

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE REPRESENTATIVE
NHA TRANG, REPUBLIC OF VIETNAM
APO SAN FRANCISCO, 96240

ASTS RLP NHA TRANG 3170

ASTS RLP NHA TRANG NOTICE 3170 DATED 16 OCTOBER, 1966

From: Military Sea Transportation Service
Representative, Nha Trang, RVN

To: Distribution List

Subj: Port Information; forwarding of

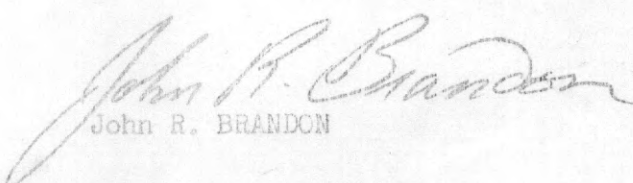
Encl: (1) Nha Trang Port Information

1. Purpose. To provide information concerning the port of Nha Trang to ships of ASTS interest.

2. The information contained in enclosure(1) is not all-inclusive. Additional information is available in sailing directions, notice to mariners and other current publications.

3. It is requested that corrections to information contained herein be passed to ASTS Representative, Nha Trang, APO 96240.

4. This notice is cancelled when superseded or on 16 September, 1967.


John R. BRANDON

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CTG 115.2 (2)
NHA TRANG OUTPORT DIRECTING
OFFICER (1)
ASTS CONTROLLED AND CHARTERED
SHIPS VISITING NHA TRANG (2)

General

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 south -east 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.

USNS controlled and chartered ships anchor off the Nha Trang Outport which is located at latitude 12 -12.'7 North and 109 -12.'9 East. Cargo is discharged here by barge. LST's discharge directly on the beach at the Nha Trang Outport.

Navigation

British Admiralty Chart 3883(Pointe Lagan to Cap Varella) covers the approaches to Nha Trang, North and South. The chart used most for navigation in Nha Trang is H.O. 6287. A French chart #5563 is also available under H.O. Disc. 10,014-87. USS Naury(AGS-16) surveyed the area in January, 1966 and results are portrayed on a provisional field chart although the data have not yet been edited by the U.S. Naval Oceanographic Office.

Ships entering and leaving Nha Trang Bay normally use the entrance on the north side of the island of Hon Tre. The approach is not difficult during day or night. The only problem at night being the numerous fishing boats which crowd the approach. They are usually well lighted however.

Ships approaching from the north mark Mai Rach Trang light (GP FL (3) 10 sec. 335ft 25M.), Hon Dong island(about 5 miles northward of the above light), the summit of Mai 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 Mai Khega.

Ships approaching from the south mark Mai Rach Trang light, the island of Hon Mang(2.3 miles southwestward of Rach Trang light), Mai 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 Mai Nam. Ships entering from the south should take care to avoid Rowke du lion(2 fathoms).

Both the northern and southern entrances have depths of 8 and 9 fathoms but the inner harbor has depths of 10 to 10 fathoms with a mud bottom. The bottom affords good holding ground for ground tackle. The tidal range at springs is approximately 6 feet. There are no pilots available in Nha Trang Bay but there is no problem as the entrances and inner harbor are easily navigated.

The bay is normally calm during the southeast monsoon season because it is protected in that direction by islands.

During the winter months, however, there is little protection against the northeast monsoon winds and seas. This weather condition usually begins in mid-October and continues into the early months of the year. Mornings may be calm while the winds and sea usually rise in the afternoon. Heavy rains are common during this season. Cargo operations are sometimes delayed during this season because of the difficulty of discharging cargo from ship to barge, from barge to pier, and moving barges to and from ships and pier.

Anchorage are assigned to ASTS controlled and chartered ships by ASTS Rep Nha Trang via 2716KCS VOICE(Alt) (Voice call Nha Trang control). Upon entering Nha Trang Bay ships may be challenged by voice(2716KCS-Voice call COMBAT 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 BLARING 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

There is no quarantine anchorage in Nha Trang. Protique is not required.

Communications

Harbor common(2716KCS Voice is gaured by MSTIS REP NHA TRANG (voice call- "NHA TRANG CONTROL"). MSTIS controlled and chartered ships are required to guard Harbor Common 30 minutes before and after arrival/departure and daily between the hours 0900-1100 and 1400-1600 daily. Nha Trang tug control(Call Sign BEACH TWO") and tugs guard channel 16 VHF Fd. Ham radio equipment may be used on frequencies specified by the FCC.

Ships Agents

There are presently two ship's agents in Nha Trang:

- A. HAI VAN KHANH HOA
34 Doc Lap Street
Nha Trang, Vietnam
- B. AN LAC CONG-TY
51 Yersin Street
Nha Trang, Vietnam

AN LAC CONG-TY is ship's agent for GAA and USNS ships; However HAI VAN KHANH HOA has a contract to furnish launch service to GAA and USNS ships when the LCM is not available. Ship's agents provide a variety of services including launch service, barbers, buying magazines and newspapers, fresh vegetables, and laundry service.

Efforts are being made to increase the number and quality of services performed by agents in Nha Trang. The ship's agents will come to the office of ASTS Representative at 1100 and 1600 daily. At these times they will:

- a. Pick up mail for delivery to the ships.
- b. Pick up members of ship's crews requiring transportation to the hospital, airport, finance office, etc.,

Ships masters should report any delinquency on the part of ship's agents to ASTS Rep Nha Trang immediately.

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 ARCT 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.

LST Operations

USS and USNS LST's beach at the Nha Trang Outport beach just south of the barge pier. The only difficulty which may be encountered in beaching is a small sand bar about 20 yards from the beach. This sand bar was apparently created by LCM/LCU craft maintaining beach position with engines churning up sand from the bottom. No problem has been experienced attaining a dry ramp over the sand bar when LST's beached at 2/3rds speed. Lower speeds may result in a wet ramp and possible broaching. In some instances LST's will be brought alongside the barge pier for discharging and/or backloading cargo on the main deck.

LST's which have beached more than once in Nha Trang may be requested to beach at high tide at night in order to gain more time for cargo operations. The night beaching marker is a set of two large red kerosene lights. The day beaching marker is a red and white flag.

Mooring lines will be made fast to deadmen or bitts on the beach.

LST tank decks are to be cleaned of dunnage and trash by AB&T stevedores. Commanding officers and masters should report failure to do this by message to ASTS Rep Nha Trang.

It is requested that copies of beaching reports be sent to ASTS Rep Nha Trang (APO 96240).

Mail

Outgoing mail must have sufficient postage. Rates for continental USA, Hawaii, Alaska and Vietnam- 8 cents; for other areas- 25 cents. Outgoing mail may be given to ASTS personnel.

Incoming mail will either arrive in care of the ship's agent or, if properly addressed, in care of ASTS Rep Nha Trang. A letter is received quickest if addressed properly.

Procedures for addressing mail to merchant crews aboard ships operating for the account of the Military Sea Transportation Service(MSTS) have been revised in COMSTS INSTRUCTION 2700.3B, selected portions of which are included herein.

Continuing effort is being made to improve the delivery of mail to merchant crews aboard ships operating for the account of ASTS. Despite past efforts to improve mail service, reports of misdirected and delayed deliveries of mail to ships are still being received. It has therefore been determined that the assignment of distinctive ZIP-Navy numbers for the exclusive use of these ships should assist postal workers in more readily identifying the ships addressed and, as a result, should expedite the routing and delivery of mail to ships. The Chief of Naval Operations has authorized the use of the new ZIP-Navy numbers set forth herein.

This information is applicable to merchant crews aboard contract-operated tankers(USNS), and all time chartered(TC), consecutive voyage chartered(CVC), and general agency agreement(GAA) ships operating for the account of ASTS.

Revised Procedures. Effective immediately, merchant crews aboard ships operating for the account of ASTS are authorized to use the new ZIP-Navy numbers for unregistered and uninsured air mail and unregistered first class mail. Official mail should be addressed to masters and forwarded as air mail. Personal mail should be addressed to individuals by name. Examples of addresses to be used are:

TANKER (USNS)

Master, USNS _____ (T-AO-____)
FPO, New York 09505 or
FPO, San Francisco 96605

Mr. John Doe
USNS _____ (T-AO-____)
FPO, San Francisco 96605 or
FPO, New York 09505

TC, CVC, and GAA SHIPS

Master, S/S _____ (MSTS)
FPO, New York 09505 or
FPO, San Francisco 96605

Mr. W.T. Door
S/S _____ (MSTS)
FPO, San Francisco 96605 or
FPO, New York 09505

Note: 1. Personal accountable mail, other than certified, is not mailable using the FPO address. Additionally, second, third and fourth class mail cannot be sent via the Fleet Post Office

2. Use of the Navy Postal Service by steamship companies is optional. If desired, domestic or international mail channels may be used to address mail to a ship in care of an office or agent in a domestic or foreign port.

MSTS in parentheses must be used in the addresses of mail for masters and crew members of TC, CVC, and GAA ships to indicate that these ships are operating for the account of MSTS.

Personnel should advise their correspondents at the earliest possible date to address mail to them in accordance with the examples set forth above.

Letters addressed to crew members, as outlined above, can be mailed from any place in the United States or from any foreign country. All letters must bear adequate domestic or international postage.

The words "AIR MAIL" should be clearly indicated on envelopes to preclude inadvertent handling as first class mail. First class mail is normally forwarded from the United States to overseas areas by air, but at a lower priority than air mail.

Delivery of Mail to Ships. Military postal authorities normally will not deliver mail to ships. Upon arrival in port, it is the responsibility of the master to contact the following, predicated on their existence, to ascertain whether mail is on hand for his ship:

- Company Agent
- U.S. Navy, Army, or Air Force Post Office
- Local Civilian Post Office
- U.S. Consulate
- MSTS Command or MSTS Representative

MSTS commands and MSTS representatives are not responsible for the delivery of mail to ships. They will, however, maintain liaison with company agents, advise them of ship arrivals, and render all possible assistance in obtaining mail for ships. In the absence of company agents, they will render all possible assistance to masters in obtaining mail that may be on hand for their ships.

In Nha Trang, mail will be picked up at the APO 96240 by MSTS personnel. The company agent will pick up the ships mail from the MSTS Representative's office at about 1100 and 1600. Agents will pick up outgoing mail from the ships and deliver it to the MSTS office. MSTS personnel will deliver outgoing mail to the APO.

Provisions

Small amounts of fresh vegetables are available through ship's agents. Some provisions may be obtained by USNS ships from U.S. Army facilities in Nha Trang. No potable water is available in Nha Trang. There are no repair facilities in Nha Trang. Occasionally ship electronic gear may be repaired by U.S. Armed Forces personnel during off-duty hours on a reimbursable basis. ASES Representative Nha Trang should be contacted if such service is desired.

Liberty

An LCM liberty launch is maintained at Nha Trang for liberty service for USNS and GAA ships in port Nha Trang. LCM liberty launch service will be provided. MSTC chartered and American flag merchant ships in port Nha Trang on a reimbursable basis.

It is necessary that such service be requested via letters from the ship's agent or master 24 hours in advance of the commencement of the liberty boat service. Requests must include the specific dates and times liberty launch runs are desired. Daily launch schedules will be formed on the basis of these requests and other factors, and then promulgated to all concerned.

The capacity of the LCM liberty launch has been set at fifty persons. Similar service has been instituted at several other South Vietnamese ports and there have been some breaches of good conduct by the merchant seamen utilizing these boats. Masters are requested to inform their crews that the following LCM liberty launch policies are in effect in Nha Trang:

- a. Should fighting develop in the launch, the coxswain will return to the boat pier and disembark offenders to the custody of the Military Police.
- b. The coxswains have been directed to seek Military Police assistance and request arrest of seamen breaking the peace.

In conjunction with the foregoing information, it is requested that the master, ship's officers, and union delegates take every opportunity to remind members of the crew that:

- a. Nha Trang is a part of a war zone. While not located at the "front lines" in the traditional sense, Nha Trang is subject to terrorist acts at any time. Security of military installations is formed to prevent the success of such acts. These acts of terrorism have been directed against American individuals as well, both military and civilian. Merchant seamen on liberty should stay in groups of two or three while on the "beach". There is a curfew for U.S. military personnel from 2400-0500 and most bars, restaurants, etc observe this curfew.
- b. The conduct of merchant seamen ashore in Nha Trang affects the American image here just as does the conduct of military personnel. Millions of American dollars and many American lives are being spent here in Vietnam in order to achieve national objectives. It is hoped that merchant seamen ashore will conduct themselves accordingly.

The Headquarters, United States Military Assistance Command, Vietnam (COMUSMACV) has recently clarified the relationships between Military Police and the several categories of U.S. civilians in Vietnam. Appropriate provisions are paraphrased/quoted here for information and possible action:

- a. U.S. citizens employed by private business firms, either foreign or U.S. which are under contract to the U.S. Government or any of its associated agencies, INCLUDING U.S. MERCHANT SEAMEN are hereby grouped in Category II.
- b. Military Police will give information, advice, and assistance within their capabilities to all U.S. military and civilian personnel in Vietnam.
- c. Military Police may apprehend and temporarily detain U.S. military personnel and U.S. civilians when necessary for the protection of human life or U.S. property, or when the individual's public conduct reflects unfavorably on the prestige of the United States. For civilians, detention will be only that reasonably necessary to bring the civilian before the appropriate U.S. supervisor or RVN official for disposition.
- d. The foregoing provisions do not affect in any manner the rights of U.S. citizens under the Constitution and laws of the United States, nor do they affect the jurisdiction of Vietnamese courts and law enforcement officials over U.S. citizens in Vietnam.
- e. All merchant seamen should carry a legitimate Z card issued by the U.S. Coast Guard and present it when requested by U.S. Military Police.
- f. U.S. forces police will apprehend and/or detain U.S. civilians under conditions stated above and/or when requested by representatives of the American Embassy or other competent authority.
- g. The U.S. forces police will use only minimum force to apprehend or detain.
- h. Civilians will be released to their own cognizance or to their immediate supervisor or his authorized representative as soon as possible. In the case of merchant seamen, this is the ship's master or ship's agent.