the interim serves the port and terminates at the quays along the river.
- d. The largest ship to enter port and moor along side was the USNS MUSKINGUM a Cl, lightened to a draft of 10 ft.

NHA TRANG



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

MSTSFEINST P3170.4 CH-4
26 January 1967

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

Anchorage 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.

<u>ANCHORAGE</u>	<u>TRUE BEARING FROM MUI CHUT LIGHT</u>	<u>RANGE FROM MUI CHUT LIGHT</u>
ALFA 1	124.5 Degrees	2350 Yards
ALFA 2	120 Degrees	1800 Yards
ALFA 3	113 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 inport 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 laterns 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.

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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 Viet Nam, and has 3 miles indentation and a similar distance in entrance width. The Song Cai (Riviere de Nha Trang) flows into the bay at the central part of the head, and the town of Nha Trang is located on the south side of the river mouth. The town has a population of more than 20,000, and lately it forms the military training center of Viet Nam which includes the Naval Academy.

The railway that comes from Saigon passes this town and goes to Qui Nhon, northward, and there is an airfield, about 1.5 miles south of the town.

The bay has a depth suitable for anchorage in any place, but wind and waves are high during northeast monsoon season in winter.

2. REFERENCE CHART

a. None

3. PILOTS

a. None available.

4. TUGS AND LIGHTERS

- a. Tugs: One 150 HP
- b. Lighters: None

5. COMMUNICATIONS

a. Unknown.

6. NAVIGATIONS

- a. Channel depth - Outer harbor - more than 20 fathoms
Inner harbor - 10 - 15 fathoms
- b. Harbor depth - Inner - more than 15 fathoms
- c. Tidal range - Springs - about 6 ft.
- d. Approaching

Vessels entering and leaving the Nha Trang Bay employ chiefly the entrance on the north side of Hon Lon, and approaching is not difficult day or night.

Vessels from the north, Mui Rach Trang Light, Hon Dong (an island about 5 miles northward of above light), a white painted wooden pyramid on the hill of Mui Nam, west point of Hon Lon, and a pagoda located on the northwest of the Nha Trang town, etc. afford good marks. The vessels from the south can fix the position with Mui Rach Trang Light, Hon Mung about 2.3 miles southwestward of the above light, Hon Mat on the west side of the south entrance channel, Mui Chut Light, and

9 APR 19656. NAVIGATION (Cont'd)

the above stated pyramid, etc.

Vessels coming from northward should take care for Grand Banc, extending at about 2 miles eastward of Mui Khega, and vessels navigating the south entrance channel must pay an attention for Roche Lion (3.7 meters deep) on the east side of the entrance.

As radar targets islands of Hon Lon, Hon Dong, and others are reported suitable.

7. ANCHORAGE CAPACITY

a. Unlimited.

b. The bay is calm during the southwest monsoon season and an anchorage may be obtained in any place of sand and mud bottom. During the northeast monsoon season high wind and waves rage around the bay which often threaten the ships at anchor.

*C RECOMMEND DEEP DRAFT ANCHORAGE LAT. 17° 13' 30" N, LONG 109° 12' 15" E
MINIMUM DEPTH 13 METERS*

8. QUARANTINE ANCHORAGE

a. None

9. AMMUNITION ANCHORAGE

a. None

10. MOORING BUOYS

a. None

11. BUNKERING FACILITIES

a. None

12. POTABLE WATER

a. None

13. PIERS

a. Name or number:

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: The pier is connected to the mainland by a causeway, about 350 ft. long.

9 APR 1960

14. POL FACILITIES

a. None

15. HANDLING EQUIPMENT

a. Cranes - 2 one ton

16. SHIPYARDS AND DRYDOCKS

a. None

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 Officials		X
f. A.B.S. Officials		X

18. 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: None

19. GENERAL INFORMATION

a. This port is used mainly by USNS LSTs.

9 APR 1965

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. 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.

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).

9 APR 1965

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	

9 APR 196518. OFFICIALS (Cont'd)

	YES	NO
e. Quarantine Officials	X	
f. Immigration Officials	X	
g. A.B.S. Officials	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 evaluated for military use, but it has deficiencies of narrowness, and lack of sufficient accessibility to land transportation.

2. REFERENCE CHART

- a. H. O. 2565

3. PILOTS

- a. None available.
- b. U. S. Army pilots or RVN pilots will be available by September 1965.

4. TUGS AND LIGHTERS

- a. Tugs: None available
- b. Lighters/Pusher Boats: 5 LCU and 16 LCM-8 (U.S. Army owned and manned).

5. COMMUNICATIONS

- a. None at present.
- b. By September 1965, MSTS REP NHA TRANG will have continuous guard on 2716 KCS.

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6. NAVIGATION

- a. Channel Depth LLW - 11 to 15 fathoms
- b. Channel Width - Outer channel - 1 3/4 mile
Inner channel - 1/2 mile
- c. Harbor Depth - 5 to 12 fathoms
- d. Tidal Range - Springs 7.1' neaps 5.6'
- e. Navigational comments - The lighthouse on Bai-Sou Point in Cam Ranh Bay, and the lighthouse on Mui Hon Lan, entrance to the bay, exist, but they are inoperable at present.

Off-shore of the new Cam Ranh pier, the tidal currents flow in a north and south direction, but are not strong enough to interfere with the maneuvering of ships near the pier.

7. ANCHORAGE CAPACITY

- a. Approximately 12 or more large ships can be accommodated in the main part of Cam Ranh Bay in an area about two miles square.
- b. The bottom is largely sand and the holding ground is reportedly poor.
- c. Ships awaiting berth anchor in the vicinity of Lat. 11-53-40N and Long. 109-11-15E, LAT 11°54'20"N, LONG 109°11'22"E w/ MINIMUM DEPTH OF SEVEN (7) AND SIX (6) FATHOMS RESPECTIVELY.
- d. Ships discharging in the stream anchor in the vicinity of Lat. 11-52-20N and Long. 109-13-15E, LAT 11°52'20"N, LONG 109°13'10"E w/ MINIMUM DEPTH OF TEN (10) AND ELEVEN (11) FATHOMS RESPECTIVELY.

8. QUARANTINE ANCHORAGE

- a. Not established.

9. AMMUNITION ANCHORAGE

- a. Not established.

10. MOORING BUOYS

- a. None

11. BUNKERING FACILITIES

- a. By Barge - None
- b. Alongside Pier - Diesel oil available in limited quantity.

12. POTABLE WATER

- a. By Barge - None
- b. Alongside Pier - Available from a 100,000 gallon reservoir.
- c. Cost - No charge
- d. There has been no reported illness due to contaminated water.

13. PIERS

<u>Name</u>	<u>New Pier</u>	<u>"T" Pier</u>
Length (Alongside)	525'	300'
Width	40'	-
Depth (Alongside MLW)	42'	16'
Ht. of deck above MLW	6'-7'	-
Lights on pier	Yes	No
Rails on pier	No	Yes*
Potable water available	Yes	No

*Not Usable

Additional information on New Pier

The New Pier is a concrete pier located on the East side of Cam Ranh Bay at Lat. 11-54-04N and Long. 109-12-14E. It extends seaward in a 273° direction. The pier is connected to the beach by a 617 foot causeway. There is a mooring island which is 151.5 feet from the head of the pier. It is 54 feet long (the entire structure is 1,347.5 feet long). There are navigational and docking lights on the pier and mooring island. Bollards, are spaced 43.7 feet apart for mooring.

14. POL FACILITIES

- a. None

15. HANDLING EQUIPMENT

- a. One 100 ton floating crane is available.

16. SHIPYARDS AND DRYDOCKS

- a. None

21 July 1965

17. <u>OFFICIALS AVAILABLE</u>	<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

*A MSTS REP Nha Trang/Cam Ranh Bay will be available by September 1965.

18. LST BEACHING AREAS

- a. Name - South Beach
- b. Location - 350 meters east of Mui Hon Lan light on the north shore of Bin-Ba Bay.
- c. Beach
- d. No deadmen or Bollards available
- e. Five LSTs can be accommodated
- f. Ships normally operate engines to maintain position
- g. Current is very weak
- h. Gradient is about 1/10 and increases to 2/10 30 meters offshore

19. GENERAL INFORMATION

- a. The New Pier was built in early 1963 by RMK Construction Company with U.S. Aid Funds.
- b. This is ~~not~~ a "First Port Of Entry".
- c. Ships may enter day or night.
- d. Ships carrying ammunition are allowed to enter port and discharge in the stream or alongside the pier.
- e. There are no major rails or highways leading from the port.
- f. Cam Ranh is the sight of a RVN Navy Training Center, and on the Tagne Island there is a Junk Force Base.
- g. A new road is to be built from the New Cam Ranh Pier northward up the peninsula to eventually connect with Highway #1.

PLATE VI-D-1
NEW CAM RANH PIER
CAM RANH BAY, VIET NAM

SCALE 1:4,000

OBS. SPOT $11^{\circ} 54' 04'' \text{N. } 109^{\circ} 12' 14'' \text{E.}$

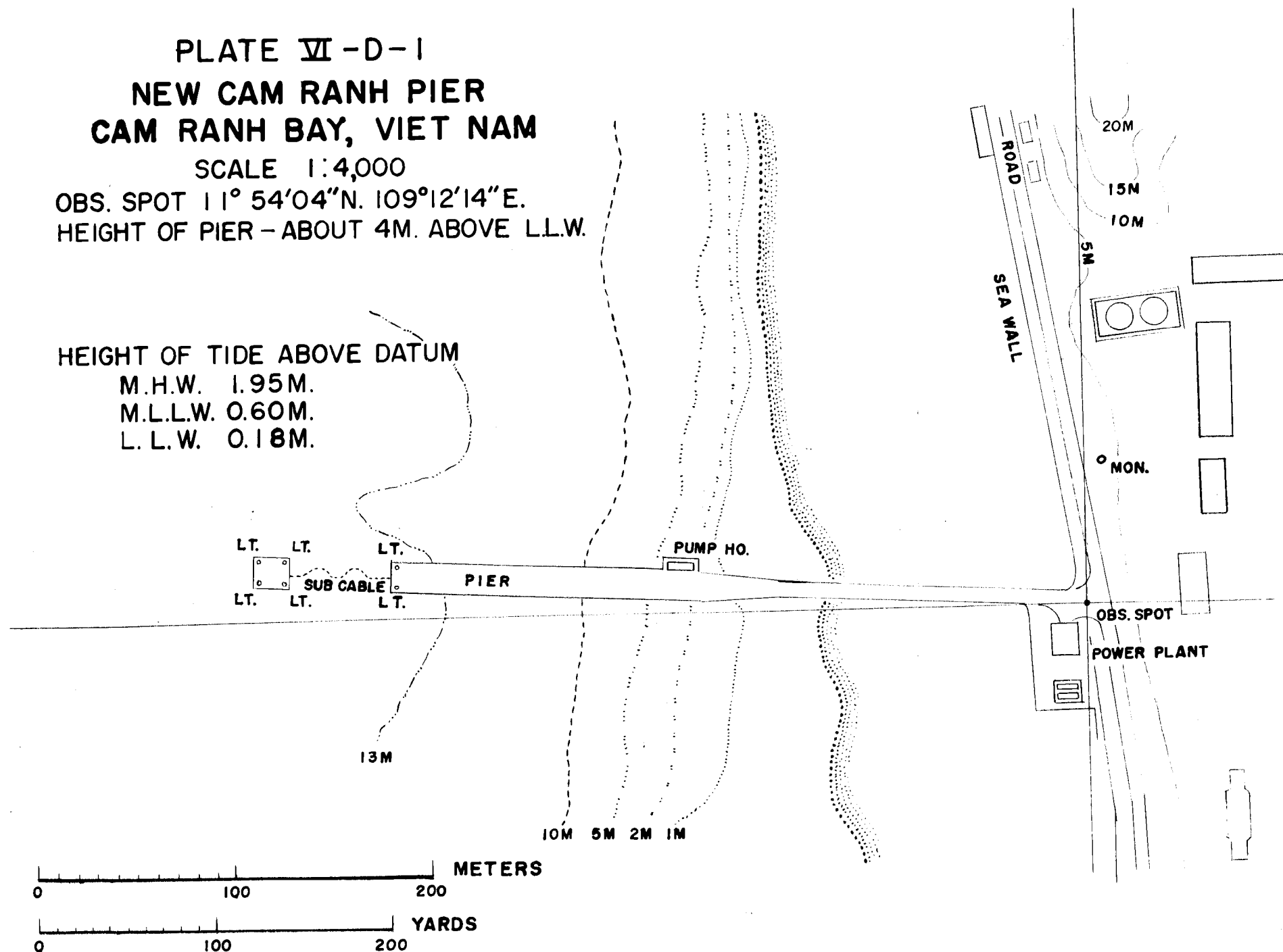
HEIGHT OF PIER - ABOUT 4M. ABOVE L.L.W.

HEIGHT OF TIDE ABOVE DATUM

M.H.W. 1.95M.

M.L.L.W. 0.60M.

L.L.W. 0.18M.



19 November 1965

QUI NHON, SOUTH VIETNAM

Lat. 13°46'20"N Long. 109°14'45"E

1. GENERAL DESCRIPTION

The port of Qui Nhon is located on the South China Sea on the east coast of South 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 provides secure anchorage during the typhoon season for vessels that are able to cross the bar.

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

- a. H.O. Chart #3154.

3. PILOTS

- a. One pilot is available.

4. TUGS AND LIGHTERS

- a. One small tug is available (about 60 HP).
- b. 50 Larks
 - 4 Barks
 - 4 LCU
 - 19 LCM

5. COMMUNICATIONS

- a. Port control and MSTSREP - 2716 KCS.
- b. Times guarded - 24 hours/day.

6. NAVIGATION

- a. Channel depth - 14 feet at low water.
- b. Channel width - 150-300 yards.
- c. Harbor depth - 15-24 feet at dock.
- d. Tidal range - Tropic 4.5 Diurnal 3.6.
- e. Navigational hazards - no difficulty should be encountered.

7. ANCHORAGE CAPACITY

- a. Three coastal cargo vessels at free swinging moorings. It is possible to anchor large ocean going vessels in an unprotected area outside the harbor, directly off the channel, 2 miles from shore in fair weather. 6 deep draft ships per week is the capacity.

H.O. 3154

13°44'55"N)	
)	Min Depth 3.5 Fathoms
109°13'37"E)	
13°44'55"N)	
)	Min Depth 3.25 Fathoms
109°14'07"E)	
13°43'45"N)	
)	Min Depth 6.0 Fathoms
109°14'15"E)	

8. QUARANTINE ANCHORAGE

- a. None.

9. AMMUNITION ANCHORAGE

- a. Not known.

19 November 1965

10. MOORING BUOYS

a. None.

11. BUNKERING FACILITIES

a. None.

12. POTABLE WATER

a. Not available.

13. PIERS

a. Name	Main dock	Fishing dock
b. Length	40 ft.	20 ft.
c. Width	30 ft.	12 ft.
d. Alongside depth	15 to 18 ft.	?
e. Ht. of deck above MLW	-	-
f. Lights on pier	No	No
g. Rails on pier	No	No
h. Potable water available	No	No
i. Bunkers	No	No

14. POL FACILITIES

Name of oil company: ESSO

Number of pipe lines: 2

Size of pipe lines: 4"

Type of product received: AV-GAS; JP-4

Capacity of tanks by product (BBLs): 6,000

15. HANDLING EQUIPMENT

a. Mobile cranes:

One (1) - 10 ton

One (1) - 5 ton