

DEPARTMENT OF THE ARMY
CAM RANH BAY PORT
124TH TRANSPORTATION TERMINAL COMMAND
APO 96312

AVCA CR-P-CO

Ship's Master

Dear Sir:

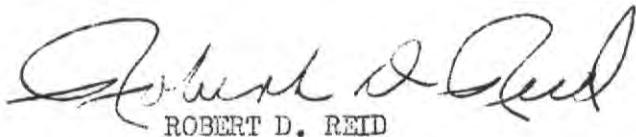
Welcome to Cam Ranh Bay, the fastest growing port in the world.

The attached brochure is provided to assist you during your stay at Cam Ranh Bay. Particular attention is invited to the section titled "Port Information for Cam Ranh Bay, Republic of Vietnam." This section is directive in nature and is enforced by both the military and civil authorities.

Should problems arise concerning these regulations or other matters pertinent to port operations, please feel free to bring them to my attention. I can be contacted through the Harbormaster on the Harbor common frequency, 27.16 KC's.

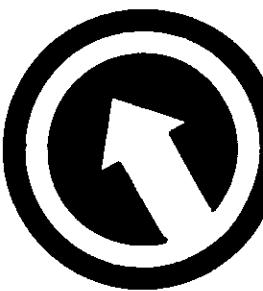
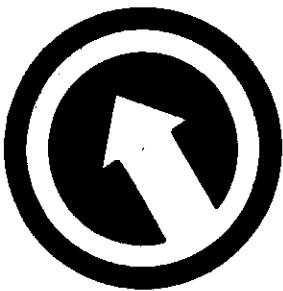
We still lack some of the sophisticated refinements to which you are accustomed from your calls at other ports around the world. We are working however, toward the development of the port, and at the same time increasing the tonnage discharge rate. Those of you who called at Cam Ranh Bay previously will surely note some changes.

I attempt to call on each vessel master personally some time during his stay here. Please accept my wishes for a very pleasant time at Cam Ranh Bay.

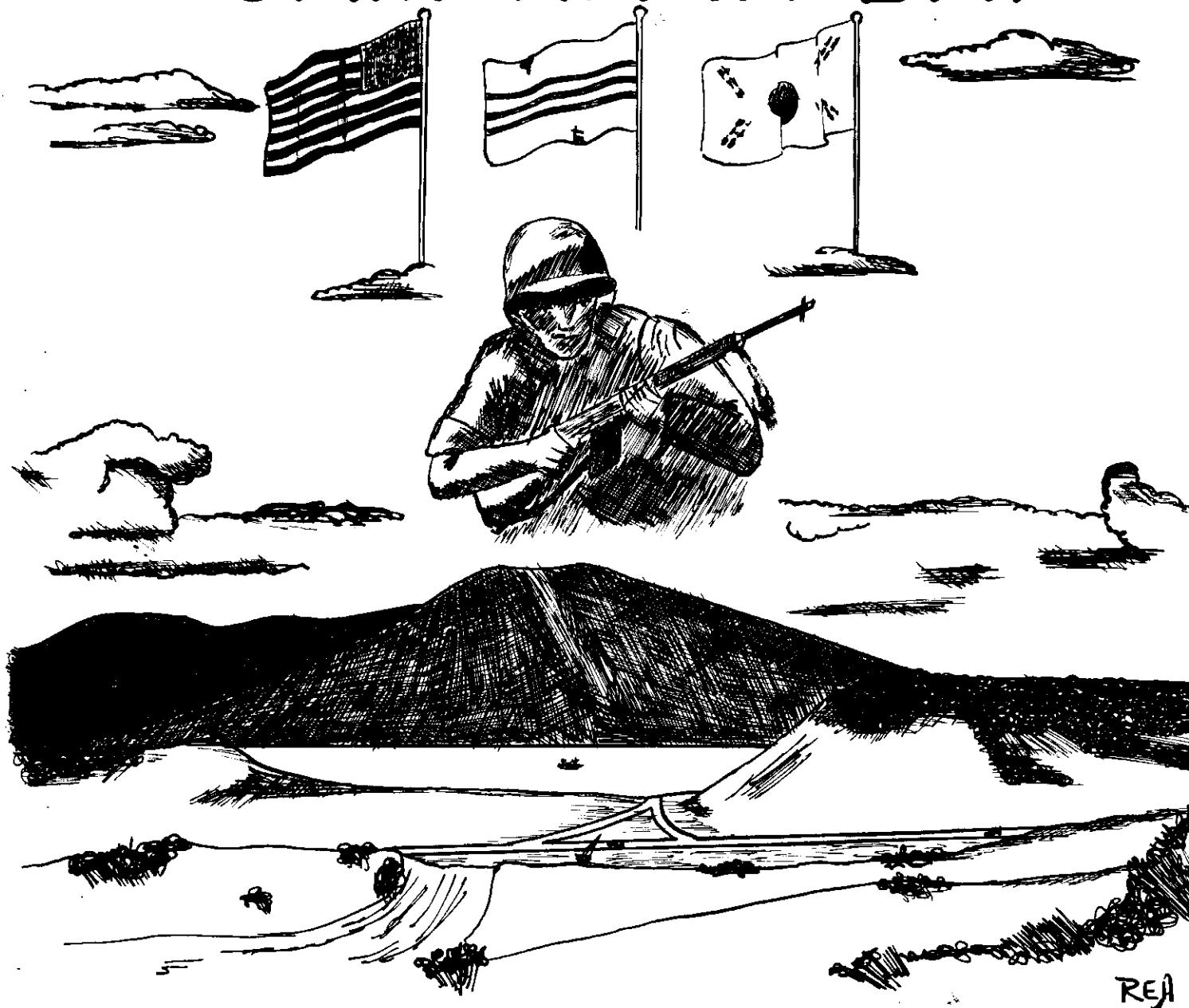


ROBERT D. REID
Colonel, TC
Commanding

1 Incl
Brochure



U S ARMY SUPPORT COMMAND CAM RANH BAY



**WELCOME
TO
U S ARMY
SUPPORT COMMAND
CAM RANH BAY**

FORWARD

We of the United States Army Support Command are pleased to welcome you to Cam Ranh Bay. It is likely that your visit here will stir in you a high degree of respect and admiration for the industry and accomplishment of the American soldier. The rapid pace of growth of our port, our depot and indeed of our entire complex, is testimony to the soundness and greatness of the American way of life. We fervently hope that with the assistance of our several allies participating here in the fight against the common enemy, we shall be able to help the people and the Republic of Vietnam in their quest for an equally stable way of life in freedom.

Malton E. Gates
MAHLON E. GATES
Brigadier General, US Army
Commanding

CAM RANH BAY

Cam Ranh Bay is a magnificent natural harbor located approximately one hundred and eighty miles north of Saigon along the coast of the South China Sea. The bay is formed by a semi circle of dark, feral mountains and a seaward peninsula of barren wasteland covered with shifting dunes.

For centuries the peninsula lay uninhabited. The bay was a refuge for storm tossed junks and sampans and eventually several fishing hamlets took form along the inner shores. Despite the intense heat, torrential rains and high winds characteristic of the area, the fishermen and their families managed to exist.

Early in the nineteenth century, a French Marquis named De Bathelmy settled on the peninsula. Entranced by the stretches of white beach and by the scenic grandeur of the surrounding mountains, the Marquis expanded his settlement to include several large villas. The commercial possibilities of the area were evident and the Marquis set out to exploit this potential. Fresh water basins were developed; virgin land was cleared and limited farming begun. All effort was directed toward the development of Cam Ranh Bay as a provisioning station for Western Pacific shipping. Perhaps De Bathelmy envisioned that one day a great seaport would emerge from these meager surroundings.

During the ensuing century little was heard from Cam Ranh. Its entrance onto the stage of world history came in 1905. The Russian fleet enroute to Japan was buffeted by a severe storm. The fleet entered Cam Ranh Bay for repair and provisioning and after a month

sailed on to a disastrous encounter with the Japanese fleet. Cam Ranh soon returned to its soporific state.

In 1932 the Japanese took possession of Cam Ranh Bay but did little to alter its appearance or improve existing conditions. The French returned in 1939 and constructed a small military installation. In 1942 the Japanese garrisoned the area and with the growth of hostilities, finally imprisoned the French troops in their barracks. Cam Ranh Bay was contained in this fashion until the end of World War II.

The next significant event occurred in 1951 when Chiang Kai-Shek sent thirty thousand troops to Vietnam. Six thousand of them were based at Cam Ranh, but the French soon placed them in detention. In 1952, they were released and returned to the Republic of China.

The Cam Ranh Bay area was not significantly involved in the Viet Minh struggle to free Vietnam from the French. When the Geneva Accord of 1954 was implemented, Cam Ranh Bay was used by the French as a principal area for evacuation of their once proud Army. In July 1956, the last of the French troops sailed from the harbor, ending a century of colonial rule.

Soon after the French left South Vietnam, the Communist government of North Vietnam violated the Geneva Accord. Under the aegis of the Chinese Communists, the invaders attempted to subvert the duly elected government of the Republic of Vietnam. They tried to infiltrate the democratic programs and turned to coercion and intimidation. They applied the pressures of terror and torture to the peasants and started a guerilla war against the Army.

In response to appeals from the government of the Republic of Vietnam, the United States formed a small advisory group and rendered limited materiel assistance. As the pace of infiltration from North Vietnam increased, reaching large proportions in late 1964, the terrorist Viet Cong commensurately increased the pace of their attack. In response to this expansion of the conflict, the United States worked with the government of the Republic of Vietnam to increase its level of assistance. This included the insertion of American fighting units and an enormous increase in logistical support.

Cam Ranh Bay entered the picture almost immediately. It was readily apparent that existing Vietnamese port and logistical facilities would be inadequate to sustain the impact of the projected flow of materiel and supplies. Surveys were made of the Bay's potential and it was determined that a major logistical complex could be constructed on the peninsula. One factor in selection of Cam Ranh Bay was its potential for providing muscle and dispersion to the industrial and commercial base of the country when peace returns.

In little more than a year, the Vietnamese participated with the Americans in one of the swiftest logistical buildups in history. In a massive application of effort, this wasteland was converted into Vietnam's second largest seaport. Despite the perversity of the elements, piers, airfields and petroleum tank farms were constructed; road nets and hardstands were laid down; warehouses, maintenance buildings and cantonment areas sprang up.

Deep-draft vessels can be brought alongside any one of the five piers or can be anchored in the harbor; those so anchored have their cargo discharged by lighterage to South Beach. The South Beach area is also used for loading and discharge of intra-coastal shipping. There are two LST ramps, a barge pier which measures 100' X 220' and a beach used by LARC's. It is interesting to note that until the existing road net was constructed, the LARC was used for both lighterage and local hauls since it was one of the few vehicles that could traverse the sandy wastes leading to the Depot storage areas. Now the LARC's are used principally for lighterage and South Beach has a large transshipping area for cargo handling.

The Cam Ranh Bay Transportation Command (MT) has a dual mission which extends through the Support Command area. The Command is responsible for port and beach clearance and local and long distance hauling operations. Though the bulk of its assets are here, it has operational elements at Tuy Hoa, Nha Trang, Phan Rang, and Phan Thiet. TOE vehicles range in size from Jeeps to twelve ton S&P trailers and five thousand gallon tankers. In addition, the Command operates Kenworth trucks pulling Eidel trailers, which have a combined capacity of forty tons.

Port and beach clearance encompasses movement of cargo from port and beach holding areas to storage areas. Most of the cargo here at Cam Ranh Bay is delivered to the Army Depot, but a significant amount is consigned to the Air Base and to civilian contractors. Local and long distance hauling operations include movement of cargo from

storage to holding areas for transshipment by air or sea, convoys from Cam Ranh to our Subareas and forward support areas, and in some instances, delivery of supplies to the combat units.

The Cam Ranh Bay Depot is charged with requisition, receipt, storage and issue of all five classes of supply for the entire Support Command. The Depot has the additional mission of providing Direct Support and General Support maintenance to Army units in the southern half of the Support Command area and to provide laundry, bath, bakery and graves registration services to Army units on the Cam Ranh peninsula. Additionally, the Depot is responsible for preparation of cargo for aerial (parachute) delivery.

The Depot requires a wide variety of facilities to accomodate the vast amount of supplies and equipment which it must store. These include cold storage facilities, various sized warehouses, open storage sheds, hardstands, bunkered ammunition pads and petroleum facilities consisting of tank farms, bladder farms and floating storage (T-2 tankers). In addition to storage facilities, the Depot has maintenance shops, a Property Disposal Yard, generating plants which produce industrial gases and several buildings used to rig cargo for aerial delivery.

An automatic data processing system has been established to facilitate control of the inventory and flow of supplies within the Depot. A separate building houses both the IBM punch card system and a NCR computer. Use of ADP has materially assisted the Depot in coping with a steadily increasing flow of receipts and issues. The build-up to meet stockage objectives should be completed in the near future

and then the ADP system will provide a swift and accurate means of maintaining stock levels and locating items within the various storage areas.

Cam Ranh Bay hosts hundreds of visitors each year. The entire civilian and military Chain of Command visited Cam Ranh Bay during the period September 1966 - January 1967. Included in this group were the following distinguished American personnel:

President Lyndon B. Johnson
Commander in Chief

Mr. Robert S. McNamara
Secretary of Defense

Mr. Stanley R. Resor
Secretary of the Army

General Earle G. Wheeler
Chairman Joint Chiefs of Staff

General Harold K. Johnson
Chief of Staff, US Army

Admiral U.S.G. Sharpe, Jr.
Commander in Chief, Pacific

General Dwight E. Beach
Commander in Chief, US Army Pacific

General William C. Westmoreland
Commander, US Military Assistance Command, Vietnam

Lieutenant General Jean E. Engler
Deputy Commanding General, US Army, Vietnam

Major General Charles W. Eifler
Commanding General, 1st Logistical Command

It should be noted that President Johnson's visit to Cam Ranh Bay was his only stop in Vietnam and marked the first time in history that a President of the United States visited this country.

In view of the present state of the area, it is not difficult to foresee the eventual development of Cam Ranh Bay. We have already laid the foundation for a great seaport and industrial complex. As time passes we will gradually complete our construction activities and settle into a continuing program of refinement.

As we continue to develop the peninsula, the Vietnamese continue to grow on the western shore of the bay. Eventually, the bay area may grow into a huge metropolis, possibly becoming South Vietnam's major seaport.

When peace returns to Vietnam, the major transportation complex established at Cam Ranh Bay might serve to provide a foundation for transforming the peninsula into an industrial or commercial transportation center for Southeast Asia. Ships which carried war materiel would be replaced by carriers of commercial goods and natural resources designed to build a strong, free nation, develop a competitive economic state and establish a nucleus for world trade.

Someday a living monument will exist here at Cam Ranh Bay; a testimonial not only to the beleaguered people of South Vietnam, but indeed for all the people of the free world. This manifestation of man's devotion to his fellow man will bear an inscription legible only to the freedom loving world - a testament to the supreme sacrifice offered in order that others may live in freedom and peace.

PORT INFORMATION FOR CAM RANH BAY, REPUBLIC OF VIETNAM

1. GENERAL: This document contains information compiled by the MSTSREP and the HARBORMASTER, Port of Cam Ranh, to aid you and your crew during your stay in Cam Ranh Bay. This information does not supersede or cancel any regulation or instruction issued by higher authority.

2. PORT SERVICES:

a. The MSTSREP will make every effort to aid you within the limited facilities available. You must realize that Cam Ranh is a combat zone, therefore many of the services you normally expect are limited or non-existent.

b. Potable water, diesel bunker and repairs are available only under emergency conditions. Arrangement should be made through your agent. Please keep the MSTSREP informed.

c. Fresh vegetables (poor quality and expensive) and laundry service are available. All arrangements must be made through your agents.

d. Agents for commercial ships contracted to MSTS at Cam Ranh Bay:

- (1) HAI-VAN, KHANH-HOA
- (2) AN LAC CONG TY
- (3) TRANSMAR

e. Postal Service:

- (1) Incoming mail will be delivered to ships by the agents.

The mail is picked up twice daily by the MSTSREP due to the fact that foreign nationals cannot pick up U.S. mail from the post office.

(2) Outgoing mail requires U.S. postage and will be picked up by your commercial agent. The MSTS Boarding Officer will also take your mail ashore.

(3) Letters to Pacific Ocean addresses, other than Alaska or Hawaii, require 25 cents postage.

3. MEDICAL SERVICES AND REQUIREMENTS:

a. Personnel employed aboard commercial ships contracted to MSTS and personnel aboard USNS ships are eligible for treatment at military facilities ashore; however, it must be pointed out that facilities in the Cam Ranh area are limited and overcrowded.

b. Routine Medical Treatment:

(1) Sick call will be held from 0800 until 1100 hours daily.

(2) Transportation for personnel requiring medical treatment during sick call can be obtained by contacting the Harbormaster prior to 0730 hours on 2716 KC. State number of personnel to be transported. Personnel may return to their ship on transportation which departs from the Harbormaster's office between 1100 and 1300 hours daily. No other military transportation will be provided except for an emergency. Only one trip will be made daily. To avoid delays, arrangements should be made with your agent to return personnel to their ships.

(3) A Master's certificate prepared in triplicate is required for routine medical treatment. Certificate must contain the nature of the illness and the name and address of the Steamship Company to be billed for medical treatment. Seamen will present Master's certificate at the desk and wait outside until called to see the physician.

(4) Excessively unkempt men or men with alcohol on their breath will not be seen during routine sick call.

(5) Inform your agent of personnel admitted to the local hospital.

c. Emergency Medical Treatment:

(1) Emergency medical treatment can be obtained by contacting the Harbormaster on 2716 KC.

(2) A physician will board ships only in extreme emergency. Explain complaint clearly when making the call so necessary supplies can be obtained by the doctor.

d. Immunizations:

(1) All personnel must be immunized against:

- (a) Small Pox
- (b) Typhoid and para-typhoid
- (c) Polio
- (d) Typhus, Epidemic
- (e) Yellow fever
- (f) Cholera
- (g) Plague
- (h) Tetanus and Diphteria
- (i) Influenza

(2) Masters, when applicable, must certify in writing that all crew members have been immunized against diseases listed above.

(3) Immunizations can be arranged through MSTS.

e. Rat Guards:

(1) Plague is endemic in the Cam Ranh Bay area and actual cases have been diagnosed. To preclude the very real possibility of transmission of the disease carrying rodents to future ports, all vessels berthed at Cam Ranh Bay are REQUIRED to take the following precautions:

- (a) Rat guards will be on all ship-to-shore lines.
- (b) Rat guards will be four (4) feet in diameter.
- (c) Rat guards will be placed at least six feet from either the ship or the pier and in such manner as to preclude any holes or slots through which a rodent might pass.
- (d) With the conical shaped guards, the guard whould be pointed toward the ship.
- (e) Cargo nets will be pulled aboard ship when not in use.
- (f) Gangways will be well lighted during the hours of darkness to discourage rodent entry.

(2) The Master is responsible for insuring that rat guards are in place and that they remain in place during the ship's stay by making daily inspections. The Master is also responsible for inspecting cargo taken aboard ship for any signs of rat infestation. For assistance contact the Harbormaster.

(3) Failure to comply with these instructions, will be cause to report the ship as a possible carrier of plague infested rodents to the proper health authorities in the next port. If deemed necessary, ships so exposed to plague infestation can be quarantined for sixty days and required to pay for the high cost of fumigation before being allowed into a plague free port.

4. PORT OPERATIONS:

a. Communications:

(1) Harbor Common (2716 KC) voice net is controlled by MSTS/Harbormaster and is guarded continuously. Call sign is CAM RANH CONTROL.

(2) MSTS Saigon (HFWT) guards 4150 (CW).

(3) All ships in port, except ammunition ships with hatches open and ships alongside piers, are to guard the Harbor Common net between 0900-1100 and 1400-1600 daily. Ships exempted from this guard requirement are encouraged to maintain a listening watch. All emergency warnings will be passed over this circuit.

(4) All ships scheduled to move within or depart this harbor are required to call Cam Ranh Control on Harbor Common net 30 minutes prior to actual movement. Ships departing are to remain on Harbor Common 30 minutes after departure. Communications with all tugs is via Harbor Common.

(5) Ships must maintain their own commercial radio guard such as RCA or Mac Kay.

b. Import Desk Logs: Three copies of the import log covering time import, Cam Ranh, are required from all MSTS charted ships, except GAA.

c. Shifting Anchorage: You will receive at least two hours advance notification if it becomes necessary to change the location of your ship.

d. Cargo Operations:

(1) Once operations have commenced they will normally continue on an around-the-clock basis.

(2) MSTSREP and Port Commander must be notified immediately if cargo operations are suspended for any reason. Initial report must be followed by a formal letter report.

e. Damage Reporting:

(1) Minor damage such as bent ladder rung, broken sweat batten, etc., must be listed and reported to MSTSREP at least six hours prior to sailing to accomplish necessary investigation and verification.

(2) Extraordinary or extensive damage such as a dropped boom, holing of a ship by lighterage, etc., should be reported immediately, to the MSTSREP. The master must immediately gather information concerning the incident., i.e. witnesses, personnel or unit involved, and other pertinent facts. Eight (8) signed copies of damage reports and statements of witnesses are required to process damage claims.

f. Security of Ships:

(1) As previously stated, Cam Ranh is a combat zone and extra precautions should be taken.

(2) Vessels should be able to get underway from anchorage within two hours. Vessels will be notified to expect to get underway on short notice should a state of readiness be established.

(3) Permission must be obtained from the Port Commander and MSTSREP prior to disabling any vital machinery. Should assistance be required in filing Casualty Reports (CASREPS) contact the MSTSREP. Arrangements can also be made with the MSTSREP for an ABS surveyor or U.S.C.G. Inspector from Saigon.

(4) Security will be provided by the harbor defense for all vessels anchored and awaiting cargo operations. Vessels carrying sensitive, critical or vulnerable cargo may have security guards placed aboard, with the Ship Master's approval, while anchored in the bay awaiting cargo off-loading.

(5) Ships off-loading cargo in Cam Ranh Bay will be provided military policemen, for security of the cargo, with permission of the MASTER. If permission is not granted, the Master must notify the MSTSREP and Port Commander. Denial must be in writing, including reasons for refusal and

accepting responsibility for the physical security of the ship and cargo. Additional military police and U.S. Coast Guard police may be placed aboard a vessel containing sensitive cargo. Reimbursement of expenses for berthing and feeding military personnel placed aboard may be obtained by endorsing the written orders authorizing their embarkation. Three copies of the completed orders should be returned to the MSTSREP prior to departure or at the next port of call.

(6) Harbor defense maintains a boat patrol in the harbor to protect vessels from hostile craft or swimmers. The Harbor Defense maintains continuous guard on 2716 KC. Report any suspicious action immediately.

(7) Action Required By Security Guards:

(a) All security guards will remain constantly alert for the possibility of enemy action. When Vietnamese boats are observed traveling in the direction of a cargo vessel being secured, the guard will fix his attention upon the Vietnamese boat.

(b) If the boat continues on course and approaches the 200 meter unauthorized radius, the security guard will summon the relief guard. The relief guard will report to the ship's radio operator and request that a harbor defense patrol boat be dispatched to the ship. The defense patrol boat can be reached on the Harbor Common frequency 2716.

(c) The guard will wave a green flag if the Vietnamese boat enters the 200 meter unauthorized zone. If it does not endanger harbor operations, during hours of darkness or reduced visibility, the guard will fire a green signal illumination flare in the direction of the Vietnamese boat.

(d) If the harbor patrol boat is not in view and the Vietnamese boat is within 100 meters of the vessel being secured, the guard will fire one warning shot, aimed at a 45° angle.

(e) In the event the warning shot fails to halt the progress of the Vietnamese boat, the guard will fire in an attempt to sink the boat and not to inflict injury to personnel.

(f) All actions of this nature must be reported by radio to MSTS control and followed by a written report.

g. Lighterage: Merchant marine personnel are not permitted to use lighterage for transportation unless specifically approved by the Harbormaster.

h. Garbage:

(1) Garbage and trash will not be dumped over the side of ships in Cam Ranh Bay. A garbage and trash run is made daily between 0800 and 1800 hours by small Vietnamese boats with signs reading "Garbage Pick Up".

(2) Bilges will not be pumped while in Cam Ranh Bay.

i. Naval Control of Shipping Officer:

(1) Cam Ranh does not have a NCSO. Masters/Commanding Officers will make up their own arrival and departure reports.

(2) Sail folders will not be turned into the MSTSREP.

(3) The MSTSREP will deliver voyage sail orders to Masters when the orders are received.

j. Departure Report: Report by message to MSTS0, Saigon, Info: COMSTSFE, the amount of bunker and water on board if this is your last port in Vietnam.

k. Port Fees: The US government has been granted exemption from customs, counselor fees, custom extra work and immigration service since this is a military port.

5. SHORE LEAVE, LIBERTY AND RECREATION:

a. Restrictions:

(1) Local Vietnamese government officials have placed all Vietnamese territory surrounding Cam Ranh Bay off limits to all foreign national seamen since customs, immigration or other Port of Entry officials are not located in this area. This restriction is rigidly enforced by the Vietnamese National Police. Violators are subject to severe fines and/or punishment. US Military Police assist Vietnamese police, on request.

(2) Vietnamese and US Military facilities and transportation on the Cam Ranh Bay Peninsula are inadequate for US forces stationed here and can not be made available to Merchant Seamen at the present time. Therefore, it is necessary to limit seamen to the deep water pier area and the route to and from the deep water pier area and the Seamen's Service Club.

(3) There have been many violations of restrictions in the past. Continued violations will cause a deterioration of the fine relationship between US forces in Vietnam and the host government of Vietnam. Continued disregard of present restrictions will result in more stringent actions.

b. Seamen's Service Club:

(1) A United Seamen's Service Club has been established near the deep water pier area for the convenience of seamen from foreign nations.

(2) The club is located 0.6 of a mile from the liberty launch landing point (between piers 2 and 3).

(3) The club is opened from 1200 to 2200 hours daily. Services available include a recreation room, library, unit book exchange, restaurant, bar, movies, film exchange, barber shop, money order and postal service.

c. Shore Leave:

(1) No restriction has been placed on the number of personnel permitted ashore. However, keep in mind that this is a combat zone and vessels may be required to get underway at any time for their own safety.

(2) Liberty launch is permitted to land at only one point in Cam Ranh Bay. The landing is located between piers 2 and 3. Persons on shore leave will not attempt to obtain boat transportation at any other point, particularly not at the operations area at South Beach.

(3) Military lighterage will not be used for transportation of personnel for shore leave.

(4) Shore leave is granted only for the purpose of visiting the United Seamen's Service Club. All other points in the Cam Ranh area are off limits.

d. Currency:

(1) U.S. currency can not be used ashore, except at the United Seamen's Service Club.

(2) There are extremely stringent regulations in effect concerning the use of U.S. currency. Personnel attempting to use it anywhere but at the United Seamen's Service Club are liable to suffer severe penalties.

(3) A money exchange facility is available for your use at the United Seamen's Service Club.

e. LCM-6, Liberty Boat Discipline:

(1) Conduct of merchant seamen utilizing liberty boats has caused immediate concern to COMSTSFE, MSTSO Saigon, MSTSREP, MARAD-V and AB&T.

(2) Merchant seamen embarked in liberty boats should be aware of the necessity to exercise caution, to respect US government property and the importance of enhancing the American image in the Republic of Vietnam. Misconduct could result in serious accidents and possible legal entanglements.

Violators of liberty boat rules will be reported immediately to MSTS0 Saigon, COMSTS and MARAD-V.

(3) The following liberty boat procedures are in effect to minimize breaches of conduct:

(a) Should fighting develop in the launch, the coxswain will return to the boat pier and disembark offenders to the custody of military police or expedite completion of run, which ever is quicker.

(b) Should medical attention be required, the coxswain is authorized to return the boat to pier or proceed to the closest ship to seek aide.

(c) The coxswain is authorized and is encouraged to seek Military Police assistance. He will request the arrest of seamen breaking the peace.

f. The Commanding General, 1st Logistical Command has declared that a "time of war" exists in the Cam Ranh Bay area. Article 2, Uniform Code of Military Justice places seamen under the jurisdiction of the US Armed Forces and subjects the seamen to apprehension, detention and trial by military authorities.

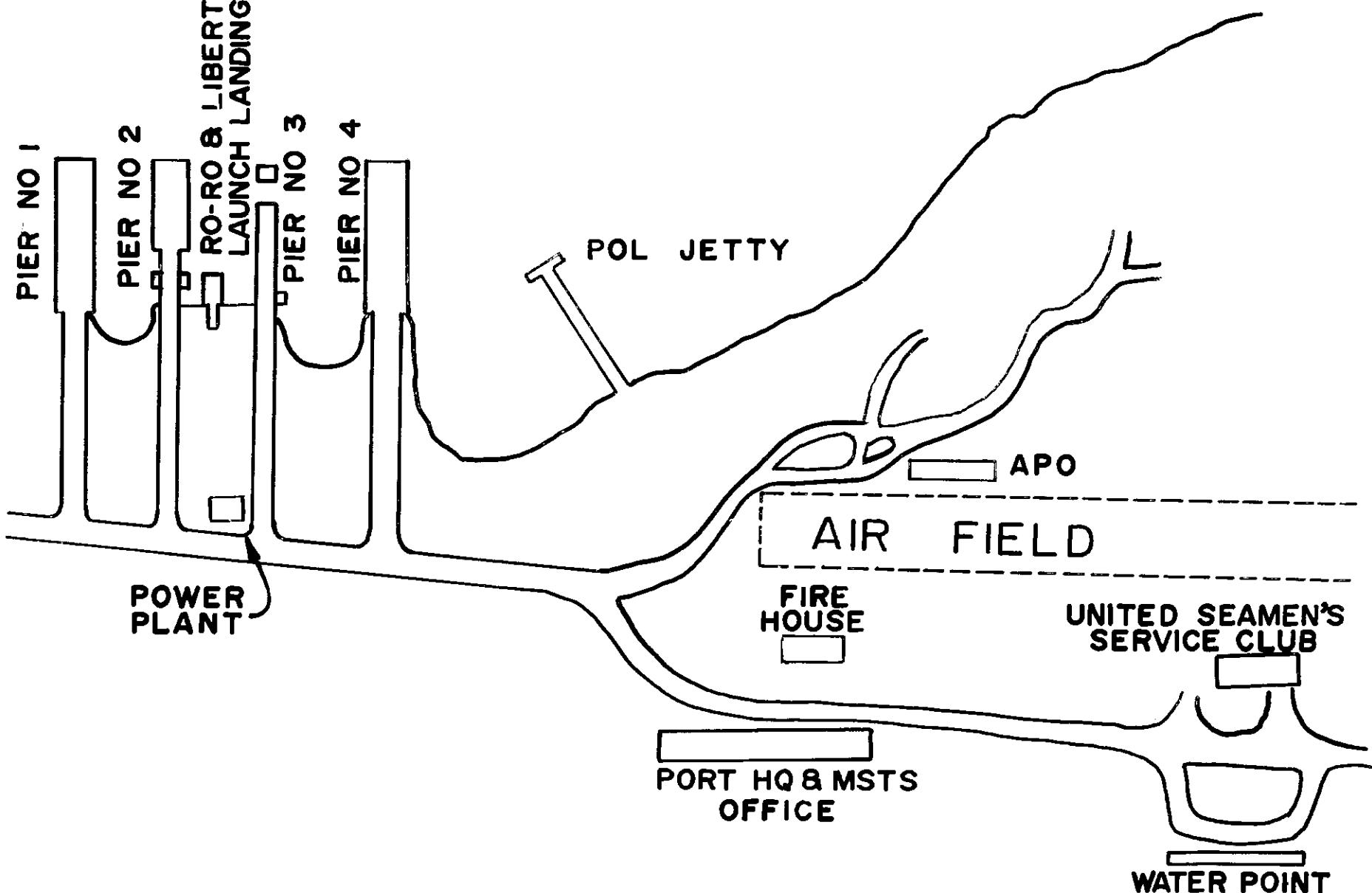
g. Swimming:

(1) There are no beach facilities available to merchant seamen at this time due to a critical lack of transportation.

(2) Cam Ranh Bay is a known shark area and swimming in the bay is strictly prohibited.

6. It is hoped that this document will aid you during your stay in Cam Ranh Bay. Please contact the MSTSREP if you desire further information.

CAM RANH BAY



DISTANCE FROM PIER NO. 2 TO USS CLUB IS .6 MILES
(NOTE: SEAMEN MUST NOT CROSS THE AIR FIELD ENROUTE TO USS CLUB)