

Return to 1/0 when leaving port

PORT INFORMATION FOR QUI NHON
REPUBLIC OF VIETNAM

NO NATIVE BOATS ALLOWED
ALONGSIDE

REVISED
10 FEBRUARY 1967

The following information has been compiled by MSTS REP, Qui Nhon to aid Master/Commanding Officers of ships controlled by or contracted to the Military Sea Transportation Service. Nothing herein supersedes or cancels any regulation or instructions set forth by competent higher authority.

1. Port Services: Generally speaking, only extremely limited services are available. MSTS REP does not provide husbanding services.

a. Available (In limited quantities through local agents to commercial ships chartered to MSTS. All arrangements must be completed with and through your agents).

(1) Fresh vegetables (Poor quality, not approved by U. S. Army).

(2) Fresh sea food (Shrimp, crabs and fish).

(3) Fresh water in 60T barge (Water is not potable, and prior arrangements must be made through your agent. MSTS assumes no responsibility if this water is used, chlorination is required to make water potable).

2. Agents:

The following agents operate in Qui Nhon, RVN.

Vietnam Outports Marine Service
591 Gia-Long Street
Qui Nhon, RVN

Transmar Vietnam
348 Gia-Long Street
Qui Nhon, RVN

An-Lac Cong-Ty
452 Gia-Long Street
Qui Nhon, RVN

3. Communications:

a. Harbor Common is guarded on 2716 KC voice net controlled by MSTS. This net is guarded continuously by MSTS, Qui Nhon, and Qui Nhon Control, who is harbormaster. Qui Nhon Control makes all anchorage assignments, tugs, pilots, and etc.

b. MSTS0 Saigon (HFNT) guards 4150 KC (CW) continuously.

c. Communications guard required by all ships in port of Qui Nhon daily from: 0900 to 1100, and 1400 to 1600. Also 30 minutes prior to and after departure, and any other time required to expedite and co-ordinate cargo operations. Unless communications is required, it is requested that ships only guard 2716 KC and not ask for traffic checks, this is designed to cut down traffic on the radio, which at present is overcrowded. If MSTS has any traffic, it will be passed during the above traffic hours. Ships moored to Qui Nhon Delong Pier need not guard 2716 KC.

4. Medical Facilities:

a. Medical facilities are extremely limited and overcrowded with combat casualties, therefore only emergency and serious cases will be seen. All ships should make arrangements with agents for treatment thru 14th Dispensary, U. S. Army. If hospitalization is required, the patient must present a "Master's Certificate, and Requisition for, and Report of, Medical Treatment". (Form MA-570 (10-65)). GAA ships must also include the home office address of the shipping company. There is a standard rate of \$45.00 per day for all merchant seamen except civil service workers.

b. Local Vietnamese doctors are not considered to be sufficiently competent, by U. S. standards, to treat American citizens, and it is urged that these doctors not be used. It is further recommended that Masters not honor any "light duty" or "unfit for duty" prescriptions offered by Vietnamese Medical Personnel. DO NOT have seaman go directly to hospital, they must be referred to U. S. Army 14th Dispensary and examined if re-

quired. Medical authorities at the Dispensary will refer them to appropriate hospital.

5. Shore Leave and Liberty:

a. Current policy will be promulgated by separate enclosure. Liberty launches for USNS, GAA ships will be provided by MSTS. Launches will be available for Time Charter (TC) and Shipping Contract (SC) ships on a space available and reimbursable basis. Shore liberty is authorized for civilian crews. Vietnamese National Police exert authority in the city for law enforcement.

b. Curfew: Off street curfew for all American citizens is from 2400 to 0500 daily except Saturday Night, which is 2300 to 0500. In the event of possible hostility in the city of Qui Nhon, the city may be placed off limits, imposed by local Vietnamese Authority, relayed through the Commanding Officer, Qui Nhon Support Command. All off limits letters are promulgated by separate notice.

6. Mail

a. Incoming mail will be delivered to ships as received by MSTS REP or commercial agent. If by latter, Master or Chief Mate will have to receipt for mail.

b. Outgoing mail requires U. S. Postage and will be picked up by MSTS REP or commercial agent daily.

c. APO may be used only by personnel holding DD Form 1173 or DD2N.

d. Mail may be sent ashore via the liberty boat as it is making your ship. To facilitate receiving mail from the liberty boat it is requested you keep a line and bucket near your deck watch.

7. Currency:

All military installations use Military Payment Certificates (MPC). The Vietnamese currency is the Piaster.

8. Cargo Operations:

a. Port stevedores: Once cargo operations commence they will normally continue on a "round the clock" basis. If cargo operations are suspended for any reason by the Master of MSTS interest ships, the MSTS REP and Port Commander must be notified immediately by message and followed by formal letter.

b. Cargo gear operation by ships crew: Due to the limited number of stevedores available in this port, ships may be requested to use their crew to perform such operations as rigging booms, opening hatches, cleaning holds and other similar operations. If this action is required you will be presented a letter from the Port Commander, endorsed by MSTS REP authorizing necessary overtime.

9. Damage Reporting Procedure: If damage is incurred it must be reported in the following manner to MSTS REP.

a. Minor damage must be listed and reported to MSTS REP at least six (6) hours prior to sailing, so that a thorough investigation and verification can be accomplished (all damaged equipment claimed must be sighted by MSTS REP staff). Eight (8) copies of Damage Reports are mandatory.

b. Extraordinary damage such as dropped boom, holing of ship by lightering, or other like damage must be brought to the attention of MSTS REP at the earliest possible time. Also, the Master must immediately gather, on the spot, written information as to the units involved, witnesses, apparent extent of damage and other pertinent facts.

10. Security of ships: Ships anchored in Qui Nhon awaiting cargo operations will be provided MP's if cargo is of particularly sensitive nature. Additionally, harbor patrol boats maintain constant surveillance and U. S. Navy divers frequently make underwater inspections of hulls and anchor chains to prevent possible sabotage attempts.

11. Lighterage:

a. Merchant Marine personnel are not permitted to use lighterage as a means of transportation unless it is specifically assigned for that purpose by the harbormaster. In the event Merchant Seaman use any boat except authorized liberty launch, they do so at their own risk.

12. Import Deck Logs:

a. Three copies of the import deck log covering time inport, Qui Nhon will be required from all TC ships. If for any reason these copies cannot be picked up by MSTS REP prior to your departure, it is requested that you mail them from your next port of call to: MSTS REP, QUI NHON, APO SAN FRANCISCO 96238.

13. Condition of Readiness: Engine standby is left to the discretion of the Master, except in the case of ships for which a DEFCON has been specified. In most cases good seamanship will dictate the state of engine readiness. DISABLING OF PROPULSION PLANT: Permission must be obtained from the Port Commander and MSTS REP prior to disabling engines for a period of more than two hours.

14. Shifting Anchorage: If it becomes necessary to change the location of your ship, you will normally be notified a minimum of two (2) hours in advance.

15. NCSO - All ships who are NCSO routed will notify MSTS on arrival and departure. MSTS REP Qui Nhon will make arrival and departure reports for you. Masters must notify us if you are NCSO routed and of your arrival and departure by radio.

16. Weather Reports: It is advisable for ships to copy their usual weather broadcasts.

17. Accommodation Ladder/Pilot Ladder: Qui Nhon is an open harbor, with heavy swell action, therefore, it is recommended that pilot ladder only be put over the side. On several occasions in the past, accommodation ladders have been damaged by lighterage. LCM's will not go alongside accommodation ladder.

18. Bum Boat/Sampans: The U. S. Navy provides a patrol boat to keep local boats away from ships anchored in the harbor. If local boats are any problem to you contact Qui Nhon Control.

19. Service to You: The MSTS REP will make every effort to aid you within the limited facilities available to him. You must realize that Qui Nhon is a combat zone, therefore many of the services you normally expect are very limited or not available. MSTS REP may be contacted VIA 2716 KC voice.

20. Liberty Launches:

a. MSTS has LCM's that make all ships USNS, GAA, TC, and SC. TC and SC ships will have to request boat service on the 1st and 15th of each month by letter from the Master. If SC or TC ships do not desire MSTS boats, you can contract shipping agent for liberty boats.

b. The MSTS controlled LCM liberty launch schedule for all GAA and USNS ships is as follows:

<u>Leave Pier</u>	<u>Leave First Ship on Return</u>
0700	0800
1200	1245
1500	1615
1800	1900
2200	Allow approximately 10 minutes between ships.

c. All liberty launches depart "Fish Pier" making ships starting at in-board side of pipeline and returning from pipeline to ships, then to Fish Pier.

d. Anyone who is under the influence of alcohol and cannot climb the Jacobs ladder is requested not to ride the boat, and will be refused passage by boat crew.

21. Emergency Signals: Emergency signals will only be used if attacked or hostilities are imminent. Emergency signals for ships located Qui Nhon are as follows:

- a. Primary signal - 3 red starshells fired in rapid order.
- b. Secondary signal - Rapid pulsating light from Harbor Surveillance.
- c. Third signal - Instructions will be via voice radio on 2716 KC and 2738 KC.

In the event of an emergency, ships Masters will get underway and await further instructions from Qui Nhon Control. While underway all ships will be under the operational control of MSTS SAIGON.

22. Rodent Control:

Rats in Vietnam often carry fleas which often spread bubonic plague. It is a simple matter of good seamanship to use rat guards on mooring lines and flood lights on accommodation ladders; at the Qui Nhon DeLong Pier it is an absolute necessity. Additionally, no de-ratization inspections will be made nor de-ratization certificates issued.

23. Pratiques:

- a. Pratiques are not required in this port.

24. Casualties in Port:

a. In the event that a fire should occur on any ship at the Qui Nhon pier, it would be necessary to tow that ship away from the pier to avoid endangering other ships. To assist in this procedure, it is mandatory that all ships at Qui Nhon pier suspend hawsers fore and aft with an eye sufficiently long that a tug can pick up the eye but not so low that personnel could board from bum boats.

25. Rations for Guards:

a. In the event that military guards are placed aboard for security, it is requested that they be berthed and messed. In order that the company can be reimbursed for meals, it is requested that five (5) copies of a list with the names, service numbers, meals eaten, and the dates involved be sent to MSTS REP prior to the vessel's departure. A request for berthing and messing of guards must be received prior to allowing them to move aboard.



H. C. ANSON
MSTS REP QUI NHON

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7 March 1967

ADDENDUM NUMBER 1

26. Trash and Garbage:

a. Trash and garbage is not to be discharged overboard whether anchored in the open roadstead or moored in the inner harbor of Qui Nhon. A government contracted garbage boat makes all ships in Qui Nhon harbor on a daily basis. To insure that your ship will not be bypassed, it is requested that garbage cans be suspended off of the fantail. If the garbage boat fails to make your ship it is requested that you contact Qui Nhon Control on 2716 KCS.

b. No dunnage or other foreign objects are to be discharged over the side by stevedores or ship's crew except into lighterage. It is mandatory that ship's Masters and Mates on watch make every effort to prevent any discharge of this sort since U. S. Navy divers have suffered serious injuries as a result of being struck by dunnage. If any dunnage is discharged it is required that written notification be made to MSTS Unit, Qui Nhon describing the incident, the exact time of the incident, and the name of the officer in charge or the stevedore supervisor or foreman. In the interest of protecting the Master or Mate, it is strongly recommended that the incident, and the steps taken to prevent it, be entered in the ship's log in addition to notifying OIC MSTSU, QUI NHON.

27. Base Security:

a. In the interest of maintaining proper security procedures it is imperative that all merchant marine personnel carry proper identification while on military installations. A Z or N card must be displayed in order to pass through any military gate or to ride in any military vehicle (including buses). Failure to produce a Z or N card at the entrance to the DeLong Pier will result in the offender being detained until the Master personally arrives to take custody of the individual. Failure of the Master to take custody will result in the individual offender being turned over to the Vietnamese National Police for disciplinary action as deemed appropriate.

28. Customs:

a. Qui Nhon is a Vietnamese port and all vessels and personnel are subject to Vietnamese customs regulations. U. S. dollars cannot be put into circulation in the Vietnamese economy, to do so constitutes "currency smuggling" and the individual, and possibly the Master, will be heavily fined for this violation. U. S. Dollars must be converted to VN piastres at the rate of VN \$118.00 for \$1.00 U.S., and the person converting the money must be able to produce a receipt so stating. Customs inspectors will board all ships, and may frequently visit ships to conduct surprise currency inspections, all personnel will be expected to declare all currency held, and any inaccuracies may result in personal fines.

b. FAILURE TO COMPLY WITH THIS PROCEDURE IS CONSIDERED "CURRENCY SMUGGLING", A VIOLATION OF VIETNAMESE LAW: ALL PERSONNEL, CIVIL SERVICE, CIVILIAN, OR MILITARY, ARE SUBJECT TO THIS LAW.

29. Mail Routing:

a. For mail routing purposes it is requested that COMSERVLAN be made information addressee on all MSTS movement reports (MOVREPTS) by USNS, GAA, TC, or CVC ships enroute to the Canal Zone, the Persian Gulf, or the Suez Canal.

G.H. Lewis