

439

PORT DIRECTORY
GUIDE FOR VISITING SHIPS
VOLUME 5
PACIFIC OCEAN

Produced for CINCPACFLT by Fleet Intelligence
Center Pacific

PEACE MOVEMENT AOTEAROA (NZ)

24 April 1991.

Dear Peter,

Owen mentioned to me that you have complete US Navy Portguides. If it's not too much trouble, could I be sent ^{copies of} the sections on each N.Z. port, Port Vila and Subic Bay? Thanks - I can happily cover the cost of photocopying if it's long.

I hope all is going well for you.

Cheers,

Nicky Hager

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[S]

THAILAND



SATTAHIP (CHUK SAMET), THAILAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 87) (FICPAC) SATTAHIP HARBOR (12-37N/100-55E) IS LOCATED ON THE EAST SIDE OF THE HEAD OF GULF OF THAILAND. THE PORT IS ENCUMBERED BY SEVERAL REEF-FRINGED ISLANDS WHICH LIE WITHIN THE BAY AND AT THE HARBOR ENTRANCE. AT THE EAST SIDE OF THE HARBOR ENTRANCE, THERE IS A TANKER PIER CONNECTED TO THE SHORE BY A PIPELINE TRESTLE AT THE WEST SIDE OF THE ENTRANCE. THERE IS A 1/2-MILE LONG BREAKWATER WHICH EXTENDS FROM KO MU ISLAND TO PROTECT THE TANKER PIER.

B. APPROACHES, LIGHTS, ETC. (JAN 87) (USS ST LOUIS) CONSULT DMAHTC PUB 161 (3RD ED DEC 85, CORR NM 40/86) AND CHART 93247 (20 SEP 86, CORR NM 46/86). THE RANGE, RED SQUARE RANGE MARKS ON WHITE TOWERS, WAS VERY CLEARLY VISIBLE BEFORE ENTERING THE BUOYED CHANNEL.

C. PILOTAGE. (JAN 87) (USS ST LOUIS) PILOTAGE IS COMPULSORY. THE PILOT'S BOAT WAS A SMALL, GREEN HULLED, POWER BOAT WITH A WHITE CABIN. THE PILOT MAINTAINED GOOD COMMUNICATIONS WITH TUGS, BUT HE ASSUMED AN ADVISORY ROLE BY LETTING THE CAPTAIN RETAIN CONNING.

TUGS WERE REQUIRED TO ASSIST IN TURNING A VESSEL AROUND DUE TO PROXIMITY OF SHALLOWS.

D. ENTRANCE. (JAN 87) SHOAL WATER TO EAST HARBOR ENTRANCE WAS WELL MARKED WITH BUOYS.

E. CHANNEL. (JAN 87) (USS ST LOUIS) SHOAL WATER ON BOTH SIDES OF THE DREDGED CHANNEL REQUIRED PRECISE PILOTING. THE USE OF RANGE MARKERS IS RECOMMENDED DUE TO STRONG TIDAL CURRENTS.

F. ANCHORAGES. (AUG 84) (COMPHIBRON 3) USS NEW ORLEANS WAS ASSIGNED ANCHORAGE IN VICINITY OF 12-35-48N/100-53-24E AND USS MOBILE, 12-35-34N/100-53-49E. THE DEPTH AT ANCHORAGE WAS APPROXIMATELY 9 FATHOMS, AND MUD/SAND PROVIDED GOOD HOLDING GROUND. ANCHORAGE WAS UNPROTECTED, AND PREVALENT CHOPPY SEAS SOMETIMES PROHIBITED SMALL BOAT OPERATIONS.

G. WRECKS AND OBSTRUCTIONS. (JAN 87) (USS ST LOUIS) SHOAL AREA NORTHWEST AND WEST OF THE TURNING BASIN IS MARKED BY BUOYS. PILOT'S KNOWLEDGE OF SHOAL WATER WAS GOOD.

H. TIDES AND CURRENTS. (JAN 87) (USS ST LOUIS) IT IS NOT RECOMMENDED TO MOOR OR TO GET UNDERWAY FROM THE END OF THE OIL PIPELINE TRESTLE DURING EBB TIDES. A STRONG EBB CURRENT AND PREVAILING WINDS SET THE SHIP AGAINST THE BERTH. IN ANTICIPATION, AN OUTBOARD ANCHOR WAS DROPPED DURING APPROACH AND WAS USED TO PULL THE SHIP AWAY FROM THE BERTH UPON DEPARTURE.

I. WEATHER AND WINDS. (JAN 87) WINDS AND SWELLS IN THE AREA ARE STRONG ONLY DURING THE SOUTHWEST MONSOON (APRIL THROUGH SEPTEMBER).

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JAN 87) (USS ST LOUIS) THE SHIP MOORED TO THE END OF THE OIL PIPELINE TRESTLE, USING SIX LINES DOUBLED. THE LENGTH OF THE BERTH WAS 274 M (900 FT) AND THE DEPTH, 10 M (32.8 FT). THE SHIP

SATTAHIP (CHUK SAMET), THAILAND

WAS UNABLE TO ALIGN BOTH FUEL HOSE AND ACCOMMODATION LADDER DUE TO THE DOLPHIN ARRANGEMENT AT THE END OF THE OIL PIPELINE TRESTLE.

B. FUEL, LUBE, AND DIESEL OIL. (JAN 87) (USS ST LOUIS) DFM IS AVAILABLE BY PIPE AT THE RATE OF 1,600 GAL/HR. THE SIZE OF CONNECTION WAS 15.2 CM (6 IN) FLANGE WITH 8 BOLTS. TEN-MIN RIDE WAS REQUIRED FOR SHIP'S FORCE TO WITNESS BEFORE AND AFTER TANK SOUNDINGS. SOUNDINGS WERE MEASURED IN METERS AND CONVERTED TO LITER. API GRAVITY AT 60°F IS THE ONLY TEST RESULT THAT THE FACILITY SUPPLIES. THE SHIP'S FORCE CONDUCTED BS&W AND FLASHPOINT. THE RECEIPT SHOULD BE SIGNED BY THE CO OR THE CHIEF ENGINEER. BUNKERING COMPANY IS CALTEX OIL THAILAND, LTD., AND 40% DISCOUNT WILL BE GIVEN IF FUELING IS DONE OUTSIDE THAILAND WATER.

C. MECHANICAL HANDLING FACILITIES. (MAY 85) (USS WILLIAM H BATES) PORT AUTHORITY OWNS A DIESEL-POWERED AUTOMOTIVE CRAWLER CRANE, BUT ITS CAPACITY IS UNKNOWN.

D. DRYDOCK AND REPAIR FACILITIES. (MAY 85) (USS WILLIAM H BATES) THERE ARE NO DRYDOCK OR REPAIR FACILITIES AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (JAN 85) (USS BUCHANAN/USS JOHN YOUNG) THERE ARE THREE SHEDS ON THE PIER. ONE SHED IS 192 X 36.6 M (630 X 120 FT) AND EACH OF OTHER TWO IS 96 X 36.6 M (315 X 120 FT). ALL ARE IN DISREPAIR AND UNUSED FOR STORAGE.

F. STEVEDORES. (AUG 80) UNSKILLED LABORERS ARE PLENTIFUL, BUT SKILLED AND SEMISKILLED LABORERS ARE IN SHORT SUPPLY.

G. PORT CAPACITY. (JAN 87) SATTAHIP CAN ACCOMMODATE TWO DD/CG CLASS SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (AUG 80) MOST CARGO IS REMOVED FROM THE PORT BY ROAD. THE PORT AREA IS NOT SERVED BY RAIL.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAY 85) (USS WILLIAM H BATES) LIGHTERAGE AND TUG SERVICES ARE ARRANGED THROUGH BANGKOK VIA LOGREQ MESSAGE.

B. WATER. (JAN 85) (USS BUCHANAN/USS JOHN YOUNG) WATER IS AVAILABLE AT PIER SIDE THROUGH A PIPE. THE WATER MUST BE TREATED WITH CHLORINE TO MAKE IT POTABLE.

C. AIRFIELDS. (APR 87) (FICPAC) U-TAPHAO INTERNATIONAL AIRPORT IS LOCATED APPROXIMATELY 11.2 KM (7 MI) FROM THE DEEP-WATER PORT. IT HAS A CONCRETE RUNWAY WITH A DIMENSION OF 3,505 X 61 M (11,500 X 200 FT) WITH AN ORIENTATION OF 180/360.

USDAO MUST HAVE AN ADVANCE NOTIFICATION FOR THE FLIGHTS FROM THE SHIP TO UTAPAO AB (RTN), COMMERCIAL AIRPORT IN SATTAHIP, PATTAYA BEACH (HELO POT AT THE ROYAL CLIFF HOTEL), AND BANGKOK INTERNATIONAL AIRPORT.

D. COMMUNICATIONS. (MAY 85) (USS WILLIAM H BATES) THERE IS NO FREQUENCY TO CONTACT HARBOR CONTROL OR BE GUARDED IN PORT. CONTACT USDAO AMEMBASSY BANGKOK FOR MAIL PICK-UP.

SATTAHIP (CHUK SAMET), THAILAND

E. MEDICAL. (MAY 84) (AFMIC) THAILAND HAS A TROPICAL CLIMATE, WITH YEARAROUND HIGH TEMPERATURES, HUMIDITY, AND MINIMAL SEASONAL VARIATIONS. DURING SPRING, THE HIGH TEMPERATURE RANGE IS 36-40C (96.8-104F) WITH ONLY 5°C (9°F) DROP IN THE EVENINGS. THERE IS A WARM SOUTHEAST MONSOON FROM MAY TO NOVEMBER DURING WHICH HEAVY RAINS OCCUR DAILY. THERE IS A DRY NORTHWEST MONSOON FROM NOVEMBER TO FEBRUARY IN WHICH THE TEMPERATURE DROPS ABOUT 10°C (18°F). BETWEEN FEBRUARY AND MAY, THE CLIMATE IS HOT AND RELATIVELY DRY.

THE AVAILABILITY OF CLEAN, POTABLE WATER IS LIMITED. CONSUMPTION OF BOTTLED WATER IS RECOMMENDED EVEN IN MAJOR HOTELS. VENDORS AND FOOD SOURCES ARE NOT INSPECTED BY HEALTH AUTHORITIES, AND FEW VENDORS ARE CONCERNED WITH BASIC SANITARY AND HYGIENIC PRACTICES. DIARRHEAL DISEASES ARE COMMON PRIMARILY BECAUSE OF INADEQUATE SEWAGE DISPOSAL AND LACK OF POTABLE WATER. CHOLERA IS ENDEMIC WITH PERIODIC OUTBREAK, BUT OTHER AGENTS SUCH AS SHIGONELLA, SHIGELLOSIS, ENTEROTOXIGENIC E. COLI, TYPHOID AND PARATYPHOID FEVERS, AND ROTAVIRUSES ARE COMMON. THERE IS A HIGH RATE OF INTESTINAL PARASITISM AMONG THE NATIVE POPULATION: ESPECIALLY PREVALENT ARE ROUNDWORMS, HOOKWORMS, AND AMOEBAE. RABIES IS A SEVERE PROBLEM THROUGHOUT THAILAND WITH OVER 300 DEATHS ANNUALLY. INFECTIOUS HEPATITIS IS PREVALENT THROUGHOUT THE COUNTRY. MALARIA IS A SERIOUS DISEASE PROBLEM AND WAS THE FOURTH LEADING CAUSE OF DEATH IN THE COUNTRY IN 1980, BUT CASES ARE RARELY REPORTED FROM THE CITIES. ANOTHER MOSQUITO-BORNE DISEASE IS DENGUE FEVER WITH ALL FOUR SEROTYPES PRESENT.

(FEB 87) (USDAO BANGKOK) THERE IS A SIGNIFICANT HAZARD OF SEXUALLY TRANSMITTED DISEASES. SYPHILLIS, GONORRHEA, AND HERPES ARE ALL FOUND HERE. ABOUT 2% OF ALL MALE PROSTITUTES (OFTEN POSING AS FEMALES AND CALLED "KATOEYS") TEST POSITIVE FOR AIDS ANTIBODIES AND ARE POSSIBLY INFECTIOUS. THE GOOD NEWS IS THAT ONLY THE MALE PROSTITUTES HAVE SO FAR BEEN INFECTED.

FOR EMERGENCY MEDICAL CARE ASHORE, USDAO UTILIZE THE PATTAYA INTERNATIONAL CLINIC. THEY HAVE BEEN EXTREMELY RESPONSIVE TO THE NEEDS OF VISITING USN SHIPS/AIRCROWS FOR THE PAST FIVE YEARS AND ARE CAPABLE OF HANDLING MOST TYPES OF SERIOUS INJURIES. SHOULD THIS SERVICE BE REQUIRED, USDAO REQUEST THAT A MEDICAL FUND CITE BE PROVIDED TO EFFECT TIMELY PAYMENT. SHOULD AN EMERGENCY MEDEVAC BE REQUIRED, ALL REQUESTS SHOULD BE MADE TO THE CLARK AB, RP. THE STATEMENT "THIS MESSAGE HAS BEEN COORDINATED WITH USDAO BANGKOK" MUST BE INCLUDED IN THE REQUEST MSG BECAUSE USDAO WILL OBTAIN THE DIPLOMATIC CLEARANCE FOR C-9 ENTRY.

CERTIFICATES OF HEALTH AND DERATIZATION ARE REQUIRED.

F. GASOLINE. (MAY 85) GASOLINE IS AVAILABLE AT COMMERCIAL STATIONS.

G. PROVISIONS. (MAY 85) (USS WILLIAM H BATES) MEAT, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS ARE AVAILABLE FROM A CHANDLER, USDAO CONTRACTED CHIN & MERIKAN LTD. ALL FOOD WAS EXCELLENT QUALITY; HOWEVER, PRICES WERE VERY HIGH. ALL FOOD MUST BE INSPECTED BY A MEDICAL REPRESENTATIVE.

H. GARBAGE DISPOSAL. (MAY 85) GARBAGE WAS PICKED UP BY TRUCK DAILY. THE ARRANGEMENT SHOULD BE MADE WITH THE ROYAL THAI NAVY LIAISON OFFICER UPON ARRIVAL.

4. PERSONALIA

A. CALLS. (MAY 85) (USS WILLIAM H BATES) CALLS ARE ARRANGED BY

SATTAHIP (CHUK SAMET), THAILAND

USDAO AMEMBASSY BANGKOK. THE SHIP MADE THE CALL TO COMMANDANT, SATTAHIP NAVAL BASE.

B. HONORS. (MAY 85) (USS WILLIAM H BATES) SATTAHIP IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 87) (FICPAC) SATTAHIP HAS BEEN DESIGNATED AS A ROYAL THAI NAVY DISTRICT SINCE 1915. SATTAHIP NAVAL BASE SERVES AS AN OPERATING BASE, PROVIDING LOGISTIC, REPAIR, COMMUNICATIONS, AND TRAINING SUPPORT FOR THE ROYAL THAI FLEET. THE DEEPWATER PORT WAS DESIGNATED AS A COMMERCIAL PORT (SATTAHIP PORT AUTHORITY) IN DECEMBER 1979.

NINETY-FIVE PERCENT OF SATTAHIP'S POPULATION IS BUDDHIST.

B. LIBERTY. (JAN 85) LIBERTY FOR PATTAYA AND BANGKOK IS AT THE DISCRETION OF THE COMMANDING OFFICER. THE PATTAYA BEACH RESORT AREA IS RECOMMENDED FOR GOOD FOOD, NIGHTCLUBS, AND HOTELS. CHARTERED BUSES ARE AVAILABLE TO PATTAYA AND BANGKOK. IN THE PAST, 48-HR LIBERTY HAS BEEN GRANTED TO THOSE DESIRING TO VISIT BANGKOK.

(FEB 87) (USDAO BANGKOK) BEACH GUARD PERSONNEL SHOULD BE TOP NOTCH PEOPLE WHO ARE ASSIGNED ON A PERMANENT BASIS. SUMMER WHITE UNIFORM IS RECOMMENDED. FOR LIBERTY PARTIES IN EXCESS OF 1,000 PERSONNEL, REQUEST A BEACH GUARD BE ESTABLISHED IN BANGKOK AS WELL AS PATTAYA. RECOMMEND ASSIGNING A CORPSMAN TO THE BEACH GUARD ON A 24-HR BASIS. THIS HAS PROVEN INVALUABLE IN THE PAST.

THAI POLICE AUTHORITIES IN PATTAYA FEEL THAT IT IS THEIR RESPONSIBILITY TO MAINTAIN LAW AND ORDER IN TOWN. THEREFORE, A ROVING PATROL IS NEITHER REQUIRED NOR DESIRED. THEY MAY, ON OCCASION, REQUEST THAT 1-2 MEMBERS OF THE BEACH GUARD ACCOMPANY THEM ON PATROL, BUT ANY RESOLUTION OF PROBLEMS WILL BE ACCOMPLISHED BY THE POLICE. THEY HAVE BEEN EXTREMELY HELPFUL IN THE PAST AND USUALLY STATION 1-4 MEMBERS AT THE BEACH GUARD FOR THE DURATION OF THE PORT VISIT. IT IS ALSO REQUESTED THAT NO NIGHT STICKS BE BROUGHT ASHORE.

C. CLUBS AND BARS. (JAN 85) CLUBS AND BARS ARE IN PATTAYA BUT NON-EXISTENT IN SATTAHIP.

D. RESTAURANTS. (MAY 85) (USS WILLIAM H BATES) THE FOLLOWING RESTAURANTS HAVE BEEN PATRONIZED:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|-------------|-----------------------|---------------|-------------|---------------|
| DOLF PIKS | 463-78 SRI NAKORN CTR | US\$10-20 | THAI | YES |
| NANG NUAL | 214-10 S. PATTAYA RD | US\$ 5-20 | SEAFOOD | YES |

E. HOTELS. (MAY 85) (USS WILLIAM H BATES) PATTAYA RESORT HOTEL (400 BAHT/NIGHT) AND ROYAL CLIFF HOTEL, PATTAYA BEACH, (1,000 BAHT/NIGHT) WERE PATRONIZED. BOTH HOTELS HAVE DINING AND BEVERAGE FACILITIES.

(FEB 87) (USDAO BANGKOK) EACH HOTEL ROOM IS USUALLY EQUIPPED WITH A SMALL REFRIGERATOR STOCKED WITH BEER, COKE, ETC. THE DRINKS PROVIDED ARE NOT FREE, IN FACT, THEY ARE USUALLY 2 TO 3 TIMES THE NORMAL PRICE. RECOMMEND THIS SERVICE NOT BE UTILIZED. IF UTILIZED, ENSURE THE DRINK

SATTAHIP (CHUK SAMET), THAILAND

BILL IS PAID PRIOR TO CHECKOUT.

F. ATHLETICS. (FEB 87) (USDAO BANGKOK) PATTAYA BEACH IS A WATER SPORTS CENTER. SAILING, SCUBA DIVING, PARA-SAILING, WATER SKIING, AND WATER SCOOTING ARE AVAILABLE. ALTHOUGH WATER SCOOTERS ARE NOT OFF LIMITS, THEY ARE MORE TROUBLE THAN WORTH. THE OWNERS HAVE EMPLOYED A NUMBER OF SCHEMES TO TAKE ADVANTAGE OF U.S. PERSONNEL, INCLUDING CHARGING FOR DAMAGE CAUSED BY PREVIOUS CUSTOMERS, MIXING WATER WITH GASOLINE TO CAUSE A MALFUNCTION, ETC. IF SUNK, THE OWNERS CAN CHARGE UP TO US\$1,500 FOR REPLACEMENT, AND THIS USUALLY WILL BE SUPPORTED BY THE POLICE. STRONGLY RECOMMEND SCOOTERS BE PLACED OFF LIMITS BY THE CO.

PARTICIPATION IN THAI BOXING IS OFF LIMITS BY DIRECTION OF COMSEVENTHFLT. THERE ARE AT LEAST THREE BARS IN PATTAYA THAT OFFER KICK BOXING EXHIBITIONS, AND OCCASIONALLY THEY WILL INVITE MEMBERS OF THE AUDIENCE TO TEST THEIR SKILLS AGAINST THE HOUSE CHAMPION. BOXING INCIDENTS, ALTHOUGH INFREQUENT, CAN BE QUITE SERIOUS DUE TO THE NATURE OF THIS THAI SPORT.

G. BEACHES. (JAN 85) (USS BUCHANAN/USS JOHN YOUNG) PATTAYA, A THAI BEACH RESORT, IS LOCATED 32 KM (20 MI) NORTH ON THE ROAD TO BANGKOK. IT IS ONE OF THE MOST POPULAR AREAS IN THAILAND WITH RESORT HOTELS AND LIVE ENTERTAINMENT. A BEACH ON THE NAVAL BASE WAS UTILIZED. IT WAS ABOUT 10-MIN RIDE BY CAR. THERE WAS NO BATH HOUSE, BUT SNACKS WERE AVAILABLE.

H. CHURCHES. (JAN 85) (USS BUCHANAN/USS JOHN YOUNG) THERE IS ONE LARGE BUDDIST TEMPLE IN THE CENTER OF THE TOWN.

I. TRANSPORTATION. (MAY 85) (USS WILLIAM H BATES) LOCAL TAXIS WERE ABUNDANT. THEY WERE NOT METERED AND PRICES VARIED. BUSES TO PATTAYA BEACH WERE SCHEDULED HOURLY.

J. TOURS. (FEB 87) (USDAO BANGKOK) TOURS ARE CITY AND EMERALD BUDDHA, ROSE GARDEN AND THAI VILLAGE, RIVER AND TEMPLE TOUR, GLOATING MARKET AND TEMPLE OF DAWN, OVER-NIGHT IN BANGKOK, AND BRIDGE ON THE RIVER KWAI. IT IS SUGGESTED THAT FOR OVERNIGHT TRIP IN BANGKOK, INDIVIDUALS SHOULD HAVE APPROXIMATELY US\$100.00 IN BAHT TO COVER COST OF SHOPPING AND FOOD. FOR A NORMAL DAY TOUR, US\$50.00 IN BAHT SHOULD BE MORE THAN SUFFICIENT.

K. SHOPPING. (MAY 85) (USS WILLIAM H BATES) AHAI SILK AND JEWELRY (STAR-SAPPHIRES, RUBIES, AND ZIRCONS) ARE THE BARGAINS TO LOOK FOR IN PATTAYA AND BANGKOK. RECOMMENDED STORES ARE WORLD GEMS FOR JEWELRY AND MERIKAN SOUVENIRS FOR THAI SILK. PRICE BARGAINING IS ACCEPTED.

L. THEATER AND CINEMA. (AUG 80) PATTAYA HAS THE ROYAL GARDEN COMPOUND THEATER WHICH SPECIALIZES IN ENGLISH-LANGUAGE PRESENTATIONS.

M. PHYSICAL SECURITY. (APR 87) NO INFORMATION IS AVAILABLE.

N. MISCELLANEOUS INFORMATION. (JAN 87) (USS ST LOUIS) THROUGH THE EFFORTS OF USDAO, BANGKOK, REPRESENTATIVES FOR SERVICES REQUESTED IN PATTAYA BEACH, I.E., CURRENCY EXCHANGE, LAUNDRY, AND LIBERTY BOATS, MET THE SHIP AT SATTAHIP. FIRST PICKUP FOR LAUNDRY AND INITIAL CURRENCY EXCHANGE TOOK PLACE IN SATTAHIP TO GIVE CREW A HEAD START ON LIBERTY.

SATTAHIP (CHUK SAMET), THAILAND

(FEB 87) (USDAO BANGKOK) THAILAND HAS NO STATUS OF FORCES AGREEMENT. THEREFORE, ALL INFRACTIONS OF THAI LAW MUST BE HANDLED BY THEIR JUDICIAL SYSTEM. SOME OF THE TYPES OF PROBLEMS THAT OCCURRED DURING PREVIOUS VISITS ARE:

OPERATION OF MOTOR VEHICLES OF ALL TYPES BY USN PERSONNEL NOT IN POSSESSION OF A THAI DRIVER'S LICENSE IS ILLEGAL. ALTHOUGH COMSEVENTHFLT HAS PLACED MOTORCYCLES OFF LIMITS TO ALL PERSONNEL, THIS CONTINUES TO BE A SERIOUS PROBLEM. THE PATTAYA POLICE ARE AWARE OF THIS PROBLEM AND WILL MAKE EVERY EFFORT TO APPREHEND ANY SAILOR/MARINE SEEN DRIVING OR RIDING A MOTORCYCLE.

DRUGS AND OTHER ILLICIT SUBSTANCES ARE AVAILABLE IN GREAT QUANTITY THROUGHOUT THAILAND. THAI DRUG LAWS ARE VERY STRICT AND THEY DO NOT HESITATE TO ENFORCE THEM, ESPECIALLY WHEN IT INVOLVES FOREIGNERS.

DAMAGE TO PERSONAL PROPERTY IN THE FORM OF WATER SCOOTERS, FURNITURE IN BARS/HOTELS, MOTORCYCLES, ETC. MUST COME TO AN AGREEMENT WITH THE OWNER, AND SETTLEMENT MUST MAKE PRIOR TO SHIP'S DEPARTURE.

SLANDER/INSULTS OF THAI NATIONALS: ALTHOUGH PATTAYA IS KNOWN FOR ITS FRIENDLY FEMALE POPULATION, NOT ALL ARE INTERESTED IN FRATERNIZING WITH U.S. NAVY PERSONNEL.

COMPILED BY: MRS. K. DeVAUL, 22PD, FICPAC, APR 87.

BANGKOK (KRUNG THEP), THAILAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (8-85) BANGKOK (KRUNG THEP) (13°45'N/100° 30'E), THE CAPITAL OF THE KINGDOM OF THAILAND, IS LOCATED APPROXIMATELY 40 KM (25 MI) UP THE MAE NAM CHAO PHRAYA RIVER IN THE GULF OF THAILAND. THE DEPTH IN THE CHANNEL IS CONTINUALLY DREDGED TO ACCOMMODATE SHIPS, DRAWING UP TO 8.2 M (27 FT). SHIPS OF 172 M (565 FT) IN LENGTH CAN NAVIGATE THE RIVER TO KRUNG THEP AND TURN WITHOUT DIFFICULTY. KRUNG THEP NEW HARBOR IS APPROX 24 KM (15 MI) ABOVE THE ENTRANCE.

B. APPROACHES, LIGHTS, ETC. (8-85) CONSULT DMAHTC PUB 161 (2ND ED 1982), CHART 93241 (6TH ED 4 FEB 84, CORR NM 5/84, ENTRANCE), CHART 93242 (4TH ED 16 JUL 83, NM 29/83), AND CHART 93243 (4TH ED 20 AUG 83, NM 34/83).

C. PILOTAGE. (8-85) CONSULT DMAHTC PUB 161.

D. ENTRANCE. (8-85) CONSULT DMAHTC PUB 161.

E. CHANNEL. (8-85) CONSULT DMAHTC PUB 161.

F. ANCHORAGE. (8-85) CONSULT DMAHTC PUB 161.

G. WRECKS AND OBSTRUCTIONS. (8-85) CONSULT CHARTS 93241, 93242, AND 93243.

H. TIDES AND CURRENTS. (8-85) CONSULT DMAHTC PUB 161.

I. WEATHER AND WINDS. (8-85) CONSULT DMAHTC PUB 161.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (8-85) CONSULT DMAHTC PUB 161.

B. FUEL, LUBE, AND DIESEL. (1-80) FUEL MUST BE DELIVERED BY BARGE. THERE ARE NO PIPELINES ON THE PIER. LARGE BARGES ARE AVAILABLE. DIESEL OIL IS OF GOOD QUALITY BUT IN SHORT SUPPLY AND EXPENSIVE. ALL FUEL MUST BE REQUESTED IN ADVANCE VIA THE LOGREQ.

C. MECHANICAL HANDLING FACILITIES. (1-80)

| | |
|--|--------------------------------|
| 11 MOBILE CRANES (8 - 30 TON CAP.) | 120 TRAILERS (1.5-30 TON CAP.) |
| 12 QUAY CRANES (3 - 5 TON CAP.) | 75 TRUCKS (5-7 TON CAP.) |
| 2 FLOATING CRANES (120 AND 125 CAP.) | 3 TUGBOATS (550 - 1,090 HP) |
| 175 FORKLIFT TRUCKS (5,000 - 7,850 LB) | 4 ROPE BOATS (1,000 HP) |
| 4 SIDE FORKLIFT TRUCKS (5 TONS CAP.) | |
| 28 TOWING TRACTORS (8,000 - 16,000 LB) | |

D. DRYDOCKS AND REPAIR FACILITIES. (1-84) (PORTS OF THE WORLD)
THE LARGE DRYDOCK OWNED BY BANGKOK DOCK CO. TAKES VESSELS UP TO 109.7 M (360 FT) IN LENGTH.

BANGKOK (KRUNG THEP), THAILAND

(1-80) THE ROYAL THAI NAVAL DOCKYARD TAKES VESSELS UP TO AND INCLUDING DD'S. REPAIR FACILITIES INCLUDE MACHINE SHOPS, FOUNDRY, SHEET METAL SHOP, ELECTRIC SHOP, AND DIESEL SHOP.

E. WAREHOUSES AND STORAGE AREAS. (1-80) THE NEW HARBOR WHARF AT KRUNG THEP IS 1,800 M (5,905 FT) AND HAS FIVE TRANSIT SHEDS. TWO ARE 300 X 40 M (984 X 131 FT) AND THE OTHER THREE ARE 300 X 32 M (984 X 105 FT).

F. STEVEDORES. (1-80) ADEQUATE LABOR OF GOOD QUALITY IS AVAILABLE.

G. PORT CAPACITY. (1-80) THE MAXIMUM BANGKOK COULD ACCOMMODATE WITHOUT OVERLOADING THE PORT WOULD BE FOUR DD/FF TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (1-80) CARGO MAY BE MOVED FROM THE PORT BY RAIL, HIGHWAY OR BARGE. ALTHOUGH THE QUAY IS SERVED BY RAIL, THE REQUIRED ADVANCE ARRANGEMENTS AND LIMITED STAGING CAPACITY MAKES RAIL MOVEMENT IMPRACTICAL.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (1-80) THERE ARE 67 LIGHTERS, 5 OIL BARGES, 5 WATER BARGES, AND SEVERAL DREDGES. ALL CAN BE ARRANGED FOR THROUGH THE NAVAL ATTACHE.

B. WATER. (1-80) WATER IS AVAILABLE IN REASONABLE QUANTITY BUT REQUIRES TREATMENT PRIOR TO DRINKING. HYDRANTS ARE LOCATED ON THE PIER. ARRANGEMENTS FOR FRESH WATER CAN BE MADE THROUGH THE ROYAL THAI NAVY LIAISON OFFICER OR USDAO. ALTHOUGH THE WATER CHLORINATION AND PURIFICATION PLANTS PRODUCE POTABLE WATER, THE DISTRIBUTION SYSTEM IS ANTIQUATED, RESULTING IN MUCH CROSS-CONTAMINATION BY THE TIME WATER REACHES THE CONSUMER. IN ADDITION, HOTELS AND MASSAGE/STEAM BATH PARLORS HAVE THEIR OWN WELLS WHICH SUPPLY WATER THAT IS NOT CONTROLLED OR PURIFIED. RECOMMEND DRINKING CITY WATER WHICH HAS BEEN BOILED AND/OR BOTTLED. WATER SHOULD BE ORDERED THROUGH LOGREQ.

C. AIRFIELDS. (8-85) BANGKOK INTERNATIONAL AIRPORT, LOCATED ABOUT 22.5 KM (14 MI) NORTH OF BANGKOK, HAS TWO CONCRETE RUNWAYS: DIMENSION ARE 3,700 X 60 M (12,139 X 197 FT) WITH AN ORIENTATION OF 030L-210R, AND 3,000 X 45 M (9,842 X 148 FT) WITH AN ORIENTATION OF 030R-210L.

D. COMMUNICATIONS. (1-80) ALL COMMUNICATIONS WITH THE PILOTS AND THE PILOT CRAFT ARE CONDUCTED ON CHANNEL 16 BRIDGE TO BRIDGE. THE AMERICAN EMBASSY GUARDS 8125 KHZ (USE). CALL SIGN "SPAR BASE." SHIPS MUST PICK UP THEIR OWN MAIL USING A SHIP'S VEHICLE. ONLY FIRST CLASS MAIL IS HANDLED. OUTGOING MAIL SHOULD BE TAKEN TO THE APO OFFICE, LOCATED IN THE AMERICAN EMBASSY AND SHOULD BE PREVIOUSLY CANCELLED, PROPERLY BAGGED, AND MANIFESTED ON DD FORM 1372. PERSONNEL RECEIVING/DELIVERING MAIL SHOULD HAVE DD FORM 285 WITH A COPY FOR APO BANGKOK FILES. ALL MAIL HANDLING

BANGKOK (KRUNG THEP), THAILAND

PERSONNEL SHOULD PRESENT A NEAT MILITARY APPEARANCE WHEN RECEIVING AND DELIVERING MAIL TO THE EMBASSY APO. TELEPHONES ARE AVAILABLE AT THE PIER, BUT AUTOVON IS NOT.

E. MEDICAL. (5-84) SEE H2/MED.

F. GASOLINE. (1-80) NUMEROUS COMMERCIAL STATIONS SELL GOOD QUALITY PRODUCTS.

G. PROVISIONS. (1-80) REQUISITIONS SHOULD BE SUBMITTED TO THE USDAO. LOGREQS CAN BE UTILIZED FOR PROVISIONS DESIRED ON THE DAY OF ARRIVAL. A SHIP'S CHANDLER IS AVAILABLE AND WILL PROVIDE DELIVERY TO THE SHIP AT NO ADDITIONAL CHARGE. QUALITY IS EXCELLENT BUT PRICES ARE SOMEWHAT HIGH. SOME EXPENSIVE ITEMS ARE SLICED CHEESE, ICE CREAM, AND LARGE PRAWNS. ALL OTHER PROVISIONS ARE MORE REASONABLY PRICED.

4. PERSONALIA

A. CALLS. (1-80) SHIPS ARE WELCOMED BY THE U.S. NAVAL ATTACHE OR HIS REPRESENTATIVE UPON ARRIVAL. THE BOARDING PARTY WILL NORMALLY INCLUDE A LIAISON OFFICER FROM THE ROYAL THAI NAVY (RTN), A TRANSPORTATION/TOUR REPRESENTATIVE, A LAUNDRY REPRESENTATIVE, A MONEY EXCHANGE REPRESENTATIVE, AND A SHIP'S CHANDLER. THE ROYAL THAI NAVY LIAISON OFFICER WILL NORMALLY BOARD DURING WORKING HOURS AND WILL OFTEN BE THE MOST IMPORTANT PERSON CONNECTED WITH THE VISIT. HE WILL ASSIST IN CONDUCTING BUSINESS WITH LOCAL MILITARY AND CIVILIAN PERSONNEL. HE WILL ACCOMPANY THE COMMANDING OFFICER ON A CALL TO THE LOCAL COMMANDER. THE LIAISON OFFICER REPRESENTS THE COMMANDER IN CHIEF, ROYAL THAI NAVY, AND SHOULD BE EXTENDED EVERY COURTESY. AN INVITATION FOR BILLETING AND MESSING ABOARD SHOULD BE MADE ALTHOUGH THE OFFER WILL NORMALLY BE DECLINED.

B. HONORS. (1-80) BANGKOK IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (1-80) THE THAI PEOPLE ORIGINATED IN SOUTH-EAST CHINA, WHERE THEY FOUNDED THE INDEPENDENT KINGDOM OF NANCHAO IN 650 A.D. IN ABOUT 1250, KUBLAI KHAN'S HORDES CONQUERED NANCHAO AND THE INHABITANTS BEGAN A MASS MIGRATION SOUTHWARD INTO THE AREA NOW KNOWN AS THAILAND. THEIR FIRST KINGDOM WAS SUKOTHAI IN NORTH CENTRAL THAILAND WHERE THE RUINS STILL STAND. THE THAIS MOVED THEIR CAPITAL TO AYUDHYA, 50 MILES NORTH OF BANGKOK, ABOUT 1350 A.D. FOUR HUNDRED YEARS LATER, THE BURMESE SACKED AND DESTROYED ANYUDHYA. AFTER SUCCESSFULLY DRIVING OUT THE BURMESE, KING TAK-SIN ESTABLISHED A NEW CAPITAL AT THONBURI ACROSS THE RIVER FROM PRESENT DAY BANGKOK. TAK-SIN'S SUCCESSOR, THE FOUNDER OF THE PRESENT CHAKRI DYNASTY, MOVED HIS CAPITAL TO BANGKOK IN 1782. THE PRESENT MONARCH, H.M. KING BHUMIPOL ADULYADEJ, IS THE NINTH MONARCH OF THE CHAKRI DYNASTY. THE KING WAS BORN IN THE UNITED STATES IN 1927, ASCENDED THE THRONE IN 1946, AND IS AN EXCEPTIONALLY POPULAR AND BELOVED SOVEREIGN. THAILAND BECAME A CONSTITUTIONAL MONARCHY IN 1932.

BANGKOK (KRUNG THEP), THAILAND

THE LANGUAGE OF THE COUNTRY IS THAI. IT IS A TONAL LANGUAGE, WITH SEVERAL DIALECTS SPOKEN. ENGLISH SERVES AS THE SECOND LANGUAGE AMONG THE EDUCATED AND OFFICIAL ELEMENTS OF SOCIETY. BANGKOK, THE CAPITAL AND ONLY MAJOR CITY, IS SITUATED ON THE CHAO PHRAYA RIVER APPROXIMATELY 25 MILES FROM THE GULF OF THAILAND. BANGKOK AND ITS SISTER CITY THONBURI HAVE A COMBINED POPULATION OF ABOUT 4 TO 5 MILLION.

BANGKOK HAS BEEN CALLED THE "VENICE OF THE EAST" BECAUSE OF ITS MANY CANALS. NOW THAT MOTOR VEHICLES ARE THE PRIMARY MODE OF TRANSPORTATION, MANY OF THE CANALS HAVE BEEN FILLED IN AND PAVED FOR USE AS STREETS. BANGKOK IS ALSO A CITY OF TEMPLES, WITH MORE THAN 400 MAGNIFICENT TEMPLES (OR WATS) WITHIN ITS CONFINES. BANGKOK IS ALSO THE COMMUNICATIONS, TRANSPORTATION, COMMERCIAL, AND INDUSTRIAL HUB OF THE COUNTRY.

B. LIBERTY. (1-80) THE U.S. HAS NO STATUS OF FORCES AGREEMENT WITH THAILAND. THEREFORE, ALL MILITARY PERSONNEL ARE SUBJECT TO THAI LAW. SHORE PATROL IS NEITHER REQUIRED NOR ENCOURAGED. ONE PETTY OFFICER SHOULD BE UTILIZED AS A BEACH GUARD WITH A RADIO FOR BEACH TO SHIP COMMUNICATIONS. THE PO WILL BE STATIONED AT THE LIBERTY BOAT LANDING AREA. THERE ARE BOAT LANDINGS CONVENIENTLY LOCATED NEAR THE BERTHS. IF SHIP'S BOATS ARE TO BE USED, PRIOR ARRANGEMENT MUST BE MADE WITH THE NAVAL ATTACHE, BANGKOK.

C. CLUBS AND BARS. (1-80) MANY FINE CLUBS AND BARS EXIST IN TWO MAJOR AREAS OF BANGKOK AND MANY OFFER SPECIAL SERVICES. ALL BARS ARE CLOSED AT MIDNIGHT ALTHOUGH SEVERAL "COFFEE SHOPS" REMAIN OPEN ALL NIGHT.

PATPONG AREA

BUTTERFLY BAR - GO-GO DANCERS, HOSTESSES AND FAIR PRICES.
GOLFERS BAR - GO-GO DANCERS AND "SHOWS". DRINKS ARE EXPENSIVE.
PATPONG TERRACE - GO-GO DANCERS AND FAIR PRICES.
GRAND PRIX - GO-GO DANCERS, MOVIES, VERY LOUD MUSIC.
MADRID - HOSTESSES, RELATIVELY QUIET.
THE SCENE - COLD BEER, DANCING, AND MODERN MUSIC.
CLOUD NINE - QUIET, LIVE MUSIC AND HOSTESSES.
ROMA - GO-GO DANCERS, RELATIVELY QUIET, AND SMALL.
MIKE'S PLACE - GO-GO DANCERS AND PRETTY HOSTESSES.

PLACES FOR A QUIET DRINK:

NAPOLEON BAR - LOUDER AT NIGHT TIME.
DEEBY KING - QUIET, SMALL BAR WITH HOSTESSES.
GASLIGHT - SOFT, LIVE MUSIC AT NIGHT.
EXECUTIVE ROOM - GOOD PLACE FOR LUNCH, LIVE MUSIC AT NIGHT.
MAX'S PLACE - GOOD VALUE, SOFT, LIVE MUSIC AT NIGHT.
SPANISH EYES - QUIET BAR WITH HOSTESSES

SUKPUMVIT AREA - AN AREA WHERE LOCAL AMERICANS CAN BE MET.

OUR PLACE - AMERICAN/THAI PARTNERSHIP, DARTS, INEXPENSIVE BEER.
EL TORO - GO-GO GIRLS, INEXPENSIVE BEER.
ROSEMARY NO. 2 - GO-GO GIRLS, FRIENDLY, INEXPENSIVE.

BANGKOK (KRUNG THEP), THAILAND

THREE ROSES - GO-GO GIRLS, FRIENDLY, INEXPENSIVE BEER.

NUMEROUS MASSAGE PARLORS EXIST IN BANGKOK AND OFFER EXCELLENT SERVICE. PRICES RANGE FROM 80 TO 150 BAHT/HOUR. THE SUKHUMVIT AREA ESTABLISHMENTS ARE GENERALLY LESS EXPENSIVE THAN THOSE OF THE PATPONG AREA.

D. RESTAURANTS. (1-80) ALL THE LUXURY AND FIRST CLASS HOTELS HAVE EXCELLENT RESTAURANTS. CHINESE AND THAI FOOD ARE NATIVE TO THE AREA AND ARE READILY AVAILABLE AND EXCELLENT IN HIGH QUALITY. WESTERN FOOD IS ALSO OFFERED AT MOST HOTELS AND IS OF HIGH QUALITY. THE SUKHUMVIT AREA HAS GOOD, INEXPENSIVE COFFEE SHOPS. ALCOHOLIC BEVERAGES INCLUDING BEER ARE EXPENSIVE COMPARED TO U.S. PRICES. A FEW RESTAURANTS ARE LISTED TO GIVE AN IDEA OF THE VARIETY AVAILABLE. DO NOT DRINK TAP WATER. WATER SERVED IN MOST GOOD RESTAURANTS IS SAFE TO DRINK.

MARINER'S CLUB - GOOD FOOD AND REASONABLE PRICES.
THAI ROOM - GOOD AND INEXPENSIVE. WESTERN AND THAI STYLE FOOD.
TIP TOP - GOOD AND INEXPENSIVE. WESTERN AND THAI STYLE FOOD.
DUKES - GOOD AND INEXPENSIVE. WESTERN AND THAI STYLE FOOD.
BOBBY'S ARMS - RUN BY AN AUSTRALIAN (LLOYD THOMAS). IT HAS AN ENGLISH PUB ATMOSPHERE.

E. HOTEL. (1-83) (USDAO BANGKOK) WORLD HOTEL (BEACH GUARD LOCATION IN BANGKOK) IS LOCATED APPROX 1 MILE NNE OF AMERICAN EMBASSY. WORLD HOTEL (OVERNIGHT TOURS AND SHUTTLE BUS) TIMES ARE FLEXIBLE DEPENDING ON TRAFFIC. SPECIAL SERVICES REP CONFIRMS TIMES AND DATES WITH MR. CHIN.

F. ATHLETICS. (1-83) (USDAO BANGKOK)
SCUBA DIVING - VARIOUS SHOPS ARE AVAILABLE. ONE IS LOCATED WITHIN THE ROYAL GARDEN AREA CALLED "SEAFARI" SPORTS CENTER. THEY ARE A LITTLE EXPENSIVE; HOWEVER, THEY OFFER THE MOST TOURS FROM A CORAL ISLAND TOUR, A NIGHT DIVE, AND A WRECKS DIVE. ALL EQUIPMENT CAN BE RENTED.

DEEP SEA FISHING/BOATING - NORMAL COST IS \$25.00 PER PERSON (5 PERSON MIN REQUIRED).

GOLF COURSES - SIAM COUNTRY CLUB IS PROBABLY THE BEST (IF NOT THE ONLY) ONE IN PATTAYA. GREEN FEES ARE APPROX \$10.00.

G. BEACHES. (1-80) THERE ARE NO SUITABLE BEACHES IN THE BANGKOK AREA. MANY HOTELS HAVE SWIMMING POOLS.

H. CHURCHES. (1-80)

ROMAN CATHOLIC:

ASSUMPTION CATHEDRAL, ORIENTAL AVE. MASSES AT 0530, 0630, 0730, 0830, 1000, AND 1700.

CHAPEL OF THE CARMELITES, CONVENT ROAD. MASS AT 0700.

DON BOSCO CHURCH, PETCHBURI ROAD. MASSES AT 0600, 0700, AND 0900.

ROSARY CHURCH, TALAT NOI. MASSES AT 0530, 0630, AND 0830.

BANGKOK (KRUNG THEP), THAILAND

ST. FRANCIS XAVIER, SAMSEN. MASSES AT 0615, 0800, AND 1700.
ST. LOUIS CHURCH, SATHORN ROAD. MASSES AT 0700, 0800, AND 1000.
XAVIER HALL, 70/9 RAJVITHI RD. MASSES AT 0600, 0700, AND 0900.

PROTESTANT:

BANGKOK CHURCH OF CHRIST, LANE 4, SOMPRASONG, PETCHBURI RD.
SERVICES AT 0800 AND 0900.
CALVARY BAPTIST CHURCH, SOI 2, OFF SUKHUMVIT RD. SERVICES
AT 0900, 1015, AND 1910 (IN ENGLISH).
CHRIST CHURCH, CONVENT RD. HOLY COMMUNION AT 1900 AND 2000.
CHORAL EUCHARIST AT 1000.
CHRISTIAN SCIENCE SOCIETY, 27 SATHORN RD. SERVICES AT 0930, 1100.
GRACE BAPTIST CHURCH (ALL SERVICES IN MANDARIN), SOI 19, SUKHUMVIT
RD.
INTERNATIONAL CHURCH, END OF SOI WATTANA (SOI 19), SUKHUMVIT RD.
SERVICE AT 0800.
SEVENTH DAY ADVENTIST, 493 LARN LUANG RD. SERVICES SATURDAY AT
0830 AND 0945.

I. TRANSPORTATION. (1-80) BOAT, BUSES, TAXIS AND THREE-WHEELED
MOTOR SCOOTERS ARE USED FOR TRANSPORTATION. PRIOR BARGAINING IS
REQUIRED FOR ALL MODES EXCEPT BUSES. TAXIS AND BOATS MAY BE CONSIDERED
SAFE AND ACCEPTABLE. BUSES ARE CROWDED AND THREE-WHEELED MOTOR SCOOTERS
TEND TO BE DANGEROUS.

IN DEALING WITH TAXIS, BE SURE YOU AND THE CAB DRIVER UNDERSTAND ALL
TERMS OF THE AGREEMENT BEFORE ENTERING THE CAB. IT IS GOOD INSURANCE TO
HAVE A WITNESS. CABS CAN BE HIRED ALL DAY ABOUT FOR 400 BAHT (US\$20.00).
IF YOU DESIRE TO GO TO A CERTAIN SHOP OR AREA, DO NOT ALLOW A TAXI TO
TAKE YOU ELSEWHERE. THEY ARE CLEVER AND KNOW WELL WHAT THEY ARE DOING.
IN MANY CASES, THEY WILL NOT KNOW THE SHOP OR LOCATION PURPOSELY TO TAKE
YOU WHERE THEY WILL GET A COMMISSION. IF A TAXI DOES NOT KNOW YOUR DES-
TINATION OR IS UNWILLING TO TAKE YOU THERE, GET ANOTHER TAXI. THAI LAW
PROHIBITS ANY MEMBER OF A VISITING NAVAL UNIT TO OPERATE ANY TYPE OF
WHEELED VEHICLE IN BANGKOK, UNLESS AN INTERNATIONAL DRIVERS LICENSE IS
POSSESSED.

J. TOURS. (1-80) THAILAND IS EXCEEDINGLY RICH IN PHYSICAL AND
CULTURAL BEAUTY WITH ATTRACTIONS FOR EVERY VISITOR. HERE THE QUAINTESS
OF ANCIENT ORIENTAL LIFE IS PLEASANTLY COMPLEMENTED BY AN EVER INCREASING
INFLUX OF WESTERN CULTURE. THE ENDURING COMBINATION OF OLD AND NEW CAN
ONLY BE DESCRIBED AS A SIGHTSEER'S AND PHOTOGRAPHER'S PARADISE.

K. SHOPPING. (1-80) THE MOST POPULAR ITEMS FOR THE SHOPPER IN BANG-
KOK ARE THAI SILK, BRONZEWARE, AND JEWELRY OF ALL TYPES. THAI COTTON,
RATTAN, TEAKWOOD PRODUCTS, CELADON WARE, ANTIQUES, ART AND HANDICRAFTS
SHOULD NOT BE OVERLOOKED. YOU SHOULD HAVE A BASIC IDEA OF COSTS WHEN
BARGAINING.

THAI SILK - GENERALLY SPEAKING THERE ARE THREE DIFFERENT WEIGHTS OF
THAI SILK. THE LIGHTWEIGHT MATERIAL IS IDEAL FOR SPORT SHIRTS AND DRESSES.
THE MEDIUM AND HEAVY WEIGHTS ARE REQUIRED FOR SUITS, GOWNS, AND DRAPERIES.

BANGKOK (KRUNG THEP), THAILAND

THAI SILK IS OF EXCELLENT QUALITY, COMES IN A VARIETY OF COLORS AND IS SAID TO BE AN EXCELLENT BUY. BE SURE TO CHECK FOR FLAWS BEFORE YOU BUY SILK. IF BUYING FOR LADIES, AS A RULE OF THUMB, 2.5 YARDS FOR A SHORT DRESS, 3.5 YARDS FOR A LONG ONE. SILK WEAVING IS INTERESTING TO OBSERVE AND SOME OF THE STORES LISTED BELOW DO WEAVING ON THE PREMISES.

THAI COTTON - MOST OF THE SHOPS ALSO CARRY THAI COTTON, WHICH IS PRETTY AND BRIGHTLY COLORED. HOWEVER, UNLESS IT IS INTERWOVEN WITH SYNTHETICS SUCH AS TETERON, IT TENDS TO WRINKLE BADLY. COTTON-TETERON IS AN EXCELLENT BUY FOR THE LADIES.

| <u>ESTABLISHMENT</u> | <u>LOCATION</u> | <u>COMMENTS</u> |
|------------------------------|---------------------|-----------------------------|
| T. SHINAWATRA SILK FACTORY | SOI 23 SUKHUMVIT RD | LARGE SELECTION, REASONABLE |
| BANGKOK THAI SILK | PATPONG RD | GOOD, READY-TO-WEAR |
| BETTY THAI SILK-WOOD OF SIAM | 346/9-10 SILOM RD | - - - |
| DESIGN THAI | PLOENCHIT RD | READY MADE CLOTHES |
| H.M. FACTORY | 45 SOI 35 | FACTORY/SMALL SHOP |

THAI BRONZWARE - THAI BRONZWARE IS WORLD FAMOUS. BEAUTIFUL FLATWARE IS AVAILABLE WITH CHOICES OF BRONZE, BUFFALO HORN OR ROSEWOOD HANDLES. THE HORN OR ROSEWOOD HANDLES SHOULD NOT BE IMMERSSED IN HOT WATER OR PUT IN A DISHWASHER. A VARIETY OF SETS, UP TO COMPLETE DINNER SERVICE FOR 12, ARE AVAILABLE. MASSIVE BRASS CANDLEHOLDERS ARE ALSO VERY POPULAR. THEY CAN EASILY BE CONVERTED INTO DISTINCTIVE TABLE LAMPS. NICKEL BRONZE IS MORE EXPENSIVE BUT WILL NOT REQUIRE POLISHING AS FREQUENTLY. BE SURE THERE ARE NO PITMARKS IN BRONZWARE AS THESE WILL CORRODE RAPIDLY.

| <u>ESTABLISHMENT</u> | <u>LOCATION</u> | <u>COMMENT</u> |
|----------------------|----------------------|--|
| HOUSE OF SIAM | NORTH SATHORN RD | WIDE RANGE, FIXED PRICES. 10% DISCOUNT (MILITARY). |
| JOHNNY'S GEMS | FUENG NAKHON RD | WIDE RANGE AT MEDIUM PRICES. |
| SIAM BRONZE FACTORY | 1250 NEW ROAD | - - - |
| S. SAMRAN THAILAND | 304-308 PETCHBURI RD | BEST QUALITY, COMPARABLE PRICES. |

JEWELRY - BEST BUYS ARE PRINCESS RINGS, DINNER RINGS, SPECIAL ORDER JEWELRY, QUART (TOPAZ), JADITE (JADE), RUBIES, AND SAPPHIRES. DO NOT OVERLOOK THE GREAT VARIETY OF NIELLOWARE JEWELRY WHICH IS UNIQUE IN THAILAND. IT IS MADE OF BURNISHING A BLACK POWDER INTO STERLING SILVER WITH A VARIETY OF DESIGNS. THIS IS A LISTING OF THE SOME WELL KNOWN STORES.

BANGKOK (KRUNG THEP), THAILAND

| <u>ESTABLISHMENT</u> | <u>LOCATION</u> | <u>COMMENTS</u> |
|----------------------------|-------------------------------|---|
| GEM WORLD INCENTIVES, LTD. | 180 SOI 8 SUKHUMVIT RD | GOOD SELECTION AND PRICES. (OWNER, KEN VEST, A FORMER U. S. NAVYMAN). |
| JOHNNY'S GEMS | FUENG NAKHON RD | GOOD SELECTION AT MEDIUM PRICES. |
| ASIAN DESIGN | SOI 4 NEAR NANA HOTEL | GOOD SELECTION, GOOD PRICE. |
| BANGKOK JEWELRY | - - - | GOOD QUALITY GEMS AT MEDIUM PRICES. BARGAINING IS ACCEPTED. |
| ORIENT GEMS (FACTORY) | OPPOSITE THE NATIONAL STADIUM | GOOD TO FAIR QUALITY. MEDIUM PRICES. BARGAINING IS ACCEPTED. |
| FIRST STELLA JEWELRY | - - - | HIGH QUALITY AT LOW PRICES. NO BARGAINING. |
| LUSTRE GEMS | 86/10 VERNG HANKHON KASEM | EXCELLENT FOR BAHT CHAINS AND NOOD CARTS |

BUDDHA IMAGES - ALL PERSONNEL ARE ADVISED THAT UNDER THAI LAW, CERTAIN ARTICLES SUCH AS BUDDHA IMAGES ARE CLASSED AS "OBJECT D'ART" AND MAY NOT BE EXPORTED WITHOUT PERMISSION OF THE FINE ARTS DEPARTMENT. EACH PURCHASER IS LIMITED TO ONLY ONE ITEM OF "OBJECT D'ART." ONLY LICENSED SHOPS ARE AUTHORIZED TO SELL THESE IMAGES, AND THEY CANNOT OBTAIN PROPER PERMISSION FOR AN INDIVIDUAL BUYER. PURCHASERS OF BUDDHA IMAGES OR BUDDHA HEADS FROM OTHER THAN LICENSED DEALERS IS STRICTLY AT THE RISK OF THE PURCHASER. THE MATTER OF ARRANGING FOR PERMISSION FROM THE FINE ARTS DEPARTMENT OR ANY OTHER DEALING WITH THAI AUTHORITIES IN THIS MATTER IS TO BE HANDLED PERSONALLY BE THE INDIVIDUAL. IT WILL REQUIRE A LEAST ONE WEEK TO OBTAIN THE PROPER AUTHORIZATION. THE U.S. EMBASSY IS UNABLE TO PROVIDE ADVICE OR ASSISTANCE.

L. CINEMA. (1-80) MOVIE THEATERS ARE MODERN AND AIR-CONDITIONED. YOU MUST BUY TICKETS AND ENTER BEFORE SHOWTIME. DO NOT LEAVE UNTIL AFTER COMPLETION OF THE KING'S ANTHEM FOR WHICH YOU MUST STAND UP. FILMS ARE SHOWN IN THE ORIGINAL DIALOGUE WITH THAI AND CHINESE SUBTITLES.

M. MISCELLANEOUS. (1-80)

LOCAL CUSTOMS AND TRADITIONS: SOME "TYPICAL" AMERICAN ACTIONS ARE EXTREMELY OFFENSIVE TO THE THAI PEOPLE. ALTHOUGH YOU MIGHT NOT SEE ANY REACTION, YOUR BEHAVIOR INFLUENCES THE WAY THAI PEOPLE THINK OF ALL AMERICANS. IT HAS BEEN SAID THAT YOU CAN DO LITTLE WRONG IF YOU SHOW RESPECT FOR THE KING AND QUEEN, THE BUDDHIST RELIGION, AND THAI CUSTOMS.

BE COURTEOUS AND QUIET: LOSING YOUR TEMPER WILL GAIN NOTHING WITH THE THAI PEOPLE AND MERELY PROVES TO THEM THAT YOU ARE AN INFERIOR PERSON. USE OF PROFANITY IS PARTICULARLY INAPPROPRIATE AND RESENTED.

BANGKOK (KRUNG THEM), THAILAND

RESPECT FOR THE ROYAL FAMILY: DEROGATORY REMARKS ABOUT THE KING AND QUEEN OR DEFACING THEIR PICTURES ARE OFFENSES SERIOUS ENOUGH TO RESULT IN JAIL SENTENCES. NEVER STEP ON THAI CURRENCY - IT MEANS YOU ARE STEPPING ON THE KING'S PICTURE. JOKES AND REMARKS ABOUT THE KING AND THE ROYAL FAMILY ARE UNIVERSALLY MISUNDERSTOOD, RESENTED, AND PUNISHABLE BY LAW. REFERENCES TO "ANNA AND THE KING OF SIAM" ARE NOT APPRECIATED.

KING'S ANTHEM: FREQUENTLY PLAYED AT THE CONCLUSION OF CEREMONIES OR PUBLIC GATHERINGS, INCLUDING MOTION PICTURES. STAND AT ATTENTION.

SALUTES: RETURN SALUTES WHETHER YOU RATE THEM OR NOT. RENDER SALUTES TO OFFICERS WHO CAN USUALLY BE RECOGNIZED BY SHOULDER BOARDS. AIR FORCE AND NAVY INSIGNIA ARE VERY SIMILAR TO U.S. NAVY SHOULDER BOARDS. ARMY OFFICERS HAVE STARS OR OTHER DEVICES ON THE BOARDS. IF IN DOUBT, SALUTE.

WAI (PRONOUNCED, IS IS WHY): THE CUSTOMARY THAI GREETING OF PLACING THE HANDS TOGETHER IN A PRAYING POSITION BEFORE THE FACE AND SLIGHTLY NODDING THE HEAD IS BOTH A MARK OF RESPECT AND GREETING EQUIVALENT TO A HANDSHAKE. A FAILURE TO RETURN THE GESTURE IS EQUIVALENT TO REFUSING TO SHAKE HANDS. THE GESTURE HAS NO RELIGIOUS SIGNIFICANCE.

THE HEAD AND FEET: TO A THAI THE HEAD IS THE MOST SACRED PART OF HIS BODY. THE PLAYFUL GESTURE OF MUSSING SOMEONE'S HAIR WILL CAUSE SERIOUS OFFENSE. THE FEET, CONVERSELY, ARE THE MOST UNWORTHY PART. TO POINT THE TOE, SIT CROSSLEGGED, OR SHOW THE BOTTOM OF THE FOOT IS OFFENSIVE. SIMILARLY, STANDING OVER A SEATED THAI WHILE TALKING TO HIM IS DISCOURTEOUS. THESE CUSTOMS ARE DISAPPEARING AMONG THE MORE WESTERNIZED YOUNG PEOPLE.

THAI NAMES: THAIS ARE ADDRESSED BY THEIR GIVEN (FIRST) NAME RATHER THAN SURNAME. "LIEUTENANT PRASERT APHAIWONGS" WOULD BE ADDRESSED AS "LIEUTENANT PRASERT."

TEMPLES AND HOMES: REMOVE SHOES WHERE THE THAIS DO. CHECK BEFORE TAKING PICTURES INSIDE TEMPLES.

MONKS: MOST THAI MEN ENTER THE PRIESTHOOD AT SOME POINT IN THEIR LIFE (OFTEN FOR ONLY A FEW WEEKS OR MONTHS) AND LIVE THE ASCETIC LIFE OF THE BUDDHIST. MONKS ARE EVERYWHERE, EASILY RECOGNIZED BY SHAVED HEADS AND ORANGE COLORED ROBES. MEN, AND ESPECIALLY WOMEN, SHOULD NOT TOUCH OR JOSTLE A MONK.

BUDDHA IMAGES: BUDDHA IMAGES ARE SACRED OBJECTS. CLIMBING OR SITTING ON THE LARGE IMAGES IS NOT ONLY RUDE BUT A SERIOUS LEGAL OFFENSE PUNISHABLE BY A PRISON SENTENCE.

"MAI PEN RAI": THE THAI PEOPLE, AS A BUDDHIST NATION, ARE DEDICATED TO MODERATION, GENTLENESS, AND THE ATTAINMENT OF ENLIGHTENMENT THROUGH DOING RIGHT, SPEAKING RIGHT, AND THINKING RIGHT. THAIS DO NOT FEEL THE SENSE OF URGENCY OVER THINGS THAT WESTERNERS DO. THEY ARE EAGER TO PLEASE BUT

BANGKOK (KRUNG THEP), THAILAND

WILL NOT BE HURRIED. THE VISITOR SHOULD ATTEMPT TO UNDERSTAND THEIR OUTLOOK TOWARD LIFE, WHICH HAS BEEN DESCRIBED AS THE "MAI PEN RAI" ATTITUDE. THIS CAN BE ROUGHLY TRANSLATED AS "NEVER MIND", OR "IT DOESN'T MATTER". ORDINARY EVENTS ARE NOT OF GREAT IMPORTANCE, AND PROBLEMS TEND TO SOLVE THEMSELVES.

DRUGS: STAY AWAY FROM NARCOTICS AND OTHER DRUGS. DUE TO THE DRUG PURITY, OVERDOSES ARE NOT UNCOMMON. THAI AUTHORITIES ARE NO LONGER LENIENT AND JAIL SENTENCES HAVE BEEN RECEIVED BY U.S. SERVICEMEN. PUSHERS MAKE A PRACTICE OF TURNING IN THEIR CUSTOMERS TO COLLECT A REWARD.

RABIES: RABIES IS PREVALENT: AVOID CATS, DOGS, AND MONKEYS. IF BITTEN, REPORT TO A MEDICAL FACILITY IMMEDIATELY.

SANITARY PRECAUTIONS: DO NOT DRINK TAP WATER. BOTTLED WATER IS AVAILABLE AND INEXPENSIVE. AVOID RAW VEGETABLES, CLAMS, MUSSELS, AND OYSTERS.

THAI BEER - CONTAINS 10%-12% ALCOHOL. IT IS 2 TO 3 TIMES MORE POTENT THAN U.S. BEER.

WINE - IMPORTED AND VERY EXPENSIVE.

TIPPING: SERVICE CHARGES ARE NORMALLY ADDED, SO TIPPING IS OPTIONAL. SMALL SERVICES AND LUGGAGE HANDLING, 2-5 BAHT. TAXI DRIVERS GENERALLY NEED NOT BE TIPPED.

DRESS: CASUAL ATTIRE ACCEPTED IN MOST PLACES. EXCEPTIONS ARE A VERY FEW OF THE BETTER RESTAURANTS.

MONEY EXCHANGE: AN AUTHORIZED MONEY AGENT WILL BE ONBOARD THE DAY OF ARRIVAL AND DEPARTURE TO CONVERT CURRENCIES. DOLLARS MAY BE CONVERTED TO BAHT AT THAI COMMERCIAL AUTHORIZED MONEY CHANGERS. MOST HOTELS HAVE MONEY CHANGERS.

FESTIVALS: THAI HOLIDAYS WILL NOT PREVENT A SHIP FROM VISITING BANGKOK. SHIPS SHOULD "DRESS SHIP" ON THE FOLLOWING DATES:

12 AUGUST - QUEEN'S BIRTHDAY

5 DECEMBER - KING'S BIRTHDAY

10 DECEMBER - CONSTITUTION DAY

NO OTHER PARTICIPATION IS CONSIDERED APPROPRIATE.

PEDDLER BOATS (REFERRED TO AS "BUM BOAT"): SHIPS ANCHORED OR MOORED IN THE STREAM WILL PROBABLY BE APPROACHED BY PEDDLER BOATS WHICH WILL ATTEMPT TO TIE UP AT VARIOUS LOCATIONS ALONGSIDE FOR THE PURPOSE OF SELLING SOFT DRINKS AND SOUVENIRS. THEY WILL CAST OFF FROM THE SHIP WHEN DIRECTED BUT WILL RETURN QUICKLY TO ANOTHER POINT ALONG THE HULL. THESE BOATS HAVE BEEN APPREHENDED SELLING SOFT DRINKS MIXED WITH WHISKEY. LOCAL AUTHORITIES ADVISE THAT THE PEDDLER BOATS WILL ATTEMPT TO SELL MARIJUANA TO CREW MEMBERS. IT IS RECOMMENDED THAT A ROVING SENTRY BE ASSIGNED TO MAIN DECK AREAS TO ENSURE THAT PEDDLER BOATS ARE KEPT FROM THE SHIP'S SIDES.

BANGKOK (KRUNG THEP), THAILAND

ALL CREW MEMBERS SHOULD BE WARNED OF THE SPECIAL DANGER INVOLVED IN FALLING OVERBOARD OR SWIMMING IN THE CHAO PHRAYA RIVER. THE RIVER CURRENT IS STRONG (2 TO 3 KNOTS) AND DURING FLOOD TIMES, THERE IS A DANGEROUS UNDER-TOW PRESENT.

CON GAMES: SOME OF THE MORE FREQUENT CIRCUMSTANCES UNDER WHICH SAILORS AND THEIR MONEY HAVE BEEN PARTED:

GHOST GUIDES/CANAL TOURS: AN UNLICENSED GUIDE OFFERS SERVICES AND LURES A LONE PERSON ONTO A SMALL BOAT WHERE OTHERS GANG UP ON HIM. THIS PRACTICE RESULTED IN THE DROWNING DEATH OF ONE AMERICAN SAILOR.

ROYAL THAI NAVY GUIDES: THAI NAVY PERSONNEL OFFERING SERVICES AT YOUR SHIP MAY BE PIMPS. THEY HAVE PRIVATE AUTOS, COLLECT A COMMISSION ON YOUR PURCHASES AND HOTEL ROOMS, AND HAVE THE MOST EXPENSIVE GIRLS IN TOWN AT YOUR SERVICE.

KATOY (FEMALE IMPERSONATORS): NUMEROUS FEMALE IMPERSONATORS WHO MAY LOOK BETTER THAN THE REAL THING CRUISE STREETS IN TAXIS LOOKING FOR COMPANY. OBJECT: ROBBERY.

"I'VE BEEN RAPED": GOOD FOR A \$150.00 SHAKEDOWN.

"I AM A STUDENT PRACTICING ENGLISH": HE WILL BE YOUR GUIDE AND COLLECT A COMMISSION ON WHATEVER YOU BUY.

FAKE BOY SCOUTS: SELLING FAKE PINS. REAL BOY SCOUTS ARE NOT ALLOWED TO DO THIS.

ROBBERY: THAI THUGS MAY BE SMALL IN STATURE, BUT THEY MAKE UP FOR IT BY BEING ARMED, AND THEY DO NOT HESITATE TO USE A WEAPON. GIVE THEM WHAT THEY WANT AND REPORT TO THE POLICE. YOU HAVE THE RIGHT TO SUBMIT A CLAIM FOR LOSS AGAINST THE U.S. GOVERNMENT. IF YOU HAVE TAKEN REASONABLE PRECAUTIONS, YOU MAY GET YOUR MONEY BACK THROUGH A CLAIM.

HEROIN, MARIJUANA, AND OTHER DANGEROUS DRUGS ARE CHEAP, READILY AVAILABLE AND MAY BE PURE OR ADULTERATED. PUSHERS HAVE BEEN KNOWN TO SELL TO A VICTIM AND THE IMMEDIATELY POINT OUT THEIR CUSTOMER TO THE POLICE IN ORDER TO COLLECT A REWARD. FOR QUARTERDECK CONTROL, REMEMBER THAT NARCOTICS CAN BE CONCEALED AS ORDINARY CIGARETTES. THAI PUSHERS REFILL THE PACKS FROM THE BOTTOM, LEAVING THE TAX STAMP INTACT. U.S. SERVICEMEN HAVE BEEN SENTENCED TO 90-DAY JAIL TERMS FOR MARIJUANA SMOKING AND MAY FACE A DEATH PENALTY FOR HEROIN POSSESSION. PUSHERS ARE KNOWN TO OPERATE ON THE PIER AREA OR FROM BUM BOATS.

(12-81) (CHJUSMAGTHAI BANGKOK) EXPERIENCE HAS SHOWN THAT MEMBERS DEPARTING SHIPS IN THAILAND SHOULD HAVE IN THEIR POSSESSION:

A. EMERGENCY LEAVE: AT LEAST US\$400.00 TO COVER TRANSPORTATION TO THE PHILIPPINES, THE NEAREST POINT WHERE MAC TRANSPORTATION IS AVAILABLE ON A REGULAR BASIS, PLUS OTHER RECORDS DEEMED NECESSARY DEPENDENT ON THE

BANGKOK (KRUNG THEP), THAILAND

EXTENT OF LEAVE AUTHORITY. NO TRAVEL REQUEST (TR) MAY BE ISSUED FOR COMMERCIAL TRANSPORTATION.

B. TAD (HOSPITALIZATION): UPON COMPLETION OF HOSPITALIZATION, THE MEMBER WILL BE ISSUED A TR FOR TRANSPORTATION TO SUBIC BAY, RP, FOR FURTHER TRANSFER TO ULTIMATE DUTY STATION. THE MEMBER SHOULD HAVE IN HIS POSSESSION ALL PERTINENT HEALTH/DENTAL RECORDS AND ORDERS WITH ACCOUNTING DATA.

OTHER TRAVEL: SUBMIT PASSENGER RESERVATION REQUESTS TO NATCO CLARK AF, RP, IN ACCORDANCE WITH CINCPACFLTINST 4650.38.

A PASSPORT IS REQUIRED FOR ALL PERSONNEL ENTERING/EXITING THAILAND VIA COMMERCIAL CARRIERS. HOWEVER, A VISA IS NOT REQUIRED IF THE PERIOD OF STAY WILL NOT EXCEED 15 DAYS. ALL PERSONNEL ENTERING THAILAND THROUGH MILITARY CARRIERS AND LEAVING BY COMMERCIAL CONVEYANCE REQUIRE AN EXIT LETTER IN THEIR PASSPORT TO BE PRESENTED TO THAI IMMIGRATION UPON DEPARTURE. EXIT LETTERS CAN BE OBTAINED PRIOR TO SCHEDULED DEPARTURE BY COORDINATING WITH THE NAVY DIVISION, JUSMAGTHAI UPON ARRIVAL. IF A PASSPORT AND EXIT VISA ARE NOT IN THE MEMBER'S POSSESSION, A ONE TO TWO DAY DELAY MUST BE EXPECTED TO PROCESS THE APPLICATION. MEMBERS WITH APPROPRIATE DOCUMENTATION MUST CLEAR THAI IMMIGRATION OFFICER IN BANGKOK. A NO-FEE PASSPORT CAN BE OBTAINED AT THE AMEMBASSY IN ONE DAY PERIOD PROVIDED HE HAS IN HIS POSSESSION TWO 2"X2" PHOTOS AND A PASSPORT APPLICATION.

DISBURSING FACILITIES ARE EXTREMELY LIMITED AT THE AMEMBASSY, PERSONS SHOULD HAVE SUFFICIENT FUNDS TO COVER ALL CONTINGENCIES.

TEMPORARY LODGING IN THE JUSMAG COMPOUND IS AVAILABLE FOR THOSE WHO REMAIN OVERNIGHT IN BANGKOK IN AN EMERGENCY STATUS. ACCOMMODATIONS ARE SPARTAN AT BEST. NO GOVERNMENT MESSING OR OTHER GOVERNMENT BILLETING IS AVAILABLE.

RETURNING UNAUTHORIZED ABSENTEES ARE NORMALLY DIRECTED TO SUBIC BAY, RP, UNDER TAO. A TR IS ISSUED FOR COMMERCIAL TRANSPORTATION (BANGKOK TO MANILA). DISBURSING FACILITIES AT AMEMBASSY ARE UTILIZED TO THE EXTENT NECESSARY TO PROVIDE BASIC NECESSITIES.

FOR LIAISON AND PERSONS IN-COUNTRY (EMERG LV, TAD, HOSP, INCIDENTS), JUSMAG POINT OF CONTACT: YNC R. V. AQUIPEL (PRIMARY), CDR G. E. SCEARCE (ALTERNATE); PHONE: 286-4440 OR 286-9001 EXT 351/352, MONDAY-FRIDAY, 0700-1600. DURING OFF-DUTY HRS, CONTACT MARINE SECURITY GUARD AMEMBASSY, PHONE: 286-5040 EXT 2470. IT IS REQUESTED THAT CHJUSMAGTHAI BANGKOK, TH, BE MADE INFO ADDEE ON ALL INCIDENT, INVESTIGATIVE, AND ABSENTEE PERSONNEL REPORTS.

COMPILED BY: MRS KAY DeVAUL, GS-7, 22PD, FICPAC, (8-85).

I. WEATHER AND WINDS.

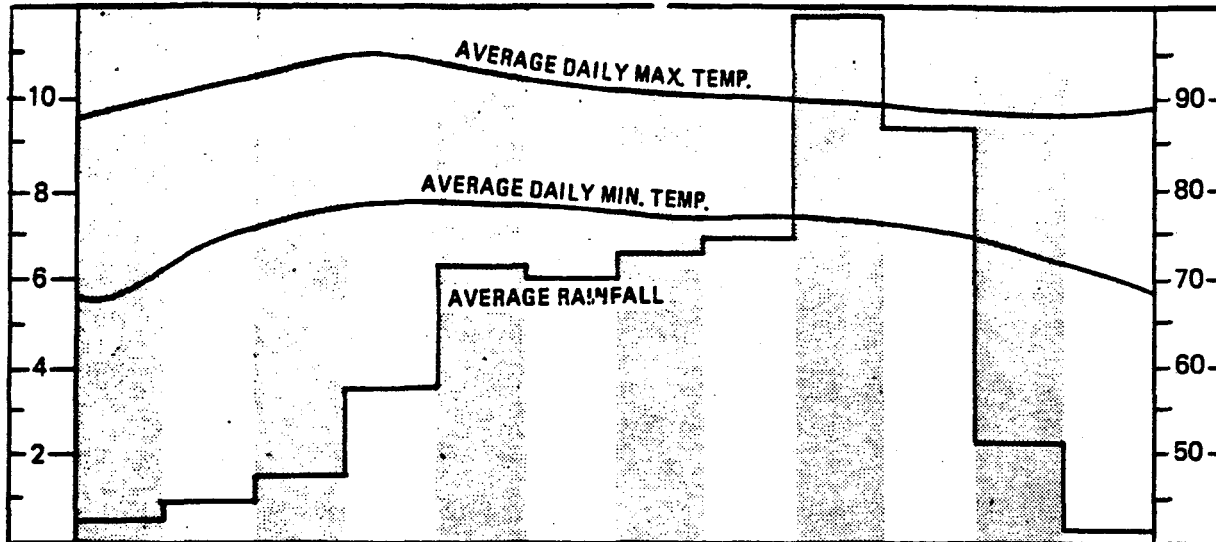
BANGKOK, THAILAND

Elev. 53'

Lat. 13 44 N Long. 100 30 E

PRECIP.
(INCHES)

TEMP.
(°F)



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|---|
| ☁ | 1 | 3 | 3 | 9 | 14 | 16 | 18 | 17 | 21 | 16 | 7 | 1 | ☁ |
| ⚡ | <1 | 2 | 5 | 11 | 17 | 11 | 11 | 11 | 13 | 11 | 4 | <1 | ⚡ |
| ☁ | 24 | 24 | 25 | 18 | 15 | 16 | 19 | 18 | 16 | 17 | 21 | 22 | ☁ |

TOTAL PRECIPITATION / SNOWFALL (INCHES)

| | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|-------|------|------|------|---|
| • | 0.50 | 0.90 | 1.50 | 3.60 | 6.20 | 6.00 | 6.80 | 6.80 | 11.80 | 9.20 | 2.30 | 0.40 | • |
| * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 72 | 74 | 74 | 75 | 78 | 79 | 80 | 81 | 83 | 83 | 80 | 74 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 79 | 82 | 85 | 87 | 85 | 84 | 83 | 83 | 83 | 82 | 81 | 79 |
|----|----|----|----|----|----|----|----|----|----|----|----|

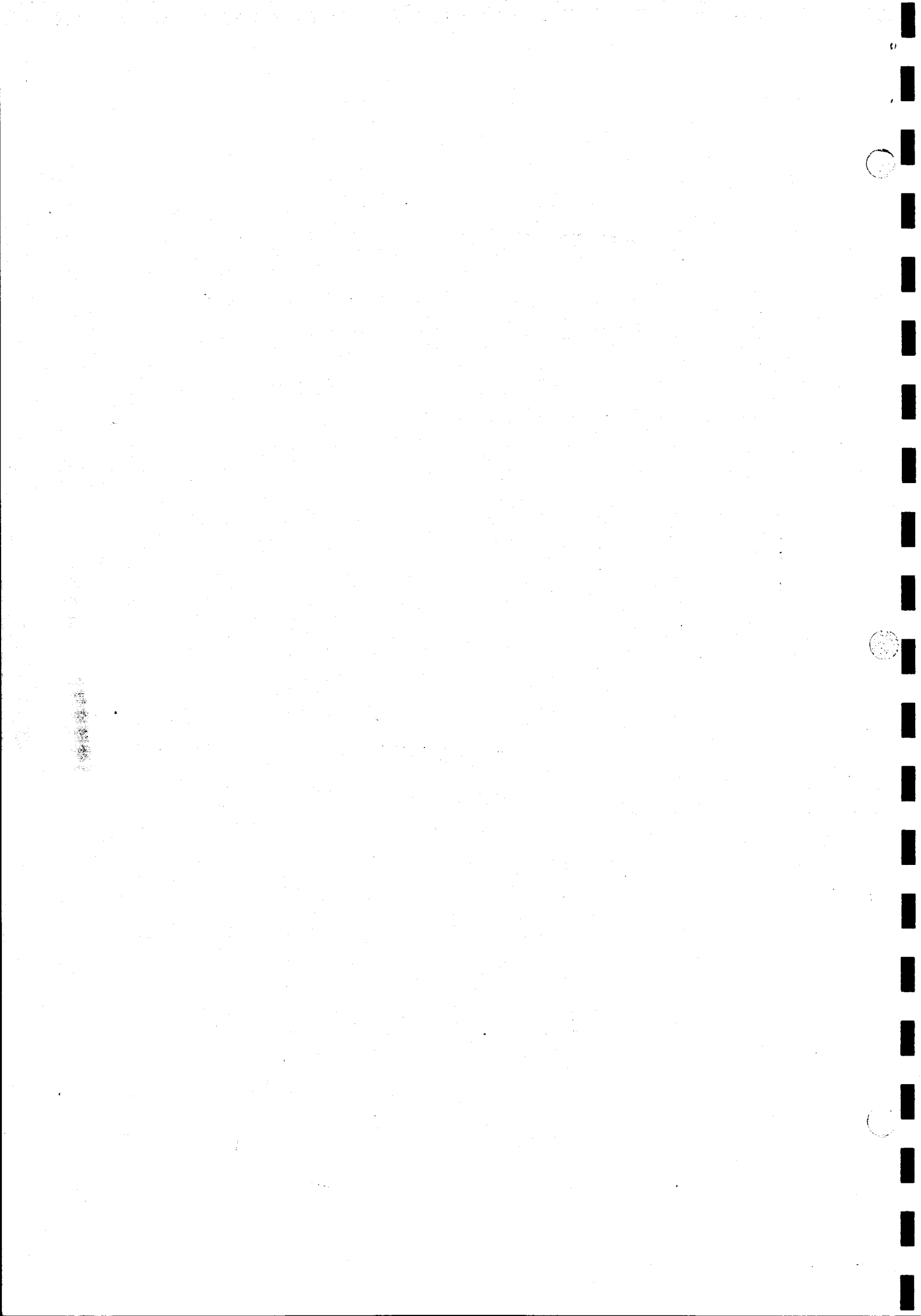
ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|-----|-----|-----|-----|-----|----|----|----|----|----|----|
| 98 | 103 | 104 | 114 | 104 | 100 | 97 | 96 | 96 | 97 | 96 | 96 |
| 50 | 61 | 61 | 65 | 70 | 70 | 68 | 70 | 68 | 66 | 60 | 50 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|----|---|---|---|---|---|----|----|----|----|---|----|
| NE | S | S | S | S | S | SW | SW | SW | NE | N | NE |
| 5 | 7 | 7 | 7 | 7 | 7 | 6 | 6 | 6 | 6 | 4 | 5 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



BANGKOK (KRUNG THEP), THAILAND

3. E. MEDICAL. (5-84) THAILAND HAS A TROPICAL CLIMATE, WITH YEAR-ROUND HIGH TEMPERATURES, HUMIDITY, AND MINIMAL SEASONAL VARIATIONS. DURING SPRING, THE HIGH TEMPERATURE RANGE IS 36°-40°C (96.8°-104°F) WITH ONLY A 5°C (9°F) DROP IN THE EVENINGS. THERE IS A WARM SOUTHEAST MONSOON FROM MAY TO NOVEMBER DURING WHICH HEAVY RAINS OCCUR DAILY. THERE IS A DRY NORTHWEST MONSOON FROM NOVEMBER TO FEBRUARY IN WHICH THE TEMPERATURE DROPS ABOUT 10°C (18°F) AND THE RAINS ARE INFREQUENT AND LIGHT. BETWEEN FEBRUARY AND MAY, THE CLIMATE IS HOT AND RELATIVELY DRY.

THE AVAILABILITY OF CLEAN, POTABLE WATER IS LIMITED. CONSUMPTION OF BOTTLED WATER IS RECOMMENDED EVEN IN MAJOR HOTELS. EXISTING WATER SYSTEMS ARE OLD WITH FREQUENT DISRUPTIONS AND CONTAMINATIONS. WASTE DISPOSAL SYSTEMS EXIST IN MOST CITIES, BUT SERVICE IS INCOMPLETE AND INADEQUATE ALONG THE CANALS, RIVERS, AND HARBORS. SURFACE WATER AND RAINWATER IS USED FOR BATHING, LAUNDERING, COOKING, AND HUMAN WASTE DISPOSAL. MUCH OF THE UNTREATED EFFLUENT FROM SEWERAGE SYSTEMS IS DUMPED INTO THE SURFACE WATERS.

VENDORS AND FOOD SOURCES ARE NOT INSPECTED BY HEALTH AUTHORITIES, AND FEW VENDORS ARE CONCERNED WITH OR KNOWLEDGEABLE OF BASIC SANITARY AND HYGIENIC PRACTICES. CAUTION SHOULD BE OBSERVED IF ITEMS ARE CONSUMED FROM THESE SOURCES. VEGETABLES AND FRUITS PURCHASED FROM LOCAL SOURCES SHOULD BE THOROUGHLY WASHED AND SOAKED IN A DISINFECTION SOLUTION OR COOKED THOROUGHLY BEFORE THEY ARE EATEN. ADDITIONALLY, WATER CONTAMINATED BY RAW SEWAGE IS USED FOR FOOD PREPARATION AND FOR WASHING FOOD CONTAINERS. DIARRHEAL DISEASES ARE COMMON PRIMARILY BECAUSE OF INADEQUATE SEWAGE DISPOSAL AND LACK OF POTABLE WATER. CHOLERA IS ENDEMIC WITH PERIODIC OUTBREAKS, BUT OTHER AGENTS SUCH AS SALMONELLA, SHIGELLOSIS, ENTEROTOXIGENIC E. COLI, TYPHOID AND PARATYPHOID FEVERS, AND ROTAVIRUSES ARE COMMON. THERE IS A HIGH RATE OF INTESTINAL PARASITISM AMONG THE NATIVE POPULATION: ESPECIALLY PREVALENT ARE ROUNDWORMS, HOOKWORMS, AND AMOEBAE. RABIES IS A SEVERE PROBLEM THROUGHOUT THAILAND WITH OVER 300 DEATHS ANNUALLY. INFECTIOUS HEPATITIS IS PREVALENT THROUGHOUT THE COUNTRY. MALARIA IS A SERIOUS DISEASE PROBLEM AND WAS THE FOURTH LEADING CAUSE OF DEATH IN THE COUNTRY IN 1980, BUT CASES ARE RARELY REPORTED FROM THE CITIES. ANOTHER MOSQUITO BORNE DISEASE IS DENGUE FEVER WITH ALL FOUR SEROTYPES PRESENT.

PROSTITUTION AND SEXUALLY TRANSMITTED DISEASES (STD) ARE COMMON. IN 1980, THE STD RATE WAS 700 PER 100,000 POPULATION WITH GONORRHEA ACCOUNTING FOR OVER HALF THE CASES. PENICILLIN-RESISTANT STRAINS ARE WIDESPREAD AND COMMON.

THAILAND IS A MAJOR SOURCE OF NARCOTICS FOR THE WORLD MARKET; RAW OPIUM, HEROIN, AND OTHER OPIATES ARE READILY AVAILABLE. ADDITIONALLY, MARIJUANA, BARBITURATES, AND AMPHETAMINES ARE EASILY OBTAINED. PERIODICALLY, EMPHASIS IS PLACED ON ENFORCEMENT, BUT AVAILABILITY IS RARELY DISRUPTED.

GOOD MEDICAL CARE IS READILY AVAILABLE IN BANGKOK. THERE ARE MANY HOSPITALS WITH EMERGENCY AND TRAUMA CENTERS IN WHICH CARE RIVALS THAT AVAILABLE IN THE U.S. SOME OF THE BETTER FACILITIES ARE THE CHULALONGKORN

BANGKOK (KRUNG THEP), THAILAND

MEMORIAL HOSPITAL, THE SEVENTH DAY ADVENTIST HOSPITAL, AND THE SIRIRAJ HOSPITAL. THE LARGE THAI ARMY HOSPITAL, THE PHRA MONGKUT KLAO HOSPITAL (THE BANGKOK ARMY GENERAL HOSPITAL), IS AN EXCELLENT FACILITY.

THERE IS A SMALL MEDICAL UNIT ASSOCIATED WITH THE U.S. EMBASSY. THIS FACILITY CANNOT HANDLE COMPLEX PROBLEMS, BUT SHOULD BE CONTACTED FOR ASSISTANCE. THE U.S. EMBASSY IS LOCATED AT 95 WIRELESS ROAD, BANGKOK. THE CLOSEST MAJOR U.S. MILITARY HOSPITAL IS THE NAVAL HOSPITAL AT SUBIC BAY, REPUBLIC OF THE PHILIPPINES.

CERTIFICATES OF HEALTH AND DERATTING ARE REQUIRED.

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PHUKET, THAILAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAR 89) PHUKET HARBOR (THA RUA PHUKET) (7-51N/98-24E) IS LOCATED ON THE SOUTHEAST SIDE OF KO PHUKET WHICH BELONGS TO THAILAND BUT IS SEPARATED FROM THE MALAY PENINSULA BY CHONG PAK PHRA STRAIT. IT IS A NATURAL BAY AND HAS TWO ISLAND IN ITS SOUTH PART. THE TOWN OF PHUKET IS LOCATED APPROXIMATELY ONE MILE UP A CREEK (KHLONG PHUKET) WHICH FLOWS INTO THA RUA PHUKET. THE PORT AREA IS AT THE MOUTH OF THE CREEK, SOUTHEAST OF THE TOWN. THE DEEP-WATER BERTHS WITHIN KO TAPHAO (7-50N/98-25E) CONSIST OF THAISAREO PIER AND MOORINGS FOR TANKERS.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS VINCENNES) THE SHIP USED DMAHTC PUB 174 (4TH ED 1986) AND CHART 71041 (6TH ED 1/87). DUE TO THE POSSIBILITY OF RAPIDLY FORMING MONSOONS FROM THE SOUTHWEST DURING THE SUMMER MONTHS, THE SHIP ANCHORED IN MAKHAM BAY AT 07-48N/098-25E ON SOUTHEAST SIDE OF PHUKET ISLAND. MAKHAM BAY IS FREE FROM SOUTHWEST WAVE ACTION. THIS ANCHORAGE WAS RECOMMENDED BY USDAO BANGKOK. POSITION CAN BE FIXED BY UTILIZING VISUAL BEARING TO ISLAND TANGENTS, KO KAEO NOI LIGHT, AND RADAR RANGES. ISLANDS HAVE STEEP COASTLINES. THE SHIP USED TANGENTS TO KO HI, KO BON, AND KO WAEO. SINCE CONTINUOUSLY UPDATED WEATHER INFORMATION IS AVAILABLE TO VISITING SHIPS, RECOMMEND THAT ANCHORAGE DETERMINATION BE MADE AT ARRIVAL. ALTHOUGH SHELTERED, MAKHAM BAY ANCHORAGE PRESENTS SOME TRANSPORTATION AND COMMUNICATIONS DIFFICULTIES. THE WEATHER THROUGHOUT THE SHIP'S VISIT WAS BENIGN.

FROM KO HI TO THA RUA PHUKET - APPROACHING ANCHORAGE, LACK OF VISUAL AIDS WAS APPARENT. APPROACHING FROM THE SOUTH, KO THANAN CAN BE UTILIZED FOR VISUAL BEARING, AS CAN TANGENTS TO LAEM PHAN WA. A PIER AND SILVER STORAGE TANK AT LAEM KLUAI ARE GOOD VISUAL AIDS.

IN THE VICINITY OF 07-48N/098-24E, GREEN BEACON IS VERY DIFFICULT TO SEE. OTHER MARKERS ARE THERE, BUT ARE NOT CHARTED. SEVERAL CHANNEL BUOYS ARE PRESENT BUT NOT CHARTED. ROCK SOUTH OF KO TAPHAO YAI IS RELIABLE, VISUAL AID BUT DIFFICULT TO DISCERN FROM BACKGROUND UNTIL IN CLOSE. KO TAPHAO NOI LIGHT IS A GOOD VISUAL. RANGE MARKERS FOR THE CHANNEL DO NOT BECOME VISIBLE UNTIL LATE, AND THEN BEARING SPREAD BECOMES SMALL. BEACON "F" (07-49N/098-24E) IS SMALL WHITE POLE ABOVE SHORELINE, EASY TO SEE. BEACONS "A" AND "B" ARE TALL WHITE TELEPHONE POLES WITH TRIANGLES ON TOP.

(AUG 88) (USS SIDES) THE MAJORITY OF NAVIGATIONAL INFORMATION UTILIZED WAS TAKEN FROM PUB 174 AND PORT DIRECTORY. THE SHIP ANCHORED AT 07-49-12N/098-25-27E. THE APPROACH TO THE ANCHORAGE WAS MADE BY CHART 71041. THERE WERE NO OBSTRUCTIONS, WRECKS, OR TRAFFIC TO INTERFERE WITH PRECISION ANCHORING. CHARTED DEPTHS AND TYPE OF BOTTOM WERE ACCURATE. ACTUAL DEPTH OF WATER WAS BETWEEN 9 AND 10 FATHOMS, AND THE BOTTOM WAS SAND AND MUD. FOUR SHOTS OF CHAIN WERE USED, AND THE ANCHOR HELD FIRMLY. WINDS VARIED FROM SOUTHWEST TO NORTHWEST FROM 3 TO 12 KNOTS. SEA SWELLS AND WAVES WERE GENERALLY LESS THAN 1 FOOT. ARRIVAL AND DEPARTURE DURING DAYLIGHT HOURS ALLOWED FOR EXCELLENT VISUAL NAVIGATION. FIXING THE SHIP'S POSITION AT NIGHT WAS EASILY DONE DUE TO THE WELL DEFINED COASTLINE AND SMALL ISLANDS WHICH SURROUND THE ANCHORAGE AREA. VISUAL NAVIGATION DURING THE HOURS OF DARKNESS COULD PROVE DIFFICULT DUE TO THE SMALL NUMBER OF NAVAIDS IN THE AREA.

C. PILOTAGE. (NOV 88) NO OFFICIAL PILOTS ARE AVAILABLE.

D. ENTRANCE. (NOV 88) SEE PARA 1B.

H3-1
(CH-10)

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PHUKET, THAILAND

- E. CHANNEL. (NOV 88) SEE PARA 1B.
- F. ANCHORAGES. (NOV 88) SEE PARA 1B AND PUB 174.
- G. WRECKS AND OBSTRUCTIONS. (NOV 88) SEE PARA 1B.

H.. TIDES AND CURRENTS. (SEP 88) (USS VINCENNES) A STRONG NORTHEASTERN 2-3 KTS CURRENT PREVAILED THROUGHOUT THE VISIT. THE CURRENT MADE ANCHORAGE APPROACH FROM THE SOUTH DIFFICULT ALTHOUGH THE CURRENT SET THE SHIP AWAY FROM THE SHOAL AREA.

- I. WEATHER AND WINDS. (NOV 88) CONSULT PUB 174.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JAN 87) (FICPAC) NEW FACILITIES ARE TO BE ESTABLISHED AT AO KHAM, 9 KM (5.6 MI) SOUTH OF PHUKET TOWN TO ENABLE DIRECT LOADING AND UNLOADING; THEREBY ELIMINATING THE PRESENT LIGHTERAGE OPERATIONS. IT IS PROTECTED FROM THE SOUTHWEST MONSOON BY LAEM PHAW WA (PHAW WA CAPE) AND NORTHEASTERLY WINDS BY KO TAPHOO YAI ISLAND. NO BREAKWATER IS REQUIRED. THE PROJECT CALLS FOR DREDGING A CHANNEL AND TURNING BASIN AND THE CONSTRUCTION OF OF A QUAY 360 M (1,181 FT) TOGETHER WITH A PAVED BACK-UP AREA AND TRANSIT SHED. THERE ARE PLANS FOR A RAIL LINK TO THE NEW PORT FACILITIES.

B. FUEL, LUBE, AND DIESEL OIL. (AUG 88) (USS SIDES) FUEL WAS UNAVAILABLE. SCHEDULES FOR ALL HUSBANDING SERVICES AVAILABLE ARE DISCUSSED DURING THE BOARDING BRIEF WHICH IS THE BEST OPPORTUNITY TO SET UP SCHEDULES FOR ALL SERVICES INCLUDING TRANSPORTATION (BOTH WATER TAXIS AND BUSES).

C. MECHANICAL HANDLING FACILITIES. (JUN 88) THE PIER IN MAKHAM IS FITTED WITH SMALL FIXED CRANES.

D. DRYDOCKS AND REPAIR FACILITES. (MAR 89) NO CURRENT INFORMATION IS AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (MAR 89) NO CURRENT INFORMATION IS AVAILABLE.

F. STEVEDORES. (JUN 88) (USDAO BANGKOK) STEVEDORES, SIDE CLEANERS, AND PAINTERS ARE AVAILABLE IN ANY NUMBERS AT REASONABLE PRICES.

G. PORT CAPACITY. (JUN 88) (USS COPELAND) PHUKET CAN ACCOMMODATE TWO CG, DD, OR FF TYPE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JUN 88) (USDAO BANGKOK) COMMERCIAL AIR TRANSPORT IS AVAILBLE TO BANGKOD (1.5 HRS), AND OVERLAND BUS IS AVAILABLE TO BANGKOK (14 HRS).

3. SERVICES, LOGISTICLS, AND OPERATIONS

- A. LIGHTERAGE. (MAR 89) NO CURRENT INFORMATION IS AVAILABLE.

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PHUKET, THAILAND

B. DREDGES AND MISCELLANEOUS CRAFT. (MAR 89) NO CURRENT INFORMATION IS AVAILABLE.

C. WATER. (JUN 88) (USS COPELAND) POTABLE WATER WAS AVAILABLE BY BARGE BUT EXPENSIVE. HARBOR WATER WAS CLEAN ENOUGH FOR THE SHIP TO MAKE ITS OWN WATER.

D. AIRFIELDS. (MAR 89) (FICPAC) PHUKET INTERNATIONAL AIRPORT (ALTITUDE 69 FT) IS LOCATED 30.4 KM (19 MI) NORTH OF THE TOWN. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 090/270 AND DIMENSION OF 2,530 X 45.7 M (8,300 X 150 FT). IT IS 747 CAPABLE AND THAI AIRLINES OPERATES CONNECTIONS TO BANGKOK. FOR PERMISSION TO USE THE FIELD, CONTACT USDAO, BANGKOK.

E. COMMUNICATIONS. (JUL 86) (CTU 75.9.1) NO PORT CONTROL AUTHORITIES EXIST AS SUCH, THUS NO COMMUNICATIONS WERE ESTABLISHED PRIOR TO ANCHORING. THE TASK UNIT ESTABLISHED A BEACH GUARD WHICH WAS EQUIPPED WITH A VHF PORTABLE RADIO.

COMMERCIAL CALLS TO CONUS WERE AVAILABLE AT THE HOTELS, SOME OF THE BEACH BUNGALOWS, AND AT SOME SMALL SHOPS. CALLS COST APPROXIMATELY US\$15.00 FOR THE FIRST 3 MINUTES AND US\$8.00 FOR EACH 3 MINS THEREAFTER. COLLECT CALLS WERE ALSO AVAILABLE FOR A SERVICE CHARGE OF US\$2-3.00 FOR PLACING THE CALLS. OPERATOR ASSISTANCE WAS NECESSARY TO PLACE ALL CALLS. THE PHONE CONNECTIONS WERE OF GOOD QUALITY WITH A LITTLE OR NO WAITING TIME.

(JUN 88) (USDAO BANGKOK) USDAO WILL MONITOR CHANNEL 16 BTB BEGINNING ONE HOUR PRIOR TO ARRIVAL.

F. MEDICAL. (MAY 84) (AFMIC) THAILAND HAS A TROPICAL CLIMATE, YEAR-ROUND HIGH TEMPERATURES AND HUMIDITY, AND MINIMAL SEASONAL VARIATIONS. SOUTH OF THE KRA ISTHMUS, THERE IS ABUNDANT RAINFALL THROUGHOUT THE YEAR WITH THE HEAVIEST RAINFALL OCCURRING DURING OCTOBER THROUGH FEBRUARY. ANNUAL RAINFALL REACHES 300 CM (118 IN) ON PARTS OF THE PENINSULA.

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H3-3

(CH-10)

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PHUKET, THAILAND

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(SEP 88) (USS VINCENNES) MONKEYS AND STRAY DOGS ARE A COMMON SIGHT AND ARE REPORTED TO BE RABIES CARRIERS. ONE CREW MEMBER WAS TREATED FOR A MONKEY BITE. RECOMMEND WARNINGS BE ISSUED VIA POD NOTES OF THE DANGER INVOLVED. MOSQUITOES WERE MOST ACTIVE AT NIGHT.

ILLICIT DRUGS (VALIUM, SECONAL, BARBITURATES, ETC.) ARE AVAILABLE OVER THE COUNTER. COMSEVENTHFLT HAS PLACED DRUG STORES OFF LIMITS. RUN POD NOTES TO INFORM THE CREW.

SEXUALLY TRANSMITTED DISEASES ARE REPORTED TO BE PREVALENT. ONE CASE OF CONJUNCTIVITIS (BACTERIAL) HAS BEEN DIAGNOSED.

(AUG 88) (USS SIDES) THE SEVENTH DAY ADVENTIST MISSION HOSPITAL IN PHUKET CITY IS AVAILABLE TO U.S. PERSONNEL FOR EMERGENCY MEDICAL TREATMENT; BUT OTHERWISE, IS MARGINALLY SATISFACTORY WITH REGARD TO SANITATION AND AVAILABLE MEDICAL PROFESSIONALS. SOME OF THE MEDICAL PROBLEMS EXPERIENCED DURING THE VISIT INCLUDED:

APPROXIMATELY 9 CASES OF GONORRHEA

APPROXIMATELY 7 CASES OF DIARRHEA

NUMEROUS CASES OF MINOR SUNBURN

(JUN 88) (USS COPELAND) THE PORT AREA IS CLEAN, AND INDUSTRIAL POLLUTANTS IN HARBOR WATER IS MINIMAL. SHIP AND SMALL BOAT TRAFIC (LOCAL FISHING VESSELS) IS MODERATE.

GARBAGE ACCUMULATION IN THE CITY IS MINIMAL, AND THERE ARE SOME OPEN DRAINAGE IN THE CITY. MOSQUITO IS HEAVY IN THE EVENING. THERE ARE STRAY DOGS WITH NO RABIES. DRUG (THAI STICK) WAS OFFERED IN PHUKET AND PATONG. PROSTITUTION IS LEGAL AND OCCURS ALL BARS. HEALTH CARDS WERE CARRIED.

G. GASOLINE (JUL 86) (CTU 75.9.1) GASOLINE WAS READILY AVAILABLE EITHER FROM STANDARD UNDERGROUND TANKS OR FROM 55-GAL BARRELS EQUIPPED WITH HAND PUMPS.

H. PROVISIONS. (SEP 88) (USS VINCENNES) SEAFOOD, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS WERE OBTAINED THROUGH ORIENTOURS CO., LTD., TEL: (02) 258-0204. ARRANGE VIA LOGREQ. QUALITY WAS EXCELLENT AND THERE WAS NO LIMIT ON QUANTITY. WASH FFV THOROUGHLY PRIOR TO SERVING. ALL LOGISTICS REQUIREMENTS ARE PROVIDED TO USDAO BOARDING REPRESENTATIVE VIA DD 1149. USDAO WILL COLLECT/PAY ALL BILLS AND ADVISE SHIP OF COST 2-6 WEEKS AFTER VISIT.

I. GARBAGE. (SEP 88) (USS VINCENNES) A LONG-TAIL BOAT WAS UTILIZED FOR GARBAGE DISPOSAL. THEY VISITED TWICE DAILY, 0800 AND 1800. WASTE DISPOSAL WAS NOT AVAILABLE. ADVISE EMPTYING CHT PRIOR TO ENTERING THE PORT.

4. PERSONALIA

A. CALLS. (AUG 88) (USS SIDES) USDAO BANGKOK PLANNED TWO CALLS:

THE GOVERNOR OF PHUKET PROVINCE

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(CH-10)

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PHUKET, THAILAND

THE COMMANDANT PHANG NGA NAVAL BASE

THE CALLS WERE SCHEDULED TWO HOURS APART DURING THE AFTERNOON OF ARRIVAL. UNIFORM WAS SUMMER WHITE AND SHIP'S PLAQUES/PHOTOS, BALL CAPS, AND OTHER MEMORABILIA WERE DEEMED APPROPRIATE FOR PRESENTATION. TRANSPORTATION WAS ARRANGED BY USDAO.

B. HONORS. (SEP 88) PHUKET IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 89) PHUKET ISLAND, WITH ITS PALM TREES SITS IN THE BLUEGREEN WATERS OF THE ANDAMAN SEA, IS EVERYONE'S DREAM OF A TROPICAL ISLAND PARADISE. SERVED BY THAI AIRWAY'S DAILY FLIGHTS AND WITH AN OVERNIGHT AIR-CONDITIONED BUS SERVICE (CONNECTED TO THE MAINLAND BY A BRIDGE), VISITORS FROM BUSTLING BANGKOK HAVE NO DIFFICULTIES IN ACCESSING THIS UNSPOILED AND SECLUDED ISLAND FOR RELAXATION. ITS WARM, CLEAR WATERS TEEMING WITH MARINE LIFE, PHUKET PRODUCES SOME OF THAILAND'S VERY BEST SEAFOOD. PHUKET PRAWNS ARE FAMED FOR FLAVOR AND ITS LOBSTERS ARE A LEGEND.

THE POPULATION OF PHUKET ISLAND IS 145,229 AND THE TOWN OF PHUKET IS 45,659 (DEC 84 CENSUS). THE RELIGIOUS MIX IS 67% BUDDHIST, 30% MUSLIM, 3% CHRISTIAN/OTHER. THE NUMBER OF USN PERSONNEL ABSORBABLE IN PHUKET IS APPROXIMATELY 1,000 PERSONNEL.

B. LIBERTY. (SEP 88) (USS VINCENNES) THREE FOURTHS OF THE CREW (APPROXIMATELY 270) WERE EASILY ABSORBED IN PATONG BEACH WHERE MOST SPEND THEIR TIME ASHORE. LIBERTY ATTIRE RANGED FROM SLACKS AND SHIRTS WITH COLLARS, TO SHORTS WITH T-SHIRTS. BOAT SHOES, TENNIS SHOES, ETC. (WITHOUT SOCKS) WERE THE PREVALENT FOOTWEAR. TANK TOPS AND SHOWER SHOES/FLIP FLOPS WERE NOT AUTHORIZED BY THE SHIP; BUT WITHIN THE BOUNDS OF TASTE, ALMOST ANY ATTIRE APPEARED ACCEPTABLE.

COM7THFLT HAS PLACED ALL DRUG STORES OFF LIMITS TO USN PERSONNEL BECAUSE OF THE AVAILABILITY OF OVER-THE-COUNTER ILLICIT DRUGS.

CURFEW WAS PLACED ON THE LAST DAY - 0200 FOR E-6 AND BELOW, 0300 FOR E-7 AND ABOVE.

ONE PO1/PO2 WAS LOCATED AT A DRINK STAND AT FLEET LANDING. ONE PERMANENT CPO AND PO2 SET UP A BEACH GUARD DETACHMENT IN A BUILDING ON THE PROPERTY OF THE PATONG BEACH HOTEL. TEL: 231301-2 EXT BEACH GUARD. THEY ALSO ROOMED AT THIS HOTEL. COMMUNICATIONS BETWEEN THE SHIP AND BEACH WERE MAINTAINED BY WALKIE-TALKIE BETWEEN VINCENNES AND FLEET LANDING BEACH GUARD AND TELEPHONE BETWEEN FLEET LANDING AND PATONG BEACH. THERE ARE NO SHORE PATROL REQUIREMENTS.

TWO 30-MAN LIBERTY BOATS OPERATED BETWEEN 0700-0300 DAILY. DURING PEAK HOURS (0700-0900) THEY RAN HALF-HOURLY AND HOURLY THEREAFTER. THEY OPERATED OFTEN AND ON TIME. IN ADDITION, LONG-TAIL BOATS WERE AVAILABLE FOR HIRE ON AN INDIVIDUAL BASIS. PRICES WERE REASONABLE, APPROXIMATELY 50-100 BAHT PER PERSON.

(AUG 88) (USS SIDES) THE OVERALL CONSENSUS OF SIDES' CREW MEMBERS WAS THAT PHUKET IS THE BEST LIBERTY PORT IN WESTPAC. THE HARBORS AND ISLAND ARE AESTHETICALLY BEAUTIFUL. THE PEOPLE ARE EXTREMELY FRIENDLY AND VERY RECEPTIVE TO U.S. NAVY VISITORS. THERE ARE MANY ACTIVITIES TO ENJOY AND GOOD SHOPPING OPPORTUNITIES AVAILABLE THROUGHOUT THE AREA. AVAILABILITY OF HOTEL ROOMS POSED NO PROBLEM TO SIDES' CREW MEMBERS, AS THE PORT VISIT

H3-5

(CH-10) **FOR OFFICIAL USE ONLY**

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PHUKET, THAILAND

WAS CONDUCTED DURING THE LOW TOURIST SEASON. ROOM RATES VARIED FROM US\$16-45 (AVERAGE COST PER NIGHT WAS US\$28). THERE ARE MANY EXCELLENT HOTELS AVAILABLE IN THE PATONG AREA AND A CLUB MED WHICH IS LOCATED ABOUT 45 MIN BY TAXI FROM PATONG. MAJOR CREDIT CARDS ARE ACCEPTED JUST ABOUT ANYWHERE.

C. CLUBS AND BARS. (SEP 88) (USS VINCENNES) TOO NUMEROUS TO NAME INDIVIDUALLY. IN PATONG BEACH, ALL ARE LOCATED ALONG OR JUST UP FROM THE BEACH. THERE ARE TWO AREAS THAT MAJOR CONCENTRATION OF BARS, AND ARE EASILY LOCATED. WITH THE EXCEPTION OF HOTEL BARS, ALL ARE OPEN AIR AND SIDE BY SIDE.

D. RESTAURANTS. (SEP 88) (USS VINCENNES) SEAFOOD RESTAURANTS ARE AS ALWAYS SUPERB; HOWEVER, FOUR RESTAURANTS ARE CONSIDERED TO BE THE BEST BY THE LOCALS. WE FOUND NO REASON TO DOUBT THE EVALUATION.

E. HOTELS. (SEP 88) (USS VINCENNES) PLENTIFUL WITH NO RESERVATIONS REQUIRED DURING SUMMER MONTHS. PATONG BEACH HOTEL OFFERED ROOMS WITH TWO TWIN BEDS OR ONE QUEEN SIZE, STARTING AT APPROXIMATELY US\$20.00. OTHER WORTHWHILE BUT MORE EXPENSIVE INCLUDE CORAL BEACH HOTEL AT US\$30.00 A NIGHT AND HOLIDAY INN AT US\$35.00 A NIGHT. THE CORAL BEACH HOTEL IS A SUPERB "GET AWAY FROM IT" ESTABLISHMENT AND THE ENTIRE STAFF WENT OUT OF THEIR WAY TO MAKE VINCENNES PERSONNEL WELCOME. HIGHLY RECOMMENDED.

F. ATHLETICS. (AUG 88) (USS SIDES) THE ISLAND OF PHUKET OFFERS MANY BEAUTIFUL BEACHES, HARBORS, AND COVES. THERE IS OPPORTUNITY FOR SURFING, SCUBA AND SKIN DIVING AS WELL AS WIND SURFING, SAILING, AND FISHING. DUE TO THE ABUNDANCE OF OUTDOOR ACTIVITIES AND SUNSHINE, THERE IS A NEED TO EMPHASIZE THE USE OF SUNSCREEN AND APPROPRIATE CLOTHING TO PROTECT FROM OVER-EXPOSURE.

WATER AND STREET SCOOTERS ARE OFF-LIMITS TO THE CREW BECAUSE OF THE POTENTIAL FOR RIP-OFFS, INJURIES, AND/OR LEGAL COMPLICATIONS.

G. BEACHES. (SEP 88) (USS VINCENNES) PATONG BEACH WAS BY FAR THE MOST ACCESSIBLE AND POPULAR WITH OTHER BEACHES LOCATED TO THE NORTH AND SOUTH.

H. CHURCHES. (SEP 88) BUDDHIST AND CATHOLIC CHURCHES ARE AVAILABLE.

I. TRANSPORTATION. (SEP 88) (USS VINCENNES) USDAO ARRANGED FOR ONE BUS AND TWO VANS WHICH OPERATED BETWEEN FLEET LANDING AND THE PATONG BEACH HOTEL DURING THE HOURS 0600-0200 (35-45 MINUTES TRAVEL TIME REQUIRED). DRIVERS WERE VERY PUNCTUAL AND RAN ON TIME. JEEPNEY TYPE TAXIS ARE AVAILABLE AND REASONABLE. THEY ARE NOT METERED, SO AGREEING ON A PRICE IS A MUST BEFORE GETTING IN TO THEM.

J. TOURS. (AUG 88) (USS SIDES) MANY TOURS ARE AVAILABLE IN PHUKET, ALL OF WHICH ARE DISCUSSED DURING THE BOARDING BRIEF. MOST NOTABLE IS THE PHANG NGA TOUR WHICH IS A FULL DAY EXCURSION TO THE AREA WHERE THE JAMES BOND MOVIE "MAN WITH THE GOLDEN GUN" WAS FILMED. OF THOSE WHO SIGNED UP, ALL WERE IMPRESSED AND INDICATED THAT THE US\$12.50 COST WAS WELL SPENT.

K. SHOPPING. (JUL 86) (CTU 75.9.1) PHUKET AFFORDED EXCELLENT SHOPPING FOR CLOTHING, SILK, SEA SHELLS, PEWTERS, MOTHER OF PEARL, AND

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(CH-10)

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PHUKET, THAILAND

JEWELRY. EXCELLENT PRICES COULD BE OBTAINED WITH BARGAINING IN THE SMALLER SHOPS. SOME OF THE LARGE SHOPS HAD FIXED PRICES. GOLD JEWELRY WAS AVAILABLE AT PRICES COMPARABLE TO THE WORLD MARKET. THE MAJOR SHOPPING AREA WAS IN PHUKET TOWN.

L. THEATER AND CINEMA. (JUN 88) (USDAO BANGKOK) THAI LANGUAGE THEATERS ARE IN PHUKET.

M. PHYSICAL SECURITY. (SEP 88) (USS VINCENNES) NO ADDITION TO ROUTINE IN-PORT AT ANCHOR WATCHES REQUIRED.

L. MISCELLANEOUS INFORMATION. (SEP 88) (VINCENNES) THE LOCAL UNIT OF CURRENCY IS THE BAHT. THE EXCHANGE RATE FIRST DAY IN PORT WAS 24.5 BAHT FOR US\$1.00 AND 25.15 BAHT FOR US\$1.00 THE SECOND AND THIRD DAY. USDAO, THROUGH HUSBANDING AGENT, ARRANGED FOR MONEY EXCHANGERS UPON ARRIVAL AND LAST DAY (0600-0800) FOR BUY BACK. BUY BACK WAS CONDUCTED AT 25 BAHT TO US\$1.00.

GREAT DEMAND EXISTS FOR USN SHIP BALL CAPS. VINCENNES BALL CAPS WERE EASILY INTERCHANGEABLE AS COIN OF THE REALM. EVIDENCE OF PREVIOUS SHIP'S VISITS CAN BE SEEN ALMOST EVERYWHERE. RECOMMEND HAVE CAPS AVAILABLE FOR DRIVERS, HUSBANDING AGENT, ETC.

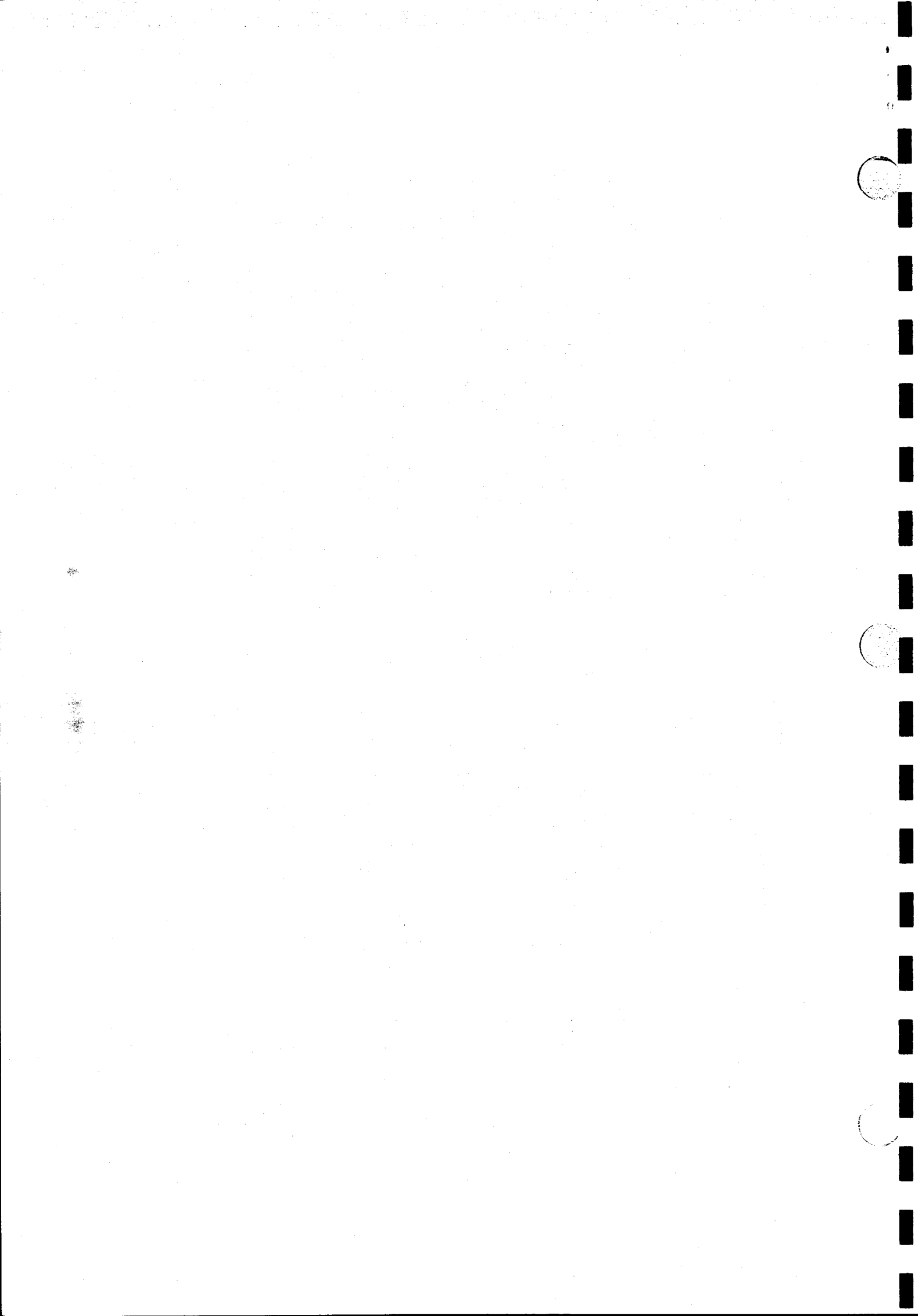
(AUG 88) (USS SIDES) NO STATUS OF FORCES AGREEMENT EXISTS IN THAILAND, AND ALL ISSUES CONCERNING VIOLATION OF THAI LAW ARE SUBJECT TO RESOLUTION THROUGH THE THAI JUDICIAL SYSTEM. ACCORDING TO THE LATEST INFORMATION, THE MOST COMMON PROBLEMS INCLUDE DRUGS (DRUGS ARE READILY AVAILABLE IN PHUKET AND THERE ARE STIFF PENALTIES ASSOCIATED WITH POSSESSION), OPERATION OF MOTOR VEHICLES WITHOUT A THAI DRIVER'S LICENSE (COMSEVENTH-FLT PLACED ALL MOTOR VEHICLES OFF LIMITS), AND DAMAGE TO PERSONAL THAI PROPERTY (AN AGREEMENT FOR SETTLEMENT MUST BE REACHED BETWEEN THE INDIVIDUAL INVOLVED AND THE OWNER OF THE PROPERTY PRIOR TO THE SHIP'S DEPARTURE FROM PHUKET). IN ADDITION TO STRICT ADHERENCE TO THAI LAWS, AWARENESS AND OBSERVANCE OF LOCAL CUSTOMS IS IMPORTANT TO A SUCCESSFUL AND ENJOYABLE PORT VISIT. ANY INSULT AIMED AT THE ROYAL FAMILY OR THAI NATIONALS IS GENERALLY FROWNED UPON BY THE LOCAL POPULACE AND HAS OCCASIONALLY ATTRACTED THE ATTENTION OF LOCAL OFFICIALS.

ANCHORING AT MAKHAM BAY VICE PATONG DID NOT PROVE TO BE AN INCONVENIENCE OR DETRIMENT TO LIBERTY. IN FACT, THE MAKHAM LOCATION INCREASED THE PROBABILITY THAT LIBERTY BOATS WOULD BE ABLE TO CONTINUE TO OPERATE DURING SOUTHWESTERLY MONSOON CONDITIONS WHICH OFTEN PRECLUDE THE OPERATION OF WATER TAXIS AT PATONG BEACH. THE FACT THAT THE LIBERTY BOATS WERE ABLE TO TAKE PASSENGERS ALL THE WAY TO THE LANDING WAS AN ADDITIONAL ADVANTAGE NOT AVAILABLE AT PATONG. BUS SERVICES ARRANGED BY USDAO PROVIDED TRANSPORTATION TO PATONG. ADDITIONALLY, TAXI SERVICES ARE REASONABLE AND READILY AVAILABLE. IN SUMMARY, PHUKET WAS THE IDEAL REST STOP AFTER AN ARDUOUS TOUR IN THE PERSIAN GULF.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, MAR 89.

H3-7
(CH-10)

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PATTAYA (LAEM PHATTHAYA), THAILAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (NOV 88) PATTAYA (LAEM PHATTHAYA) IS A SMALL, OPEN COASTAL PORT, LOCATED IN THE VICINITY OF 12-55N/100-51E. ALL PORT OPERATIONS ARE CONTROLLED BY THE CITY OF PATTAYA.

B. APPROACHES, LIGHTS, ETC. (AUG 88) (USS FORT MCHENRY) THE SHIP USED DMAHTC PUB 161 (4TH ED 1988) AND CHART 93244 (31 AUG 85, CORR 43/86).

C. PILOTAGE. (AUG 88) (USS FORT MCHENRY) NO PILOT WAS REQUIRED, AS THE SHIP ANCHORED IN ROADSTEAD AREA.

D. ENTRANCE. (AUG 86) THERE ARE TWO APPROACHES TO PATTAYA; MOST SHIPS FAVOR THE SOUTHWEST APPROACH. EXCELLENT RADAR RANGES/VISUALS (TANGENTS) PROVIDE FOR PINPOINT NAVAIDS.

E. CHANNEL. (AUG 86) (USS KIRK) THERE IS NO CHANNEL BECAUSE PATTAYA IS AN OPEN ROADSTEAD.

F. ANCHORAGE. (AUG 88) (USS FORT MCHENRY) THE SHIP ANCHORED AT VICKOCHUN (12-56-30N/100-50-48E). DEPTH ALONGSIDE WAS 17 M (56 FT). A SAND BOTTOM PROVIDED AN EXCELLENT HOLDING GROUND. THE BEST ANCHORAGE IS AT 12-57N/100-51E.

G. WRECKS AND OBSTRUCTIONS. (AUG 86) THERE IS SHOAL IN VICINITY OF HIN KO LAN (12-55-18N/100-49-54E). NAVAID IS A BLACK AND YELLOW STRIPED BUOY.

H. TIDES AND CURRENTS. (AUG 86) (USS KIRK) PATTAYA IS NOT LISTED IN EITHER TIME TABLES OR TIDAL CURRENT TABLES. THE CLOSEST STATION IS BANGKOK.

I. WEATHER AND WINDS. (NOV 88) PATTAYA HAS A WARM CLIMATE THROUGHOUT THE YEAR. WINDS ARE GENERALLY MODERATE AND STEADY, EXCEPT IN THE VICINITY OF SCATTERED THUNDERSHOWERS WHERE VELOCITIES REACH 25 KTS. FROM MARCH TO OCTOBER, WINDS ARE GENERALLY SOUTHWESTERLY; WHEREAS FROM NOVEMBER TO FEBRUARY, THEY ARE NORTHEASTERLY IN DIRECTION.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (AUG 86) (USS KIRK) THERE ARE NO WHARVES, BERTHS, OR DOCKS AVAILABLE FOR ANY VESSELS EXCEPT FOR THE SMALL LOCAL FISHING FLEET. ALL OTHER BOATS ARE ANCHORED.

B. FUEL, LUBE, AND DIESEL OIL. (AUG 88) FUEL IS AVAILABLE BY LIGHTER IN LIMITED QUANTITIES.

C. MECHANICAL HANDLING FACILITIES. (AUG 88) THERE ARE NO CRANES AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (AUG 88) REPAIR FACILITIES ARE NOT AVAILABLE.

E. WAREHOUSES AND STORAGE. (AUG 88) NO STORAGE FACILITIES ARE

H4-1
(CH-9)

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PATTAYA (LAEM PHATTHAYA), THAILAND

AVAILABLE.

F. STEVEDORES. (MAY 88) (USDAO BANGKOK) SIDE CLEANERS AND PAINTERS ARE AVAILABLE IN ANY NUMBER AT REASONABLE PRICES.

G. PORT CAPACITY. (AUG 86) (USS KIRK) EIGHT NAVY SHIPS OF ANY SIZE CAN ANCHOR WITHIN A 20-30 MIN BOAT RIDE OF THE MAIN LANDING.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (AUG 86) (USS KIRK) THERE IS AN EXCELLENT HIGHWAY TO BANGKOK, AND REGULAR BUS SERVICE COST ABOUT US\$5.00 ONE WAY TO BANGKOK.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 83) TUGS ARE GENERALLY NOT AVAILABLE OR NECESSARY IN THE ANCHORAGE AREA. NATIVE BOATS SIMILAR TO FISHING BOATS ARE AVAILABLE FOR LOGISTICS REQUIREMENTS AND CAN ALSO SERVE AS LIBERTY BOATS.

B. WATER. (SEP 83) (USS KNOX) WATER WAS TRANSPORTED FROM BANGKOK BY BARGE. KNOX PAID US\$10.00/METRIC TON FOR POTABLE WATER. A REQUEST WAS MADE TO USDAO THROUGH LOGREQ.

C. AIRFIELDS. (JUN 88) (USDAO BANGKOK) THE HELO PAD AT THE ROYAL CLIFF HOTEL IS NO LONGER AVAILABLE. A HELO LANDING AREA, NORTH OF THE TOWN, IS AVAILABLE THROUGH COORDINATION WITH USDAO BANGKOK.

FLIGHTS BETWEEN SHIPS AND UTAPAO AB (ROYAL THAI NAVY (RTN)) REQUIRE AN ADVANCE NOTIFICATION TO USDAO FOR ARRANGEMENTS. THE PRIMARY PAD IS LOCATED 200-300 YDS EAST OF THE MAIN PIER.

FLIGHTS TO BANGKOK INTERNATIONAL AIRPORT REQUIRE AN ADVANCE NOTIFICATION TO USDAO FOR COORDINATION WITH SUPREME COMMAND.

D. COMMUNICATIONS. (AUG 86) THERE WAS NO HARBOR CONTROL FREQUENCY AVAILABLE.

THE OVERSEAS TELEPHONE EXCHANGE WAS LOCATED AT INTERNATIONAL, PIZZA HUT STREET. CONUS CALLS WERE MADE THROUGH OPERATOR ASSISTANCE. OPERATORS SPOKE ENGLISH AND WAITING TIME WAS VARIED.

MAIL DELIVERY/PICK-UP MUST BE ARRANGED THROUGH THE AMERICAN EMBASSY.

E. MEDICAL. (MAY 84) (AFMIC) THAILAND HAS A TROPICAL CLIMATE WITH YEAR-ROUND HIGH TEMPERATURES, HUMIDITY, AND MINIMAL SEASONAL VARIATIONS. DURING SPRING, THE HIGH TEMPERATURE RANGE IS 36°-40°C (96.8°-104°F). THERE IS A WARM SOUTHEAST MONSOON FROM MAY TO NOVEMBER DURING WHICH HEAVY RAINS OCCUR DAILY. THERE IS A DRY NORTHWEST MONSOON FROM NOVEMBER TO FEBRUARY IN WHICH THE HIGH TEMPERATURE RANGE IS 26°-40° (79°-86°) AND THE RAINS ARE INFREQUENT AND LIGHT. BETWEEN FEBRUARY AND MAY, THE CLIMATE IS HOT AND RELATIVELY DRY.

THE AVAILABILITY OF CLEAN, POTABLE WATER IS LIMITED. CONSUMPTION OF BOTTLED WATER IS RECOMMENDED EVEN IN MAJOR HOTELS. EXISTING WATER SYSTEMS ARE OLD WITH FREQUENT DISRUPTIONS AND CONTAMINATIONS. WASTE DISPOSAL SYSTEMS EXIST IN MOST CITIES, BUT SERVICE IS INCOMPLETE AND INADEQUATE ALONG THE CANALS, RIVERS, AND HARBORS. SURFACE WATER AND RAINWATER IS USED FOR BATHING, LAUNDERING, COOKING AND HUMAN WASTE DISPOSAL. MUCH OF THE EFFLUENT FROM SEWERAGE SYSTEMS IS DUMPED INTO THE SURFACE WATERS.

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PATTAYA (LAEM PHATTHAYA), THAILAND

VENDORS AND FOOD SOURCES ARE NOT INSPECTED BY HEALTH AUTHORITIES, AND FEW VENDORS ARE CONCERNED WITH OR KNOWLEDGEABLE OF BASIC SANITARY AND HYGIENIC PRACTICES. CAUTION SHOULD BE OBSERVED IF ITEMS ARE CONSUMED FROM THESE SOURCES. VEGETABLES AND FRUITS PURCHASED FROM LOCAL SOURCES SHOULD BE THOROUGHLY WASHED AND SOAKED IN A DISINFECTANT SOLUTION OR COOKED THOROUGHLY BEFORE THEY ARE EATEN.

DIARRHEAL DISEASES ARE COMMON PRIMARILY BECAUSE OF INADEQUATE SEWAGE DISPOSAL AND LACK OF POTABLE WATER. CHOLERA IS ENDEMIC WITH PERIODIC OUT-BREAKS, AND OTHER AGENTS SUCH AS SALMONELLA, SHIGELLOSIS, ENTEROTOXIGENIC E. COLI, TYPHOID AND PARATYPHOID FEVERS, AND ROTAVIRUSES ARE COMMON. THERE IS A HIGH RATE OF INTESTINAL PARASITISM AMONG THE NATIVE POPULATION: ESPECIALLY PREVALENT ARE ROUNDWORMS, HOOKWORMS, AND AMOEBAE. RABIES IS A SEVERE PROBLEM THROUGHOUT THAILAND WITH OVER 300 DEATHS ANNUALLY. INFECTIOUS HEPATITIS IS PREVALENT THROUGHOUT THE COUNTRY. MALARIA IS A SERIOUS DISEASE PROBLEM AND WAS THE FOURTH LEADING CAUSE OF DEATH IN THE COUNTRY IN 1980, BUT CASES ARE RARELY REPORTED FROM THE CITIES. ANOTHER MOSQUITO-BORNE DISEASE IS DENGUE FEVER WITH ALL FOUR STEREOTYPES PRESENT.

PROSTITUTION AND SEXUALLY TRANSMITTED DISEASES (STD) ARE COMMON. PENICILLIN-RESISTANT STRAINS ARE WIDESPREAD AND COMMON.

(AUG 88) (USS FORT MCHENRY) A QUARANTINE DECLARATION AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED.

U.S. NAVAL PERSONNEL CAN UTILIZE THE PATTAYA INTERNATIONAL CLINIC, SOI 4 PATTAYA BEACH ROAD. THIS FACILITY PROVIDES EMERGENCY ROOM, LABORATORY, X-RAY, AND EKG SERVICES. IN THE EVENT OF AN EMERGENCY, THE NAVAL ATTACHE OR SHIP VISIT COORDINATOR MUST BE NOTIFIED. HE WILL NOTIFY USDAO OPERATIONS AND THE U.S. EMBASSY PHYSICIAN IN BANGKOK.

INDUSTRIAL POLLUTION IN HARBOR WATER AND ATMOSPHERE WAS LIGHT.

(JUN 88) (USDAO BANGKOK) AIDS IS BECOMING A SIGNIFICANT PROBLEM THROUGHOUT THAILAND. PREVENTATIVE MEASURES TO PROTECT CREW MEMBERS SHOULD BE UTILIZED.

G. GASOLINE. (AUG 88) GASOLINE IS AVAILABLE AT COMMERCIAL STATIONS.

H. PROVISIONS. (AUG 88) (USS FORT MCHENRY) DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS ARE AVAILABLE FROM ORIENTOURS CO., LTD., SOI 16 SUKHUMVIT RD, BANGKOK 10110, THAILAND. BPA IS N62649-88-A-0014. QUALITY WAS GENERALLY GOOD. LETTUCE WAS IN LIMITED SUPPLY, BUT ALL ELSE WERE MORE THAN ADEQUATE. AS A PRECAUTION, VEGETABLES SHOULD BE TREATED IN CHLORINE SOLUTION.

I. GARBAGE AND WASTE DISPOSAL. (AUG 88) (USS FORT MCHENRY) GARBAGE WAS PICKED UP BY LIGHTER TWICE DAILY AT US\$15.00 PER TRIP. DUMPING WAS NOT RESTRICTED, AND TRASH DID NOT NEED TO BE SORTED.

4. PERSONALIA

A. CALLS. (AUG 88) (USS FORT MCHENRY) CALLS MAY BE MADE ON:

COMMANDANT SATTAHIP NAVAL BASE
LORD MAYOR OF PATTAYA
CHIEF OF POLICE

B. HONORS. (AUG 88) (USS FORT MCHENRY) PATTAYA IS NOT A SALUTING PORT.

H4-3
(CH-9)

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PATTAYA (LAEM PHATTHAYA), THAILAND

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (NOV 88) PATTAYA HAS GAINED INTERNATIONAL RECOGNITION AND FAME ONLY DURING THE LAST DECADE. BEFORE THAT, IT WAS A SMALL FISHING VILLAGE WHICH FEW PEOPLE VISITED. BLESSED WITH MILES OF WHITE SANDY BEACHES, CRYSTAL CLEAR WATERS, AND LESS THAN TWO HOURS BY ROAD FROM THE THAI CAPITAL OF BANGKOK, IT QUICKLY GREW IN POPULARITY. TODAY PATTAYA IS ASIA'S PREMIER BEACH RESORT, WITH OVER 100 HOTELS OFFERING IN EXCESS OF 10,000 ROOMS. PATTAYA OFFERS EVERY KIND OF SPORT, ENTERTAINMENT, AND NIGHT LIFE. HOWEVER, ONE MUST BE AWARE THAT THE RAPID, UNPLANNED PACE OF GROWTH BRINGS THE INEVITABLE SOCIAL ILLS WHEN A SMALL, POOR LOCAL POPULATION COMES INTO CLOSE CONTACT WITH RELATIVELY RICH TRANSIENTS.

(SEP 83) (USS KNOX) POPULATION OF PATTAYA IS 36,000 (1982 CENSUS). THE VAST MAJORITY OF THEM ARE BUDDHIST.

B. LIBERTY. (AUG 86) (USS KIRK) THE BEACH GUARD WAS A NECESSITY, AS THE SHIP ANCHORED OUT AND LIBERTY BOATS KEPT AN ERRATIC SCHEDULE. THE FLEET LANDING WAS ON BEACH FRONT RD ACROSS FROM THE ROYAL GARDEN RESORT. THERE WERE NO FACILITIES. LIBERTY BOATS DROPPED OFF CREW MEMBERS ON BEACH AND THEY HAD TO WADE ASHORE AT LOW TIDE.

(AUG 88) (USS FORT MCHENRY) COMMERCIAL LIBERTY BOATS (30-40 PAX) WERE ARRANGED THROUGH USDAO AT US\$11.00 PER TRIP. THE FLEET LANDING WAS WHEREVER A BOAT COULD BEACH (JUST AN OPEN, SANDY BEACH).

(JUN 88) (USDAO BANGKOK) PATTAYA CAN ACCOMMODATE LIBERTY PARTIES UP TO 8,000 PEOPLE.

C. CLUBS AND BARS. (SEP 83) (USS KNOX) THERE ARE OVER 100 NIGHT CLUBS AND BARS IN PATTAYA. ALCOHOLIC BEVERAGES WERE FAIRLY EXPENSIVE, RANGING FROM US\$1.00-2.00 PER BEER IN THE SMALL OPEN BARS TO US\$2.50-3.00 PER BEER IN THE CLUBS AND DISCOS. "HARD LIQUOR" DRINKS IN CLUBS WERE PRICED BETWEEN US\$4.00-5.00 PER DRINK. BRAND-NAME LIQUORS AND MIXED DRINKS ARE VERY EXPENSIVE.

D. RESTAURANTS. (JUN 88) (USDAO BANGKOK) THE FOLLOWING RESTAURANTS ARE RECOMMENDED:

| | | |
|----------------------|--------------|---------------|
| <u>PATTAYA BEACH</u> | FOOD FAIR | SEAFOOD |
| | PIC KITCHEN | THAI |
| | RIGHT SPOT | STEAK |
| | MERLIN HOTEL | CONTINENTAL |
| | SOMSAK'S | THAI, CHINESE |

E. HOTELS. (JUN 88) (USDAO BANGKOK)

| | | | |
|----------------------|-----------|----------------|-----------|
| <u>PATTAYA BEACH</u> | | <u>BANGKOK</u> | |
| ASIA | US\$40.00 | BANGKOK REGENT | US\$68.00 |
| MONTIEN | 44.00 | HILTON | 60.00 |
| MERLIN | 24.00 | MENAM | 40.00 |
| ORCHID LODGE | 30.00 | NEW IMPERIAL | 52.00 |
| ROYAL GARDEN | 40.00 | PRESIDENT | 48.00 |
| ROYAL CLIFF | 47.00 | WINDSOR | 25.00 |
| SAIAM BAYVIEW | 26.00 | | |
| SAIAM BAYSHORE | 26.00 | | |

FOR OFFICIAL USE ONLY H4-4
(CH-9)

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PATTAYA (LAEM PHATTHAYA), THAILAND

F. ATHLETICS. (JAN 86) (USDAO BANGKOK)

WINDSURFING - 100-150 BAHT/HR. WATER SKIING - 600 BAHT/HR
PARA-SAILING - 240 BAHT/HR. BOAT SAILING - 400 BAHT/HR
SPEED BOATING - 1,000-1,500 BAHT/DAY BOWLING - 25 BAHT/GAME
FISHING (BOAT/EQUIP) - 500-2,00 BAHT/DAY GOLF - 500 BAHT/GAME
SCUBA DIVING - DAVE'S DIVER'S DEN (SOI 6 YODSAK)
SEAFARI (ROYAL GARDEN RESORT HOTEL)
TENNIS - 40 BAHT/HR (DAYTIME) AND 120 BAHT/HR (NIGHT)
SOFTBALL GAME AGAINST LOCAL TEAM CAN BE ARRANGED.

G. BEACHES. (AUG 88) (USS FORT MCHENRY) THE BEACHES AT PATTAYA ARE BEAUTIFUL AND ARE CROWDED DURING THE HOLIDAY TIMES. THE HAZARDS TO WATCH FOR ARE CORAL AND JELLYFISH (JUN-OCT). ALSO, POWER BOATS AND SPEED BOATS OPERATE CLOSE TO THE BEACH AND CAN PRESENT A HAZARD TO SWIMMERS.

(JUN 88) (USDAO BANGKOK) OTHER CLOSE BY BEACHES ARE JOMTIEN, SOUTH OF PATTAYA AND ON THE TWO OFFSHORE ISLANDS.

H. CHURCHES. (JAN 86) (USDAO BANGKOK) THERE ARE PATTAYA CHRIST CHURCH, SEVENTH DAY ADVENTIST CHURCH, AND CATHOLIC CHURCH.

I. TRANSPORTATION. (AUG 88) (USS FORT MCHENRY) TAXIS WERE NOT METERED, AND US\$.50 WAS THE GOING RATE FOR TOURIST TO GO ANYWHERE ALONG ESTABLISHED ROUTES ON BEACH FRONT ROAD.

J. TOURS. (JUN 88) (USDAO BANGKOK)

TOUR NO. 1 - CITY AND EMERALD BUDDAH: TOUR DEPARTS PATTAYA AT 0900 AND DEPARTS BANGKOK FOR PATTAYA AT 1900. A BUFFET LUNCH INCLUDED AND SHOPPING IS AVAILABLE. US\$20.00/PERSON.

TOUR NO. 2 - ROSE GARDEN AND THAI VILLAGE: BUS DEPARTS PATTAYA AT 0900 AND DEPARTS BANGKOK FOR PATTAYA AT 1800. A BUFFET LUNCH INCLUDED. US\$25.00/PERSON.

TOUR NO. 3 - RIVER AND TEMPLE TOUR: BUS DEPARTS PATTAYA AT 0900 AND DEPARTS BANGKOK FOR PATTAYA AT 1900. SHOPPING IS AVAILABLE AND A BUFFET LUNCH INCLUDED. US\$20.00/PERSON.

TOUR NO. 4 - FLOATING MARKET AND TEMPLE OF DAWN: BUS DEPARTS PATTAYA AT 0900, AT 1130 A BUFFET LUNCH IS SERVED. AT 1230 BUS DEPARTS FOR HOTEL (WORLD HOTEL) FOR A NIGHT IN BANGKOK. AT 0700 NEXT MORNING, BUS GOES TO FLOATING MARKET. AT 1130, ANOTHER BUFFET LUNCH IS SERVED. SHOPPING IS AVAILABLE AT 1230. BUS DEPARTS FOR PATTAYA AT 1900. US\$35.00/PERSON.

TOUR NO.5 - BANGKOK BY NIGHT: TOUR WILL DEPART PATTAYA AT 0900, AT 1130 A BUFFET LUNCH IS SERVED. AT 1200 SHOPPING. AT 1800 BUFFET DINNER. AT 2000 TOUR BUS INTO THE CITY. STAY AT WINDSOR HOTEL (US\$30.00) FOR NIGHT IN BANGKOK. BUS DEPARTS THE HOTEL AT 0700 (NEXT DAY) FOR PATTAYA. US\$35.00/PERSON.

TOUR NO.6 - AYUTTHAYA TOUR (ANCIENT CAPITAL). DEPART PATTAYA 0900. STAY OVERNIGHT AT WINDSOR HOTEL IN BANGKOK. LEAVE AYUTTHAYA 1600 (2ND DAY). ARRIVE PATTAYA 2000. US\$65.00/PERSON.

FOR OFFICIAL USE ONLY

PATTAYA (LAEM PHATTHAYA), THAILAND

TOUR NO. 7 - RIVER KWAI BRIDGE TOUR. DEPART PATTAYA 0900. STAY OVERNIGHT AT WINDSOR HOTEL IN BANGKOK. LEAVE RIVER KWAI 1500 (2ND DAY). ARRIVE PATTAYA 2000. US\$65.00/PERSON.

K. SHOPPING. (JUN 88) (USDAO BANGKOK) RECOMMENDED STORES ARE:

| | |
|-----------------------------|--|
| <u>PATTAYA</u> - WORLD GEMS | <u>BANGKOK</u> - JOHNNY'S GEM, FUENG NAKORN RD |
| - INTERNATIONAL | - LUSTRE GEM, RUAMRUDEE RD |
| LAPIDARY | - VENUS GEM, WIRELESS RD |
| | - TIFFANY, SURIWONG RD |

| | |
|----------------------------|--|
| <u>PATTAYA</u> - THAI PAN, | <u>BANGKOK</u> - JIM THOMPSON, SURIWONG RD |
| (SILK) NORTH PATTAYA | (SILK) - SHINANATRA, SUKHUMVIT RD SOI 23 |
| | DESIGN THAI, SILOM RD |

L. THEATER AND CINEMA. (SEP 83) THE ROYAL GARDEN THEATER SPECIALIZES IN ENGLISH-LANGUAGE PRESENTATION. ALL OTHER ARE THAI-LANGUAGE FILMS. IN BANGKOK, THERE ARE MANY ENGLISH-LANGUAGE THEATERS.

M. PHYSICAL SECURITY. (AUG 86) (USS KIRK) THE PORT AREA IS NOT FENCED. THE TOURIST POLICE/REGULAR POLICE PATROL ENTIRE RESORT.

N. MISCELLANEOUS INFORMATION. (NOV 88) (FICPAC) UNIT OF CURRENCY IS THE BAHT AND THE EXCHANGE RATE IN NOV 88 WAS 25 BAHT = US\$1.00. THERE ARE NUMEROUS EXCHANGE HOUSES ON THE BEACH.

(NOV 88) (FICPAC) THAILAND HAS NO STATUS OF FORCES AGREEMENT AND ANY INFRACTION OF THAI LAW MUST BE DEALT WITH BY THEIR JUDICIAL SYSTEM. FOR LEGAL PROBLEMS, USDAO BANGKOK WILL ASSIST VISITING SHIPS.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, NOV 88.

SONGKHLA, THAILAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (8-85) SONGKHLA HARBOR (07°13'N/100°36'E) IS LOCATED ON THE EAST COAST OF THE MALAY PENINSULA, AT THE WEST SIDE MOUTH OF THE GULF OF THAILAND. IT IS A NATURAL COASTAL HARBOR WITH A NARROW CHANNEL FOR SMALL VESSELS (LESS THAN 10-FT DRAFT) TO ENTER. THE CHANNEL IS AN OUTLET OF THALE SAP, ONE OF THAILAND'S LARGEST FRESHWATER LAKES. THE COASTAL ANCHORAGE AREA HAS NO PROTECTION.

B. APPROACHES, LIGHTS, ETC. (8-85) CONSULT DMAHTC PUB 161 (2ND ED 1982) PAGE 184 AND CHART 93180 (5TH ED 12 SEP 81, CORR NM 37/81).

(8-84) (USS HALSEY) ALL SHIPS (USS HALSEY, USS DARTER, USS HARRY W HILL, USS HENRY B WILSON, USS OCALLAHAN, AND USS COPELAND) ANCHORED BETWEEN THE SIX AND TEN FATHOM CURVES, FOUR MILES FROM THE SHORELINE. THE NORTHERNMOST ANCHORAGE WAS 07°14'46"N/100°38'31"E6 AND THE SOUTHERNMOST WAS 07°12'34"N/100°40'12"E8. BECAUSE OF THE GENTLE SLOPE OF THE BOTTOM THROUGHOUT THE AREA AND RELATIVELY SHALLOW DEPTH (LESS THAN 20 FATHOMS) PERSISTING WELL INTO THE GULF OF THAILAND, SONGKHLA COULD PROVIDE ANCHORAGE ROOM FOR AN UNLIMITED NUMBER OF SHIPS AT VARYING DISTANCES FROM THE SHORE. HOWEVER, THE ANCHORAGE IS NOT SHELTERED AND THE NEAREST SHIP WOULD STILL BE AT LEAST FOUR MILES FROM THE BEACH AND SIX OR MORE MILES FROM THE NEAREST PIER (LOCATED INSIDE THE BREAKWATER).

DMAHTC CHART 93180, "PLAN A", WAS INADEQUATE FOR ANCHORING BECAUSE "PLAN A" DOES NOT EXTEND TO THE TEN FATHOM CURVE AND THE OVERALL CHART SCALE IS TOO SMALL TO UTILIZE FOR PRECISION ANCHORING. SHIPS ANCHORED SUCCESSFULLY USING CONSTRUCTED EXTENTIONS TO "PLAN A".

SUFFICIENT NAVIGATIONAL AIDS ARE AVAILABLE TO OBTAIN ACCURATE FIXES. AIDS UTILIZED INCLUDED:

- (1) SOUTH TANGENT OF KO MAEO ISLAND (07°15'38"N/100°35'26"E7).
- (2) SOUTH TANGENT OF KO NU ISLAND (07°13'53"N/100°36'06"E6).
- (3) SONGKHLA JETTY LIGHT (07°13'48"N/100°35'07"N6).
- (4) TWO PAGODAS (07°12'56"N/100°34'21"E1).
- (5) RADIO TOWER (07°12'32"N/100°35'34"E6).
- (6) LIGHT VICINITY OF RADIO TOWER (07°12'30"N/100°33'36"E3).
- (7) AERO BEACON (07°11'38"N/100°36'22"E4)

AERO BEACON IS ACTUALLY AIRCRAFT WARNING LIGHTS ON TOP OF TWO TALL RADIO TOWERS. THE BEACONS ARE EASILY IDENTIFIED AT NIGHT TIME BY RED FLASHING LIGHTS, BUT DIFFICULT TO LOCATE IN THE DAYTIME.

- (8) SEVERAL OTHER PREDOMINANT LANDMARKS WERE NOTED IN TOWN AND ORGANIC PHOTOS HAVE BEEN TAKEN ALONG WITH PRECISE BEARINGS TO EACH SPECIFIC AID. PHOTOGRAPHS WERE FORWARDED TO COMSEVENTHFLT.

C. PILOTAGE. (8-84) (USS HALSEY) A PILOT WAS NEITHER USED NOR AVAILABLE. THE ROYAL THAI NAVY (RTN) IS REPORTED TO HAVE ONE TUG BOAT FOR USE IN ASSISTING DISABLED VESSELS INTO PORT.

D. ENTRANCE. (8-84) (USS HALSEY) ENTRY INTO TIOMAN FROM SEA IS VIA BREAKWATER INTO INLET WHERE TWO PIERS ARE LOCATED. NO PIERS ARE LOCATED TO SEAWARD AND THE SHALLOW GRADE PRECLUDES THE USE OF SHIP'S BOATING TO ENBARK DIRECTLY ON THE BEACH WITHOUT WADING ASHORE.

SONGKHLA, THAILAND

E. CHANNEL. (8-85) CONSULT DMAHTC PUB 161.

F. ANCHORAGES. (8-85) SEE 1B.

G. WRECKS AND OBSTRUCTIONS. (8-85) THERE ARE NO BRIDGES, OVERHEAD CABLES, OR RESTRICTED AREAS. A SHOAL PATCH, REEFS, SAND BARS, AND WRECKS ARE DESCRIBED IN PUB 161 AND LOCATED IN CHART 93180.

H. TIDES AND CURRENTS. (8-84) (USS HALSEY) TIDE INFORMATION PROVIDED IN THE TIDE TABLES 1984, CENTRAL AND WESTERN PACIFIC OCEAN AND INDIAN OCEAN (NOAA) WAS SUFFICIENT.

I. WEATHER AND WINDS. (8-84) (USS HALSEY) A SOUTHWEST MONSOON BREEZE DOMINATED THE LOCAL WEATHER. WINDS WERE FROM THE SOUTHWEST AT 8 TO 15 KNOTS WITH OCCASIONAL GUSTS TO 25 KNOTS. SEAS WERE SLIGHT DURING MOST OF THE PERIOD, RISING 2-4 FT AS THE WIND INCREASED. BOATING WAS SECURED ONE AFTERNOON WITH WINDS SW 20-25 KNOTS. WINDS INCREASED IN LATE AFTERNOON BUT REMAINED SOUTHWEST THROUGHOUT THE ENTIRE VIST.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (8-84) (USS HALSEY) THE RTN MAINTAINS TWO PIERS AT SONGKHLA (AS MARKED ON CHART). ONE PIER IS A 20-FOOT NARROW CONCRETE STRUCTURE PERPENDICULAR TO THE SHORE. THE OTHER IS "L" SHAPED. PATROL BOATS (HTMS SONGKHLA, HTMS PUCKET, AND HTMS SUK WERE OBSERVED TO USE THE PIERS). NO SHORE POWER WAS AVAILABLE. LARGER SHIPS (HTMS PINK LAO) ANCHORED OUT. ESTIMATE THAT SHIPS WITH DRAFT IN EXCESS OF 10 FT WOULD BE TOO LARGE FOR THE HARBOR. THERE ARE NO CIVILIAN PORT FACILITIES. THE RTN MAINTAINS A LARGE POOL OF SMALL BOATS TO PROVIDE PERSONNEL AND SUPPLY TRANSFER TO SHIPS AT ANCHOR. THERE ARE NO SHIP REPAIR FACILITIES.

B. FUEL, LUBE, AND DIESEL OIL. (8-85) NO INFORMATION IS AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (8-85) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (8-84) (USS HALSEY) THERE ARE NO SHIP REPAIR FACILITIES AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (8-85) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (8-85) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (3-78) THE ANCHORAGE AREA COULD HANDLE NUMEROUS SHIPS OF ALL SIZES ALTHOUGH THE AREA IS SOMEWHAT UNPROTECTED. THE INNER HARBOR IS CAPABLE OF HANDLING ONLY SMALL VESSELS. NO MORE THAN THREE DD SIZE SHIPS ARE RECOMMENDED AT ONE TIME.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (8-84) (USS HALSEY) SONGKLA IS SERVED BY A TWO-LANE HIGHWAY. BUSES WERE OBSERVED USING THIS

SONGKHLA, THAILAND

ROAD.

(8-78) A RAILROAD LINE RUNS FROM SONGKHLA VIA HAADYAI (HAT YAI) SOUTH TO KUALA LUMPUR AND SINGAPORE AS WELL AS NORTH TO BANGKOK WHERE CONNECTIONS TO THE REST OF THAILAND AND CAMBODIA ARE AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (8-78) DIESEL POWERED LIGHTERS, IN GOOD CONDITION, ARE AVAILABLE IN THE PORT.

B. WATER. (8-84) (USS HALSEY) NO PROBLEMS WERE ENCOUNTERED IN SHIPS MAKING FRESH WATER WHILE AT ANCHORAGE.

C. AIRFIELDS. (8-84) (USS HALSEY) (8-85) (FICPAC) SONGKHLA ROYAL THAI NAVAL AIRPORT HAS A CONCRETE RUNWAY WITH AN ORIENTATION 130°/310° AND DIMENSION OF 1,510 X 45 M (4,953 X 148 FT), LOCATED 3.2 KM (2 MI) FROM THE TOWN OF SONGKHLA. AIRCRAFT OBSERVED WERE RTN S-2'S, A SMALL CARGO PLANE, SEVERAL U.S. MILITARY AIRCRAFT, AND THAI H-1 HELICOPTERS.

D. COMMUNICATIONS. (8-78) CALLS CAN BE MADE TO CONUS WITH ASSISTANCE FROM OPERATORS WHO DO NOT SPEAK FLUENT ENGLISH. ARRANGEMENTS FOR SHIP-TO-SHORE FACILITIES CAN BE MADE WITH THE ROYAL THAI NAVY BEACH GUARD.

E. MEDICAL. (5-84) SEE H5/MED 1 AND 2.

F. GASOLINE. (8-85) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (8-84) (USS HALSEY) ALL SHIPS WERE ABLE TO OBTAIN FRESH FRUITS AND VEGETABLES, AND BAKERY PRODUCTS. USDAO BANGKOK ARRANGED DELIVERY FROM THE SHIP CHANDLER M. AHAMED MARICAN AND SONS, BANGKOK. CHANDLER ARRANGED DELIVERY TO SHIPS AT ANCHOR VIA RTN BOAT. ITEMS WERE OF GOOD QUALITY BUT EXPENSIVE.

H. GARBAGE DISPOSAL. (8-84) (USS HALSEY) A GARBAGE BARGE WAS NOT REQUESTED BUT SHOULD BE AVAILABLE THROUGH USDAO BANGKOK.

4. PERSONALIA

A. CALLS. (8-78) CALLS ARE ARRANGED BY U.S. EMBASSY.

B. HONORS. (8-78) SONGKHLA IS NOT A SALUTING PORT.

4. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (8-84) (USS HALSEY) SONGKHLA IS THE MAIN SOUTHERN NAVAL STATION BEFORE THE MALAYSIAN BORDER. THE TOWN ITSELF HAS A POPULATION OF APPROXIMATELY 30,000. RELIGION IS PRIMARILY BUDDISM WITH ABOUT 20-30% MULSIM. THE PRIMARY INDUSTRY IS FISHING, FOLLOWED BY TEXTILES (SILK), AND RUBBER.

(8-85) (FICPAC) SONGKHLA WAS FORMERLY FAMED AS THE SEAPORT CITY OF

SONGKHLA, THAILAND

SINGORA IN THE DAYS OF THE DUTCH. ITS NARROW APPROACH TO THE PROTECTED PORT AREA BY LARGE SHIPS PREVENTED SONGKHLA FROM RE-EMERGING AS A MAJOR PORT TODAY. THIS FACT, HOWEVER, HAS PRESERVED THE UNPOLLUTED BEAUTY OF SONGKHLA'S LONG, WHITE GLISTENING, SAND BEACHES AND THE QUIET UNHURRIED DIGNITY OF THE TOWNSHIP'S LIFE-STYLE.

THALE SAP, OFTEN REFERRED TO BY VISITORS AS LAKE SONGKHLA, IS IDEAL FOR LEISURELY FISHING, BOATING, AND PICNICS DUE TO THE NUMEROUS TREE-COVERED ISLANDS WHICH DOT THE SURFACE OF THE LAKE. ALTHOUGH SONGKHLA, WITH 314 BUDDHIST TEMPLES AND 185 MOSQUES, HAS FEW BUILDINGS WITH OUTSTANDING CLAIM TO ANTIQUITY OR HISTORICAL INTEREST. WAT KLANG, THE CENTRAL TEMPLE, WHICH IS SOMETIMES CALLED WAT YAK, IS WORTH A VISIT.

B. LIBERTY. (8-84) (USS HALSEY) GENERAL LIBERTY WAS NOT GRANTED. ESTIMATE THAT SONGKHLA COULD ABSORB LIBERTY PARTIES OF ONE OF TWO DD/FF TYPE SHIPS (UP TO 300 MEN), BUT THERE IS LITTLE PROVISION FOR R/R OR SIGHTSEEING. MANY SMALL BOATS WERE OBSERVED THAT USDAO COULD POSSIBLY ARRANGE FOR USE AS LIBERTY BOATS OR RTN SMALL BOATS MIGHT ALSO BE ARRANGED FOR TRANSPORTATION TO THE PIERS IN TOWN.

(8-78) ONE OFFICER AND FOUR ENLISTED ARE REQUIRED FOR SHORE PATROL. THE OFFICER SHOULD CONTACT THE SOPA/USDAO, BANGKOK, REPRESENTATIVE. VEHICLES AND DRIVERS ARE SUPPLIED. SHORE PATROL CAN BE HEADQUARTERED IN THE NORA HOTEL IN HAADYAI (HAT YAI). ROOM AND MEAL COSTS SHOULD BE PAID BY THE USDAO UPON RECEIPT OF A DD 1149. HOWEVER, THE HOTEL PROPRIETOR, WHO SPEAKS LITTLE ENGLISH, MIGHT DEMAND PAYMENT DIRECTLY FROM THE PATROL PERSONNEL. THE RAILROAD STATION IS CONSIDERED OFF LIMITS AT NIGHT DUE TO THE CRIME PROBLEM; OTHERWISE, NO RESTRICTIONS OF CURFEWS ARE IN EFFECT. A BEACH GUARD IS RECOMMENDED AND WILL BE PROVIDED BY THE ROYAL THAI NAVY. THE THAI NAVY WILL PROVIDE A SMALL BUT GOOD QUALITY LIBERTY BOAT ABOUT THE SIZE OF A LCM-8. IT WILL OPERATE AS REQUIRED FROM THE FLEET LANDING (A SMALL PIER ON HIGH PYLONS) AT THE SONGKHLA NAVAL BASE. THE LANDING IS FREQUENTLY OCCUPIED BY ROYAL THAI NAVY UNITS BUT COULD HANDLE EIGHT TO TEN 15 M (50 FT) BOATS. BUS TRANSPORTATION CAN BE ARRANGED FROM THE LANDING. THE AREA IS CONSIDERED AN INTERESTING LIBERTY PORT FOR SHORT STAYS.

C. CLUBS AND BARS. (8-78) THE NORA HOTEL IN HAADYAI (HAT YAI) OFFERS DINNER AND LIVE ENTERTAINMENT. EXPENSIVE BEER, MALAYSIAN WINE, AND CONTINENTAL LIQUOR ARE AVAILABLE. ENTERTAINMENT IN THE CITY IS OTHERWISE LIMITED.

D. RESTAURANTS. (8-84) (USS HALSEY) THERE ARE NUMEROUS LOCAL THAI RESTAURANTS. TWO RESTAURANTS WERE NOTED THAT SERVE INTERNATIONAL CUISINE, THE PAVILLION (WHICH ACCEPTS CREDIT CARDS), AND A&N DINETTE, WHICH IS OPERATED BY A MAN NAMED "NART", A RETIRED HMCS WHO HANDLES ALL SMALL BOATS FOR UNION OIL. A&N SERVES "THE BEST HAMBURGERS IN SOUTH THAILAND" AND IS LOCATED AT 54/3 SOI2, LAMJAI ROAD, TEL: 313068. THERE ARE NO BARS BUT DRINK SERVICE IS PROVIDED AT RESTAURANTS.

D. HOTELS. (8-84) (USS HALSEY) THERE IS ONE MAJOR HOTEL (SAMILA HOTEL) WITH 100-200 ROOMS.

SONGKHLA, THAILAND

(8-78) SOME 23 HOTELS ARE AVAILABLE IN HAADYAI (HAT YAI). THE COST IS APPROX US\$13.00/NIGHT FOR A DOUBLE OCCUPANCY ROOM.

F. ATHLETICS. (8-78) A SWIMMING POOL AND 9-HOLE GOLF COURSE ARE AVAILABLE AT THE MAMILA HOTEL IN SONGKHLA. PERSONNEL STATIONED AT THE THAI NAVAL BASE CAN PROVIDE ATHLETIC TEAM COMPETITION.

G. BEACHES. (8-84) (USS HALSEY) THE ENTIRE TOWN IS SURROUNDED BY BEACH WHICH EXTENDS ALONG THE COAST IN EITHER DIRECTION.

(8-78) SWIMMING BEACHES ARE LOCATED IN THE VICINITY OF THE SAMILA HOTEL IN SONGKHLA.

H. CHURCHES. (8-84) (USS HALSEY) THERE IS A LARGE NUMBER OF BUDDIST, MUSLIM, AND CHINESE HOUSES OF WORSHIP (PHOTOGRAPHY IS PROHIBITED INSIDE).

I. TRANSPORTATION. (8-84) (USS HALSEY) TAXI'S (JEEPNEYS) ARE AVAILABLE AND ARE NOT METERED.

J. TOURS. (8-78) TOURS ARE AVAILABLE AND CAN BE ARRANGED THROUGH THE DELTA TRANSPORTATION COMPANY AT THE NORA HOTEL IN HAADYAI (HAT YAI).

K. SHOPPING. (8-84) BRASS AND BRONZEWARE ARE CONSIDERED BARGAINS. BARGAINING IS AN ACCEPTED PRACTICE.

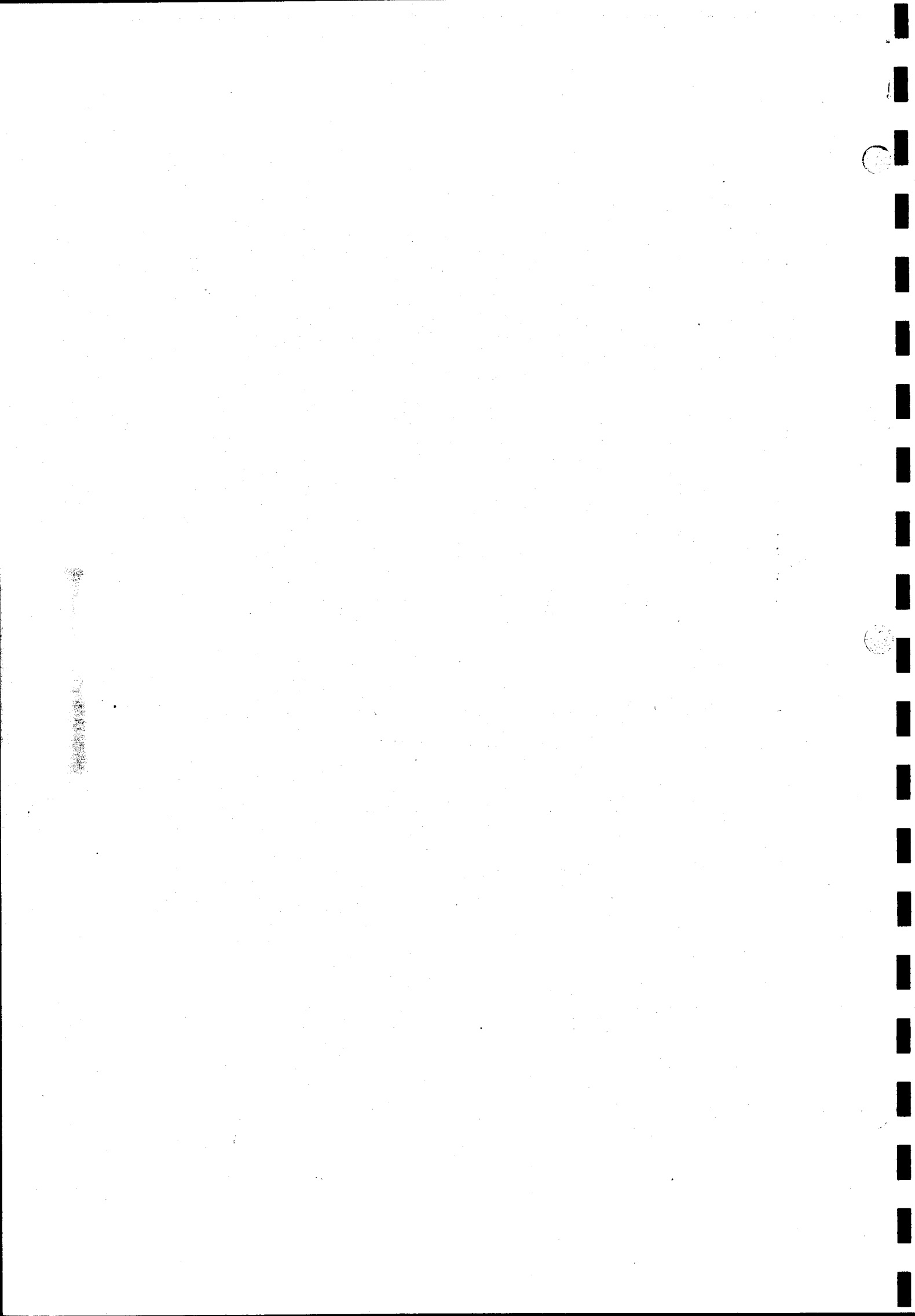
L. THEATER AND CINEMA. (8-85) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (8-84) (USS HALSEY) THE NAVAL STATION PROPER IS SURROUNDED BY A SIX-FOOT FENCE AND IS GUARDED. MILITARY FACILITIES INCLUDE A MEDIUM SIZED AIR BASE (AIRPORT MENTIONED EARLIER) AND A SMALL NAVAL BASE. ONE OBSERVER NOTED OFFICER AND ENLISTED HOUSING ON THE AIR BASE. ENLISTED HOUSING IS CONSISTED OF SIX 5 OR 6 STORY MULTI-APARTMENT UNITS FOR A TOTAL OF 30 FAMILIES. THERE IS A LARGE ARMY BASE BETWEEN SONGKHLA AND HAT YAI.

ABOUT 60 US NAVAL OFFICERS FROM UNITS IN SONGKHLA AND OTHER UNITS PARTICIPATING IN COBRA GOLD 84 ATTENDED A "HOT-WASHUP" AT THE OFFICER'S CLUB. THE CLUB INCLUDED A LARGE ROOM WITH A STAGE AT ONE END AND A BAR AT THE OTHER. THE CLUB IS ON THE BEACH IN THE VICINITY OF THE AIRPORT.

THE LOCAL CURRENCY IS BAHT. THE RATE OF EXCHANGE: SEE PAGE 17.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (8-85).



SONGKHLA, THAILAND

3. E. MEDICAL. (5-84) (AFMIC) THAILAND HAS A TROPICAL CLIMATE, YEAR-ROUND HIGH TEMPERATURES AND HUMIDITY, AND MINIMAL SEASONAL VARIATIONS. SOUTH OF THE KRA ISTHMUS, THERE IS ABUNDANT RAINFALL THROUGHOUT THE YEAR WITH THE HEAVIEST RAINFALL OCCURRING DURING OCTOBER THROUGH FEBRUARY. ANNUAL RAINFALL REACHES 300 CM (118 IN) ON PARTS OF THE PENINSULA.

THE AVAILABILITY OF CLEAN, POTABLE WATER IS LIMITED. CONSUMPTION OF BOTTLED WATER IS RECOMMENDED EVEN IN MAJOR HOTELS. EXISTING WATER SYSTEMS ARE OLD WITH FREQUENT DISRUPTIONS AND CONTAMINATIONS. WASTE DISPOSAL SYSTEMS EXIST IN MOST CITIES, BUT SERVICE IS INCOMPLETE AND INADEQUATE ALONG THE CANALS, RIVERS, AND HARBORS. SURFACE WATER AND RAINWATER IS USED FOR BATHING, LAUNDERING, COOKING, AND HUMAN WASTE DISPOSAL. MUCH OF THE UNTREATED EFFLUENT FROM SEWERAGE SYSTEMS IS DUMPED INTO THE SURFACE WATERS.

VENDORS AND FOOD SOURCES ARE NOT INSPECTED BY HEALTH AUTHORITIES, AND FEW VENDORS ARE CONCERNED WITH OR KNOWLEDGEABLE OF BASIC SANITARY AND HYGIENIC PRACTICES. CAUTION SHOULD BE OBSERVED IF ITEMS ARE CONSUMED FROM THESE SOURCES. VEGETABLES AND FRUITS PURCHASED FROM LOCAL SOURCES SHOULD BE THOROUGHLY WASHED AND SOAKED IN A DISINFECTION SOLUTION OR COOKED THOROUGHLY BEFORE THEY ARE EATEN. ADDITIONALLY, WATER CONTAMINATED BY RAW SEWAGE IS USED FOR FOOD PREPARATION AND FOR WASHING FOOD CONTAINERS. DIARRHEAL DISEASES ARE COMMON PRIMARILY BECAUSE OF INADEQUATE SEWAGE DISPOSAL AND LACK OF POTABLE WATER. CHOLERA IS ENDEMIC WITH PERIODIC OUTBREAKS, BUT OTHER AGENTS SUCH AS SALMONELLA, SHIGELLOSIS, ENTEROTOXIGENIC E. COLI, TYPHOID AND PARATYPHOID FEVERS, AND ROTAVIRUSES ARE COMMON. THERE IS A HIGH RATE OF INTESTINAL PARASITISM AMONG THE NATIVE POPULATION: ESPECIALLY PREVALENT ARE ROUNDWORMS, HOOKWORMS, AND AMOEBAE. RABIES IS A SEVERE PROBLEM THROUGHOUT THAILAND WITH OVER 300 DEATHS ANNUALLY. INFECTIOUS HEPATITIS IS PREVALENT THROUGHOUT THE COUNTRY. MALARIA IS A SERIOUS DISEASE PROBLEM AND WAS THE FOURTH LEADING CAUSE OF DEATH IN THE COUNTRY IN 1980, BUT CASES ARE RARELY REPORTED FROM THE CITIES. ANOTHER MOSQUITOBORNE DISEASE IS DENGUE FEVER WITH ALL FOUR SEROTYPES PRESENT.

PROSTITUTION AND SEXUALLY TRANSMITTED DISEASES (STD) ARE COMMON. IN 1980, THE STD RATE WAS 700 PER 100,000 POPULATION WITH GONORRHEA ACCOUNTING FOR OVER HALF THE CASES. PENICILLIN-RESISTANT STRAINS ARE WIDESPREAD AND COMMON.

THAILAND IS A MAJOR SOURCE OF NARCOTICS FOR THE WORLD MARKET; RAW OPIUM, HEROIN, AND OTHER OPIATES ARE READILY AVAILABLE. ADDITIONALLY, MARIJUANA, BARBITURATES, AND AMPHETAMINES ARE EASILY OBTAINED. PERIODICALLY, EMPHASIS IS PLACED ON ENFORCEMENT, BUT AVAILABILITY IS RARELY DISRUPTED.

THE SONGKHLA HOSPITAL (350 BEDS) CAN BE UTILIZED BY U.S. NAVY PERSONNEL. THIS HOSPITAL PROVIDES GENERAL MEDICAL, SURGICAL, DENTAL, PHARMACEUTICAL, LABORATORY, AND BLOOD BANK SERVICES. IN ADDITION, THERE IS A SMALL MEDICAL UNIT ASSOCIATED WITH THE U.S. EMBASSY. THIS FACILITY CANNOT HANDLE COMPLEX PROBLEMS BUT SHOULD BE CONTACTED FOR ASSISTANCE.

SONGKHLA, THAILAND

THE U.S. EMBASSY IS LOCATED AT 95 WIRELESS ROAD, BANGKOK. THE CLOSEST MAJOR U.S. MILITARY HOSPITAL IS THE NAVAL HOSPITAL AT SUBIC BAY, REPUBLIC OF THE PHILIPPINES.

CERTIFICATES OF HEALTH AND DERATTING ARE REQUIRED.

FOR OFFICIAL USE ONLY

PATONG/PHUKET, THAILAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (NOV 87) (USS BARBOUR COUNTY) PATONG (07-54N/098-17W) IS AN EASILY NAVIGATED, DEEP-WATER BAY LOCATED ON THE WEST SIDE OF PHUKET ISLAND. IT IS APPROXIMATELY 2-NM WIDE, CLEAR OF OBSTRUCTIONS WITH ANCHORAGE AVAILABLE WHEREVER WATER DEPTH IS SUFFICIENT. THERE ARE NO WHARVES OR PIERS.

(FEB 88) (USS MOUNT VERNON) THE USE OF PATONG BAY WAS RECOMMENDED BY USDAO BANGKOK IN LIEU OF ANCHORING ON THE EAST SIDE OF PHUKET IAW SAILING DIRECTIONS. THERE IS A SMALL, PRIVATELY OWNED PIER THAT COULD ACCOMMODATE A SMALL BOAT (I.E., CO'S GIG/MOTOR WHALEBOAT).

B. APPROACHES, LIGHTS, ETC. (FEB 88) (USS MOUNT VERNON) THE SHIP USED DMAHTC PUB 174 AND CHART 71041 (CORR NM 4/87). BOTH WERE ADEQUATE WITH THE EXCEPTION OF THE ERRONEOUS LOCATION OF A WHITE TOWER. THIS WAS NOT CRITICAL TO ANCHORING. TANGENTS WERE USED TO FIX THE SHIP'S POSITION DURING THE APPROACH TO ANCHORAGE DUE TO THE LACK OF NAVAIDS. THIS WORKED WELL.

C. PILOTAGE. (FEB 88) (USS MOUNT VERNON) PILOTS ARE NOT AVAILABLE.

D. ENTRANCE. (FEB 88) (USS MOUNT VERNON) THE BAY IS OPEN TO THE WEST AND FLANKED BY PENINSULAS TO THE NORTH AND SOUTH.

E. CHANNEL. (FEB 88) (USS MOUNT VERNON) THERE ARE NO CHANNELS.

F. ANCHORAGE. (FEB 88) (USS MOUNT VERNON) THE SHIP ANCHORED AT 07-54-20N/098-16-30E IN 16 M (52.5 FT) WATER. SAND AND MUD BOTTOM PROVIDED GOOD HOLDING WITH 60 FATHOMS ON DECK.

G. WRECKS AND OBSTRUCTIONS. (FEB 88) NO UNMARKED HAZARDS WERE NOTED.

H. TIDES AND CURRENTS. (FEB 88) NO TIDAL INFORMATION IS AVAILABLE FOR PATONG BAY. RISE AND FALL OF TIDES WERE SIMILAR TO THAT LISTED FOR PHUKET HARBOR. NO RIPTIDES OR SWIRLING FROM FLOOD OR EBB WERE OBSERVED. THE SHIP EXPERIENCED NEGLIGIBLE SET AND DRIFT ON APPROACH TO ANCHORAGE.

I. WEATHER AND WINDS. (FEB 88) (USS MOUNT VERNON) WEATHER WAS PLEASANT WITH CLEAR SKIES. TEMPERATURES WERE FROM 85-95F DURING THE DAY AND FROM 75-85F AT NIGHT. SEAS REMAINED CALM THROUGHOUT THE VISIT.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (FEB 88) (USS MOUNT VERNON) THERE IS A SMALL BOAT PIER SUITABLE FOR LANDING CAPTAIN'S GIG ON THE SOUTH SIDE OF THE BAY. IT IS NOT STEADY ENOUGH TO BE USED FOR A LARGER CRAFT.

B. FUEL, LUBE, AND DIESEL FUEL. (FEB 88) FUEL IS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (FEB 88) NO FACILITIES ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (FEB 88) NO REPAIR FACILITIES

H6-1
(CH-7)

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PATONG/PHUKET, THAILAND

ARE AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (FEB 88) THERE ARE NONE.

F. STEVEDORES. (FEB 88) THERE ARE NONE.

G. PORT CAPACITY. (FEB 88) PATONG BAY CAN ACCOMMODATE THREE DD TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (FEB 88) (USS MOUNT VERNON) REGULAR BUS SERVICES TO BANGKOK ARE AVAILABLE.

3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 88) (USS MOUNT VERNON) THERE ARE CONVERTED FISHING BOATS, MAX LOAD APPROXIMATELY 3,000 LBS.

B. DREDGES AND MISCELLANEOUS CRAFT. (FEB 88) (USS MOUNT VERNON) THERE WERE NO DREDGES IN THE HARBOR. THERE WERE SEVERAL SAILING YACHTS ANCHORED IN THE HARBOR CLOSE IN SHORE.

C. WATER. (FEB 88) (USS MOUNT VERNON) WATER IN PATONG BAY WAS SUITABLE FOR DISTILLING. DRINKING FROM THE LOCAL WATER SYSTEM IS NOT RECOMMENDED. EVEN IN THE MAJOR HOTELS, BOTTLED WATER IS PREFERRED.

D. AIRFIELDS. (MAR 88) (FICPAC) PHUKET INTERNATIONAL AIRPORT IS LOCATED 19.3 KM (12 MI) NORTH OF THE PATONG HARBOR. THE AIRPORT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 090/270 AND A DIMENSION OF 2,530 X 45.7 M (8,300 X 150 FT) CAPABLE OF HANDLING 747'S. THAI AIRLINES OPERATES CONNECTIONS TO BANGKOK. FOR PERMISSION TO USE THE FIELD, CONTACT USDAO BANGKOK.

E. COMMUNICATIONS. (FEB 88) BTB CHANNEL 16 WAS USED BY THE USDAO TO CONTACT THE SHIP WHILE APPROACHING ANCHORAGE. THEREAFTER, BTB WAS USED BETWEEN THE SHIP AND THE BEACH GUARD. THE TELEPHONE EXCHANGE IS LOCATED SEVERAL BLOCKS FROM THE PATONG BEACH HOTEL. CONUS CALLS WERE AVAILABLE AT MAJOR HOTELS. MAIL SERVICE IS DIFFICULT. IF THE PORT VISIT IS SHORT, RECOMMEND MAIL BE HELD TO THE NEXT PORT. ALTHOUGH USDAO CAN DELIVER A LIMITED AMOUNT OF MAIL VIA C-12 AIRCRAFT, REGISTERED MAIL CANNOT BE HANDLED.

F. MEDICAL. (FEB 88) (USS MOUNT VERNON) THREE MEDICAL CASES WERE TAKEN TO ADVENTIST MISSION HOSPITAL (115 BEDS) IN PHUKET TOWN, APPROXIMATELY 15 MINUTES FROM PATONG BEACH. TWO CASES WERE TAKEN TO THE HOSPITAL IMMEDIATELY UPON ARRIVAL. ONE FOR HEPATITIS AND THE OTHER FOR A FEVER. BOTH CASES WERE TREATED AND RELEASED WITHIN 24 HOURS. THE THIRD CASE, AN EMERGENCY, WAS ADMITTED FOR FOOD POISONING. THIS CASE WAS TREATED AND RELEASED WITHIN 24 HOURS. THE DOCTORS, BRITISH, THAI, AND FILIPINO, SPEAK ENGLISH. HOSPITAL CARE WAS VERY GOOD.

(FEB 88) (USS OLDENDORF) PERSONNEL RECEIVED PROMPT, QUALITY CARE AT THE SEVENTH DAY ADVENTIST HOSPITAL. SCHEDULE II AND III DRUGS WERE READILY PRESCRIBED. RECOMMEND SHIP'D MEDICAL PERSONNEL REVIEW ALL PRESCRIPTIONS. BEACH GUARD SHOULD INCLUDE A CORPSMAN TO HANDLE MINOR INJURIES. THE QUALITY OF FOOD AND WATER AT PHUKET IS NOT UP TO U.S.

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PATONG/PHUKET, THAILAND

STANDARDS. THE SEA FOOD WAS GENERALLY EXCELLENT, BUT THERE WERE NUMEROUS CASES OF GI DISORDER. RECOMMEND TAKING PARTICULAR CAUTION WHEN ORDERING SHELFISH DUE TO INADEQUATE LOCAL REFRIGERATION. STREET VENDORS SHOULD BE AVOIDED. ONLY BOTTLED WATER SHOULD BE CONSUMED. ALL TYPES OF VD ARE PREVALENT IN PATONG BEACH, AND PROPER PRECAUTIONS SHOULD BE STRESSED.

AN UNEXPECTED HAZARD IN PATONG BEACH EXSISTED DUE TO THE STATE OF DISREPAIR OF THE MAIN ROAD. CONSTRUCTION IS IN PROGRESS AND THERE WERE NUMEROUS POT HOLES AND OBSTRUCTIONS. MOTORCYCLE RIDING WAS PARTICULARLY HAZARDOUS AND WAS OFF LIMITS DURING THE PORT VISIT.

QUARANTINE DECLARATION, HTLV-III, AND "DERAT" CERTIFICATE WERE NOT REQUESTED. SOME ORGANIC MATERIAL (BENJO DITCHES) WERE PRESENT IN THE PORT AREA. OIL, GASOLINE, AND DIESEL WERE NOTED IN HARBOR WATER. NO ATMOSPHERIC POLLUTION WAS NOTED. THERE WAS A LARGE AMOUNT OF SMALL BOAT TRAFFIC WHICH APPEARED UNSAFE BUT WAS WIDELY USED. TRASH PILES WERE PRESENT IN DOWNTOWN AREAS. MULTIPLE VARIETIES OF STRAY ANIMALS WERE NOTED (UNKNOWN FOR RABIES). SANITARY COMPLIANCE IN RESTAURANTS AND BARS WERE FAIR, BUT STREET VENTORS WERE NOT RECOMMENDED. ALL TYPES OF DRUGS WERE EASILY OBTAINABLE ON STREETS AND DRUG STORES. DEALERS WILL SELL DRUGS TO SAILORS, AND THEN TURN INTO POLICE FOR ARREST. SOLICITATION OF PROSTITUTION IS LEGAL AND IT OCCURRS IN BARS, DISCOS, AND SOME HOTELS. SOME CARRIED HEALTH CARDS, BUT IT WAS NOT STRICTLY ENFORCED BECAUSE IT WAS RARELY ASKED FOR BY CUSTOMERS.

PREVALENT DISEASES ENDEMIC TO THE AREAS ARE GASTROENTERITIS AND ALL TYPES OF VD. MAJORITY OF TRAUMA CASES WERE DUE TO BOATING ACCIDENTS. STREET TRAFFIC IS UNCONTROLLED AND IS A DEFINITE SAFETY HAZARD.

G. GASOLINE. (FEB 88) GASOLINE IS AVAILABLE AT COMMERCIAL SERVICE STATIONS.

H. PROVISIONS. (NOV 87) (USS BARBOUR COUNTY) MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND SEAFOOD ARE AVAILABLE. FFV PURCHASES FROM LOCAL VENDORS WERE ARRANGED BY USDAO, BANGKOK. THE SHIP DID NOT PURCHASE PROVISIONS WHILE IN PORT.

I. GARBAGE DISPOSAL. (FEB 88) (USS MOUNT VERNON) DIESEL-POWERED 40-FT CRAFT ARRIVED AT 0800, 1300, AND 2000 DAILY.

4. PERSONALIA

A. CALLS. (FEB 88) (USS MOUNT VERNON) CALLS WERE MADE ON THE GOVERNOR OF PHUKET AND THE COMMANDER OF DHANG-NGA NAVAL STATION (50 MILES NORTH OF PATONG).

B. HONORS. (FEB 88) PATONG IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 88) (FICPAC) THE PRESENT KING BHUMIBOL ADULYADEJ, RAMA IX, CAME TO THE THRONE IN JUNE 1946. IN NOVEMBER 1947, A MILITARY REVOLT AGAIN BROUGHT PIBUL TO POWER AFTER HIS POST-WAR EXILE, OVERTHROWING A GOVERNMENT WHICH WAS BASED ON A LIBERAL CONSTITUTION. MILITARY RULE CONTINUED UNTIL OCTOBER 1973 (THE OCTOBER REVOLUTION BY THAI STUDENTS). THE STUDENTS AND THE KING COMBINED TO RETURN THE COUNTRY INTO AN AGE OF PARLIAMENTARY DEMOCRACY.

H6-3
(CH-7)

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PATONG/PHUKET, THAILAND

IN OCTOBER 1976, THE MILITARY AGAIN SEIZED POWER. ARMY COMMANDER-IN-CHIEF PREM TINSULANOND HAS BEEN THE PREMIER SINCE FEBRUARY 1980. ETHNIC DIVISIONS OF THE THAI POPULATION IS LARGELY THAI (75%), CHINESE (14%), AND SEVERAL HILL TRIBES IN THE NORTH. THERE IS A SIZABLE MALAY (11%) POPULATION IN THE SOUTH. THE MAJORITY OF THAIS ARE BUDDHIST WITH SOME MUSLIMS AND CHRISTIANS.

B. LIBERTY. (FEB 88) (USS OLDENDORF) LIBERTY IN PHUKET/PATONG BEACH WAS EXCELLENT. THE AREA HAS SUPERB BEACHES AND CRYSTAL CLEAR WATER. PATONG BEACH IS A DEVELOPING RESORT AREA WITH AMPLE RECREATIONAL ACTIVITY AND A FLOURISHING NIGHT LIFE. MOST OF THE VISITORS ARE EUROPEAN VACATIONERS INCLUDING MANY FAMILIES. LIBERTY PARTIES CAN EXPECT TO HAVE FUN ASHORE AS LONG AS LOCAL CUSTOMS ARE OBSERVED. SOME PARTICULAR OBSERVATIONS/RECOMMENDATIONS ARE:

THE USE OF CIVILIAN LIBERTY BOATS WAS REQUIRED. TRANSFERS ENTAILED TAKING A LARGE (20-30 MAN) BOAT TO APPROXIMATELY 50 YARDS FROM SHORE AND THEN TRANSFERRING TO LONG-TAIL BOATS FOR THE FINAL RUN TO SHORE. PERSONNEL WERE REQUIRED TO WADE ASHORE THE LAST TEN YARDS.

LIBERTY BOATS WERE LESS RELIABLE THAN ANTICIPATED. WHILE SIX BOATS WERE CONTRACTED FOR (TWO BOATS PER SHIP), MECHANICAL PROBLEMS QUICKLY REDUCED THE TOTAL NUMBER OF AVAILABLE BOATS TO FOUR. BOATS WERE RUN APPROXIMATELY ONCE PER HOUR PER SHIP DRIVING DAYLIGHT HOURS AND LESS OFTEN AFTER DARK. AT NIGHT, ONE BOAT USUALLY MADE ROUND ROBIN STOPS AT ALL THREE SHIPS. EXPECT DELAYS WITH THE LIBERTY BOATS. THE BOAT OPERATORS ARE NORMALLY FULL-TIME FISHERMEN AND ACCUSTOMED TO SETTING THEIR OWN HOURS.

CLOSE COOPERATION WAS REQUIRED BETWEEN THE SHIPS, BEACH GUARD, AND THE HUSBANDING AGENT TO ENSURE ADEQUATE BOAT SERVICE, ESPECIALLY AT NIGHT. ADDITIONALLY, IT IS HIGHLY RECOMMENDED THAT A PETTY OFFICER BE ASSIGNED TO EACH BOAT AT NIGHT TO ENSURE THE SAFE TRANSFER OF PERSONNEL BETWEEN THE LARGE LIBERTY BOATS AND THE LONG-TAIL BOATS. PORTABLE LIGHTING IS RECOMMENDED AT NIGHT. THE BOATS RAN TO PATONG BEACH (BEACH GUARD HQ) DURING THE DAY AND TO SEAVIEW BEACH (1/2 MILE SOUTH) AT NIGHT. IN SHORT: 1) EXPECT BOATING DELAYS. 2) CONTRACT FOR MORE THAN YOUR MINIMUM REQUIREMENT. 3) USE EXTREME CAUTION WHEN TRANSFERRING FROM LARGE BOATS TO LONG-TAIL BOATS ESPECIALLY AT NIGHT. 4) EXPECT TO HAVE TO WADE ASHORE.

C. CLUBS AND BARS. (FEB 88) MOST BARS WITH PLENTY OF BAR GIRLS WERE OPEN-AIR WITH AND STAYED OPEN UNTIL 0200/0300.

D. RESTAURANTS. (FEB 88) LOCAL SEAFOOD WAS OUTSTANDING. PRAWNS, LOBSTER, CRAB, AND FISH WERE INEXPENSIVE AND DELICIOUS. NO. 4, MAIN ST, US\$10-20, SEAFOOD, LIQUOR AVAILABLE, GOOD. HOLIDAY INN, MAIN ST, US\$5-20, ALL TYPES, LIQUOR AVAILABLE, EXCELLENT.

E. HOTELS. (FEB 88) (USS OLDENDORF)
CORAL BEACH HOTEL, PATONG BEACH - US\$40.00/NIGHT, DINING/BEVERAGE.
HOLIDAY INN, PATONG BEACH - US\$60.00/NIGHT, DINING/BEVERAGE.
SEVERAL GOOD HOTELS FROM INEXPENSIVE (US\$25.00/NIGHT) TO EXPENSIVE (US\$60.00/NIGHT) IN PHUKET.

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H6-4
(CH-7)

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PATONG/PHUKET, THAILAND

F. ATHLETICS. (FEB 88) (USS OLDENDORF) FACILITIES ARE AVAILABLE AT BETTER HOTELS. COMPETITIONS WITH LOCAL TEAMS IN SOCCER AND BASKETBALL CAN BE ARRANGED BY LOGREQ.

G. BEACHES. (FEB 88) ALL BEACHES WERE EXCELLENT. HOBIE CATS, SAIL BOATS, AND WIND SURFERS WERE AVAILABLE FOR RENT AT REASONABLE PRICES. RENTING OF JET SKIS IS NOT RECOMMENDED.

H. CHURCHES. (FEB 88)

ASSUMPTION BAPTIST - 0800 SUNDAY, 0700 DAILY
CHRISTIAN ASSEMBLY - 1000 SUNDAY, 1500 THURSDAY
SEVENTH DAY ADVENTIST - 1900 FRIDAY, 1000 SATURDAY

I. TRANSPORTATION. (FEB 88) TAXIS WERE READILY AVAILABLE AND PRICES WERE NEGOCIABLE.

J. TOURS. (FEB 88) (USS OLDENDORF) THE CREW TOOK SEVERAL TOURS WHILE THE SHIP WAS IN PORT PATONG BEACH, PHUKET ISLAND. THERE ARE NUMEROUS TOUR AGENCIES IN THE PATONG BEACH/PHUKET CITY AREA AND THE SAME TOUR VARIED IN COST DEPENDING ON THE AGENCY. MOST TOURS WERE INEXPENSIVE AND WELL WORTH THE MONEY. DESCRIPTIONS OF SOME OF THE TOURS FOLLOW:

PI PI ISLAND TOUR - FOR US\$12.00 TO 18.00, YOU ARE TAKEN BY BOAT TO SPEND THE DAY AT LOVELY PI PI ISLAND WHICH IS ROUGHTLY 13 NM SOUTHEAST OF PHUKET. THE BOAT RIDE OUT TAKES ABOUT TWO HOURS ONE-WAY, SO THE MAJORITY OF THE TOUR IS SPENT IN TRANSIT TO THE ISLAND. ONCE ON THE ISLAND, YOU ARE FED A SEAFOOD LUNCH AND TAKEN TO SEE SUCH SIGHTS AS A GIGANTIC CAVE AND JAMES BOND ISLAND WHERE THE MOVIE, "MAN WITH A GOLDEN GUN", WAS FILMED. ALSO, ROUGHLY ONE HOUR IS SPENT SWIMMING IN A SECLUDED LAGOON. PI PI ISLAND HAS MANY SIGHTS AND EXCELLENT LODGING AND IT IS RECOMMENDED THIS TOUR BE STRETCHED TO AN OVERNIGHTER TO MAKE THE LONG BOAT RIDE WORTH THE EFFORT.

THAILAND VILLAGE TOUR - FOR ABOUT US\$15.00, SEVERAL CREWMEMBERS TOOK THIS THREE HOUR TOUR WHICH PRESENTED A BRIEF LOOK AT THAI CULTURE. THE TOUR INCLUDED A SHOW BY A THAI DANCE TROUPE OF TRADITIONAL THAI DANCING; A DEMONSTRATION OF THE DEXTERITY AND USEFULNESS OF A THAI WORKING ELEPHANT; AND A LOOK AT THAI CRAFTSMEN MAKING POTTERY, PAINTINGS, AND TIN CARVINGS. THE THAI CRAFTSMEN WERE MORE THAN WILLING TO SELL THEIR GOODS. OVERALL, THE CREW MEMBERS WHO TOOK THIS TOUR ENJOYED IT TREMENDOUSLY.

SCUBA DIVING TOURS - SCUBA DIVING IN THE PHUKET AREA IS OUTSTANDING WITH CRYSTAL CLEAR WATER AND MAGNIFICENT CORAL REEFS. THESE TOURS ARE HIGHLY RECOMMENDED FOR BOTH THE EXPERIENCED DIVER AND THE NOVICE. FANTASEA DIVERS OFFERED AN INTRODUCTORY DIVE FOR US\$60.00 WHICH INCLUDED A KNOWLEDGEABLE, ENGLISH-SPEAKING INSTRUCTOR AND WELL MAINTAINED EQUIPMENT. TWO-DIVE DAY TRIPS FOR THE MORE ADVENTUROUS RAN ABOUT US\$52.00 AND INCLUDED EQUIPMENT RENTAL AND LUNCH AND EXCELLENT DIVING GUIDES TO KEEP THINGS SAFE. SCUBA DIVING IS ONE OF THE GOOD DEALS IN THE AREA, BUT IT IS RECOMMENDED THAT DIVING BE DONE ONLY THROUGH ONE OF THE REPUTABLE DIVING COMPANIES.

K. SHOPPING. (FEB 88) (USS MOUNT VERNON) THE BARGAIN SYSTEM IS USED THROUGHOUT PHUKET. RUBIES, SAPPHIRES, TOPAZ, PEWTER, PEARLS, GOLD, SEA SHELLS, AND T-SHIRTS WERE THE MOST POPULAR ITEMS. PRICES WERE LOWER IN PHUKET TOWN.

H6-5
(CH-7)

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PATONG/PHUKET, THAILAND

L. THEATER AND CINEMA. (NOV 87) (USS BARBOUR COUNTY) ONLY THEATER TYPE ENTERTAINMENT IN PATONG AREA IS THE LARGE NUMBER OF BARS/LOUNGES SHOWING VIDEOTAPES, RECENT MOVIES INCLUDED.

M. PHYSICAL SECURITY. (FEB 88) SECURITY WAS PROVIDED BY LOCAL POLICE AND THE ROYAL THAI NAVY. THE POLICE PATROLLED THE WATER FRONT AREA AND USED A PATROL CRAFT IN THE BAY WHILE THE ROYAL THAI NAVY PATROLLED ALONG THE COAST.

N. MISCELLANEOUS INFORMATION. (FEB 88) (USS MOUNT VERNON) CURRENCY EXCHANGE WAS CONDUCTED ONBOARD DAILY WITH EXCHANGE BACK SERVICES CONDUCTED THE LAST FULL DAY AT ANCHOR. EXCHANGE SERVICE ONBOARD WERE AT LIKELY BETTER RATE THAN ASHORE.

(NOV 87) (USS BARBOUR COUNTY) THE RATE OF EXCHANGE IN NOV 87 WAS 24.5 BAHT = US\$1.00.

(FEB 88) (USS OLDENDORF) USDAO BANGKOK REPRESENTATIVE CDR GRAYBILL WAS INSTRUMENTAL IN ARRANGING A COMREL PROJECT WHICH INCLUDED THE PAINTING OF AN ELEMENTARY SCHOOL AND HOSTING A COOKOUT FOR THE STUDENTS. PAINT SUPPLIES WERE PURCHASED FROM A LOCAL VENDOR AND THE SHIPS PROVIDED FOODSTUFFS. THIS IS A WORTHWHILE AND REWARDING ONE-DAY PROJECT WHICH WAS APPRECIATED BY THE SCHOOL AND LOCAL GOVERNMENT OFFICIALS.

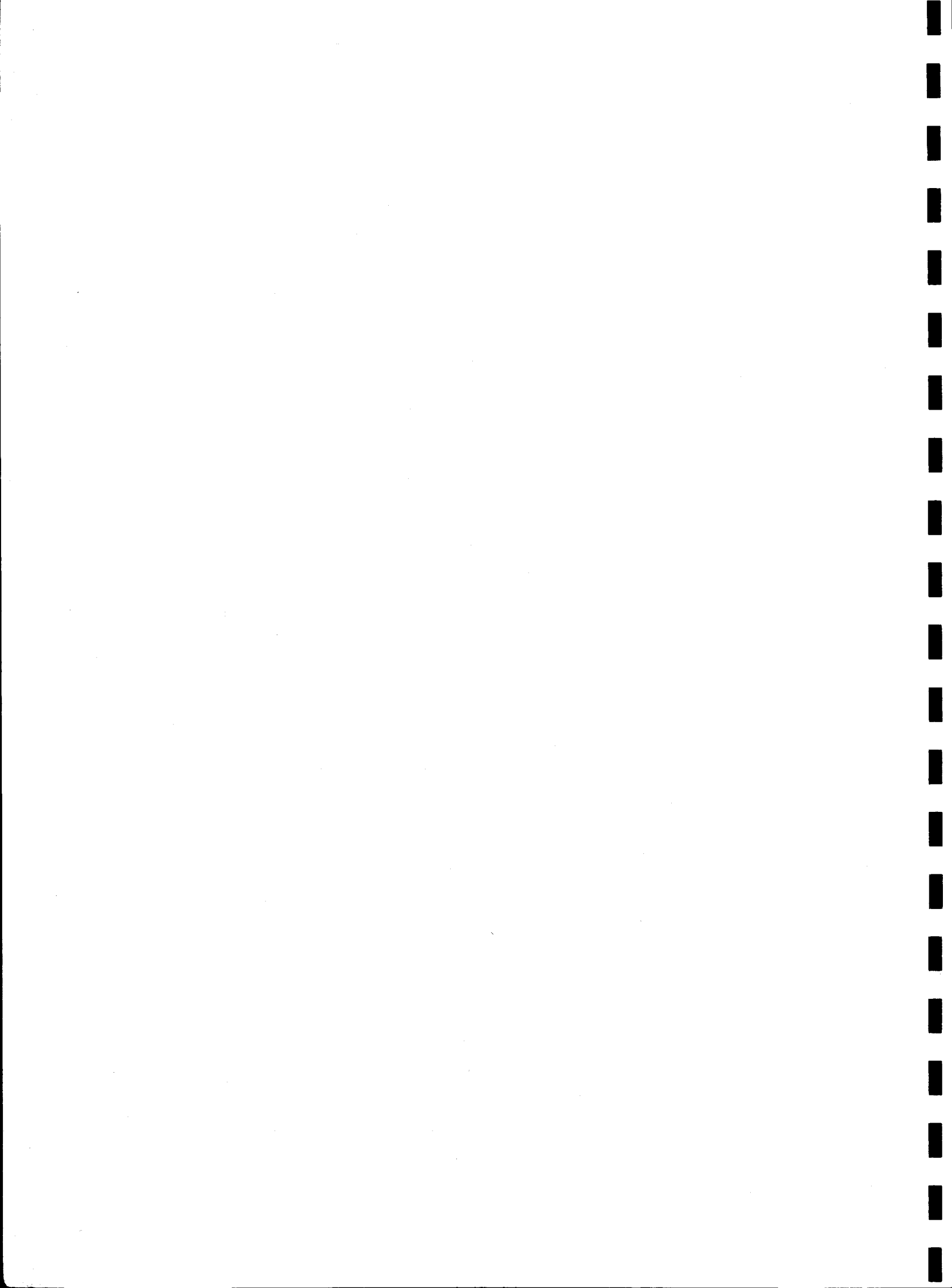
ONE THOUSAND TEXTBOOKS WERE PRESENTED TO THE GOVERNOR AT HIS MANSION WITH FULL MEDIA COVERAGE INCLUDING TELEVISION. SHIPS NEEDED TO PROVIDE THEIR OWN PHOTOGRAPHERS. DIFFICULTIES WERE EXPERIENCED IN MOVING THE MATERIAL FROM THE SHIP TO THE SHORE, PALLETS HAD TO BE BROKEN UP AND ALL MATERIAL HAD TO BE PLACED IN WATERPROOF BAGS. IT TOOK SEVERAL HOURS AND A DEDICATED WORKING PARTY TO COMPLETE THE EVOLUTION.

COMPILED BY: MRS. KAY DEVAUL, 23PD, FICPAC, MAR 88.

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H6-6
(CH-7)

MALAYSIA



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PINANG (PENANG), MALAYSIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (FEB 88) (FICPAC) THE PORT OF PINANG (5-25N/100-21E) IS LOCATED ON THE NORTHEAST EXTREMITY OF PULAU PINANG (PENANG ISLAND) WHICH IS SEPARATED FROM THE MAINLAND MALAYSIA BY A STRAIT 1.5-7 MILE IN BREADTH WHICH PROVIDES SHELTERED ANCHORAGE. THE PORT FACILITIES OF BUTTERWORTH (OPPOSITE PINANG ON THE MAINLAND), KNOWN AS CONTAINER PORT, AND THE PORT FACILITIES OF PERAI (SOUTHEAST OF BUTTERWORTH) ARE ALSO PARTS OF THE PINANG PORT COMPLEX.

B. APPROACHES, LIGHTS, ETC. (FEB 88) (USS REASONER) THE SHIP UTILIZED DMAHTC PUB 174 (4TH ED 1986) AND CHART 71061 (10 MAY 86). THE SCALE OF CHART 71061 PROVED TO BE MUCH TOO SMALL TO BE ACCURATE WHEN NAVIGATING THROUGH NORTH CHANNEL.

THE APPROACH WAS MADE ON COURSE 039⁰T FROM 05-15-12N/099-56.30. GOOD FIXES WERE OBTAINED FROM MUKA HEAD LT AND THE FOLLOWING RADAR POINTS: MUKA HEAD, TANJUNG KALOK, AND TANJUNG BATU. THE LIGHT ON TELOK TIKUS WAS GAINED VISUALLY AT 9 NM AND WHEN USED IN CONJUNCTION WITH MUKA HEAD LT AND NORTH CHANNEL BUOY, PROVIDED GOOD VISUAL FIXES. AFTER PICKING UP THE PILOT, THE SHIP PROCEEDED ON COURSE 128⁰T DOWN THE NORTH CHANNEL, WHICH IS MARKED BY 5 SETS OF BUOYS CONFORMING WITH IALA REGION BUOYAGE SYSTEM. NAVIGATION WAS VERY DIFFICULT FROM THE CHANNEL ENTRANCE TO THE SECOND SET OF BUOYS BECAUSE SCALE OF CHART 71061 WAS TOO SMALL. THE NAVIGATIONAL AIDS WERE 7-8 NM AWAY, AND THERE WAS A SLIGHT HAZE. TELOK TIKUS LT WAS LOST IN THE BACKGROUND, AND KUALA MUDA LT WAS DIFFICULT TO LOCATE DUE TO HAZE OF PINANG ISLAND. TELOK TIKUS AND KUALA MUDA PROVED TO BE POOR RADAR POINTS.

ONCE VISUAL ON TELOK TIKUS LT WAS REGAINED AND KUALA MUDA LT WAS SIGHTED, GOOD VISUAL FIXES WERE OBTAINED. LIGHT ON FORT CORNWALLIS ALSO PROVED TO BE A GOOD VISUAL AID. AFTER EXITING NORTH CHANNEL, PROCEEDED THROUGH BUOYS 6G AND 6R ON COURSE 146⁰T. RADIO MAST NEAR MAINLAND AIRPORT AND WELLESLEY SOUTH BEACON WERE OBTAINED VISUALLY AND USED WITH TELOK TIKUS LT AND FOR CORNWALLIS LT TO OBTAIN GOOD FIXES TO THE SWETTENHAM PIER. TALL BUILDING IN GEOGETOWN WAS ALSO GOOD VISUAL POINT. AFTER PASSING THROUGH BUOYS 6G AND 6R, THE SHIP PROCEEDED ON THE PILOT'S RECOMMENDATIONS. MID-CHANNEL BUOY TOKONG WAS PASSED TO PORT AND BUOY AT 5-25-12N/100-21-00E (FL R 5S) WAS PASSED TO STARBOARD.

C. PILOTAGE. (FEB 88) (USS REASONER) THE PILOT BOARDED IN THE VICINITY OF NORTH CHANNEL BUOY AT 5-35-30N/100-11-30E. COLOR OF A PILOT BOAT WAS NAVY BLUE AND WHITE. HE WAS CAPABLE BUT ONLY SPOKE PASSABLE ENGLISH. HE WAS NOT AGGRESSIVE AND PREFERRED TO LET THE COMMANDING OFFICER GIVE ALL RECOMMENDATIONS.

D. ENTRANCE. (FEB 88) (USS REASONER) THE ENTRANCE INTO THE PORT IS VIA NORTH CHANNEL. DEPTHS CONCURRED WITH THOSE ON CHART.

E. CHANNEL. (FEB 88) (USS REASONER) THE CHANNEL IS VERY NARROW AND VERY WELL DEFINED. IT WAS VERY DIFFICULT FOR TWO SHIPS TO PASS. THE PILOT RECOMMENDED STAYING IN THE CENTER OF THE CHANNEL DUE TO POSSIBLE SILTING NEAR EDGES.

F. ANCHORAGES. (JAN 86) (USS BIDDLE) ANCHORAGE FOXTROT (MAN-OF-WAR ANCHORAGE) IS A GOOD ANCHORAGE. THE DEPTH OF 20 M (66 FT) WITH SAND AND

PINANG (PENANG), MALAYSIA

MUD BOTTOM PROVIDED A GOOD HOLDING GROUND. IT IS AWAY FROM THE HEAVY TRAFFIC AREA OF THE CHANNEL AND IS A 5-MIN BOAT RIDE TO THE FLEET LANDING.

TWO NOTE ARE: 1) OBSTRUCTION, "RUSSIAN WRECK", AT 5-25-36N/100-21-12E, WAS NEAR ANCHORAGE. 2) AVERAGE 3-KTS CURRENT REQUIRED DUE REGARD FOR POTENTIAL MAN OVERBOARD SITUATIONS. ADDITIONAL LIFE RINGS MOVED TO VICINITY OF QUARTERDECK. SEVENTY-FIVE FATHOMS OF CHAIN WAS PLACED ON DECK TO COUNTER STRONG CURRENT.

G. WRECKS AND OBSTRUCTIONS. (FEB 88) SEE PARA 1F AND PUB 174.

H. TIDES AND CURRENTS. (FEB 88) (USS REASONER) TIDAL DATA IN THE TIDE TABLES FOR CENTRAL AND WESTERN PACIFIC OCEAN AND INDIAN OCEAN APPEARED TO BE ACCURATE, BUT THE CURRENT TABULATION SHOWN ON CHART 71061 DID NOT PROVE TO BE ACCURATE. A ONE KT EBB CURRENT WAS PREDICTED FOR USS REASONER ARRIVAL TIME. MINIMAL SET AND DRIFT WERE ENCOUNTERED WITH A SLIGHT FLOOD AT TIMES.

I. WEATHER AND WINDS. (FEB 88) ADEQUATELY DESCRIBED IN PUB 174.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (FEB 88) (USS REASONER) THE SHIP MOORED TO SWETTENHAM PIER WITH STANDARD LINES TO PIER SIDE BOLLARDS. REASONER ENTERED THE PORT AT 0900 WITHOUT THE AID OF A TUG, USING THE CURRENT RUNNING FROM THE NORTH FOR ASSISTANCE IN TURNING 180°. RECOMMEND THAT ALL SHIPS MOOR BOW OUT TO EASE GETTING UNDERWAY.

GETTING UNDERWAY, THE SHIP USED ONE MEDIUM-POWERED PULLING TUG FORWARD. THE SHIP SUPPLIED ONE 8-IN, DOUBLE-BRAIDED NYLON LINE.

B. FUEL, LUBE, AND DIESEL. (FEB 88) (USS REASONER) FUEL OIL WAS NOT AVAILABLE. DIESEL OIL (FLASH POINT 178) WAS PLENTIFUL AND AVAILABLE BY LIGHTER THROUGH SHELL OIL OF MALAYSIA. REASONER RECEIVED 56,878 GALS AT 660 GAL/MIN FROM TWO LIGHTERS. LIGHTERS ARRIVED 5.5 HRS LATE. A LARGER OF TWO LIGHTERS TIED UP ALONGSIDE WITH A SMALLER LIGHTER OUTBOARD. AS FUEL WAS TAKEN ON, THE LARGER LIGHTER WAS REFILLED BY THE SMALLER LIGHTER WITH NO INTERRUPTION IN PUMPING. A CAPACITY OF THE SMALLER LIGHTER APPEARED TO BE APPROXIMATELY 12,000 GAL AND THAT OF THE LARGER LIGHTER APPEARED TO BE 50,000 GAL. IT WAS A DIFFICULT TASK TO HOOK UP HOSES AND FITTINGS, AND IT TOOK OVER HALF AN HOUR TO MAKE A NUMBER OF GASKETS BY THE SHIP'S CREW. ALTHOUGH SMALLER LIGHTER HAD A 4-IN QUICK DISCONNECT FITTING FOR ITS HOSE, THE LARGER LIGHTER USED A 6-IN HOSE. IT MADE THE SHIP TO USE AN 8-TO-4 IN AND A 4-TO-6 IN ADAPTER (LIGHTER SUPPLIED) TO CONNECT HOSE TO RISER. LIGHTER DELIVERY AND REMOVAL WAS INCLUDED IN FUEL COST OF US\$.173 PER METRIC TON. FUEL QUALITY WAS EXCELLENT.

C. MECHANICAL HANDLING FACILITIES. (MAY 83) (USDAO KUALA LUMPUR) BUTTERWORTH WHARVES - 15 MOBILE CRANES, 66 FORKLIFTS, 28 LPG FORKLIFTS, 27 TRAILER, AND 15 PRIME MOVERS.
SWETTENHAM PIER - 5 CRANES, 1 MOBILE CRANE, 23 FORKLIFTS, AND 6 ELECTRIC SHORE CRANES.

CARGO BERTHS - 2 GANTRY CRANE, 3 STRADDLE CARRIERS, 5 FORKLIFTS, 9 SHORT MAST FORKLIFTS, 17 PRIME MOVERS, AND 27 TRAILERS.

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PENANG (PENANG), MALAYSIA

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 83) (USDAO KUALA LUMPUR) MINOR REPAIRS TO OCEAN GOING VESSELS, DRY DOCKING, REPAIR, AND OVERHAULING OF SMALLER VESSELS UP TO 711.2-TON DISPLACEMENT, ARE UNDERTAKEN AT THE BAGAN DALAM DOCKYARD WHICH HAS THREE SLIPWAYS. ALL FLOATING CRAFTS OF THE COMMISSION ARE SERVICED AT THE DOCKYARD.

PRIVATE DOCKYARD HONG LEONG-LURSSSEN SHIPYARD BERHAD, SITUATED UP THE PRAI RIVER, ALSO UNDERTAKE REPAIRS TO VESSELS UP TO 700 GRT. ANOTHER SHIPYARD, PENANG SHIPBUILDING CORPORATION, ALSO PROVIDES SHIP REPAIR FACILITIES TOGETHER WITH SHIPBUILDING CAPACITY FOR VESSELS UP TO 8,000 DWT.

E. WAREHOUSES AND STORAGE AREAS. (MAY 83) (USDAO KUALA LUMPUR) BUTTERWORTH WHARVES - TWO TRANSIT SHEDS WITH A TOTAL AREA OF 4,366 SQ M (46,996 SQ FT) AND AN ADEQUATE BACK-UP OF SIX WAREHOUSES, TOTALING 12,356 SQ M (133,003 SQ FT).

THE CONTAINER YARD IS 6.67 HECTARES WITH STORAGE SPACE FOR 5,000 CONTAINERS. THERE ARE 27 POWER POINTS FOR REEFERS. THE CONTAINER FREIGHT STATION MEASURES 3,902 SQ M (42,002 SQ FT).

THE BULK CARGO TERMINAL PRAI HAS AN AREA OF 30.6 HECTARES FOR STORAGE SHED, STOCK-PILING, AND TANK FARMS.

F. STEVEDORES. (MAR 83) (USDAO KUALA LUMPUR) APART FROM SPECIALIZED AND SKILLED LABOR EMPLOYED DIRECTLY BY THE PORT COMMISSION, STEVEDORE LABOR ON BOARD VESSELS AND ON THE WHARF CAN BE OBTAINED FROM A NUMBER OF REGISTERED PRIVATE LABOR CONTRACTORS. THE PORT OPERATES AROUND THE CLOCK. THE WORKING HOURS ARE AS FOLLOWS:

1ST SHIFT: 0730-1530 (MEAL BREAK 1130-1230)

2ND SHIFT: 1530-2300 (MEAL BREAK 1930-3030)

3RD SHIFT: 2300-0730 (MEAL BREAK 0330-0430)

THE PORT IS CLOSED THREE DAYS A YEAR, I.E. ON HARI RAYA PUASA, HARI RAYA HAJI, AND NATIONAL DAY (31 AUGUST).

G. PORT CAPACITY. (FEB 85) (USS GEORGE PHILIP) THIS IS A LARGE PORT AND COULD HANDLE A CV AT ANCHOR.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (FEB 85) (USS GEORGE PHILIP) THE NUMBERS OF RAILROAD TRACKS ARE THERE, BUT GAUGE IS UNKNOWN. MAINLAND RAILROAD CONNECTION IS BUTTERWORTH TO BANGKOK, KUALA LUMPUR, AND SINGAPORE. ROADS ACCESS ONTO WHARVES, APRONS, AND INTO SHEDS. ALL MAINLAND POINTS ARE ACCESSIBLE BY ROAD. PENANG HILL RAILWAY (TOURIST) RUNS FOUR TIMES A DAY.

(JAN 86) (USS BIDDLE) CONSTRUCTION ON BRIDGE ACROSS SOUTH CHANNEL CONNECTING PENANG AND BUTTERWORTH IS COMPLETED, AND THE BRIDGE IS OPERATIONAL. CAR FERRY TRAFFIC BETWEEN PENANG AND BUTTERWORTH IS STILL BRISK.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAY 83) (USDAO KUALA LUMPUR) THREE TUGS OF 2,000 HP, 1,320 HP, AND 1,200 HP PROVIDE AROUND THE CLOCK SERVICE TO ASSIST IN THE BERTHING AND UNBERTHING OF VESSELS AT THE COMMISSION'S WHARVES OR PRIVATE JETTIES OPERATED BY THE PETROLEUM COMPANIES. THESE TUGS ARE ALSO EQUIPPED FOR FIRE FIGHTING. IN ADDITION, TWO SMALL TUGS OF 470 HP AND ONE TOW BOAT OF 174 HP ARE AVAILABLE TO TWO LIGHTERS TO AND FROM VESSELS.

FOR OFFICIAL USE ONLY

PINANG (PENANG), MALAYSIA

PRIVATE COMPANIES OPERATE 172 LIGHTERS WHILE THE COMMISSION MAINTAINS 20 LIGHTERS OF 152.4-TON CAPACITY EACH AND A FLAT TOP BARGE.

B. WATER. (FEB 88) (USS REASONER) WATER WAS DELIVERED VIA PIERSIDE PIPE. THE SIZE OF CONNECTIONS WAS 6.35 CM (2.5 IN). CONSTANT WATER PRESSURE WAS NOT MAINTAINED. THE SHIP TOPPED OFF TANKS TWICE A DAY AT 0800 AND 1600. THE WATER WAS OF GOOD QUALITY.

C. AIRFIELDS. (FEB 88) (FICPAC) PENANG INTERNATIONAL AIRPORT IS LOCATED 15.8 KM (10 MI) SOUTH OF GEORGETOWN. THE ASPHALT RUNWAY IS ORIENTED 040/220 AND HAS A DIMENSION OF 3,353 X 45.7 M (11,000 X 150 FT) AND IS CAPABLE OF HANDLING 747 SIZE AIRCRAFT. JP-5 IS AVAILABLE. FOR THE USE OF THE AIRFIELD AND PURCHASE OF JP-5, CALL 831411. THE FOLLOWING AIRLINES PROVIDE REGULAR SERVICE TO AND FROM PENANG AND HAVE OFFICES ON THE ISLAND: CATHAY PACIFIC AIRWAYS, MALAYSIAN AIRLINE SYSTEM, GARUDA INDONESIAN, SINGAPORE AIRLINES, AND THAI AIRWAYS.

D. COMMUNICATIONS. (FEB 88) (USS REASONER) THE SHIP ATTEMPTED TO CONTACT PENANG PORT CONTROL ON 277.0 MHZ/CHANNEL 12 BTB AS PER INSTRUCTIONS. HOWEVER, THE SHIP RECEIVED NO RESPONSE FROM THE PORT CONTROL. THE SHIP USED CHANNEL 12 BTB TO COMMUNICATE WITH HARBOR PILOTS.

CONUS CALLS MAY BE MADE THROUGH OPERATOR ASSISTANCE AT A PAY TELEPHONE OR BY DIRECT DIALING FROM ONE OF THE MAJOR HOTELS. OPERATORS SPOKE GOOD ENGLISH AND CONNECTIONS WERE GOOD. COST FOR DIRECT DIALING WAS APPROXIMATELY US\$2.50 PER MINUTE.

E. MEDICAL. (FEB 84) (AFMIC) THE STANDARD OF LIVING IN MALAYSIA IS HIGH COMPARED TO MOST ASIAN COUNTRIES, AND SIGNIFICANT DEVELOPMENTS ARE CONTINUALLY BEING MADE TO IMPROVE LIVING CONDITIONS. NEVERTHELESS, MOST URBAN AREAS CONTINUE TO BE OVERCROWDED AND SANITATION FACILITIES BECOME IMPAIRED DURING MONSOONAL FLOODING. MINING AND INDUSTRIAL DEVELOPMENT ALSO CONTRIBUTE TO THE SEVERE ENVIRONMENTAL POLLUTION ALONG SEACOASTS AND IN RIVERS. THESE WATERWAYS OFTEN HAVE BEEN SHOWN TO SUPPORT CHOLERA BACTERIA. FOOD AND WATER CAN BE ENJOYED SAFELY IN MOST RESTAURANTS AND FOOD STALLS IN DEVELOPED AREAS; HOWEVER, CAUTION SHOULD BE UTILIZED ELSEWHERE.

PREVALENT FOOD- AND WATER-BORNE DISEASES INCLUDE AMEBIASIS, TYPHOID, PARATYPHOID, SHIGELLOSIS, CHOLERA, INFECTIOUS HEPATITIS, AND NONSPECIFIC DIARRHEAS. MALARIA (INCLUDING P. VIVAX, P. FALCIPARUM, AND DRUG-RESISTANT P. FALCIPARUM), FILARIASIS, JAPANESE B ENCEPHALITIS, DENGUE FEVER, AND TYPHUS ARE THE MAJOR VECTORBORNE DISEASE THREATS. TYPHOID PROPHYLAXIS IS INDICATED, AS IS MALARIA, IF VENTURING BEYOND THE CITY LIMITS. GONORRHEA (INCLUDING PPNG) AND SYPHILIS ARE COMMONLY ENCOUNTERED. VENOMOUS SNAKES (BOTH LAND AND SEA) ARE ABUNDANT CONTRYWIDE AND RABIES IS ENDEMIC.

PUBLIC HOSPITALS ARE GENERALLY WELL EQUIPPED BUT POORLY STAFFED. THE OPPOSITE IS OFTEN TRUE FOR PRIVATE HOSPITALS. IN BOTH CASES, PHYSICIANS ARE COMPETENT AND SPEAK ENGLISH. MEDICAL FACILITIES IN PENANG ARE SUMMARIZED BELOW:

GENERAL HOSPITAL (GOVERNMENT) 734 BEDS. PROVIDES MEDICAL, SURGICAL, PEDIATRICS, OPHTHALMOLOGY, LABORATORY, X-RAY, EKG, ULTRASOUND, AND BLOOD BANK SERVICES FOR THE GENERAL POPULATION. THE EMERGENCY ROOM OPERATES 24 HOURS A DAY. A LARGE OPEN AREA ACROSS FROM THE HOSPITAL COULD BE USED FOR

FOR OFFICIAL USE ONLY

PINANG (PENANG), MALAYSIA

HELICOPTER OPERATIONS. TEL: 04-373-333.

PINANG SEVENTH DAY 85 BEDS. PROVIDES MEDICAL, SURGICAL, ICU, CCU, OB/ADVENTIST HOSPITAL GYN, HEMATOLOGY, PATHOLOGY, AND LABORATORY SERVICES. HOSPITAL (PRIVATE) HAS BEEN RECOMMENDED FOR U.S. NAVY PERSONNEL. TEL: 04-373-344.

PINANG MEDICAL CENTER (PRIVATE) 200 BEDS. PROVIDES MEDICAL, SURGICAL, LABORATORY, X-RAY, AND SOME SPECIALITIES. LOCATED AT 1 JALAN PANGKOR, 3 MILES FROM SHIP'S LANDING. IT IS FAIRLY NEW AND RECOMMENDED FOR U.S. NAVY PERSONNEL. TEL: 04-20-731.

THE SPECIALISTS' CENTER (PRIVATE) 170 BEDS. PROVIDES MEDICAL, OB/GYN, SURGICAL, RADIOLOGY, ANESTHESIOLOGY, RADIOLOGY, ENT, PEDIATRICS, LABORATORY, X-RAY, PLASTIC SURGERY SERVICES. LOCATED AT 19 JALAN LOGANIT. RECOMMENDED FOR U.S. NAVY PERSONNEL. TEL: 04-368-501. OPEN 24 HRS.

BUTTERWORTH (MILITARY) 160 BEDS. THERE ARE TWO HOSPITALS CO-LOCATED HERE, ONE OPERATED BY THE ROYAL AUSTRALIAN AIR FORCE FOR THEIR MILITARY AND DEPENDENTS, AND THE OTHER RUN BY THE MALAYSIAN AIR FORCE FOR THEIR PERSONNEL. HEALTH CARE FOR U.S. PERSONNEL HAS BEEN RECEIVED AND IS BETTER AT THE RAAF FACILITY. IN ADDITION TO MEDICAL, SURGICAL, OB/GYN, DENTAL, PHARMACY, 24-HR EMERGENCY ROOM, AND OTHER SPECIALTIES PROVIDED AT THIS HOSPITAL. THE RAAF ALSO OPERATES A SICK-BAY NEARBY WITH 24-HR SERVICE AS WELL. TEL: 347-666.

IT SHOULD BE NOTED THAT PINANG IS A MAJOR TRAFFICKING CENTER FOR DRUGS ORIGINATING FROM THE GOLDEN TRIANGLE (THAI-BURMA BORDER AREA). HEROIN IS OPENLY OFFERED FOR SALE FROM CAB AND RICKSHAW DRIVERS NEAR THE PIER AND IN VARIOUS BARS. MALAYSIA HAS A NEW MANDATORY DEATH PENALTY FOR POSSESSION OF 5 GRAMS OF PURE HEROIN OR 200 GRAMS OF MARIJUANA.

A BILL OF HEALTH IS REQUIRED FOR VISITING SHIPS. THE NEAREST U.S. MILITARY MEDICAL FACILITY IS THE NAVAL HOSPITAL, SUBIC BAY, REPUBLIC OF THE PHILIPPINES.

(AUG 86) (USS JUNEAU) ORGANIC MATERIAL (WASTES) WERE PRESENT IN THE PORT AREA, BUT NEITHER INDUSTRIAL POLLUTANTS IN HARBOR WATER NOR ATMOSPHERIC POLLUTION WERE NOTED. GARBAGE AND TRASH ACCUMULATION IN THE CITY WAS LIGHT. SEWAGE REMOVAL/TREATMENT WERE POOR TO NONEXISTENT. STRAY ANIMALS (CATS AND DOGS) WERE NOTED. SANITARY COMPLIANCE IN RESTAURANTS AND BARS WERE GOOD, BUT STREET VENDORS WERE POOR. PROSTITUTION IS ILLEGAL BUT OCCURS IN BARS AND HOTELS.

MARITIME DECLARATION OF HEALTH WAS REQUIRED. QUARANTINE OFFICIALS BOARDED WITH A LIBERTY PARTY BRIEF GROUP, MADE NO INSPECTION/TOURS BUT REQUESTED THE DATE OF DERATTING.

F. GASOLINE. (FEB 85) (USS GEORGE PHILIP) GASOLINE IS READILY AVAILABLE AT SHELL AND CALTEX SERVICE STATIONS.

G. PROVISIONS. (FEB 88) (USS REASONER) THE SHIP PURCHASED PROVISIONS VIA U.S. EMBASSY FROM THE UNITED MALAYSIAN SHIPPING COMPANY, TEL: 621141/617562, 168 BEACH ST, PENANG. GOOD QUALITY MEATS, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS ARE AVAILABLE. PROVISIONS WERE PAID FOR BY USDAO KUALA LUMPUR, WHO LATER BILLED USS REASONER VIA MESSAGE.

H. GARBAGE DISPOSAL. (FEB 88) (USS REASONER) GARBAGE SERVICE WAS

PINANG (PENANG), MALAYSIA

AVAILABLE BY TRUCK AT 0900 AND 1800 DAILY. THE POC WAS USDAO KUALA LUMPUR. DUMPING WAS RESTRICTED. TRASH DID NOT NEED TO BE SORTED.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 88) (FICPAC) PENANG, FONDLY DESCRIBED AS THE 'PEARL OF THE ORIENT' IS ONE OF THE 13 STATES OF MALAYSIA. THE STATE ITSELF CONSISTS OF THE ISLAND OF PENANG, COVERING AN AREA OF 285 SQ KM (110 SQ MI), AND A NARROW COASTAL STRIP ON THE MAINLAND FORMALLY KNOWN AS PROVINCE WELLESLEY, COVERING 759 SQ KM (293 SQ MI). THE TWO ARE SEPARATED BY A CHANNEL 3 KM (1.9 MI) WIDE AND LINKED BY A BRIDGE.

PENANG TAKES ITS NAME FROM THE BETEL NUT PALM (PINANG TREE) WHICH IS FOUND IN ABUNDANCE ON THE ISLAND. THE ISLAND WAS AN ALMOST UNINHABITED PIRATE REFUSE UNTIL CAPT FRANCIS LIGHT FIRST SET FOOT ON THE ISLAND IN 1786 TO NEGOTIATE WITH THE SULTAN OF KEDAH ON BEHALF OF THE EAST INDIA COMPANY WHICH REQUIRED A PORTION OF THE EASTERN PART OF THE BAY OF BENGAL FOR ITS TRADING SHIPS. THE AREA THAT CAPT LIGHT FIRST OCCUPIED IS BELIEVED TO BE THE SITE WHERE FORT CORNWALLIS NOW STANDS, AND THIS WAS EXTENDED TO LEBUH CHULIA, LEBUH PITT, AND LEBHU BISHOP, WHICH RAN ALONG THE SEASHORE. THIS TOWNSHIP WAS NAMED GEORGE-TOWN AFTER KING GEORGE III.

PENANG REMAINED UNDER BRITISH RULE UNTIL MALAYA GAINED INDEPENDENCE IN 1957. THEN WITH THE ESTABLISHMENT OF MALAYSIA IN 1963, PENANG WITH THE PRINCE OF WELLESLEY AND A FEW NEIGHBORING ISLANDS BECAME ONE OF THE 13 STATES THAT MAKE UP MALAYSIA. ORIGINALLY NAMED PRINCE OF WALES ISLAND, PENANG NOW BOASTS OF A VIBRANT COMMERCE, EFFICIENT GOVERNMENT, AND A DIVERSE AND INTERESTING RACIAL POPULATION. THE POPULATION IS 15 MILLION (1986 EST).

| | |
|---|-----|
| MALAYS (PREDOMINATELY MUSLIM) | 45% |
| CHINESE (BUDDHISTS, TAOISTS, CONFUCIANISTS) | 43% |
| INDIAN (HINDU WITH A SIKH MINORITY) | 11% |
| OTHERS | 1% |

ISLAM IS THE NATIONAL RELIGION, BUT FREEDOM OF WORSHIP IS EXERCISED AND TEMPLES, MOSQUES, AND CHURCHES CAN BE FOUND IN CLOSE PROXIMITY WITH EACH OTHER. THE OFFICIAL LANGUAGE IS BAHASA MALAYSIA. ENGLISH IS WIDELY USED IN BUSINESS AND IS COMPULSORY IN SCHOOLS.

THE CITY OF GEORGETOWN IS A MAJOR PORT FOR THE COUNTRY SINCE THE INDEPENDENCE OF SINGAPORE. PRIMARY EXPORTS ARE TIN, RUBBER, LATEX, COCONUT, AND PALM OILS. MANUFACTURED GOODS, PETROLEUM AND PETROLEUM PRODUCTS, AND FARM MACHINERY ARE OFTEN IMPORTED THROUGH PENANG HARBOR.

B. LIBERTY. (FEB 88) (USS REASONER) ONE OFFICER, ONE E-6, AND TWO E-5'S WERE ASSIGNED TO SHORE PATROL. THEY WERE IN A STANDBY STATUS ABOARD USS REASONER READY TO BE CALLED IN CASE OF A LIBERTY INCIDENT.

C. CLUBS AND BARS. (FEB 88) (USS REASONER) THERE ARE A WIDE VARIETY OF CLUBS AND BARS, RANGING FROM INEXPENSIVE BEER HALLS SUCH AS THE AH CHOO AND THE TONG LOC TO WESTERN-STYLE DISCOS; THE CELEBRITY, LOCATED ON THE NORTH SIDE OF THE ISLAND NEAR THE BEACH; AND THE JULIANA, LOCATED IN THE SHANGRI-LA INN. THE COVER CHARGE DOES NOT USUALLY EXCEED US\$4.00 AND DRINKS ARE COMPARABLE OR SLIGHTLY LOWER THAN U.S. PRICES: US\$1.50 FOR BEER AND US\$2.50 FOR MIXED DRINKS. THE LATIN QUARTER CLUB IS NOT RECOMMENDED DUE TO THE EXCESSIVE COVER CHARGE (US\$12.00) AND COST OF BEER (US\$6.00). HOTEL CLUBS ARE USUALLY GOOD AND DO NOT REQUIRE HOTEL GUESTS TO PAY THE COVER. ONE PRECAUTIONARY NOTE: MALAYSIAN WOMEN DO NOT ENTER

FOR OFFICIAL USE ONLY

PINANG (PENANG), MALAYSIA

CLUBS UNESCORTED. YOU WILL NOT MEET LOCAL WOMEN IN THE DISCOS BECAUSE THEY HAVE BROUGHT THEIR OWN DANCE PARTNERS.

D. RESTAURANTS. (FEB 88) (USS REASONER) THERE ARE A WIDE VARIETY OF RESTAURANTS SERVING A LARGE SELECTION OF SPECIALTIES INCLUDING MALAY, SZEHUAN, CANTONESE, INDIAN, JAPANESE, THAI, KOREAN, AND CONTINENTAL DINING. THE LARGE HOTELS MAINTAIN THEIR OWN EXCELLENT RESTAURANTS AND HAVE LIVE MUSIC AND FLOOR SHOWS. SOME RESTAURANTS WITHIN THE CITY INCLUDE MALAYSIAN CULTURAL SHOWS, WHICH ARE QUITE INTERESTING. OPEN AIR STALLS OFFER FAST, TASTY, AND INEXPENSIVE MEALS UNDER US\$5.00. IN THE SHOPPING MALL ADJACENT TO THE SHANGRI-LA INN, THERE IS A MCDONALDS, KENTUCKY FRIED CHICKEN, AND AN A&W ROOT BEER. ALL WITH PRICES COMPARABLE TO THOSE IN THE U.S. IT IS CUSTOMARY FOR A 10% SURCHARGE (TIP) TO BE ADDED TO THE BILL.

E. HOTELS. (FEB 88) (USS REASONER) PENANG IS A RESORT CITY, SO THERE ARE A NUMBER OF EXCELLENT HOTELS INCLUDING THE SHANGRI-LA (DOWNTOWN), THE HOLIDAY INN, THE PALM BEACH, THE GOLDEN SAND, AND OTHERS ON THE NORTH COAST. ALL OF WHICH OFFER EXCELLENT ROOMS AND LUXURY SERVICES AT APPROXIMATELY US\$40.00 PER NIGHT. WHEN BOOKING A HOTEL, TELL THEM YOU ARE FROM A VISITING NAVAL SHIP AND YOU MAY GET A DISCOUNT (30% AT THE HOLIDAY INN). WHEN USS REASONER VISITED, A REPRESENTATIVE FROM GEORGETOWN TOURS CAME ABOARD AND OFFERED TO ARRANGE FOR HOTEL ROOMS AT THE SHANGRI-LA AT A 40% DISCOUNT. NOTE: THE GOLDEN CITY HOTEL DOES NOT OFFER AIR CONDITIONING. ALL HOTELS RUN ON A PLUS-PLUS SYSTEM. TO EACH BILL, A 10% SURCHARGE AS WELL AS A 5% TAX ARE ADDED.

F. ATHLETICS. (AUG 86) (USS JUNEAU) ARRANGEMENTS HAVE BEEN MADE FOR THE FOLLOWING:

PENANG SWIMMING POOL, CHINESE SWIMMING POOL, AND RAAF SWIMMING POOL. GOLF AND OTHER SPORTS FACILITIES AT RAAF BUTTERWORTH.

TENNIS, SQUASH, TABLE-TENNIS CAN BE ARRANGED WITH ADVANCE NOTICE. PENANG CLUB (OFFICERS ONLY), PENANG SPORT CLUB, MARINERS CLUB, AND CHINESE RECREATION CLUB HAVE EXTENDED THEIR INVITATION.

COMPETITIONS WITH LOCAL TEAMS WERE ARRANGED THROUGH MALAYSIAN NAVAL LIAISON OFFICER. PICNIC AREAS ARE AVAILABLE AND SUPPLIES CAN BE OBTAINED. THE POC IS THE RESIDENT MALAYSIAN NAVAL OFFICER.

THE FOLLOWING WATER SPORTS ARE AVAILABLE:

| <u>TYPE</u> | <u>COST</u> | <u>PLACE</u> |
|----------------------------|-------------|----------------|
| PARA-SAILING (1 ROUND) | US\$50.00 | BATU FERINGGHI |
| WATER SKI (1 ROUND - 3 KM) | 30.00 | BATU FERINGGHI |
| WINDSURF (1 HOUR) | 15.00 | BATU FERINGGHI |

FOR FURTHER DETAILS, CONTACT MR. MICHAEL (TEL: 373853/377098). HE WILL ARRANGE TRANSPORTATION AND OTHER REQUIREMENTS.

G. BEACHES. (AUG 86) (USS JUNEAU) A NICE BEACH FOR SWIMMING AND SNORKELING IS LOCATED NORTH OF THE PORT WHICH CAN BE REACHED BY BUS OR TAXI. THERE ARE NO BATH HOUSES BUT SNACKS ARE AVAILABLE. RESORT HOTELS OFFER NICE BEACHES AND WIND SURFING.

H. CHURCHES. (AUG 86) (USS JUNEAU) THERE ARE LUTHERAN, ROMAN

II-7
(CH-7)

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PINANG (PENANG), MALAYSIA

CATHOLIC, ANGLICAN, METHODIST, BAPTIST, AND SEVENTH EVANGELIST CHURCHES.

I. TRANSPORTATION. (FEB 88) (USS REASONER) TRAFFIC IS HEAVY AND CARS DRIVE ON THE LEFT SIDE OF THE ROAD. LEGITIMATE TAXIS, MARKED WITH TEKSI LIGHTS ON TOP, ARE NOT METERED, SO PRICE MUST BE NEGOTIATED PRIOR TO RIDE. BE SURE THAT A FIRM PRICE -- EITHER IN U.S. OR M DOLLARS -- IS AGREED UPON SO THAT THERE IS NO DISPUTE AT THE END OF THE RIDE.

BUS SERVICE IS AVAILABLE TO THE PORT AND OPERATING HOURS ARE 0600 TO 2200. PEDALED TRISHAWS, COMPLETE WITH AN UMBRELLA TO KEEP OFF THE SUN, OFFER A UNIQUE MEANS OF SEEING THE CITY AT A LEISURELY PACE AND A MINIMAL PRICE: APPROXIMATELY US\$5.00 FOR ALL DAY.

J. TOURS. (FEB 88) (USS REASONER) TOURS, PROVIDED BY GEORGETOWN TRANSPORT AND TOURIST SERVICE, 18 WELD QUAY, 10300 PENANG, MALAYSIA, TEL: 04-613853, ARE:

| | |
|--------------------------------|----------------------|
| ROUND ISLAND TOUR (3.5 HOURS) | US\$ 8.50 PER PERSON |
| HILL AND TEMPLE TOUR (4 HOURS) | US\$ 9.50 PER PERSON |
| CITY TOUR (3.5 HOURS) | US\$ 8.50 PER PERSON |
| NITE TOUR (4 HOURS) | US\$10.50 PER PERSON |

ROUND ISLAND TOUR HIGHLIGHTS INCLUDE: THE SNAKE TEMPLE, A TYPICAL MALAY VILLAGE, AND A BATIK FACTORY. THE CITY TOUR INCLUDES: THE RECLINING BUDDHA, THE THIRD LARGEST BUDDHA IN THE WORLD, AND MANY BEAUTIFUL ANCESTRAL HOMES. THE HILL AND TEMPLE TOUR FEATURES A RIDE ON THE FUNICULAR CABLE RAIL. THE NITE TOUR FEATURES A RIDE ON A TRISHAW AND A MALAY DINNER (PRICE NOT INCLUDED).

K. SHOPPING. (FEB 88) (USS REASONER) PENANG IS AN EXCELLENT SHOPPING PORT WITH BARGAINS TO BE FOUND ON PEWTER WARE, CARVINGS, AND BATIK (COLORFUL PRINT FABRIC NATIVE TO SOUTHEAST ASIA). RECOMMENDED SHOPPING AREAS ARE THE SHOPS IN AND AROUND THE NEIGHBORHOOD OF THE SUPER DEPARTMENT STORE, 171 J/N BURMAH; AND GAMA SUPERMARKET AND DEPARTMENT STORE, SPG J/N BRICK KILN. HAGGLING IS PERMITTED IN MANY OF THE CURB SIDE SHOPS, BUT LOCAL MERCHANT SAYS THAT HE IS OFFERING A DISCOUNT OF A CERTAIN PERCENTAGE, FOR EXAMPLE 15% OR 20%. THAT MEANS HE IS PRE-HAGGLING HIS PRICE AND WILL NOT GO MUCH LOWER.

L. THEATER AND CINEMA. (AUG 86) (USS JUNEAU) CAPITOL THEATER, 80 JIN MAXWELL, WAS THE ONLY THEATER WHICH SHOW ENGLISH-LANGUAGE MOVIES.

M. PHYSICAL SECURITY. (FEB 88) (USS REASONER) THE PORT AREA IS FAIRLY SECURE WITH A FENCE, GATE, AND SECURITY GUARD PRESENT. THERE IS NO NEED TO SHOW PROPER IDENTIFICATION AT THE GATE. HOWEVER, UNSCORTED GUESTS REQUIRE A LETTER FROM THE SHIP IN ORDER TO ENTER THE GATE. THERE WAS NO NEGATIVE RESPONSE TO THE PRESENCE OF USS REASONER IN PENANG.

N. MISCELLANEOUS INFORMATION. (FEB 88) (USS REASONER) MALAYSIAN CURRENCY IS CALLED RINGITT, WHICH USED TO BE CALLED M DOLLAR. WHEN A LOCAL MERCHANT OR TAXI DRIVER REFERS TO A PRICE IN DOLLARS, HE IS REFERRING TO THE M DOLLAR AT M\$2.45 TO US\$1.00 IN FEB 88. THE SHIP ASKED FOR A MONEY CHANGER TO COME ABOARD DAILY. ON THE DAY OF DEPARTURE, HE CAME ABOARD AND CHANGED EXCESS RINGITTS BACK INTO U.S. DOLLARS WHICH PROVED TO BE CONVENIENT FOR THE CREW. IN ADDITION, DOLLARS MAY BE EXCHANGED AT HOTELS, BANKS, AND MANY OF THE CURB SIDE SHOPS.

COMPILED BY: MRS. KAY DEVAUL, 23PD, FICPAC, FEB 88.

FOR OFFICIAL USE ONLY 11-8
(CH-7)

PORT KELANG, MALAYSIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (3-83) (USDAO KUALA LUMPUR) PORT KELANG (03°00'N/101°24'E) IS MALAYSIA'S PREMIER PORT. IT IS SITUATED ABOUT 40 KM (24.8 MI) FROM KUALA LUMPUR, THE FEDERAL CAPITAL. THE PORT'S HINTERLAND INCLUDES THE HIGHLY INDUSTRIALIZED KLANG VALLEY AS WELL AS THE SOUTHERN PART OF PERAK IN THE NORTH AND GEMAS IN THE SOUTH. THE ORIGINAL PORT, NOW KNOWN AS SOUTH PORT, IS SITUATED AT THE ESTUARY OF THE KLANG RIVER. THE NORTH PORT IS ABOUT 6.4 KM (4 MI) NORTHWEST OF THE SOUTH PORT. BOTH PORTS ARE WELL SHELTERED BY A NUMBER OF ISLANDS. THE CONTAINER TERMINAL IS SITUATED IN THE NORTH PORT.

B. APPROACHES, LIGHTS, ETC. (8-85) (FICPAC) CONSULT DMAHTC PUB 174 (3ND ED 1985) AND CHART 71272 (7TH ED 8 OCT 83, CORR NM 41/83).

(3-83) (USDAO KUALA LUMPUR)

NORTH CHANNEL - PILOT BOARDING GROUND IS ABEAM OF PULAU ANGSA AT 03°11' 12"N/101°14'183E). THE MAIN CHANNEL IS 366 M (1,200 FT) WIDE AND 11.3 M (37 FT) DEEP TO ALLOW MAXIMUM APPROACHABILITY FOR THIRD-GENERATION CONTAINER VESSELS.

SOUTH CHANNEL - PILOT BOARDING GROUND IS SOUTH OF PINTU GEDONG AT 02°51' 36"N/101°14'36"E. THE APPROACH CHANNEL IS 365 M (1,197 FT) WIDE TO ALLOW FOR TWO-WAY TRAFFIC AND IS DREDGED TO 9.6 M (31.5 FT). THE CHANNEL IS 60-70 NM OR 4-5 HOURS STEAMING TIME SHORTER FOR SHIPS APPROACHING PORT KELANG FROM THE SOUTH.

BOTH CHANNELS ARE ADEQUATELY LIT TO PERMIT NIGHT-TIME NAVIGATION. BERTHING AND UNBERTHING ARE PERMITTED EVEN AFTER DARK IN THE NORTH PORT. SHIPPING MOVEMENTS AT THE SOUTH PORT ARE PROHIBITED AT NIGHT BECAUSE OF THE LIMITED SPACE AND A STRONG TIDAL STREAM. HOWEVER, UNBERTHING OF SHIPS UP TO 91.4 M (299 FT) LONG COULD BE ALLOWED AT NIGHT.

C. PILOTAGE. (3-83) (USDAO KUALA LUMPUR) PILOTAGE IN THE NORTH CHANNEL AND SOUTH CHANNEL IS COMPULSORY. IT IS ALSO COMPULSORY TO TAKE A PILOT WHEN BERTHING OR UNBERTHING AT THE WHARF AND MOVING TO AND FROM A BUOY. NOTIFICATION OF EXPECTED TIME OF ARRIVAL SHOULD BE GIVEN AT LEAST FOUR HOURS BEFORE ARRIVAL OF VESSEL, AS THE PILOT WILL NOT PROCEED TO THE PILOT STATION UNTIL CONFIRMATION IS RECEIVED DIRECT FROM THE VESSEL OR FROM THE AGENT. MASTERS ARE REQUIRED TO CABLE "PILOT PORT KELANG" GIVING ETA AT THE POINT WHERE THE PILOT IS REQUIRED - PULAU ANGSA OR PINTU GEDONG - AND DRAFT OF VESSEL. VHF RADIO COMMUNICATION WITH THE PILOT OFFICE OR PILOT BOATS CAN BE ESTABLISHED ON CHANNEL 12 OR 16 AT A RANGE OF 64 KM (39.8 MI). PILOTAGE SERVICES ARE PROVIDED AROUND THE CLOCK BY THE PORT AUTHORITY. CHARGES FOR PILOTAGE ARE CALCULATED ON THE BASIS OF VESSELS LOA AND ARE SCALED ACCORDING TO THE NATURE OF PILOTAGE PERFORMED. EXTRA CHARGES ARE MADE FOR PILOTAGE SERVICE AT NIGHT AND ON PUBLIC HOLIDAYS.

D. ENTRANCE. (8-85) SEE 1B.

E. CHANNEL. (8-85) SEE 1B.

PORT KELANG, MALAYSIA

- F. ANCHORAGES. (8-85) CONSULT DMAHTC PUB 174.
- G. WRECKS AND OBSTRUCTIONS. (8-85) CONSULT DMAHTC PUB 174.
- H. TIDES AND CURRENTS. (8-85) CONSULT DMAHTC PUB 174.
- I. WEATHER AND WINDS. (8-85) CONSULT DMAHTC PUB 174.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (3-83) (USDAO KUALA LUMPUR)
NORTH PORT BERTHING FACILITIES

CONTAINER TERMINAL

| <u>BERTH</u> | <u>LENGTH (M/FT)</u> | <u>DEPTH ALONGSIDE</u> | <u>WIDTH (M/FT)</u> |
|--------------|----------------------|------------------------|---------------------|
| NO. 8 | 213/ 698 | 10.9/35.8 | 79.2/260 |
| NO. 9 | 320/1,049 | 13.4/44.0 | 79.2/260 |
| NO. 10 | 320/1,049 | 13.4/44.0 | 79.2/260 |

CONVENTIONAL BERTHING

| | | | |
|--------|---------|--------------------|---------------------|
| NO. 11 | 192/629 | 8.5/27.9 | 61.6/202 |
| NO. 12 | 192/629 | 9.3/30.5 | 61.6/202 |
| NO. 13 | 192/629 | 7.0/23.0 | 61.6/202 |
| NO. 14 | 186/610 | 6.7/22.0 | 61.6/202 |
| NO. 15 | 168/610 | 4.6/15.1 | DOLPHIN BERTH |
| NO. 16 | 213/699 | 7.0/23.0 | 79.3/260 |
| NO. 17 | 213/699 | 8.4/27.6 | 79.3/260 |
| NO. 18 | 213/699 | 10.5/34.4 | 79.3/260 |
| NO. 19 | 213/699 | 10.0/32.8 | 79.3/260 |
| NO. 20 | 213/699 | UNDER CONSTRUCTION | 79.3/260 |
| NO. 21 | 213/699 | " " | 79.3/260 |
| NO. 22 | 213/699 | 11.3/37.1 | LIQUID BULK DOLPHIN |
| NO. 23 | 213/699 | 10.7/35.1 | " " " |
| NO. 24 | 213/699 | 10.0/32.8 | DRY BULK DOLPHIN |
| NO. 25 | 213/699 | 10.3/33.8 | " " " |

BERTHS NO. 16, 17, AND 18 CAN BE CONVERTED INTO CONTAINER BERTHS. BERTHS NO. 22 AND 23 ARE DOLPHINS FOR LIQUID BULK CARRIERS OF UP TO 60,000 DISPLACEMENT TON, WHILE BERTHS NO. 24 AND 25 ARE FOR DRY BULK VESSELS UP TO 36,000 DWT. THE REST ARE GENERAL CARGO BERTHS.

SOUTH PORT BERTHING FACILITIES

SOUTH PORT HANDLES MOST OF THE EXPORT OF LIQUID CARGO AS WELL AS IMPORT OF WHEAT AND PETROLEUM PRODUCTS WHICH REQUIRE SPECIALIZED FACILITIES. COASTAL TRADE IS ALSO HANDLED AT THE SOUTH PORT.

| | | |
|-------|---------|-----------|
| NO. 1 | 177/581 | 11.4/37.4 |
|-------|---------|-----------|

PORT KELANG, MALAYSIA

| | | |
|--------|---------|-----------|
| NO. 2 | 177/581 | 10.7/35.1 |
| NO. 3 | 177/581 | 8.5/27.9 |
| NO. 4 | 146/479 | 8.7/28.5 |
| NO. 5 | 107/351 | 4.7/15.4 |
| NO. 6 | 107/351 | 3.9/12.8 |
| NO. 7 | 94/308 | 1.5/ 4.9 |
| NO. 7A | 94/308 | 2.8/ 9.2 |

BERTHS NO. 1-4 ARE FOR OCEAN-GOING VESSELS WHILE BERTHS 5-7 ARE FOR COASTAL VESSELS. BERTHS 1-3 ARE EQUIPPED WITH PIPELINES TO HANDLE BULK LIQUID CARGOES SUCH AS PALM OIL, LATEX, PETROLEUM, AND COCONUT OIL. BULK LIQUID INSTALLATION AND PIPELINES ARE OWNED BY THE OPERATORS. OTHER FACILITIES FOR THE DISCHARGE OF LIQUID CARGO ARE PROVIDED AT THE COASTAL PALM OIL JETTY AND THE PRIVATE SHELL OIL JETTY.

APPLICATION FOR BERTHS - DAILY MEETINGS FOR BERTH ALLOTMENT ARE HELD AT THE CONTROL ROOM. APPLICATIONS FOR BERTHS MUST BE MADE BY THE MASTER, OWNER OR AGENT OF THE VESSEL 24 HOURS BEFORE THE BERTH IS REQUIRED. AS A GENERAL RULE VESSELS ARE ALLOTTED BERTHS IN THE ORDER OF THEIR ARRIVAL AND OFF THE PORT.

B. FUEL, LUBE, AND DIESEL. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (3-83) (USDAO KUALA LUMPUR)

NORTH PORT

CONTAINER TERMINAL

| <u>EQUIPMENT</u> | <u>QTY</u> | <u>CAPACITY</u> |
|-------------------|------------|-----------------|
| GANTRY CRANE | 4 | 35.56 TON |
| STRADDLE CARRIER | 11 | 30.48 TON |
| STRADDLE CARRIER | 10 | 35.56 TON |
| LOW MAST FORKLIFT | 40 | 2,722 KG |
| TRAILER 20 FT | 49 | - - - |
| TRAILER 40 FT | 31 | - - - |

CONVENTIONAL BERTHING

| | | |
|--------------|----|-----------------------|
| FORKLIFT | 95 | 2,722 KG |
| FORKLIFT | 2 | 10.16 TON |
| MOBILE CRANE | 8 | 5.08 TON |
| MOBILE CRANE | 2 | 10.16 TON |
| MOBILE CRANE | 3 | 17.00 TON |
| MOBILE CRANE | 1 | 25.40 TON |
| MOBILE CRANE | 1 | 30.48 TON |
| TRACTOR | 27 | 40.64 TON TOWING CAP. |

PORT KELANG, MALAYSIA

| | | |
|-----------------------------|----|------------------|
| GRAB CRANE (DRY BULK CARGO) | 1 | 250 TON PER HOUR |
| TRAILER | 9 | 1 TON |
| TRAILER | 4 | 3 TON |
| TRAILER | 29 | 8 TON |
| TRAILER | 72 | 10 TON |
| TRAILER | 28 | 20 TON |
| TRAILER | 5 | 30 TON |

TIMBER TERMINAL

THE TIMBER TERMINAL IS SITED ON 6 HECTARES OF LAND IN THE NORTH PORT. IT HAS COVERED STORAGE SHED OF 16,722 SQ M (180,000 SQ FT) WITH CAPACITY FOR 12,000 CU TON OF TIMBER AS WELL AS AN OPEN YARD OF 18,860 SQ M (203,014 SQ FT) WITH 30,000 CU TON CAPACITY. THE TERMINAL IS MANAGED BY THE PENKALAN EXPORT PERKAYUAN, A SUBSIDIARY COMPANY OF THE MALAYSIAN TIMBER INDUSTRY BOARD.

LIQUID BULK TERMINAL

THE LIQUID BULK TERMINAL IS DEVELOPED ON A 15 HECTARE SITE IN THE NORTH PORT. REFINED VEGETABLE OIL, CHEMICALS AND PETROLEUM WILL BE HANDLED HERE. THE TWO DOLPHINS WHICH CAN ACCOMMODATE VESSELS UP TO 60,000 DISPLACEMENT TON AND GANTRIES FOR THE PIPELINES WERE BUILT BY THE PORT AUTHORITY, BUT THE DEVELOPMENT OF THE TANK FARM AND MANAGEMENT OF THE TERMINAL IS UNDERTAKEN BY FIMALY, A SUBSIDIARY CO. OF THE FOOD INDUSTRIES OF MALAYSIA. TWENTY STORAGE TANKS ON A COMMON USER BASIS WILL BE PROVIDED. THE CAPACITY FOR PALM OIL STORAGE IS 34,000 TON AND FOR CHEMICAL 9,000 TON.

THE PETROLEUM TERMINAL IS DEVELOPED BY PETRONAS, THE NATIONAL PETROLEUM CO. THE TERMINAL IS SITED ON 5 HECTARES OF LAND. PLANNED STORAGE CAPACITY IS FOR 300,000 BBL OF PETROLEUM PRODUCTS AND BUNKERING FUEL.

DRY BULK TERMINAL IS ADJACENT TO THE LIQUID BULK TERMINAL IN THE NORTH PORT. THERE ARE TWO BERTHS FOR BULK VESSELS UP TO 35,000 DISPLACEMENT TON. OTHER FACILITIES COMPRISE TWO HIGH-SPEED CRANES, CONVEYOR SYSTEM AND WAREHOUSES FOR BULK STORAGE. THE HANDLING CAPACITY OF EACH CRANE IS 250 TON PER HOUR. THE ONE METER WIDE CONVEYOR BELT SYSTEM IS CAPABLE OF CONVEYING BETWEEN 800 TO 1,200 TONS OF MATERIAL PER HOUR. STORAGE CAPACITY FROM THE THREE WAREHOUSES TOTALS 26,057 SQ M (280,484 SQ FT).

SOUTH PORT

| | | |
|-------------------|----|-----------|
| MOBILE CRANE | 1 | 5 TON |
| MOBILE CRANE | 2 | 10.16 TON |
| HIGH PORTAL CRANE | 2 | 2.03 TON |
| FORKLIFT | 24 | 2,722 KG |
| PRIME MOVER | 12 | - - - |
| TRACTOR | 6 | - - - |
| TRAILER | 64 | 8.1 TON |
| TRAILER | 9 | 10.16 TON |
| TRAILER | 2 | 20.32 TON |
| TRAILER | 1 | 30.4 TON |

PORT KELANG, MALAYSIA

D. DRYDOCKS AND REPAIR FACILITIES. (3-83) (USDAO KUALA LUMPUR)
THERE ARE NO MAJOR SHIP REPAIR FACILITIES AT THE PORT. THE AUTHORITY OPERATES THREE SLIPWAYS FOR ITS OWN CRAFT.

SLIPWAY NO. 1 CAN ACCOMMODATE A VESSEL UP TO 27.4 M (89.9 FT) LONG WITH A 3.10 M (10.2 FT) DRAFT AND A DISPLACEMENT OF 150 TONS.

SLIPWAY NO. 2 IS DESIGNED FOR FLAT BOTTOMED VESSELS AND CAN CATER ONLY FOR CRAFT UP TO 23.1 M (75.8 FT) LONG WITH A 2.1 M (6.9 FT) DRAFT AND A DISPLACEMENT OF 100 TONS.

SLIPWAY NO. 3 CAN ACCOMMODATE VESSELS UP TO 45.7 M (149.9 FT) LONG WITH A 4.4 M (14.4 FT) DRAFT AND A DISPLACEMENT OF 450 TONS.

E. WAREHOUSES AND STORAGE AREAS. (3-83) (USDAO KUALA LUMPUR)

NORTH PORT

CONTAINER TERMINAL

THE CONTAINER STACKING YARD IS 24.2 HECTARES, WHICH CAN STACK UP TO A MAXIMUM OF 10,800 CONTAINERS. THERE ARE ALSO 100 REEFER POINTS IN THE CONTAINER YARD AND A WEIGHT BRIDGE OF MAXIMUM 60.96 TONS CAPACITY. THERE IS ONE EXPORT PACKING SHED OF 6,694 SQ M (72,056 SQ FT) WHERE 36 CONTAINERS CAN BE WORKED AT ANY ONE TIME. IMPORT BREAK BULK CARGOS IS HANDLED AT 3 CFS. EACH OF THE CFS IS 7,437 SQ M (80,054 SQ FT).

CONVENTIONAL BERTHING

THERE ARE 6 TRANSIT SHEDS, 14 WAREHOUSES, AND 4 YARD STORES. COVERED STORAGE AREA IS AS FOLLOWS:

| <u>SHED</u> | <u>AREA (SQ M/SQ FT)</u> | <u>SHED</u> | <u>AREA (SQ M/SQ FT)</u> |
|-----------------|--------------------------|---------------|--------------------------|
| TRANSIT SHED 11 | 4,645/50,000 | WAREHOUSE F | 3,716/40,000 |
| TRANSIT SHED 12 | 4,645/50,000 | WAREHOUSE G | 3,716/40,000 |
| TRANSIT SHED 13 | 4,645/50,000 | WAREHOUSE H | 4,273/45,996 |
| TRANSIT SHED 14 | 4,645/50,000 | WAREHOUSE J | 3,344/35,996 |
| TRANSIT SHED 16 | 5,853/63,003 | WAREHOUSE P | 8,631/92,906 |
| TRANSIT SHED 18 | 5,853/63,003 | WAREHOUSE Q | 8,631/92,906 |
| WAREHOUSE A | 2,146/23,100 | BULK WH 2A/2B | 10,012/107,772 |
| WAREHOUSE B | 2,146/23,100 | BULK WH 3A/3B | 10,012/107,772 |
| WAREHOUSE C | 2,339/25,178 | BULK WH 1A/1B | 5,336/57,438 |
| WAREHOUSE D | 1,115/12,002 | | |
| WAREHOUSE E | 3,716/40,000 | | |

SOUTH PORT

STORAGE CAPACITY FOR THE VARIOUS BULK LIQUID CARGO IS AS BELOW:

PALM OIL AND PALM KERNEL OIL 159,512 TONS
LATEX 42,418 TONS

PORT KELANG, MALAYSIA

| | |
|---------------|------------|
| VEGETABLE OIL | 3,048 TONS |
| COCONUT OIL | 2,062 TONS |
| TALLOW | 2,032 TONS |
| ALKANE | 1,282 TONS |

BERTH NO. 4 HAS SPECIAL EQUIPMENT FOR THE DISCHARGE OF WHEAT IN BULK BY MEANS OF SUCTION UNITS. THE WHEAT IS THEN DELIVERED BY AN OVERHEAD CONVEYOR TO A FLOUR MILL SITUATED TO THE REAR OF BERTH NO. 3 AND 4. THERE ARE EIGHT WAREHOUSES IN THE SOUTH PORT. WAREHOUSE NO. 3 IS USED BY THE AUTHORITY WHILE THE OTHERS ARE LEASED TO PRIVATE OPERATORS DEALING WITH COASTAL CARGO. THE WAREHOUSES ARE:

| <u>WAREHOUSE</u> | <u>SQ M/SQ FT</u> | <u>WAREHOUSE</u> | <u>SQ M/SQ FT</u> |
|------------------|-------------------|------------------|-------------------|
| 1A | 4,645/50,000 | 3 | 2,937/31,614 |
| 2A | 4,645/50,000 | 6A | 5,574/60,000 |
| 3A | 4,645/50,000 | 7A | 3,415/36,760 |
| 4A | 4,645/50,000 | 5A | 4,849/52,196 |

F. STEVEDORES. (3-83) (USDAO KUALA LUMPUR) CARGO HANDLING AND STEVEDORING SERVICES ARE PROVIDED BY THE PORT AUTHORITY. SHIPPING AGENTS ARE REQUIRED TO SUBMIT THE USUAL DAILY SHIPPING INFORMATION, I.E. VESSELS ETA, DRAFT, LENGTH, CARGO FOR LOADING OR DISCHARGE, AND THE NUMBER OF LABOR GANGS REQUIRED FOR BOTH CARGO HANDLING AND STEVEDORING TO THE CONTROL ROOM BY 0945 HOURS. ANY FURTHER REQUESTS FOR LABOR SUPPLY OR ANY CANCELLATION OF REQUESTS MADE PREVIOUSLY MUST BE DONE THROUGH THE CONTROL ROOM.

A FEE WILL BE RAISED AGAINST THE SHIPPING AGENT CONCERNED IF SUCH ALTERATIONS ARE MADE AFTER THE TIME LIMITS INDICATED BELOW:

1930 HRS FOR 1ST SHIFT OF THE FOLLOWING DAY
1130 HRS FOR 2ND SHIFT OF THE SAME DAY
1930 HRS FOR 3RD SHIFT OF THE SAME DAY

APART FROM THE NORMAL REQUESTS FOR LABOR, SHIPPING AGENTS MAY APPLY FOR THE HIRE OF CARGO HANDLING GEARS AND FORKLIFTS INCLUDING DRIVERS FOR WORKING ON BOARD VESSELS AT ALL POINTS. SUCH APPLICATIONS MUST BE MADE AT THE DAILY BERTHING MEETINGS.

G. PORT CAPACITY. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-83) (USDAO KUALA LUMPUR) TUGS OWNED BY THE AUTHORITY ARE FITTED WITH FIRE FIGHTING EQUIPMENT TO FIGHT FIRES AT SEA. THE DEPARTMENT ALSO RUNS AN AMBULANCE SERVICE.

THE AUTHORITY MAINTAINS A FLEET OF SEVEN TUG BOATS WHICH ARE USED TO ASSIST SHIPS DURING BERTHING AND UNBERTHING.

PORT KELANG, MALAYSIA

B. WATER (3-83) (USDAO KUALA LUMPUR) ALL THE BERTHS IN THE NORTH PORT ARE FITTED WITH FRESH WATER SUPPLY LINES. SHIPS IN THE SOUTH PORT AND IN THE STREAM MAY OBTAIN WATER FROM TWO WATER-BOATS OPERATED BY THE AUTHORITY.

C. AIRFIELDS. (8-85) (FICPAC) KUALA LUMPUR INTERNATIONAL AIRPORT LIES HALF WAY BETWEEN PORT KELANG AND KUALA LUMPUR. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 150/330 AND DIMENSION OF 3,475 X 45.7 M (11,400 X 150 FT).

MAJOR INTERNATIONAL AIRLINES HAVING THEIR OFFICES IN KUALA LUMPUR ARE: FRENCH AIRLINES/AIR FRANCE, AIR INDIA, BRITISH AIRWAYS, CATHAY PACIFIC AIRWAYS, CHINA AIRLINES, JAPAN AIRLINES, KOREAN AIRLINES, KUWAIT AIRWAYS, LUFTHANSA-GERMAN AIRLINES, PAN AMERICAN WORLD AIRWAYS, PHILIPPINE AIRLINES, QANTAS AIRWAYS, SAUDI ARABIAN AIRLINES, SINGAPORE INTERNATIONAL AIRLINES, SWISSAIR, AND THAI AIRLINES. DOMESTIC SERVICES ARE MALAYSIAN AIRLINE SYSTEM AND MALAYSIA AIR CHARTER CO.

D. COMMUNICATIONS (3-83) (USDAO KUALA LUMPUR) SHIP TO SHORE TELEPHONES ARE AVAILABLE AT ALL BERTHS IN THE NORTH PORT AND VHF SETS ARE AVAILABLE FOR SHIPS AT ANCHOR OR MOORED TO BUOYS.

E. MEDICAL. (2-84) SEE I2/MED.

F. GASOLINE. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

G. PROVISIONS. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

H. GARBAGE DISPOSAL. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (11-74) FOR AN OPERATIONAL VISIT, THE FOLLOWING CALLS ARE RECOMMENDED:

U.S. AMBASSADOR, KUALA LUMPUR
CHIEF OF NAVAL STAFF
GENERAL MANAGER, PORT KELANG AUTHORITY
DIRECTOR OF MARINE

FOR AN INFORMAL VISIT, THE EMBARKED FLAG OFFICER CALLS ON THE FOLLOWING OFFICIALS:

SULTAN OF SELANGOR
MINISTER OF DEFENSE
CHIEF OF ARMED FORCES
CHIEF OF NAVAL STAFF
GENERAL MANAGER, PORT KELANG AUTHORITY
DIRECTOR OF MARINE

U.S. AMBASSADOR

HEAD OF STATE (COMMONLY REFERRED TO AS "THE KING")

PRIME MINISTER (HEAD OF GOVERNMENT)

HIS HIGHNESS, THE SULTAN OF SELANGOR (PORT KELANG IS IN SELANGOR STATE)

PORT KELANG, MALAYSIA

B. HONORS. (11-74) THE ROYAL MALAYSIAN ARMY CAN INSTALL A PORTABLE SALUTING BATTERY IN PORT KELANG FOR THE RETURN OF SALUTE.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (8-85) (FICPAC) THE PORTUGUESE CAME TO MALACCA IN 1509 AND RULED UNTIL DISPLACED BY THE DUTCH IN 1641. ENGLISH BECAME A POWER IN THE LATE 18TH CENTURY, ESTABLISHING TRADING POSTS ON PENANG ISLAND IN 1786 AND IN SINGAPORE IN 1819. THE SEVERAL OTHER MALAY STATES, EACH UNDER THEIR OWN SULTAN, SIGNED AGREEMENTS WITH THE BRITISH AND FORMED A LOOSE UNION KNOWN AS THE FEDERATED MALAY STATES. DURING THE PERIOD OF BRITISH RULE, A GOOD MANY CHINESE AND INDIANS MIGRATED TO MALAYA. THE JAPANESE TOOK CONTROL OF THE AREA FROM 1942 TO 1945. THE STATES FORMED INTO THE MALAY UNION AFTER THE WAR, AND THEN IN 1948 INTO THE FEDERATION OF MALAYA. FROM 1948 TO 1960, A STATE OF EMERGENCY WAS DECLARED TO COPE WITH A COMMUNIST INSURGENCY. IN 1955, THE FIRST NATIONAL ELECTIONS WERE HELD, AND THE COUNTRY ACHIEVED INDEPENDENCE 31 AUG 1957.

THE COUNTRY IS A CONSTITUTIONAL MONARCHY. EXECUTIVE POWER IS VESTED IN THE CABINET, LED BY THE PRIME MINISTER. THE UNITED STATES WELCOMED THE FORMATION OF MALAYSIA IN 1963 AND HAS MAINTAINED DIPLOMATIC RELATIONS EVER SINCE. MALAYSIA HAS BEEN HELPFUL TO CONTRIBUTE TO STABILITY IN SOUTH-EAST ASIA AND TO THE GROWTH OF U.S.-MALAYSIAN ECONOMIC TIES BY ITS SELF-RELIANT DRIVE TO DEVELOP ITS ECONOMY WHILE COMBATTING COMMUNIST INSURGENCY.

PORT KELANG IS NAMED AFTER SIR FRANK KELANG, A PROMINENT FIGURE IN THE EARLY COLONIAL DAYS OF THE MALAY PENINSULA. LOCATED ON THE WEST COAST OF MALAYSIA, IT IS THE COUNTRY'S LARGEST PORT AS WELL AS THE PORT OF ENTRY TO THE CAPITAL, KUALA LUMPUR.

B. LIBERTY. (11-74) THE ARMY PROVOST MARSHALL WILL PICK UP SHORE PATROL AT THE SHIP AND RETURN ON EXPIRATION OF LIBERTY. MALAYSIAN POLICE ARE COOPERATIVE AND MOST KNOWLEDGEABLE. IF THE LIBERTY PARTY IS SMALL, SHORE PATROL MAY NOT BE REQUIRED.

POLICE ARE STATIONED AT THE ENTRANCE TO BOTH NORTH AND SOUTH PORTS AREA. THERE ARE POLICE STATIONS IN PORT KELANG AND KUALA LUMPUR.

PORT KELANG IS A SATISFACTORY LIBERTY PORT FOR ONE OR TWO DESTROYERS OR ONE LARGER SHIP BUT NO BIGGER THAN A CL. THE LIMITING FACTOR IS THE AVAILABILITY OF TRANSPORTATION FOR LIBERTY PARTIES FROM THE PIERS TO KUALA LUMPUR.

BOATS MAY USE THE STEPS AT THE SOUTH END OF THE NORTH PIER AND THE PASSENGER JETTY IN THE SOUTH PORT. THE PIERS ARE WELL POLICED AND IT IS SAFE TO LEAVE BOATS IN THE WATER. THE HIRE OF EXTRA BOATS CAN BE ARRANGED THROUGH THE PORT DIRECTOR.

C. CLUBS AND BARS. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

D. RESTAURANTS. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

E. HOTELS: (9-80) HOTEL ARE PLENTIFUL, BUT THE BEST BARGAINS ARE THE GOVERNMENT-OPERATED REST HOUSES. THEY ARE SCATTERED AROUND THE COUNTRY AND ARE HANGOVERS FROM THE BRITISH COLONIAL DAYS. THE FOLLOWING

PORT KELANG, MALAYSIA

HOTELS IN KUALA LUMPUR ARE RECOMMENDED:

EXPENSIVE - FEDERAL HOTEL, BUKIT BINTANG RD, KUALA LUMPUR, TEL: 88991.
MERLIN HOTEL, TREACHER RD, KUALA LUMPUR, TEL: KL 87701.
MODERATE - HOTEL ODSON, 6-8 JALAN LANDAK, KUALA LUMPUR.
GRAND HOTEL, 67 TREACHER RD, KUALA LUMPUR, TEL: 26421.
STARLIGHT HOTEL, 90-92 RODGER ST., KUALA LUMPUR, TEL: 89774.
METRO HOTEL, 272 JALAN PUDU, KUALA LUMPUR, TEL: 89167.

F. ATHLETIC FACILITIES. (11-74) BRITISH AND MALAYSIAN MILITARY TEAMS ARE ANXIOUS TO PLAY VISITING U.S. TEAMS IN WATER POLO, SOCCER, BASKETBALL, VOLLEYBALL, BADMINTON, TENNIS, AND GOLF.

G. BEACHES. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

H. CHURCHES. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

K. SHOPPING. (9-80) THE MARINERS SHOP SPECIALIZES IN MALAY ARTS AND CRAFTS, MALAYSIAN SILVER, SELANGOR PEWTER, AND HANDBAGS FROM CROCODILE, PYTHON, AND LIZARD SKIN. THIS IS THE ONLY RECOMMENDED SHOP IN THE PORT KELANG AREA. KUALA LUMPUR OFFERS EXTENSIVE SHOPPING IN ANY DESIRED AREA. THE BIGGEST RIPOFF IS FAKE ANTIQUES. STAY AWAY FROM OLD BRASS CANNONS AND WROUGHT IRON HANDLING CEILING LAMPS FROM MALACA.

PETALING STREET IN KUALA LUMPUR IS THE BEST STREET FOR BOTH DAY AND NIGHT SHOPPING. ORIENTAL EMPORIUM AND EASTERN BAZZAR ARE ALL ROLLED INTO ONE DURING THE DAY - DRY GOODS STORES, MUSIC SHOPS, STREET VENDORS CASKET MAKERS, OPTICAL HOUSES, FORTUNE TELLERS, CHINESE MEDICINE AND HERB SELLERS, BRIDAL DRESS BOUTIQUES, AND EVEN A CHINESE LAUNDRY. PETALING STREET IS NOT QUITE THE SAME STREET AT NIGHT. VEHICULAR TRAFFIC HAS STOPPED. BOTH ENDS OF THE STREET ARE BLOCKED OFF. THE SIDEWALKS AND PAVEMENTS HAVE BECOME WAREHOUSES OF VENDORS' MEDICINE SHOW OR HAVE A 10-COURSE CHINESE MEAL ON THE STREET CORNER.

MALAYSIA IS NOT AS GOOD A PLACE TO SHOP AS HONG KONG OR JAPAN. PRICES GENERALLY RUN HIGH EXCEPT FOR SARONGS AND SARIS. THE SKILLFUL SHOPPER CAN FIND GOOD BUYS IN SILVER PEWTER, BRASSWARE, BASKETS, RATTAN FURNITURE, JEWELRY, AND HANDBAGS.

L. THEATER AND CINEMA. (8-85) NO CURRENT INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (3-83) (USDAO KUALA LUMPUR) THE AUTHORITY'S SECURITY DEPARTMENT PROVIDES SECURITY WITHIN THE PORT'S FENCED AREA. THE DEPARTMENT'S MARINE DIVISION HAS THREE PATROL LAUNCHES TO PATROL WATERS WITHIN THE PORT DISTRICT. SECURITY PERSONNEL ARE AVAILABLE FOR HIRE AS WATCHMEN ON BOARD SHIP.

THE KELANG PORT AUTHORITY HAS BEEN GIVEN THE RESPONSIBILITY BY THE GOM WITH THE TASK OF CONTROLLING AND DEVELOPING MALACCA PORT AND THE TANJUNG DRUAS JETTY SOME 200 KM (124 MI) SOUTH OF PORT KELANG. THE TAKE-OVER IS EXPECTED TO BE FINALIZED IN 1983 AND OFFICERS FROM THE

PORT KELANG, MALAYSIA

KELANG PORT AUTHORITY WILL BE SENT TO ADMINISTER THE PORT AND JETTY UNTIL A PROPER AUTHORITY HAS BEEN SET UP TO RUN THE PORT BY ITSELF.

THE MALACCA PORT, SITUATED AT THE MOUTH OF THE MALACCA RIVER, IS 1.6 HECTARES IN AREA. THE PORT DRAFT LIMITATIONS PRECLUDE THE ACCOMMODATION OF VESSELS ALONGSIDE THE WHARF AND CARGO HANDLING OPERATIONS ARE RESTRICTED TO LIGHTERAGE ALONE. THE HARBOR LABOR UNION IS THE SOLE CONTRACTOR FOR STEVEDORING SERVICES.

APPROXIMATELY 12 KM (7.4 MI) NORTH OF MALACCA PORT IS THE TANJUNG BRUAS JETTY WHICH WAS COMMISSIONED IN 1979. THE JETTY IS ONE OF THE ISLAND TYPE AND HAS A TOTAL LENGTH OF 173 M (567 FT). THE AREA DESIGNATED FOR DEVELOPMENT COVERS APPROX 7.3 HECTARES AND IS NOW OCCUPIED BY WAREHOUSES, AN OPEN STORAGE YARD, AN OFFICE COMPLEX, AND A PETRO OIL DEPOT. THERE IS SPACE LEFT FOR THE FUTURE DEVELOPMENT OF DRY AND LIQUID BULK FACILITIES.

MAJOR HOLIDAYS

| | |
|--------|---|
| 1 JAN | NEW YEAR'S DAY |
| 1 MAY | LABOR DAY |
| 6 JUN | BIRTHDAY OF H. M. THE YANG DIPERTUAN AGONG (PARAMOUNT RULER) |
| 31 AUG | NATIONAL DAY OF MALAYSIA |
| 25 DEC | CHRISTMAS |

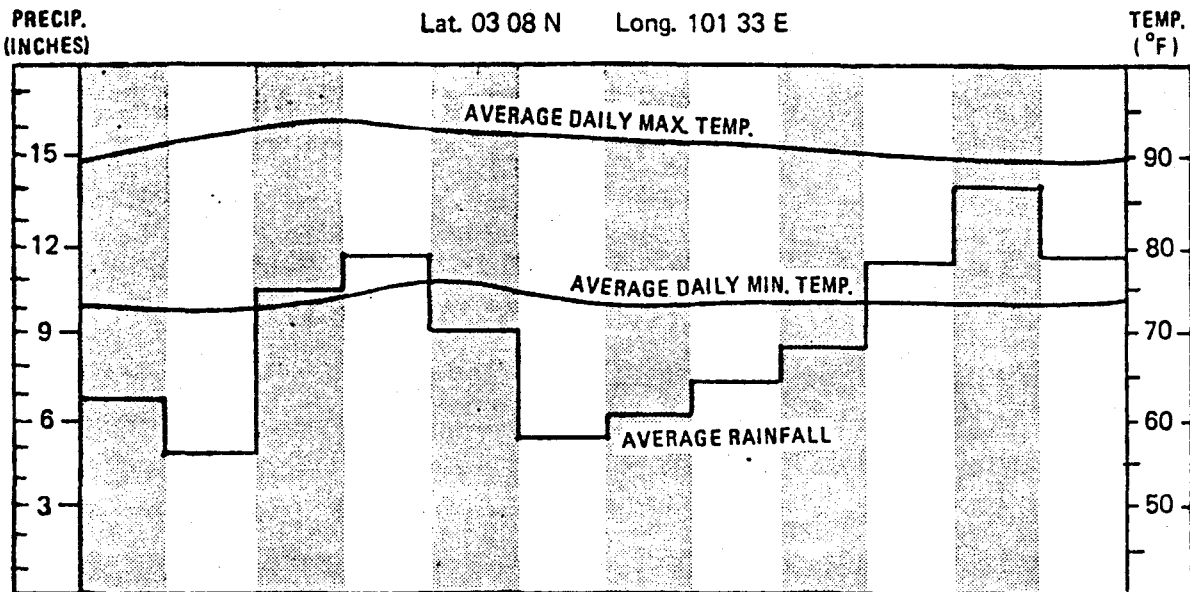
PLUS VARIOUS MUSLIM AND BUDDIST FESTIVALS.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (8-85).

I. WEATHER AND WINDS. (PORT SWETTENHAM AND PORT DICKSON)
KUALA LUMPUR, MALAYSIA (KELANG)

Elev. 89'

Lat. 03 08 N Long. 101 33 E



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|---|
| ☂ | 14 | 14 | 17 | 20 | 18 | 13 | 12 | 14 | 17 | 20 | 20 | 18 | ☂ |
| ⚡ | 18 | 12 | 20 | 21 | 16 | 9 | 9 | 12 | 12 | 16 | 16 | 14 | ⚡ |
| ☁ | 9 | 5 | 7 | 8 | 4 | 5 | 4 | 4 | 5 | 10 | 11 | 10 | ☁ |

TOTAL PRECIPITATION / SNOWFALL (INCHES)

| | | | | | | | | | | | | | |
|---|------|------|-------|-------|------|------|------|------|------|-------|-------|-------|---|
| • | 6.76 | 4.78 | 10.43 | 11.52 | 9.02 | 5.35 | 6.03 | 7.25 | 8.20 | 11.19 | 13.89 | 11.32 | • |
| * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 81 | 79 | 82 | 84 | 83 | 82 | 83 | 83 | 83 | 85 | 88 | 85 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 82 | 82 | 83 | 83 | 83 | 82 | 82 | 82 | 82 | 81 | 81 | 81 |
|----|----|----|----|----|----|----|----|----|----|----|----|

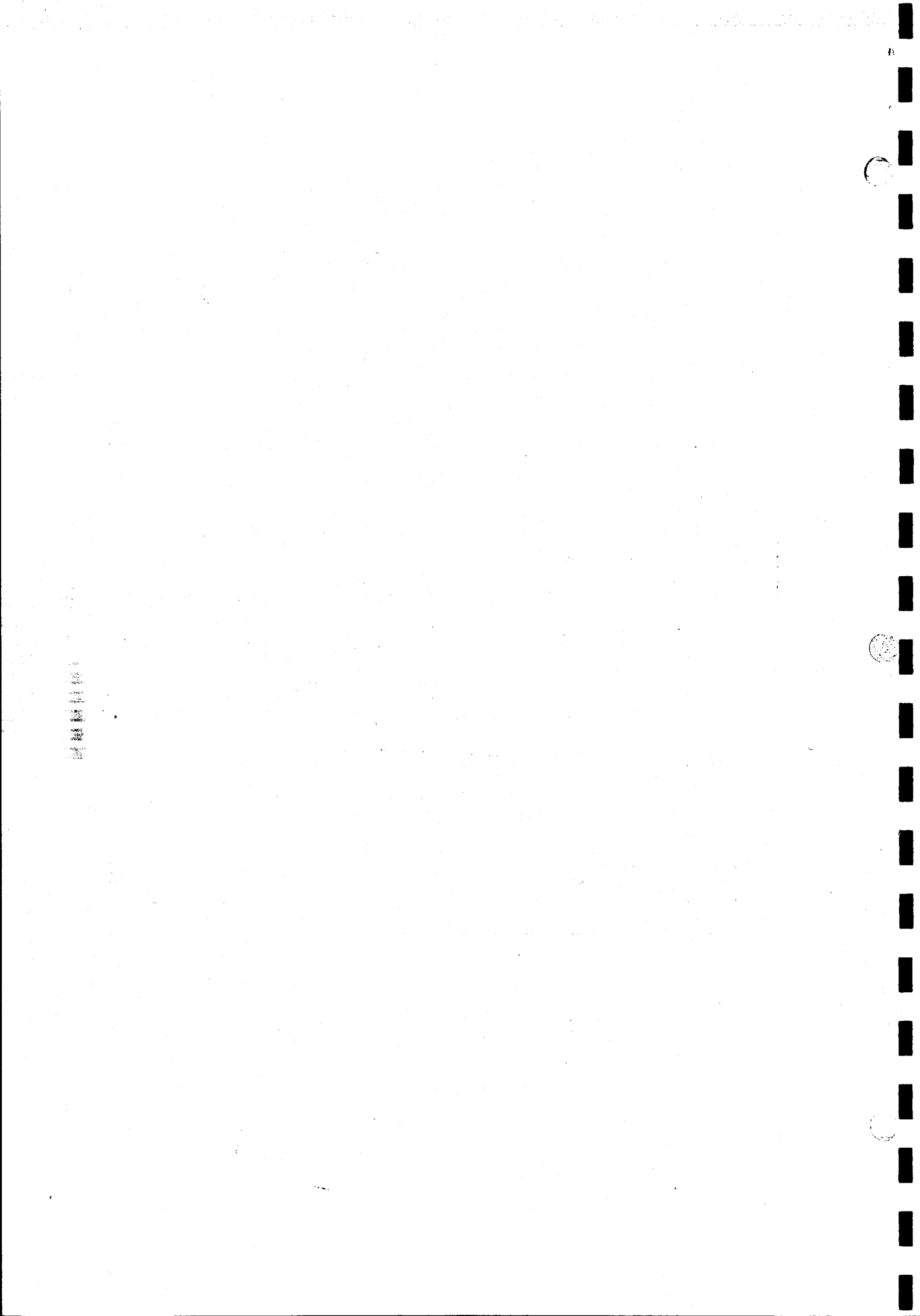
ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 96 | 99 | 97 | 95 | 97 | 97 | 95 | 96 | 95 | 95 | 95 | 95 |
| 66 | 66 | 66 | 71 | 70 | 69 | 69 | 70 | 69 | 70 | 69 | 68 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|---|---|-----|
| NE | E | E | W | S | S | S | S | S | S | W | WNW |
| 6 | 6 | 6 | 6 | 6 | 6 | 7 | 6 | 6 | 5 | 6 | 6 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



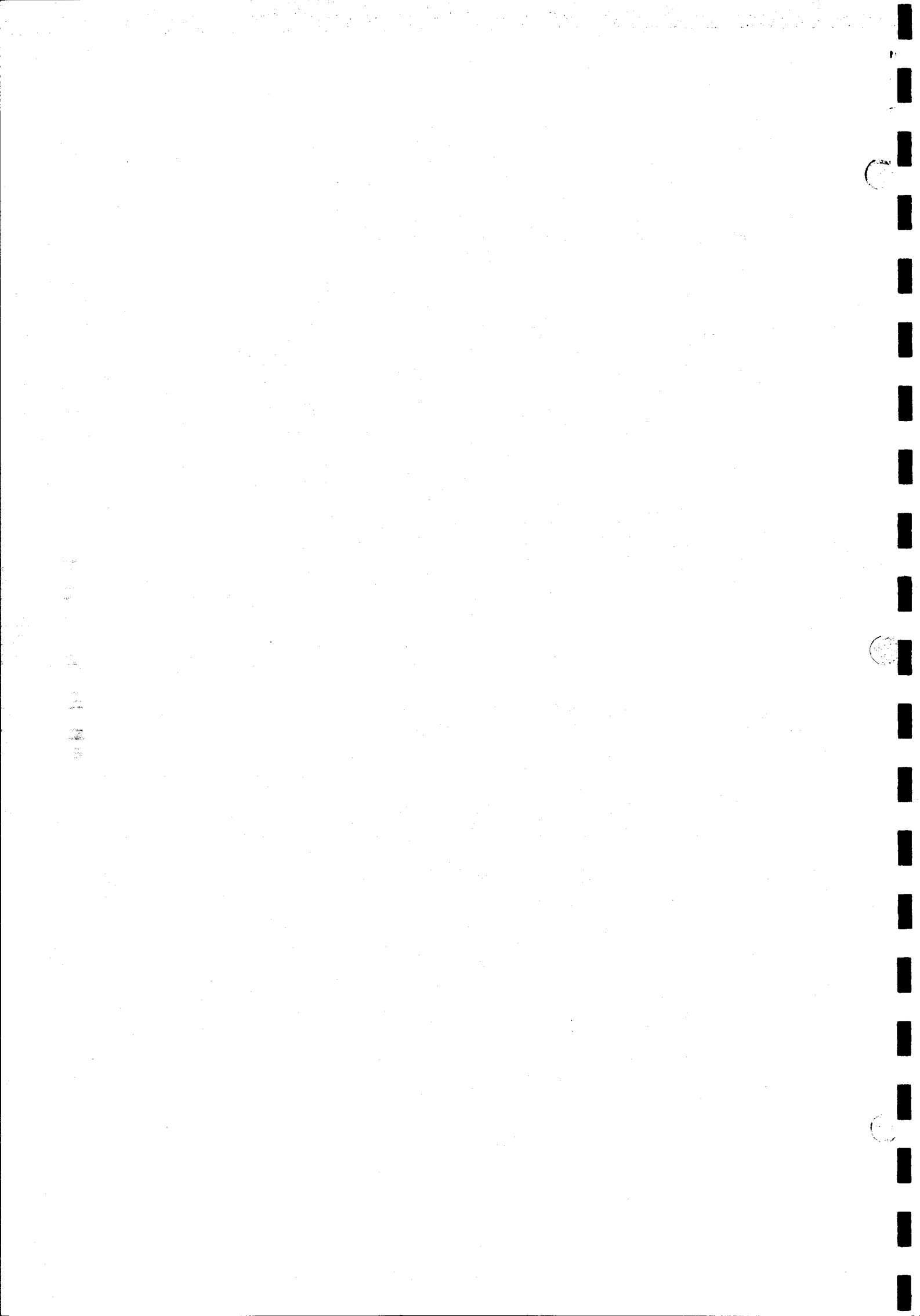
PORT KUCHING, MALAYSIA

3. E. MEDICAL (2-84) THE STANDARD OF LIVING IN MALAYSIA IS HIGH COMPARED TO MOST ASIAN COUNTRIES, AND SIGNIFICANT DEVELOPMENTS ARE CONTINUALLY BEING MADE TO IMPROVE LIVING CONDITIONS. NEVERTHELESS, MOST URBAN AREAS CONTINUE TO BE OVERCROWDED AND SANITATION FACILITIES BECOME IMPAIRED DURING MONSOONAL FLOODING. MINING AND INDUSTRIAL DEVELOPMENT ALSO CONTRIBUTE TO THE SEVERE ENVIRONMENTAL POLLUTION ALONG SEACOASTS AND IN RIVERS. THESE WATERWAYS OFTEN HAVE BEEN SHOWN TO SUPPORT CHOLERA BACTERIA. FOOD AND WATER CAN BE ENJOYED SAFELY IN MOST RESTAURANTS AND FOOD STALLS IN DEVELOPED AREAS; HOWEVER, CAUTION SHOULD BE UTILIZED ELSEWHERE.

PREVALENT FOOD- AND WATER-BORNE DISEASES INCLUDE AMEBIASIS, TYPHOID, PARATYPHOID, SHIGELLOSIS, CHOLERA, INFECTIOUS HEPATITIS, AND NONSPECIFIC DIARRHEAS. MALARIA (INCLUDING P. VIVAS, P. FALCIPARUM, AND DRUG-RESISTANT P. FALCIPARUM), FILARIASIS, JAPANESE B ENCEPHALITIS, DENGUE FEVER, AND TYPHUS ARE THE MAJOR VECTORBORNE DISEASE THREATS. TYPHOID PROPHYLAXIS IS INDICATED, AS IS MALARIA, IF VENTURING BEYOND THE CITY LIMITS. GONORRHEA (INCLUDING PPNG) AND SYPHILIS ARE COMMONLY ENCOUNTERED. VENOMOUS SNAKES (BOTH LAND AND SEA) ARE ABUNDANT CONTRYWIDE AND RABIES IS ENDEMIC.

PUBLIC HOSPITALS ARE GENERALLY WELL EQUIPPED BUT POORLY STAFFED. THE OPPOSITE IS OFTEN TRUE FOR PRIVATE HOSPITALS. IN BOTH CASES, PHYSICIANS ARE COMPETENT AND SPEAK ENGLISH. TWO HOSPITALS ARE AVAILABLE IN KELANG: A 350-BED GOVERNMENT-RUN GENERAL HOSPITAL (TEL: 03-310-011) PROVIDES MEDICAL, SURGICAL, TUBERCULOSIS TREATMENT, AND BLOOD BANKING SERVICES; AND A PRIVATE 66-BED FACILITY KNOWN AS THE MEDLAND GROUP HOSPITAL. NEITHER FACILITY IS UP TO U.S. STANDARDS. BETTER HOSPITAL FACILITIES ARE AVAILABLE IN THE KUALA LUMPUR/PETALING JAYA CAPITAL AREA 20 MILES INLAND. THE UNIVERSITY HOSPITAL (800 BEDS - GOVERNMENT RUN - TEL: 03-564-422), AND THE ASSUNTA HOSPITAL (430 BED - PRIVATELY OWNED - TEL: 03-563-433/AMBULANCE 03-563-311) HAVE BEEN RECOMMENDED FOR U.S. PERSONNEL AND CAN PROVIDE A COMPLETE RANGE OF SPECIALIST SERVICES. IN ADDITION, THE U.S. ARMY MAINTAINS A MEDICAL RESEARCH UNIT AT THE INSTITUTE FOR MEDICAL RESEARCH IN KUALA LUMPUR.

A BILL OF HEALTH IS REQUIRED FOR VISITING SHIPS. THE NEAREST U.S. MILITARY MEDICAL FACILITY IS THE NAVAL HOSPITAL, SUBIC BAY, REPUBLIC OF THE PHILIPPINES.



KUANTAN, MALAYSIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (8-84) (USS DARTER) KUANTAN NEW PORT (3°48'N/103°20'E), COMPLETED IN 1980, IS LOCATED ON THE EAST COAST OF WEST MALAYSIA. IT IS A RELATIVELY NEW, MINOR PORT FOR THE ROYAL MALAYSIAN NAVY. LOCATED APPROXIMATELY 24 KM (15 MI) NORTH OF THE CITY OF KUANTAN.

(3-84) (USS BRUNSWICK) HARBOR AFFORDS VERY LITTLE PROTECTION FROM THE SEA. DURING STRONG NORTHEAST WINDS/WAVES, HEAVY SURGING WAS EXPERIENCED IN RMN BASIN.

(3-83) (USDAO KUALA LUMPUR) THE HARBOR CONSISTS OF AN INNER AND OUTER BASIN. THE INNER BASIN IS ENCLOSED BY TWO BREAKWATERS. THE DEPTH OF THE INNER BASIN WITHIN THE ENCLOSURE OF THE BREAKWATER IS 11.6 M (38 FT) AT LOW WATER. THE TURNING CIRCLE FOR VESSELS IS 500 M (1,640 FT) DIAMETER. THE OUTER BASIN CONSISTS OF ANCHORAGES FOR VESSELS AND AN APPROACH CHANNEL TO THE PORT.

THE KUANTAN PORT AUTHORITY WAS ESTABLISHED ON 1 SEP 74 TO SERVE THE DEVELOPMENT OF THE EAST COAST BY HANDLING THE INCREASING EXPORTS EMANATING FROM THE REGION.

B. APPROACHES, LIGHTS, ETC. (8-84) (USS DARTERK) NO CHARTS ARE AVAILABLE FROM DMA OR BRITISH ADMIRALTY. A LOCALLY PRODUCED CHART WAS BROUGHT ON BOARD BY THE PILOT. THE CHART, "K1", IS PUBLISHED UNDER THE AUTHORITY OF DIRECTOR GENERAL, LEMBAYA PELABUHAN KUANTAN MALAYSIA. THE CHART COVERS THE PORT AND ITS APPROACHES. COPIES WERE FORWARDED TO COMSUBGRU SEVEN AND DMA WITH THE FOLLOWING CORRECTIONS NOTED:

| <u>NAVAID</u> | <u>CHARTED</u> | <u>ACTUAL</u> |
|---|----------------|--|
| NORTH BREAK WATER LIGHT 03-58.19N6/103-26.61E9 | GP FL (4) G | FL 1 SEC G |
| SOUTH BREAK WATER LIGHT 03-58.08N4/103-26.41E7 | GP FL (4) R | FL 1 SEC R |
| NORTH BASIN LIGHT 03-58.14N1/103-26.13E6 | FL G | FL 3 SEC G |
| SOUTH BASIN LIGHT 03-58.09N5/103-26.16E9 | FL G | FL 3 SEC R |
| NORTH BREAK WATER LIGHTS | LIGHTED | EXTINGUISHED |
| LEFT HAND CHANNEL BUOY 03-56.88N0/103-27.82E3 | NA | TOP STRUCTURE DAMAGED LIGHT MISSING |

FROM LOCAL INFORMATION, IT WAS DETERMINED THAT CHANNEL BUOYS ARE KNOWN TO BE OUT OF POSITION DURING MONSOON SEASON. IALA BUOYAGE SYSTEM "A" IN PLACE WITH A WELL MARKED ENTRANCE RANGE (CSE OF 311°5 T) ALLOWS EASY PASSAGE THROUGH BREAKWATER AND APPROACH TO BASIN.

(8-85) (FICPAC) CONSULT DMAHTC PUB 161 (2ND ED 1982, PAGE 192) AND DMA CHART 71024 (9TH ED 15 JAN 83, CORR NM 3/83, APPROACH).

C. PILOTAGE. (8-84) (USS DARTER) (3-84) (USS BRUNSWICK) PILOTAGE IS COMPULSORY. PILOTS BOARDED AT THE CHANNEL MARKER APPROX 3 NM FROM PIER. THE PILOT'S PROFICIENCY WAS ADEQUATE AND HE SPOKE ENGLISH. THREE TUGS

KUANTAN, MALAYSIA

(ONE RMN AND TWO CIVILIAN) WERE AVAILABLE, ALTHOUGH NOT USED.

D. ENTRANCE. (8-84) (USS DARTER) (3-84) (USS BRUNSWICK) NO DIFFICULTIES ENCOUNTERED EITHER ARRIVING OR DEPARTING.

E. CHANNEL. (3-83) (USDAO KUALA LUMPUR) THE CHANNEL IS 350 M (1,148 FT) WIDE WITH A DEPTH OF 12.8 M (42 FT).

(8-84) (USS DARTER) THERE IS A STRONG TIDAL CURRENT IN THE CHANNEL; NORTHERLY AT 1.5 KTS DURING EBB TIDES AND SOUTHERLY AT 1.5 KTS DURING FLOOD TIDES. DURING HEAVY NE MONSOON WEATHER CURRENT IS REPORTED TO RUN IN A SOUTHERLY DIRECTION ONLY. TIDAL CURRENTS INSIDE THE BREAKWATER ARE MINIMAL COMPARED TO TIDAL CURRENTS IN THE CHANNEL. SURGING WAS REPORTED TO BE A SIGNIFICANT PROBLEM DURING THE NOV TO MAR MONSOON SEASON WITH THE NAVY PIERS NOT CONSIDERED SAFE FOR MOORING DURING THAT PERIOD.

F. ANCHORAGES. (8-85) (FICPAC) CONSULT DMAHTC PUB 161.

G. WRECKS AND OBSTRUCTIONS. (8-84) (USS DARTER) THERE ARE NO BRIDGES, OVERHEAD OBSTRUCTIONS, OR WRECKS IN THE WATER.

H. TIDES AND CURRENTS. (8-84) (USS DARTER) (3-84) (USS BRUNSWICK) ADEQUATELY DESCRIBED IN CHARTS AND DMAHTC PUB 161.

I. WEATHER AND WINDS. (3-84) (USS BRUNSWICK) DESCRIBED IN CHARTS AND DMAHTC PUB 161.

2. BERTHING AND FACILITIES

A. MOORING, DOCK, ETC. (8-84) (USS DARTER) THERE ARE FOUR BERTHS 86.9 M (285 FT) LONG IN RMN SOUTH BASIN AND FOUR 168 M (550 FT) BERTHS IN THE NORTH BASIN.

DARTER WAS MOORED OUTBOARD OF A FLOATING BARGE 80X20X9 FT, DRAFT 1.5 FT (COST OF US\$310.00), IN BERTHS ONE AND TWO AT THE SOUTHERN END OF THE HARBOR IN THE NAVAL BASIN. THERE ARE FOUR BERTHS IN THE NAVAL BASIN, EACH APPROX 285 FT LONG AND 30-36 FT DEEP. THE FLOATING BARGE WAS FURNISHED AS A DEEP DRAFT CAMEL. THE BARGE'S DRAFT REQUIRED IT TO BE MODIFIED BY USING LARGE RUBBER TIRES AS FENDERS TO ENSURE THE BARGE DID NOT CONTACT TANK TOPS. IF THE WEATHER HAD BECOME ROUGH, IT WOULD HAVE BEEN NECESSARY TO GET THE SHIP UNDERWAY BECAUSE THE FLOATING BARGE COULD HAVE DAMAGED THE SUPERSTRUCTURE AS IT RODE UP ON THE TANK TOPS. THE BASE COMMANDER STATED THAT HE WAS UNABLE TO PROCURE A DEEP DRAFT CAMEL. STEAM AND ELECTRICITY ARE AVAILABLE ALTHOUGH NOT UTILIZED.

(3-84) (USS BRUNSWICK) 440 VAC, 60 CYCLE, AND 3-PHASE POWER IS AVAILABLE 24 HRS/DAY. THIS WAS THE FIRST TIME PIER SHORE POWER CONNECTION WAS UTILIZED. DUE TO A CASUALTY INCURRED IN THE PIER SHORE POWER BREAKERS DURING SEVERAL ATTEMPTS TO SHIFT TO SHORE POWER, SHORE POWER WAS NOT UTILIZED.

B. FUEL, LUBE, AND DIESEL. (8-84) (USS DARTER) LUBE OIL AND DIESEL FUEL ARE AVAILABLE BY TRUCK IF ENOUGH LEAD TIME IS PROVIDED. DARTER WAS UNABLE TO DETERMINE IF LUBE OIL MET MILITARY SPECIFICATIONS. SHIPS WITH

KUANTAN, MALAYSIA

STANDARD FITTINGS WOULD NOT BE ABLE TO FUEL BECAUSE ALL FUEL FITTINGS WERE METRIC AND NO ADAPTERS WERE AVAILABLE. ALSO NO FUELING DOUGHNUT WAS AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (3-83) (USDAO KUALA LUMPUR)

| <u>EQUIPMENT</u> | <u>QTY</u> | <u>CAPACITY</u> |
|------------------|------------|--------------------------|
| FORKLIFT | 2 | 2.03 TON |
| FORKLIFT | 30 | 3.04 TON |
| FORKLIFT | 9 | 8.12 TON |
| TRAILER | 25 | 20.3 TON |
| TRAILER | 2 | 40.6 TON |
| TRACTOR | 9 | UNK |
| MOBILE CRANE | 3 | 5.08 TON (10.7 M RADIUS) |
| TOWER CRANE | 1 | 25.4 TON (18.3 M RADIUS) |

D. DRYDOCKS AND REPAIR FACILITIES. (8-84) (USS DARTER) NO SHIPS WERE OBSERVED BEING REPAIRED NOR DID IT APPEAR THAT ANY REPAIR FACILITIES WERE AVAILABLE.

E. WAREHOUSES AND STORAGE FACILITIES. (3-83) (USDAO KUALA LUMPUR) PLANS ARE UNDERWAY TO BUILD WAREHOUSES IN THE PORT COMMERCIAL AREA. CONSTRUCTION COMMENCED IN 1982 AND IS EXPECTED TO BE COMPLETED IN 2-YEAR TIME. THERE WILL ALSO BE PRIVATE OPEN STORAGE AREAS ON LAND LEASED TO PORT USERS.

OTHER THAN HANDLING LIQUID AND DRY CARGO, THE PORT ALSO HANDLES ALL TYPES OF GENERAL CARGO AND GENERAL CONSTRUCTION MATERIALS SO LONG AS THE UNIT WEIGHT OF EACH ITEM DOES NOT EXCEED A LOADING STRESS OF 2-TON PER SQ M ON THE SERVICE JETTY WHERE THE TRANSFER OF GENERAL CARGO FROM LAND INTO LIGHTERS AND VICE VERSA TAKES PLACE.

AT PRESENT, WITH LIMITED FACILITIES, KUANTAN PORT HAS A HANDLING CAPACITY OF ABOUT 30,000 TONS OF GENERAL CARGO PER MONTH. THE REPAIR WORK BEING CARRIED OUT NOW IS FOR HANDLING CONTAINER VESSELS. DEVELOPMENT OF THE NORTH BANK AND AN ADDITIONAL BASIN FOR BUILDING MORE BERTHS WILL BE STUDIED AFTER REPAIR WORK HAS BEEN COMPLETED.

F. STEVEDORES. (8-84) (USS DARTER) NONE OBSERVED IN RMN SOUTH BASIN.

G. PORT CAPACITY. (3-84) (USS BRUNSWICK) RMN BASIN CAN ACCOMMODATE ONE ARS/ATS/FF/DD.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (8-84) (USS DARTER) TRUCK ACCESS ONTO WHARF, AND ALL MAIN INLAND POINTS ARE ACCESSIBLE BY ROAD.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-83) (USDAO KUALA LUMPUR) THERE ARE TWO TUGBOATS (EACH OF 2,600 BHP), TWO PILOT LAUNCHES, AND TWO MOORING BOATS.

KUANTAN, MALAYSIA

B. WATER. (8-84) (USS DARTER) POTABLE WATER (UNTREATED) IS AVAILABLE AT PIERSIDE. RMN BASE ENGINEER PROVIDED METRIC TO ENGLISH ADAPTER. THERE IS NO CHARGE FOR WATER. PURE WATER FOR BATTERY OR BOILER USE IS NOT AVAILABLE. POINT OF CONTACT IS RMN SUPPLY.

C. AIRFIELDS. (8-84) (USS DARTER) (8-85) (FICPAC) KUANTAN INTERNATIONAL AIRPORT IS LOCATED 48.3 KM (30 MI) SOUTHWEST OF THE NAVAL BASE. THERE ARE TWO RUNWAYS: AN ASPHALT RUNWAY WITH AN ORIENTATION OF 180/360 AND DIMENSION OF 2,804 X 45.7 M (9200 X 150 FT), AND AN EARTH RUNWAY WITH AN ORIENTATION OF 180/360 AND DIMENSION OF 360 X 29.9 M (1182 X 98 FT).

D. COMMUNICATIONS. (8-84) (USS DARTER) HARBOR CONTROL IS CONTACTED BY UHF 277.0 MHZS, WITH A CALL SIGN "FLAG". PILOT IS CONTACTED BY UHF 16/7 WITH A CALL SIGN "KUANTAN PILOT". ADVANCED NOTICE IS REQUIRED VIA LOGREQ TO USDAO KUALA LUMPUR.

COMMERCIAL TELEPHONE CALLS CAN BE ARRANGED TO CONUS VIA OPERATOR FROM RMN BASE, HYATT HOTEL, MERLIN HOTEL, OR CLUB MED HOTEL. OPERATORS SPEAK ENGLISH AND THEY PROVIDE 24-HR SERVICE. COST OF TELEPHONE TO US IS M\$33.00 (US\$15.07) FOR THE FIRST THREE MINUTES, M\$7.00 (US\$3.20) FOR EACH ADDITIONAL MINUTE. TELEX COST TO CONUS WAS M\$13.60 (US\$6.21) FOR FIVE WORDS. ONE PHONE LINE FOR SHIP TO SHORE IS PROVIDED.

USDAO WILL NOT HANDLE MAIL. PERSONAL MAIL CAN BE MAILED FROM FIRST-CLASS HOTELS OR FROM MALAYSIAN POST OFFICE, LOCATED IN DOWNTOWN KUANTAN.

E. MEDICAL. (2-84) SEE I4/MED.

F. GASOLINE. (8-84) (USS DARTER) READILY AVAILABLE.

G. PROVISIONS (8-84) (USS DARTER) U.S. GOVERNMENT HAS NO ARRANGEMENTS. LOCAL VENDOR PROVIDED ALL ITEMS NECESSARY TO FILL A SUBMARINE PROVISION PACK (PAID FOR BY DD 1149 TO USDAO REP).

H. GARBAGE DISPOSAL. (8-84) (USS DARTER) PROVIDED BY DUMPSTER ON PIER AND PICKED UP TWICE DAILY. TRASH WAS NOT REQUIRED TO BE SORTED. DARTER DISCARDED NO PRINTED MATTER. THERE IS NO CHARGE FOR GARBAGE PICKUP.

4. PERSONALIA

A. CALLS. (8-84) (USS DARTER) THE FOLLOWING CALLS WERE MADE AND RETURNED:

COMMODORE YAAKOB, RMN
CDR SAID, RMN

COMMANDER, RMN AREA ONE
BASE COMMANDER

DARTER ENTERTAINED APPROX 400 RMN PERSONNEL AND THEIR FAMILIES WITH UNCLAS TOURS. THE SHIP WAS VISITED BY COMODORE YAAKOB, MEMBERS OF HIS STAFF, AND ABOUT 25 RMAF PERSONNEL.

B. HONORS. (8-84) (USS DARTER) KUANTAN IS NOT A SALUTING PORT.

KUANTAN, MALAYSIA

(3-84) (USS BRUNSWICK) PASSING HONORS WERE RENDERED BY RMN PATROL BOATS IN PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (8-85) (FICPAC) KUANTAN IS THE CAPITAL (SINCE 1955) OF PAHANG STATE, WEST MALAYSIA, AT THE MOUTH OF THE SUNGAI RIVER ON THE SOUTH CHINA SEA. IT IS MALAYSIA'S MOST IMPORTANT EAST COAST PORT; EXPORTING TIN, RUBBER, AND COPRA. TIN IS EXTRACTED FROM THE DEEP LODE MINE AT SANGAI LEMBING TO THE NORTHWEST. AS THE ONLY EAST COAST TOWN WITH DIRECT ROAD AND AIR LINKS TO KUALA LUMPUR, IT IS A TRANSFER POINT FOR WESTBOUND TRAVELLERS. A SATELLITE COMMUNICATIONS EARTH STATION WAS OPENED AT KUANTAN IN 1970.

FISHING VILLAGES DOT THE REGION'S COASTLINE AND LOCAL COTTAGE INDUSTRIES PRODUCE TEXTILES, DOLLS, SCRW-PINE MATS, AND SILVER JEWELRY. GIANT TURTLES LAY THEIR EGGS IN THE SAND AT NEARBY CHENDOR BEACH. COMMERCIALY VALUABLE STONE CRABS INHABIT PULAU ULAR (SNAKE ISLAND), A SMALL OFFSHORE ISLE THAT ATTRACTS SKIN-DIVING.

(8-84) (USS DARTER) THE POPULATION IS APPROX 150,000. A MINOR NAVAL BASE IS LOCATED 24 KM (15 MI) NORTH OF THE CITY OF KUANTAN.

B. LIBERTY. (3-84) (USS BRUNSWICK) ONE E-5 OR ABOVE WAS ASSIGNED AS SHORE PATROL TO ACCOMPANY RMN MILITARY POLICE FROM 1700-2400 DAILY. RECOMMENDED LIBERTY HOUR IS 2400 A DAY, OFF STREETS BY 0030. HOTEL DISCOS OFFER ENTERTAINMENT UNTIL 0200. BEACH GUARD IS NOT REQUIRED. RECOMMENDED SIZE OF LIBERTY PARTY IS 250 MAXIMUM. COMMERCIAL LIBERTY BOATS/WATER TAXIS ARE NOT AVAILABLE.

C. CLUBS AND BARS. (8-84) (USS DARTER) THERE ARE NUMEROUS BARS IN TOWN. BEER PRICES RANGE FROM M\$(RINGGIT)3.00 TO 6.00 (US\$ 1.37 TO 2.73), AND UP TO M\$9.50 (US\$4.34) PER MIXED DRINK.

D. RESTAURANTS. (8-84) (USS DARTER) THERE ARE NUMEROUS RESTAURANTS (OPEN AIR CAFE STYLE) IN TOWN. TWO EXCELLENT RESTAURANTS ARE AT THE HYATT HOTEL. PRICES FOR DINNER RANGE FROM M\$10.00-20.00 (US\$4.57-9.13) TO M\$25.00-40.00 (US\$11.42-18.26) AT THE HYATT. LIQUOR IS AVAILABLE.

E. HOTELS. (8-84) (USS DARTER) THE BEST ARE HYATT KUANTAN, MERLIN, AND CLUB MED. PRICES RANGE FROM M\$50.00 (US\$22.83) AT SMALL HOTELS NEAR THE HYATT TO M\$135.00 (US\$61.64) AT THE HYATT WITH USDAO 20% DISCOUNT. CLUB MED (A PRIVATE CLUB), LOCATED 16 KM (10 MI) NORTH OF THE BASE, COSTS US\$65.00 PER NIGHT MINIMUM INCLUDING THREE MEALS, OVERNIGHT LODGING, AND FULL CLUB ACTIVITIES. CLUB MED MAY BE VISITED DURING THE DAY FOR US\$35.00.

F. ATHLETICS. (8-84) (USS DARTER) RMN BASE HAS TENNIS COURTS, BASKETBALL, SQUASH, BADMINTON AND SOCCER FIELD. COMPETITION CAN BE ARRANGED WITH RMN. PICNIC/PARTY AREAS ARE AVAILABLE, AND LIMITED AMOUNT OF PICNIC SUPPLIES IS AVAILABLE. POINT OF CONTACT IS CITY POLICE. MAJOR HOTELS OFFER COMPLETE RANGE OF ATHLETIC ACTIVITIES.

KUANTAN, MALAYSIA

G. BEACHES. (8-84) (USS DARTER) THERE ARE NUMEROUS BEACHES THROUGHOUT THE AREA.

H. CHURCHES. (8-84) (USS DARTER) MUSLIM TEMPLES, CATHOLIC AND PROTESTANT CHURCHES ARE AVAILABLE IN KUANTAN. LOCATION AND TIMES OF SERVICE ARE AVAILABLE AT LOCAL HOTELS.

I. TRANSPORTATION. (8-84) (USS DARTER) A 40-PASSENGER AIR-CONDITIONED BUS, WHICH PROVIDED TRANSPORTATION UNTIL 0100 EACH DAY. A CAR AND DRIVER FOR THE CO WERE HIRED THROUGH THE USDAO FROM THE HYATT KUANTAN AT A TOTAL COST OF M\$1,100.00 (US\$502.28) FOR THE ENTIRE VISIT. METERED TAXIS ARE AVAILABLE IN TOWN. HOWEVER, VERY LIMITED TRANSPORTATION IS AVAILABLE BETWEEN RMN BASE AND CITY.

J. TOURS. (8-84) (USS DARTER) TOURS ARE AVAILABLE THROUGH LARGE HOTELS TO VIEW LARGE SEA TURTLES, VISIT LOCAL LARGE WATERFALL, AND VISIT PEWTER FACTORY.

K. SHOPPING. (8-84) (USS DARTER) BARGAINS IN LOCAL HANDCRAFTS INCLUDE BATIK FABRIC, CLAY FLOWER POTS, LIMITED CARVINGS, PEWTER, AND BASKETRY.

L. THEATER AND CINEMA. (8-84) (USS DARTER) ONE MOVIE THEATER WAS NOTED WITH ENGLISH-LANGUAGE MOVIES.

M. MISCELLANEOUS. (8-84) (USS DARTER) THE UNIT OF CURRENCY IS THE RINGGIT [OFTEN REFERRED TO AS THE MALAY DOLLAR (M\$)]. THE RATE OF EXCHANGE IN AUGUST 1984 WAS M\$2.19 TO US\$1.00. CURRENCY IS EXCHANGED AT ANY HOTEL, BUT CHANGING BACK IS ONLY AVAILABLE AT A BANK.

LOCAL LAUNDRY FACILITIES ARE RESTRICTED TO HOTELS AND SERVICE IS VERY EXPENSIVE.

APPROACHING OR TOUCHING MUSLIM WOMEN IS A PUNISHABLE CRIME (FIRST OFFENSE US\$50.00 FINE). REQUEST PERMISSION BEFORE TAKING PHOTOS OF NAVY BASE, MUSLIM TEMPLES, AND MUSLIM PEOPLE.

USE OF NARCOTICS OF ANY KIND, INCLUDING MARIJUANA, IS A CRIME PUNISHABLE BY DEATH (16 PEOPLE WERE EXECUTED IN MALAYSIA DURING PAST YEAR FOR MARIJUANA USE). IF ARRESTED ON A NARCOITCS CHARGE, U.S. EMBASSY OR USDAO CAN PROVIDE NO ASSISTANCE.

PORT AREA IS SURROUND BY 10-FT FENCE.

(3-83) (USDAO KUALA LUMPUR) THE PORT HAS ITS OWN SECURITY FORCE, WITH A STRENGTH OF 40 MEN. THE FIRE BRIGADE DEPARTMENT WHICH HAS 35 MEN IS ALSO MANAGED BY THE PORT. OPERATING HOURS ARE ADMINISTRATIVE (0800-1615), OPERATIONAL (0800-1615), AND 3-SHIFT (1600-2400, 2400-0800).

COMMENTS

(3-84) (USS BRUNSWICK) BRUNSWICK'S VISIT TO KUANTAN WAS THE FIRST EVER BY A U.S. NAVY SHIP. RECEPTION BY THE ROYAL MALAYSIAN NAVY (RMN) WAS WARM AND FRIENDLY. AN INFORMAL LUNCHEON FOR THE WARDROOM HELD. BRUNSWICK RECIPROCATED WITH A LUNCH FOR FIVE RMN OFFICERS ONBOARD.

LOGISTICS WERE THE BIGGEST PROBLEM ENCOUNTERED, MAINLY DUE TO SHORT

KUANTAN, MALAYSIA

NOTICE OF PLANNED VISIT AND DISTANCE BETWEEN HARBOR AND CITY OF KUANTAN. NO LOCAL BUS OR TAXI SERVICE IS AVAILABLE FROM THE HARBOR ON A REGULAR BASIS. AFTER LENGTHY DELAYS DUE TO THE LANGUAGE BARRIER AND SHORT NOTICE, A BUS WITH DRIVER WERE HIRED TO TRANSPORT LIBERTY PARTIES TO TOWN AT COST OF US\$300.00 FOR 24 HOURS. LOCAL CAR RENTAL WAS UTILIZED FOR THE CO, SEDAN WITH DRIVER (RMN LT, PROVIDED BY RMN NAVAL BASE).

FOR FUTURE VISITS, RECOMMEND LONG LEAD LIAISON WITH USDAO KUALA LUMPUR TO ASSURE LOGREQ ITEMS ARRANGED. KUANTAN OFFERS GOOD POTENTIAL FOR FUTURE PORT VISITS BY SMALL/MEDIUM SIZED SHIP.

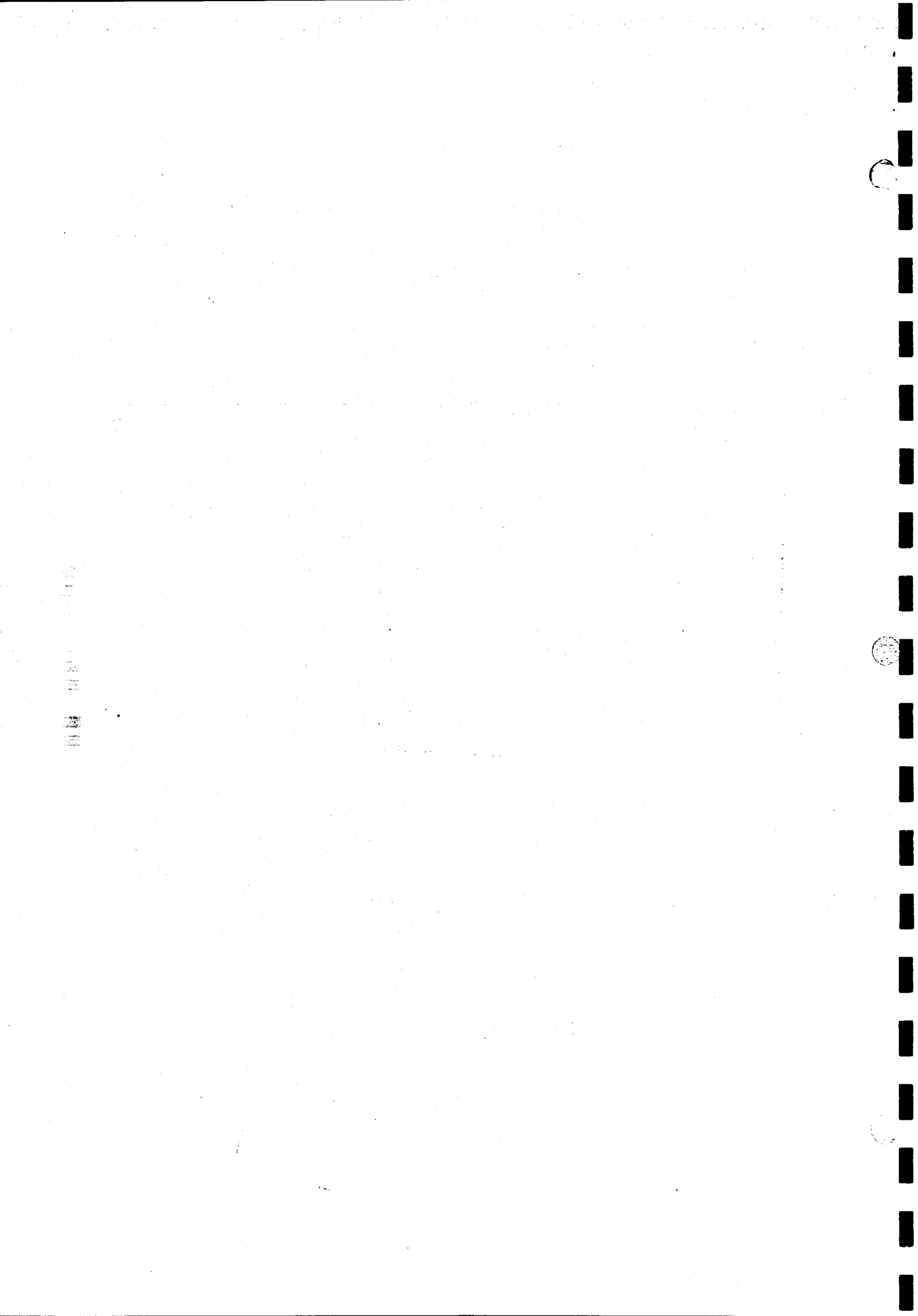
(8-84) (USS DARTER) DARTER'S VISIT TO KUANTAN WAS THE FIRST EVER BY A U.S. SUBMARINE AND THE FIRST BY ANY SUBMARINE SINCE BRITISH RULE ENDED. RECEPTION BY RMN WAS WARM AND FRIENDLY. INFORMAL LUNCHEON WAS HELD FOR THE WARDROOM AND SENIOR RATES SEPARATELY ON 11 AUG. DARTER RECIPROCATED WITH A LUNCHEON FOR TWO OFFICERS AND THEIR WIVES AND THE USDAO REP AND HIS WIFE ON 12 AUG.

LOGISTICS WERE NOT A PROBLEM, AS LOGREQ WAS SENT EARLY AND PROVISIONS WERE ARRANGED FOR AFTER ARRIVAL WITH EXCELLENT SERVICE. RMN LIAISON OFFICER (LT) PROVIDED ASSISTANCE. DARTER PLANNED TO PURCHASE LUBE OIL, BUT IT COULD NOT BE DETERMINED IF IT MET MILITARY SPECIFICATIONS. THE WARDROOM WAS LODGED AT THE HYATT KUANTAN (APPROX US\$65.00 PER NIGHT) AND IT IS A DELIGHTFUL, FIRST-CLASS HOTEL WITH EVERY AMENITY. ALTHOUGH MOST HOTELS WERE CROWDED, ROOMS WERE AVAILABLE FOR ALL CREW MEMBERS WHO WANTED THEM.

THE FLOATING BARGE, PROVIDED IN LIEU OF TWO DEEP DRAFT CAMELS, WAS SATISFACTORY AFTER SUITABLE FENDERING. THE BASE COMMANDER STATED THAT DEEP DRAFT CAMELS WOULD BE AVAILABLE FOR FUTURE SUBMARINE VISITS.

PROPER CREW BRIEFING ON MALAYSIAN HISTORY AND MUSLIM CUSTOMS WAS NECESSARY. THE STATE DEPARTMENT "BACKGROUND NOTES" WERE UTILIZED SUCCESSFULLY IN CREW BRIEFING.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, 474-5285, (8-85).



KUANTAN, MALAYSIA

3. E. MEDICAL (2-84) THE STANDARD OF LIVING IN MALAYSIA IS HIGH COMPARED TO MOST ASIAN COUNTRIES, AND SIGNIFICANT DEVELOPMENTS ARE CONTINUALLY BEING MADE TO IMPROVE LIVING CONDITIONS. NEVERTHELESS, MOST URBAN AREAS CONTINUE TO BE OVERCROWDED AND SANITATION FACILITIES BECOME IMPAIRED DURING MONSOONAL FLOODING. MINING AND INDUSTRIAL DEVELOPMENT ALSO CONTRIBUTE TO THE SEVERE ENVIRONMENTAL POLLUTION ALONG SEACOASTS AND IN RIVERS. THESE WATERWAYS OFTEN HAVE BEEN SHOWN TO SUPPORT CHOLERA BACTERIA. FOOD AND WATER CAN BE ENJOYED SAFELY IN MOST RESTAURANTS AND FOOD STALLS IN DEVELOPED AREAS; HOWEVER, CAUTION SHOULD BE UTILIZED ELSEWHERE.

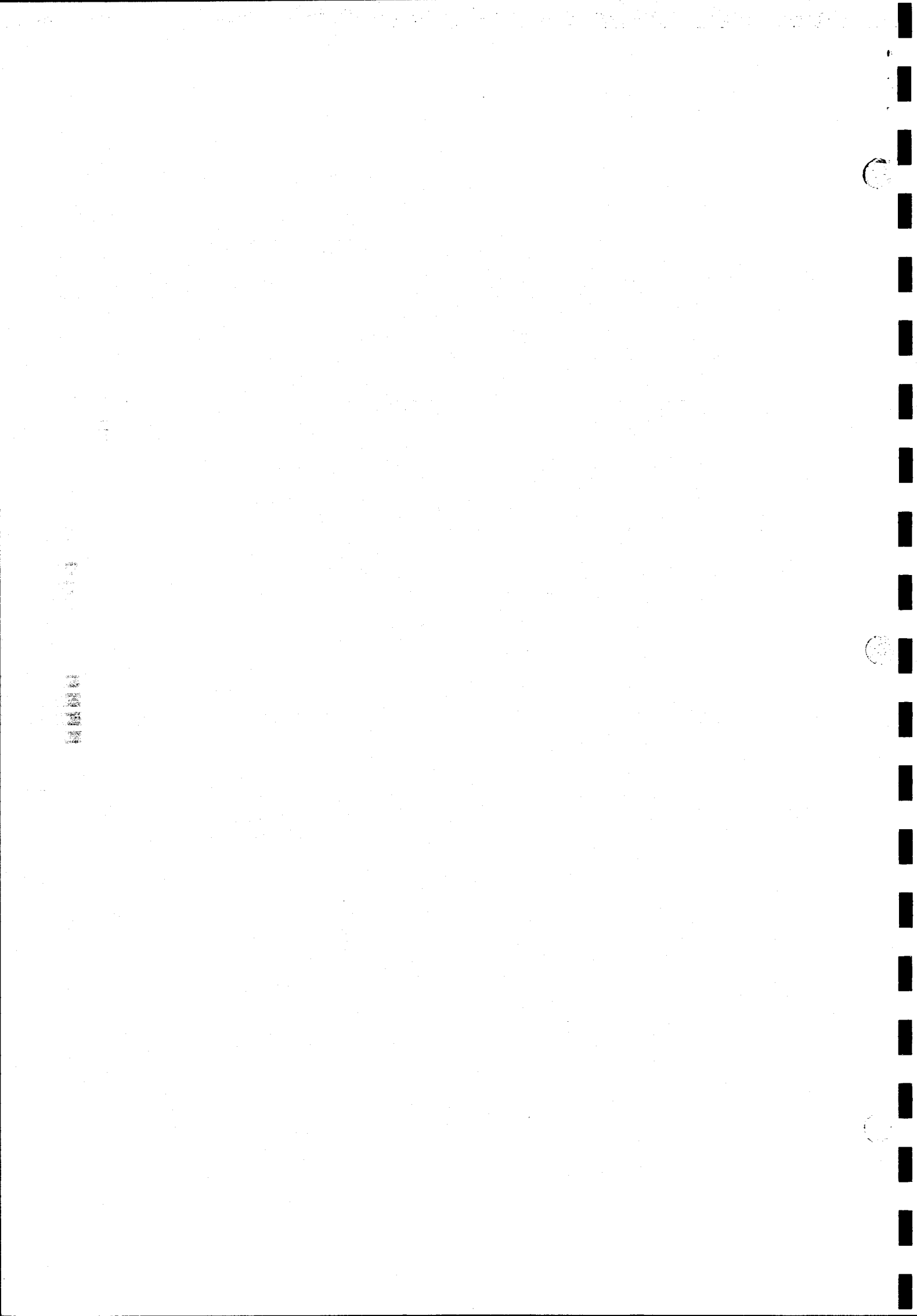
PREVALENT FOOD- AND WATER-BORNE DISEASES INCLUDE AMEBIASIS, TYPHOID, PARATYPHOID, SHIGELLOSIS, CHOLERA, INFECTIOUS HEPATITIS, AND NONSPECIFIC DIARRHEAS. MALARIA (INCLUDING P. VIVAS, P. FALCIPARUM, AND DRUG-RESISTANT P. FALCIPARUM), FILARIASIS, JAPANESE B ENCEPHALITIS, DENGUE FEVER, AND TYPHUS ARE THE MAJOR VECTORBORNE DISEASE THREATS. TYPHOID PROPHYLAXIS IS INDICATED, AS IS MALARIA, IF VENTURING BEYOND THE CITY LIMITS. GONORRHEA (INCLUDING PPNG) AND SYPHILIS ARE COMMONLY ENCOUNTERED. VENOMOUS SNAKES (BOTH LAND AND SEA) ARE ABUNDANT CONTRYWIDE AND RABIES IS ENDEMIC.

PUBLIC HOSPITALS ARE GENERALLY WELL EQUIPPED BUT POORLY STAFFED. THE OPPOSITE IS OFTEN TRUE FOR PRIVATE HOSPITALS. IN BOTH CASES, PHYSICIANS ARE COMPETENT AND SPEAK ENGLISH.

(8-84) (USS DARTER) KUANTAN HOSPITAL, LOCATED 24 KM (15 MI) FROM THE BASE, HAS A DOCTOR AND AMBULANCE. DIAL OPERATOR TO CONNECT. MALAYSIAN ARMED FORCES SICK BAY LOCATED ON BASE HAS NO DOCTOR OR AMBULANCE.

NO PRATIQUE OR BILL OF HEALTH WAS REQUIRED.

THE NEAREST U.S. MILITARY MEDICAL FACILITY IS THE NAVAL HOSPITAL, SUBIC BAY, REPUBLIC OF THE PHILIPPINES.



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LUMUT, MALAYSIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (FEB 88) (FICPAC) LUMUT (04-14N/100-38E) IS LOCATED APPROXIMATELY 3.2 KM (2 MI) UP FROM THE ENTRANCE OF THE DINDING RIVER. SEE DMAHTC PUB 174 FOR DETAILS. VESSELS ARE WARNED THAT STRONG WINDS SOMETIMES BLOW UPRIVER.

B. APPROACHES, LIGHTS, ETC. (NOV 87) (USNS PASSUMPSIC) APPROACH TO LUMUT WAS MADE FROM THE SOUTH, USING BRITISH ADMIRALTY CHARTS 1009 AND 792. THESE CHARTS ARE NOT CURRENTLY PART OF OUR PORTFOLIO, SO ADVANCE PLANNING IS REQUIRED TO OBTAIN THEM. GOOD APPROACH BEARINGS WERE AVAILABLE FROM SEMBILAN ISLANDS AND PU KATAK LIGHT. THE APPROACH WAS MADE SOUTH OF FAIRWAY ROCK, AND THEN NORTH TO ANCHORAGE AT 4-20-18N/100-34-45E. ANCHOR BEARINGS WERE TAKEN OF PU KATAK LT, SOUTHEAST POINT LT, AND SIMPAN ISLAND. THE HOLDING GROUND WAS MUD, AND THE SHIP SWUNG WITH THE TIDAL CURRENT WHICH WAS ESTIMATED AT 2 TO 3 KTS. THE SHIP USED 4 SHOTS OF CHAIN ON DECK UNDER GOOD WEATHER CONDITIONS.

C. PILOTAGE. (FEB 88) CONSULT PUB 174.

D. ENTRANCE. (FEB 88) CONSULT PUB 174.

E. CHANNEL. (FEB 88) THERE ARE THREE CHANNELS LEADING TO THE MAIN CHANNEL OF THE DINDING RIVER: NORTH CHANNEL, NORTHWEST ENTRANCE, AND DINDING CHANNEL.

F. ANCHORAGE. (FEB 88) CONSULT PUB 174.

G. WRECKS AND OBSTRUCTIONS. (NOV 83) (USS ALBERT DAVID) TURNING INTO DINDING RIVER WAS 140°T TO STARBOARD AND REQUIRED A BACKING BELL ON FF TO SWING SHIP AND MAKE TURN DUE TO RESTRICTING WIDTH OF CHANNEL. THERE IS A GREEN CHANNEL BUOY AT OUTSIDE OF TURN.

H. TIDES AND CURRENTS. (MAR 86) (USS DAVID R. RAY) RECOMMEND OBTAINING TIDE TABLES, IF MOORING, FROM ROYAL MALAYSIAN NAVY THROUGH USDAO KUALA LUMPUR.

I. WEATHER AND WINDS. (FEB 88) CONSULT PUB 174.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (NOV 83) (USS ALBERT DAVID) THE SHIP MOORED TO THE PIER IN AN OUTER HARBOR, 305 M (1,000 FT EST) LONG, WITH SIX LINES DOUBLED TO BOLLARDS PIERSIDE. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE AT BERTH.

THERE IS ANOTHER CONCRETE PIER, LUMUT 2, IN AN INNER HARBOR. IT IS APPROXIMATELY 457 M (1,500 FT) LONG, 4.8 M (15 FT) HIGH, WITH 15 M (50 FT) APRON. DEPTH ALONGSIDE IS 8.5 M (28 FT).

B. FUEL, LUBE, AND DIESEL. (NOV 83) (USS ALBERT DAVID) FUEL IS DELIVERED BY PIPE AT A RATE OF 3,600 GAL/HR. A HOSE MODIFICATION IS REQUIRED BECAUSE THE SIZE OF CONNECTION AT PIER IS 10.2 CM (4 IN), BUT A SIZE OF DELIVERY HOSE IS 3.8 CM (1.5 IN). THIS CAUSED REFUELING OF 80 M GAL TO TAKE 28 HOURS.

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LUMUT, MALAYSIA

C. MECHANICAL HANDLING FACILITIES. (NOV 83) (USS ALBERT DAVID) ONE AUTOMOTIVE CRANE AND ONE FLOATING CRANE WERE OBSERVED IN THE PORT. THEY WERE DIESEL POWERED AND HAD AN ESTIMATED RADIUS OF 22.9 M (75 FT) AND HOIST OF 24.4 M (80 FT).

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 86) (USS DAVID R. RAY) TWO MARINE SYNCHRO LIFTS, EACH CAPABLE OF HANDLING 4,000 TONS, ARE OWNED BY THE ROYAL MALAYSIAN NAVY.

EXTENSIVE REPAIR FACILITIES EXIST WHICH COVER MOST BASIC MARINE REPAIR SHOPS. LIFTS ARE INTERCONNECTED TO RAIL AND TRAILER SYSTEM FOR MOVING SHIPS/BOATS INTO COVERED WORK AREAS OR CONCRETE STAGING AREAS.

E. WAREHOUSES AND STORAGE FACILITIES. (NOV 83) (USS ALBERT DAVID) APPROXIMATELY 30 TO 40 WAREHOUSES ARE OBSERVED. THEY ARE 4 TO 6 STORIES, OF CONCRETE WITH A STEEL ROOF. FLOOR AREA IS UNKNOWN.

F. STEVEDORES. (FEB 88) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (MAR 86) (USS DAVID R RAY) LUMUT CAN ACCOMMODATE 2 DD/FF TYPE VESSELS. SHALLOW WATER DEPTH PRECLUDES SPRUANCE CLASS SHIPS FROM ENTERING THE PORT.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (NOV 83) (USS ALBERT DAVID) THE ROADS ARE CONNECTED TO SITIAWAN, 12 KM (7.4 MI), AND IPOH, 85 KM (52.8 MI), FROM LUMUT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (NOV 83) (USS ALBERT DAVID) THERE IS NO CHARGE FOR RMN TUGS. TUGS ARE OBTAINED VIA LOGREQ TO USDAO KUALA LUMPUR AND THROUGH LIAISON WITH RMN.

B. WATER. (NOV 83) (USS ALBERT DAVID) PORTABLE WATER IS AVAILABLE IN ADEQUATE AMOUNTS. DELIVERY IS MADE WITH A 3.8 CM (1.5 IN) CONNECTION. WATER WAS TREATED WITH CHLORINE 2 PPM.

C. AIRFIELDS. (NOV 83) (USS ALBERT DAVID) THERE IS A HELIPORT ON THE RMN BASE NEXT TO THE FLEET OPERATIONS BUILDING ON QUAY WALL. ITS SURFACE IS ASPHALT. FOR PERMISSION TO USE THE HELIPORT, CONTACT ROYAL MALAYSIAN NAVY FLEET OPERATIONS COMMAND (FOC).

D. COMMUNICATIONS. (MAR 86) (USS DAVID R RAY) HARBOR CONTROL, CALL SIGN "FLAG", MAY BE CONTACTED ON 277.0 MHZ. NO FREQUENCIES ARE REQUIRED TO GUARD IN PORT. CONUS CALLS AND MIL SERVICES ARE NOT AVAILABLE.

E. MEDICAL. (FEB 84) (AFMIC) THE STANDARD OF LIVING IN MALYSIA IS HIGH COMPARED TO MOST ASIAN COUNTRIES, AND SIGNIFICANT DEVELOPMENTS ARE CONTINUALLY BEING MADE TO IMPROVE LIVING CONDITIONS. NEVERTHELESS, MOST URBAN AREAS CONTINUE TO BE OVERCROWDED AND SANITATION FACILITIES BECOME IMPAIRED DURING MONSOONAL FLOODING. MINING AND INDUSTRIAL DEVELOPMENT ALSO CONTRIBUTE TO THE SEVERE ENVIRONMENTAL POLLUTION ALONG SEACOASTS AND IN RIVERS. THESE WATERWAYS OFTEN HAVE BEEN SHOWN TO SUPPORT CHOLERA BACTERIA. FOOD AND WATER CAN BE ENJOYED SAFELY IN MOST RESTAURANTS AND FOOD STALLS IN DEVELOPED AREAS; HOWEVER, CAUTION SHOULD BE UTILIZED

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LUMUT, MALAYSIA

ELSEWHERE.

PREVALENT FOOD AND WATER BORNE DISEASES INCLUDE AMEBIASIS, TYPHOID, PARATYPHOID, SHIGELLOSIS, CHOLERA, INFECTIOUS HEPATITIS, AND NONSPECIFIC DIARRHEAS. MALARIA (INCLUDING P. VIVAS, P. FALCIPARUM, AND DRUG-RESISTANT P. FALCIPARUM), FILARIASIS, JAPANESE B ENCEPHALITIS, DENGUE FEVER, AND TYPHUS ARE THE MAJOR VECTORBORNE DISEASE THREATS. TYPHOID PROPHYLAXIS IS INDICATED, AS IS MALARIA, IF VENTURING BEYOND THE CITY LIMITS. GONORRHEA (INCLUDING PPNG) AND SYPHILIS ARE COMMONLY ENCOUNTERED. VENOMOUS SNAKES (BOTH LAND AND SEA) ARE ABUNDANT COUNTRYSIDE AND RABIES IS ENDEMIC.

(NOV 87) (USNS PASSUMPSIC) THE LUMUT HOSPITAL PROVIDES MEDICAL AND DENTAL FACILITIES. IT HAS FOUR DOCTORS, TWO DENTAL OFFICERS, AND 115 BEDS. THIS HOSPITAL HANDLES MINOR SURGICAL AND ORTHOPEDIC CASES, DELIVERIES, X-RAYS, AND HAS AN ELECTROCARDIOGRAPH MACHINE. IT ALSO HAS A LABORATORY WITH BLOOD BANK FACILITIES. SOCCER FIELDS ARE NEARBY THE HOSPITAL IN CASE OF HELO MEDEVAC IS REQUIRED. IF ANY SPECIALIST IS REQUIRED, TRANSFER TO SINGAPORE IS RECOMMENDED.

F. GASOLINE. (NOV 85) (USS DAVID R RAY) U.S. GOVERNMENT HAS NO ARRANGEMENTS.

G. GARBAGE DISPOSAL. (NOV 87) (USNS PASSUMPSIC) GLENN MARINE ENTERPRISE (SHIP CHANDLERS) HAD THE CONTRACT WITH THE RMN BASE AND VISITED THE SHIP THE DAY AFTER ARRIVAL. THEY PROVIDED GARBAGE PICK-UP ARRANGEMENTS. IT IS COST EFFECTIVE TO SPLIT THE SERVICE WITH ANY OTHER U.S. SHIPS THAT MAY BE AT ANCHORAGE ALSO.

4. PERSONALIA

A. CALLS. (MAR 86) (USS DAVID R RAY) A CALL WAS MADE TO COMMODORE SHARIFF, FLAG OFFICER COMMANDING, THE RMN FLEET OPERATIONAL COMMAND, BUT WAS NOT RETURNED. THE CALL WAS ARRANGED BY USDAO KUALA LUMPUR. RAY AND REASONER HOSTED APPROXIMATELY 300 RMN PERSONNEL FOR TOURS.

B. HONORS. (MAR 86) (USS DAVID R RAY) LUMUT IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 88) (FICPAC) LUMUT IS AN ADMINISTRATIVE CENTER OF PERAK STATE, WEST MALAYSIA, WHICH COMPRISES PANGKOR ISLAND, THE SEMBILAN ISLANDS, AND A MAINLAND STRIP 13 KM (8 MI) WIDE, ASTRIDE THE DINDING RIVER INLET. THE ORIGINAL DINDING AREA WAS CEDED TO GREAT BRITAIN (THE ISLANDS IN 1826, THE MAINLAND IN 1874). IT BECAME PART OF THE STRAIT'S SETTLEMENTS AND WAS USED AS A BASE FOR PIRATE SUPPRESSION.

THE DINDING AREA HAS EXTENSIVE COCONUT PLANTATIONS AND MINOR TIN DEPOSITS IN SHALLOW LOW WATERS. LUMUT ENGAGED IN THE COASTAL TRADE OF RUBBER, COCONUTS, AND FISH. PANGKOR ISLAND BECAME A DUTCH STRONGHOLD IN THE 18TH CENTURY. THE RUINS OF A SMALL FORT STILL STAND OUTSIDE PANGKOR VILLAGE. RELIGIOUS AFFILIATIONS ARE ISLAMIC AND HINDU.

B. LIBERTY. (NOV 87) (USNS PASSUMPSIC) THE RMN PROVIDED FOUR LIBERTY LAUNCH RUNS PER DAY, USING A TUG WHICH HELD APPROXIMATELY 60 PERSONS. COMMERCIAL FERRY BOATS ARE AVAILABLE FROM MIN LIAN FERRY

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LUMUT, MALAYSIA

COMPANY FOR ABOUT US\$35.00 PER HOUR. PRICES CAN BE NEGOTIATED AND IT IS RECOMMENDED THAT THE COMMERCIAL FERRY BE HIRED TO AUGMENT THE TUG BOAT RUNS. THE MALAYSIAN NAVY TUG MADE UP TO THE TANK DECK. THE COMMERCIAL MIN LIAN WATER TAXI USED THE ACCOMMODATION LADDER. THE LIBERTY BOATS FOLLOWED THE SCHEDULE WITH SLIGHT DELAYS, BUT THE BOAT RIDE TO SHORE WAS ABOUT 50 MINUTES TO ONE HOUR.

C. CLUBS AND BARS. (NOV 87) (USNS PASSUMPSI) CLUBS AT MALAYSIAN NAVY BASE WERE AVAILABLE FOR CREW MEMBERS.

D. RESTAURANTS. (NOV 87) (USNS PASSUMPSI) MESS HALLS AT MALAYSIAN NAVY BASE WERE AVAILABLE FOR CREW MEMBERS.

(NOV 83) (USS ALBERT DAVID) THE FOLLOWING RESTAURANTS WERE VISITED:

| | | | | |
|-----------------|----------|-----------|----------------------------|----------------------|
| ROSE GARDEN | SITIAWAN | US\$10.00 | MALAYSIAN SEAFOOD | BEER ONLY |
| TRAWLER'S INN | SITIAWAN | 10.00 | CONTINENTAL & MALAYSIAN | BEER/MIXED DRINKS |
| CHICKEN DELIGHT | SITIAWAN | - | CHICKEN | - - - |

E. HOTELS. (NOV 83) (USS ALBERT DAVID)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES US\$</u> | <u>DINING/LIQUOR</u> |
|---------------------|-----------------|--------------------|----------------------|
| REST HOUSE | LUMUT | 5.00 | NO |
| YACHT CLUB | LUMUT | 5.00 | YES |
| DINDING HOTEL | LUMUT | 7-14.00 | - |
| TELOC BATIK CHALET | LUMUT | 19.00 | - |
| MANDARIN HOTEL | SITIAWAN | 15.00 | - |
| QUEEN'S HOTEL | SITIAWAN | 13.00 | - |
| PANGKOR BAY VILLAGE | PANGKOR ISLAND | | |
| TWIN ROOMS | | 21-28.00 | - |
| BEACH HUTS, CHALETs | PANGKOR ISLAND | 22-40.00 | - |
| SEA VIEW, CHALETs | PANGKOR ISLAND | 36-32.00 | - |

F. ATHLETICS. (NOV 87) (USNS PASSUMPSI) SHOOTING RANGE, SPORTS COMPLEX WHICH INCLUDE SQUASH COURTS, BADMINTON HALL, TENNIS COURT, AND SWIMMING POOL AT THE ROYAL MALAYSIAN NAVY BASE WERE AVAILABLE FOR CREW MEMBERS. RMN GOLF COURSE AND YACHTING FACILITIES ARE AVAILABLE BY CONTACTING THE LIAISON OFFICER. PRESENTLY UNDER CONSTRUCTION IS AN 18-HOLE GOLFER'S NIGHTMARE.

G. BEACHES. (NOV 83) (USS ALBERT DAVID) THERE IS A BEACH FOR SNORKELING 4.8 KM (3 MI) FROM THE PORT. A BATH HOUSE IS AVAILABLE. THE CURRENT IS FAIRLY STRONG.

H. CHURCHES. (NOV 83) (USS ALBERT DAVID) CONTACT MAJOR GOH HON-SEN AT FLEET OPERATIONS COMMAND, EXT 308, NAVAL BASE CHRISTIAN SOCIETY.

I. TRANSPORTATION. (NOV 87) (USNS PASSUMPSI) BUS FARE TO SITIAWAN AND LUMUT IS 80 MALAYSIAN CENTS (PAISES). TAXIS ARE QUITE EXPENSIVE. SPECIAL EXPRESS BUSES RUN TO IPOH, TAIPING, TELOK, INTAN, AND PENANG FOR AROUND 4 MALAYSIAN DOLLARS (TAKA).

J. TOURS. (NOV 87) (USNS PASSUMPSI) THE TOWN OF LUMUT IS 6 KM (3.7

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(CH-7)

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LUMUT, MALAYSIA

MI) FROM THE MAIN GATE AND SITIAWAN IS 12 KM (7.5 MI) AWAY. LYING OFF THE NAVAL BASE IS THE WELL-KNOWN PANGKOR ISLAND TO WHICH TOURISTS AND HOLIDAY-MAKERS MAKE A BEELINE. THIS IS HIGHLY RECOMMENDED FOR THOSE THAT WANT TO GET AWAY FROM IT ALL. EIGHTY-FIVE KM (52.8 MI) TO THE SOUTH IS IPOH, THE PERAK STATE CAPITAL AND ONE OF THE BIGGEST TOWNS IN MALAYSIA. AS THE SEAT OF THE STATE GOVERNMENT, IPOH HAS NUMEROUS ENTERTAINMENT AND RECREATIONAL FACILITIES.

K. SHOPPING. (NOV 83) (USS ALBERT DAVID) RECOMMENDED SHOPPING AREA IS SITIAWAN. PRICE BARGAINING IS ACCEPTED.

L. THEATER AND CINEMA. (FEB 88) NO INFORMATION IS AVAILABLE.

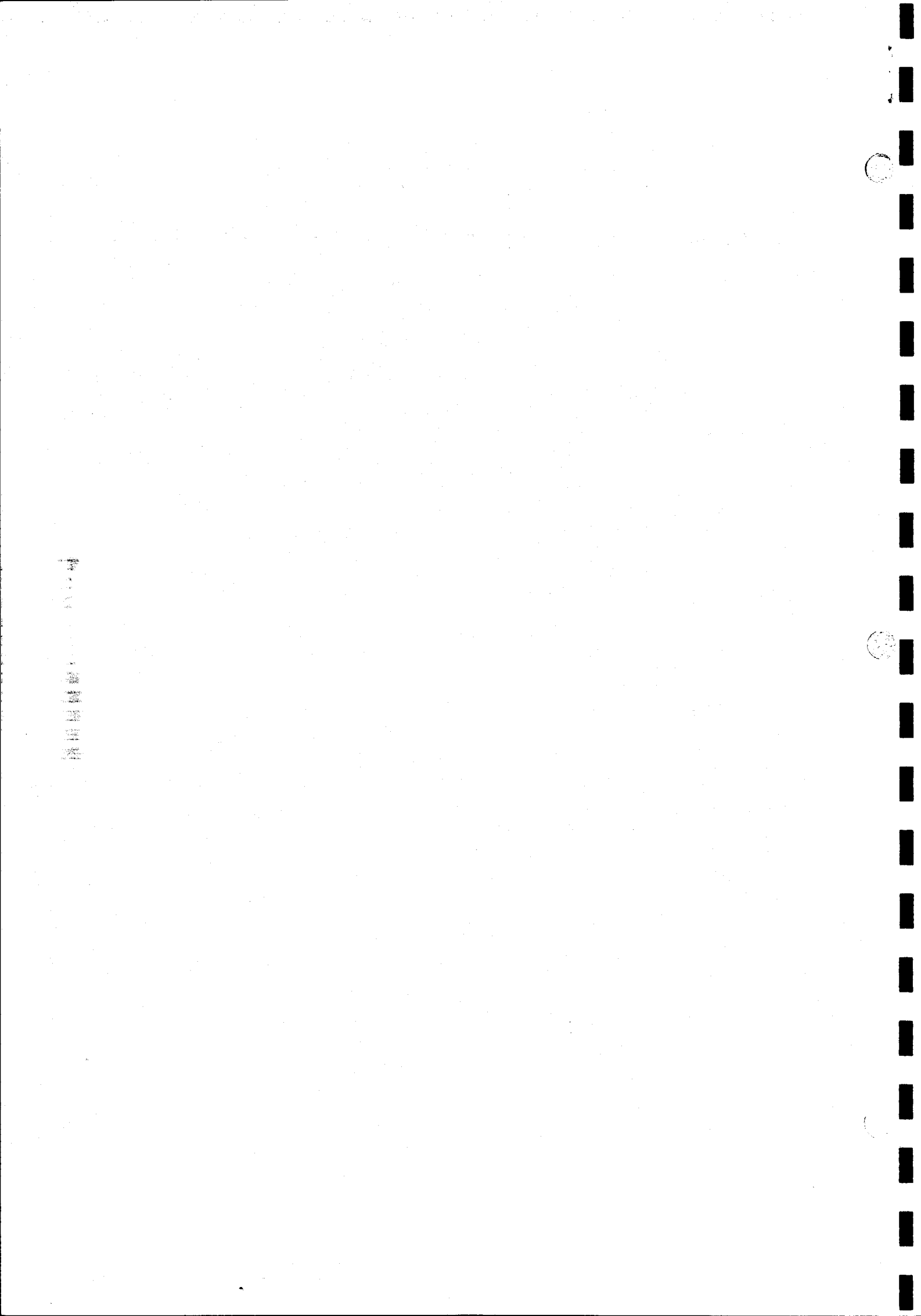
M. PHYSICAL SECURITY. (MAR 86) (USS DAVID R RAY) THE SHIPYARD AREA IS SECURED FROM THE REMAINDER OF THE RMN BASE BY 6-FT CHAIN LINK FENCE AND GUARDS. HAVING BEEN CONSTRUCTED IN THE PAST 10 YEARS, THE RMN BASE IS EXTREMELY MODERN WITH UP-TO-DATE TACTICAL TRAINING FACILITIES. TWENTY THOUSAND RMN PERSONNEL ARE HOUSED ON THE BASE.

N. MISCELLANEOUS INFORMATION. (NOV 87) (USNS PASSUMPSIC) THE ROYAL MALAYSIAN NAVY PERSONNEL WERE QUITE WARM AND HOSPITABLE AND THE PASSUMPSIC LOOKS FORWARD TO NEXT VISIT TO LUMUT TO RENEW OLD ACQUAINTANCES.

USDAO KUALA LUMPUR IS THE U.S. NAVY LIAISON, AND LOGREQ'S SHOULD BE SENT TO THEM. THEY WERE QUITE HELPFUL IN TAKING CARE OF SHIP'S NEEDS WITH REGARDS TO INJURED/STRANDED CREW MEMBERS.

BARBER SHOP, EXCHANGE FACILITIES, AND TAILOR & LAUNDRY SERVICES WERE AVAILABLE AT THE ROYAL MALAYSIAN NAVY BASE.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, FEB 88.



PULAU TIOMAN, MALAYSIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 86) TELOK TEKEK ON PULAU TIOMAN ISLAND IS A WIDE, NATURAL BAY PROVIDING SHELTERED ANCHORAGE BETWEEN RENGUS ISLAND TO THE SOUTH AND PENUBA POINT TO THE NORTH. THE BAY ITSELF OPENS TO THE WEST 2.3 KM (1.4 MI) AND EXTENDS ABOUT 4.3 KM (2.7 MI) NORTH AND SOUTH. SOUNDINGS IN THE BAY CONCUR WITH CHARTED SOUNDINGS AND ARE BETWEEN 14 AND 16 FATHOMS TO WITHIN 400 YDS OF THE SHORE, AND THEN SHOALING RAPIDLY TO THE BEACH. SEAWARD OF THE BAY IS A 1.6 KM (1 MI) WIDE TRENCH WITH SOUNDINGS OF UP TO 24 FATHOMS. SEAWARD OF THE TRENCH SOUNDINGS ARE AGAIN 14 TO 18 FATHOMS AND THIS AREA COULD PROVIDE ADDITIONAL BUT LESS SHELTERED ANCHORAGE. AT SEVERAL TIMES DURING THE EXERCISE, UP TO 15 SHIPS WERE ANCHORED AT TIOMAN, WITH THE SMALLER MALAYSIAN COMBATANTS ABOUT 100 YDS FROM THE SHORE AND THE LARGEST U.S. UNITS UP TO 4,000 YDS FROM THE SHORE. THE BOTTOM IS MUD AND SHELL AND PROVIDED EXCELLENT HOLDING GROUND. ANCHORAGE FOR HALSEY WAS IN 17 FATHOMS OF WATER WITH RENGUS ISLAND BEARING 163°T AT 1,000 YDS, AN EXCELLENT LOCATION FOR A LARGE COMBATANT.

B. APPROACHES, LIGHTS, ETC. (JUL 86) (USS CIMARRON) CHART USED WAS "PLANS ON THE EAST COAST OF MALAYA" BRITISH ADMIRALTY CHART 1394 (14 JUN 57, CORR BA NM 24/84), WHICH WAS OBTAINED FROM DMA. THE CHART SHOWS TOPOGRAPHIC FEATURES ONLY AND NO NAVIGATIONAL AIDS. DMAHTC PUB 161 (3RD ED 1985) WAS UTILIZED FOR PORT INFORMATION/DATA. INFORMATION PROVIDED THEREIN WAS MINIMAL BUT ADEQUATE FOR ADVANCE PLANNING.

(AUG 84) (USS HALSEY) NAVIGATIONAL AIDS USED CONSISTED SOLELY OF GEOGRAPHIC FEATURES. THERE ARE NO CONSTRUCTED VISUAL AIDS FOR NAVIGATION, AND AT NIGHT RADAR IS THE ONLY AVAILABLE METHOD OF FIXING POSITION.

(1) AIDS USED AT ANCHOR AND ON APPROACH:

SOYAH ISLAND (02-52-32N4/104-08-58E6)
PENUBA POINT TANGENT (02-51-18N7/104-09-00E4)
MESOH POINT TANGENT (02-50-04N2/104-09-42E0)
POLICE STATION (02-49-10N6/104-09-42E0)
POINT SAID TANGENT (02-48-12N7, 104-08-56E4)
RENGUS ISLAND (02-48-36N3/104-08-14E8)

(AN EXCELLENT LAND MARK ON ANY APPROACH)

BATU PANJANG POINT TANGENT (02-48-02N6/104-07-44E0)

(2) WHITE ROCK (02-48-18N3/104-08-32E8) IS ON THE CHART AND WAS INITIALLY PLANNED AS A HEAD BEARING BY SOME SHIPS. IT IS VERY DIFFICULT TO DISTINGUISH FROM THE BACKGROUND. DEPENDING ON THE TIME OF YEAR "WHITE ROCK" IS EITHER GREEN WITH MOSS OR BROWN WITH A HEAVY GROWTH OF UNDERBRUSH. RECOMMEND IT NO LONGER BE CONSIDERED A LANDMARK AND BE DELETED FROM THE CHART.

(3) THERE IS A WATER TOWER AT 02-48-27N3/104-08-42E9.

IT IS A HIGHLY VISIBLE SQUARE TANK ELEVATED APPROXIMATELY 15.2 M (15 FT), LOCATED 300 YDS FROM THE BEACH. RECOMMEND THIS BE ADDED TO THE PLAN. THERE IS A RADIO TOWER (IN THE VICINITY OF BATU PANJANG) THAT IS ALSO NOT PLOTTED ON THE PLAN.

PULAU TIOMAN, MALAYSIA

(4) RECOMMEND A LARGE SCALE CHART OF PULAU TIOMAN BE ADDED TO THE DMA CHART PORTFOLIO, TO MAXIMIZE ITS UTILITY, THE CHART SHOULD INCLUDE SUFFICIENT AREA TO PERMIT APPROACH AND ANCHORAGE ON ONE CHART. A TOPOGRAPHIC MAP OF THE ISLAND MAY BE AVAILABLE FROM MALAYSIAN SOURCES TO POSITION SOME OF THE NEW LANDMARKS.

C. PILOTAGE. (JUL 86) (USS CIMARRON) PILOTS WERE NOT AVAILABLE.

D. ENTRANCE. (JUL 86) SEE PARA 1B.

E. CHANNEL. (JUL 86) THERE ARE NO CHANNELS.

F. ANCHORAGE. (JUL 86) (USS CIMARRON) THE SHIP ANCHORED AT 02° 50.2'N/104°08.5'E IN 31 M (102 FT) DEPTH OF WATER. MUD AND SAND BOTTOM PROVIDED EXCELLENT HOLDING GROUND. PROTECTION WAS FAIR. BEARINGS WERE: TANJONG MESOH (097°), PUSOYA (011°), AND PURENGU (091°).

G. WRECKS AND OBSTRUCTIONS. (JUL 86) NO INFORMATION IS AVAILABLE.

H. TIDES AND CURRENTS. (JUL 86) TIDE OR TIDAL CURRENT PREDICTIONS ARE NOT AVAILABLE FOR TIOMAN. AN INTERTIDAL ZONE OF ABOUT FOUR FEET WAS OBSERVED ON PIERS AND ISLANDS. THERE IS AN OFFSHORE CURRENT OF ABOUT 1 TO 2 KNOTS FOLLOWING THE COASTLINE FROM SW TO NE, STRONGEST IN THE AREA OF THE 24 FATHOM TRENCH MENTIONED EARLIER.

I. WEATHER AND WINDS. (JUL 86) WINDS WERE WSW 6 TO 12 KNOTS WITH OCCASIONAL GUSTS TO 15 TO 20 KTS. VISIBILITY WAS UNRESTRICTED TO 10 TO 12 NM. TEMPERATURES WERE MAXIMUM 36°C (97°F) AND MINIMUM 27.7°C (82°F). PRECIPITATION WAS A NEGLIGIBLE DRIZZLE. SEAS 1-2 FT SWELLS, 2-4 FT, 6-9 SEC PERIOD, SEA STATE 1-2 DECREASING TO NEAR CALM IN THE BAY.

2. BERTHING, AND FACILITIES

A. MOORINGS, DOCKS, ETC. (AUG 84) (USS HALSEY) THERE ARE NO PORT FACILITIES OR A PORT AT TELOK TEKEK. THERE ARE TWO PIERS. ONE, ABREAST RENGUS ISLAND, IS ABOUT 100 YDS LONG AND MADE OF CONCRETE. IT PROVIDES FOR UP TO THREE SMALL BOATS MOORED ALONGSIDE AT THE FAR END AND WAS USED BY SHIP'S BOATS, PRIVATE SAILING VESSELS, FISHING VESSELS, AND UP TO 60 FT INTER-ISLAND CRUISE BOATS. IT IS OF MODERN CONSTRUCTION AND VERY STURDY. THE SECOND PIER IS IN THE VICINITY OF THE POLICE STATION AND IS CONSTRUCTED OF WOOD. IT WAS USED BY LOCAL FISHING VESSELS. IT IS NOT RECOMMENDED FOR USE BY U.S. NAVY SMALL BOATS.

B. FUEL, LUBE, AND DIESEL. (JUL 86) (USS CIMARRON) NONE AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (JUL 86) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (JUL 86) (USS CIMARRON) NONE.

PULAU TIOMAN, MALAYSIA

E. WAREHOUSES AND STORAGE FACILITIES. (JUL 86) (USS CIMARRON) THERE ARE NO FACILITIES AVAILABLE.

F. STEVEDORES. (JUL 86) (USS CIMARRON) THERE ARE NO STEVEDORES.

G. PORT CAPACITY. (JUL 86) (USS CIMARRON) THERE ARE NO PIERSIDE BERTHS AVAILABLE. THE WEST SIDE OF THE ISLAND COULD EASILY ACCOMMODATE 20 SHIPS AT ANCHOR.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (DEC 86) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUL 86) (USS CIMARRON) NO LIGHTERS WERE AVAILABLE.

B. WATER. (JUL 86) (USS CIMARRON) NO WATER WAS AVAILABLE.

C. AIRFIELDS. (AUG 84) (USS HALSEY) THERE IS A SMALL AIRPORT IN TOWN, 2 KM (1.2 MI) FROM THE MERLIN HOTEL. FLIGHTS ARE ON A RANDOM BASIS; ONE A DAY OR TWICE A DAY DURING PEAK HOTEL SEASON WHICH IS THE SUMMER AND EARLY FALL MONTHS. THE AIRPORT IS VERY SMALL WITH ONE SMALL APRON. ONLY PROPELLER AIRCRAFT WITH SHORT RUNWAY REQUIREMENTS WERE NOTED. RMAF DOES NOT USE THE FIELD WHICH IS UNSUITED FOR MILITARY AIRCRAFT. THE RMAF DID, HOWEVER, UTILIZE THE HOTEL SOCCER FIELD ON THREE OCCASIONS AS A LANDING PAD FOR THEIR SEA KING HELICOPTERS. NEITHER THE AIRPORT OR SOCCER FIELD ARE LIGHTED.

D. COMMUNICATIONS. (JUL 86) (USS CIMARRON) THERE WAS NO HARBOR CONTROL OR FREQUENCIES TO BE MONITORED.

CONUS CALLS CAN BE MADE FROM THE PHONE AT THE FRONT DESK OF TIOMAN BEACH RESORT WITH A 5-30 MINUTES WAITING TIME. OPERATOR ASSISTANCE WAS NECESSARY, AND OPERATORS SPOKE ENGLISH. THE SERVICE WAS REASONABLY RELIABLE. THERE WAS NO MAIL SERVICES AVAILABLE.

E. MEDICAL. (JUL 86) SEE I6/MED.

F. GASOLINE. (DEC 86) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (JUL 86) (USS CIMARRON) THERE WAS NONE AVAILABLE.

H. GARBAGE DISPOSAL. (JUL 86) (USS CIMARRON) FISHING BOATS PROVIDED LIMITED GARBAGE REMOVAL TWICE DAILY AT FREE OF CHARGE. THE POC WAS THE ROYAL MALAYSIAN NAVY IF PRESENT. TRASH BARGES COULD NOT BE DEPENDED ON.

4. PERSONALIA

A. CALLS. (JUL 86) (USS CIMARRON) NO CALLS WERE MADE AND NO VISITORS CAME ABOARD THE SHIP.

PULAU TIOMAN, MALAYSIA

B. HONORS. (JUL 85) (USS CIMARRON) TIOMAN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 86) PULAU TIOMAN IS A RUGGED, PICTURESQUE TROPICAL ISLAND. RISING MORE THAN 914 M (3,000 FT) ABOVE THE SEA, IT IS RINGED BY BEAUTIFUL BEACHES, COVERED WITH DENSE JUNGLE AND IS SPARSELY POPULATED. THE WESTERN SHORE HAS ONE MEDIUM-SIZE FISHING VILLAGE AND A WORLD-CLASS INTERNATIONALLY RENOWN RESORT HOTEL. THE TOWN AT TELOK TEKEK (02°49'30"N8/104°10'E6) IS AT THE CENTER OF THE BAY. ABOUT TWO DOZEN FISHING BOATS WERE OBSERVED AT ANCHOR OR MOORED THERE. THE TOWN WAS NOT VISITED BY ANY U.S. PERSONNEL AND FURTHER PARTICULARS CANNOT BE GIVEN.

B. LIBERTY. (JUL 86) (USS CIMARRON) SHORE PATROLS WERE NOT REQUIRED. THE ENTIRE ISLAND WAS OFF LIMITS WITH EXCEPTION OF ISOLATED BEACH AREA WHICH WAS USED FOR A BEACH PARTY. THE PIER AREA HANDLES SMALL LIBERTY BOATS.

C. CLUBS AND BARS. (JUL 86) (USS CIMARRON) TIOMAN BEACH RESORT (200 YDS NORTH OF THE PIER) ALLOWED OFFICERS FROM VISITING USN SHIPS TO USE THE HOTEL, RESTAURANT, AND THEIR FACILITIES. ARRANGEMENT WAS MADE BY THE MALAYSIAN NAVY. BEER WAS US\$2.50 AND WINE WAS VERY EXPENSIVE. DINING, SLOT MACHINES, AND A SMALL SOUVENIR SHOP WERE AVAILABLE.

D. RESTAURANTS. (JUL 86) (USS CIMARRON) THE DINING FACILITY AT TIOMAN BEACH RESORT OFFER MALAY AND AMERICAN CUISINE AT US\$5.00-10.00.

E. HOTELS. (JUL 86) (USS CIMARRON) TIOMAN BEACH RESORT OFFERS ROOMS AT US\$50.00 PER NIGHT.

F. ATHLETICS. (JUL 86) (USS CIMARRON) TIOMAN OFFERS VARIETY OF WATER SPORTS. COMPETITION WITH LOCAL TEAMS CAN BE ARRANGED VIA THE ROYAL MALAYSIAN NAVY. PICNIC/PARTY AREAS ARE AVAILABLE ONLY THROUGH THE ROYAL MALAYSIAN NAVY.

G. BEACHES. (JUL 86) (USS CIMARRON) ALL BEACHES ALONG WEST SHORE SEEM SUITABLE FOR SWIMMING.

H. CHURCHES. (DEC 86) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (DEC 86) NO INFORMATION IS AVAILABLE.

J. TOURS. (DEC 86) NO INFORMATION IS AVAILABLE.

K. SHOPPING. (DEC 86) NO INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (DEC 86) NO INFORMATION IS AVAILABLE.

PULAU TIOMAN, MALAYSIA

N. PHYSICAL SECURITY. (JUL 86) (USS CIMARRON) THE PORT IS NOT SUR-
ROUNDED BY FENCE, BUT A POLICE BOAT WAS PRESENT AT THE PIER LANDING.

M. MISCELLANEOUS INFORMATION. (JUL 86) (USS CIMARRON) THE LOCAL
CURRENCY IS MALAYSIAN RINGGIT AND THE RATE OF EXCHANGE WAS 2.3 RINGGITS
TO US\$1.00. CURRENCY EXCHANGE WAS CONDUCTED AT THE FRONT DESK OF THE
TIOMAN BEACH RESORT HOTEL.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22 PD, FICPAC, (DEC 86).

100-100000-100000



PULAU TIOMAN, MALAYSIA

3. E. MEDICAL (FEB-84) (AFMIC) THE STANDARD OF LIVING IN MALAYSIA IS HIGH COMPARED TO MOST ASIAN COUNTRIES, AND SIGNIFICANT DEVELOPMENTS ARE CONTINUALLY BEING MADE TO IMPROVE LIVING CONDITIONS. NEVERTHELESS, MOST URBAN AREAS CONTINUE TO BE OVERCROWDED AND SANITATION FACILITIES BECOME IMPAIRED DURING MONSOONAL FLOODING. MINING AND INDUSTRIAL DEVELOPMENT ALSO CONTRIBUTE TO THE SEVERE ENVIRONMENTAL POLLUTION ALONG SEACOASTS AND IN RIVERS. THESE WATERWAYS OFTEN HAVE BEEN SHOWN TO SUPPORT CHOLERA BACTERIA. FOOD AND WATER CAN BE ENJOYED SAFELY IN MOST RESTAURANTS AND FOOD STALLS IN DEVELOPED AREAS; HOWEVER, CAUTION SHOULD BE UTILIZED ELSEWHERE.

PREVALENT FOOD- AND WATER-BORNE DISEASES INCLUDE AMEBIASIS, TYPHOID, PARATYPHOID, SHIGELLOSIS, CHOLERA, INFECTIOUS HEPATITIS, AND NONSPECIFIC DIARRHEAS. MALARIA (INCLUDING P. VIVAS, P. FALCIPARUM, AND DRUG-RESISTANT P. FALCIPARUM), FILARIASIS, JAPANESE B ENCEPHALITIS, DENGUE FEVER, AND TYPHUS ARE THE MAJOR VECTORBORNE DISEASE THREATS. TYPHOID PROPHYLAXIS IS INDICATED, AS IS MALARIA, IF VENTURING BEYOND THE CITY LIMITS. GONORRHEA (INCLUDING PPNG) AND SYPHILIS ARE COMMONLY ENCOUNTERED. VENOMOUS SNAKES (BOTH LAND AND SEA) ARE ABUNDANT CONTRYWIDE AND RABIES IS ENDEMIC.

PUBLIC HOSPITALS ARE GENERALLY WELL EQUIPPED BUT POORLY STAFFED. THE OPPOSITE IS OFTEN TRUE FOR PRIVATE HOSPITALS. IN BOTH CASES, PHYSICIANS ARE COMPETENT AND SPEAK ENGLISH.

THE NEAREST U.S. MILITARY MEDICAL FACILITY IS THE NAVAL HOSPITAL, SUBIC BAY, REPUBLIC OF THE PHILIPPINES.

(JUL 86) (USS CIMARRON)

HEALTH AND SANITATION OF PORT

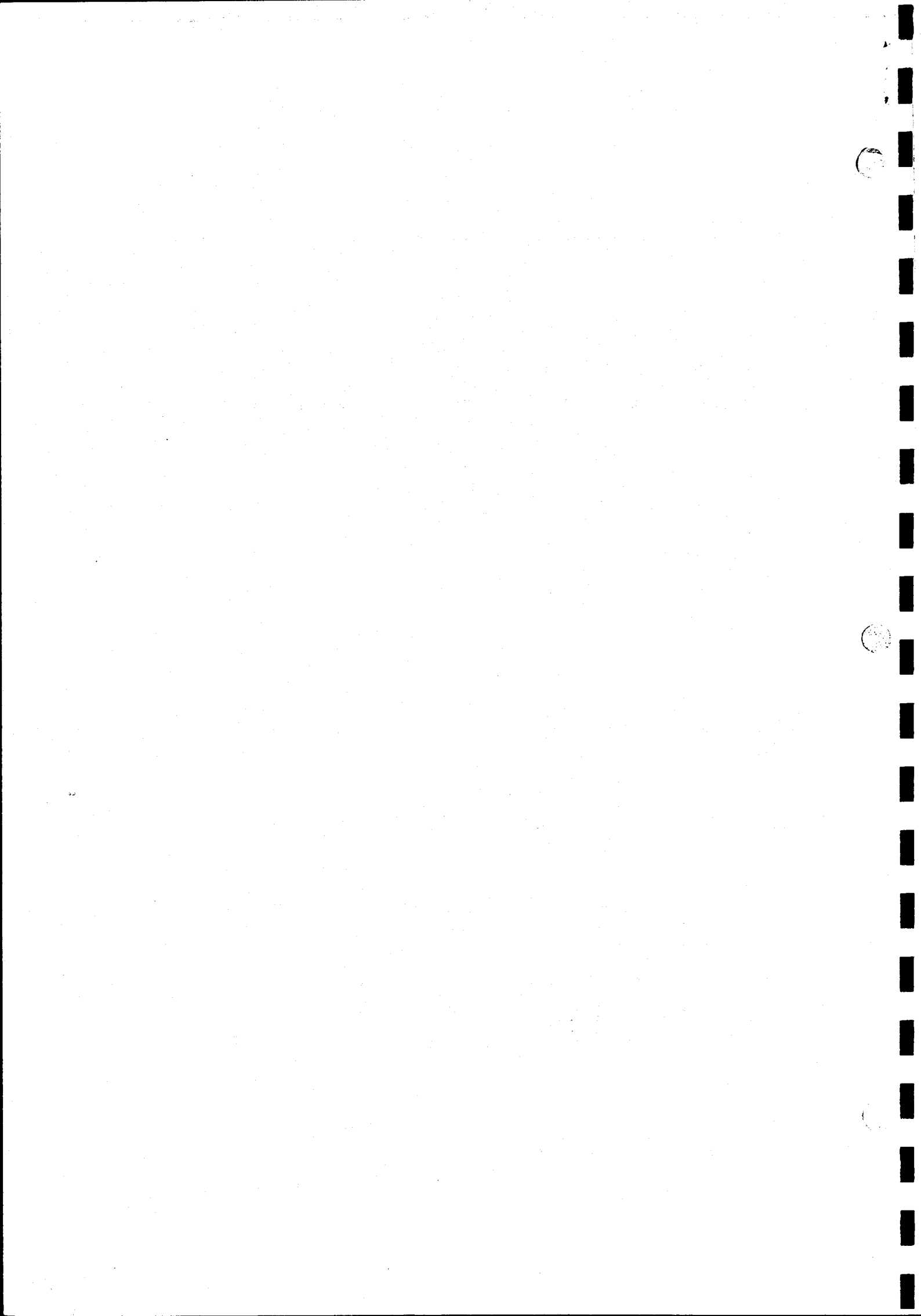
ORGANIC MATERIAL PRESENT - LITTLE TO NONE.
INDUSTRIAL POLLUTANTS IN HARBOR WATER - NONE.
EVIDENCE OF ATMOSPHERIC POLLUTION - NONE
SHIP AND SMALL BOAT TRAFFIC - A FEW FISHING BOATS.

GENERAL IMPRESSION OF CITY CONDITIONS

GARBAGE AND TRASH ACCUMULATION - THE ISLAND IS LIMITED IN ITS TRASH REMOVAL CAPACITY.
SEWAGE REMOVAL/TREATMENT - NONE.
FLY/INSECT VECTOR POPULATION - MANY.
STRAY ANIMALS (RABIES) - STRAY CATS PRESENT. RABIES - UNKNOWN.
SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS - NO STREET VENDORS. RESTAURANT AND BAR AT THE TIOMAN BEACH RESORT HOTEL HAVE ADEQUATE SANITATION.
PROSTITUTION - NOT INVESTIGATED.

MEDIVAC CASE (APPENDICITIS) HAD TO BE FLOWN VIA LAMPS HELO TO MAINLAND MALAYSIA (KUANTAN) AND THEN BY P-3 AIRCRAFT TO KUALA LUMPUR. NEITHER A QUARANTINE DECLARATION NOR THE "DERAT" CERTIFICATE WAS REQUESTED.

16/MED
(CH-3)



INDONESIA



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JAKARTA, INDONESIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (FEB 88) (FICPAC) TANJUNG PRIOK (PORT OF JAKARTA) (6-06S/106-53E) IS LOCATED ON THE NORTHWEST COAST OF JAWA ISLAND AND IS PART OF THE CITY OF JAKARTA. IT IS A MAN-MADE HARBOR WITH TWO BREAKWATERS. AN OUTER HARBOR AND A SERIES OF INNER HARBORS EXIST WITHIN THE BREAKWATERS.

B. APPROACHES, LIGHTS, ETC. (FEB 88) (USS REASONER) THE SHIP UTILIZED DMAHTC PUB 163 (4TH ED 1987) AND CHARTS 71018, 71185, AND 71186. THE SHIP APPROACHED JAKARTA VIA SELAT BAUR, 10 NM WEST OF BELITUNG ISLAND. FROM 05-20S/107-08E, THE SHIP APPROACHED ON COURSE 202°T, PASSING TO THE PORT BEAM NORTHWARD LT (FL R 4S). VISUAL GAINED AT 8 NM. THE LIGHT ON PULAU DAMAR-BESAR WAS SIGHTED AT 20 NM, AND IT WAS ALSO SHOWED UP WELL ON RADAR. SIGNIFICANT SET AND DRIFT (085°T/2.5 KTS) WERE ENCOUNTERED. USING CHART 71185, THE SHIP PROCEEDED ON COURSE 211°T AT 05-50S/106-55E. THE RED AND WHITE CHARTED BUOY (05-50-24S/106-56-06E) WAS NOT OBSERVED. THE SHIP CHANGED TO COURSE 211°T, PASSING BETWEEN PULAU DMAR-BESAR AND THE DANGEROUS WRECK MARKED BY A BUOY (05-57-18S/105-52.48E). EXCELLENT FIXES OBTAINED, USING PULAU DAMAR-BESAR LT, TANJUNG KRAWANG LT, AND RIGHT TANGENT OF PULAU DAMAR-KETJIL. USING CHART 71186, THE SHIP PROCEEDED ON COURSE 170°T AT 06-00-00S/106-51-48E. EXCELLENT VISUAL FIXES WERE OBTAINED FORM RIGHT TANGENT OF PULAU NYAMUK KETCIL, VAN DORTH REEF LT, AND THE BREAKWATER LIGHTS. BUOY (FL Y 35) AT 06-03-24S/106-51-54E WAS NOT SIGHTED. WHEN ON CHARTS 71185 AND 71186, NO SIGNIFICANT SET AND DRIFT WERE NOTED.

C. PILOTAGE. (FEB 88) (USS REASONER) GOOD ENGLISH-SPEAKING PILOTS WERE AVAILABLE. THE PILOT PICKUP POINT WAS 06-03-14S/106-52-20E; HOWEVER, HE BOARDED JUST OUTSIDE THE BREAKWATER ENTRANCE. PILOTS MADE COURSE AND SPEED RECOMMENDATIONS INSIDE THE HARBOR BY SEAMAN'S EYE. ALL RECOMMENDATIONS WERE VALID AND SAFE.

TWO MEDIUM-POWER PULLING TUGS WERE MADE UP FORE AND AFT, USING SHIP'S MOORING LINES. ALL TUGS IN PORT JAKARTA ARE PULLING TUGS. THE HARBOR PILOT COMMUNICATED WITH THE TUGS VIA WALKIE-TALKIE. COMMUNICATIONS WERE SATISFACTORY. ALL HARBOR MOORS ARE DONE WITH SHIP'S BOW POINTED SEAWARD, SO A 180° TURN WAS REQUIRED. HARBOR SPEED LIMITED TO FIVE KNOTS.

D. ENTRANCE. (AUG 86) (USS CHANDLER) THE HARBOR ENTRANCE IS AN OPENING IN THE MAN-MADE BREAKWATER, MARKED BY 21.9 M (72 FT) LIGHTED RED AND GREEN LATTICE STRUCTURE TOWERS, ONE ON EACH SIDE OF THE BREAKWATERS, PROVIDING EXCELLENT NAVIGATIONAL AIDS FOR MOORING. CHANDLER WAS UNABLE TO USE THESE NAVAIDS DUE TO POOR VISIBILITY OF 3 NM.

E. CHANNEL (FEB 88) (USS REASONER) OBSERVED DEPTHS ON THE APPROACH TO THE BREAKWATER ENTRANCE WERE 1.5-3 M (5-10 FT), GREATER THAN THE CHARTED DEPTHS. THE SHALLOWEST DEPTH OBSERVED WITHIN BREAKWATERS WAS 13.4 M (44 FT). ENTRANCE WAS JUST AFTER A HIGH TIDE OF .85 M (2.8 FT).

F. ANCHORAGES. (AUG 86) (USS CHANDLER) THE SHIP ANCHORED AT 06-03-44S/106-52-27E WITH 60 FATHOMS OF CHAIN ON DECK. BOTTOM WAS MUD AND PROVIDED EXCELLENT HOLDING GROUND. WATER DEPTH WAS 12.7-14.6 M (45-48 FT). MANY SMALL MERCHANTS WERE MED-MOORED TO BUOYS INSIDE THE HARBOR. THE LARGER MERCHANTS WERE ANCHORED WITHIN 1.5 NM OF THE HARBOR ENTRANCE.

J1-1
(CH-7)

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JAKARTA, INDONESIA

ANCHORAGE AREA WAS EXTREMELY CROWDED. UPON APPROACH TO ANCHORAGE ASSIGNED BY KRI YOHANNES, THE SHIP FOUND A MERCHANT VESSEL ANCHORED AT THE ASSIGNED ANCHORAGE. THE SHIP ANCHORED APPROXIMATELY 500 YDS SOUTH OF THE ASSIGNED POSITION AND 500 YDS EAST OF A BUOY, MARKING SHOAL WATER. ANCHORAGE HAD LESS THAN 200 YDS SEPARATING SWING CIRCLES WITH THE MERCHANT VESSEL ANCHORED NEARBY IN ASSIGNED ANCHORAGE.

G. WRECKS AND OBSTRUCTIONS. (FEB 88) CONSULT PUB 163.

H. TIDES AND CURRENTS. (FEB 88) CONSULT PUB 163.

I. WEATHER AND WINDS. (FEB 88) (USS REASONER) WINDS WERE FROM THE NORTHWEST AT 10 KTS AND CONTRIBUTED TO THE SET AND DRIFT. VISIBILITY WAS GOOD.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (FEB 88) (USS REASONER) THE SHIP MOORED PORT SIDE, BOW OUT TO PIER 3, BERTH 301, USING STANDARD NAVY MOOR. ADDITIONAL BREAST LINES FORE AND AFT NEEDED TO BE ADDED DUE TO GUSTING WINDS. THE INDONESIANS WANTED TO CHARGE US\$300.00 TO INSTALL A BROW, SO THE SHIP USED ITS OWN. THE INDONESIAN NAVY LINE HANDLING AND MOORING GANG COST US\$75.00. THE WHARFAGE FEE WAS US\$.15 PER TON PER DAY.

B. FUEL, LUBE, AND DIESEL OIL. (FEB 88) (USS REASONER) FUEL WAS DELIVERED BY BARGE AT A PUMPING RATE OF 311 GPM VIA A 6.35 (2.5 IN) QUICK DISCONNECT HOSE. FUEL SUPPLIER PROVIDED THE NECESSARY FITTINGS TO HOOK 6.35 CM (2.5 IN) SUPPLY HOSE INTO A 15.24 CM (6 IN) FITTING. THE SHIP SUPPLIED FITTINGS TO REDUCE 20.3 CM (8 IN) FUEL MAIN RISER TO 15.24 CM (6 IN) FITTING. OVER 4 HOURS WERE NEEDED TO REFUEL DUE TO THE SLOW DELIVERY RATE. COST OF FUEL WAS US\$.49/USGAL. BILL WAS PAID BY CHECK TO P.T. IMPERIAL INDAH, WHICH THEY CASHED AT THE U.S. EMBASSY. THE SHIP RECEIVED 60,500 GALS WHICH EMPTIED THE BARGE. FUEL QUALITY WAS GOOD.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) (FICPAC) THIRTY-FIVE QUAY CRANES, 107 FORKLIFTS TRUCKS, 17 MOBILE CRANES, AND FOUR FLOATING CRANES WITH LIFTING CAPACITIES OF 30, 50, 100, AND 200 TONS.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) (FICPAC) THE PORT HAS DRYDOCKS AND REPAIR FACILITIES AND IS CAPABLE OF MAJOR REPAIR WORK. THERE ARE PRIVATELY OWNED FLOATING DOCKS (6,000 TON AND 10,000 TON) AND SLIPWAY (2,000 TON CAP).

E. WAREHOUSES AND STORAGE. (JAN 87) (FICPAC) THERE ARE NUMEROUS PORT AUTHORITY AND PRIVATELY OWNED TRANSIT SHEDS AND WAREHOUSES IN THE PORT AREA.

F. STEVEDORES. (FEB 88) STEVEDORES ARE AVAILABLE DAY AND NIGHT.

G. PORT CAPACITY. (FEB 88) JAKARTA CAN ACCOMMODATE ONE DDG/CG TYPE SHIP.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (FEB 88) THERE ARE GOOD ROAD CONNECTIONS THROUGHOUT JAKARTA. THE RAILROAD RUNS IN ALL THE PIER

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(CH-7)

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JAKARTA, INDONESIA

AREAS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 88) THE PORT TUG FORCE CONSISTS OF FOUR VESSELS OF APPROXIMATELY 15,000-18,000 HP. EACH IS FITTED WITH A SINGLE FIRE FIGHTING GUN. SIX 30.4 M (100 FT) METAL HULLED, SELF-PROPELLED LIGHTERS, FOUR MOORING BOATS, FOUR WATER BARGES, AND 47 CARGO BARGES ARE AVAILABLE.

B. WATER. (FEB 88) (USS REASONER) CHLORINE RESIDUAL, TESTED IN WATER FROM THE PIER, WAS .05 PPM FAC, NOT HIGH ENOUGH FOR NAVY STANDARDS. WATER WAS BATCH CHLORINATED TO 100 PPM, THUS GIVING A A FINAL CONCEN- TRATION OF 10 PPM. THE PH WAS 6.2. SPECIAL FITTINGS ARE REQUIRED TO HOOK HOSE TO RISER ON THE PIER. DIMENSIONS CAN BE RECEIVED FROM USDAO. THE ASSISTANT DEFENSE ATTACHE IS POC FOR RESOLVING ALL PROBLEMS INVOLVING SERVICES. COST OF WATER WAS US\$4.00 PER METRIC TON.

C. AIRFIELDS. (FEB 88) (FICPAC) KEMAYORAN INTERNATIONAL AIRPORT IS LOCATED ABOUT 14 KM (8.8 MI) SOUTHWEST OF THE PORT. IT HAS TWO ASPHALT RUNWAYS.

ORIENTATION

DIMENSION

080/260
170/350

960 X 45 M (3150 X 148 FT)
2,475 X 45 M (8,120 x 148 FT)

D. COMMUNICATIONS. (FEB 88) (USS REASONER) THE SHIP ESTABLISHED COMMUNICATIONS WITH PORT CONTROL ON BTB CHANNEL 16.

CONUS CALLS WERE EASILY MADE WITH THE ASSISTANCE OF HOTEL OPERATORS BUT WERE FAIRLY COSTLY AT ABOUT US\$4.50 PER MINUTE. COLLECT CALLS WERE ARRANGED BY HOTEL OPERATORS INCLUDED A SET-UP FEE OF APPROXIMATELY US\$ 45.00. AMEMBASSY OFFICIALS INDICATED THAT IT MAY BE AS MUCH AS TWO-THIRD CHEAPER TO MAKE A SHORT CALL TO THE U.S., IN WHICH YOU GIVE THEM YOUR NUMBER AND HAVE THEM CALL BACK, THAN IT IS TO CALL DIRECT. THE COUNTRY CODE FOR INDONESIA IS 062 AND THE CITY CODE FOR JAKARTA IS 021.

E. MEDICAL. (FEB 84) (AFMIC) THE STANDARD OF LIVING IN INDONESIA IS ONE OF THE LOWEST IN SOUTHEAST ASIA. WATERWAYS AND ROADSIDES ARE HEAVILY POLLUTED WITH SEWAGE AND GARBAGE, LEADING TO FECAL CONTAMINATION. CON- SEQUENTLY ONLY 10% OF THE POPULATION HAS ACCESS TO CLEAN WATER AND ADEQUATE SANITATION FACILITIES. THERE ARE NO HYGIENE STANDARDS FOR FOOD VENDORS OR RESTAURANTS; THEREFORE, CONSUMPTION AT LOCAL ESTABLISHMENTS SHOULD BE STRICTLY LIMITED TO RESTAURANTS IN HIGH QUALITY HOTELS. JAVA'S SANITATION PROBLEM IS FURTHER EXACERBATED BY ONE OF THE HIGHEST DENSITY POPULATIONS IN THE WORLD. AIR POLLUTION IN THESE CITIES IS ONE RESULT. IN GENERAL, THE CITIES HAVE A LOWER SANITATION STANDARD THAN RURAL AREAS.

THERE IS A PLETHORA OF BOTH COMMON AND EXOTIC COMMUNICABLE DISEASES IN INDONESIA. MALARIA, MOST PREVALENT FROM MAY THROUGH JULY, IS ENDEMIC NATIONWIDE AND CHLOROQUINE-RESISTANT STRAINS HAVE BEEN IDENTIFIED IN NUMEROUS LOCALES. OTHER ENDEMIC VECTORBORNE DISEASE INCLUDE DENGUE FEVER (AND DENGUE HEMORRHAGIC FEVER, WHICH HAS BEEN INCREASING IN RECENT YEARS), FILARIASIS, ENCEPHALITIS, TYPHUS (ALL TYPES), RELAPSING FEVER, AND SCHISTOSOMIASIS (CENTRAL SULAWESI ONLY). FOOD-BORNE AND WATERBORNE

J1-3
(CH-7)

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JAKARTA, INDONESIA

DISEASE INCLUDE THE COMPLETE RANGE OF DIARRHEAS AND DYSENTERIES, ESPECIALLY SALMONELLA AND VIBRIO CHOLERA (EL TOR), TYPHOID AND PARATYPHOID FEVERS, AND INFECTIOUS HEPATITIS. SOME CHLORAMPHENICOL-RESISTANT TYPHOID FEVER HAS BEEN REPORTED. VENEREAL DISEASES ARE PREVALENT, ESPECIALLY GONORRHEA AND SYPHILIS. PENICILLINASE-PRODUCING N. GONORRHEA HAS BEEN SHOWN TO HAVE A HIGHER PREVALENCE AMONG "HIGH CLASS" PROSTITUTES IN SURABAYA AND JAKARTA. THE STRAINS HAVE A HIGHER DEGREE OF RESISTANCE THAN THOSE FOUND IN OTHER COUNTRIES. ILLICIT DRUGS ARE READILY AVAILABLE, ESPECIALLY GANJA (MARIJUANA), WHICH IS GROWN LOCALLY.

MEDICAL FACILITIES, STAFFING, AND EQUIPMENT ARE INADEQUATE (BOTH QUALITY AND QUANTITY) TO SERVE THE POPULATION'S NEEDS AND ARE FAR BELOW U.S. STANDARDS. MILITARY HOSPITALS ARE GENERALLY BETTER THAN CIVILIAN ONES. JAKARTA HAS MORE THAN 30 HOSPITALS. THE BEST FACILITY IS THE RUMAH SAKIT GATOT SOEBROTO ARMY HOSPITAL (860 BEDS); ITS EMERGENCY ROOM (24-HRS) AND CLINICS ARE AVAILABLE FOR USE BY AMERICANS. THE SERVICE STAFF AT THE HOSPITAL IS ENTIRELY MILITARY AND A COMPLETE RANGE OF SERVICES ARE AVAILABLE FROM GENERAL SURGERY TO NEUROSURGERY, ALL MEDICAL SPECIALTIES, LABORATORY AND BLOOD BANK, ICU-CCU, DENTAL, PSYCHIATRY, AND PHARMACY. THERE ALSO IS A LARGE NAVAL HOSPITAL, THE DR. MINTOHARDJO HOSPITAL (350 BEDS). IN ADDITION TO A COMPLETE RANGE OF MEDICAL AND SURGICAL SERVICES, THIS HOSPITAL HAS TWO RECOMPRESSION CHAMBERS (AND A HELO PAD) TO PROVIDE EMERGENCY AND CLINICAL HYPERBARIC TREATMENT. THE HELO PAD IS ESPECIALLY SIGNIFICANT SINCE THE TRAFFIC PROBLEMS IN JAKARTA WOULD PREVENT ANY AMBULANCE FROM EXPEDITIOUSLY REACHING ITS DESTINATION IN AN EMERGENCY. ADDITIONAL INFORMATION ON HOSPITAL CAN BE OBTAINED FROM THE U.S. NAVY MEDICAL RESEARCH UNIT 2, JAKARTA DETACHMENT, WHERE AT LEAST TWO NAVY MEDICAL OFFICERS ARE ASSIGNED. HOWEVER, IF CIRCUMSTANCES PERMIT, MEDICAL EVACUATION TO SINGAPORE, OR THE NAVAL HOSPITAL AT SUBIC BAY, REPUBLIC OF THE PHILIPPINES, IS PREFERABLE TO ADMISSION TO AN INDONESIAN HOSPITAL.

A DECLARATION OF HEALTH AND DERATTING CERTIFICATE ARE REQUIRED AND THE QUARANTINE (Q) FLAG MUST BE FLOWN UNLESS FREE PRATIQUE HAS BEEN OBTAINED. THESE REQUIREMENTS MAY NOT BE ENFORCED.

(AUG 86) (USS CHANDLER) JAKARTA USES AN OPEN SEWER SYSTEM. A SERIES OF CANALS, EXCEPT IN THE DOWNTOWN AREA, IS USED FOR THE COLLECTION OF GARBAGE AND HUMAN WASTE. GRATINGS ARE PLACED ACROSS THE CANALS AT INTERVALS, TRAPPING THE WASTE. CREW MEMBERS REPORTED THAT SEEING WASTE BEING SHOVELED OUT OF THE CANALS AND BURNED. THE HARBOR WAS EXTREMELY POLLUTED WITH EVIDENCE OF INDUSTRIAL AND HUMAN WASTE PRESENT. THE SANITARY COMPLIANCE OF THE SMALLER RESTAURANTS AND STREET VENDORS IS VERY DOUBTFUL. RESTAURANTS IN THE HOTELS AND LARGER RESTAURANTS IN THE DOWNTOWN AREA APPEARED TO BE CLEANER AND SAFER PLACES TO EAT. SEVERAL CASES OF DIARRHEA, SOME OF THEM SEVERE ENOUGH TO REQUIRE MEDICAL ATTENTION, HAVE BEEN REPORTED BY THE CREW. SPECIFIC CAUSE IS UNKNOWN, BUT THE FOOD/WATER OF JAKARTA IS SUSPECT. SEVERAL CASES OF GONORRHEA, NON-GONOCOCCUS URETHRITIS, AND CHANCROID VD HAVE BEEN REPORTED BY THE CREW. SINCE THE TASK UNIT HAS MADE PORT CALLS IN PHUKET, THAILAND; SINGAPORE; AND JAKARTA, INDONESIA; IT IS IMPOSSIBLE TO POSITIVELY DETERMINE THE SOURCE OF THE INFECTION.

F. GASOLINE. (AUG 86) (USS CHANDLER) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (FEB 88) (USS REASONER) PROVISIONS WERE READILY AVAILABLE. RECOMMEND USE OF U.S. EMBASSY AS INTERMEDIARY FOR ARRANGING

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(CH-7)

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JAKARTA, INDONESIA

SUPPLIES. THE SHIP USED P. T. IMPERIAL INDAH, TEL: 495819/493467, FOR FFV, BAKERY, MEAT, AND DAIRY PRODUCTS. STORAGE LIFE OF BAKERY PRODUCTS WAS SIX DAYS. MEAT AND DAIRY PRODUCTS WERE POOR TO MEDIOCRE QUALITY. FFV MUST BE WASHED THOROUGHLY IN CHLORINATED WATER. THE FOLLOWING IS A LIST OF PRICES PAID (US\$):

| | | | |
|----------------------|--------|---------------------------|--------|
| 200 LOAVES, BREAD | 205.44 | 200 KGS, LETTUCE | 362.54 |
| 300 BUNS, HOT DOG | 154.08 | 320 KGS, TOMATOES | 280.36 |
| 400 BUNS, HAMBURGER | 205.44 | 100 KGS, DRIED ONIONS | 166.16 |
| 180 DZ, EGGS | 239.27 | 120 KGS, POTATOES | 83.38 |
| 100 KGS, HONEY MELON | 223.56 | 120 KGS, BANANAS | 87.0A |
| 25 KGS, PARSLEY | 72.51 | 120 KGS, WATERMELON | 50.76 |
| 75 KGS, APPLES | 181.27 | 100 KGS, LYCHEES | 181.27 |
| 10 KGS, MUSHROOMS | 347.43 | 120 KGS, PINEAPPLES | 50.76 |
| 30 KGS, CAULIFLOWER | 31.63 | 60 KGS, CABBAGE | 23.56 |
| 30 KGS, CARROTS | 20.85 | 90 KGS, GREEN BELL PEPPER | 462.24 |
| 600 PCS, DONUTS | 435.05 | DELIVERY CHARGE | 48.34 |

H. GARBAGE DISPOSAL. (FEB 88) (USS REASONER) GARBAGE WAS PICKED UP BY A SMALL TRUCK PROVIDED BY P. T. IMPERIAL INDAH IN CONJUNCTION WITH THE INDONESIAN NAVY AT A COST OF US\$40.00 PER DAY. SERVICE WAS RELIABLE.

4. PERSONALIA

A. CALLS. (FEB 88) (USS REASONER) CALLS MAY BE MADE ON:

U.S. AMBASSADOR TO INDONESIA
COMMANDER, WESTERN FLEET
BASE COMMANDER, TELUK RATAI

THE ASSISTANT BASE COMMANDER, TELUK RATAI PAID A VISIT TO USS REASONER. THE SHIP HOSTED AN ONBOARD RECEPTION AT THE FIRST NIGHT IN PORT FOR EMBASSY OFFICIALS, INDONESIAN NAVY PERSONNEL, AND FOREIGN DEFENSE ATTACHES.

B. HONORS. (FEB 88) (USS REASONER) THERE WAS A BAND ON THE PIER WHO RENDERED HONORS AS THE SHIP MADE ITS FINAL APPROACH TO BERTH AND UPON GETTING UNDERWAY.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 88) (USS REASONER) UNDER DUTCH RULE FOR FOUR CENTURIES, INDONESIA ACHIEVED INDEPENDENCE UNDER FORMER PRESIDENT SUKARNO IN 1949. DURING THE FOLLOWING 16 YEARS OF SUKARNO'S TERM, THERE WAS LITTLE ECONOMIC OR SOCIAL PROGRESS, WITH THE EXCEPTION OF THE ERECTION OF NUMEROUS MONUMENTS IN THE CAPITOL CITY AND THE ACCUMULATION OF A POTPOURRI OF MILITARY HARDWARE FROM THE SOVIETS. UNDER THE SUHARTO REGIME, WHICH CAME TO POWER IN 1965 WHEN SUKARNO FELL ILL, EMPHASIS HAS BEEN ON ECONOMIC GROWTH BASED ON A SERIES OF 50 DEVELOPMENT PROGRAMS AND WESTERN-STYLE SOCIAL PROGRESS. SINCE 1965, THE LITERACY RATE HAS INCREASED ASTONISHINGLY. WISELY USING FUNDS EARNED FROM OIL AND GAS EXPORTS DURING THE 1970'S, THE SUHARTO REGIME HAS MODERNIZED AND VARIED INDONESIAN PRODUCTION FACILITIES INCLUDING: TEXTILES, TIMBER, RUBBER, TIN, AND FOODSTUFFS, PROTECTING THE INDONESIAN ECONOMY DURING THE OIL PRICE COLLAPSE OF THE 1980'S.

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JAKARTA, INDONESIA

THE REPUBLIC OF INDONESIA CONSISTS OF 13,667 ISLANDS WHICH ARE INHABITED BY A POPULATION OF 145 MILLION, MOST OF WHOM ARE LOCATED ON THE ISLAND OF JAVA. JAKARTA IS THE CAPITAL CITY AND HAS A POPULATION OF APPROXIMATELY SEVEN MILLION. JAKARTA IS A NAVAL BASE AND THE MAJOR EXPORT PORT OF THE COUNTRY.

B. LIBERTY. (FEB 88) (USS REASONER) TWO SENIOR PETTY OFFICERS WERE REQUESTED PER NIGHT FOR SHORE PATROL. THEY WERE PICKED UP AT THE PIER AT 2000 BY JAKARTA MARINES. THE UNIFORM FOR SHORE PATROL WAS SUMMER WHITE. THE SHORE PATROL WAS RETURNED TO THE PIER AT 2300.

THE SHIP RENTED AN AIR-CONDITIONED BUS THAT MADE HOURLY RUNS FROM THE PIER TO THE MANDARIN HOTEL DOWNTOWN. HOWEVER, DURING THE DAY, THE BUS RAN AS MUCH AS AN HOUR LATE DUE TO THE HEAVY TRAFFIC. BUS RUNS WERE SCHEDULED FROM 0900 TO 0100. THE COST OF THE BUS WAS US\$635.00 FOR THE ENTIRE VISIT.

C. CLUBS AND BARS. (FEB 88) (USS REASONER) JAKARTA HAS MANY CLUBS AND BARS, MOST OF WHICH CLOSE AT 0100 OR 0200. THERE ARE ALSO NUMEROUS AFTER-HOURS CLUBS WHICH STAY OPEN UNTIL 0400. REASONER'S PERSONNEL WERE BRIEFED THAT CLUBS WOULD NOT ALLOW ANY FORM OF JEANS TO BE WORN; HOWEVER, THAT RULE WAS NOT STRICTLY ENFORCED. CLUBS REQUIRED A COLLARED SHIRT AND A NEAT APPEARANCE. SOME CLUBS ALSO REQUIRED A COVER CHARGE OF US\$4.00-6.00. BEER COST US\$1.00-2.00 AND MIXED DRINKS US\$2.00-3.00. PRICES WERE PROPORTIONALLY MORE EXPENSIVE IN HOTEL LOUNGES. THE AMEMBASSY STAFF PROVIDED EXCELLENT RECOMMENDATIONS ON CLUBS. RECOMMEND THAT SENIOR ENLISTED PERSONNEL OF SHIPS VISITING JAKARTA LIAISON WITH SENIOR ENLISTED EMBASSY PERSONNEL IN ORDER TO PASS ALONG PERSONAL SUGGESTIONS.

D. RESTAURANTS. (FEB 88) (USS REASONER) NUMEROUS RESTAURANTS, OFFERING A WIDE RANGE OF CUISINE, WERE AVAILABLE, INCLUDING INDONESIAN, CHINESE, JAPANESE, KOREAN, MEXICAN, AND WESTERN STYLES OF COOKING. MEALS WERE PRICED COMPARABLY TO U.S. RESTAURANTS, COSTING US\$5.00-10.00 OR MORE DEPENDING ON THE QUALITY OF THE RESTAURANT. A 10% SURCHARGE (TIP) IS USUALLY ADDED TO THE BILL. THERE ARE MANY CURB SIDE RESTAURANTS AND STREET VENDORS. HOWEVER, THESE ARE NOT RECOMMENDED. IN FACT, AMEMBASSY OFFICIALS REPORTED THAT SEVERAL INDONESIANS HAD DIED AFTER EATING FOOD THAT HAD BEEN COOKED IN MOTOR OIL WHICH WAS SOLD BY A STREET VENDOR. EVIDENTLY, THESE INCIDENTS OCCUR REGULARLY.

E. HOTELS. (FEB 88) (USS REASONER) JAKARTA HAS SEVERAL MAJOR HOTELS RANGING FROM NEW FIVE-STAR HOTELS TO SMALL HOTELS. ROOMS COST ANYWHERE FROM US\$20.00 TO US\$125.00 PER NIGHT. HOWEVER, MOST HOTELS OFFER MILITARY DISCOUNTS OF 30%-50%. A GREATER DISCOUNT MAY BE MANAGED BY ESTABLISHING AN ASSOCIATION WITH THE U.S. EMBASSY. THE MANDARIN ORIENTAL WAS APPROXIMATELY US\$65.00 PER NIGHT; THE HORIZON, US\$35.00; AND THE MARCO POLO, US\$25.00.

F. ATHLETICS. (MAY 79) THERE ARE FACILITIES FOR BASKETBALL, VOLLEYBALL, TENNIS, AND GOLF.

G. BEACHES. (MAY 79) BEACH FACILITIES ARE AVAILABLE AT THE TAMAN IMPIAN JAVA ANCOL BEACH RESORT. OTHER FACILITIES ARE LOCATED ON THE SOENDA STRAITS, A 2.5-HR DRIVE WEST, OR ON AN OFFSHORE ISLAND (EXCELLENT SCUBA/SNORKELING ACTIVITY), WHICH REQUIRES ABOUT A 2-HR BOAT TRIP.

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(CH-7)

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JAKARTA, INDONESIA

H. CHURCHES. (SEP 80) RELIGION IS, AND HAS ALWAYS BEEN, A STRONG FACTOR IN INDONESIAN LIFE. OVER 90% OF THE PEOPLE ARE MUSLIMS WITH REMAINDER BEING CHRISTIANS, HINDU GROUPS, AND BUDDHIST SECTS.

I. TRANSPORTATION. (FEB 88) (USS REASONER) METERED TAXIS, CLEARLY MARKED WITH A LIGHTED TAXI SIGN ON THE ROOF, ARE AVAILABLE AND VERY AFFORDABLE, COSTING US\$.35 FOR THE FIRST 1 KM AND US\$.14 FOR EACH KILOMETER THEREAFTER. UNMARKED TAXIS ARE ALSO AVAILABLE, BUT ENSURE PRICE AND DESTINATION ARE AGREED UPON PRIOR TO USE. EVEN THEN, THERE MAY BE DISAGREEMENTS UPON ARRIVAL AT DESTINATION.

OTHER FORMS OF TRAVEL INCLUDE CITY BUSES AND POWER- OR PEDAL-DRIVEN TRICYCLES FOR ONE OR TWO PASSENGERS. HOWEVER, THE INDONESIAN TAXIS ARE THE MOST HIGHLY RECOMMENDED.

J. TOURS. (SEP 80) IT IS RECOMMENDED THAT ARRANGEMENTS BE MADE WITH LOCAL TOUR GROUPS RATHER THAN RENTING A BUS. THE BENEFITS GAINED WILL OVERCOME THE ADDITIONAL COSTS. A FEW OF THE MAJOR TOUR COMPANIES ARE IATA, ASEANTA, AND THE AMERICAN SOCIETY OF TRAVEL AGENTS. SOME OF THE BETTER SIGHTS TO SEE ARE:

JAKARTA MUSEUM - 0800-1500, EXCEPT MONDAY
CENTRAL MUSEUM - 0800-1500, EXCEPT MONDAY
ISTANA MERDEDA - RESIDENCE OF THE PRESIDENT OF INDONESIA
TAMA RIA AMUSEMENT PARK - 1700-2300, ADMISSION RP 25
TAMA MINI INDONESIA INDAH - GARDEN

K. SHOPPING. (FEB 88) (USS REASONER) THERE IS AN EXCELLENT AND VARIED SHOPPING THROUGHOUT JAKARTA. THE AREA WITH THE GREATEST NUMBER OF STORES IS CALLED BLOCK M. SOME PRICES ARE SUBJECT TO HAGGLING; HOWEVER, MERCHANDISE HAS FIXED PRICES IN THE DEPARTMENT STORES. IF AN ITEM HAS A PRICE TAG ON IT, THAT IS A GOOD CLUE THAT THE PRICE IS FIXED. IN GENERAL, SHOPS ARE OPEN FROM 0900 TO 2000, SOME CLOSING FOR AN HOUR AT LUNCH. MANY ANTIQUES ARE AVAILABLE INCLUDING VASES, SCULPTURES, AND CEREMONIAL KNIVES AND MASKS AT VERY REASONABLE PRICES. THE LOCAL CLOTH IS CALLED BATIK. STREET VENDORS MAY SELL ITEMS WHICH ARE NOT ALLOWED BY NAVAL REGULATION OR U.S. CUSTOMS LAWS (SWORDS, BLOW-GUNS, SHURIKENS, ETC.)

L. THEATER AND CINEMA. (FEB 88) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (AUG 86) (USS CHANDLER) SECURITY IN AND AROUND THE HARBOR OF JAKARTA WAS EXCELLENT. THE PORT AREA IS FENCED AND GUARDS ARE AT THE GATE ALTHOUGH GATE GUARDS DID NOT CHECK IDENTIFICATION. THE TASK UNIT MAINTAINED ARMED FORECASTLE AND FANTAIL SENTRIES FOR THE ENTIRE VISIT. WHIPPLE ALSO PLACED UNARMED SENTRIES ON THE PIER. NO SECURITY PROBLEMS WERE ENCOUNTERED.

N. MISCELLANEOUS. (FEB 88) (USS REASONER) THE UNIT OF CURRENCY IN INDONESIA IS THE RUPIAH. THE EXCHANGE RATE WAS APPROXIMATELY 1,645 RUPIAH PER U.S.\$1.00. THE SHIP REQUESTED A MONEY CHANGER IN THE LOGREQ TO WALK ABOARD UPON SHIP'S ARRIVAL, WHICH PROVED CONVENIENT FOR PERSONNEL. IN ADDITION, THE LARGE HOTELS AND BANKS ALSO CHANGE MONEY.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, FEB 88.

J1-7
(CH-7)

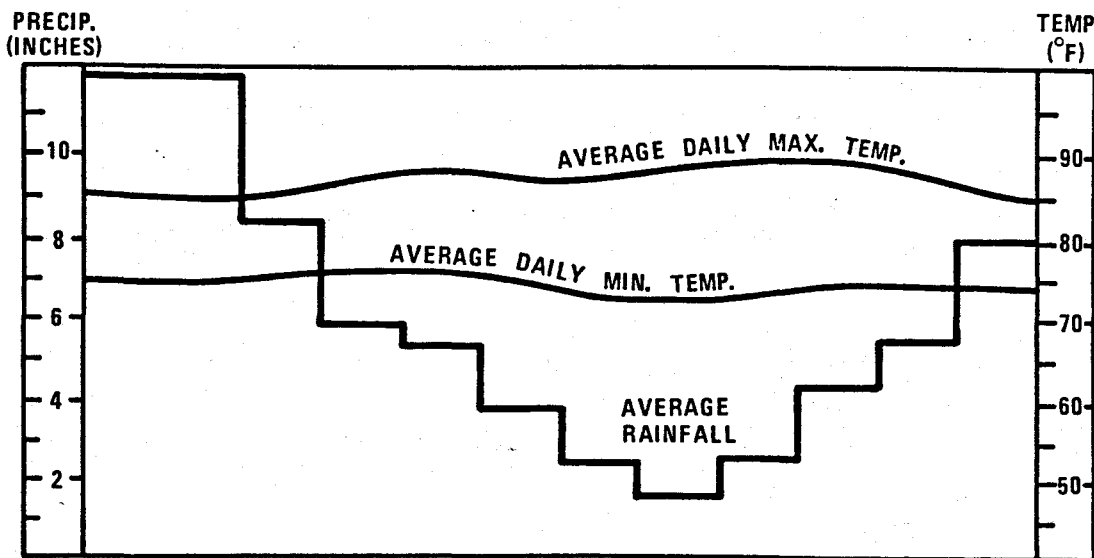
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WEATHER AND WINDS

JAKARTA, INDONESIA

Elev. 16'

Lat. 06 09S Long. 106 50E



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | |
|---|----|----|----|----|---|---|----|----|----|----|----|----|
| | 19 | 18 | 16 | 12 | 9 | 8 | 6 | 4 | 6 | 9 | 13 | 16 |
| R | 12 | 9 | 9 | 8 | 6 | 4 | 2 | 2 | 2 | 4 | 9 | 7 |
| ≡ | <1 | <1 | 1 | 1 | 1 | 1 | <1 | <1 | <1 | <1 | <1 | <1 |

TOTAL PRECIPITATION (INCHES) / MEAN NUMBER OF DAYS WITH DUST

| | | | | | | | | | | | | | |
|---|-------|-------|------|------|------|------|------|------|------|------|------|------|---|
| ● | 11.80 | 11.80 | 8.30 | 5.80 | 5.20 | 3.80 | 2.50 | 1.70 | 2.60 | 4.40 | 5.60 | 8.00 | ● |
| S | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | S |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 84 | 84 | 83 | 81 | 80 | 80 | 77 | 75 | 75 | 76 | 79 | 81 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 79 | 79 | 80 | 81 | 81 | 80 | 80 | 80 | 81 | 81 | 81 | 80 |
|----|----|----|----|----|----|----|----|----|----|----|----|

ABSOLUTE MAXIMUM / MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 92 | 91 | 92 | 92 | 92 | 92 | 92 | 94 | 96 | 96 | 96 | 96 | 93 |
| 69 | 69 | 69 | 69 | 70 | 67 | 67 | 67 | 66 | 69 | 68 | 67 | 67 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| W | W | N | N | NE | SW | E | E | E | S | W | W |
| 6 | 8 | 6 | 6 | 5 | 4 | 6 | 7 | 7 | 3 | 6 | 8 |
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |

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SURABAYA, INDONESIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 89) (FICPAC) TANJUNGPERAK (7-12S/112-44E) IS LOCATED ON THE NORTH COAST OF JAVA, NEAR THE EAST END OF THE ISLAND. THE PORT IS A SHIPPING AND RECEIVING POINT FOR THE CITY OF SURABAYA AND IS ALSO THE SITE OF THE LARGEST NAVAL BASE IN INDONESIA. IT IS A COASTAL PORT WHICH CONSISTS OF TWO BASINS, TANJUNGPERAK AND MARINE HARBOR.

B. APPROACHES, LIGHTS, ETC. (JUL 88) (USS SAN BERNARDINO) THE SHIP UTILIZED DMAHTC PUB 163 AND CHARTS 72234 (11 MAY 85, CORR 33/87)/72231 (6 JUL 85, CORR 50/87. CONSULT PUB 163. LT ON KARANG JAMUANG ISLAND SERVED AS AN EXCELLENT NAVID.

(OCT 88) (USS BREWTON) A HAZE COVERED THE HARBOR ENTRANCE AND REMAINED LONG AFTER SUNRISE. VISIBILITY REMAINED FAIR TO POOR FROM 0500 TO 1000 A.M. THE WATER IS MURKY, AND UNDERLYING SHORE WATER CANNOT BE DISCERNED.

C. PILOTAGE. (OCT 88) A CHANNEL PILOT IS COMPULSORY, BUT A HARBOR PILOT IS APPARENTLY OPTIONAL. THE CHANNEL PILOT BOARDED IN THE VICINITY OF BUOY 5, AND THE HARBOR PILOT BOARDED IN THE VICINITY OF PISANG BUOY. PROFICIENCY OF PILOTS WAS EXCELLENT DESPITE LANGUAGE DIFFICULTY.

(JUL 88) (USS SAN BERNARDINO) TOTAL OF 12 TUGS WAS OBSERVED. THE SHIP DID NOT USE TUGS IN ENTERING THE PORT, BUT TUGS ARE REQUIRED FOR LARGE, SINGLE-SCREW SHIPS AND VESSEL OVER 150 M (492 FT) LONG.

D. ENTRANCE. (OCT 88) (USS BREWTON) SURABAYA IS A MAJOR PORT WITH HIGH VESSEL TRAFFIC AND CROWDED ANCHORAGES. SMALL FISHING BOATS OFTEN LAY NETS IN THE CHANNEL AND OBSTRUCT IT.

E. CHANNEL. (OCT 88) (USS BREWTON) THE NUMEROUS PILES AND BEACONS CHARTED IN THE WEST SIDE OF THE ENTRANCE COULD NOT BE SIGHTED AND PROBABLY DO NOT EXIST, ONLY THE MAJOR NUMBERED FIXED AND FLOATING AIDS COULD BE SIGHTED.

F. ANCHORAGES. (OCT 88) (USS BREWTON) CONSULT PUB 163.

G. WRECKS AND OBSTRUCTIONS. (OCT 88) (USS BREWTON) THE FOLLOWING DISCREPANCIES WERE REPORTED BY THE PILOT BUT NOT REFLECTED ON CHART 72231: WRECK, MASTS, AND PILE AT 6-55S/112-40E WERE REMOVED; AN OBSTRUCTION AT 7-01S/112-40E WAS REMOVED.

H. TIDES AND CURRENTS. (OCT 88) (USS BREWTON) THERE IS A VERY SIGNIFICANT CURRENT RUNNING ALONG THE CHANNEL WEST TO EAST ABOUT 5 KTS FROM ABOUT 0600 TO 1100.

I. WEATHER AND WINDS. (OCT 88) CONDITIONS ENCOUNTERED DURING THE SURABAYA PORT VISIT WERE TYPICAL FOR THE TIME OF YEAR. AVERAGE TEMPERATURE AND RELATIVE HUMIDITY WERE IN THE MID 80'S. WINDS WERE LIGHT AND VARIABLE THROUGHOUT THE PORT VISIT. EVENINGS WOULD BRING OCCASIONAL LIGHT SHOWERS. COASTAL AREA, INCLUDING CHANNEL, WAS HAZY IN THE MORNING.

2. BERTHING AND FACILITIES

J2-1
(CH-10)

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SURABAYA, INDONESIA

A. MOORINGS, DOCKS, ETC. (JUL 88) (USS SAN BERNARDINO) THE SHIP BERTHED AT THE MOUTH OF KALI MAS RIVER. LENGTH OF THE BERTH WAS 671 M (2,200 FT) AND DEPTH WAS 9 M (29 FT). NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL. (OCT 88) (USS BREWTON) ABUNDANT FUEL WAS AVAILABLE BY LIGHTER AT US\$.69/GAL. FIRST LIGHTER CONTAINED BAD FUEL (BS&W MORE THAN .2) WHICH WAS SENT BACK. SECOND LIGHTER HAD BOTTOM SEDIMENT ABOVE .1, BUT A STRAINER AND MUSLIN BAGS WERE USED TO REDUCE AMOUNT OF SEDIMENT. A BARGE WAS PROMISED ON THE MORNING OF THE LAST DAY, BUT IT NEVER CAME. THE EMBASSY WAS NOTIFIED AND BARGE WAS RECEIVED LATE THAT AFTERNOON. RATE OF DELIVERY WAS 15,000 GAL/HR, AND SIZE OF CONNECTION WAS 7.6 CM (3 IN). THE BUNKERING FACILITIES ARE OWNED BY PENERIMAAN.

C. MECHANICAL HANDLING FACILITIES. (OCT 88) THERE ARE NEARLY 150 MOBILE AND FLOATING CRANES AVAILABLE WITH LIFTING CAPACITIES UP TO 100 TONS. OTHER HANDLING FACILITIES, INCLUDING FORKLIFTS, ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 88) TWO YARDS ARE LOCATED IN THE NAVAL BASIN. ARRANGEMENTS FOR THEIR USE SHOULD BE MADE THROUGH THE INDONESIAN NAVY. NAVAL AND MARITIME FACILITIES ARE SIMILAR TO THOSE FOUND IN THE LARGEST SHIPYARDS IN INDONESIA. FOUNDRIES, MACHINE TOOLS, AND WELDING EQUIPMENT SUPPORT THE SHIPYARDS; HOWEVER, THE LACK OF PARTS AND RAW MATERIALS MAKE THE SHIPYARDS LARGELY INEFFECTIVE.

E. WAREHOUSES AND STORAGE. (OCT 88) ALTHOUGH THERE ARE MANY WAREHOUSES IN THE IMMEDIATE AREA OF SURABAYA, ACCESSIBILITY TO THESE IS UNKNOWN.

F. STEVEDORES. (MAY 89) NO CURRENT INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (OCT 88) THE NAVAL BASE COULD HANDLE A MAXIMUM OF THREE DD TYPES OR ONE LARGE SHIP.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 88) THERE ARE SEVERAL TRAINS WHICH CONNECT SURABAYA TO JAKARTA, BANDUNG, DENPASAR, PURWOKERTO, AND MALANG.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 88) THERE ARE ONE 10,000-GAL CAPACITY WATER LIGHTER AND ONE 30,000-GAL CAPACITY FUEL LIGHTER. THEIR CONDITIONS ARE FAIR AND SERVICES ARE MARGINAL (SLOW DELIVERY RATE, SMALL CAPACITY OF PRODUCT). LIGHTERAGE AND TUG SERVICE SHOULD BE REQUESTED THROUGH THE LOGREQ.

B. DREDGES AND MISCELLANEOUS CRAFT. (MAY 89) NO INFORMATION IS AVAILABLE.

C. WATER. (OCT 89) (USS BREWTON) POTABLE WATER WAS DELIVERED BY LIGHTER/TRUCK AT 20,000 GAL/HR. SIZE OF CONNECTION WAS 6.35 CM (2.5 IN). CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS NONE. WATER WAS TREATED WITH CALCIUM HYPOCHLORIDE TO 2.0 PPM FAC. AMOUNT WAS RESTRICTED TO

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J2-2
(CH-10)

FOR OFFICIAL USE ONLY

SURABAYA, INDONESIA

ONE 50-TON LIGHTER PER DAY. THE SHIP COULD ONLY TAKE ON 23 TON AT A TIME BUT HAD TO PAY FOR 50 TON. LIGHTER WAS NOT PUNCTUAL.

D. AIRFIELDS. (OCT 88) THE MAJOR AIRFIELD IS JUANDA, FIVE MILES SSE OF SURABAYA. IT IS A NAVAL AIRFIELD AND IS THE MOST MODERN IN INDONESIA. THE NEAREST CIVILIAN AIRPORT IS KEMAJORAN. IT HAS TWO RUNWAYS: ONE WITH AN ORIENTATION OF 080/260 AND DIMENSION OF 960 X 45 M (3,150 X 148 FT), AND THE OTHER WITH AN ORIENTATION OF 170/350 AND DIMENSION OF 2,475 X 45 M (8,120 X 148 FT). SOME OF THE AIRLINES SERVICING KEMAJORAN ARE: GARUDA INDONESIAN AIRWAYS, MERPATI NUSANTARA, BOUQAQ INDONESIAN AIRLINES, MANDALA AIRLINES, AND ZAMRUD AVIATION CORP.

E. COMMUNICATIONS. (JUL 88) (USS SAN BERNARDINO) HARBOR CONTROL CAN BE CONTACTED ON CHANNELS 12 AND 16 WITH A CALL SIGN "SURABAYA PILOT". SHIPS IN PORT ARE NOT REQUIRED TO GUARD ANY FREQUENCIES. COMMERCIAL TELEPHONE AND TELEGRAPH FACILITIES ARE AVAILABLE. THE LOCAL INTERNATIONAL HOTEL OPERATORS SPEAK GOOD ENGLISH, AND 24-HR SERVICE WAS RELIABLE.

PICK-UP/DELIVERY WAS ARRANGED VIA PRIVATE CONTRACTOR BY USDAO.

F. MEDICAL. (OCT 88) (USS BREWTON) QUARANTINE OFFICIALS CAME ABOARD AND FILLED OUT INDONESIAN QUARANTINE FORM. THE SHIP WAS GIVEN A LETTER OF PRATIQUE FOR ITS STAY IN SURABAYA. THE "DERAT" CERTIFICATE WAS REQUESTED, BUT HTLV-III CERTIFICATION WAS NOT.

LOCAL MEDICAL FACILITY IS ST VINCENT CATHOLIC HOSPITAL (260 BEDS), DOWNTOWN SURABAYA. SPECIALISTS ARE HYPERBARIC, CAT SCAN, ORTHOPEDIC TREATMENT, X-RAY, LAB, AND PEDIATRIC. EMERGENCY FACILITIES ARE LIMITED BUT AVAILABLE. LABORATORY WAS UTILIZED FOR LFT STUDIES OF BLOOD SERUM. LIAISON IS SISTER MONIQUE AT HOSPITAL OR PERSONNEL AT U.S. CONSULATE. THE HOSPITAL HAS ONE RESIDENT M.D. THE REST WERE PRIVATE MD WHO UTILIZE FACILITIES.

HEALTH AND SANITATION OF THE PORT WAS NOT VERY GOOD. RAW SEWAGE AND INDUSTRIAL POLLUTANTS WERE IN HARBOR WATER. THERE WAS ATMOSPHERIC POLLUTION, AND SMALL BOAT TRAFFIC WAS HEAVY.

GARBAGE AND TRASH ACCUMULATION IN THE CITY WERE HEAVY, ESPECIALLY IN CERTAIN POPULATED DISTRICTS. SEWAGE SYSTEM IS AVAILABLE, BUT OPEN SEWERS ARE NEAR THE SIDE OF THE SHIP. FLY/MOSQUITO POPULATION IS HEAVY. MANY CATS, CHICKENS, GOATS, AND COWS ARE STRAYED. RABIES ARE UNKNOWN. SANITARY COMPLIANCE AT LARGE HOTELS IS GOOD, BUT IS POOR TO NON-EXISTENT FOR OTHER RESTAURANTS, BARS, AND STREET VENDORS. MARIJUANA IS OPENLY AVAILABLE. PROSTITUTION IS AVAILABLE IN STREETS, BARS, DANCE HOUSES, MANY SPONSORED BY HOUSE. NONE CARRIES CARDS. MORE ESTABLISHED PLACES GIVE PENICILLIN SHOTS REGULARLY. PROSTITUTION EASILY AVAILABLE AND INEXPENSIVE.

PREVALENT COMMUNICABLE DISEASES ENDEMIC TO THE AREA ARE DENGUE, TB, MALARIA, HEMORRAGIC FEVER, AND HEPATITIS. MEDICAL CASES ARISING WHILE IN OR AFTER LEAVING THE PORT WERE TWO DIARRHEA, ONE TNEA INFECTIONS, AND ONE GONORRHEA.

AMBULANCE/AIR AMBULANCE TRANSPORTATION IS NOT AVAILABLE.

G. GASOLINE. (OCT 88) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (OCT 88) (USS BREWTON) THE SHIP DEALT WITH P.T. IMPERIAL INDAH, TEL-495819. MEATS, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS WERE AVAILABLE. ICE CREAM WAS DELIVERED AT 30° F, AND STORAGE LIFE OF DAIRY PRODUCTS WAS 10 DAYS. PRODUCE SHOULD BE CHECKED AND SPRAYED

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SURABAYA, INDONESIA

BY A MEDICAL REPRESENTATIVE.

I. GARBAGE. (OCT 88) (USS BREWTON) GARBAGE WAS PICKED UP BY TRUCK ONCE A DAY AT NO SPECIFIC TIME. THE POC WAS P.T. IMPERIAL INDAH. THERE WAS NO RESTRICTION ON DUMPING. TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (JUL 88) (USS SAN BERNARDINO) CALLS WERE ARRANGED BY U.S. CONSUL, SURABAYA. THE FOLLOWING CALLS WERE MADE:

COMMANDING OFFICER, NAVAL BASE
MAYOR OF SURABAYA
PORT ADMINISTRATOR OF SURABAYA

THE SHIP GAVE MEMBERS OF THE INDONESIAN MILITARY A SHIP TOUR.

B. (OCT 88) (USS BREWTON) SURABAYA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAY 89) SURABAYA IS SITUATED ON THE NORTHEAST COAST OF JAVA AND IS A CHIEF FAR EASTERN PORT, SPECIALIZING IN THE EXPORT OF SUGAR, COFFEE, SPICES, AND PETROLEUM PRODUCTS. IT IS ALSO THE ADMINISTRATIVE CAPITAL OF EAST JAVA AND THE MAIN BASE AND SHIPYARD FOR THE INDONESIAN NAVY. THE CITY IS BUILT UP ON EITHER SIDE OF THE KALI MAS RIVER AND PORTRAYS THE ARCHITECTURAL AND LINGUISTIC INFLUENCE OF THE DUTCH.

FROM 1603 TO 1949, THE NETHERLANDS HELD POLITICAL AND ECONOMIC SUPREMACY IN INDONESIA. THE NEWLY EMERGING REPUBLIC OF THE UNITED STATES OF INDONESIA BEGAN TO BE STRONGLY INFLUENCED BY COMMUNISM AFTER WW II. IN 1965, A POLITICAL UPHEAVAL TOOK PLACE IN THE FORM OF A TWO-YEAR REIGN OF TERROR. THIS WAS FOLLOWED BY THE FORMATION OF A NEW CABINET IN 1966, HEADED BY THE PRESENT INDONESIAN PRESIDENT, GENERAL SUHARTO. TODAY'S INDONESIAN GOVERNMENT IS PATTERNED AFTER WESTERN PARLIAMENTARY SYSTEMS, WITH THE PRESIDENT PLAYING THE DOMINANT ROLE.

THE REPUBLIC OF INDONESIA ACCOUNTS FOR MOST OF THE GEOGRAPHICAL AREA OF THE LARGEST ISLAND GROUP IN THE WORLD, THE MALAY ARCHIPELAGO; ALSO CALLED THE "EAST INDIES". THIS CHAIN INCLUDES THE PHILIPPINES AND TERRITORIAL POSSESSIONS OF MALAYSIA AND AUSTRALIA.

B. LIBERTY. (OCT 88) (USS BREWTON) ONE OFFICER AND THREE E4-E6 WERE REQUIRED FOR SHORE PATROL. THE SENIOR SHORE PATROL OFFICER REPORTED TO THE CHIEF OF POLICE. A VEHICLE AND A DRIVER WERE PROVIDED. LIBERTY HEADQUARTERS WAS AT THE POLICE STATION. RECOMMENDED LIBERTY ATTIRE IS LONG PANTS AND COLLARED SHIRT.

C. CLUBS AND BARS. (OCT 88) AMONG THE NIGHTCLUBS LOCATED IN DOWNTOWN SURABAYA, THE FOLLOWING ARE RECOMMENDED:

DIAMOND - JALAN GENTENG KALI. NIGHTCLUB AND RESTAURANT, BEST IN TOWN.
COVER CHARGE.

BLUE SIXTEEN - JALAN PEMUDA 70. BAR, FLOOR SHOW, AND MEALS. COVER CHARGE.

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J2-4
(CH-10)

FOR OFFICIAL USE ONLY

SURABAYA, INDONESIA

TIRTA RIA AND VIP'S CORNER - JALAN TEGALSARI 2. BAND AND DANCING. COVER CHARGE.

NIRMALA - JALAN ALUN TJONTONG L, BAR AND RESTAURANT, AND HOSTESSES. NO COVER CHARGE.

SHINTA - JALAN BA SUKI RACHMAT. BAR, DANCING, MASSAGE PARLOR, AND NIGHT MEALS. NO COVER CHARGE.

LAS VEGAS GOLDEN ROOM - JALAN URIP SUMOHARDJO. BAR AND LIGHT SNACKS.

BONAR AMUSEMENT CENTER - JALAN URIP SUMOHARDJO. BAR.

PLACE PIGALLE - JALAN TANDJUNGAN. BAR.

D. RESTAURANTS. (OCT 88) LOCAL STREET VENDORS SHOULD BE AVOIDED.

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|-------------|----------------------------|---------------|---------------|---------------|
| CHEZ ROSE | JALAN PANGLIMA SUDIRMAN 14 | MOD-EXP | WESTERN | BEER |
| LEI LIEM | JALAN PANGLIMA SUDIRMAN 16 | MODERATE | WESTERN | BEER |
| | | | CHINESE, INDO | |
| ALOHA WARU | DJUANDA AIRPORT | MODERATE | CH, SEAFOOD | BEER |
| TAY SIE HIE | JALAN KEMBANG JEPUN 214 | MODERATE | INDONESIAN | BEER |

E. HOTELS. (OCT 88) THE HYATT-BUMI, LOCATED IN DOWNTOWN SURABAYA, OFFERED A RATE OF US\$40.00/NIGHT. ACCOMMODATIONS WERE FIRST RATE WITH SUPERB SERVICE AND GOOD RATES ON SUITES. DINING AND DANCING FACILITIES WERE AVAILABLE AND SAFE.

F. ATHLETICS. (JUN 86) (CTU 75.9.1) ALTHOUGH INITIALLY SCHEDULED, LOCAL TEAMS HAD TO CANCEL SEVERAL GAMES DUE TO RAMADAN (MOSLEM HOLY MONTH OF FASTING/ABSTINENCE). ONE SOFTBALL GAME WAS PLAYED WITH AMERICANS FROM THE AMERICAN CONSULATE.

G. BEACHES. (OCT 88) THERE ARE NO BEACHES IN SURABAYA.

H. CHURCHES. (OCT 88) THERE ARE SEVERAL ROMAN CATHOLIC CHURCHES AND AT LEAST ONE BAPTIST, DUTCH REFORM, AND SEVERAL OTHER PROTESTANT CHURCHES IN SURABAYA. TIMES OF SERVICES CAN BE OBTAINED THROUGH THE CONSULATE.

I. TRANSPORTATION. (OCT 88) VEHICLE ARRANGEMENTS REQUIRED CLOSE MONITORING. DRIVERS WERE NOT WELL-VERSED WITH PRE-PLANNED ITINERARY AND DID NOT CONVERSE WELL IN THE ENGLISH LANGUAGE. THE POC FOR VEHICLES WAS THE ASSISTANT MILITARY ATTACHE. A HYATT SHUTTLE BUS OPERATED BETWEEN 0700-1600 AT NO CHARGE FROM BERTH TO THE HOTEL. TAXIS OPERATED 24 HOURS A DAY AND WAITED RIGHT OUTSIDE THE GATE TO THE BERTHING AREA. LEGITIMATE TAXIS HAVE THE WORD "TAXI" ON ROOF. BARGAINING WAS NECESSARY.

J. TOURS. (OCT 88) THE PRE-ARRANGED TOURS AGAIN REQUIRED CLOSE MONITORING WITH REGARD TO SCHEDULE MAINTENANCE AND TRANSPORTATION REQUIREMENTS. TOUR TO BROMO VOLCANO IS HIGHLY RECOMMENDED. EXTENSION OF THE SUBABAYA PORT VISITS TO 4-5 DAYS IS ALSO RECOMMENDED SO THAT TOURS COULD BE ARRANGED TO BALI, BOROBUDUR, OR SOME OF THE OTHER MORE EXOTIC PLACES IN THE AREA.

J2-5
(CH-10)

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SURABAYA, INDONESIA

K. SHOPPING. (OCT 88) SHOPPING WAS INTERESTING WITH GOOD BUYS IN BATIK, ELECTRONICS (MAJOR BRANDS ASSEMBLED LOCALLY), CASHEW NUTS, COFFEE, AND TIN. BARGAINING IS THE ORDER OF THE DAY. THE STORES, WHERE PRICES ARE NOT FIXED, OFFER 40-60% OFF INITIAL ASKING PRICE.

| | | |
|---|--|-------------------------|
| FRANS JALAN EMBONG WUNGY | CHINESE, INDONESIAN ANTIQUES, FURNITURE | BARGAINING EXPECTED |
| PINGUIN JALAN AE SURYANI 45 | CHINESE PORCELAIN, EUROPEAN AND INDONESIAN SILVER | BARGAINING EXPECTED |
| KARAWATT ART SHOP JALAN JENDRAL BASUKI | WOOD CARVINGS, BATIK PAINTINGS | BARGAINING EXPECTED. |

L. THEATERS AND CINEMA. (OCT 88) THREE MAIN MOVIE THEATERS ARE LOCATED IN THE CENTER OF THE TOWN: PRESIDENT THEATER, SURABAYA THEATER, AND MITRA THEATER. THE AIR-CONDITIONED SURABAYA THEATER IS THE NEWEST AND LARGEST MOVIE HOUSE IN SURABAYA.

M. PHYSICAL SECURITY. (OCT 88) (USS BREWTON) PHYSICAL SECURITY WAS PROVIDED BY FOUR NAVAL POLICE 24 HOURS A DAY. THE POC WAS NAVAL LIAISON OFFICER. HARBOR PATROL CRAFT WERE AVAILABLE. THE SHIP WAS NOT REQUIRED TO PROVIDE OWN PHYSICAL SECURITY BUT ASSIGNED ONE PIER SENTRY DURING HOURS OF DARKNESS.

N. MISCELLANEOUS INFORMATION. (MAY 89) (FICPAC) THE RATE OF CURRENCY EXCHANGE WAS US\$1.00 = 1,436 RUPIA.

(OCT 88) (USS BREWTON) THE CURRENCY EXCHANGE WAS CONDUCTED ONBOARD BY THE BANK OF SURABAYA AND LOCAL CURRENCY WAS SOLD BACK AT THE END OF THE STAY.

GAMBLING HAS BEEN MADE ILLEGAL SINCE 1986. CASINO'S HAVE CLOSED AND NO SLOT MACHINES WERE AVAILABLE.

DUE TO LOCATION OF THE PIER NEAR MOUTH OF KALI NAS AT EASTERN END OF DERGAMA JAMRUD PIER, THE SHIP EXPERIENCED CLOGGED SEA SUCTIONS. ALTHOUGH SUCTIONS WERE BLOWN OUT TWICE A DAY WITH FIRE MAIN, SEA SUCTIONS EVENTUALLY BECAME SO CLOGGED THAT DIVERS HAD TO GO DOWN AND REMOVE DEBRIS.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, MAY 89.

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J2-6
(CH-10)

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BENOA, BALI, INDONESIA

HEALTH AND SANITATION OF THE PORT WERE GOOD. THERE WERE NO OBVIOUS TRACES OF ORGANIC WASTES, INDUSTRIAL POLLUTION IN HARBOR WATER OR ATMOSPHERIC POLLUTION. SHIP AND SMALL BOAT TRAFFIC WAS LIGHT.

THE CITY WAS NOT VERY CLEAN. GARBAGE AND TRASH ACCUMULATION WAS VERY HEAVY IN PLACES. SEWAGE REMOVAL/TREATMENT WAS ALL RIGHT IN THE CITY BUT POOR IN OTHER AREAS. FLY/INSECT VECTOR POPULATION WAS HEAVY, MOSQUITOES AT NIGHT AND FLIES DURING DAY. THERE WERE MANY STRAY DOGS, CATS, AND CHICKENS. SANITARY COMPLIANCE IN RESTAURANTS AND BARS WAS GOOD, ESPECIALLY THOSE CATERING TO TOURISTS. STREET VENDORS' COMPLIANCE WAS POOR. SOLICITATION OF PROSTITUTION IS LEGAL AND OCCURS IN CERTAIN BARS AND STREETS.

THE PREVALENT COMMUNICABLE DISEASES ENDEMIC TO THE AREA ARE GASTRO INTESTINAL AND SEXUALLY TRANSMITTED DISEASES. BALI HAS LOW INCIDENCE OF COMMUNICABLE DISEASE.

G. GASOLINE. (MAY 89) NO INFORMATION IS AVAILABLE.

H. PROVISIONS. (OCT 88) (USS BREWTON) RECOMMEND TO RE-SUPPLY IN SURABAYA.

I. GARBAGE DISPOSAL. (OCT 88) (USS BREWTON) DISPOSAL SERVICE WAS AVAILABLE BY BOAT ONCE A DAY AT US\$100.00 PER LOAD. THE POC WAS THE WATER TAXI SERVICE OFFICE. TRASH DID NOT NEED TO BE SORTED.

4. PERSONALIA

A. CALLS. (OCT 88) CALLS MAY BE MADE ON:

| | |
|--------------------|--------------------|
| GOVERNOR | CO, NAVSTA BENOA |
| MILITARY COMMANDER | PORT ADMINISTRATOR |
| CHIEF OF POLICE | |

B. HONORS. (OCT 88) BENOA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAY 89) THE PORT OF BENOA IS A MINOR SEAPORT, BUT IT IS WELL ORGANIZED AND APPEARS EFFICIENT. IT IMPORTS GASOLINE, OIL PRODUCTS, CEMENT, AND LUMBER. IT EXPORTS PIGS, SPICES, BAMBOO, AND COFFEE. CLOSE BY IS DENPASAR, THE CAPITAL OF BALI. BALI'S RELIGIOUS AFFILIATIONS ARE AS FOLLOWS: 90% HINDU, 5% MOSLEM, AND THE REMAINING 5% ARE CATHOLIC, PROTESTANT, AND ANIMIST.

B. LIBERTY. (OCT 88) (USS BREWTON) SHORE PATROL WAS NOT REQUIRED. THE SHIP PROVIDED ONE PO1 AND ONE PO2/3 AT BOAT LANDING TO COORDINATE BETWEEN SHIP AND SHORE. COMMERCIAL LIBERTY BOATS WERE AVAILABLE.

C. CLUBS AND BARS. (OCT 88) NOTABLE BARS AND RESTAURANTS ARE:

KARTIKA PLAZA HOTEL IN KUTA - RESTAURANT, POOL, BEACH, GOOD FOR WORDROOM ADMIN.

BALI WALTZING MATILDA - GOOD FOOD, DANCING, MANY AUSTRALIAN, GERMAN, DANISH, AND AMERICAN TOURISTS.

FOR OFFICIAL USE ONLY

BENOA, BALI, INDONESIA

YOGIS PIZZERIA - LIVELY, DANCING, MANY TOURISTS.

CASABLANCA - RELAXING MUSIC, MANY TOURISTS, A BIT CROWDED.

BALI SAN BAR - GOOD FOOD, DISCO, OUTDOOR ATMOSPHERE, YOUNG PEOPLE.

PEANUT BAR - GOOD FOOD, DISCO, ROCK AND ROLL, ROOMY, DRINKS A BIT EXPENSIVE.

SANUR BEACH HOTEL - SANUR, US\$80.00-140.00/NIGHT, RESTAURANT AND BAR.

FOURTEEN ROSES - KUTA BEACH, US\$10.00-40.00/NIGHT, DINING AND BEVERAGE FACILITIES WERE AVAILABLE.

D. RESTAURANTS. (OCT 88) SEE PARA 5C.

E. HOTELS. (OCT 88) SEE PARA 5C.

F. ATHLETICS. (OCT 88) NAVSTA BENOA HAS A VOLLEYBALL COURT. OTHER ATHLETIC FACILITIES ON BALI ARE LIMITED TO HIGH SCHOOL SOCCER FIELDS. ONE MONTH ADVANCE NOTICE TO USDAO JAKARTA IS RECOMMENDED FOR GAME ARRANGEMENTS WITH NAVSTA BENOA AND LOCAL HIGH SCHOOL TEAMS. CAUTION IS RECOMMENDED FOR ALL OPEN OCEAN WATER SPORTS DUE TO STRONG CURRENTS IN THE AREA.

G. BEACHES. (OCT 88) (USS BREWTON) SWIMMING BEACHES ARE AVAILABLE ANYWHERE.

I. TRANSPORTATION. (OCT 88) (USS BREWTON) LEGITIMATE TAXIS ARE MARKED BUT NOT METERED; THEREFORE, BARGAINING IS NECESSARY. MOTORCYCLES, MOTORBIKES, AND BICYCLES ARE GENERALLY DANGEROUS ESPECIALLY AT NIGHT DUE TO NARROW ROADS AND IMPROPER VEHICLE LIGHTS. AT LEAST ONE SERIOUS ACCIDENT OCCURS NIGHTLY.

J. TOURS. (OCT 88) TOURS OF BALI WERE ARRANGED THROUGH NUSA JAVA TOURS OF DENPASAR. UPON ARRIVAL, THE SHIP'S TOUR OFFICER WAS MET BY MR. KETUT TEJA, WHO RECOMMENDED SEVERAL TOURS OF THE ISLAND. BUSES WERE WAITING UPON ARRIVAL TO ACCOMMODATE THOSE INTERESTED IN A HALF-DAY TOUR. THIS 4-HR TOUR TOOK IN MANY OF BALI'S EASTERN TEMPLES AND FAMOUS MONKEY FOREST. TWO ALL-DAY TOURS WERE ARRANGED FOR THE WEEKEND. BOTH INCLUDED A TRADITIONAL BARONG DANCE, CRAFT SHOPS, TEMPLES AND BALINESE LUNCH. ALL PARTICIPANTS FELT THEIR TIME AND MONEY WAS WELL SPENT.

K. SHOPPING. (OCT 88) (USS BREWTON) RECOMMENDED SHOPPING AREA IS KUTA BEACH, SANUR; AND SILVER, WOOD CARVINGS, AND CLOTHING ARE LOCAL SPECIALTIES. TURTLE SHELL JEWELRIES ARE NOT ALLOWED BY U.S. CUSTOMS.

L. THEATER AND CINEMA. (JUL 88) (USS SAN BERNARDINO) MULTIPLE MOVIE THEATERS ARE AVAILABLE IN DENPASAR, BOTH AMERICAN AND ASIAN.

M. PHYSICAL SECURITY. (JUL 88) (USS SAN BERNARDINO) THE SHIP WAS ANCHORED AND QUARTERDECK AND ANCHOR WATCH WERE REQUIRED. THE SHIP PROVIDED BEACH GUARDS (ONE NAVY AND ONE MARINE) AT THE BOAT LANDING.

N. MISCELLANEOUS INFORMATION. (JUN 89) (FICPAC) CURRENCY RATE OF

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BENOA, BALI, INDONESIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 89) THE PORT OF BENOA (08-45S/115-13E) IS ON THE SOUTHEAST SIDE OF THE ISLAND OF BALI AND IS ON THE NORTH EXTREMITY OF A PENINSULA JUTTING TWO MILES NORTH INTO PANTAI TIMUR WHICH IS A BAY WITH SWAMPY SHORES.

B. APPROACHES, LIGHTS, ETC. (OCT 88) (USS BREWTON) CONSULT DMAHTC PUB 163, DMA CHARTS 72222/72223, AND BRITISH ADMIRALTY 946/9 WHICH WAS OBTAINED AT PACIFIC MAP CENTER, HONOLULU, HI. CHART 946/9 IS OF A LARGE ENOUGH SCALE FOR PRECISION ANCHORING. NAVAIDS WERE ACCURATELY LOCATED, ALLOWING FOR EXCELLENT FIXES AND EASE OF APPROACH. SHOAL WATER IS CLEARLY MARKED AND SOUNDINGS CONCURRED WITH CHARTED DEPTHS. CHART 946/9 HAS AN INSET OF THE BENOA CHANNEL AND WHARF AREA AND IS OF A VERY USEFUL SCALE FOR SMALL BOAT OPS, CLEARLY AND ACCURATELY MARKING BUOYS, LIGHTS, OTHER NAVIGATIONAL AIDS AS WELL AS SHOAL WATER AND CORAL REEFS. VISUAL AND RADAR NAVAIDS ARE PLENTIFUL, ACCURATELY CHARTED, AND ALLOWED FOR EXCELLENT FIXES DURING THE ENTIRE PORT VISIT DESPITE THE SMALL SIZE OF THE DRAG AND SWING CIRCLES.

C. PILOTAGE. (MAY 89) CONSULT PUB 163.

D. ENTRANCE. (OCT 88) THE TRANSIT THROUGH THE LOMBOK AND BADUNG STRAITS AND THE APPROACH TO ANCHORAGE WAS A NAVIGATIONAL EASE. RADAR WAS EXCELLENT. LIGHTS INCLUDING GILI SELANG (08-23S/115-42E), PADANG SARI (08-40S/115-27E) WERE EASILY VISIBLE FROM 25 NM, 18 NM, AND 10 NM RESPECTIVELY.

E. CHANNEL. (JUN 84) (USS HARRY W HILL) CHART 946/9 IS STRONGLY RECOMMENDED. THE BUOY SYSTEM HAS GREEN ODD NUMBERED BUOYS TO STARBOARD, AND RED EVEN NUMBERED BUOYS TO PORT WHEN ENTERING FROM SEAWARD. EVENING SWELLS OF 4-8 FT AND STRONG CURRENTS OF 4-5 KTS MADE SMALL BOAT LANDINGS ALONGSIDE SHIP'S ACCOMMODATION LADDER VERY DIFFICULT AND HAZARDOUS. CAPTAIN'S GIG WOODWORK AND TRIM WAS SEVERELY DAMAGED DURING EVENING APPROACH. STERN LANDINGS USING A JACOB'S LADDER PROVED TO BE SAFEST AND EASIEST DURING HEAVY SWELLS. THE CURRENTS IN THE BENOA CHANNEL ARE STONG AND UNPREDICTABLE WITH STRONG RIP TIDES AND EDDIES NOTED. DANGEROUS SHOAL WATER, WHICH IS VERY CLOSE TO BUOYS, AND RAPID DEPTH CHANGES COULD CAUSE GROUNDINGS IF SMALL BOATS DO NOT TRANSIT THE CENTER OF THE CHANNEL.

F. ANCHORAGES. (OCT 88) (USS BREWTON) THE SHIP ANCHORED ON A RANGE FORMED BY BENOA TUNJUNG LIGHT (FL 16M) AND FWD RANGE (FL 3S), BEARING 306°T IN 11 FATHOMS OF WATER, 2,600 YDS FROM THE FWD RANGE WITH 90 FATHOMS OF CHAIN OUT. DROP BEARING USED WAS R. TANGENT TO NUSA DUA ISC. THE BOTTOM TYPE WAS SAND WITH FAIR HOLDING POWER.

G. WRECKS AND OBSTRUCTIONS. (MAY 89) SEE PARA 1E.

H. TIDES AND CURRENTS. (OCT 88) (USS BREWTON) THE SEAS AROUND THE ENTRANCE TO BENOA AND IN VICINITY OF ANCHORAGE WERE CHOPPY AND CONFUSED WITH STRONG TIDAL RIPS.

I. WEATHER AND WINDS. (MAY 89) CONSULT PUB 163.

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BENOA, BALI, INDONESIA

2. BERTHING AND FACILITIES

A. MOORING, DOCK, ETC. (OCT 88) ONLY WHARF 2 IS SUITABLE FOR MOORING. IT IS CONSTRUCTED OF WOOD AND CONCRETE WITH A LENGTH OF 21 M (71 FT) AND A DEPTH ALONGSIDE OF 8 M (26 FT). A TURNING BASIN IS LOCATED 100-150 M (330-500 FT) FROM THE PIERS.

B. FUEL, LUBE, AND DIESEL. (OCT 88) VERY LIMITED BUT ADEQUATE FUEL FOR SMALL VESSELS IS AVAILABLE. IT IS DELIVERED BY TRUCK AT 1,430 LITERS (380 GAL)/HOUR.

C. MECHANICAL HANDLING FACILITIES. (MAY 89) NO CURRENT INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 88) THERE ARE TWO SMALL REPAIR WORKSHOPS. THERE ARE NO DRYDOCKS IN THE AREA.

E. WAREHOUSES AND STORAGE. (OCT 88) THERE ARE SIX CONCRETE SHEDS.

F. STEVEDORES. (MAY 89) NO CURRENT INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (OCT 88) ONLY ONE SMALL USN SHIP (ARS, ATF, ETC) AT A TIME CAN BE ACCOMMODATED.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 88) THE ONLY SINGLE ROADWAY EXITS THE PORT AREA. IT FOLLOWS THE ASPHALT CAUSEWAY [7 M (24 FT) WIDE] AND GOES ALL THE WAY TO DENPASAR. IT IS WINDING AND CONGESTED.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 88) THERE ARE NO LIGHTERS AVAILABLE.

B. DREDGES AND MISCELLANEOUS CRAFT. (MAY 89) NO INFORMATION IS AVAILABLE.

C. WATER. (MAY 89) NO CURRENT INFORMATION IS AVAILABLE.

D. AIRFIELD. (OCT 89) THE CLOSEST AIRPORT ON BALI IS THE NGURAH RAI INTERNATIONAL AIRPORT IN DENPASAR.

E. COMMUNICATIONS. (JUL 89) (USS SAN BERNARDINO) THE PORT CONTROL CAN BE CONTACTED ON CHANNEL 16. BEACH DETACHMENT CIRCUIT FOR COMMUNICATION WITH BEACH GUARD WAS REQUIRED TO GUARD. CONUS CALLS CAN BE MADE THROUGH ENGLISH-SPEAKING OPERATOR.

F. MEDICAL. (OCT 88) (USS BREWTON) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED. QUARANTINE OFFICIALS DID NOT BOARD THE SHIP.

TWO HOSPITALS IN DENPASAR [10 KM (7 MI) FROM THE PORT] ARE:

R.S. UMIUM - BED CAPACITY 70; SPECIALTIES INCLUDE HYPERBARIC, CAT SCAN, AND ORTHOPEDIC.

PUSAT GENERAL HOSPITAL - BED CAPACITY 170; SPECIALTIES INCLUDE HYPERBARIC, CAT SCAN, ORTHOPEDIC.

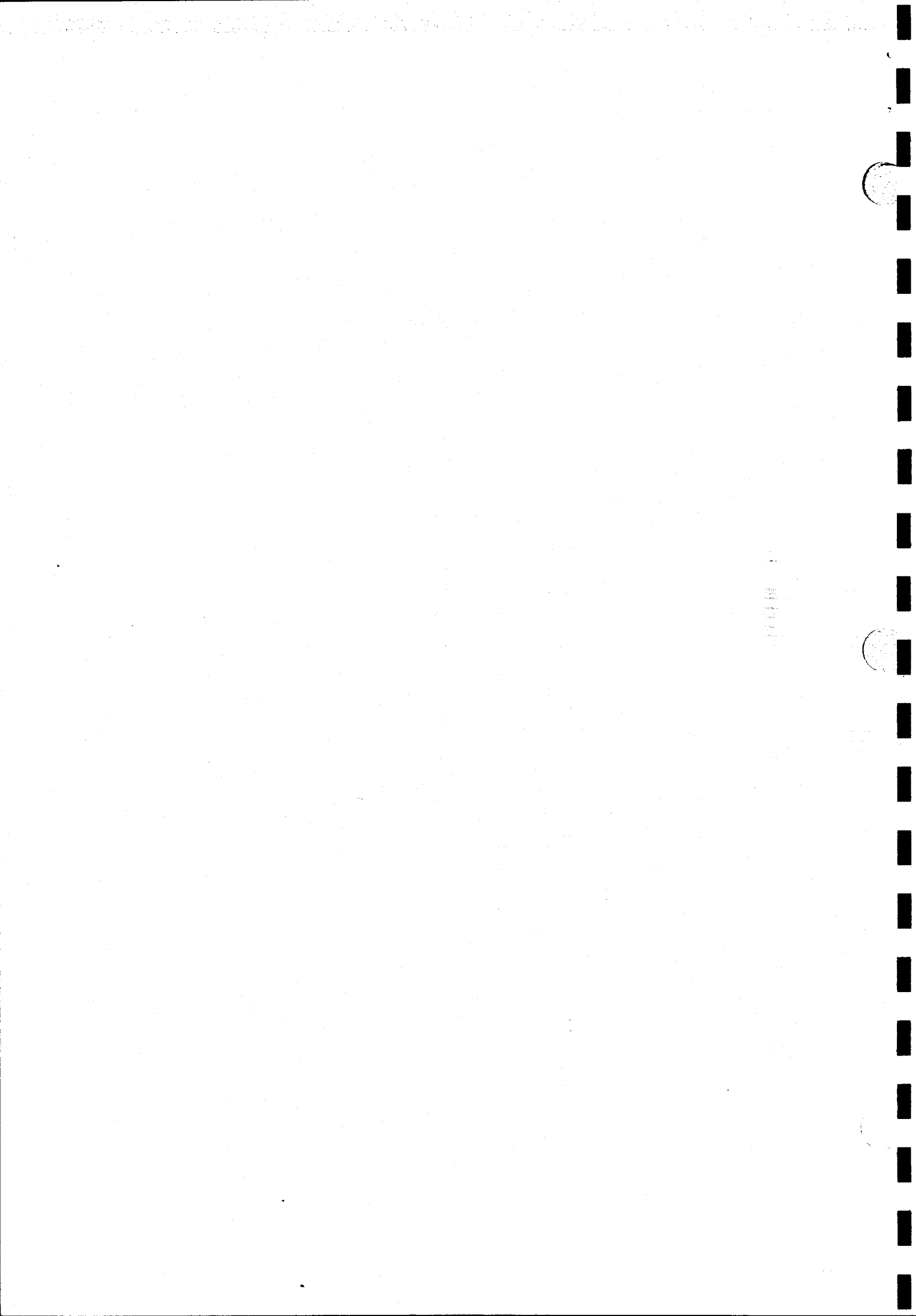
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BENOA, BALI, INDONESIA

EXCHANGE IN JUN 89 WAS \$US1.00 = 1,600 RUPIA.

(OCT 88) (USS BREWTON) CURRENCY EXCHANGE WAS CONDUCTED ONBOARD, AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, JUN 1989.



UJUNG PANDANG (MAKASSAR), INDONESIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (9-85) UJUNG PANDANG (05°08'S/119°24'E) IS LOCATED ON THE WEST COAST OF THE ISLAND OF CELEBES AND AN OPEN ROADSTEAD PORT, PROTECTED BY TWO BREAKWATERS.

B. APPROACHES, LIGHTS, ETC. (9-85) CONSULT DMAHTC PUB 163 (3RD ED 1985), CHART 72161 (8TH ED 9 APR 77), AND 72192 (4TH ED 19 FEB 77).

(5-84) (USNS PASSUMPSIC) STRONG CURRENTS SETTING SOUTH ARE NOT INDICATED ON CHARTS.

C. PILOTAGE. (9-85) CONSULT PUB 163, PAGE 233.

D. ENTRANCE. (5-84) (USNS PASSUMPSIC) THE SHIP EXPERIENCED A 2-3 KNOT SOUTHERLY SETTING CURRENT AT HARBOR ENTRANCE. LARGE VESSELS WOULD BE SET ON TO SHOAL WATER IF NOT CORRECTED. DUE TO ABSENCE OF AIDS IN VICINITY OF CHANNEL ENTRANCE, THE SET IS DIFFICULT TO IDENTIFY. THE NAVIGATOR MUST BE EXTREMELY VIGILANT.

E. CHANNEL. (5-84) (USNS PASSUMPSIC) SEE PARA 1D.

F. ANCHORAGES. (9-85) CONSULT PUB 163, PAGE 234.
(5-84) (USNS PASSUMPSIC) THE SHIP ANCHORED 25.6 M (84 FT) DEPTH OF WATER. SAND AND MUD PROVIDED A GOOD HOLDING GROUND. BEST ANCHORAGES ARE SHOWN ON CHART 72161. GOOD BEARINGS MAY BE TAKEN FROM SHORE LIGHTS AND NEARBY ISLAND.

G. WRECKS AND OBSTRUCTIONS. (5-84) (USNS PASSUMPSIC) A NARROW CHANNEL FROM APPROACH BUOY TO KUDINGARENG LOMPO ISLAND MAKES A SHARP TURN TO THE NORTHEAST NECESSARY ON APPROACH. A RUN OF APPROX 8.8 M (5.5 MI) IS NECESSARY AND THEN SHARP TURN TO THE EAST TO ANCHORAGE. THE LIGHT TOWER [131 FT, GROUP FLASHING (4)] IS VISIBLE FROM 18 MI. THERE ARE NO BRIDGES.

H. TIDES AND CURRENTS. (9-85) CONSULT PUB 163.

I. WEATHER AND WINDS. (9-85) CONSULT PUB 163.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (5-79) THE NAVAL PIER TO THE NORTH OF TANDJUNG PANDANG, SERVES AS A BOAT LANDING WITH A DEPTH OF 4 M (13 FT) ALONGSIDE THE STEPS AT THE PIER.

DJEMBATAN HATTA WHARF IS 540 M (1,800 FT) LONG, WITH DEPTHS OF 5 M (16 FT) TO 7.9 M (26 FT) ALONGSIDE. THERE ARE NO FACILITIES FOR WORKING CARGO. THE WHARF IS USED BY VESSELS HAVING NO OTHER BERTH ASSIGNED TO THEM.

THE PANGKALAN SUKARNO QUAY IS 1,360 M (4,462 FT) LONG AND HAS DEPTH OF 5 M (16 FT) TO 8 M (26 FT). REGULAR STEAMSHIP LINES BERTH AT THIS QUAY. THE SOUTH FACE OF THE QUAY, KNOWN AS PANGKALAN SULTAN HASSANDIN, IS 79 M (260 FT). THE NORTH END OF PANGKALAN SUKARNO IS PARTLY USED

UJUNG PANDANG (MAKASSAR), INDONESIA

FOR BUNKERING (FUEL AND COAL). ONE CRANE IS AVAILABLE. VESSELS BERTHING AT THE FUELING QUAY MUST BEAR IN MIND THAT THE NORTH-GOING TIDAL CURRENT SETS STRONGLY HERE WHILE THE SOUTH-GOING TIDAL CURRENT SETS OUT.

AN OIL WHARF, CLOSE NORTHWARD OF PANGKALAN SUKARNO, IS 60 M (197 FT) LONG AND HAS A DEPTH ALONGSIDE OF 7.9 M (26 FT).

B. FUEL, LUBE, AND DIESEL. (5-79) FUEL AND DIESEL OIL MAY BE OBTAINED WITH ADVANCE NOTICE.

C. MECHANICAL HANDLING FACILITIES. (5-79) THERE ARE THREE SMALL CRANES AND SEVERAL FORKLIFTS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (5-79) A SMALL SHIPYARD IS LOCATED AT THE NORTHERN END OF THE PORT. MACHINE SHOP REPAIRS, DIVERS, AND DIVING GEAR ARE ALSO AVAILABLE.

E. WAREHOUSES AND STORAGE. (5-79) OPEN AND COVERED STORAGE FACILITIES ARE AVAILABLE.

F. STEVEDORES. (5-79) THERE ARE SEVERAL STEVEDORES AVAILABLE THROUGH THE PORT ADMINISTRATION.

G. PORT CAPACITY. (5-79) THE PORT CAN HANDLE UNITS UP TO THE SIZE OF A CRUISER.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (5-79) THERE ARE NO RAILROADS IN THIS PORT. GOOD ROADS LEAD THROUGH THE SOUTH AND CENTRAL AREA OF THE ISLAND OF CELEBES.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (5-79) SEVERAL LOW POWERED TUGS, TOWING LAUNCHES AND BARGES ARE AVAILABLE. THE TUGS ARE CONSIDERED SATISFACTORY.

B. WATER. (5-79) WATER IS AVAILABLE BY SHORE PIPELINE. THE WATER MUST BE CAREFULLY TESTED. PREVIOUS DELIVERIES HAVE CONTAINED TRACES OF BLOOD, PAINT CHIPS, AND OTHER FOREIGN MATERIAL. HEAVY CHLORINATION IS REQUIRED BEFORE WATER IS SUITABLE FOR SHIPBOARD USE.

C. AIRFIELDS. (5-79) THERE IS A SMALL AIRFIELD NORTHEAST OF THE CITY.

D. COMMUNICATIONS. (5-79) THE COASTAL RADIO STATION BEARS THE NAME OF MAKASSAR RADIO, CALL SIGN IS PKF, AND OPERATES ON A FREQUENCY OF 465 KHZ. THERE ARE TELEPHONE SERVICES AVAILABLE AT AN AVERAGE CHARGE OF US\$15.00/ DAY/SHIP. POSTAL FACILITIES ARE ALSO AVAILABLE.

E. MEDICAL. (2-84) SEE J5/MED.

F. GASOLINE. (9-85) NO CURRENT INFORMATION IS AVAILABLE.

UJUNG PANDANG (MAKASSAR), INDONESIA

G. PROVISIONS. (5-84) (USNS PASSUMPSIC) FRESH FRUITS, VEGETABLES, AND BAKED GOODS OF EXCELLENT QUALITY AND OF UNLIMITED QUANTITY ARE AVAILABLE. PRICES ARE MODERATE.

H. GARBAGE DISPOSAL. (5-79) GARBAGE DISPOSAL IS NOT AVAILABLE AT THE ANCHORAGE. THERE ARE TRUCKS AVAILABLE FOR DISPOSAL SERVICES AT THE PIER.

4. PERSONALIA

A. CALLS. (5-84) (USNS PASSUMPSIC) THE FOLLOWING CALLS MAY BE MADE:

COMMANDER, SEVENTH NAVAL DISTRICT
REGIONAL MILITARY COMMANDER
MAYOR OF UJUNG PANDANG

B. HONORS. (5-84) (USNS PASSUMPSIC) UJUNG PANDANG IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (9-85) UJUNG PANDANG IS THE CAPITAL CITY OF THE SULSEL PROVINCE, HOME OF SEVENTH NAVAL DISTRICT COMMAND. THE CITY SUFFERED MUCH DURING THE WW II AND IN THE EARLY FIFTIES WHEN TERRORISTS WERE ACTIVE IN THE INTERIOR REGIONS. IT IS NOW A RAPIDLY DEVELOPING CENTER OF COMMERCIAL, INDUSTRIAL, AND OTHER KINDS OF ACTIVITIES. THE NAME OF UJUNG PANDANG CAME FROM PANDAN-TREES, GROWN IN THE PLACE WHERE THE CITY IS NOW OCCUPIED, LONG AGO. ALONG THE COAST AND ESPECIALLY ON THE STRETCH OF LAND PROTRUDING INTO THE SEA IN FRONT OF THE OLD FORT ROTTENDAM, IT WAS SO DENSE THAT PEOPLE STARTED TO NAME THE PLACE UDJUNG-PANDANG (PANDAN CAPE). THE POPULATION IS 710,000 (1984 EST). RELIGIOUS AFFILIATIONS ARE MOSTLY MOSLEM.

B. LIBERTY. (5-84) (USNS PASSUMPSIC) THERE IS NO CURFEW. RECOMMENDED SIZE OF THE LIBERTY PARTY IS 500. A COMMERCIAL LIBERTY BOAT OF 30-SEAT CAPACITY COSTS US\$20.00 FOR ROUND TRIP.

(5-77) TWO PETTY OFFICERS SHOULD BE PROVIDED TO THE PROVOST POLICE STATION DAILY FOR SHORE PATROL. THE RECOMMENDED HOURS FOR SHORE PATROL ARE 1800-0200. IT IS ALSO RECOMMENDED THAT TWO MEN BE KEPT ON BOARD, IN A STANDBY STATUS, FOR SHORE PATROL DUTY.

C. CLUBS AND BARS. (5-84) (USNS PASSUMPSIC) THE CITY HAS NO NIGHT-CLUB ATMOSPHERE OTHER THAN BARS. NO LIVE ENTERTAINMENT OBSERVED.

D. RESTAURANTS. (5-77) THERE ARE SEVERAL GOOD RESTAURANTS WITH EXCELLENT MEALS AND REASONABLE PRICES. THE FOLLOWING ARE RECOMMENDED:

MARANNU STEAKHOUSE
ASIA BARU (SEA FOOD)
MALABAR (EAST INDIAN)

BAMBOO DEN
KIUSK MALAT (CHICKEN)

UJUNG PANDANG (MAKASSAR), INDONESIA

E. HOTELS. (5-77) SEVERAL HOTELS ARE AVAILABLE. ONLY TWO OF THE HOTELS ARE CONSIDERED ADEQUATE BY U.S. STANDARDS. THE RADDAH HOTEL OFFERS AIR-CONDITIONED ROOMS WITH TWO DOUBLE BEDS AT PRICES FROM 12,450 TO 20,750 RP (US\$30.00-50.00)/DAY (INCLUDING TAX AND GRATUITIES). THE VICTORIA HOTEL IS THE BETTER HOTEL ALTHOUGH IT IS MORE EXPENSIVE.

F. ATHLETICS. (5-77) SPORT COMPETITION WITH THE INDONESIAN NAVY IS HIGHLY RECOMMENDED. THE SPORT ACTIVITIES HELD IN THE PAST ARE TENNIS, GOLF, BASKETBALL, AND VOLLEYBALL. TRANSPORTATION CAN BE ARRANGED FOR SCHEDULED ATHLETIC COMPETITIONS WITH THE INDONESIAN NAVY.

G. BEACHES. (5-84) (USNS PASSUMPSIC) SWIMMING BEACHES ARE NOT AVAILABLE IN THE VICINITY OF THE PORT. WATER IN AREA IS CONTAMINATED.

H. CHURCHES. (9-85) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (5-84) (USNS PASSUMPSIC) RECOMMEND BICYCLE TAXIS BECAUSE THEY ARE INEXPENSIVE AND READILY AVAILABLE.

(5-77) THE PEDICAB IS THE COMMON FORM OF TRANSPORTATION. PEDICAB DRIVERS ARE CONSIDERED KNOWLEDGEABLE AND RELIABLE. THE PRICE MUST BE NEGOTIATED. TAXIS ARE NOT READILY AVAILABLE AND ARE VERY EXPENSIVE.

J. TOUR. (5-84) (USNS PASSUMPSIC) NO TOURS WERE TAKEN DUE TO SHORT STAY. ONE 3-DAY TOUR INLAND WAS OFFERED.

(5-77) LOCAL TOURS ARE AVAILABLE ALTHOUGH THE COST IS UNREASONABLY HIGH.

K. SHOPPING. (5-84) (USNS PASSUMPSIC) PARTICULARLY GOOD BARGAINS ARE GOLD, SILVER, AMERICAN-STYLE T-SHIRTS, AND BATIK. RECOMMENDED AREA IS TWO BLOCKS INLAND FROM THE MAKASSAR GOLDEN HOTEL. GOLD/SILVER JEWELRY ARE FOUND IN NUMEROUS STORES. PRICE BARGAINING IS EXPECTED.

L. THEATER AND CINEMA. (9-85) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (5-84) (USNS PASSUMPSIC) THE RATE OF CURRENT EXCHANGE WAS 1,000 RUPIAHS TO US\$1.00. RECOMMEND THE MAKASSAR GOLDEN HOTEL FOR CURRENCY-CHANGE-BACK SERVICES.

A MILITARY GUARD IS AT THE MAIN ENTRANCE OF THE PORT. THE POLICE ARE A BRANCH OF THE MILITARY.

UJUNG PANDANG APPEARS PRO-AMERICAN. ALL LOCALS WHO CAME INTO CONTACT WITH PASSUMPSIC WERE FRIENDLY, CURIOUS, AND HELPFUL.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (9-85).

UJUNG PANDANG (MAKASSAR), INDONESIA

3. E. MEDICAL. (2-84) (AFMIC) THE STANDARD OF LIVING IN INDONESIA IS ONE OF THE LOWEST IN SOUTHEAST ASIA. WATERWAYS AND ROADSIDES ARE HEAVILY POLLUTED WITH SEWAGE AND GARBAGE, LEADING TO FECAL CONTAMINATION. CONSEQUENTLY, ONLY 10% OF THE POPULATION HAS ACCESS TO CLEAN WATER AND ADEQUATE SANITATION FACILITIES. THERE ARE NO HYGIENE STANDARDS FOR FOOD VENDORS OR RESTAURANTS; THEREFORE, CONSUMPTION AT LOCAL ESTABLISHMENTS SHOULD BE STRICTLY LIMITED TO RESTAURANTS IN HIGH QUALITY HOTELS. JAVA'S SANITATION PROBLEM IS FURTHER EXACERBATED BY ONE OF THE HIGHEST DENSITY POPULATIONS IN THE WORLD. AIR POLLUTION IN THESE CITIES IS ONE RESULT. IN GENERAL, THE CITIES HAVE A LOWER SANITATION STANDARD THAN RURAL AREAS.

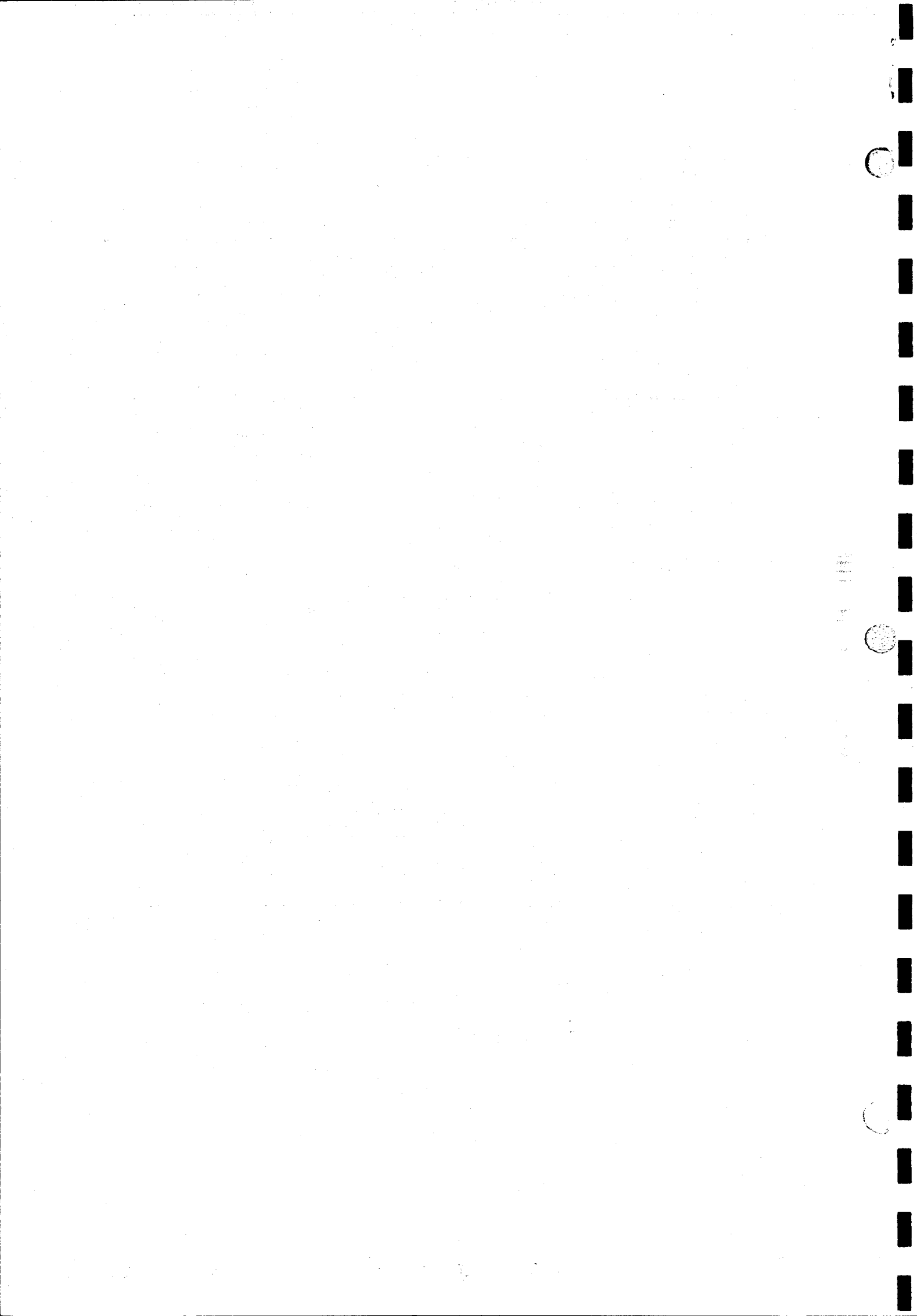
THERE IS A PLETHORA OF BOTH COMMON AND EXOTIC COMMUNICABLE DISEASES IN INDONESIA. MALARIA, MOST PREVALENT FROM MAY THROUGH JULY, IS ENDEMIC COUNTRYWIDE AND CHLOROQUINE-RESISTANT STRAINS HAVE BEEN IDENTIFIED IN NUMEROUS LOCALES. OTHER ENDEMIC VECTORBORNE DISEASE INCLUDE DENGUE FEVER (AND ENGUE HEMORRHAGIC FEVER, WHICH HAS BEEN INCREASING IN RECENT YEARS), FILARIASIS, ENCEPHALITIS, TYPHUS (ALL TYPES), RELAPSING FEVER, AND SCHISTOSOMIASIS (CENTRAL SULAWESI ONLY). FOOD- AND WATER-BORNE DISEASE INCLUDE THE COMPLETE RANGE OF DIARRHEAS AND DYSENTERIES, ESPECIALLY SALMONELLA AND VIBRIO CHOLERA (EL TOR), TYPHOID AND PARATYPHOID FEVERS, AND INFECTIOUS HEPATITIS. SOME CHLORAMPHENICOL-RESISTANT TYPHOID FEVER HAS BEEN REPORTED. VENEREAL DISEASES ARE PREVALENT, ESPECIALLY GONORRHEA AND SYPHILIS. PENICILLINASE-PRODUCING N. GONORRHEA HAS BEEN SHOWN TO HAVE A HIGHER PREVALENCE AMONG "HIGH CLASS" PROSTITUTES IN SURABAYA AND JAKARTA. THE STRAINS HAVE A HIGHER DEGREE OF RESISTANCE THAN THOSE FOUND IN OTHER COUNTRIES. ILLICIT DRUGS ARE READILY AVAILABLE, ESPECIALLY GANJA (MARIJUANA), WHICH IS GROWN LOCALLY.

MEDICAL FACILITIES, STAFFING, AND EQUIPMENT ARE INADEQUATE (BOTH QUALITY AND QUANTITY) TO SERVE THE POPULATION'S NEEDS AND ARE FAR BELOW U.S. STANDARDS. MILITARY HOSPITALS ARE GENERALLY BETTER THAN CIVILIAN ONES.

(5-79) THERE ARE EIGHT HOSPITALS, WITH A CAPACITY OF 800 BEDS. STELLA MARIS HOSPITAL IS AVAILABLE FOR X-RAYS OF SHIP'S PERSONNEL TWO DAYS A WEEK.

(2-84) ADDITIONAL INFORMATION ON HOSPITALS CAN BE OBTAINED FROM THE U.S. NAVY MEDICAL RESEARCH UNIT 2, JAKARTA DETACHMENT, WHERE AT LEAST TWO NAVY MEDICAL OFFICERS ARE ASSIGNED. HOWEVER, IF CIRCUMSTANCES PERMIT, MEDICAL EVACUATION TO SINGAPORE, OR THE NAVAL HOSPITAL AT SUBIC BAY, REPUBLIC OF THE PHILIPPINES, IS PREFERABLE TO ADMISSION TO AN INDONESIAN HOSPITAL.

A DECLARATION OF HEALTH AND DERATTING CERTIFICATE ARE REQUIRED AND THE QUARANTINE (Q) FLAG MUST BE FLOWN UNLESS FREE PRATIQUE HAS BEEN OBTAINED. THESE REQUIREMENTS MAY NOT BE ENFORCED.



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BELAWAN, SUMATRA, INDONESIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 87) BELAWAN (03-47N/098-41E) IS LOCATED AT THE CONFLUENCE OF THE SUNGAI BELAWAN AND THE SUNGAI DELI. THE PORT IS APPROACHED THROUGH THE DREDGED ENTRANCE CHANNEL, AND AMPLE MODERN ALONGSIDE BERTHING FACILITIES ARE AVAILABLE FOR HANDLING ALL CLASSES OF VESSELS.

B. APPROACHES, LIGHTS, ETC. (AUG 87) (USS FREDERICK) THE SHIP USED DMAHTC PUB 174 (4TH ED 1986, CORR NM 15/87) AND CHART 71071 (24 MAY 86, CORR NM 7/87). THE CHART IS ADEQUATE, AND NAVAIDS ARE AVAILABLE.

C. PILOTAGE. (AUG 87) (USS FREDERICK) THE PILOT BOARDED THE SHIP AT BUOY NO. 2 (207T) FROM A BLACK CABIN CRUISER, 150-250 HP. HE SPOKE ENGLISH, WAS AN OUTSTANDING SHIPHANDLER, AND WAS WELL VERSED IN THE RIVER/CHANNEL NAVIGATION. THE SHIP USED TWO TUGS TO ASSIST ENTERING THE PORT BECAUSE THE CHANNEL WAS TOO NARROW FOR LARGE VESSELS TO MANEUVER. ESTIMATED POWER OF TUGS WERE 1,700 HP MMXIMUM, 800 HP MINIMUM.

D. ENTRANCE. (AUG 87) (USS FREDERICK) THE ONLY USEFUL NAVAID WAS THE LIGHTHOUSE AT 03-54N/098-45E. IT WAS EXTINGUISHED AT SUNRISE.

E. CHANNEL. (AUG 87) (USS FREDERICK) THE ENTRANCE CHANNEL IS EXTREMELY NARROW, AND INSUFFICIENT NAVAIDS MADE NAVIGATION DIFFICULT WITHOUT THE PILOT.

F. ANCHORAGES. (OCT 87) CONSULT PUB 174.

G. WRECKS AND OBSTRUCTIONS. (AUG 87) (USS FREDERICK) THE LEAST DEPTH ENCOUNTERED WAS 9.1 M (30 FT) AT 316T/2,300 YDS FROM BUOY NO. 2. NO NAVAID WAS ASSOCIATED WITH THE ABOVE FEATURE.

H. TIDES AND CURRENTS. (AUG 87) (USS FREDERICK) PREDICTED TIDE IS ADEQUATE. HOWEVER, THERE IS NO CURRENT INFORMATION FOR BELAWAN. PUB 174 DESCRIBES CURRENTS AT MAXIMUM FLOOD/EBB ONLY.

I. WEATHER AND WINDS. (OCT 87) CONSULT PUB 174 (PAGE 43, WINDS-WEATHER).

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (AUG 87) (USS FREDERICK) THE SHIP MOORED TO A PIER. LENGTH OF THE BERTH IS 1,300 YDS; AND DEPTH, 4-5 M (13-16.4 FT) (MEAN LOW UNDER SPRINGS). NO STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL. (AUG 87) (USS FREDERICK) ABUNDANT SUPPLY OF FUEL, LUBE, DIESEL OIL, JP5, AND AVGAS ARE AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (AUG 87) (USS FREDERICK) ONE 40-TON FLOATING CRANE AND FIVE 15-25 TON MOBILE CRANES WERE OBSERVED.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 87) (FICPAC) ONLY MINOR REPAIRS ARE AVAILABLE.

J6-1
(CH-6)

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BELAWAN, SUMATRA, INDONESIA

E. WAREHOUSES AND STORAGE AREAS. (OCT 87) (FICPAC) THERE ARE TWENTY TRANSIT SHEDS WITH A TOTAL AREA OF 61,293 SQ M (659,774 SQ FT), 19 WAREHOUSES WITH A TOTAL AREA OF 24 SQ M (258 SQ FT), AND 36,069 SQ M (388,256 SQ FT) OPEN STORAGE.

F. STEVEDORES. (AUG 87) STEVEDORES ARE AVAILABLE NIGHT AND DAY, THEY ARE MOSTLY UNSKILLED.

G. PORT CAPACITY. (AUG 87) BELAWAN CAN ACCOMMODATE ONE OR TWO DD/LST TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (AUG 87) THE RAILROAD AND TRUCK ROAD ACCESS TO THE WHARF. THE ROADS ARE IN VERY BAD CONDITION, BUT THEY DO TRAVEL TO ALL MAIN INLAND POINTS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (AUG 87) (USS FREDERICK) ONE FUEL BARGE AND TWO WATER BARGES ARE AVAILABLE. FEE FOR TUGS WAS US\$1,167.10 AND FOR PILOT WAS US\$274.30. THE POC IS U.S. CONSULATE MEDAN.

B. DREDGES AND MISCELLANEOUS CRAFT. (AUG 87) (USS FREDERICK) ONE DREDGER AND 23 MISCELLANEOUS CRAFT WERE OBSERVED.

C. WATER. (AUG 87) THE WATER BECOMES POTABLE AFTER BEING TREATED WITH CALCIUM HYPOCHLORIDE. THE WATER MAY BE RECEIVED A FEW HOURS PER DAY. WATER IS DELIVERED BY PIPE AT THE RATE OF 7,500 GAL/HR THROUGH A 6.35 CM (2.5 IN) CONNECTION. THE WATER RECEIVED ON BOARD WAS VERY POOR AND CONSTANT ADDITIONS OF CHLORIDE WERE NEEDED TO CONTROL THE GROWTH OF BACTERIA.

D. AIRFIELDS. (OCT 87) (FICPAC) POLONIA AIRPORT IS LOCATED 32 KM (19.9 MI) SOUTH FROM THE PORT. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 050/230 AND A DIMENSION OF 2,961 X 45 M (9,715 X 148 FT). FOR PERMISSION TO USE THE AIRFIELD, CONTACT THE INDONESIAN AIR FORCE. SINGAPORE AIRLINES, MALAYSIAN AIRLINES, AND GARUDA ARE AVAILABLE.

E. COMMUNICATIONS. (AUG 87) HARBOR CONTROL CAN BE CONTACTED ON 7325 KHZ BY A CALL SIGN 7BZ. THE FREQUENCIES THAT MUST BE GUARDED ARE 1621.25 KHZ AND 1071.4 KHZ USB WHICH IS THE CONSULATE.

THERE IS COMMERCIAL TELEPHONE AVAILABLE, BUT THE SERVICE IS POOR. CONUS CALLS CAN BE MADE FROM THE U.S. CONSULATE WITH A WAITING TIME OF 5-10 MINUTES.

F. MEDICAL. (SEP 84) (AFMIC) THE STANDARD OF LIVING IN INDONESIA IS ONE OF THE LOWEST IN SOUTHEAST ASIA. WATERWAYS AND ROADSIDES ARE HEAVILY POLLUTED WITH SEWAGE AND GARBAGE, LEADING TO FECAL CONTAMINATION. CONSEQUENTLY, ONLY 10% OF THE POPULATION HAS ACCESS TO CLEAN WATER AND ADEQUATE SANITATION FACILITIES. THERE ARE NO HYGIENE STANDARDS FOR FOOD VENDORS OR RESTAURANTS; THEREFORE, CONSUMPTION AT LOCAL ESTABLISHMENTS SHOULD BE STRICTLY LIMITED TO RESTAURANTS IN HIGH QUALITY HOTELS. JAVA'S SANITATION PROBLEM IS FURTHER EXACERBATED BY ONE OF THE HIGHEST DENSITY POPULATIONS IN THE WORLD. IN GENERAL, THE CITIES HAVE A LOWER SANITATION STANDARD THAN RURAL AREAS.

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J6-2
(CH-6)

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BELAWAN, SUMATRA, INDONESIA

THERE IS A PLETHORA OF BOTH COMMON AND EXOTIC COMMUNICABLE DISEASES IN INDONESIA. MALARIA, MOST PREVALENT FROM MAY THROUGH JULY, IS ENDEMIC COUNTRYWIDE AND CHLOROQUINE-RESISTANT STRAINS HAVE BEEN IDENTIFIED IN NUMEROUS LOCALES. OTHER ENDEMIC VECTORBORNE DISEASE INCLUDE DENGUE FEVER (AND DENGUE HEMORRHAGIC FEVER WHICH HAS BEEN INCREASING IN RECENT YEARS), FILARIASIS, ENCEPHALITIS, TYPHUS (ALL TYPES), RELAPSING FEVER, AND SCHISTOSOMIASIS (CENTRAL SULAWESI ONLY). FOOD AND WATER-BORNE DISEASE INCLUDE THE COMPLETE RANGE OF DIARRHEA S AND DYSENTERIES, ESPECIALLY SALMONELLA AND VIBRIO CHOLERA (EL TOR), TYPHOID AND PARATYPHOID FEVERS, AND INFECTIOUS HEPATITIS. SOME CHLORAMPHENICOL-RESISTANT TYPHOID FEVER HAS BEEN REPORTED. VENEREAL DISEASES ARE PREVALENT, ESPECIALLY GONORRHEA AND SYPHILIS. PENICILLINASE-PRODUCING NEISSERIA GONORRHEA (PPNG) HAS BEEN SHOWN TO HAVE A HIGHER PREVALENCE AMONG "HIGH CLASS" PROSTITUTES IN SURABAYA AND JAKARTA. THE STRAINS HAVE A HIGHER DEGREE OF RESISTANCE THAN THOSE FOUND IN OTHER COUNTRIES. ILLICIT DRUGS ARE READILY AVAILABLE, ESPECIALLY GANJA (MARIJUANA), WHICH IS GROWN LOCALLY.

(AUG 87) (USS FREDERICK) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED. QUARANTINE OFFICIALS DID NOT BOARD.

ST. ELIZABETH HOSPITAL IS AVAILABLE FOR EMERGENCIES ONLY. THE HARBOR WATER WAS POLLUTED, AND HEAVY SMOG AND STENCH WERE IN THE ATMOSPHERE. TRAFFIC OF SMALL TANKERS AND CARGO BOATS WAS HEAVY. ACCUMULATION OF GARBAGE AND TRASH IN THE CITY WAS HEAVY. SEWAGE REMOVAL/TREATMENT WAS POOR. THERE WERE HEAVY POPULATION OF VARIOUS INSECTS AND STRAY ANIMALS. SANITARY COMPLIANCE IN RESTAURANTS AND BARS WAS POOR EXCEPT LARGE HOTELS. PROSTITUTION IS LEGAL, BUT HEALTH CARDS ARE NOT REQUIRED.

G. GASOLINE. (AUG 87) GASOLINE IS AVAILABLE.

H. PROVISIONS. (AUG 87) (USS FREDERICK) FFV, SEAFOOD, AND POULTRY WERE AVAILABLE. THE POC IS U.S. CONSULATE MEDAN.

I. GARBAGE DISPOSAL. (AUG 87) (USS FREDERICK) THE DISPOSAL SERVICE WAS PROVIDED BY 55-GAL DRUMS AND EMPTIED DAILY. THE POC IS THE INDONESIAN NAVY VIA U.S. CONSULATE MEDAN. TRASH DID NOT NEED TO BE SORTED. DUMPING WAS RESTRICTED. SEWAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (AUG 87) (USS FREDERICK) CALLS MAY BE MADE ON:

COMMANDER IN CHIEF, 1ST MILITARY COMMAND
CHIEF OF PROVINCIAL DEVELOPMENT
MAYOR OF MEDAN
CINC WESTERN ARCHIPELAGO SECURITY
COMMANDING OFFICER, NAVAL BASE

CALLS ARE ARRANGED BY U.S. CONSULATE. ESTIMATED 1,742 PEOPLE CAME FOR GENERAL VISITING.

B. HONORS. (AUG 87) (USS FREDERICK) BELAWAN IS NOT A SALUTING PORT. SALUTE WAS RENDERED FROM UNIFORMED PERSONNEL STANDING IN RANKS AS FREDERICK PROCEEDED TO MOORING BERTH.

J6-3
(CH-6)

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BELAWAN, SUMATRA, INDONESIA

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (OCT 87) (FICPAC) SUMATRA IS INDONESIA'S LARGEST ISLAND IN SIZE. THE ISLAND IS CHARACTERIZED BY A BROAD UPLAND REGION WHICH EXTENDS THE FULL LENGTH OF SUMATRA ON THE WESTERN SIDE. THIS REGION HAS 50 VOLCANOES, IN WHICH NINE ARE ACTIVE. THE EASTERN SIDE OF THE ISLAND IS CHARACTERIZED BY LOWLANDS AND SWAMPS. IT IS WHERE NIPA PALM MANGROVES ARE FOUND IN THE SALT WATER SWAMPS. SUMATRA ABOUNDS WITH WILD LIFE AND IS CHARACTERIZED BY THE NUMBER OF LARGE WILD ANIMALS IT POSSESSES. FOUND ONLY ON THIS ISLAND IS THE INDIAN ELEPHANT. THERE ARE ALSO TIGERS, TWO-HORNED RHINOCEROS, TAPIR, ORANGUTAN, AND WILD BUFFALO. THE WILD BUFFALO IS INDONESIA'S SYMBOL OF NATIONALISM ON THE NATIONAL EMBLEM.

MEDAN, THE CAPITAL CITY OF NORTH SUMATRA AND LEADING INDUSTRIAL CENTER, IS LOCATED JUST NORTH OF THE EQUATOR. BELAWAN IS THE MAJOR SEAPORT WITH EXPORTS OF PALM OIL, RUBBER, PEPPER, AND COCOA. IMPORTS INCLUDE SUGAR, RICE, AND SOYBEANS. THE POPULATION OF BELAWAN AND MEDAN TOTALED 1.8 MILLION IN 1984.

IN 100 A.D. INDONESIANS HAD A WELL-DEVELOPED TRADE WITH CHINA AND INDIA. THIS INDIAN INFLUENCE BECAME ESPECIALLY POWERFUL WITH THE SPREAD OF THE HINDU RELIGION INTO SUMATRA. IN 1280 ISLAMIC KINGDOMS BEGAN TO BE ESTABLISHED ALONG SUMATRA'S NORTHERN COAST. ACEH, LOCATED ON THE NORTHERN COAST, IS TODAY STILL THE STRONGHOLD OF ISLAMIC ORTHODOXY IN SUMATRA. IN 1478, THE ISLAMIC SULTANATES CONQUERED THE LAST HINDU KINGDOM IN JAVA.

IN 1511, THE PORTUGUESE SEIZED THE PORT OF MALACCA, MARKING THE BEGINNING OF 430 YEARS OF EUROPEAN RULE. IN THE 1600'S, THE DUTCH AND BRITISH ESTABLISHED VARIOUS STRONGHOLDS IN INDONESIA WHICH EVENTUALLY LED TO A TREATY GIVING THE DUTCH CONTROL OF SUMATRA. THIS LED TO THE ACEHNESE WAR BETWEEN THE DUTCH AND THE MUSLIMS. THE MUSLIMS WERE DEFEATED IN 1904, BUT CIVIL STRIFE CONTINUED UNTIL 1942 WHEN THE JAPANESE OCCUPIED INDONESIA. ON 17 AUGUST 1945, INDONESIA CLAIMED THEIR INDEPENDENCE. THIS LED TO THREE YEARS OF WAR WITH THE DUTCH, WHICH ENDED IN 1948 WHEN THE DUTCH TRANSFERRED SOVEREIGNTY TO THE REPUBLIC OF INDONESIA.

IN 1965, COMMUNIST ELEMENTS TRIED TO TAKE OVER INDONESIA. THIS LED TO THE "NEW ORDER" GOVERNMENT WITH GENERAL SUHARTO ASSUMING PRESIDENTIAL POWERS. IN 1968, THE NATION HAD ITS FIRST NATIONAL ELECTION SINCE 1965, IN WHICH SUHARTO WAS ELECTED PRESIDENT AND SUKARNO WAS DISMISSED. IN 1973, SUHARTO WAS ELECTED FOR A SECOND 5-YR TERM. IN 1978, SUHARTO WAS ELECTED FOR A THIRD 5-YR TERM. IN 1980, ANTI-CHINESE RIOTING OCCURRED IN CENTRAL JAVA. IN 1983, SUHARTO WAS ELECTED FOR A FOURTH 5-YR TERM.

B. LIBERTY. (AUG 87) (USS FREDERICK) SHORE PATROL WAS NOT REQUIRED. THE NEAREST LOCAL POLICE STATION IS AT THE GATE TO THIS PORT FACILITY. RECOMMEND RESTRICTING PERSONNEL TO IMMEDIATE AREA FOR LOADING-UNLOADING ONTO BUSES PROVIDED BY U.S. CONSULATE. ALSO RECOMMEND TRAVELING WITH A COMPANION, PREFERABLY IN GROUPS OF THREE OR MORE.

C. CLUBS AND BARS. (AUG 87) (USS FREDERICK)

PARDEDE DISCO/LOUNGE, JLN IR H JUANDA NO. 14, AND PALONIO DISCO/LOUNGE, JULET JEND, SUPRATO RD, HAVE ALL TYPES OF LIQUOR AVAILABLE AT MODEST PRICES. ANY BARS/ESTABLISHMENTS IN BELAWAY HAVE HIGH V.D. RATE.

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BELAWAN, SUMATRA, INDONESIA

D. RESTAURANTS. (AUG 87) (USS FREDERICK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>OVERALL</u> |
|---------------|-----------------|--------------|-------------|---------------|----------------|
| WISMA BENTAY | MEDAN | \$10.00 | CHINESE | YES | EXCELLENT |
| PARDEDE HOTEL | " | - | INTERNA'L | YES | VERY CLEAN |
| LYNN'S | " | 5.00 | WESTERN | YES | GOOD |
| TIARA | " | 10.00 | WESTERN | YES | EXCELLENT |

E. HOTELS. (AUG 87) (USS FREDERICK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>DINING AND BEVERAGE</u> |
|---------------|-----------------|--------------|----------------------------|
| PARDEDE HOTEL | MEDAN | US\$30.00 | YES |
| PALONIO HOTEL | MEDAN | US\$30.00 | YES |

F. ATHLETICS. (AUG 87) (USS FREDERICK) TIARA FITNESS CENTER OFFERED ITS FACILITY TO VISITING NAVAL PERSONNEL. COMPETITION WITH LOCAL TEAMS CAN BE ARRANGED. PICNIC AREAS ARE AVAILABLE, AND THE POC IS U.S. CONSULATE.

G. BEACHES. (APR 81) THE ONLY BEACH KNOWN IS THE PALAY MONYET ISLAND.

H. CHURCHES. (AUG 87) (USS FREDERICK) WESLYN METHODIST CHURCH HAS SERVICE AT 0900, SUNDAY.

I. TRANSPORTATION. (AUG 87) (USS FREDERICK) BUSES ARE AVAILABLE 24 HOURS/DAY AT US\$.50. TAXIS ARE AVAILABLE 24 HOURS/DAY AT US\$.40-3.00. TAXIS ARE NOT METERED, SO PRIOR BARGAINING IS NECESSARY.

J. TOURS. (AUG 87) USS FREDERICK)

LAKE TOBA - 2 DAYS/1 NIGHT, US\$62.00, POC IS U.S. CONSULATE MEDAN.
TOWN OF BERASTAGI - 1 DAY, US\$20.00, POC IS U.S. CONSULATE MEDAN.
BIR BINTANG BREWERY - 1 HOUR, FREE, POC IS U.S. CONSULATE MEDAN.

K. SHOPPING. (AUG 87) (USS FREDERICK) BARGAIN ITEMS ARE HAND-MADE FABRICS, SILK, JEWELRY, BATAK, AND CHINESE ANTIQUE/PAINTINGS. RECOMMENDED AREAS ARE MAIN SHOPPING MALL AND STORES ALONG THE BUSY SECTIONS OF MEDAN. BARGAINING IS ACCEPTED AND RECOMMENDED. SHOULD PAY ~~2/3 TO 3/4 OF ASKING PRICE~~ BATAKS ARE 5-20% OFF ~~PLANTS OR~~ PORNOGRAPHIES ARE NOT ALLOWED BY U.S. CUSTOMS. BASKETS AND HANDICRAFTS ARE ALRIGHT.

L. THEATER AND CINEMA. (AUG 87) (USS FREDERICK) ONE DINNER THEATER WAS NOTED AT THE PALONIO HOTEL.

M. PHYSICAL SECURITY. (AUG 87) (USS FREDERICK) LOCAL POLICE PROVIDED SECURITY OF THE PORT FACILITY AREA, AND THE SHIP PROVIDED STANDARD QUARTERDECK AND INTEGRITY WATCHES ON BOARD. LOCAL SECURITY FORCE WAS ARMED AND COMPETENT. POLICE BOATS WERE NOTED AT DIFFERENT TIMES PATROLLING THE HARBOR AREA AND IMMEDIATELY AROUND THE SHIP. RECOMMENDED COMMUNICATIONS EQUIPMENT FOR SECURITY FORCE WERE MOBILE WALKIE-TALKIES, WHISTLES, AND TO REMAIN WITHIN VOICE DISTANCE.

J6-5
(CH-6)

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BELAWAN, SUMATRA, INDONESIA

N. MISCELLANEOUS INFORMATION. (AUG 87) (USS FREDERICK)
LOCAL UNIT OF CURRENCY IS RUPHALS, AND THE EXCHANGE RATE IN AUG 87 WAS
1,660 RUPHALS TO U.S. DOLLAR. THE EXCHANGE WAS CONDUCTED ON BOARD BY
INDONESIAN INTERNATIONAL BANK, AND CURRENCY WAS CHANGED BACK AT THE END
OF THE STAY.

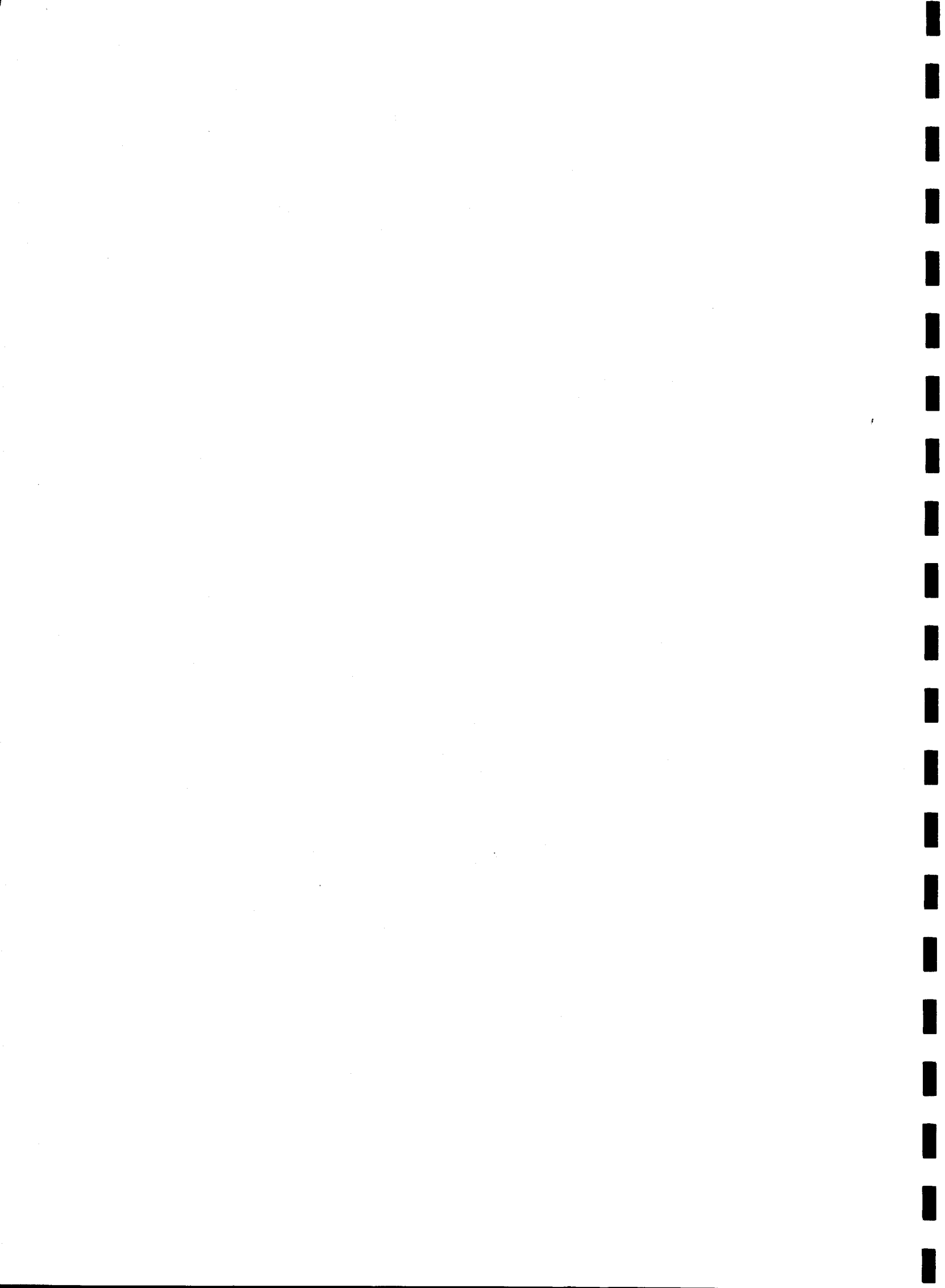
PHOTOGRAPHIES OF MILITARY INSTALLATIONS AND WOMEN ARE PROHIBITED.
PERMISSION SHOULD BE OBTAINED BY THE WOMEN PRIOR TO TAKE PICTURES.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, OCT 87.

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J6-6
(CH-6)





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MUARA, BRUNEI

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (SEP 87) (FICPAC) PORT OF MUARA (05-02N/115-04E) IS LOCATED ON THE NORTHWEST COAST OF BORNEO. THE HARBOR IS SHELTERED FROM THE SOUTH CHINA SEA BY MUARA SPIT AND FROM BRUNEI BAY BY THE ISLAND OF MUARA BESAR. IT IS APPROACHED THROUGH THE DEEP-WATER CHANNEL. MUARA HARBOR IS THE HOME OF THE RBAF FLOTILLA AND IS ADJACENT TO THE COMMERCIAL PORT AREAS.

B. APPROACHES, LIGHTS, ETC. (JUL 87) (USS KIRK) THE SHIP UTILIZED DMAHTC PUB 163 (4TH ED 1987) AND CHART 71335 (17 JAN 87, CORR NM 18-87, 2 MAY 87). THE CHART WAS ADEQUATE, AND NAVAIDS WERE AVAILABLE.

C. PILOTAGE. (JUL 87) (USS KIRK) PILOTAGE IS NOT COMPULSORY FOR KIRK BUT IS RECOMMENDED FOR ALL CONDITIONS BECAUSE PILOTS HAVE IMPORTANT LOCAL KNOWLEDGE. THE PILOT BOARDED AT 05-04N/115-06, 1,000 YDS FROM BUOY "1W", FROM A SMALL (20 FT), WHITE, WOODEN VESSEL. HE WAS VERY CAPABLE, HAVING BEEN BROUGHT OUT OF RETIREMENT FOR THE OCCASION. HOWEVER, HIS COMMAND OF ENGLISH WAS POOR.

D. ENTRANCE. (JUL 87) (USS KIRK) MUARA HARBOR CAN ONLY BE ENTERED FROM THE NORTH THROUGH A VERY NARROW CHANNEL MARKED BY LIGHTED BUOYS TO THE EAST AND A ROCK BREAKWATER TO THE WEST. THIS CHANNEL IS LESS THAN 150 YDS WIDE AND 3,700 YDS LONG. IT IS ENTERED BY A RANGE BEARING 209T AND MARKED BY RIGHT AND LEFT HAND CHANNEL MARKERS. KIRK WAS NOT ON THE RANGE AT ANY TIME DURING THE APPROACH. THE RANGE APPEARED TO BE WELL WEST OF THE CHANNEL CENTER LINE.

E. CHANNEL. (JUL 87) (USS KIRK) DREDGING OF THE CHANNEL IS AN ONGOING PROCESS DUE TO HEAVY SILT ACCUMULATION. THE HARBOR CHANNEL HAD BEEN DREDGED PRIOR TO KIRK'S ARRIVAL. RECOMMEND ANY VESSEL WITH AN APPRECIABLE DRAFT DISCUSS CURRENT CONDITIONS OF THE CHANNEL WITH THE HARBOR PILOT PRIOR TO ENTERING THE PORT. KIRK ANCHORED OUTSIDE THE HARBOR FOR A SHORT PERIOD TO DISCUSS CONDITIONS AND PROCEDURES PRIOR TO ENTERING THE PORT. KIRK RECORDED THE DEPTH IN THE CHANNEL 10.7 M (35 FT) WHICH WAS BETWEEN THE FIRST AND SECOND SETS OF CHANNEL MARKERS ON THE EAST SIDE OF THE CHANNEL.

F. ANCHORAGES. (JUL 87) (USS KIRK) KIRK ANCHORED AT 05-04N/115-06E IN 15 M (50 FT) WATER. BEARING WAS 300T AT 600 YDS FROM THE PILOT PICKUP POINT. A SAND BOTTOM PROVIDED AN EXCELLENT HOLDING GROUND. KIRK UTILIZED THIS ANCHORAGE WHILE BOARDING THE PILOT AND WAITING FOR THE WEATHER TO IMPROVE. IT WAS SAFE AND CLEAR OF SHIPPING TRAFFIC. SEVERAL OTHER OCEANGOING VESSELS WERE ANCHORED IN THE GENERAL VICINITY 3,000-4,000 YDS OFFSHORE.

G. WRECKS AND OBSTRUCTIONS. (JUL 87) (USS KIRK) THE APPROACH TO MUARA HARBOR IS EXTREMELY NARROW AND GREAT CARE MUST BE EXERCISED. THE LEAST DEPTH ENCOUNTERED WAS 10.7 M (35 FT). THERE ARE NO KNOWN WRECKS CREATING ANY HAZARDS TO NAVIGATION. THE LEAST DEPTH ENCOUNTERED OCCURRED AT 05-03N/115-06E ON THE EAST SIDE OF THE CHANNEL BETWEEN THE FIRST AND SECOND SETS OF CHANNEL MARKERS.

H. TIDES AND CURRENTS. (JUL 87) (USS KIRK) CONSULT PUB 163.

K1-1
(CH-6)

FOR OFFICIAL USE ONLY

MUARA, BRUNEI

I. WEATHER AND WINDS. (JUL 87) (USS KIRK) CONSULT PUB 163.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUL 87) (USS KIRK) KIRK MOORED TO THE COMMERCIAL WHARF. LENGTH OF THE BERTH IS 457 M (1,500 FT) AND DEPTH IS 12 M (39 FT). STEAM AND ELECTRICITY WERE NOT AVAILABLE AT BERTH. RBAF BASE HAS A CONCRETE WHARF FOR PATROL CRAFT.

B. FUEL, LUBE, AND DIESEL. (JUL 87) (USS KIRK) ABUNDANT FUEL IS AVAILABLE AT US\$1.34/GAL. THE RATE OF DELIVERY IS 7,500 GAL/HR. ROYAL BRUNEI SHELL OWNS BUNKERING FACILITIES IN THE PORT. POL TANKS ARE OBSERVED SURROUNDING THE ROYAL BRUNEI NAVAL BASE.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) (FICPAC) A 30-TON TRUCK CRANE IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (JUL 87) (USS KIRK) RBAF SHIPYARD IS REPORTED TO HAVE GOOD FACILITIES FOR THE REPAIR AND UPKEEP OF PATROL CRAFT.

E. WAREHOUSES AND STORAGE FACILITIES. (JUL 87) (USS KIRK) THREE GENERAL WAREHOUSES OF CINDER BLOCK WITH CORRUGATED METAL ROOFS WERE OBSERVED.

F. STEVEDORES. (SEP 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (JUL 87) (USS KIRK) MUARA CAN ACCOMMODATE THREE DD OR FF SIZE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JUL 87) (USS KIRK) THE PORT OF MUARA CAN BE CLEARED BY ROAD AND A SHALLOW INLAND WATERWAY. ONLY ONE ROAD LEADS OUT OF THE PORT FACILITY TO BANDAR SERI-BEGAWAN (CAPITAL) AND SERIA (OIL FIELDS).

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUL 87) (USS KIRK) ONE DIESEL-POWERED SMALL POL CRAFT OF 35,000-GAL CAPACITY IS AVAILABLE. THE LIGHTER WAS IN GOOD CONDITION, SERVICE WAS GOOD, BUT LOW PUMPING PRESSURE RESULTED IN A TIME CONSUMING REFUELING. ALL ARRANGEMENTS FOR LIGHTERAGE, TUGS, AND OTHER PORT SERVICES WERE ARRANGED VIA THE AMEMBASSY AND RBAF LIAISON OFFICE.

B. DREDGES AND MISCELLANEOUS CRAFT. (JUL 87) (USS KIRK) TWO DREDGERS, ONE LARGE TUG, ONE SMALL TUG, TWO PILOT BOATS, AND OTHER SMALL CRAFT WERE OBSERVED.

C. WATER. (JUL 87) (USS KIRK) WATER RECEIVED FROM THE PIER BY PIPE HAD TO BE SUPER CHLORINATED TO MAKE POTABLE. WATER WAS TERMINATED AT SUNSET AND TURNED BACK ON IN THE MORNING.

D. AIRFIELDS. (SEP 87) (FICPAC) (JUL 87) (USS KIRK) BRUNEI INTERNATIONAL AIRPORT IS LOCATED 20 MILES SOUTHEAST OF THE PORT. IT HAS A

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MUARA, BRUNEI

TARMAC RUNWAY WITH AN ORIENTATION OF 030/210 AND A DIMENSION OF 3,658 X 45.7 M (12,000 X 150 FT). ROYAL BRUNEI AIRLINES, SINGAPORE AIRLINES, MALAYSIAN AIRLINES, AND PHILIPPINE AIR LINES PROVIDE REGULAR SERVICE. A PRIVATE AIRPORT AT BERAKIS BRUNEI SHELL IS LOCATED 30 MILES WEST OF THE PORT.

E. COMMUNICATIONS. (JUL 87) (USS KIRK) KIRK USED BTB CHANNEL 17, CALL SIGN "FLOTILLA". HOWEVER, THESE WERE SPECIAL ARRANGEMENTS THROUGH THE AMEMBASSY AND RBAF. CHANNEL 16 IS NORMALLY USED. SHIPS ARE NOT REQUIRED AN ADVANCE CHECK-IN OR TO GUARD ANY FREQUENCIES IN PORT. FLASHING LIGHT WAS AVAILABLE AT THE ROYAL BRUNEI ARMED FORCES HEAD-QUARTERS.

INTERNATIONAL DIRECT DIAL TELEX AND FACSIMILE MACHINES ARE AVAILABLE AT THE TELECOMS DEPARTMENT IN BANDAR SERI BEGAWAN. CONUS CALLS CAN BE MADE THROUGH ENGLISH-SPEAKING OPERATORS WITH MINIMAL WAITING TIME. TELECOMS DEPARTMENT IS OPEN DAILY DURING NORMAL WORKING HOURS PROVIDING VERY RELIABLE SERVICE. LAND LINES ARE INSTALLED TO SHIPS BERTHED ALONG-SIDE.

ARRANGEMENTS FOR MAIL WERE MADE VIA THE AMEMBASSY, BUT VERY LIMITED SERVICE WAS AVAILABLE. A SMALL PORTION OF 1ST CLASS LETTER MAIL WAS DELIVERED ONE TIME WHILE IN PORT. THIS MAIL CAME VIA DIPLOMATIC POUCH VIA SINGAPORE.

F. MEDICAL. (JUL 87) (USS KIRK) WASTES IN THE HARBOR WAS MINIMAL. NO INDUSTRIAL POLLUTANTS IN HARBOR WATER NOR ATMOSPHERIC POLLUTION WERE NOTED. SHIP AND SMALL BOAT TRAFFIC WAS LIGHT.

NO GARBAGE AND TRASH ACCUMULATION WAS NOTED IN THE CITY. FLY/INSECT POPULATION WAS MODERATE. WHARF RATS WERE OBSERVED. SANITARY COMPLIANCE IN RESTAURANTS AND BARS WAS EXCELLENT, AND THERE WAS NO STREET VENDORS. ILLICIT DRUGS WERE NOT AVAILABLE, AND THERE WAS NO PROSTITUTION.

THERE IS A GENERAL HOSPITAL WHICH IS OPERATED BY THE GOVERNMENT IN BANDAR SERI BEGAWAN. THEIR STAFF SPEAK ENGLISH. CLINICS AND EMERGENCY FACILITIES ARE AVAILABLE AT MUARA RBAF BASE. U.K. MILITARY DOCTORS ARE ATTACHED TO RBAF.

NO QUARANTINE DECLARATION, HTLV-III CERTIFICATION, OR "DERAT" CERTIFICATE WAS REQUESTED.

G. GASOLINE. (JUL 87) (USS KIRK) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (JUL 87) (USS KIRK) MEATS, DAIRY PRODUCTS, BAKERY PRODUCTS, AND SEAFOOD WERE AVAILABLE. FOOD QUALITY WAS EXCELLENT. HOWEVER, ADEQUATE SUPPLIES FOR A LARGE UNIT MIGHT OVERTAX LOCAL SUPPLIES BECAUSE MOST LOCAL FOODS MUST BE IMPORTED. SHIP'S CHANDLER IS FITZPATRICK'S, BUT PROVISIONS CAN BE OBTAINED THROUGH THE RBAF LIAISON OFFICER. GENERAL SANITATION OF FOOD STUFFS IS GOOD, AND NO SPECIAL PROCEDURES ARE REQUIRED.

I. GARBAGE AND WASTE DISPOSAL. (JUL 87) (USS KIRK) FREE DISPOSAL SERVICE WAS AVAILABLE BY TRUCK TWICE DAILY. THE POC IS THE RBAF LIAISON OFFICER. THERE IS NO SEWAGE DISPOSAL AVAILABLE.

4. PERSONALIA

A. CALLS. (JUL 87) (USS KIRK) CALLS MAY BE MADE ON:

K1-3
(CH-6)

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MUARA, BRUNEI

MINISTER OF DEFENSE
CHIEF OF THE ARMED FORCES STAFF
COMMANDER, RBAF FLOTILLA, MUARA

CALLS WERE ARRANGED BY AMEMBASSY.

GENERAL VISITING - AMERICAN EMBASSY PERSONNEL AND THEIR FAMILIES, STUDENTS FROM THE INTERNATIONAL SCHOOL AND RBAF PERSONNEL, AND MORE THAN 2,200 GUESTS VISITED KIRK DURING A 4-DAY PORT VISIT. MOST OCCURRED DURING A 2-DAY GENERAL VISITING PERIOD. KIRK WAS REQUESTED AND PROVIDED HOT DOGS AND SODAS TO VISITORS.

B. HONORS. (JUL 87) (USS KIRK) BECAUSE KIRK IS NOT CONFIGURED FOR SALUTING, THE SHIP REQUESTED NOT TO PARTICIPATE. PASSING HONORS CONDUCTED WHEN ABEAM RBAF FLOTILLA HEADQUARTERS. THE RBAF LIAISON OFFICER, WHO BOARDED AND DEPARTED WITH PILOT, WILL ASSIST WITH HONORS.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (SEP 87) (FICPAC) BRUNEI GAINED INDEPENDENCE FROM THE U.K. ON 1 JANUARY 1984. IT IS A RECOGNIZED U.N. AND ASEAN MEMBER. BRUNEI HAS THE HIGHEST PER CAPITA GNP IN ASIA, EXTENSIVE OIL DEPOSITS, AND THE WORLD'S LARGEST PRODUCING LIQUIFIED NATURAL GAS PLANT. BRUNEI HAS NO OTHER MAJOR NATURAL RESOURCES BESIDES OIL AND NATURAL GAS. BY THE STANDARDS OF THE MIDDLE EAST OIL-PRODUCING NATIONS, BRUNEI IS NOT WEALTHY. IN ASIAN TERMS, HOWEVER, THE POPULACE IS WELL OFF AND SECURE. BRUNEI INTRODUCED AN EXTENSIVE SOCIAL WELFARE PROGRAM WHICH INCLUDES FREE EDUCATION AND HEALTH CARE, OLD-AGE PENSIONS AND NO INCOME TAX, ALL FINANCED FROM REVENUES OF OIL AND GAS. THE BENEFITS ALL GO TO MALAYS, LEAVING OTHER RACIAL GROUPS IN THE STATE TO FEND FOR THEMSELVES.

THE MASSIVE INCOME-EARNING POTENTIAL OF THE LIQUIFIED NATURAL GAS INDUSTRY HAS REACHED A STABLE PRODUCTION RATE, WITH FURTHER EXPANSION POSSIBLE. THERE ARE U.S. OIL COMPANY PERSONNEL OFF THE WEST COAST OF BRUNEI DRILLING FOR OIL; HOWEVER, THE NUMBER OF U.S. CITIZENS RESIDING IN BRUNEI IS UNKNOWN.

THE SULTAN HAS A PERSONAL 800-MAN STRONG GHURKA PALACE GUARD COMPOSED MAINLY OF RETIRED GURKHAS. THREE ELEMENTS ARE RESPONSIBLE FOR INTERNAL SECURITY: THE RBMR, THE ROYAL BRUNEI POLICE FORCE, AND A PARAMILITARY, JUNGLE-TRAINED FIELD UNIT OF THE POLICE FORCE.

MUARA PORT WAS OPENED IN 1971, AND 30,000-TON OIL TANKERS FROM THE SHELL DEPOT OPERATE FROM THE PORT. THE STATE OF BRUNEI IS DIVIDED INTO FOUR DISTRICTS. MUARA IS SITUATED IN THE BRUNEI/MUARA DISTRICT WHICH CONTAINS OVER HALF OF THE 249,961 BRUNEI POPULATION (JUL 87 EST). THE NEAREST TOWN TO MUARA PORT IS BANDAR SERI BEGAWAN.

MAYLAY IS THE OFFICIAL LANGUAGE OF BRUNEI. HOWEVER, ENGLISH IS SPOKEN BY MOST EDUCATED PEOPLE. SOME LANGUAGE BARRIER MIGHT BE EXPERIENCED IN SHOPS AND MARKETS. BEING A STRICT MUSLIM STATE, BRUNEI IS OFFICIALLY DRY, AND DRUNKNESS CAN BE A SERIOUS OFFENSE.

RELIGIOUS AFFILIATIONS ARE 60% MUSLIM, 8% CHRISTIAN, AND 32% BUDDHIST AND ANIMIST.

(JUL 87) (USS KIRK) THE WEARING OF SHORTS, WALKING ON RUGS, AND PICTURE TAKING INSIDE MOSQUES ARE PROHIBITED. WHEN INSIDE A MOSQUE, VISITORS SHOULD MAINTAIN A QUIET AND RESPECTFUL ATTITUDE AT ALL TIMES. THE REMOVAL OF SHOES PRIOR TO ENTERING MOSQUES IS REQUIRED.

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MUARA, BRUNEI

B. LIBERTY. (JUL 87) (USS KIRK) NO SHORE PATROL WAS REQUIRED OR DESIRED. THE RBAF PROVIDED VEHICLES AND DRIVERS FOR THE CO AND XO AS WELL AS TWO SHUTTLE BUSES FOR USE BY THE SHIP'S CREW FOR LIBERTY AND TOURS. THERE ARE NO OFF LIMITS AREAS IN BRUNEI AND NO CURFEW IS IN EFFECT. RECOMMENDED SIZE OF A LIBERTY PARTY IS 250. COMMANDS SHOULD KEEP IN MIND THAT THIS A MUSLIM COUNTRY, SO FEMALE DRESS SHOULD BE VERY CONSERVATIVE. BARE SHOULDERS, SHORTS, MINI-SKIRTS, OR DECOLLETAGE SHOULD BE AVOIDED.

C. CLUBS AND BARS. (JUL 87) (USS KIRK) THE FOLLOWING CLUBS OFFERED FACILITIES TO VISITING PERSONNEL:

ANCHORAGE CLUB (BRITISH EXPATRIATE CLUB) IN MUARA - 50 PERSONS MAX AND APPROPRIATE ATTIRE REQUIRED.

RBAF CLUBS WERE AVAILABLE ON THE FLOTILLA BASE FOR OFFICERS, CPO, AND ENLISTED PERSONNEL.

SHERATON LOUNGE IN BANDAR SERI BEGAWAN - MODERATE PRICE AND ALL TYPES OF LIQUOR AVAILABLE.

AT OFFICIAL US/RBAF SOCIAL FUNCTIONS, SOFT DRINKS ARE OFFERED AT THE FRONT DOOR. HOWEVER, THERE IS USUALLY A BAR SERVING ALCOHOL "OUT BACK" OR SUB ROSA.

D. RESTAURANTS. (JUL 87) (USS KIRK)

| <u>NAME</u> | <u>LOCATION</u> | <u>SIZE</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>OVERALL</u> |
|-------------------|------------------------|-------------|--------------|-----------------------|---------------|----------------|
| TROPICANA | MUARA | 40 | MODERATE | CHINESE | BEER | GOOD |
| ANCHORAGE | MUARA | 80 | MODERATE | WESTERN & ORIENTAL | ALL | EXCELLENT |
| SHERATON HOTEL | BANDER SERI BEGAWAN | 80 | MODERATE | INTNAT'L | ALL | EXCELLENT |

BEER IS SOLD IN MOST CHINESE RESTAURANTS. WHEN ORDER BEER, IT IS SERVED IN TEAPOTS AND REFERRED TO AS CHINESE TEA.

E. HOTELS. (JUL 87) (USS KIRK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>DINING/BEVERAGE</u> |
|----------------|---------------------|--------------|------------------------|
| SHERATON HOTEL | BANDAR SERI BEGAWAN | US\$100.00 | YES |
| ANG'S HOTEL | " " | 40.00 | YES |
| NATIONAL INN | " " | - - - | --- |

BE SURE TO ASK FOR DIPLOMATIC RATE AT SHERATON. THIS IS GOOD FOR 20-30% DISCOUNT.

F. ATHLETICS. (JUL 87) (USS KIRK) TENNIS, GOLF, SWIMMING POOLS, SQUASH, SOCCER FIELDS, AND GYMS ARE AVAILABLE ON RBAF GROUNDS. BASKETBALL, VOLLEYBALL, AND SOCCER COMPETITIONS CAN BE ARRANGED WITH LOCAL TEAMS. PICNIC/PARTY AREAS ARE AVAILABLE.

G. BEACHES. (JUL 87) (USS KIRK)

K1-5
(CH-6)

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MUARA, BRUNEI

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| <u>NAME</u> | <u>LOCATION</u> | <u>BATH HOUSE</u> | <u>SNACKS</u> | <u>SNOR- KELING</u> | <u>SURF- ING</u> | <u>TRANS</u> | <u>HAZARDS</u> |
|-------------|-----------------|-------------------|---------------|---------------------|------------------|--------------|---------------------|
| SPIT | 3 NM | NO | NO | YES | WIND- SURFING | BOAT | NONE |
| CROCODILE | 7 NM | NO | NO | YES | YES | TAXI | VICIOUS SAND FLEAS. |

USE DEET BASED REPELLANTS FREQUENTLY AND SHOWER AFTER EXPOSURE. BITES MAY OCCUR 24 HRS AFTER EXPOSURE.

H. CHURCHES. (JUL 87) (USS KIRK) THERE ARE ROMAN CATHOLIC AND ANGLICAN CHURCHES.

I. TRANSPORTATION. (JUL 87) (USS KIRK) LIMITED NUMBER OF TAXIS ARE AVAILABLE 0600-1900. PRICE IS NEGOTIABLE. RENTAL CARS ARE AVAILABLE, BUT INTERNATIONAL DRIVER'S LICENSE IS REQUIRED. BUSES DO NOT RUN ON REGULAR SCHEDULE.

J. TOURS. (JUL 87) (USS KIRK) THE FOLLOWING TOURS ARE ARRANGED THROUGH RBAF OR AMEMBASSY FREE OF CHARGE:

OMAN ALI SAI FUDDIN MOSQUE
WATER VILLAGE
OIL FIELDS IN SERIA
WINSTON CHURCHILL MUSEUM
HELICOPTER TOURS
RIVER BOAT JUNGLE TOURS
NATIONAL AQUARIUM

K. SHOPPING. (JUL 87) (USS KIRK) BASKET WORK, SLIVER SMITH, POTTERY, AND KNIVES ARE MAINTAINED UNDER ORDERS OF THE SULTAN, MOSTLY AS RELIC OF PRE-OIL ERA. RECOMMENDED SHOPPING AREA IS BANDER SERI BEGAWAN CRAFT CENTER. THE PROFITS FROM OIL WEALTH AND WELFARE STATE MENTALITY HAVE VIRTUALLY DESTROYED LOCAL HANDICRAFTS, INDUSTRY, AND FOOD PRODUCTION. LOCALS PREFER TO IMPORT MOST GOODS.

OIL IS THE MAJOR PRODUCTS OF THIS SMALL BUT AFFLUENT NATION. BRUNEI HAS NO IMPORT TAXES, THUS ALL IMPORTED PRODUCTS ARE DUTY FREE. HOWEVER, PRICES ARE STILL HIGHER THAN SINGAPORE, THAILAND, AND HONG KONG, SO MOST LOCALS DO THEIR SHOPPING ABROAD ON VACATION.

L. THEATER AND CINEMA. (JUL 87) (USS KIRK) THE ONLY CINEMA IN THE COUNTRY WAS CLOSED BY THE SULTAN IN EARLY 1987.

M. PHYSICAL SECURITY. (JUL 87) (USS KIRK) PHYSICAL SECURITY WAS PROVIDED BY RBAF. THE POC WAS THE RBAF LIAISON OFFICER. THE PORT AREA WAS FENCED AND GUARDED. THE ENTRY TO THE PORT FACILITY WAS CONTROLLED BY A SINGLE SECURITY STATION AND GATE THROUGH WHICH ALL TRAFFIC HAD TO PASS. A SIGN POSTED OUTSIDE GATE READ "CONTROLLED AREA" AND PICTURES A GUARD SHOOTING AN INTRUDER. NO WEAPONS WERE NOTED; HOWEVER, THE SENTRY BUILDING AT THE GATE MAY HAVE HAD WEAPONS AVAILABLE.

THE SHIP PROVIDED ONE PIER SENTRY AS RECOMMENDED BY RBAF. THE PIER SENTRY WAS IN VIEW OF QUARTERDECK WATCHSTANDERS AND CARRIED ONLY A WHISTLE AND NIGHT STICK.

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(CH-6)

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MUARA, BRUNEI

N. MISCELLANEOUS INFORMATION (JUL 87) (USS KIRK) THE CURRENCY EXCHANGE RATE IN JUL 87 WAS 2 BRUNEI DOLLARS TO 1 U.S. DOLLAR. SINGAPORE AND BRUNEI DOLLARS WERE CONSIDERED INTERCHANGEABLE. THE CURRENCY EXCHANGE WAS NOT CONDUCTED ON BOARD. CURRENCY CAN BE CHANGED BACK TO U.S. DOLLARS AT THE RATE OF 2.3 BRUNEI DOLLARS TO 1 U.S. DOLLAR.

LOCAL LAUNDRY WAS USED. IT WAS QUITE EXPENSIVE AND EACH ARTICLE OF CLOTHING MUST BE MARKED. PICK-UP/DELIVERY TIMES WERE UNRELIABLE. THE POC WAS FITZPATRICK'S WHO COORDINATED THROUGH THE RBAF LIAISON OFFICER AND AMEMBASSY.

KIRK'S PERSONNEL WERE EXTENSIVELY BRIEFED PRIOR TO PORT VISIT CONCERNING CUSTOMS, LOCATION, HISTORY, GOVERNMENT, ETC. WHEN RBAF REPRESENTATIVES WERE ASKED HOW THEY EXPECTED U.S. PERSONNEL TO BEHAVE, THEY REPLIED, "QUIET AND RESPECTFUL". APPROXIMATELY SEVEN ROYAL NAVY OFFICERS ARE ON LOAN TO THE RBAF. THEY PROVED TO BE A VALUABLE SOURCE OF INFORMATION AND WERE VERY GRACIOUS. ALTHOUGH BRUNEI IS A SCENIC, EXOTIC, TROPICAL COUNTRY, KIRK'S PERSONNEL WERE EXPECTED TO CONDUCT THEMSELVES WITH DECORUM. THE NEED TO MAKE A POSITIVE IMPRESSION REQUIRED ALL HANDS TO BE ON THEIR BEST BEHAVIOR. THERE WERE NO LIBERTY INCIDENTS.

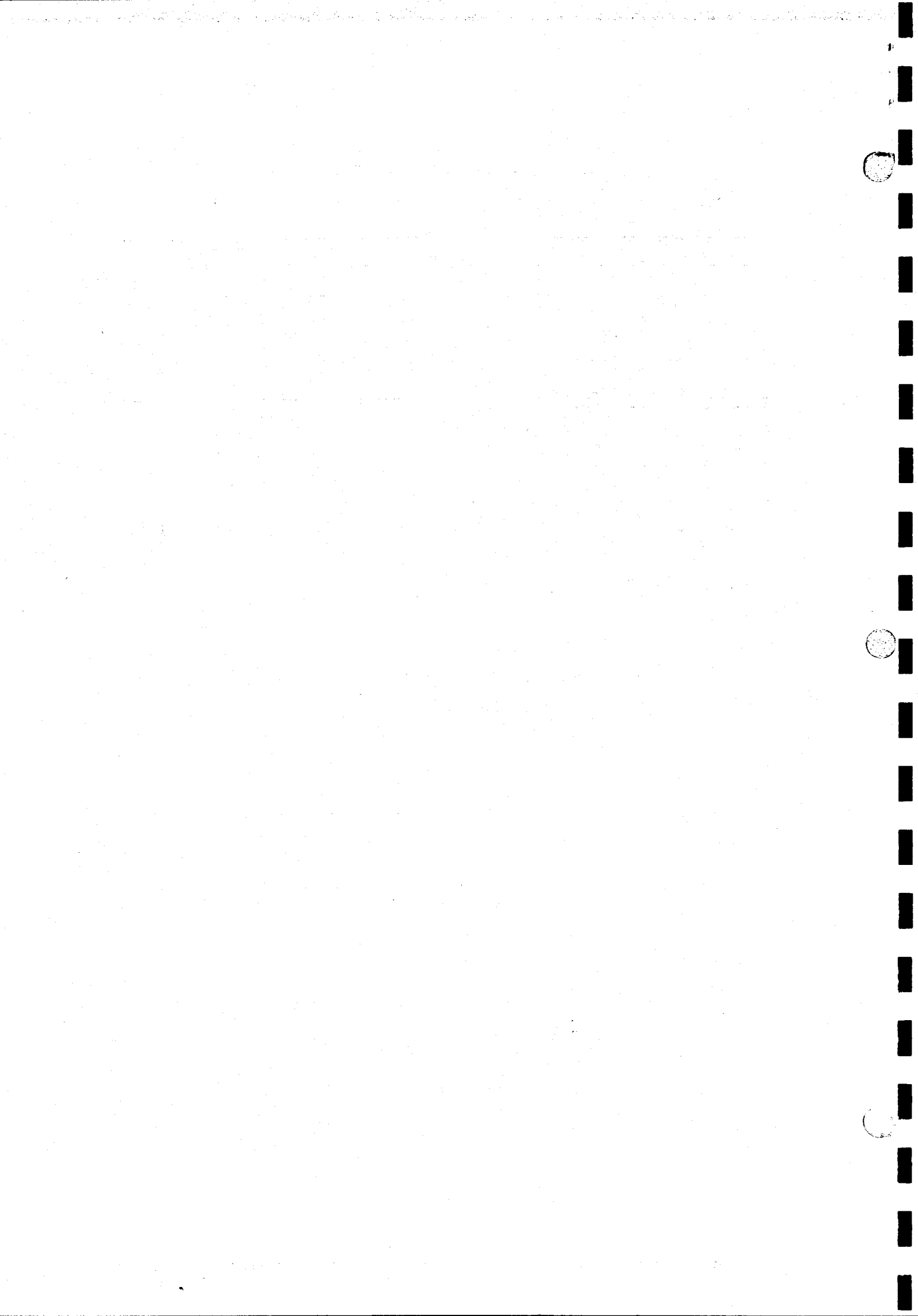
IN THE PAST, UK, RAN, RNZN WARSHIPS HAVE ESTABLISHED A TRADITION OF DRUNKEN BEHAVIOR/BRAWLING/DESTRUCTION, ESPECIALLY AT ANCHORAGE CLUB. THESE VESSELS NEVER OPEN THEIR SHIPS TO GENERAL VISITING, SO OPEN HOUSES BY USN SHIPS (ESPECIALLY WHEN FOOD/SODAS WERE OFFERED) WERE A BIG HIT. LOCALS WERE EXTREMELY INTERESTED IN ANY EMBLEMATIC MEMENTOS AND WILLING TO BUY THEM IF OFFERED FOR SALE.

AMEMBASSY, BANDER SERI BEGAWAN, IS A VERY SMALL OPERATION HAVING ONLY FIVE FOREIGN SERVICE PERSONNEL. AS THERE IS NO EMBASSY COMMISSARY, VISITING SHIPS CAN EXPECT REQUESTS FROM THE EMBASSY TO PURCHASE EXCESS STOCK OF U.S. PRODUCTS, TOILETRIES, ALCOHOL, DIET SODAS, AND FOOD STUFFS (ESPECIALLY BEEF AND PORK). SHIPS, STOPPING ENROUTE BRUNEI AT MORE LIBERAL PORT CALLS, WOULD BE WELL ADVISED TO STOCK UP OR MESSAGE THE AMEMBASSY TO SOLICIT "HARDSHIP" SUPPLY REQUESTS.

COMPILED BY: MRS. KAY DeVAUL, 20PD, FICPAC, SEP 87.

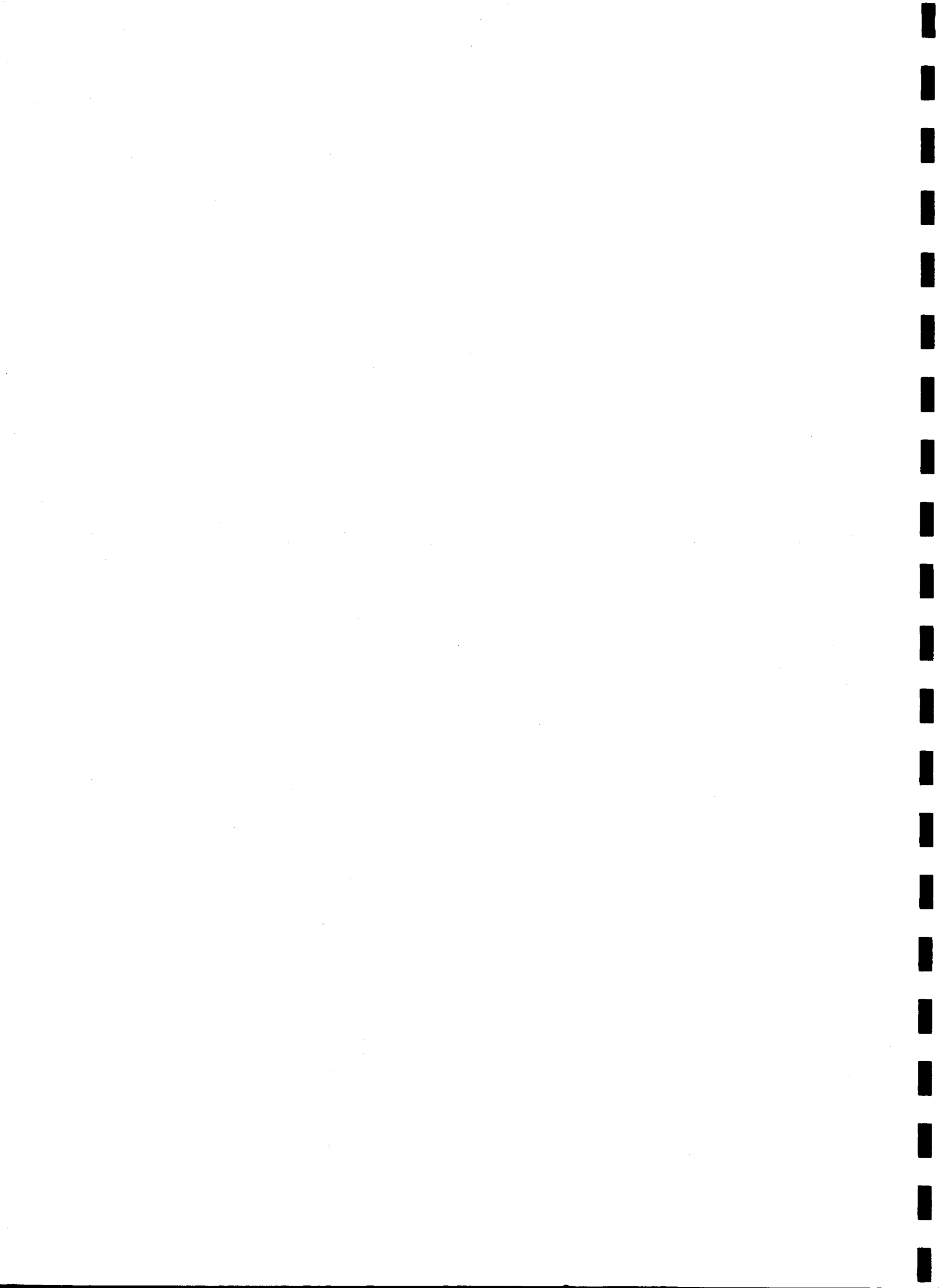
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(CH-6)

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AUSTRALIA





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BRISBANE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) THE PORT OF BRISBANE (27-28S/153-04E) LIES ON MORETON BAY, A LARGE BODY OF WATER ABOUT 70 KM (38 NM) LONG FROM NORTH TO SOUTH AND FROM 16.6-31 KM (9-17 NM) WIDE, NARROWING TOWARDS IT SOUTHERN END, WHERE IT IS ENCUMBERED WITH NUMEROUS ISLETS. THE PORT FACILITIES AND MAJOR WHARVES ARE LOCATED AT THE CITY OF BRISBANE, ABOUT 25.9 KM (14 NM) FROM THE MOUTH OF THE BRISBANE RIVER.

B. APPROACHES, LIGHTS, ETC. (JUN 87) (USS RAMSEY) DMAHTC PUB 127 (2ND ED 1985), PORT DIRECTORY VOL V, AS WELL AS AUSTRALIAN SAILING DIRECTIONS FOR PORTS AND HARBORS OF QUEENSLAND (1985) PROVIDED USEFUL AND ACCURATE INFORMATION. AUSTRALIAN CHART 235 (APPROACHES TO MORETON BAY) WAS USED FOR THE NORTHWEST CHANNEL TRANSIT INTO MORETON BAY. AUSTRALIAN CHART 236 (MORETON BAY) WAS USED FOR THE SPITFIRE AND MAIN CHANNEL APPROACHES INTO THE BRISBANE RIVER. BOTH CHARTS PROVIDED ACCURATE NAVIGATIONAL INFORMATION IN A MULTI-COLORED FORMAT. THE APPROACH TO THE BRISBANE RIVER WAS MADE THROUGH RAIN SQUALLS AND REDUCED VISIBILITY. THE AUSTRALIAN CHARTS PROVIDED LOCATIONS OF NUMEROUS NAVIGATIONAL RANGES, LEADS, AND LIGHTED BUOYS TO FACILITATE SAFE TRANSIT IN LESS THAN OPTIMUM CONDITIONS.

AUSTRALIAN CHARTS 237 (BRISBANE RIVER - THE BAR TO LYTTON CUTTING) AND 238 (BRISBANE RIVER - LYTTON CUTTING TO VICTORIA BRIDGE) WERE USED FOR INTRA-CHANNEL NAVIGATION. AS WITH THE TWO PREVIOUS AUSTRALIAN CHARTS, THESE PROVIDED A MULTITUDE OF NAVIGATIONAL AIDS.

C. PILOTAGE. (JUN 87) (USS RAMSEY) THE PILOT WAS PICKED UP 3 NM SOUTHEAST OF PT CARTWRIGHT. AUSTRALIAN SAILING DIRECTIONS (PURCHASED IN CAIRNS) DESIGNATES THIS AS THE PILOT PICK-UP POINT. IT ALSO ASKS FOR 24- AND 8-HOUR CONFIRMATION OF ARRIVAL/DEPARTURE MSG TO CALOUNDRA PILOT STATION. THESE MSGS WERE SENT TO NOCQLD WHO COORDINATED WITH CALOUNDRA VIA TELEPHONE. COMMUNICATION ON ARRIVAL WAS MADE VIA BTB CHANNEL 16. A PILOT BOAT IS 28 M (92 FT), ORANGE, WITH "PILOT" IN LARGE BLACK LETTERS. TRANSIT OF NORTHWEST, SPITFIRE, AND MAIN CHANNELS WAS DONE AT 15-17 KNOTS BARRING EXCESSIVE SHIPPING, SUCH TRANSIT SPEEDS ARE CONSIDERED PRUDENT AND SAFE FOR BRISBANE. THE PILOT'S PRIMARY CONCERN DURING THE TRANSIT OF MORETON BAY, AS IT WAS DURING THE TRANSIT OF THE BRISBANE RIVER, WAS (1) IDENTIFICATION OF NAVIGATIONAL AIDS AND (2) A SPEED RESTRICTION OF 8-KTS IS IN EFFECT UPON REACHING LUGGAGE PT AND COORDINATION OF SHIPPING PROCEEDING UPRIVER. THE PILOT STATED 8-10 KTS WAS ACCEPTABLE DEPENDING ON SMALL BOAT TRAFFIC AND CURRENT. MINIMUM DEPTHS BENEATH THE KEEL OBSERVED WERE: NORTHWEST CHANNEL (40 FT), SPITFIRE CHANNEL (39 FT), MAIN CHANNEL (45 FT). RAMSEY'S DRAFT-24 FT 6 IN. SHOAL WATER OFF HAMILTON PATCHES [NEAR N.W. 2 BUOY (Y, EL, 2, 5S) AND SPITFIRE CHANNEL (NEAR N.W. 8 SARUS TOWER)] WERE MENTIONED BY THE PILOT AS TWO AREAS WHERE PARTICULAR NAVIGATIONAL ATTENTION WAS REQUIRED AS EBB CURRENTS SET TOWARD SHOAL WATER. SET AND DRIFT ENCOUNTERED WAS CAUSED PRIMARILY BY A SOUTHEAST WIND OF 10-15 KNOTS. THIS WAS NOT A FACTOR WITH THE EXCEPTION OF THE 212°⁰T ENTRANCE LEG OF BRISBANE RIVER. THE CHANNEL IS DREDGED A MINIMUM WIDTH OF 122 M (400 FT).

D. ENTRANCE. (JUN 87) SEE PARA 1B AND PUB 127.
(JUN 87) (AMCONSUL BRISBANE) USS RAMSEY GOT OFF TO A ROUGH START

L1-1
(CH-10)

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BRISBANE, AUSTRALIA

BECAUSE OF WATER BORNE ANTI-NUCLEAR PROTESTERS. TRAGEDY WAS AVERTED ONLY BECAUSE OF THE SKILL OF CDR ANTHONY MITCHELL, THE QUICK RESPONSES OF THE QUEENSLAND WATER POLICE, AND A GOOD MEASURE OF LUCK. CONTRARY TO THE USUAL PATTERN OF SMALL AND MANAGEABLE ANTI-NUCLEAR PROTESTS AT DOCK SIDE AND IN ADJOINING WATERS, USS RAMSEY WAS MET WITH A FLOTILLA OF SMALL CRAFT SOME FIVE MILES DOWNSTREAM FROM ITS ASSIGNED BERTH IN NORTHERN OUTSKIRTS. THE CENTERPIECE FOR THIS NEW TACTIC WAS THE CANADIAN GREENPEACE YACHT VEGA, A 45-50 FT YAWL OF PRE WW II VINTAGE. ACCORDING TO SOME REPORTS, THE VEGA HAPPENED TO BE IN BRISBANE ONLY BY CHANCE, AND THE RAMSEY'S ARRIVAL PRESENTED AN UNEXPECTED OPPORTUNITY FOR A SPECIAL ANTI-NUCLEAR DEMONSTRATION.

AS THE RAMSEY WAS COMING UP THE BRISBANE RIVER AT LOW SPEED, THE VEGA HAD ANCHORED FORE AND AFT AT CROSS CURRENT IN A PARTICULARLY NARROW BEND IN THE CHANNEL. TWO CHAINS HAD ALSO BEEN DROPPED ACROSS THE CHANNEL, THE ONE CHINE WAS CONNECTED TO A BEACON AND TO A SMALL OUTBOARD THE SECOND CHAIN WAS CONNECTED TO TWO OUTBOARDS. THE IDEA WAS TO TIGHTEN THESE CHAINS AS THE RAMSEY APPROACHED THE VEGA ALTHOUGH UNDER NO CIRCUMSTANCES, COULD THEY HAVE STOPPED THE RAMSEY OR PROTECTED THE VEGA. FORTUNATELY THE WATER POLICE WERE ABLE TO KEEP THE CHAINS FROM BEING RAISED. HAD THEY NOT, THE PROTESTER'S BOATS WOULD HAVE BEEN WRECKED AND THE PASSENGERS MOST LIKELY SWEEPED INTO THE RAMSEY'S WAKE. WITNESSES SAY THAT LIVES WOULD MOST SURELY HAVE BEEN LOST AMONG THE PROTESTERS AND THE POLICE WHO WERE TRYING TO CONTROL THE SITUATION. ALSO FORTUNATELY, THE WATER POLICE WERE ABLE TO CUT THE VEGA'S ANCHOR CHAINS AND PUSH THE DRIFTING YACHT OUT OF THE RAMSEY'S PATH, USING A POLICE BOAT IN TUG BOAT FASHION. THIS WAS ACCOMPLISHED, ACCORDING TO THE POLICE, WITH THE RAMSEY ABOUT 10 SECONDS AWAY. HAD THE POLICE NOT BEEN SO RESOURCEFUL, NOT TO SPEAK OF COURAGEOUS, A COLLISION WOULD HAVE BEEN A NEAR CERTAINTY. AGAIN, LIVES WOULD LIKELY HAVE BEEN LOST AMONG THE VEGA CREW AND THEIR THREE AUSTRALIAN BROADCASTING CORPORATION NEWS TEAM WHO HAD BEEN ABOARD SINCE THE NIGHT BEFORE FILMING THE ENTIRE OPERATION. THE VEGA'S CREW WAS ARRESTED, THE YACHT SEQUESTERED, AND THE A.B.C.'S FILM IMPOUNDED UNDER A COURT ORDERED SEARCH WARRANT LATER IN THE DAY.

THE RAMSEY THEREUPON CONTINUED UP RIVER AND BERTHED PEACEFULLY ALTHOUGH SOME PROTESTERS ON THE SHORE DID ATTEMPT TO SWIM OUT TO THE SHIP TO AT LEAST MAKE A DEMONSTRATION OF DOING SO, ONCE THE POLICE BOATS WERE CLOSE ENOUGH FOR GOOD PHOTOGRAPHS BY THE WAITING MEDIA. MEDIA COVERAGE OF THE ABOVE EVENTS WERE ACTUALLY QUITE FACTUAL. THE VEGA PERFORMANCE WAS GENERALLY VIEWED AS BEING INCREDIBLY IRRESPONSIBLE. BRISBANERS, ALWAYS WARM TO VISITING U.S. SAILORS, WERE EVEN MORE SO TO THE RAMSEY'S OFFICERS AND CREW.

E. CHANNEL. (JUN 87) SEE PARA 1B.

F. ANCHORAGES. (JUN 87) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (JUN 87) CONSULT PUB 127.

H. TIDES AND CURRENTS. (JUN 87) (USS RAMSEY) WITH AN EXCEPTION OF TIMES OF NEAP TIDES, THE PILOT CONSIDERED BRISBANE HARBOR UNCONSTRAINED BY TIDES FOR A VESSEL OF RAMSEY'S SIZE. LARGE SHIPS UP TO 40-FT DRAFT ROUTINELY CALL IN BRISBANE. TIDE AND CURRENT TABLES GIVE INFORMATION FOR THE ENTRANCE OF THE BRISBANE RIVER. INFORMATION CONCERNING UPRIVER TIDES AND TIMES MUST BE REQUESTED VIA LOGREQ AND ARE RECOMMENDED.

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(CH-10)

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BRISBANE, AUSTRALIA

I. WEATHER AND WINDS. (JUN 87) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 87) (USS RAMSEY) TWO SMALL TUGS ARE AVAILABLE AND MET THE SHIP IN THE VICINITY OF PINKENBA WHARF. WHILE THE SHIP ENCOUNTERED NO DIFFICULTIES, TUGS PROVIDE SMALL HORSEPOWER AS COMPARED TO STANDARD NAVY YTB'S. LARGER SIZE TUGS ARE AVAILABLE IN BRISBANE, BUT THESE ARE SEAMEN'S UNION VESSELS AND WILL NOT MOVE NAVY SHIPS (PREVIOUSLY MENTIONED IN PORT DIRECTORY). PINKENBA WHARF IS LOCATED AT A TURN IN RIVER. STRONG SET TOWARD PIER IS EXPERIENCED ON EBB CURRENT. THE SHIP MOORED STBD SIDE TO ARRIVAL. CAMELS ARE NOT AVAILABLE. THE PIER DOES NOT HAVE FENDERING SYSTEM. THE SHIP'S BROW WAS USED. THE SHIP'S FENDERS WERE TIED TO THE PIER PILINGS TO PROTECT THE SHIP BUT HAD TO BE TENDED DUE TO RANGE OF TIDE.

B. FUEL, LUBE, AND DIESEL OIL. (JUN 87) (USS RAMSEY) ONLY GOOD QUALITY OF DFM (F-76) IS AVAILABLE BY TRUCK AT PINKENBA WHARF. FUEL PROVIDED BY CALTEX AT PRICE OF 60 CENTS PER GALLON. FUELING WAS ARRANGED VIA LOGREQ AND COORDINATED BY THE LIAISON OFFICER. FUELING WAS NEARLY ALL-DAY EVOLUTION, AS TEN TRUCKS WERE REQUIRED TO TOP OFF (APPROXIMATELY 8,000 GAL PER TRUCK). NEITHER JP5 NOR AVGAS WAS AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (JUN 87) THERE IS A 45-TON CRANE AT THE HAMILTON WHARF. IN ADDITION, CRANES RANGING FROM 4 TO 30 TONS ARE AVAILABLE AT VARIOUS OTHER WHARVES.

D. DRYDOCKS AND REPAIR FACILITIES. (JUN 87) (USS RAMSEY) THE PORT HAS A DRYDOCK 263.2 M (863 FT) LONG, 33.5 M (110 FT) WIDE, AND DEPTH OF 15.5 M (51 FT). THIS DOCKING FACILITY IS FULLY EQUIPPED TO HANDLE SAND AND WATER BLASTING, RADIOGRAPHIC (X-RAY) CAPABILITIES, HULL CLEANING AND PAINTING, AND MECHANICAL AND STRUCTURAL REPAIRS. THE QUALITY OF THE WORK IS GOOD.

E. WAREHOUSES AND STORAGE AREAS. (JUN 87) BOTH COLD AND DRY STORAGE ARE AVAILABLE. WAREHOUSES ARE LOCATED ON BOTH SIDES OF THE BRISBANE RIVER. MOST ARE USED FOR STORAGE OF WOOL AND WHEAT.

F. STEVEDORES. (JUN 87) A LARGE NUMBER OF STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (JUN 87) (USS RAMSEY) BRISBANE CAN ACCOMMODATE FOUR FF/DDG SIZE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 89) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 87) (USS RAMSEY) ONE 428 TONS AND TWO 300 TONS (DIESEL, DISTIL ONLY) ARE OBSERVED.

B. MISCELLANEOUS CRAFT. (APR 89) NO INFORMATION IS AVAILABLE.

BRISBANE, AUSTRALIA

C. WATER. (JUN 87) (USS RAMSEY) EXCELLENT QUALITY POTABLE WATER IS AVAILABLE AT CONSTANT PRESSURE FROM THE PIER. RAN PROVIDED A SPECIAL 3.81 CM (1.5 IN) ADAPTER FOR PIER CONNECTION.

D. AIRFIELDS. (APR 89) BRISBANE INTERNATIONAL AIRPORT (EAGLE FARM) IS LOCATED AT 27-25.5S/153-05.2E, APPROXIMATELY 7.2 KM (4.5 MI) FROM BRISBANE. IT HAS TWO ASPHALT RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> |
|--------------------|---------------------------------|
| 040/220 | 2,355 X 60.9 M (7,760 X 200 FT) |
| 130/310 | 1,539 X 30.5 M (5,049 X 100 FT) |

RAAF BASE IS LOCATED AT AMBERLY, 1.5 HR-DRIVE SW FROM BRISBANE. THERE ARE FLIGHTS BETWEEN AMBERLY AND RICHMOND RAAF BASE INTO WHICH MAC FLIES ROUTINELY FROM HICKAM AFB.

ARCHERFIELD IS LOCATED AT 27-34.3S/153-00.5E, APPROXIMATELY 30-MIN DRIVE FROM SOUTH OF BRISBANE. IT HAS TWO GRASS/ASPHALT RUNWAYS FOR LIGHT AIRCRAFT:

| <u>ORIENTATION</u> | <u>DIMENSION</u> |
|--------------------|---------------------------------|
| 040/220 | 1,245 X 30.5 M (4,085 X 100 FT) |
| 040/220 | 1,100 X 30.5 M (3,609 X 100 FT) |

E. COMMUNICATIONS. (JUN 87) (USS RAMSEY) SHIPS CHECKED IN WITH "CALOUNDRRA PILOT STATION" ON CHANNEL 16 TWO HOURS PRIOR TO ARRIVAL AT PILOT BOARDING GROUND. DURING TRANSIT, THE PILOT USED SHIPS' BTB TO MONITOR CHANNEL 16 (HARBOR CONTROL) AND CHANNELS 12 (WORKING CHANNELS FOR TUGS AND BETWEEN PILOTS).

THREE DIRECT DIAL PHONES AND ONE WITH INTERNATIONAL DIALING CAPABILITY WERE PROVIDED. ARRANGED VIA LOGREQ, PHONES WERE NOT COMPATIBLE WITH THE SHIP'S SWITCHBOARD AND HAD TO BE HOOKED DIRECTLY TO SHIPBOARD DIAL UNITS. COMPATIBLE WITH ROTARY (PULSE) WAS DIAL ONLY AND NOT TOUCH-TONE UNITS.

E. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN BRISBANE ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT, MOST CASES APPEAR TO BE IMPORTED IN AUSTRALIA. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN

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BRISBANE, AUSTRALIA

ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT THE ROYAL BRISBANE HOSPITAL (1,400 BEDS) HERSTON ROAD, TEL: (07)253-81, WHICH IS THE LARGEST HOSPITAL IN THE SOUTHERN HEMISPHERE AND OFFERS ALL SPECIALTIES, OR THE PRINCESS ALEXANDRA HOSPITAL (1,100 BEDS), IPSWICH, ROAD WOOLLOONGABBA, TEL: 240-2111. THIS FACILITY HAS A 24-HR EMERGENCY ROOM AND ALL SPECIALTIES. AMBULANCE SERVICE MAY BE OBTAINED BY DIALING "000" AND ASKING FOR AN EMERGENCY CALL AMBULANCE. DENTAL CARE IS PROVIDED BY THE SOUTH BRISBANE DENTAL HOSPITAL.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.

(SEP 86) (USS PAUL F FOSTER) QUARANTINE CERTIFICATE WAS REQUESTED AND PRESENTED TO QUARANTINE OFFICIALS WHO BOARDED THE SHIP ON ARRIVAL. RADIO PRATIQUE WAS REQUESTED AND OBTAINED PRIOR TO ARRIVAL. MSG SENT TO COMAUSNAVSUP INFO COMAUSFLT 24 HRS PRIOR TO FIRST AUSTRALIAN PORT.

ROYAL BRISBANE HOSPITAL WAS UTILIZED FOR X-RAY REFERRAL FOR FRACTURE OF RIGHT FOOT. LIAISON WAS PROVIDED BY AUSTRALIAN NAVAL LIAISON OFFICER.

HEALTH AND SANITATION OF PORT WAS EXCELLENT. THE HARBOR AREA WAS VERY CLEAN - NO TRASH, GARBAGE, INSECT, OR ANIMAL PROBLEMS NOTED.

F. GASOLINE. (SEP 86) (USS PAUL F FOSTER) GASOLINE WAS READILY AVAILABLE AT SERVICE STATIONS.

G. PROVISIONS. (FEB 87) (CTU 75.9.2) EXCELLENT QUALITY OF PROVISIONS AND SERVICE WERE ARRANGED BY THE SUPPLY OFFICER'S LIAISON WITH THE CHANDLER WHILE SHIPS WERE IN THE PREVIOUS PORT.

H. GARBAGE DISPOSAL. (JUN 87) (USS RAMSEY) DUMPSTERS WERE PROVIDED ON THE PIER, AND TRUCKS EMPTIED THEM TWICE DAILY. NO SEPARATION OF WET AND DRY TRASH WAS REQUIRED. CHT SERVICE WAS NOT INSTALLED AT PINKENBA WHARF, BUT A CIVILIAN TRUCK PUMPED SEVERAL TIMES DAILY. TRUCK WAS AVAILABLE ON SHORT NOTICE.

4. PERSONALIA

A. CALLS. (FEB 87) (CTU 75.9.2) CALLS MAY BE MADE ON:
THE DEPUTY PREMIER
THE GOVERNOR OF QUEENSLAND
THE LORD MAYOR OF BRISBANE

PLAQUES WERE EXCHANGED. GENERAL VISITING WAS CONDUCTED ONBOARD ROBISON AND GOLDSBOROUGH 1200-1600 ON THE WEEKEND.

B. HONORS. (JUN 87) (USS RAMSEY) BRISBANE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 87) BRISBANE IS LOCATED WHERE THE BRISBANE RIVER EMPTIES INTO MORETON BAY. THE CITY HAS DEVELOPED FROM THE ORIGINAL SETTLEMENT ESTABLISHED BY LIEUTENANT JOHN OXLEY IN

L1-5
(CH-10)

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BRISBANE, AUSTRALIA

SEPTEMBER 1824. THE CITY AND THE RIVER WERE SUBSEQUENTLY NAMED IN HONOR OF SIR THOMAS BRISBANE (AN EARLY GOVERNOR OF NEW SOUTH WALES).

BRISBANE'S STATISTICAL DIVISION (957 SQ MI - INCLUDES THE CITIES OF IPSWICH AND REDCLIFFE, AND PORTIONS OF SIX SURROUNDING SHIRES) HAS CLOSE ECONOMIC AND SOCIAL TIES TO THE CITY. BRISBANE IS THE FOCUS OF MANY RAIL LINES AND HIGHWAYS, WHICH BRING IN PRODUCE FROM A VAST AGRICULTURAL HINTERLAND. THE CITY, HALVES OF WHICH ARE CONNECTED BY SEVERAL BRIDGES AND FERRIES, HAS THE UNIVERSITY OF QUEENSLAND (1969), PARLIAMENT HOUSE (1869), THE STATE MUSEUM (1855), AND ART GALLERY (1895). POPULATION OF THE CITY IS 1.1 MILLION (1983 EST).

B. LIBERTY. (JUN 87) (USS RAMSEY) OVERNIGHT LIBERTY WAS ENCOURAGED. NO AREAS WERE DECLARED OFF LIMITS. SHORE PATROL WAS NOT REQUIRED BUT REMAINED ONBOARD THE SHIP ON CALL.

C. CLUBS AND BARS. (JUN 87) BRISBANE OFFERS MANY BARS AND NIGHTCLUBS. MANY OF THEM HAVE LIVE ENTERTAINMENT AND CAN EASILY ACCOMMODATE LIBERTY PARTIES FROM THREE OR MORE SHIPS. AVERAGE PRICE OF BEER WAS AUS\$2.00. ROSIE'S DOWNTOWN, FRIDAY'S, AND THE UNDERGROUND ARE ALL RECOMMENDED.

D. RESTAURANTS. (JUN 87) UNLIMITED DINING OPPORTUNITIES ARE AVAILABLE IN BRISBANE. PRICES OF MOST RESTAURANTS WERE REASONABLE AND FOODS WERE OF EXCELLENT QUALITY. LEBARON IS HIGHLY RECOMMENDED FOR ITS EXQUISITE FLAMBEAU AND CONTINENTAL CUISINE. BREAKFAST CREEK WHARF SEAFOOD RESTAURANT BOASTS (AND RIGHTFULLY SO) BEST SEAFOOD IN BRISBANE WHILE BREAKFAST CREEK SPANISH GARDEN STEAK HOUSE IS RENOWNED FOR ITS STEAKS.

E. HOTELS. (JUN 87) ACCOMMODATIONS ARE MODERN AND PLENTIFUL. PRICES FOR DOUBLE WERE APPROXIMATELY AUS\$60.00-90.00.

F. ATHLETICS. (JUN 87) ROYAL QUEENSLAND GOLF CLUB OFFERED 18-HOLE CHAMPIONSHIP GOLF COURSE BUT WAS VERY EXCLUSIVE AND WAS ONLY OPENED TO SHIPS FOR ONE DAY. HIGHLY RECOMMENDED. BRISBANE SQUASH CENTER IS ONLY BLOCKS FROM NEWSTEAD WHARF AND OFFERED DISCOUNTS TO VISITING U.S. SHIPS.

G. BEACHES. (JUN 87) THE GOLD COAST WITH SEVERAL MILES OF OUTSTANDING BEACHES WAS WITHIN AN HOUR'S DRIVE SOUTH OF THE CITY.

H. CHURCHES. (JUN 87) THERE ARE SOME 300 CHURCHES (BAPTIST, CHURCH OF ENGLAND, CHRISTIAN SCIENTIST, LUTHERAN CHURCH, UNITED CHURCH IN AUSTRALIA, CHURCH OF CHRIST, ROMAN CATHOLIC, AND CONGREGATIONAL) IN THE CITY.

I. TRANSPORTATION. (JUN 87) (USS RAMSEY) FOUR LOCAL CAB COMPANIES SERVICE THE BRISBANE AREA. AVERAGE PRICE FROM PINKENBA WHARF TO DOWNTOWN WAS AS\$6.00. OFFICIAL SEDAN, VAN, AND LIBERTY BUS WERE PROVIDED. THE SHIP PROVIDED DRIVERS FOR SEDAN (AVIS) AND VAN (AVIS). BUS DRIVER WAS PROVIDED VIA SUNLINER TOURS.

J. TOURS. (JUN 87) VARIETY OF TOURS WERE AVAILABLE, INCLUDING GOLD COAST, 1/2 AND FULL DAY CITY SIGHTSEEING TOURS, DREAMWORLD (AUSTRALIA'S ANSWER TO DISNEYLAND), SEA WORLD, LONE PINE KOALA SANCTUARY, WILD ANIMAL

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L1-6
(CH-10)

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BRISBANE, AUSTRALIA

RESERVE, AND WET & WILD AQUATIC PARK. TOURS WERE VERY FAVORABLY RECEIVED AND DEEMED WELL WORTH TIME AND MONEY. MANY BOOKING AGENCIES EXIST TO SCHEDULE TOUR PACKAGES AND WILL WORK WITH CLIENTS TO ARRANGE SPECIAL INTEREST/CHARTER TOURS. PRICES VARIED FROM AUS\$20.00-100.00, DEPENDING ON LENGTH AND TYPE OF TOUR. THE MOST POPULAR TOURS WERE GOLD COAST AND LONE PINE KOALA SANCTUARY.

GOLD COAST - THIS REGION IS THE TOURISM CAPITAL OF AUSTRALIA WITH A FAMOUS 30-MILE STRETCH OF SANDY BEACHES, AND ALL THE SUN, SURF, AND NIGHT LIFE IMAGINABLE. CASINO TRANSPORTATION IS SIMPLE FROM BRISBANE, EITHER BY COMMERCIAL BUS LINE (GREYHOUND) OR CITY TRAIN WITH CONNECTING COACH. TRAVEL TIME IS APPROXIMATELY 1 1/2 HRS. AN OVERNIGHT EXCURSION IS ABSOLUTELY RECOMMENDED AND WAS ACCLAIMED ONE OF THE HIGHLIGHTS OF THE VISIT BY MANY PERSONNEL.

QUEENSLAND CULTURAL CENTER INCLUDES AN IMPRESSIVE ART GALLERY WITH EXTENSIVE COLLECTION OF MODERN AND CLASSIC PAINTINGS. THE CENTER ALSO ENCOMPASSES AUSTRALIAN HISTORY MUSEUM AND PERFORMING ARTS COMPLEX.

MANY SMALL CHURCHES OF HISTORIC NOTE ARE THROUGHOUT THE CITY, INCLUDING IMPRESSIVE ST. JOHN'S CATHEDRAL THOUGH AS YET UNFINISHED EXAMPLE OF CLASSIC GOTHIC ARCHITECTURE.

K. SHOPPING. (JUN 87) SHOPPING IN BRISBANE IS SIMILAR TO THAT FOUND IN ANY MODERN, WESTERN CITY. PRICES WERE REASONABLE AND GENERALLY COMPARABLE TO THOSE IN U.S.A.

L. THEATER AND CINEMA. (AUG 86) (USS CHANDLER) MOVIE AND FINE ARTS THEATERS WERE AVAILABLE.

M. PHYSICAL SECURITY. (JUN 87) (USS RAMSEY) SECURITY PROVIDED BY PINKENBA WHARF LOCATION WAS GOOD. PRIVATE OWNERSHIP ALLOWED POLICE TO DISPERSE ANY DEMONSTRATION ACTIVITY IF PROVED UNRULY. BRISBANE WATER PATROL PROVIDED EXCELLENT ESCORT INTO/EXIT FROM BRISBANE AND NIGHT PATROLS WHEN REQUESTED. BRISBANE POLICE WERE WILLING TO PROVIDE PIER SENTRIES UPON REQUEST. OVERALL ATTITUDE AND SUPPORT BY POLICE TOWARDS SHIP VISIT WAS OUTSTANDING.

N. MISCELLANEOUS INFORMATION. (APR 89) (FICPAC) THE CURRENCY EXCHANGE RATE IN APR IS US\$1.00=AS\$1.19.

(JUN 87) (USS RAMSEY) THE CURRENCY EXCHANGE RATE AT THE TIME OF RAMSEY'S VISIT WAS US\$1.00=AS\$1.31.

TRASH REMOVAL/PORT SERVICES BILLS WERE SENT DIRECTLY TO USDAO CANBERRA. ALL ADDITIONAL BILLS WERE HANDLED SEPARATELY THROUGH INDIVIDUAL VENDORS AND SUPPLY OFFICER.

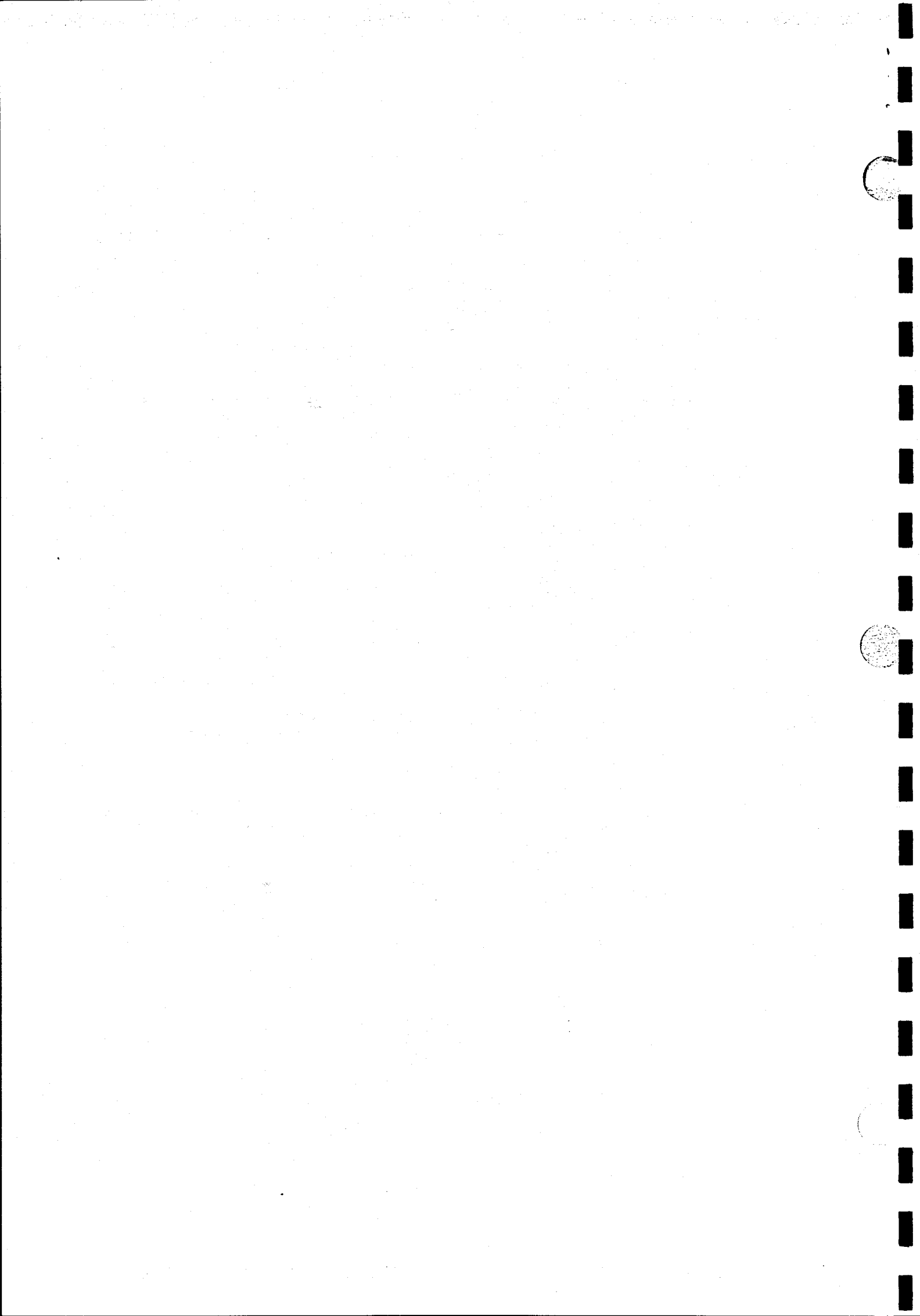
CASPER PARTS AND SUPPORT WERE COORDINATED THROUGH COMAUSNAVSUP CANBERRA. PARTS WERE SHIPPED TO BRISBANE FROM CANBERRA VIA OVERNIGHT DELIVERY.

BRISBANE WAS A SUPERB PORT VISIT. THE RESIDENTS PROVED EXCELLENT HOSTS. DIAL-A-SAILOR PROGRAM WAS HEAVILY SUPPORTED. LOCAL MEDIA PRESENTATION OF U.S. INTERESTS WAS BALANCED COMPARED TO 1983 TEXAS VISIT. THE RAN AND LOCAL AUTHORITIES WERE VERY HELPFUL IN FULFILLING LOGISTICS REQUIREMENTS.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, APR 89.

L1-7
(CH-10)

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DARWIN, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 89) DARWIN (12-28S/130-51E) IS LOCATED ON THE NORTH COAST OF AUSTRALIA. THE ENTRANCE LIES BETWEEN EAST AND WEST POINTS, ABOUT 5.1 KM (3.3 MI) APART, BUT THE REEFS REDUCE THE NAVIGABLE ENTRANCE TO A WIDTH OF ABOUT 1.6 KM (1 MI). PORT DARWIN IS AN INLET OF CONSIDERABLE SIZE, WHICH IS COMPRISED OF THREE WHARFS, DIVIDED INTO FOUR BERTHING AREAS. AT LEAST FIVE MAJOR SHIPS COULD BE BERTHED PIERSIDE TO THE OUTER WHARFS SIMULTANEOUSLY. THE INNER BERTHS WERE TAKEN UP EXCLUSIVELY BY FISHING AND SMALLER CRAFT DUE TO THE RELATIVELY NARROW ENTRANCE AND SHALLOW WATER INSIDE THE INNER WHARFS. THE WHARF IS CONNECTED TO THE MAINLAND BY A NARROW STRAND OF APPROXIMATELY 400 FT IN LENGTH AND TWO CAR LANES IN WIDTH. FROM THE BERTH, IT WAS A TEN-MINUTE WALK TO THE CENTER OF DARWIN PROPER.

THE MOST NOTABLE FEATURE OF THE PORT IS THE 18-FT RANGE OF TIDE. AT HIGH TIDE, THE MAIN DECK WOULD BE FLUSH WITH THE WHARF. AT LOW TIDE, THE BROW WAS ON A STEEP ANGLE FROM WHARF TO THE QUARTERDECK 01 LEVEL. THIS REQUIRED MANHANDLING THE BROW AT LEAST FOUR TIMES PER DAY TO ENSURE SAFETY.

B. APPROACHES, LIGHTS, ETC. (AUG 89) (USS BERKELEY) THE SHIP UTILIZED DMAHTC PUB 175 (4TH ED 1987) AND CHART 74393 (7TH ED, 17 MAY 1986, NM 11/88). THE HARBOR INSERT SECTION WAS AWKWARD TO USE; BUT WITH A RELATIVELY STRAIGHT TRACK TO THE STOKES HILL WHARF, THE PROBLEM IS NOT SIGNIFICANT. A SIGNIFICANT DISCREPANCY DOES EXIST CONCERNING ENTRANCE BUOYS PLACED AT "MIDDLE PASS" IN THE HARBOR ENTRANCE DUE WEST OF THE "CHARLES POINT PATCHES." (UPDATE TO CHART, CONSISTING OF "A" FL(3) G 6s AND "B" FL (3) R 5s). IT IS IMPOSSIBLE FOR A DESTROYER-SIZED VESSEL TO PASS BETWEEN THE TWO BUOYS. BERKELEY PASSED TO STARBOARD WHERE THERE IS A GREATER DISTANCE TO SHOAL WATER.

CONSIDERING THE FLATNESS OF THE LANDFALL, RADAR NAVIGATION PROVED REMARKABLY ACCURATE AND COINCIDED WITH VISUAL FIXES. THE SHIP ARRIVED DURING THE "DRY SEASON" (MAY-OCTOBER) WITH RELATIVELY CLEAR CONDITIONS. LOCALS REPORT THAT OVERCAST CONDITIONS PREVAIL DURING THE "WET SEASON" (OCTOBER-MAY) AND THIS MAY HINDER VISUAL NAVIGATION.

BEST VISUAL POINTS FROM SEAWARD WERE: CHARLES POINT, HOSPITAL (SOUTH OF LEE POINT), WATER TOWER AT NIGHT CLIFF, KINGS TABLE HILL, WATER TANK NORTH OF BOTANIC GARDENS.

IN APPROACHING THE HARBOR, BEST POINTS FOR RADAR FIXES WERE CHARLES POINT, EAST POINT AND EMORY POINT. UPON ENTERING THE HARBOR, BEST POINTS WERE WEST POINT, EAST POINT, EMORY POINT, AND NIGHT CLIFF. UPON PASSING EMORY POINT, BEST POINTS WERE TALC HEAD, MIDDLE POINT, AND BLACKMORE POINT.

MINOR DISCREPANCIES WITH CHART 74393 ARE AS FOLLOWS:

- (1) A PRIVATE PIER IS LOCATED SOUTH OF WEST POINT.
- (2) A PIER UNDER CONSTRUCTION SOUTH OF ELLIOT POINT IS SHOWN ONLY ON THE INSERT. THE END OF THIS PIER PROVIDED EXCELLENT VISUAL BEARINGS.

C. PILOTAGE. (AUG 88) (USS BERKELEY) DISPUTING A PROPOSED PORT EMERGENCY PLAN AND IN SYMPATHY WITH ANTI-NUCLEAR ACTIVISTS, THE PORT OF DARWIN DOCK WORKERS CALLED A 24-HR STRIKE ON THE DAY OF BERKELEY'S ARRIVAL. THIS ELIMINATED THE AVAILABILITY OF HARBOR PILOTS SINCE THE PILOT BOATS WERE NOT OPERATING. AS A REMEDY (AND IN ANTICIPATION OF THE WALK-OUT), THE ROYAL AUSTRALIAN NAVY PROVIDED A VERY EXPERIENCED OFFICER

L2-1

(CH-10)

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TO ASSIST IN THE PILOTAGE. TRANSFER WAS MADE FROM THE HMAS GEELONG AT A RENDEZVOUS POINT 12-19S/130-38E. THE SHIP TRANSITED AND MOORED WITH EASE. THE FOLLOWING COURSES WERE USED: 141°T FROM VICINITY OF BUOY NO. 5 F1 G2 1/2s (12-20S/130-41E) TO SOUTHERN EDGE OF THE QUARANTINE ANCHORAGE OFF DARWIN CITY (12-28S/130-49E), THEN 070°T TO THE VICINITY OF STOKES HILL WHARF. A TWIN-SCREW VESSEL HAS LITTLE NEED OF A TUG UNDER SLACK WATER CONDITIONS.

D. ENTRANCE. (AUG 88) (USS BERKELEY) THE RECENT ADDITION OF BUOYS "A" AND "B" AT 12-21-12S/130-42-48E EFFECTIVELY MARK THE CENTER OF THE HARBOR ENTRANCE.

E. CHANNEL. (AUG 88) (USS BERKELEY) DEPTH OF WATER IN THE CENTER OF CHANNEL VARIES FROM 6 TO 14 FATHOMS.

F. ANCHORAGES. (AUG 88) (USS BERKELEY) THERE ARE TWO QUARANTINE ANCHORAGES LOCATED AT 12-28-48S/130-49-36E AND 12-28-48S/130-51-12E. SEVERAL VESSELS WERE AT ANCHOR. THEY DID NOT HINDER TRANSIT TO THE BERTH.

G. WRECKS AND OBSTRUCTIONS. (AUG 88) (USS BERKELEY) THERE ARE NO WRECKS OR OBSTRUCTIONS IN THE NAVIGATIONAL AREA.

H. TIDES AND CURRENTS. (AUG 88) (USS BERKELEY) A PARTICULARLY USEFUL SUPPLEMENT TO PUB 127 IS A PUBLICATION ENTITLED PORT OF DARWIN: INFORMATION HANDBOOK, AVAILABLE FROM THE DARWIN PORT AUTHORITY OR GOVERNMENT PRINTER OF THE NORTHERN TERRITORY. PAGE 17 OF THE MARCH 1988 EDITION CONTAINS AN EXTREMELY USEFUL SERIES OF DIAGRAMS OF THE HOURLY TIDAL PATTERNS, INCLUDING RATES (IN KNOTS) OF SPRING AND NEAP TIDE.

I. WEATHER AND WINDS. (AUG 88) (USS BERKELEY) THE SHIP WAS NOT HAMPERED BY WEATHER OR WINDS DURING THE MOORING EVOLUTION. THE FOLLOWING IS QUOTED FROM THE PORT OF DARWIN: INFORMATION HANDBOOK. "CYCLONE PROCEDURES: DARWIN IS WITHIN THE SOUTHERN ZONE OF TROPICAL REVOLVING STORMS. THE SEASON EXTENDS FROM NOVEMBER TO APRIL AND THE PORT ENVIRONS MAY BE AFFECTED AT ANY TIME DURING THAT PERIOD. ALL VESSELS ENTERING THE PORT DURING THE CYCLONE SEASON ARE SUPPLIED WITH COPIES OF THE PORT PROCEDURES WHICH SET OUT IN DETAIL THE VARIOUS STAGES OF ALERT AND WARNING, TOGETHER WITH ACTIONS TO BE TAKEN IN CASE OF AN APPROACHING CYCLONE. SHIPS MAY BE PLACED ON SHORT NOTICE FOR SEA AND REQUIRED TO MAINTAIN THEMSELVES IN A SEAGOING CONDITION AT ALL TIMES.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (AUG 88) (USS BERKELEY) THE SHIP MOORED TO OUTER STOKES HILL WHARF WITH SIX STANDARD MOORING LINES. A TUG WAS UNNECESSARY. LENGTH OF THE PIER WAS 140 M (459 FT) AND DEPTH 9.4 M (30.8 FT). NO STEAM OR ELECTRICITY WERE AVAILABLE AT THE PIER. POTABLE WATER WAS AVAILABLE. ALTHOUGH DOCK WORKERS WERE ON STRIKE, WORKERS DID DELIVER FITTINGS TO THE SHIP AND POINTED OUT POTABLE WATER CONNECTIONS. THE ROYAL AUSTRALIAN NAVY PROVIDED A WORKING PARTY TO HANDLE LINES AND MANUALLY PLACE THE BROW.

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DARWIN, AUSTRALIA

B. FUEL, LUBE, AND DIESEL OIL. (AUG 88) (USS BERKELEY) SOURCES ARE ABUNDANT. THE SHIP RECEIVED 41,500 GALS OF F-76 FUEL OIL VIA PIER PIPING SYSTEM. COUPLING USED WAS NATO STANDARD. U.S. NAVY DOES NOT HAVE SPECIAL ARRANGEMENTS WITH ANY PARTICULAR CIVILIAN CONTRACTOR. ALL SERVICES WERE PROVIDED VIA RAN.

C. MECHANICAL HANDLING FACILITIES. (AUG 88) (USS BERKELEY) STOKES HILL WHARF (BERTHS 3 AND 4) DOES NOT HAVE MECHANICAL HANDLING EQUIPMENT; HOWEVER, SUCH FACILITIES ARE AVAILABLE AT IRON ORE WHARF (BERTH 11) AND FORT HILL WHARF (BERTH 2). BERTH 1 HAS A TRAVELING BULK LOADER AND BERTH 2 HAS GANTRY LOADER AND ROLL-ON ROLL-OFF FACILITIES. INFORMATION HANDBOOK CITED ABOVE (PARA H) HAS DESCRIPTION OF ALL SUCH FACILITIES.

D. DRYDOCKS AND REPAIR FACILITIES. (AUG 88) (USS BERKELEY) RAN LIAISON OFFICER ARRANGED FOR HIGH PRESSURE WELDING SERVICES FOR STEAM PIPING REPAIRS. REPAIRS WERE SATISFACTORY. ALTHOUGH NOT UTILIZED, THE FOLLOWING SERVICES ARE AVAILABLE: DIVER, ELECTRICAL EQUIPMENT REPAIR, AND ENGINE REPAIR.

E. WAREHOUSES AND STORAGE AREAS. (AUG 88) (USS BERKELEY) CONSISTS OF TWO MAIN CARGO SHEDS. INFORMATION HANDBOOK LISTS SQUARE FOOTAGE. COLD STORAGE IS AVAILABLE IN DARWIN.

F. STEVEDORES. (AUG 88) (USS BERKELEY) STEVEDORES, ALONG WITH OTHER DOCK WORKERS, ARE HIGHLY POLITICIZED AND SUPPORTIVE OF "DIRECT ACTION" BY UNIONS. IT IS APPARENT THAT THEY WOULD BE ONLY INFREQUENTLY AVAILABLE UPON MOORING.

G. PORT CAPACITY. (AUG 88) (USS BERKELEY) CONSTRUCTION OF EXPANDED FACILITIES APPEARS TO BE CONTINUOUS. PORT OF DARWIN INFORMATION HANDBOOK IS THE BEST REFERENCE. STOKES HILL WHARF CAN HANDLE AT LEAST TWO DD SIZED VESSELS MOORED PIERSIDE. A ROYAL NEW ZEALAND NAVY DESTROYER MOORED FORWARD OF BERKELEY FOR A 4-HR REFUELING.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (AUG 88) (USS BERKELEY) THE FOLLOWING IS QUOTED FROM PAGE 11 OF THE INFORMATION HANDBOOK: "ONE OF THE NT GOVERNMENT'S GOALS IS TO DEVELOP A "LAND BRIDGE" MOVEMENT OF SOUTHERN STATES' OVERSEAS IMPORTS AND EXPORTS THROUGH DARWIN ... (AND) HAS AN ONGOING PROGRAM OF UPGRADING NATIONAL HIGHWAYS IN THE TERRITORY TO ALL-WEATHER STANDARDS. THREE MAJOR INTERSTATE LINKS, COMPRISING THE STUART HIGHWAY FROM DARWIN TO THE SOUTHERN AUSTRALIAN BORDER, AND ITS OFFSHOOTS--THE BARKLY HIGHWAY FROM TENNANT CREEK TO MT. ISA IN QUEENSLAND, AND THE VICTORIA HIGHWAY FROM KATHERINE TO THE WESTERN AUSTRALIAN BORDER, ARE ALL SEALED ROADS.

RAIL TRANSPORTATION IS AVAILABLE ONLY FROM ADELAIDE, SOUTH AUSTRALIA TO ALICE SPRINGS IN THE CENTER OF THE NORTHERN TERRITORY. FREIGHT MUST BE TRUCKED FROM ALICE SPRINGS TO DARWIN (1,300 KM). MOST FREIGHT IS CONTAINERIZED OR TRAVELS "PIGGY-BACK" FOR EASY ROAD TRANSPORT.

THERE IS A REGULAR COASTAL SHIPPING SERVICE BETWEEN DARWIN AND WESTERN AUSTRALIAN PORTS ON A THRICE-WEEKLY BASIS. RO/RO LANDING CRAFT LINK DARWIN WITH NT COASTAL COMMUNITIES.

3. SERVICES, LOGISTICS, AND OPERATIONS

L2-3
(CH-10)

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A. LIGHTERAGE. (AUG 88) (USS BERKELEY) LIGHTERAGE IS NOT EXTENSIVE.

B. DREDGES AND MISCELLANEOUS CRAFT. (AUG 88) (USS BERKELEY) AVAILABLE FOR SERVICE: TWO TUGS, TWO SMALL LINE HANDLING BOATS, SEVERAL LAUNCHES INCLUDING ONE 50 AND ONE 114-PASSENGER FERRY.

C. WATER. (AUG 88) (USS BERKELEY) POTABLE WATER WAS AVAILABLE FROM PIPING ON THE PIER. CHLORINE RESIDUAL WAS .1 PPM FAC, AND WATER WAS TREATED BY BROMINATION ON THE SHIP. PIPING CONNECTION WAS STANDARD 3.8 CM (1 1/2 IN) FITTING. THE AMOUNT AVAILABLE WAS NO RESTRICTED.

D. AIRFIELD. (AUG 88) (USS BERKELEY) DARWIN INTERNATIONAL AIRPORT IS LOCATED TEN MILES NORTHEAST OF THE PORT. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 110/290 AND A DIMENSION OF 3,353 X 61 M (11,000 X 200 FT). IT HAS OVERSEAS SERVICE FROM EUROPE AND ASIA WITH REGULAR FLIGHTS BY QUANTAS, GARUDA, INDONESIAN AIRLINES, SINGAPORE AIRLINES, AND ROYAL BRUNEI. DOMESTIC FLIGHTS ARE SCHEDULED DAILY WITH ALL AUSTRALIAN STATE CAPITALS VIA AUSTRALIAN AND ANSETT AIRLINES. THERE ARE SEVERAL AIR CHARTER COMPANIES FLYING FIXED-WING AIRCRAFT AND HELICOPTER.

E. COMMUNICATIONS. (FEB 87) (CTU 75.9.2) CHANNEL 16 WAS USED FOR PILOT/HARBOR CONTROL. AN INITIAL CALL-UP TO "DARWIN HARBOR" WAS REQUIRED TWO HOURS PRIOR TO THE PILOT PICKUP POINT. CHANNEL 10 WAS PORT WORKING NET. TUG CONTROL CHANNELS WERE 10 AND 20.

(AUG 88) (USS BERKELEY) DOMESTIC AND INTERNATIONAL TELEPHONE AND MAIL SERVICES ARE AVAILABLE. HMAS COONAWARRA IS THE SECOND-LARGEST RAN COMMUNICATIONS STATION, PROVIDING AUSTRALIAN NAVAL BROADCAST FOR THE INDIAN OCEAN AND SOUTHEAST ASIAN AREA. THE COMMANDING OFFICER OF THE COMMUNICATION STATION PROVIDED A TOUR OF THE FACILITY FOR BERKELEY'S COMMUNICATIONS OFFICER AND CHIEF RADIOMAN AND OFFERED THE USE OF THE STATION CLASSIFIED MATERIAL INCINERATOR.

F. MEDICAL. (AUG 88) (USS BERKELEY) THE SHIP SUBMITTED A RADIO PRATIQUE REQUEST VIA NOCNA 24 HOURS PRIOR TO ARRIVAL. A QUARANTINE DECLARATION WAS REQUESTED BY PORT AUTHORITIES. A HTLV-III CERTIFICATION WAS NOT REQUESTED. THE SHIP WAS BOARDED BY QUARANTINE OFFICER AS PART OF THE INITIAL BOARDING PARTY. AN EXCHANGE OF DOCUMENTS WAS THE SOLE REQUEST. DARWIN WAS BERKELEY'S PORT OF ENTRY. THESE PROCEDURES WILL NOT BE REPEATED IN SUBSEQUENT AUSTRALIAN PORTS UNLESS THERE ARE INTERVENING PORT VISITS IN ANOTHER NATION.

LOCAL MEDICAL FACILITIES AND EMERGENCY NUMBERS ARE AS FOLLOWS:

| | |
|---------------------------------|-----------------------------|
| NORTHERN TERRITORY POLICE | 815555 |
| AMBULANCE | 279000 |
| ROYAL DARWIN HOSPITAL | 207211 |
| BASE MEDICAL FLIGHT (AMBULANCE) | ROYAL AUSTRALIAN AIR FORCE, |
| DARWIN | 805348 |
| SICKBAY, HMAS COONAWARRA | 229245 |
| DENTAL, HMAS COONAWARRA | 229246 |
| ARMY MEDICAL/DENTAL CENTER, | |
| LARRAKEYAH | 890236 |

OUTPATIENT CARE IS PROVIDED BY THE FOLLOWING FACILITIES
HMAS COONAWARRA (PRIMARY FACILITY FOR NAVAL PERSONNEL),

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DARWIN, AUSTRALIA

0715-1630 MONDAY-THURSDAY, 0715-1300 FRIDAY, POC: NURSING OFFICER

ARMY MEDICAL/DENTAL CENTER, LARRAKEYAH, 0800-1600 MONDAY-FRIDAY. THE CENTER IS CLOSER AND MORE CONVENIENT TO STOKES HILL WHARF. ROUTINE APPOINTMENTS WERE SENT BY TAXI. APPOINTMENTS COULD BE MADE FOR THE SAME DAY.

INPATIENT AND OUTPATIENT CARE IS PROVIDED BY THE FOLLOWING FACILITIES:

BASE MEDICAL FLIGHT, RAAF DARWIN, MANNED 24-HR PER DAY. TWO AMBULANCES ON CALL FOR ALL SERVICE PERSONNEL. EIGHT INPATIENT BEDS. WILL TAKE AMERICAN MILITARY PERSONNEL.

ROYAL DARWIN HOSPITAL (CIVILIAN), MAILING ADDRESS: BOX 41326, CASUARINA; LOCATION: ROCKLANDS DRIVE, CASUARINA. ROYAL DARWIN HAS 324 INPATIENT BEDS AND 24-HR OUTPATIENT SERVICE; HOWEVER, ALL SEVERE NEUROLOGICAL CASES ARE MEDIVACED TO ADELAIDE.

LARRAKEYAH ARMY MEDICAL/DENTAL CENTER IS THE CLOSEST AND MOST CONVENIENT FACILITY. THREE MEDICAL EXAMS WERE ARRANGED: (1) ERYSEPYLIS LLL, (2) LYMPHADENOPATHY, AND (3) SOFT TISSUE INJURY--RIGHT ANKLE. THREE DENTAL EXAMS WERE ARRANGED: (1) IMPACTED MOLAR, (2) FRACTURED POST AND LOOSE CAP, AND (3) ABSCESS.

IN THE EVENT OF REFERRAL TO A CIVILIAN DOCTOR OR HOSPITAL, THE AUSTRALIAN GOVERNMENT WILL PAY THE INITIAL BILL AND RECOUP THE COST FROM THE AMERICAN EMBASSY AT A LATER DATE.

HEALTH AND SANITATION OF THE PORT WAS VERY GOOD. THERE WERE NO OBVIOUS TRACES OF ORGANIC WASTES, INDUSTRIAL POLLUTION IN HARBOR WATER, OR ATMOSPHERIC POLLUTION. SHIP AND SMALL BOAT TRAFFIC IS LIGHT, TENDING TO DIMINISH THE POSSIBILITY OF WATERBORNE DISCHARGES.

THE CITY IS CLEAN, HAVING BUT VERY LIGHT LITTER. SEWAGE LINES ARE INSTALLED THROUGHOUT THE DOWNTOWN AREA; HOWEVER, THERE IS NO CHT HOOK-UP ON THE PIER. CHT WAS REMOVED FROM THE SHIP THREE TO FOUR TIMES DAILY BY TANKER TRUCK (COMMERCIAL SERVICE). LOCAL PESTS INCLUDE SAND FLEAS, GECKOS, AND FRUIT FLIES. THERE ARE NO REPORTED RABIES CASES. SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND BY STREET VENDORS IS SATISFACTORY. HOWEVER, ILLICIT DRUGS OF ALL VARIETIES ARE READILY AVAILABLE AND ARE USED OPENLY IN SEVERAL BARS AND DISCOS. PROSTITUTION IS ILLEGAL BUT DOES OCCUR, WITH CONTACTS BEING MADE IN BARS AND DISCOS. HEALTH CARDS ARE NOT CARRIED.

THE PREVALENT COMMUNICABLE DISEASES ENDEMIC TO THE AREA ARE TUBERCULOSIS AND U.R.I. IMMEDIATELY FOLLOWING THE FIVE-DAY PORT VISIT, THERE WERE NO SIGNIFICANT MEDICAL CASES THAT WERE SPECIFICALLY ASSOCIATED WITH THE PORT.

RECOMMENDED HEALTH PRECAUTIONS: BETWEEN OCTOBER AND MAY, HEAVY ALCOHOL INTAKE AND INCREASED PHYSICAL ACTIVITY TAKE THEIR TOLL IN THE FORM OF HEAT EXHAUSTION.

BETWEEN OCTOBER AND MAY, SWIMMING IN THE OCEAN AND COASTAL CREEKS AND RIVERS IS NOT RECOMMENDED DUE TO HEAVY BOX JELLYFISH INFESTATION. CROCODILES AND POISONOUS STONEFISH ARE PRESENT ALL YEAR ROUND.

G. GASOLINE. (AUG 88) (USS BERKELEY) GASOLINE FOR SHIP'S VEHICLES WAS READILY AVAILABLE.

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DARWIN, AUSTRALIA

H. PROVISIONS. (AUG 88) (USS BERKELEY) THE U.S. GOVERNMENT HAS EXISTING ARRANGEMENTS FOR SUPPLYING PROVISIONS VIA THE LOCAL ROYAL AUSTRALIAN NAVY FACILITY. A COMMERCIAL PROVISIONS VENDOR COORDINATES DELIVERY. PAYMENTS ARE REQUIRED PRIOR TO DEPARTURE. THE SHIP DEALT WITH ONE SHIP'S CHANDLER: METRO-NAUTILUS AUSTRALIA, 29 ARUNDEL ST, FREMANTLE, WA, 6160 AUSTRALIA.

MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND SEAFOOD WERE AVAILABLE. DAIRY PRODUCTS WERE DELIVERED AT 45° F AND HAD A 12-DAY SHELF LIFE STARTING UPON DELIVERY. HOWEVER, MILK CAME IN 5-GAL PLASTIC BAGS IN RETURNABLE PLASTIC CRATES WHICH ARE TOO BULKY TO STORE. BAGS WERE DIFFICULT TO HANDLE AND DISPENSE.

I. GARBAGE DISPOSAL. (AUG 88) (USS BERKELEY) BECAUSE OF QUARANTINE REGULATIONS, DRY TRASH AND WET GARBAGE MUST BE DISPOSED OF SEPARATELY. A DUMPSTER WAS PROVIDED ON THE WHARF FOR TRASH, BUT GARBAGE HAD TO BE SECURELY SEALED IN PLASTIC BAGS AND PUT INTO SPECIALLY PROVIDED 55-GAL DRUMS.

CHT CONNECTIONS WERE NOT AVAILABLE. COMMERCIAL SERVICE VIA TRUCK WAS REQUIRED.

4. PERSONALIA

A. CALLS. (AUG 88) (USS BERKELEY) CO, USS BERKELEY MADE CALLS ON THE LORD MAYOR OF DARWIN AND THE ASSISTANT PREMIER OF THE GOVERNMENT OF THE NORTHERN TERRITORY. IN ADDITION, A CALL WAS MADE ON THE AUSTRALIAN VISITING SHIPS NUCLEAR BOARD AT ADMIRALTY HOUSE, DARWIN. FOLLOWING THIS, THE BOARD WAS GIVEN A TOUR OF BERKELEY BY THE COMMANDING OFFICER.

B. HONORS. (AUG 88) (USS BERKELEY) DARWIN IS NOT A SALUTING PORT. HOLIDAY LIGHTING WAS RIGGED.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 89) (FICPAC) DARWIN IS THE CAPITAL OF THE NORTHERN TERRITORY WHICH HAS AN AREA OF 1,352,728 SQ KM (520,280 SQ MI), MORE THAN A SIXTH OF AUSTRALIA.

BUILT ON A PENINSULA WASHED BY THE WATERS OF A FINE HARBOR AND THE TIMOR SEA, DARWIN IS ONE OF THE MOST SCENIC AND ATTRACTIVE CITIES IN AUSTRALIA.

IN 1839, CAPT J. C. WICKHAM, RN, IN HMS BEAGLE, BEGAN A SURVEY OF THE COAST WHICH INCLUDED THE FIRST CHARTING OF DARWIN HARBOR. WICKHAM NAMED THE HARBOR IN HONOR OF CHARLES DARWIN, THE NATURALIST WHO HAD SAILED ON THE BEAGLE DURING HER ROUND-THE-WORLD VOYAGE IN 1831-36.

DARWIN WAS USED AS A COALING STATION BY NAVAL VESSELS DURING WW I, BUT IT WAS NOT CONSIDERED A NAVAL BASE. DURING THE 1930'S, THE RAN HAD BUILT OIL FUEL TANKS ON THE HARBOR FRONT, HOLDING ABOUT 90,000 TONS OF OIL. ALL WERE DESTROYED IN THE ATTACK ON THE CITY BY JAPANESE AIRCRAFT IN FEBRUARY 1942. THE FIRST NAVAL DEPOT AT DARWIN WAS ESTABLISHED IN JANUARY 1935. IN AUGUST 1940, THE NAVAL DEPOT WAS COMMISSIONED AS HMAS MELVILLE. THE NAVAL BASE HAD FINALLY BEEN COMMISSIONED AS AN ESTABLISHMENT OF THE RAN, AS DARWIN PREPARED TO ENTER WW II WAR.

DARWIN IS TROPICAL IN CLIMATE AND HAS TWO SEASONS: "WET" FROM NOVEMBER TO MARCH AND "DRY" FROM APRIL TO OCTOBER.

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(CH-10)

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DARWIN, AUSTRALIA

THE TWO MAJOR FESTIVALS CELEBRATED IN DARWIN ARE THE LABOR DAY FESTIVITIES (ON THE FIRST MONDAY IN MAY) AND THE ANNUAL DARWIN FESTIVAL, WHICH IS HELD DURING THE LATTER PART OF JULY EACH YEAR.

(AUG 89) (USS BERKELEY) THE ESTIMATED POPULATION IS 66,000.

B. LIBERTY. (AUG 89) (USS BERKELEY) THREE PETTY OFFICERS WERE ASSIGNED AS SHORE PATROL NIGHTLY FROM 1900-0200. THEY WERE PICKED UP AT THE BROW BY THE TERRITORIAL POLICE. TWO SHORE PATROLS RODE ON PATROL IN POLICE VEHICLES. ONE REMAINED AT THE POLICE STATION. THERE WERE NO LIBERTY INCIDENTS. SIZE OF THE LIBERTY PARTY WAS 250.

C. CLUBS AND BARS. (AUG 88) (USS BERKELEY) BARS ARE NUMEROUS. PARTICULARLY RECOMMENDED ARE FRONTIER BREWERY FOR ITS PUB ATMOSPHERE AND VARIETY OF HOME-BREWED ALES AND INTERNATIONAL BEERS, AND DARBY'S FOR DANCING AND LIVE ENTERTAINMENT. FANNY'S SPECIALIZES IN NEW-WAVE MUSIC AND DANCE. OTHER POPULAR BARS WERE: VIC'S, BEACHCOMBER, AND DIAMOND BEACH HOTEL AND CASINO. BEERS RAN ABOUT AS\$1.70; WELL DRINKS WERE OVER AS\$3.00. SAILORS WERE WELL RECEIVED BY INNKEEPERS AND PATRONS, PARTICULARLY WHILE IN UNIFORM.

THE DIAMOND BEACH HOTEL AND CASINO HAS A 15-YEAR MONOPOLY ON LEGALIZED GAMBLING. GAMES INCLUDED STANDARD CASINO WAGERING WITH THE EXCEPTION OF CRAPS AND THE ADDITION 'TWO UP,' A TRADITIONAL AUSTRALIAN WAGERING GAME INVOLVING COIN TOSS.

NOT RECOMMENDED IS THE CAGE BAR, WHERE THE USE OF ILLEGAL DRUGS APPEARS PREVALENT.

D. RESTAURANTS. (AUG 89) (USS BERKELEY) THERE IS A PLETHORA OF SMALL SANDWICH SHOPS. FOR AMERICAN-STYLE FAST FOOD, THERE IS A KENTUCKY FRIED CHICKEN. FINE DINING INCLUDED ITALIAN, INDONESIAN, INDIAN, AND CANTONESE CUISINE. PARTICULARLY RECOMMENDED ARE ORCHID ROOM CANTONESE RESTAURANT (AT THE CASINO) AND CHARLIE'S.

E. HOTELS. (AUG 89) (USS BERKELEY) HOTEL RATES WERE REASONABLE WITH MANY CHOICES AVAILABLE. SAMPLE OF PRICES (DOUBLE OCCUPANCY): SHERATON HOTEL--AS\$108.00, CASINO HOTEL--AS\$75.00, ATRIUM HOTEL--AS\$80.00. AS NOTED, HOTELS ARE NOT RECOMMENDED FOR MONETARY EXCHANGE EXCEPT AS LAST RESORT.

F. ATHLETICS. (AUG 89) (USS BERKELEY) THE SHIP WAS PROVIDED WITH A WIDE RANGE OF SPORTING ACTIVITIES; HOWEVER, COORDINATION WITH LOCAL CIVILIAN TEAMS WERE SOMETIMES DIFFICULT. IN ONE INSTANCE, TIMES PROVIDED FOR SOFTBALL HAD NOT BEEN CONFIRMED AND THE SHIP'S TEAM HAD TO WAIT TWO HOURS AT AN ISOLATED LOCATION. HMAS COONAWARRA PROVIDED TRANSPORTATION FOR EACH EVENT. THE COONAWARRA OFFICER-OF-THE-DAY OF 28 AUGUST, WAS PARTICULARLY HELPFUL IN PROVIDING SHORT-NOTICE TRANSPORTATION FOR RETURN OF THE SHIP'S ATHLETES. RAN TEAM PARTICIPATING WERE VERY PUNCTUAL. OF PARTICULAR NOTE IS THAT SOFTBALL IS ALWAYS FAST PITCH. THE WARDROOM WAS CHALLENGED BY AN EXCELLENT ALL-FEMALE SOFTBALL TEAM. MANY LOCAL TEAMS ARE COED.

G. BEACHES. (AUG 89) (USS BERKELEY) BEACHES WERE VERY CLEAR AND UNCROWDED. MINDIL BEACH NEAR THE DIAMOND BEACH CASINO HAD RENTALS OF WINDSURFERS AND CATAMARANS.

L2-7
(CH-10)

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DARWIN, AUSTRALIA **FOR OFFICIAL USE ONLY**

DURING THE WET SEASON (OCT-MAY), BEACHES ARE OFF LIMITS BECAUSE OF BOX-JELLY FISH WHOSE STINGS MAY BE FATAL. HOWEVER, SMALL NUMBERS OF JELLYFISH ARE PRESENT THROUGHOUT THE YEAR. DURING BERKELEY'S VISIT, A BOY WAS SERIOUSLY INJURED BY A STING AT A LOCAL BEACH.

FRESHWATER (SAFE) SWIMMING IS POPULAR AT LOCAL SPRINGS, SUCH AS HOWARD SPRINGS OR BERRY SPRINGS. HOWEVER, BOTH REQUIRE AUTO OR BUS TRANSPORT.

H. CHURCHES. (AUG 88) (USS BERKELEY) ALL RELIGIOUS DENOMINATIONS ARE REPRESENTED IN DARWIN. LATTER DAY SAINTS INVITED SAILORS TO A SOCIAL FUNCTION.

I. TRANSPORTATION. (AUG 88) (USS BERKELEY) CABS AND BUSES ARE PLENTIFUL TO DARWIN PROPER. HMAS COONAWARRA PROVIDED RAN BUS TRANSPORTATION FOR SPORTS TEAMS AND TO AND FROM OFFICIAL FUNCTIONS. A LOCAL SOUVENIR SHOP PROVIDED A FREE BUS FROM THE PIER TO THE DOWNTOWN ON A FREQUENT BASIS DURING THE WEEKEND. FRIENDLY LOCALS PROVIDED LIFTS TO WALKING SAILORS. BECAUSE OF THE SHORT WALK FROM THE PIER TO DOWNTOWN, THERE WERE NO SIGNIFICANT TRANSPORTATION PROBLEMS.

J. TOURS. (AUG 88) (USS BERKELEY) DARWIN IS BLESSED WITH A WIDE VARIETY OF TOURIST ATTRACTIONS. TRIPS TO THE OUTBACK WERE ESPECIALLY POPULAR. KAKADU AND KATHERINES GORGE WERE VISITED BY MANY CREW MEMBERS AT VERY REASONABLE PRICES. SPRINGS AROUND THE AREA ARE PLENTIFUL AND PROVIDE SAFE SWIMMING SPORT. A BUS WAS PROVIDED BY A LOCAL TOURIST SHOP TO FERRY SERVICEMEN INTO AND AROUND THE TOWN (WITH A STOP AT THEIR SHOP, NATURALLY).

K. SHOPPING. (AUG 88) (USS BERKELEY) STORES ARE PLENTIFUL AND VARIED. HOWEVER, SOME CONSUMER ITEMS, SUCH AS PERSONAL COMPUTER EQUIPMENT, IS IN SHORT SUPPLY. SOUVENIR SHOPS ARE NUMEROUS. THERE IS A CENTRAL PEDESTRIAN SHOPPING MALL (OPEN AIR) WITH APPROXIMATELY 25 STORES OR SERVICES.

L. THEATER AND CINEMA. (AUG 88) (USS BERKELEY) THERE ARE THREE THEATERS AND TWO CINEMAS. ADDRESS AND PHONE AS FOLLOWS:

DARWIN PERFORMING ARTS CENTER, 93 MITCHELL ST, DARWIN, 811222
CINEMA DARWIN, MITCHELL ST, DARWIN, 815999
CASUARINA CINEMA, 450174
BROWNS MART, 12 SMITH ST, DARWIN, 815522
GARDENS AMPHITHEATER, GARDENS RD, THE GARDENS, DARWIN, 815294

M. PHYSICAL SECURITY. (AUG 88) (USS BERKELEY) SECURITY WAS NO PROBLEM DESPITE READY ACCESS TO THE PIER BY THE POPULATION. ALTHOUGH THE STOKES HILL WHARF HAS A GUARD HOUSE AT THE ENTRANCE AND CARS ARE APPARENTLY DISCOURAGED DURING WORK HOURS (A PARKING LOT IS LOCATED NEAR THE ENTRANCE), THE PORT AUTHORITY GUARD MADE NO EFFORT TO DENY ENTRANCE TO ANYONE. NO PASSES WERE REQUIRED. NORTHERN TERRITORIAL POLICE DID PATROL THE PIER BY VEHICLE. THE SHIP MAINTAINED WATCHES ON THE PIER NEAR BROW, BOW AND STERN AS WELL AS WATCHES ONBOARD IN KEY POSITIONS ALONG THE WATERLINE.

NORTHERN TERRITORIAL POLICE BOATS PATROLLED THE HARBOR SIDE OF THE BERTH. PATROLS WERE PARTICULARLY VIGOROUS THE FIRST DAY DUE TO RUMORS

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DARWIN, AUSTRALIA

THAT A PROTEST YACHT INTENDED TO DEFACE THE SHIP. HOWEVER, THE YACHT DID NOT MATERIALIZE; AND ON SUBSEQUENT DAYS, POLICE BOATS REMAINED QUIETLY ON STATION. CURIOUS PLEASURE CRAFT MAINTAINED A RESPECTFUL DISTANCE.

FREE ACCESS TO THE PIER DURING NIGHTTIME HOURS ALLOWS A CONSIDERABLE AMOUNT OF PEDESTRIAN AND VEHICLE TRAFFIC. ON FRIDAY NIGHT, THE FAR END OF THE PIER (AN UNOCCUPIED BERTH) BECAME A GATHERING SPOT FOR LOCAL TEENAGERS. THEY PAID LITTLE ATTENTION TO THE SHIP AND DID NOT INTERFERE WITH THE SHIP'S ROUTINE.

THERE WERE NO PROTESTS ON THE SHIP'S ARRIVAL. STRIKING DOCK WORKERS MADE NO ATTEMPT TO INTERFERE WITH THE SHIP'S LANDING AND THERE WERE NO PICKETS. IT WAS REPORTED THAT MOST SPENT THEIR 24 HOURS STRIKE AT HOME. HOWEVER, AS NOTED ABOVE, SEVERAL UNIDENTIFIED WORKERS PROVIDED POTABLE WATER FITTINGS.

A SMALL PROTEST GROUP DID ARRIVE THE SECOND DAY IN PORT. AT 1430 THEY HUNG AN ANTI-NUCLEAR AND PRO-"GLOBALISM" BANNER AND SET UP SEVERAL FLAGS ON A WAREHOUSE BUILDING APPROXIMATELY 40 FT FROM THE BROW. EIGHT IN NUMBER, THEY MADE NO ATTEMPT TO INTERFERE WITH GENERAL VISITING AND SEVERAL CAME ABOARD FOR THE TOUR. ALTHOUGH WATCHED CLOSELY, THEY DID NOT APPEAR INTERESTED IN DEFACING THE SHIP OR INTERFERING DIRECTLY WITH THE SHIP'S ACTIVITIES. NO LITERATURE WAS PASSED OUT. THEY SECURED AT 1830, RETURNING THE NEXT DAY DURING GENERAL VISITING HOURS (1300-1630).

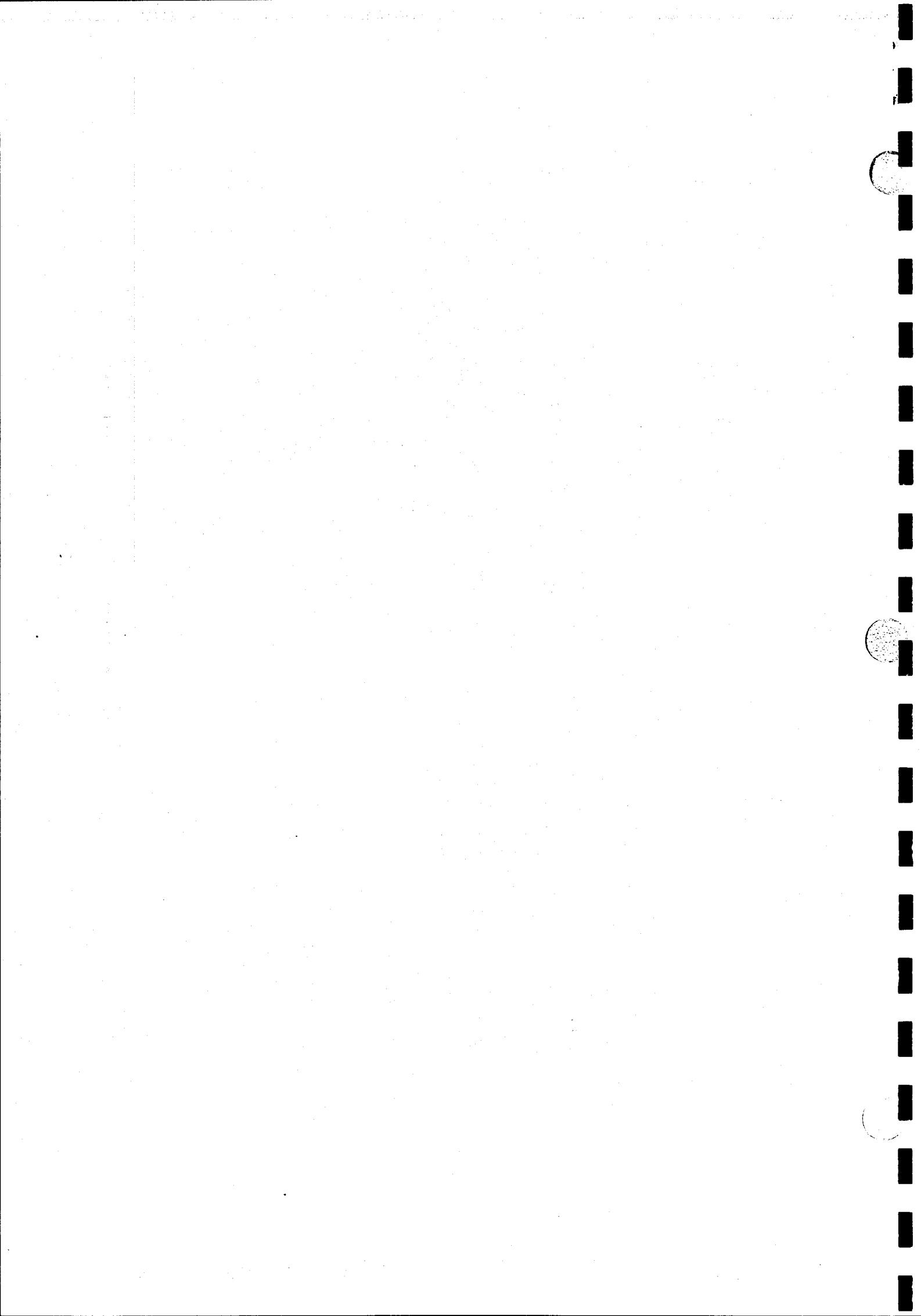
ON THE SECOND DAY OF PROTEST, THE GROUP WAS CONSIDERABLY MORE VOCAL, SINGING, CHANTING, AND DANCING THROUGHOUT THE GENERAL VISITING PERIOD. ONE OF THE PROTESTORS WORE A GAS MASK AND SKELETAL COSTUME, BRANDISHING SEVERAL MODEL ROCKETS. WORDS ACCOMPANYING THE MUSIC WERE COMPLETELY UNDECIPHERABLE EVEN AT A SHORT DISTANCE. WHILE THERE WAS AGAIN NO INTERFERENCE IN GENERAL VISITING (EXCEPT FOR THE NOISE), VISITORS WERE NOTICEABLY ANNOYED AND UNSYMPATHETIC TO THE PROTESTORS. NO LITERATURE WAS PASSED OUT. THERE WERE NO VISIBLE SUPPORT OF THEIR ACTIVITIES BY GENERAL VISITORS.

OF GREATER INTEREST TO THE CURIOUS WAS A STATION WAGON WITH 55-GAL DRUMS MARKED "NUCLEAR WASTE" AND ROCKET-LIKE OBJECTS ATTACHED TO THE ROOF.

THE PROTESTS WERE CONFINED TO THE WEEKEND DURING GENERAL VISITING HOURS. THERE WERE NO PROTESTORS ON THE THIRD DAY (MONDAY).

N. MISCELLANEOUS INFORMATION. (AUG 88) (USS BERKELEY) WELCOMING RECEPTION FOR 150 OFFICERS AND CREW WAS HOSTED BY THE AUSTRALIAN-AMERICAN ASSOCIATION. RECOMMEND VISITING SHIPS CONTACT THE ASSOCIATION IN ADVANCE TO COORDINATE IN ADVANCE THEIR MOST GRACIOUS HOSPITALITY.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, APR 89.



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FREMANTLE-PERTH, WESTERN AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 87) THE PORT OF FREMANTLE (32-03S/115-44E) IS LOCATED ON THE SOUTH SIDE OF THE ENTRANCE TO SWAN RIVER IN WESTERN AUSTRALIA. IT IS COMPOSED OF AN INNER HARBOR IN THE MOUTH OF SWAN RIVER AND AN OUTER HARBOR WHICH IS AN EXTENSIVE ANCHORAGE AREA (COMPRISED OF GAGE ROADS, OWENS ANCHORAGE, AND COCKBURN SOUND). THE MODERN INNER HARBOR IS SURROUNDED BY A 2 M (6.6 FT) WALL AND PATROLLED BY POLICE AND CUSTOMS OFFICIALS. THE WESTERN AUSTRALIAN CAPITAL CITY OF PERTH LIES 22.2 KM (12 NM) UP SWAN RIVER FROM THE PORT.

B. APPROACHES, LIGHT, ETC. (OCT 87) (FICPAC) CONSULT DMAHTC PUB 175 (2ND ED 85) AND CHARTS 74581, 74582, 74583, & 74584. THE APPROACH FROM THE SEA TO GAGE ROADS IS OPEN AND READILY ACCESSIBLE IN ALL WEATHERS. GAGE ROAD IS OPEN TO N AND NW. THE ENTRANCE BETWEEN ROTTNEST ISLAND AND THE MAINLAND IS ABOUT 15 KM (9.3 MI) WIDE WITH NAVIGATION HAZARDS ALL BEING BUOYED. A 24-HOUR NOTICE OF ARRIVAL IS REQUIRED BY THE INNER HARBOR MASTER. THE APPROACH FROM GAGE ROADS TO THE INNER HARBOR IS THROUGH THE ENTRANCE CHANNEL WITH DEPTH OF 11 M (36 FT), PROTECTED BY TWO BREAKWATERS [1,474 M (4,835 FT) AND 622 M (2,040 FT) LONG]. THE APPROACH FROM GAGE ROADS TO COCKBURN SOUND ANCHORAGE IS THROUGH A CHANNEL DREDGED TO 152.4 M (500 FT) IN BOTTOM WIDTH AND 13 M (42.6 FT) DEPTH.

(DEC 86) (CTG 70.3) THERE ARE TWO UNCHARTED YELLOW BUOYS WITH YELLOW FLASHING LIGHTS AT 32-03-31S/115-42-42E, JUST SOUTH OF THE INBOUND EAST LEG BETWEEN THE NORTH/SOUTH MOLES INTO THE INNER HARBOR, AND AT 32-03-04S/115-42-31E, JUST NORTH OF THE INBOUND EAST LEG. THESE BUOYS ARE PLACED TO SEPARATE AMERICA'S CUP BOATING TRAFFIC FROM THE DEEP DRAFT TRAFFIC TRAVELING INTO THE INNER HARBOR.

C. PILOTAGE. (DEC 86) (CTG 70.3) FREMANTLE TUG AND PILOT SERVICES PROVIDED DURING ARRIVAL AND DEPARTURE WERE EXCELLENT. HARBOR CONTROL AND PILOT SCHEDULING AND COORDINATION WERE TIMELY, WELL-ORGANIZED, AND PROFESSIONAL. FREMANTLE HARBOR POLICE PROVIDED AN EFFECTIVE BUFFER BETWEEN SHIPS ENTERING THE PORT AND LOCAL SMALL CRAFT.

D. ENTRANCE. (OCT 87) CONSULT PUB 175.

E. CHANNEL. (OCT 87) CONSULT PUB 175.

F. ANCHORAGE. (OCT 87) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (OCT 87) CONSULT PUB 175.

H. TIDES AND CURRENTS. (OCT 87) CONSULT PUB 175.

I. WEATHER AND WINDS. (OCT 87) CONSULT PUB 175.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUL 84) (CTG 70.2) ALL BERTHING FACILITIES IN THE INNER HARBOR WERE EXCELLENT. NO SHORE POWER NOR STEAM WAS AVAILABLE AT VICTORIA QUAY. CRANE AND FORKLIFT SERVICES ARE AVAILABLE ON 30-MIN NOTICE. CHT SERVICES PROVIDED BY CONTRACTOR TRUCK

L3-1
(CH-6)

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FREMANTLE-PERTH, WESTERN AUSTRALIA

WITH 2,000-GAL CAPACITY. FOUR LINES OF TELEPHONE WERE PROVIDED PER SHIP, AND SERVICES WERE EXCELLENT.

B. FUEL, LUBE, AND DIESEL. (SEP 87) (USS GERMANTOWN) ABUNDANT FUEL (\$366.24/TON), LUB OIL (\$4.00/GAL), DIESEL OIL (\$.56/LITER), JP5 (\$.55/LITER), AND AVGAS (\$.70/LITER) ARE AVAILABLE BY TRUCK IN THE INNER HARBOR. AVGAS IS ALSO AVAILABLE AT PERTH INTERNATIONAL AIRPORT.

C. MECHANICAL HANDLING FACILITIES. (SEP 84) ALL BERTHS OF BOTH SIDES OF THE INNER HARBOR ARE SERVICED BY A RAILROAD OPERATED BY THE PORT AUTHORITY. CONTAINER CARGO HANDLING FACILITIES ARE ALSO AVAILABLE IN THE INNER HARBOR. THE INNER HARBOR CONTAINS:

| <u>FACILITY</u> | <u>NUMBERS</u> | <u>LIFT CAPACITY</u> |
|-----------------|----------------|----------------------|
| PORTAL | 14 | 3 TONS |
| (ELECTRIC) | 4 | 7.5 TONS |
| (ELECTRIC) | 1 | 20 TONS |
| (ELECTRIC) | 1 | 35 TONS |
| FLOATING | 1 | 80 TONS |
| (STEAM) | 1 | 15 TONS |
| AUTOMOTIVE | 5 | 1-6 TONS |
| FORKLIFT | 91 | 2-20 TONS |

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 83) (USS MARVIN SHIELDS) UPKEEP PERIODS IN AUSTRALIA ARE LIMITED TO VOYAGE REPAIRS OF EMERGENCY WORK NECESSARY FOR THE SHIP TO CONTINUE IT'S MISSION. THE FOLLOWING WORKS WERE ACCOMPLISHED BY CONTRACTORS AND/OR HMAS STIRLING: DEWPOINT INDICATOR REPAIR, CHILL WATER RELIEF VALVE REPAIR, 1A BOILER S/H L/P DRAIN VALVE REPAIR, HIGH PRESSURE DRAIN VALVE FROM SOOT BLOWER REPAIR, LAGGING INSTALLATION IN LAUNDRY, AIR CONDITIONING MOTOR REPAIR, AND VENTILATION MOTOR REPAIR. UPKEEP IN AUSTRALIA SHOULD NOT BE CONSIDERED AS SATISFACTORY AS UPKEEP BY U.S. FACILITY. PNEUMATIC TOOLS ARE ALSO AVAILABLE FOR PURCHASE BUT ARE QUITE COSTLY. READS ELECTRICAL AND FREMANTLE FOUNDRY & ENGINEERING CO. DID THE WORK, AND QUALITY OF WORK WAS SATISFACTORY.

E. WAREHOUSES AND STORAGE AREAS. (JUL 80) EIGHTEEN TRANSFER SHEDS HAVE 59,094 SQ M (636,100 SQ FT) OF TOTAL FLOOR AREA. TWO LARGE CONTAINER CARGO TRANSFER SHEDS ARE LOCATED AT BERTHS 11 AND 12 ON THE NORTH QUAY. THERE ARE 14 GENERAL WAREHOUSES RANGING FROM 2,276-6,503 SQ M (24,500-70,000 SQ FT) WITH 12.2 M (40 FT) OF STACKING HEIGHTS ADJACENT TO BOTH QUAYS ALONG THE INNER HARBOR.

F. STEVEDORES. (SEP 87) (USS GERMANTOWN) THE AUSTRALIAN STEVEDORING INDUSTRY AUTHORITY REGULATES WATERSIDE WORKERS EMPLOYED IN THE PORT. SKILLED STEVEDORES ARE AVAILABLE 24 HOURS A DAY. THE SIZES OF GANGS ARE FIVE AT SHORE AND SIX ON BOARD.

(DEC 86) (CTG 70.3) TRUCKING AND LABOR REQUIRE A 24-HR NOTICE.

G. PORT CAPACITY. (SEP 87) A CARRIER TASK GROUP CAN BE ACCOMMODATED IN FREMANTLE/PERTH.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (SEP 87) ROADS ARE

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FREMANTLE-PERTH, WESTERN AUSTRALIA

EXCELLENT IN THE PERTH/FREMANTLE COMPLEX. AFTER LEAVING THE CITY, THEY NARROW TO TWO LANES. THE ROADS IN THE VICINITY OF THE PIERS CAN HANDLE SEMITRAILER TRUCKS. A LARGE GAUGE RAILROAD FROM PERTH TO FREMANTLE SERVES ALL AREAS WITHIN THE PORT AREA.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 81) OIL BARGE (DONUT) FACILITIES ARE NOT ADEQUATE AND ARE VERY COSTLY. AN OIL WASTE DISPOSAL BARGE, GARBAGE BARGES, AND WATER BARGES ARE AVAILABLE. CONTACT USDAO PERTH VIA LOGREQ TO OBTAIN LIGHTERAGE AND TUG SERVICE.

(OCT 87) (FICPAC) FOUR POWERFUL TUGS ARE AVAILABLE FOR ASSISTANCE OF SHIPS IN THE INNER HARBOR AND CAN PROCEED TO THE OUTER HARBOR IF REQUIRED.

B. WATER. (SEP 85) (USS OKINAWA) POTABLE WATER WAS PROVIDED VIA A 6.35 CM (2.5 IN) CONNECTOR AT THE RATE OF 7,500 GAL/HR. CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS .2 PPM, AND WATER WAS BROMINATED ABOARD SHIP.

C. AIRFIELDS. (OCT 87) (FICPAC) PERTH INTERNATIONAL AIRPORT IS LOCATED 48 KM (30 MI) TO THE NORTHEAST FROM THE PORT. IT HAS THREE ASPHALT RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> |
|--------------------|----------------------------------|
| 030/210 | 3,444 X 45.7 M (11,300 X 150 FT) |
| 060/240 | 2,329 X 45.7 M (7,100 X 150 FT) |
| 110/290 | 1,596 X 45.7 M (5,235 X 150 FT) |

JANDAKOT AIRPORT IS LOCATED SOUTHEAST OF THE PORT. IT HAS TWO ASPHALT RUNWAYS:

| | |
|---------|---------------------------------|
| 060/240 | 1,128 X 30.5 M (3,700 X 100 FT) |
| 120/300 | 991 X 30.5 M (3,250 X 100 FT) |

(DEC 86) (CTG 70.3) HELICOPTER OPERATIONS FROM SHIPS MOORED IN THE FREMANTLE INNER HARBOR WERE PROHIBITED. CONSEQUENTLY, TWO H-46'S FROM USS SAN JOSE WERE BASED ON BOARD CARL VINSON ANCHORED IN GAGE ROADS. VERTREP WAS STAGED FROM FREMANTLE HELIPOINT. FACILITIES INCLUDED A GRASS HELIPAD AND ASPHALT RAMP LOCATED ON THE COAST BEACHES. A PORTABLE RADIO WAS DELIVERED BY THE FIRST HELO TO ESTABLISH HELIPOINT COMMUNICATIONS WITH U.S. MILITARY AIRCRAFT. NO PROBLEMS WITH WEIGHT STRESS ON RAMP WERE NOTED. THE RAMP WAS LARGE ENOUGH FOR BOTH HELOS. VERTREP CAN BE EASILY STAGED FROM RAMP WITH PLENTY OF ROOM FOR FORK-TRUCKS TO MANEUVER. RECOMMEND STEEP APPROACH AS DIRT BLOWS FROM UNSURFACED ROAD ON BEACH SIDE OF HELIPOINT CAUSING A FOD HAZARD. BEWARE OF PERSONNEL ON APPROACH AS THERE ARE NO APPARENT RESTRICTIONS POSTED. TWO ROTNEST ISLAND SHUTTLE HELOS (H-3) USE THIS HELIPOINT. THERE ARE ALSO TOURIST AND NEWS HELOS IN THE NEARBY VICINITY. STAY BELOW 1,000 FT AND DON'T OVERFLY LAND.

D. COMMUNICATIONS. (SEP 87) (USS GERMANTOWN) SHIPS MUST CALL HARBOR CONTROL TWO HOURS PRIOR TO ENTRY BY CALL SIGN "FREMANTLE CONTROL" ON BTB CHANNEL 12. COASTAL OPS NET 6620.5 KHZ IS UTILIZED WHEN OPERATING IN THE

L3-3
(CH-6)

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FREMANTLE-PERTH, WESTERN AUSTRALIA

OUTER HARBOR. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

DIRECT CONUS CALLS WERE MADE FROM THE SHIP, THE PIER, AND VARIOUS TELEPHONE EXCHANGES.

MAIL WAS DELIVERED AND PICKED UP AT THE SHIP. POST OFFICE FREMANTLE IS LOCATED AT 13 MARKET ST, (TEL: 326-5375). DAILY MAIL SERVICE WAS RELIABLE.

E. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITION IN FREMANTLE/PERTH ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT COLLECTION PAIL SYSTEM ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE, BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT TYPES ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS, AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL FACILITIES INCLUDE FREMANTLE HOSPITAL (363 BEDS), ALMA STREET, (TEL: 09-335-0111); ROYAL PERTH HOSPITAL (1,072 BEDS), WELLINGTON STREET (TEL: 09-325-0101); SIR CHARLES GARDINER HOSPITAL, VERDUN STREET; AND PERTH DENTAL HOSPITAL, 196 GODERIC STREET (TEL: 09-325-3322). THERE IS A DISPENSARY AT HMAS LEEUWIN, THE AUSTRALIAN NAVY'S JUNIOR TRAINING BASE. IT HAS A PHYSICIAN ON CALL 24 HOURS A DAY AND OFFERS LIMITED MEDICAL AND DENTAL SERVICES. ST. JOHN'S AMBULANCE SERVICE IS AVAILABLE BY DIALING 325-8577. TRANSPORTATION SHOULD BE COORDINATED WITH THE DISPENSARY AT HMAS LEEUWIN.

(SEP 87) (USS GERMANTOWN) BOARDING OFFICER REQUESTED "DERAT" CERTIFICATE UPON BOARDING. MEDICAL OFFICER FILLED OUT QUARANTINE DECLARATION. HTLV-III WAS NEGATIVE.

SANITARY COMPLIANCE IN RESTAURANTS AND BARS WERE EXCELLENT.

F. GASOLINE. (SEP 87) (USS GERMANTOWN) GASOLINE IS AVAILABLE AT COMMERCIAL STATIONS.

G. PROVISIONS. (DEC 86) (CTG 70.3) FFV CONTRACTING IS COORDINATED BY COMSEVENTHFLT REP WESTERN AUSTRALIA TO ENSURE BUSINESS IS EQUITABLY DISTRIBUTED AMONG COMPETING CONTRACTORS WHO PROVIDED DELIVERY SERVICE. ULTIMATELY, MOST FFV COMES FROM L. SOMICH AND SONS. PRODUCE AND FRUITS ARE OF THE HIGHEST QUALITY. INDIVIDUAL WRAPPING OF LETTUCE & APPLES AND VACUUM CHILLING CAPABILITY PROVIDED APPROXIMATELY FIVE-DAY ADDITIONAL SHELF LIFE. A WIDE VARIETY OF SEASONAL FRUITS AND VEGETABLES ARE

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FREMANTLE-PERTH, WESTERN AUSTRALIA

AVAILABLE.

HUSBANDING SERVICES PROVIDED UNDER CONTRACT BY PATRICK AGENCIES WERE OUTSTANDING. THE PRINCIPAL CONTRACTOR WAS MR. DOUG DOUGALL. PATRICK AGENCIES HAVE HELD THE CONTRACT FOR HUSBANDING U.S. SHIPS FOR THE LAST THREE YEARS AND MR. DOUGALL HAS PERSONALLY HANDLED OR SUPERVISED ALL USN PORT VISITS. HE IS EXTREMELY COMPETENT AND EXPERIENCED AND CAN HANDLE ALL ASPECTS OF MULTI-SHIP VISITS, INCLUDING COMPLEX AIRHEAD OPERATIONS.

H. GARBAGE DISPOSAL. (DEC 86) (CTG 70.3) TRASH REMOVAL IS SUBJECT TO QUARANTINE RESTRICTIONS. TRASH WAS PLACED INTO A LIMITED NUMBER OF COVERED DRUMS ON A BARGE. TO ENSURE ADEQUATE CAPACITY, ONLY WET GARBAGE WAS LOADED IN THE DRUMS. BURNABLES WERE BURNED AND NON-BURNABLES WERE STORED IN TRI-WALLS.

4. PERSONALIA

A. CALLS. (DEC 86) (CTG 70.3) CALLS MAY BE MADE ON:

GOVERNOR OF WESTERN AUSTRALIA
LORD MAYOR OF PERTH
DEFENSE PREMIER OF WESTERN AUSTRALIA
MAYOR OF FREMANTLE
PORT AUTHORITY DIRECTOR

FOR SHIPS AT HMAS STERLING:

NAVAL OFFICER COMMANDING WESTERN AUSTRALIA
COMMANDING OFFICER, HMAS STIRLING
PRESIDENT ROCKINGHAM SHIRE COUNCIL

B. HONORS. (SEP 87) FREMANTLE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION: (OCT 87) (FICPAC) FREMANTLE/PERTH GREW OUT OF THE SWAN RIVER COLONY WHICH WAS ESTABLISHED IN 1829 BY CAPT JAMES STIRLING AND CAPT CHARLES FREMANTLE. IN THE EARLY YEARS, ALL SETTLERS WERE FREE; BUT BEGINNING IN 1850, CONVICT LABORERS WERE IMPORTED. CONVICT IMPORTATIONS ENDED IN 1868. MANY CONVICTS WERE ABLE TO EARN THEIR FREEDOM ON THE FRONTIER AND BECAME SOLID PIONEER CITIZENS.

THE INITIAL TRADE OF FREMANTLE WAS THE EXPORTING OF WOOL AND HIDES. ITS FIRST PERIOD OF GROWTH COINCIDED WITH THE FOUNDING OF A BRITISH PENAL COLONY AND WAS FURTHER ACCELERATED BY A GOLD RUSH BOOM IN THE 1890'S. USED AS A DEEP-WATER PORT, FREMANTLE HAS BECOME THE MAJOR COMMERCIAL FACILITY FOR WESTERN AUSTRALIA, EXPORTING MINERAL ORES, SHEEP SKINS, AND BEEF PRODUCTS.

PERTH IS LOCATED UP THE SWAN RIVER, 19 KM (11.8 MI) FROM THE INNER HARBOR OF FREMANTLE. THIS MODERN, EXPANDING CITY IS THE CAPITAL OF WESTERN AUSTRALIA. THIS CITY OFFERS A VARIETY OF SIGHTS AND ACTIVITIES. JUST BEYOND THE NEW SUBURBS LIE VINEYARDS, ORCHARDS, SMALL FARMS, AND COMMUNITIES WHERE REAL HOSPITALITY PREVAILS.

THERE IS AN ALMOST OVERWHELMING RESPONSE TO DAILY VISITING PROGRAMS AND SCHOOL CLASS TOURS ON BOARD. THE VISITORS SHOW UTMOST COURTESY AND GENUINE INTEREST IN SHIPS AND CREWS. ACTIVITIES SUCH AS TOURS, COCKTAIL PARTIES, GOLF MATCHES, TRIPS TO THE RACE TRACKS, AND PARTIES ON RAN SHIPS ARE OFTEN ARRANGED BY GRATEFUL GUESTS.

L3-5
(CH-6)

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FREMANTLE-PERTH, WESTERN AUSTRALIA

(SEP 87) (USS GERMANTOWN) POPULATION-FREMANTEL 780,000; PERTH 1,299,100.

B. LIBERTY. (JUL 84) (CTG 70.2) THREE OFFICERS AND CHIEFS WERE SUFFICIENT TO PROPERLY MAN THE BEACH GUARD DURING THE FIVE-DAY VISIT IN PERTH/FREMANTLE. FOR LONGER VISITS, RECOMMEND FOUR OF EACH, STANDING 12 ON, 36 OFF WATCHES. ROVING PATROLS ON DOWNTOWN STREETS WERE NOT REQUESTED OR USED. HOWEVER, ONE E5/E6 RODE WITH PERTH CITY POLICE AND RAN PERSONNEL. ALL LIBERTY INCIDENTS WENT TO THE BEACH GUARD OFFICE WHICH WAS MANNED 24 HOURS A DAY.

(DEC 86) (CTG 70.3) BEACH GUARD FACILITIES AT FREMANTLE WERE EXCELLENT. AMPLE SPACE WAS PROVIDED ON THE SECOND FLOOR OF THE TERMINAL BUILDING ON VICTORIA QUAY. BEACH GUARD FACILITIES AT HMAS STIRLING INCLUDED A SMALL BUILDING AT THE BOAT LANDING EQUIPPED WITH TELEPHONE. NO SUITABLE SHELTER EXISTS FOR THE LIBERTY PARTY IN THE EVENT OF INCLEMENT WEATHER. DURING ONE OCCASION WHEN BOATING WAS SECURED, HMAS SWAN TOOK OVER 100 PERSONNEL FROM ROANOKE ABOARD FOR A PERIOD OF SEVERAL HOURS. OTHER FACILITIES AT HMAS STIRLING FLEET LANDING WERE ADEQUATE WITH READY ACCESS TO ON-BASE CLUBS, TELEPHONE FACILITIES AND SHIPBOARD VISITING. RAN WAS MORE THAN WILLING TO ASSIST.

C. CLUBS AND BARS. (SEP 87) (USS GERMANTOWN)
 JULE'S, 104 MURRAY ST, PERTH - AS\$7.00 ENTRY FEE, BEER, WINE, MIXED.
 PINOCCHIO'S, 393 MURRAY ST, PERTH - AS\$7.00 ENTRY FEE, BEER, WINE, MIXED.

D. RESTAURANTS. (SEP 85) (USS OKINAWA)

| | | |
|-------------------|---------------------|-------------------------------|
| BRETTS | 44 PARLIAMENT PLACE | INTERNATIONAL CUISINE |
| RUBY'S | 37 PIER ST | CONTINENTAL/LIVE MUSIC |
| LADY PONSONBY'S | PICADILLY SQ | FRENCH CUISINE |
| GREENJEANS | HAY ST MALL | INTERNATIONAL CUISINE |
| HIMALAYAS TANDOOR | 963 HAY ST. | INDIAN/SMORGASBORD/LIVE MUSIC |
| KYOTO | 434 WILLIAM ST | JAPANESE/OPEN 7 NIGHTS |
| BALI | 107 PIER ST | INDONESIAN |
| MEXICAN KITCHEN | PICADILLY SQ | MEXICAN/COURTYARD SETTING |
| CRAVINGS | PICADILLY SQ | NATURAL HEALTH FOODS |
| ROMANO'S | 187 STIRLING ST | 79-84 GOLD PLATE AWARD WINNER |
| 1001 NIGHTS | 197 CAMBRIDGE ST | BELLY DANCERS/MIDEAST MUSIC |
| DIRTY DICKS | 194 CAMBRIDGE ST | COMEDY/WED-FRI/1930-2400 |

E. HOTELS. (DEC 86) (CTG 70.3) SUFFICIENT HOTEL SPACE WAS AVAILABLE IN THE FREMANTLE/PERTH AREA IN SPITE OF THE AMERICA'S CUP CROWDS. VIRTUALLY EVERY PRICE RANGE WAS AVAILABLE. PRICE VS QUALITY WAS COMPARABLE TO U.S. HOTELS/MOTELS.

BECAUSE OF PRIOR BATTLE GROUP PROBLEMS INVOLVING DISPUTED HOTEL ROOM BAR (MINI-BAR) BILLS, MAJOR HOTELS WERE INFORMED THAT THE U.S. NAVY WOULD NOT BE RESPONSIBLE FOR PAYMENT OF SUCH CLAIMS. CREW MEMBERS WERE CAUTIONED TO ENSURE THAT HOTEL BILLS PAID INCLUDING ALL SUCH CHARGES. AS A RESULT, ONLY 40 CLAIMS WERE RECEIVED FOR THE ENTIRE BATTLE GROUP. A 50% REDUCTION FROM PREVIOUS BATTLE GROUP VISITS.

F. ATHLETICS. (SEP 87) AUSTRALIANS ARE VERY SPORTS-MINDED PEOPLE. SPORTS EVENTS ARE HIGHLY COMPETITIVE AND THE WILL TO WIN IS STRONG. THE MOST POPULAR ATHLETICS WITH PERTHIANS ARE WATER SPORTS. ASIDE FROM

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FREMANTLE-PERTH, WESTERN AUSTRALIA

SWIMMING, THEY ENGAGE IN SURFING, SAILING, WATER SKIING, SKIN DIVING, SNORKELING, FISHING, WATER HANG GLIDING, AND BOAT RACING.

G. BEACHES. (SEP 87) AN ABUNDANCE OF BEAUTIFUL, WIDE, AND UNCROWDED BEACHES IN THIS AREA COUPLED WITH A MEDITERRANEAN LIKE CLIMATE MAKE SWIMMING AN IDEAL ACTIVITY. CRAWLEY BEACH, PEPPERMINT GROVE, AND COMO BEACH ON THE SWAN RIVER ARE ALL SUITABLE FOR SWIMMING AND SNORKELING. SCARBROUGH, TRIGGS ISLAND, AND COTTESLOE BEACH, ALL WITHIN 8-16 KM (5-10 MI) OF THE PORT, OFFER SURFING AS WELL. MOST BEACHES HAVE BATH HOUSES AND NUMEROUS HOTELS ARE AVAILABLE FOR BEACH ACCOMMODATIONS. TRANSPORTATION TO BEACHES IS PLENTIFUL. SHARKS ARE A CONSTANT DANGER, SO KEEP VIGILANCE WHILE IN THE WATER.

H. CHURCHES. (SEP 87) (USS GERMANTOWN) ALL MAJOR DENOMINATIONS ARE REPRESENTED IN PERTH.

ST. GEORGE'S ANGLICAN CATHEDRAL, CATHEDRAL AVE, 0810, 1100, SUN.

ST. MARY'S ROMAN CATHOLIC CATHEDRAL, VICTORIA SQ, 0730, 0900, 1000, 1130, AND 1700, SUN.

PRESBYTERIAN, SOUTH TERRACE ST.

BAPTIST, 10 JAMES ST, 1000, 1900, SUN.

CHURCH OF CHRIST, LAKE ST.

TEMPLE DAVID (JEWISH, LIBERAL), 34 CLIFTON CRESCENT RD, 1750, SUN.

CHRISTIAN SCIENCE CHURCH, ST. GEORGE'S TERRACE.

I. TRANSPORTATION. (DEC 86) (CTG 70.3) SHIPS VISITING FREMANTLE ENJOYED EXCELLENT TRANSPORTATION AVAILABILITY. TAXIS WERE READILY AVAILABLE WITH A TRIP TO PERTH COSTING BETWEEN AUS\$12.00-15.00. TRAIN AND BUS SERVICE PROVIDED AND INEXPENSIVE MODE OF TRANSPORTATION. BOTH SERVICES WERE FREE OF CHARGE TO SERVICE MEMBERS IN UNIFORM.

CVN FERRY SERVICE - ON THE FIRST AND LAST DAYS OF THE PORT VISIT, CARL VINSON WAS ASSIGNED A 250 PAX AND A 750 PAX FERRIES WHICH PROVED TO BE ADEQUATE TO MOVE THE LIBERTY PARTY. FOR THE REMAINDER OF THE PORT VISIT, ONLY THE 750 PAX FERRY WAS AVAILABLE DUE TO PRIOR BOOKINGS IN SUPPORT OF THE AMERICA'S CUP COMPETITION. THE INADEQUATE NUMBER OF FERRIES CAUSED DELAYS IN THE TRANSPORTATION OF OVER 1,000 VISITORS PER DAY IN ADDITION TO THE REQUIREMENTS OF A DAILY LIBERTY PARTY IN EXCESS OF 3,900. THE AUGMENTATION OF FOUR UTILITY BOATS FROM SUBIC BAY, RP, WAS ESSENTIAL TO OFFSET FERRY SHORTAGES.

USS ROANOKE AND USS FLINT WERE BOTH ANCHORED AT HMAS STIRLING, APPROXIMATELY 2 HRS BY BUS TO PERTH. THE SAME TRIP BY TAXI WAS ABOUT 50 MINUTES WITH COST OF AUS\$20.00-25.00. NO PEDESTRIAN TRAFFIC WAS ALLOWED ON THE CAUSEWAY LINKING HMAS STIRLING WITH THE NEAREST TOWN, ROCKINGHAM. CONSEQUENTLY, TWO BUSES WERE RENTED AT A TOTAL COST FOR THE PVST OF AUS\$8,300.00 PER SHIP. A GAGE ROADS ANCHORAGE IS PREFERABLE TO AVOID THIS EXPENSE IN THE FUTURE.

DRIVING ON THE LEFT-HAND SIDE OF THE ROAD IS SOMEWHAT DIFFICULT FOR THOSE NOT ACCUSTOMED TO IT. FORTUNATELY, ONLY ONE NON-INJURY MISHAP OCCURRED DURING THE VISIT. IT INVOLVED A USS LEAHY SAILOR DRIVING THE SHIP'S VEHICLE IN BUNBURY AND WAS A RESULT OF LOOKING THE WRONG WAY PRIOR TO MAKING A TURN. IT WAS NON-ALCOHOL RELATED. INSURANCE RATES WERE EXTREMELY STEEP FOR THOSE 25 YEARS OF AGE AND UNDER WHO RENTED CARS.

J. TOURS. (DEC 86) (CTG 70.3) TOURS WERE FAIRLY POPULAR. OVER US\$18,000.00 WERE SPENT BY CARL VINSON SAILORS ON ORGANIZED TOURS. THE

L3-7
(CH-6)

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FREMANTLE-PERTH, WESTERN AUSTRALIA

MOST POPULAR ONES WERE THE WINE CRUISE AND RODEO TOURS. ALL TOURS WERE SPONSORED BY THE GOLDEN WEST TOUR AGENCY AND WERE WELL-ORGANIZED. THE GOLDEN WEST REPRESENTATIVE, MR. COLIN EVANS, FLEW ON BOARD CARL VINSON EARLY TO ARRANGE TOURS AND HOTEL RESERVATIONS. HE PROVIDED EXCELLENT SERVICE AND WAS ABLE TO PROVIDE ANSWERS TO MANY QUESTIONS. BASED ON THE EXCELLENT SERVICE PROVIDED, GOLDEN WEST TOURS IS RECOMMENDED FOR FUTURE BATTLE GROUP VISITS.

(SEP 87) (USS GERMANTOWN)

CITY AND SWAN RIVER CRUISE - \$10.50, 1000-1530, GOLDEN WEST TRAVEL
 BREWERY AND BOOMERANG - \$13.25, 0900-1700, GOLDEN WEST TRAVEL
 WILDLIFE AND MARINE WORLD - \$13.50, 0900-1700, GOLDEN WEST TRAVEL

K. SHOPPING. (DEC 86) (CTG 70.3) PRICES IN MOST SHOPS AND STORES WERE COMPARABLE TO U.S. PRICES AND QUALITY. WOOL PRODUCTS AND OPALS WERE EXCELLENT BUYS. MANY SHOPS/STORES PROVIDED DISCOUNTS TO SERVICE MEMBERS.

L. THEATER AND CINEMA. (SEP 87) (USS GERMANTOWN) THERE ARE MANY VERY NICE MOVIE THEATERS IN THE AREA.

M. PHYSICAL SECURITY. (SEP 87) (USS GERMANTOWN) FREMANTLE POLICE CONTRACTED CIVILIANS FOR 24-HR SECURITY SERVICE. PERSONNEL WERE NOT ARMED. TWO NAVY AND MARINE PERSONNEL WERE PROVIDED FROM TWO SHIPS FROM 2000 TO 2300. HARBOR PATROL CRAFT WERE AVAILABLE.

N. MISCELLANEOUS INFORMATION. (SEP 87) (USS GERMANTOWN) THE CURRENCY EXCHANGE RATE WAS AUS\$1.36 TO U.S. DOLLAR IN SEPTEMBER 87. THE EXCHANGE WAS CONDUCTED ON BOARD BY THOMAS COOK AGENCY, AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY WITHOU DIFFICULTY.

A SMALL SCALE ANTI-MILITARY DEMONSTRATION CONSISTING OF APPROXIMATELY 50 PERSONNEL WAS STAGED AT THE HARBOR ENTRANCE UPON ARRIVAL OF THE AMPHIBIOUS TASK FORCE. ANOTHER DEMONSTRATION WAS OBSERVED ON 19 SEP AT VICTORIA QUAY. IN BOTH INSTANCES, ONLY BANNERS AND HAND-HELD PROPS WERE DISPLAYED WITH NO VIOLENT OR AGGRESSIVE ACTION TAKEN. OVERALL IMPRESSION WAS THAT THE GENERAL POPULUS WAS EXTREMELY FRIENDLY, HELPFUL, AND WENT OUT OF THEIR WAY TO EXTEND GREETINGS AND CULTURAL EXCHANGES WITH U.S. MILITARY PERSONNEL.

(DEC 86) (CTG 70.3) THE ADVANCE PARTY WAS SENT INTO PERTH 11 DAYS PRIOR TO THE CVBG'S ARRIVAL. IT WAS COMPRISED OF SQUADRON XO (CDR) - BEACH GUARD; COMCARGRU THREE FLAG SECRETARY (LCDR) - SOCIAL/PROTOCOL; CVN WPNS OFFICER (LCDR) - SHORE PATROL; COMCARGRU THREE LEGAL OFFICER (LCDR) - LEGAL, SHIP'S TOURS; CVN ASST SUPPO (LCDR) - SUPPLY; CTF 73 REP (CDR) - AIRHEAD, LOGISTICS, 4 DAYS PRIOR TO CVBG ARRIVAL. THIS IS THE RECOMMENDED ADVANCE PARTY COMPOSITION AND LEAD TIME. COMCARGRU THREE STAFF HAD COLLATED ALL OF THE BG'S PVST INPUTS (HOTELS, SPORTS, SOCIAL, CMREL, TOURS) PRIOR TO SENDING IN THE ADVANCE PARTY. THIS IS HIGHLY RECOMMENDED. THE SUPERB ASSISTANCE PROVIDED BY THE COMSEVENTHFLT REP WESTERN AUSTRALIA AND HIS SK1 WAS MOST HELPFUL AND GREATLY APPRECIATED. THE COMSEVENTHFLT REP SUBIC BAY RP WAS ALSO IN PERTH 5 DAYS PRIOR TO THE CVBG'S ARRIVAL. HIS ASSISTANCE TO THE ADVANCE PARTY AND THE BATTLE GROUP IS ALSO RECOMMENDED FOR FUTURE CVBG VISITS.

CUSTOMS - LOCAL CUSTOMS OFFICIALS EMPHASIZED REGULATIONS AGAINST CARRYING FOOD/BEVERAGES ASHORE. CUSTOMS AGENTS RANDOMLY INSPECTED THE LUGGAGE OF BATTLE GROUP CREW MEMBERS TO ENSURE COMPLIANCE. PERMISSION

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FREMANTLE-PERTH, WESTERN AUSTRALIA

FOR BOX LUNCHES FOR BEACH GUARD PERSONNEL WAS INITIALLY GRANTED BUT LATER RESCINDED. CUSTOMS OFFICIALS REEMPHASIZED IMPORTANCE OF COMPLIANCE WITH LOCAL CUSTOMS REGULATIONS BY MSG RESTATING AUSTRALIAN CUSTOMS/LAWS CONCERNING RESTRICTIONS AGAINST BRINGING FOOD/BEVERAGES ASHORE. ANOTHER AREA REQUIRING A REMINDER TO ALL HANDS WAS THAT GUESTS WERE NOT ALLOWED TO PURCHASE ITEMS IN THE SHIP STORE - THIS WAS SPECIFICALLY AIMED AT NOT PERMITTING THE SELLING OF COMMAND BALL CAPS OR OTHER SOUVENIRS TO AUSTRALIAN CITIZENS.

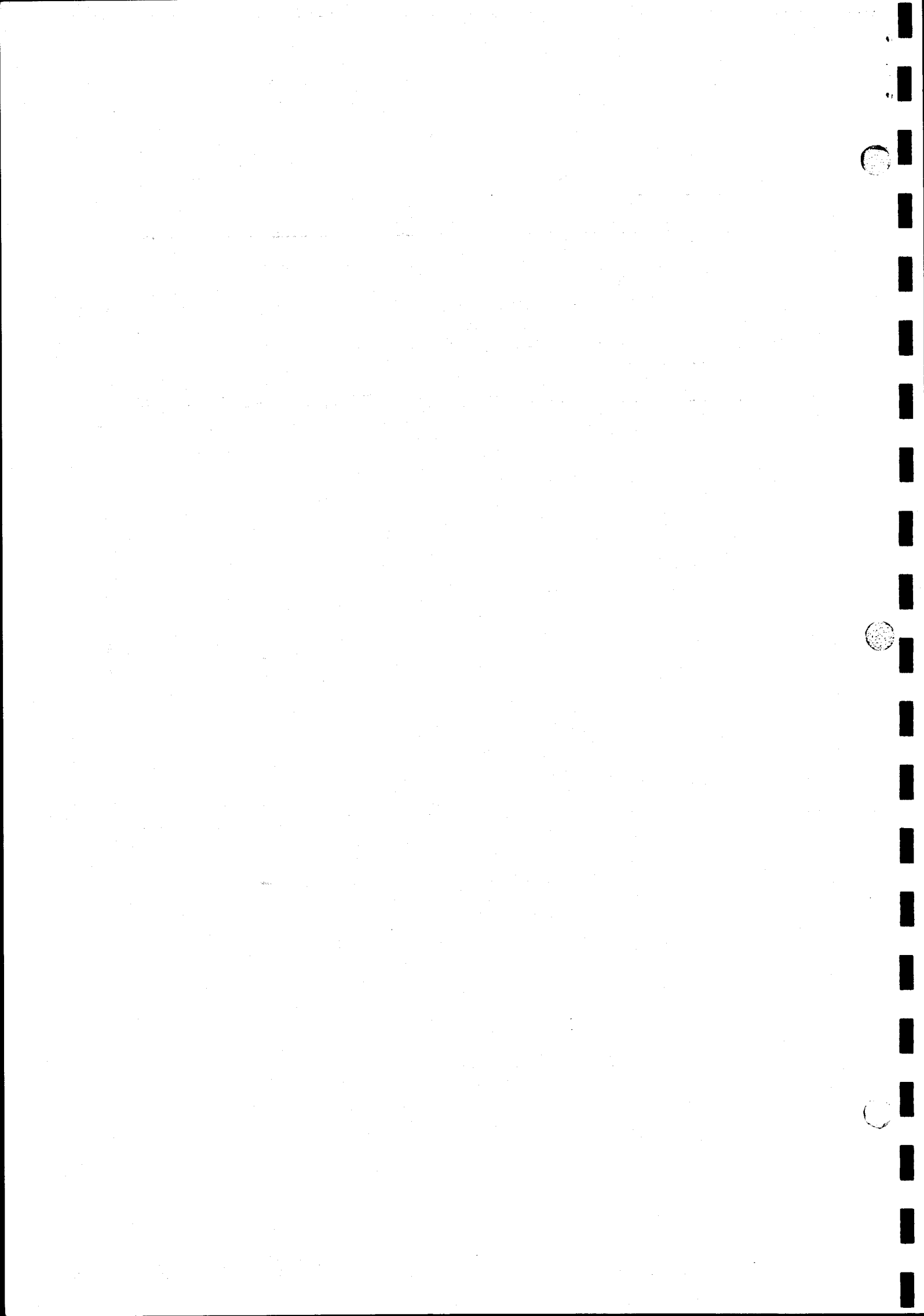
DIAL-A-SAILOR - IN WHAT PORT CAN A CVBG ENTER AND BE MET WITH OVER 3,000 CALLS FROM THE LOCAL POPULACE DESIRING TO TAKE USN SAILORS INTO THEIR HOMES OVER THE CHRISTMAS HOLIDAY PERIOD? THE ANSWER IS WESTERN AUSTRALIA. IN PERTH ALONE, THE CARL VINSON RECEIVED OVER 2,000 CALLS FOR DIAL-A-SAILOR. OVER 1,200 SAILORS RESPONDED. THIS IS SIMPLY A TREMENDOUS PROGRAM.

WESTERN AUSTRALIA, IN PARTICULARLY FREMANTLE/PERTH, CONTINUES TO PROVIDE EXCELLENT LIBERTY FOR U.S. NAVY PERSONNEL. ALL HANDS THOROUGHLY ENJOYED THEMSELVES AND THE RENOWNED AUSTRALIAN HOSPITALITY.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, OCT 87.

L3-9
(CH-6)

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HOBART, TASMANIA, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUL 87) (FICPAC) THE PORT OF HOBART (42-53S/147-20E) IS LOCATED ON THE SOUTHEAST SIDE OF TASMANIA ISLAND. IT IS ON THE WEST BANK OF DERWENT RIVER ESTUARY (2 MI WIDE), 12 MI ABOVE ITS MOUTH, AND CONSISTS OF SULLIVAN'S COVE AND PART OF DERWENT RIVER. THERE ARE GOOD ANCHORAGES OUTSIDE AND INSIDE THE HARBOR.

B. APPROACHES, LIGHTS, ETC. (JUL 87) (FICPAC) CONSULT DMAHTC PUB 127 (2ND ED 1985) AND CHARTS 75191/75193.

(JUL 87) (USS OGDEN) THE CHANNEL AND ENTRANCE TO HOBART ARE WIDE AND DEEP. EXCELLENT RADAR RETURNS AND NUMEROUS VISUAL NAVAIDS ARE PRESENT. A SET OF 1.5-2 KTS WAS EXPERIENCED, BUT IT PRESENTED NO DIFFICULTIES. TIDE AND CURRENTS ARE AS DESCRIBED IN PUB 127. AUSTRALIAN CHART 171 IS ADEQUATE FOR THE APPROACH WHILE CHART 75191 WAS USED FOR ANCHORAGE.

C. PILOTAGE. (JUL 87) (USS OGDEN) THE PILOT BOARDED AT IRON POT LIGHT, BEARING 270°T FROM THE LIGHT. HE WAS VERY PROFESSIONAL. THE TUG WAS USED TO ASSIST OGDEN IN ENTERING THE PORT BUT WAS NOT REQUIRED IN MOORING.

D. ENTRANCE. (JUL 87) SEE PARA 1B.

E. CHANNEL. (JUL 87) SEE PARA 1B.

F. ANCHORAGES. (APR 85) (USS TEXAS) TEXAS ANCHORED IN THE QUARANTINE ANCHORAGE POSITION 42-53S/147-22E IN WATER OF 20 M (67 FT) DEPTH WITH 60 FATHOMS OF CHAIN ON DECK IN GOOD HOLDING GROUND OF MUD.

G. WRECKS AND OBSTRUCTIONS. (JUL 87) (USS OGDEN) THE CLEARANCE OF TASMAN BRIDGE SPAN IS 47 M (154 FT).

H. TIDES AND CURRENTS. (JUL 87) CONSULT PUB 127.

I. WEATHER AND WINDS. (JUL 87) CONSULT PUB 127 AND PAGE L4-6.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUL 87) CONSULT PUB 127.

B. FUEL, LUBE, AND DIESEL OIL. (MAY 84) (USS PRAIRIE) F-76 WAS AVAILABLE PIER SIDE WITH A FLOW RATE OF 38,000 GAL/HR. STANDARD 20.3 CM (8 IN) CONNECTION WAS USED. LUBE OIL WAS AVAILABLE UPON REQUEST.

C. MECHANICAL HANDLING FACILITIES. (MAY 84) (USS PRAIRIE) THERE ARE NUMEROUS MOBILE AUTOMOTIVE CRANES, FORKLIFT TRUCKS, DOG TRAILERS, TOW MOTORS, AND ONE 254-TON CAPACITY FULLY MOBILE CRANE "COLOSSUS".

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) (FICPAC) SEVERAL REPAIR FIRMS ARE AVAILABLE. SLIPWAY OF 1,200 TON DISPLACEMENT IS OPERATED BY THE MARINE BOARD.

E. WAREHOUSES AND STORAGE. (MAY 84) (USS PRAIRIE) EXCELLENT STORAGE

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HOBART, TASMANIA, AUSTRALIA

FACILITIES, BOTH OPEN AND COVERED, ARE AVAILABLE. COVERED ALL-WEATHER STORAGE TOTALS OVER 36,000 SQ YDS OF FLOOR SPACE WITH AN ADDITIONAL 29 ACRES OF OPEN STORAGE SPACE AVAILABLE ADJACENT TO BERTHS. APPROXIMATELY 21,000 CU YDS OF COOL STORAGE IS ALSO AVAILABLE.

F. STEVEDORES. (JUL 82) APPROXIMATELY 550 MEN ARE AVAILABLE AT DOCK SIDE IN GANGS OF 17. DURING MARCH THROUGH JUNE, THERE IS AN INCREASE OF ABOUT 300 MEN DUE TO THE EXPORT OF LOCALLY GROWN FRUIT. AN 8-HR DAY SHIFT IS THE USUAL PERIOD OF WORK. THE POC IS THE TASMANIAN STEVEDORING CO. PTY. LTD.

G. PORT CAPACITY. (JUL 87) (USS OGDEN) HOBART CAN ACCOMMODATED A SMALL SURFACE BATTLE GROUP.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (SEP 83) ROAD AND RAIL SERVICE, INCLUDING SCHEDULED PASSENGER TRAINS, CONNECT HOBART TO MAJOR POINTS OF TASMANIA ISLAND. ALL QUAYS AND PIERS ARE ACCESSIBLE BY ROAD.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 85) LIGHTERS, SMALL BARGES FOR SLUDGE REMOVAL AND WATER, ARE AVAILABLE.

B. WATER. (JUL 87) (USS OGDEN) POTABLE WATER WAS AVAILABLE AT PIER SIDE BY PIPE AND BY WATER BARGE AT ANCHOR. THE RATE OF DELIVERY WAS 8,000 GAL/HR THROUGH 6.35 CM (2.5 IN) CONNECTIONS.

C. AIRFIELDS. (JUL 87) (FICPAC) HOBART AIRPORT (42-50S/147-30E) IS LOCATED EAST OF THE PORT AND HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 120/300 AND A DIMENSION OF 2,251 X 45.7 M (7,386 X 150 FT). CAMBRIDGE AIRPORT (42-50S/147-28E) IS USED FOR FREIGHT SERVICE. IT HAS THREE RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|---------------------------------|----------------|
| 060/240 | 1,179 X 45.7 M (3,870 X 150 FT) | GRAVEL |
| 090/270 | 1,058 X 18.3 M (3,470 X 60 FT) | ASPHALT |
| 140/320 | 990 X 18.3 M (3,248 X 60 FT) | ASPHALT |

CLEARANCE FOR BOTH AIRPORTS IS OBTAINED FROM THE DEPARTMENT OF CIVIL AVIATION, HOBART.

D. COMMUNICATIONS. (JUL 87) (USS OGDEN) CHANNEL 16 WAS USED TO CONTACT NOCTAS, AND MSG TRAFFIC WAS USED TO FINALIZE ALL PLANS.

TASMANIA TELEPHONE CO. ESTABLISHED PHONE BOOTHS ON THE PIER. CONUS CALLS WERE MADE WITH A 2-4 MIN WAITING TIME. OPERATOR ASSISTANCE WAS NECESSARY, AND 24-HR SERVICE WAS VERY RELIABLE.

(APR 85) (USS TEXAS) MAIL SERVICE WAS EXCELLENT. THE SHIP'S POSTAL CLERK PICKED UP MAIL DAILY AT THE MAIL EXCHANGE ON ELIZABETH STREET.

E. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN HOBART ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH

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HOBART, TASMANIA, AUSTRALIA

ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE, BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES, INCLUDING DRUG-RESISTANT GONORRHEA, ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(JUL 87) (USS OGDEN) MEDICAL CARE IS AVAILABLE AT THE REPATRIATION HOSPITAL (400 BEDS), THE ROYAL HOBART HOSPITAL (400 BEDS), AND NUMEROUS CLINICS. SPECIALISTS ARE DISTRIBUTED AT DIFFERENT FACILITIES TO AVOID DUPLICATION OF SERVICES. CAT SCAN IS AVAILABLE. THE REPATRIATION HOSPITAL PERFORMED SHIP'S LAB WORK WITHOUT QUESTION. THEY SERVICED DOMESTIC AND FOREIGN MILITARY VESSELS.

NO WASTES NOR INDUSTRIAL POLLUTANTS IN HARBOR WATER. THE CITY HAS AN EXCELLENT SEWAGE REMOVAL AND IS VERY CLEAN. THE SHIP HAD TWO GONORRHEAS AND TEN NONGONOCOCCAL URETHRITIS AFTER LEAVING THE PORT.

HEALTH AND AGRICULTURE INSPECTORS MET THE SHIP AND REQUESTED DERATIFICATION CERTIFICATE AND QUARANTINE DECLARATION.

F. GASOLINE. (JUL 87) (USS OGDEN) COMMERCIAL STATIONS ARE PLENTIFUL WITH ABUNDANT AMOUNTS OF GOOD GASOLINE.

G. PROVISIONS. (JUL 87) (USS OGDEN) GOOD QUALITY MEATS, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS WERE PROVIDED BY MRS. WILLIE BLACK, FOREFRUITS PTY. LTD., 245 MAIN ROAD, DERWENT PARK TASMANIA, AS 7009. PERISHABLES WERE DELIVERED AT 38° F TEMPERATURE WITH 10 DAYS STORAGE LIFE.

H. GARBAGE AND WASTE DISPOSAL. (JUL 87) (USS OGDEN) DUMPSTERS FOR NON-FOODS STORES TYPE TRASH ONLY WERE PROVIDED AT THE PIER AND EMPTIED DAILY. ALL OTHER GARBAGE HAD TO BE KEPT ONBOARD TO BE DUMPED AT SEA OR PUT TRASH IN SHIP'S GRINDER. THE POC WAS PORT CONTROL HOBART AS, TEL: 346-722.

4. PERSONALIA

A. CALLS. (JUL 87) (USS OGDEN) CALLS MAY BE MADE ON:

GOVERNOR OF TASMANIA
LORD MAYOR OF HOBART
COMMANDING OFFICER, 6TH MILITARY DISTRICT

THE CALLS WERE ARRANGED BY NOCTAS. NAVY LEAGUE, AUSTRALIAN VIETNAM VETS, AUSTRALIAN AMERICAN SOCIETY, WESTPAC BANKING CORPORATION, AND COUNCIL OF UNITED COMMON WEALTH SOCIETY VISITED THE SHIP.

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HOBART, TASMANIA, AUSTRALIA

B. HONORS. (AUG 83) (USS TEXAS) HOBART IS NOT A SALUTING PORT. (JUL 87) (USS OGDEN) NON-GUN HONORS SHOULD BE RENDERED ON THE QUEEN'S BIRTHDAY AND DUKE OF EDENBUROUGH'S BIRTHDAY.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUL 87) (FICPAC) THE BRITISH NAVIGATOR GEORGE BASS EXPLORED THE ESTUARY IN 1798 AND WAS MUCH IMPRESSED WITH THE SETTING. FIVE YEARS LATER, PHILIP KING, GOVERNOR OF NEW SOUTH WALES, IN AN ATTEMPT TO PREVENT FRENCH INCURSION INTO DISTRICTS NOT YET UNDER DIRECT BRITISH CONTROL, DISPATCHED A LIEUTENANT TO ESTABLISH A SETTLEMENT AT RISDON COVE ON THE DERWENT. IN 1804, THE SETTLEMENT WAS MOVED TO THE CITY'S PRESENT SITE, SULLIVAN COVE, AND NAMED AFTER ROBERT HOBART, THEN SECRETARY OF STATE FOR THE COLONIES. BY THE MID-19TH CENTURY, THE COMMUNITY HAD BECOME A MAJOR PORT FOR SHIPS WHALING IN THE SOUTHERN OCEANS, BUT ITS DEVELOPMENT WAS BEING HAMPERED BY THE LIMITED RESOURCES THAT THE TASMANIAN ISLAND OFFERED IN COMPARISON TO THE MAINLAND. NEVERTHELESS, IT WAS GAZETTED A CITY IN 1842 AND A MUNICIPALITY IN 1852.

LOCAL INDUSTRIES INCLUDE AN ELECTROLYTIC ZINC REFINERY AT RISDON, A CALCIUM-CARBIDE PLANT AT ELECTRONA, COPPER AND NEWSPRINT MILLS, AND TEXTILE, CONFECTIONERY, TOOL, FURNITURE, FRUIT-PROCESSING, MOTOR-BODY, AND PAINT PLANTS. THE PORT IS MOST ACTIVE FROM MARCH TO MAY HANDLING THE APPLE CROP. THE POPULATION WAS 170,000 (EST 1983).

B. LIBERTY. (JUL 87) (USS OGDEN) ONE OFFICER AND FOUR ENLISTED WERE REQUIRED TO BE ON STAND-BY FROM DUTY SECTION. LOCAL OFFICIALS CALLED THE SHIP IF SHORE PATROL WAS NEEDED. A VEHICLE WITHOUT A DRIVER WAS SUPPLIED. A BEACH GUARD WAS NOT REQUIRED. THE NEAREST LOCAL POLICE STATION WAS 5 MINS FROM THE PIER.

OVERNIGHT LIBERTY WAS AUTHORIZED. RECOMMENDED LIBERTY ATTIRE ARE UNIFORM AND APPROPRIATE CIVILIAN CLOTHES (COLLARLESS SHIRTS ARE NOT RECOMMENDED).

C. CLUBS AND BARS. (JUL 87) (USS OGDEN)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>LIQUOR</u> |
|--------------------|-----------------|--------------|----------------------------|
| RED LION | DOWNTOWN | AS\$4.00 | ALL TYPES OF BEER/LIQUOR |
| CLUB DIMENSION | " | AS\$4.00 | " " " |
| WREST POINT CASINO | SANDY BAY | - | AS BEER HAS HIGHER ALCOHOL |
| HADLEYS | DOWNTOWN | - | CONTENT THAN US BEER. |

D. RESTAURANTS. (JUL 87) THERE ARE MANY GOOD RESTAURANTS IN HOBART. SOME OF THE FINEST ARE: THE REVOLVING RESTAURANT AT THE TOP OF THE WREST POINT CASINO, SEATING 150, EXCELLENT FARES; MURE'S FISH HOUSE (5 KNOPWOOD ST.), SEATING 40; MEDALLION SEAFOOD (91 ELIZABETH ST.) SEATING 50; AND BALL/CHAIN (SALAMANCA SQ) SEATING 60, STEAKS AND SEAFOOD.

E. HOTELS. (APR 85) (USS TEXAS) HOTELS RANGE FROM INEXPENSIVE HADLEY'S (US\$20.00 FOR SINGLE) THROUGH FOUR SEASONS (US\$24.00) TO WREST POINT CASINO (US\$52.00) WHICH HAS EXCELLENT ROOMS WITH ACCOMMODATIONS FOR THREE AND A SUPERB VIEW.

F. ATHLETICS. (JUL 87) (USS OGDEN) NUMEROUS ATHLETIC FACILITIES ARE

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HOBART, TASMANIA, AUSTRALIA

AVAILABLE. COMPETITION WITH LOCAL TEAMS CAN BE ARRANGED.

G. BEACHES. (JUL 82) HOBART IS SURROUNDED BY GOOD BEACHES. DAY LONG BEACH TOURS ARE EASILY ARRANGED THROUGH A LOCAL AGENCY OR INDIVIDUALLY PLANNED WITH THE AID OF THE FRIENDLY LOCALS. RECOMMENDED BEACHES ARE SANDY BAY, BELLERIVE, AND KINGSTON, ALL OF WHICH CAN BE REACHED FROM HOBART BY FREQUENT BUS SERVICES.

H. CHURCHES. (JUL 87) ALL MAJOR DENOMINATIONS ARE REPRESENTED IN HOBART. A PARTIAL LIST OF CHURCHES INCLUDES:

CHURCH OF ENGLAND - MACQUARIE ST.
ROMAN CATHOLIC - HARRINGTON ST.
PRESBYTERIAN - BATHURST ST.
METHODIST - MELVILLE ST.

I. TRANSPORTATION. (JUL 87) (USS OGDEN) LOCAL BUS SERVICE IS AVAILABLE A SHORT WALKING DISTANCE FROM THE PIER AREA. TAXIS ARE AVAILABLE 24 HOURS. INITIAL CHARGE (FIRST 1/3 MI) IS US\$.90 AND INCREASED IN US\$.70 EVERY 1/10 MI AFTER. METERS SEEMED ACCURATE AND THE SHIP HAD NO PROBLEMS WITH TAXIS.

J. TOURS. (JUL 87) TOURIST SERVICES ARE AVAILABLE IN DOWNTOWN.

K. SHOPPING. (JUL 87) (USS OGDEN) THERE ARE NUMEROUS PLACES TO SHOP IN DOWNTOWN AND THE HOBART CENTERPOINT MALL ON MURRAY ST. STORE HOURS ARE GENERALLY 9 TO 5 ON WEEKDAYS WITH SOME SHOPS OPEN 9-12 SATURDAY. PRICES ARE REASONABLE FOR MOST GOODS.

L. THEATER AND CINEMA. (JUL 87) THERE ARE SEVERAL MOVIE HOUSES IN DOWNTOWN.

M. PHYSICAL SECURITY. (JUL 87) (USS OGDEN) PHYSICAL SECURITY WAS PROVIDED BY NOCTAS. THE SHIP PROVIDED OWN SECURITY (SAT/BAF TEAMS). IN FACT, NO PROTESTORS WERE SEEN DURING THE ENTIRE VISIT.

N. MISCELLANEOUS INFORMATION. (JUL 87) (USS OGDEN) CURRENCY EXCHANGE WAS CONDUCTED ON BOARD BY WESTPAC BANKING CORPORATION. THE EXCHANGE RATE WAS AS\$1.00 = US\$.72. CURRENCY WAS CHANGED BACK AT THE END OF THE STAY BY WESTPAC BANKING CORP.

HOBART IS AUSTRALIA'S SECOND OLDEST AND MOST SOUTHERN CITY. IT IS A DELIGHTFUL AND FRIENDLY PLACE WHICH NICELY BLENDS TOGETHER ITS RICH TRADITIONAL PAST WITH MODERN TIMES. U.S. NAVY/MARINE CORPS VISITS TO HOBART ARE MOST WELCOME BY THE GENERAL POPULATION. THIS CITY IS, BY FAR, ONE OF THE BEST PORTS FOR VISITING IN WESTPAC AND IS HIGHLY RECOMMENDED.

COMPILED BY: MRS. KAY DeVAUL, 20PD, FICPAC, JUL 87.

L4-5
(CH-5)

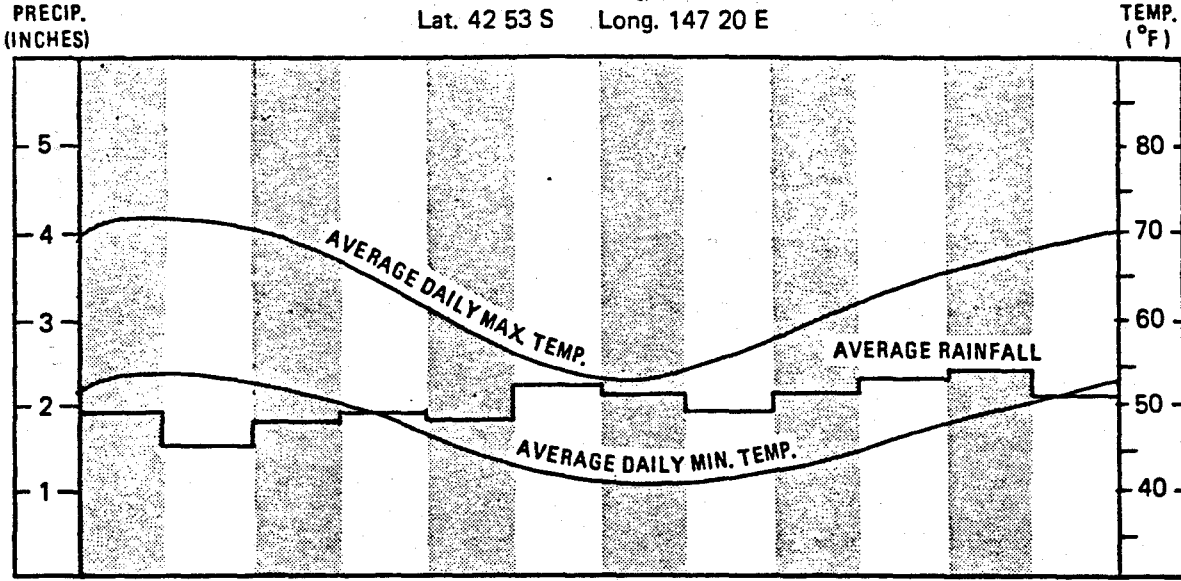
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I. WEATHER AND WINDS.

HOBART, AUSTRALIA

Elev. 180'

Lat. 42 53 S Long. 147 20 E



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|
| | 13 | 10 | 13 | 14 | 14 | 16 | 17 | 18 | 17 | 18 | 16 | 14 |
| ☉ | 1 | 1 | 1 | <1 | 0 | <1 | <1 | <1 | <1 | 1 | 1 | 1 |
| ☁ | 0 | <1 | 0 | 0 | <1 | 1 | <1 | <1 | 0 | 0 | 0 | 0 |

TOTAL PRECIPITATION / SNOWFALL (INCHES)

| | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| • | 1.90 | 1.50 | 1.80 | 1.90 | 1.80 | 2.20 | 2.10 | 1.90 | 2.10 | 2.30 | 2.40 | 2.10 |
| * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 56 | 59 | 61 | 66 | 70 | 75 | 75 | 68 | 63 | 60 | 57 | 56 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 62 | 62 | 60 | 56 | 51 | 47 | 46 | 48 | 51 | 55 | 57 | 60 |
|----|----|----|----|----|----|----|----|----|----|----|----|

ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|-----|-----|----|----|----|----|----|----|----|----|----|-----|
| 105 | 104 | 99 | 87 | 78 | 69 | 66 | 72 | 82 | 92 | 98 | 105 |
| 40 | 39 | 35 | 33 | 29 | 29 | 28 | 30 | 30 | 32 | 35 | 38 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| NW | NW | NW | NW | NW | NW | NW | NW | NW | NW | NW | NW |
| 7 | 7 | 8 | 7 | 8 | 7 | 8 | 8 | 7 | 9 | 9 | 9 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

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MELBOURNE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUL 87) (FICPAC) THE PORT OF MELBOURNE (37-50S/144-56E) IS LOCATED IN HOBSONS BAY WHICH IS AT THE NORTH END OF PORT PHILLIP BAY. ENTRANCE TO THE PORT OF MELBOURNE IS VIA POINT NEPEAN (THE ENTRANCE TO PORT PHILLIP BAY), PORT PHILLIP BAY, AND MELBOURNE CHANNEL WHICH LEADS NORTH TO PRINCE PIER AND STATION PIER. THE DISTANCE OF THE COURSE IS 44 NM.

ABOUT ONE MILE EAST OF POINT GELLIBRAND, MELBOURNE CHANNEL BRANCHES NORTHWEST FROM MELBOURNE CHANNEL AND LEADS TO THE PIERS AT WILLIAMSTOWN. THIS CHANNEL THEN LEADS FARTHER NORTHWEST TO THE ENTRANCE OF YARRA RIVER. THE CITY OF MELBOURNE LIES ON BOTH SIDES OF YARRA RIVER.

B. APPROACHES, LIGHTS, ETC. (JUL 87) (FICPAC) CONSULT DMAHTC PUB 127 (2ND ED 85) AND CHARTS 75171, 75173, 75175, AND 75177.

(JUN 87) (USS STERETT) THE SHIP ENTERED PORT PHILLIP BAY AT PRE-DAWN THROUGH THE GREAT SHIP CHANNEL WITH HIGH AND LOW QUEENSLIFF LIGHTS IN RANGE. A STRONG EBB CURRENT WAS NOTED SETTING SOUTHERLY THROUGH THE HEADS. WITH CLEARLY IDENTIFIABLE RANGE AND SUFFICIENT SPEED, THE SHIP ENCOUNTERED NO DIFFICULTY ON THE PASSAGE THROUGH THE RIP. THE NUMEROUS NAVAIDS IN SOUTH CHANNEL WERE WELL PLOTTED AND PROVIDED CLEAR VISUAL NAVIGATION. UPON CLEARING HOVELL PILE LIGHT, CSE 002⁰T WAS SET FOR FAWKNER BEACON AND ENTRANCE TO PORT MELBOURNE CHANNEL. THE RANGE LIGHTS, MARKING THE MAIN CHANNEL, WERE VISIBLE FROM WELL OUTSIDE THE CHANNEL. ON APPROACH TO STATION PIER, THE FIXED LIGHTS, MARKING BOTH SIDE OF THE CHANNEL, WERE WELL PLACED AND MAINTAINED. IT WAS NOTED THAT NUMBERS ON LIGHTS DO NOT NECESSARILY CORRESPOND TO NUMBERS INDICATED ON CHARTS.

C. PILOTAGE. (JUN 87) (USS STERETT) THE SAME PILOT WAS USED FOR SOUTH CHANNEL AND MELBOURNE CHANNEL. THE PILOT WAS PICKED UP AT THE CHARTED PILOT POINT OUTSIDE PORT PHILLIP BAY (38-20S/144-34E). THE PILOT WAS VERY PROFICIENT AND KNOWLEDGEABLE.

D. ENTRANCE. (JUN 87) CONSULT PUB 127.

E. CHANNEL. (JUN 87) CONSULT PUB 127.

F. ANCHORAGE. (JUN 87) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (JUN 87) CONSULT PUB 127.

H. TIDES AND CURRENTS. (JUN 87) CONSULT PUB 127.

I. WEATHER AND WINDS. (JUN 87) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 87) (USS STERETT) TUGS WERE USED ALONGSIDE BERTH FOR MOORING TO PRINCES PIER. DEPTH ALONGSIDE WAS 10.9 M (35.8 FT). LINE HANDLERS WERE PROVIDED BY HMAS LONSDALE. CHT HOOKUP OR WASTE OIL RAFT (DONUT) WAS NOT AVAILABLE. REMOVAL OF SEWAGE OR WASTE OIL COULD ONLY BE ACCOMPLISHED BY BARGE. STEAM HOOKUP OR ELECTRIC POWER WAS NOT AVAILABLE.

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MELBOURNE, AUSTRALIA

(JUL 87) (FICPAC)

| <u>BERTH</u> | <u>LENGTH (M/FT)</u> | <u>DEPTHS (M/FT)</u> |
|-------------------|----------------------|----------------------|
| PORT MELBOURNE | | |
| O.E. STATION PIER | 223/732 | 10.9/36 |
| O.W. STATION PIER | 257/843 | 10.9/36 |
| I.E. STATION PIER | 220/722 | 10.9/36 |
| I.W. STATION PIER | 220/722 | 10.3/34 |
| O.E. PRINCES PIER | 196/643 | 10.9/36 |
| I.E. PRINCES PIER | 196/643 | 10.3/34 |
| O.W. PRINCES PIER | 196/643 | 9.3/30 |
| I.W. PRINCES PIER | 196/643 | 9.3/30 |

B. FUEL, LUBE, AND DIESEL. (JUN 87) THE DELIVERY OF DFM WAS BY BARGE FROM SHELL OF AUSTRALIA. IT TOOK 6 HRS FOR SHELL TO LOAD THE BARGE (270,000 GALS) AND WAS PUMPED ONBOARD THE SHIP AT 200,000 GAL/HR. THE SIZE OF CONNECTION IS 6.35 CM (2.5 IN).

C. MECHANICAL HANDLING FACILITIES. (JUL 87) (FICPAC) TWENTY-FIVE CRANES WITH CAPACITIES 3 TO 25 TONS ARE AVAILABLE. THERE IS ONE FLOATING CRANE OF 250 TONS.

D. DRYDOCKS AND REPAIR FACILITIES. (JUL 87) (FICPAC) ALL MAJOR REPAIR WORKS ARE POSSIBLE. THE FOLLOWING COMPANIES OPERATE YARDS IN MELBOURNE:

COMMONWEALTH GOVERNMENT GRAVING DOCK, WILLIAMSTOWN, WITH A DRYDOCK OF LENGTH 146.2 M (480 FT), WIDTH 29.6 M (97 FT), AND DEPTH 7.9 M (26 FT).

PUBLIC WORKS DEPT HAS A FLOATING DOCK WITH LENGTH 150 M (492 FT), WIDTH 24 M (79 FT), DEPTH 6 M (19.7 FT), AND LIFTING CAPACITY 8,000 TONS.

OTHERS ARE DUKE & ORR DRY DOCK PTY, LTD.; UNITED SHIP SERVICE PTY, LTD.; AMALGAMATED MARINE ENGINEERS, PTY, LTD.; V.F. HARRIS PTY, LTD.; AND BUCHANAN & BROCK SHIP REPAIR PTY, LTD.

E. WAREHOUSES AND STORAGE. (JUL 87) (FICPAC) THERE ARE A TOTAL 22 SHEDS WITH A FLOOR SPACE OF 96,336 SQ M (1,036,986 SQ FT) IN THE PORT AREA.

F. STEVEDORES. (JUN 87) (USS STERETT) SKILLED AND UNSKILLED STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (JUN 87) (USS STERETT) MELBOURNE CAN ACCOMMODATE EIGHT CG SIZE SHIPS.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (JUN 87) ALL PIERS AND WHARVES ARE ACCESSIBLE TO WHEELED VEHICLES. MELBOURNE IS THE FOCAL POINT FOR AN EXTENSIVE RAILWAY SYSTEM SERVING THE INTERIOR AND OTHER CITIES IN AUSTRALIA. RAILWAY FACILITIES ARE AVAILABLE AT STATION AND PRINCES PIERS, THE DRYDOCKS AND PIERS AT WILLIAMSTOWN, AND ALONG THE RIVER YARRA. THE LOCAL ROAD SYSTEM SEEMS ADEQUATE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 87) OCEAN-GOING TUGS, WHICH ARE REQUIRED TO BERTH ALL LARGE VESSELS, ARE AVAILABLE FROM THE MELBOURNE HARBOR TRUST

L5-2
(CH-5)

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THROUGH LOGREQ. WATER AND FUEL LIGHTERS ARE ALSO AVAILABLE.

B. WATER. (JUN 87) (USS STERETT) GOOD QUALITY OF POTABLE WATER WAS DELIVERED VIA PIPE WITH 6.35 CM (2.5 IN) CONNECTION. CHLORINE RESIDUAL OF THE WATER AT TIME OF RECEIPT WAS 0.2 PPM FAC.

C. AIRFIELDS. (JUL 87) (FICPAC) THERE ARE THREE AIRFIELDS CLOSE TO THE PORT OF MELBOURNE:

MELBOURNE INTERNATIONAL AIRPORT IS LOCATED APPROXIMATELY 20 KM (12.4 MI) NORTHWEST OF THE PORT AND HAS TWO ASPHALT RUNWAYS.

| <u>ORIENTATION</u> | <u>LENGTH AND WIDTH</u> |
|--------------------|----------------------------------|
| 090/270 | 3,658 X 45.7 M (12,000 X 150 FT) |
| 160/340 | 2,286 X 45.7 M (7,000 X 150 FT) |

MELBOURNE ESSENDON AIRPORT IS LOCATED APPROXIMATELY 13 KM (8 MI) NORTH OF THE PORT AND HAS TWO ASPHALT RUNWAYS.

| | |
|---------|---------------------------------|
| 080/260 | 1,930 X 60.9 M (6,300 X 200 FT) |
| 170/350 | 1,585 X 45.7 M (5,200 X 150 FT) |

MELBOURNE MOORABBIN AIR PORT IS LOCATED APPROXIMATELY 20 KM (12.4 MI) SOUTHEAST OF THE PORT AND HAS FIVE ASPHALT RUNWAYS.

| | |
|---------|--------------------------------|
| 040/220 | 841 X 18.3 M (2,760 X 60 FT) |
| 130/310 | 1,150 X 18.3 M (3,773 X 60 FT) |
| 130/310 | 741 X 18.3 M (2,431 X 60 FT) |
| 170/350 | 1,335 X 18.3 M (4,380 X 60 FT) |
| 170/350 | 842 X 18.3 M (2,763 X 60 FT) |
| 170/350 | 1,240 X 18.3 M (4,068 X 60 FT) |

(JUN 87) (USS STERETT) AIRLINES SERVE ARE: AUSTRALIAN AIRLINES, ANSETT, QANTAS, AND EAST WEST.

D. COMMUNICATIONS. (JUN 87) (USS STERETT) HARBOR BROADCAST AND HARBOR WORKING/CALLING FREQUENCIES RATT (UHF) AND 1K24F18 (HF) DO NOT STIPULATE WHAT TYPE OF SENDING/KEYING IS EMPLOYED IN COMSEVENTHFLTINST C2000.1E. MOST ALLIES, INCLUDING AUSTRALIA USE POSITIVE SENSE/NORMAL KEYING ON RATT AND 1K24F18 CIRCUITS. IT WOULD BENEFIT ALL CONCERNED IF A STATEMENT AS TO WHAT TYPE OF SENSING/KEYING IS UTILIZED BE PLACED IN EACH COUNTRY THAT DOES NOT UTILIZE THE SAME SENSING/KEYING AS U.S. NAVY SHIPS. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

STERETT WAS GIVEN TELEPHONE LINES. CONAS CALLS WERE MADE THROUGH OPERATOR ASSISTANCE. TWENTY-FOUR HR SERVICE WAS FAIRLY RELIABLE.

STERETT HAD TO MAKE OWN ARRANGEMENTS FOR PICK-UP/DELIVERY OF MAIL. THE POST OFFICE IS LOCATED IN THE INTERNATIONAL MAIL CENTER.

E. MEDICAL. (JUL 87) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN MELBOURNE ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS

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OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE, BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT THE REPATRIATION GENERAL HOSPITAL (491 BEDS) BANKSIA ST, TEL: (03)490-2111, IN HEIDELBERG. THIS FACILITY IS OFTEN UTILIZED BY U.S. NAVAL PERSONNEL. OTHER MEDICAL FACILITIES INCLUDE THREE TEACHING HOSPITALS ASSOCIATED WITH THE UNIVERSITY OF MELBOURNE. THEY ARE: FAIRFIELD HOSPITAL (400 BEDS); QUEEN VICTORIA MEDICAL CENTER (440 BEDS), 172 LONSDALE ST, TEL: (03)663-5111; AND ROYAL MELBOURNE HOSPITAL (606 BEDS), GRATTEM ST. TEL: (03)347-71. THESE FACILITIES OFFER GENERAL MEDICINE AND SURGERY, OB/GYN, ENT, NEUROLOGY, PEDIATRICS, UROLOGY, CARDIOLOGY, OPHTHALMOLOGY, ORTHOPEDICS, NUCLEAR MEDICINE, PSYCHIATRY, HEMATOLOGY, DERMATOLOGY, RADIOTHERAPY, PATHOLOGY, PHARMACY, X-RAY, LABORATORY, AND DENTISTRY.

HMAS LONSDALE IN DOWNTOWN MELBOURNE MAINTAINS A FULLY STAFFED DISPENSARY THAT IS CAPABLE OF HANDLING MINOR INJURIES AND ROUTINE TREATMENT. TREATMENT AT ANY FACILITY HAS TO BE ARRANGED THROUGH HMAS LONSDALE. THE USAF LIAISON OFFICER AT CINCPACREP CANBERRA IS AVAILABLE FOR FURTHER ASSISTANCE.

A PRATIQUE IS REQUIRED. A 24-HR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.

(JUN 87) (USS STERETT) QUARANTINE OFFICIALS BOARDED AND REVIEWED CRITIQUE GIVEN IN SYDNEY ON 3 JUN 87. QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND "DERAT" CERTIFICATE WERE NOT REQUIRED.

INDUSTRIAL POLLUTANTS IN HARBOR WATER AND ATMOSPHERIC POLLUTION WERE MILD. SHIP AND SMALL BOAT TRAFFIC WAS LIGHT. THE CITY WAS CLEAN, AND SANITARY COMPLIANCE IN RESTAURANTS AND BARS WAS EXCELLENT. ILLICIT DRUG AVAILABILITY WAS MINIMAL.

F. GASOLINE. (JUN 87) COMMERCIAL STATIONS ARE NUMEROUS.

G. PROVISIONS. (JUN 87) (USS STERETT) MEAT, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS WERE AVAILABLE. QUALITY OF ALL PRODUCTS WAS VERY GOOD AND PRICES WERE AVERAGE.

H. GARBAGE DISPOSAL. (JUN 87) (USS STERETT) GARBAGE DISPOSAL WAS AVAILABLE BY LARGE CANS. GARBAGE WAS PICKED UP DAILY. ARRANGEMENTS WAS MADE THROUGH LOGREQ. WET GARBAGE WAS BAGGED SEPARATELY AND SPRAYED WITH DISINFECTANT. SEWAGE DISPOSAL WAS AVAILABLE BY DIRECT HOOKUP TO SEWAGE TRUCKS.

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MELBOURNE, AUSTRALIA

4. PERSONALIA

- A. CALLS. (JUN 87) CALLS MAY BE MADE ON:
NAVY OFFICER COMMANDING VICTORIA AREA
CHIEF OF STAFF, HEADQUARTERS LOGISTICS COMMAND
GOVERNOR OF VICTORIA
MAYOR OF MELBOURNE
CHAIRMAN, PORT OF MELBOURNE AUTHORITY
CHIEF COMMISSIONER OF POLICE, VICTORIA

CALLS WERE ARRANGED BY THE AMCONSULATE IN MELBOURNE.

OTHER VISITORS RECEIVED WERE VICTORIA LEAGUE, RETURNED SERVICES LEAGUE, AUSTRALIAN AMERICAN ASSOCIATION, AND GENERAL VISITING (TOTAL 6,000 IN FIVE DAYS).

- B. HONORS. (JUN 87) (USS STERETT) MELBOURNE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUL 87) (FICPAC) THE FIRST INHABITANTS OF THE STATE OF VICTORIA WERE SETTLERS FROM THE TASMANIAN COLONY AT LAUNCESTON. THE ACQUISITION OF LAND ON THE PRESENT SITE OF MELBOURNE FROM ABORIGINES WAS AT FIRST DISALLOWED BY THE CROWN BUT WAS SANCTIONED IN 1837. IN THE SAME YEAR, A ROYAL GOVERNOR WAS DISPATCHED. THE TOWN WAS NAMED MELBOURNE IN HONOR OF QUEEN VICTORIA'S FIRST PRIME MINISTER.

GROWTH OF THE CITY WAS ACCELERATED BY THE DISCOVERY OF GOLD AT THE NEARBY FIELDS OF BENDIGO AND BALLARAT. DURING THE GOLD RUSH DAYS OF THE EARLY 1850'S, MELBOURNE BECAME THE REGION'S MANUFACTURING AND COMMERCIAL CENTER. TODAY, MELBOURNE IS THE SECOND LARGEST CITY IN AUSTRALIA.

THE CENTRAL CORE OF MELBOURNE IS SITUATED NEAR THE MOUTH OF THE YARRA RIVER WHICH EMPTIES INTO HOBSONS BAY AND THEN TO PHILLIP BAY. THE RIVER IS NAVIGABLE ONLY IN ITS LOWER REACHES. THE PORT AREAS OF MELBOURNE ARE IN THE MOUTH OF THE YARRA RIVER ITSELF; AT PORT MELBOURNE, TWO MILES TO THE EAST OF THE RIVER MOUTH; AND AT WILLIAMSTOWN, A MILE TO THE SOUTH OF THE RIVER MOUTH, ON THE WEST BANK.

MELBOURNE IS LOCATED ON A WIDE COASTAL PLAIN, THE CITY ITSELF BEING SURROUNDED BY EXTENSIVE SUBURBS ORIENTED GENERALLY ALONG THE LOCAL RAIL ROUTES. A LINE OF LOW HILLS IS FOUND ABOUT 20 MILES TO THE NORTH OF THE CITY. THE POPULATION OF THE CITY IS 2,500,000 (1980 EST).

B. LIBERTY. (JUN 87) (USS STERETT) TWO PETTY OFFICERS FROM DUTY SECTION REMAINED ON BOARD SUBJECT TO IMMEDIATE CALLS. NEITHER A VEHICLE NOR A DRIVER WAS SUPPLIED. THE LOCAL POLICE STATION WAS ON BAY STREET, APPROXIMATELY 1 TO 1.5 MILES FROM THE PIER. RECOMMENDED ATTIRE WAS SEMI-CASUAL. COAT AND TIE WERE REQUIRED AT NUMEROUS ESTABLISHMENTS.

- C. CLUBS AND BARS. (JUN 87) (USS STERETT)

LAZAR'S, 240 KING ST., AUS\$10.00 COVER CHARGE BUT FREE IN UNIFORM.

ROYAL MELBOURNE YACHT SQUADRON CLUB HOUSE, LOWER ESPLANADE ST, KILDA
3182, TEL: 534-4478.

ROYAL YACHT CLUB OF VICTORIA, 120 NELSON PLACE, WILLIAMSTOWN 3016, TEL:
397-5558.

MONSOON, HYATT HOTEL, AUS\$10.00 COVER CHARGE.

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MELBOURNE, AUSTRALIA

D. RESTAURANTS. (JUN 87) (USS STERETT)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>REMARKS</u> |
|---------------|-----------------|--------------|---------------|---------------|----------------|
| ROSE & CROWNS | 309 BAY ST. | MODERATE | SEAFOOD/STEAK | ALL | OUTSTANDING |
| HUNG LOON | --- | LOW | ORIENTAL | NO | EXCELLENT |

E. HOTELS. (JUN 82) (USS HECTOR)

| <u>NAME</u> | <u>LOCATION</u> | <u>RATE/SINGLE</u> | <u>RATE/DOUBLE</u> |
|-------------|-----------------|--------------------|--------------------|
| HILTON | MELBOURNE | US\$72.00 | US\$85.00 |
| SHERATON | MELBOURNE | US\$70.00 | US\$83.00 |

F. ATHLETICS. (JUN 87)

GOLF: ALBERT PARK PUBLIC GOLF COURSE, QUEENS RD, MELBOURNE 3004.
ELSTERNWICK PARK, PUBLIC GOLF COURSE, GLENHUNTLY RD, ELWOOD 3185.
ROYAL MELBOURNE GOLF CLUB, TEMPORARY MEMBERSHIP OPEN TO OFFICERS.
RESERVATIONS ARE REQUIRED. THIS IS ONE OF THE TOP TEN GOLF COURSES IN THE WORLD.

SWIMMING: HMAS LONSDALE (NON-HEATED, SMALL).
RICHMOND BATHS, GLEADELL ST, RICHMOND 3121.

SQUASH: ST. KILDA SPORTS CENTER, CANTERBURY RD.
ALBERT PARK SQUASH CENTER, ALBERT RD.

TENNIS: HMAS LONSDALE (PLEXI-PAVE SURFACE. BOOK THROUGH QM).
ST. KILDA SPORTS CENTER, CANTERBURY RD, ST. KILDA 3182.

BOWLING: SOUTHERN CROSS BOWL, 95 BOURKE ST, MELBOURNE 3000.

TABLE TENNIS & BADMINTON: HMAS LONSDALE AND TABLE TENNIS CENTER, ALBERT ROAD.

GYMNASIUM/SAUNA/SPA POOL: HMAS LONSDALE (LIMITED GYM FACILITIES).

ICE SKATING: ROBYN BURLEY'S ICE SKATING, HYDE ST, FOOTCRAY VIC. 3001.

G. BEACHES. (JUN 87) BEACHES ARE THE MOST ATTRACTIVE AND POPULAR ACTIVITY FOR USE DURING THE SUMMER MONTHS (NOVEMBER TO MARCH). PORT PHILLIP BAY IS RINGED WITH PUBLIC BATHING BEACHES (ALL HAVE BATHHOUSE FACILITIES). THESE CAN BE REACHED BY PUBLIC TRANSPORTATION.

| <u>BEACH</u> | <u>DISTANCE (KM/MI)</u> | <u>HAZARDS</u> |
|--------------|-------------------------|------------------|
| ST. KILDA | 1.6/ 1 | POLLUTION |
| ELWOOD | 3.2/ 2 | " |
| BRIGHTON | 4.8/ 3 | " |
| TORQUAY | 96.0/60 | SHARKS |
| PORTSEA | 88.0/80 | SHARKS, UNDERTOW |
| MR. MARTHA | 72.0/45 | SHARKS |

H. CHURCHES. (JUN 87)

PORT MELBOURNE:

ROMAN CATHOLIC - ST. JOSEPHS, STOKES ST; 0800, 1100.

ANGLICAN CHURCH IN AUSTRALIA - BAY ST; 0800, 1100.

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MELBOURNE, AUSTRALIA

MELBOURNE CITY:

- ROMAN CATHOLIC - ST. PATRICKS CATHEDRAL, CNR ALBERT AND MACARTHUR STS; 0730, 0900, 1000, 1100.
- ANGLICAN CHURCH IN AUSTRALIA - ST. PAULS CATHEDRAL, CNR SWANSTON AND FLINDERS STS; 0800, 0915, 1030.
- CHURCH OF JESUS CHRIST OF THE LATTER DAY SAINTS - FOOTSCRAY, 33 HIGHT ST, YARRAVILLE; 1000, 1300.
- GENERAL PROTESTANT - UNIFIED CHURCH (METHODIST, PRESBYTERIAN, UNITED CHURCH OF CHRIST), COLLINS ST; 1000 AND LONSDALE ST; 1100.

I. TRANSPORTATION. (JUN 87) (USS STERETT) FREE PUBLIC TRANSPORTATION WAS PROVIDED DAILY FROM THE PORT TO THE CITY AND BACK. TRAINS, TRAMS, AND BUSES RUN FROM MORNING TO 2330. PORT MELBOURNE TRAIN STATION IS WITHIN EASY WALKING DISTANCE FROM THE PIER. THE RIDE TO DOWNTOWN (FLINDERS ST) IS APPROXIMATELY 15 MINUTES. TAXIS ARE METERED. RENT-A-CAR COMPANIES ARE: RENT-A-BOMB, DAM CHEAP, BUDGET (30% DISCOUNT), THRIFTY, AVIS, AND HERTZ.

J. TOURS. (JUN 87) (USS STERETT)

| | | | |
|----------------------|------------|----------|--------------------|
| CITY SIGHTS | AUS\$19.80 | 3.5 HRS | GOLDEN WEST TRAVEL |
| ALL ABOUT MELBOURNE | AUS\$35.00 | 8 HRS | " |
| SOVEREIGN HILL | AUS\$35.00 | 8.5 HRS | " |
| PHILIP ISLE/PENGUINS | AUS\$35.00 | 11.5 HRS | " |

K. SHOPPING. (JUN 87) MOST STORES WERE CLOSED FROM 1200 SATURDAY UNTIL 1000 MONDAY. VICTORIA STREET MARKET OFFERS FLEA-MARKET STALLS WHERE WOOLEN, SHEEPSKIN, AND LEATHER GOODS CAN BE BOUGHT AT WHOLESALE PRICES. A DISCOUNT OF UP TO 30% WAS AVAILABLE ON OPALS AND OTHER GOODS SUBJECT TO AUSTRALIAN TAXES THAT WILL BE TAKEN OUT OF AUSTRALIA. UPON PURCHASE OF THE OPAL, PRESENT A MILITARY ID AND THE COST WILL BE DISCOUNTED.

L. THEATER AND CINEMA. (JUN 87) KING'S CINEMA AND ROYAL THEATERS SHOW EXCELLENT AMERICAN AND AUSTRALIAN FIRST-RUN MOVIES.

M. PHYSICAL SECURITY. (JUN 87) (USS STERETT) TWENTY-FOUR HOUR SECURITY SERVICE WAS PROVIDED BY CIVILIAN POLICE FORCE. THREE GUARDS WERE AT THE GATE, AND THEY WERE INCREASED DURING DAYTIME, ESPECIALLY DURING GENERAL VISITING. THEY WERE EXTREMELY PROFICIENT. THE SHIP PROVIDED TWO PIER SENTRIES (FANTAIL WATCH/TOPSIDE OUTBOARD ROVER). ONE OF THE TWO PIERSENTRIES PERIODICALLY WENT TO THE HEAD OF THE PIER TO LIAISON WITH THE PIER SECURITY. PORT PATROL CRAFT WERE AVAILABLE.

N. MISCELLANEOUS INFORMATION. (JUN 87) (USS STERETT) THE CURRENCY EXCHANGE RATE DURING THE VISIT WAS AUS\$1.36 = US\$1.00. THE EXCHANGE WAS CONDUCTED ON BOARD BY THOMAS COOK AND CO. CURRENCY WAS NOT EXCHANGED BACK AT THE END OF THE STAY.

ONE OF THE LOCAL LAUNDRY/DRY CLEANING COMPANIES PROVIDED A 24-HR SERVICE TO THE PIER. THE SERVICE WAS SATISFACTORY BUT WAS SLIGHTLY EXPENSIVE.

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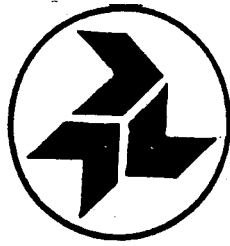
MELBOURNE, AUSTRALIA

(JUN 86) (USDAO/USCINCPACREP CANBERRA) STRONGLY SUGGEST NOT TO SCHEDULE MELBOURNE PORT VISIT ARRIVAL ON A WEEKEND. TRADITIONAL AUSTRALIAN BUSINESS CLOSURES, FROM SATURDAY NOON THROUGH MONDAY MORNING, MAKE WEEKEND LIBERTY LESS DESIRABLE THAN WEEKDAY.

COMPILED BY: MRS. KAY DeVAUL, 20PD, FICPAC, JUL 87.

L5-8
(CH-5)

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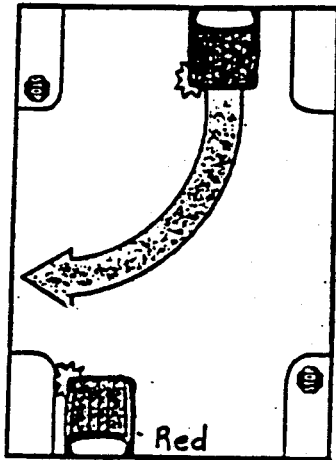


Road Traffic Authority

Giving way when turning

When you are turning a corner, there are 3 extra give way rules to follow. You use these rules at all intersections - those with traffic lights or STOP or GIVE WAY signs, and those without.

1. Left-turning traffic must give way to oncoming traffic that is turning right.



In the picture on this page, red vehicles give way to green.

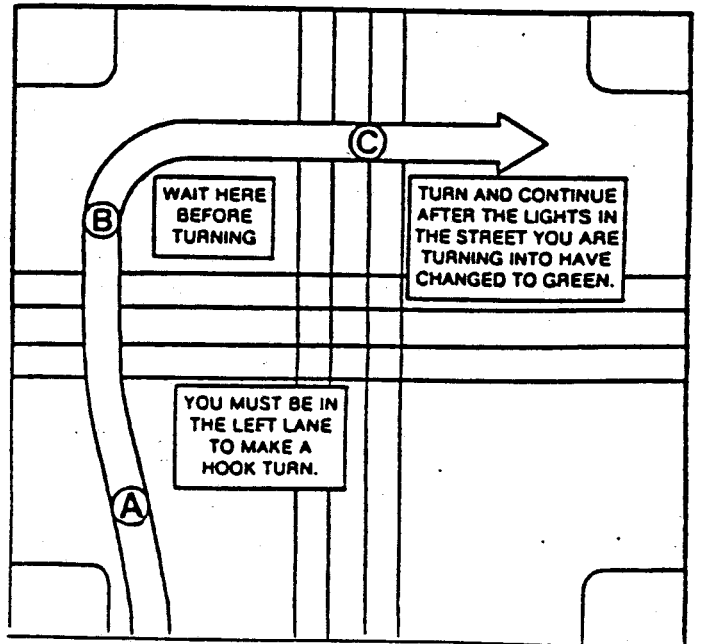
* TAKE CARE AS A PEDESTRIAN.

VICTORIAN TRAFFIC

Hook turns



Hook turn signs are found at a number of intersections in Central Melbourne. They can be at the side of the road or hung from tram wires. If you want to turn right at one of these intersections you must make a hook turn.



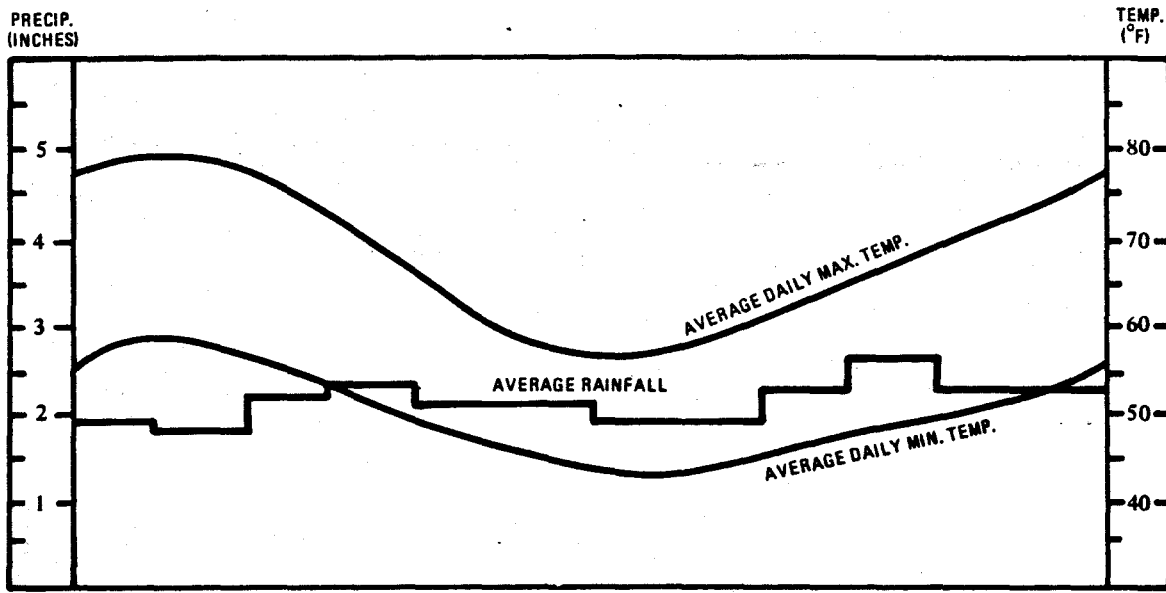
MELBOURNE, AUSTRALIA

I. WEATHER AND WINDS

MELBOURNE, AUSTRALIA

Elev. 282'

Lat. 37 44 S Long. 144 54 E



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | |
|----|----|---|----|----|----|----|----|----|----|----|----|
| 9 | 8 | 9 | 13 | 14 | 16 | 17 | 17 | 15 | 14 | 13 | 11 |
| 2 | 2 | 2 | 1 | <1 | <1 | <1 | 1 | 1 | 2 | 2 | 2 |
| <1 | <1 | 1 | 2 | 2 | 4 | 3 | 2 | 1 | 1 | <1 | <1 |

TOTAL PRECIPITATION/SNOWFALL (INCHES)

| | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|
| 1.90 | 1.80 | 2.20 | 2.30 | 2.10 | 2.10 | 1.90 | 1.90 | 2.30 | 2.60 | 2.30 | 2.30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 53 | 56 | 58 | 64 | 71 | 75 | 74 | 68 | 62 | 57 | 56 | 55 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 68 | 68 | 65 | 60 | 55 | 51 | 49 | 51 | 56 | 58 | 61 | 65 |
|----|----|----|----|----|----|----|----|----|----|----|----|

ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|-----|-----|-----|----|----|----|----|----|----|----|-----|-----|
| 114 | 110 | 107 | 95 | 84 | 72 | 89 | 77 | 88 | 98 | 106 | 111 |
| 42 | 40 | 37 | 35 | 30 | 28 | 27 | 28 | 29 | 32 | 36 | 39 |

PREVAILING WIND DIRECTION/MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|----|----|---|----|----|----|----|----|----|----|----|----|
| S | S | S | N | N | N | N | N | N | N | S | S |
| 11 | 10 | 9 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 10 | 10 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

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SYDNEY, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 89) THE PORT OF SYDNEY (33-52S/151-12E) IS LOCATED IN SYDNEY HARBOR. THE SHORES OF THE PORT CONSIST OF A SERIES OF BAYS AND COVES WHICH ARE HARBORS OF THEMSELVES. THE NATURAL DEEP-WATER HARBOR AND THE ARTIFICIAL IMPROVEMENTS ALLOW THE PORT TO BE READILY REACHED BY SEA.

B. APPROACHES, LIGHTS, ETC. (OCT 88) (USS NEW JERSEY) THE SHIP USED DMAHTC PUB 127 (3RD ED 1988) AND DMA CHARTS 75261/74151. THE APPROACH TO SYDNEY HARBOR WAS MADE MORE DIFFICULT BY THE MANNER IN WHICH THE TWO CHARTS THAT COVER THE AREA ARE SPLIT UP NORTH-TO-SOUTH.

C. PILOTAGE. (OCT 88) (USS NEW JERSEY) PILOTAGE WAS COMPULSORY FOR THE SHIP AT ALL TIMES. THE PILOT BOARDED THE SHIP 4 NM EAST OF THE HARBOR ENTRANCE. PROFICIENCY OF THE PILOT WAS SATISFACTORY. TUGS WERE USED TO ASSIST THE SHIP IN ENTERING THE PORT. THE BATTLESHIP REQUIRES TUGS IN EVERY PORT.

D. ENTRANCE. (OCT 88) (USS NEW JERSEY) THE CHARTS AVAILABLE SHOW POOR APPROACH. LIGHTS ARE NAMED DIFFERENTLY BETWEEN APPROACH AND HARBOR CHARTS.

E. CHANNEL. (OCT 88) (USS NEW JERSEY) MID-CHANNEL BUOY OFF BRADLEYS HEAD WAS RESTRICTING TO DEEP-DRAFT, OVERSIZED VESSELS TRANSITING INBOUND. THERE WAS A SHARP TURN ROUNDING BRADLEYS HEAD.

F. ANCHORAGES. (OCT 88) (USS NEW JERSEY) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (OCT 88) (USS NEW JERSEY) FORT DENISON CREATES SHARP TURNS FOR APPROACH TO WOOLMOOLOO WHARF. SYDNEY HARBOR BRIDGE (33-51-24S/151-12-36E) SPANS THE CHANNEL WEST OF SYDNEY COVE. THE VERTICAL CLEARANCE (ARCH) AT THE CENTER OF THE SPAN IS 52 M (170 FT).

H. TIDES AND CURRENTS. (OCT 88) (USS NEW JERSEY) TIDES AND CURRENTS ARE ADEQUATELY DESCRIBED IN THE CHARTS AND PUB 127.

I. WEATHER AND WINDS. (OCT 88) (USS NEW JERSEY) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (OCT 88) (USS NEW JERSEY) THE SHIP BERTHED TO FITTING OUT WHARF, WOOLMOOLOO BAY. LENGTH OF THE BERTH IS 347 M (1,140 FT) AND DEPTH 12.6 M (41.3 FT).

(JAN 89) (FICPAC) OTHER BERTHS ARE:

| | |
|--|----------------------------------|
| WOOLMOOLOO BAY - 8 BERTHS | DARLING HARBOR - 21 BERTHS |
| SYDNEY COVE - 3 BERTHS | PYRMONT - 14 BERTHS |
| WALSH BAY - 9 BERTHS | C.S.R. PYRMONT - RAW SUGAR BERTH |
| GLEBE ISLAND CONTAINER TERMINAL COMPLEX - 2 BERTHS | |
| GLEBE ISLAND BERTHS - 4 BERTHS | |
| BALMAIN COAL LOADING BERTH | |
| WHITE BAY CONTAINER COMPLEX - 3 BERTHS | |
| SNAILS BAY DOLPHINS - 4 BERTHS | |
| OIL TERMINALS: GORE BAY - SHELL OIL CO. AUST. LTD - 3 BERTHS | |

L6-1
(CH-9)

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SYDNEY, AUSTRALIA

BERRYS BAY - B.P. AUST. LTD. - 2 BERTHS

BALLAST POINT - CALTEX OIL, AUST. PTY. LTD.

B. FUEL, LUBE, AND DIESEL. (OCT 88) (USS NEW JERSEY) ABUNDANT FUEL WAS AVAILABLE BY LIGHTER. RATE OF DELIVERY WAS 100,000 GAL/HR (378,540 LITER/HR) VIA A 15.2 CM (6 IN) CONNECTION. PRICE WAS AS\$0.54/LITER.

FUEL WAS PURCHASED UNDER RAN CONTRACT FROM CALTEX, LTD. OILY WASTES/DIRTY BALLAST PRODUCTS WERE PUMPED TO 5,000 GAL (CAPACITY OF TANK TRUCK).

C. MECHANICAL HANDLING FACILITIES. (OCT 88) THERE IS A 250-TON CAPACITY CRANE AT THE FITTING OUT WHARF, CAPTAIN COOK DOCKYARD, GARDEN ISLAND. ONE FLOATING CRANE CAPACITY 125 TONS IS AVAILABLE.

D. DRYDOCKS AND REPAIR. (OCT 88) THE GRAVING DOCK AT THE RAN DOCK-YARD IS 347 M (1,138 FT) LONG, 44 M (144 FT) WIDE, AND 16.5 M (54 FT) DEEP AT THE SIDE. IT IS LARGE ENOUGH TO HOLD AN AIRCRAFT CARRIER AND IS CAPABLE TO DO ANY MAJOR OR MINOR REPAIR. IN ADDITION, PRIVATE FIRMS CAN OFFER REPAIR SERVICES TO OFFICE AND SERVICE EQUIPMENT.

E. WAREHOUSES AND STORAGE AREAS. (SEP 83) THERE ARE NO TRANSFER SHEDS AVAILABLE AT WOOLMOOLOO PIER, BUT THE USE OF PRIVATELY OWNED WAREHOUSES IN THE AREA CAN USUALLY BE ARRANGED THROUGH THE STEVEDORE COMPANIES.

F. STEVEDORES. (SEP 83) GENERAL CARGO HANDLERS ARE AVAILABLE IN GANGS OF 17 MEN. THEY CAN BE ACQUIRED FROM ANY OF 15 STEVEDORE COMPANIES. SKILLED AND SEMI-SKILLED LABOR IS AVAILABLE TO SHIP FROM THE RAN FACILITIES AT GARDEN ISLAND.

G. PORT CAPACITY. (OCT 88) PORT SYDNEY IS A VERY LARGE PORT AND ROUTINELY HANDLES SEVERAL LARGE TANKERS/FREIGHTERS AT A TIME. GARDEN ISLAND FACILITY CAN ACCOMMODATE UP TO 20 NAVY VESSELS OF ALL TYPES.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (OCT 88) BERTHS AT PYRMONT, GLEBE ISLAND, ROSELLE BAY, WHITE BAY, AND BALMAIN ARE CONNECTED TO THE STATE RAILWAY SYSTEM. ALL BERTHS HAVE ROAD ACCESS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 88) (USS NEW JERSEY) CALTEX CO. HAS DIESEL-POWERED, STEEL POL LIGHTER. THERE IS A FLAT BARGE WATER LIGHTER. IT IS SELF-POWERED AND HAS A 130-TON CAPACITY. THE BARGE WAS VERY WELL PRESERVED, AND THE SERVICE WAS EXCELLENT. OBTAINING LIGHTERAGE AND TUG SERVICE ARE REQUESTED BY LOGREQ MESSAGE. THE POC IS RAN ON WEEKDAYS AND USDAO ON WEEKENDS. THE SHIP USED FOUR TUGS.

B. DREDGES AND MISCELLANEOUS CRAFT. (OCT 88) (USS NEW JERSEY) NUMEROUS MISCELLANEOUS CRAFT WERE OBSERVED.

C. WATER. (OCT 88) (USS NEW JERSEY) WATER IS DELIVERED BY PIPE AT BERTH AND BY BARGE IN ANCHORAGE. SOME CONNECTIONS WERE 6.35 CM (2.5 IN) AND OTHERS WERE LARGER; THEREFORE, ADAPTER WAS NEEDED. WATER RECEIVED AT ANCHORAGE WAS RECIRCULATED THROUGH BROMINATOR. SHORE WATER AT TIME OF RECEIPT WAS 0.2 PPM FAC. ABUNDANT POOR QUALITY BOILER WATER WAS AVAILABLE

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SYDNEY, AUSTRALIA

BY LIGHTER. THE SHIP DID NOT RECEIVED IT BECAUSE IT DID NOT PASS SILICA TEST. THE POC WAS HMAS KUTTABUL.

D. AIRFIELDS. (JAN 89) (FICPAC) SYDNEY INTERNATIONAL AIRPORT (33-56S/151-10E) IS LOCATED 13 KM (8 MI) SOUTHWEST OF THE PORT AND HAS TWO. COMPLETE REPAIR AND MAINTENANCE FACILITIES ARE AVAILABLE.

(JUN 87) (USS MIDWAY) THERE WAS NO U.S. BASING PRIVILEGES/LIAISON OFFICER PRESENT. HELICOPTER LANDING AREAS ARE LOCATED AT SYDNEY INTERNATIONAL AND RAAF RICHMOND. DIPLOMATIC CLEARANCE AND FLIGHT PLAN ARE REQUIRED. OBTAIN PERMISSION FROM USDAO CANBERRA AS.

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|----------------------------------|----------------|
| 070/250 | 2,438 X 45.7 M (8,300 X 150 FT) | ASPHALT |
| 160/340 | 3,962 X 45.7 M (13,000 X 150 FT) | ASPHALT |

(JAN 89) (FICPAC) RICHMOND AIRPORT (33-36-06S/150-46-48E) IS LOCATED 64 KM (40 MI) WEST OF THE PORT AND HAS TWO RUNWAYS.

| | | |
|---------|----------------------------------|---------|
| 030/210 | 670 X 30.5 M (2,200 X 100 FT) | GRAVEL |
| 090/270 | 1,524 X 30.5 M (5,000 X 100 FT) | ASPHALT |

BANKSTOWN AIRPORT (33-56S/151-10E) IS LOCATED 16 KM (10 MI) WEST OF THE PORT AND HAS FOUR RUNWAYS. HELO LANDING AREAS ARE AVAILABLE.

| | | |
|---------|----------------------------------|---------|
| 110/290 | 872 X 30.5 M (2,860 X 100 FT) | ASPHALT |
| 110/290 | 1,111 X 30.5 M (3,645 X 100 FT) | ASPHALT |
| 110/290 | 910 X 18.3 M (2,985 X 60 FT) | GRAVEL |
| 180/360 | 1,006 X 30.5 M (3,300 X 100 FT) | GRAVEL |

NOWRA AIRPORT (34-57S/150-32E) IS LOCATED 120 KM (75 MI) SOUTH OF THE PORT AND HAS TWO RUNWAYS.

| | | |
|---------|----------------------------------|---------|
| 030/210 | 2,046 X 45.7 M (6,714 X 150 FT) | ASPHALT |
| 080/260 | 2,094 X 45.7 M (6,872 X 150 FT) | ASPHALT |

(JUN 87) (USS MIDWAY) SHIP'S BOATS CAN BE OFF-LOADED BY FLOATING CRANE. CRANES AVAILABLE AT WOOLMOOLOO PIER THRU SYDNEY SLIPWAY AND ENGINEERING CO.

E. COMMUNICATIONS. (OCT 88) (USS NEW JERSEY) INITIAL COMMUNICATION MAY BE ESTABLISHED ON CHANNEL 13 WITH HARBOR CONTROL ONE HOUR PRIOR TO ETA. TUG CONTROL IS CONTACTED ON CHANNEL 14. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

LAND LINES ARE AVAILABLE AT WOOLMOOLOO PIER. CONUS CALLS ARE MADE THROUGH OPERATOR ASSISTANCE WITH NO WAITING TIME, AND SERVICE IS EXTREMELY RELIABLE.

MAIL FOR U.S. NAVY SHIPS MUST BE ARRANGED BY AN ADVANCE MESSAGE. THE POST OFFICE IS LOCATED AT SYDNEY AERIAL MAIL TERMINAL, BLDG 327.

F. MEDICAL. (OCT 88) (USS NEW JERSEY) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN SYDNEY ARE GOOD. SEWAGE REMOVAL/TREATMENT WAS EXCELLENT. FLY/INSECT POPULATION WAS SCARCE, AND FEW STRAY ANIMALS WERE OBSERVED. SANITARY COMPLIANCE IN RESTAURANTS,

L6-3
(CH-9)

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BARS, AND STREET VENDORS WERE GOOD. ILLICIT DRUGS WERE AVAILABLE, BUT THE SHIP HAD NO MEDICALLY SIGNIFICANT CASES. PROSTITUTION IS LEGAL, BUT NO HEALTH CARDS WERE SEEN. PROSTITUTES WERE MINIMAL.

THE PORT AREA WAS CLEAN AND NEITHER ORGANIC MATERIAL NOR INDUSTRIAL POLLUTANTS WERE IN HARBOR WATER. ATMOSPHERIC POLLUTION WAS NIL. SHIP AND SMALL BOAT TRAFFIC WERE HEAVY.

VERY SERIOUS OUTBREAK OF FLU WAS IN SYDNEY AREA IN JUN/JUL. MODERATE CONJUNCTIVITIS WAS PREVALENT IN SYDNEY AREA AT THE TIME OF THE SHIP'S VISIT. MEDICAL CONDITIONS ARISING WHILE IN OR AFTER LEAVING THE PORT WERE: ENTERIC/DIARRHEAL DISEASES - TWO; SKIN DISEASES - NONE; GC - ONE; SYPHILIS - NONE, AND NSU - SIX.

MILITARY HOSPITALS INCLUDE: THE ROYAL AUSTRALIAN NAVAL HOSPITAL (124 BEDS), HMAS PENGUIN BALMORAL, TEL 960-0444; THE MILITARY HOSPITAL, INGLEBURN, TEL 605-1811; AND RAAF HOSPITAL, RICHMOND, TEL (045) 70-3111. THESE FACILITIES OFFER GENERAL MEDICINE AND SURGERY, ENT, CARDIOLOGY, ORTHOPEDICS, DERMATOLOGY, X-RAY, AND LABORATORY. DENTAL SERVICES ARE ALSO AVAILABLE. AFTER HOURS DENTAL EMERGENCIES CAN BE REFERRED TO THE UNITED DENTAL HOSPITAL, 2 CHALMERS ST., SURRY HILLS, TEL 211-2120. AMBULANCE SERVICE IS AVAILABLE BY DIALING "000" AND ASKING FOR AN EMERGENCY CALL AMBULANCE.

ONE CREW MEMBER, WHO WAS SLIGHTLY INJURED IN A FIGHT, WAS TREATED BY CIVILIAN ESTABLISHMENT AND THEN PICKED UP BY HMAS KUTTABUL.

A QUARANTINE DECLARATION AND "DERAT" CERTIFICATE WERE NOT REQUESTED. ONCE CLEARED IN FIRST AUSTRALIAN PORT, NO LONGER NEED QUARANTINE. SHOWING PREVIOUS INFORMATION ON REQUEST WAS ENOUGH.

(JUL 86) (AFMIC) HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATER.

G. GASOLINE. (OCT 88) (USS NEW JERSEY) GASOLINE IS READILY AVAILABLE AT COMMERCIAL STATIONS AT AS\$0.56 PER LITER.

H. PROVISIONS. (OCT 88) (USS NEW JERSEY) MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS WERE AVAILABLE IN AMPLE QUANTITY AND ARE OF EXCELLENT QUALITY FROM PARDY PROVIDERS, BLDG 4, FLEMINGTON MARKET, SYDNEY 2129. REQUESTS SHOULD BE THROUGH USDAO, RAN SOURCES, AND LOCAL VENDORS.

I. GARBAGE AND WASTE DISPOSAL. (OCT 88) (USS NEW JERSEY) DAILY DISPOSAL SERVICE WAS AVAILABLE BY DUMPSTER ON BERTH AND BY LIGHTER AT ANCHORAGE. DUMPING WAS NOT RESTRICTED. TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL WAS AVAILABLE BY DIRECT HOOKUP OR TRUCK, DEPENDING ON SHIP'S LOCATION.

4. PERSONALIA

A. CALLS. (OCT 88) (USS NEW JERSEY) THE FOLLOWING CALLS WERE ARRANGED BY USDAO, AND ALL CALLS WERE RETURNED.

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FLAG OFFICER, NAVAL SUPPORT COMMAND
DEPUTY COMMANDER, NAVAL STAFF
MARITIME COMMANDER, AUSTRALIA

A TOTAL OF 40,000 PEOPLE VISITED THE SHIP BY MILITARY GROUPS, YOUTH GROUPS, CIVIC ORGANIZATIONS, AND GENERAL VISITING.

B. HONORS. (OCT 88) (USS NEW JERSEY) SYDNEY IS NOT A SALUTING PORT. PASSING HONORS WERE RENDERED FOR PRINCE ANDREW, DUKE OF YORK, WHO WAS PRESENT FOR THE BICENTENNIAL CELEBRATION.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 89) (FICPAC) FOUNDED IN 1788 AS A BRITISH PENAL COLONY, SYDNEY IS THE OLDEST CITY IN AUSTRALIA. AFTER AN 8-MONTH VOYAGE, CAPTAIN ARTHUR PHILLIP, AUSTRALIA'S FIRST GOVERNOR, ARRIVED IN SYDNEY COVE WITH SOME 1,000 MEN AND WOMEN, OVER 700 OF THEM CONVICTS. HERE THEY FOUND A STRANGE, OFTEN HARSH LAND, AND A ANCIENT NATIVE RACE. THE NEWCOMER'S SENSE OF ISOLATION FROM THE MOTHERLAND WAS PROFOUND.

THANKS TO PHILLIP'S COURAGE, THE COLONY SURVIVED THE GRIM EARLY YEARS OF NEAR STARVATION. AFTER HIS DEPARTURE IN 1792, SYDNEY WAS VIRTUALLY RULED BY THE OFFICERS OF THE NEW SOUTH WALES CORPS AND SUCCEEDING GOVERNORS WERE POWERLESS TO CURB THEIR ACTIVITIES.

ORDER WAS RESTORED WITH THE ARRIVAL OF GOVERNOR MACQUARIE IN 1814. FRANCIS GRACENWAY, A TALENTED ARCHITECT AND ALSO A CONVICT, FOUND A PATRON IN MACQUARIE AND TOGETHER THEY CHANGED SYDNEY FROM A SHODDY SETTLEMENT INTO A VERY PLEASANT TOWN.

SYDNEY IS SITUATED ON THE SHORES OF ONE OF THE MOST MAGNIFICENT HARBORS OF THE WORLD. IT IS THE CAPITAL CITY OF NEW SOUTH WALES AND THE LARGEST CITY OF AUSTRALIA WITH A POPULATION OF 3,472,000 (1986 EST). MANY HAVE DESCRIBED SYDNEY AS FASCINATING, BUSTLING, SOPHISTICATED, AND COLORFUL. ITS GREATEST ASSET IS ITS NATURAL BEAUTY, WHICH, ALONG WITH ITS TEMPERATE CLIMATE, ALLOWS FOR OUTDOOR LIFE UNPARALLELED ANYWHERE IN THE WORLD. ITS 54 SQ KM (21 SQ MI) OF PROTECTED HARBOR WATERS, ITS MANY NARROW STREETS WHICH TRACE THE CATTLE TRACKS OF THE EARLY DAYS, AND ITS GOLDEN SANDS AND GLORIOUS SURFING BEACHES OFFER VARIETY TO VISITORS.

SYDNEY'S PEOPLE ARE FRIENDLY AND VERY INTERESTED IN SPORTS, ARTS, AND POLITICS. THE MOST DOMINANT LANDMARK IN SYDNEY IS THE HARBOR BRIDGE WHICH IS NEARLY 4.8 KM (3 MI) LONG AND 135 M (444 FT) ABOVE THE WATER IN THE CENTER ITS MAIN ARCH. THIS BRIDGE IS THE MAIN ARTERY BETWEEN THE CITY AND SUBURBS TO THE NORTH. THE OPERA HOUSE, SITUATED ON BENNELONG POINT OVERLOOKING SYDNEY HARBOR, IS ONE THE GREATEST ARCHITECTURAL ACHIEVEMENTS AND ARTISTIC CENTERS OF THE SOUTHERN HEMISPHERE.

B. LIBERTY. (OCT 88) (USS NEW JERSEY) ONE OFFICER AND FOUR ENLISTED PERSONNEL WERE REQUIRED FOR SHORE PATROL. THE SHORE PATROL HEADQUARTERS IS AT RAN POLICE HEADQUARTERS, KING'S CROSS, WHERE THE SENIOR SHORE PATROL OFFICER REPORTED. A VEHICLE WITH A DRIVER WAS PROVIDED.

THE FLEET LANDING WAS AT THE GARDEN ISLAND NAVAL BASE, BUT A BEACH GUARD WAS NOT REQUIRED. MANY LARGE COMMERCIAL FERRIES ARE AVAILABLE TO MEET ANY NEED. SIZE OF FERRIES VARIES TO UP 250-MAN CAPACITY. SERVICE OF 24-HR OPERATION WAS EXCELLENT.

L6-5
(CH-9)

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C. CLUBS AND BARS. (OCT 88) (USS NEW JERSEY) ROYAL AUSTRALIAN YACHT CLUB OFFERED THEIR FACILITIES TO VISITING U.S. NAVAL SHIPS. OTHER CLUBS ARE (THEY ALL SERVE BEER, WINE, MIXED DRINKS):

TRADERS - PARKROYAL HOTEL, PHILLIP ST, TEL 689-3333
IMAGES - CNR CHURCH & ROSS ST, TEL 683-1045
BOURBON & BEEFSTEAK - 24 DARLINGHURST RD, KINGS CROSS, TEL 357-1215
MARBLE BAR - SYDNEY HILTON HOTEL, GEORGE ST, TEL 266-0610
THE TIVOLI - 11 OXFORD ST, PADDINGTON, TEL 267-5499
WILLIAMS - 100 WILLIAMS ST, SYDNEY, TEL - 356-2222
DON BURROWS SUPPER CLUB - REGENT HOTEL, 100 GEORGE ST, TEL 238-0000
ROCKS PUSH - 109 GEORGE ST, SYDNEY, TEL 27-2588
SOUP PLUS - 383 GEORGE ST, SYDNEY, TEL 29-7728
RED NED'S WINE BAR - 11 SPRING ST, CHATSWOOD, TEL 412-1559
AMERICA'S CUP BAR - HILTON HOTEL, SYDNEY, TEL 266-0610
GOLDEN SHEAF HOTEL - 429 NEW SOUTH HEAD RD, DOUBLE BAY, TEL 327-5877
COSMOPOLITAN - KNOX ST, DOUBLE BAY, TEL 327-1866
CAFE RODEO - 2 SHORT ST, DOUBLE BAY, TEL 328-7614
HIP HOP CLUB - 11 OXFORD ST, PADDINGTON, TEL 332-2568
FORTUNE OF WAR - 139 GEORGE ST, THE ROCKS
WOOLOOMOOLOO BAY HOTEL - 2 BOURKE ST, WOOLOOMOOLOO
TEXAS TAVERN, 44 MACLEAY ST, POTTS POINT
KING ARTHUR'S COURT - 228 WILLIAM ST, KINGS CROSS
HARBOR VIEW - 18 LOWER FORT ST, SYDNEY

LOCAL RED-LIGHT DISTRICT IS NOT RECOMMENDED DUE TO DRUG DEALERS, SEXUALLY TRANSMITTED DISEASES.

D. RESTAURANTS. (OCT 88) (USS NEW JERSEY)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|----------------------------------|--------------------------------|--------------|----------------------------------|---------------|
| CLEAVELAND CHINESE RESTAURANT | 63 BAY ST, SOUBLE BAY | MODERATE | CHINESE | YES |
| CLAUDINES | 151 MACQUARIE ST | " | BEEF, LAMB, SEAFOOD | YES |
| DIETHNES | 336 PITT & MARKET ST | " | GREEK | YES |
| VINEGAR HILL WOOLSHED | WINDSOR RD | " | AUSSIE | NO |
| SUMMIT | AUSTRALIA SQ, SYDNEY | - | SMORGASBORD | - |
| CLAUDINES STRAND SEAFOOD | 412 GEORGE ST | - | AUSSIE SEAFOOD W/FRENCH TOUCH | - |
| WHOLEMEAL | 119 PITT ST, SYDNEY | - | VEGETARIAN CUISINE- | - |
| FRENCH TAVERN | 263 GEORGE ST, SYDNEY | - | INTERNATIONAL | - |
| NEW YORK DELI | 459 NEW SOUTH HEAD RD, DBL BAY | - | VARIOUS | - |

E. HOTELS (OCT 88) (USS NEW JERSEY)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE AS\$</u> | <u>DINGING/BEVERAGE</u> |
|---------------------|-------------------|--------------------|-------------------------|
| BOULEVARD | 90 WILLIAM ST | 250 SGL/DBL | YES |
| HYATT-KINGS GATE | KINGS CROSS RD | 210 SGL 320 DBL | YES |
| BAYSIDE | 85 NEW SOUTH HEAD | 126 SGL | YES |
| WESTEND | RUSHCUTTERS BAY | 135 DBL | |

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| | | | |
|------------------|--------------------|-------------|-----|
| METRO MOTOR INNS | SYDNEY | 63 SGL | YES |
| BEL-AIR MOTEL | VARIOUS LOCATION | 69 DBL | |
| | 20 MAROUBRA RD | 74 SGL | YES |
| | | 82 DBL | |
| CENTRAL PLAZA | CNR GEORGE & QUAY | 145 MINIMUM | YES |
| | SYDNEY | 155 DBL | |
| HILTON-SYDNEY | 255 PITT ST | 240 MINIMUM | YES |
| HYATT-KINGSGATE | KINGSCROSS RD | 210 SGL | YES |
| | | 230 DBL | |
| COSMOPOLITAN | KNOX ST, DOUBLE | 100 SGL | YES |
| DOUBLE BAY HOTEL | BAY | 100 DBL | |
| | 601 NEW SOUTH HEAD | 50 SGL | - |
| CRANBROOK | ROSE BAY | 50 DBL | |
| MACQUARIE HOTEL | 12 TUSCULUM ST | 55 MINIMUM | - |
| | POTTS POINT | 60 DBL | |

F. ATHLETICS. (OCT 88) THERE ARE RECREATIONAL SAILING, RIFLE RANGES, SKI CLUB, AND GOLF CLUB INSIDE GARDEN ISLAND DOCKYARDS. SQUASH AND TENNIS CAN BE BOOKED AT DOCKYARD POLICE STATION. PICNIC/PARTY AREAS ARE AVAILABLE AND THE POC IS GENERAL MANAGER'S PUBLIC RELATIONS OFFICER.

G. BEACHES. (OCT 88)

| <u>NAME</u> | <u>LOCATION</u> | <u>BATH HOUSE</u> | <u>SNACKS</u> | <u>SNOR-KELING</u> | <u>SURF-ING</u> | <u>TRANS-PORT.</u> | <u>HAZARDS</u> |
|-------------|-----------------|-------------------|---------------|--------------------|-----------------|--------------------|----------------|
| BONDI | 10 KM SE | YES | YES | YES | YES | YES | YES |
| MAROURRA | 15 KM SE | YES | YES | YES | YES | YES | YES |
| MANLY | 20 KM NE | YES | YES | YES | YES | YES | YES |

H. CHURCH. (OCT 88) (USS NEW JERSEY)

| | |
|---------------------|----------|
| ANGLICAN | 265-1555 |
| ROMAN CATHOLIC | 232-3788 |
| PRESBYTERIAN | 29-1301 |
| UNITING CHURCH | 221-1688 |
| JEWISH | 267-2477 |
| BAPTIST | 211-1833 |
| LUTHERAN | 419-5686 |
| INTERDENOMINATIONAL | 33-4863 |
| SAHAJA YOGA | 747-4835 |

I. TRANSPORTATION. (OCT 88) (USS NEW JERSEY) TRAINS, BUSES, AND TAXIS ARE OPERATED 24 HOURS. SPECIAL LICENSE WAS NOT NEEDED FOR RENTAL.

HELICOPTER LANDING AREAS ARE:

| | |
|-----------------------------------|----------------------|
| SYDNEY/HMAS PENGUIN | 33-49-40S/151-15-45E |
| SYDNEY/MIDDLE HARBOR | GRID REF 26309 |
| SYDNEY/PRINCE HENRY HOSPITAL | 33-59-07S/151-15-04E |
| SYDNEY/REGENT PARK | 33-54-00S/151-01-00E |
| SYDNEY/ROYAL NORTH SHORE HOSPITAL | 31-49-00S/151-11-00E |
| SYDNEY/VICTORIA BARRACKS | 33-53-00S/151-13-00E |

J. TOURS. (OCT 88) (USS NEW JERSEY) THERE ARE MANY INTERESTING DAY TRIPS FROM SYDNEY. MAKE ARRANGEMENTS THROUGH ADVANCE PARTY.

L6-7
(CH-9)

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SYDNEY, AUSTRALIA

K. SHOPPING. (OCT 88) (USS NEW JERSEY) THERE ARE NUMEROUS SHOPS AND SHOPPING CENTERS. LOCAL SPECIALTIES ARE OPALS AND SHEEPSKINS. OTHER SHOPPING IS SIMILAR TO U.S.

L. THEATER AND CINEMA. (OCT 88) (USS NEW JERSEY) THE SYDNEY OPERA HOUSE AND ENTERTAINMENT COMPLEX, HOYT'S ENTERTAINMENT CENTER, AND VILLAGE CENTER PRESENT VARIOUS STAGE PLAYS AND MOVIES.

M. PHYSICAL SECURITY. (OCT 88) (USS NEW JERSEY) THE PORT AREA IS SURROUNDED BY 8-FT FENCING. SECURITY GUARDS ARE PRESENT. COASTAL BATTERIES (OLD WW II EMBLACEMENTS, NOT OCCUPIED) WERE OBSERVED.

N. MISCELLANEOUS INFORMATION. (JAN 89) (FICPAC) THE RATE OF EXCHANGE IN JAN 89 IS AS\$1.10 = US\$1.00.

(OCT 88) (USS NEW JERSEY) U.S. WARSHIPS ENTERING ANY AUSTRALIAN PORT MAY ENCOUNTER SOME PROTEST ACTIVITY. THIS WOULD BE IN THE FORM OF PEACEFUL ANTI-NUCLEAR DEMONSTRATIONS AND ATTEMPTS TO BAR THE SHIPS FROM MOORING AT THE PORT. PROTESTORS FREQUENTLY EMPLOY SMALL CRAFT SUCH AS SAILING VESSELS, MOTOR CRAFT, KAYAKS, AND EVEN SURF BOARDS. MAXIMUM MEDIA ATTENTION SEEMS TO BE THE MAJOR OBJECTIVE IN THESE CASES. CAUTION IS RECOMMENDED AND DISCRETION IS ADVISED IN DEALING WITH PROTESTORS. THE LOCAL POLICE HAVE BEEN VERY HELPFUL AND WILL PROBABLY BE ABLE TO HANDLE ANY OF THESE SITUATIONS.

COMPILED BY: MS. KAY DEVAUL, 23PD, FICPAC, JAN 89.

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ALBANY, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 89) ALBANY (35-02S/117-54E) IS LOCATED IN THE SOUTHWEST CORNER OF AUSTRALIA. IT LIES WITHIN THE PRINCESS ROYAL HARBOR WHICH OPENS INTO THE KING GEORGE SOUND. THE TOWN OF ALBANY WITH ITS DEEP-WATER PORT IS CONSIDERED ONE OF THE BEST SMALL SHIP LIBERTY PORTS IN AUSTRALIA. THE ONLY DRAWBACK TO THE PORT IS THE ENTRANCE CHANNEL WHICH, UNDER ADVERSE WIND CONDITIONS, COULD PROVIDE SOME DIFFICULTY.

B. APPROACHES, LIGHTS, ETC. (JAN 89) (FICPAC) CONSULT DMAHTC PUB 175 (4TH ED 1987) AND CHART 75051.

(OCT 88) SHIPS PROCEEDING TO ALBANY SHOULD CONTACT ALBANY HARBOR CONTROL ON CHANNEL 16. PILOTS ARE RECOMMENDED IF ENTERING PRINCESS ROYAL HARBOR.

C. PILOTAGE. (DEC 85) (USS JOUETT) THERE IS ONLY ONE HARBOR PILOT FOR ALBANY (CAPT PETER GRIFFITHS) WHO IS ACCUSTOMED TO WORKING SINGLE SCREW MERCHANT SHIPS. ADDITIONALLY, ONLY ONE 1,500-HP TUG IS STATIONED AT ALBANY TO ASSIST IN SHIP'S MOORING. THE TUG CARRIES NO LINES OF ITS OWN, THUS SHIPS MOORING LINES MUST BE USED AS HAWSERS FOR TUG MAKEUP.

D. ENTRANCE. (OCT 88) (USS BREWTON) EXCELLENT SYSTEM OF BUOYAGE AND DAY-MARKS MADE ENTRY EASY DESPITE POOR SCALE OF DMA CHART.

E. CHANNEL. (DEC 85) (USS JOUETT) THE CHANNEL LEADING INTO THE PORT FACILITY FROM KING GEORGE SOUND IS EXTREMELY NARROW BUT WELL MARKED WITH BEACONS ON EACH SIDE. A VERY CLEAR RANGE TO GUIDE ON IS ESTABLISHED; AND IF FOLLOWED MARKERS, THE TRANSIT IS QUITE EASY AND SAFE.

F. ANCHORAGES. (OCT 88) (USS BREWTON) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (OCT 88) (USS BREWTON) CONSULT PUB 175.

H. TIDES AND CURRENTS. (OCT 88) (USS BREWTON) CONSULT PUB 175.

I. WEATHER AND WINDS. (OCT 88) (USS BREWTON) CONSULT PUB 175.

2. BERTHING FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 88) CITY PIER NO. 1 IS 305 M (1,000 FT) LONG WITH A DEPTH OF 11 M (36 FT) ALONGSIDE. TUGS ARE REQUIRED TO ASSIST SINGLE-SCREW SHIPS IN TURNING. PIERS ARE CONCRETE WITH SPRING PILING. TO AFFORD PROTECTION TO SIDES, IT IS RECOMMENDED TO USE PNEUMATIC FENDERS SINCE NO CAMELS ARE AVAILABLE. STEAM AND ELECTRICITY ARE NOT AVAILABLE. SOME MERCHANT SHIPS ARE BERTHED TO ALBANY WHARF BOW TOWARDS CHANNEL (EAST). THIS REQUIRES SHIPS TO APPROACH PIER FROM BROAD ANGLE, DROP ANCHOR, AND TWIST STERN WITH USE OF TUG. SHIPS THAT BERTH STARBOARD SIDE TO PIER, BOW IN (WEST), CAN EASILY BE TWISTED WITHIN INNER HARBOR UPON DEPARTING BERTH.

B. FUEL, LUBE, AND DIESEL. (OCT 88) FUEL OIL AND DFM ARE DELIVERED BY TRUCK AT PIER AND BY LIGHTER AT ANCHORAGE. SHELL OIL IS THE FUEL CONTRACTOR FOR THE AREA. THE SIZE OF CONNECTION IS 20.3 CM (8 IN) FLANGE, AND THE RATE OF DELIVERY IS 16,000 GAL/HR. CALTEX OWNS THE BUNKERING

L8-1
(CH-9)

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FACILITIES. THEY KEEP A TALLY OF FUEL EXPENDED WITH EACH TRUCKLOAD (VERY ORGANIZED AND PROMPT. SERVICE WAS EXCELLENT.

C. MECHANICAL HANDLING FACILITIES. (OCT 88) THERE IS ONE 7-TON HAND CRANE AND ONE 5-TON STEAM CRANE IN THE PORT FOR HANDLING CARGO. SEVERAL 2-TON FORKLIFTS ARE AVAILABLE. SIX FIXED CONVEYERS ARE LOCATED AT BERTH 2.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 88) NO DRYDOCKS EXIST IN ALBANY. REPAIR FACILITIES IN THE PORT ARE EXTREMELY LIMITED.

E. WAREHOUSES AND STORAGE AREAS. (OCT 88) COOL STORAGE IS AVAILABLE FOR FRUIT. A TRANSIT SHED WITH A FLOOR AREA OF 4,366 SQ M (47,000 SQ FT) IS LOCATED AT WHARF BERTH 1.

F. STEVEDORES. (OCT 88) THERE IS AN ADEQUATE SUPPLY OF LABOR AVAILABLE.

G. PORT CAPACITY. (OCT 88) ALBANY CAN ACCOMMODATE TWO FF/DD(G)'S AT WHARVES, BUT TOWN IS CAPABLE OF ABSORBING ONLY THE LIBERTY PARTY OF ONE FF/DD.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (OCT 88) ALBANY IS A REGULAR PORT OF CALL FOR VESSELS ON THE "ROUND-AUSTRALIA PASSENGER/CARGO SERVICE" OPERATED BY THE STATE SHIPPING SERVICE. THE PIERS AND QUAYS ARE SERVICED BY ROAD, AND HIGHWAY CONNECTS TO ALL POINTS IN AUSTRALIA.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 88) THE LIGHTERS AVAILABLE IN ALBANY WERE THE 28-TON BOLLARD PULL TUG "WARREN" AND A 3.1-TON BOLLARD PULL TUG. THEY APPEAR TO BE IN GOOD CONDITION AND CAN BE ARRANGED VIA LOGREQ. THE LOCAL CUSTOMS AGENT (NAVAL AGENT) WILL ASSIST AS A "GO-BETWEEN" FOR EVENTS.

B. DREDGES AND MISCELLANEOUS CRAFT. (JAN 89) NO INFORMATION IS AVAILABLE.

C. WATER. (OCT 88) (USS NEW JERSEY) GOOD QUALITY POTABLE WATER IS AVAILABLE FROM THE PIER BY PIPE AT 20,000 GAL/HR, USING A 6.35 CM (2.5 IN) CONNECTION. WATER PRESSURE IS ABOUT 100 PSI. CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT 2.0 PPM FAC. NO TREATMENT WAS GIVEN TO WATER ABOARD THE SHIP.

D. AIRFIELDS. (JAN 89) (FICPAC) ALBANY AIRPORT IS LOCATED ABOUT 16 KM (10 MI) NORTHWEST OF THE CITY ON THE ALBANY-PERTH HIGHWAY. IT HAS TWO RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|-------------------------------|----------------|
| 050/230 | 1,097 X 30 M (3,500 X 100 FT) | GRAVEL |
| 140/320 | 1,600 X 30 M (5,250 X 100 FT) | ASPHALT |

E. COMMUNICATIONS. (OCT 88) ALBANY HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "ALBANY CONTROL". SHIPS ARE NOT REQUIRED

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ALBANY, AUSTRALIA

TO GUARD ANY FREQUENCIES IN PORT.

CONUS CALLS CAN BE MADE FOR PHONE BOOTHS WITH A 2-3 MINUTE WAITING TIME. THE BOTH ARE LOCATED AT THE POST OFFICE AND ARE OPEN 24 HOURS A DAY. SERVICE IS VERY RELIABLE. IN ADDITION, THE MISSION FOR SEAMEN OFFERED THE USE OF ITS FACILITIES FOR PRIVATE CALLS TO THE STATES.

MAIL WAS PICKED UP DAILY FROM THE POST OFFICE AT YORK AND GREY STS.

F. MEDICAL (OCT 88) (USS NEW JERSEY) A QUARANTINE DECLARATION AND HTLV-III CERTIFICATION WERE NOT REQUESTED. THE "DERAT" CERTIFICATE WAS REQUESTED. QUARANTINE OFFICIALS CAME ABOARD AND VIEWED INDONESIA QUARANTINE FORM AND GAVE THE SHIP THE LETTER OF PRATIQUE.

MEDICAL CARE IS AVAILABLE AT THE ALBANY REGIONAL HOSPITAL (184 BEDS), HARDIE ROAD, TEL: (098) 41-2955. SERVICES INCLUDE GENERAL MEDICINE, HYPERBARIC, CAT SCAN, ORTHOPEDIC TREATMENT, X-RAY, LABORATORY, PHYSICAL THERAPY, PHARMACY, EMERGENCY ROOM, AND CCU. THERE IS A 24-HR AMBULANCE SERVICE.

SANITARY CONDITION OF THE PORT AREA WAS GOOD WITH NO ORGANIC MATERIAL IN THE AREA, NO INDUSTRIAL POLLUTANTS IN HARBOR WATER, AND NO EVIDENCE OF ATMOSPHERIC POLLUTION. SHIP AND SMALL BOAT TRAFFIC WAS OCCASIONAL.

THE CITY WAS CLEAN WITH GOOD SEWAGE REMOVAL/TREATMENT, NO STRAY ANIMALS, AND A SMALL POPULATION OF MOSQUITOES. SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS WERE EXCELLENT.

(JUL 86) (AFMIC) DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASE, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT, IN PARTS OF AUSTRALIA MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

G. GASOLINE. (OCT 88) MOBIL, SHELL, CALTEX, AMPOL, BP GAS/SERVICE STATIONS ARE IN ALBANY.

H. PROVISIONS. (OCT 88) (USS BREWTON) MEATS, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS ARE AVAILABLE THROUGH PATRICK AGENCIES, PH: 41-3538.

I. GARBAGE AND WASTE DISPOSAL. (OCT 88) (USS BREWTON) DISPOSAL SERVICE WAS AVAILABLE BY TRUCK. NO RESTRICTIONS ON DUMPING, AND TRASH DOES NOT NEED TO BE SORTED.

4. PERSONALIA

A. CALLS. (OCT 88) THE CALLS MAY BE MADE ON:

MAYOR OF ALBANY
PRESIDENT OF SHIRE COUNCIL

L8-3
(CH-9)

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ALBANY, AUSTRALIA

B. HONORS. (OCT 88) (USS BREWTON) ALBANY IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 89) (FICPAC) THE TOWN OF ALBANY IS CRADLED BY MT. CLARENCE 187 M (613 FT) AND MT. MELVILLE 157 M (516 FT). ON THE SOUTHEASTERLY SIDE LIES KING GEORGE SOUND, WHERE THE FLEETS OF NEW ZEALAND AND AUSTRALIA JOINED IN 1914 TO FORM THE ANZAC. THE DESERT MOUNTED CORPS MEMORIAL, BROUGHT FROM SUEZ AFTER THE EGYPTIAN RIOTS OF 1956, STANDS GUARD FROM ATOP MT. CLARENCE.

ALBANY IS THE OLDEST TOWN IN WESTERN AUSTRALIA, ESTABLISHED TWO AND A HALF YEARS EARLIER THAN PERTH. IT CONTAINS THE OLDEST FARM, THE EARLIEST CONSECRATED CHURCH, AND THE OLDEST POST OFFICE IN THE STATE.

CAPT MATTHEW FLINDERS WAS THE NEXT TO APPEAR ON THE SCENE. IN 1801 HE ANCHORED FOR A MONTH IN THE SOUND, ESTABLISHING AN OBSERVATORY NEAR WHERE YORK STREET IS NOW SITUATED. FROM THIS BASE, FLINDERS AND HIS PARTY COLLECTED BOTANIC SPECIMENS AND MINGLED FREELY WITH THE NATIVES LEARNING SOME OF THEIR DIALECTS. NOT WIDELY KNOWN IS THAT FLINDERS NAMED AUSTRALIA, DISCARDING THE EARLY NAMES OF MAGELLANICA, TERRA AUSTRALIS, GREAT HAVA, GREAT SOUTH ISLAND, AND NEW HOLLAND.

IN ORDER TO WARD OFF THE INFLUENCE AND CLAIMS OF FRENCH EXPLORERS IN THE REGION, GOVERNOR DARLING OF THE NEW SOUTH WALES COLONY DISPATCHED MAJOR EDMUND LOCKYER TO THE VAST UNCLAIMED TERRITORY ON THE WEST OF THE CONTINENT KNOWN AS NEW HOLLAND TO ESTABLISH AN OUTPOST SETTLEMENT. MAJ LOCKYER DROPPED ANCHOR IN PRINCESS ROYAL HARBOR ON CHRISTMAS DAY 1826 TO MARK THE FOUNDING OF ALBANY.

THE TOWN WAS ORIGINALLY NAMED FREDERICK'S TOWN AFTER FREDERICK, DUKE OF YORK AND ALBANY. IT EVENTUALLY BECAME KNOWN AS ALBANY. DURING THE FIRST 25 YEARS OF THE SETTLEMENT, THE POPULATION AVERAGED LESS THAN 450. IT WAS DURING THIS TIME THAT THE FIRST FARM IN WESTERN AUSTRALIA WAS ESTABLISHED. THIS FARM, TODAY A NATIONAL MONUMENT, IS NOW KNOWN AS "OLD FARM" AND MAY STILL BE VISITED.

A RAILWAY LINE WAS OPENED BETWEEN PERTH AND ALBANY IN THE 1880'S. WITH THAT, ALBANY BECAME THE CHIEF PORT OF THE STATE WITH MAIL SHIPS CALLING REGULARLY. THE FOUNDING OF THE PORT AT FREMANTLE CAUSED ALBANY TO DECLINE. HOWEVER, SINCE WW II, THE PEOPLE OF THE REGION HAVE COME TO REALIZE THE POTENTIAL OF THE OUTSTANDING HARBOR AND ALBANY HAS AGAIN BEGUN TO PROSPER AND GROW.

B. LIBERTY. (OCT 88) (USS BREWTON) ONE OFFICER/CPO AND TWO E6/5 WERE REQUIRED FOR SHORE PATROL. THE SENIOR PATROL OFFICER REPORTED TO THE DESK SERGEANT, LOCAL POLICE STATION. VEHICLES WITH DRIVERS WERE PROVIDED. THE FLEET LANDING WAS AT THE MAIN PIER IN THE INNER HARBOR. IT IS CONCRETE LANDING WITH RUBBER FENDERS AND CAN ACCOMMODATE TWO LIBERTY BOATS. RECOMMENDED ATTIRE IS LONG PANTS WITH COLLARED SHIRT.

C. CLUBS AND BARS. (OCT 88) THE NEW WELD TAVERN WAS BY FAR THE FAVORITE NIGHTSPOT FOR THE CREW. OTHERS INCLUDED ALBANY, LONDON, AND WHITE STAR HOTELS. THE CLUBS WHICH EXTENDED THEIR HONORARY MEMBERSHIP TO OFFICERS AND CREW WERE STIRLING CLUB, ALBANY GOLF CLUB, PRINCESS ROYAL SAILING CLUB, FLYING ANGEL CLUB (MISSION TO SEAMEN), ALBANY SOCCER FEDERATION, AND HAPPY DAYS TAVERN.

D. RESTAURANTS. (OCT 88) THE VENICE RESTAURANT ON YORK ST, SERVING

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ALBANY, AUSTRALIA

GOOD PIZZA (CARRY-OUT ALSO), WAS A FAVORITE WITH THE CREW. THEY DO NOT SERVE LIQUOR, BUT YOU COULD BRING YOUR OWN. THEY ACCOMMODATE ABOUT 30-40 PEOPLE.

| <u>RESTAURANT</u> | <u>LOCATION</u> | <u>TYPE OF FOOD</u> | <u>LIQUOR</u> |
|----------------------------|---|-------------------------------|---------------|
| DOUBLE HAPPY | ABERDEEN & FREDERIC STS. | CHINESE (TAKE-OUT ALSO) | YES |
| ESPLANADE | MIDDLETON ROAD | A-LA-CARTE COUNTER LUNCHES | YES |
| FREDERICKS | ELLEN COVE | A-LA-CARTE LUNCH DAILY | BYO |
| LA RESTAURANT ALOUETTE | GREWY & ABERDEEN STS | FRENCH PROVINCIAL CUISINE | BYO |
| NONNA MARIA | 135 LOWER YORK ST | ITALIAN | YES |
| PORT-OF-CALL RESTAURANT | AUTO TOURIST MOTOR HOTEL, 575 ALBANY HWY | SMORGASBORD | YES |
| VANCOUVER COFFEE SHOPPE | 86 STIRLING TERRACE | ALL HOME-MADE FOOD | - |

E. HOTELS. (OCT 88)

| <u>HOTEL</u> | <u>LOCATION</u> | <u>SIZE</u> | <u>DINING/BEV.</u> |
|--------------------------|--------------------|-------------|--------------------|
| ESPLANADE MOTOR HOTEL | MIDDLETON BEACH RD | 20 UNITS | YES |
| TOURIST MOTOR HOTEL | 575 ALBANY HIGHWAY | 49 UNITS | YES |
| DOG ROCK MOTEL | 303 MIDDLETON RD | 54 UNITS | YES |
| ACE MOTEL | 314 ALBANY HIGHWAY | 55 UNITS | YES |

F. ATHLETICS. (OCT 88) JUST ABOUT ANY SPORTING ACTIVITY IS AVAILABLE IN ALBANY. THE LOCAL TEAMS WELCOME CHALLENGERS FROM VISITING SHIPS. KANGAROO HUNTING FACILITIES ARE AVAILABLE.

A LARGE GYMNASIUM IS AVAILABLE FOR SHIP'S USE AT THE LEISURE CENTER ON BARKER RD. THE GYM CAN BE USED FOR VOLLEYBALL AND BASKETBALL SIMULTANEOUSLY. THE GYM HAS FOUR BASKETBALL COURTS PLUS SHOWER FACILITIES AND SNACK BAR. IN ADDITION, LARGE WELL-GROOMED FIELDS EXIST NEAR THE LEISURE CENTER. THESE CAN BE USED FOR FOOTBALL OR SOCCER. THE POC IS THE TOWN RECREATION OFFICER.

G. BEACHES. (OCT 88) ALBANY IS SURROUNDED BY BEAUTIFUL BEACHES. SOME OF THESE ARE:

| <u>NAME</u> | <u>SNORKELING/SURFING</u> | <u>DISTANCE FROM PORT</u> | <u>HAZARDS</u> |
|-------------|---------------------------|---------------------------|----------------|
| MIDDLETON | YES/YES | 3.2 KM (2 MI) | RIP TIDE |
| EMU BEACH | YES/NO | 3.2 KM (2 MI) | NONE |
| NANARUP | YES/NO | 25.7 KM (16 MI) | RIP TIDE |

H. CHURCHES. (OCT 88)

| <u>NAME</u> | <u>SERVICE HOURS</u> |
|-----------------------|----------------------|
| ST. JOHN'S (ANGLICAN) | 1100 |

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ALBANY, AUSTRALIA

| | |
|--|---------------|
| ST. JOSEPH'S (CATHOLIC) | 1000 AND 1800 |
| ALBANY BAPTIST | 1000 AND 1800 |
| UNITED CHURCH OF AUSTRALIA (SCOT CHURCH) | 1100 AND 1900 |

I. TRANSPORTATION. (OCT 88) BUSES LEAVE FOR PERTH AT 0900 ON WEEKENDS AND AT 1500 ON SUNDAY. TAXI SERVICE IS AVAILABLE 24 HOURS. TAXIS HAVE THE WORD "TAXI" ON ROOF AND ARE METERED. CAR RENTALS ARE AVAILABLE DAILY FROM 0900 TO 1600. NO SPECIAL DRIVER'S LICENSE IS REQUIRED.

J. TOURS. (OCT 88) SIX TOURS WERE:

- (1) THE HALF-DAY "PORONGURUPS AND PLANTAGENET TOUR".
- (2) A SPECIALLY ORGANIZED TOUR THROUGH THE WINE REGION AND WINERIES NEAR ALBANY.
- (3) "PENINSULAR SPECTACULAR" WHICH FOLLOWED THE COASTLINE AND VISITED (250 NM) NORTH OF ALBANY. THIS WAS THE MOST POPULAR TOUR.

K. SHOPPING. (OCT 88) EXCELLENT BARGAINS ARE SHEEP SKIN PRODUCTS. THERE ARE SMALL SHOPPING CENTERS AVAILABLE IN ADDITION TO INDIVIDUAL SHOPS AND STORES. PRICES ARE REASONABLE.

L. THEATER AND CINEMA. (OCT 88) THERE ARE TWO CINEMAS AND ONE DRIVE-IN IN DOWNTOWN. BOTH MOVIE THEATERS SHOW CURRENT AMERICAN MOVIES.

M. PHYSICAL SECURITY. (OCT 88) (USS NEW JERSEY) PHYSICAL SECURITY WAS PROVIDED BY LOCAL POLICE FOR 24 HOURS. THREE TO FOUR OFFICERS WERE ASSIGNED WHILE DEMONSTRATORS WERE PRESENT. HARBOR PATROL CRAFT AND DIVERS WERE AVAILABLE TO CHECK BERTH AND ANCHORAGE AREA. THE SHIP PROVIDED ONE ROVING PIER SENTRY, ONE SENTRY AT FOOT OF BROW TO CHECK PERSONNEL AND BAGGAGE, AND ONE TOPSIDE ROVER ON THE SHIP. WHISTLES WERE USED FOR COMMUNICATIONS BY ALL WATCHSTANDERS.

DEMONSTRATORS CAME ABOARD AS PART OF GENERAL SHIP TOUR. THEREFORE, ALL VISITORS SHOULD BE CHECKED. DEMONSTRATORS HAD HARNESS AND BANNER CONCEALED UNDER COATS.

N. MISCELLANEOUS INFORMATION. (JAN 89) (FICPAC) THE CURRENCY EXCHANGE RATE IS US\$1.00 = AS\$1.10.

(OCT 88) (USS BRETON) EXCHANGE WAS MADE ON ARRIVAL AND DAY PRIOR TO DEPARTURE BY LOCAL BANK.

1ST CLASS ASSOCIATION COLLECTED MONEY AND DONATED TOYS TO THE CHILDREN'S WARD OF ALBANY REGIONAL HOSPITAL. THIS IS PART OF A CAMPAIGN OF THE ASSOCIATION TO PROVIDE IMPROVED CULTURAL RELATIONSHIP AND WARMER FEELING FOR OUR TWO COUNTRIES.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, JAN 89.

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CAIRNS, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 87) (FICPAC) CAIRNS (16-56S/145-47E) IS LOCATED ON THE NORTHEASTERN COAST OF QUEENSLAND. THE CITY OF CAIRNS AND THE PORT FACILITIES LIE ON THE WEST SIDE OF THE ENTRANCE TO TRINITY INLET, WHICH IS LOCATED AT THE SOUTH END OF A BAY THAT INDENTS THE COAST. THE INLET IS FED BY CREEKS AND SMALL RIVERS FLOWING THROUGH INLAND SWAMPS. A CONSIDERABLE AMOUNT OF SILT IS DEPOSITED ANNUALLY AND THE HARBOR REQUIRES FREQUENT DREDGING.

(SEP 88) (USS BERKELEY) CAIRNS IS A RESORT CITY AND THE PORT IS PRIMARILY UTILIZED BY PLEASURE CRAFT, YACHTS, DIVE AND TOUR BOATS. THE PORT OF CAIRNS IS LOCATED ON TRINITY INLET WHICH WHICH FORMS THE SOUTHERN EDGE OF THE CITY. DURING THE SHIP'S VISIT, THERE WERE AT LEAST FOUR MAJOR TOUR BOATS, SIX OR MORE DIVE BOATS, AND APPROXIMATELY 40 TO 50 PLEASURE CRAFT MOORED OR ANCHORED IN THE PORT. THE MAJORITY OF PLEASURE CRAFT ARE ANCHORED ON THE SOUTH END OF THE INLET (SIDE OPPOSITE FROM THE MAIN WHARF AREA) OR MOORED IN A YACHT BASIN LOCATED FROM THE MAIN WHARF AREA) OR MOORED IN A YACHT BASIN LOCATED AT THE DOWN-RIVER EDGE OF TRINITY WHARF NO. 1. (SMALL MAP OF CITY AND WHARF IS ATTACHED.)

ALTHOUGH THE CHANNEL IS WELL MARKED, NAVIGATION WITHIN THE PORT IS DIFFICULT DUE TO A RELATIVELY NARROW TURNING BASIN AND A FREQUENT ON-SETTING WIND FROM THE SOUTH. THE INLET IS SURROUNDED BY MANGROVE SWAMPS WITH CONSIDERABLE SILTING OCCURRING FROM THE MANY SMALL CREEKS.

B. APPROACHES, LIGHT, ETC. (SEP 88) (USS BERKELEY) DMA CHART 74252 (7 MAY 85) WAS USED FOR THE APPROACH TO THE PORT OF CAIRNS. WHILE THE CHART IS ADEQUATE FOR THE APPROACH, MANY POSSIBLE NAVAIDS ARE LEFT UNCHARTED (LAND CONTOURS, BUILDINGS, ETC.). HOWEVER, SINCE THE CHANNEL IS MARKED ON BOTH SIDES WITH FIXED CHANNEL MARKERS, VISUAL PILOTAGE IS NOT DIFFICULT. THE WIDTH BETWEEN MARKERS IS NOMINALLY 90 FT; HOWEVER, THE MARKERS ARE FIXED ON SHOAL WATER AND THE PILOT ADVISED THAT ONLY A 60-FT WIDTH IS NAVIGABLE.

DISCREPANCIES FROM CHARTS/PREVIOUS REPORTS ARE AS FOLLOWS:

- LIGHT (2F) MARKED AT BESSIE POINT (16-54-18S/145-48-42E) WAS NOT SIGHTED, NOR WERE THE AERO BEACONS SOUTHWEST OF THE AIRPORT.

- AN UNCHARTED PLATFORM WAS SIGHTED WEST OF CHANNEL MARKER "C17" AT 16-54.12S/145-46-48E. IT IS NOT A HAZARD TO NAVIGATION.

C. PILOTAGE. (SEP 88) (USS BERKELEY) PILOTAGE WAS COMPULSORY AND MAY BE CONDUCTED AT NIGHT. THE PILOT BOARDED 1.5 NM SEAWARD OF THE CHANNEL FROM A 50-FT WHITE AND YELLOW HULLED BOAT. THE PILOT DID NOT DEMONSTRATE IN-DEPTH KNOWLEDGE OF DDG CLASS HANDLING CHARACTERISTICS AND TENDED TO ANALYZE SITUATIONS IN TERMS OF TANKER/MERCHANT SHIPS.

ALTHOUGH TUGS BELONG TO A HIGHLY POLITICIZED UNION, THEY WERE AVAILABLE FOR ASSIST IN ENTERING THE PORT. TUGS ARE REQUIRED FOR LARGE MERCHANTS/VESSELS TURNING WITHIN THE INLET BASIN AND ARE AVAILABLE FOR MOVEMENT TO AND FROM THE FUELING PIER.

D. ENTRANCE. (SEP 88) (USS BERKELEY) THE CHANNEL AND THE HARBOR ENTRANCE WERE WELL MARKED BY BEACONS. LASER LIGHT RANGE (209°T) WAS USED FOR THE APPROACH TO THE CHANNEL ENTRANCE. ENTRANCE HAS A REPORTED DEPTH OF 8 M (26 FT).

E. CHANNEL. (SEP 88) (USS BERKELEY) THE CHANNEL IS EXTREMELY WELL

CAIRNS, AUSTRALIA

MARKED WITH LIGHTED, STATIONARY BEACONS. HOWEVER, MARKERS ARE SEATED ON SHOAL WATER, OUTSIDE DREDGED CHANNEL LIMITS. THE PILOT RECOMMENDED STAYING IN CENTER OF THE CHANNEL, AND UTILIZED BTB CHANNEL 16 TO ADVISE ALL SHIPPING TRAFFIC TO STAND CLEAR OF CENTER DURING ENTRANCE BY A "DEEP DRAFT" VESSEL (I.E., BERKELEY).

F. ANCHORAGES. (SEP 88) (USS BERKELEY) THE ONLY ANCHORAGES AVAILABLE (AS MARKED ON CHART 75252) ARE FOR SMALL CRAFT. AVERAGE DEPTH AT IDENTIFIED ANCHORAGES IS 3-6 M (9.8-19.6 FT).

G. WRECKS AND OBSTRUCTIONS. (SEP 88) (USS BERKELEY) NO WRECKS ARE CHARTED. LOW TIDE REVEALS EXTENT OF MUD FLATS, WHICH COME TO WITHIN 30 YDS OF DREDGED CHANNEL.

H. TIDES AND CURRENTS. (SEP 88) (USS BERKELEY) ENTRANCE WAS MADE AT HIGH SLACK. INFORMATION FROM PUB 127 IS ACCURATE.

I. WEATHER AND WINDS. (SEP 88) (USS BERKELEY) SOUTHEASTERLY WINDS OF 15-30 KNOTS ARE ROUTINELY EXPERIENCED IN AFTERNOONS. WINDS PRECEDED RAIN SQUALLS WHICH ENVELOPED THE MOUNTAINS TO THE EAST OF THE CITY. SQUALLS RARELY CROSSED TO THE EASTERN SIDE OF TRINITY INLET (TRINITY BERTHS 1,2,3); HOWEVER, WINDS MADE MANEUVERING IN THE INLET QUITE TREACHEROUS, PARTICULARLY IN MID-AFTERNOON.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (SEP 88) (USS BERKELEY) THE SHIP BERTHED AT TRINITY WHARFS 1, 2, AND 3. LENGTH OF THE WHARF WAS 164.6 M (540 FT) WITH A CHARTED DEPTH OF 8.6 M (28 FT). STEAM WAS NOT AVAILABLE AT THE BERTH NOR THE PORT AREA. LIKewise, ELECTRICITY WAS NOT AVAILABLE. FUELING IS ONLY CONDUCTED AT A DEDICATED FUEL PIER (WHARF 10) LOCATED 1,000 YDS UP-RIVER FROM TRINITY WHARF. THE FUEL WHARF CONSISTS OF A CENTRAL CONCRETE PIER APPROXIMATELY 24.4 M (80 FT) IN LENGTH CONNECTED ON EITHER SIDE TO TWO 6.1 M (20 FT) LONG CONCRETE PLATFORMS VIA TWO 27 M (90 FT) LONG CATWALKS. TOTAL LENGTH OF THE PIER IS THEREFORE APPROXIMATELY 94.5 M (310 FT). THE FUEL CONNECTIONS ARE LOCATED TOWARDS THE DOWN-RIVER END OF THE CENTRAL PIER.

LOCATED DUE WEST OF THE FUEL PIER IS THE ROYAL AUSTRALIAN NAVAL STATION HMAS CAIRNS WHICH PROVIDES BASE AND REFIT FACILITIES FOR A RESIDENT PATROL SQUADRON INCLUDING THE PATROL BOATS HMAS IPSWICH, TOWNSVILLE, BENDIGO, GLADSTONE AND WYALLA, AS WELL AS SEVERAL MARINE SCIENCE FORCE UNITS.

THE WHARF AREA IS LOCATED IN CLOSE PROXIMITY TO THE CITY CENTER, WITH THE MAJOR WHARFS (TRINITY BERTH) ADJACENT TO A SMALL SHOPPING MALL. THIS CAN BE A POINT OF ANNOYANCE, AS THERE IS A LARGE OPEN-AIR BAR WITH FREQUENTLY BOISTEROUS CLIENTELE LOCATED ON THE SECOND STORY OF THE MALL DIRECTLY FACING THE BERTH. THE SECOND STORY IS ROUGHLY LEVEL TO A DESTROYER'S BRIDGE AT HIGH TIDE. CROWD NOISE IS, THEREFORE, A PARTICULAR FEATURE OF THE WHARF AREA.

WEST OF THE PRIMARY WHARF (UP-RIVER) ARE COMMERCIAL FACILITIES INCLUDING A CONTAINER OFF-LOAD DERRICK (WHARF 6). DURING THE SHIP'S VISIT, COMMERCIAL TRAFFIC CONSISTED OF NO MORE THAN TWO MERCHANT SHIPS AT ANY ONE TIME. CRUISE SHIPS FREQUENTLY STOP IN CAIRNS. SIGNS WAITING TO BE REMOVED INDICATED THAT THE SHIP HAD BEEN PRECEDED BY A SOVIET

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CAIRNS, AUSTRALIA

LINER "ALEXANDRE PUSHKIN".

B. FUEL. (SEP 88) (USS BERKELEY) FUEL IS AVAILABLE VIA PIPING MANIFOLD WHICH IS LOCATED TOWARDS AFTER END OF CENTRAL BERTH. FUELING WAS ARRANGED BY LOGREQ AND COORDINATED BY ROYAL AUSTRALIAN NAVY LIAISON OFFICER ASSIGNED BY HMAS CAIRNS. FUEL WAS OF EXCELLENT QUALITY (150°F FLASH POINT, LESS THAN .1 BS&W). THE SHIP RECEIVED 97,106 GALS DESPITE INITIAL REPORT OF LOCAL FUEL SHORTAGE. FUEL IS TRANSPORTED TO THE PORT VIA TANKER SHIP.

C. MECHANICAL HANDLING FACILITIES. (SEP 88) (USS BERKELEY) WHARF 6 HAS A 25-TON, 33.5 M (110 FT)-WORKING RADIUS CARGO-HANDLING DERRICK CRANE. ELECTRIC FORKLIFTS, TRACTOR-TOWED CRANES AND OTHER MOBILE SMALL-LOAD HANDLING EQUIPMENT IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (SEP 88) (USS BERKELEY) THERE IS A SMALL BOAT DRYDOCK AND REPAIR FACILITY LOCATED ADJACENT TO THE FUEL WHARF. HMAS CAIRNS PROVIDES REPAIR FACILITIES FOR RAN PATROL BOATS. THE SHIP UTILIZED SUPPLY INFORMATION PROVIDED BY RAN TO ARRANGE FOR DELIVERY OF REPAIR PARTS UPON ARRIVAL IN SYDNEY.

E. WAREHOUSE AND STORAGE AREAS. (SEP 88) (USS BERKELEY) THERE WAS NO STORAGE SPACE AVAILABLE AT TRINITY WHARF. WHARF 6 POSSESSED STORAGE SHEDS OF 7,094 SQ M (76,362 SQ FT). USE OF WAREHOUSES MUST BE ARRANGED THROUGH HMAS CAIRNS.

F. STEVEDORES. (SEP 88) (USS BERKELEY) SKILLED AND UNSKILLED LABORERS ARE AVAILABLE AT ALL TIMES. STEVEDORING IS HANDLED THROUGH NORTH QUEENSLAND STEVEDORING PTY, LTD, WHARF 2, CAIRNS 4870, TEL: 51-2066.

G. PORT CAPACITY. (SEP 88) (USS BERKELEY) THE PORT OF CAIRNS CAN ACCOMMODATE TWO FFG/FF SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (SEP 88) (USS BERKELEY) ALL WHARVES ARE ACCESSIBLE BY ROAD. THERE ARE RAIL TRACKS AT THE REAR OF WHARVES 1 THROUGH 6. WHARVES 4, 5, AND 8 HAVE RAIL CONNECTIONS TO THE ALONGSIDE SHIPS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 88) (USS BERKELEY) ONE DIESEL TUG OF 1,400 HP IS AVAILABLE IN THE PORT AND OWNED BY THE AUSTRALIAN TOWAGE SERVICES PTY. LTD. REQUESTS SHOULD BE MADE VIA LOGREQ TO HMAS CAIRNS.

B. DREDGES AND MISCELLANEOUS CRAFT. (MAR 89) NO INFORMATION IS AVAILABLE.

C. WATER. (SEP 88) (USS BERKELEY) POTABLE WATER WAS RECEIVED FROM THE PIER AND PLACED DIRECTLY INTO THE DISTRIBUTION SYSTEM WITH NO TREATMENT REQUIRED. TRACE OF CHLORINE WAS 0.2 PPM. ALTHOUGH THEY USE THE STANDARD 2.5-IN COUPLINGS, THEIR THREADS WERE MUCH LARGER ON THE FEMALE END AND A FITTING HAD TO BE BORROWED.

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CAIRNS, AUSTRALIA

D. AIRFIELDS. (MAR 89) THE CAIRNS AIRPORT IS LOCATED 2.5 KM (1.5 MI) NORTHWEST FROM THE PORT AND IS CAPABLE OF HANDLING COMMERCIAL JET AIRCRAFT AND MAKING MINOR REPAIRS. IT HAS TWO ASPHALT RUNWAYS:

ORIENTATION

120/300
150/330

DIMENSION

925 X 18.3 M (3,035 X 60 FT)
2,597 X 45.7 M (8,520 X 150 FT)

THE EXPANSION OF THE CAIRNS INTERNATIONAL AIRPORT NOW PROVIDES DIRECT SERVICE FROM SEATTLE/SAN FRANCISCO/HONOLULU SEVERAL TIMES WEEKLY.

E. COMMUNICATIONS. (SEP 88) (USS BERKELEY) CHANNEL 16 WAS USED FOR PILOT AND HARBOR CONTROL COMMUNICATIONS. CHANNELS 12 AND 69 WERE ALSO USED. AN INITIAL CALL-UP "CAIRNS PORT CONTROL" WAS MADE TWO HOURS PRIOR TO THE PILOT PICKUP POINT.

THREE DIRECT-DIAL PHONE LINES WERE INSTALLED UPON ARRIVAL WITH ONE LINE ALLOWED INTERNATIONAL PHONE CALLS. THE FUEL PIER HAD ONLY ONE PHONE BOOTH.

F. MEDICAL. (SEP 88) (USS BERKELEY) NO QUARANTINE RESTRICTIONS WERE REQUIRED, AS THIS WAS THE SHIP'S SECOND AUSTRALIAN PORT VISIT. HTLV-III CERTIFICATION WAS NOT REQUIRED.

LOCAL MEDICAL FACILITIES AND EMERGENCY NUMBERS ARE AS FOLLOWS:

| | |
|----------------------|--------|
| CAIRNS BASE HOSPITAL | 506333 |
| CALVARY HOSPITAL | 513111 |
| AMBULANCE | 511511 |

HEALTH AND SANITATION OF THE PORT WAS VERY GOOD. THERE WERE NO OBVIOUS TRACES OF ORGANIC WASTES, INDUSTRIAL POLLUTION IN HARBOR WATER, OR ATMOSPHERIC POLLUTION. SHIP AND SMALL BOAT TRAFFIC IS LIGHT, TENDING TO DIMINISH THE POSSIBILITY OF WATERBORNE DISCHARGES.

THE CITY AND ADJACENT WHARF AREA WERE VERY CLEAN, HAVING BUT VERY LIGHT LITTER. SEWAGE LINES ARE INSTALLED THROUGHOUT THE DOWNTOWN AREA.

SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND BY STREET VENDORS IS VERY GOOD. PROSTITUTION IS ILLEGAL BUT DOES OCCUR, WITH CONTACTS BEING MADE IN BARS AND DISCOS. HEALTH CARDS ARE NOT CARRIED.

IMMEDIATELY FOLLOWING THE 4-DAY PORT VISIT, THERE WERE NO SIGNIFICANT MEDICAL CASES THAT WERE SPECIFICALLY ASSOCIATED WITH THE PORT.

G. GASOLINE. (SEP 88) (USS BERKELEY) GASOLINE IS READILY AVAILABLE FROM COMMERCIAL STATIONS. HOWEVER, MANY STATIONS ARE NOT OPEN DURING EVENINGS OR WEEKENDS.

H. PROVISIONS. (SEP 88) (USS BERKELEY) VARIOUS VENDORS WERE AVAILABLE FOR ALL TYPES OF PRODUCTS. THE GENERAL QUALITY OF THE FOOD WAS EXCELLENT. HOWEVER, AS PER REGULATIONS, LEAFY VEGETABLES HAD TO BE WASHED IN FOOD SERVICE DISINFECTANT SOLUTION. FRUIT WAS WASHED UNDER RUNNING WATER.

I. GARBAGE AND WASTE DISPOSAL. (SEP 88) (USS BERKELEY) GARBAGE DISPOSAL WAS PROVIDED BY TRUCK ON A TWICE DAILY SCHEDULE. THIS SERVICE WAS ARRANGED BY THE HMAS CAIRNS LIAISON OFFICER. WET GARBAGE AND TRASH SHOULD BE SEPARATED. CHT WAS REMOVED FOR THE SHIP THREE TO FOUR TIMES

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CAIRNS, AUSTRALIA

DAILY BY TANKER TRUCK (COMMERCIAL SERVICE).

4. PERSONALIA

A. CALLS. (SEP 88) (USS BERKELEY) CALLS MAY BE MADE ON:

MAYOR OF CAIRNS
MULGRAVE SHIRE PRESIDENT COUNCILLOR
SUPERINTENDENT FAR NORTH QUEENSLAND POLICE DISTRICT

THE AUSTRALIAN/AMERICAN ASSOCIATION INVITED ALL OFFICERS TO A RECEPTION AT THE PACIFIC INTERNATIONAL HOTEL. THE OFFICERS CLUB OF THE 51ST NFQR ALSO HOSTED ALL OFFICERS TO A RECEPTION ON THE BASE.

B. HONORS. (SEP 88) (USS BERKELEY) CAIRNS IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 88) CAIRNS, CITY AND PORT, ON TRINITY BAY WAS FOUNDED IN 1873 AS A GOVERNMENT CUSTOMS COLLECTION POINT. IT GREW IN THE LATE 19TH CENTURY AS A RESULT OF GOLD DISCOVERIES IN THE PALMER RIVER, TIN ON THE ATHERTON PLATEAU, AND THE INTRODUCTION OF SUGARCANE CULTIVATION.

NAMED AFTER SIR WILLIAM WELLINGTON CAIRNS, GOVERNOR OF QUEENSLAND (1875-77), IT WAS PROCLAIMED A MUNICIPALITY IN 1885, A TOWN IN 1903, AND A CITY IN 1923. WITH AIR, RAIL LINKS, AND THE BRUCE HIGHWAY FROM BRISBANE [1,384 KM (860 MI)], CAIRNS SERVES A HINTERLAND REGION OF AGRICULTURE, LUMBERING, AND TIN MINING.

CAIRNS IS ALSO A TOURIST CENTER FOR THE GREAT BARRIER REEF OFFSHORE. A PARTICULARLY POPULAR DESTINATION FOR BEACHGOERS AND DIVERS IS GREEN ISLAND, SERVICED BY FERRIES AND TOUR BOATS ON A REGULAR BASIS. MOST TOURISTS ARRIVE BY AIR VIA BRISBANE, 860 MILES TO THE SOUTH.

DURING 1942-1943, CAIRNS WAS AN IMPORTANT BASE FOR USN PT BOAT SQUADRONS AND CONSTRUCTION BATTALION UNITS. MUCH OF THE PRESENT WHARF FACILITIES WERE ORIGINALLY CONSTRUCTED BY THE U.S. NAVY.

B. LIBERTY. (SEP 88) (USS BERKELEY) THE SHIP MAINTAINED SHORE PATROL PERSONNEL ON CALL AS PART OF THE ONBOARD DUTY SECTION. HOWEVER, SHORE PATROL ASSISTANCE WAS NEVER ACTUALLY REQUESTED BY LOCAL AUTHORITIES. THE CITY CAN ACCOMMODATE A LIBERTY PARTY OF OVER 250 PERSONNEL.

C. CLUBS AND BARS. (SEP 88) (USS BERKELEY) BARS ARE NUMEROUS. PARTICULARLY RECOMMENDED ARE THE NEST, SCANDALS, DOWN UNDER, MAGNUMS, AND THE PLAYPEN. BEERS RUN APPROXIMATELY AS\$2.10 AND WELL DRINKS AS\$2.60. THE RENDEZVOUS FEATURED LIVE ENTERTAINMENT WITH A AS\$10.00 COVER CHARGE.

PLAYPEN INTERNATIONAL, CORNER LAKE AND HARLEY STS., 518211.
MAGNUMS BISTRO, 70 ABBOTT ST., 514821.
SCANDALS, SUNLODGE MOTEL, 515733.
THE WEST, 82 MCLEAD ST., 518181.

D. RESTAURANTS. (SEP 88) (USS BERKELEY) RESTAURANTS IN CAIRNS WERE VERY PLENTIFUL, AND PRICES WERE REASONABLE. PARTICULARLY RECOMMENDED

CAIRNS, AUSTRALIA

ARE DUKES, THE HILTON HOTEL, BARNACLE BILLS, AND THE KOWLOON FOR CHINESE FOOD. BE AWARE THAT ON SUNDAYS A 10% SERVICE CHARGE IS IMPOSED ON ALL MEALS. FAST FOODS WERE PLENTIFUL, ESPECIALLY IN THE MAIN MALL AREA OF DOWNTOWN. A MCDONALDS IS CURRENTLY BEING BUILT NEAR THE CAIRNS GOLF COURSE. SELECTION OF DINING ESTABLISHMENTS ARE:

| | | |
|-----------------|------------------|--------|
| ALPINE CHALET | 26 TOOGOOD RD | 544649 |
| BARNACLE BILLS | 65 THE ESPLANADE | 512241 |
| DUKES | 86 LAKE ST. | 518333 |
| KOWLOON | 102 LAKE ST. | 512154 |
| TAWNY'S SEAFOOD | MARLIN PARADE | 511722 |

E. HOTELS. (SEP 88) (USS BERKELEY) HOTELS IN CAIRNS ARE QUITE VARIED IN LOCATION AND PRICE. LESS EXPENSIVE LODGINGS INCLUDE THE MOTEL CAIRNS AND THE GREAT NORTHERN HOTEL WHERE A ROOM COULD BE HAD FOR ONLY AS\$45.00 PER NIGHT. THE HILTON HOTEL AND PACIFIC INTERNATIONAL OFFERED MORE LAVISH ACCOMMODATIONS AT THE PRICE OF AS\$99.00 PER NIGHT.

F. ATHLETICS. (SEP 88) (USS BERKELEY) THE SHIP WAS PROVIDED WITH A WIDE RANGE OF SPORTING ACTIVITIES ARRANGED BY HMAS CAIRNS. TOURNAMENTS WERE HELD IN VOLLEYBALL, SOFTBALL, SOCCER, AND BASKETBALL. A GOLF TOURNAMENT WAS ALSO ARRANGED AT THE CAIRNS GOLF COURSE WHERE AN 18-HOLE GREENS FEE IS ONLY AS\$1.50 FOR MILITARY PERSONNEL. MANY SAILORS PLAYED TENNIS AT A LOCAL TENNIS CLUB WHERE COURT FEES WERE AS\$6.00 PER HOUR.

G. BEACHES. (FEB 87) (USS HENRY B WILSON) JELLYFISH ACTIVITY GREATLY REDUCED THE ABILITY TO ENJOY THE OCEAN, BUT SNORKELING AT REEF SITES WAS CONSIDERED SAFE. SEVERAL COASTAL BEACHES HAVE INSTALLED NETTED SWIMMING AREAS. SAIL BOARDS CAN BE RENTED AT MANY BEACHES, BUT BODY SUITS AND BOOTIES WERE ESSENTIAL DURING JELLYFISH MIGRATION.

H. CHURCHES. (SEP 88) (USS BERKELEY) CHURCHES IN THE LOCAL AREA ARE AS FOLLOWS:

| | | |
|---------------------------|------------------|--------|
| ASSEMBLY OF GOOD | 302 GATTON ST. | 516474 |
| BAPTIST CHURCH | 140 LAKE ST. | 512321 |
| CHRISTIAN LIFE FELLOWSHIP | 5 WEST ST. | 534060 |
| FULL GOSPEL CHURCH | 245 BUCHAN ST. | 533122 |
| CHURCH OF CHRIST | 172 MARTYN ST. | 516653 |
| ANGLICAN CHURCH | 115 COLLINS AVE. | 531135 |
| ST PETERS | 335 MCLEOD ST. | 512342 |
| ST MARGARETS | AUMULLER ST. | 511070 |
| ST JOHN'S | 177 LAKE ST. | 512342 |
| JEHOVAH'S WITNESS | 58 ROYES ST. | 922918 |
| PRESBYTERIAN CHURCH | 85 SHERIDAN ST. | 512238 |
| SALVATION ARMY | 36 APLIN ST. | 512454 |
| SEVENTH DAY ADVENTIST | 30 BUNDA ST. | 611221 |
| LUTHERAN CHURCH | 472 SEVERIN ST. | 533601 |

I. TRANSPORTATION. (SEP 88) (USS BERKELEY) TAXI CABS WERE READILY AVAILABLE AND PRICED REASONABLY. DUE TO BERKELEY'S CLOSE PROXIMITY TO DOWNTOWN, THEY WERE NOT USED EXTENSIVELY. BICYCLE TAXIS WERE MORE PREVALENT AND PROVIDED A QUICK AND AIRY RIDE TO DOWNTOWN FOR ONLY AS\$4.00.

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CAIRNS, AUSTRALIA

TAXI SERVICES

| | | |
|------------------------------|-----------------|--------|
| AEROGLEN AIRPORT BUS SERVICE | CAIRNS AIRPORT | 534162 |
| BLACK AND WHITE TAXIS | 161 SHERIDAN ST | 511333 |
| NORTH QLD LIMOUSINES | | 551903 |

CHARTER BUSES

| | |
|-----------------------------|--------|
| BLUE WINGS | 518433 |
| GREYHOUND | 513388 |
| ANSETT-PIONEER | 512411 |
| SUNLINER QUEENSLAND PTY LTD | 513444 |

RENTAL CARS

| | | | |
|----------|--------|---------|--------|
| HERTZ | 516399 | AVIS | 515911 |
| BUDGET | 519222 | THRIFTY | 518099 |
| MINI CAR | 516288 | | |

J. TOURS. (SEP 88) (USS BERKELEY) A COMPLETE RANGE OF TOURS WERE AVAILABLE. OF PARTICULAR NOTE WERE THE TRIPS TO GREEN ISLAND FOR SNORKELING AND DIVING TOURS. COST FOR THE ROUND-TRIP TO GREEN ISLAND RANGED FROM AS\$17.00 TO 29.00. SNORKELING GEAR COULD BE OBTAINED ON GREEN ISLAND FOR ONLY AS\$6.00. THOSE WISHING TO SNORKEL THE REEF COULD DO SO FOR AN ADDITIONAL AS\$6.00. DIVING EQUIPMENT AND TRANSPORTATION TO THE REEF WAS AVAILABLE FOR AS\$40.00.

ANOTHER TOUR WORTHY OF NOTE WAS WHITE WATER RAFTING DOWN THE TULLY RIVER. HALF DAY TRIPS WERE AVAILABLE FOR AS\$35.00 WITH FULL DAY TRIPS COSTING AS\$79.00. THIS TRIP SEEMED TO BE A HUGE SUCCESS AND RECEIVED VERY FAVORABLE COMMENTS.

THE SHIP'S CLOSE PROXIMITY TO THE TOURIST WHARF AREA MADE ALL TOUR ARRANGEMENTS VERY CONVENIENT AND SIMPLE. ONE PROBLEM ENCOUNTERED BY CREW MEMBERS INVOLVED A LOCAL DIVE COMPANY. IT IS IMPERATIVE CREW MEMBERS READ THEIR RECEIPTS THOROUGHLY TO ENSURE THEY ARE GETTING WHAT THEY BARGAINED FOR. IN THIS INSTANCE, THE DIVE BOAT LEFT AN HOUR PRIOR TO THE DEPARTURE TIME AS ADVERTISED BY BROCHURE. THE MEN MISSED THE BOAT BUT RECEIVED NO COMPENSATION BECAUSE THE TIME HAD BEEN STATED ON THEIR RECEIPT.

K. SHOPPING. (FEB 87) (USS HENRY B WILSON) SEVERAL LARGE MALL COMPLEXES AS WELL AS THE DOWNTOWN MALL AREA OFFER A COMPLETE SELECTION OF GOODS. MOST SHOPS AND STORES ARE LOCATED WITHIN WALKING DISTANCE OF THE MAJOR HOTELS OR A SHORT CAB RIDE FROM DOWNTOWN. LOCAL SOUVENIRS, OPALS, AND SHEEP SKINS WERE POPULAR PURCHASES. PRICES WERE REASONABLE.

L. THEATER AND CINEMA. (SEP 88) (USS BERKELEY)

CAPRI CINEMA - 88 LAKE ST, CAIRNS, 513871
ODEON CINEMA - 108 GRAFTON ST., CAIRNS, 511787
CORAL DRIVE-IN THEATER - BRUCE HIGHWAY, WOREE, 541005.

M. PHYSICAL SECURITY. (SEP 88) (USS BERKELEY) DUE TO THE SHOPPING MALL IMMEDIATELY ADJACENT TO TRINITY WHARVES 1, 2, AND 3, THERE IS OPEN ACCESS TO THE BERTH AT ALL TIMES. THE BERTH WAS REGULARLY PATROLLED BY LOCAL POLICE. HOWEVER, THE SHIP WAS CONSTANTLY SCRUTINIZED BY THE CURIOUS. THIS NECESSITATED A DOUBLING OF THE IN-PORT SECURITY WATCH TO INCLUDE TWO MEN ON THE PIER, AND TWO AT THE BOW AND STERN, ADJACENT, AND OPPOSITE SIDES. CROWDS ON THE PIER WERE PARTICULARLY LARGE ON WEEKEND AFTERNOONS. ALTHOUGH BERKELEY WAS NOT SCHEDULED TO HOST GENERAL

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CAIRNS, AUSTRALIA

VISITING ON THE SECOND DAY IN PORT (SUNDAY), TOURS WERE ARRANGED AS SOON AS IT BECAME APPARENT THAT OVER A THOUSAND PEOPLE HAD ARRIVED. VISITORS NUMBERED 1,549 DURING THAT 4-HR PERIOD. WHILE THE TOURS WENT ON WITHOUT INCIDENT, THE POSSIBILITY OF INCIDENT WAS ALWAYS PRESENT DUE TO THE LACK OF PHYSICAL RESTRAINT. THERE ARE NO MEANS OF DENYING ACCESS TO THE BERTH EXCEPT BY TEMPORARY BARRICADES MANNED BY LOCAL POLICE OR WATCH PERSONNEL.

ANOTHER FACTOR COMPROMISING SECURITY IS THE OVERLOOKING OPEN-AIR CAFE/BAR. COINS WERE PERIODICALLY TOSSED ON DECK FROM ABOVE.

EIGHT PLACARD HOLDING PROTESTORS GREETED THE SHIP UPON ARRIVAL FROM THE OVERLOOKING BALCONY. THEY WERE SWIFTLY REMOVED BY POLICE SINCE THEY LACKED THE NECESSARY PERMISSION TO PROTEST AT A COMMERCIAL ESTABLISHMENT. THE SAME PROTESTORS HELD PLACARDS DURING THE SHIP'S DEPARTURE (HAVING APPARENTLY PURCHASED FOOD AND DRINK AT THE CAFE/BAR). THERE WERE NO OTHER PROTESTS DURING THE SHIP'S VISIT.

N. MISCELLANEOUS INFORMATION. (MAR 89) (FICPAC) CURRENCY EXCHANGE RATE IN MARCH 89 IS US\$1.00 = AS\$1.19.

(FEB 87) (USS HENRY B WILSON) MONEY EXCHANGE WAS PROVIDED BY COMMONWEALTH BANK UPON ARRIVAL. THE SHIP EXCHANGED APPROXIMATELY US\$25,000 INTO AUSTRALIAN DOLLARS. ADDITIONAL EXCHANGE WAS ACCOMPLISHED IN TOWN AT BANKS/HOTELS.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, MAR 89.

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(CH-10)

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BUNBURY, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (FEB 89) BUNBURY (33-19S/115-38E) IS LOCATED ON THE SOUTHWEST COAST OF WESTERN AUSTRALIA. THE PORT IS IN THE KOOMBANA BAY AND CONSISTS OF OUTER AND INNER HARBORS. THE WEST SIDE OF THE OUTER HARBOR IS FORMED BY A BREAKWATER ABOUT ONE MILE IN LENGTH WHICH EXTENDS NORTHEAST FROM CASUARINA POINT.

B. APPROACHES, LIGHTS, ETC. (OCT 88) THE APPROACH WAS MADE USING DMAHTC PUB 175 (4TH ED 1987) AND DMA CHART 74027 ON A COURSE OF 140° T TO A POINT 33-15S/115-35E, 5 NM WEST OF THE INITIAL RANGE MARKERS. THIS COURSE GAVE EQUAL DISTANCE BETWEEN TWO DANGER AREAS: NATURALISTE REEF TO THE SOUTHWEST AND BOUVARD REEFS TO THE NORTHEAST (NEITHER CAN BE SEEN ON RADAR). THE 100 FATHOM CURVE IS CROSSED 57 NM FROM CASUARINA POINT AND DEPTHS RAPIDLY DECREASE FROM THERE ON. THE 50 FATHOM CURVE IS CROSSED AT 48 NM AND THE 20 FATHOM CURVE AT 21 NM.

RADAR IS POOR UP TO A POINT APPROXIMATELY 20 NM FROM CASUARINA POINT. CAPE NATURALISTE AND ROTTNEST ISLAND LIGHTS (BOTH WITH A NOMINAL RANGE OF 26 NM) COULD BE SEEN "LUM" AT 50 NM AND AN ESTIMATED POSITION GAINED.

THE INITIAL RANGE ($089^{\circ}26'$ T) IS LOCATED IN A DEPRESSION OF SAND DUNES AND IS SOMEWHAT DIFFICULT TO IDENTIFY FROM 5 OR 6 NM DISTANCE. IT CONSISTS OF TWO BRIGHT ORANGE DAY MARKERS AS DO ALL FOUR RANGES INTO BUNBURY. CHART 74591 WAS INITIALLY USED FOR THE APPROACH INTO BUNBURY.

C. PILOTAGE. (OCT 88) (USS BREWTON) PILOTS ARE COMPULSORY. THE PILOT BOARDED AT THE PILOT BOARDING GROUND, 2.5 NM NORTHWEST OF THE BREAKWATER, FROM A BOAT APPROXIMATELY 11 M (36 FT) IN LENGTH WITH AN ORANGE DECK HOUSING AND THE WORD "PILOT" WRITTEN ON BOTH SIDES OF THE BOW. THE INITIAL CALL-UP WAS ON CHANNEL 16. A SWITCH WAS LATER MADE TO CHANNEL 12. THE PILOT WAS EXTREMELY COMPETENT AND HAD AN EXCELLENT KNOWLEDGE OF THE HARBOR AND TUG COORDINATION.

D. ENTRANCE. (OCT 88) CONSULT PUB 175.

E. CHANNEL. (OCT 88) THE INITIAL CHANNEL APPROACH IN KOOMBANA BAY IS ALONG THE RANGE 157° T ESTABLISHED ON TWO FIXED RED LIGHTS. THE FORWARD RANGE MARKER IS BLOCKED FROM VIEW BY THE BREAKWATER UP TO A POINT 2,400 YDS PRIOR TO THE TURN ONTO THE RANGE. THE AFTER RANGE MARKER CAN BE SEEN OVER ONE NM PRIOR TO THE TURN ONTO THE RANGE AS ITS ELEVATION IS HIGH ENOUGH TO BE SEEN OVER THE BREAKWATER. THE CHANNEL THEN FOLLOWS A COURSE OF 180° T ALONG A RANGE OF TWO FIXED RED LIGHTS. A COURSE CHANGE TO 135° T WILL LEAD INTO THE INNER HARBOR ALONG A RANGE OF TWO FIXED BLUE LIGHTS.

RED FIXED MARKERS ARE TO PORT AND GREEN TO STARBOARD ON ENTERING THE PORT. GREEN MARKER NO. 3 IS FIRST UPON ENTERING THE CHANNEL. MARKER NO. 2 NO LONGER EXISTS AND A SHOAL AREA OF 10.5 M (34.4 FT) REMAINS IN ITS PLACE. THERE ARE 10 MARKERS TOTAL, ALL OF WHICH CLEARLY MARK THE CHANNEL. THE HARBOR CHANNEL IS 121.9 M (400 FT) WIDE AT THE NARROWEST POINT AND DREDGED TO A DEPTH OF 12.2 M (40 FT).

F. ANCHORAGES. (OCT 88) (USS BREWTON) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (OCT 88) (USS BREWTON) THE PILOT REPORTED THAT THE CHARTED OBSTRUCTION NEAR DAY MARKER "3" AT THE HARBOR ENTRANCE NO LONGER EXISTS.

L10-1
(CH-9)

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BUNBURY, AUSTRALIA

H. TIDES AND CURRENTS. (OCT 88) (USS PREWTON) TIDES AND CURRENTS ARE ADEQUATELY DESCRIBED IN THE CHART AND PUB 175.

I. WEATHER AND WINDS. (OCT 88) (USS BREWTON) RECOMMEND BREAST LINES BE UTILIZED AT THE PIER DUE TO UNPREDICTABILITY OF WINDS. THERE IS NO NATURAL WIND BREAK TO PROTECT SHIPS FROM BEING BLOWN OFF OF THE PIER.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 88) (USS BREWTON) THE SHIP MOORED TO THE BERTH IN THE INNER HARBOR, USING STANDARD LINES WITH THREE EXTRA BREAST LINE DOUBLED. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (OCT 88) (USS BREWTON) ABUNDANT FUEL IS AVAILABLE BY TRUCK. THE RATE OF DELIVERY WAS 8,000 GAL/HR, AND SIZE OF CONNECTION WAS 20.32 CM (8 IN) FLANGE. THE BUNKERING FACILITY IN THE PORT IS CALTEX.

C. MECHANICAL HANDLING FACILITIES. (OCT 82) THE JETTY HAS FIVE CRANES, EACH WITH A 3-TON LIFTING CAPACITY AND ONE CRANE WITH A 5-TON LIFTING CAPACITY. THERE IS GRAIN HANDLING EQUIPMENT AT THE JETTY BERTHS.

D. DRYDOCKS AND REPAIR FACILITIES. (JUL 85) (USS CALLAGHAN) SERVICES OF HULL CLEANERS/PAINTERS WERE REQUESTED. LIAISON WITH THE LOCAL HUSBANDING AGENT INDICATED THE COST OF THESE SERVICES WAS EXTREMELY HIGH, APPROXIMATELY AS\$4,000 PER DAY. THIS COST WAS CONSIDERED PROHIBITIVE FOR THIS TYPE OF WORK.

E. WAREHOUSES AND STORAGE AREAS. (OCT 82) THERE IS COVERED AND OPEN STORAGE AVAILABLE IN THE PORT AREA. A COLD STORAGE AREA, 2,265 CU M (80,000 CU FT), IS AVAILABLE WITHIN THE PORT AREA.

F. STEVEDORES. (OCT 82) THE LABOR SUPPLY IS PRIMARILY COMPOSED OF UNSKILLED WORKERS WITH A SMALL PORTION OF SKILLED AND SEMI-SKILLED WORKERS.

G. PORT CAPACITY. (OCT 88) (USS BREWTON) TWO DD/FF SIZE VESSELS ARE ABOUT ALL LOCAL AREA COULD HANDLE FOR SERVICES/LIBERTY PARTY.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JULY 85) RAIL ACCESS IS AVAILABLE TO THE JETTY ONLY. THE RAILROAD IS OF NARROW GAUGE WITH TWO TRACKS THAT GO TO THE BUNBURY RAILROAD STATION. THE RAILROAD RUNS NORTH TO PERTH, SOUTH TO BUSSELTON AND ALBANY, AND INLAND TO COLLIE. THE RAILROAD DOES NOT RUN TO AND FROM BUNBURY UNTIL THE EARLY AFTERNOON. ROADS IN THE AREA ARE GOOD. THE BREAKWATER BERTHS ARE SERVED BY TRUCK.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (DEC 85) (CTG 70.3) TWO TUGS WERE AVAILABLE - CAPEL, A MODERN 360° CONTROLLABLE TUG, AND ELGIN, A CONVENTIONAL TUG. BOTH ARE RATED 42 TONS, BOLLARD PULL.

B. DREDGES AND MISCELLANEOUS CRAFT. (FEB 89) NO INFORMATION IS AVAILABLE.

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L10-2
(CH-9)

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BUNBURY, AUSTRALIA

C. WATER. (OCT 88) (USS BREWTON) POTABLE WATER WAS DELIVERED BY PIPE AT THE RATE OF 20,000 GAL/HR. SIZE OF CONNECTIONS WAS 6.35 CM (2.5 IN), AND SHIP'S REDUCER WAS REQUIRED BECAUSE PIER PRESSURE WAS 140 PSI. CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS 2.0 PPM FAC, AND NO TREATMENT WAS GIVEN TO WATER ABOARD THE SHIP.

D. AIRFIELDS. (JUN 84) (USS LEWIS B PULLER) A SMALL AIRPORT, 16 KM (10 MI) SOUTH FROM BUNBURY, IS SUITABLE FOR LOCAL COMMUTER/CHARTER SERVICES ONLY. A GRAVEL RUNWAY HAS AN ORIENTATION OF 070/250 AND A LENGTH OF 1,311 M (4,300 FT).

E. COMMUNICATIONS. (OCT 88) PILOTS USE CHANNEL 16 AND 12. SHORE LINES ARE INSTALLED TO SHIPS. PHONE SERVICE IS AVAILABLE 24 HRS/DAY. MAIL WAS ROUTED FROM DIEGO GARCIA/SUBIC ON TWO C-141 FLIGHTS TO PERTH. MAIL WAS THEN PICKED UP BY SHIP'S VAN OR DELIVERED VIA THE PRIMARY SUPPLIES (SEALANES).

F. MEDICAL. (OCT 88) (USS BREWTON) A QUARANTINE DECLARATION, HTLV-III, AND "DERAT" CERTIFICATE WERE NOT REQUESTED. QUARANTINE OFFICIAL BOARDED AND PRESENTED DOCUMENT FOR THE CO'S SIGNATURE TO CLEAR CUSTOMS.

MEDICAL CARE IS AVAILABLE AT THE BUNBURY REGIONAL HOSPITAL, BLAIR ST. TRAUMA, OCCUPATIONAL, PEDIATRIC, ORTHOPEDIC, DENTAL, EMERGENCY, AND MEDICAL LAB ARE AVAILABLE.

THE PORT AREA IS CLEAN WITH NO ORGANIC MATERIAL, INDUSTRIAL POLLUTANTS IN HARBOR WATER, OR ATMOSPHERIC POLLUTION. HEALTH AND SANITATION OF THE CITY IS GOOD. SANITARY COMPLIANCE IN RESTAURANT, BARS, AND STREET VENDORS IS EXCELLENT. ILLICIT DRUGS AND PROSTITUTION WERE NOT OBSERVED.

AMBULANCE AND AIR AMBULANCE TRANSPORTATION ARE AVAILABLE.

(JUL 86) (AFMIC) HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

G. GASOLINE. (OCT 88) (USS BREWTON) GASOLINE IS READILY AVAILABLE AT LOCAL GAS STATIONS.

H. PROVISIONS. (OCT 88) (USS BREWTON) THE U.S. GOVERNMENT HAS CONTRACT (N62649-87-D-0034) FOR PROVISIONS IN THIS PORT. THE CHANDLER IS PATRICK AGENCY, 10 FILLMORE ST., FREMANTLE, W.A. 6160. MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND SEAFOOD ARE AVAILABLE. DAIRY PRODUCTS WERE DELIVERED CHILLED AND STORAGE LIFE WAS TWO WEEKS.

I. GARBAGE DISPOSAL. (OCT 88) (USS BREWTON) GARBAGE DISPOSAL WAS PROVIDED BY 50-GAL BARRELS ON THE PIER AND EMPTIED TWICE DAILY FREE OF CHARGE. THE POC WAS CITY OF BUNBURY. THERE WAS NO RESTRICTION ON DUMPING, AND TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL WAS

L10-3
(CH-9)

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BUNBURY, AUSTRALIA

AVAILABLE BY TRUCK THREE TIMES DAILY.

4. PERSONALIA

A. CALLS. (OCT 88) CALL WAS MADE ON THE MAYOR OF BUNBURY.

B. HONORS. (OCT 88) BUNBURY IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 89) BUNBURY WAS FIRST RECORDED BY A FRENCH EXPLORER, CAPT DeFREYCINET, FROM HIS SHIP "GEOGRAPHE" IN 1803. HE NAMED IT PORT LESCHENAULT AFTER A BOTANIST WHO HAD SAILED WITH HIM AND EXPLORED THE WATERS AND LAND CLOSELY. IN 1829, SOON AFTER THE BRITISH ESTABLISHED THE SWAN RIVER SETTLEMENT AT FREMANTLE, THE GOVERNOR, CAPT JAMES STIRLING, DISPATCHED AN EXPLORATORY PARTY BY SEA TO INVESTIGATE THE LANDS TO THE SOUTH OF FREMANTLE. WITH THEM WERE LT PRESTON AND DR. COLLIE OF HMS "SULPHUR" WHO EXPLORED THE ESTUARY AND DISCOVERED THE MOUTHS OF TWO RIVERS, WHICH BEAR THEIR NAMES TODAY. AS A RESULT OF THIS EXPEDITION, GOVERNOR STIRLING, ACCOMPANIED BY HIS SURVEYOR GENERAL AND A SMALL GROUP OF SETTLERS, VISITED THE AREA AND ESTABLISHED A MILITARY POST IN 1830.

PORT LESCHENAULT WAS RENAMED BUNBURY BY THE GOVERNOR IN RECOGNITION OF A LT HENRY WILLIAM SR. PIERRE BUNBURY, A 24-YEAR-OLD ARMY OFFICER OF THE 21ST REGIMENT OF FOOT, ROYAL NORTH BRITISH FUSILIERS, STATIONED AT PINJARRA. LT BUNBURY EXPLORED SOUTH OF THE VASSE, NOW KNOWN AS BUSSELTON. HE ALSO PIONEERED THE DIFFICULT OVERLAND ROUTE ACROSS THE HARVEY RIVER FROM PINJARRA TO BUNBURY IN 1836. UNTIL THEN, THE BUNBURY DISTRICT'S ONLY LINK WITH THE SWAN RIVER COLONY WAS BY SEA FROM FREMANTLE.

SETTLEMENT IN BUNBURY WAS SLOW BUT GATHERED SOME PACE DURING THE 1840'S. LAND IN THE DISTRICT WAS FIRST SURVEYED IN 1840 AND THE TOWN WAS LAID OUT IN 1849. IN THE 1850'S, THE INFLUX OF CONVICT LABOR FROM ENGLISH JAILS GREATLY ASSISTED THE EARLY SETTLERS. SOME WERE USED FOR ROAD CONSTRUCTION AND BUILDINGS, OTHERS WERE EMPLOYED ON THE HINTERLAND FARMS.

FURTHER EXPLORATION OPENED UP NEW LAND, AND AGRICULTURE AND THE TIMBER TRADE BEGAN TO FLOURISH. IN 1893, THE RAILWAY FROM PERTH TO BUNBURY WAS OPENED AND LATER EXTENDED FURTHER SOUTH AND INLAND TO LINK UP WITH OTHER GROWING SETTLEMENTS. AFTER MORE THAN A CENTURY OF ECONOMIC RELIANCE ON PRODUCE, BUNBURY'S TRADE NOW IS BASED ON THE NEEDS OF THE INDUSTRIALIZED WORLD. MAIN IMPORTS ARE PETROLEUM PRODUCTS FROM INTRASTATE PORTS AND PHOSPHATE ROCK, SULPHUR, AND CHEMICAL FERTILIZERS FROM OVERSEAS. EXPORTS OF ALUMINA FROM ALCOA OF AUSTRALIA'S KWINANA AND PINJARRA ALUMINA REFINERIES NOW EXCEEDS FOUR MILLION TONS ANNUALLY. TOURISM IS ALSO ONE OF THE MAINSTAYS OF THE ECONOMY IN BUNBURY WHICH HAS BEEN REGARDED AS ONE OF THE MOST POPULAR HOLIDAY CENTERS IN WESTERN AUSTRALIA.

THE POPULATION OF BUNBURY IS 24,500 (1985 EST).

B. LIBERTY. (OCT 88) (USS BREWTON) ONE OFF/CPO AND TWO E6/5 WERE REQUIRED FOR SHORE PATROL. THE SENIOR SHORE PATROL OFFICER REPORTED TO THE DESK SERGEANT AT POLICE HEADQUARTERS. VEHICLES WITH DRIVERS WERE PROVIDED.

C. CLUBS AND BARS. (OCT 88) THERE ARE A NUMBER OF DISCOS, BARS, AND SMALL PUBS IN THE BUNBURY AREA. THE MAJORITY CLOSE AT MIDNIGHT. SUNDAY

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BUNBURY, AUSTRALIA

CLOSING TIME IS 1930. IN GENERAL, THE ACTION REVOLVES AROUND ONLY ONE CLUB PER NIGHT. THE FOLLOWING WERE THE MAJOR STOPS DURING THE PORT VISIT:

ROSE HOTEL PUB - SPENCER ST. THIS PUB WAS GENERALLY THE START AND STOP FOR THE NIGHT'S LIBERTY. EXCELLENT SMALL PUB ATMOSPHERE.

BUSSELL HOTEL - BUSSELL HIGHWAY. DISCO/STANDUP BAR. LIVE BAND WITH A LARGE DANCE FLOOR. LARGE SCREEN VIDEOS DURING BAND BREAKS. WEDNESDAY AND FRIDAY NIGHTS UNTIL MIDNIGHT.

LIGHTHOUSE INN - CAREY ST. DISCO/BAR. SATURDAY NIGHTS.

BURLY'S HOTEL - VICTORIA ST. PUB. ROCK BANDS.

NIGHT CLUB - ALBERT ST. ONLY SPOT IN TOWN OPEN UNTIL 0300 ON THURSDAYS, FRIDAYS, AND SATURDAY. IF SLOW, UNTIL 2230.

D. RESTAURANTS. (OCT 88) ALL RESTAURANTS IN BUNBURY ARE SMALL AND CLEAN. THEY PROVIDE GOOD SERVICES.

ORIENTAL TERRACE RESTAURANT - 66 VICTORIA ST. PATRONS MUST PROVIDE THEIR OWN LIQUOR. EXCELLENT CHINESE FOOD AND STEAKS AT VERY REASONABLE PRICES.

BUNBURY HOTEL - VICTORIA ST. THE BAR SERVES UNTIL 2200 EXCEPT SUNDAY. OFFERS OLD HOTEL TYPE DINING.

SEA CREST RESTAURANT - OCEAN DRIVE. THE BAR SERVES UNTIL 2400 ON WEEKDAYS, 0100 ON WEEKENDS. MUSICAL ENTERTAINMENT AND AN OPEN DANCE FLOOR IS AVAILABLE ON FRIDAY AND SATURDAY NIGHTS. BUNBURY'S FANCIEST RESTAURANT.

GOLDEN DRAGON - 109A VICTORIA ST. CHINESE FOOD AT REASONABLE PRICES. BEER AND WINE ARE SERVED.

LIGHTHOUSE INN - CAREY ST. PRICES RANGE FROM REASONABLE TO EXPENSIVE. A WIDE VARIETY OF FOOD ALONG WITH LIQUOR IS AVAILABLE.

ET'S PIZZA - AN OUTSTANDING RESTAURANT SERVING EVERYTHING FROM PIZZA TO SEAFOOD, QUICHE, AND ALL TYPES OF LIQUOR AT A NOMINAL PRICE.

E. HOTELS. (OCT 88) MAJORITY OF THE SHIP'S CREW STAYED AT THE LIGHTHOUSE INN ON CARRY ST. BY U.S. STANDARDS, THIS IS AN OLDER INN. ROOMS ARE SMALL BUT ADEQUATE WITH A DOUBLE ROOM CONSISTING OF A ONE DOUBLE-SIZE BED AND A CONVERTIBLE COUCH (SINGLE BED). RESPECTABLE VIEW OF BEACH AND LIGHTHOUSE FROM THOSE ROOMS WITH SEASIDE VIEWS. EXECUTIVE SUITES CONSIST OF A LIVING/DINING ROOM AND A LARGE ROOM WITH ONE DOUBLE BED. RESTAURANT FARE (MODERATE TO EXPENSIVE) WAS EXCELLENT. DISCO ON SATURDAY NIGHTS WAS POPULAR WITH THE CREW. THERE IS A SIZABLE PARTY ROOM WELL SUITED FOR HOSTING A RECEPTION OF UP TO 150, IDEAL FOR A RETURN RECEPTION.

ADMIRAL MOTOR INN - A NEW MOTEL LOCATED DOWNTOWN. CHARTROOM RESTAURANT WAS OUTSTANDING. A MODERATE SIZED PARTY ROOM WOULD BE IDEAL FOR A RECEPTION OF UP TO 75 PERSONS.

L10-5
(CH-9)

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BUNBURY, AUSTRALIA

CLIFTON BEACH MOTEL - SINGLE AS\$35.00. TWIN/DOUBLE AS\$41.00.

THE HOSPITALITY INN: SINGLE AS\$30.00, TWIN/DOUBLE AS\$41.00, TRIPLE AS\$48.00, AND FAMILY AS\$55.00.

NOTE: WHEN MAKING TOLL (OVERSEAS) CALLS FROM HOTEL PHONES, ALL CALLS ACTIVATE A METER. ON CHECKOUT, ONLY THE TOTAL COST IS ADDED - NO ITEMIZATION IS AVAILABLE. RECOMMEND VERIFY METER COUNT WITH THE HOTEL OPERATOR BEFORE AND AFTER CALLS ARE PLACED TO DETERMINE CHARGE.

F. ATHLETICS. (OCT 88) THERE ARE NUMEROUS ACTIVITIES THAT MAY BE ARRANGED WITH THE COMMONWEALTH CLUB, THE MISSION TO SEAMEN, AND THE TOWN. SPORTS CLUBS THAT ARE AVAILABLE TO OFFICERS AND CHIEF PETTY OFFICERS ARE AS FOLLOWS:

BUNBURY GOLF COURSE, AUSTRALIND
COMMERCIAL CLUB, SYMONDS ST, BUNBURY
BOWLING CLUB, FORREST AVE, BUNBURY
TENNIS CLUB, QUEENS GARDENS, BUNBURY
GOLF CLUB, AUSTRALIND RD, 5 MILES NORTH OF BUNBURY
HAY PARK RECREATION CENTER, BUNBURY
CAPEL GOLF CLUB, BUNBURY
KOOMBANA PARK (SAILING CLUB BUNBURY)

SPORTS CLUBS AVAILABLE TO THE CREW ARE: THE COMMERCIAL CLUBS AND THE TENNIS CLUB. THERE ARE A NUMBER OF ATHLETIC AND SPORTING ACTIVITIES AVAILABLE. MANY OF WHICH CAN BE PRE-ARRANGED BY THE BUNBURY TOWN COUNCIL.

G. BEACHES. (OCT 88) THERE ARE NUMEROUS BEACHES SURROUNDING BUNBURY.

OCEAN BEACH, BUNBURY - SWIMMING/SURFING BEACH. PATROLLED BY BUNBURY SURF LIFE SAVING CLUB. ROCKY POINT, JUST NORTH OF THE CLUBROOMS OFFERS GOOD ROCK FISHING. CHANGE-ROOMS, SHOWERS, TOILETS, SEATING TABLE, AND PICNIC SHELTERS ARE AVAILABLE.

HARBOR BEACH - BREAKWATER DRIVE. VISITORS MAY DRIVE ALONG THE EXTENDED BREAKWATER WHICH REACHES DEEP INTO KOOMBANA BAY. SHELTERED BEACH AREA WHICH LOOKS ACROSS THE SMALL BOAT HARBOR. TOILETS, CHANGE-ROOMS, AND PARKING AREA ARE AVAILABLE.

KOOMBANA BEACH - OLIVER ST. VERY POPULAR FAMILY BEACH. CHANGE-ROOMS AND SHOWERS ARE AVAILABLE.

HUNGRY HOLLOW BEACH - OCEAN DRIVE. SWIMMING AND SURFING BEACH. PATROLLED BY BUNBURY SURF LIFE SAVING CLUB.

H. CHURCHES. (OCT 88)

DENOMINATIONS

TIME OF SERVICES

| | |
|---|-----------------------|
| ANGLICAN, ST. BONIFACE CATHEDRAL | SUNDAY 0730,0900,1800 |
| BAPTIST, 175 SPENCER ST | SUNDAY 0930,1100,1830 |
| CHURCH OF CHRIST, 24 SPENCER ST | SUNDAY 1100,1900 |
| GREEK ORTHODOX ST. NICHOLAS, FORREST ST | SUNDAY 1100 |
| LUTHERAN, CONORS PROSSER & SPENCER STS | SUNDAY 1100 |
| ROMAN CATHOLIC, ST. PATRICKS' CATHEDRAL | SUNDAY 0800,1000,1900 |

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BUNBURY, AUSTRALIA

I. TRANSPORTATION. (OCT 88) THE FOLLOWING INFORMATION APPLIES TO REGULARLY SCHEDULED TRANSPORTATION SERVICES:

BUS DEPART BUNBURY 0700/0800 DOES NOT RUN ON SUNDAYS
ARRIVES PERTH 1020/1030

TRAIN DEPART BUNBURY 1530 ARRIVE PERTH 1830
DEPART PERTH 0900 ARRIVE BUNBURY 1255
DOES NOT RUN ON SUNDAYS. RECOMMEND BOOKING IN ADVANCE.

RENTAL CAR 0800-2000

TAXI 24 HR/DAY

AN 18-PASSENGER SHUTTLE BUS WAS CHARTERED TO PROVIDE SERVICE TO THE CREW BETWEEN THE BERTH AND DOWNTOWN BUNBURY. ANOTHER BUS WAS CHARTERED TO MAKE A DAILY RUN FROM THE BERTH AND DOWNTOWN PERTH. THE BUS DEPARTED BUNBURY AT 1000 AND DEPARTED PERTH AT 2200. ONE WAY TIME APPROXIMATELY TWO HOURS.

J. TOURS. (OCT 88) (USS BREWTON)

MARGARET RIVER WINERIES - 0815-1615, AS\$16.00, GOLDEN WEST TRAVEL, COACH SERVICE ONLY.

HOLIDAY TOUR - 0815-1615, AS\$16.00, LYN CLARKE.

K. SHOPPING. (OCT 88) NO PARTICULAR VALUES NOTED WITH THE EXCEPTION OF WINE BUYS DURING THE MARGARET RIVER TOUR. ON THURSDAYS, SHOPS REMAIN OPEN UNTIL 1930. ON SATURDAYS, SHOPS CLOSE BETWEEN 1200-1300. A RUN UP TO PERTH FOR SHOPPING IS HIGHLY RECOMMENDED.

L. THEATER AND CINEMA. (OCT 88) MAYFAIR DRIVE-IN, VICTORIA RD; FORREST DRIVE-IN, BUSSELL HIGHWAY; AND FORREST CINEMA, BUSSELL HIGHWAY.

M. PHYSICAL SECURITY. (OCT 88) (USS BREWTON) SECURITY SERVICE (24-HRS) WAS PROVIDED BY LOCAL POLICE FORCE. THEY WERE ARMED, KNOWLEDGEABLE, AND COMPETENT. HARBOR PATROL CRAFT WERE AVAILABLE, BUT DIVERS TO CHECK BERTH/ANCHORAGE AREA WERE NOT. THE SHIP PROVIDED ONE ROVER ON SHIP AND ONE PIER. HAND-HELD WALKIE-TALKIES WERE USED FOR COMMUNICATIONS.

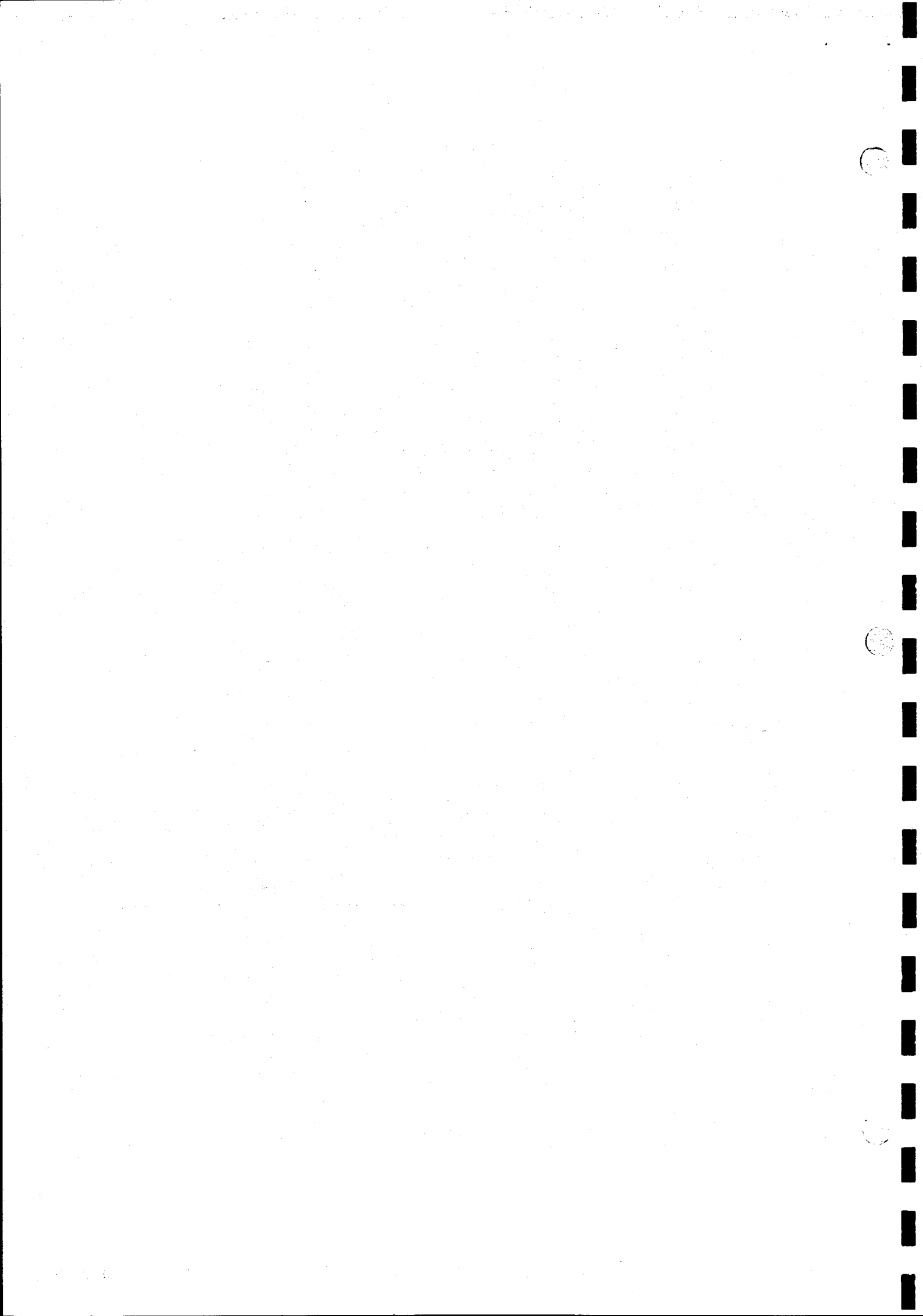
N. MISCELLANEOUS INFORMATION. (FEB 89) (FICPAC) THE RATE OF CURRENCY EXCHANGE IS US\$1.00 = AS\$1.08 IN FEB 89.

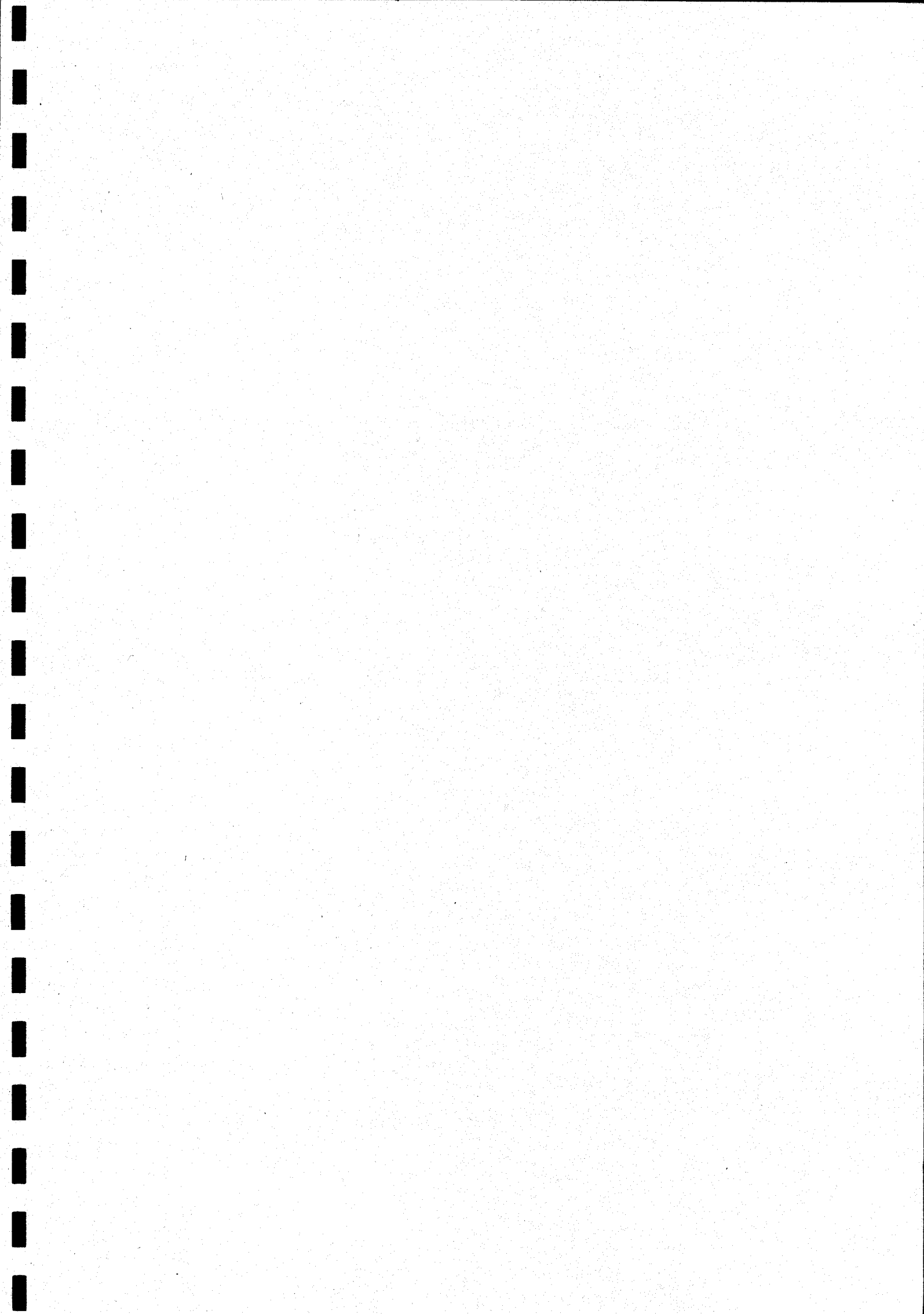
(OCT 88) (USS BREWTON) BUNBURY REGIONAL HOSPITAL'S CHILDREN'S WARD WAS CONTACTED ABOUT SUGGESTION FOR DONATIONS, AND THE SHIP'S FIRST CLASS ASSOCIATION DONATED TOYS TALLING AS\$90.00.

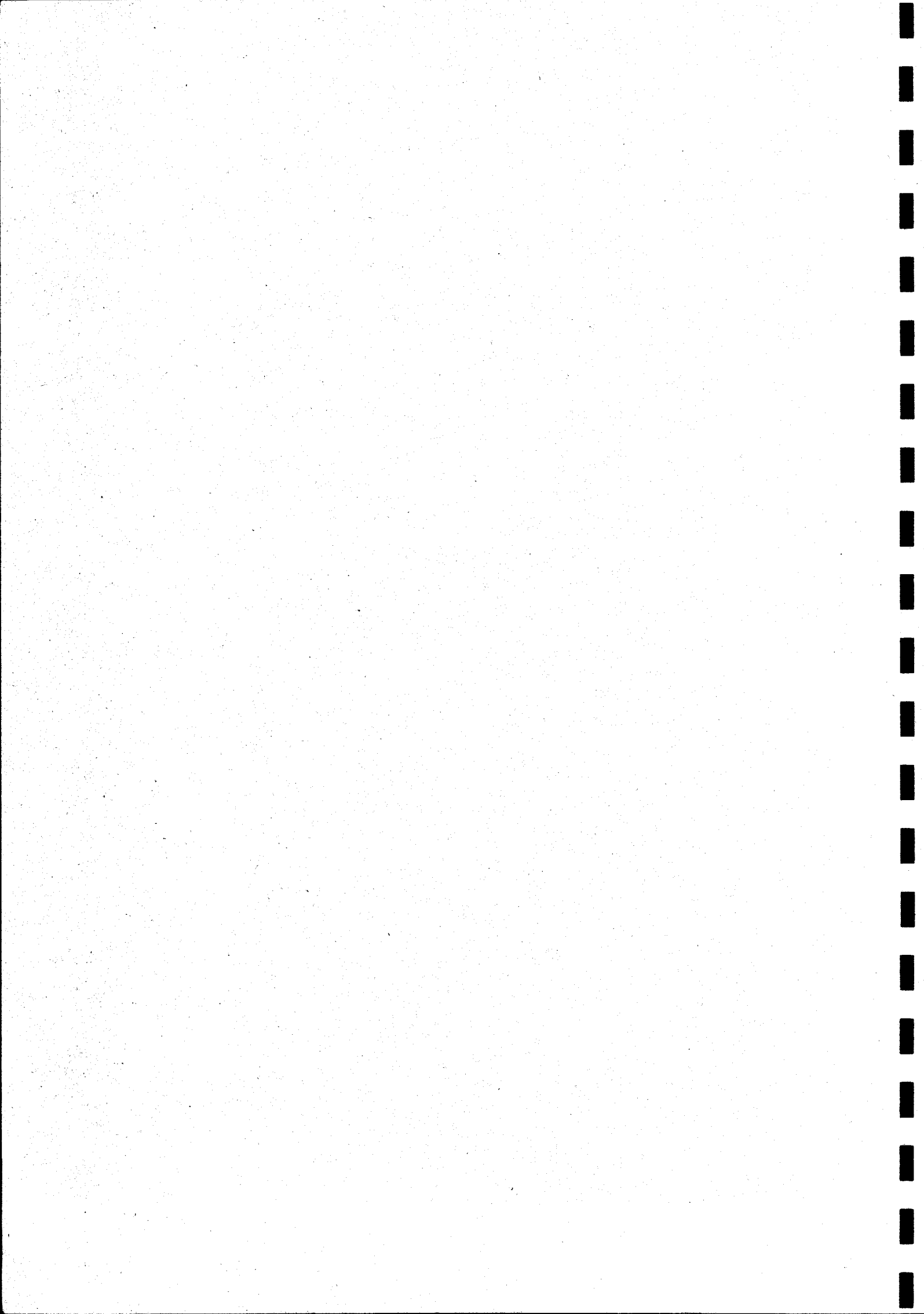
COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, FEB 89.

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(CH-9)

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TOWNSVILLE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (SEP 88) (USS BERKELEY) THE PORT OF TOWNSVILLE (19-15S/146-50E) IS LOCATED ON THE SOUTHWEST SIDE OF CLEVELAND BAY IN NORTHERN QUEENSLAND. THE HARBOR CONSISTS OF A MAN-MADE WESTERN AND EASTERN BREAKWATER AND IS ACCESSIBLE TO THE NORTH VIA PLATYPUS CHANNEL. TOWNSVILLE IS THE SHIPMENT POINT FOR AUSTRALIA'S LARGEST SUGAR REFINING/STORAGE REGION, AND TWO LARGE SUGAR SHEDS AND MOLASSES STORAGE TANKS DOMINATE THE HARBOR.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS BERKELEY) CONSULT DMAHTC PUB 127 (3RD ED 1988) AND DMA CHART 74232. THE APPROACH TO TOWNSVILLE IS MADE VIA SEA CHANNEL AND PLATYPUS CHANNEL. BOTH ARE WELL MARKED WITH STATIONARY BEACONS. SEA CHANNEL ENTRANCE IS EAST OF MAGNETIC ISLAND AT 19-10S/146-52E.

C. PILOTAGE. (SEP 88) (USS BERKELEY) PILOTAGE IS COMPULSORY. PICK-UP POINT WAS ACCURATELY INDICATED ON CHART 74232 AT 19-08-36S/146-52-54E. TOWNSVILLE HARBOR CONTROL WAS REACHED ON CHANNEL 16. THE PILOT BOAT WAS 40-FT LONG, WHITE-HULLED, WITH A YELLOW DECK HOUSE AND BLACK TRIM. THE PILOT INSISTED THAT THE PILOT LADDER BE RIGGED SUCH THAT THE LOWEST RUNG WAS ONE METER ABOVE THE WATER LINE. THE PILOT WAS UNFAMILIAR WITH WARSHIP HANDLING CHARACTERISTICS AND HAD CONSIDERABLE DIFFICULTY WORKING TUG AND SHIP. ULTIMATELY, THE CO MOORED THE SHIP WITH NO ASSISTANCE FROM THE PILOT. THE PILOT DID PROVIDE VALUABLE LOCAL KNOWLEDGE ENTERING AND LEAVING PORT.

D. ENTRANCE. (SEP 88) (USS BERKELEY) THE SHIP ENTERED VIA SEA CHANNEL, 0.7 NM SOUTHEAST OF BREMNER POINT, MAGNETIC ISLAND. THE CHANNEL CROSSES THE 10 M (32.8 FT) CURVE AFTER 0.3 NM AND IS EASILY DISTINGUISHED BY STATIONARY, LIGHTED BEACONS. IALA REGION A IS USED (RED TO PORT).

E. CHANNEL. (SEP 88) (USS BERKELEY) SEA CHANNEL IS 1.8 NM LONG ON LEADING LIGHTS OF 201.5°. DREDGED DEPTH IS 10.6 M (34.8 FT). IT LEADS DIRECTLY TO PLATYPUS CHANNEL, 3.6 NM LONG, ON LEADING LIGHTS OF 211.5°, AND IS DREDGED TO 10.7 M (35 FT). DURING CHANNEL TRANSIT, MAGNETIC ISLAND FERRIES, DEPARTING FROM ROSS CREEK, PASSED TO STARBOARD. THE PILOT CONTACTED EACH ON BTB TO CONFIRM STARBOARD TO STARBOARD PASSAGE.

RADAR AND VISUAL FIX POINTS ARE PLENTIFUL, BUT ACCURATE CHANNEL FIXES ARE DIFFICULT TO OBTAIN BECAUSE OF CHART 74232'S SMALL SCALE. ONE TUG WAS USED TO MOOR TO STARBOARD SIDE TO BERTH 9. THE TUG MET THE SHIP INSIDE THE BREAKWATER AND ASSISTED IN TURNING THE SHIP INSIDE CHARTED SWINGIN BASIN.

F. ANCHORAGES. (SEP 88) (USS BERKELEY) CONSULT PUB 127. NO ANCHORAGES SUITABLE FOR DDG/FF CLASS ARE MARKED ON CHART 74232. AN ANCHORAGE IN 9 M (29.5 FT) OR GREATER DEPTH WOULD PLACE SHIPS EAST OF MAGNETIC ISLAND, EXPOSED TO THE PREDOMINANT EASTERLY WEATHER PATTERN.

G. WRECKS AND OBSTRUCTIONS. (SEP 88) (USS BERKELEY) NONE NOTED.

H. TIDES AND CURRENTS. (SEP 88) (USS BERKELEY) MAXIMUM TIDAL RANGE IS 2.9 M (10 FT) INSIDE BREAKWATERS, AND CURRENTS ARE NEGLIGIBLE. THOUGH LARGE MERCHANT VESSELS MUST WAIT FOR SLACK WATER TO ENTER THE HARBOR,

L11-1
(CH-9)

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TOWNSVILLE, AUSTRALIA

DDG/FF'S MAY ENTER AT ANY TIME.

I. WEATHER AND WINDS. (SEP 88) (USS BERKELEY) DURING SEPTEMBER PORT VISIT, THE SHIP EXPERIENCED WINDS FROM THE SOUTHEAST AT 10-20 KTS, WHICH PICKED UP NOTICEABLY IN THE MID-AFTERNOON. THESE TRADE WINDS ARE PREDOMINANT THROUGHOUT THE YEAR. THERE WAS NO PRECIPITATION OR FOG. DECEMBER THROUGH APRIL MARK THE RAINY SEASON, WITH THE HIGHEST INCIDENCE OF TROPICAL CYCLONES.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 88) (USS BERKELEY) THE SHIP MOORED STARBOARD SIDE TO BERTH 9, USING SIX STANDARD MOORING LINES. THE BERTH IS LOCATED ON THE WESTERN SIDE OF THE WESTERN PIER AND WAS BUILT TO HANDLE BULK SUGAR PRODUCTS. THE ALONGSIDE DEPTH IS 10.5 M (34 FT). AT HIGH TIDE, THE PIER WAS 0.5 M (1.6 FT) ABOVE THE MAIN DECK. NO CAMELS WERE PROVIDED; FENDERS HAD TO BE PLACED BETWEEN THE SHIP AND THE PIER'S WOODEN PILING. CHARACTERISTICS OF THE OTHER WHARVES ARE AS FOLLOWING:

BERTH 1 - ON OUTER END OF THE EAST BREAKWATER, DEPTH OF 11.2 M (37 FT) AND 238 M (780 FT) LONG. HANDLES BULK PETROLEUM PRODUCTS.

BERTHS 2, 3, 4 - ON EASTERN BREAKWATER. DREDGED TO 11 M (36 FT). BERTHS 2 AND 3 HAVE CRANES, ALL USED FOR GENERAL CARGO.

BERTH 5 - NO BERTH.

BERTHS 6 AND 7 - ON EAST PIER, DEPTH/LENGTH ARE 7.7 M (25 FT)/160 M (525 FT) AND 10.5 (34 FT)/195 M (640 FT) RESPECTIVELY.

BERTHS 8 AND 9 - ON WEST PIER, DEPTH/LENGTH ARE 10.4 M (34 FT)/220M (722 FT) AND 10 M (33 FT)/228 M (748 FT) RESPECTFULLY. PORT CONTROL TOWER IS LOCATED ON WEST PIER.

BERTH 10 - RO-RO BERTH.

B. FUEL, LUBE, AND DIESEL OIL. (SEP 88) (USS BERKELEY) FUEL WAS DELIVERED BY TRUCK THE SECOND DAY IN PORT. A 7.62 CM (3 IN) INTERNATIONAL COUPLER WAS UTILIZED TO PUMP 6,000 GALS FUEL PER HOUR. LUBE OIL WAS ALSO AVAILABLE BY TRUCK IN LIMITED QUANTITY.

C. MECHANICAL HANDLING FACILITIES. (SEP 88)

BERTH 1 (ISOLATED) IS USED EXCLUSIVELY BY TANKERS FOR BULK OIL DISCHARGE AND BY ALL TYPES OF VESSELS FOR BUNKERING.

BERTH 2 (EASTERN BREAKWATER) HAS TWO 20-TON ELECTRICALLY OPERATED, LEVEL LUFFING, TRAVELLING JIB CRANES WITH AN OUTREACH OF 13.7 M (45 FT) AND HEIGHT ABOVE WHARF OF 18.2 M (60 FT). THE CRANES MAY BE "MARRIED" TO LIFT 40 TONS.

BERTH 3 (EASTERN BREAKWATER) IS EQUIPPED WITH A CONTAINER CRANE WHICH IS LEASED TO TOWNSVILLE TRANSPORT AND SERVICES PTY. LTD. AND IS OPERATED AND CONTROLLED BY NORTHERN SHIPPING AND STEVEDORING PTY. LTD. THE CRANE HAS A LIFTING CAPACITY OF 55 TONS AND ITS EQUIPMENT INCLUDES AN EXTENDABLE SPREADER TO SUIT ALL SIZES OF CONTAINERS. MAXIMUM HEIGHT OF LIFT ABOVE WHARF DECK IS 27 M (89 FT) WHILE THE OUTREACH BEYOND THE WHARF FACE IS 31 M (104 FT) AND OUTREACH OVER RAIL AND ROAD SERVICES IS 23 M (78 FT). THE CRANE TRAVERSES THE FULL LENGTH OF THE BERTH.

BERTH 4 (EASTERN BREAKWATER) HAS A LANDING PAD, SUPPORTED BY STEEL PILING, TO SERVICE STERN ANGLE RAMP RO-RO VESSELS.

BERTH 10 IS EQUIPPED WITH A STERN RAMP FOR RO-RO TRAFFIC AND A 25-TON, 32 M (105 FT) RADIUS, TRAVELLING JIB CRANE FOR CONTAINER AND UNIT LOAD

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L11-2
(CH-9)

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TOWNSVILLE, AUSTRALIA

HANDLING.

D. DRYDOCKS AND REPAIR FACILITIES. (SEP 88) A SLIPWAY SITUATED ON THE EAST SIDE OF ROSS CREEK IS CAPABLE OF ACCOMMODATING VESSELS UP TO 1,525 DWT AND 67 M (220 FT) IN LENGTH AND IS EQUIPPED WITH AN ENGINEERING WORKSHOP.

E. WAREHOUSES AND STORAGE AREAS. (SEP 88) (USS BERKELEY) ALL MAJOR OIL COMPANIES OPERATE OCEAN TERMINALS CLOSE TO THE HARBOR. TWO COLD STORES FOR FROZEN MEAT ARE LOCATED ON PIER 2, HAVING A TOTAL CAPACITY OF 2,750 TONS. CONTAINER TERMINALS ARE AS FOLLOWS:

BERTH 3 HAS STORAGE ACCOMMODATION FOR 184 DRY CONTAINERS.

BERTH 10 ACCOMMODATES 400 CONTAINERS, 18 OF WHICH MAY BE CONNECTED TO REFRIGERATION POWER OUTLETS.

NORTHERN SHIPPING AND STEVEDORING TERMINAL HAS A HOLDING CAPACITY OF 112 REFRIGERATED CONTAINERS.

F. STEVEDORES. (SEP 88) (USS BERKELEY) SKILLED AND UNSKILLED LABORERS ARE READILY AVAILABLE. NORTHERN SHIPPING WAS RECOMMENDED IF LABOR FORCE NECESSARY.

G. PORT CAPACITY. (SEP 88) TOWNSVILLE CAN ACCOMMODATE TEN VESSELS SIMULTANEOUSLY.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (SEP 88) TOWNSVILLE IS THE ADMINISTRATIVE CENTER AND TERMINAL FOR QUEENSLAND'S NORTHERN RAILWAY SYSTEM, CONTROLLING A RAIL NETWORK OF 2,560 KM (1,600 MI). IN ADDITION, TOWNSVILLE IS ON THE MAIN COASTAL HIGHWAY.

3. SERVICES, LOGISTICS, AND OPERATION

A. LIGHTERAGE AND TUGS. (SEP 88) TWO LIGHTERS ARE AVAILABLE. THESE ARE NON-POWERED AND ONE IS EQUIPPED WITH A SMALL CRANE. THERE ARE AT LEAST TWO DIESEL TUGS (900 HP AND 750 HP) STATIONED AT THE PORT. TUG SERVICES ARE ARRANGED THROUGH THE HARBOR MASTER'S OFFICE. TUGS ARE EQUIPPED TO ASSIST LARGE SINGLE SCREW VESSELS.

B. WATER. (SEP 88) (USS BERKELEY) THE SHIP RECEIVED EXCELLENT QUALITY WATER WITH NO EVIDENCE OF TASTES, ODORS OR COLORS. IT WAS TREATED WITH BROMINE AND POSSESSED A TRACE OF CHLORINE RESIDUE.

C. AIRFIELDS. (JAN 89) (FICPAC) TOWNSVILLE AIRPORT (RAAF GARBUTT) IS LOCATED 40 KM (25 MI) WEST OF THE PORT. IT HAS TWO ASPHALT RUNWAYS.

ORIENTATION

DIMENSION

010/190
070/150

2,438 X 54.7 M (8,000 X 150 FT)
1,097 X 30.5 M (3,600 X 100 FT)

D. COMMUNICATIONS. (SEP 88) (USS BERKELEY) HARBOR CONTROL AND THE PILOT BOAT WERE CONTACTED ON CHANNEL 16 PRIOR TO ENTERING THE PORT.

THE SHIP WAS PROVIDED WITH OUTSIDE TELEPHONE LINES. IT WAS POSSIBLE TO MAKE INTERNATIONAL CALLS ON ONE OF THESE LINES. INTERNATIONAL CALLS COULD BE MADE FROM ANY PAY-PHONE WHICH WERE READILY AVAILABLE.

L11-3
(CH-9)

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TOWNSVILLE, AUSTRALIA

INTERNATIONAL OPERATOR ASSISTANCE WAS NECESSARY FOR PLACING CALLS, BUT THE SERVICE WAS QUICK AND RELIABLE. COLLECT CALLS WERE AVAILABLE.

E. MEDICAL. (SEP 88) (USS BERKELEY) AS THIS WAS NOT THE SHIP'S PORT OF ENTRY TO AUSTRALIA, NO QUARANTINE DECLARATION OR HTLV-III CERTIFICATION WAS REQUIRED. THERE ARE NO MILITARY MEDICAL FACILITIES OR LIAISON AVAILABLE IN TOWNSVILLE. MEDICAL CARE WAS NOT REQUIRED DURING THE SHIP'S FOUR-DAY VISIT.

HEALTH AND SANITATION OF THE PORT WAS VERY GOOD WITH NO TRACES OF ORGANIC WASTES, INDUSTRIAL POLLUTION IN THE WATER OR ATMOSPHERIC POLLUTION. THERE WAS CONSIDERABLE SMALL BOAT TRAFFIC. THE CITY IS VERY CLEAN WITH SEWAGE LINES INSTALLED THROUGHOUT THE DOWNTOWN AREA. LOCAL PESTS INCLUDE COCKROACHES AND FRUIT FLIES. THERE ARE NO REPORTED RABIES CASES. SANITARY COMPLIANCE IN RESTAURANTS AND BARS IS SATISFACTORY. THERE WAS NO OUTWARD USE OF ILLEGAL DRUGS. PROSTITUTION IS ILLEGAL, HEALTH CARDS ARE NOT CARRIED. IMMEDIATELY FOLLOWING THE FOUR-DAY PORT VISIT, THERE WERE NO SIGNIFICANT MEDICAL CASES THAT WERE SPECIFICALLY ASSOCIATED WITH THE PORT.

(JUL 86) HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS, AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT.

MEDICAL CARE IS AVAILABLE AT THE TOWNSVILLE GENERAL HOSPITAL (600 BEDS), EYRE STREET, TEL: 81-9211. ALL SPECIALTIES EXCEPT NEUROSURGERY AND OPEN HEART SURGERY ARE OFFERED. THERE IS A RADIUM CLINIC AND DENTAL CLINIC ATTACHED TO THE HOSPITAL. A BLOOD BANK IS OPERATED WITHIN THE HOSPITAL BY THE RED CROSS SOCIETY. AMBULANCE SERVICE IS AVAILABLE THROUGH THE QUEENSLAND AMBULANCE TRANSPORT BRIGADE.

F. GASOLINE. (SEP 88) (USS BERKELEY) GASOLINE FOR SHIP'S VEHICLES WAS READILY AVAILABLE. HOWEVER, MOST STATIONS ARE CLOSED IN EVENINGS AND ON WEEKENDS. THE SHIP UTILIZED BP TRANSIT CENTER STATION ON THE CORNER OF PLUME AND MCILLWRAITH STREETS IN SOUTH TOWNSVILLE. THEY WERE OPEN FROM 0700-2200, SEVEN DAYS A WEEK.

G. PROVISIONS. (SEP 88) (USS BERKELEY) THE U.S. GOVERNMENT HAS NO EXISTING ARRANGEMENTS FOR SUPPLYING PROVISIONS IN TOWNSVILLE. PROVISIONS WERE REQUESTED BY LOGREQ. THE SHIP UTILIZED THE SERVICES OF NAUTILUS AUSTRALIA CO., 18 YIATMAN ST., HYDEPARK, TOWNVILLE, QLD, AUSTRALIA 4812, TO OBTAIN PROVISIONS. MEAT, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS AND SEAFOOD WERE AVAILABLE WITH DAIRY PRODUCTS DELIVERED AT 45°F WITH A 2-WEEK STORAGE LIFE.

THE QUALITY OF THE FOOD WAS GOOD ALTHOUGH 15 CASES OF LETTUCE WERE REJECTED BY MEDICAL REPRESENTATIVES DUE TO INSECT INFESTATION. SOME ITEMS ARE IN LIMITED SUPPLY. ALL FRUIT WAS WASHED UNDER RUNNING WATER. VEGETABLES WERE SOAKED AND WASHED WITH FOOD SERVICE DISINFECTANT SOLUTION.

H. GARBAGE AND WASTE DISPOSAL. (SEP 88) (USS BERKELEY) GARBAGE WAS PICKED UP TWICE DAILY BY TRUCK. WET GARBAGE MUST BE SEPARATED FROM TRASH. PORT SERVICES DIRECTOR ARRANGED SERVICE THROUGH COMMONWEALTH OF AUSTRALIA. COST WAS US\$10.68 PER DAY. NO FACILITIES WERE PROVIDED FOR GARBAGE ON THE

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TOWNSVILLE, AUSTRALIA

PIER BETWEEN PICKUPS. THIS REQUIRED SHIP TO HOLD GARBAGE ONBOARD UNTIL TRUCK ARRIVED.

CHT WAS REMOVED FROM THE SHIP THREE TO FOUR TIMES DAILY BY TANKER TRUCK (COMMERCIAL SERVICE).

4. PERSONALIA

A. CALLS. (SEP 88) (USS BERKELEY) THE CO CALLED ON THE MAYOR OF TOWNSVILLE. A LUNCHEON FOR LOCAL DIGNITARIES WAS HELD ON BOARD. AMONG THOSE PRESENT WERE THE MAYOR OF TOWNSVILLE, THE DISTRICT SUPERINTENDANT OF THE QUEENSLAND POLICE DEPARTMENT, THE CHAIRMAN OF TOWNSVILLE HARBOR BOARD, AND A MEMBER OF THE NATIONAL PARLIAMENT.

A TREE PLANTING CEREMONY BY THE CO IN RECOGNITION OF A LOCAL CONSERVATION CAMPAIGN GENERATED SIGNIFICANT MEDIA INTEREST AND FAVORABLE COVERAGE OF THE SHIP'S VISIT.

51ST BRIGADE OF THE FAR NORTH QUEENSLAND REGIMENT, ROYAL AUSTRALIAN ARMY (RAA); 11TH BRIGADE TRAINING GROUP, RAA; NAVAL RESERVE CADETS; ROYAL AUSTRALIAN AIR FORCE PERSONNEL; AND STUDENTS FROM A LOCAL ABORIGINAL SCHOOL MADE SHIP TOURS. A TOTAL OF 2,930 VISITORS TOURED THE SHIP DURING 9-12 SEPTEMBER 1988.

B. HONORS. (SEP 88) (USS BERKELEY) TOWNSVILLE IS NOT A SALUTING PORT. HOLIDAY LIGHTS WERE RIGGED NIGHTLY.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (SEP 88) (USS BERKELEY) TOWNSVILLE WAS FOUNDED IN 1864 AS A COASTAL OUTLET FOR TRADE WITH THE PACIFIC ISLANDS. IT WAS NAMED AFTER A PROMINENT SYDNEY MERCHANT, ROBERT TOWNS, WHOSE INTEREST IN NORTHERN CATTLE RUNS LED TO ITS EXISTENCE. STRATEGICALLY LOCATED ON THE SHORES OF CLEVELAND BAY, TOWNSVILLE IS SITUATED IN THE DRY TROPICS AND HAS THE HIGHEST RATE OF SUNSHINE HOURS OF ANY AUSTRALIAN CITY, AN AVERAGE OF 282 SUNNY DAYS A YEAR, WITH A CONSISTENT AVERAGE MAXIMUM TEMPERATURE OF 28°C. LYING CLOSE TO FLINDERS PASSAGE THROUGH THE GREAT BARRIER REEF OFFSHORE, IT IS ONE OF QUEENSLAND'S FINEST ARTIFICIAL HARBOR.

TOWNSVILLE'S MAIN BUSINESS AREA IS FLINDERS STREET. THE STRAND, THE SEASIDE BOULEVARD AREA OF THE CITY, PROVIDES PERFECT EXAMPLE OF SOME OF NORTH QUEENSLAND'S FINEST OLD BUILDINGS, A MAN-MADE WATERFALL, AND GARDENS. THE NATURAL BEAUTY OF MAGNETIC ISLAND DOMINATES THE SKYLINE 8 KM (5 MI) ACROSS CLEVELAND BAY.

THE OLD CUSTOMS BUILDING ON THE SOUTHERN END OF THE STRAND, THE FORMER QUEEN'S HOTEL (NOW A TELEVISION STATION), THE POST OFFICE, THE MALL, AND MANY OTHER BUILDINGS ARE PRODUCTS OF TOWNSVILLE'S EARLIER BOOM DAYS WHEN THE GOLD RUSH AT NEARBY RAVENSWOOD AND CHARTERS TOWERS CONTRIBUTED TO A GREAT DEAL OF THE CITY'S WEALTH.

TOWNSVILLE WAS A MAJOR PORT FOR U.S. CONVOYS DURING WW II. IT IS NOW THE SITE OF THE LAVARACK ARMY BASE AND THE GARBUTT ROYAL AUSTRALIAN AIR FORCE BASE.

B. LIBERTY. (SEP 88) (USS BERKELEY) TWO ENLISTED PERSONNEL IN UNIFORM WERE REQUIRED EACH EVENING FOR SHORE PATROL. THE SHORE PATROL WAS PICKED UP BY THE LOCAL POLICE DEPARTMENT AT 1930 AND RETURNED TO THE SHIP AT 0400. THE SHORE PATROL RODE WITH THE QUEENSLAND POLICE AS THEY MADE ROUNDS AND ANSWERED CALLS. THE SMALL SECTION OF THE CITY BETWEEN THE SHIP

L11-5
(CH-9)

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TOWNSVILLE, AUSTRALIA

AND THE DOWNTOWN AREA CONTAINS A HIGH CONCENTRATION OF LOW INCOME RESIDENTS. ALTHOUGH NO INCIDENTS IN THIS AREA OCCURRED, CREW MEMBERS WERE ADVISED TO WALK IN GROUPS OF TWO OR THREE, OR HIRE A TAXI WHEN TRANSITING THIS AREA AT NIGHT. NO AREAS WERE PLACED OFF LIMITS.

C. CLUBS AND BARS. (SEP 88) (USS BERKELEY) TOWNSVILLE HAS MANY NIGHT SPOTS TO CHOOSE FROM. MOST REQUIRED A SMALL COVER CHARGE BUT USUALLY PROVIDED EXCELLENT LIVE ENTERTAINMENT. ONE POPULAR ATTRACTION WAS THE SHERATON HOTEL AND CASINO COMPLEX. THIS "LAS VAGAS" STYLE CASINO OFFERED BLACK-JACK, ROULETTE, KENO, SLOTS, AND CRAPS, AND WAS CLOSE TO THE CENTER OF TOWN. OTHER POPULAR CLUBS AVERAGED US\$1.00 WITH MIXED DRINKS AVERAGING US\$2.00.

D. RESTAURANTS. (SEP 88) (USS BERKELEY) A WIDE VARIETY OF RESTAURANTS WERE AVAILABLE IN TOWNSVILLE AT VERY REASONABLE PRICES. THE CROWN RESTAURANT AND HEAVEN RESTAURANT WERE A FAVORITE AMONG THE CREW. FOR A MORE EXPENSIVE EVENING OF FINER DINING, THE SHERATON DINING ROOM WAS EXCELLENT (US\$35.00 AVG MEAL) AS WELL AS THE RESTAURANT ON CASTLE HILL (US\$25.00 AVG MEAL).

E. HOTELS. (SEP 88) (USS BERKELEY) HOTEL ACCOMMODATIONS WERE VERY PLENTIFUL. SEVERAL HOTELS TO CHOOSE FROM FOLLOW:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE US\$</u> |
|-----------------------|------------------------|-------------------|
| CROWN HOTEL | OUTSIDE PIER ACCESS | 25.00 |
| REEF LODGE | 4 WICKHAM ST, 21-1112 | 26.00 |
| MONTE CARLO INN | 45 BOWEN RD, 25-2555 | LOW |
| HOTEL CLEVELAND | FLINDERS MALL, 72-1888 | 62.00 |
| SEAGULLS HOLIDAY INN | 74 ESPLANDE | MODERATE |
| SHERATON HOTEL/CASINO | ON THE BAY | 80.00 |

ALL HOTELS ACCEPTED CREDIT CARDS.

F. ATHLETICS. (SEP 88) (USS BERKELEY) TOWNSVILLE TAKES ITS SPORTS VERY SERIOUSLY AND PUBLIC INTEREST IN ALL TOURNAMENTS WAS VERY HIGH. NEWSPAPER AND RADIO COVERAGE WAS INTENSE THROUGHOUT THE SHIP'S STAY. TOURNAMENTS WERE HELD IN BASKETBALL, SOFTBALL, SOCCER, AND VOLLEYBALL. IN ADDITION, THE GENERAL MANAGER OF THE SHERATON OFFERED US FREE USE OF THE HOTEL'S TENNIS COURTS AND HEALTH FACILITIES DURING THE SHIP'S STAY.

G. BEACHES. (SEP 88) (USS BERKELEY) MAGNETIC ISLAND OFFERED THE MOST ATTRACTIVE BEACHES IN THE TOWNSVILLE AREA. HORSESHOE BAY AND NELLIE BAY WERE THE MOST POPULAR WITH FULL AMENITIES AVAILABLE. SMALLER, MORE SECLUDED BEACHES ARE ALSO AVAILABLE WITH MINIMAL FACILITIES.

H. CHURCHES. (SEP 88) (USS BERKELEY) ALL RELIGIOUS DENOMINATIONS ARE PRESENT IN TOWNSVILLE. BELOW ARE LOCATIONS:

| <u>NAME</u> | <u>LOCATION</u> |
|------------------------|---------------------------------|
| ANGLICAN CHURCH | ST. JAMES' CATHEDRAL DENHAM ST. |
| ASSEMBLY OF GOD TEMPLE | 104 STURT ST. |
| BAPTIST | 108 STURT ST. |

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(CH-9)

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TOWNSVILLE, AUSTRALIA

CHURCH OF CHRIST
CHURCH OF LATTER DAY SAINTS
GOSPEL HALL
GREEK ORTHODOX
LUTHERAN
METHODIST
THE MISSIONS TO SEAMEN
PRESBYTERIAN
ROMAN CATHOLIC
ADVENTISTS

ALBURY & PARK STS, PIMLICO
FULHAM ROAD
4 INGHAM ROAD
130 STURT ST.
ST. PAUL'S 52 TOWNSEND ST.
39 STOKES ST.
NORTH QUEENSLAND BRANCH, 110 STRAND.
WILLS ST.
SACRED HEART CATHEDRAL, STANLY ST.
124 STURT ST.

I. TRANSPORTATION. THE SHIP RENTED AN 18-PASSENGER VAN IN ADDITION TO THE CO'S SEDAN. THE VAN WAS USED PRIMARILY FOR TRANSPORTING MEMBERS OF THE CREW TO AND FROM VARIOUS SPORTING TOURNAMENTS. COST OF THE VAN WAS AS\$245.00 FOR THE FOUR DAY VISIT.

RENTAL AGENTS WERE PREVALENT AND PROVIDED REASONABLE RATES. SMALL OPEN JEEPS CALLED "MOKES" WERE VERY POPULAR IN TOWN AND ON MAGNETIC ISLAND. MOPEDS COULD ALSO BE RENTED FOR AS LOW AS AS\$15.00 A DAY.

J. TOURS. (SEP 88) (USS BERKELEY) TRIPS TO MAGNETIC ISLAND WERE MOST POPULAR FOR SHIP'S COMPANY. THE 20-MINUTE FERRY RIDE LEAVES HOURLY FROM DOWNTOWN AND ONLY COSTS AS\$7.50 ROUND TRIP. ONCE ON THE ISLAND, WALKING PATHS ARE AVAILABLE AS WELL AS BICYCLES AND SCOOTERS FOR HIRE.

OTHER ACTIVITIES INCLUDE SWIMMING, SNORKELING, SAILING, WIND-SURFING, PADDLE BOATS, FISHING, JET-SKIING, TENNIS, GOLF, BOATING, HORSE-RIDING, OR SUN-BATHING ON THE MANY BEACHES THE ISLAND HAS TO OFFER. A DAY AT THE ISLAND IS HIGHLY RECOMMENDED.

ANOTHER STAR ATTRACTION OF TOWNSVILLE IS THE "GREAT BARRIER REEF WONDERLAND" ON FLINDERS ST. THIS TOURIST COMPLEX CONTAINS THE LARGEST LIVE CORAL REEF AQUARIUM IN THE WORLD AS WELL AS A VARIETY OF TROPICAL FISH AND DEEP-SEA PREDATORS.

K. SHOPPING. (SEP 88) (USS BERKELEY) SHOPPING IS PLENTIFUL AND BARGAINS CAN BE FOUND IN MANY OF THE AREA STORES. SHEEPSKIN, OPALS, AND ABORIGINE ARTICLES WERE THE MOST POPULAR. THE MOST POPULAR SHOPPING SPOT IS FLINDERS MALL. LOCATED IN THE HEART OF THE CITY, THIS FULLY LANDSCAPED PEDESTRIAN MALL CONTAINS LARGE AREAS OF GREEN GRASS, FOUNTAINS, DECORATIVE LIGHTS, SHADE AREAS AND IS AN IDEAL MEETING PLACE DUE TO ITS CENTRALIZED LOCATION.

A CRAFT MARKET FEATURING THE SKILLS OF LOCAL ARTISTS AND CRAFTSPEOPLE IS HELD EVERY SUNDAY MORNING BETWEEN 0830 AND 1230 IN FLINDERS MALL. THE MARKET DISPLAYS A WIDE VARIETY OF GOODS AND FEATURES ENTERTAINMENT AND FOOD STALLS.

L. THEATERS AND CINEMA. (SEP 88) (USS BERKELEY) THERE ARE THREE MOVIE THEATERS WITHIN TOWNSVILLE. EACH SHOW FIRST-RUN FILMS WITH SPECIAL RATES FOR MEMBERS OF THE MILITARY. THE CIVIC THEATER PROVIDES FACILITIES WHICH HAVE BEEN COMPARED FAVORABLY WITH THOSE OF LONDON'S OLD VIC AND STRATFORD'S SHAKESPEARE MEMORIAL AND THE PERC TUCKER REGIONAL GALLERY HOUSES A FINE ART COLLECTION.

M. PHYSICAL SECURITY. (SEP 88) (USS BERKELEY) SECURITY IN TOWNSVILLE WAS SATISFACTORY. ALTHOUGH THE PIER WAS ACCESSIBLE AT ALL TIMES TO THE PUBLIC, LOCAL POLICE PATROLLED THE AREA REGULARLY AND NO INCIDENTS

L11-7
(CH-9)

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TOWNSVILLE, AUSTRALIA

OCCURRED. THE ENTRANCE TO THE SHIPYARD AND WHARF AREA WAS CLOSED AT NIGHT TO ALL CIVILIAN TRAFFIC. OFFICIAL TRANSPORTATION WAS STILL ALLOWED ACCESS THROUGH A BACK ENTRANCE. POLICE BOATS ACTIVELY PATROLLED THE HARBOR DURING FIRST TWO DAYS IN PORT. AS IT BECAME APPARENT NO INCIDENTS WOULD DEVELOP, THEY BACKED OFF TO A NEARBY PIER AND MAINTAINED A CLOSE WATCH.

AS A RESULT OF AN ERROR CONCERNING THE SHIP'S ARRIVAL DATE IN THE LOCAL NEWSPAPER, NO PROTESTORS WERE ON HAND TO MEET US IN TOWNSVILLE. THE FOLLOWING DAY, OVER 20 PROTESTORS CONDUCTED A PEACEFUL DEMONSTRATION ON THE PIER FOR TWO HOURS. AT THE SAME TIME, THREE KAYAKS DISPLAYING ANTINUCLEAR SLOGANS REPEATEDLY ATTEMPTED TO APPROACH THE SHIP BUT CONSISTENTLY WITHDREW WHEN WARNED AWAY BY THE SHIP AND CIVILIAN SECURITY FORCES. THERE WAS NO ONE PRESENT TO OBSERVE THEM BUT THE DUTY SECTION AND THE POLICE. A SMALLER GROUP SET UP AN "INFORMATION TABLE" EACH DAY DURING VISIT SHIP WHICH RECEIVED VERY LITTLE ATTENTION FROM THE LOCAL POPULATION DESPITE ITS PROXIMITY TO THE LINE OF VISITORS WAITING TO BOARD THE SHIP.

N. MISCELLANEOUS INFORMATION. (JAN 89) (FICPAC) THE CURRENCY EXCHANGE RATE IS AS\$1.10 = US\$1.00.

(SEP 88) (USS BERKELEY) CURRENCY EXCHANGE WAS NOT CONDUCTED ONBOARD. HOWEVER, ALL BANKS AND MOST OF THE MAJOR HOTELS WERE ABLE TO EXCHANGE CURRENCY. THE SHERATON CASINO WAS WIDELY USED FOR EXCHANGE PURPOSES.

THE RECEPTION IN TOWNSVILLE WAS POSITIVE IN EVERY RESPECT. COUNTLESS INVITATIONS OF HOSPITALITY WERE OFFERED TO OFFICERS AND CREW. THE BEHAVIOR OF THE CREW REFLECTED THEIR GRATITUDE AND RECEIVED PRAISE FROM LOCAL OFFICIALS. NUMEROUS UNSOLICITED GIFTS WERE DELIVERED TO THE SHIP, RANGING FROM ELABORATE FLOWER ARRANGEMENTS TO TWO LARGE BOTTLES OF RUM. A LARGE SIGN GREETED THE SHIP UPON ARRIVAL STATING "THE YANKS WERE WELCOME IN 1942 AND THEY ARE WELCOME NOW." THIS WAS TRUE IN EVERY RESPECT.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, JAN 89.

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L11-8
(CH-9)

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NEWCASTLE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 88) THE PORT OF NEWCASTLE (32-55S/151-47E) IS LOCATED ON THE SOUTHEASTERN COAST OF AUSTRALIA, APPROXIMATELY 100 NM OF SYDNEY. THE PORT IS SITUATED AT THE MOUTH OF THE HUNTER RIVER, SITTING ON A PROMONTORY. THE PORT IS ENTERED ON A WESTERN HEADING BETWEEN TWO MAN-MADE BREAKWATERS (ONE TO THE NORTH AND ONE TO THE SOUTH). THE HARBOR ITSELF IS FORMED BY THE CONFLUENCE OF TWO CHANNELS OF THE HUNTER RIVER AND THROSBY CREEK. THE HUNTER RIVER IS NAVIGABLE 3 NM UP-RIVER BY DEEP-DRAFT VESSELS. A SECOND INNER HARBOR AREA, KNOWN AS THE BASIN, EXISTS WHERE THROSBY CREEK JOINS THE HUNTER RIVER. BECAUSE OF SILTING ACTION BY THE HUNTER RIVER, CONSTANT DREDGING IS REQUIRED TO MAINTAIN CHANNEL DEPTH. THE HARBOR HAS A TOTAL SHIPPING AREA OF APPROXIMATELY 730 ACRES.

B. APPROACHES, LIGHTS, ETC. (JUN 87) (USS ELLIOT) THE APPROACH WAS MADE UTILIZING DMAHTC PUB 127 (2ND ED 1985) AND CHARTS 74152 (MAR 86)/74153 (APR 86). CHARTS WERE ADEQUATE AND NAVAIDS WERE AVAILABLE.

C. PILOTAGE. (JUN 87) (USS ELLIOT) PILOTS AND TUGS WERE NOT AVAILABLE DUE TO BOYCOTTING NUCLEAR CAPABLE SHIPS. THE RAN NAVIGATION OFFICER WAS EMBARKED BY HELO TO PROVIDE PILOTING INFORMATION.

TWENTY-KNOT OFFSETTING WIND MADE MOORING VERY DIFFICULT. A SMALL BOAT CARRIED LINES TO THE PIER, AND THE SHIP WINCHED ITSELF ALONGSIDE.

D. ENTRANCE. (JAN 88) SEE PUB 127.

E. CHANNEL. (JAN 88) SEE PUB 127.

F. ANCHORAGE. (JAN 88) SEE PUB 127.

G. WRECKS AND OBSTRUCTIONS. (JAN 88) SEE PUB 127.

H. TIDES AND CURRENTS. (JUN 87) (USS ELLIOT) TIDES AND CURRENTS ARE ADEQUATELY DESCRIBED IN PUB 127.

I. WEATHER AND WINDS. (JUN 87) (USS ELLIOT) SEE PUB 127 AND PARA 1C.

2. BERTHING AND FACILITIES

A. MOORING, WHARFAGE, ETC. (JUN 87) (USS ELLIOT) THE SHIP MOORED STBD SIDE TO LEE WHARF 4 IN THE BASIN, USING STANDARD NAVY MOOR. LENGTH OF THE BERTH WAS 177 M (580 FT) AND DEPTH WAS 9.1 M (30 FT). NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL. (JUN 87) (USS ELLIOT) FUEL OIL IS AVAILABLE IN ABUNDANCE FROM PIPELINE OR LIGHTER AT A RATE OF 1,200 GAL/MIN. DIESEL IS AVAILABLE IN LIMITED QUANTITIES FROM TANK TRUCK, PIPELINE, OR BARGE. THROSBY BERTH NO. 2 IS THE BUNKERING BERTH. FUEL QUALITY IS CONSIDERED EXCELLENT.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) (FICPAC) TWO 5-TON PORTAL CRANES ARE ON LEE WHARF 5, ONE 35-TON GANTRY CRANE AND TWO

L12-1
(CH-7)

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NEWCASTLE, AUSTRALIA

TRAVELLING ELECTRIC CRANES OF 15-TON CAPACITY ARE ON WEST BASIN NO. 4, ONE 26-TON LUFFING CRANE IS ON THROBSY NO. 1, SIX 10-TON CRANES ON BHP NO. 2 AND 3, AND A FLOATING CRANE OF 80-TON CAPACITY IS IN STATE DOCK-YARD.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) THE STATE DOCKYARD INCLUDES A FLOATING DOCK WHICH CAN ACCOMMODATE A SHIP OF UP TO 10,500 TONS DISPLACEMENT AND THREE SHIPBUILDING WAYS. THERE ARE ALSO FIVE OTHER SLIPWAYS IN THE PORT FOR SMALL CRAFT.

E. WAREHOUSES AND STORAGE AREAS. (JAN 87) THERE ARE NUMEROUS WAREHOUSES AND REFRIGERATED STORAGE AREAS. TOTAL CAPACITY IS UNKNOWN.

F. STEVEDORES. (OCT 86) AN ESTIMATED WORK FORCE OF 60,000, RANGING FROM UNSKILLED TO HIGHLY SKILLED, IS AVAILABLE. DOCKSIDE LINE HANDLERS HAVE BEEN RATED AS EXTREMELY EFFICIENT.

G. PORT CAPACITY. (JUN 87) (USS ELLIOT) NEWCASTLE CAN ACCOMMODATE ONE OR TWO CG OR SMALLER TYPE VESSELS.

H. ROAD, RAIL, AND STEAM TRANSPORTATION. (OCT 86) MAJOR HIGHWAYS CONNECT NEWCASTLE TO BOTH COASTAL AND INTERIOR TOWNS. THE PACIFIC HIGHWAY IS A TWO-LANE MACADAM ROAD LEADING NORTH AND SOUTH. PORTIONS OF THE ROAD HAVE BEEN WIDENED TO FOUR LANES. THE NEW HIGHWAY GOES WEST AND THEN NORTH FROM THE CITY AND PROVIDES AN INLAND ROUTE TO QUEENSLAND. THE SOUTH WALES GOVERNMENT RAILWAY PROVIDES FREQUENT AND RELIABLE PASSENGER AND FREIGHT SERVICE ON A SCHEDULED BASIS. AN EXPRESS TRAIN OPERATES ON A COMMUTER SCHEDULE TO AND FROM SYDNEY.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAY 82) THERE ARE FOUR TUGS AVAILABLE (APPROXIMATELY 1,000 HP EACH) ALONG WITH BARGES OF VARIOUS TYPES.

B. WATER. (JUN 87) (USS ELLIOT) EXCELLENT QUALITY WATER WAS AVAILABLE FROM THE PIER BY PIPE (5 THREAD HOSE). THE SIZE OF CONNECTIONS WAS 8 CM (3 1/8 IN). CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS 0.2 PPM FAC. WATER WAS METERED.

C. AIRFIELDS. (JAN 88) (FICPAC) WILLIAMTOWN RAAF BASE HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 120/300 AND A DIMENSION OF 2,436 X 45.7 M (8,000 X 150 FT). A CIVILIAN AIRFIELD IS CO-LOCATED THERE. INTERNATIONAL FLIGHTS ARE AVAILABLE FROM SYDNEY, 168 KM (105 MI) AWAY.

D. COMMUNICATIONS. (JUN 87) (USS ELLIOT) HARBOR CONTROL CAN BE CONTACTED ON BTB 13 OR 9 WITH A SIGN CALL "NEWCASTLE PORT CONTROL". SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT. ELLIOT HAD THREE PHONE LINES INSTALLED. CONUS CALLS CAN BE MADE THROUGH ENGLISH-SPEAKING OPERATORS.

ARRANGEMENTS FOR MAIL PICKUP AND DELIVERY SHOULD BE MADE THROUGH LOGREQ. MAIL SERVICE IS GOOD, BUT REGISTERED MAIL CANNOT BE FORWARDED BY AUSTRALIAN POSTAL FACILITIES. THE POST OFFICE IS LOCATED AT THE CORNER OF BALTON AND HUNTER STREETS.

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NEWCASTLE, AUSTRALIA

E. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN NEWCASTLE ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES (INCLUDING DRUG-RESISTANT GONORRHEA) ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS, AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(JUN 87) (USS ELLIOT) MEDICAL CARE IS AVAILABLE FROM THE ROYAL NEWCASTLE HOSPITAL (700 BEDS) ON PACIFIC STREET. SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, OB/GYN, ENT, NEUROLOGY, PEDIATRICS, UROLOGY, CARDIOLOGY, OPHTHALMOLOGY, ORTHOPEDICS, PSYCHIATRY, HEMATOLOGY, RADIOTHERAPY, PATHOLOGY, DENTISTRY, X-RAY, AND LABORATORY. AMBULANCE SERVICE IS AVAILABLE.

QUARANTINE DECLARATION AND "DERAT" WERE NOT REQUESTED.

THE HARBOR AREA WAS VERY CLEAN. NO TRASH, GARBAGE, OR MOSQUITOES BUT FEW FLIES WERE NOTED. PROSTITUTES WERE VERY FEW AND ALMOST NOT NOTICED.

F. GASOLINE. (JUN 87) (USS ELLIOT) PREMIUM QUALITY COMMERCIAL GASOLINE IS READILY AVAILABLE FROM NUMEROUS STATIONS THROUGHOUT THE AREA.

G. PROVISIONS. (JUN 87) (USS ELLIOT) EXCELLENT QUALITY OF MEATS, DAIRY PRODUCTS, FFV, AND BAKERY WERE AVAILABLE FROM SMITH & REID PTY, P.O. BOX 34, WICKHAM 2293, NSW AUSTRALIA, THROUGH LOGREQ. THE DEALER REQUESTED PAYMENT PRIOR TO SHIP'S DEPARTURE.

I. GARBAGE AND WASTE DISPOSAL. (JUN 87) (USS ELLIOT) DISPOSAL SERVICE WAS AVAILABLE BY TRUCK AS OFTEN AS THE SHIP WANTED. A TRUCK WAS LEFT ON THE PIER 24 HRS A DAY. THE ARRANGEMENT WAS MADE THROUGH LOGREQ.

4. PERSONALIA

A. CALLS. (JUN 87) (USS ELLIOT) CALLS MAY BE MADE ON:

LORD MAYOR NEWCASTLE
SUPERINTENDENT OF POLICE
PORT MANAGER/HARBOR MASTER

B. HONORS. (JUN 87) (USS ELLIOT) NEWCASTLE IS NOT A SALUTING PORT.

NEWCASTLE, AUSTRALIA

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 88) NEWCASTLE, THE SECOND LARGEST CITY IN NEW SOUTH WALES, IS SITUATED AT THE MOUTH OF THE HUNTER RIVER. IT IS APPROXIMATELY 100 MILES NORTH OF SYDNEY AND IS THE GATEWAY TO THE FERTILE HUNTER VALLEY AREA. IT ENCOMPASSES AN AREA OF 9,000 SQ MI AND IS FAMOUS FOR ITS WINERIES. THERE ARE SOME 27 SIGNIFICANT WINERIES IN THE HUNTER VALLEY. NEWCASTLE IS AN INDUSTRIAL CITY WHOSE MAJOR INDUSTRIES ARE MINING AND AGRICULTURE. IN EARLIER TIMES, NEWCASTLE WAS CONSIDERED A HIGHLY DANGEROUS PORT. MANY SHIPS WERE LOST ON THE ROCKS NEAR THE ESTUARY OF THE HUNTER RIVER. TODAY, PROTECTIVE BREAKWATERS HAVE BEEN BUILT AROUND THE PERIMETER OF THE RIVER'S MOUTH, AND THE ANCHORAGE WITHIN PORT HUNTER HAS BEEN DEEPEINED. WHARVES AND DOCKS EXTEND AROUND THE FRINGE OF PORT HUNTER WHICH HAS BEEN PROVIDED WITH WIDE-RANGING FACILITIES FOR THE BULK HANDLING OF VARIOUS PRODUCTS. ALTHOUGH NEWCASTLE IS A HEAVILY INDUSTRIALIZED CITY, IT IS SITUATED IN CLOSE PROXIMITY TO SOME OF THE FINEST BEACHES IN NEW SOUTH WALES. LANDSCAPED PARKS AND GARDENS, MODERN BUILDINGS AND SPECTACULAR VIEWS OF THE COASTLINE ARE DOMINANT FEATURES OF A CITY THAT IS ONE OF THE MOST VIGOROUS AND INTERESTING IN NEW SOUTH WALES.

(JUN 87) (USS ELLIOT) THE POPULATION OF THE CITY IS 147,000 (86 EST).

B. LIBERTY. (JUN 87) (USS ELLIOT) NEITHER SHORE PATROL NOR BEACH GUARD WAS REQUIRED. RECOMMENDED LIBERTY ATTIRE WERE UNIFORM OR SLACKS AND SHIRT.

C. CLUBS AND BARS. (JUN 87) (USS ELLIOT) THE FACILITIES OF THE FOLLOWING CLUBS ARE AVAILABLE.

TATTERSALL'S CLUB, WATT STREET, NEWCASTLE, TEL: 22 367
ADAMSTOWN RSL CLUB, BRUNKER ROAD, ADAMSTOWN, TEL: 52 3888
NEWCASTLE RSL CLUB, PERKINS STREET, NEWCASTLE, TEL: 2 3473
AIR FORCE CLUB, SCOTT STREET, NEWCASTLE, TEL: 2 3494
HAMILTON RSL CLUB, TUDOR STREET, HAMILTON, TEL: 61 2948
NEWCASTLE LEAGUES CLUB, NATIONAL PARK STREET, NEWCASTLE, TEL: 2 3067

D. RESTAURANTS. (JUN 87) (USS ELLIOT) CASBAH, HUNTER ST, SERVED STEAK. OVERALL CLEANLINESS WAS VERY GOOD AND PRICES RANGED US\$5.00 TO 10.00.

E. HOTELS. (JUN 87) SEVERAL GOOD SIZED HOTELS/MOTELS ARE IN THE AREA. TOP HOTELS INCLUDE:

| | |
|------------------------|-------------------------|
| PARK ROYAL | TELFORD |
| PANORAMA MOTOR INN | NEWCASTLE HEIGHTS MOTEL |
| APOLLO MOTEL | MADISON MOTOR INN |
| JUNCTION MOTOR LODGE | ALOHA MOTOR INN |
| ELIZABETH MOTOR INN | BROADMEADOW MOTEL |
| TUDOR INN | CITY MOTEL |
| NOVOCASTRIAN MOTOR INN | TRAVELODGE |

F. ATHLETICS. (JUN 87) (USS ELLIOT)

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NEWCASTLE, AUSTRALIA

- GOLF MERWETHER GOLF CLUB PHONE THE CLUB AT 63 1128 FOR TIMES OF PLAY.
KING ST, ADAMSTOWN
- STEEL WORKS GOLF CLUB CONTACT THE CLUB AT 51 4129 FOR TIMES OF PLAY AND EQUIPMENT RENTAL.
OFF VALE ST, SHORTLAND
- SQUASH INTERNATIONAL SQUASH CONTACT THE CLUB FOR TIMES OF PLAY AND EQUIPMENT RENTAL.
INTERNATIONAL SPORTS CTR
TURTON RD, NEWCASTLE
- NEWCASTLE SQUASH CENTER CONTACT THE CLUB FOR TIMES OF PLAY AND EQUIPMENT RENTAL.
37 DARBY ST, NEWCASTLE
- TENNIS TENNIS COURTS AND EQUIPMENT ARE AVAILABLE FOR RENT AT DISTRICT PARK TENNIS COURTS, CORNER YOUNG AND CURLEY ROADS, BROADMEADOW. CONTACT THE ADMINISTRATOR ON 61 3850 FOR FURTHER DETAILS, AS THE COURTS ARE USED AT TIMES FOR COMPETITION. OTHER CLUBS ARE AVAILABLE THROUGHOUT THE DISTRICT. SEE THE YELLOW PAGES.

G. BEACHES. (JUN 87) THERE ARE 18 BEACHES AROUND NEWCASTLE, MANY WITH HEADLANDS JUTTING INTO THE OCEAN. TO THE SOUTH ARE MEREWETHER, DIXON PARK, AND BAR BEACHES. JUST FURTHER NORTH PAST SUSAN GILMORE BEACH IS THE HIGH ROCKY HEADLAND WITH THE BOGEY HOLE. THIS HISTORIC SEAWATER SWIMMING POOL WAS CUT FROM THE ROCKS BY CONVICTS. RIGHT AT THE EDGE OF THE CITY CENTER IS NEWCASTLE BEACH WITH ITS OCEAN BATHS. NOBBY'S BEACH HAS A WIDE SANDY SHORE CREATED BY THE BREAKWATER BETWEEN THE MAINLAND AND "THE NOB" WHICH EXTENDS OUT FORM THE COAST.

H. CHURCHES. (JUN 87) AS A TOURIST ATTRACTION, VISIT CHRIST CHURCH CATHEDRAL. BUILDING OF THIS EDIFICE TOOK 109 YEARS.

I. TRANSPORTATION. (JUN 87) (USS ELLIOT) TRANSPORTATION WAS READILY AVAILABLE VIA BUS AND TAXI AT REASONABLE PRICES. TRAINS TO SIDNEY TAKE APPROXIMATELY 2 1/2 HOURS AND RUN AROUND THE CLOCK. PRICE WAS ABOUT AS\$22.00 FOR AROUND TRIP TICKET. MANY OF THE CREW RETURNED TO NEWCASTLE AFTER THE SHIP'S ARRIVAL IN SIDNEY.

J. TOURS. (OCT 86) (USS PAUL F FOSTER) THE SHIP CHARTERED A 55-PAX BUS FOR AS\$200.00 WHICH TOURED THE HUNTER VALLEY WINE COUNTRY. THIS TOUR WAS VERY POPULAR WITH THE CREW. OTHER INDIVIDUAL DAY-LONG BUS TOURS AVAILABLE ARE:

- CITY, BEACHES, AND INDUSTRIALS - AS\$23.00 PER PERSON
- CITY, BEACHES, COASTLINE, AND LAKES - AS\$23.00 PER PERSON
- WINE COUNTRY AND VINEYARDS - AS\$35.00 PER PERSON.

A VARIETY OF SHORT WALKING TOURS THROUGH THE CITY ARE AVAILABLE. THE BOARDING OFFICER CAN SUPPLY MAPS.

K. SHOPPING. (JUN 87) HUNTER STREET, THE MAIN THOROUGHFARE, WITH ITS 3 KM (1.9 MI) OF SHOPS, IS CLAIMED TO BE AUSTRALIA'S LONGEST MAIN STREET. MAJOR SHOPPING CENTERS INCLUDE:

- CHARLESTOWN SQUARE, CHARLESTOWN (WEST OF PACIFIC HWY)
- ELERMORE VALE SHOPPING VILLAGE, CROUDANCE ROAD, WALLSEND
- GARDEN CITY, PARK AVENUE, KOTARA
- GREEN HILLS, MITCHELL DRIVE, EAST MAITLAND

L12-5
(CH-7)

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NEWCASTLE, AUSTRALIA

HARBOURSIDE PLAZA, WHARF ROAD, NEWCASTLE
LAKE MACQUARIE FAIR, WILSON'S ROAD, MOUNT HUTTON
MARKETOWN, CORNER KING AND NATIONAL PARK STREETS, NEWCASTLE
STOCKLAND MALL, BLUE GUM ROAD, JESMOND
THE JUNCTION SHOPPING VILLAGE, KENRICH STREET, THE JUNCTION

L. THEATER AND CINEMA. (JUN 87) THERE ARE SEVERAL MOVIE HOUSES AND DRIVE-INS IN THE AREA. CONSULT LOCAL NEWSPAPERS.

M. PHYSICAL SECURITY. (OCT 86) (USS PAUL F FOSTER) THE SHIP'S SECURITY PLAN FOR ENTERING THE PORT REQUIRED FIRE HOSES LAID OUT ON DECK; HOWEVER, THESE WERE NOT REQUIRED. VERY FEW PROTESTERS WERE SEEN AND THE LOCAL POLICE DID AN EXCELLENT JOB OF KEEPING THEM AWAY FROM THE SHIP. ONCE MOORED, THE SHIP STATIONED WATCHES ON THE FO'CSLE, MIDSHIPS, FANTAIL, AND PIER, EQUIPPED WITH WHISTLES AND BINOCULARS. LOCAL POLICE SET UP PORTABLE BARRICADES ON THE PIER AND PROVIDED PATROLS. FOR GENERAL VISITING, TOUR GROUP SIZE WAS LIMITED TO 10, WITH TWO CREW MEMBERS AS ESCORTS. TURNOUT OVER THE WEEKEND WAS VERY LARGE. AN ANTI-NUCLEAR DEMONSTRATION WAS HELD ON THE PIER ON SATURDAY WITH APPROXIMATELY 200 IN ATTENDANCE. SECURITY PROVIDED BY POLICE WAS EXCELLENT AND THE DEMONSTRATION WAS COMPLETELY PEACEFUL. THE DEMONSTRATION BROKE UP AFTER ABOUT ONE AND ONE HALF HOURS.

N. MISCELLANEOUS INFORMATION. (JUN 87) (USS ELLIOT) THE CURRENCY EXCHANGE WAS CONDUCTED ON BOARD BY THOMAS COOK.

USS ELLIOT'S VISIT TO NEWCASTLE PROVED TO BE BY FAR THE BEST PORT VISITED IN WESTPAC. NUMEROUS INVITATIONS FROM BOTH FAMILIES AND INDIVIDUALS VIA DIAL-A-SAILOR ENABLED OFFICERS AND CREW TO ENJOY THE FRIENDSHIP AND HOSPITALITY OF THE AUSTRALIAN PEOPLE AND CITY OF NEWCASTLE.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, JAN 88.

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(CH-7)

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PORT ADELAIDE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT (MAR 89) (FICPAC) PORT ADELAIDE (34-50S/138-30E) LIES IN THE GULF OF ST. VINCENT ON THE SOUTH COAST OF AUSTRALIA. THE PORT IS COMPRISED OF SEMAPHORE ANCHORAGE, THE OUTER HARBOR, AND THE INNER HARBOR. SEMAPHORE ANCHORAGE IS AN OPEN ROADSTEAD AND EXPOSED TO WEST WINDS. OUTER AND INNER HARBORS ARE WITHIN PORT ADELAIDE RIVER.

B. APPROACHES, LIGHTS, ETC. (MAR 89) CONSULT DMAHTC PUB 175 (4TH ED 1987), CHART 75134 (FOR APPROACH), AND CHART 75132 (FOR HARBOR PILOTING). (OCT 88) (USS BREWTON) THE SHIP USED AUSTRALIAN CHART 137 WHICH IS PUBLISHED BY THE ROYAL AUSTRALIAN NAVY (RAN), AND THE SHIP OBTAINED IT FROM HYDRO SYDNEY.

C. PILOTAGE. (OCT 88) (USS BREWTON) THE PILOT BOARDED IN THE VICINITY OF THE ENTRANCE BEACON. HE WAS HIGHLY PROFICIENT, PROVIDED GOOD RECOMMENDATIONS, AND DID AN ADMIRABLE JOB OR CONTROLLING THE TUGS.

D. ENTRANCE. (OCT 88) (USS BREWTON) THE LARGE TANK GROUP LOCATED 1,100 YDS SOUTH OF PELICAN PT NO LONGER EXISTS.

E. CHANNEL. (OCT 88) (USS BREWTON) THE INNER HARBOR IS JUST BARELY DEEP ENOUGH FOR A FF 1052 CLASS VESSEL. SHIP'S DIVERS DETERMINED THAT THERE WAS 0.9 M (3 FT) CLEARANCE UNDER SONAR DOME AT LOW TIDE.

F. ANCHORAGES. (OCT 88) (USS BREWTON) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (OCT 88) (USS BREWTON) THERE IS BIRKENHEAD BRIDGE (LIFT TRUSS) IN THE INNER HARBOR.

H. TIDES AND CURRENTS. (OCT 88) (USS BREWTON) CONSULT PUB 175.

I. WEATHER AND WINDS. (OCT 88) (USS BREWTON) CONSULT PUB 175.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 88) (USS BREWTON) THE SHIP MOORED TO BERTHS 2/3 IN THE INNER HARBOR, USING STANDARD MOORING LINES WITH 3 BREAST LINES. THERE WERE OFFSETTING WINDS IN THE AFTERNOON. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (OCT 88) (USS BREWTON) ABUNDANT FUEL WAS AVAILABLE BY TRUCK AT THE DELIVERY RATE OF 9,000 GAL/HOUR. LUBE OIL, DIESEL OIL, AND JP5 WERE NOT AVAILABLE. AMPOL HAS THE BUNKERING FACILITY, AND THEIR SERVICE WAS EXCELLENT.

SHIPBOARD OILY WASTES AND DIRT BALLAST DISPOSAL SERVICE WAS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (OCT 88) MOBILE CRANES AND FORKLIFTS ARE AVAILABLE. AT THE INNER HARBOR, THERE ARE FOUR 6-TON, ELECTRIC, FULL SLEWING, LUFFING CRANES. MAGNETS AND GRASS ARE AVAILABLE TO USE WITH THESE CRANES FOR HANDLING SCRAP METAL. AT OSBORNE BULK-HANDLING BERTHS, THERE ARE SIX 9-TON, FULL SLEWING AND LUFFING CRAB CRANES.

L13-1
(CH-10)

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PORT ADELAIDE, AUSTRALIA

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 88) THREE SLIPS ARE AVAILABLE FOR VESSELS UP TO 1,100 TONS. THERE IS NO DRYDOCK. ENGINE AND HULL REPAIRS CAN BE UNDERTAKEN BY LOCAL WORKSHOPS.

E. WAREHOUSES AND STORAGE FACILITIES. (OCT 88) LARGE MODERN CARGO TRANSIT SHEDS ARE PROVIDED AT ALL MAIN BERTHS.

F. STEVEDORES. (OCT 88) SKILLED MARINE LABOR IS AVAILABLE IN ALL FACETS OF SHIP HANDLING/REPAIR.

G. PORT CAPACITY. (OCT 88) (USS BREWTON) PORT ADELAIDE CAN ACCOMMODATE THREE FF/DD SIZE SHIPS OR TWO LARGE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 88) THERE ARE ROADS OF GOOD QUALITY, AND BUS AND RAIL SERVICE IS AVAILABLE FROM THE PORT AREA TO ADELAIDE PROPER. THE PRIMARY MEANS OF TRANSPORTATION FROM THE OUTER HARBOR AREA IS BY RAIL. IT IS USUALLY A 40-MINUTE RIDE TO THE CENTRAL TERMINAL. THE LAST TRAIN LEAVES ADELAIDE AT 2330 AND THE SERVICE IS RESUMED AT 0500.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 86) (USS JOSEPH STRAUSS) TUGS WERE AVAILABLE, BUT THE SHIP DID NOT USE THEM.

B. DREDGES AND MISCELLANEOUS CRAFT. (MAR 89) NO INFORMATION IS AVAILABLE.

C. WATER. (OCT 88) (USS BREWTON) POTABLE WATER WAS PROVIDED BY PIPE FROM THE PIER. CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS 0 PPM FAC.

D. AIRFIELD. (FEB 89) (FICPAC) ADELAIDE CIVILIAN AIRPORT IS LOCATED 7.2 KM (4.5 MI) WEST OF THE CITY. OPERATIONS ARE 24 HOURS A DAY. THERE ARE TWO ASPHALT RUNWAYS.

ORIENTATION

DIMENSION

050/230

2,530 X 45.7 M (8,300 X 150 FT)

120/300

1,652 X 45.7 M (5,420 X 150 FT)

THE COMMERCIAL TRAFFIC RANGES FROM LIGHT PRIVATE AIRCRAFT TO LARGE JET PASSENGER PLANES. THERE ARE NUMEROUS FLAT SPOTS THROUGHOUT THE ENTIRE AREA WHICH COULD EASILY ACCOMMODATE HELICOPTER OPERATIONS.

E. COMMUNICATIONS (OCT 88) (USS BREWTON) THE HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "ADELAIDE PORT CONTROL" PRIOR TO PILOT PICK-UP OUTSIDE OF THE ENTRANCE BEACON. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES WHILE IN PORT.

SHIPS BERTHED ALONGSIDE GET LAND-LINES INSTALLED, AND CONUS CALLS CAN BE MADE THROUGH OPERATOR'S ASSISTANCE.

(JUN 86) (USS JOSEPH STRAUSS) ARRANGEMENTS FOR MAIL MUST BE MADE PRIOR TO ENTERING THE PORT THROUGH THE LOGREQ. MAIL WAS FORWARDED VIA SYDNEY, AND SERVICE WAS PROMPT AND RELIABLE.

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PORT ADELAIDE, AUSTRALIA

F. MEDICAL. (OCT 88) (USS BREWTON) A QUARANTINE DECLARATION AND HTLV-III CERTIFICATION WERE NOT REQUESTED. QUARANTINE OFFICIALS WERE BOARDED, AND "DERAT" CERTIFICATE WAS REQUESTED.

MEDICAL CARE IS AVAILABLE AT THE QUEEN ADELAIDE (350 BEDS). THIS FACILITY OFFERS GENERAL MEDICINE AND SURGERY, OB/GYN, ENT, NEUROLOGY, PEDIATRICS, UROLOGY, CARDIOLOGY, OPHTHALMOLOGY, ORTHOPEDICS, PSYCHIATRY, HEMATOLOGY, DERMATOLOGY, PATHOLOGY, RADIOTHERAPY, CAT SCAN, BLOOD BANKINGS, X-RAY, LABORATORY, AND DENTISTRY. THE SHIP UTILIZED THIS FACILITY FOR SUB-ACUTE APPENDICITIS THROUGH AUSTRALIAN COMMANDER (RED) DR. COLIN ALDERMAN, NAVAL LIAISON PORT ADELAIDE. AMBULANCE TRANSPORTATION AND AIR AMBULANCE TRANSPORTATION WERE AVAILABLE.

HEALTH AND SANITATION OF THE PORT WERE GOOD WITH NO INDUSTRIAL POLLUTANTS IN HARBOR WATER, NO ATMOSPHERIC POLLUTION, OR ORGANIC MATERIAL IN THE PORT AREA. SMALL BOAT TRAFFIC WAS LIGHT. GENERAL IMPRESSION OF THE CITY WAS CLEAN AND GOOD.

ILLICIT DRUG AVAILABILITY AND PROSTITUTION WERE NOT INVESTIGATED. THE PREVALENT COMMUNICABLE DISEASES ENDEMIC TO THE AREA ARE GONORRHEA AND PNEUMONIA. NO DIARRHEAL, SKIN, SEXUALLY TRANSMITTED, AND VECTORBORNE DISEASES WERE OCCURRED IN OR AFTER LEAVING THE PORT.

G. GASOLINE. (OCT 88) (USS BREWTON) GASOLINE IS AVAILABLE AT NUMEROUS LOCAL STATIONS AT US\$0.54/1 LTR.

H. PROVISIONS. (OCT 88) (USS BREWTON) SHIP'S CHANDLER WAS METRO-NAUTILUS, WHARF NO. 3, BLDG MCLAREN PDE, PORT ADELAIDE. MEATS, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS WERE AVAILABLE.

I. GARBAGE DISPOSAL. (OCT 88) (USS BREWTON) DISPOSAL SERVICE WAS AVAILABLE THREE TIME A DAY BY TRUCK. THE ARRANGEMENT SHOULD BE MADE VIA LOCAL AUTHORITIES. SEWAGE DISPOSAL WAS AVAILABLE BY TRUCK. DUMPING WAS NOT RESTRICTED, AND TRASH DID NOT NEED TO BE SORTED.

4. PERSONALIA

A. CALLS. (OCT 88) (USS BREWTON) CALLS WERE MADE ON:

LORD MAYOR OF ADELAIDE
MINISTER OF MARINE
HIS EXCELLENCY THE GOVERNOR OF SOUTH AUSTRALIA.

THE SHIP WAS OPEN TO GENERAL PUBLIC 1300-1600 FOR TWO DAYS.

B. HONORS. (OCT 88) (USS BREWTON) PORT ADELAIDE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. (MAR 89) (FICPAC) ADELAIDE IS THE CAPITAL OF THE STATE OF SOUTH AUSTRALIA. IT WAS NAMED AFTER QUEEN ADELAIDE, CONSORT OF KING WILLIAM IV. AS A RESULT OF THE GENIUS OF CHARLES STUART AND LATER WILLIAM LIGHT (THE FIRST SURVEYOR GENERAL), A SITE WAS SELECTED IN 1836 UPON FERTILE PLAINS WHICH SWEEPED UP FROM THE COAST TO A LINE OF HILLS ABOUT 14 KM (9 MI) INLAND.

WILLIAM LIGHT SELECTED A SPOT ON RISING GROUND, CLOSE TO THE TORRENS

L13-3
(CH-10)

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PORT ADELAIDE, AUSTRALIA

RIVER, THE FIRST SOURCE OF WATER SUPPLY. WITHIN 12.8 KM (8 MI), LAY THE ONLY SHELTERED INLET ALONG THE ELEVATED COAST, THE PORT ADELAIDE "RIVER", A DEFLECTED TIDAL ESTUARY. THIS WATER - SHALLOW, MUDDY, BUT IMPROVED BY DREDGING - BECAME THE SITE OF ADELAIDE'S PORT UNTIL THE CONSTRUCTION OF THE OUTER HARBOR. THIS PROVIDED A MORE ACCESSIBLE ANCHORAGE FOR LARGER VESSELS NEAR THE MOUTH OF THE ESTUARY. ADELAIDE IS A SEDATE, WELL-PLANNED, AND WELL-KEPT CITY. ITS BUSINESS CENTER IS BOUNDED BY WIDE BELTS OF PARKLAND. ITS COMMERCIALY CENTRAL POSITION, GOOD COMMUNICATIONS, AND READY SUPPLIES OF RAW MATERIALS HAVE GIVEN IMPETUS TO THE GROWTH OF A NUMBER OF FLOURISHING INDUSTRIES, SUCH AS IMPLEMENTS AND MACHINERY, WOOLENS, COTTONS, AND FURNITURE. SHIP-BUILDING AND THE MANUFACTURING OF AUTOMOBILE BODIES ARE FOREMOST AMONG EXPANDING INDUSTRIES. THE SOUTHERN SECTION, WHICH WAS DEVELOPED INTO THE PRINCIPAL BUSINESS AREA, IS COMPLETELY SEPARATED FROM THE NORTHERN RESIDENTIAL SECTION BY THE TORRENS RIVER AND EXTENSIVE RESERVES AND GARDENS. THE CITY POSSESSES MANY FINE BUILDINGS INCLUDING THE PARLIAMENT HOUSE, THE UNIVERSITY, AND TWO CATHEDRALS.

(OCT 88) (USS BREWTON) THE POPULATION IS APPROXIMATELY ONE MILLION.

B. LIBERTY. (OCT 88) (USS BREWTON) NEITHER SHORE PATROL NOR BEACH GUARD WAS REQUIRED.

C. CLUBS AND BARS (OCT 88) (USS BREWTON) DISCO/NIGHT CLUBS ARE OLD LION HOTEL, CNR JERNINGHAM AND MELBOURNE STREETS, NORTH ADELAIDE; AND LE ROX, 9 LIGHT SQUARE, ADELAIDE.

D. RESTAURANTS. (OCT 88) (USS BREWTON) SOME SUGGESTIONS INCLUDE:

AYERS HOUSE - HOME OF THE NATIONAL TRUST SA, HOUSES TWO EXCELLENT RESTAURANTS, IS LOCATED AT 288 WORTH TERRACE, EXPENSIVE.

WINDY POINT RESTAURANT - OFFERING EITHER SILVER SERVICE OR ITALIAN CUISINE, WITH A BREATHTAKING VIEW OF ADELAIDE.

PAVILION ON THE PARK - SET IN THE BEAUTIFUL VEALE GARDENS OF THE PARKLANDS ON SOUTH TERRACE, ADELAIDE, FRENCH CUISINE.

TORRENS RIVERFRONT RESTAURANT - OVER-LOOKING THE CITY ACROSS THE TORRENS LAKE, HOUSES TWO RESTAURANTS: FLANNIGANS (SEAFOOD & STEAKES) AND THE TAIPAN (CHINESE). WAR MEMORIAL DRIVE, NORTH ADELAIDE.

ATLANTIC REVOLVING RESTAURANT - OFFERS A 360° VIEW OF ADELAIDE'S PANORAMA, 760 ANZAC HIGHWAY, GLENELG.

THE SNAKE CHARMER RESTAURANT - 42 UNLEY RD, UNLEY, (INDIAN CUISINE).

WATERFRONT RESTAURANT - 306 GLEN OSMOND RD, FULLARTON, SEAFOOD.

PORT DOCK BREWERY HOTEL - 10 TODD ST, PORT ADELAIDE. EXCELLENT MEALS AND A LARGE VARIETY OF BREWED BEERS. WALKING DISTANCE.

E. HOTELS. (OCT 88) (USS BREWTON) THERE ARE SO MANY GOOD HOTELS IN PORT ADELAIDE AND THE CITY OF ADELAIDE THAT IT IS IMPOSSIBLE TO DETAIL THEM. IT IS RECOMMENDED THAT THE TELEPHONE DIRECTORY AND LOCALLY PREPARED

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PORT ADELAIDE, AUSTRALIA

BROCHURES BE CONSULTED. HOTEL ACCOMMODATIONS CAN BE ARRANGED VIA LOGREQ OR THE AUSTRALIAN NAVY LIAISON.

F. ATHLETICS. (OCT 88) (USS BREWTON) A VARIETY OF ATHLETIC FACILITIES ARE AVAILABLE. THE FOLLOWING CLUBS OFFERED HONORARY MEMBERSHIP DURING THE VISIT.

PORT ADELAIDE NAVAL ASSOCIATION, PORT MALL - ALL WELCOME! CONTACT PRESIDENT (492892) OR SECRETARY (497272).

RIVERSIDE GOLF CLUB, LOCHSIDE DRIVE, WEST LAKES - OFFICERS AND SAILORS. ANY DAY EXCEPT SATURDAY. RING BEFORE PROCEEDING (268-5451/268-3850). NO JEANS OR T SHIRTS. OWN CLUBS REQUIRED.

NORTH HAVEN GOLF COURSE, LADY RUTHVEN DRIVE, OUTER HARBOR - PUBLIC COURSE. REASONABLE RATES. HIRE CLUBS. NO DRESS REGULATIONS. IF SAT/SUN, RING BEFORE DEPARTING (248-3832).

SA POLICE ACADEMY, FORT LARGS, STRATHFIELD TERRACE - TENNIS, SWIMMING GYMNASIUM, AND SAUNA. RING ACADEMY BEFORE DEPARTING (248-9411).

ALBERTON SQUASH CENTER, 60A PORT RD, ALBERTON - ANY DAY BEFORE 1800. MEMBER'S RATES WHEN ID CARD PRODUCED (47-3188).

ALBERT PARK CRICKET CENTER, 24 MURRAY ST, ALBERT PARK - SUPPLY OWN TEAM, BOOK OWN TIME, AS\$4.00 PER PERSON (243-1322).

ROYAL SA YACHT SQUADRON, OUTER HARBOR - OFFICERS WELCOMED. FRIDAY AND WEEKEND (248-1063).

G. BEACHES. (OCT 88) THE RECOMMENDED BEACHES ARE:

| <u>NAME</u> | <u>DISTANCE (KM/MI) FROM PORT</u> | <u>SNORKELING</u> | <u>TRANSPORTATION</u> |
|-------------|-----------------------------------|-------------------|-----------------------|
| MARINO | 15 (9.3) SOUTH | YES | BUS |
| SEACLIFF | 13 (8.0) SOUTH | YES | BUS |
| BRIGHTON | 12 (7.4) SOUTH | YES | BUS |
| SOVERTON | 11 (6.8) SOUTH | YES | BUS |
| GLENELG | 10 (6.2) SOUTH | YES | BUS |
| WEST | 8 (4.9) SOUTH | YES | BUS |

H. CHURCHES. (OCT 88) ALL MAJOR DENOMINATIONS ARE REPRESENTED IN ADELAIDE, WITH SERVICES USUALLY AT 1100/1900. FOR SPECIAL ASSISTANCE OR TRANSPORTATION, CONTACT THE NAVY LEAGUE CHRISTIAN FELLOWSHIP AT 37 CROSS ST. (47-6897).

I. TRANSPORTATION. (OCT 88) TAXIS ARE METERED AND ARE READILY AVAILABLE. RENTAL CARS ARE NOT RECOMMENDED DUE TO THE REQUIREMENT TO DRIVE ON THE LEFT SIDE OF THE ROAD.

J. TOURS. (OCT 88) CHECK LOCAL BROCHURES WHICH ARE FOUND IN TOURIST OFFICES, HOTELS, AND RESTAURANTS, FOR PLACES OF INTEREST. LOCAL RESIDENTS WILL OFFER TO TAKE PERSONNEL ON AUTO TOURS AT NO COST. THE IDEAL WAY TO DISCOVER SOME OF THE SIGHTS AND DELIGHTS, IN THE HEART OF ADELAIDE, IS ON

L13-5
(CH-10) **FOR OFFICIAL USE ONLY**

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PORT ADELAIDE, AUSTRALIA

FOOT.

K. SHOPPING. (OCT 88) (USS BREWTON) RECOMMENDED SHOPPING AREA IS RUNDLE MALL, AND LOCAL SPECIALTY ITEMS ARE DUTY FREE JEWELRY (OPALS, SAPPHIRES, GOLD, ETC.).

L. THEATER AND CINEMA. (OCT 88) THEATERS AND CINEMA ARE AVAILABLE. ADELAIDE FESTIVAL CENTER; AMPHITHEATER, KING WILLIAM ST; AND LITTLE THEATER, UNIVERSITY OF ADELAIDE; ARE RECOMMENDED.

M. PHYSICAL SECURITY. (OCT 88) (USS BREWTON) SHIP'S PHYSICAL SECURITY IS REQUIRED AND RECOMMEND PIER ROVERS AND TOP SIDE ROVERS TO PREVENT DEMONSTRATORS FROM HANGING BANNERS AND PAINTING HULL. PHYSICAL SECURITY (1-2 PATROL CARS) WAS PROVIDED BY LOCAL POLICE. THEY WERE ARMED AND COMPETENT. PORT PATROL CRAFT WERE AVAILABLE, BUT DIVERS TO CHECK BERTH/ANCHORAGE AREA WERE NOT AVAILABLE.

N. MISCELLANEOUS INFORMATION. (MAR 89) (FICPAC) THE CURRENCY EXCHANGE RATE IN MAR 89 IS US\$1.00 = AS\$1.19.

(OCT 88) (USS BREWTON) THE CURRENCY EXCHANGE WAS CONDUCTED ON BOARD AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY WITHOUT DIFFICULTY.

TUGS REFUSED TO ASSIST THE SHIP GETTING UNDERWAY DUE TO UNION'S PROTEST AGAINST NUCLEAR CAPABLE U.S. SHIPS.

HMAS ENCOUNTER IS LOCATED ACROSS THE HARBOR.

1ST CLASS ASSOCIATION SET UP A BIRTHDAY PARTY FOR THE ADELAIDE'S CHILDREN HOSPITAL. CAKE, ICE CREAM, AND KOOLAID WERE SERVED FOR 40 CHILDREN.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, MAR 89.

FOR OFFICIAL USE ONLY L13-6
(CH-10)

PORT ADELAIDE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (SEP 86) PORT ADELAIDE (34°50'S/138°30'E) LIES IN THE GULF OF ST. VINCENT. THE PORT IS COMPRISED OF THREE DISTINCT AREAS: SEMAPHORE ANCHORAGE, THE OUTER HARBOR, AND THE INNER HARBOR.

B. APPROACHES, LIGHTS, ETC. (JUN 86) (USS JOSEPH STRAUSS) CONSULT DMAHTC PUB 175 (3RD ED 1985), CHART 75132 (FOR HARBOR PILOTING), AND CHART 75134 (FOR APPROACH). CHARTS WERE ADEQUATE, BUT AUSTRALIAN CHART 137 IS RECOMMENDED IF OBTAINABLE. SOME OF THE NAVAIDS WERE FOUND TO DIFFER FROM CHART 75132.

C. PILOTAGE. (JUN 86) (USS JOSEPH STRAUSS) THE PILOT BOARDED IN THE VICINITY OF THE ENTRANCE BEACON. HE CONVERSED FREELY IN ENGLISH AND PROVIDED GOOD RECOMMENDATIONS. HE WAS HIGHLY PROFICIENT AND DID AN ADMIRABLE JOB OF CONTROLLING THE TUGS. TUGS WERE USED TO ASSIST IN THE MOORING PROCESS ON ARRIVAL; BUT FOR DEPARTURE, TUGS WERE CANCELLED AT THE LAST MOMENT DUE TO THE UNION'S REFUSAL TO PROVIDE SERVICE.

D. ENTRANCE. (JUN 86) (USS JOSEPH STRAUSS) THE ENTRANCE FROM THE SOUTH WAS STRAIGHT FORWARD WITH BOTH GOOD NAVAIDS AND RADAR AIDS. SOME OF THE MORE CONSPICUOUS NAVAIDS INCLUDED THE TWO CHIMNEYS THAT WERE ACTUALLY IN PORT ADELAIDE AND THE WATER TOWER THAT WAS CLEARLY MARKED ON THE BREAK-WATER OF THE CHANNEL. RADAR NAVIGATION WAS LAND-LOCKED.

E. CHANNEL. (JUN 86) (USS JOSEPH STRAUSS) THE CHANNEL WAS NARROW (UP TO 100 YDS IN PLACES) BUT WAS CLEARLY MARKED. THERE WERE AN ABUNDANCE OF RANGES THAT WERE GOOD AIDS TO NAVIGATION. THE ABSENCE OF RADAR NAVIGATION WAS EASILY OFFSET BY THE ABUNDANCE OF VISUAL AIDS. THE RECOMMENDED SPEED INSIDE THE CHANNEL WAS 7 KTS UNTIL IN THE VICINITY OF THE COMMERCIAL DOCKS, AND THEN IT WAS REQUIRED TO SLOW DOWN TO 4 KTS. THE SHIP ACTUALLY SPEEDED 12 KTS IN THE CHANNEL WITHOUT DIFFICULTY. THE SHIP MOORED PORTSIDE TO BERTH 2, INNER HARBOR. THE MINIMUM DEPTH RECORDED WAS 5 M (16.4 FT) BENEATH THE SONAR DOME.

F. ANCHORAGES. (JUN 86) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (JUN 86) CONSULT PUB 175.

H. TIDES AND CURRENTS. (JUN 86) CONSULT PUB 175.

I. WEATHER AND WINDS. (JUN 86) CONSULT PUB 175.

2. BERTHING AND FACILITIES

| <u>HARBOR</u> | <u>BERTH</u> | <u>LENGTH(M/FT)</u> | <u>DEPTH(M/FT)</u> | <u>REMARKS</u> |
|---------------|--------------|---------------------|--------------------|----------------|
| OUTER HARBOR | BERTH 1 | 220/722 | 11.0/36 | |

PORT ADELAIDE, AUSTRALIA

| | | | | |
|--------------|----------|---------|---------|---------------------|
| | BERTH 2 | 163/535 | 10.1/33 | PASSENGER TERMINAL |
| | BERTH 3 | 137/449 | 10.1/33 | |
| | BERTH 4 | 215/705 | 10.7/35 | RO/RO |
| | BERTH 6 | 298/978 | 12.0/39 | CONTAINER TERMINAL |
| OSBORNE | BERTH 1 | 183/600 | 9.8/32 | DRY AND LIQUID BULK |
| | BERTH 2 | 169/554 | 9.4/31 | BULK SUGAR |
| | BERTH 3 | 203/666 | 7.6/25 | LAY UP BERTH |
| INNER HARBOR | BERTH 29 | 245/804 | 9.8/32 | STEEL |
| | BERTH 27 | 204/669 | 10.7/35 | GRAIN |
| | BERTH 25 | 240/787 | 9.1/30 | CONTAINER & RO/RO |

(OCT 84) (USS WADDELL) THERE WERE NO FACILITIES FOR SHORE POWER AND STEAM.

B. FUEL, LUBE, AND DIESEL OIL. (MAY 82) THERE IS AN ABUNDANT SUPPLY OF FUEL, LUBE, AND DIESEL OIL. DELIVERY IS BY TRUCK AT A RATE OF 34,065 L (9,000 GAS)/HOUR THROUGH 6.4 CM (2.5 IN) CONNECTIONS. THE FUEL IS OF GOOD QUALITY.

"GOLDEN FLEECE" (VENDOR) WILL PROVIDE THE INVOICE IN U.S. DOLLARS FOR THE CONVENIENCE OF SHIPS.

SOME MAJOR FUEL COMPANIES (AMCO, SHELL, MOBIL) HAVE THEIR OWN FACILITIES AND ARRANGEMENTS MUST BE MADE DIRECTLY WITH THE COMPANY THROUGH THE PORT SERVICES OFFICE.

SHIPBOARD OILY WASTES AND DIRT ARE REMOVED BY THE WASTE DISPOSAL TRUCKS.

C. MECHANICAL HANDLING FACILITIES. (JAN 84) MOBILE CRANES AND FORKLIFTS ARE AVAILABLE. AT THE INNER HARBOR, THERE ARE FOUR 6-TON, ELECTRIC, FULL SLEWING, LUFFING CRANES. MAGNETS AND GRABS ARE AVAILABLE TO USE WITH THESE CRANES FOR HANDLING SCRAP METAL. AT OSBORNE BULK-HANDLING BERTHS, THERE ARE SIX 9-TON, FULL SLEWING AND LUFFING GRAB CRANES.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 84) THREE SLIPS ARE AVAILABLE FOR VESSELS UP TO 1,100 TONS. THERE IS NO DRYDOCK. ENGINE AND HULL REPAIRS CAN BE UNDERTAKEN BY LOCAL WORKSHOPS.

E. WAREHOUSES AND STORAGE FACILITIES. (JAN 84) LARGE MODERN CARGO TRANSIT SHEDS ARE PROVIDED AT ALL MAIN BERTHS.

F. STEVEDORES. (APR 79) SKILLED MARINE LABOR IS AVAILABLE IN ALL FACETS OF SHIP HANDLING/REPAIR.

G. PORT CAPACITY. (JUN 86) THE OUTER HARBOR CAN ACCOMMODATE TWO DD TYPE SHIPS AND THE INNER HARBOR, TWO DD SIZE WARSHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 79) THERE ARE ROADS OF GOOD QUALITY, AND BUS AND RAIL SERVICE IS AVAILABLE FROM THE PORT AREA TO ADELAIDE PROPER. THE PRIMARY MEANS OF TRANSPORTATION FROM THE OUTER HARBOR AREA IS BY RAIL. IT IS USUALLY A 40-MINUTE RIDE TO THE CENTRAL TERMINAL. THE LAST TRAIN LEAVES ADELAIDE AT 2330 AND THE SERVICE

PORT ADELAIDE, AUSTRALIA

IS RESUMED AT 0500.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 86) (USS JOSEPH STRAUSS) TUGS WERE AVAILABLE, BUT JOSEPH STRAUSS DID NOT USE THEM.

B. WATER. (JUN 86) (USS JOSEPH STRAUSS) POTABLE WATER WAS PROVIDED BY PIPE FROM THE PIER THROUGH A 6.3 CM (2.5 IN) CONNECTOR. THE WATER WAS OF GOOD QUALITY.

C. AIRFIELDS. (OCT 85) ADELAIDE CIVILIAN AIRPORT IS LOCATED 7.2 KM (4.5 MI) WEST OF THE CITY. OPERATIONS ARE 24 HOURS A DAY. THERE ARE TWO ASPHALT RUNWAYS.

| <u>ORIENTATION</u> | <u>DIMENSION</u> |
|--------------------|---------------------------------|
| 050/230 | 2,530 X 45.7 M (8,300 X 150 FT) |
| 120/300 | 1,652 X 45.7 M (5,420 X 150 FT) |

THE COMMERCIAL TRAFFIC RANGES FROM LIGHT PRIVATE AIRCRAFT TO LARGE JET PASSENGER PLANES (TAA AND ANSETT). THERE ARE NUMEROUS FLAT SPOTS THROUGHOUT THE ENTIRE AREA WHICH COULD EASILY ACCOMMODATE HELICOPTER OPERATIONS.

D. COMMUNICATIONS. (JUN 86) (USS JOSEPH STRAUSS) THE HARBOR CONTROL SHOULD BE CONTACTED ON VHF CHANNEL 16 WITH A CALL SIGN "ADELAIDE PORT CONTROL" PRIOR TO PILOT PICK-UP OUTSIDE OF THE ENTRANCE BEACON. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES WHILE IN PORT.

THE SHIP HAD TWO SEPARATE PHONE CONNECTIONS WHICH WERE IN GOOD WORKING ORDER. CALLS COULD BE MADE TO CONUS WITH A MINIMAL WAITING TIME.

ARRANGEMENTS FOR MAIL MUST BE MADE PRIOR TO ENTERING THE PORT THROUGH THE LOGREQ. MAIL WAS FORWARDED VIA SYDNEY, AND SERVICE WAS PROMPT AND RELIABLE.

E. MEDICAL. (JUN 86) SEE L13/MED.

F. GASOLINE. (SEP 80) THERE ARE NO GOVERNMENT FACILITIES; HOWEVER, COMMERCIAL GASOLINE STATIONS ARE PLENTIFUL IN BOTH THE PORT AND THE CITY.

G. PROVISIONS. (JUN 86) (USS JOSEPH STRAUSS) EXCELLENT QUALITY OF MEATS, DAIRY PRODUCTS, FRESH FRUIT & VEGETABLES, AND BAKERY PRODUCTS WERE AVAILABLE FROM COSTALOS AND SONS, 2-6 WEBSTER STREET, PORT ADELAIDE, 5015.

H. GARBAGE DISPOSAL. (JUN 86) (USS JOSEPH STRAUSS) GARBAGE DISPOSAL WAS AVAILABLE TWICE A DAY BY TRUCK. THE ARRANGEMENT SHOULD BE MADE VIA THE RAN. THERE WERE NO RESTRICTIONS ON DUMPING AND TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL WAS AVAILABLE ONLY BY A TRUCK DISPOSAL UNIT. PIERSIDE HOOK-UP WAS NOT AVAILABLE.

PORT ADELAIDE, AUSTRALIA

4. PERSONALIA

A. CALLS. (JUN 86) (USS JOSEPH STRAUSS) CALLS MAY BE MADE ON THE MAYOR OF PORT ADELAIDE.

THE SHIP WAS NOT OPENED FOR GENERAL VISITING, BUT A HIGH NUMBER OF GUESTS OF THE CREW VISITED FOR A TOUR. OF PARTICULAR NOTE WAS THAT THE SHIP CONDUCTED A CHANGE OF COMMAND ONBOARD. THE CEREMONY WAS OPEN TO INVITED GUESTS ONLY AND INCLUDED A RECEPTION ONBOARD AFTERWARDS.

B. HONORS. (JUN 86) PORT ADELAIDE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (SEP 86) ADELAIDE IS THE CAPITAL OF THE STATE OF SOUTH AUSTRALIA. IT WAS NAMED AFTER QUEEN ADELAIDE, CONSORT OF KING WILLIAM IV. AS A RESULT OF THE GENIUS OF CHARLES STUART AND LATER WILLIAM LIGHT (THE FIRST SURVEYOR GENERAL), A SITE WAS SELECTED IN 1836 UPON FERTILE PLAINS WHICH SWEEP UP FROM THE COAST TO A LINE OF HILLS ABOUT 14 KM (9 MI) INLAND.

WILLIAM LIGHT SELECTED A SPOT ON RISING GROUND, CLOSE TO THE TORRENS RIVER, THE FIRST SOURCE OF WATER SUPPLY. WITHIN 12.8 KM (8 MI) LAY THE ONLY SHELTERED INLET ALONG THE ELEVATED COAST, THE PORT ADELAIDE "RIVER", A DEFLECTED TIDAL ESTUARY. THIS WATER - SHALLOW, MUDDY, BUT IMPROVED BY DREDGING - BECAME THE SITE OF ADELAIDE'S PORT UNTIL THE CONSTRUCTION OF THE OUTER HARBOR. THIS PROVIDED A MORE ACCESSIBLE ANCHORAGE FOR LARGER VESSELS NEAR THE MOUTH OF THE ESTUARY. ADELAIDE IS A SEDATE, WELL-PLANNED, AND WELL-KEPT CITY. ITS BUSINESS CENTER IS BOUNDED BY WIDE BELTS OF PARKLAND. ITS COMMERCIALLY CENTRAL POSITION, GOOD COMMUNICATIONS AND READY SUPPLIES OF RAW MATERIALS HAVE GIVEN IMPETUS TO THE GROWTH OF A NUMBER OF FLOURISHING INDUSTRIES, SUCH AS IMPLEMENTS AND MACHINERY, WOOLENS, COTTONS, AND FURNITURE. SHIP-BUILDING AND THE MANUFACTURING OF AUTOMOBILE BODIES ARE FOREMOST AMONG EXPANDING INDUSTRIES. THE SOUTHERN SECTION, WHICH HAS DEVELOPED INTO THE PRINCIPAL BUSINESS AREA, IS COMPLETELY SEPARATED FROM THE NORTHERN RESIDENTIAL SECTION BY THE TORRENS RIVER AND EXTENSIVE RESERVES AND GARDENS. THE CITY POSSESSES MANY FINE BUILDINGS INCLUDING THE PARLIAMENT HOUSE, THE UNIVERSITY, AND TWO CATHEDRALS.

B. LIBERTY. (JUN 86) ONE E-6 OR ABOVE WAS REQUIRED DAILY TO PATROL WITH A LOCAL POLICE OFFICER. THE LOCAL POLICE STATION IS LOCATED AT 66 COMMERCIAL ROAD. THEIR COOPERATION IS EXCELLENT. SHORE PATROL HEAD-QUARTERS IS LOCATED AT 1 ANGAS ST, ADELAIDE (CITY WATCH HOUSE).

C. CLUBS AND BARS. (JUN 86) (USS STRAUSS) THERE WAS A RECENT ADDITION OF THE ADELAIDE CASINO, WHICH WAS VERY ELEGANT IN EUROPEAN STYLE AND NO SLOT MACHINES. THE CASINO OFFERED AN EXCELLENT EXCHANGE RATE.

D. RESTAURANTS. (JUN 86) SEE PARA E HOTELS.

PORT ADELAIDE, AUSTRALIA

E. HOTELS. (JUN 86) PORT ADELAIDE, AND THE CITY OF ADELAIDE, OFFER THE KINDS OF CLUBS, BARS, AND HOTELS COMMON TO A CITY OF MORE THAN HALF A MILLION RESIDENTS. AS THERE ARE SO MANY GOOD HOTELS, RESTAURANTS, AND CLUBS IN THE CITY, IT IS IMPOSSIBLE TO DETAIL THEM. IT IS RECOMMENDED THAT THE TELEPHONE DIRECTORY AND LOCALLY PREPARED BROCHURES BE CONSULTED. THE HOSPITALITY OF THE RESIDENTS IN MANY CASES PRECLUDES THE NECESSITY OF COMPETITION. HOTEL ACCOMMODATIONS CAN BE ARRANGED VIA LOGREQ OR THE AUSTRALIAN NAVY LIAISON. LOCAL COCKTAIL BARS CLOSE AT 2200, AND DRINKS MAY BE PURCHASED AFTER THAT ONLY IN CONJUNCTION WITH A MEAL AT A RESTAURANT OR HOTEL.

F. ATHLETICS. (APR 79) A VARIETY OF ATHLETIC FACILITIES ARE AVAILABLE. A SOFTBALL COMPETITION CAN BE ARRANGED WITH THE LOCAL POLICE ACADEMY.

G. BEACHES. (SEP 80) THE RECOMMENDED BEACHES ARE:

| <u>NAME</u> | <u>DISTANCE (KM/MI) FROM PORT</u> | <u>SNORKELING</u> | <u>TRANSPORTATION</u> |
|-------------|-----------------------------------|-------------------|-----------------------|
| MARINO | 15 (9.3) SOUTH | YES | BUS |
| SEACLIFF | 13 (8.0) SOUTH | YES | BUS |
| BRIGHTON | 12 (7.4) SOUTH | YES | BUS |
| SOVERTON | 11 (6.8) SOUTH | YES | BUS |
| GLENELG | 10 (6.2) SOUTH | YES | BUS |
| WEST | 8 (4.9) SOUTH | YES | BUS |

H. CHURCHES. (SEP 80) ALL MAJOR DENOMINATIONS ARE REPRESENTED IN ADELAIDE, WITH SERVICES USUALLY AT 1100/1900. FOR SPECIAL ASSISTANCE OR TRANSPORTATION, CONTACT MR. CECIL COOK OF THE NAVY LEAGUE CHRISTIAN FELLOWSHIP AT 37 CROSS ST (TEL: 47-6897).

I. TRANSPORTATION. (JUN 86) (USS JOPHEPH STRAUSS) TAXIS ARE METERED AND ARE READILY AVAILABLE. RENTAL CARS ARE NOT RECOMMENDED DUE TO THE DRIVING ON THE LEFT SIDE OF THE ROAD.

J. TOURS. (SEP 80) CHECK LOCAL BROCHURES WHICH ARE FOUND IN TOURIST OFFICES, HOTELS, MOTELS, AND RESTAURANTS, FOR PLACES OF INTEREST. LOCAL RESIDENTS WILL OFFER TO TAKE PERSONNEL ON AUTO TOURS AT NO COST.

THE IDEAL WAY TO DISCOVER SOME OF THE SIGHTS AND DELIGHTS, IN THE HEART OF ADELAIDE, IS ON FOOT.

K. SHOPPING. (SEP 80) LOCAL RESIDENTS ARE VERY HELPFUL IN OBTAINING ITEMS OF INTEREST AT REASONABLE PRICES. TANNAWOOD PTY. LTD. AT 49 CHIEF STREET, ABOUT 10 MINUTES FROM PORT ADELAIDE, IS RECOMMENDED FOR SHEEPSKINS, KANGAROO SKINS, ETC. THEY HAVE A NICE SELECTION AT REASONABLE PRICES. PRICE BARGAINING IS NOT AN ACCEPTED PRACTICE.

L. THEATER AND CINEMA. (SEP 80) THEATERS AND CINEMA ARE AVAILABLE. ADELAIDE FESTIVAL CENTER, ADELAIDE; AMP THEATER, KING WILLIAM ST; AND LITTLE THEATER, UNIVERSITY OF ADELAIDE; ARE RECOMMENDED.

PORT ADELAIDE, AUSTRALIA

M. PHYSICAL SECURITY. (JUN 86) (USS JOSEPH STRAUSS) THE SHIP WAS MET BY ANTI-NUCLEAR DEMONSTRATORS UPON ARRIVAL AND THROUGHOUT THE VISIT. THE IMMEDIATE AREA OF THE BERTHING ASSIGNMENT WAS FENCED OFF WITH A TEMPORARY FENCE. LOCAL POLICE HELPED TO PREVENT THE DEMONSTRATING CROWD FROM GETTING TOO CLOSE TO THE SHIP, BUT THEY WERE NOT THERE AT ALL TIMES TO RESTRAIN THEM. THE SHIP TOOK THE PRECAUTION OF SETTING UP TWO FIRE-HOSES ON THE MAIN DECK, READY TO BE CHARGED AT A MOMENT'S NOTICE. THIS WAS AN EFFECTIVE METHOD OF PREVENTING FURTHER INCIDENT. ON DEPARTURE, THE FIRE HOSES WERE NEEDED TO BE CHARGED TO PREVENT A DEMONSTRATOR FROM BOARDING THE SHIP WITH A PAINT BOMB. THE SHIP ALSO HAD A SWIMMER DIVE BETWEEN THE SHIP AND THE PIER WHEN THE SHIP WAS MAKING ITS INITIAL APPROACH TO PIER 2. LOCAL POLICE INTERVENED AND REMOVED THE MAN. ASIDE FROM LOCAL POLICE, NO FURTHER SECURITY WAS PROVIDED BY THE HOST NATION. THE SHIP DID NOT HAVE TO GO TO SECURITY ALERT WHILE IN PORT.

N. MISCELLANEOUS INFORMATION. (JUN 86) (USS JOSEPH STRAUSS) ASIDE FROM THE ANTI-NUCLEAR DEMONSTRATORS, THE SHIP'S STAY IN ADELAIDE WAS A MOST ENJOYABLE ONE. THE RECEPTION WAS WARM AND THE PEOPLE WERE VERY FRIENDLY. THERE WAS A PROBLEM OF CANCELLED TUGS AND LINE-HANDLERS FOR DEPARTURE, BUT THAT WAS HANDLED BY SHIP'S FORCE WITHOUT INCIDENT. THE DEMONSTRATIONS WERE SIGNIFICANT ENOUGH TO WARRANT THREE OPREP 3'S. THEY SEEMED TO REPRESENT A VOCAL BUT SMALL MINORITY.

LOGREQS SHOULD BE ADDRESSED TO NOCSA (NAVAL OFFICER COMMANDING SOUTH AUSTRALIA) AS WELL AS USCINCPACREP/USDAO CANBERRA AS. IF CLASSIFIED, THEY SHOULD CONTAIN "RELEASABLE TO AUSTRALIA" IN CLASSIFICATION LINE.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, 474-5285, (SEP 86).

PORT ADELAIDE, AUSTRALIA

3. E. MEDICAL. (MAY 85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN PORT ADELAIDE ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT THE ROYAL ADELAIDE HOSPITAL (1,273 BEDS) LOCATED 7.2 KM (4.5 M) FROM THE PORT, ON PORT ROAD. THIS FACILITY IS THE TEACHING HOSPITAL FOR THE UNIVERSITY OF ADELAIDE AND OFFERS GENERAL MEDICINE AND SURGERY, OB/GYN, ENT, NEUROLOGY, PEDIATRICS, UROLOGY, CARDIOLOGY, OPHTHALMOLOGY, ORTHOPEDICS, PSYCHIATRY, HEMATOLOGY, DERMATOLOGY, RHEUMATOLOGY, RADIO THERAPY, PATHOLOGY, BLOOD BANKINGS, X-RAY, LABORATORY, AND DENTISTRY. DENTAL CARE IS ALSO AVAILABLE FROM LOCAL DENTISTS IN PRIVATE PRACTICE.

(JUN 86) (USS JOSEPH STRAUSS) THE "DERAT" CERTIFICATE WAS REQUESTED. QUARANTINE OFFICIALS CAME BOARDED FOR A REVIEW OF "DERAT" CERTIFICATE. A "FREE PRATIQUE" WAS ISSUED COVERING ALL AUSTRALIAN PORTS.

ONE MEMBER WAS TAKEN FOR SUSPECTED MUMPS AND ANOTHER FOR AN OPHTHALMOLOGY CONSULT TO THE REPATRIATION HOSPITAL, DANE ROAD, ADELAIDE GENERAL AND SPECIAL HOSPITAL THROUGH THE U.S. EMBASSY/COUNSEL.

HEALTH AND SANITATION OF PORT

ORGANIC MATERIAL (WASTES) PRESENT - NONE PRESENT.
EVIDENCE OF ATMOSPHERIC POLLUTION - NONE NOTED.
SHIP AND SMALL BOAT TRAFFIC - MODERATE.

L13/MED-1
(CH-2)

PORT ADELAIDE, AUSTRALIA

GENERAL IMPRESSION OF CITY CONDITION

GARBAGE AND TRASH ACCUMULATION - VERY CLEAN WITH PLENTY OF TRASH RECEPTICLES.

SEWAGE REMOVAL/TREATMENT - UNDERGROUND SEWAGE SYSTEM. THE TREATMENT IS LOCATED OUTSIDE OF THE CITY.

STRAY ANIMALS (RABIES)? - FEW STRAY ANIMALS BUT NO RABIES.

SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS - EQUIVALENT TO U.S. STANDARDS.

ILLICIT DRUG AVAILABILITY - MARIJUANA/COCAINE ARE READILY AVAILABLE FROM ANY NUMBER OF SOURCES DOWNTOWN.

PROSTITUTION - IT IS NOT LEGAL. THEY ARE FOUND AT BARS AND ON THE STREET, AND NO HEALTH CARDS USED. TWO CASES OF SEXUALLY TRANSMITTED DISEASES WERE REPORTED.

AUSTRALIA USES SOCIAL MEDICINE, SO MILITARY MEMBERS ARE TREATED AT "VA" TYPE HOSPITALS.

FOR OFFICIAL USE ONLY

GERALDTON, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (NOV 88) GERALDTON (28-47S/114-36E) IS A SMALL HARBOR ON THE WESTERN COAST OF AUSTRALIA WHICH AFFORDS FAIR PROTECTION AGAINST WIND AND SEA. IT IS SITUATED IN THE SOUTHEAST CORNER OF CHAMPION BAY AND IS PROTECTED BY BREAKWATERS.

B. APPROACHES, LIGHTS, ETC. (OCT 88) (USS FRESNO) THE SHIP USED DMAHTC PUB 175 (4TH ED 1987) AND CHART 74560 (CORR MN 13/86). THE CHART WAS ADEQUATE AND NAVAIDS WERE AVAILABLE AS PUBLISHED.

C. PILOTAGE. (OCT 88) (USS FRESNO) PILOTS WERE AVAILABLE AND REQUIRED DUE TO NARROW ENTRANCE CHANNEL. THE PILOT PICKUP POINT WAS 28-45-54S/114-32-36E (FAIRWAY BUOY). THE PILOT WAS PROFICIENT, AND TWO TUGS WERE AVAILABLE.

D. ENTRANCE. (OCT 88) THE ENTRANCE CHANNEL IS 200 YDS WIDE. RANGE BEARING 071°T WITH WHITE GLOBES ON TOP OF WHITE RANGE MARKERS WHICH ARE IN IMMEDIATE VICINITY OF LARGE CHURCH TOWER. PT MOORE LT (FL (2) 13S 16M), AERO BEACON (FL 10S 26M), AND GRAIN SILOS ARE EXCELLENT NAVAIDS. THE SHALLOWEST DEPTH IS 11.4 M (37 FT).

E. CHANNEL. (OCT 88) THE CHANNEL IS CLEARLY MARKED BY RED DAY-MARKERS WITH LT TO PORT AND GREEN DAY-MARKERS WITH LT TO STARBOARD AND HAS SHARP 90° STBD TURN INTO THE TURN BASIN. THE CHANNEL IS DREDGED TO 11.2 M (36.7 FT). SHOALS ARE IMMEDIATELY OUTSIDE OF CHANNEL MARKERS. THE CHANNEL CAN BE TRANSITED SAFELY BY LARGE SHIPS AT 8-10 KTS. THE CHURCH TOWER, NE OF HARBOR; FLAT TOPPED WATER TOWER, EAST OF THE HARBOR (SCOTT HILL WATER TOWER); CHURCH DOME, SE OF THE HARBOR; AND THE RANGE IN THE ENTRANCE CHANNEL ARE EXCELLENT NAVAIDS. IN ADDITION, FINAL LEG HAS A RANGE (ORANGE) ON TOP OF RED STUCCO BUILDING.

F. ANCHORAGES. (OCT 88) (USS FRESNO) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTION. (OCT 88) (USS FRESNO) THERE ARE NO WRECKS.

H. TIDES AND CURRENTS. (APR 85) (USS GRIDLEY) THERE ARE NO PREDICTED CURRENTS FOR THIS AREA AND CHART 74560 AND PUB 175 PROVIDE EXCELLENT GUIDANCE, ESPECIALLY FOR CURRENTS.

I. WEATHER AND WINDS. (OCT 88) CONSULT PUB 175.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 88) (USS FRESNO) A 275-YD LONG EXTENSION IS CURRENTLY UNDER CONSTRUCTION IN WESTERN SIDE OF THE HARBOR. THE PIER HAS 5-FT LONG FENDERS.

NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE. CHT WAS PUMPED INTO A TRUCK ON THE PIER.

B. FUEL, LUBE, AND DIESEL OIL. (APR 85) ALL THREE VARIETIES ARE AVAILABLE AS WELL AS GASOLINE. THE QUALITY IS GOOD. FUEL IS DELIVERED BY PIPE WITH 15.2 CM (6 IN) HOSE VIA 20.3 CM (8 IN) FLANGE WITH A GRAVITY

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GERALDTON, AUSTRALIA

FLOW OF 68,137 LITER (18,000 GAL)/HR. THE BUNKERING FACILITIES ARE OWNED BY BRITISH PETROLEUM OF AUSTRALIA.

C. MECHANICAL HANDLING FACILITIES. (APR 85) THERE ARE SIX FORKLIFTS. THE AVAILABLE CRANES ARE: ONE CRAWLER ON BARGE (10 TONS), ONE FIXED ON RAIL (25 TONS) FROM MILO SORENSON CRANE SERVICE, AND ONE CRAWLER (20 TONS) ON THE PIER.

D. DRYDOCKS AND REPAIR FACILITIES. (APR 85) THERE IS A SMALL MARINE RAILWAY AND LIMITED REPAIR FACILITIES.

E. WAREHOUSES AND STORAGE AREAS. (APR 85) ONE OF THE LARGEST GRAIN TERMINALS IN AUSTRALIA DOMINATES THE GERALDTON HARBOR - A US\$3.5 MILLION COMPLEX OF 24 MAIN CELLS AND 14 INTERSPACE CELLS, PROVIDE STORAGE FOR TWO MILLION BUSHELS OF GRAIN. IN ADDITION, THERE ARE SEVERAL BULK LOADING FACILITIES FOR THE MINERALS INDIGENOUS TO THE AREA, MINERAL SANDS AND TALC.

F. STEVEDORES. (APR 85) SKILLED LABOR IS AVAILABLE ON A 24-HR BASIS IN VARIOUS SIZE GANGS.

G. PORT CAPACITY. (OCT 88) (USS FRESNO) GERALDTON CAN ACCOMMODATE SIX CG SIZE OR SMALLER VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 85) THE STATE SHIPPING SERVICE OPERATES REGULAR SHIPPING SERVICES THROUGH THE PORT OF GERALDTON TO NORTHERN PORTS AND FREMANTLE. PERTH IS THE MAIN INLAND PORT ACCESSIBLE BY ROAD.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 88) A GOVERNMENT-SUBSIDIZED TUG SERVICE IS AVAILABLE AT THE PORT. IT DISPLACES 150 TONS WITH A BOLLARD PULL OF 13 TONS. TWO DIESEL-POWERED 7.3 M (24 FT) LIGHTERS ARE AVAILABLE. CONTACT THE PORT AUTHORITY FRO TUG AND LIGHTER SERVICE.

B. WATER. (OCT 88) (USS FRESNO) THERE IS AN ABUNDANT SUPPLY OF SANITARY WATER AVAILABLE BUT TASTED SALTY. SERVICE AT THE PIER IS BY PIPE WITH 6.35 CM (2.5 IN) CONNECTIONS AND DELIVERED AT THE RATE OF 757 LITER (200 GAL)/HR.

C. AIRFIELDS. (OCT 88) GERALDTON AIRPORT, LOCATED 21 KM (13 MI) TO THE EAST, IS THE BUSIEST AIRPORT OUTSIDE OF METROPOLITAN PERTH AND PROVIDES AIR CONNECTIONS THROUGHOUT AUSTRALIA. INTERNATIONAL FLIGHTS (MC ROBINSON, MILLER AL) ARE AVAILABLE FROM PERTH. IT HAS THREE RUNWAYS.

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|---------------------------------|----------------|
| 020/200 | 1,981 X 45.7 M (6,500 X 150 FT) | ASPHALT |
| 080/260 | 902 X 18.3 M (2,960 X 60 FT) | GRAVEL |
| 140/320 | 805 X 18.3 M (2,640 X 60 FT) | GRAVEL |

D. COMMUNICATIONS. (OCT 88) (USS FRESNO) HARBOR CONTROL SHOULD BE CONTACTED BY 156.81 MHZ WITH CALL SIGN "GERALDTON HARBOR CONTROL." NO

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GERALDTON, AUSTRALIA

FREQUENCY WAS REQUIRED TO GUARD. FOUR TELEPHONE LINES WERE PROVIDED. CONUS CALLS CAN BE MADE WITH OPERATOR ASSISTANCE. SERVICE WAS AVAILABLE 24 HRS A DAY AND WAS VERY RELIABLE.

(APR 85) (USS GRIDLEY) ARRANGEMENTS FOR MAIL DELIVERY/PICK-UP MAY BE MADE THROUGH LOGREQ. THE POST OFFICE IS LOCATED AT 5 CHAPMAN ROAD AND THE SERVICE IS VERY RELIABLE.

E. MEDICAL. (MAY 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN GERALDTON ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF THE TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATER.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(OCT 88) (USS FRESNO) MEDICAL CARE IS AVAILABLE AT THE REGIONAL HOSPITAL ON CATHEDRAL ROAD AND ST. JOHN OF GOD HOSPITAL, FRASER STREET. SERVICES AT THE REGIONAL HOSPITAL INCLUDE A CASUALTY AND ADMISSION CENTER, ICU, POST-OP UNIT, X-RAY, AND LABORATORY. AMBULANCE SERVICE IS AVAILABLE.

DERAT AND QUARANTINE DECLARATION WERE REQUIRED. THERE WERE NO INDUSTRIAL POLLUTANTS OR WASTES IN HARBOR WATER. THERE WAS NO TRASH ACCUMULATION OR FLY/INSECT INFESTATION ON PIER AREAS. MARIJUANA VENDORS AND PROSTITUTES WERE NOT NOTED IN THE PORT AREA.

F. GASOLINE. (APR 85) (USS GRIDLEY) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (OCT 88) (USS FRESNO) MEATS, DAIRY, FFV, AND BAKERY PRODUCTS WERE AVAILABLE. QUALITY OF ALL ITEMS WERE OUTSTANDING. CHANDLER WAS SEALANES IN FREMANTLE, WA. U.S. REP, WESTERN AUSTRALIA, ASSIGNS GOVERNMENT SUPPLIERS.

H. GARBAGE DISPOSAL. (OCT 88) (USS FRESNO) DUMPSTERS ON THE PIER SERVICED DAILY.

4. PERSONALIA

A. CALLS. (APR 85) CALLS MAY BE MADE ON: MAYOR OF GERALDTON AND SHIRE COUNCIL PRESIDENT.

B. HONORS. (APR 85) (USS GRIDLEY) GERALDTON IS NOT A SALUTING PORT.

L14-3
(CH-9)

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GERALDTON, AUSTRALIA

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (NOV 88) ALTHOUGH ARCHAEOLOGICAL EVIDENCE SUGGESTS ABORIGINAL SETTLEMENT OF THE GERALDTON REGION EXTENDS BACK AT LEAST 40,000 YEARS, IT WAS PROBABLY NOT UNTIL THE 17TH CENTURY THAT EUROPEANS TOOK AN INTEREST IN THE WEST COAST OF "NEW HOLLAND". THE DUTCH HAD NO MAJOR IMPACT ON THE REGION'S DEVELOPMENT. DURING THE FIRST HALF OF THE 19TH CENTURY, TWO BRITISH SEA CAPTAINS PLAYED PROMINENT PARTS IN THE LATER SETTLEMENT OF THE REGION. CAPT KING'S VOYAGE IN 1822 COMPLETED THE CIRCUMNAVIGATION OF AUSTRALIA'S COASTLINE FROM ROTTNEST NORTHWARD. SEVENTEEN YEARS LATER, A SMALL PARTY LED BY GEORGE GREY WAS SHIPWRECKED AT GANTHEAURME BAY. AFTER STRUGGLING ASHORE, GREY AND HIS PARTY WALKED SOUTHWARD TO FREMANTLE. GREY NOTED THE FERTILITY OF THE SAND PLAIN COUNTRY SOUTH OF THE CHAPMAN RIVER AND NAMED THIS VAST TRACT OF LAND THE VICTORIA DISTRICT.

WHILE GREY'S REPORT GENERALLY PAINTED A VERY PROMISING PICTURE OF THE ECONOMIC VIABILITY OF THE REGION, AN UNFAVORABLE REPORT OF A LATER VISITOR, CAPT STOKES, COOLED MUCH OF THE SWAN RIVER COLONY'S EARLIER ENTHUSIASM FOR THE DISTRICT. THE DISCOVERY OF THE GREGORY BROTHERS OF A COAL SEAM IN THE IRWIN RIVER IN 1846 AND OF HIGH QUALITY LEAD ORE IN THE LOWER MURCHISON IN 1848 DREW ATTENTION TO THE REGION'S POTENTIAL FOR MINING. THESE DISCOVERIES TOGETHER WITH THE GREGORY'S REPORT ON THE PASTORAL POTENTIAL OF THE REGION ATTRACTED THE INTEREST OF GOVERNOR FITZGERALD AND RESOLVED THE EARLIER CONTROVERSY OVER THE FEASIBILITY OF SETTLING THE DISTRICT.

BY 1850, THE GERALDTON TOWN SITE HAD BEEN GAZETTED, A HARBOR SURVEYED AT PORT GREGORY, AND A GARRISON ESTABLISHED. PASTORAL SETTLEMENT FOLLOWED RAPIDLY ON THE HEELS OF MINING AND A NUMBER OF FAMILIES TRACKED NORTH TO TAKE UP LEASES. DURING THE 1850'S AND 1860'S, PASTORAL DEVELOPMENT ACCELERATED. IN 1853, A CONVICT DEPOT WAS ESTABLISHED AT PORT GREGORY; HOWEVER, WITHIN FOUR YEARS, IT HAD CLOSED AND THE CONTINGENT WAS MOVED TO GERALDTON. WITH THE EXPANSION OF MINING AROUND NORTHAMPTON AND GERALDTON, THE PORT OF CHAMPION BAY EVENTUALLY SUPERSEDED PORT GREGORY AND BY THE 1860'S WAS THE MAJOR SEA-PORT NORTH OF FREMANTLE.

WITH THE ESTABLISHMENT OF THE FIRST GOVERNMENT RAILWAY LINE FROM NORTHAMPTON IN 1879, GROWTH PROGRESSED STEADILY AND GERALDTON BECAME THE SERVICE, RETAIL, AND TRANSPORTATION CENTER FOR THE REGION. IN THE 1890'S, THE PROCLAMATION OF THE MURCHISON GOLDFIELDS LED TO AN EXPLOSION IN DEVELOPMENT, AS GERALDTON BECAME THE LINK BETWEEN THE OUTSIDE WORLD AND THE RICH GOLD DEPOSITS OF CUE, DAY DAWN, AND AMOUNT MAGNET.

ALTHOUGH LEAD MINING EXPERIENCED A BRIEF REVIVAL DURING 1908-1920 FOR ARMS, AND GOLD MINING TOWN HAD A BRIEF BRIGHT EXISTENCE; IT HAS BEEN THE WOOL, WHEAT, AND FISHING INDUSTRIES WHICH HAVE CONTRIBUTED TO MUCH OF GERALDTON'S SUBSEQUENT GROWTH.

B. LIBERTY. (OCT 88) (USS FRESNO) SHORE PATROL WAS REQUIRED, AND THE HEADQUARTERS WAS AT GERALDTON POLICE STATION ON FORREST ST. THERE WERE NO OFF LIMITS AREAS. BEACH GUARD WAS NOT REQUIRED. RECOMMENDED ATTIRE IS CLEAN, CASUAL CLOTHES.

C. CLUBS AND BARS. (OCT 88) (USS FRESNO) FIASCO, PIANO BAR, LESTERS DISCO, AND MURCHINSON TAVERN WERE POPULAR.

D. RESTAURANTS. (OCT 88) GERALDTON HAS DINING OUT ESTABLISHMENTS TO

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GERALDTON, AUSTRALIA

PLEASE EVERYONE'S TASTE, ESPECIALLY IN SEAFOOD. FOLLOWING ARE A FEW OF THE MOST POPULAR RESTAURANTS:

FIDDLER'S RESTAURANT/CHAMPION HOUSE, MARINE TERRACE - EXCELLENT FOOD, OUTSTANDING VIEW, PRICES (HIGH).

SWISS INN RESTAURANT, CORNER FORESHORE DR - GREAT SERVICE, GOOD FOOD, QUIET PLACE TO DINE, PRICES (MODERATE).

ALEX'S RESTAURANT, 49 MARINE TERRACE - EXCELLENT ITALIAN FOOD, OPEN WEDNESDAY TO SATURDAY FOR DINNER, BRING YOUR OWN BOTTLE, PRICES (INEXPENSIVE).

EMERALD ROOM, CATHEDRAL AVE - EXCELLENT FOOD, GREAT ATMOSPHERE, OPEN 7 DAYS A WEEK, LIVE MUSIC FRIDAY AND SATURDAY.

FAST FOODS: KENTUCKY FRIED CHICKEN, PIZZA HUT, AND SEVERAL CAFES.

E. HOTELS. (OCT 88)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES (US\$)</u> | <u>DINING</u> | <u>ROOM</u> |
|------------------|------------------|----------------------|---------------|-------------|
| BATAVIA MOTOR IN | 54 FITZGERALD ST | 25 - 30 | YES | US\$40 |
| HOSPITALITY INN | CATHEDRAL AVE | 25 - 30 | YES | 47 |
| QUEENS HOTEL | DURLACHER ST | 20 - 25 | YES | UNK |
| VICTORIA HOTEL | MARINE TERRACE | 20 - 25 | YES | 35 |
| SUNSEEKER HOTEL | MARINE TERRACE | 20 - 25 | YES | 30 |
| HACIENDA MOTEL | DURLACHER ST. | 25 - 30 | YES | 30 |

F. ATHLETICS. (OCT 88) (USS FRESNO) SOFTBALL, VOLLEYBALL, BASKETBALL, SOCCER COMPETITION WAS ARRANGED WITH LOCAL TEAMS.

G. BEACHES. (JUL 83)

| <u>NAME</u> | <u>TOWN BEACH</u> | <u>PAGES BEACH</u> | <u>BACK BEACH</u> |
|----------------|-------------------|--------------------|-------------------|
| DIST FROM PORT | 1.5 KM (.9 MI) | 1.5 KM (.9 MI) | 4 KM (2.5 MI) |
| TYPE | BATHING | SNORKLING | SURFING |
| BATH HOUSE | YES | YES | YES |
| TRANSPORTATION | AUTO/FOOT | AUTO/FOOT | AUTO/FOOT |
| SNACKS | YES | NO | NO |
| HAZARDS | NONE | REEFS | BREAKERS |

H. CHURCHES. (APR 85) (USS GRIDLEY)

| | <u>SUNDAY SERVICE</u> |
|--|-----------------------|
| ANGLICAN CHURCH OF THE HOLY CROSS, CATHEDRAL AVE | 0700,0830,1900 |
| UNITING CHURCH CENTER, LESTER AVE | 1000,1830 |
| BAPTIST CHURCH, CNR EASTERN RD AND QUARRY ST. | 1000,1900 |
| CHURCH OF CHRIST, 107 AUGUSTUS ST. | 1000,1900 |
| ST. FRANCIS XAVIER CATHEDRAL, CATHEDRAL AVE | 0700,0800,0930 |
| ST. LAWRENCE'S ROMAN CATHOLIC CHURCH, CHAPMAN RD | 0700,0900 |
| LUTHERAN CHURCH, LAWLEY ST, BLUFF PT | 0930 |
| SEVENTH DAY ADVENTIST CHURCH, MILFORD ST. | 0900 |

I. TRANSPORTATION. (APR 85) THERE ARE BUSES AVAILABLE TO PERTH MONDAY THROUGH FRIDAY AT 0830. ADDITIONAL BUSES DEPART FRIDAY AT 1700 AND SUNDAY AT 1515. TAXI SERVICE IS AVAILABLE ON A 24-HOUR BASIS; HOWEVER, THERE ARE A LIMITED NUMBER OF METERED AND APPROPRIATELY MARKED TAXIS.

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GERALDTON, AUSTRALIA

AUTO RENTALS ARE ALSO AVAILABLE.

J. TOURS. (APR 85) (USS GRIDLEY) THE FOLLOWING TOURS WERE ENJOYED BY SHIP'S CREW:

| | | |
|---------------------------|-----------|--------------|
| KALBARRI TOUR | US\$15.00 | COOK'S TOURS |
| THUNDELARRA SHEEP STATION | 60.00 | " " |
| KANGAROO PICTURE TAKING | 10.00 | " " |
| TOWN TOUR | 5.00 | " " |
| NEVEDALE ANIMAL SANCTUARY | AS\$ 7.00 | SANCTUARY |

K. SHOPPING. (APR 85) (USS GRIDLEY) FOR MANY YEARS, THE HUB OF GERALDTON'S SHOPPING HAS BEEN THE CENTRAL MARINE TERRACE AREA. RECOMMENDED STORES ARE: AUSSIE SHOP, MARINE TERRACE - SOUVENIRS, SHEEP-SKINS AND DEPARTMENT STORE, NORTHGATE MALL - GENERAL GOODS.

(OCT 85) (USS DURHAM) DURHAM'S PROVING AGENT WAS SEALARIES WHICH HAD THE BEST PRICES ON SHEEP SKINS AND KOALA BEARS TOYS. PRICES INCLUDED DELIVERY FROM PERTH/FREMANTLE.

L. THEATER AND CINEMA. (APR 85) (USS GRIDLEY) QUEEN'S PARK THEATER, CATHEDRAL AVE; RADIO THEATER, MARINE TERRACE; OASIS DRIVE-IN THEATER, NORTH WEST COASTAL HIGHWAY; AND GERALDTON DRIVE-IN, MITCHEL ST, BLUFF PT.

M. MISCELLANEOUS INFORMATION. (DEC 88) (FICPAC) THE RATE OF EXCHANGE IN DEC 88 IS US\$1.00 EQUALS AS\$1.15.

(APR 85) (USS GRIDLEY) WESTERN PACIFIC BANK CONDUCTED CURRENCY EXCHANGE ON BOARD. CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

GRANT'S DRYCLEANERS, SANFORD ST, WAS UTILIZED AND SERVICE WAS EXCELLENT. THE DELIVERY TRUCK CAME TO THE PIER FOR DROP-OFF AND PICK-UP. ONE SET OF UNIFORMS FOR DRYCLEANING COST AS\$6.00.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, NOV 88.

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MACKAY, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (SEP 88) (USS BERKELEY) THE PORT OF MACKAY EXTENDS FROM 2 NM SOUTH OF THE PIONEER RIVER MOUTH NORTH TO SLADE POINT. THE HARBOR ITSELF IS 2.5 NM SOUTH OF SLADE POINT AT 21-09S/149-13E. IT IS AN ARTIFICIAL HARBOR ENCLOSED BY TWO BREAKWATERS THAT ARE PARALLEL AT THEIR SHORE ENDS 823 M (2,700 FT) APART, AND ANGLE TOWARDS EACH OTHER TO END IN MOLES 183 M (600 FT) APART. THE WALL HEIGHT AT THE END OF THE MOLES IS 20 M (65.6 FT).

THIS FORMS AN ENTRANCE PROTECTED BY A 190 M (623 FT) EXTENSION OF THE SOUTHERN BREAKWATER. THE TOTAL LENGTH OF THE SOUTHERN BREAKWATER, INCLUDING EXTENSIONS, IS 1,470 M (4,823 FT) WHILE THE TOTAL LENGTH OF THE NORTHERN BREAKWATER IS 1,000 M (3,281 FT).

THE AREA OF ENCLOSED WATER PROVIDES FOUR BERTHS FOR LARGE VESSELS; NINE FOR TOURIST CRAFT, AND PILED MOORINGS FOR 58 SMALL VESSELS. TWO OF THE FOUR LARGE VESSEL BERTHS ARE ON THE NORTH (NO. 3) AND SOUTH (NO. 2) FACES OF A 233 M (764 FT) LONG FINGER PIER, THE THIRD IS A BREAST WHARF (NO. 1) ON THE SOUTHERN BREAKWATER, AND THE FOURTH (NO. 4) A CONTAINER BERTH TO THE NORTH OF THE FINGER PIER. THE SURGING BASIN IS 488 M (1,601 FT) WIDE AND IS DREDGED TO A DEPTH OF 8.5 M (28 FT) LOW WATER DATUM.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS BERKELEY) THE SHIP USED DMAHTC PUB 127 AND CHART 74231. APPROACH IS MADE ON LEADING LIGHTS OF 288°T. LEADS ARE 0.2 NM NORTH OF THE LEE (NORTHERN) BREAKWATER. PILOT IS RECOMMENDED TRANSITING SOUTH OF AND PARALLEL TO THESE LEADS TO ENSURE THE BEST DEPTH AND SAFEST APPROACH TO SLADE ISLAND. CHARTED DEPTH OF 6.4 M (21 FT) SE OF SLADE ISLAND IS INCORRECT. ACCORDING TO THE PILOT, THIS IS AN ERRONEOUS CARRY-OVER FROM A PREVIOUS CHART. FATHOMETER READINGS CONFIRMED THIS. FLAT TOP ISLAND LIGHT, BAGLEY PT LIGHT, SLADE POINT WATER TOWER, AND SLADE ISLAND PROVIDED EXCELLENT VISUAL FIXES. FLAT TOP ISLAND, ROUND TOP ISLAND, AND SLADE POINT PROVIDED GOOD RADAR FIXES.

C. PILOTAGE. (SEP 88) (USS BERKELEY) PILOTAGE IS COMPULSORY. THE PILOT BOARDED THE SHIP AT CHARTED PICK-UP POINT (21-06-54S/149-15-12E). THE PILOT WAS PROFICIENT IN LOCAL KNOWLEDGE BUT WAS NOT EXPERIENCED OR KNOWLEDGEABLE OF WARSHIP HANDLING CHARACTERISTICS. THE PILOT BOAT WAS 10 M (32.8 FT)-LONG, WHITE, WITH BLACK TRIM. COMMUNICATIONS WERE ESTABLISHED ON CHANNEL 16 BUT WERE SWITCHED TO WORKING CHANNEL 13.

D. ENTRANCE. (SEP 88) (USS BERKELEY) TIDAL CURRENTS SET SOUTH ON FLOOD AND NORTH ON EBB AT MAXIMUM VELOCITY OF 2.5 KTS (SPRINGS). MACKAY HARBOR SHOULD ONLY BE ENTERED AT SLACK WATER BECAUSE OF THE CURRENT FLOW. THE PILOT RECOMMENDED ENTRANCE SPEED OF 5 KTS WHEN INSIDE THE BREAKWATER. TWO SETS OF LEADING LIGHTS ARE PROVIDED IN THE HARBOR. THE NORTHERN SET ON BEARING 261.6° IS LOCATED EAST OF THE BULK SUGAR SHEDS AND IS USED TO APPROACH BERTH 3 ON THE NORTHERN SIDE OF THE MAIN PIER. THE SOUTHERN SET ON BEARING 248.5° IS LOCATED SW OF MAIN BREAKWATER AND IS USED TO APPROACH BERTH 2 ON THE SOUTHERN SIDE OF THE MAIN PIER.

E. CHANNEL. (SEP 88) (USS BERKELEY) CHANNELS ARE MARKED ONLY BY LEADING LIGHTS DESCRIBED ABOVE. MINIMUM CHARTED DEPTH ALONG ENTRANCE LEADS IS 7.8 M (25 FT). EXCELLENT RADAR AND VISUAL FIX POINTS ARE AVAILABLE.

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MACKAY, AUSTRALIA

F. ANCHORAGES. (SEP 88) (USS BERKELEY) THERE ARE NO CHARTED ANCHORAGES ON DMA 74231. PUB 127 STATES THAT ANCHORAGE MAY BE TAKEN AT FLAT TOP AND ROUND TOP ISLANDS AT 21-10S/149-15E, IN 9.1-11.1 M (29.8-36.4 FT). THIS ANCHORAGE WOULD PROVIDE LITTLE PROTECTION AGAINST THE PREDOMINANT SOUTHEAST WEATHER PATTERN.

G. WRECKS AND OBSTRUCTIONS. (SEP 88) (USS BERKELEY) NONE NOTED.

H. TIDES AND CURRENTS. (SEP 88) (USS BERKELEY) NOAA TIDAL DATA IS NOT ADEQUATE. INITIAL ETA PROVIDED TO NOCQLD IN LOGREQ WAS REVISED TO ACCOUNT FOR SLACK WATER ENTRANCE BASED ON AUSTRALIAN TIDAL INFORMATION.

I. WEATHER AND WINDS. (SEP 88) (USS BERKELEY) WEATHER DOMINATED BY SOUTHEASTERLY FLOW, WITH WINDS OF 5-20 KTS, IS COMMON. WIND INCREASES NOTICEABLY IN THE AFTERNOON.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 88) (USS BERKELEY) MACKAY HARBOR POSSESSES FOUR BERTHS FOR LARGE VESSELS. EACH WHARF CONTAINS WATER AND POWER FACILITIES.

BERTH 1 (BREAST WHARF) IS USED FOR THE STORAGE AND EXPORT OF BOTH MOLASSES AND SUGAR CANE INVERT. IN ADDITION, IT SERVES AS AN INLET POINT FOR VARIOUS SHIPPING PRODUCTS. THE WHARF IS 198 M (649 FT) LONG, HAS A DEPTH OF 10.4 M (34 FT) AT LOW WATER, IS 30.5 M (116 FT) WIDE, AND HAS A HEIGHT ABOVE LOW WATER OF 9.1 M (29.8 FT). THERE ARE FIVE PIPELINES LOCATED AT THIS BERTH.

- (1) 460 MM DIA. MOLASSES AND SUGAR CANE INVERT
- (2) 100 MM DIA. LIQUID PETROLEUM GAS (STORAGE CAPACITY OF TANKS IN THE TANK FARM IS 200 TONS)
- (3) 200 MM DIA. INDUSTRIAL ALCOHOL/RECTIFIED SPIRIT (STORAGE CAPACITY OF 8,650 TONS)
- (4) 200 MM DIA. WHITE OIL (STORAGE CAPACITY OF 38,100 TONS)
- (5) 250 MM DIA. (STORAGE CAPACITY OF 6,000 TONS)

BERTH 2 (SOUTH PIER) IS CONNECTED BY TWO PIPELINES (200 MM AND 150 MM) TO THE STORAGE FACILITIES OF AQUA AMMONIA LOCATED NORTH OF THE TANK FARM. THE PIER IS 198 M (649 FT) LONG, HAS A DEPTH OF 10.1 M (33.1 FT), AT LOW WATER, IS 30.5 M (100 FT) WIDE, AND HAS A HEIGHT OF 10.4 M (34 FT) AT LOW WATER.

BERTH 3 (NORTH PIER) POSSESSES A MOVEABLE GANTRY BULK SUGAR LOADER WHICH RECEIVES BULK SUGAR FROM STORAGE SHEDS VIA A CONVEYER BELT SYSTEM. THE PIER IS 198 M (649 FT) LONG, HAS A DEPTH OF 10.3 (33.7 FT) AT LOW WATER, IS 30.5 M (100 FT) WIDE, AND HAS A HEIGHT OF 10.4 M (34 FT) ABOVE LOW WATER.

BERTH 4 (LANGDON CONTAINER BERTH) IS USED SOLELY FOR CONTAINER AND UNITIZED CARGO. THE PIER IS 183 M (600 FT) LONG, HAS A DEPTH OF 10.4 M (34 FT) AT LOW WATER, IS 30.5 M (100 FT) WIDE, AND HAS A HEIGHT OF 8.5 M (27.8 FT) AT ABOVE LOW WATER.

MACKAY HARBOR ALSO POSSESSES A PIER FOR TOURISTS AND PLEASURE CRAFT. LOVE'S TOURIST JETTY CONTAINS 9 BERTHS, EACH 36.6 M (120 FT) WITH A DEPTH OF 3.4 M (11.2 FT) AT LOW WATER.

THE HARBOR IN MACKAY IS EXTREMELY SMALL. IT CONSISTS SIMPLY OF A BREAKWATER WITH A NARROW ENTRANCE BUILT OFF THE BEACH IN THE OPEN OCEAN. THE AREA OF GOOD WATER AT THE BERTH WAS ONLY SIXTY YARDS WIDE BETWEEN

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MACKAY, AUSTRALIA

PIER AND SHALLOW WATER WITH LITTLE CLEARANCE BETWEEN THE PIER AND THE BREAKWATER ASTERN. THE WINDS IN SEPTEMBER ARE 15-23 KTS PERPENDICULAR TO THE PIER (15 KTS WHEN BERKELEY GOT UNDERWAY AND BUILDING). IN ADDITION, THE PILOT WAS NOT FAMILIAR WITH WARSHIP HANDLING CHARACTERISTICS DUE TO THE INFREQUENCY OF THEIR VISITS. BECAUSE OF THESE CONDITIONS, A SINGLE SCREW SHIP AND/OR ONE WITH A BOW MOUNTED SONAR DOME SHOULD NOT BE SENT INTO MACKAY IN SEPTEMBER IF THERE IS ANY RISK THAT TUGS WILL NOT BE AVAILABLE. THE SHIP DID NOT HAVE TUG SERVICES DUE TO A TUG STRIKE.

B. FUEL. (SEP 88) (USS BERKELEY) FUEL OIL IS AVAILABLE BY PIPELINE TO PIERS 1 AND 3 AT THE RATE OF 50.8 TONS/HR. FUEL WAS DELIVERED TO THE SHIP BY TRUCK VIA SINGLE 10.16 CM (4 IN) HOSE. FUEL WAS ARRANGED BY LOGREQ AND PROVIDED BY AMPAL PETROLEUM. IT WAS OF EXCELLENT QUALITY BUT COULD ONLY BE RECEIVED DURING LOW TIDE PERIODS DUE TO GRAVITY FLOW REQUIREMENTS.

C. MECHANICAL HANDLING FACILITIES. (SEP 88) (USS BERKELEY) ONLY PIER 4 HAS A WHARF CRANE. ITS CAPACITY IS 25.4 TONS WITH A 33.5 M (109.9 FT) RADIUS. MOBILE CRANES OF 16.3-TON AND 20-TON CAPACITIES ARE AVAILABLE AS WELL AS THREE GAS-OPERATED FORKLIFTS WITH 1,800 KG CAPACITY.

D. DRYDOCKS AND REPAIR FACILITIES. (SEP 88) (USS BERKELEY) THERE ARE NO DRYDOCKS IN THE PORT OF MACKAY. HOWEVER, THERE ARE SEVERAL SMALL REPAIR FACILITIES LOCATED IN THE HARBOR AREA. WALKERS LTD WAS PARTICULARLY RECOMMENDED.

E. WAREHOUSES AND STORAGE AREA. (SEP 88) (USS BERKELEY) BERTH 2 HAS A CARGO SHED MEASURING 158 X 23 SQ M (518 X 75 SQ FT), HOUSING UP TO 500 TONS COLD STORE FOR MEAT EXPORT TRADE AND PROVIDING GENERAL CARGO STORAGE SPACE. A SECOND CARGO SHED [INNER 151 X 23 SQ M (495 X 75 SQ FT)] IS USED AS BREAKBULK STORE FOR CONTAINER CARGO AT BERTH 4.

F. STEVEDORES. (SEP 88) (USS BERKELEY) THERE ARE SKILLED AND UNSKILLED LABORERS AVAILABLE 24 HOURS PER DAY.

G. PORT CAPACITY. (SEP 88) (USS BERKELEY) THE PORT OF MACKAY COULD ACCOMMODATE UP TO THREE FF/DD TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (SEP 88) (USS BERKELEY) ROAD SERVICE IS AVAILABLE TO ALL BERTHS WHILE RAIL SERVICE OPERATES ON BERTHS 2, 3, AND 4 ONLY.

MACKAY IS CONNECTED NORTH AND SOUTH BY THE BRUCE HIGHWAY WHICH IS EXTENSIVELY USED BY TOURISTS AND TRANSPORT OPERATORS. THE COASTAL RAILWAY LINE FROM BRISBANE TO CAIRNS PASSES THROUGH MACKAY. IN ADDITION, BRANCH LINES EXTEND FROM THE CITY OF MACKAY TO ITS IMMEDIATE DISTRICT AND TO THE HARBOR.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE AND TUGS. (SEP 88) (USS BERKELEY) THERE ARE NO LIGHTERS AVAILABLE. THERE ARE FOUR TUGS AT THE PORT: ONE 5-TON, ONE 20-TON, AND TWO 30-TON TUGS.

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MACKAY, AUSTRALIA

B. DREDGES AND MISCELLANEOUS CRAFT. (MAR 89) NO INFORMATION IS AVAILABLE.

C. WATER. (SEP 88) (USS BERKELEY) POTABLE WATER WAS AVAILABLE PIERSIDE AT CONSTANT PRESSURE HOOKUPS WITH STANDARD 6.35 CM (2.5 IN) FITTINGS. WATER WAS OF GOOD QUALITY, REQUIRING ONLY THE ADDITION OF BROMINE.

D. AIRFIELDS. (SEP 88) (USS BERKELEY) MACKAY AIRPORT IS LOCATED 4 MILES SOUTH OF THE PORT. IT HAS TWO ASPHALT RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> |
|--------------------|---------------------------------|
| 050/230 | 1,344 X 30.5 M (4,410 X 100 FT) |
| 140/320 | 1,981 X 45.7 M (6,500 X 100 FT) |

THREE AIRLINES SERVICE THE MACKAY AIRPORT:

AIR WHITSUNDAY - 469133 - DAILY SCHEDULED FLIGHTS TO LINDEMAN ISLAND AND WHITSUNDAY WITH CONNECTIONS TO TOWNSVILLE AND CAIRNS IN CONJUNCTION WITH AUSTRALIAN AIRLINES.

ANSETT - 571555/571542 - DAILY FLIGHTS TO SYDNEY, PERTH, AND INTERNATIONAL FLIGHTS.

AUSTRALIAN AIRLINES - (008) 177245/571450 - DAILY FLIGHTS THROUGHOUT AUSTRALIA.

E. COMMUNICATIONS. (SEP 88) (USS BERKELEY) THREE DIRECT PHONE LINES WERE CONNECTED UPON ARRIVAL. ONE WAS CAPABLE OF INTERNATIONAL DIALING WITH OPERATOR ASSISTANCE.

(FEB 87) (USS ROBISON) SHIPS ARE REQUIRED TO MONITOR ON CHANNEL 16 THROUGHOUT TORRES STRAIT/GREAT BARRIER REEF AREA. THE QUEENSLAND COAST AND TORRES STRAIT PILOT SERVICE REQUESTS THAT VHF COMMUNICATIONS BE ESTABLISHED SIX HOURS PRIOR TO ARRIVAL AT THE PILOT PICK-UP POINT TO CONFIRM ETA. DESPITE ATTEMPTS OF ROBISON, COMMUNICATIONS WERE NOT ESTABLISHED UNTIL TWO HOURS PRIOR (MAX VHF RNG). NO DIFFICULTIES RESULTED. ALL REQUESTS AND INFORMATION, CONCERNING PILOT SERVICES PRIOR TO PICK UP, WERE HANDLED BY THE ROYAL AUSTRALIAN NAVY (RAN) LIAISON OFFICER IN DARWIN. THE PILOT STATION MONITORS CHANNEL 16, AND THE CALL SIGN IS "REEF PILOTS". THE RAN LIAISON OFFICER PROVIDED AN INFORMATION BROCHURE DESCRIBING PILOT SERVICES THROUGHOUT EASTERN COAST OF AUSTRALIA. PILOTS ARE SELF-EMPLOYED. THE QUEENSLAND COAST AND TORRES STRAIT PILOT SERVICE IS AN ASSOCIATION WHICH ACTS AS SCHEDULER, ARBITRATOR, AND RATE SETTER FOR MEMBER PILOTS. ASSOCIATION RULES DO NOT ALLOW SHIPS TO REQUEST A PARTICULAR PILOT UNLESS THE PILOT IS AVAILABLE FOR DUTY ON THE DAY REQUESTED.

F. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN MACKAY ARE GOOD. HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND

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MACKAY, AUSTRALIA

TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS. DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(SEP 88) (USS BERKELEY) AS THIS WAS NOT THE SHIP'S PORT OF ENTRY TO AUSTRALIA, NO QUARANTINE DECLARATION OR HTLV-III CERTIFICATION WAS REQUIRED.

THERE ARE NO MILITARY MEDICAL FACILITIES OR LIAISON AVAILABLE IN MACKAY. ALTHOUGH MEDICAL CARE WAS NOT REQUIRED DURING THE SHIP'S 4-DAY VISIT, SERVICES MAY BE OBTAINED THROUGH MACKAY BASE HOSPITAL (255 BEDS), BRIDGE ROAD, TEL. 512211, WHICH HAS FULL OUT-PATIENT FACILITIES. SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, UROLOGY, OB/GYN, ORTHOPEDICS, RADIOLOGY, PSYCHIATRY, ENT, OPHTHALMOLOGY, PEDIATRICS, PATHOLOGY, EMERGENCY, PHARMACY, OCCUPATIONAL/PHYSICAL THERAPY, LABORATORY, ICU, CCU, NEONATAL ICU AND DENTISTRY.

HEALTH AND SANITATION OF THE PORT OF MACKAY WAS VERY GOOD WITH NO TRACES OF ORGANIC WASTES, INDUSTRIAL POLLUTION IN THE WATER OR ATMOSPHERIC POLLUTION. THERE WAS VERY LIGHT SMALL BOAT TRAFFIC.

SANITARY COMPLIANCE IN BARS AND RESTAURANTS IS SATISFACTORY. THERE WAS NO OUTWARD USE OF ILLEGAL DRUGS. PROSTITUTION IS ILLEGAL; HEALTH CARDS ARE NOT CARRIED. IMMEDIATELY FOLLOWING THE 4-DAY PORT VISIT, THERE WERE NO SIGNIFICANT MEDICAL CASES THAT WERE SPECIFICALLY ASSOCIATED WITH THE PORT.

F. GASOLINE. (SEP 88) (USS BERKELEY) GASOLINE IS READILY AVAILABLE IN MACKAY AND AT PRICES COMPARABLE TO THE U.S. B.P. CITY GATES, LOCATED AT 324 NEBO ROAD, IS OPEN 24 HOURS A DAY, SEVEN DAYS A WEEK.

G. PROVISIONS. (SEP 88) (USS BERKELEY) THE U.S. GOVERNMENT HAS NO EXISTING ARRANGEMENTS FOR SUPPLYING PROVISIONS IN MACKAY. THE SHIP UTILIZED THE SERVICES OF NAUTILUS AUSTRALIA CO. QUALITY WAS EXCELLENT BUT PRICES WERE EXTREMELY HIGH.

H. GARBAGE DISPOSAL. (SEP 88) (USS BERKELEY) GARBAGE WAS PICKED UP TWICE DAILY BY TRUCK. WET GARBAGE MUST BE SEPARATED FROM TRASH. FACILITIES WERE PROVIDED FOR GARBAGE ON THE PIER BETWEEN PICKUPS. CHT WAS REMOVED FROM THE SHIP TWO TO THREE TIMES DAILY BY TANKER TRUCK (COMMERCIAL SERVICE).

4. PERSONALIA

A. CALLS. (SEP 88) (USS BERKELEY) THE CO CALLED ON THE LORD MAYOR OF MACKAY. A LUNCHEON FOR LOCAL DIGNITARIES WAS HELD ON BOARD. AMONG THOSE PRESENT WERE THE MAYOR OF MACKAY, PIONEER SHIRE COUNCIL CHAIRMAN, AND THE CHAIRMAN OF THE MACKAY PORT AUTHORITY.

THE SHIP WAS OPEN TO SPECIAL GROUP TOURS IN THE MORNING AND GENERAL VISITING EACH AFTERNOON 1300-1700. 2155 VISITORS TOURED THE SHIP. GROUP TOURS INCLUDED: (1) 45 SEA CADETS, (2) 40 BOY SCOUTS, (3) MACKAY TOWN COUNCIL/PIONEER SHIRE COUNCIL, AND (4) ROTARY CLUB OF MACKAY.

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MACKAY, AUSTRALIA

B. HONORS. (SEP 88) (USS BERKELEY) MACKAY IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 89) THE TOWN OF MACKAY, WHICH IS KNOWN AS THE SUGAR CAPITAL OF AUSTRALIA, WAS FOUNDED BY JOHN MACKAY IN 1862. MACKAY HARBOR IS ONE OF THE FIRST PORTS ON THE QUEENSLAND COAST AND HAS DEEP BERTHING FACILITIES. IT IS ONE OF THE WORLD'S LARGEST BULK SUGAR TERMINALS AND HAS A BUSTLING TOURIST INDUSTRY. IT ALSO HAS THRIVING CATTLE, AGRICULTURE, AND TIMBER INDUSTRIES.

B. LIBERTY. (SEP 89) (USS BERKELEY) TWO ENLISTED PERSONNEL IN UNIFORM WERE REQUIRED EACH EVENING FOR SHORE PATROL. THE SHORE PATROL WAS PICKED UP BY THE LOCAL POLICE DEPARTMENT AT 1930 AND RETURNED TO THE SHIP AT 0300. THE SHORE PATROL RODE WITH THE POLICE AS THEY MADE ROUNDS AND ANSWERED CALLS. THE HARBOR OF MACKAY IS ACTUALLY LOCATED 8 KM (5 MI) FROM THE DOWNTOWN AREA. TAXI TRANSPORTATION WAS NECESSARY IN MOST INSTANCES. NO AREAS WERE PLACED OFF LIMITS.

C. CLUBS AND BARS. (SEP 88) (USS BERKELEY) MACKAY POSSESSES NUMEROUS NIGHT CLUBS, PRIMARILY SITUATED ON VICTORIA STREET. THE MOST POPULAR ESTABLISHMENTS ARE:

| | | |
|--------------------|-------------------|--------|
| VALENTINOS | 83 VICTORIA ST. | 573965 |
| PARADISE NIGHTS | 85 VICTORIA ST. | 514365 |
| AUSTRAL HOTEL | 189 VICTORIA ST. | 513288 |
| VALENCIA PIANO BAR | 44 MACALASTER ST. | 511244 |

D. RESTAURANTS. (SEP 88) (USS BERKELEY) MACKAY EXCELS AT HAVING FOOD OF ALL TYPES AT REASONABLE PRICES. SOME OF THE MORE POPULAR ESTABLISHMENTS ARE:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> |
|------------------|-------------------------|--------------|
| HARBOR LIGHTS | OUTER HARBOR, 551203 | MODERATE |
| WHITE LACE | 73 NEBO ROAD, 514466 | EXPENSIVE |
| VALENCIA | MACALISTER ST., 511244 | EXPENSIVE |
| REALTO (SEAFOOD) | 46 NEBO ROAD, 512700 | MODERATE |
| AUSTRALS | 89 VICTORIA ST., 513288 | MODERATE |

E. HOTELS. (SEP 88) (USS BERKELEY) MACKAY HAS A WIDE VARIETY OF ACCOMMODATIONS TO CHOOSE FROM. HOWEVER, THEY WERE NOT OF LUXURY, BIG CITY CALIBER. A SAMPLING IS PROVIDED:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> |
|-----------------------|--|--------------|
| PRINCE OF WALES HOTEL | CORNER OF RIVER ST SYDNEY ST 422211 | MODERATE |
| WHITE LACE MOTOR INN | 73 NEBO ROAD, 514466 | AS\$28.00 |
| MARCO POLO | 46 NEBO ROAD, 512700 | MODERATE |
| FOUR DICE MOTEL | 166-170 NEBO ROAD, 511555 | MODERATE |

F. ATHLETICS. (SEP 88) (USS BERKELEY) MACKAY TAKES THEIR SPORTS VERY SERIOUSLY AND TOURNAMENTS WERE ALWAYS HEAVILY ATTENDED BY THE LOCAL

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MACKAY, AUSTRALIA

POPULATION. NEWSPAPER AND RADIO COVERED MANY OF THE EVENTS AND A SOCIAL RECEPTION WAS HELD UPON COMPLETION OF MOST GAMES. THE SHIP WAS CHALLENGED IN SOFTBALL, SOCCER, BASKETBALL, GOLF, TENNIS, AND TEN-PIN BOWLING. PHONE NUMBERS OF SPORTS CLUBS ARE:

| | | | |
|------------------|--------|-------------------|--------|
| AUSTRALIAN RULES | 573886 | BASKETBALL CENTER | 575543 |
| CRICKETT | 576715 | CYCLING | 575706 |
| FISHING | 574087 | GOLF | 421521 |
| GUN CLUB | 576288 | LAWN BOWLS | 574410 |
| SCUBA CLUB | 574876 | RUGBY LEAGUE | 573337 |
| SWIMMING | 572281 | TENNIS | 576776 |
| WATER SKIING | 565735 | BADMINTON | 422953 |
| RUNNING | 563429 | TEN-PIN BOWLING | 521509 |
| SOCCER WORLD | 512701 | | |

G. BEACHES. (SEP 88) (USS BERKELEY) THERE ARE NUMEROUS BEACHES IN AND AROUND MACKAY. LISTED ARE A FEW OF THE MORE POPULAR:

HARBOR BEACH - LOCATED ON THE SOUTHERN SIDE OF THE OUTER HARBOR WALL, THIS BEACH IS THE CLOSEST TO THE CITY AND IS PATROLLED IN SEASON BY THE MACKAY SURF CLUB.

BELWUNDA BEACH - BELWUNDA CAN BE REACHED FROM THE SEAFORTH OR CAPE HILLSBOROUGH RDS. THIS BEACH IS FAMOUS FOR ITS WIDE VARIETY OF BIRDS (NO LESS THAN 40) ON THE FORESHORES AND FRESH WATER LAKE SYSTEM BEHIND THE BEACH.

BLACKS BEACH - UNDOUBTEDLY THE BEST BEACH IN THE AREA FOR SWIMMING AND FISHING. LOCATED FIVE MINUTES NORTH OF MACKAY, IT ACCESSES AN EXCELLENT SANDY BEACH APPROXIMATELY 3 MILES IN LENGTH.

BECASIN/EIMEO BEACHES - LOCATED IN THE SEMI-RURAL AREA APPROXIMATELY 10 MINUTES NORTH OF MACKAY, THESE BEACHES OFFER LONG, SANDY BEACHES AND GOOD VIEWS OF THE COUNTRYSIDE AND OFFSHORE ISLANDS.

H. CHURCHES. (SEP 84) (USS) ALL DENOMINATIONS CAN BE FOUND IN MACKAY.

| | | | |
|---|--------|--------------------|--------|
| ANGLICAN CHURCH | 574431 | ASSEMBLY OF GOD | 513023 |
| BAPTIST CHURCH | 424441 | CATHOLIC | 512434 |
| CHRISTIAN OUTREACH CENTER | 572301 | UNITING CHURCH | 573557 |
| CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS | | | 521974 |
| CHURCH OF CHRIST | 573243 | LUTHERAN CHURCH | 573621 |
| MACKAY CHRISTIAN ASSEMBLY | 511323 | | |
| COMMUNITY CHURCH OF THE NAZARENE | | | 574086 |
| NEW WAY OUTREACH MINISTRIES | | | 576589 |
| PENTECOSTAL FELLOWSHIP | 575730 | THE SALVATION ARMY | 573576 |
| SEVENTH DAY ADVENTISTS | 578979 | WESLEYAN METHODIST | 545127 |

I. TRANSPORTATION. (SEP 88) (USS BERKELEY) CAR RENTALS WERE REASONABLY PRICED AND ALL PROVIDED PICKUP AND DELIVERY AT WHARF.

| <u>NAME</u> | <u>LOCATION</u> | <u>PHONE</u> |
|---------------------|------------------|--------------|
| BUDGET RENT-A-CAR | 123 SYDNEY ST. | 511400 |
| NATIONAL CAR RENTAL | 19 JULIETT ST. | 514188 |
| HERTZ RENTAL CARS | 184 VICTORIA ST. | 572662 |

L15-7
(CH-10)

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MACKAY, AUSTRALIA

TAXI SERVICE WAS AVAILABLE FROM THE PIER TO DOWNTOWN FOR APPROXIMATELY AS\$5.00. MACKAY TAXI -514999.

J. TOURS. (SEP 88) (USS BERKELEY) THE MACKAY REGION HAS ONE OF AUSTRALIA'S LARGEST NATIONAL PARKS, WITH TROPICAL RAINFORESTS OF MORE THAN 50,000 HACTARES. CANOE RIDES AND WALKING TOURS ARE A FAVORITE AMONG VISITORS.

ANOTHER POPULAR ATTRACTION IS BRAMTON ISLAND. LOCATED 32 KM (20 MI) OFFSHORE FROM MACKAY, THIS ISLAND IS SERVICED DAILY BY AIR QUEENSLAND AND HIGH SPEED CATAMARANS FROM MACKAY HARBOR. PHONE "ROYLEN CRUISES" FOR MORE INFORMATION. (PH. 553066). ACTIVITIES INCLUDE GOLF, TENNIS, SWIMMING (FRESH AND SALT WATER), FISHING TRIPS, SAILING, AND PADDLE-SKIS.

THE LOCAL MINING COMPANIES OFFER TOURS FREE OF CHARGE. TRANSPORTATION FROM DOWNTOWN IS PROVIDED. ARRANGEMENTS SHOULD BE MADE IN ADVANCE.

| | |
|-----------------|--------|
| BLACKWATER MINE | 825166 |
| GOONYELLA | 413333 |
| PEAK DOWNS | 416233 |

SEVERAL COMPANIES IN MACKAY SPECIALIZE IN REEF-DIVING. A FEW OF THE MORE POPULAR SHOPS ARE LISTED:

| <u>NAME</u> | <u>LOCATION</u> | <u>PHONE</u> |
|-------------------------|-----------------------|--------------|
| BARNES REEF-DIVING | 153 VICTORIA ST. | 511472 |
| MACKAY DIVING | 1 MANGROVE RD. | 511640 |
| LITTLE AUSSIE DIVE SHOP | SHOP ST. ALMER ARCADE | 572020 |

K. SHOPPING. (SEP 88) (USS BERKELEY) SHOPPING IN MACKAY IS PLENTIFUL WITH MANY SOUVENIR SHOPS LOCATED NEAR THE BEACHES. ANTIQUES ARE ALSO POPULAR AND SEVERAL GOOD SHOPS CAN BE FOUND ON WOOD STREET.

L. THEATER AND CINEMA. (SEP 89) (USS BERKELEY) THERE ARE TWO CINEMAS WITHIN THE CITY OF MACKAY. BOTH SHOW FIRST-RUN MOVIES FROM AMERICA AND EUROPE.

CITY CINEMA, GORDON ST., 573515
WESTLINE DRIVE-IN, HORSE AND JOCKEY ROAD, 545240

M. PHYSICAL SECURITY. (SEP 88) (USS BERKELEY) ACCESS TO THE PIER WAS UNRESTRICTED. BARRICADES WERE SET UP TO DISCOURAGE PRIVATE VEHICLES FROM APPROACHING SHIP. HOWEVER, THESE COULD EASILY BE REMOVED. POLICE BOATS PATROLLED THE HARBOR DURING THE SHIP'S FIRST DAY IN PORT. THEY LEFT WHEN IT BECAME APPARENT NO INCIDENTS WOULD OCCUR.

THERE WAS NO SIGN OF ANY PROTESTS DURING THE SHIP'S 4-DAY STAY IN MACKAY. UPON DEPARTURE, NO TUG WAS AVAILABLE DUE TO A NATIONWIDE STRIKE OF TUG SEAMEN. ALL PRESS REPORTS IN LOCAL TABLOIDS WERE EXTREMELY POSITIVE CONCERNING THE SHIP'S PORT VISIT. NO NEGATIVE EDITORIALS OR ARTICLES APPEARED.

N. MISCELLANEOUS INFORMATION. (MAR 89) (FICPAC) THE CURRENCY EXCHANGE RATE IN MARCH 89 IS US\$1.00 = AS\$1.19.

(SEP 88) (USS BERKELEY) THE CURRENCY EXCHANGE WAS CONDUCTED ONBOARD THE FIRST DAY IN PORT. THEREAFTER, ALL BANKS AND MOST OF THE LARGER HOTELS WERE ABLE TO EXCHANGE CURRENCY.

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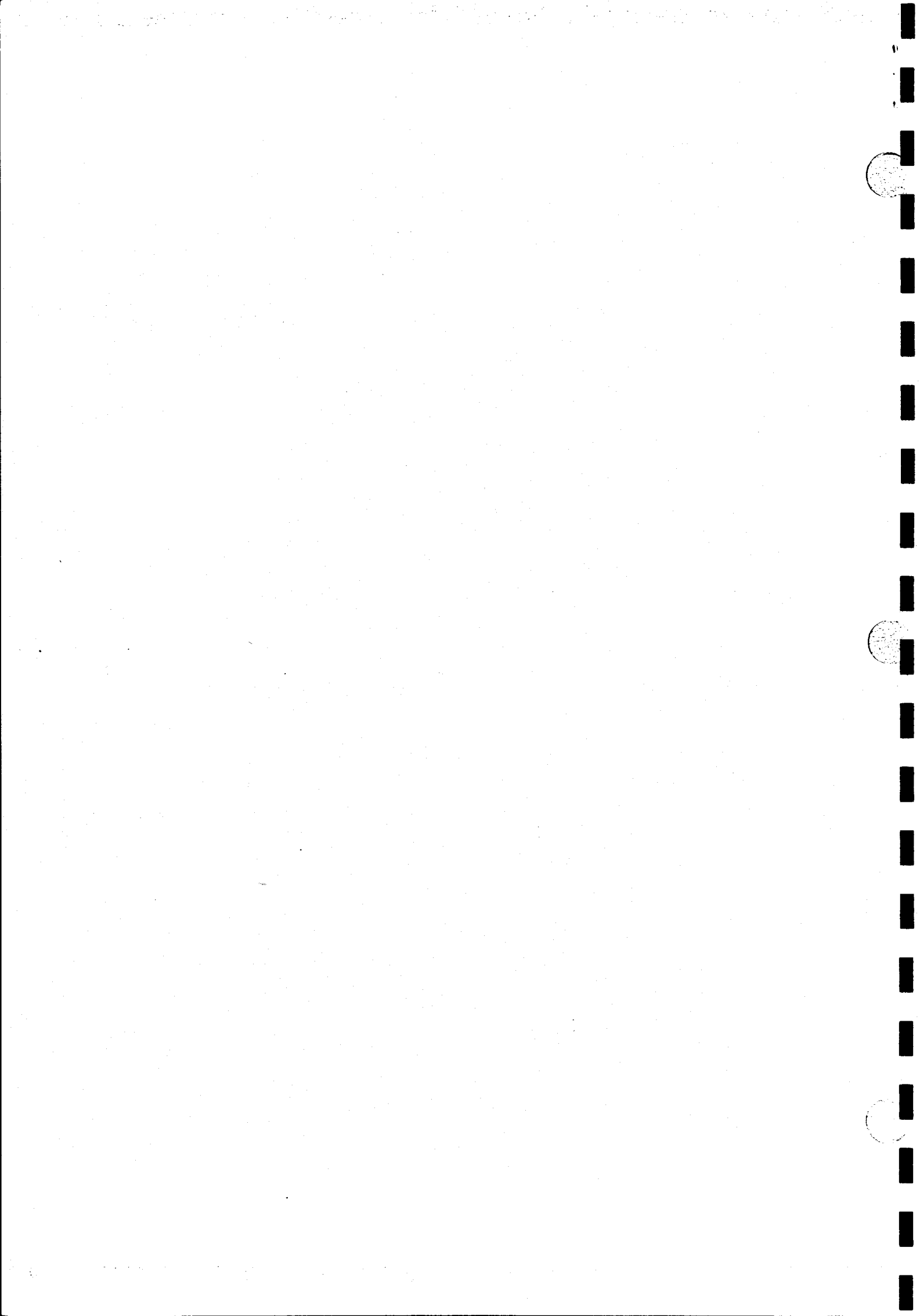
MACKAY, AUSTRALIA

THE RECEPTION THE SHIP RECEIVED IN MACKAY WAS POSITIVE IN EVERY RESPECT. THE ENTIRE CREW WAS WELCOMED IN EVERY WAY. COUNTLESS INFORMAL INVITATIONS OF HOSPITALITY WERE OFFERED AND NUMEROUS UNSOLICITED GIFTS WERE DELIVERED TO THE SHIP. ALL LOCAL AUTHORITIES CONTINUALLY EXPRESSED DESIRE FOR MORE FREQUENT USN SHIP VISITS.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, MAR 89.

L15-9
(CH-10)

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PORT KEMBLA, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 89) PORT KEMBLA (34-28S/150-55E) IS LOCATED ON THE SOUTHEAST COAST OF AUSTRALIA, APPROXIMATELY 90 KM (49 NM) FROM SYDNEY. THE HARBOR CONSISTS OF AN OUTER HARBOR WHICH IS PROTECTED BY TWO MAN-MADE BREAKWATERS AND AN INNER HARBOR WHICH HAS BEEN SUBSTANTIALLY ENLARGED FROM THE MOUTH OF ALLANS CREEK. THE INNER HARBOR IS FURTHER DIVIDED INTO A WESTERN BASIN AND AN EASTERN BASIN, BOTH OF WHICH ARE BEING ENLARGED TO ACCOMMODATE INCREASING TRADE AND MERCHANT TRAFFIC. LONG-TERM CONSTRUCTION PROJECTS FOR NEW BERTHS AND FACILITIES ARE PRESENTLY IN PROGRESS. THE PORT OPENS DIRECTLY TO THE SEA OUTSIDE THE TWO MAN-MADE BREAKWATERS OF THE OUTER HARBOR.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS BREWTON) THE APPROACH WAS MADE UTILIZING DMAHTC PUB 127 (3RD ED 1988) AND CHARTS 75261/75262. CHARTS ARE ADEQUATE. THE MOST PROMINENT NAVAID VISIBLE FROM OFFSHORE IS A VERY LARGE SMOKESTACK CHARTED AS "CHY (223)" AND ANTENNA ON TOP OF THE MOUNTAIN (CROWN MOUNTAIN TV TR)

C. PILOTAGE. (SEP 88) (USS BREWTON) CONSULT PUB 127.

D. ENTRANCE. (SEP 88) (USS BREWTON) THERE IS LITTLE TO NO PROTECTION FROM WINDS AT ANY DIRECTION IN THE HARBOR.

E. CHANNEL. (SEP 88) (USS BREWTON) CONSULT PUB 127.

F. ANCHORAGES. (SEP 88) (USS BREWTON) THE SHIP DID NOT ANCHOR; HOWEVER, SEVERAL LARGE MERCHANT VESSELS WERE ANCHORED APPROXIMATELY 3 NM EASTSOUTHEAST OF WOLLONGONG HEAD. THE LOCAL PILOTS AND HARBOR MASTER STATED THAT GOOD HOLDING GROUND COULD BE FOUND IN THAT AREA IN DEPTH OF 19.8-24.4 M (65-80 FT). MERCHANT SHIPS ANCHOR THERE FREQUENTLY, AWAITING THEIR TURN TO ENTER THE PORT. THE ANCHORAGE IS OPEN TO SEA AND PROVIDES NO PROTECTION FROM THE WEATHER OR SEA STATE.

G. WRECKS AND OBSTRUCTIONS. (SEP 88) (USS BREWTON) THERE WERE NO WRECKS OR OBSTRUCTIONS BLOCKING ANY OF THE APPROACHES INTO PORT KEMBLA OR IN THE OUTER HARBOR.

H. TIDES AND CURRENTS. (SEP 88) (USS BREWTON) TIDES AND CURRENTS ARE ADEQUATELY DESCRIBED IN PUB 127 AND THE CHARTS.

I. WEATHER AND WINDS. (SEP 88) (USS BREWTON) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 88) (USS BREWTON) THE SHIP MOORED STARBOARD SIDE TO NO. 6 JETTY, USING STANDARD MOORING LINES. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL. (SEP 88) (USS BREWTON) ABUNDANT FUEL IS AVAILABLE BY TRUCK, BUT THE SHIP DID NOT RECEIVE FUEL DUE TO STRIKE.

C. MECHANICAL HANDLING FACILITIES. (OCT 86) (USS PAUL F FOSTER) IN THE OUTER HARBOR AT JETTIES 3 AND 6, MOBILE RAILWAY CRANES WERE IN PLACE

L16-1
(CH-9)

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PORT KEMBLA, AUSTRALIA

ON THE PIERS. ON JETTY 3, THERE WERE THREE MOBILE CRANES UNSERVICEABLE BECAUSE OF AGE AND DISREPAIR. THE PORT AUTHORITY AND LOCAL GOVERNMENT WERE IN THE PROCESS OF DECIDING TO RENOVATE THEM. ON JETTY 6, FOUR MOBILE CARGO CRANES (TWO PER SIDE) WERE SERVICEABLE AND WERE DESIGNED FOR GENERAL CARGO HANDLING. THEIR CAPACITY WAS 17 TONS EACH. IN THE INNER HARBOR AT PRODUCTS WHARF 2, THERE WERE TWO SERVICEABLE MOBILE RAILWAY CRANES WITH A 60-TON CAPACITY EACH. IN ADDITION, THE PORT HAD TWO ROAD MOBILE CRANES WITH A CAPACITY OF 250 TONS EACH. THE NORTHERN AND SOUTHERN COAL WHARVES WERE EACH SERVICED BY A FULLY AUTOMATED AND COMPUTER-CONTROLLED COAL LOADING SYSTEM WITH A 6,000-TON PER HOUR LOADING RATE.

D. DRYDOCK AND REPAIR. (OCT 86) (USS PAUL F FOSTER) NONE WERE AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (SEP 88) STORAGE FACILITIES WERE AVAILABLE FOR MILLIONS OF TONS OF COAL JUST BEHIND THE COAL LOADING WHARVES. STORAGE FACILITIES FOR GRAIN WERE TO THE IMMEDIATE NORTH OF THE MULTI-PURPOSE BERTH. FACILITIES ALSO EXIST FOR IRON ORE AND COKE.

F. STEVEDORES. (OCT 86) (USS PAUL F FOSTER) STEVEDORES WERE AVAILABLE AND ALL WERE UNION ORGANIZED.

G. PORT CAPACITY. (SEP 88) THE PORT CAN ACCOMMODATE FOUR CG/DD/FF SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 86) (USS PAUL F FOSTER) THE MAJOR HIGHWAY (HIGHWAY 1) RUNS NORTH/SOUTH ALONG THE COAST. EASY ACCESS TO RAIL AND BUS TRANSPORTATION WAS AVAILABLE TO THE OTHER MAJOR CITIES. NO STEAMER TRANSPORTATION WAS AVAILABLE.

3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 86) (USS PAUL F FOSTER) FOUR TUGS, ASSORTED PILOT BOATS, AND UTILITY CRAFT WERE AVAILABLE.

B. WATER. (SEP 88) (USS BREWTON) THE SHIP RECEIVED FAIR QUALITY WATER FROM THE PIER VIA A 7.62 CM (3 IN) BRITISH THREAD HOSE. AN ADAPTER WAS REQUIRED AND WAS PROCURED FROM THE RAN. CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT 0.2 PPM FAC. NO CHEMICAL TREATMENT WAS REQUIRED. THE WATER WAS DISCOLORED WITH RUST AND REQUIRED EXTENSIVE FLUSHING BEFORE USE. WATER PRESSURE FLUCTUATED FREQUENTLY WITHOUT WARNING.

C. AIRFIELDS. (SEP 88) THE LOCAL AIRFIELD WAS LOCATED AT ALBION PARK IN WOLLONGONG. IT HAD NO MAJOR COMMERCIAL CARRIER FACILITIES. THE CLOSEST MILITARY AIRFIELD WAS AT NAS NOWRA 40 NM NORTH OF PORT KEMBLA. NOWRA COULD HANDLE C-130 OPERATIONS AND PROVIDE CARGO HANDLING/TRANSPORT TO PORT KEMBLA.

D. COMMUNICATIONS. (SEP 88) (USS BREWTON) CHANNEL 13 WAS USED TO CONTACT HARBOR CONTROL WITH A CALL SIGN "PORT KEMBLA CONTROL." SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

CONUS CALLS CAN BE MADE THROUGH OPERATOR ASSISTANCE. SHIPS BERTHED ALONGSIDE GET LAND-LINE INSTALLED; HOWEVER, UNION PICKET LINE PREVENTED HOOKUP. CELLULAR PHONE MADE AVAILABLE.

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PORT KEMBLA, AUSTRALIA

E. MEDICAL. (SEP 88) (USS BREWTON) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED.

MEDICAL FACILITY IS WOLLONGONG HOSPITAL (320 BEDS), CROWN ST, WOLLONGONG. IT HAS FULL SERVICE, INCLUDING HYPERBOLIC, CAT SCAN, ORTHOPEDIC TREATMENT, AND EMERGENCY FACILITY. AMBULANCE TRANSPORTATION AND AIR AMBULANCE TRANSPORTATION ARE AVAILABLE. THE SHIP'S PERSONNEL WERE ADMITTED TO CARDIAC AND PSYCHIATRIC WARDS FOR CASUALTY.

HEALTH AND SANITATION OF THE PORT IS EXCELLENT WITH SLIGHT ATMOSPHERIC POLLUTION. SHIP AND SMALL BOAT TRAFFIC IS SMALL. THE CITY IS CLEAN. SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS IS EXCELLENT.

(JUL 86) (AFMIC) HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

F. GASOLINE. (SEP 88) (USS BREWTON) GASOLINE IS READILY AVAILABLE AT COMMERCIAL STATIONS.

G. PROVISIONS. (OCT 86) (USS PAUL F FOSTER) EXCELLENT QUALITY PRODUCE AND MEATS WERE OBTAINED LOCALLY THROUGH MELNIC PTY, LTD. VERY HIGH HEALTH AND SANITATION STANDARDS WERE ENFORCED. THE U.S. GOVERNMENT HAD NO PREVIOUS CONTRACT WITH ANY SUPPLIERS IN THE AREA. THE PORT COORDINATOR (SUB COLLECTOR OF CUSTOMS) MADE ALL SUPPLY ARRANGEMENTS FROM THE SHIP'S LOGREQ PRIOR TO THE SHIP'S ARRIVAL.

H. GARBAGE DISPOSAL. (OCT 86) (USS PAUL F FOSTER) WET GARBAGE WAS REMOVED ONCE A DAY BY BARGE. TRASH WAS PLACED IN A RECEPTACLE ON THE PIER WITH A DAILY PICK-UP BY TRUCK. THE DISPOSAL SERVICES WERE PROVIDED BY CLEANAWAY BRAMBLES ENT., LOCATED ON 58 CRAWFORD ST., NORTHGATE. SEWAGE DISPOSAL BY TRUCK WAS ALSO AVAILABLE BUT WAS NOT UTILIZED. ALL DISPOSAL SERVICES WERE ARRANGED BY THE PORT COORDINATOR.

4. PERSONALIA

A. CALLS. (SEP 88) CALLS MAY BE MADE ON: LORD MAYOR OF WOLLONGONG AND CHIEF SUPERINTENDENT OF POLICE IN WOLLONGONG.

B. HONORS. (SEP 88) PORT KEMBLA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 89) PORT KEMBLA IS A SUBURB OF THE CITY OF WOLLONGONG. WOLLONGONG IS THE SEVENTH LARGEST CITY IN AUSTRALIA, A LEADING INDUSTRIAL COMPLEX, REGIONAL CAPITAL, AND TOURIST CENTER. THE CITY ADJOINS THE SOUTHERN SUBURBS OF SYDNEY AND STRETCHES SOUTH OVER 30 KM (19.3 MI) OF BEAUTIFUL COASTLINE BACKED BY THE FORESTED SLOPES OF THE MAJESTIC ILLAWARRA ESCARPMENT.

L16-3
(CH-9)

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PORT KEMBLA, AUSTRALIA

THE WOLLONGONG REGION HAS A POPULATION OF SOME 250,000 (1986 CENSUS) AND IS HOME TO A NUMBER OF AUSTRALIA'S LARGEST ENTERPRISES. THE DEEP-WATER PORT OF KEMBLA CAN HANDLE SHIPPING UP TO 240,000 DWT.

THE CITY OF WOLLONGONG ORIGINATED FROM SMALL MINING VILLAGES DATING BACK AS EARLY AS 1797. BY 1905, THERE WERE 13 MINING COMMUNITIES ALONG THE COAST, SHIPPING COAL TO SYDNEY. THE EXPORT COAL INDUSTRY IS REPRESENTED IN WOLLONGONG BY: AUSTEN AND BUTTA LTD; BELLAMBI COAL CO., LTD; HUNTLY COLLIERY PTY, LTD; AND KEMBLA COAL AND COKE PTY, LTD.

B. LIBERTY. (SEP 88) (USS BREWTON) SHORE PATROL WAS NOT REQUIRED. RECOMMENDED SIZE OF A LIBERTY PARTY IS 1,000, AND ATTIRE IS CASUAL.

C. CLUBS AND BARS. (SEP 88) CLUBS NORMALLY CLOSE APPROXIMATELY MIDNIGHT 7 DAYS A WEEK.

WOLLONGONG EX-SERVICES CLUB, 82 CHURCH ST., WOLLONGONG
AUSTINMER R.S.L. CLUB, MOORE ST, AUSTINMER
ILLAWARRA LEAGUES CLUB, 87 CHURCH ST., WOLLONGONG
ILLAWARRA YACHT CLUB, 1 NORTHCLIFFE DRIVE, WARRAWONG
FRATERNITY BOWLING AND RECREATION CLUB, 11 BOURKE ST, FAIRY MEADOW

D. RESTAURANTS. (SEP 88) THE FOLLOWING RESTAURANTS ARE SUGGESTED:

SINGAPORE PALACE, 228 KEIRA ST, WOLLONGONG
THE AXHANDLE BEACH HOUSE SEAFOOD RESTAURANT, 18 CLIFF RD, N. WOOLONGONG
IRENE'S SEAFOOD RESTAURANT, 123 CORRINAL ST, WOLLONGONG, TEL: 28-1705
MARKET ST BISTRO, 26 MARKET ST, WOLLONGONG, TEL: 28-6481
GEORGE'S TERRACE RESTAURANT, 34 YOUNG ST, WOLLONGONG, TEL: 29-2902
WOLLONGONG EX-SERVICES CLUB, 82 CHURCH ST., WOLLONGONG, TEL: 28-8522
MIMMO'S CABARET RESTAURANT, 295 CROWN ST, WOOLONGONG, TEL: 29-9510

E. HOTELS. (SEP 88) THERE ARE OVER 50 HOTELS AND MOTELS IN THE AREA WITH SERVICE, QUALITY, AND PRICES COMPARABLE TO THOSE IN THE U.S. ESPECIALLY RECOMMENDED ARE: NORTHBEACH INTERNATIONAL, 6-14 CLIFF ROAD, NORTH WOLLONGONG, TEL: 27-1188; LEISURE COAST MOTEL, CARTER'S LANE TOWRADGI, TEL: 83-5533; AND CHATEAU COMMODORE, 417 HAY PERTH, TEL: 99-9061.

F. ATHLETICS. (SEP 88) WOLLONGONG'S COASTLINE AND LAKE ILLAWARRA CATER TO SURFING, SWIMMING, BOATING, AND FISHING ENTHUSIASTS. THE ESCARPMENT OFFERS WALKING AND HORSEBACK RIDING TRAILS, NUMEROUS SCENIC LOOKOUTS AND PICNIC AREAS. VIRTUALLY EVERY SPORT IS AVAILABLE FOR BOTH PARTICIPANTS AND SPECTATORS. SOME MAJOR FACILITIES INCLUDE BEATON PARK INDOOR LEISURE CENTER, THE KEMBLA GRANGE RACE COURSE, TROTTERING AND GREYHOUND TRACKS, AND SEVERAL TOP-CLASS GOLF COURSES. WOLLONGONG ALSO BOASTS AN EXTENSIVE CYCLE WAY NETWORK. BALD HILL AND MT. KEIRA, HIGH ON THE ESCARPMENT, ARE LEADING SITES FOR HANG GLIDING. OTHER POINTS OF INTEREST ARE: ILLAWARRA BASKETBALL STADIUM (TEL: 29-8389); WOLLONGONG TENNIS CENTER; LAWN BOWLING; SOCCER; AND RUGBY.

G. BEACHES. (SEP 88) THE LEISURE COAST IS A 40 KM (25 MI) STRETCH OF GOLDEN SAND WITH 17 PATROLLED BEACHES AND NUMEROUS SECLUDED BEACHES.

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(CH-9)

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PORT KEMBLA, AUSTRALIA

H. CHURCH. (SEP 88)

BAPTIST - KEMBLA ST, PORT KEMBLA
CATHOLIC - HARBOR ST, WOLLONGONG
LUTHERAN - 155 CABBAGE TREE LA, MT. PLEASANT
GREEK ORTHODOX - 18 STEWARD, WOLLONGONG
PRESBYTERIAN - KEMBLA ST, PORT KEMBLA

I. TRANSPORTATION. (SEP 88) (USS BREWTON) TAXIS ARE READILY AVAILABLE FROM SHIP'S BERTH TO WOLLONGONG. MOVING AROUND IN WOLLONGONG IS SPEEDY AND CONVENIENT. SPINAL FREEWAY AND RAILWAY NETWORKS ALLOW RAPID COMMUNICATION THROUGHOUT THE CITY AND TO SYDNEY. SYDNEY'S INTERNATIONAL AIRPORT IS ONLY ONE HOUR'S DRIVE FROM WOLLONGONG.

J. TOURS. (SEP 88) LIMITED TOURS AVAILABLE. MOST RECOMMENDED ARE THEIR HARBOR TOUR AND TOUR TO CANBERRA LOOKOUT, WHICH INCLUDED HISTORIC SIGHTS OF THE CITY.

K. SHOPPING. (SEP 88) A BRAND NEW SHOPPING MALL IN DOWNTOWN WOLLONGONG IS RECOMMENDED.

L. THEATER AND CINEMA. (SEP 88) GALA THEATER, COWPER ST, WRAWNG; GERRINGONG THEATER, BRIDGES RD, GERRINGONG; LAKELINE DRIVE-IN THEATER, KANAHOOKA RD, BROWNSVILLE; REGENT THEATER, 197 KEIRA WINGNG; THE BRIDGE THEATER, WOLLONGONG'S LIVE PROFESSIONAL THEATER COMPANY, 24 BRIDGE ST, CONISTON; AND TOWN CINEMAS, BURELLI ST, WINGNG.

M. PHYSICAL SECURITY. (SEP 88) (USS BREWTON) A 24-HR SECURITY WAS PROVIDED BY STATE POLICE. SECURITY FORCE WAS ARMED, KNOWLEDGEABLE, AND COMPETENT. HARBOR/PORT PATROL CRAFT WERE AVAILABLE, BUT DIVERS WHO CHECK BERTH/ANCHORAGE WERE NOT AVAILABLE. THE SHIP PROVIDED OWN PHYSICAL SECURITY. RECOMMENDED POSITIONS OF PHYSICAL SECURITY GUARDS ARE ONE PIER ROVER, ONE PIER ROVER UNDER ALONG CATWALKS, ONE TOPSIDE ROVER, TWO PEOPLE IN BOAT TO PATROL AROUND SHIP DURING NIGHT HOURS.

N. MISCELLANEOUS INFORMATION. (JAN 89) (FICPAC) THE RATE OF EXCHANGE IN JAN 89 IS AS\$1.10 = US\$1.00.

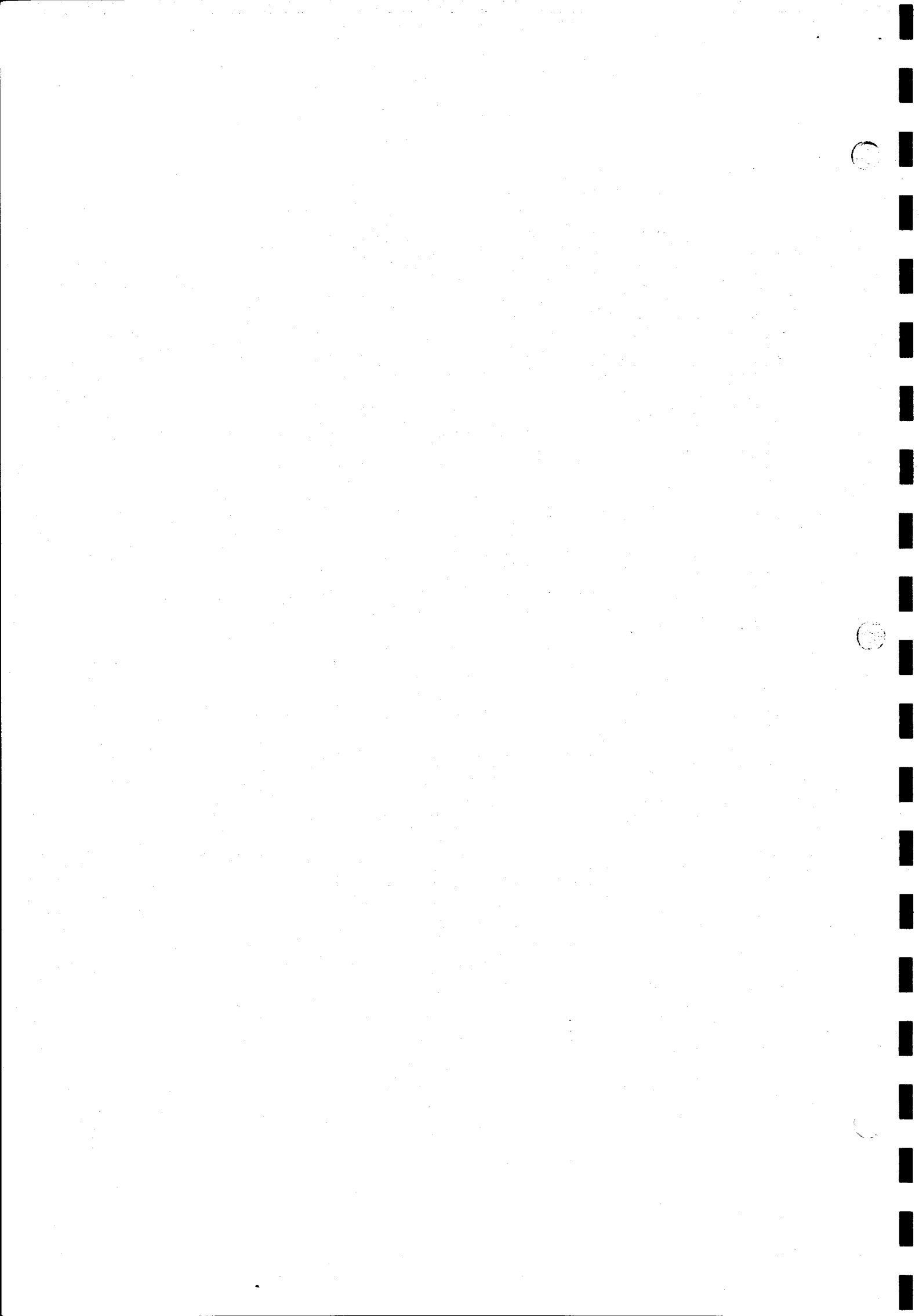
(SEP 88) (USS BREWTON) CURRENCY EXCHANGE WAS NOT CONDUCTED ON BOARD DUE TO STRIKE BY DEMONSTRATORS.

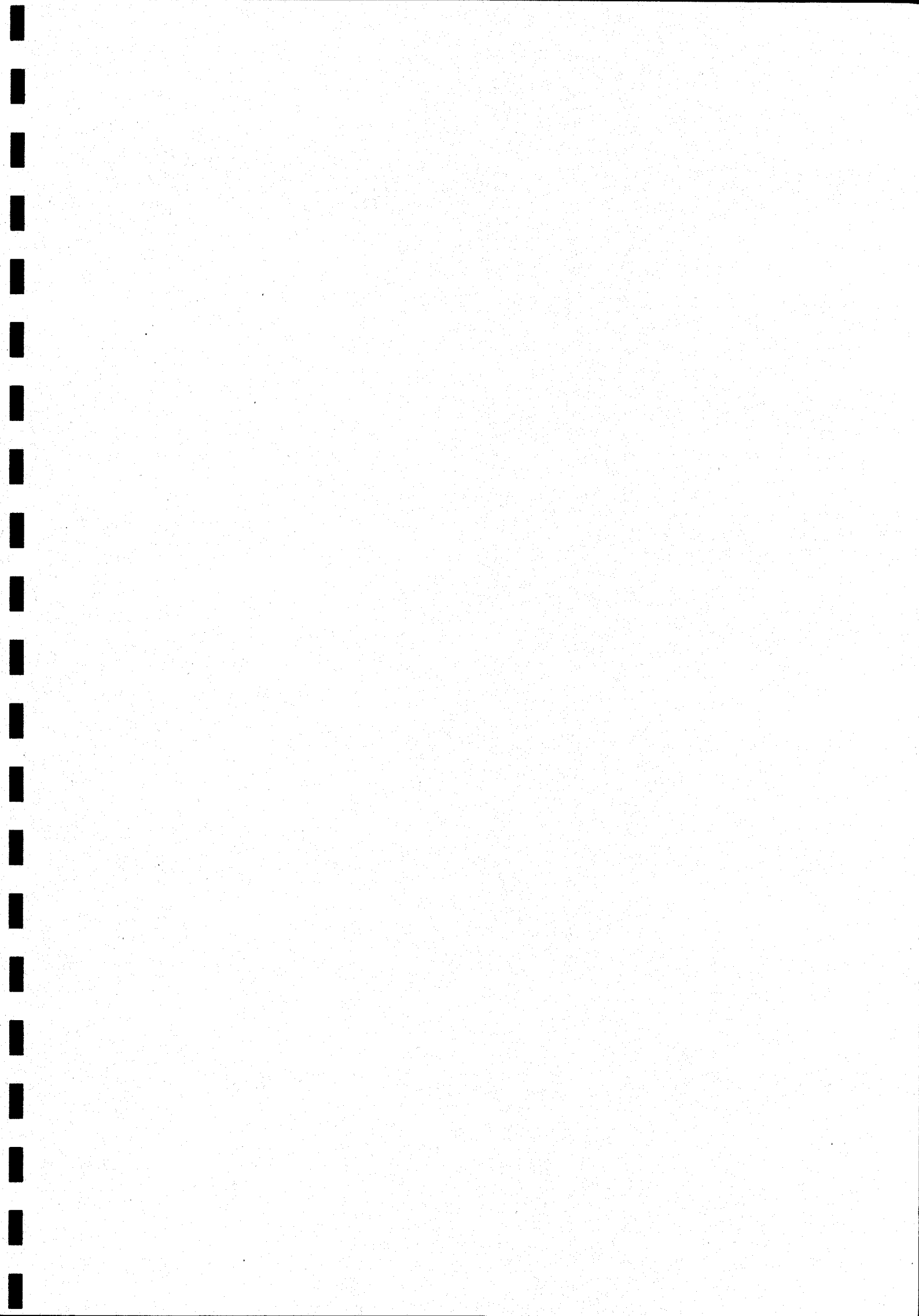
LABOR UNIONS SUPPORTED DEMONSTRATORS FOR ANTI-NUKE AND HAD PICKET LINE AT HEAD OF THE PIER TO PREVENT ANY SERVICES FROM BEING HOOKED UP. THE SHIP'S FORCE MADE WATER CONNECTION TO THE PIER. NO CHT, FUEL, TELEPHONE OR TRASH SERVICE WERE PROVIDED. MARITIME BOARD PLACED DUMPSTERS ON HEAD AT THE PIER APPROXIMATELY 100 YDS WALK. PICKET LINE ALSO PREVENTED SHIP'S VEHICLES FROM ENTERING ON THE PIER. WHEN THE SHIP ATTEMPTED TO BRING ON THE SHIP'S VAN WITH MAIL, DEMONSTRATORS BLOCKED VEHICLES AND HAD TO BE REMOVED BY POLICE.

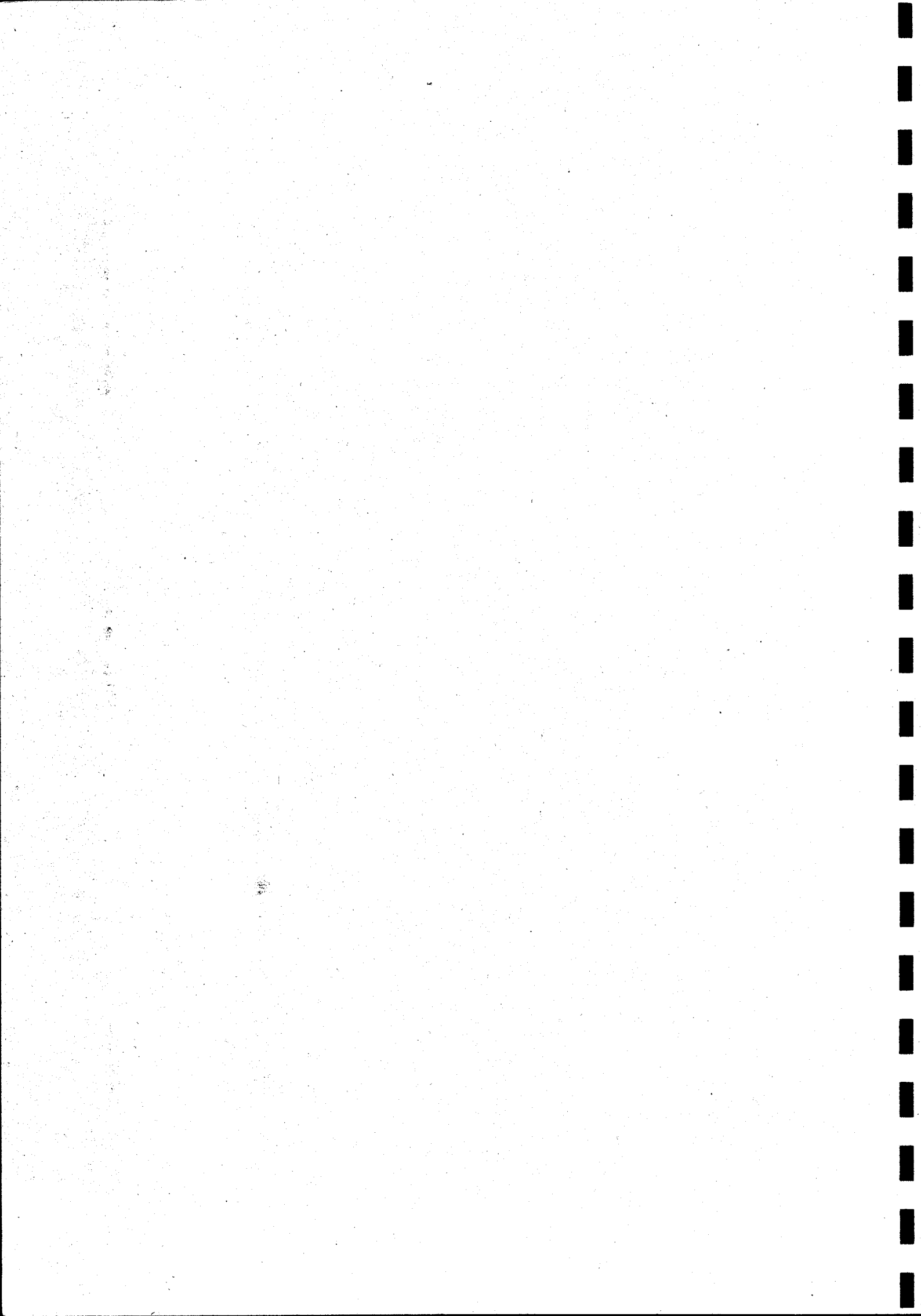
COMPILED BY MS. KAY DeVAUL, 23PD, FICPAC.

L16-5
(CH-9)

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GLADSTONE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (SEP 88) (USS BERKELEY) THE PORT OF GLADSTONE (23-55S/153-23E) IS LOCATED ON THE QUEENSLAND COAST. IT POSSESSES A LARGE, NATURAL HARBOR ACCESSIBLE BY EVEN THE LARGEST DEEP DRAFT VESSELS. IT IS WELL SHELTERED BY CURTIS ISLAND AND FACING ISLAND AND IS ENTERED THROUGH A CHANNEL. IT IS THE PRIMARY DISTRIBUTION POINT FOR THE RESOURCES OF CENTRAL QUEENSLAND.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS BERKELEY) CONSULT DMAHTC PUB 127 AND CHARTS 74200, 74201, & 74205. THE APPROACH WAS MADE FROM THE CURTIS CHANNEL, BETWEEN CURTIS ISLAND THE CAPRICORN GROUP. THE RED AND WHITE FAIRWAY MARKER CAN BE SEEN ON RADAR AND VISUALLY AT 11 NM.

C. PILOTAGE. (SEP 88) (USS BERKELEY) ALL VESSELS, WHETHER ENTERING OR LEAVING THE PORT, OR MOVING FROM ONE BERTH TO ANOTHER, MUST BE UNDER A PILOT WHO IS UNDER THE JURISDICTION OF THE MARINE BOARD OF QUEENSLAND. SHIP MOVEMENTS ARE CONTROLLED BY CHANNEL 16 WITH A CALL SIGN "GLADSTONE HARBOR CONTROL". THREE TUGS ARE AVAILABLE IN THE PORT. PILOTS BOARD VESSELS AT THE FAIRWAY BUOY (23-53S/151-31E). THE PILOT BOAT IS 30 FT LONG AND WHITE HULLED WITH A YELLOW DECK HOUSE AND BLACK TRIM.

D. ENTRANCE. (SEP 88) (USS BERKELEY) CONSULT CHART 74200. THE ENTRANCE IS CLEARLY DEFINED BY THE RED AND WHITE FAIRWAY BUOY AND THE LINE OF BEACONS MARKING THE FIRST LEG OF THE CHANNEL. THE ENTRANCE IS 7 NM DUE EAST OF GATCOMBE HEAD, THE SOUTHERN POINT OF FACING ISLAND.

E. CHANNEL. (SEP 88) (USS BERKELEY) CONSULT CHARTS 74201 AND 74205. FROM SEAWARD, INITIAL LEG OF THE CHANNEL IS 224° T, AS MARKED BY LEADING LIGHTS ON WILD CATTLE ISLAND AND THE MAINLAND. MINIMUM DEPTH IS 15.3 M (50 FT) AND MINIMUM WIDTH IS 60 M (197 FT). BEACONS SPACED AT 1,000 M (3,281 FT) INTERVALS ARE PLACED AT THE DREDGE LIMIT OF THE CHANNEL. TOPLIGHTS CONFORM TO IALA REGION (RED TO PORT) BUOYAGE SYSTEM. SECOND LEG IS MARKED BY LEADING LIGHTS AT 263° T. THE PILOT RECOMMENDED MAKING A GRADUAL TURN TO THE THIRD LEG, KEEPING WELL TO THE NORTH. THIRD LEG HAS TRANSIT LIGHTS AHEAD AND ASTERN AT $122/302^{\circ}$ T. SOUTH OF GATCOMBE HEAD, THE CHANNEL SHIFTS NORTH ON LEADING LIGHTS OF 312. THOUGH THE DREDGED WIDTH REMAINS 60 M (197 FT), THE NAVIGABLE CHANNEL FOR A DDG/FF IS CONSIDERABLY WIDER. FOR THE TURN TO LEG FIVE, THE PILOT RECOMMENDED USING 102° T LEAD LIGHT ON MANNING REEF VICE THE 113° T LIGHTS ON GATCOMBE HEAD TO GIVE A WIDE PERTH TO SOUTH TREES POINT WHARF. WEST OF SOUTH TREES POINT, THE NAVIGABLE CHANNEL NARROWS, AND DREDGED DEPTH IS 14.7 M (48 FT). USEFUL NAVAIDS EXIST THROUGHOUT THE TRANSIT FOR BOTH VISUAL AND RADAR NAVIGATION.

F. ANCHORAGES. (SEP 88) (USS BERKELEY) GLADSTONE PROVIDES SOME OF THE MOST PROTECTED ANCHORAGES IN EASTERN AUSTRALIA. GATCOMBE ANCHORAGE IS MORE EXPOSED TO THE PREVAILING EASTERLY WEATHER THAN SOUTH TREES OR QUOIN ANCHORAGES, WHICH ARE PROTECTED BY FACING ISLAND. HOWEVER, ALL OF THE LAND SURROUNDING THE PORT IS LOW AND RELATIVELY TREELESS AND WOULD NOT PROVIDE ADEQUATE PROTECTION FROM THE TROPICAL CYCLONES WHICH OCCASIONALLY HIT THE AREA.

G. WRECKS AND OBSTRUCTION. (SEP 88) (USS BERKELEY) NONE.

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GLADSTONE, AUSTRALIA

H. TIDES AND CURRENTS. (SEP 88) (USS BERKELEY) THE MAXIMUM DAILY TIDE HEIGHT IS 4.9 M (16 FT). THE MINIMUM DAILY TIDE HEIGHT IS 2.7 M (8.8 FT). PUB 127 ACCURATELY DESCRIBES TIDAL CONDITIONS.

I. WEATHER AND WINDS. (SEP 88) (USS BERKELEY) WINDS ARE PREDOMINATELY FROM THE EAST. PUB 127 ACCURATELY DESCRIBES WEATHER CONDITIONS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 88) (USS BERKELEY) THE SHIP MOORED TO BERTH 1, AUCKLAND WHARF, WITH SIX STANDARD MOORING LINES. LENGTH OF THE BERTH WAS 238 M (781 FT) AND DEPTH, 11.3 M (37.1 FT). NO STEAM OR ELECTRICITY WAS AVAILABLE AT THE BERTH. A NARROW CHANNEL SEPARATES ONE END OF THE BERTH FROM THE MAINLAND. THE BERTH IS ACCESSIBLE BY TWO VEHICLE ENTRANCES, BOTH SECURED BY SWING-ARM GATES. PEDESTRIAN ACCESS IS BY THE SAME ENTRANCES.

THERE ARE NUMEROUS WHARFS SITUATED IN THE PORT. THE AUCKLAND POINT FACILITIES, OWNED AND OPERATED BY THE GLADSTONE PORT AUTHORITY, COMPRISE THREE BERTHS.

NO. 1 BERTH LOADS COAL FROM A STOCKPILE OF 300,000 TONS CAPACITY. TWO CONVEYORS FROM THE STOCKPILE AREA JOIN TWO BULK SHIPLOADERS, EACH WITH A CAPACITY OF 800 TONS PER HOUR, THAT TRAVEL A DISTANCE OF 142 M (466 FT) ALONG THE WHARF. DEPTH OF THE BERTH IS 11.3 M (37.1 FT).

NO. 2 BERTH IS USED PRIMARILY FOR LOADING CARGOES OF WHEAT, GRAIN, SORGHUM, AND OIL SEEDS. RECENT EXPANSION OF THE ADJOINING SILO AND STORAGE SHED COMPLEX HAS INCREASED STORAGE CAPACITY TO APPROXIMATELY 82,000 TONS. THE SHIP LOADING CAPACITY HAS BEEN ENHANCED BY THE ADDITION OF A 1,200-TON PER HOUR MOBILE GANTRY, THAT TOGETHER WITH THE ORIGINAL LOADER RESULTS IN A LOADING CAPACITY OF 1,600 TONS PER HOUR. UPGRADING OF THE WHARF CONVEYOR GALLERY HAS MADE POSSIBLE THE FULL LOADING OF SHIPS UP TO 60,000 DWT.

NO. 3 BERTH IS RESPONSIBLE FOR THE IMPORT OF PETROLEUM PRODUCTS TO CENTRAL QUEENSLAND. STORAGE IS PROVIDED BY TANK FARMS CONSTRUCTED BY MAJOR OIL COMPANIES ON RECLAIMED LAND ADJACENT TO THE BERTH. GENERAL CARGO AND SPECIAL HEAVY LIFT SHIPS ARE ALSO HANDLED AT THIS BERTH WITH A DEPTH OF 11.3 M (37.1 FT).

THE BARNEY POINT WHARF IS OWNED AND OPERATED BY THE THEISS DAMPIER MITSUI COAL PTY. LTD. COAL FROM THE T.D.M. MINE AT MOURA TRAVELS 180 KM (112 MI) TO GLADSTONE BY MEANS OF A DIRECT RAIL LINK. TOGETHER WITH OUTPUT FROM THE CSR MINE AT BLACKWATER, THE COAL BECOMES A 400,000-TON STOCKPILE FROM WHICH IT IS LOADED FOR EXPORT BY A SINGLE 2,000-TON PER HOUR MOBILE SHIPLOADER. BERTH DEPTH IS 15 M (49 FT).

THE SOUTH TREES WHARF IS A TWO-BERTH FACILITY OWNED AND OPERATED BY QUEENSLAND ALUMINA LTD FOR THE PURPOSE OF SERVICING THE WORLD'S LARGEST ALUMINA REFINERY. BAUXITE FROM WEIPA IN NORTH QUEENSLAND, TOGETHER WITH OTHER NECESSARY COMMODITIES SUCH AS CAUSTIC SODA AND FUEL OIL, ARE IMPORTED THROUGH THE WHARF, WHICH ALSO SERVES AS THE EXPORT LOADING POINT FOR THE REFINED ALUMINA DESTINED FOR INTERNATIONAL MARKETS. DEPTH AT THE BERTH IS 12.2 M (40 FT).

BOYNE WHARF CATERS FOR THE REQUIREMENTS OF THE ALUMINUM SMELTER OPERATED BY BOYNE SMELTERS LTD. THIS 250 M (820 FT) WHARF CAN ACCOMMODATE VESSELS UP TO 60,000-TON CAPACITY. A 710 M (233 FT) CAUSEWAY PROVIDES A LINK BETWEEN THE WHARF AND A SEALED 20,000 SQ M (215,285 SQ FT) ALUMINUM

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GLADSTONE, AUSTRALIA

STORAGE AREA. ON THE WHARF PROPER, A 400-TON PER HOUR MOBILE UNLOADER HANDLES THE PETROLEUM COKE NECESSARY FOR THE SMELTING PROCESS. DEPTH AT THE BERTH IS 15 M (49 FT).

FISHERMAN'S LANDING WHARF IS THE MOST WESTERLY OF THE WHARF COMPLEXES AND PROVIDES AN OUTLET FOR EXPORTS FROM THE QUEENSLAND CEMENT & LIME CLINKER PLANT. LIMESTONE MINED IN THE MOUNT LARCOM REGION IS CRUSHED AND FORMED INTO A SLURRY WHICH IS THEN PUMPED DOWN TO THE PLANT. PROCESSED CLINKER IS EXPORTED TO BRISBANE FOR USE IN THE MANUFACTURE OF CEMENT WITH A 2,000-TON PER HOUR PIVOTING BULK SHIPLOADER PASSING CARGO INTO SHIPS OF UP TO 25,000 TONS CAPACITY. AT THE BERTH, DEPTH IS 10.4 M (34 FT).

B. FUEL, LUBE, AND DIESEL OIL. (SEP 88) (USS BERKELEY) FUEL WAS DELIVERED TO BERKELEY BY TRUCK FROM CALTEX, INC. 240 TONS WAS THE MAXIMUM QUANTITY OF FUEL AVAILABLE. THE POC FOR FUEL WAS MR. REX PUGH AT CALTEX, INC. (TEL: 71-3444).

C. MECHANICAL HANDLING FACILITIES. (SEP 88) (USS BERKELEY) THERE WERE NO CRANES OWNED/OPERATED BY PIER MANAGEMENT. HOWEVER, A LARGE NUMBER OF PRIVATELY-OWNED CRANES (UP TO 90 TON CAPACITY) ARE AVAILABLE. REQUEST FOR SERVICES SHOULD BE DIRECTED TO THE NAVAL AGENT.

D. DRYDOCKS AND REPAIR FACILITIES. (SEP 88) (USS BERKELEY) A NUMBER OF COMPANIES OFFER ALL TYPES OF MARINE HULL AND ENGINE REPAIRS. THE LARGEST FACILITY IS MCARTHUR SHIPPING & AGENCY CO. PTY. LTD. AT 72-4133.

E. WAREHOUSES AND STORAGE AREAS. (SEP 88) (USS BERKELEY) STORAGE IS AVAILABLE ON AUCKLAND PIERS 1 AND 2. THE POC IS PIER SUPERINTENDENT, MR. CALLAGHAN, TEL: 76-1351.

F. STEVEDORES. (SEP 88) (USS BERKELEY) SKILLED AND UNSKILLED LABORERS ARE AVAILABLE. THE SHIP DID NOT REQUIRE ANY OUTSIDE ASSISTANCE.

G. PORT CAPACITY. (SEP 88) (USS BERKELEY) GLADSTONE CAN ACCOMMODATE FOUR DD SIZED VESSELS PIERSIDE AND UP TO 12 VESSELS NESTED, DEPENDING ON MERCHANT TRAFFIC.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (SEP 88) (USS BERKELEY) TRUCK ROADS ACCESS ALL WHARVES. THE LOCAL INDUSTRY UTILIZES RAIL SERVICE TO TRANSPORT COAL TO SEVERAL OF THE AUCKLAND WHARVES. THE CENTER OF THE CITY IS WITHIN A 20-MINUTE WALK FROM THE PIER.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 88) (USS BERKELEY) LIGHTERS ARE NOT AVAILABLE IN PORT. ONE 3,600 HP TUG IS AVAILABLE FROM HOWARD SMITH IND. PTY. LTD. IT IS OPERATED BY MR. NOEL PEPPER (TEL: 72-4500). ALL ARRANGEMENTS TO TUG SERVICE WERE MADE BY THE NAVAL AGENT, MR. DENNIS SNOWDEN (TEL: 72-4133/78-1247).

B. WATER. (SEP 88) (USS BERKELEY) POTABLE WATER WAS DELIVERED BY PIPE AT 50-60 PSI (100 GAL/MIN). THE CONNECTORS ARE MUCH LARGER THAN STANDARD REQUIRING BERKELEY TO BORROW FITTINGS. WATER CONTAINED 0.2 PPM RESIDUAL OF CHLORINE. THE QUARANTINE OFFICER WAS THE POC FOR WATER SERVICES.

L17-3
(CH-9)

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GLADSTONE, AUSTRALIA

C. AIRFIELDS. (SEP 88) (USS BERKELEY) GLADSTONE AIRPORT IS LOCATED FOUR MILES FROM THE WHARF AREA. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 100/280 AND A DIMENSION OF 1,634 X 30.5 M (5,360 X 100 FT). PHONE NUMBER IS 78-1351. REGULAR AIR SERVICE TO BRISBANE IS PROVIDED BY ANSETT AND AUSTRALIAN AIRLINES. FLYING TIME IS LESS THAN ONE HOUR.

D. COMMUNICATIONS. (SEP 88) (USS BERKELEY) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 BY CALL SIGN "GLADSTONE HARBOR". SHIPS WERE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

INTERNATIONAL OPERATOR SERVICE WAS AVAILABLE 24 HOURS. THREE TELEPHONE LINES WERE INSTALLED ON BERKELEY AND FIVE LOCAL TELEPHONE DIRECTORIES WERE DELIVERED. NUMBERS FOR ASSISTANCE WERE:

| | |
|---------------------|------|
| LOCAL AND STD CALLS | 1100 |
| INTERSTATE CALLS | 0170 |
| INTERNATIONAL CALLS | 0100 |

THE POC FOR PHONE SERVICE WAS JEFF ROTHERY AT 31-8211.

MAIL WAS DELIVERED ON ARRIVAL. THE LOCAL POSTMASTER, MR. COL MACKNEY, ARRANGED FOR REGULAR PICKUP AND DELIVERY. THE POST OFFICE WAS LOCATED AT GOONDOON ST. AND THE CORNER OF YARROON ST (TEL: 72-1133).

E. MEDICAL. (SEP 88) (USS BERKELEY) ALTHOUGH GLADSTONE WAS BERKELEY'S FIFTH PORT VISIT IN AUSTRALIA, WE WERE REQUIRED TO PROVIDE A QUARANTINE DECLARATION AND "DERAT" CERTIFICATE. WE WERE BOARDED BY ONE QUARANTINE OFFICER WHO SIGHTED ALL APPROPRIATE DOCUMENTS AND PROVIDED ALL NECESSARY INFORMATION FOR TASKING ON WATER, DISPOSING OF WASTE AND GARBAGE, AND CHT REMOVAL. THE POC FOR QUARANTINE INFORMATION IS MR. GORDON BALLARD AT 72-2582.

THE SHIP DID NOT UTILIZE OUTSIDE MEDICAL FACILITIES. HOWEVER, THE GLADSTONE GENERAL HOSPITAL IS LOCATED NEAR THE WHARF AREA AND CAN BE REACHED AT 72-1033 OR 722582. THE SHIP WAS INFORMED TO CALL 72-2477 OR 72-4788 FOR THE SERVICES OF A DOCTOR, AND 721507 OR 724530 FOR THE SERVICES OF A DENTIST.

HEALTH AND SANITATION OF THE PORT IS VERY GOOD. THERE WERE NO TRACES OF ORGANIC WASTES OR INDUSTRIAL POLLUTION IN HARBOR WATER. ATMOSPHERIC POLLUTION WAS PRESENT IN SMALL QUANTITIES DUE TO COAL AND GRAIN INDUSTRIES. SHIP AND SMALL BOAT TRAFFIC IS MINIMAL, DIMINISHING THE CHANCES OF WATERBORNE DISCHARGES.

THE CITY IS CLEAN AND SANITATION CONDITIONS ARE COMPARABLE TO U.S. STANDARDS. THERE WAS NO APPARENT EVIDENCE OF PROSTITUTION OR ILLEGAL DRUGS.

F. GASOLINE. (SEP 88) (USS BERKELEY) THERE ARE NUMEROUS GASOLINE STATIONS IN GLADSTONE. FEW ARE OPEN ON NIGHTS OR WEEKENDS.

G. PROVISIONS. (SEP 88) (USS BERKELEY) THE U.S. GOVERNMENT HAS AN EXISTING ARRANGEMENT IN GLADSTONE FOR SUPPLYING PROVISIONS. METRO NAUTILUS OF AUSTRALIA DELIVERED ALL PROVISIONS ORDERED BY LOGREQ UPON ARRIVAL. THE ADDRESS IS 56 LORD ST., GLADSTONE, QLD., PH: 72-1814. ALL TYPES OF PROVISIONS ARE AVAILABLE WITH DAIRY PRODUCT DELIVERED AT 44°F. THE GENERAL QUALITY OF THE FOOD WAS GOOD WITH NO LIMITS IMPOSED. ALL VEGETABLES WERE WASHED THOROUGHLY IN A DISINFECTANT SOLUTION TO ENSURE CLEANLINESS.

H. GARBAGE DISPOSAL. (SEP 88) (USS BERKELEY) WET AND DRY GARBAGE WAS

L17-4
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GLADSTONE, AUSTRALIA

REQUIRED TO BE SEPARATED BEFORE DUMPING. ALL TRASH MUST BE DOUBLE BAGGED. COMMERCIAL TRUCK SERVICE PICKED UP TRASH AND GARBAGE TWO TO THREE TIMES DAILY. NO. 8 FORTY GALLON DRUMS WITH STEEL LIDS WERE LOCATED ON THE PIER FOR CONTINUOUS DUMPING. THE POC FOR GARBAGE PICKUP WAS THE PIER SUPERINTENDENT, MR. TOM CALLAGHAN, AT 76-1351.

SEWAGE WAS DISPOSED OF DAILY BY TANKER TRUCK. COST FOR FOUR DAYS OF SERVICE WAS US\$6,300.00. THE POC FOR SEWAGE PICKUP WAS MR. DAVID WATKINS OF PACIFIC WASTE MANAGEMENT, PH: 79-1077.

4. PERSONALIA

A. CALLS. (SEP 88) (USS BERKELEY) THE CO CALLED ON THE MAYOR OF GLADSTONE UPON ARRIVAL. A VIP LUNCHEON WAS HELD ABOARD BERKELEY WITH THE FOLLOWING COMMUNITY LEADERS:

FEDERAL MEMBER FOR HINKLER
STATE MEMBER FOR PORT GLADSTONE
CHAIRMAN, GLADSTONE PORT AUTHORITY
GLADSTONE HARBOR MASTER
ALDERMAN
INSPECTOR, GLADSTONE POLICE REGION
NAVAL AGENT

FOLLOWING THE LUNCHEON, THE MAYOR OF GLADSTONE OFFERED TO PROVIDE A TOUR OF GLADSTONE TO SIX OFFICERS. THE TOUR HIGHLIGHTED THE NEW DEVELOPMENTS WITH GLADSTONE AND SOME OF THE IMPORTANT INDUSTRIAL AREAS NEARBY.

B. HONORS. (SEP 88) (USS BERKELEY) GLADSTONE IS NOT A SALUTING PORT. HOLIDAY LIGHTING WAS RIGGED.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 89) (FICPAC) GLADSTONE WAS ORIGINALLY SETTLED BY CONVICTS IN 1847, WAS ABANDONED IN 1848, AND WAS RESETTLED BY SQUATTERS IN 1853. IT BECAME A MUNICIPALITY IN 1863 AND WAS NAMED FOR W. E. GLADSTONE, THE BRITISH STATESMAN. IT IS LOCATED IN A CATTLE AND DAIRY REGION AND IS A TOURIST CENTER FOR THE GREAT BARRIER REEF. ITS FINE NATURAL HARBOR WITH ANCHORAGES UP TO 21 M (70 FT) DEPTH WAS A MUSTERING PLACE FOR CONVOYS DURING WW II.

(SEP 88) (USS BERKELEY) THE POPULATION OF THE CITY IS 19,000 ACCORDING TO THE LOCAL CITY GOVERNMENT.

B. LIBERTY. (SEP 88) (USS BERKELEY) GLADSTONE IS A SMALL TOWN WITH A WARM AND FRIENDLY ATMOSPHERE. ALTHOUGH THE TOWN IS SPREAD OUT, THE DOWNTOWN AREA IS COMPRISED OF ONE MAIN STREET APPROXIMATELY EIGHT BLOCKS LONG. TWO ENLISTED PERSONNEL WERE ASSIGNED FOR SHORE PATROL. SHORE PATROL HEADQUARTERS WAS THE LOCAL POLICE STATION, YARROON ST., GLADSTONE. SHORE PATROL RODE WITH THE LOCAL POLICE.

C. CLUBS AND BARS. THE FOLLOWING CLUBS WERE FREQUENTED BY THE CREW. ALL PRICES FOR BEER AND MIXED DRINKS WERE COMPARABLE TO U.S. TILLFORD TAVERN, YARROON ST.; HANSON'S GRAND HOTEL, GOONDOON ST.; SHANGRILAH NIGHT CLUB, 2 GOONDOON ST.; AND PLAYPEN, ROCKYGLEN HOTEL.

L17-5
(CH-9)

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GLADSTONE, AUSTRALIA

D. RESTAURANTS. (SEP 88) (USS BERKLEY) GLADSTONE HAS EXCELLENT RESTAURANTS OFFERING A WIDE VARIETY FROM SEAFOOD TO INTERNATIONAL CUISINE. THE LARGE LOCAL FISHING FLEET GUARANTEES PLENTIFUL SUPPLIES OF FRESH REEF FISH AND MUD CRABS. SOME OF THE MORE POPULAR RESTAURANTS ARE LISTED BELOW:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> |
|---------------------------|------------------|--------------|
| BRASS PALM RESTAURANT | 100 GOONDOON ST. | EXPENSIVE |
| CHINA GARDEN RESTAURANT | 19 TANK ST. | EXPENSIVE |
| HIGHPOINT RESTAURANT | 24 ROSEBERRY ST. | MODERATE |
| RUSTY ANCHOR | 167 GOONDOON ST. | MODERATE |
| KULLAROO HOUSE | 40 GOONDOON ST. | MODERATE |
| SHANGRILA NIGHT CLUB | 2 GOONDOON ST. | EXPENSIVE |
| SWAGGY'S AUST. RESTAURANT | 36 GOONDOON ST. | MODERATE |

E. HOTELS. (SEP 88) (USS BERKELEY) GLADSTONE HAS NUMEROUS HOTELS IN EVERY PRICE RANGE. LISTED BELOW ARE SOME USED BY THE CREW:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> |
|-------------------------|-----------------------------------|--------------|
| HIGHPOINT INTERNATIONAL | ROSEBERRY ST., 72-4711 | EXPENSIVE |
| AMBER LODGE MOTEL | 129 TOOLSON ST., 72-4144 | INEXPENSIVE |
| CLUB HOTEL MOTEL | OPPOSITE RAILWAY STATION, 72-2219 | INEXPENSIVE |
| TOWN CENTER MOTEL | 167 GOONDOON ST., 72-2099 | INEXPENSIVE |
| COUNTRY COMFORT MOTEL | 100 GOONDOON ST., 72-4499 | MEDIUM |
| HANSONS GRAND HOTEL | GOONDOON ST., 72,2422 | EXPENSIVE |

F. ATHLETICS. (SEP 88) (USS BERKELEY) BERKELEY WAS PROVIDED WITH NUMEROUS OPPORTUNITIES TO PARTICIPATE IN SPORTING ACTIVITIES. TOURNAMENTS WERE HELD IN SOFTBALL, SOCCER, BASKETBALL, TENNIS, AND GOLF. BRUCE WARWICK FROM WARWICK'S INDOOR SPORTS CENTER WAS THE POC FOR ALL SPORTING EVENTS. THE WARWICK'S SPORTS CENTER OFFERED FREE MEMBERSHIP TO ALL SHIP'S CREW MEMBERS AND PROVIDED TRANSPORTATION TO ALL SPORTING EVENTS. SHIPS ARE STRONGLY URGED TO CONTACT BRUCE WARWICK AT 72-3571 UPON ARRIVAL. OTHER NUMBERS OF INTEREST ARE:

| | | | |
|--------------------------------|-----------------|----------------|---------|
| TENNIS | 72-2772 | GOLF | 78-2649 |
| SQUASH | 72-2633/72-4667 | GYMNASIUM | 72-3244 |
| HORSEBACK RIDING | 75-0174 | LAWN BOWLS | 72-1191 |
| TEN-PIN BOWLING/ROLLER SKATING | 79-1164 | SWIMMING POOLS | 72-3751 |

G. BEACHES. (SEP 88) (USS BERKELEY) GLADSTONE'S LARGEST BEACH IS BARNEY POINT BEACH AND FRIEND PARK. IT IS A PLEASANT SPOT TO RELAX WITH BARBECUE FACILITIES, SHADY TREES, AND FISHING AVAILABLE. THIS SPOT WAS THE SITE OF THE FIRST LANDING TO ESTABLISH THE COLONY IN 1847 AND LIEUTENANT GOVERNOR O'CONNELL HAD HIS OFFICIAL RESIDENCE HERE IN THE 1850'S WHEN, FOR A SHORT PERIOD, THIS WAS THE "NORTHERN CAPITAL OF AUSTRALIA".

A SMALLER BEACH IS LOCATED AT THE GLADSTONE MARINA. THIS NEW DEVELOPMENT POSSESSES A BOARDWALK WITH SMALL SHOPS AND BOUTIQUE. OVER 50 CHARTER BOATS ARE MOORED HERE FOR DEPARTURES TO OUTLYING REEFS AND HARBOR ISLANDS FROM THE NEW TOURISTS WHARF.

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GLADSTONE, AUSTRALIA

THE MOST POPULAR BEACH IN THE AREA IS TANNUM SANDS/BAYNE ISLAND BEACH, 20 MINUTES FROM GLADSTONE. THE BEACH IS PATROLLED BY SURF LIFESAVERS ON WEEKENDS AND HOLIDAYS AND HAS A FULL COMPLIMENT OF PUBLIC AMENITIES INCLUDING SHADY BARBECUES ALONG THE ESPLANADE.

H. CHURCHES. (SEP 88) (USS BERKELEY) THE FOLLOWING CHURCHES ARE AVAILABLE IN GLADSTONE:

| | |
|---|----------------------|
| ANGLICAN PARISH OF GLADSTONE | 724754/721466 |
| ASSEMBLY OF GOD CHURCH | 723654 |
| BAPTIST CHURCH | 782040/791454 |
| CHURCH OF CHRIST | 723963/792543 |
| CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS | 792934 |
| FAITH BAPTIST CHURCH | 721024/750172 |
| GOSPEL CHURCH | 722670 |
| LUTHERAN CHURCH | 722773 |
| OUR LADY STAR OF THE SEA CATHOLIC PARISH CENTER AND PRESBYTERY | 720125 |
| SAINT ANDREWS PRESBYTERIAN CHURCH | 721058 |
| SEVENTH DAY ADVENTISE CHURCH | 782849 |
| THE SALVATION ARMY | 722145/783420/721844 |
| UNITING CHURCH | 781778 |

I. TRANSPORTATION. (SEP 88) (USS BERKELEY) THE SHIP'S BERTH WAS LOCATED IN CLOSE PROXIMITY TO THE DOWNTOWN AREA. THUS, NO BUS TRANSPORTATION OR TAXI SERVICE WAS REQUIRED. TAXIS WERE REGULARLY AVAILABLE BY PHONE. GLADSTONE IS WITHIN TWO AND ONE HALF HOURS DRIVING TIME OF BRISBANE. RENTAL CARS WERE REASONABLY PRICED AND COULD BE ACQUIRED AT THE FOLLOWING OUTLETS:

| | |
|-------------------|---------|
| BUDGET RENT-A-CAR | 72-3755 |
| HERTZ RENT-A-CAR | 78-1687 |

ALTHOUGH NOT REQUIRED BY BERKELEY, OTHER TRANSPORTATION SERVICES AVAILABLE IN GLADSTONE ARE LISTED:

| | |
|---------------------------|---------|
| COACH TERMINAL | 72-1526 |
| GLADSTONE RAILWAY STATION | 72-1133 |
| CLINTON AIRPORT | 78-1351 |

J. TOURS. (SEP 88) (USS BERKELEY) NUMEROUS TOURS ARE AVAILABLE IN GLADSTONE. WITH ITS CLOSE ACCESS TO THE GREAT BARRIER REEF, DAY TRIPS TO THE REEF ISLANDS BY CATAMARAN WERE MOST POPULAR. SNORKELLING, DIVING, REEF WALKING, GLASS BOTTOM BOAT VIEWING AND AUTHENTIC TROPICAL BARBECUES WERE ALL HIGHLIGHTS.

MANY OF THE CREW VENTURED TO THE LARGER HARBOR ISLANDS. CURTIS ISLAND TOGETHER WITH FACING ISLAND PROVIDE SHELTERED DEEP WATER FOR GLADSTONE'S NATURAL HARBOR. AT SOUTH END, CAMPING AREAS HAVE BEEN PROVIDED. OTHER FACILITIES INCLUDE SHOWERS AND TOILET AMENITIES AS WELL AS SHELTER SHEDS, BARBECUES AND PICNIC TABLES. THE ISLAND IS A WILDLIFE SANCTUARY AND BETWEEN NOVEMBER AND MARCH EACH YEAR THE RARE FLATBACK TURTLES NEST AT FOUR AND A HALF MILE BEACH. FOR CREW MEMBERS DESIRING THE OUTBACK, ONE DAY TOUR OR MORE, CAN BE ARRANGED FROM GLADSTONE TO THE CALLIOPE TABLELANDS, GEMFIELDS, CARNARVON GORGE OR THROUGH THE MANY RAIN FORESTS.

L17-7
(CH-9)

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GLADSTONE, AUSTRALIA

HORSEBACK RIDING WAS AVAILABLE FROM BRUMBY BOB'S DUDE RANCH (75-0174) FOR TOURS OF THE FOOTHILLS AROUND GLADSTONE. BRUMBY BOB HIMSELF INVITED 20 SAILORS A DAY FOR FREE SADDLE RIDING. THIS WAS ARRANGED IN COMPANY WITH GROUPS OF CHILDREN FROM THE LOCAL POLICE YOUTH LEAGUE. THIS WAS A BIG HIT FOR ALL INVOLVED.

K. SHOPPING. (SEP 88) (USS BERKELEY) STORES ARE PLENTIFUL AND VARIED. SOUVENIR SHOPS ARE FREQUENT. THERE IS A CENTRAL PEDESTRIAN SHOPPING MALL (OPEN AIR) WITH APPROXIMATELY 40 STORES OR SERVICES.

L. THEATER AND CINEMA. (SEP 88) (USS BERKELEY) GLADSTONE HAS ONLY ONE THEATER OPEN YEAR ROUND. THE GLADSTONE CITY THEATER WAS BUILT SIX YEARS AGO AND IS A MODERN, AIR-CONDITIONED THEATER SEATING 700 WITH A SPACIOUS FOYER AND GARDEN ROOM. NATIONAL AND INTERNATIONAL SHOWS CAN BE SEEN HERE.

M. PHYSICAL SECURITY. (SEP 88) (USS BERKELEY) SECURITY WAS NO PROBLEM DESPITE READY ACCESS TO THE PIER BY THE POPULATION. NO PASSES WERE REQUIRED. THE SHIP MAINTAINED WATCHES ON THE PIER NEAR BROW, BOW, AND STERN AS WELL AS WATCHES ONBOARD IN KEY POSITIONS ALONG THE WATERLINE OUTBOARD.

SECURITY GUARDS WERE PRESENT ON THE PIER DURING EVENING HOURS AND ASSISTED THE CREW IN ANY QUESTIONS CONCERNING THE TOWN. THE PIER SUPERINTENDENT WAS MR. TOM CALLAGHAN (TEL: 76-1351).

THE GLADSTONE POLICE DEPARTMENT ALSO MADE REGULAR PATROLS OF THE PIER AND SURROUNDING WHARF AREA. INSPECTOR BARRY PENMAN WAS THE SHIP'S POC (TEL: 72-1122).

POLICE BOATS ACTIVELY PATROLLED THE HARBOR SIDE OF THE BERTH DURING OUR FIRST TWO DAYS IN PORT. HOWEVER, WHEN NO TROUBLE MATERIALIZED, THEY MOORED TO A NEARBY BUOY AND REMAINED QUIETLY ON STATION.

ONLY SIX PROTESTORS WERE ON HAND TO GREET THE SHIP UPON ARRIVAL. THEY WERE ORDERLY AND MADE NO ATTEMPT TO DISRUPT NORMAL SHIPBOARD ROUTINE. THEY WERE FEATURED IN A NEUTRAL NEWSPAPER ARTICLE THE SECOND DAY IN PORT AND WERE NOT SEEN AGAIN.

N. MISCELLANEOUS INFORMATION. (JAN 89) (FICPAC) THE EXCHANGE RATE IS US\$1.00=AS\$1.10.

(SEP 88) (USS BERKELEY) MONEY EXCHANGERS FROM THE COMMONWEALTH BANK OF AUSTRALIA PROVIDED A BANKING FACILITY ONBOARD FOR THE FIRST THREE DAYS OF OUR VISIT. THE POC FOR MONEY EXCHANGE SERVICES IS MR. BILL VINCENT AT THE C'WEALTH BANK (TEL: 72-1244).

POC - DENNIS SNOWDEN WAS THE NAVAL AGENT IN GLADSTONE AND SHIP'S POC FOR ALL OFFICIAL AND UNOFFICIAL MATTERS. HE PROVIDED A BRIEFING FOLDER UPON ARRIVAL WHICH WAS THOROUGH, COMPLETE, AND CONTAINED ALL THE INFORMATION NECESSARY FOR THE STAY. HE CAN BE REACHED AT MCARTHUR SHIPPING & AGENCY CO. PTY. LTD. (TEL: 72-4133/78-1247).

EMERGENCY PHONE NUMBERS - THE FOLLOWING NUMBERS ARE PROVIDED FOR EMERGENCY SERVICES:

| | |
|-----------|--------------------|
| HOSPITAL | 72-1033 |
| FIRE | 72-1011 OR 000 |
| AMBULANCE | 72-1722 OR 000 |
| POLICE | 72-1122 |
| DOCTOR | 72-2477 OR 72-4788 |
| DENTIST | 72-1507 OR 72-4530 |

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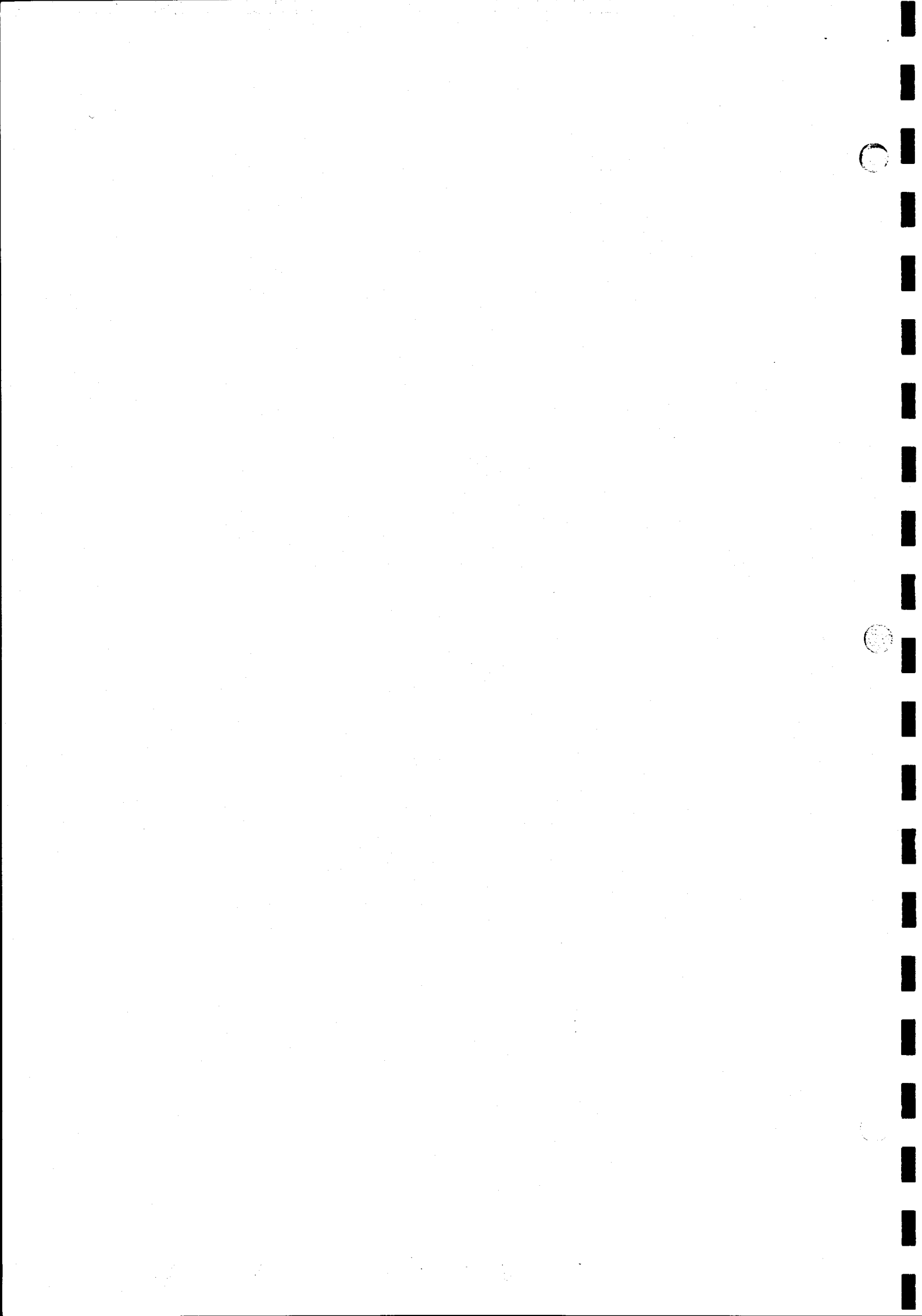
GLADSTONE, AUSTRALIA

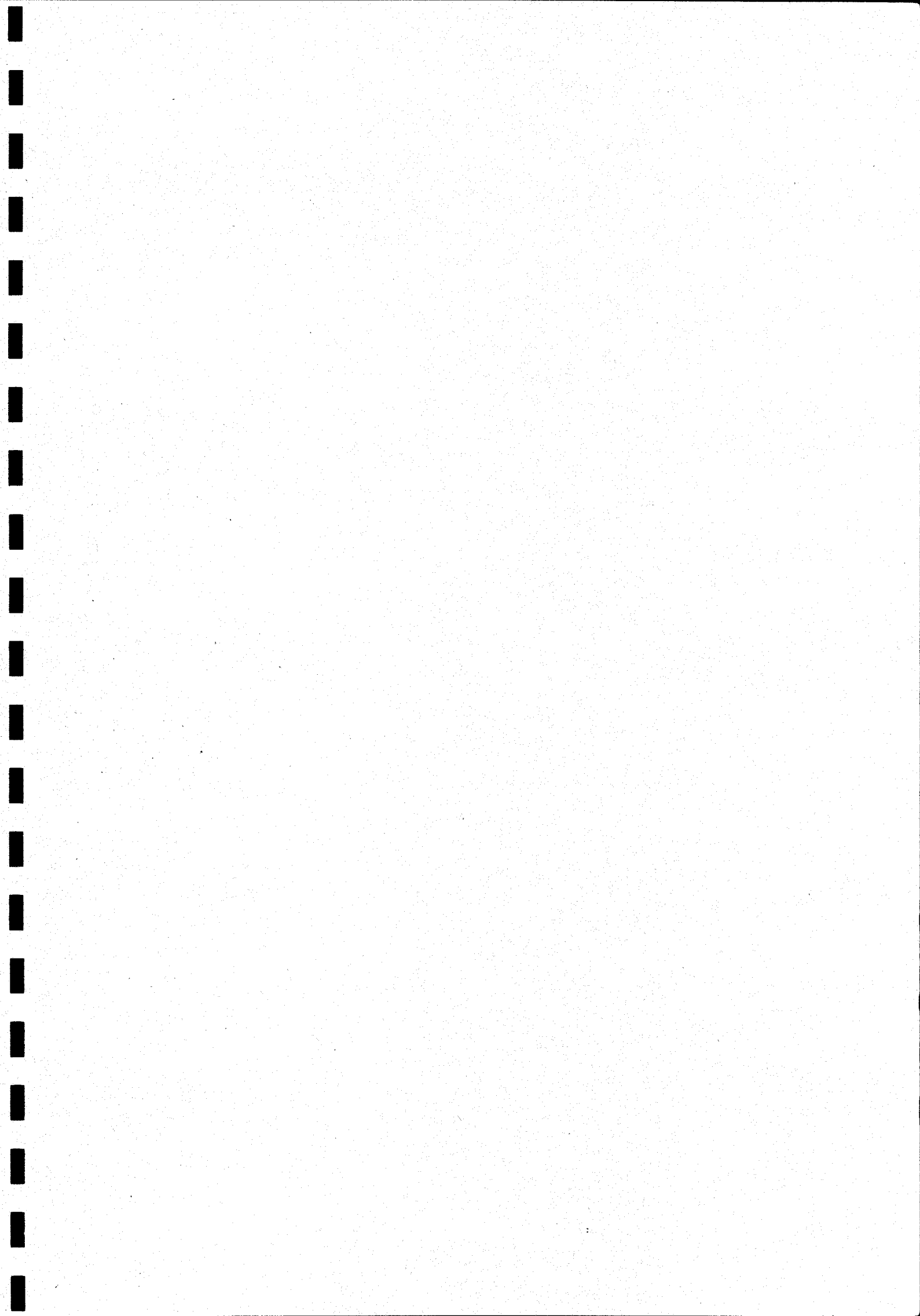
ENGINEERING TOUR - A UNIQUE OPPORTUNITY WAS PRESENTED WHEN ENGINEERING OFFICERS WERE INVITED ON A TOUR TO GAIN AN APPRECIATION OF GLADSTONE'S ENGINEERING CAPACITY. THE GLADSTONE TASK FORCE, A LOCAL BUSINESSMAN'S ORGANIZATION, ARRANGED THE TOUR WHICH VISITED CLINTON COAL CO., ULLMAN ENGINEERING, MIKA ENGINEERING, AS WELL AS THE GLADSTONE POWER STATION, THE LARGEST IN QUEENSLAND. THIS TOUR WAS WELL RECEIVED AND SHIPS ARE URGED TO CONTACT MR. PIETER GREENWOOD AT 79-2333 TO MAKE ARRANGEMENTS.

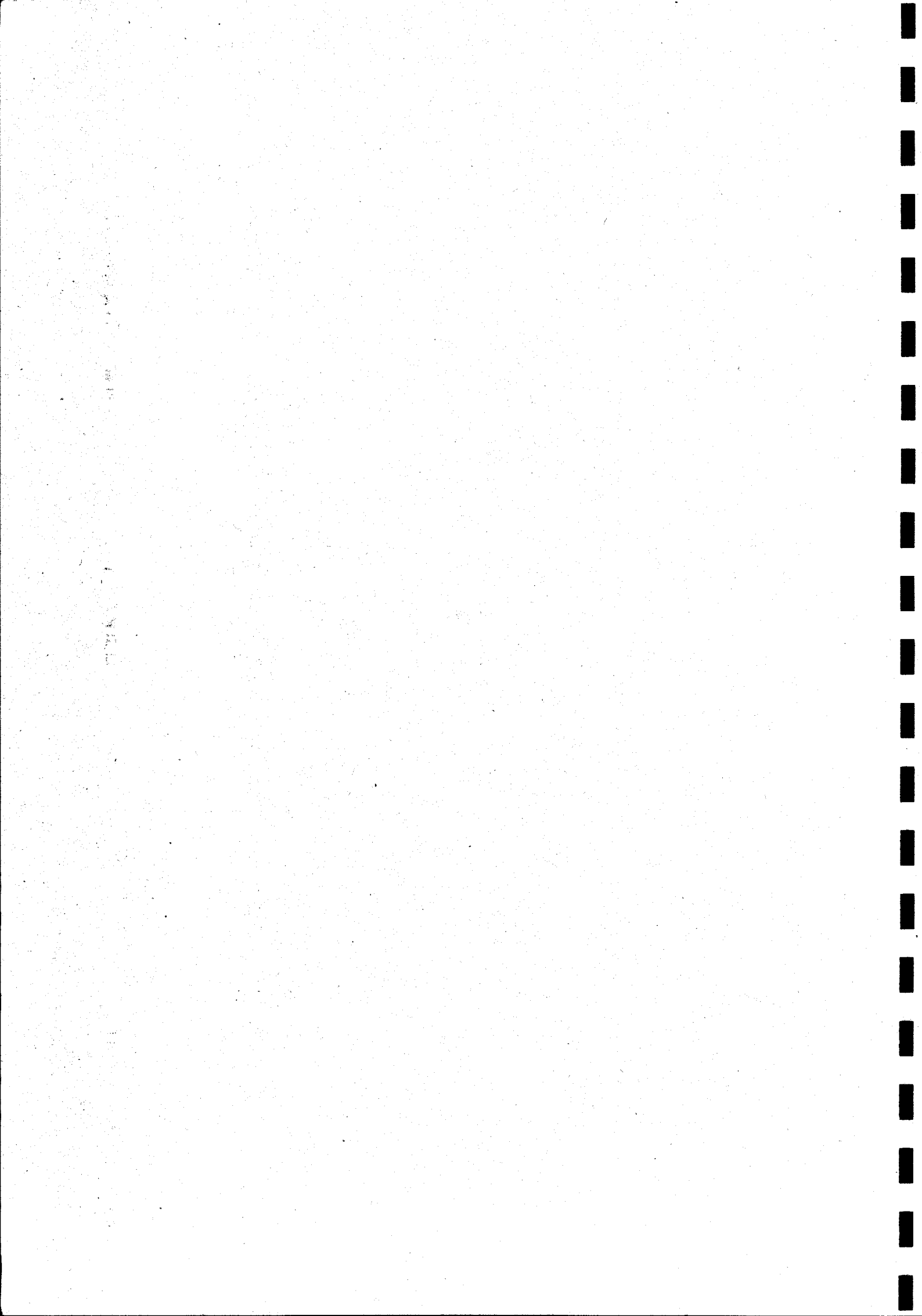
COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, JAN 89.

L17-9
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BURNIE, TASMANIA, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 89) THE PORT OF BURNIE (41-03S/145-55E) IS SITUATED ON THE WESTERN SHORE OF EMU BAY AND IS EASILY ACCESSED. THE BAY IS 3.2 KM (1.7 NM) WIDE, FACING A NORTHERLY DIRECTION. THE BOTTOM IS SAND AND CLAY INTERSPERSED WITH PATCHES OF REEF AND ROCK PARTICULARLY IN THE SOUTHEASTERN SECTOR OF THE BAY. THE PORT IS PROTECTED BY TWO BREAKWATERS: THE INNER, FOUNDED AT THE INNER END OF BLACKMAN REEF, IS 381 M (1,250 FT) LONG. THE OTHER, AN ISLAND STRUCTURE, IS 488 M (1,601 FT) LONG, PROTECTING THE PORT FROM EASTERLY WEATHER.

B. APPROACHES, LIGHTS, ETC. (OCT 88) CONSULT DMAHTC PUB 127 (3RD ED 1988) AND CHART 75222/AUSTRALIAN CHART 163. THE PRINCIPAL DANGER APPROACHING THE PORT IS BLACKMAN REEF, WITH SHALLOW WATER EXTENDING 1.6 KM (0.86 NM) SEAWARD FROM THE WESTERN SHORE OF THE BAY. CLEARING MARKS FOR THIS BY NIGHT ARE PROVIDED BY THE RED SECTORS OF ROUND HILL POINT LIGHTHOUSE AND THE INNER BREAKWATER LIGHT, AND BY DAY, TWO ORANGE DIAMOND SHAPED BEACONS IN TRANSIT 138° ON THE NORTHWEST SHOULDER OF ROUND HILL.

VESSELS APPROACHING THE PORT FROM THE WEST SHOULD, BY NIGHT, KEEP IN THE WHITE SECTOR OF ROUND HILL PT LIGHT UNTIL ON THE MAIN HARBOR LEADS, WHEN THE BAY CAN BE ENTERED CLEAR OF ALL DANGERS AND THE HARBOR LIGHTS IDENTIFIED. BY DAY, KEEP THE TWO ORANGE BEACONS ON THE SHOULDER OF ROUND HILL OPEN TO THE NORTHWARD UNTIL ON THE MAIN LEADS. VESSELS APPROACHING FROM THE EAST KEEP A GOOD OFFING UNTIL ON THE MAIN LEADS.

CAUTION SHOULD BE EXERCISED WHEN APPROACHING ANY BERTH, AS AT TIMES A STRONG NORTHERLY SET CAN BE EXPERIENCED. THE PORT IS FOG FREE AND VESSELS CAN ARRIVE AND SAIL AT ANY TIME, DAY AND NIGHT.

C. PILOTAGE. (OCT 88) (USS BREWTON) CONSULT PUB 127.

D. ENTRANCE. (OCT 88) (USS BREWTON) CONSULT PUB 127 AND CHART 75222.

E. CHANNEL. (OCT 88) CONSULT PUB 127 AND CHART 75222.

F. ANCHORAGES. (OCT 88) (USS BREWTON) THE SHIP DID NOT ANCHOR. CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (JAN 89) SEE PARA 1B.

H. TIDES AND CURRENTS. (OCT 88) (USS BREWTON) DAILY TIDAL RANGE IN BURNIE IS AS MUCH AS 3 M (9.8 FT). DUE TO PIER HEIGHTS, KNOX CLASS SHIPS WILL FIND THE FLIGHT DECK A BETTER LOCATION FOR THE BROW. PORT SERVICE PROVIDED AN EXCELLENT BROW.

REFERENCE PORT PHILLIP IN THE CURRENT AND WESTERN PACIFIC OCEAN AND INDIAN OCEAN TIDE TABLE.

I. WEATHER AND WINDS. (OCT 88) (USS BREWTON) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 88) (USS BREWTON) THE SHIP MOORED TO MCGRATH PIER WITH STANDARD MOORING LINES DOUBLED. THE PIER IS A PILE STRUCTURE 241 M (790 FT) LONG AND 44 M (144 FT) WIDE WHICH HAS BEEN ADDED TO EMU PIER, THE ORIGINAL CONCRETE BREAKWATER, 91 M (299 FT) SOUTH OF

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BURNIE, TASMANIA, AUSTRALIA

OCEAN WHARF. ON THE NORTH SIDE, THERE IS 213 M (699 FT) OF EFFECTIVE BERTHAGE WITH DREDGED DEPTHS RANGING FROM 6.5-9.2 M (21.3-30.2 FT) AT THE INSHORE END. APRON WIDTH IS 7.6 M (25 FT). NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

(JAN 89) OTHER WHARVES ARE:

OCEAN WHARF - LIES ON THE SOUTH SIDE OF THE INNER BREAKWATER. IT IS 350 M (1,148 FT) LONG, 28 M (92 FT) WIDE WITH 274 M (899 FT) OF EFFECTIVE BERTHAGE. APRON WIDTH IS 8.5 M (27.9 FT). THE DREDGED DEPTH IS 10.3 M (33.8 FT) FOR 183 M (600 FT) LENGTH, SHOALING TO 7.6 M (25 FT) AT THE INSHORE END.

JONES PIER - IT IS A WOODEN PILE STRUCTURE 213 M (699 FT) LONG, 30 M (98.4 FT) WIDE, AND 46 M (151 FT) SOUTH OF MCGRAW PIER. ON THE NORTH SIDE, THERE IS 152 M (499 FT) OF EFFECTIVE BERTHAGE WITH DREDGED DEPTHS FROM 5.5-7.6 M (18-25 FT) INSHORE. APRON WIDTH IS 7 M (23 FT) ON BOTH SIDES. ON THE SOUTH SIDE, THERE IS 122 M (400 FT) OF EFFECTIVE BERTHAGE WITH DREDGED DEPTH FROM 5.5-7.9 M (18-26 FT) INSHORE.

NEW JONES PIER SOUTH - IT IS 198 M (650 FT) LONG WITH AN APRON WIDTH OF 30.5 M (100 FT). THE BERTH IS DREDGED TO 9.4 M (31 FT).

BULK PIER - IT IS A CONCRETE-PILE STRUCTURE 85 M (279 FT) LONG WITH AN APRON WIDTH OF 13.4 M (44 FT). THE BERTH IS DREDGED TO 10 M (33 FT).

TANKER BERTH - SOUTH SIDE OF ISLAND BREAKWATER IS A CONCRETE PILE STRUCTURE 85 M (279 FT) LONG WITH A DREDGED DEPTH OF 11.6 M (38 FT).

FERRY TERMINAL - IT IS 83 M (272 FT) LONG WITH A DREDGED DEPTH OF 9.4 M (31 FT) AND LOCATED 110 M (361 FT) SOUTH OF JONES PIER SOUTH.

B. FUEL, LUBE, AND DIESEL OIL. (OCT 88) (USS BREWTON) ABUNDANT FUEL IS AVAILABLE BY TRUCK. RATE OF DELIVERY IS 16,000 GAL/HR, AND SIZE OF CONNECTION IS 7.6 CM (3 IN). THE BUNKERING FACILITIES IN THE PORT IS SHELL.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) BURNIE HAS TWO DIESEL CRAWLER TYPE CRANES WITH A MAXIMUM LIFT OF 12-14 TONS. THEY ARE OWNED BY THE MARINE BOARD OF BURNIE. OTHER CARGO HANDLING EQUIPMENT CONSISTS OF 24 FORKLIFT TRUCKS FROM 2.5 TO 25 TONS.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 88) NO DRYDOCKS ARE AVAILABLE. LOCAL ENGINEERING FIRMS WITH FOUNDRIES AND EXTENSIVE MACHINE SHOPS ARE AVAILABLE. DIVERS, ELECTRICAL EQUIPMENT REPAIR, AND ENGINE REPAIR ARE AVAILABLE FOR SMALL CRAFT ONLY. MINOR REPAIRS MAY BE EFFECTED BY SMALL BUSINESSES LOCATED IN TOWN OR THE SURROUNDING COMMUNITY.

E. WAREHOUSES AND STORAGE AREAS. (OCT 88) OCEAN WHARF HAS THREE TRANSIT SHEDS WITH A TOTAL OF 3,809 SQ M (41,001 SQ FT). THE JONES PIER HAS ONE TRANSIT SHED OF 2,648 SQ M (28,504 SQ FT). NEW JONES PIER SOUTH HAS LARGE STORAGE SHEDS: ONE IS 1,500 SQ M (16,146 SQ FT) AND THE OTHER IS 2,973 SQ M (32,002 SQ FT), INCLUDING 2.548 CU M (89,981 CU FT) OF COLD ROOM STORAGE. MCGRAW HAS TWO TRANSIT SHEDS WITH A TOTAL OF 2,084 SQ M (33K197 SQ FT). TRANSIT SHEDS ARE OF STEEL ROOF CONSTRUCTION.

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L18-2
(CH-9)

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BURNIE, TASMANIA, AUSTRALIA

F. STEVEDORES. (JAN 89) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (OCT 88) (USS BREWTON) BURNIE CAN ACCOMMODATE TWO DD/FF TYPE OF VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 88) WHARF AREA IS CONNECTED WITH THE STATE RAILWAY SYSTEM. BURNIE SERVICES SEVERAL WEST COAST MINING CENTERS OVER THE EMU BAY RAILROAD LINE FROM ROSEBERY TO BURNIE. TRUCK ACCESS ONTO WHARF, APRON, AND SHED AREA IS AVAILABLE.

3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 80) LIGHTERS ARE NOT AVAILABLE IN THIS PORT. THE CONTACT FOR TUGS IS MARINE BOARD OF BURNIE LTD. OR NOCTAS ON LOGREQ.

B. DREDGES AND MISCELLANEOUS CRAFT. (JAN 89) NO INFORMATION IS AVAILABLE.

C. WATER. (OCT 88) (USS BREWTON) POTABLE WATER IS DELIVERED BY PIPE AT RATE OF 10,000 GAL/HR (160 PSI). SIZE OF CONNECTION IS 5 CM (2 IN). NO TREATMENT WAS GIVEN TO WATER ABOARD THE SHIP.

D. AIRFIELDS. (JAN 89) (FICPAC) WYNYARD AIRPORT IS LOCATED 16 KM (10 MI) WEST OF BURNIE WITH SERVICE BETWEEN MELBOURNE AND NORTH TASMANIA. IT HAS TWO RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|---------------------------------|----------------|
| 050/230 | 1,188 X 45.7 M (3,900 X 150 FT) | GRAVEL |
| 090/270 | 1,646 X 30.5 M (5,400 X 100 FT) | ASPHALT |

E. COMMUNICATIONS. (OCT 88) (USS BREWTON) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "BURNIE HARBOR CONTROL". SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES.

LAND LINES ARE INSTALLED FOR SHIPS AT BERTH. CONUS CALLS ARE MADE THROUGH OPERATOR ASSISTANCE AND 24-HR SERVICE IS VERY RELIABLE.

ARRANGEMENTS FOR MAIL DELIVERY/PICK-UP MUST BE MADE (INFO NOCTAS) ON LOGREQ.

F. MEDICAL. (OCT 88) (USS BREWTON) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED.

MEDICAL CARE IS AVAILABLE AT THE NORTHWEST GENERAL HOSPITAL (200 BEDS), EDWARDS ST., PH: 31-3033. HYPERBARIC/CAT SCAN/ORTHOPEDIC TREATMENT/GENERAL MEDICINE/EMERGENCY SERVICE ARE AVAILABLE. TWO SHIP'S PERSONNEL WERE ADMITTED AND THREE PERSONNEL MADE EMERGENCY VISITS.

SANITARY CONDITION OF THE PORT AREA IS GOOD WITH MINUTE INDUSTRIAL POLLUTANTS IN HARBOR WATER. GENERAL IMPRESSION OF THE CITY IS GOOD WITH EXCELLENT SEWAGE REMOVAL/TREATMENT. SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS IS EXCELLENT. THE SHIP NOTICED NO AVAILABILITY OF ILLICIT DRUGS OR PROSTITUTION.

MEDICAL CONDITIONS ARISING WHILE IN OR AFTER LEAVING THE PORT WERE ONE GC, SEXUALLY TRANSMITTED DISEASE.

(JUL 86) (AFMIC) HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED

L18-3
(CH-9)

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BURNIE, TASMANIA, AUSTRALIA

IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIAS, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

G. GASOLINE (OCT 88) (USS BREWTON) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (OCT 88) (USS BREWTON) MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND SEA FOOD WERE AVAILABLE THROUGH NORTHWEST PROVIDORES. GENERAL QUALITY OF THE FOOD WERE EXCELLENT, AND THERE WAS NO LIMITS ON THE QUANTITY. DAIRY PRODUCTS WERE DELIVERED AT 34° AND STORAGE LIFE WAS 10 DAYS.

I. GARBAGE AND WASTE DISPOSAL. (OCT 88) (USS BREWTON) TRASH CONTAINERS WERE PROVIDED ON THE PIER. THEY WERE EMPTIED BY TRUCK DAILY. THE POC WAS CHRIS DALY, NAVAL AGENT (CUSTOMS OFFICER). THERE IS NO RESTRICTION ON DUMPING. TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL WAS AVAILABLE BY TRUCK.

4. PERSONALIA

A. CALLS. (OCT 88) (USS BREWTON) CALLS MAY BE MADE ON:

WARDEN OF BURNIE
MASTER WARDEN (HARBOR CONTROL)
NOCTAS

B. HONORS. (OCT 88) (USS BREWTON) BURNIE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 89) (FICPAC) TWO YOUNG NAVAL OFFICERS AND MARITIME EXPLORERS ON THEIR CIRCUMNAVIGATION FOR THE VAN DIEMEN'S LAND CO. WERE THE FIRST EUROPEANS TO SEE THE NORTHWEST COAST OF TASMANIA IN 1798. IN 1827, A HEAD SURVEYOR OF VAN DIEMEN'S LAND CO. WITH HIS PARTY ARRIVED AT THE FOOT OF ST. VALENTINE'S PEAK WHICH WAS SURROUNDED BY CLEAR GRAZING LAND SUITED FOR AGRICULTURE. HOWEVER, THE COMPANY'S NEED TO ACCESS THE COAST LED THEM TO TAKE THE WESTERN END OF EMU BAY (BLACKMAN POINT) TO ESTABLISH A SMALL SEABOARD SETTLEMENT. (THE POINT HAS A LARGE ABORIGINAL MIDDEN ON IT AND RECEIVED ITS NAME BECAUSE OF THIS.)

EMU BAY DEVELOPED AS A TIMBER TRADING OUTLET IN THE MID 1830'S. LAND AT EMU BAY WAS OPENED TO TENANTS IN 1842, AND A TOWN WAS NAMED BURNIE AFTER WILLIAM BURNIE, A DIRECTOR OF THE V.D.L. CO. A CHANGE OF FORTUNE CAME IN 1871 WHEN "PHILOSOPHER" JAMES SMITH DISCOVERED WHAT TURNED OUT TO BE VAST TIN ORE DEPOSITS AT MT. BISCHOFF. IN 1880, THE V.D.L. CO. CONVERTED A TRAMWAY FROM THE MINE TO A RAILWAY OPERATED BY STEAM LOCOMOTIVES.

IN 1898, THE EMU BAY RAILWAY CO. ACQUIRED THE LEASE OF THE BURNIE - WARATAH LINE FROM THE V.D.L. CO. AND EXTENDED THE LINE FROM WARATAH TO ZEEHAN THROUGH MOUNTAINOUS COUNTRY IN 1900. BURNIE BECAME THE PORT OF THE

L18-4

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BURNIE, TASMANIA, AUSTRALIA

RICH SILVER FIELDS OF ZEEHAN, DUNDAS, ROSEBERY, AND TULLAH. BURNIE ALSO BECAME THE SEA OUTLET FOR AGRICULTURAL PRODUCE FROM THE RAPIDLY DEVELOPING FARMLAND IN THE HINTERLAND.

DURING FIRST 30 YEARS OF THE 20TH CENTURY, BURNIE HAD A STEADY DEVELOPMENT. THE INDUSTRIAL PERIOD CAME TO BURNIE IN 1937 WITH THE ERECTION OF THE HUGE ASSOCIATED PULP AND PAPER MILLS. IN 1948, AUSTRALIAN TITAN PRODUCTS (NOW TIOXIDE AUSTRALIA) COMMENCED PRODUCTION. BURNIE EXPERIENCED FURTHER EXPANSION AND DEVELOPMENT IN THE 1950'S AND 1960'S, BOTH AS AN INDUSTRIAL CENTER AND A MINING AND RURAL SERVICE AND OUTLET CENTER. IT HAS A LARGE AND FLOURISHING DEEP WATER PORT THAT SERVES THE ENTIRE WEST COAST AND MUCH OF THE NORTHWEST COAST. TODAY, BURNIE IS ONE OF THE LARGEST URBAN CENTERS IN TASMANIA.

B. LIBERTY. (OCT 88) (USS BREWTON) ONE OFFICER AND ONE ENLISTED PERSONNEL WERE REQUIRED TO PATROL NIGHT CLUBS AND PUBS. THE SENIOR SHORE PATROL OFFICER REPORTED TO LOCAL POLICE. A VEHICLE WITH A DRIVER WAS PROVIDED. THE NEAREST POLICE OFFICE IS LOCATED WILSON ST. THERE ARE NO OFF-LIMIT AREAS OR LIBERTY CURFEW HOURS. A BEACH GUARD IS NOT REQUIRED. BURNIE CAN ACCOMMODATE A LIBERTY PARTY OF 150-200 PERSONNEL.

C. CLUBS AND BARS. (OCT 88) BURNIE BOWLING CLUB, WEST PARK, AND BURNIE CLUB, MOUNT ST, OFFER FACILITIES TO VISITING PERSONNEL. OTHERS ARE TOP OF THE TOWN HOTEL-MOTEL, MENAI ST, AND TOWNHOUSE, 139 WILSON ST. BARS/NIGHTCLUBS FEATURE DANCING TO LIVE BANDS AND DISCOS. SOME SERVE DINNER AND SNACKS. THE TOP OF THE TOWN DISCO HAS BEEN THE MOST POPULAR NIGHT SPOT FOR USN PERSONNEL.

D. RESTAURANTS. (OCT 88)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|------------------|-----------------|--------------|-------------|---------------|
| TOWNHOUSE | 139 WILSON ST | AVERAGE | CONTINENTAL | YES |
| KENTUCKY CHICKEN | NORTH ICE | " | CHICKEN | NO |
| LI YIN | 28 LABDRAUKE | " | CHINESE | BYO |
| MARTINI | 68 WILSON ST | " | SEAFOOD | YES |

E. HOTELS. (OCT 88) HOTEL AND MOTEL STANDARDS IN BURNIE ARE HIGH.

| <u>NAME</u> | <u>LOCATION</u> | <u>REMARKS SEE BELOW</u> |
|------------------------|-----------------|--------------------------|
| EMU MOTEL | BASS HIGHWAY | 1,2,4,5,8 |
| BURNIE MOTOR LODGE | 36 QUEEN ST | 1,2,5,7,8 |
| BEACH HOTEL | 1 WILSON ST. | 1,2,5,8 |
| CLUB HOTEL | 14 MOUNT ST | 1,2 |
| HOTEL-MOTEL MENAI | MENAI ST | 2,3,5,7 |
| HOTEL REGENT | 26 NORTH ICE | 1,2 |
| FOUR SEASON TOWN HOUSE | 139 WILSON ST | 1,2 |
| VOYAGER MOTOR INN | NORTH TERRACE | 1,2 |

1. HOT/COLD WATER IN ALL BEDROOMS.
2. BEDSIDE LIGHTS IN ALL BEDROOMS.
3. SEPARATE LOUNGE FOR GUEST.
4. SWIMMING POOL.
5. TELEVISION IN UNITS OR LOUNGE.
6. TELEVISION IN UNITS ONLY.
7. LICENSED TO SERVE LIQUOR.
8. DAIL-A-MOVIE (HBO).

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BURNIE, TASMANIA, AUSTRALIA

F. ATHLETICS. (OCT 88) BURNIE HAS A GOOD NUMBER OF FACILITIES FOR INDOOR AND OUTDOOR SPORTS SUCH AS FOOTBALL, CRICKET, SOCCER, RUGBY, AND HOCKEY. THERE ARE BOWLING GREEN, GOLF COURSES, AN OUTDOOR SPORTS CENTER AT UPPER BURNIE FOR BASKETBALL AND TABLE TENNIS; A PRIVATELY OPERATED SPORTS CENTER INCORPORATING AN INDOOR SWIMMING POOL, SQUASH COURTS, AND GYMNASIUM FACILITIES; A NETBALL CENTER; AND THE MOST MODERN HARDCOURT TENNIS COMPLEX IN TASMANIA. A 450 M (1,476 FT) CART RACING CIRCUIT AT HIGHCLERE, 18 KM (11.9 MI) SOUTH OF BURNIE, IS CONSIDERED ONE OF THE AUSTRALIA'S BEST CARING COMPLEXES. THE AUSTRALIAN NATIONAL SURF LIFE SAVING CHAMPIONSHIPS HAVE BEEN HELD AT WEST BEACH AND A MODERN SURF LIFE SAVING BUILDING ON HILDER PARADE IS THE HEADQUARTERS OF A SURF LIFE SAVING CLUB. A BURNIE YACHT CLUB HAS ALSO BEEN IN EXISTENCE FOR SOME YEARS AND HAS EMBARKED ON AN AMBITIOUS PROJECT OF PROVIDING SHELTERED NON-TIDAL LAUNCHING FACILITIES AND MODERN CLUB HOUSE AMENITIES.

COMPETITION CAN BE ARRANGED WITH LOCAL TEAMS. PICNIC OR PARTY AREAS ARE AVAILABLE AND SUPPLIES CAN BE OBTAINED. THE POC IS NOCTAS ON PORT NOTIFICATION MESSAGE.

G. BEACHES. (OCT 88) THERE ARE SEVERAL EXCELLENT BEACHES ON EITHER SIDE OF BURNIE.

WEST BEACH IS LOCATED 5 KM (3.1 MI) WEST OF BURNIE WITH SNACKS, SNORKELLING, AND SURFING AVAILABLE.

SOUTH BURNIE BEACH IS LOCATED 1 KM (.6 MI) EAST OF BURNIE WITH SNORKELING AND SURFING AVAILABLE. BUS TRANSPORTATION IS AVAILABLE.

WIVENHOE BEACH IS LOCATED 1.5 KM (.9 MI) EAST OF BURNIE WITH SNORKELING AND SURFING AVAILABLE. TRANSPORTATION IS AVAILABLE BY TAXI.

H. CHURCHES. (OCT 88) MOST MAJOR DENOMINATIONS ARE REPRESENTING IN BURNIE.

I. TRANSPORTATION. (OCT 88) ALL TAXIS ARE METERED AND MARKED WITH A TAXI SIGN ON THE TOP OF THE CAR. BUS OPERATES 0600-2359. INTERNATIONAL LICENSE IS REQUIRED FOR RENTAL.

J. TOURS. (OCT 88) TOURIST ATTRACTIONS INCLUDE GUIDED TOURS OF LACTOS PTY. LTD. CHEESE FACTORY AND LOOKOUTS, INCLUDING ROUND HILL AND UPPER BURNIE. SIX HALF-DAY PRIVATE AUTOMOBILE TOURS ARE OUTLINED IN THE BURNIE TOURING BROCHURE. THE TOURS INCLUDE BURNIE, FERN GLADE RESERVE, ULVERSTONE, LEVEN CANYON, CRADLE MOUNTAIN, RIDGLY AND GUIDE FALLS, PENGUIN, MT. MONTGOMERY, FERNDOME, LOWER BARRINGTON, SHEFFIELD, AND CETHANA.

K. SHOPPING. (OCT 88) THERE ARE NUMEROUS SHOPS LOCATED IN DOWNTOWN BURNIE. THE SHOPPING DISTRICT IS WITHIN A 10-MINUTE WALK FROM THE PIER. BARGAINS MAY BE FOUND TO SUIT ANY TASTE.

L. THEATER AND CINEMA. (OCT 88) ONE MOVIE THEATER IS LOCATED AT 69 MOUNT ST. INTEREST ARE PROMOTED BY THE BURNIE BRANCH OF TASMANIAN DIVISION OF THE ARTS COUNCIL OF AUSTRALIA, IN CONJUNCTION WITH THE COASTAL ART GROUP AND THE BURNIE LITTLE THEATER. THE BURNIE ART GALLERY PROVIDES THE MOST MODERN FACILITIES FOR DISPLAY OF EXHIBITIONS OF NATIONAL AND INTERNATIONAL SIGNIFICANCE. THE GALLERY HAS ACCREDITATION WITH THE AUSTRALIAN GALLERY DIRECTORS ASSOCIATION, MEETING THE PRESCRIBED REQUIREMENTS FOR AIR CONDITIONING AND SECURITY. THE BURNIE CIVIC CENTER

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BURNIE, TASMANIA, AUSTRALIA

PROVIDES TASMANIA'S ONLY FULLY COMPREHENSIVE AND FLEXIBLE ENTERTAINMENT AND CULTURAL FACILITIES. THIS CENTER IS PLANNED TO GIVE MAXIMUM USE OF EVERY AREA AND CAN ACCOMMODATED UP TO 2,000 PEOPLE AT A TIME. AT THE OPPOSITE SIDE OF THE CIVIC PLAZA, WHICH ADJOINS THE BURNIE CIVIC CENTER, IS THE PIONEER VILLAGE MUSEUM, AN IMPRESSIVE REPRODUCTION OF THE COLONIAL DAYS OF BURNIE.

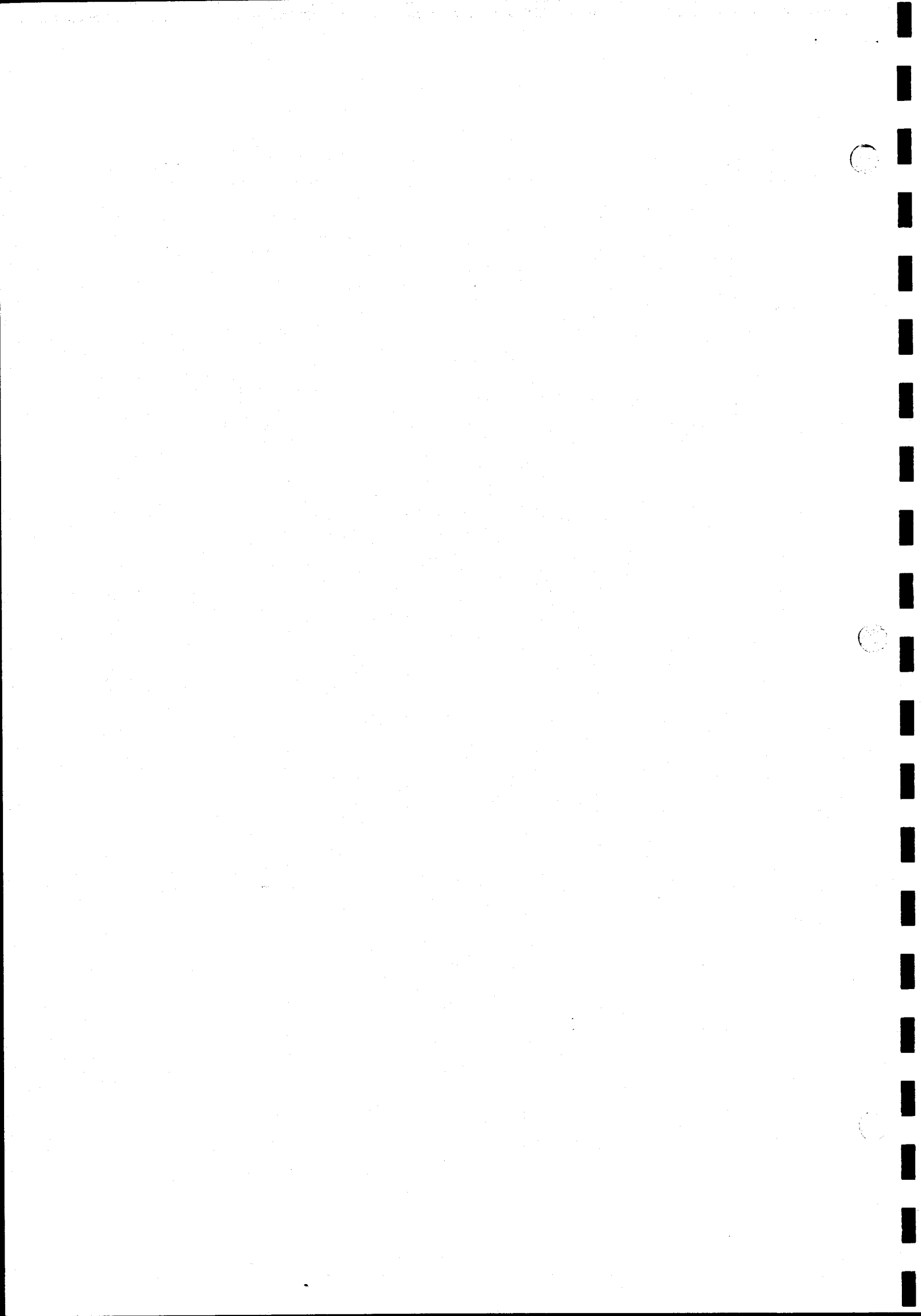
M. PHYSICAL SECURITY. (OCT 88) (USS BREWTON) PHYSICAL SECURITY WAS PROVIDED BY LOCAL POLICE FORCE. THE POC WAS MR. CHRIS DALY, CUSTOMS INSPECTOR. TWENTY-FOUR-HOUR VIDEO SURVEILLANCE WAS CONDUCTED DURING GENERAL VISIT TO THE SHIP. THE SECURITY FORCE WAS ARMED AND COMPETENT. PORT PATROL CRAFT AND DIVERS TO CHECK BERTH/ANCHORAGE AREA WERE AVAILABLE. THE SHIP WAS REQUIRED TO PROVIDE OWN PHYSICAL SECURITY AT THE HEAD OF THE PIER AND TOPSIDE.

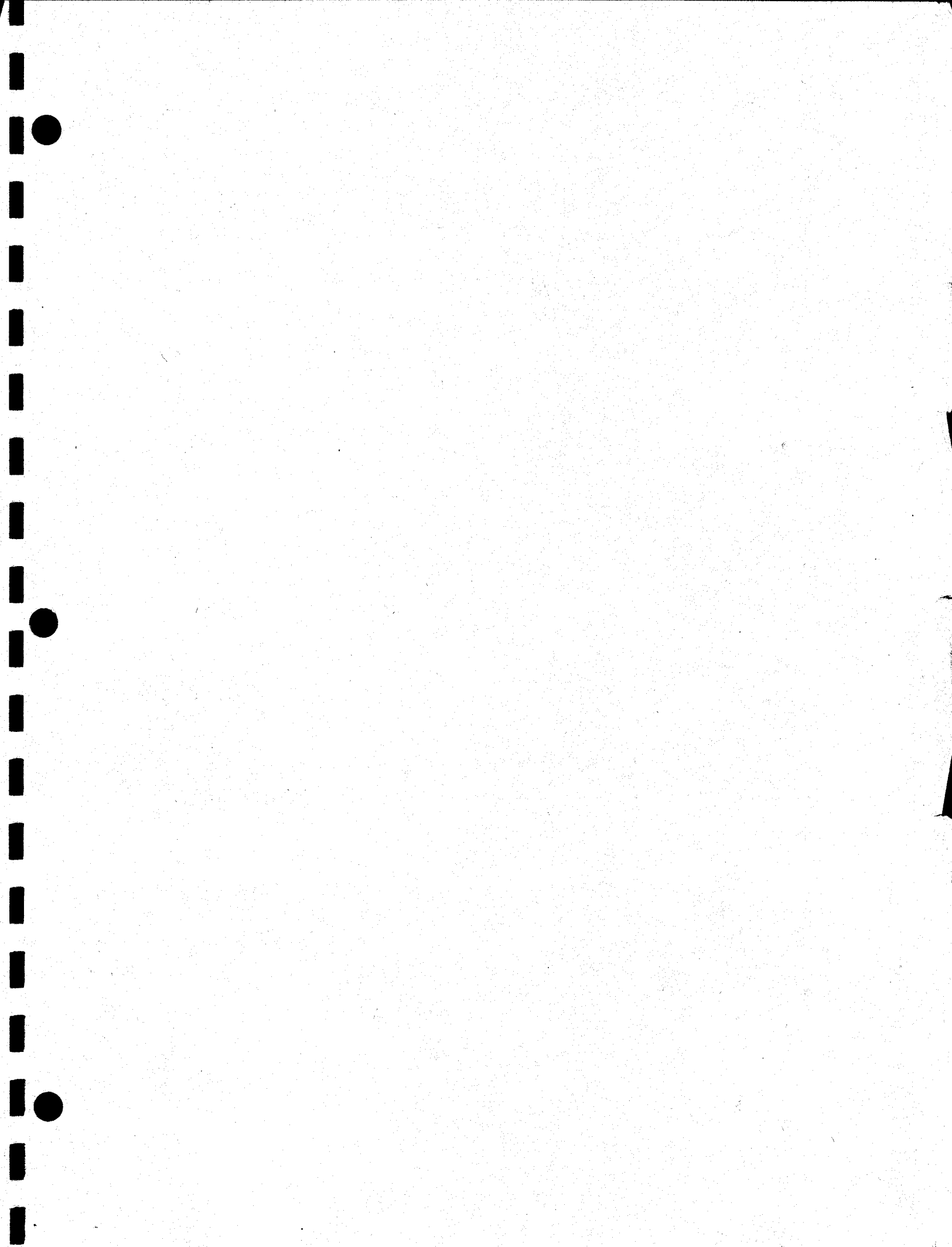
N. MISCELLANEOUS INFORMATION. (JAN 89) (FICPAC) RATE OF CURRENCY EXCHANGE IN JAN 89 WAS US\$1.00 = AS\$1.10.

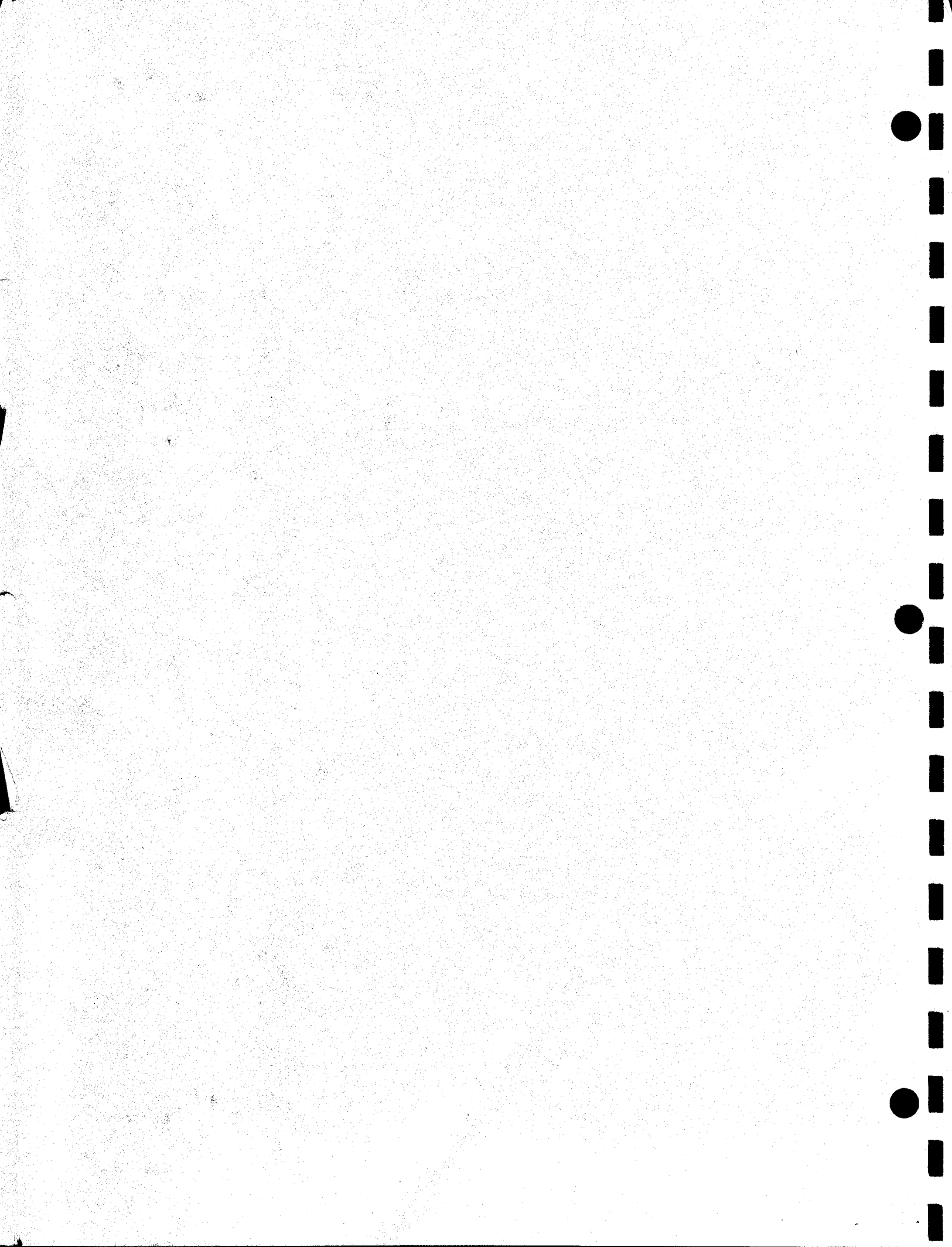
(OCT 88) (USS BREWTON) CURRENCY EXCHANGE WAS CONDUCTED ON BOARD AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

THERE ARE NO COASTAL BATTERIES OBSERVED IN THE PORT AREA.

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, JAN 89.







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PORTLAND, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 88) THE PORT OF PORTLAND (38-21S/141-37E) IS A SHELTERED, ALL-WEATHER PORT SITUATED ON THE SOUTHWEST COAST OF VICTORIA. THE HARBOR IS BOUNDED BY TWO BREAKWATERS, ENCLOSING 101 HECTARES (250 ACRES) OF DEEP-WATER BASIN. THE MAIN BREAKWATER EXTENDS 1,280 M (4,199 FT) IN NORTHERLY DIRECTION FROM OBSERVATORY POINT WITH ITS NORTHERN EXTREMITY IN 14.5 M (47.57 FT) OF WATER. THE LEE BREAKWATER EXTENDS IN AN EASTERLY DIRECTION FROM A POINT 672.5 M (2,206 FT) SOUTH OF WHALER POINT LIGHTHOUSE, FOR A DISTANCE OF 1,179 M (3,868 FT), WITH ITS EXTREMITY IN 12.2 M (40 FT) OF WATER. THE ENTRANCE TO THE HARBOR IS 244 M (800 FT) WIDE. THE SWINGING BASIN IS BOUNDED BY NO.6 BERTH AND THE TWO BREAKWATERS.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS INGERSOLL) THE SHIP USED DMAHTC PUB 127 (3RD ED 1988) AND DMA CHART 75160 (7 MAY 1983, CORR. NM 52/87) CAPE OTWAY TO RIVOU BAY. RECOMMEND USING AUSTRALIA CHARTS 786 AND 140 BECAUSE 75160'S SCALE IS TOO SMALL.

APPROACH FROM THE WEST - A SAFE COURSE INTO PORTLAND BAY CAN BE MAINTAINED BY ROUNDING LAWRENCE ROCKS AT A DISTANCE OF 2.4 KM (1.2 NM) OFF-SHORE AND ALTERING UNTIL A COURSE OF 330° CAN BE STEERED, WHICH WILL CLEAR THE SOUTHERN SIDE OF THE BAY BETWEEN POINT DANGER AND PORTLAND BY 2.4 KM (1.2 NM). WHEN WHALER POINT LIGHTHOUSE BEARS 270° ABOUT 4 KM (2.2 NM) DISTANT, THE COURSE CAN BE ALTERED FOR THE HARBOR ENTRANCE.

APPROACH FROM THE EAST - IT IS A STRAIGHT COURSE AFTER PASSING LADY JULIA PERCY ISLAND, 28.8 KM (17.9 MI) FROM THE BREAKWATERS.

C. PILOTAGE. (SEP 88) (USS INGERSOLL) PILOTAGE IS COMPULSORY, AND THE PILOT BOARDED THE SHIP 1,600 YDS NORTHEAST OF THE MAIN BREAKWATER (BEARINGS WERE 020-040). THE HARBOR MASTER ACTED AS PILOT FOR ENTRY BECAUSE THE MARITIME UNION STRUCK AGAINST THE U.S. NAVY VISIT. HIS PROFICIENCY WAS EXCELLENT. A TUG WAS NOT USED TO ASSIST VESSEL IN ENTERING THE PORT DUE TO PROTEST BY LOCAL ANTI-NUCLEAR GROUP AND UNION SUPPORT BY TUG CREWS. ONE TUG WAS USED FOR DEPARTING.

TWO TUGS NOTED IN THE HARBOR AREA ARE:

TARRAGAL - PROPELLED BY TWIN 8 CYLINDER LISTER BLACKSTONE DIESEL ENGINES DEVELOPING 1,193 KILOWATTS AT 900 RPM. LENGTH OVERALL - 32 M (105 FT), BOLLARD PULL - 28 TONS, AND GROSS TONNAGE - 300 TONS.

ALAN GUTHRIE - PROPELLED BY A 16 CYLINDER GENERAL MOTORS DIESEL ENGINE. LENGTH OVERALL - 30.79 M (101 FT), BOLLARD PULL - 30 TONS, AND GROSS TONNAGE 217 TONS.

D. ENTRANCE. (SEP 88) (USS INGERSOLL) THE CHANNEL ENTERING PORTLAND HARBOR IS APPROXIMATELY 183 M (200 YDS) WIDE WITH GOOD WATER ON EITHER SIDE. WHEN HEADING FOR BERTH AT TANKER BERTH, RECOMMEND TAKING A COURSE OF 210°T THROUGH CENTER OF CHANNEL. THEN ONCE PAST LEE BREAKWATER, CHANGE COURSE TO 279°T.

E. CHANNEL. (SEP 88) (USS INGERSOLL) SEE PARA 1D. THERE IS RECLAMATION IN PROGRESS IN THE AREA BETWEEN NO. 1 DOCK AND THE JETTY LOCATED A6 38-31-02S/141-36-08E. THIS IS SHOWN ON AUSTRALIAN CHART 140.

F. ANCHORAGES. (SEP 88) (USS INGERSOLL) PORTLAND BAY IS CLEAR OF ALL DANGER AND SAFE ANCHORAGE MAY BE FOUND FIVE CABLES NORTH AND NORTHEAST OF

L19-1
(CH-9)

FOR OFFICIAL USE ONLY

PORTLAND, AUSTRALIA

THE MAIN BREAKWATER. SAFE ANCHORAGE FOR SMALL VESSELS IS AVAILABLE BETWEEN THE LEE BREAKWATER AND WHALER REEF. HOLDING GROUND IS GOOD AND EXCELLENT SHELTER IS OBTAINABLE FROM WESTERLY WEATHER. ANCHORING IS NOT RECOMMENDED IN STRONG EASTERLY OR NORTHEASTERLY WEATHER AS THERE MAY BE A CONFUSED SEA AND SWELL.

G. WRECKS AND OBSTRUCTIONS. (SEP 88) (USS INGERSOLL) CONSULT PUB 127.

H. TIDES AND CURRENT. (SEP 88) (USS INGERSOLL) CONSULT PUB 127.

I. WEATHER AND WINDS. (SEP 88) (USS INGERSOLL) WINDS PREDOMINATE FROM THE SOUTH. WEATHER IS VARIABLE DURING AUGUST TO SEPTEMBER. FRONTS WILL MOVE EASTWARD ACROSS THE GREAT AUSTRALIAN BIGHT, THEN START MOVING SOUTH AS THEY APPROACH THE PORTLAND AREA SWEEPING THROUGH PORTLAND; HOWEVER, THE WEATHER INLAND IS MUCH MILDER.

2. BERTHING AND FACILITIES

A. MOORING, WHARFAGE, ETC. (SEP 88) (USS INGERSOLL) THE SHIP MOORED WITH SIX STANDARD MOORING LINES DOUBLED TO S.L. PATTERSON OIL WHARF. LENGTH OF THE BERTH IS 76 M (249 FT) AND DEPTH ALONGSIDE IS 11 M (36 FT). NEITHER ELECTRICITY NOR STEAM WAS AVAILABLE.

NO. 1 BERTH, K.S. ANDERSON WHARF - DEPTH ALONGSIDE 12.2 M (40 FT). IF THE DRAUGHT OF ANY VESSEL LOADING A FULL CARGO AT NO. 1 BERTH WILL BE IN EXCESS OF 11 M (36 FT), THEN THE LENGTH OF THE VESSEL IS RESTRICTED TO 226 M (741 FT) AND THE BEAM TO 33 M (108 FT).

NO. 1 BERTH HAS AN APRON OF 16.5 M (54 FT) WIDE WITH THREE SETS OF RAIL TRACKS. IMMEDIATELY BEHIND THE APRON IS A TRANSIT SHED [66 X 33.5 M (253 X 110 FT) AND OPEN STORAGE SPACE OF APPROXIMATELY 0.5 HECTARES. THE BERTH IS SUITABLE FOR BULK GRAIN, GENERAL AND ROLL-ON ROLL-OFF CARGO.

AS A RAIL BERTH, IT IS CONNECTED TO THE V/LINE (STATE TRANSPORT AUTHORITY) RAIL SYSTEM. FOR THE DIRECT DISCHARGE INTO RAIL TRUCKS THE DISTANCES FROM SHIP'S SIDE TO THE RAIL TRACK CENTERS ARE:

- 1ST TRACK - 6 M (19.7 FT)
- 2ND TRACK - 11 M (36 FT)
- 3RD TRACK - 15 M (49 FT)

NO. 2 BERTH, K.S. ANDERSON WHARF - DEPTH ALONGSIDE 11 M (36 FT). MAXIMUM DRAUGHT IS 10.5 M (34.4 FT) WHICH MAY BE INCREASED ON WRITTEN APPLICATION TO THE HARBOR MASTER STATING THE MAXIMUM DRAUGHT REQUIRED. (THIS CONDITION APPLIES TO ALL BERTHS).

NO. 2 BERTH IS A CONTINUATION OF NO. 1 BERTH. IT IS SUITABLE FOR BULK GRAINS AND GENERAL CARGO. THE APRON OF 22.5 M (73.8 FT) WIDE HAS THREE SETS OF RAIL TRACKS BACKED BY A GENERAL CARGO SHED, 155.5 X 356.5 M (510 X 1,170 FT). A RAIL TRACK ALONG THE EAST SIDE OF THE SHED IS COVERED BY A CANOPY FOR DIRECT DISCHARGING OR LOADING INTO THE TRANSIT SHED.

THE ROADWAY EAST OF THE RAIL TRACK IS 18.5 M (61 FT) WIDE BACKED BY ANOTHER RAIL TRACK AND 5,574 SQ M (60,000 SQ FT) OF OPEN STACKING AREA. DISTANCES FROM SHIP'S SIDE TO TRACK CENTERS ARE:

- 1ST TRACK - 6 M (19.7 FT)
- 2ND TRACK - 11 M (36 FT)
- 3RD TRACK - 15 M (49 FT)

THE TWO BERTHS HAVE A TOTAL LENGTH OF 396.24 M (1,300 FT). THE 27 M (88 FT) HIGH LATERAL TRAVERSING SHIPLoadERS OPERATE OVER THE FULL LENGTH OF

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PORTLAND, AUSTRALIA

THE TWO BERTHS, PROVIDING LOADING RATES OF UP TO 1,000 TONS PER HOUR FOR VARIOUS TYPES OF GRAIN. THE GRAIN ELEVATORS BOARD CONTROLS SHORE-BASED GRAIN HANDLING. THE TRANSIT SHEDS ON NO. 2 AND 2 BERTHS CAN STILL BE USED WHEN THE LOADERS ARE IN OPERATION.

NO. 5 BERTH - DEPTH ALONGSIDE IS 11M (36 FT). MAXIMUM DRAUGHT IS 10.5 M (34 FT). LENGTH OF NO. 5 BERTH IS 240 M (787 FT). IT IS A HEAVY DUTY CARGO BERTH LOCATED ALONG THE EAST SIDE OF NO.2 QUAY AND IS UTILIZED TO HANDLE ALUMINUM INGOTS, GENERAL CARGO, CONTAINERIZED CARGO, LIVESTOCK AND BULK TALLOW AND ULTIMATELY, FULL INTEGRATED CONTAINER AND ROLL-ON ROLL-OFF TRAFFIC. NO. 5 TRANSIT SHED IS LOCATED NEARBY.

NO. 6 BERTH - DEPTH ALONGSIDE IS 11 M (36 FT). MAXIMUM DRAUGHT IS 10.5 M (34 FT). LENGTH OF NO. 6 BERTH IS 228.6 M (750 FT). IT IS A RIGHT ANGLES TO K.S. ANDERSON WHARF AND 137 M (449 FT) WEST. THE BERTH IS DESIGNED AND BUILT FOR THE HANDLING OF BULK CARGOES, BUT IT IS ALSO USED FOR THE HANDLING OF GENERAL CONTAINERIZED CARGO AS WELL AS LIVESTOCK. THE FACE OF THE WHARF IS PROTECTED BY RUBBER FENDERS PROTRUDING 6 M (20 FT). THE CONCRETE APRON IS 21 M (69 FT) WIDE BACKED BY A STACKING AREA 24.5 X 152 M (80 X 499 FT).

SPECIAL PURPOSE BULK BERTH - DEPTH ALONGSIDE - 12.2 M (40 FT). MAXIMUM DRAUGHT IS 11.7 M (38 FT). LENGTH OF THE BERTH IS 203 M (666 FT). CONSTRUCTED BY THE PORT OF PORTLAND AUTHORITY, TO SERVICE THE IMPORT SHIPPING REQUIREMENTS OF PORTLAND SMELTER SERVICES PTY. LTD. ALUMINUM SMELTER AT SOUTH PORTLAND.

THE SPECIAL PURPOSE BULK BERTH IS LOCATED ON THE MAIN BREAKWATER, 198 M (650 FT) NORTH OF K.S. ANDERSON WHARF. THE BERTH IS A STEEL-PILE CONSTRUCTION WITH A RE-ENFORCED CONCRETE DECKING.

TRAWLER BERTH - LOCATED ADJACENT TO THE PORT OF PORTLAND AUTHORITY SLIPWAY. PROVIDES BERTHING FOR EIGHT TRAWLERS, PLUS THREE BERTHS RESERVED FOR FITTING-OUT AND REPAIRS TO VESSELS.

CAUSEWAY LENGTH - 260 M (8,530 FT). MAXIMUM DEPTH ALONGSIDE - 5 M (16.4 FT).

S.L. PATTERSON OIL WHARF - IT IS SITUATED ON THE LEE BREAKWATER, APPROXIMATELY 457 M (1,500 FT) FROM THE SEAWARD END OF THE BREAKWATER. THE WHARF IS 76 M (249 FT) IN LENGTH AND IS DESIGNED FOR VESSELS OF UP TO 38,000 TONS DEADWEIGHT. DEPTH ALONGSIDE IS 11 M (36 FT) AT LOW WATER. MAXIMUM PERMISSIBLE DRAUGHT IS 10.5 M (34 FT). BERTHING AND UNBERTHING OF TANKERS IS UNRESTRICTED. PILOTAGE IS COMPULSORY FOR NIGHT BERTHING. THE SHELL CO. OF AUSTRALIA AND AMPOL PETROLEUM (VIC) PTY. LTD. HAVE PIPELINES CONNECTING THE WHARF TO THE TANK FARMS WHICH ARE ABOUT 1.5 KM (0.9 MI) DISTANCE. AVERAGE DISCHARGE RATE IS APPROXIMATELY 340 TPH.

B. FUEL, LUBE, AND DIESEL OIL. (SEP 88) (USS INGERSOLL) ABUNDANT SUPPLY OF FUEL, LUBE, AND DIESEL OIL ARE DELIVERED BY PIPE. JP5 AND AVGAS ARE OBTAINED AT PORTLAND AIRPORT. THE PORT DOES NOT HAVE FACILITIES FOR REMOVAL OF SHIPBOARD OILY WASTE OR DIRTY BALLAST PRODUCTS.

C. MECHANICAL HANDLING FACILITIES. (SEP 88) (USS INGERSOLL) A PIBER MOBILE CRANE IS AVAILABLE FOR HIRE FROM THE PORT OF PORTLAND AUTHORITY. CRANES WITH LARGER CAPACITY ARE AVAILABLE FROM PRIVATE COMPANIES WITHIN PORTLAND.

BULK GRAIN TERMINAL - OWNED AND OPERATED BY THE GRAIN ELEVATORS BOARD, VICTORIA. MAIN SILO: STORAGE CAPACITY 60,000 TONS, 24 CYLINDRICAL BINS EACH OF 2,800 CU M (98,880 CU FT) CAPACITY, AND THE STAR BINS EACH OF 730

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PORTLAND, AUSTRALIA

CU M (25,780 CU FT) CAPACITY. HORIZONTAL STORAGES: TWO STORAGES WITH A TOTAL CAPACITY OF APPROXIMATELY 120,000 TONS LINKED WITH GRAIN TERMINAL AND SHIP-LOADING FACILITIES. SHIP LOADERS ARE 16.8 M (55 FT) LONG, 3.7 M (12 FT) WIDE, AND 27.4 M (90 FT) HIGH. TWIN TRANSVERSING SHIP-LOADERS ARE CAPABLE OF DELIVERING UP TO 1,200 TONS PER HOUR.

CONTAINER PARK - A 2.6 HECTARE CONTAINER PARK IS LOCATED ADJACENT TO NO.5 AND NO. 6 BERTHS. THE PARK HAS FACILITIES FOR THE STORAGE OF 500 CONVENTIONAL AND 80 REFRIGERATED CONTAINERS.

BULK TALLOW INSTALLATION - FOUR BULK TANKS WITH A TOTAL CAPACITY OF 2,000 TONS. TALLOW CAN BE PUMPED BY PIPELINE TO EITHER NO. 5 OR NO.6 BERTHS.

D. DRYDOCKS AND REPAIR FACILITIES. (SEP 88) (USS INGERSOLL) THERE ARE A NUMBER OF LOCAL AND DISTRICT FIRMS CAPABLE OF UNDERTAKING SHIPPING REPAIRS INCLUDING:

| | |
|----------------------------------|--------------|
| AMOR'S ENGINEERING | TEL: 23 2235 |
| LEWMARINE PTY., LTD. | 23 1455 |
| PRINCE ENGINEERING PTY., LTD. | 23 2091 |
| SHORELINE ENGINEERING PTY., LTD. | |

E. WAREHOUSE AND STORAGE AREAS. (SEP 88) (USS INGERSOLL)

CONTAINERS - A 2.6 HECTARE CONTAINER PARK IS LOCATED ADJACENT TO NO. 5 AND 6 BERTHS. THE PARK HAS FACILITIES FOR THE STORAGE OF 500 CONVENTIONAL AND 80 REFRIGERATED CONTAINERS.

COLD/COOL STORE - IT IS SITUATED ON NO. 2 QUAY, HAS TOTAL CAPACITY OF 7,230 CU M (255,324 CU FT), AND MAY BE RUN AS A COLD STORE TO -30°C OR AS A COOL STORE AT PLUS 1°C.

F. STEVEDORES. (SEP 88) (USS INGERSOLL) PRIVATE COMPANIES CARRY OUT STEVEDORING OPERATIONS. RATES ARE OBTAINABLE ON APPLICATION TO THEM.

G. PORT CAPACITY. (SEP 88) (USS INGERSOLL) PORTLAND CAN ACCOMMODATE AT ONE TIME TWO SHIPS OF DD, DDG, FF, FFG SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (SEP 88) (USS INGERSOLL) TRUCK ACCESS ON TO WHARVES, APRONS, AND SHEDS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 88) (USS INGERSOLL) LIGHTERS ARE AVAILABLE IN PORT. VESSELS USING THEIR OWN POWER - REMOVALS, BERTHING, MOORING, AND UNBERTHING WITH TUG ASSISTANCE:

| | ANY DAY 0600-1800 | ANY DAY 1801-0559 |
|---|----------------------|----------------------|
| VESSELS UNDER 10,000 GRT | AS\$1,792.00 | AS\$2,513.00 |
| VESSELS OF 10 AND UNDER 20,000 GRT | 2,057.00 | 2,883.00 |
| VESSELS OF 20 AND UNDER 30,000 GRT | 2,152.00 | 3,030.00 |
| VESSELS OF 30,000 OR MORE REGISTERED TONS | 2,258.00 | 3,159.00 |

WHERE A VESSEL IS NOT READY FOR DEPARTURE OR ARRIVAL AT THE APPOINTED TIME, THE FOREGOING RATES COVER THE FIRST HALF HOUR OF ATTENDANCE. AFTER WHICH AN ADDITIONAL RATE PER HOUR OR PART THEREOF AS\$753.00 FOR ANY TUG SHALL BE CHARGED.

WHERE A TUG IS ORDERED AND THE SERVICE IS DEFERRED OR CANCELED, THE FOLLOWING SHALL BE CHARGED. ANY TUG - 50% OF SCHEDULED FEE AS SET OUT.

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(CH-9)

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PORTLAND, AUSTRALIA

THE POC FOR OBTAINING LIGHTERAGE AND TUG SERVICE IS THE HARBOR MASTER.

B. DREDGES AND MISCELLANEOUS CRAFT. (SEP 88) (USS INGERSOLL) NO DREDGES WERE NOTED.

C. WATER. (SEP 88) (USS INGERSOLL) UNLIMITED QUANTITIES OF POTABLE WATER WERE AVAILABLE BY PIPE AT THE RATE OF 160 TONS PER HOUR ON NO. 5 AND 6 BERTHS AND 100 TONS PER HOUR ON K.S. ANDERSON WHARF. CHLORINE RESIDUAL OF WATER AT TIME OF RECEIPT WAS 2 PPM FAC AND NO TREATMENT WAS GIVEN TO WATER ABOARD THE SHIP. CHARGE PER KILOLITER WAS AS\$0.64, AND THE POC WAS THE HARBOR MASTER.

D. AIRFIELDS. (DEC 88) (FICPAC) PORTLAND AIRPORT (38-19S/141-28E) IS LOCATED WEST OF THE PORT. IT HAS TWO RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|---------------------------------|----------------|
| 080/260 | 1,417 X 30.5 M (4,650 X 100 FT) | ASPHALT |
| 170/350 | 1,179 X 30.5 M (3,870 X 100 FT) | GRAVEL |

REGULAR FLIGHTS ARE SCHEDULED BETWEEN PORTLAND AND MELBOURNE.

E. COMMUNICATIONS. (SEP 88) (USS INGERSOLL) MARITIME VHF OPERATING ON CHANNELS 12, AND 16 IS INSTALLED IN THE HARBOR MASTERS OFFICE AND ON THE TUGS. CALL SIGN IS "PORTLAND PORT CONTROL." LISTENING ON CHANNEL 16 BETWEEN 0800-1700, MONDAY TO FRIDAY, AND WHEN SHIPPING IS EXPECTED. NOTIFICATION OF ETA IS TO BE MADE BY FACSIMILE TO THE HARBOR MASTER, 72, 48, AND 24 HOURS AHEAD OF ETA. THE AUTHORITIES FACSIMILE NUMBER IS 23 5905. NO FREQUENCIES WERE REQUIRED TO GUARD.

COMMERCIAL TELEPHONE AND TELEGRAPH FACILITIES ARE LOCATED AT AUSTRALIAN TELCOM. CONUS CALLS WERE MADE THROUGH OPERATOR ASSISTANCE IN 30-40 SECONDS WAITING TIME. 24-HR SERVICE WAS VERY RELIABLE. MAIL DELIVERY/PICK-UP ARRANGEMENTS MUST BE MADE THROUGH LOGREQ.

F. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN PORTLAND ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS, AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF ENORMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

L19-5
(CH-9)

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DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(SEP 88) (USS INGERSOLL) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED.

MEDICAL CARE IS AVAILABLE AT THE PORTLAND DISTRICT HOSPITAL, KILN STREET, TEL: (063) 55-5101. A TREATMENT FACILITY INCLUDING: LABORATORY WITH ONE PATHOLOGIST AND MICROBIOLOGIST, AND TWO FULL TIME RADIOLOGIST.

| <u>WARDS</u> | <u>BED CAPACITY</u> |
|--|---------------------------------------|
| MED/SURGERY | 30 |
| PEDIATRIC | 6 |
| REHAB | 15 |
| TERTIARY | 31 |
| OB/GYN | 11 (ONE OBSTETRICIAN AND ONE MIDWIFE) |
| EMERGENCY ROOM ALWAYS HAS ONE M.D. ON CALL | |
| SURGICAL SUITES | 2 |
| FULL NURSING STAFF ARE 99. 12 FULL TIME | |
| AMBULANCE STAFF - 17 FULL TIME STAFF WITH TWO AMBULANCES | |
| PHARMACY IS FULLY STAFFED DURING NORMAL WORKING HOURS | |

THERE ARE 12 MD'S IN THE AREA AND ALL OF THEM HAVE A PRIVATE PRACTICE, ROTATING DUTY AT THE HOSPITAL. FIVE ARE SURGEONS AND NONE ARE FULL TIME STAFF DOCTORS.

THE SHIP UTILIZED A X-RAY FACILITY OF THE PORTLAND HOSPITAL. SANITATION OF THE PORT AREA AND GENERAL IMPRESSION OF THE CITY WERE GOOD. ILLICIT DRUG AVAILABILITY AND PROSTITUTION WERE NOT NOTED.

G. GASOLINE. (SEP 88) (USS INGERSOLL) GASOLINE IS AVAILABLE THROUGH VARIOUS SUPPLIERS AND STATIONS.

H. PROVISIONS. (SEP 88) (USS INGERSOLL) EXCELLENT QUALITY OF MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND SEAFOOD WERE AVAILABLE FROM METRO NAUTILUS AUSTRALIA, QUEENSLAND. THERE ARE NO LIMITS ON QUANTITY AND THE U.S. GOVERNMENT HAS A BLANKET PURCHASE AGREEMENT. DELIVERY TEMPERATURE AND STORAGE LIFE OF DAIRY PRODUCTS WERE 45° F AND TWO WEEKS.

I. GARBAGE AND WASTE DISPOSAL. (SEP 88) (USS INGERSOLL) FREE DISPOSAL SERVICE WAS PROVIDED BY DRUMS ON THE PIER, AND DRUMS WERE COLLECTED TWICE DAILY. DUMPING IS RESTRICTED, AND TRASH MUST BE ENCLOSED IN PLASTIC BAGS. TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (SEP 88) (USS INGERSOLL) CALLS WERE MADE ON AND RETURNED:

LORD MAYOR OF PORTLAND
INSPECTOR, PORTLAND POLICE HEADQUARTERS
CHAIRMAN, PORT OF PORTLAND AUTHORITY AND GENERAL MANAGER

CALLS WERE CONDUCTED IN FULL DRESS BLUE UNIFORM. A SHIP'S PLAQUE AND COLOR PHOTOGRAPH WERE PRESENTED. CALLS WERE ARRANGED BY USDAO AND SHIP'S ADVANCE LIAISON OFFICER.

THE SHIP CONDUCTED GENERAL VISITING DAILY BETWEEN 1300-1700, NUMBER OF GUESTS VISITING THE SHIP EACH DAY WERE:

10 SEP (SAT) 1,278

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L19-6
(CH-9)

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|--------------|-------|
| 11 SEP (SUN) | 1,544 |
| 12 SEP (MON) | 478 |
| 13 SEP (TUE) | 1,323 |

A TOTAL OF 4,623 GENERAL VISITORS WERE HOSTED. SUNDAY'S VISITING WAS REMARKABLE IN THAT VISITORS WALKED ABOUT ONE HALF MILE TO THE SHIP AND TOURED DESPITE COLD WINDS AND HEAVY RAINS.

SPECIAL TOURS WERE PROVIDED TO THE HENTY SEA CADET UNIT, LOCAL VIETNAM VETERANS GROUP, PORTLAND RETURNED SERVICES LEAGUE, PORTLAND BICENTENNIAL COMMITTEE, PORTLAND ALUMINUM SMELTER'S EMPLOYEES, PORTLAND POLICE DEPT AND FAMILIES, PORTLAND FIRE BRIGADE, PORTLAND TOWN COUNCIL MEMBER AND FAMILIES, PORTLAND HIGH SCHOOL STUDENTS, AND PORTLAND TECHNICAL SCHOOL STUDENTS. SEVERAL HUNDRED PERSONAL TOURS WERE GIVEN BY THE SHIP'S CREW OUTSIDE OF GENERAL VISITING HOURS.

B. HONORS. (SEP 88) (USS INGERSOLL) PORTLAND IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 88) (FICPAC) PORTLAND BEGAN IN THE EARLY 1800'S AS A TRADING PORT AND SHORE BASE FOR THE SEALERS AND WHALERS WORKING ALONG AUSTRALIA'S SOUTHERN COAST. ALTHOUGH MANY OF THE WHALERS BUILT HUTS AT PORTLAND BAY, THE ONLY NAME REMEMBERED IN HISTORY IS THAT OF WILLIAM DUTTON WHO FIRST LANDED AT BLACKNOSE POINT IN 1828. HE LATER ESTABLISHED A WHALING STATION BUT IT WAS THE ARRIVAL OF THE HENTYS IN 1834 WHICH MARKS THE DATE OF THE BEGINNING OF PERMANENT SETTLEMENT IN VICTORIA.

THE FIRST SETTLEMENT HAS GROWN THROUGH A SERIES OF ECONOMIC RECESSIONS AND BOOMS TO BECOME A TOWN WITH A STABLE COMMUNITY OF 9,000 RESIDENTS WHO ENJOY ALL THE MODERN AMENITIES OF A PROGRESSIVE TOWN WHILE LIVING IN AN HISTORIC SEASIDE RESORT.

THE HISTORY OF PORTLAND IS EVIDENT IN ITS BUILDINGS. SOME DATE FROM THE 1840'S AND ARE THEREFORE EXAMPLES OF THE EARLIEST COLONIAL ARCHITECTURE IN VICTORIA. MORE THAN 200 BUILDINGS ARE OVER 100 YEARS OLD, AND MANY OF THOSE ARE OF SUPERB BLUESTONE OF THE 1840'S-1860'S PERIOD.

(SEP 88) (USS INGERSOLL) A FOCAL POINT FOR THE EXPORT AND IMPORT OF PRODUCTS AND PRODUCE RELATED TO THE TRADITIONAL AND NEW INDUSTRIES OF THE REGION. A GIANT ALUMINUM SMELTER WHICH IS OWNED BY ALCOA OF AUSTRALIA AND WAS OFFICIALLY OPENED IN 1987 HAS ATTRACTED A WIDE RANGE OF SERVICE INDUSTRIES AND HAS GUARANTEED FUTURE ECONOMIC PROGRESS FOR PORTLAND.

A POPULATION OF 11,200 (1986 CENSUS) ENJOYS ALL THE MODERN AMENITIES OF A PROGRESSIVE CITY WHILE LIVING IN A HISTORIC SEASIDE RESORT. PRIMARY, SECONDARY, AND TECHNICAL EDUCATION IS COMPLIMENTED BY A TERTIARY INSTITUTE AT WARNAMBOOL. CULTURAL ACTIVITIES ARE CATERED FOR AT A CIVIC CENTER AND THE ARTS CENTER, TWO ATTRACTIVE CENTERS FOR PERFORMANCES, WORKSHOPS, AND EXHIBITIONS. RELIGIOUS MIXES ARE 27% CATHOLIC, 29% ANGLICAN, 14% LUTHERAN, AND REMAINING 30% OTHER.

B. LIBERTY. (SEP 88) (USS INGERSOLL) TWO ENLISTED PERSONNEL WERE ASSIGNED TO SHORE PATROL, AND THE SENIOR SHORE PATROL OFFICER REPORTED THE CHIEF OF POLICE. VEHICLES AND DRIVERS WERE PROVIDED. RECOMMENDED SIZE OF LIBERTY PARTY WAS 240 MEN, AND RECOMMENDED ATTIRE WAS APPROPRIATE CIVILIAN CLOTHES. A BEACH GUARD WAS NOT REQUIRED BUT RECOMMENDED. LIBERTY BOATS (COMMERCIAL OR NONCOMMERCIAL) WERE NOT AVAILABLE. THE FLEET LANDING WAS AT MERCHANT PORT WHERE TWO BOATS CAN BE ACCOMMODATED. THERE WERE NO FACILITIES.

L19-7
(CH-9)

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C. CLUBS AND BARS. (SEP 88) (USS INGERSOLL)

GORDON HATCH CLUB, 63 BENTINCK ST - SODA AS\$.90, BEER AS\$.92 (7 OZ)/1.26 (10 OZ), WINE AS\$.85, AND MIXED DRINKS AS\$1.50-2.95. DARTS ARE AVAILABLE AND PLAYING IS FREE, PROVIDED PLAYER CAN SUPPLY HIS OWN DARTS. POOL TABLES ARE AS\$.20 EACH GAME. FOOD AVAILABLE BUT THERE IS NO WRITTEN MENU. PRICES USUALLY RANGE FROM AS\$3.00-5.00. PEOPLE WHO WORK THERE ARE VERY FRIENDLY AND WILLING TO EXTEND THE WARMEST HOSPITALITY. CAPACITY IS 250-300.

MAC'S HOTEL PUB, CNR BENTINCK ST AND GAWLER ST - SODA AS\$.90, BEER AS\$.92-1.26, WINE AS\$.85, AND MIXED DRINKS, AS\$1.50-2.95. DARTS ARE FREE, POOL TABLES ARE AVAILABLE FOR AS\$.40. CAPACITY IS 150. PEOPLE ARE VERY FRIENDLY AND PRO-AMERICAN.

ROYAL HOTEL PUB - SODA AS\$1.20, BEER AS\$1.30, WINE AS\$.85, AND MIXED DRINKS AS\$1.50-2.95. TWO POOL TABLES, COST AS\$.40 PER PLAY. FOOD AVAILABLE, BUT THERE IS NO WRITTEN MENU. PRICES USUALLY AS\$3.00. THIS WAS NOT A PLACE FOR SAILORS DUE TO TYPE OF CUSTOMERS, LACK OF BARMAIDS, AND LACK OF TABLE SERVICE.

RICHMOND HENTY HOTEL/MOTEL BAR - SODA AS\$1.00, BEER AS\$1.35, WINE AS\$1.00, MIXED DRINKS AS\$1.50-2.50. DARTS ARE FREE (SUPPLY OWN DARTS). POOL TABLES ARE AS\$.40 PER GAME. FOOD AVAILABLE BUT NO WRITTEN MENU. CAPACITY FOR BAR AREA IS 150, AND FOR DISCO IS 250-300.

D. RESTAURANTS. (SEP 88) (USS INGERSOLL)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE AS\$</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>OVERALL</u> |
|---------------------------------|---------------------------|-------------------|-------------|---------------|----------------|
| PINOS PIZZA HOUSE | 8 JULIA ST PH 23-1165 | 5.60-14.40 | PIZZA | NO | EXCELLENT |
| PINK PANTHER PIZZA | 5A JULIA ST PH 23-5826 | 6.40-9.00 | PIZZA | NO | EXCELLENT |
| CANTON PLACE CHINESE RESTAURANT | 7 JULIA ST PH 23-3677 | MODERATE | CHINESE | YES | EXCELLENT |
| TAK SHING CHINESE RESTAURANT | 31 HENTY ST PH 23-3666 | MODERATE | CHINESE | YES | EXCELLENT |
| RIC'S PIZZA BAR | 21 HENTY ST PH 23-5699 | 10.00 AVE | PIZZA | BYO | EXCELLENT |
| SIESTA MOTEL RESTAURANT | 63 JULIA ST PH 23-1300 | 3.50-24.00 | VARIOUS | YES | EXCELLENT |
| SETTLERS KITCHEN | 71 BENTINCK PH 23-5972 | 7.50 AVE | VARIOUS | YES | EXCELLENT |
| GORDON HOTEL RESTAURANT | BENTINICK PH 23-1210 | 7.50 AVE | VARIOUS | YES | EXCELLENT |
| MAC'S HOTEL/ | BENTINICK | 8.00 AVE | VARIOUS | YES | EXCELLENT |

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|----------------------------------|----------------------------|------------|---------|-----|-----------|
| MOTEL | & GAWLER ST | | | | |
| MELALEUCA MOTEL RESTAURANT | 25 BENTINICK PH 23-3397 | 11.00 AVE | VARIOUS | BYO | EXCELLENT |
| SELWYNS OF SANDILANDS | 33 PERCY ST PH 23-3319 | 2.00-27.00 | VARIOUS | BYO | EXCELLENT |
| MINERVA BEEF | DUTTON WAY PH 23-6114 | 16.00 AVG | VARIOUS | BYO | EXCELLENT |

E. HOTELS. (SEP 88) (USS INGERSOLL)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE AS\$</u> | <u>DINING/BEVERAGE</u> |
|---------------------------|---------------------------------------|--|---------------------------|
| MELALEUCA HOTEL | 23 BENTINICK ST PH (055) 23-3397 | SINGLE 40.00 DOUBLE 45.00 | BYO RESTAURANT |
| RICHMOND HENTY HOTEL | 101 BENTINICK ST PH (055) 23-1032 | SINGLE 47.00 DOUBLE 52.00 TWIN 52.00 | LICENSED RESTAURANT |
| WHALERS REST MOTOR INN | HENTY HIGHWAY PH (055) 23-4077 | SINGLE 40.00 DOUBLE 46.00 | EVENING MEALS TO ROOMS |
| WILLIAM DUTTON | CNR PERCY & OTWAY PH (055) 23-4222 | SINGLE 45.00 DOUBLE 50.00 FAMILY 73.00 | |
| GROSVENOR MOTEL | 23 HURD ST PH (055) 23-4222 | SINGLE 39.00 DOUBLE 45.00 TWIN 37.00 | DINING RM MON-THUR |
| JANROY MOTEL | 5 OTWAY CT PH (055) 23-3347 | SINGLE 33.00 DOUBLE 39.00 TWIN 41.00 | |
| MOTEL SIESTA | 66 JULIA ST PH (055) 23-1300 | SINGLE 38.00 DOUBLE 44.00 FAMILY 65.00 | LICENSED RESTAURANT |
| GORDON HOTEL | 63 BENTINICK ST PH (055) 23-1121 | SINGLE 20.00 DOUBLE 35.00 | |

F. ATHLETICS. (SEP 88) (USS INGERSOLL)

CITY SWIMMING COMPLEX - 50 M, 25M, WADING POOL, SPA AS\$1.50
 FLINDERS PARK - SOCCER/FOOTBALL FIELDS/7 BASKETBALL COURTS
 HENTY PARK - TENNIS COURTS
 BASKETBALL STADIUM - 2 INDOOR COURTS WITH 200 SEATS
 PORTLAND GOLF COURSE - 18 HOLES
 COMPETITION WITH LOCAL TEAMS IN BASKETBALL, SOFTBALL, BASEBALL, PISTOL/
 RIFLE, AND SOCCER CAN BE ARRANGED. PICNIC/PARTY AREAS ARE AVAILABLE, AND
 SUPPLIES CAN BE OBTAINED THROUGH LOCAL SUPERMARKETS AND STORES. THE POC
 IS PORTLAND ATHLETIC DIRECTOR, PH 23-2155.

G. BEACHES. (SEP 88) (USS INGERSOLL)

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| <u>NAME</u> | <u>FROM PORT</u> | <u>BATH HOUSE</u> | <u>SURFING</u> | <u>TRANS</u> | <u>HAZARDS</u> |
|--------------|------------------|-------------------|----------------|--------------|--------------------|
| BRIDGEWATER | W 12 MI | YES | YES | BUS | |
| YELLOWROCK | SW 8 MI | YES | YES | BUS | POLLUTION/UNDERTOW |
| CRUMPETS | S 3 MI | YES | YES | BUS | |
| BLACKNOSE PT | S 5 MI | YES | YES | BUS | ROCKS |

H. CHURCHES. (SEP 88) (USS INGERSOLL)

SEVENTH DAY ADVENTISTS, 5 CAPE NELSON DR.
UNITING CHURCH IN AUSTRALIA, 61 PERCY ST, SUN 10:00 AM.
SCOTTS PRESBYTERIAN, 17 TYRES ST, SUN 9:30 AM.
ST. JOHNS LUTHERAN CHURCH, 4 TYRES ST, SUN 9:30 AM.
CHURCH OF CHRIST, 41 TYRES ST, SUN 9:15 AM., 11:00 AM, AND 7:00 PM.
ALL SAINTS, BENTINICK ST, SAT 7:00 PM; SUN 8:00 AM AND 10:00 AM.
ST STEVENS ANGLICAN DIOCESE, JULIA ST, SUN 0800, 10:00, 1800; DAILY 0800,
1800
CONSULT THE LOCAL PHONE DIRECTORY FOR OTHER CHURCHES OUTSIDE THE PORTLAND
CITY LIMITS. THE PHONE DIRECTORY LISTS THE CHURCHES ONLY IN THE WHITE
PAGES UNDER PARTICULAR DENOMINATION DESIRED.

I. TRANSPORTATION. (SEP 88) (USS INGERSOLL) THE VICTORIA BUSLINE
DEPARTS TWICE DAILY FROM PORTLAND TO WARNABOOL, VICTORIA, STOPPING AT
TOWNS IN BETWEEN THE TWO CITIES. GREYHOUND BUSLINE IS THE ONLY MAJOR
BUSLINE THAT PROVIDES SERVICE TO MELBOURNE, AND IT RUNS ONLY ON MONDAYS.
IT ALSO TRAVELS TO ADELAIDE.

THE NEAREST TRAIN SERVICE IS IN WARNAMBOOL, VICTORIA, AND IT PROVIDES
SERVICE TWICE DAILY TO MELBOURNE. TRAIN LINE IS VICTORIA TRAINLINE. THE
ROUTE ALSO INCLUDES STOPS IN VARIOUS TOWNS ALONG THE WAY.

METERED TAXIS WITH "TAXI" SIGN ON ROOF ARE AVAILABLE 24 HOURS A DAY.
SERVICE IS AVAILABLE TO THE PIER. RATE IS AS\$1.90 FIRST 1/4 MI AND THEN
AS\$.20 FOR EACH 1/4 MI THEREAFTER. PHONE IS 23-2022.

RENTAL CARS ARE AVAILABLE FROM BUDGET (PH 23-4210), HERTZ (23-5360),
J.H.&D. JOHNSON (23-1534), AND PORTLAND COACH CO. (23-1539) AT AS\$30.00-
60.00 A DAY. A VALID U.S. DRIVER'S LICENSE IS NEEDED.

J. TOURS. (SEP 88) (USS INGERSOLL)

AUSTRALIAN RULES FOOTBALL - (DIST GRAND FINAL) SHARE COST OF BUS AS\$200.00
(US\$160.00). TOUR WAS TO DEPART AT 1200 SATURDAY BUT SHIP WAS UNABLE TO
ATTEND DUE TO ARRIVAL IN PORT THE SAME DAY.

CITY BUS TOUR - TIMES ARE 1000-1300, 1130-1330, 1330-1430, MON-FRI. COST
IS AS\$3.00 (US\$2.40). THE CITY IS SMALL ENOUGH TO TOUR BY FOOT.

SOUTH AUSTRALIAN WINERIES TOUR - THE TOUR VISITS THE COONAWARRA AND MT.
GAMBIER REGIONS, FAMOUS FOR PREMIUM QUALITY WINES. TOUR INCLUDES FREE
WINE TASTING AT THREE WINERIES AND A BARBEQUE. SHARE COST OF COACH IS
AS\$400.00 (US\$320.00). THE TOUR WAS EXCELLENT AND HIGHLY RECOMMENDED.

BUSH AND WILDLIFE TOUR - COUNTRYSIDE TOUR TO SCENIC GAMBIER MOUNTAIN
RANGE. BEAUTIFUL VIEWS, SPRING FLOWERS, AND CLOSE CONTACT WITH KANGAROOS.
THE SHIP DID NOT PARTICIPATE DUE TO LACK OF ENROLLMENT IN TOUR.

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(CH-9)

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PORTLAND, AUSTRALIA

CLASSIC CAR TOUR - PORTLAND CLASSIC CAR CLUB GAVE THE CREW A FREE TOUR OF THE CITY AND POWERHOUSE MUSEUM. TOUR AND MUSEUM WAS FREE. THE TOUR WAS GIVEN BY THE CLUB IN THEIR VINTAGE CARS. THE TOUR WAS EXCELLENT AND ENJOYED BY ALL.

K. SHOPPING. (SEP 88) (USS INGERSOLL) THE LOCAL AREA BEING A LARGE SHEEP RAISING REGION AFFORDS THE SHOPPER A OPPORTUNITY TO PURCHASE HANDMADE WOOL CLOTHING ITEMS AT REASONABLE PRICES AS WELL AS WOOL YARNS FOR THE DO IT YOURSELVES AT MANY OF THE LOCAL SHOPS. THE LOCAL WINERIES PRODUCE FINE WINES THAT CAN BE INEXPENSIVELY PROCURED THROUGH THE WINERIES OR AT LOCAL PACKAGE STORES.

| <u>RECOMMENDED STORES</u> | <u>LOCAL SPECIALITY ITEMS</u> | <u>PRICE BARGAINING</u> |
|--|---|-------------------------|
| GIFTS & GADGETS 53 BENTINCK ST. | LOCAL SOUVENIRS & COLLECTABLES (PLATES, GLASSES, & FIGURINES) | NO |
| KALICO KASTLE 17 JULIA ST. | LOCAL HAND CRAFTS, BASKETS, AND POTTERY | NO |
| PINE, TIME, & ANTIQUES 38 PERCY ST. | ANTIQUES AND COLLECTABLES | NO |
| ELIJAHS NEWS & SPORTSPOWER 69 BENTINCK ST. | SPORTING GOODS AND ATHLETIC EQUIPMENT (ATHLETIC EVENT TROPHIES FOR SHIP FUNCTIONS CAN BE PURCHASED) | NO |
| SURF - IN 75 BENTINCK ST. | FULL LINE SURF SHOP. LOCAL T-SHIRTS AND TOPS | NO |
| BARCLAY 71 PERCY ST. | SPORTING GOODS, SURF/DIVE SHOPS, RECORDS/TAPES, AND BIKE SHOP | NO |
| PORTLAND JEAN CO. 100 PERCY ST. | BUDGET MEN'S AND WOMEN'S APPAREL | NO |
| JEBBA 49 BENTINCK ST. | CLOTHES STORE AND FACTORY. SELLS VARIETY OF LOCALLY DESIGNED FASHIONS MADE WITH LOCAL FABRICS. PRIMARILY WOMEN'S APPAREL | NO |
| PORTLAND HAIR PORT 27 JULIA ST | MEN'S HAIR CARE SPECIALISTS | NO |
| MARIAN FLOWERS 43 PERCY ST. | LOCAL WOOL CLOTHING ITEMS & YARNS | NO |
| IAN SMITH JEWELERS 78 PERCY ST. | FINE JEWELRY, PLATES, AND COLLECTABLES AT GOOD PRICES | NO |
| AMALGAM CHEMISTS 67 PERCY ST. | DRUG STORE - GOOD PLACE TO GET FILM DEVELOPED | NO |

L19-11
(CH-9)

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PORTLAND, AUSTRALIA

| | | |
|--------------------------------------|---|----|
| PORTLAND DRYCLEANERS 28 PERCY ST. | DRY CLEANING AND LAUNDRY | NO |
| SHOE REPAIR 9 JULIA ST. | SHOE AND BOOT REPAIRS, HANDMADE WOODEN TOYS PRICED LOW | NO |
| CLYDE ALEY FOOTWEAR 60 PERCY ST. | FINE SHOES | NO |

L. THEATER AND CINEMA. (SEP 88) (USS INGERSOLL) PORTLAND HAS ONLY ONE CINEMA ON THE MAIN STREET. THE CINEMA WAS ORIGINALLY BUILT IN 1934 AND HAD SEATING OF OVER 900. RECENT OWNERS CHANGED THE LOWER FLOOR OF THE BUILDING INTO SHOPS AND A FITNESS CENTER WHILE LEAVING THE UPPER FLOOR WITH TODAY'S SEATING OF 400. CINEMA SCREEN AND SOUND QUALITY IS COMPARABLE IN STANDARDS TO THAT OF MOST U.S. THEATERS. MANY POPULAR CURRENT U.S. FILMS ARE USUALLY BEING FEATURED. TICKET IS CURRENTLY AS\$7.00.

THE PORTLAND ARTS CENTER CONTAINS A THEATER WITH SEATING FOR 150. LOCATED NEAR THE CENTER OF THE TOWN ON THE MAIN STREET, THIS FACILITY IS AVAILABLE FOR FILMS, MEETINGS, SEMINARS, ETC. SMALL THEATRICAL PRODUCTIONS ARE OCCASIONALLY BOOKED HERE OF A WIDE VARIETY INCLUDING DANCE, MUSICAL, AND COMEDY. USE OF THE ARTS CENTER MAY BE ARRANGED THROUGH THE MUNICIPAL OFFICE. THE POC IS MR. RAY CAMPLING.

THE CIVIC HALL, WITH A SEATING CAPACITY OF 700, IS USED MAINLY FOR DRAMA, MUSICALS, AND BALLET. THESE EVENTS ARE SCHEDULED RANDOMLY THROUGHOUT THE YEAR. THE POC IS AGAIN THE MUNICIPAL OFFICE.

M. PHYSICAL SECURITY. (SEP 88) (USS INGERSOLL) TOPSIDE, FORECASTLE, AND FANTAIL WATCHES EQUIPPED WITH A FLASHLIGHT, NIGHT STICK, AND WHISTLE, AND A 24-HR WATCH AT THE GATE ON THE PIER WHICH CONTROLS ACCESS TO THE SHIP ARE RECOMMENDED. PHYSICAL SECURITY WAS PROVIDED BY THE VICTORIA STATE POLICE. THE POC WERE SENIOR SERGEANT GEOFF WADE OR INSPECTOR ERNIE HINNEBERG. DIVERS WERE AVAILABLE TO CHECK BERTH/ANCHORAGE. VHF BTB CHANNEL 6 WAS USED BETWEEN QUARTERDECK AND THE GATE.

OVERALL SECURITY WAS EXCELLENT. THE PORTLAND POLICE DEPT CONSISTS OF 25 UNIFORMED POLICE, 6 TRAFFIC CARS, AND 3 DETECTIVES. FOR INGERSOLL'S PORT VISIT, THE FOLLOWING ADDITIONAL POLICE WERE OBTAINED: 2 MOUNTED POLICE, 4 POLICE WITH A 25-FT FIBERGLASS BOAT, 4 POLICE WITH AN INFLATABLE BOAT, AND 6 POLICE FROM SURROUNDING CITIES TO AUGMENT PORTLAND UNIFORMED POLICE EXPLOSIVE ORDNANCE DISPOSAL FROM VICTORIA POLICE (6) WERE PROVIDED THE DAY BEFORE ARRIVAL AND REMAINED THROUGH THE FIRST DAY IN PORT. THE DIVERS CONDUCTED A SWEEP UNDER THE PIER AND USED TWO EXPLOSIVE-WORKING DOGS TO SWEEP THE UPPER PART OF THE PIER. THE MOUNTED POLICE WERE USED TO DISPERSE A DEMONSTRATION AT THE HEAD OF THE PIER. APPROXIMATELY 100 DEMONSTRATORS WERE EFFECTIVELY CONTROLLED BY THE POLICE AND WERE KEPT OFF THE PIER. ONE SWIMMER ATTEMPTED TO REACH THE SHIP BUT WAS ARRESTED BY THE POLICE IN BOATS. TWO BOATS WERE IN THE WATER THROUGHOUT THE ENTIRE PORT VISIT. THE RUBBER INFLATABLE BOAT WAS USUALLY KEPT BETWEEN THE SHIP AND THE PIER, AND THE 25-FT FIBERGLASS BOAT WAS USED BETWEEN THE SHIP AND THE DEMONSTRATORS ASHORE.

SENIOR SERGEANT WADE STATED THAT THE LOCATION OF THE SHIP AND THE SECURITY MEASURES TAKEN BY THE VICTORIA POLICE WERE STANDARD PROCEDURES FOR MILITARY SHIP VISITS TO PORTLAND.

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PORTLAND, AUSTRALIA

N. MISCELLANEOUS INFORMATION. (DEC 88) (FICPAC) THE RATE OF EXCHANGE IN DEC 88 WAS AUS\$1.15 TO US\$1.00.

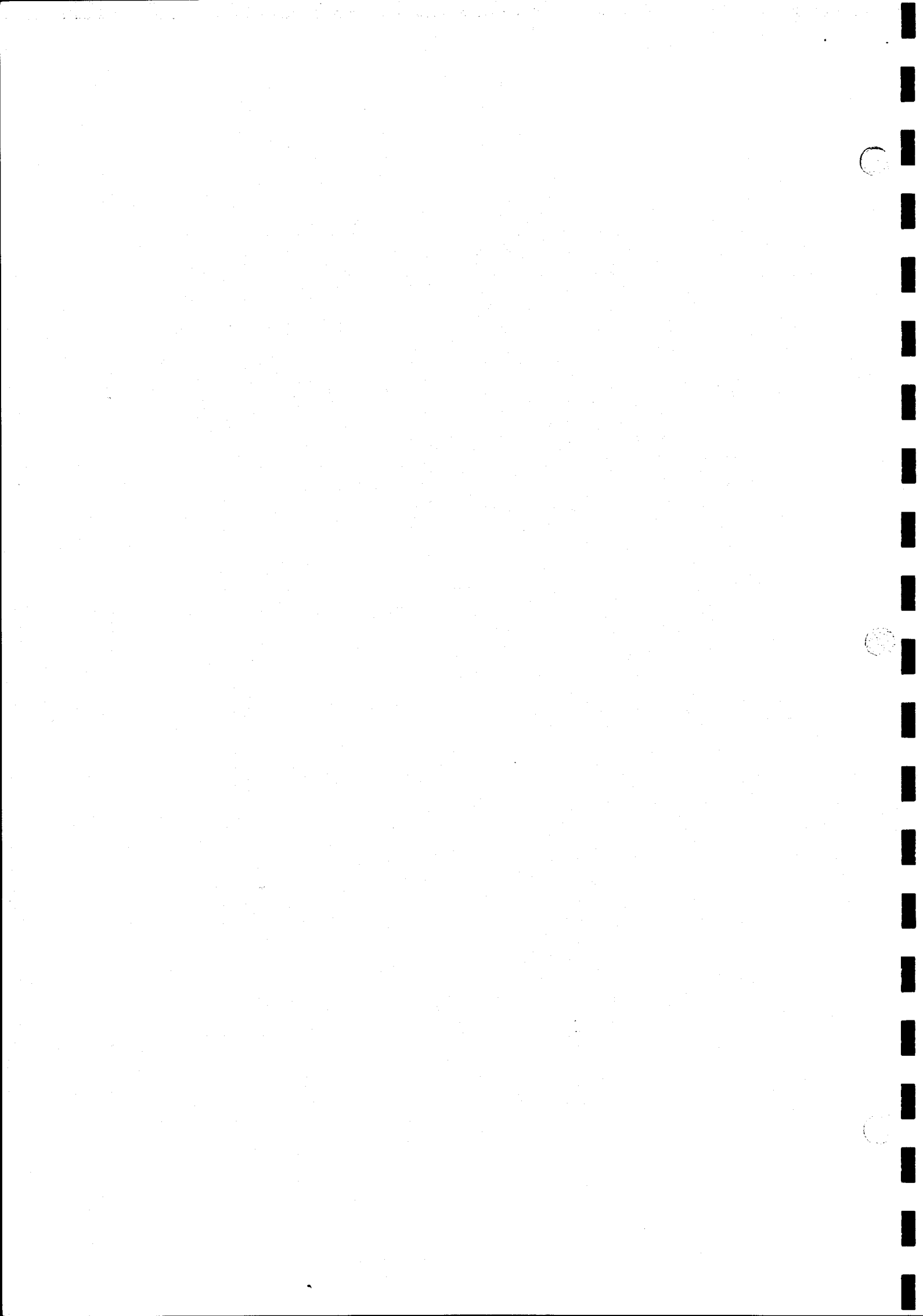
(SEP 88) (USS INGERSOLL) CURRENCY EXCHANGE WAS CONDUCTED ON BOARD AT 0900-1100 AND 1330-1430. CURRENCY EXCHANGE IS AVAILABLE AT THE FOLLOWING LOCATIONS: WESTPAC BANK AT 62 PERCY ST., NATIONAL AUSTRALIA BANK AT 66 PERCY ST., AND COMMONWEALTH BANK AT CNR OF PERCY AND HENTY STS. CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

NO MILITARY FACILITIES WERE OBSERVED IN THE PORT AREA; AND THEREFORE, NO RESTRICTIONS ON PICTURE TAKING.

LOCAL LAUNDRY USED WAS PORTLAND DRY CLEANING SERVICE, 28 PERCY ST. PRICES WERE REASONABLE AND SERVICE WAS SATISFACTORY.

TOURIST CENTER LOCATED NEXT TO WATERFRONT WITHIN WALKING DISTANCE FOR THE PIER (OPEN SEVEN DAYS A WEEK) HAS INFORMATION ON SPORTING ACTIVITIES, MUSEUMS, HISTORICAL BUILDINGS, RESTAURANTS, HOTELS AND MOTELS, CLUBS, AND VARIOUS TOURS (MAPS, POINTS OF INTEREST, ETC).

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, DEC 1988.



DEVONPORT, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (10-85) DEVONPORT (41°11'S/146°22'E) IS SITUATED ON THE NORTHERN COAST OF TASMANIA ISLAND. IT IS A RIVER PORT AND THERE IS A TRAINING WALL LOCATED ON THE EAST SIDE OF THE ENTRANCE CHANNEL.

B. APPROACHES, LIGHTS, ETC. (10-85) CONSULT DMAHTC PUB 127 (2ND ED 1985) AND CHART 75222 (7TH ED 3 JUL 82, CORR NM 27/82).

C. PILOTAGE. (1-78) PILOTAGE IS COMPULSORY AND TUGS ARE REQUIRED. THE PILOT'S BOAT IS A TAN TUGBOAT WITH A WHITE CABIN. THE PILOT WILL BOARD ABOUT 3 KM (2 NM) FROM THE HARBOR ENTRANCE.

D. ENTRANCE. (10-85) CONSULT DMAHTC PUB 127.

E. CHANNEL. (7-80) THE CHANNEL IS GENERALLY MAINTAINED AT A 73 M (240 FT) WIDTH AND A 7.6 M (25 FT) DEPTH AT NORMAL LOW WATER SPRING TIDE.

F. ANCHORAGE. (10-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTION. (3-80) NAVIGATION THROUGH THE CHANNEL IS NOT DIFFICULT OR HAZARDOUS. THE INNER AND OUTER RANGES ARE CLEARLY VISIBLE. VICTORIA BRIDGE, AN ARCH-CONSTRUCTED ROAD BRIDGE, IS ON THE SOUTHERN EXTREMITY OF THE PORT.

H. TIDES AND CURRENTS. (7-80) RANGE OF TIDE: 3 M AT SPRINGS AND 2.7 M AT NEAPS.

I. WEATHER AND WINDS. (10-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (1-78)

| <u>WHARF</u> | <u>CARGO TYPE</u> | <u>DEPTH (M/FT)</u> | <u>LENGTH (M/FT)</u> |
|--------------|----------------------------|---------------------|----------------------|
| WEST 1 | CEMENT, GENERAL | 7.0/23 | 152/498 |
| WEST 2 | PETROLEUM | 8.5/28 | 210/688 |
| WEST 3 | GENERAL, DRY BULK | 7.9/26 | 168/551 |
| WEST 4 | REEFER, WHEAT, STEEL | 8.5/28 | 168/551 |
| EAST 1 | FERRY TERMINAL, CONTAINERS | 6.4/21 | 122/400 |
| EAST 2 | ALL PURPOSE | 9.1/30 | 168/551 |

B. FUEL, LUBE, AND DIESEL OIL. (3-80) AN ABUNDANT SUPPLY OF FUEL OIL IS AVAILABLE AND IS DELIVERED BY TRUCK. THE RATE OF DELIVERY IS 18,900 L (5,000 GAL) PER HOUR THROUGH A 7.62 CM (3 IN) CONNECTION. THERE IS A LIMITED QUANTITY OF LUBE OIL, DIESEL OIL, JP5, AND AVGAS AVAILABLE.

DEVONPORT, AUSTRALIA

C. MECHANICAL HANDLING FACILITIES. (1-78) EAST 1 HAS A CONTAINER HANDLING CRANE WITH A 32-TON CAPACITY AND A 100-TON STERN LOADING RAMP (MOTOR VEHICLE LOADING). EAST 2 HAS A MOBILE CRANE WITH A 30.5-TON CAPACITY AND A 256-TON STERN LOADING RAMP. A FLOATING CRANE WITH A 35.5-TON CAPACITY AND HEAVY-DUTY FORKLIFTS ARE AVAILABLE IN THE EASTERN SECTION OF THE PORT.

D. DRY DOCKS AND REPAIR FACILITIES. (1-78) SMALL REPAIRS CAN BE UNDERTAKEN. TWO 70-TON AND ONE 600-TON SLIPWAYS, COMPLETE WORKSHOPS, SHIP'S CARPENTERS, ENGINE REPAIRS, AND UNDERWATER DIVING SERVICES ARE AVAILABLE.

E. WAREHOUSES AND STORAGE. (1-78)

| <u>LOCATION</u> | <u>TYPE</u> | <u>SIZE (SQ M/SQ FT)</u> |
|-----------------|-----------------------------|--------------------------|
| WEST 1 | CARGO SHED | 1,570/16,900 |
| WEST 2 | CARGO SHED | 2,062/22,196 |
| WEST 3 | CARGO SHED | 2,676/28,803 |
| WEST 4 | REEFER (CU M/CU FT) | 9,345/330,00 |
| | OPEN STACKING | 4,413/47,400 |
| | WAREHOUSING | 1,208/13,000 |
| | OPEN STANDING (HECTAR/ACRE) | 1.2/3 |
| EAST 1 | CARGO SHED | 697/ 7,500 |
| | OPEN STANDING (HECTAR/ACRE) | 4/10 |
| EAST 2 | CARGO SHED | 1,783/19,200 |
| | OPEN STANDING (HECTAR/ACRE) | 3.2/8 |
| | REEFER (CU M/CU FT) | 13,690/483,500 |

F. STEVEDORES. (3-80) STEVEDORES ARE AVAILABLE 24 HOURS A DAY THROUGH THE MARINE BOARD.

G. PORT CAPACITY. (3-80) THE PORT CAN ACCOMMODATE FIVE DD TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (1-78) TASMANIA ISLAND IS SERVED BY AN EXTENSIVE AND MODERN ROAD AND RAILROAD SYSTEM WHICH SERVES THE PORT AREA. PASSENGER FERRY SERVICE CONNECTS MELBOURNE AND DEVONPORT ON A SCHEDULE OF THREE TRIPS PER WEEK. A LOCAL PASSENGER FERRY ALSO CROSSES THE MERSEY RIVER, GIVING CONTINUOUS SERVICE BETWEEN EASTERN AND WESTERN DEVONPORT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (1-78) ONE SEAGOING TUG (1,130 HP) AND ANOTHER SMALL TUG (250 HP) ARE AVAILABLE. THEY ARE FITTED WITH FOAM TANK AND FIRE FIGHTING EQUIPMENT.

B. WATER. (3-80) FRESH WATER IS AVAILABLE AT ALL WHARVES. THE RATE OF DELIVERY IS 3,785 L (1,000 GAL) PER HOUR VIA 3.81 CM (1.5 IN)

DEVONPORT, AUSTRALIA

CONNECTION.

C. AIRFIELDS. (10-85) DEVONPORT AIRPORT (41°10.3'S/146°25.7'E) IS LOCATED 6.5 KM (3.5 NM) EAST OF DEVONPORT. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 060/240 AND A DIMENSION OF 1,838 X 45.7 M (6,030 X 150 FT). A CLEARANCE FROM THE AMERICAN EMBASSY IN CANBERRA AND AN APPROVAL OBTAINED FROM THE AIRPORT MANAGER MUST BE REQUESTED FOR USE OF THE AIRPORT.

D. COMMUNICATIONS. (5-80) MODERN AND CONVENIENT TELEPHONE AND TELEGRAPH FACILITIES ARE AVAILABLE. CALLS CAN BE MADE TO CONUS 24 HOURS A DAY WITH OPERATOR ASSISTANCE. TELEPHONE SERVICE CAN BE ESTABLISHED ONBOARD SHIP. THE LOCAL POST OFFICE IN TASMANIA WILL ARRANGE FOR MAIL SERVICE.

E. MEDICAL. (5-85) SEE L21/MED.

F. GASOLINE. (1-78) GASOLINE IS READILY AVAILABLE IN THE PORT AREA.

G. PROVISIONS. (1-78) EXCELLENT PROVISIONS OF ALL TYPES ARE AVAILABLE. THE U.S. GOVERNMENT HAS AN EXISTING ARRANGEMENT WITH CLEMSON AND MARTIAL (C&M) SHIP'S PROVIDERS.

H. GARBAGE DISPOSAL. (3-80) FREE, DAILY GARBAGE COLLECTION BY TRUCK IS AVAILABLE. MARINE BOARD PERSONNEL WILL MAKE THE NECESSARY ARRANGEMENTS. GARBAGE IS REQUIRED TO BE BAGGED.

4. PERSONALIA

A. CALLS. (3-80) THE FOLLOWING CALLS MAY BE MADE:

DEPUTY WARDEN (MAYOR)
MASTER WARDEN OF THE DEVONPORT MARINE BOARD
NAVAL OFFICER COMMANDING TASMANIA (NOCTAS)

NOCTAS WILL MAKE THE NECESSARY ARRANGEMENTS.

B. HONORS. (3-80) DEVONPORT IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (10-85) THE GROWTH OF DEVONPORT WAS ACCELERATED BY THE SELECTION OF THE PORT AS THE TASMANIAN TERMINAL FOR THE VEHICLE/PASSENGER FERRY "PRINCESS OF TASMANIA" IN 1959. THE LARGER "EMPRESS OF AUSTRALIA" REPLACED THE "PRINCESS" IN 1972 AND CARRIES AROUND 55,000 PASSENGERS AND 16,000 CARS EACH WAY ACROSS BASS STRAIT ANNUALLY. WITH ITS OWN AIRPORT, DEVONPORT HAS DEVELOPED AS A MAJOR TOURIST CENTER AND MANY FACILITIES AND ATTRACTIONS HAVE BEEN ESTABLISHED AS A RESULT.

INDUSTRIES INCLUDE TEXTILES, TIMBER, CARPET MANUFACTURING, CAN MAKING, FOOD PROCESSING, MEAT EXPORT, METAL FABRICATION, AND DAIRY PRODUCTS.

DEVONPORT, AUSTRALIA

AGRICULTURE, IN THE MERSEY VALLEY, IS STILL AN IMPORTANT FACTOR WITH ORCHARDING, POTATOES, AND GENERAL FARMING ACTIVITY. MUSHROOMS ARE SUCCESSFULLY FARM GROWN AT SPREYTON.

DEVONPORT IS WELL SITUATED AS A DISTRIBUTION CENTER FOR TASMANIA AND AS A BASE FOR EXPORTING PRODUCTS INTERSTATE AND OVERSEAS.

B. LIBERTY. (3-80) THIS IS AN EXCELLENT LIBERTY PORT AND THERE ARE NO RESTRICTIONS ON THE HOURS AND SIZE OF LIBERTY PARTY. A SHORE PATROL PARTY OF ONE PETTY OFFICER AND ONE STANDBY PETTY OFFICER WILL ASSIST THE CITY POLICE PATROL.

C. CLUBS AND BARS. (3-80) THERE ARE SEVERAL SOCIAL CLUBS AND OTHER BARS IN DEVONPORT. MOST OF THE HOTELS AND MOTELS ALSO CONTAIN BARS. THE RETURNED SERVICEMEN'S LEAGUE CLUB WILL EXTEND AN INVITATION FOR ALL THE SHIP'S COMPLEMENT TO USE THEIR FACILITIES.

D. RESTAURANTS. (1-78) IN ADDITION TO THE FOLLOWING RESTAURANTS, ALL THE HOTELS AND MOTELS CONTAIN RESTAURANTS.

COUNTRY KITCHEN, 93 OLDAKER ST, TEL: 24-4341. THIS RESTAURANT SPECIALIZES IN AMERICAN COUNTRY STYLE COOKING. THE PROPRIETOR IS A FORMER RESIDENT OF SEATTLE.

KAM SHING CHINESE RESTAURANT, 156 WILLIAM ST, TEL: 24-2285. 1100-2300 (FRI), 1000-2300 (SAT), AND 1000-2200 (SUN).

THE BIG BURGER, DON ROAD, TEL: 24-3582. OPENS EARLY AND CLOSES LATE.

THE CHICK-INN, 152 WILLIAM ST, TEL: 24-2998. 0900-2200 (FRI & SAT) AND 0900-2100 (SUN).

CLAUDIO'S PIZZA BAR, 146 WILLIAM ST, TEL: 24-2885. CLOSES LATE.

E. HOTELS. (1-78)

GATEWAY INN HOTEL-MOTEL, 16 FENTON ST, TEL: 24-4922

| | |
|----------------------------|-----------|
| PUBLIC BAR AND LOUNGE BAR | 1100-2330 |
| RESTAURANT | 0730-2230 |
| SNEEZER'S RESTAURANT-DISCO | 0730-2400 |

TAMAHERE HOTEL, 34 BEST ST, TEL: 24-1898

| | |
|---------------------------|-----------|
| PUBLIC BAR AND LOUNGE BAR | 1000-2330 |
| COUNTER LUNCH | 1000-2200 |

EDGEWATER MOTOR INN, 12 THOMAS ST, TEL: 27-8441

| | |
|---------------------------|----------------------|
| PUBLIC BAR AND LOUNGE BAR | 1000-2330 |
| RESTAURANT/BISTRO | 1200-1430, 1800-2200 |

ELIMATTA HOTEL, 15 VICTORIA PARADE, TEL: 24-2271

| | |
|---------------------------|-----------|
| PUBLIC BAR AND LOUNGE BAR | 1100-2400 |
|---------------------------|-----------|

DEVONPORT, AUSTRALIA

COUNTER LUNCHES 1200-1400
COUNTER TEAS 1800-2030
BISTRO FACILITIES ARE ALSO AVAILABLE FOR LUNCH AND EVENING MEALS.

FORMBY HOTEL, 82 FORMBY ROAD, TEL: 24-1601
PUBLIC BAR AND LOUNGE BAR 1100-2400
COUNTER LUNCHES AND TEAS AVAILABLE

HOTEL ARGOSY, TARLETON ST, TEL: 27-8872
RESTAURANT ONLY 1200-1330, 1830-2000 FRI
1830-2000, SAT
CLOSED, SUN

SUNRISE MOTEL, 140 FENTON ST, TEL: 24-1031
EVENING MEALS ONLY (BOOKING REQUIRED) 1830-2030

F. ATHLETICS. (1-78) THERE ARE TWO GOLF CLUBS AND ONE YACHT CLUB IN DEVONPORT, AND THE FACILITIES OF THESE CLUBS WILL BE MADE AVAILABLE TO U.S. NAVY PERSONNEL. THE RECREATIONAL OFFICER WILL ASSIST TO ARRANGE THE USE OF OTHER FACILITIES IN THE AREA SUCH AS TENNIS, SQUASH, BASKETBALL, PISTOL SHOOTING, BOWLING, ARCHERY, AND SWIMMING.

G. BEACHES. (3-80) GOOD SHELTERED BEACH FACILITIES AT MERSEY BLUFF, COLES BEACH, AND EAST DEVONPORT ARE AVAILABLE. THE DEVONPORT SURF CLUB HAS ITS HEADQUARTERS AT MERSEY BLUFF, AND MEMBERS MAINTAIN FULL DAY PATROLS OF THE FORESHORE DURING THE SUMMER.

H. CHURCHES. (1-78) ALL SERVICE TIMES ARE ON SUNDAY UNLESS OTHERWISE STATED.

| | |
|--|--|
| BAPTIST, 128 WILLIAM ST, DEVONPORT. | 1100, 1900 |
| ASSEMBLY OF GOD, 63 WILLIAM ST, DEVONPORT. | 1100 |
| GOSPEL HALL, OLDAKER ST, DEVONPORT. | 1900 |
| CHURCH OF CHRIST, 110 STEEL ST, DEVONPORT. | 1100 |
| UNITING CHURCH, 2 HILLER ST, DEVONPORT. | 1100, 1900 |
| PRESBYTERIAN, EDWARD ST, DEVONPORT. | 1000, 1900 |
| REFORMED, ALLENBARE PLACE, DEVONPORT. | 1000, 1700 |
| CHURCH OF ENGLAND, 3 NEWTON ST, DEVONPORT. | 0700, 0800 (HOLY COMMUNION) 1100 (MORNING PRAYER) |
| CATHOLIC, 90 STEWART ST, DEVONPORT. | 0730, 0900, 1030 1900 (SATURDAY) |

I. TRANSPORTATION. (3-80) BUS AND TRAIN TRANSPORTATION IS AVAILABLE ON THE ISLAND, BUT NO SCHEDULE INFORMATION IS CURRENTLY AVAILABLE. MUNICIPAL BUS SERVICE AND TAXI SERVICE ARE AVAILABLE 24 HOURS A DAY. RENTAL CARS ARE ALSO READILY AVAILABLE. THE TASMANIAN TOURIST BUREAU OFFICE AT 18 ROOKE ST (TEL: 24-1526) WILL PROVIDE ASSISTANCE IN RENTING A CAR.

J. TOURS. (1-78) THE FOLLOWING THREE GOVERNMENT AGENCIES IN THE DEVONPORT AREA PROVIDE EXCELLENT ASSISTANCE IN ARRANGING TOURS:

DEVONPORT, AUSTRALIA

TASMANIAN TOURIST BUREAU, 18 ROOKE ST. TEL: 24-15260
TASMANIAN TOURIST COUNCIL, 45 BRISBANE ST., LAUNCESTON
DEVONPORT GOVERNMENT TOURIST BUREAU (ADDRESS UNKNOWN)

TOURS:

GRADEL VALLEY, VIA SHEFFIELD AND GOURIE PARK.
GREAT LAKE AND MOLE GREEK CAVES, VIA GOURIE PARK.
TABLE CAPE AND BOAT HARBOR, VIA ULVERSTONE BURNIE AND WYNYARD.
KING SOLOMON MARAKOOPA CAVES, VIA GOURIE PARK.
PORT SORELL ROUND TOUR, VIA WESLEY VALE, NORTH TOWN, AND HAROLD, THIRLSTONE,
AND LATROBE (VIEWS OF A SUMMER CAMPER'S PARADISE).
BURNIE AND ULVERSTONE, VIA BASS HIGHWAY (FINE VIEWS OF THE NORTH COAST).
GUNNS PLAINS CAVES, VIA ULVERSTONE, SPRENT AND KINDRED (INCLUDES A DRIVE
INTO THE BEAUTIFUL LEVEN RIVER VALLEY).
MERSEY-FORTH (A HYDRO-ELECTRIC POWER FACILITY). THE MAJOR DAM IS THE
LARGEST CONCRETE-FACED, ROCK-FILLED DAM IN AUSTRALIA.

LOCAL SIGHTS:

TIAGARRA - THE LOCATION OF THE TASMANIAN ABORIGINAL CULTURE AND ART
CENTER, ROCK ENGRAVING CREATED BY ABORIGINAL TRIBESMEN.
WEEROONA - A WILD LIFE SANCTUARY.
THE LITTLE GALLERY, MUNICIPAL LIBRARY, AND TASMANIAN MARITIME MUSEUM.
VICTORIA PARADE - A SCENIC GARDEN WALK.
BRADDON'S LOOKOUT - PANORAMIC VIEW OF COASTLINE.

K. SHOPPING. (1-78) RETAIL TRADING HOURS ARE MONDAY TO THURSDAY
0900 TO 1730, AND FRIDAY 0900 TO 2100. SHOPS ARE CLOSED SATURDAY AND
SUNDAY.

L. THEATER AND CINEMA. (1-78) THERE IS ONE INDOOR MOVIE THEATER AND
ONE DRIVE-IN THEATER.

M. MISCELLANEOUS. (3-80) NOCTAS WILL ARRANGE CURRENCY EXCHANGE ON
BOARD THE SHIP.

A FULLY MANNED, MUNICIPAL FIRE FIGHTING SERVICE IS WITHIN THREE
MINUTES OF THE BERTHS. FOAM SUPPLIES AND BREATHING APPARATUS ARE AVAIL-
ABLE.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (10-85).

DEVONPORT, AUSTRALIA

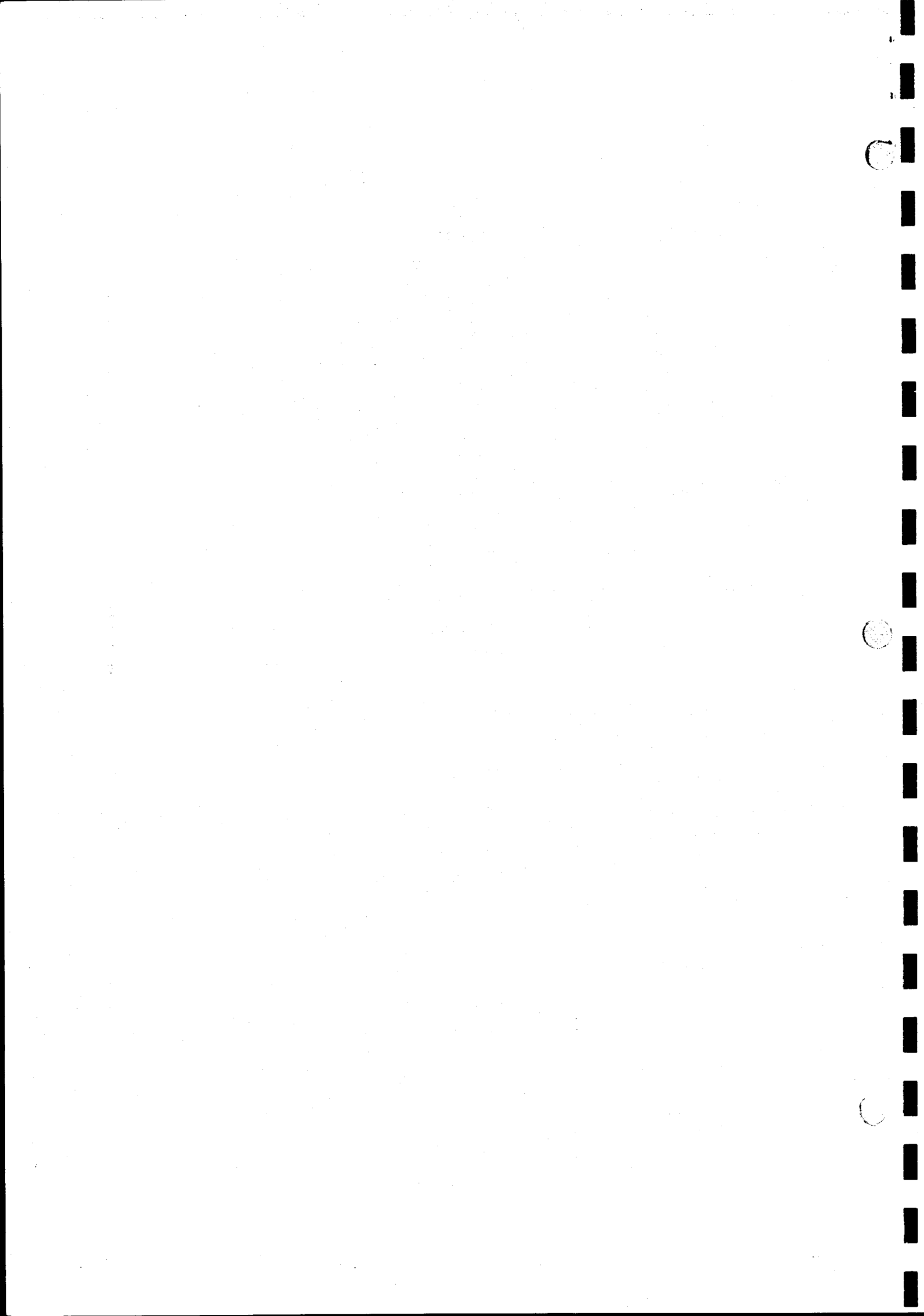
3. E. MEDICAL. (5-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN DEVONPORT ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE CAN BE OBTAINED FROM THREE HOSPITALS AND ONE OUTPATIENT CLINIC LOCATED WITHIN A 73 KM RADIUS. THEY ARE: MERSEY GENERAL (224 BEDS), LATROBE, TEL: 26-1011; NORTHWESTERN GENERAL (281 BEDS), BURNIE, TEL: (004) 31-0333; LAUNCESTON GENERAL (458 BEDS), LAUNCESTON, TEL: (004) 22-221; AND THE MERSEY ANNEX (18 BEDS), DEVONPORT, TEL: (004) 24-2477. THE THREE HOSPITALS OFFER ALL MAJOR SPECIALTIES, WITH THE EXCEPTION OF NEUROSURGERY. A NEUROSURGEON FROM HOBART IS LISTED AS VISITING STAFF FOR THESE HOSPITALS.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HOUR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.



COCKBURN SOUND, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (3-83) (USS BAINBRIDGE) HMAS STERLING IS A NEWLY ESTABLISHED NAVAL BASE LOCATED 10 NM SOUTH SOUTHWEST OF FREMANTLE. IT IS LOCATED SOUTHEAST OF GARDEN ISLAND AND CONNECTED TO THE MAINLAND AT ROCKINGHAM VIA A CAUSEWAY. ACCESS TO THE PORT IS VIA GAGE ROADS AND COCKBURN SOUND.

(7-83) (USS TEXAS) HMAS STIRLING, AUSTRALIA'S NEWEST NAVAL BASE, (32°13.34'S/115°41.30'E), IS SITUATED 4.3 KM (27 MI) FROM ROCKINGHAM, 12.8 KM (8 MI) FROM FREMANTLE, AND 47 KM (29 MI) FROM PERTH.

B. APPROACHES, LIGHTS, ETC. (3-83) (USS BAINBRIDGE) CHARTS 74581, 74583, AND 74584 REFER WHEN APPROACHING GAGE ROADS. THE OBELISK ON BUCKLAND HILL (32°01'03"S/115°45'34"E) IS AN EXCELLENT LANDMARK. ROTTNEST ISLAND LIGHT AND BATHURST POINT LIGHT ARE ALSO GOOD AIDES. THE VISUAL RANGE MARKING THE APPROACH CHANNEL TO COCKBURN SOUND IS EASILY SEEN AND THE CHANNEL IS WELL LAID OUT WITH EXCELLENT MARKINGS. EACH CHANNEL MARKER IS EQUIPPED WITH RADAR REFLECTORS. COCKBURN SOUND PRESENTS VERY GOOD VISUAL AND RADAR REFERENCE POINTS THAT ARE EASILY LOCATED BOTH ON THE CHART AND IN THE SOUND ITSELF.

(10-85) (FICPAC) CONSULT DMAHTC PUB 175 (2ND ED 1984) PAGE 147.

C. PILOTAGE. (3-83) (USS BAINBRIDGE) USE OF PILOTS IS COMPULSORY. PILOTS ARE BOARDED IN THE VICINITY OF THE FAIRWAY LANDFALL BUOY EITHER VIA HELO OR BOAT. WHEN PILOTS BOARD BY BOAT, USE OF A JACOBS LADDER IS SPECIFICALLY REQUESTED. THE PILOTS ARE EXCELLENT AND COMMUNICATE WITH PORT AUTHORITIES AND TUGS VIA VHF WALKIE-TALKIE ON CHANNEL 12 AND 14.

D. ENTRANCE. (7-83) (USS TEXAS) CONSULT PUB 175 AND CHART 74584. THE MAIN APPROACH LIES NORTHWARD OF ROTTNEST ISLAND.

E. CHANNEL. (3-83) (USS BAINBRIDGE) THE CHANNEL IS VERY WELL MARKED. SOUNDINGS AGREE CLOSELY WITH CHARTED DEPTH THROUGHOUT. ONLY ONE-WAY TRAFFIC IS ALLOWED THROUGH THE CHANNEL DUE TO THE RESTRICTED WIDTH. THIS IS COORDINATED BY THE PORT AUTHORITY PRIOR TO PORT ENTRY. ADDITIONALLY, A SECOND SHIP TRAVERSING THE CHANNEL IN THE SAME DIRECTION CAN NOT ENTER THE CHANNEL UNTIL THE LEADSHIP IS HALF WAY THROUGH THE CHANNEL.

F. ANCHORAGES. (3-83) (USS BAINBRIDGE) TWO FIRST CLASS MOORING BUOYS EXIST. ALFA BUOY LOCATED AT 32°13'48"S/115°42'18"E AND BRAVO BUOY LOCATED AT 32°13'30"S/115°42'19"E. MAXIMUM LENGTH ACCOMMODATED IS 1050 FT. THE SUBMARINE AND CRUISER PIERS ARE ACCURATELY DEPICTED ON THE CHARTS.

G. WRECKS AND OBSTRUCTIONS. (3-83) (USS BAINBRIDGE) NO NEW INFORMATION AVAILABLE; HOWEVER, CHARTS APPEAR TO BE ACCURATE IN ALL RESPECTS.

H. TIDES AND CURRENTS. (3-83) (USS BAINBRIDGE) NO NEW INFORMATION AVAILABLE. NEGLIGIBLE CURRENTS (LESS THAN ONE HALF KNOT) AND RANGE OF TIDE IS LESS THAN TWO FEET.

COCKBURN SOUND, AUSTRALIA

I. WEATHER AND WINDS. (3-83) (USS BAINBRIDGE) COCKBURN SOUND IS RELATIVELY WELL PROTECTED FROM HEAVY WEATHER AND SEA EFFECTS. THE CRUISER AND SUBMARINE PIERS ARE PARTICULARLY WELL PROTECTED BY MAN-MADE BREAKWATERS AND GARDEN ISLAND ITSELF. WINDS CAN BE VERY STRONG AND LITTLE SHELTER IS AFFORDED FROM WINDS. STRONG WINDS OF UP TO 30 KNOTS WERE EXPERIENCED DURING A PORT VISIT IN JANUARY 1983.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (3-83) (USS BAINBRIDGE) BOTH CRUISER AND SUBMARINE PIERS ARE WELL CONSTRUCTED AND EXCELLENTLY MAINTAINED. THE 12" X 12" PILINGS ARE UTILIZED FOR FACINGS AND CAMELS ARE AVAILABLE UPON REQUEST. PIER SURFACES ARE OF CONCRETE CONSTRUCTION WITH PARKING FACILITIES ON THE PIER.

ELECTRICAL POWER IS AVAILABLE: CRUISER PIER, 800 AMPS, 440 V, 60 HZ, 3 PHASE AT EACH OF EIGHT OUTLETS. ONE TRANSFORMER SUPPLIES TWO 800 AMP OUTLETS. SUBMARINE PIER, 440V/200 AMP DC AT EACH OF FOUR OUTLETS. 220V/200 AMP DC AT EACH OF FOUR OUTLETS. 380/650 VOLTS, 1600 AMPS AVAILABLE AT EACH OF TWO OUTLETS FOR BATTERY CHARGING. 440V, 60HZ, 3 PHASE 800 AMPS AVAILABLE FROM EACH OF TWO OUTLETS. 115V, 60HZ, 3 PHASE, 150 AMPS AVAILABLE AT EACH OF FOUR OUTLETS. SHORE STEAM: 150 PSI AVAILABLE AT THE CRUISER PIER. HMAS STERLING SUPPLIES HOSES AND FITTINGS.

(7-83) (USS TEXAS) TEXAS MOORED AT THE DESTROYER WHARF, HMAS STIRLING, GARDEN ISLAND (6 STANDARD LINES, DOUBLE, AND 2 BREASTS & 1 STORM). THE BERTH IS 274 M (900 FT) IN LENGTH AND DEPTH ALONGSIDE IS 11 M (36 FT). STEAM IS AVAILABLE AT BERTH AND DELIVERY PRESSURE IS 150 PSI. ELECTRICITY IS AVAILABLE AT BERTH (440AC, 60 CY, 3 PHASE) 24 HOURS A DAY.

SUBMARINE WHARF, HMAS STIRLING, GARDEN ISLAND, IS OF CONCRETE, 183 M (600 FT) IN LENGTH, AND DEPTH ALONGSIDE IS 11 M (36 FT).

B. FUEL, LUBE, AND DIESEL OIL. (3-83) (USS BAINBRIDGE) FUEL OIL AND DIESEL CAN BE SUPPLIED VIA LIGHTER WHILE LUBRICATION OIL IS SUPPLIED IN DRUMS. PRIOR NOTICE IS REQUIRED IN ALL CASES. HMAS STERLING REPORTS THAT FUELING CAPABILITIES ARE LIMITED WITH FREQUENT DELAYS WHEN SEVERAL SHIPS ARE IN PORT SIMULTANEOUSLY.

KP5 FUEL IS AVAILABLE AT PERTH INTERNATIONAL AIRPORT FOR AIRCRAFT ONLY.

C. MECHANICAL HANDLING FACILITIES. (3-83) (USS BAINBRIDGE) TEN-TON TRUCK CRANES ARE AVAILABLE AT BOTH THE CRUISER AND SUBMARINE PIERS.

D. DRYDOCKS AND REPAIR. (3-83) (USS BAINBRIDGE) THERE IS NO DRYDOCK FACILITY. THE FOLLOWING WORKSHOP FACILITIES ARE AVAILABLE: FITTING AND MACHINERY, TOOL GRINDING, HARDNESS AND SPRING TESTING, INTERNAL COMBUSTION MAINTENANCE AND REPAIR, PLUMBING AND SHEET METAL WORK, WELDING (FULL RANGE), HEAT TREATMENT, ELECTRICAL REPAIR AND MAINTENANCE, ELECTRONIC REPAIR AND MAINTENANCE, COMMUNICATION EQUIPMENT REPAIR AND MAINTENANCE, WEAPONS AND TORPEDO MAINTENANCE, SUBMARINE PERISCOPE AND MAST REPAIR MAINTENANCE, AND HULL AND WOOD REPAIRS.

COCKBURN SOUND, AUSTRALIA

E. WAREHOUSES AND STORAGES. (3-83) (USS BAINBRIDGE) CALL EXT 366 ON BASE FOR WAREHOUSE. THERE IS LIMITED STORAGE IN BRICK TYPE BUILDINGS.

F. STEVEDORE AVAILABILITY. (3-83) (USS BAINBRIDGE) NONE. LINEHANDLING IS ACCOMPLISHED BY AUSTRALIAN NAVY ENLISTED MEN.

G. PORT CAPACITY. (3-83) HMAS STIRLING CAN ACCOMMODATE FOUR CG/DD TYPE SHIPS OR FOUR SUBMARINES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (3-83) THERE IS NO RAIL ACCESS, BUT PIERS ARE FULLY ACCESSIBLE BY EXCELLENT ROADS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGES. (3-83) DIESEL TUGS ARE AVAILABLE, CAPABLE OF HOLDING 900 TONS OF DIESEL AND FUEL OIL. THEY ARE NOT EQUIPPED WITH BOOMS. SERVICE IS GOOD BUT THE FUEL FLOW RATE IS SLOW. LIGHTERS ARE ARRANGED BY TELEPHONE FROM NOCWA (NAVAL OFFICER COMMANDING WESTERN AUSTRALIA).

B. WATER. (3-83) (USS BRAINBRIDGE) PIER PRESSURE POTABLE WATER IS AVAILABLE AS FOLLOWS: CRUISER PIERS, 30 TONS/HR FROM EACH OF TWO OUTLETS. SUBMARINE PIER, 10 TONS/HR FROM EACH OF FOUR OUTLETS. WATER IS NOT AVAILABLE AT THE TWO MOORING BUOYS. DEMINERALIZED WATER IS AVAILABLE ON BASE. IT IS DEMINERALIZED ON BASE AND DELIVERED BY TRUCK IN 500-GAL QUANTITIES.

C. AIRFIELDS. (3-83) (USS BRAINBRIDGE) THE INTERNATIONAL AIRPORT AT PERTH IS EASILY ACCESSIBLE AND HAS FLIGHTS BOUND FOR ALL OVER THE WORLD. A HELICOPTER LANDING PAD IS LOCATED NEAR THE PIERS IN A VACANT SPACE BEHIND THE BUILDING JUST NORTH OF THE PIERS. AN ADDITIONAL HELO FIELD IS LOCATED AT THE PARADE GROUND. PERMISSION SHOULD BE SOUGHT FROM HMAS STERLING FOR USE OF THESE FIELDS.

D. COMMUNICATIONS. (3-83) HARBOR CONTROL SHOULD BE CONTACTED ON VHF CHANNEL 16, TWO HOURS PRIOR TO LANDFALL BUOY. HARBOR COMMON IS 253.9 MHZ. SHIPS ARE NOT REQUIRED TO GUARD FREQUENCIES IN PORT.

(3-83) (USS BRAINBRIDGE) TELEPHONE SERVICE IS AVAILABLE FOR SHIP-BOARD HOOKUP AND PHONE BOOTHS ARE LOCATED ON THE PIER. THREE TYPES OF SERVICES ARE AVAILABLE: ISD - ACCESS TO DIRECT DIAL INTERNATIONAL CALLS WITHOUT THE NECESSITY OF AN OPERATOR. SD - DIRECT DIAL WITHIN AUSTRALIA ONLY. NTD - LOCAL CALLS ONLY VIA OPERATOR.

E. MEDICAL. (5-85) SEE L22/MED.

F. GASOLINE. (3-83) (USS BRAINBRIDGE) FUEL FOR SHIP'S VEHICLES MAY BE OBTAINED FROM HMAS STERLING PUBLIC WORKS SERVICE STATION.

G. PROVISIONS. (3-83) (USS BRAINBRIDGE) EXCELLENT QUALITY FFV, WHOLE MILK AND OTHER DAIRY PRODUCTS PLUS ENTIRE RANGE OF OTHER PROVISIONS. DRY STORES AND MEAT ARE AVAILABLE FROM EITHER OF TWO SHIP CHANDLERS

COCKBURN SOUND, AUSTRALIA

SERVING PERTH, FREMANTLE, AND ROCKINGHAM AREAS. NOCWA MAINTAINS DELIVERY-ORDER-TYPE CONTRACTS WITH CHANDLERS. DUE TO THE RELATIVE ISOLATION OF PERTH, SOME SPECIALTY ITEMS AND VERY LARGE QUANTITY ORDERS MAY REQUIRE DELIVERY FROM SYDNEY. ADVANCE PLANNING IS NECESSARY IN THESE INSTANCES. PRICES ARE SIMILAR TO THE UNITED STATES.

H. GARBAGE DISPOSAL. (3-83) (USS BRAINBRIDGE) AUSTRALIAN QUARANTINE LAWS REQUIRE STRICT CONTROL ON LANDING OF ANY GARBAGE RESULTING FROM FOOD PREPARATION. SPECIAL GARBAGE FACILITIES ARE AVAILABLE ON THE PIER AT HMAS STERLING TO MEET THESE REQUIREMENTS.

(7-83) (USS TEXAS) GARBAGE IS PICKED UP DAILY, MONDAY THROUGH FRIDAY. ON WEEKENDS, PICKUPS ARE DONE ON CALL ONLY.

4. PERSONALIA

A. CALLS. (7-83) (USS TEXAS) THE FOLLOWING CALLS MAY BE MADE:

NAVAL OFFICER COMMANDING WESTERN AUSTRALIA (NOCWA)
COMMANDING OFFICER, HMAS STIRLING
PRESIDENT, ROCKINGHAM SHIRE

B. HONORS. (7-83) (USS TEXAS) COCKBURN SOUND IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (10-85) (FICPAC) GARDEN ISLAND LIES JUST OFF THE SOUTHWEST COAST OF WESTERN AUSTRALIA. IT SHELTERS COCKBURN SOUND AND THE APPROACHES TO THE PORTS OF KWINANA AND ROCKINGHAM. IT HAS AN AREA OF 2,338 ACRES AND IS GENERALLY SANDY AND THICKLY WOODED.

GARDEN ISLAND WAS FIRST SIGHTED BY THE FRENCH NAVIGATOR, CAPT HAMELIN, IN 1801 AND NAMED ILE DE BAUCHE BY HIM. IN 1829, A BRITISH COLONY EXPEDITION, PREVENTED FROM LANDING ON THE MAINLAND BY ROUGH SEAS, LANDED ON THE ISLAND INSTEAD AND PROCLAIMED THE COLONY. IN THE SAME YEAR, LT GOVERNOR, CAPT STIRLING, PLANTED SEEDS FOR A GARDEN, AND IT BECAME THE ISLAND'S NAME. THIS SETTLEMENT WAS SHORT-LIVED AND THE ISLAND WAS ABANDONED FOR FREMANTLE. LATER IN THE CENTURY, A LARGE BAY ON ITS SOUTHEAST COAST WAS UTILIZED FOR CAREENING (BEACHING SHIPS FOR REPAIRS).

DURING WW II, THE ISLAND WAS A SECRET MILITARY TRAINING BASE, AND SOME NAVAL FACILITIES REMAIN ON ITS SOUTHERN AREA WHERE HMAS STIRLING IS ESTABLISHED. ALSO, EXTENSIVE RESORT FACILITIES HAVE DEVELOPED SINCE FERRY SERVICES FROM PERTH AND ROCKINGHAM COMMENCED.

B. LIBERTY. (7-83) (USS TEXAS) ONE OFFICER AND TWO PETTY OFFICERS ARE REQUIRED FOR SHORE PATROL. RAN POLICE WILL PICK UP SHORE PATROL AT SHIP FOR LOCAL AREA PATROL. SHORE PATROL HEADQUARTERS IS AT THE BASE POLICE HEADQUARTERS. THE NEAREST POLICE STATION IS ROCKINGHAM SHIRE POLICE STATION.

OVERNIGHT LIBERTY WAS GRANTED FOR ALL PETTY OFFICERS AND ABOVE. WHILE ROCKINGHAM SHIRE IS SMALL, PERTH/FREMANTLE GENERAL AREA CAN ABSORB A LARGE LIBERTY PARTY. A BEACH GUARD IS RECOMMENDED IF ANCHORED IN

COCKBURN SOUND, AUSTRALIA

COCKBURN SOUND.

C. CLUBS AND BARS. (3-83) THERE IS A JUNIOR ENLISTED CLUB, A SENIOR ENLISTED CLUB AND AN OFFICER'S CLUB ON BASE. A LIST OF CLUBS OFFERING HONORARY MEMBERSHIPS CAN BE OBTAINED IN THE FREMANTLE/PERTH CLUBS AND BARS SECTION.

D. RESTAURANTS. (3-83) AUSTRALIA OFFERS OUTSTANDING DINING IN A WIDE VARIETY OF CUISINES AND PRICE RANGES. A FEW RECOMMENDED RESTAURANTS ARE: BLUE LAGOON, PRIDEAU'S, AND GARLIC CLOVE. MANY RESTAURANTS HAVE A FULL LIQUOR SERVICE LICENSE, WHILE OTHERS HAVE A LICENSES WHICH ALLOWS PATRONS TO BRING THEIR OWN. THE FOLLOWING ARE OFTEN SEEN IN ADVERTISEMENTS: BYOL-BRING YOUR OWN LIQUOR, BYOW-BRING YOUR OWN WINE, BYOG-BRING YOUR OWN GROG, AND BYO-BRING WHATEVER YOU'D LIKE.

E. HOTELS. (7-83) (USS TEXAS) A FEW RECOMMENDED HOTELS ARE:

| | | | |
|------------------|------------|------------|--------------|
| OCEAN CLIPPER | ROCKINGHAM | AS\$ 30.00 | LIQUOR AVAIL |
| ROCKINGHAM HOTEL | ROCKINGHAM | --- | " " |
| LEISURE INN | ROCKINGHAM | --- | " " |

NUMEROUS HOTELS THROUGHOUT FREMANTLE/PERTH AREA.

F. ATHLETICS. (7-83) (USS TEXAS) TWO PLAYING FIELDS ARE ON BASE HMAS STIRLING. NUMEROUS GOLF COURSES AND TENNIS COURTS ARE AVAILABLE IN TOWN. AUSTRALIANS ENJOY COMPETITION IN ALL SPORTS WITH U.S. NAVY SHIPS. THE POINT OF CONTACT IS BASE LIAISON OFFICER.

G. BEACHES. (3-83) THERE ARE NUMEROUS BEACHES THROUGHOUT THE AREA. RECOMMENDED ARE:

KWINAN - ACROSS THE BAY FROM STIRLING WEST.
ROCKINGHAM - SOUTHWEST ACROSS THE BAY ROCKINGHAM.
AQUATIC CENTER - ACROSS THE BAY FROM STIRLING WEST WARNBRO, 5 MI SOUTH OF GARDEN ISLAND.
SHOALWATER BAY - ONE MILE SOUTH OF CAUSEWAY GUARD HOUSE.

WATER SPORTS ARE MOST POPULAR IN AUSTRALIA. THERE ARE OPPORTUNITIES TO SURF, SAIL, WATER SKI, SKIN DIVE, SNORKEL, FISH, WATER HANG GLIDE, AND BOAT RACE. THE BEST SWIMMING AREAS ARE ALONG THE SWAN RIVER AT CRAWLEY, COMO, AND PEPPERMINT BEACHES. FOR SURFERS, THERE IS SCARBOROUGH BEACH WITH AN AVERAGE SURF OF 4-6 FT. TRIGGS ISLAND AND COTTESLOE BEACHES ALSO HAVE GOOD SURFING. ALL THREE ARE WITHIN 5-10 MILES OF PERTH.

H. CHURCHES. (3-83) (USS TEXAS)
ROCKINGHAM CATHOLIC PARISH - 1800 (SAT), 0900, 1100 (SUN)
INNER CITY FAITH FELLOWSHIP, ROCKINGHAM - 1030, 1800 (SUN)

I. TRANSPORTATION. (7-83) (USS TEXAS) SHIP'S VEHICLES CANNOT BE OFFLOADED. THERE IS ONE HELICOPTER LANDING AREA AT HMAS STIRLING.

COCKBURN SOUND, AUSTRALIA

BUS SERVICE IS AVAILABLE 0630-2330 BUT NOT AVAILABLE TO THE PORT. THE RATE IS US\$1.80. IN PERTH/FREMANTLE AREA, CREW MEMBERS IN UNIFORM RIDE FREE. TAXIS ARE METERED AND AVAILABLE 24 HOURS A DAY. EACH TAXI IS NUMBERED AND HAS COMPANY NAME ON DOORS AND TRUNK.

(3-83) (USS BRAINBRIDGE) RENTAL VEHICLES ARE READILY AVAILABLE FROM SEVERAL AGENCIES IN PERTH, AND PRICES ARE EQUIVALENT TO UNITED STATES. CHAUFFEURS ARE AVAILABLE BUT RATHER EXPENSIVE. CHAUFFEURS MAY BE GOOD INSURANCE AGAINST ACCIDENTS DUE TO UNFAMILIARITY WITH LEFT-HAND DRIVING. USN DRIVERS MUST BE AT LEAST AGE 25. THE SERVICE PROVIDED BY LETZ RENT-A-CAR FOR CARS AND BUSES WAS EXCELLENT.

J. TOURS. (7-83) (USS TEXAS) THE POINT OF CONTACT FOR THE FOLLOWING TOURS IS WESTERN AUSTRALIA GOVERNMENT TRAVEL CENTER/TOURIST BUREAU.

| | | |
|----------------------------------|-----------|------|
| WINE TASTING (SWAN RIVER VALLEY) | 0830-1700 | \$27 |
| MARINE LIFE/WILDLIFE RESERVE | 0830-1700 | \$27 |
| AUSTRALIAN PICNIC | 1000-2000 | \$43 |
| COUNTRY HO-DOWN | 1430-2400 | \$38 |
| YORK/BEVERLY TOUR | 0830-1700 | \$27 |

K. SHOPPING. (7-83) (USS TEXAS) THERE ARE NUMEROUS MALLS IN THE AREA WITH ALL TYPES OF PRODUCTS. NINETY-SEVEN PERCENT OF WORLD'S OPALS ARE PRODUCED IN AUSTRALIA AND BARGAINS CAN BE FOUND. SHEEPSKIN PRODUCTS ARE ALSO FOUND THROUGHOUT THE AREA. PRICE BARGAINING IS NOT AN ACCEPTED PRACTICE.

ROCKINGHAM CITY SHOPPING CENTER - NATIVE FURS AND KOALA BEARS
HAY STREET MALL, PERTH - SOUVENIRS AND SHEEP SKINS
SUBIACO PAVILLION, PERTH - LEATHER PRODUCTS AND OPALS
CARILLON ON THE MALL, PERTH - LEATHER PRODUCTS AND OPALS

L. THEATERS AND CINEMA. (7-83) (USS TEXAS) NUMEROUS THEATERS EXIST IN FREMANTLE AND PERTH, SHOWING CURRENT U.S. AND AUSTRALIAN MOVIES. PRICES RANGE FROM \$5 FOR A FEATURE ENGAGEMENT DOWN TO \$3 FOR OTHER SHOWS. ALL MOVIES ARE IN ENGLISH.

M. MISCELLANEOUS. (3-83) (USS BRAINBRIDGE) NOCWA MAINTAINS CONTRACT WITH LOCAL BANKS TO PROVIDE ONBOARD CURRENCY EXCHANGE AND RE-PURCHASE SERVICES. STATE GENERAL REQUIREMENTS IN LOGREQ. BANK WILL ALSO BOARD LAST DAY IN PORT AND PAY DEALER BILLS DIRECT TO VENDOR. USN DISBURSING OFFICER THEN REIMBURSES BANK WITH US TREASURY CHECK FOR VALUE OF INVOICES PAID. SHIP'S STORE MAY OPERATE IN PORT. NO LOCALLY PURCHASED AUSTRALIAN SOUVENIRS MAY BE RESOLD IN AUSTRALIAN WATERS. CREW MUST BE CAUTIONED AGAINST VIOLATION OF AUSTRALIAN CUSTOMS LAWS BY BLACK MARKET RESALE OF SHIP STORE MERCHANDISE. CLEARANCE OF AUSTRALIAN CUSTOMS IS REQUIRED TO LAND ANY FOOD PRODUCTS OR DRINK FOR FUNCTIONS ASHORE. THIS INCLUDES BOX LUNCHES FOR SHORE PATROL AND CAKES OR SNACKS FOR OFFICIAL FUNCTIONS.

TRANSPORTATION OF CREW TO PERTH - A CRUISER USED RENTAL BUSES PROVIDED BY LOVE'S BUS COMPANY FOR TRANSPORTATION OF CREW MEMBERS TO PERTH. A PICK-UP POINT WAS ESTABLISHED AT THE PERTH SHERATON. TWO BUSES DEPARTED THE

COCKBURN SOUND, AUSTRALIA

SHERATON IN THE MORNING FOR RETURN OF OVERNIGHTERS TO DUTY. TWO BUSES MADE RETURN MORNING TRIP AFTER DUTY SECTION CHANGE. A SINGLE BUS MADE SHUTTLE TRIPS (APPROXIMATELY ONE ROUND TRIP EACH 90 MINUTES) DURING THE DAY. BUSES THEN MADE RETURN TRIPS IN THE EVENING, HOURLY EVERY 2100-0100. THIS REQUIRED THREE BUSES TO ACCOMPLISH. TOTAL COST FOR FIVE DAYS WAS \$5,000. A 16-PASSENGER VAN WAS UTILIZED WITH SHIP'S DRIVERS TO SHUTTLE PERSONNEL TO AND FROM ROCKINGHAM FROM LIBERTY CALL TO TAPS.

(7-83) (USS TEXAS) ROCKINGHAM LAUNDRY AND DRY CLEANERS (DAILY PICK-UP AND DELIVERY ON PIER).

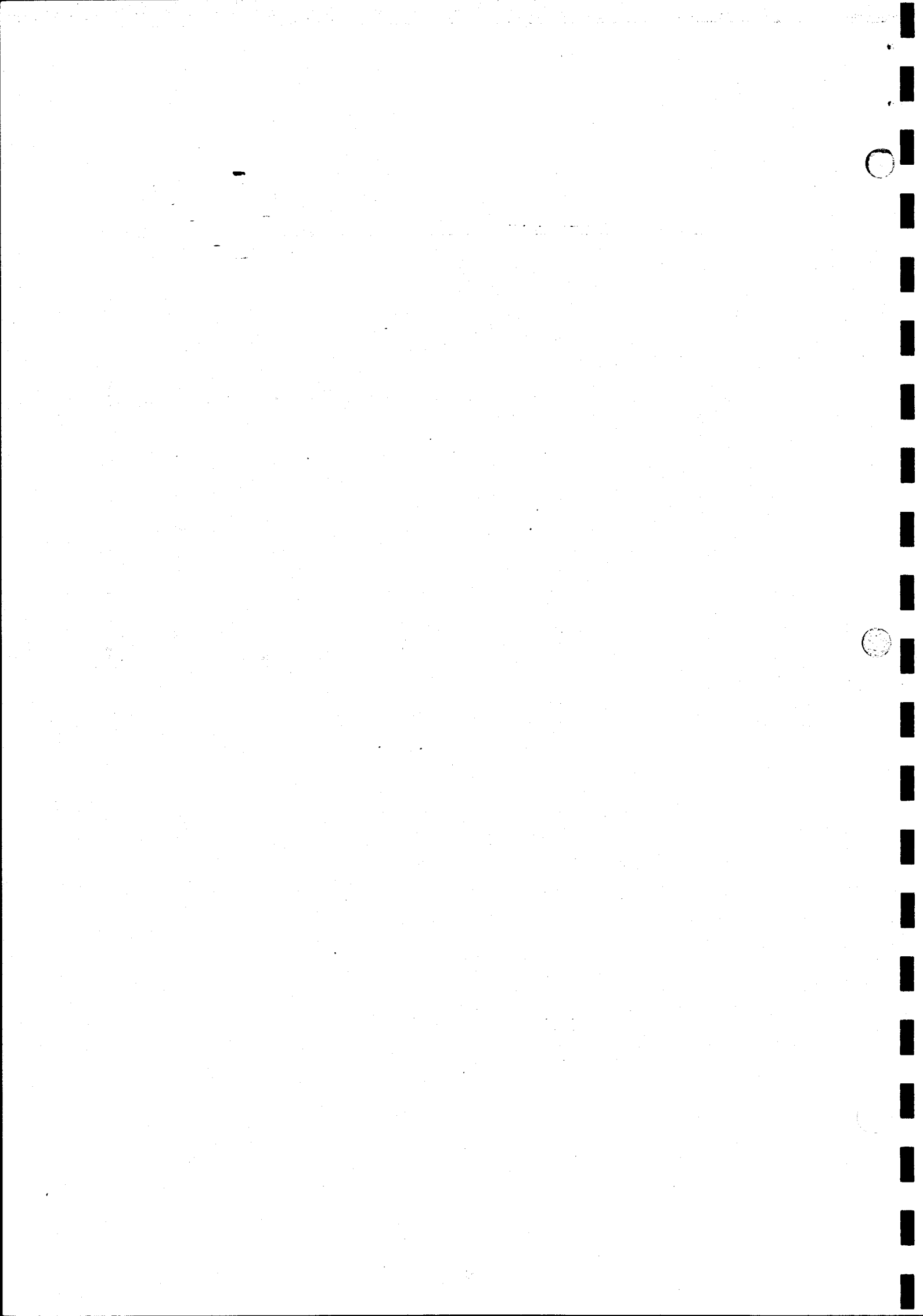
SEWAGE FACILITIES EXIST AT THE PIERS IN STIRLING AND PERMIT CHT HOOK-UP AND CONTINUOUS SERVICE.

ALTHOUGH TEXAS ENCOUNTERED NO SIGNIFICANT PROBLEMS, THE POTENTIAL DOES EXIST FOR PROBLEMS IN TWO AREAS: (1) THE 4.3 KM (2.7 MI) CAUSEWAY LINKING HMAS STIRLING TO POINT PERON ON THE MAINLAND IS CLOSED TO PEDESTRIAN TRAFFIC AT ALL TIMES, AND (2) POLLUTION OF ANY KIND IS A SERIOUS MATTER. CREWMEMBER'S AWARENESS AND PROPER CONTROLS WILL SERVE TO ELIMINATE POTENTIAL PROBLEMS. IT SHOULD ALSO BE NOTED THAT STRICT AUSTRALIAN QUARANTINE LAWS FORBID ANY FOOD, CANDY, ETC. FROM BEING CARRIED INTO AUSTRALIA.

WHEN CONSIDERING VEHICLE RENTAL, TAKE INTO ACCOUNT THAT AUSTRALIANS DRIVE ON THE LEFT SIDE OF THE ROAD AND THE STEERING WHEEL IS LOCATED ON THE RIGHT SIDE OF THE CAR. CREWMEMBERS WERE NOT AUTHORIZED TO RENT AUTOMOBILES FOR SAFETY REASONS.

THE MODERN FACILITIES, FRIENDLY PEOPLE, AND NUMEROUS ENTERTAINMENT POSSIBILITIES IN THE ROCKINGHAM - FREMANTLE/PERTH AREA MAKE HMAS STIRLING A SATISFYING PORT TO VISIT. THE ABILITY TO MOOR AND GET PIER SERVICES ALLOWS PROPULSION PLANT MAINTENANCE.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (10-85)



COCKBURN SOUND, AUSTRALIA

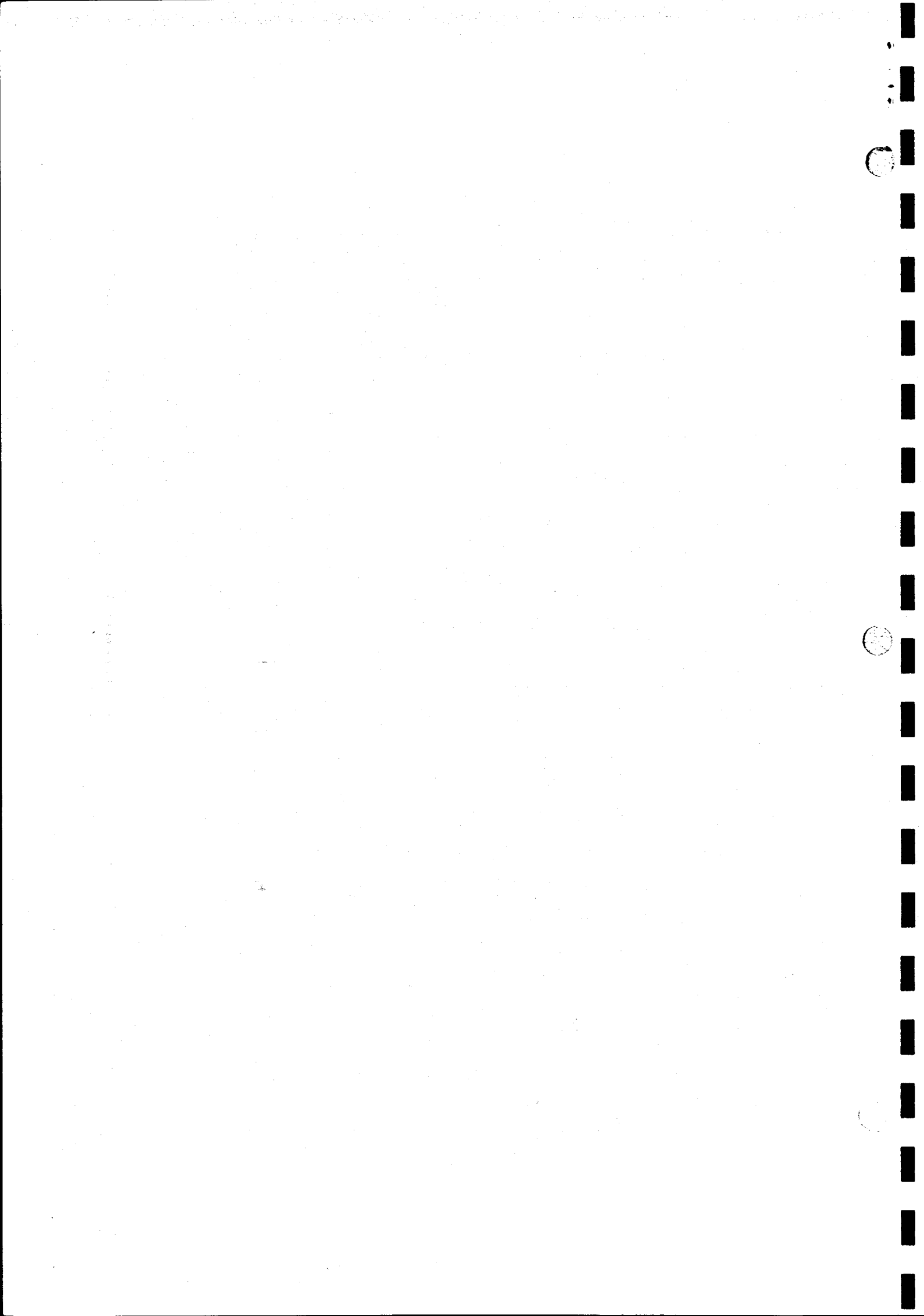
3. E. MEDICAL. (5-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN COCKBURN SOUND ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE (24-HRS A DAY) AT THE HMAS STERLING CLINIC, TEL: EXT. 555, 365, AND 397. PATIENTS ARE ADMITTED FOR UP TO 48 HRS FOR MINOR PROBLEMS: MORE COMPLICATED CASES ARE TRANSFERRED TO A LARGER HOSPITAL IN NEARBY FREMANTLE/PERTH.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HOUR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.



PORT HEDLAND, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (10-85) PORT HEDLAND (20°19'S/ 118°34'E) IS LOCATED ON THE NORTHWEST COAST OF WESTERN AUSTRALIA. IT IS DEFINED ALL WATER WITHIN A RADIUS OF 18.5 KM (11.5 MI) OFF HUNT POINT BEACON. THE INNER HARBOR COMMENCES FROM A LINE DRAWN BETWEEN HUNT POINT BEACON AND AIREY POINT BEACON. THE INNER HARBOR IS APPROACHED BY A CHANNEL.

B. APPROACHES, LIGHTS, ETC. (10-85) CONSULT DMAHTC PUB 175 (2ND ED 1984), CHART 74491 (2ND ED 8 JAN 77), AND 74492 (5TH ED 9 FEB 85, CORR NM 6/85).

(10-83) (USS LOCKWOOD) CONSULT AUSTRALIAN CHARTS 53 (1970 CORR 1982), 739 (70 CORR 82), AND 54 (74 CORR 82). THEY ARE PUBLISHED BY HYDROGRAPHIC SERVICE, RAN, AND ARE OBTAINED FROM AUSTRALIAN NAVY.

(10-84) (USS PAUL F FOSTER) THE APPROACHES TO PORT HEDLAND, THROUGH A LENGTHY (STARTS 20 NM OUT) AND NARROW CHANNEL, WERE WELL DEFINED AND NOT PARTICULARLY DIFFICULT. DREDGING WAS NOTED IN THE AREA IN ORDER TO MAINTAIN CHARTED DEPTHS. CHANNEL DEPTHS RECORDED ON FATHOMETER WERE GENERALLY GREATER THAN CHARTED DEPTH BY 7 FT AT BUOY 13 TO 3 FT IN THE HARBOR. TWO OIL PLATFORMS WERE LOCATED AT CHANNEL ENTRANCE AT 20°13.1S7/118°29'.8E9 AND 20°12.6'S1/118°29.2'E3 THAT WOULD BE EXCELLENT NAV AIDS. PLATFORMS ARE EXPECTED TO BE THERE FOR AT LEAST SEVERAL MORE MONTHS. BUOY NO. 16 WAS NOT IN CHARTED POSITION. PORT IS STILL CONVERTING TO IALA BUOY SYSTEM. ALL BUOYS ARE LABELED BUT ODD NUMBERED BUOYS ON LANDWARD SIDE ARE NOT LABELED. TIDAL RANGE WAS 18 FT WITH CURRENTS ABOVE SEVERAL KNOTS. RECOMMEND MAKING PORT AT SLACK WATER OR ON FLOOD TIDE TO ASSIST IN TURNING AROUND FOR STARBOARD SIDE TO LAND AT WHARVES ONE OR THREE. FOSTER MOORED AT WHARF ONE WHICH IS IN EXCELLENT SHAPE. THE CONVENIENT BROW WAS NOT AVAILABLE, CAUSING FOSTER TO USE THE ACCOMMODATION LADDER AT HIGH TIDE AND LONG BROW AT LOW TIDE. ADDITIONALLY, AT LOW TIDE THE ACCOMMODATION LADDER HAD TO BE RIGGED IN AND THE BOAT BOOM UNSHIPED TO AVOID DAMAGE. LINES HAD TO BE TENDED DURING TIDAL CHANGE AND WHEN SHIPS PASSED BY FROM IRON ORE DOCK TO SEA.

C. PILOTAGE. (10-85) CONSULT PUB 175.

(10-84) (USS PAUL F FOSTER) TUG AND PILOT SERVICES WERE EXCELLENT ALTHOUGH TUGS WERE NOT USED DURING DEPARTURE.

(10-83) (USS LOCKWOOD) PILOTS BOARDED AT 20°13'S/118°33'E AND THEIR PROFICIENCY WAS OUTSTANDING. SIX DIESEL-POWERED TUGS WERE AVAILABLE. ESTIMATED POWER OF TUGS WERE 2400 - 3156 HP.

D. ENTRANCE. (10-85) CONSULT PUB 175.

E. CHANNEL. (10-85) CONSULT PUB 175.

F. ANCHORAGES. (10-85) CONSULT PUB 175.

(10-83) (USS LOCKWOOD) ANCHORAGE WITHIN PORT LIMITS IS NOT ADVISABLE DUE TO LARGE RANGE OF TIDES, CURRENTS, AND NARROWNESS OF CHANNEL.

G. WRECKS AND OBSTRUCTIONS. (10-85) CONSULT PUB 175.

PORT HEDLAND, AUSTRALIA

H. TIDES AND CURRENTS. (10-85) CONSULT PUB 175.
(10-83) (USS LOCKWOOD) TIDES ARE NOT IN U.S. TIDE TABLES. RECOMMEND USING AUSTRALIAN NATIONAL TIDE TABLES (PILOT CAN PROVIDE PORT TIDES).

I. WEATHER AND WINDS. (10-85) CONSULT PUB 175.
(10-84) (USS PAUL F FOSTER) WEATHER WAS HOT AND HUMID WITH TEMPERATURE IN THE LOW 100°F'S DURING THE DAY AND COOL AT NIGHT.
(10-83) (USS LOCKWOOD) NEARLY CONSTANT WESTERLY WIND OF 10-15 KTS WAS BLOWING.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (10-85) CONSULT PUB 175.
(10-84) (USS PAUL F FOSTER) 240V, 60HZ, AND 3 PHASE ELECTRICITY WAS AVAILABLE. FOSTER REMAINED ON SHIP'S POWER DURING VISIT.

B. FUEL, LUBE, AND DIESEL OIL. (10-84) (USS PAUL F FOSTER) DFM WAS READILY AVAILABLE FROM BRITISH PETROLEUM WITH A PUMPING RATE OF 21,000 GAL/HR. JP-5 IS NOT AVAILABLE IN WESTERN AUSTRALIA AND MUST BE TRUCKED IN AT HIGH COST FROM EASTERN AUSTRALIA.

(10-83) (USS LOCKWOOD) ABUNDANT FUEL WAS AVAILABLE AND DELIVERED VIA PIPE WITH A 6.35 CM (2.5 IN) CONNECTION AT THE RATE OF 30,000 GAL/HR AT WHARF ONE. SHELL CO. OF AUSTRALIA LTD., CALTEX OIL PTY. LTD, AND BRITISH PETROLEUM AUSTRALIA LTD OWN THE BUNKERING FACILITIES.

C. MECHANICAL HANDLING FACILITIES. (10-83) (USS LOCKWOOD) ONE 6-TON MOBILE CRANE, TWO 4.5-TON FORKLIFTS, TWO 4-TON FORKLIFTS, AND SIX 3-TON FORKLIFTS ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (10-83) (USS LOCKWOOD) THERE ARE NO DRYDOCKS. MINOR REPAIR FACILITIES ARE LIMITED TO ELECTRICAL EQUIPMENT AND ENGINE.

E. WAREHOUSES AND STORAGE. (10-83) (USS LOCKWOOD) THERE ARE TWO CORRUGATED ROOF WAREHOUSES [487 M SQ (5,242 SQ FT) AND 1,600 SQ M (17,223 SQ FT)] ON PIERS 1 AND 3.

F. STEVEDORES. (10-83) (USS LOCKWOOD) STEVEDORES OF 12-MEN GANGS ARE AVAILABLE 24 HOURS A DAY.

G. PORT CAPACITY. (10-83) (USS LOCKWOOD) THE PORT CAN ACCOMMODATE TWO FF/CG SIZE SHIPS; HOWEVER, RECOMMEND ONE DUE TO PAUCITY OF FACILITIES AND SIZE OF TOWN.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (10-83) (USS LOCKWOOD) DIESEL-POWERED LIGHTERS FOR GARBAGE HAULING ARE AVAILABLE.

B. WATER. (10-84) (PAUL F FOSTER) POTABLE WATER IS AVAILABLE, BUT

PORT HEDLAND, AUSTRALIA

NON-STANDARD FITTINGS MUST BE USED.

(10-83) (USS LOCKWOOD) POTABLE WATER WAS DELIVERED THROUGH A PIPE WITH A 6.35 CM (2.5 IN) CONNECTION ON THE PIER AT A RATE OF 586 L (155 GAL)/HR.

C. AIRPORTS. (10-85) (FICPAC) PORT HEDLAND AIRPORT IS 9 KM (5.6 MI) SOUTH OF THE PORT WITH DAILY SERVICE PROVIDED BY ANSETT AND WEEKLY SERVICES FROM TAA. IT HAS TWO RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | |
|--------------------|---------------------------------|---------|
| 140/320 | 2,499 X 45.7 M (8,200 X 150 FT) | ASPHALT |
| 180/360 | 1,198 X 18.3 M (3,930 X 60 FT) | GRAVEL |

D. COMMUNICATIONS. (10-83) (USS LOCKWOOD) THE HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 (156.8 MHZ) WITH A CALL SIGN "PORT HEDLAND HARBOR". SHIPS AT ANCHOR MUST GUARD CHANNEL 16. THERE IS ALDIS SIGNALING LAMPS ON THE PORT CONTROL TOWER.

THERE ARE NORMAL COMMERCIAL TELEPHONE LINES IN TOWN, INTERNATIONAL LINES AT THE POST OFFICE, AND A STANDARD INTERNATIONAL LINE AVAILABLE ON THE SHIP. CONUS CALLS ARE MADE WITH A 1-2 MINUTE WAITING TIME.

POST OFFICE HOURS ARE 0830 TO 1630 AND MAIL WAS DELIVERED THROUGH CUSTOMS.

(10-84) (USS PAUL F FOSTER) ALL MAIL MUST GO THROUGH THE AUSTRALIAN POSTAL SYSTEM, REQUIRING AUSTRALIAN STAMPS.

E. MEDICAL. (5-85) SEE L23/MED.

F. GASOLINE. (10-83) (USS LOCKWOOD) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (10-84) (USS PAUL F FOSTER) PROVISIONS OBTAINED WERE OF EXCELLENT QUALITY, PARTICULARLY FRESH FRUITS AND VEGETABLES. PROVISIONS WERE TRUCKED FROM HMAS STIRLING IN ROCKINGHAM, WESTERN AUSTRALIA.

(10-83) (USS LOCKWOOD) PROVISIONS WERE TRUCKED IN FROM PERTH.

H. GARBAGE DISPOSAL. (10-84) (USS PAUL F FOSTER) GARBAGE DISPOSAL SERVICE IS AVAILABLE BUT EXTREMELY EXPENSIVE (\$500 PER BARGE). THE PORT HAS NO FACILITIES FOR OILY WASTE/BILGE WATER REMOVAL.

(10-83) (USS LOCKWOOD) GARBAGE DISPOSAL SERVICE IS AVAILABLE BY LIGHTER AS FREQUENTLY AS NEEDED. THE COST WAS \$378 PER TRIP. THE POINT OF CONTACT WAS ELDER-PRINCE MARINE LTD.

4. PERSONALIA

A. CALLS. (10-84) (USS PAUL F FOSTER) CALLS WERE MADE ON THE SHIRE PRESIDENT, HARBOR MASTER, AND GENERAL MANAGER, PORT HEDLAND AUTHORITY. A GENERAL TOUR WAS HELD IN THE AFTERNOON AND OVER 700 PEOPLE VISITED THE SHIP.

B. HONORS. (10-83) (USS LOCKWOOD) PORT HEDLAND IS NOT A SALUTING

PORT HEDLAND, AUSTRALIA

PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (10-85) THE EARLIEST RECORDED VISIT TO THE AREA WAS BY THE DUTCH EXPLORER DIRK HARTOG IN 1616. NAMED AFTER CAPTAIN PETER HEDLAND, WHO DISCOVERED THE HARBOR IN 1829, PORT HEDLAND SERVED AS AN EXPORT POINT FOR THE EARLY PASTORAL PROPERTIES LYING ALONG THE DEGREY RIVER IN THE EASTERN PILBARA DISTRICT. THE FIRST JETTY WAS CONSTRUCTED IN 1896 FOLLOWED BY A NEW JETTY IN 1908 AFTER THE DISCOVERY OF GOLD NEAR MARBLE BAR. TO OVERCOME THE DIFFICULTIES IN TRANSPORTING SUPPLIES TO THE GOLDFIELDS, A RAILWAY WAS COMPLETED IN 1911. IN THE LATE 1800'S, WHEN THE PORT WAS USED BY JAPANESE PEARL DIVERS TO THE PERIOD AFTER WW II, THE PORT WAS USED PRIMARILY FOR THE EXPORT OF WOOL, LIVESTOCK, GOLD, TIN, AND LATER MANGANESE. IT WAS NOT UNTIL THE DEVELOPMENT OF THE IRON ORE INDUSTRY DURING THE 1960'S THAT ANY MAJOR CHANGE TOOK PLACE. IN 1965, GOLDSWORTHY MINING COMPANY DREDGED AN APPROACH CHANNEL, INCREASING THE SIZE OF SHIPS THAT COULD ENTER. IN ADDITION TO THE NEW WHARF BUILT TO FACILITATE LESLIE SALT COMPANY'S EXPORTS, MT. NEWMAN MINING COMPANY FURTHER IMPROVED THE CHANNEL IN 1970.

ALTHOUGH THE AREA OF PORT HEDLAND IS DEVELOPED TO CAPACITY, A NEW RESIDENTIAL AREA, SOUTH HEDLAND, IS RAPIDLY GROWING. THE 1978 CENSUS FOR POPULATION WAS 15,000.

(10-84) (USS PAUL F FOSTER) THE COMMUNITY CONSISTS OF PORT HEDLAND AND SOUTH HEDLAND, 26 KM (16 MI) INLAND. THE ECONOMY IS BASED ON IRON ORE PRODUCTION/SHIPPING AND LESLIE SOLAR SALT PLANT. THE PORT AVERAGES 45 SHIPS PER MONTH, UP TO 200,000 DWT. IRON ORE LOADING CAPACITY AVERAGES 10,000 TONS/ HR. PLANS ARE REPORTED FOR A 70-MILLION-DOLLAR PROJECT TO DEEPEN AND WIDEN THE CHANNEL TO ACCOMMODATE 300,000 DWT SHIPS.

B. LIBERTY. (10-83) (USS LOCKWOOD) SHORE PATROL IS NOT REQUIRED, BUT THREE ENLISTED MEN ARE RECOMMENDED AT LARGE GATHERINGS. THE NEAREST POLICE STATION IS ON ANDERSON ST, A SHORT WALK FROM THE PIER. RECOMMEND 100 PERSONNEL ON LIBERTY AT ONE TIME.

C. CLUBS AND BARS. (10-83) (USS LOCKWOOD) THE SEAFARER'S CENTER, WEDGE ST, OFFERED ITS FACILITY FOR VISITING USN PERSONNEL. NO PERSONAL INVITATION WAS REQUIRED. OTHERS ARE:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>TYPE LIQUOR</u> |
|-----------------|-----------------|---------------|--------------------|
| PIER HOTEL | ESPLANADE ST | REASONABLE | ALL TYPES |
| ESPLANADE HOTEL | " " | " | " " |
| HELAND HOTEL | LUKIS ST | " | " " |
| LAST CHANCE BAR | SOUTH HEDLAND | " | " " |

D. RESTAURANTS. (10-83) (USS LOCKWOOD)

PORT HEDLAND, AUSTRALIA

| <u>NAME</u> | <u>LOCATION</u> | <u>SIZE</u> | <u>PRICES</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|---------------------|----------------------|-------------|---------------|-------------|---------------|
| TALK OF THE TOWN | SOUTH HEDLAND | MED | REASONABLE | SEAFOOD | YES |
| HEDLAND HOTEL | LUKIS ST | MED | " | " | " |
| RED ROOSTER CHICKEN | SOUTH HEDLAND | - | " | CHICKEN | - |
| OASIS STEAK BAR | DEMPSTER/KEESING STS | - | - | STEAK | - |
| GEORGE'S | ANDERSON ST | - | - | CHINESE | - |

E. HOTELS. (10-84) (USS PAUL F FOSTER) THERE WERE ADEQUATE RESTAURANTS, HOTELS AND BARS TO ABSORB A LIBERTY PARTY OF 250. MAJOR HOTELS ARE: WALKABOUT HOTEL AND HEDLAND HOTEL OFFERED LIVE MUSIC AND DANCING ON FRIDAY AND SATURDAY NIGHTS. ESPLANADE HOTEL, UNDER NEW MANAGEMENT, WAS CLOSEST TO THE WHARF; THEREFORE, IT WAS POPULAR. HOSPITALITY INN WAS REPUTED TO HAVE THE NICEST ACCOMMODATIONS WITH A VERY GOOD RESTAURANT. BISTRO WAS GENERALLY REGARDED AS THE BEST RESTAURANT IN TOWN.

F. ATHLETICS. (10-84) (USS PAUL F FOSTER) PORT HEDLAND IS NOT A RESORT TOWN. HOWEVER, THE COOKE POINT RECREATION CLUB TENNIS TEAM HOSTED AN EVENING OF TENNIS. THE CLUB ALSO OFFERED SNOOKER, LAWN BOWLING, AND DARTS. A SOFTBALL GAME WAS ORGANIZED WITH A LOCAL WOMEN'S TEAM. TWO SWIMMING POOLS ARE AVAILABLE.

G. BEACHES. (10-83) SWIMMING AT THE BEACHES AROUND PORT HEDLAND IS DANGEROUS AND NOT RECOMMENDED DUE TO THE PRESENCE OF SHARKS, SEA SNAKES AND ROCKFISH.

H. CHURCHES. (10-83) THE FOLLOWING DENOMINATIONS ARE REPRESENTED IN PORT HEDLAND:

ANGLICAN 1800 (SAT), 0900 (SUN)
 BAPTIST 1000 (SUN)
 CATHOLIC 1800 (SAT), 0900, 1030 (SUN)
 SEVENTH DAY ADVENTIST 0930, 1100 (SAT)
 UNITING CHURCH 0900 (SUN)

I. TRANSPORTATION. (10-84) (USS PAUL F FOSTER) FOSTER RENTED TWO JEEPNEY'S TO PROVIDE SHUTTLE SERVICE ABOUT TOWN. TAXI SERVICE WITH A TOTAL OF 22 CARS (11 PART TIME ONLY) AT US\$1.15 PER MILE ARE AVAILABLE. BUS SERVICE IS AVAILABLE 0700-1800 MON-FRI, 0700-1200 ON SAT. WALKABOUT HOTEL PROVIDED A BUS ON FRIDAY NIGHT DIRECT TO THE SHIP. RENTAL CARS ARE AVAILABLE. MT. NEWMAN MINING CO. PTY. LTD. PROVIDED BUS AND A FREE TOUR OF THE IRON ORE MINING OPERATION.

J. TOURS. (10-83) (USS LOCKWOOD) TWO DAY-TOURS TO REGIONAL TOWNS AND NATURAL GEOLOGICAL FORMATIONS ARE OFFERED BY THE TOURIST INFORMATION CENTER, 13 WEDGE ST.

K. SHOPPING. (10-83) (USS LOCKWOOD) THERE ARE SEVERAL SMALL SHOPS IN PORT HEDLAND.

L. THEATER AND CINEMA. (10-84) (USS PAUL F FOSTER) THE ONLY MOVIE

PORT HEDLAND, AUSTRALIA

THEATERS WERE TWO DRIVE-INS.

M. MISCELLANEOUS. (10-83) (USS LOCKWOOD) THE WESTPAC BANKING CORP CONDUCTED EXCHANGE OF CURRENCY ON BOARD. NORTH STAR LAUNDRY & DRY CLEANING (TEL: 73-1565) PROVIDED DAILY DROP-OFF/PICK-UP SERVICE AT \$4.40/6 LBS.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22 PD, FICPAC, (10-85)

PORT HEDLAND

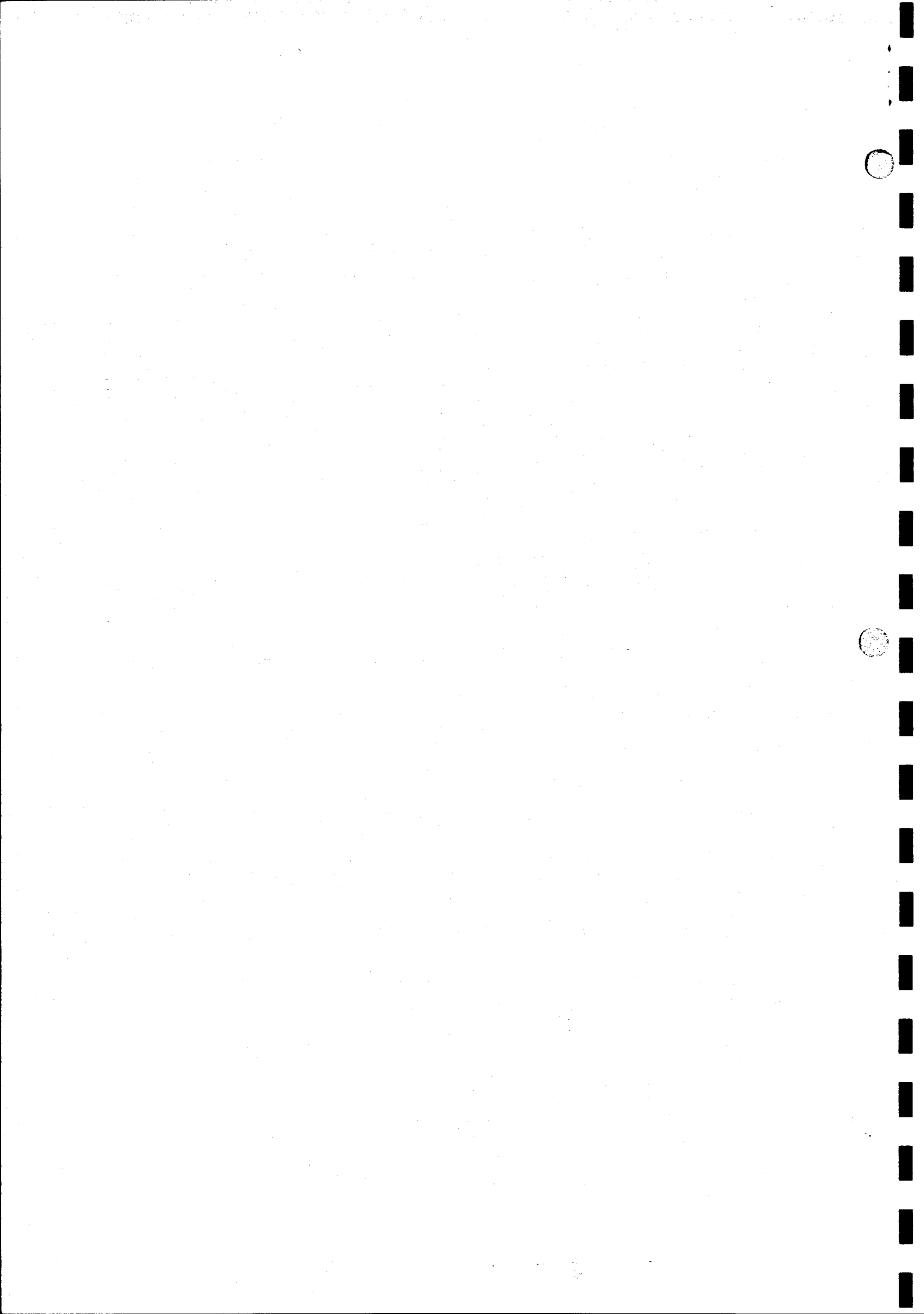
3. E. MEDICAL. (5-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN PORT HEDLAND ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT THE REGIONAL HOSPITAL (110 BEDS) IN PORT HEDLAND. SERVICES INCLUDE ALL MAJOR MEDICAL SPECIALITIES, X-RAY, AND LABORATORY FACILITIES. A 24-HR EMERGENCY SERVICE IS AVAILABLE.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HOUR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.



GEELONG, AUSTRALIA
(No input since Apr 1979)

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (10-85) GEELONG (38°09'S/144°22'E) IS SITUATED ON THE SHORES OF CORIO BAY, AN ARM OF PORT PHILLIP BAY. IT IS 72 KM (45 MI) BY ROAD FROM MELBOURNE.

B. APPROACHES, LIGHTS, ETC. (10-85) CONSULT DMAHTC PUB 127 (2ND ED 85), CHARTS 75173, 75176, AND AUSTRALIAN CHARTS 143 AND 157.

C. PILOTAGE. (4-79) PLOTS ARE COMPULSORY AND ARE VERY PROFESSIONAL. THEY BOARD INCOMING VESSELS 4.5-6.4 KM (3-4 NM) FROM A HIGH POWERED LAUNCH.

D. ENTRANCE. (10-85) CONSULT PUB 127.

E. CHANNEL. (10-85) CONSULT PUB 127.

F. ANCHORAGES. (10-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTION. (4-79) NONE.

H. TIDES AND CURRENTS. (10-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (10-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (10-85) CONSULT PUB 127.

B. FUEL, LUBE, AND DIESEL OIL. (4-79) FUEL OIL IS ABUNDANT AND DELIVERED FROM A PIPE ON THE PIER.

C. MECHANICAL HANDLING FACILITIES. (4-79) THE ONLY FACILITIES AVAILABLE ARE FORKLIFT TRUCKS.

D. DRYDOCKS AND REPAIR FACILITIES. (4-79) THERE ARE NO REPAIR FACILITIES IN THE PORT AREA.

E. WAREHOUSES AND STORAGE. (4-79) THERE ARE TWO SMALL STEEL WAREHOUSES ON CUNNINGHAM PIER.

F. STEVEDORES. (4-79) THERE HAVE BEEN NO STEVEDORES OBSERVED IN THE PORT AREA.

G. PORT CAPACITY. (4-79) THE PORT COULD ACCOMMODATE FOUR SHIPS OF DD SIZE OR SMALLER.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (10-85) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

GEELONG, AUSTRALIA

- A. LIGHTERAGE. (4-79) TUGS OF APPROXIMATELY 1,400 HP ARE AVAILABLE.
- B. WATER. (4-79) WATER IS AVAILABLE IN AN UNLIMITED SUPPLY. IT IS DELIVERED BY PIPE. WATER MUST BE REQUESTED THROUGH LOGREQ.
- C. AIRFIELDS. (10-85) THE CLOSEST AIRFIELD IS MELBOURNE INTERNATIONAL AIRPORT. SEE PARA 3C OF MELBOURNE, L5.
- D. COMMUNICATIONS. (4-79) CHANNEL 16 VHF IS USED FOR HARBOR CONTROL AND TO CONTACT THE PILOTS.
COMMERCIAL TELEPHONES ARE LOCATED THROUGHOUT THE CITY AND CALLS TO CONUS CAN BE MADE WITH LITTLE WAITING TIME.
MAIL ARRANGEMENTS MUST BE MADE THROUGH LOGREQ. THE SERVICE IS RELIABLE.
- E. MEDICAL. (5-85) SEE L24/MED.
- F. GASOLINE. (4-79) GASOLINE IS AVAILABLE THROUGHOUT THE CITY.
- G. PROVISIONS. (4-79) ALL TYPES OF PROVISIONS ARE AVAILABLE. G. C. WOOD AND SON, LTD. PROVIDES GOOD SERVICE.
- H. GARBAGE DISPOSAL. (4-79) GARBAGE DISPOSAL SERVICE IS FREE AND MUST BE ARRANGED THROUGH LOGREQ.

4. PERSONALIA

- A. CALLS. (4-79) CALLS MAY BE MADE TO THE MAYOR OF GEELONG AND THE CHAIRMAN OF GEELONG HARBOR TRUST.
- B. HONORS. (4-79) GEELONG IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (4-79) DURING COLONIAL DAYS, ITS PORT WAS THE PIVOT OF MUCH OF THE COLONY'S TRADE IN WOOL AND GRAIN FROM THE RICH AUSTRALIAN WESTERN DISTRICTS. IT ALSO WAS THE DISEMBARKATION POINT FOR THOUSANDS OF "DIGGERS" HEADED FOR THE GOLDFIELDS OF THE BRISBANE RANGES AND BEYOND.

GEELONG'S POPULATION IS ABOUT 150,000 (1977 EST). THE STRENGTH OF THE CITY IS STILL EVIDENT ALONG THE WATERFRONT PORT FACILITIES WHERE LARGE TERMINALS FOR WOOL AND GRAIN SHELTER A SIGNIFICANT PERCENTAGE OF VICTORIA'S PRIMARY PRODUCTION AS IT AWAITS SHIPMENT. AUSTRALIAN PORTLAND CEMENT, INTERNATIONAL HARVESTER, FORD MOTOR CO. OF AUSTRALIA, BIRMIID AUTO CASTINGS PTY. LTD., SHELL REFINING OF AUSTRALIA PTY. LTD., ALCOA OF AUSTRALIA LTD., AND CHEETHAM SALT CO. ARE LOCATED HERE.

THE TOWN AND SURROUNDING BAY AREAS HAVE RETAINED THEIR SMALL TOWN, COUNTRY APPEAL AND SCENIC BEAUTY.

- B. LIBERTY. (4-79) SHORE PATROL IS NOT REQUIRED IN GEELONG.

GEELONG, AUSTRALIA

C. CLUBS AND BARS. (4-79) MANY PUBS, BARS, AND NIGHTCLUBS ARE SCATTERED THROUGHOUT THE CITY. MOST OF THEM CLOSE AT 2200 DURING THE WEEK.

D. RESTAURANTS. (4-79) THERE ARE MANY FINE RESTAURANTS SERVING ALL TYPES OF FOOD AT REASONABLE PRICES.

E. HOTELS. (4-79) THERE ARE SEVERAL HOTELS THROUGHOUT THE CITY.

F. ATHLETICS. (4-79) EXCELLENT GOLF, TENNIS, AND OTHER SPORTS AREAS ARE AVAILABLE.

G. BEACHES. (4-79) GEELONG IS SURROUNDED BY MANY EXCELLENT BEACHES.

H. CHURCHES. (4-79) NO INFORMATION IS AVAILABLE.

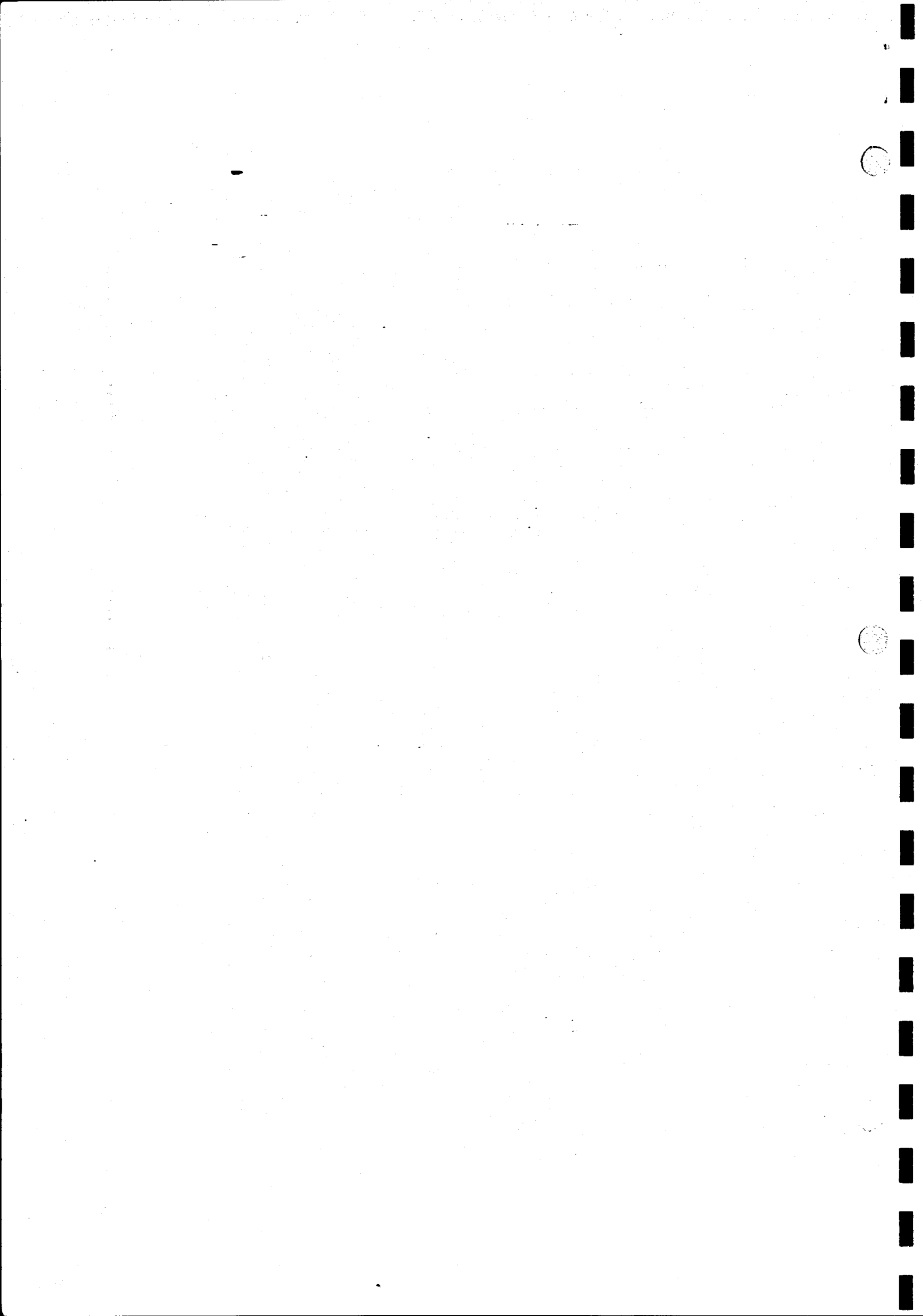
I. TRANSPORTATION. (4-79) BUSES RUN FROM 0600-2200 AND COST AS\$.40/ RIDE. THERE IS A TRAIN THAT RUNS FROM GEELONG TO MELBOURNE AND BACK, WITH THE FIRST TRAIN LEAVING GEELONG AT 0825 AND THE LAST ONE ARRIVING AT 2230. TAXIES ARE CLEARLY MARKED AND THE SERVICE RUNS 24 HOURS A DAY.

J. TOURS. (4-79) SEVERAL TOURS ARE AVAILABLE.

K. SHOPPING. (4-79) NO INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (4-79) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. NONE.



GEELONG, AUSTRALIA

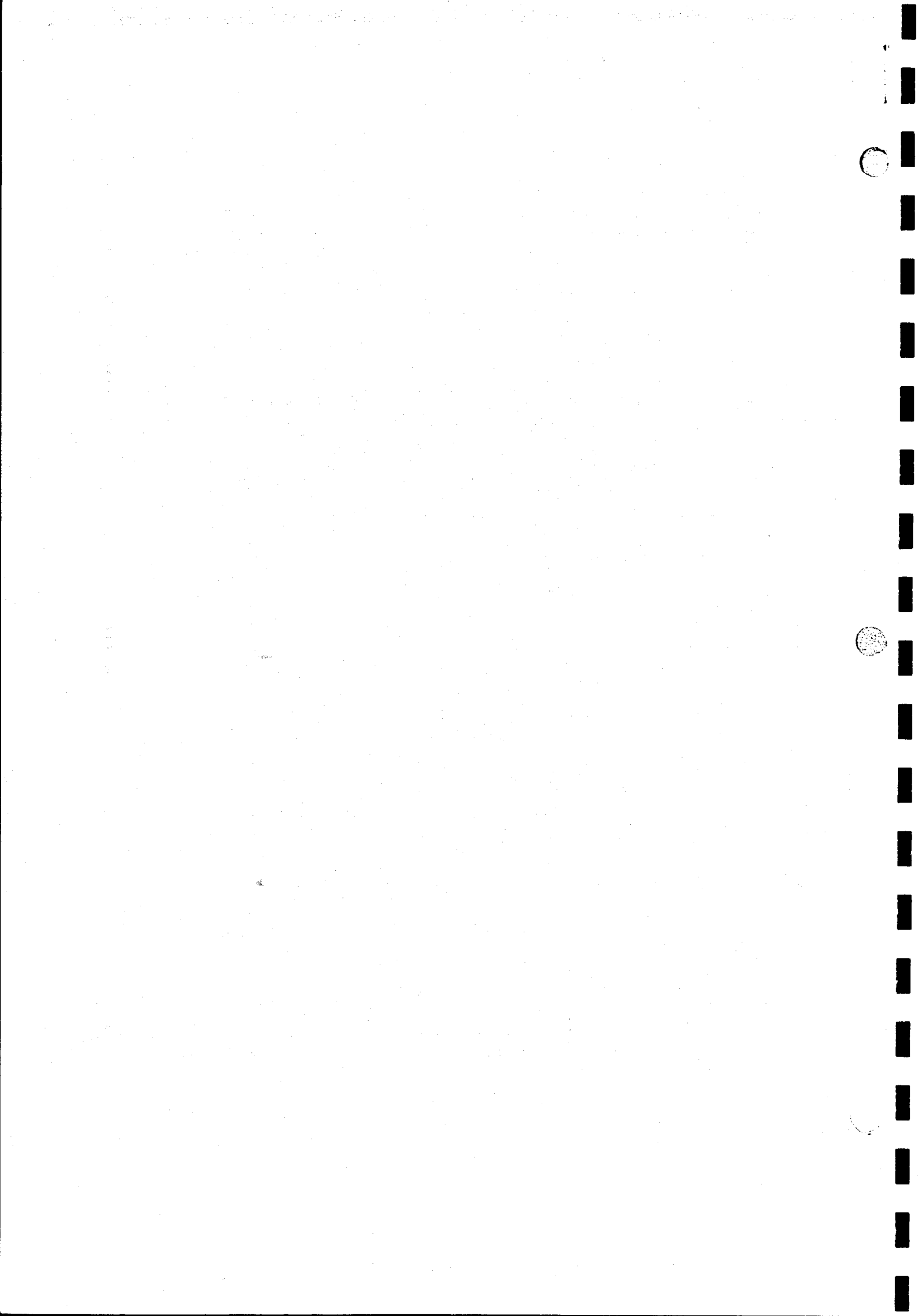
3. E. MEDICAL. (5-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN GEELONG ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT GEELONG HOSPITAL (600 BEDS). DENTAL CARE IS AVAILABLE FROM LOCAL DENTISTS IN PRIVATE PRACTICE.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HOUR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.



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ESPERANCE, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (NOV 88) THE PORT OF ESPERANCE (33-51S/121-53E) IS LOCATED ON THE SOUTHERN COASTLINE OF WESTERN AUSTRALIA AND SITUATED ON THE NORTHEASTERN SIDE OF DEMPSTER HEAD. IT COMPRISES ALL THAT WATER WITHIN A RADIUS OF 16 KM (10 MI) FROM THE WESTERN POINT OF BANDY CREEK. A 1,200 M (3,937 FT) BREAKWATER SHELTERS THE PORT FROM THE SOUTH AND ENCLOSES A 27 HECTARE (66.7 ACRE) CHANNEL AND A TURNING BASIN DREDGED TO 13 M (42.6 FT). THE PORT HAS TWO LAND-BACKED BERTHS.

B. APPROACHES, LIGHTS, ETC. (SEP 88) (USS INGERSOLL) THE SHIP USED DMAHTC PUB 175 (4TH ED 1987) AND CHART 75001 (27 AUG 83, CORR NM 3/88). THE CHART IS ADEQUATE, BUT FIGURE OF EIGHT ISLAND LIGHT APPEARS TO BE LOCATED AT 33-01.48S/121-36.24E WHICH WAS DETERMINED BY VISUAL MEANS. ALSO, AN ADDITIONAL NAVAID EXISTS WHICH IS NOT CHARTED. ONE OF TWO CONSPICUOUS POL STORAGE TANKS WITH "SHELL" WRITTEN ON THE SIDE IS LOCATED AT 33-51-12S/121-53-42E AS DETERMINED BY VISUAL MEANS.

C. PILOTAGE. (SEP 88) (USS INGERSOLL) PILOTAGE RECOMMENDED DUE TO FAMILIARITY WITH HARBOR WATER. THE PILOT BOARDED 2KM (1.2 MI) NORTHEAST OF GULL ISLAND. THE PILOT BOAT WAS A 20-FT WHITE BOAT WITH BLACK RUBBING BAND AND WHITE CENTER HOUSE. THE WORD "PILOT" PAINTED ON BOTH SIDES OF DECKHOUSE. THE PILOT SPOKE ENGLISH, WAS VERY PROFICIENT, AND WAS EXTREMELY FAMILIAR WITH THE HARBOR.

THE TUG WAS REQUIRED TO ASSIST THE SHIP DUE TO WAVE PATTERN AND LOCATION OF PIERS. IT IS 25.9 M (85 FT) LONG WITH BEAM 7 M (23 FT) AND HAS 1,300 HR. IT HAS 3,200 PULL POWER WITH FORWARD CAPSTAN AND USES 15.24 CM (6 IN) NYLON LINE. IT IS PRIVATELY OWNED AND OPERATED BY MCKENZIES TUG SERVICE AND IS FOR HIRE AS TOUR BOAT ALSO.

D. ENTRANCE. (SEP 88) (USS INGERSOLL) THE DESCRIPTION GIVEN IN PUB 175 AND CHART 75001 IS ADEQUATE. THE ADDITIONAL INFORMATION IS:

THE CHANNEL RANGE IS MADE UP OF TWO WHITE TOWERS WITH WHITE TRIANGLES ON TOP. THE TRIANGLE ON THE FORWARD RANGE MARKER HAS THE APEX POINTED UP AND THE TRIANGLE ON THE AFTER RANGE MARKER HAS THE APEX POINTED DOWN. BOTH TRIANGLES HAVE A VERTICAL RED NEON LIGHT.

THERE ARE TWO LIGHTS ON THE BREAKWATER. ONE IS AT THE END OF THE JETTY WHICH IS A SMALL POLE WITH A RED LIGHT. THE OTHER IS AT THE BEND OF THE BREAKWATER WHERE THE JETTY BEGINS AND IT IS A WHITE TOWER.

THE LIGHT IS LABELED "NO. 1 FL (2) 65s 4m SM" AND IS ON A BUOY AND NOT ON A FIXED POLE AS IT APPEARS ON THE CHART.

THE JETTY LOCATED AT 33-52-00S/121-54-42E HAS A SMALL BOAT PIER ON IT FORMING A "T" FORM ITS NORTHEAST TIP.

E. CHANNEL. (SEP 88) (USS INGERSOLL) ALTHOUGH NOT OFFICIALLY SURVEYED YET, ADDITIONAL DREDGING HAS JUST BEEN COMPLETED IN THE CHANNEL AND IN THE PREVIOUSLY DREDGED PORTION OF THE HARBOR. THE DREDGING WAS DONE TO A DEPTH OF 13 M (42.6 FT), AND THE ENTRANCE CHANNEL WAS WIDENED ON THE NORTH SIDE.

F. ANCHORAGES. (NOV 88) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (SEP 88) (USS INGERSOLL) THERE ARE NO WRECKS OR OBSTRUCTIONS IN THE CHANNEL OR THE HARBOR. HOWEVER, AT THE

L25-1
(CH-9)

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ESPERANCE, AUSTRALIA

SOUTHEASTERN END OF BERTH NO. 2, THERE IS NO ROOM FOR A VESSEL TO EXTEND BEYOND THE END OF THE PIER. THERE ARE NO BRIDGES OR OVERHEAD CABLES WHILE ENTERING THE PORT.

H. TIDES AND CURRENTS. (NOV 88) CONSULT PUB 175.

I. WEATHER AND WINDS. (NOV 88) CONSULT PUB 175.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 88) (USS INGERSOLL) THERE ARE TWO LANDBACKED BERTHS WITH A COMBINED CONTINUOUS BERTH FACE OF 457 M (1,499 FT).

NO. 1 BERTH IS 244 M (800 FT) LONG. DEPTH ALONGSIDE IS 13 M (42.6 FT). MAXIMUM DRAFT PERMITTED IS 10 M (32.8 FT) AND OVERALL LENGTH OF 186 M (610 FT). THERE IS ALSO CURRENTLY A RESTRICTION OF 35,000 TONS DISPLACEMENT WEIGHT ON THE BERTH. ALL THESE RESTRICTIONS ARE SUBJECT TO THE DISCRETION OF THE HARBOR MASTER WHO MAY, DEPENDING UPON TIDE, WEATHER, AND SHIP CONFIGURATIONS, INCREASE THE SIZE OF SHIPPING PERMITTED TO OPERATE OFF NO. 1 BERTH. IT IS SERVICED BY THE C.B.H. SHIPLOADER. THIS LOADER HAS A HEIGHT ABOVE DATUM OF 13.25 M (43.47 FT) AND A REACH OF 12.8 M (42 FT). THE BERTH IS NOT FENDERED BUT HAS WOODEN PILINGS SPACED ABOUT 1 METER APART UNDERNEATH AND EVEN WITH THE EDGE OF THE PIER.

NO. 2 BERTH IS 213 M (699 FT) LONG. DEPTH ALONGSIDE IS 13 M (42.6 FT). TANKERS BERTH AT NO.2 BERTH. THEY DISCHARGE VIA A 360 MM PIPELINE AT AN AVERAGE RATE OF 470 TPH. THE PORT AUTHORITY OWNED PIPELINE IS CONNECTED TO THE TANK FARM APPROXIMATELY 3 KM (1,86 MI) FROM THE PORT. NO. 2 BERTH IS ALSO GENERALLY USED FOR THE DISCHARGE OF FERTILIZER PRODUCTS.

THE SHIP MOORED NO. 2 BERTH WITH SIX STANDARD MOORING LINE DOUBLED FORE AND AFT WITH TWO BREAST LINES. THE BERTH WAS INSTALLED RUBBER FENDERS THAT HANG DIAGONALLY ACROSS THE FACE OF THE BERTH ALONG THE ENTIRE LENGTH. THIS PROVIDED VERY GOOD PROTECTION FOR THE SHIP. THE BERTH WAS SEPARATED FROM THE REST OF THE SUPPORT FACILITY BY A CHAIN LINK FENCE. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

ELECTRICITY IS PROVIDED TO THE AREA BY SIX WIND VANE GENERATORS, FOUR ONE MEGAWATT GENERATORS, AND FOUR 2.5 MEGAWATT GENERATORS. THE FOUR ONE MEGAWATT GENERATORS ARE POWERED BY "RUSTON" DIESEL ENGINES (6 CYL, STRAIGHT, 1,500 HP). THE SIX WIND VANE GENERATORS CAN SUPPLY UP TO 800 KILOWATTS OF POWER AND CAN SUPPLY ELECTRICITY TO ONE HALF OF THE TOWN. POWER PLANT WAS BUILT IN 1939. DIESEL ENGINES AND GENERATORS WERE IMPORTED FROM THE UNITED KINGDOM. THE POWER PLANT SUPPLIES AN AREA OF 300 KM AROUND ESPERANCE. THE PUBLIC HEATED POOL USES HEAT EXCHANGERS FROM THE POWER PLANTS DIESEL TO HEAT THE POOL WATER. A PLAN IS IN PLACE TO PUT IN A TIDE GENERATION FACILITY.

B. FUEL, LUBE, AND DIESEL OIL. (SEP 88) (USS INGERSOLL) ABUNDANT FUEL IS AVAILABLE BY PIPE AT BERTH AND BY LIGHTER AT ANCHOR. SIZE OF CONNECTIONS WERE VARIOUS. LUBE AND DIESEL OIL ARE ALSO AVAILABLE AT PIERSIDE. JP5 AND AVGAS ARE OBTAINED AT ESPERANCE AIRPORT WHICH IS APPROXIMATELY 20 KM (5 MI) NORTH OF THE TOWN. IT IS NOT RECOMMENDED REFUELING IN ESPERANCE DUE TO SLOW REFUELING PROCESS BY USING A SERIES OF TRUCKS AND NO FACILITIES TO HANDLE SPILL.

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ESPERANCE, AUSTRALIA

C. MECHANICAL HANDLING FACILITIES. (SEP 88) (USS INGERSOLL) THE FOLLOWING EQUIPMENT IS OWNED AND OPERATED BY THE PORT AUTHORITY:

- 1 P&H OMEGA 20 ALL TERRAIN CRANE - 18-TON CAPACITY
- 1 CRANVEL 8-TON MOBIL CRANE
- 1 KAWASAKI FRONT END LOADER WITH 3 CUM BUCKET
- 1 NEUERO FRANCIS 250/220D PNEUMATIC CONVEYOR SUITABLE FOR LOADING LIVESTOCK FODDER OR GRAIN.
- 2 COMPRESSORS - 250 CFM AND 210 CFM
- 1 MOBILE STACKER SHIPLOADER CAPABLE 350 HP.

D. DRYDOCKS AND REPAIR FACILITIES. (SEP 88) (USS INGERSOLL) REPAIR FACILITIES FOR LIGHT ENGINEERING (RADIO, RADAR, AND DECCA SERVICING & REPAIR ARE IN THE TOWN. ELECTRICAL EQUIPMENT REPAIR, ENGINE REPAIR, SMALL CRAFT REPAIR, AND DIVING SERVICES ARE AVAILABLE AT THE PORT. SANDBLASTING EQUIPMENT, CRANES, AND COMPRESSORS ARE AVAILABLE.

E. WAREHOUSE AND STORAGE AREAS. (SEP 88) (USS INGERSOLL) THERE ARE FOUR SHEDS IN THE PORT OWNED BY THE PORT AUTHORITY AND ALL ARE AVAILABLE FOR LEASE.

THE WESTERN MINING SHED - 100.6 X 24.4 M (330 X 80 FT) SHED INCLUDES 8.5 X 9.6 M (27.9 X 8 FT) BRICK OFFICE INCORPORATES LUNCHROOM, LABORATORY, TOILET, AND CHANGE ROOM. 5.8 X 11 M (19 X 36 FT) HOPPER SHED CONNECTED TO AN OVERHEAD LOADING GALLERY. 30-TON WEIGHBRIDGE WITH OFFICE.

THE GREAT BOULDER SHED - 49.4 X 18.8 M (162 X 6.2 FT)

THE ANACONDA SHED - 61 X 24 M (200 X 78.7 FT)

THE EPA CARGO SHED - 38 X 23 M (125 X 75 FT) WITH LOAD BEARING WALLS AND DOUBLE SLIDING DOORS AT EACH END.

F. STEVEDORES. (SEP 88) (USS INGERSOLL) UP TO 15 SKILLED 3-MEN GANGS ARE AVAILABLE DAY AND NIGHT. ADDITIONAL GANGS ARE AVAILABLE WITH A 2-DAY ADVANCE NOTICE.

G. PORT CAPACITY. (SEP 88) (USS INGERSOLL) THE PORT HAS TWO BERTHS THAT COULD BE USED AT ONCE AND IT WAS INDICATED THAT MERCHANT SHIPS ANCHOR JUST OUTSIDE THE HARBOR DURING THE PEAK SHIPPING PERIODS. BASED ON THIS INFORMATION, IT IS BELIEVED THAT THE PORT COULD HANDLE ONE OR TWO DD OR FF/FFG TYPE SHIPS AT ONCE OR A BB AT ANCHOR.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (SEP 88) (USS INGERSOLL) ONE TRUCK ACCESSES TO WHARVES, APRONS, AND SHEDS. THE ROADS ACCESS TO KALGOORLIE AND OTHER MINING/FARMING TOWNS INLAND.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 88) (USS INGERSOLL) THE TUG WILL BE NORMALLY MANNED BETWEEN 0800 AND 1600, MON TO FRI. OVERTIME HRS ARE BETWEEN 1600 AND 0800, MON TO FRI, AND ANY TIME ON SAT, SUN, AND PUBLIC HOLIDAYS. ADDITIONAL CHARGES FOR ATTENDANCE IN OVERTIME HRS ARE AUS\$1,050.00 PER SERVICE (UP TO 2 HRS). USE OF TUG TOW LINES (AT THE ENTIRE RISK OF VESSEL TOWED) IS AUS\$50.00 PER SERVICE. ALL TOWAGES UNDERTAKEN ARE SUBJECT TO THE STANDARD TOWAGE CONDITIONS, AS RECOMMENDED BY THE CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

L25-3
(CH-9)

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FOR OBTAINING LIGHTER AND TUG SERVICE, CONTACT MCKENZIES TUG SERVICE.

B. DREDGES AND MISCELLANEOUS CRAFT. (SEP 88) (USS INGERSOLL) ONE DREDGER WAS OBSERVED.

C. WATER. (SEP 88) (USS INGERSOLL) CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS 1.0 PPM FAC. NO TREATMENT WAS GIVEN TO WATER ABOARD THE SHIP, AS IT WAS ORGANOLEPTICALLY ACCEPTABLE. WATER WAS DELIVERED BY PIPE, AND SIZE OF CONNECTION WAS 6.35 CM (2.5 IN).

D. AIRFIELDS. (SEP 88) (USS INGERSOLL) ESPERANCE AIRPORT IS LOCATED 20 KM (12.4 MI) NORTH OF THE CITY. IT HAS TWO RUNWAYS.

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|---------------------------------|----------------|
| 030/210 | 1,178 X 18,3 M (3,865 X 60 FT) | GRAVEL |
| 110/290 | 1,499 X 30,5 M (4,920 X 100 FT) | ASPHALT |

SKYWEST AIRLINE SERVICES THE AREA FLIGHT INFORMATION IS AS FOLLOWS:

| ESPERANCE TO PERTH | ARRIVES | DEPARTS |
|-------------------------|---------|---------|
| MONDAY THROUGH SATURDAY | 7:50 AM | 9:35 AM |
| FRIDAY AND SUNDAY | 3:50 PM | 5:35 PM |
| SUNDAY THROUGH FRIDAY | 8:00 PM | 9:45 PM |

| PERTH TO ESPERANCE | | |
|-------------------------|---------|---------|
| MONDAY THROUGH SATURDAY | 6:00 AM | 7:30 AM |
| FRIDAY AND SUNDAY | 2:00 PM | 3:30 PM |
| SUNDAY THROUGH FRIDAY | 6:00 PM | 7:30 PM |

E. COMMUNICATIONS. (SEP 88) (USS INGERSOLL) HARBOR CONTROL WAS CONTACTED ON CHANNELS 6 AND 16 (0700-2000) WITH CALL SIGN "ESPERANCE HARBOR" (RNG - 110 KM). SHIPS WERE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

TELEPHONE FACILITIES ARE AVAILABLE THROUGH THE SEAFARERS CENTER, LOCATED ON THE CORNER OF DEMPSTER ST AND HARBOR RD, APPROXIMATELY 150 M (492 FT) PAST THE MAIN ENTRANCE TO THE PORT. CALLS CAN ALSO BE MADE THROUGH PAY PHONE LOCATED THROUGHOUT THE TOWN. CONUS CALLS WERE MADE THROUGH ENGLISH-SPEAKING OPERATORS IN 15-30 SECONDS WAITING TIME. SHIPS BERTHED ALONGSIDE CAN HAVE LAND-LINE INSTALLED WHICH ARE USED FOR SHIP TO SHORE FACILITIES COMMUNICATIONS.

MAIL DELIVERY/PICK-UP WAS ARRANGED THROUGH LOGREQ. THE POST OFFICE IS LOCATED ON THE CORNER OF ANDREW ST AND DEMPSTER ST, AND SERVICE WAS RELIABLE.

F. MEDICAL. (JUL 86) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN ESPERANCE ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER OFTEN IS DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF THE TOWN. WATER IS GENERALLY POTABLE, BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING DRUG-RESISTANT

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(CH-9)

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ESPERANCE, AUSTRALIA

GONORRHEA) ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(SEP 88) (USS INGERSOLL) ESPERANCE HAS ONE HOSPITAL, THE ESPERANCE DISTRICT HOSPITAL, WHICH HAS THE FOLLOWING FACILITIES.

ONE OPERATING ROOM SUITE FOR GENERAL SURGERY

A BLOOD BANK STOCKED WITH APPROXIMATELY 30 UNITS OF WHOLE BLOOD, A LIST OF AVAILABLE BLOOD DONORS CONSISTING OF THE LOCAL POPULATION

LABORATORY FACILITIES - CBC, CHEMISTRY, U/A CULTURE

CHILDREN'S WARD - 2 BEDS

TERTIARY CARE - 14 BEDS

MEDICAL SURGICAL - 14 BEDS

OVERFLOW - 5 BEDS

LABOR AND DELIVERY ROOM - 2 BEDS (APPROX. 200 DELIVERIES PER YEAR)

EMERGENCY TRIAGE ROOM - 3 ROOMS (CAN HANDLE TRAUMA CASES AND M.I.)

THERE IS NO RESIDENT PHYSICIAN/SURGEON ONBOARD. THERE ARE 5 M.D.'S IN TOWN. ONE IS A GENERAL SURGEON. DOCTORS ARE ON CALL ON A ROTATIONAL BASIS. THEY MAKE MORNING ROUNDS AND THEN WORK AT THEIR OFFICE PRACTICE. THE ONE PHYSICIAN WHO CARED FOR ONE CREW MEMBER WITH RENAL COLIC WAS DR. W.C. BYRNE, M.B.B.S. B.SC (MED). HE WAS CONSIDERED EXCELLENT.

A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND "DERAT" CERTIFICATE WERE NOT REQUESTED BECAUSE IT HAD ALREADY BEEN CHECKED IN FREMANTLE.

HEALTH AND SANITATION OF THE PORT AREA WERE GOOD. SHIP AND SMALL BOAT TRAFFIC WAS SMALL BUT PICKS UP DURING SUMMER SEASON.

GENERAL IMPRESSION OF THE CITY WAS EXCELLENT. NO PROSTITUTION WAS NOTED IN ESPERANCE.

G. GASOLINE. (SEP 88) (USS INGERSOLL) GASOLINE IS AVAILABLE AT COMMERCIAL SERVICE STATIONS.

H. PROVISIONS. (SEP 88) (USS INGERSOLL) MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, SEAFOOD ARE AVAILABLE FROM SEALANES SUPPLIERS (178 MOVINE TCE, FREMANTLE, WA) WITH A 5-DAY ADVANCE NOTIFICATION. THERE ARE NO LIMITS ON QUANTITY. FFV NEEDS PROPER WASHING IAW NAVMED P-5010.

I. GARBAGE AND WASTE DISPOSAL. (SEP 88) (USS INGERSOLL) GARBAGE DISPOSAL IS CARRIED OUT BY DEPARTMENT OF HEALTH REPRESENTATIVE LOCATED AT THE PORT. GARBAGE WAS PICKED UP TWICE A DAY BY TRUCK. GARBAGE WAS LOCATED INTO 55 GAL DRUMS ON TRUCK. THE POC WAS ESPERANCE PORT AUTHORITY/ DEPT PRIMARY INDUSTRY, P.O. BOX 35, ESPERANCE, WA 6450, TEL: 712-111. THERE IS NO RESTRICTION ON DUMPING, AND TRASH DID NOT TO BE SORTED. SEWAGE DISPOSAL WAS AVAILABLE BY WASTE BARGE.

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ESPERANCE, AUSTRALIA

4. PERSONALIA

A. CALLS. (SEP 88) (USS INGERSOLL) CALLS MAY BE MADE ON:

HEAD OF THE SHIRE COUNCIL (MAYOR)
CHAIRMAN, ESPERANCE PORT AUTHORITY

GENERAL VISITING WAS CONDUCTED EACH DAY IN PORT FROM 1300-1700. NUMBERS OF GUESTS VISITING THE SHIP EACH DAY WERE:

| <u>DAY</u> | <u>GENERAL</u> | <u>SCHOOL CHILDREN</u> |
|------------|----------------|------------------------|
| SAT | 1,207 | |
| SUN | 1,431 | |
| MON | 802 | 609 |
| TUE | 396 | 191 |

SPECIAL TOURS WERE PROVIDED TO WESTERN AUSTRALIA FIRE BRIGADE, ESPERANCE POLICE DEPARTMENT, AND CATHOLIC CHURCH GROUP.

B. HONORS. (SEP 88) (USS INGERSOLL) ESPERANCE IS NOT A SALUTING PORT. LOCAL CUSTOM IS TO SOUND THREE LONG BLASTS ON DEPARTURE.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (SEP 88) (USS INGERSOLL) ESPERANCE WAS FIRST SETTLED IN 1866 AND BECAME A TOWN IN 1893 WHEN IT GREW AS A MAJOR PORT SERVING THE GOLD RUSHES TO THE CITIES INLAND. IT WAS NAMED AFTER L'ESPERANCE, A SHIP THAT WAS PART OF THE FRENCH ADMIRAL BRUNI D'ENTRE-CASTEAUX'S COASTAL EXPEDITION IN 1792.

THE ABORIGINAL NAME FOR THE AREA WAS GABBA-KYLE, "THE PLACE WHERE THE WATER LIES DOWN LIKE A BOOMERANG." TODAY, ESPERANCE IS ROMANTICALLY DUBBED THE "BAY OF ISLES" AND THE VISITOR WILL FIND THAT BOTH DESCRIPTIONS FIT, FOR NATURE HAS PROVIDED ESPERANCE WITH COUNTLESS ATTRACTIONS. THE CLIMATE IS TEMPERATE; THE BAY IS A BRILLIANT BLUE; THE ROLLING PLAINS SEEM ENDLESS; THE HEADLANDS ARE MAGNIFICENT; AND THE WILD FLOWERS ARE TRULY SPLENDID. THE REGION HAS BEEN DRAMATICALLY TRANSFORMED IN THE PAST FEW YEARS. THE ONCE STRUGGLING BACKWARD FARMS HAVE BEEN REPLACED BY RICH, FERTILE PASTURES AND CROPS. IN 1954, THERE WERE ONLY 36 FARMERS IN THE AREA, UTILIZING ABOUT 8,093 HA. TODAY THERE ARE ABOUT 630 FARMERS ON MORE THAN 410,000 HA. THIS TRANSFORMATION CAME ABOUT THROUGH A COMBINATION OF THE KNOW-HOW OF AUSTRALIAN AGRONOMISTS AND THE MONEY OF AMERICAN INVESTORS. THIS AMERICAN INSPIRED LAND DEVELOPMENT REVITALIZED THE AREA. THE ESPERANCE REGION IS ONE OF AUSTRALIA'S GREATEST PRODUCERS OF BEEF, FAT LAMBS, WOOL, WHEAT, OATS, BARLEY, AND OTHER CROPS SUCH AS LINSEED, SAFFLOWER, AND GRAIN SORGHUM.

B. LIBERTY. (SEP 88) (USS INGERSOLL) TWO ENLISTED PERSONNEL WERE REQUIRED FOR SHORE PATROL WITH LOCAL POLICE AND ONE ENLISTED PERSONNEL IS FOR GATE GUARD. THE SHORE PATROL HEADQUARTERS WAS ESPERANCE POLICE STATION WHICH IS 3 KM (1.8 MI) AWAY ON DEMPSTER ST.

THE SHIP DID NOT USE ANY CURFEW BECAUSE THERE ARE ADEQUATE HOTELS IN THE AREA. RECOMMENDED ATTIRE WAS CLEAN, CONSERVATIVE, CASUAL ATTIRE. RECOMMENDED SIZE OF THE LIBERTY PARTY WAS APPROXIMATELY 200 PERSONS A

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L25-6
(CH-9)

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ESPERANCE, AUSTRALIA

NIGHT WITH NO PROBLEMS. BEACH GUARD IS RECOMMENDED FOR ANY VESSEL THAT ANCHORS. AVAILABILITY OF LIBERTY BOATS WAS UNKNOWN. HOWEVER, TUG ALSO PROVIDES TOUR SERVICES. THE JETTY ON THE TAYLOR ST FOR ISLAND BOAT CRUISES COULD BE USED FOR THE FLEET LANDING. IT WAS A SMALL FINGER PIER APPROXIMATELY 30.5 M (100 FT) LONG AND COULD BE ACCOMMODATED TWO BOATS.

C. CLUBS AND BARS. (SEP 88) (USS INGERSOLL)

| | | |
|---|--------------------------------|--|
| PIER HOTEL BARS: FRONT BAR, SALOON BAR MARINA BAR, RESTAURANT | THE ESPLANADE ESPERANCE, AS | SODA GLASS AUS\$1.50 MIXED DRINK AUS\$2.50 WINE GLASS AUS\$1.70 BEER (LARGE) AUS\$1.50 SMALL/MIDDY AUS\$1.10 |
|---|--------------------------------|--|

| | | |
|-------------------------|---|--|
| PIER CLUB PUBLIC BAR | HARBOR BAY RD & ANDREW AVE ANDREW AVE | ALL TYPES AVAILABLE SODA GLASS AUS\$1.00 MIXED DRINK AUS\$1.65 BEER (LARGE) AUS\$1.50 SMALL OR MID AUS\$1.10 |
|-------------------------|---|--|

| | | |
|---------------------|--------------|---|
| THE CASA TAVERN BAR | DEMPSTER ST. | SODA GLASS AUS\$1.00 MIXED DRINK AUS\$2.50 BEER (LARGE) AUS\$1.50 SMALL OR MID AUS\$1.10 |
|---------------------|--------------|---|

FRONT BAR HAS AN APPROX. 100 CAPACITY, TWO POOL TABLES, AND TWO DART BOARDS.

SALOON BAR HAS AN APPROX. 150 CAPACITY.

MARINA BAR/RESTAURANT HAS 40 CAP. FOR BAR AND 60 CAP. FOR 10 REST.

PIER CLUB HAS A CAP. OF 300 CROWDED AND 200 COMFORTABLE.

PUBLIC BAR HAS CAP. OF 80 - 100, WITH TWO POOL TABLES AND DART BOARDS.

CASA TAVERN BAR HAS APPROX. CAP. OF 50 - 80 WITH ONE DART BOARD.

D. RESTAURANTS. (SEP 88) (USS INGERSOLL)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>CLEANLINESS</u> |
|-----------------|--------------------------------------|--------------|-------------|---------------|--------------------|
| EMPERORS GARDEN | 123 DEMPSTER ST. ESPERANCE 6450 | AUS\$2-15 | CHINESE | BEER/WINE | GOOD |
| DIAL-A-PIZZA | CNR DEMPSTER ST. & M\WILLIAMS ST. | 4.70-10 | PIZZA/SUBS | NO | GOOD |
| PIER HOTEL | THE ESPLANADE | MODERATE | VARIOUS | YES | EXCELLENT |
| DELI CAFE | 9A ANDREWS ST. | MODERATE | VARIOUS | YES | GOOD |

E. HOTEL. (SEP 88) (USS INGERSOLL)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE (AUS\$)</u> | <u>DINING/BEVERAGE</u> |
|---------------|--|--|------------------------|
| BAYVIEW MOTEL | DEMPSTER ST ESPERANCE 090 711847 | SINGLE 34.00 DOUBLE 44.00 TRIPLE 50.00 | YES |

L25-7
(CH-9)

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| | | | |
|-----------------|------------------|----------------------|--------------------|
| THE PIER HOTEL | THE ESPLANADE | SINGLE 44.00 | YES |
| | 090 711777 | DOUBLE 55.00 | |
| | | TRIPLE 50.00 | |
| ESPERANCE | ANDREW ST | SINGLE 17.00 (HOTEL) | YES |
| MOTOR HOTEL | ESPERANCE | DOUBLE 30.00 | |
| | 090 711555 | SINGLE 32.00 (MOTEL) | YES |
| | | DOUBLE 42.00 | |
| | | TRIPLE 45.00 | |
| | | SINGLE 45.00 LUXURY | YES |
| | | DOUBLE 55.00 | |
| BAY OF ISLES | 32 THE ESPLANADE | SINGLE 55.00 | YES |
| MOTEL | 090 713999 | DOUBLE 65.00 | |
| | | FAMILY 75.00 | |
| PINK LAKE | CNR OF PINK LAKE | SINGLE 20.00 | YES |
| PRIVATE HOTEL | & VICTORIA ST. | DOUBLE 44.00 | |
| | 090 712075 | FAMILY 35.00 | |
| RESORTWEST | THE ESPLANADE | 2 PER 45.00 | NO (SELF CONTAINED |
| | 090 711022 | 3 PER 50.00 | KITCHEN) |
| | | 4 PER 55.00 | |
| ESPERANCE | GOLDFIELDS RD | SINGLE 35.00 | YES |
| TRAVELLERS INN | 090 711677 | DOUBLE 42.00 | |
| HOTEL/MOTEL | | FAMILY 50.00 | |
| BUSHLAND | COLLIER ROAD | 2 PER 25.00 | NO (SELF CONTAINED |
| CARAVAN | 090 711346 | 3 PER 27.50 | KITCHEN) |
| PARK CHALETS | | 4 PER 33.00 | |
| | | 5 PER 32.50 | |
| | | 6 PER 35.00 | |
| FAITH HOUSE | 23 DAPHNE ST | FROM 9.50 PER NIGHT | |
| (BOARD/LODGING) | 090 712530 | | |
| BED & BREAKFAST | PINK LAKE RD. | 15.00 PER PERSON | |
| PRIVATE HOME | 090 711674 | | |

F. ATHLETICS. (SEP 88) (USS INGERSOLL) SPORTS FACILITIES WERE READILY AVAILABLE IN ESPERANCE. THE FOLLOWING FACILITIES WERE AVAILABLE TO THE CREW:

BASKETBALL COURTS LOCATED AT SPORTING COMPLEX ON BLACK AND JANE STREET.

CYCLE VELODROME LOCATED ON THOMPSON ST.

BOWLING CLUB LOCATED AT SPORTING COMPLEX ON BLACK ST.

ESPERANCE GOLF CLUB LOCATED ON COOLGARDIE TO ESPERANCE HWY.

PINK LAKE COUNTRY CLUB LOCATED ON NICHOLSON DRIVE.

FIELD HOCKEY LOCATED AT SPORTING COMPLEX ON BLACK ST.

PORTS FOOTBALL OVAL (AUSSIE RULES FOOTBALL) LOCATED AT SPORTING COMPLEX ON BLACK ST.

ESPERANCE FOOTBALL OVAL (AUSSIE RULES FOOTBALL) LOCATED ON SIMS ST.

NEWTOWN FOOTBALL OVAL (AUSSIE RULES FOOTBALL) LOCATED ON FISHERIES RD.

ESPERANCE PISTOL CLUB LOCATED ON THOMPSON ST.

VOLLEYBALL LOCATED AT SPORTING COMPLEX ON BLACK ST.

HEATED SWIMMING POOL LOCATED AT SPORTING COMPLEX ON BLACK ST.

SQUASH CLUB LOCATED AT SPORTING COMPLEX ON BLACK ST

GYMNASTICS LOCATED AT SPORTING COMPLEX ON BLACK ST.

INDOOR HOCKEY (FIELD HOCKEY) AT SPORTING COMPLEX ON BLACK ST.

SAUNA AND SPA LOCATED AT SPORTING COMPLEX ON BLACK ST.

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(CH-9)

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INDOOR CRICKET LOCATED ON GILPIN ST.

RACE COURSE LOCATED ON FISHERINGS RD.

TENNIS LOCATED ON JANE ST.

COMPETITION WAS ARRANGED FOR THE FOLLOWING DURING PORT VISIT: SOFTBALL AGAINST ONE OF THE LOCAL WOMEN'S SOFTBALL TEAM (THERE ARE NO MEN'S TEAM IN AREA), BASKETBALL, VOLLEYBALL, PISTOL COMPETITION (30 SHOT OLYMPIC STYLE PRECISION COURSE AND A 30 SHOT OLYMPIC STYLE DUELING COURSE), RIFLE COMPETITION (20 SHOT 500 METER SLOW FIRE COURSE), TEE TIME WERE ARRANGED FOR PERSONAL TO PLAY GOLF.

POC OF THESE SPORTS ARE:

BASKETBALL - ESPERANCE BASKETBALL CLUB - GRAHAM MCKENZIE 711-265

GOLF - ESPERANCE GOLF CLUB - DON PATERSON 711-411 (COURSE IS HILLY)

PINK LAKE COUNTRY CLUB - KEVIN TOBIN 711-378 (COURSE FLAT WITH WATER HAZARDS)

SHOOTING - ESPERANCE GUN CLUB - ERINE GORRETT 711-520

ESPERANCE RIFLE CLUB - TERRY NEVILLE 712-259 OR 711-525

ESPERANCE PISTOL CLUB - MRS. STELLA WHITE 711-571

FISHING - ESPERANCE SURFCASTERS CLUB - GRAHAM GATH 712-732

DEEP SEA ANGLING CLUB - VINCE EVANS 711-061

SURFING - AT ALL BEACHES ALONG TOURIST LOOP ROAD (1-16 KM). POC FOR INFORMATION IS DAVID AT "THE LAST FRONTIER" SURF SHOP THE ESPLANADE.

HORSE BACK RIDING - BRAIN WILLOUGHY - 713-898

TENNIS - LOCATED AT SPORTING COMPLEX ON BLACK ST - POC UNKNOWN

4-WHEEL DRIVE - JOHN (PANCHO) HARDING 712-146

SWIMMING - AUSSI SWIMMING CLUB - ROD CORAM 712-182

LAWN BOWLING - JIM MOIR 712-824

SOFTBALL - KAREN BENNELL, WOMEN'S TEAM ONLY, 713-556

LOCAL CLUBS WERE MORE THAN HAPPY TO PROVIDE RANGE TIME AND WEAPONS FOR RIFLE, PISTOL, AND SHOTGUN TARGET SPORTS. AMMUNITION PRICES WERE QUITE REASONABLE. TRAFFIC AND ROAD CONDITIONS MADE BICYCLING VERY ATTRACTIVE AND A 35 KM (21.7 MI) TOURIST LOOP MAKES A SCENIC AFTERNOON CHALLENGE. THE CITIES BEACHES PROVIDE EXCELLENT SURFING CONDITIONS. ALTHOUGH YEAR-ROUND COLD WATER MAKES A WETSUIT A NECESSITY. PICNIC/PARTY AREAS ARE AVAILABLE AND SUPPLIES CAN BE OBTAINED.

G. BEACHES. (SEP 88) (USS INGERSOLL)

| | | | | |
|------------------|-----------|---------|------------|--|
| FREE BEACH | 2 MI SW | BY TAXI | SNORKELING | SURFING |
| TWILIGHT BEACH | 6 MI SW | " | " | " |
| FOURTH BEACH | 4 MI SW | " | " | " |
| SALMON BEACH | 3 MI SW | " | " | NOT RECOMMEND FOR SURFING DUE TO FREQUENT UNDERTOW. |
| BLUE HAVEN BEACH | 2.5 MI SW | " | " | SURFING |
| WEST BEACH | 2 MI SW | " | " | " |
| LOVERS BEACH | 1.5 MI SE | " | " | " |
| QUALLUP BEACH | 20 MI SW | " | " | " |
| WARRENUP BEACH | 27 MI SW | " | " | " |
| QUAGI BEACH | 35 MI SW | " | " | " |

H. CHURCHES. (SEP 88) (USS INGERSOLL)

BAPTIST CHURCH, BLACK ST. - MORNING TEA & LUNCH INVITATION

BEREAN CHRISTADELPHIANS, 2 EMILY ST. - SUNDAY 11 AM

L25-9
(CH-9)

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STAR OF THE SEA, CATHOLIC CHURCH, GILES ST. - SUNDAY 1045
CHURCH OF CHRIST, FAIRHAVEN HOSTEL, DEMPSTER ST. - SUNDAY 11 AM & 7 PM
LUTHERAN CHURCH, BACKLAND ST. - SUNDAY 1000
PEOPLES CHURCH, 30 DAPHNE ST. - SUNDAY 10 AM & 7 PM
UNITING CHURCH, WINDRISH ST, SUNDAY 1015

I. TRANSPORTATION. (SEP 88) (USS INGERSOLL) THE WEST TRAIL BUS LEAVES PERTH TERMINAL THREE TIMES WEEKLY AND TRAVELS DIRECT TO ESPERANCE. DELUX COACHLINE SERVICE PERTH/ESPERANCE SEVEN TIMES WEEKLY TRAVELLING VIA LEEUWIN WAY. PACKAGE TOURS ARE AVAILABLE. ENQUIRE AT ANY DELUX AGENT.

THE "PROSPECTOR" LEAVES EAST PERTH TRAIN TERMINAL FOR KALGOORLIE, WHERE A CONNECTING WESTRAIL BUS TO ESPERANCE THREE TIMES WEEKLY.

TAXIS WITH "TAXI" SIGN ON ROOF OF CAR ARE METERED AND AVAILABLE 24 HOURS. WHEN INGERSOLL ARRIVED, THERE WERE ONLY TWO TAXIS IN SERVICE, BUT BEFORE THE SHIP DEPARTED THERE WAS A THIRD TAXI IN SERVICE.

RENTAL ARE: BUDGET RENT A CAR, DEMPSTER HOLDEN, NORSEMAN RD, ESPERANCE, TEL: 712-775 AND 712-447; AND CALTEX SERVICE STATION, ANDREW ST., TEL: 7L-1092. SPECIAL LICENSE WAS NOT NEEDED.

J. TOURS. (SEP 88) (USS INGERSOLL)

FLYING FISH CHARTER - AS\$80.00 A DAY, GEORGE GREAVES, TEL: 712-940/924.

BAKERS BORN FREE WILDLIFE WILD FLOWER PARK - OPEN 0900-1600 DAILY, MR.

BAKER, TEL: 761-239, AS\$2.00 ADULT, 1.00 STUDENT, AND .50 CHILDREN.

ESPERANCE MUNICIPAL MUSEUM - OPEN 1330-1630 DAILY, SHIRE COUNCIL, TEL:

711-666 OR MUSEUM TEL: 711-579.

GEORGE'S OCEANARIUM - OPEN 1000-1500 WEEKDAYS, MARGARET GREAVES.

KALGOORLIE MINING TOURS - AS\$45.00 TOUR LEFT THE PIER AT 0700 AND RETURNED

AT 1800, ESPERANCE TOURIST BUREAU & TRAVEL CENTER.

MACKENZIE'S ISLAND CRUISES & WOODY ISLAND - PRICE UNKNOWN, 2 HRS - A FEW DAYS, MR. DON MCKENZIE, TEL: 712-330.

K. SHOPPING. (SEP 88) (USS INGERSOLL) BARGAINS ARE AKUBRA FELT HATS, WOOLEN GOODS, RAW WOOL, AND LOCAL CRAFTS. RECOMMENDED STORES AND SHOPPING AREAS ARE:

BLACK BOY SHOP - HAND CRAFTED GIFTS

CRAFT CORNER - HAND CRAFTED GIFTS

HORSESHOE & ANVIL BLACKSMITH - WROUGHT IRON SOUVENIRS

ART GALLERY - WORKS BY LOCAL ARTIST

THE OLD COURTHOUSE PICTURE FRAMING, COCKATOO CRAFTS - HISTORICAL PHOTOS OF ESPERANCE AS FLORAL AND FAUNA, STAINED GLASS, LEAD-LIGHT WINDOWS.

L. THEATER AND CINEMA. (SEP 88) (USS INGERSOLL) BIJOU THEATER LOCATED ON DEMPSTER ST. IS THE HOME OF A SMALL LOCAL THEATER GUILD. ESPERANCE CIVIC CENTER LOCATED ON PINK LAKE ROAD HAS A 574-SEAT AUDITORIUM. THE CIVIC CENTER IS DESIGNED WITH THE SEATING TIERED TO PROVIDE UNINTERRUPTED VIEW OF THE STAGE. THE AUDITORIUM CAN BE QUICKLY CONVERTED FROM RAKED SEATING LEVELS TO FLAT FLOOR SECTIONS BY RETRACTING THE MOVEABLE TIERS ON WHICH THE CONCERT TYPE SEATING IS PLACED. THEN 50 TABLES CAN BE BROUGHT IN, CONVERTING THE WHOLE AREA TO A CABARET STYLE SETTING INCLUDING A DANCE FLOOR. THE SPACIOUS STAGE HAS PLAYED HOST TO PERFORMERS SUCH AS WEST AUSTRALIAN SYMPHONY ORCHESTRA, WEST AUSTRALIAN BALLET COMPANY, AND WEST AUSTRALIAN OPERA COMPANY.

M. PHYSICAL SECURITY. (SEP 88) (USS INGERSOLL) PHYSICAL SECURITY IS

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(CH-9)

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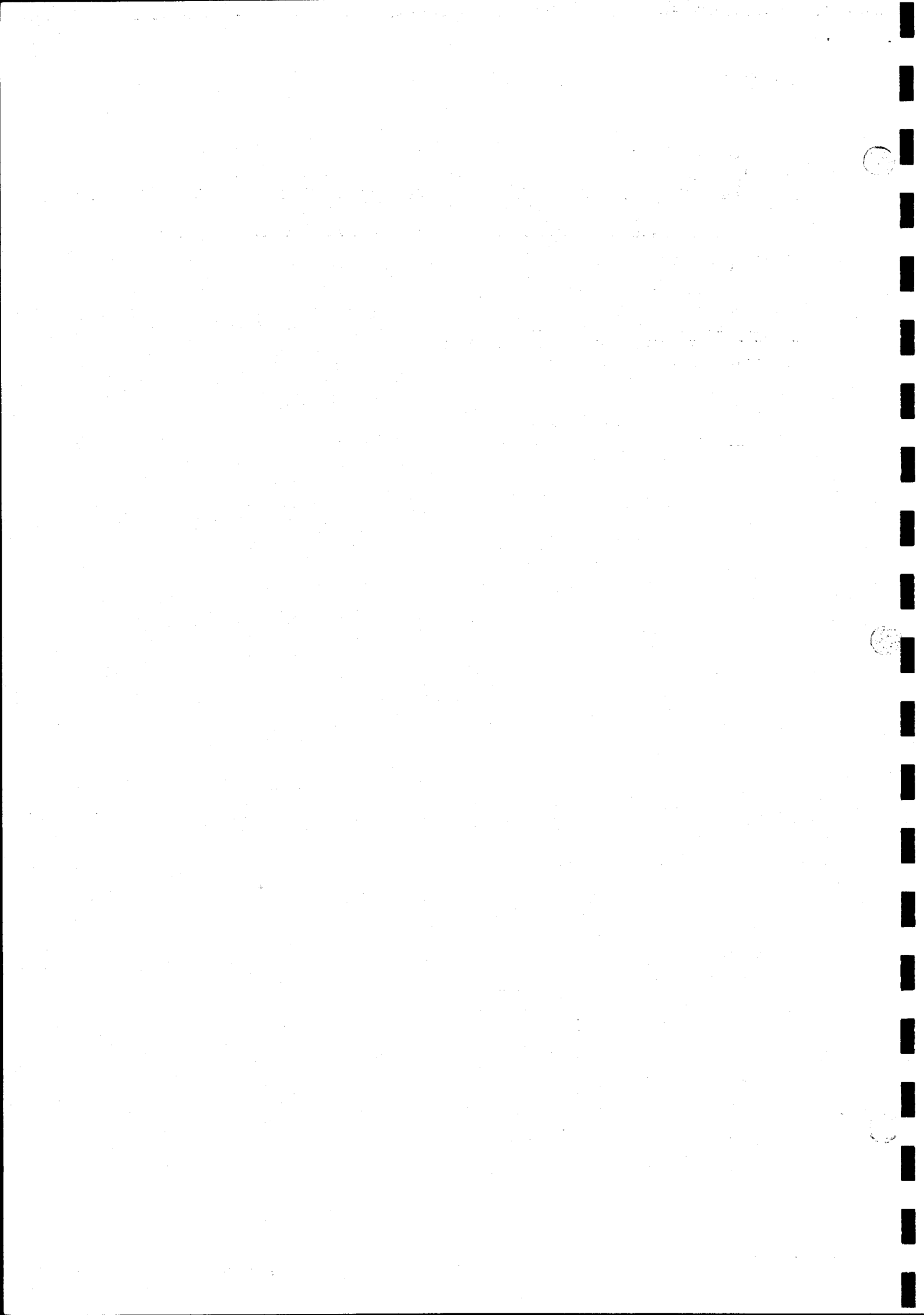
RECOMMENDED ONLY WHEN THERE IS A THREAT IN THE AREA. TWO HARBOR CRAFT WERE NOTED WHEN THE SHIP ARRIVED. DIVERS ARE AVAILABLE FOR WORK IN THE PORT AREA. THE SHIP WAS REQUIRED TO PROVIDE OWN PHYSICAL SECURITY.

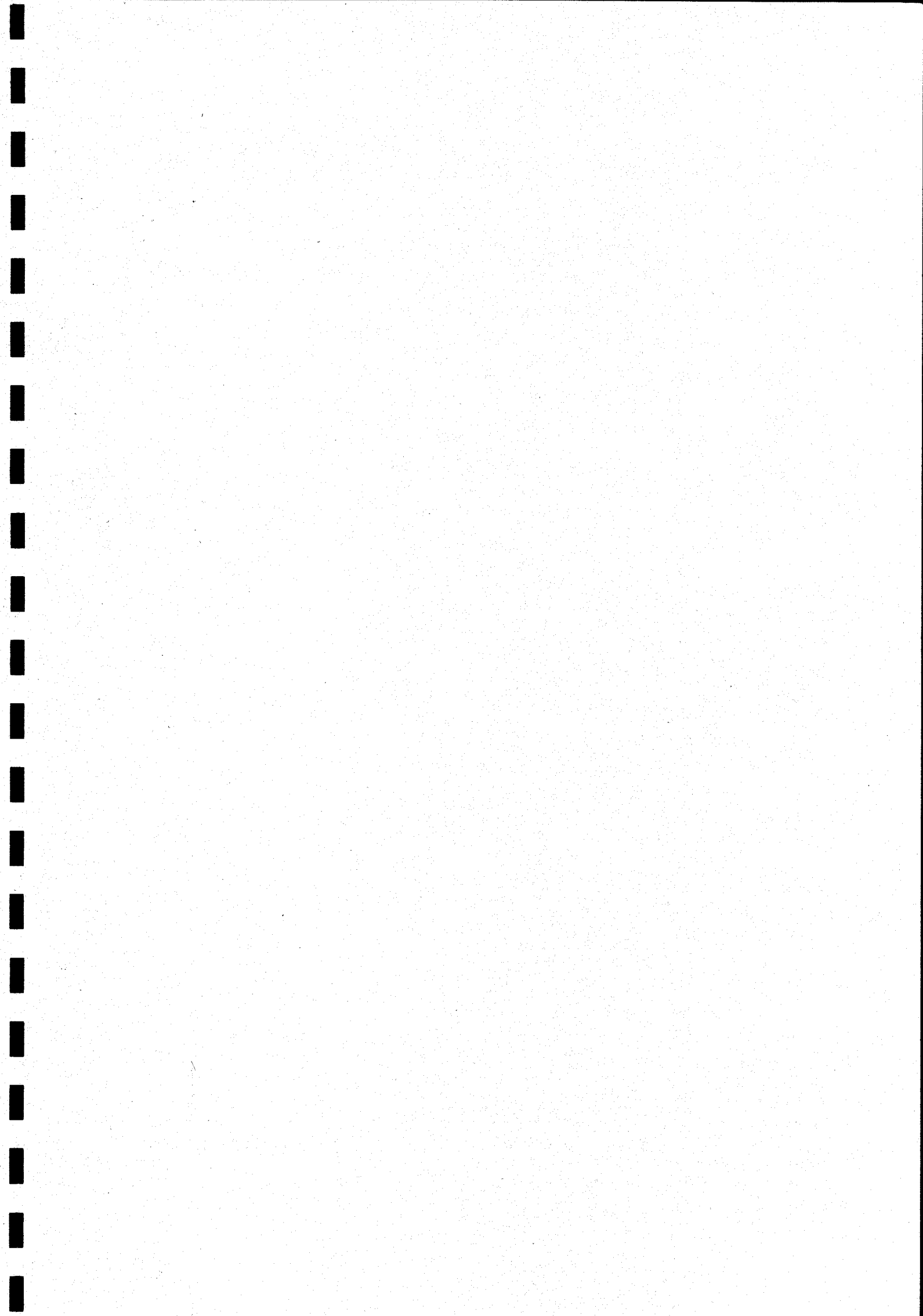
N. MISCELLANEOUS INFORMATION. (DEC 88) (FICPAC) THE RATE OF EXCHANGE IN DEC 88 WAS AUS \$1.15 TO US\$1.00.

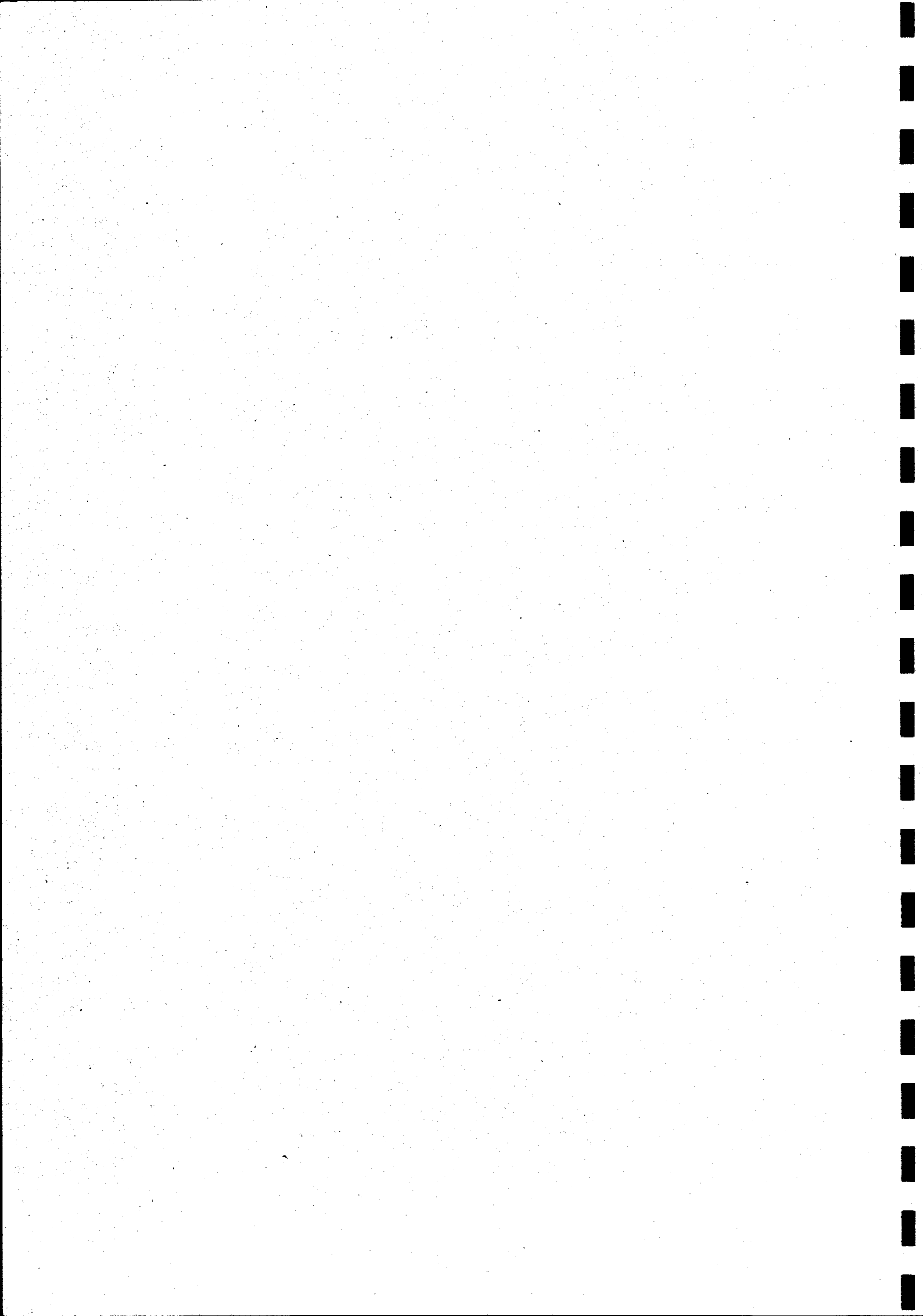
(SEP 88) (USS INGERSOLL) THE EXCHANGE WAS CONDUCTED ON BOARD BY WESTPAC BANK, AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY WITHOUT DIFFICULTY.

ESPERANCE DRYCLEANERS AND LAUNDRY, NORSEMAN ROAD, ESPERANCE, TEL: 711-247, WAS USED. THEIR 24-HR SERVICE AT REASONABLE PRICE WAS SATISFACTORY.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, DEC 88.







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LAUNCESTON, TASMANIA, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 88) (USS BERKELEY) BELL BAY (PORT DALRYMPLE) IS LOCATED ON THE NORTHERN BANK OF THE RIVER TAMAR, 8 NM FROM THE INLET (41-08S/146-52E). LAUNCESTON-BELL BAY IS THE LARGEST PORT IN THE ISLAND STATE OF TASMANIA. WITH 10 DEEP-WATER BERTHS ALONG THE BANKS OF THE RIVER TAMAR AND A LOCATION AT THE AXIS OF THE STATE'S ROAD AND RAIL SYSTEM, THE PORT CONTRIBUTES AS\$45 MILLION A YEAR TO THE REGIONAL ECONOMY.

ALTHOUGH BELL BAY IS CONSIDERED THE MAIN PORT OF THE CITY OF LAUNCESTON AND IS ADMINISTERED BY THE LAUNCESTON PORT AUTHORITY, IT IS ACTUALLY LOCATED 43 KM (27 MI) FROM THE CITY OF LAUNCESTON. THE NEAREST MUNICIPALITY TO BELL BAY IS GEORGE TOWN, 6.5 KM (4 MILES).

B. APPROACHES, LIGHTS, ETC. (OCT 88) (USS BERKELEY) THE SHIP UTILIZED DMAHTC PUB 127 (3RD ED 1986), DMA CHART 75207, AND AUSTRALIAN CHART 167. APPROACH IS WELL MARKED WITH HEBE REEF LIGHT TO WEST AND LOW HEAD LIGHT TO EAST. TWO RED LIGHTED RADIO MASTS, EAST OF STOCKYARD HILLS, ARE VISIBLE WHEN 10 NM FROM THE ENTRANCE. AUSTRALIAN CHART 167 WAS OBTAINED FROM THE ROYAL AUSTRALIAN NAVY PRIOR TO THE SHIP'S DEPARTURE FROM SYDNEY. WHILE THE CHART DIFFERS LITTLE FROM DMA 75209, THE SHIP'S COPY WAS HAND-ANNOTATED BY A LCDR, RAN, WHO HAD INTIMATE KNOWLEDGE OF THE PORT. IF POSSIBLE, RECOMMEND VISITING SHIPS REQUEST A SIMILAR PORT BRIEF FROM RAN PRIOR TO ARRIVAL BELL BAY.

C. PILOTAGE. (OCT 88) (USS BERKELEY) PILOTAGE IS COMPULSORY AT ALL TIMES. THE PILOT BOARDED AT 41-02-30S/146-45-30E FROM A 35-FT BLACK HULLED BOAT WITH A BRIGHT ORANGE SUPERSTRUCTURE. THE WORD "PILOT" WAS PRINTED ON THE SUPERSTRUCTURE IN BLACK LETTERS. THE PILOT WAS EXTREMELY PROFICIENT AND KNOWLEDGEABLE OF DDG/FF SHIPHANDLING CHARACTERISTICS. THE PILOT STATION TELEPHONE IS 003-821143 OR 003-821222. THE PILOT STATION IS LOCATED AT LAGOON BAY INSIDE LOW HEAD POINT. CURRENT PILOTS ARE: CAPT. JOHN BROWNBILL (HARBOR MASTER), CAPT RON RILEY (RAN RESERVE), AND CAPT BOB WALLACE.

D. ENTRANCE. (OCT 88) (USS BERKELEY) THE ENTRANCE IS AT MOUTH OF THE RIVER TAMAR. IALA BUOYAGE SYSTEM ALPHA IS USED. IF FOGGY, ENTRANCE IS NOT RECOMMENDED UNLESS SHE-OAK PT LEADS CAN BE SEEN FROM HEBE REEF AREA. THE PILOT RECOMMENDED ENTRANCE SPEED OF 15 KTS. THE ENTIRE TRANSIT FROM THE RIVER MOUTH TO BERTH WAS MADE AT 15 KTS WITH NO DIFFICULTY.

FROM 10 NM SEAWARD OF THE RIVER MOUTH, HEBE REEF LIGHT, LOW HEAD STOCKYARD HILLS CAN BE SEEN CLEARLY AND ARE USEFUL FOR DEFINING THE CHANNEL ENTRANCE. CAUTION SHOULD BE USED WHEN APPROACHING HEBE REEF LIGHT AS REEF EXTENDS 500 YDS NORTH OF THE LIGHT.

E. CHANNEL. (OCT 88) (USS BERKELEY) CHANNEL IS VERY WELL MARKED WITH FIVE RANGES AND LIGHTS POSITIONED AT EDGE OF CHARTED 10 M (33 FT) SHOAL. WIDTH VARIES GREATLY WITH SOME SHOALS EXTENDING 800 YDS FROM THE BANK. NUMEROUS SHARP TURNS ARE REQUIRED TO REMAIN IN THE CHANNEL, BUT THE PILOT'S KNOWLEDGE AND EXTENSIVE AIDS TO NAVIGATION MADE NEGOTIATION OF CHANNEL RELATIVELY EASY. DMA CHART 75207 AND AUSTRALIA CHART 167 DEPICTED EVERY NAVIGATION POINT ACCURATELY AND EXCELLENT VISUAL FIXES WERE OBTAINED THROUGHOUT TRANSIT.

AS A RESULT OF THE NARROW RIVER CHANNEL, RADAR FIXES WERE DIFFICULT TO OBTAIN AND AT TIMES NOT VERY RELIABLE.

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LAUNCESTON, TASMANIA, AUSTRALIA

THE SHIP'S TRANSIT OF THE CHANNEL WAS AS FOLLOWS: THE PILOT WAS MET AT CHARTED PICK-UP POINT AND RECOMMENDED AN APPROACH THAT LINED THE SHIP WITH THE MIDDLE CHANNEL LEADING LIGHTS (HEADING OF 128°T). ONCE ABEAM OF MIDDLE BANK LIGHT, THE LAGOON BAY TRANSITS (HEADING OF 123°T) WERE USED. TRANSITS CONSIST OF TWO SMALL RED TRIANGLES. THE STARBOARD TURN PAST SHEAR ROCK WAS MADE WITH 10° RUDDER, AND BARREL SPIT WAS TAKEN CLOSE ABOARD TO PORT. SHEAR ROCK WAS VISIBLE AT HIGH WATER. THE PILOT RECOMMENDED STAYING TO THE LEFT OF THE 165°T LEADS, AND MAINTAINING A COURSE OF 163°T THROUGHOUT THE LEG. ON THE NEXT LEG, THE PILOT RECOMMENDED STAYING LEFT OF THE 182°T LEADS AND REMAINING ON A COURSE OF 180°T IN ORDER TO GIVE HONDURAS BANK A WIDE BERTH AND PASS CLOSE TO BOMBAY ROCK LIGHT. A GRADUAL PORT TURN PAST BOMBAY ROCK LINED THE SHIP UP ON THE NEXT SET OF LEADS (126°T). THE LEADS ALSO CONSIST OF TWO RED TRIANGLES, SIMILAR TO THOSE OF LAGOON BAY. AT THAT POINT, THE PILOT RECOMMENDED SLOWING FROM 15 TO 10 KTS WHILE PASSING GARDEN ISLAND. WHEN GARDEN ISLAND BORE 030°T RELATIVE, THE SHIP MADE A GRADUAL STARBOARD TURN TO A COURSE OF 180°T. THIS COURSE WAS MAINTAINED UNTIL 100 YDS NORTH OF ANCHOR POINT. FROM THERE, A COURSE WAS SHAPED AROUND POINT EFFINGHAM, USING BELL BAY BEACON NO. 1 AS A HEAD BEARING. THE PILOT ADVISED REMAINING IN MID-CHANNEL UNTIL PAST BELL BAY BEACON NO. 1. THE SHIP MOORED TO NO. 4 WHARF AFTER TURNING IN THE CHANNEL JUST NORTH OF WOLVERINE LIGHT.

F. ANCHORAGE. (OCT 88) (USS BERKELEY) BEST ANCHORAGE REPORTED BY PILOT TO BE AT 41-08-18S/146-51-25E. ANCHORAGES ARE NOT MARKED ON CHARTS. THE CENTER OF RECOMMENDED ANCHORAGE IS 215 YDS SOUTHEAST OF THE EASTERN CORNER OF COMALCO WHARF. SINCE THE ANCHORAGE IS NOT SHELTERED AND THE PREDOMINANT WIND IS FROM THE NORTHWEST, APPROACHING ANCHORAGE ON A NORTHWEST HEADING IS RECOMMENDED. THIS REQUIRES TURNING IN THE CHANNEL. BOTH CHARTS PROVIDE AMPLE HEAD BEARINGS. AT ANCHORAGE, CHANNEL WIDTH IS 1,000 YDS. MINIMUM DEPTH IS 26 M (85 FT) WITH A SAND/SILT BOTTOM.

G. WRECKS AND OBSTRUCTIONS. (OCT 88) (USS BERKELEY) NONE. HOWEVER, THE PILOT RECOMMENDED GIVING SIMMONS MISTAKE (41-05-30S/146-48-06E) A WIDE BERTH. THE PILOT RECOMMENDED GRADUAL, 10° RUDDER TURNS THROUGHOUT TRANSIT, STARTING TURNS WELL BEFORE LEADING LIGHTS COME IN TRANSIT. TRACK CLOSELY CONFORMED TO THE WEAVING CHANNEL, MAKING TURN HEADINGS OF LITTLE VALUE.

H. TIDES AND CURRENTS. (OCT 88) (USS BERKELEY) A PARTICULARLY USEFUL SUPPLEMENT TO PUB 127 IS A PUBLICATION ENTITLED TIDAL PREDICTIONS FOR GEORGE TOWN, AVAILABLE FROM THE PORT OF LAUNCESTON AUTHORITY. A NOTABLE FEATURE OF THIS PORT IS THE 10-FT RANGE OF TIDE WITH CURRENTS IN EXCESS OF 5 KTS. THE PILOT RECOMMENDED ENTRY/EXIT AT SLACK WATER. STRONGEST CURRENT WITH EDDIES REPORTED TO BE AT CLEARANCE PT. WHILE PIERSIDE, THE MAIN DECK WOULD BE FLUSH WITH THE WHARF AT HIGH TIDE. AT LOW TIDE, THE BROW WAS ON A STEEP ANGLE FROM THE PIER TO THE QUARTERDECK AREA. THIS PROBLEM WAS COMPOUNDED BY HIGH WINDS, NECESSITATING REARRANGEMENT OF THE BROW SEVERAL TIMES PER DAY TO ENSURE SAFETY. ADDITIONALLY, LINES HAD TO BE ADJUSTED TO CONFORM TO TIDAL RANGE. THIS WAS A LENGTHY EVOLUTION DUE TO THE NUMBER OF LINES REQUIRED TO SECURE THE SHIP TO THE NARROW BERTH UNDER HIGH WIND CONDITIONS.

I. WEATHER AND WINDS. (OCT 88) (USS BERKELEY) THE SHIP CONSULTED PUB 127. HOWEVER, THIS DID NOT PREPARE US FOR THE NORTH-WESTERLY WINDS OF

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(CH-9)

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20-50 KTS THAT WERE EXPERIENCED FROM MID-DAY TO LATE AFTERNOON. SINCE BELL BAY IS NOT A WELL PROTECTED HARBOR AND THE PIER IS ONLY 25.5 M (84 FT), HIGH WINDS NECESSITATED THE USE OF SEVEN ADDITIONAL LINES AND DROPPING THE ANCHOR TO SECURE THE SHIP TO THE SHORT WHARF. THE TOWING HAWSER WAS EVENTUALLY USED TO PROVIDE ADDITIONAL STRENGTH. DUE TO THE REACH OF THE LENGTH OF LINE REQUIRED TO REACH THE INDEPENDENT DOLPHINS LOCATED FORE AND AFT, AND THEIR EXTREME ANGLE ON THE BOW AND STERN, LINES 1 AND 6 PROVIDED LITTLE HOLDING STRENGTH, YET REMAINED UNDER HEAVY STRAIN. THE WEATHER CONDITIONS PROMPTED THE SHIP TO MOVE THE BROW FROM THE 0-1 LEVEL TO THE MAIN DECK FOR SAFETY CONSIDERATION.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 88) (USS BERKELEY) THE SHIP MOORED TO NO. 4 WHARF WITH SIX STANDARD MOORING LINES INITIALLY. DUE TO THE SHORT LENGTH OF THE WHARF (25.5 M/84 FT), IT WAS NECESSARY TO SECURE LINES ONE AND SIX TO THE MOORING DOLPHINS LOCATED FORE AND AFT APPROXIMATELY 100 M (328 FT) FROM THE WHARF. AS FOUL WEATHER SET IN, IT WAS NECESSARY TO DOUBLE THE AMOUNT OF LINES SECURING THE SHIP AS WELL AS UTILIZE THE TOWING HAWSER FOR ADDITIONAL STRENGTH.

NO STEAM OR ELECTRICITY WAS AVAILABLE AT THE WHARF. CHARACTERISTICS OF THE OTHER WHARVES ARE AS FOLLOWS:

NO. 1 WHARF - COMALCO WHARF: EXCLUSIVE USE BY THE COMALCO.

NO. 2 WHARF - FERRY BERTH: 119 M (390 FT) IN LENGTH, DREDGED TO 8.4 M (27.5 FT), SERVICED BY TRAVELING CRANE AND OPEN TO COMMERCIAL USE.

NO. 3 WHARF - BELL BAY WHARF: 152 M (500 FT) IN LENGTH, DREDGED TO 11 M (36.2 FT), SERVICED BY TRAVELING CRANE AND OPEN TO COMMERCIAL USE.

NO. 5 WHARF - COMMON USER WHARF: THE NEWEST BERTH, 198 M (650 FT) IN LENGTH, SERVICED BY TRAVELING CRANE AND HAVING OWN STORAGE SHEDS. OPEN TO COMMERCIAL USE.

THE PRIME CONSIDERATION FOR BERTHING BERKELEY AT NO. 4 WHARF WAS SECURITY. ACCESS TO THE WHARF CAN BE CLOSELY GUARDED. THE OTHER BERTHS DO NOT PROVIDE SIMILAR SECURITY.

B. FUEL, LUBE, AND DIESEL OIL. (OCT 88) (USS BERKELEY) ALTHOUGH FUEL PIPING IS INSTALLED TO THE PIER, THE PIPING BELONGS TO A PRIVATE CONTRACTOR AND IS CURRENTLY BEING REFURBISHED. THE SHIP HAD TO FUEL BY TRUCK. SINCE THE PIER ITSELF IS CLOSED TO VEHICLES, OVER 30.5 M (100 FT) OF 6.35 CM (2.5 IN) HOSE WAS REQUIRED TO MAKE THE CONNECTION. FUELING WAS THEREFORE AN ALL-DAY EVENT. FUEL IS AVAILABLE FROM THE PIER AT NO. 1 WHARF. ALL OTHER REQUIRE DELIVERY BY ROAD TANKER.

C. MECHANICAL HANDLING FACILITIES. (OCT 88) (USS BERKELEY) BELL BAY POSSESSES A NEW, MOBILE HARBOR CRANE. IT IS ACCESSIBLE TO ALL WHARVES EXCEPT NO. 4 AND HAS THE CAPACITY TO LIFT 27 TONS AT 40 M (131 FT) RADIUS ON ANY CONTAINER VESSEL.

D. DRYDOCK AND REPAIR FACILITIES. (OCT 88) (USS BERKELEY) MAJOR REPAIRS WERE AVAILABLE IN THE PORT OF LAUNCESTON FURTHER SOUTH ON THE RIVER TAMAR. IT IS ALSO POSSIBLE TO HAVE MAJOR AFLOAT REPAIRS CARRIED OUT IN THE LOWER REACHES OF BELL BAY. THE PORT OF LAUNCESTON AUTHORITY HAS A STANDING AGREEMENT WITH SEVERAL PRIVATE CONTRACTORS TO DEAL WITH EMERGENCY REPAIRS, SUCH AS PIPE AND METAL FABRICATION, ELECTRICAL REPAIR, LATHE WORK, SLIP RING CUTTING AND REDRESSING, HIGH PRESSURE WELDING, AND METAL

L26-3
(CH-9)

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LAUNCESTON, TASMANIA, AUSTRALIA

REPAIR. THE PORT OF LAUNCESTON AUTHORITY ARRANGED FOR ALL CONTRACTORS AND BILLS FOR WORK PROVIDED. THE SHIP HAD THE FOLLOWING REPAIRS PERFORMED:

CUT AND DRESSED SLIP RINGS FOR 1A SSTG.

FABRICATED AND INSTALLED ONE-HALF INCH CHROME-MOLY PIPING (HIGH PRESSURE WELDING) ON NO. 1 FIRE ROOM SOOT BLOWER PIPING.

BOTH JOBS WERE PERFORMED BY LAUNCESTON METAL AND MACHINERY REPAIR, LAUNCESTON, TASMANIA.

E. WAREHOUSES AND STORAGE AREAS. (OCT 88) (USS BERKELEY) THERE ARE THREE LARGE WAREHOUSES LOCATED AT BERTH NO. 5. PRIVATE COMPANIES SUCH AS COMALCO ALUMINUM MAINTAIN THEIR OWN STORAGE AREAS NEARBY. COLD STORAGE IS AVAILABLE AT THE CITY OF LAUNCESTON.

F. STEVEDORES. (OCT 88) (USS BERKELEY) STEVEDORES APPEAR READILY AVAILABLE FROM THE PORT AUTHORITY. LINE-HANDLERS AND STEVEDORES DID NOT PARTICIPATE IN ANY ANTI-NUCLEAR PROTEST OR WORK STOPPAGE.

G. PORT CAPACITY. (OCT 88) (USS BERKELEY) FIVE WARSHIPS CAN MOOR PIERSIDE IN BELL BAY AT ANY ONE TIME. THERE IS SUFFICIENT ANCHORAGE FOR AT LEAST THREE MAJOR VESSELS IN THE IMMEDIATE VICINITY. BERTHING IS AVAILABLE DIRECTLY ACROSS THE RIVER AT BEAUTY POINT. BECAUSE OF THE RURAL LOCATION, THERE IS AMPLE ROOM FOR SIGNIFICANT EXPANSION OF THE PORT FACILITIES. WHILE SUCH EXPANSION IS HIGHLY DESIRED BY THE AUTHORITIES, PORT REVENUES FOR THE LAST THREE YEARS HAVE NOT BEEN SUFFICIENT TO FINANCE MORE THAN VERY MODERATE EXPANSION.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 88) (USS BERKELEY) THE RELATIVELY SMALL SIZE AND POPULATION OF TASMANIA DICTATES A SMALL ROAD AND RAIL NETWORK. LAUNCESTON IS CONNECTED BY RAIL TO HOBART (TASMANIA'S LARGEST CITY) TO THE SOUTH, DEVONPORT ON THE NORTHERN COAST, AND ST. MARYS ON THE EASTERN COAST. THE STATE'S HIGHWAY SYSTEM CONSISTS OF SINGLE LANE PER DIRECTION WITH A PASSING LANE UP MOST MAJOR HILLS. DRIVING TIME TO LAUNCESTON FROM BELL BAY IS APPROXIMATELY 45 MINUTES. DRIVING TIME FROM LAUNCESTON TO HOBART IS TWO AND ONE-HALF HOURS ON THE MIDLAND HIGHWAY (ROUTE #1). TRAFFIC IS LIGHT AND HIGHWAYS ARE AMPLE FOR THE VOLUME OF ROAD TRANSPORT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 88) (USS BERKELEY) LIGHTERAGE IS AVAILABLE THROUGH THE PORT OF LAUNCESTON AUTHORITY. IT IS NOT EXTENSIVE HOWEVER.

B. DREDGES AND MISCELLANEOUS CRAFT. (OCT 88) (USS BERKELEY) TUGS AND SMALL CRAFT CAN BE CONTRACTED VIA THE PORT OF LAUNCESTON AUTHORITY. TWO MEDIUM-SIZED TUGS ARE AVAILABLE FOR MOORING. IN ADDITION, TWO WORK BOATS ASSISTED IN HANDLING BERKELEY'S NO. 1 AND 6 LINES TO THE FORE AND AFT DOLPHINS.

C. WATER. (OCT 88) (USS BERKELEY) POTABLE WATER WAS AVAILABLE FROM PIPE ON THE PIER. CHLORINE RESIDUE WAS .2 PPM FAC AND WAS FIT FOR DIRECT DISTRIBUTION. PIPING CONNECTION WAS 6.35 CM (2.5 IN) FITTING. THE AMOUNT AVAILABLE WAS NOT RESTRICTED.

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L26-4
(CH-9)

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LAUNCESTON, TASMANIA, AUSTRALIA

D. AIRFIELDS. (OCT 88) (USS BERKELEY) THERE ARE A NUMBER OF SMALL AIRFIELDS IN TASMANIA. THE TWO LARGER AIRPORTS ARE AT HOBART AND LAUNCESTON WITH REGULAR SERVICE TO ALL AUSTRALIAN STATE CAPITALS BY ANSETT AIR AND AUSTRALIAN AIR. IN ADDITION, AIR NEW ZEALAND FLIES DIRECT BETWEEN HOBART AND CHRISTCHURCH, NZ. ALL OTHER OVERSEAS FLIGHTS ARE ROUTED VIA SYDNEY.

PASSENGER RESERVATION FOR PERSONNEL BEING TRANSFERRED OR GOING ON EMERGENCY LEAVE WERE MADE VIA PHONE TO HAROLD E. HOLT, COMMUNICATIONS STATION. INITIALLY PASSENGERS WERE ROUTED VIA THE HOBART AIRPORT. THE FINAL PASSENGER RESERVATIONS WERE VIA LAUNCESTON. RECOMMEND VISITING SHIPS INSIST ON ROUTING FROM LAUNCESTON TO PRECLUDE THE NEED FOR NUMEROUS TWO-AND-A-HALF HOUR DRIVES BY THE SHIP'S VEHICLE TO HOBART.

(JAN 89) (FICPAC) LAUNCESTON AIRPORT HAS ONE RUNWAY:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | <u>SURFACE</u> |
|--------------------|----------------------------------|----------------|
| 140/320 | 1,981 X 45.7 M (6,500 X 45.7 FT) | ASPHALT |

HOBART AIRPORT HAS THREE RUNWAYS:

| | | |
|---------|---------------------------------|---------|
| 060/240 | 1,180 X 45.7 M (3,870 X 150 FT) | GRAVEL |
| 090/270 | 1,060 X 18.3 M (3,478 X 60 FT) | ASPHALT |
| 140/320 | 990 X 18.3 M (3,248 X 60 FT) | ASPHALT |

E. COMMUNICATIONS. (OCT 88) (USS BERKELEY) BELL BAY CONTROL SHOULD BE CONTACTED ON VHF CHANNEL 16 STATING ETA OFF HEBE REEF.

DOMESTIC AND INTERNATIONAL TELEPHONE AND MAIL SERVICES ARE AVAILABLE. HOWEVER, THE INTERNATIONAL OPERATORS WERE FREQUENTLY BUSY OR OTHERWISE UNAVAILABLE ON WEEKEND EVENINGS. THERE WAS NO DIFFICULTY WITH INTERNATIONAL DIRECT DIALING.

UPON ARRIVAL, THE SHIP WAS PROVIDED WITH CELLULAR PHONES. WHILE THE PHONE SERVICE WAS GOOD FROM THE QUARTER DECK, THE CELLULAR SYSTEM CANNOT BE USED WITHIN THE SKIN OF THE SHIP. IN ADDITION, CELLULAR BATTERIES COULD NOT BE RECHARGED ONBOARD DUE TO THE DIFFERENCE IN AC CURRENT (220). BATTERIES WERE RECHARGED IN THE PIER GUARD HOUSE. DURING THE THIRD DAY IN PORT, THREE LAND-LINES WERE PROVIDED BY DIMENSION 2000 PHONE SYSTEM.

MAIL WAS DELIVERED EVERY WEEKDAY FROM LAUNCESTON. POSTMISTRESS DELIVERED/PICKED UP ON THE PIER. SERVICE WAS EXCELLENT.

F. MEDICAL. (OCT 88) (USS BERKELEY) THE SHIP'S LAST PORT VISIT WAS SYDNEY; THEREFORE, A QUARANTINE DECLARATION, HTLV-III, AND "DERAT" CERTIFICATE WERE NOT REQUESTED, AND NO QUARANTINE OFFICIALS BOARDED.

THE SHIP DID NOT UTILIZE OUTSIDE MEDICAL FACILITIES. CIVILIAN DOCTORS ARE AVAILABLE IN GEORGE TOWN AND LAUNCESTON. MAJOR HOSPITALS ARE LOCATED IN LAUNCESTON AND HOBART. PORT OF LAUNCESTON AUTHORITY CAN ASSIST IN OBTAINING MEDICAL CARE.

HEALTH AND SANITATION OF THE PORT IS VERY GOOD. THERE WERE NO TRACES OF ORGANIC WASTES, INDUSTRIAL POLLUTION IN HARBOR WATER, OR ATMOSPHERIC POLLUTION. SHIP AND SMALL BOAT TRAFFIC IS MINIMAL, DIMINISHING THE CHANCES OF WATERBORNE DISCHARGES.

THE CITY OF LAUNCESTON IS CLEAN AND SANITATION CONDITIONS ARE COMPARABLE TO U.S. STANDARDS. THERE WAS NO APPARENT EVIDENCE OF ILLEGAL DRUGS OR PROSTITUTION.

(JUL 86) (AFMIC) HEPATITIS AND SEXUALLY TRANSMITTED DISEASES INCLUDING

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LAUNCESTON, TASMANIA, AUSTRALIA

DRUG-RESISTANT GONORRHEA ARE PREVALENT. CASES OF AIDS HAVE BEEN REPORTED IN AUSTRALIA. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, DND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA, FILARIASIS, AND TYPHUS ARE PRESENT IN PARTS OF AUSTRALIA, MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING BECAUSE MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

G. GASOLINE. (OCT 88) (USS BERKELEY) THERE ARE NUMEROUS GASOLINE STATIONS IN GEORGE TOWN AND LAUNCESTON. FEW ARE OPEN ON NIGHTS OR WEEKENDS. LOCAL RADIO STATIONS CARRY ADVERTISEMENTS FOR THOSE STATIONS OPEN NIGHTS/WEEKENDS. TRAVELING FROM BELL BAY TO LAUNCESTON, A CONVENIENT STATION IS LOCATED ON RT. #1 AT THE FIRST CROSSROAD IN LAUNCESTON (SHELL OIL). OTHER FUEL COMPANIES INCLUDE MOBILE AND CALTEX.

H. PROVISIONS. (OCT 88) (USS BERKELEY) THE SHIP DEALT WITH NORTH WEST PROVIDERS, 10 WELLINGTON ST., P.O. BOX 1049, BURNIE, TASMANIA, AS, (SHIP'S CHANDLER). MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND SEAFOOD WERE AVAILABLE. DAIRY PRODUCTS WERE DELIVERED AT 45°F AND HAD A 9-DAY SHELF LIFE STARTING UPON DELIVERY. MILK CAME IN ONE-HALF AND ONE LITER CARTONS AND IN 15 LITER PLASTIC CONTAINERS. FRUITS NEED TO BE WASHED IN RUNNING WATER. LEAFY VEGETABLES NEED TO BE WASHED IN FOOD SERVICE DISINFECTING SOLUTION. HAMBURGER PATTIES PROVIDED SMELLED AND TASTED AS IF PARTLY LAMB.

I. GARBAGE DISPOSAL. (OCT 88) (USS BERKELEY) WET AND DRY GARBAGE CAN BE DISPOSED OF TOGETHER INTO 55-GAL DRUMS (COVERED) ON PIER. GARBAGE WAS REMOVED DAILY. CUSTOMS OFFICIALS WILL ARRANGE FOR THIS SERVICE UPON BOARDING. THERE ARE NO RESTRICTION ON AMOUNT DUMPED.

4. PERSONALIA

A. CALLS. (OCT 88) (USS BERKELEY) THE CO CALLED ON THE MAYOR OF GEORGE TOWN, THE MAYOR OF LAUNCESTON, AND LAUNCESTON PORT AUTHORITY OFFICIALS. THE CO ALSO ATTENDED RECEPTIONS HOSTED BY CIVIC LEADERS FROM GEORGE TOWN AND LAUNCESTON. A VIP LUNCHEON WAS HELD ONBOARD THE SHIP FOR LEADERS OF BOTH COMMUNITIES. ADDITIONALLY, THE FOLLOWING EVENTS WERE ORGANIZED: AUSTRALIAN-AMERICAN ASSOCIATION DINNER FOR WARDROOM; CO'S WREATH-LAYING AT THE GEORGE TOWN WAR MEMORIAL CENOTAPH; CO/XO LUNCHEON WITH GEORGE TOWN CITY COUNCIL; AND BARBECUE FOR THE CREW BY GEORGE TOWN CITY COUNCIL.

B. HONORS. (OCT 88) (USS BERKELEY) BELL BAY IS NOT A SALUTING PORT. HOLIDAY LIGHTING WAS NOT RIGGED IN VIEW OF THE ISOLATED LOCATION.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (OCT 88) (USS BERKELEY) BELL BAY IS A VITAL AREA TO NORTHERN TASMANIA FOR THE LOADING AND UNLOADING OF GOODS. THE NEAREST POPULATION CENTER TO BELL BAY IS GEORGE TOWN [APPROXIMATELY 6.5 KM (4 MI)]. GEORGE TOWN IS THE OLDEST TOWN IN AUSTRALIA WITH A POPULATION OF

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LAUNCESTON, TASMANIA, AUSTRALIA

6,000. IT IS A PICTURESQUE TOWN WITH SEVERAL INTERESTING LANDMARKS ALONG ITS COAST LINE. LAUNCESTON IS THE NEAREST LARGE CITY (POPULATION 65,000) SITUATED 50 KM (31 MI) TO THE SOUTH OF THE RIVER MOUTH ON THE RIVER TAMAR. LAUNCESTON HELD THE NIGHT ATTRACTIONS FOR THE MAJORITY OF SAILORS.

B. LIBERTY. (OCT 88) (USS BERKELEY) FOUR ENLISTED MEN WERE REQUIRED NIGHTLY FOR SHORE PATROL DUTIES. THEY WERE REQUIRED TO BE AT THE FOOT OF THE WHARF FOR PICKUP AND SPENT THEIR WATCH RIDING THROUGH TOWN WITH LOCAL AUTHORITIES. SIZE OF THE LIBERTY PARTY WAS 250. THIS NUMBER OF MEN WAS EASILY ACCOMMODATED IN LAUNCESTON.

C. CLUBS AND BARS. (OCT 88) (USS BERKELEY) THE ONLY BARS AVAILABLE IN GEORGE TOWN WERE THE PIER HOTEL AND GRAY'S HOTEL BARS. ATMOSPHERE THERE WAS WARM AND FRIENDLY. BEERS RAN APPROXIMATELY AS\$1.50.

IN LAUNCESTON, THERE WERE NUMEROUS DISCOS, CLUBS, AND BARS TO CHOOSE FROM. MOST FAVORED AMONG CREW MEMBERS WAS HOT GOSSIP, ST. GEORGE HOTEL, O'KEEFES HOTEL, VICS, AND NIGHT MOVES. SOME ESTABLISHMENTS HAD A AS\$5.00 COVER CHARGE ON THE WEEKENDS; BEER WAS APPROXIMATELY AS\$1.50.

THE LAUNCESTON FEDERAL COUNTRY CLUB CASINO HOTEL WAS LOCATED 10 KM (6.2 MI) SOUTH OF LAUNCESTON. THIS LAS VEGAS STYLE CASINO HAD NIGHTLY ENTERTAINMENT INCLUDING A COMEDIENNE AND A DISCO. THE GAME ROOM CONTAINED BLACK JACK, ROULETTE, TWO-UP, BACCARAT, KENO, SLOTS, AND CRAPS ON SATURDAY NIGHTS. THE CASINO HELD A NAVY NIGHT WITH FREE ENTERTAINMENT FOR OUR CREW. NO CLUBS WERE PLACED OFF LIMITS IN GEORGE TOWN OR LAUNCESTON.

D. RESTAURANTS. (OCT 88) (USS BERKELEY) THE PIER HOTEL IN GEORGE TOWN POSSESSED OUTSTANDING DINING FACILITIES AT LOW PRICES. THIS OLD HOTEL'S RUSTIC ATMOSPHERE IS HIGHLY RECOMMENDED.

IN LAUNCESTON, ALL TYPES OF INTERNATIONAL CUISINE COULD BE FOUND. OF PARTICULAR NOTE WERE O'KEEFES HOTEL, THE PAVILION (PIANO BAR), THE SPAGHETTI HOUSE, AND FOSIE'S PUB. PRICES RANGED FROM MODERATE TO HIGH.

E. HOTELS. (OCT 88) (USS BERKELEY) THE GEORGE TOWN HOTEL WAS THE CLOSEST AND MOST POPULAR HOTEL USED BY THE CREW (DOUBLE ROOM: AS\$35.00). MANY HOTELS WERE ALSO AVAILABLE IN LAUNCESTON (DOUBLE ROOM: AS\$45.00-85.00).

F. ATHLETICS. (OCT 88) (USS BERKELEY) THE SHIP WAS PROVIDED WITH NUMEROUS OPPORTUNITIES TO PARTICIPATE IN SPORTING ACTIVITIES. TOURNAMENTS WERE HELD IN SOCCER, SOFTBALL, BASKETBALL, DARTS, VOLLEY BALL, AND CRICKET. MANY OF THESE TOURNAMENTS WERE AGAINST LOCAL FIRE DEPTS, POLICE DEPTS, ETC. TRANSPORTATION WAS USUALLY ARRANGED BY THOSE SPONSORING THE GAME. THE GEORGE TOWN GOLF CLUB PROVIDED FREE TEE-OFFS AND RENTAL CLUBS FOR MANY OF THE CREW. THEY WERE TEAMED UP WITH LOCAL PLAYERS AND INVOLVED IN SEVERAL TOURNAMENTS.

G. CHURCHES. (OCT 88) (USS BERKELEY) MOST EVERY RELIGIOUS DENOMINATION IS AVAILABLE IN GEORGE TOWN OR LAUNCESTON. SAINTY'S STARLINE COACHES OFFERED FREE TRANSPORTATION FOR THOSE WISHING TO ATTEND RELIGIOUS SERVICES.

H. TRANSPORTATION. (OCT 88) (USS BERKELEY) SAINTY'S STARLINE COACHES ARRANGED TRNAPORTATION FOR THE CREW FROM BELL BAY TO GEORGE TOWN AND

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LAUNCESTON, TASMANIA, AUSTRALIA

LAUNCESTON. BECAUSE OF THE LONG DISTANCE INVOLVED, ARRANGEMENT OF BUS SERVICE FROM BELL BAY TO GEORGE TOWN AND LAUNCESTON IS A MUST. COST FOR THE BUS TRANSPORTATION WAS AS\$2.00 TO GEORGE TOWN, AS\$3.50 TO LAUNCESTON, AND AS\$4.00 TO THE LAUNCESTON CASINO. TAXI SERVICE WAS AVAILABLE BY PHONE, BUT VERY EXPENSIVE DUE TO DISTANCES. TAXI SERVICE TO LAUNCESTON RAN ABOUT AS\$45.00. BUS COMPANY PROVIDED A SCHEDULE OF OPERATING HOURS AND WORKED VERY CLOSELY WITH THE SHIP IN DETERMINING BEST TIMES TO AND FROM BELL BAY. IT MAY BE ADVISABLE IN THE FUTURE FOR A SHIP TO RENT A BUS AND MAKE SHUTTLE RUNS FOR THE CREW. THE FARES COULD THEN BE REDUCED DRAMATICALLY.

RENTAL CARS WERE ALSO POPULAR AND COULD BE RENTED FROM EITHER GEORGE TOWN OR LAUNCESTON. ALL MAJOR RENTAL AGENCIES COULD BE FOUND (I.E. HERTZ, BUDGET AND ALAMO). LOWEST RATE AVAILABLE WAS AS\$54.00 PER DAY. SAINTY'S STARLINE COACH / 91-1211 AND GEORGE TOWN TAXI SERVICE / 82-1622

J. TOUR. (OCT 88) (USS BERKELEY) TOURING IS BY BUS OR RENTAL CAR. SAINTY'S STARLINE COACHES WILL ARRANGE FOR LOCAL TOURS BY BUS. PRICES FOR ALL DAY TOURS AROUND THE COUNTRYSIDE AND ON DOWN TO HOBART WERE AS\$20.00-25.00. THERE WAS ALSO AN OVER-NIGHT TOUR TO HOBART ARRANGED FOR AS\$75.00. A MINIMUM OF 15-20 MEN WERE NEEDED TO SIGN UP FOR THE TOUR. INFORMATION WAS AVAILABLE FROM THE GEORGE TOWN VISITORS CENTER AND FROM THE TASMANIAN VISITOR CORPORATION, A PRIVATE ASSOCIATION OF BUSINESSES. THE PUBLICATION "TASMANIAN TRAVELWAYS" (PUBLISHED BI-MONTHLY) LISTS PRICES FOR ALL TRANSPORTATION AND ACCOMMODATION ON THE ISLAND, AS WELL AS MOST RESTAURANTS.

RENTAL CARS WERE THE MOST CONVENIENT FOR TOURING TASMANIA. LEAST EXPENSIVE CARS WERE FOUND AT BUDGET RENTALS IN LAUNCESTON FOR AS\$54.00 PER DAY (INCLUDES INSURANCE, UNLIMITED MILEAGE). CONVENIENT ROAD TRIPS ARE TO HOBART, MOUNT WELLINGTON, BRIDGETON, SCOTTSDALE, AND THE WINERIES.

K. SHOPPING. (OCT 88) (USS BERKELEY) VERY FEW STORES WERE AVAILABLE IN GEORGE TOWN. MOST MEN TRAVELLED TO LAUNCESTON FOR THEIR SHOPPING NEEDS. MOST POPULAR ITEMS WERE SHEEP SKIN, WOOL SWEATERS, STUFFED TASMANIAN DEVILS, AND ANTIQUES. MOST STORES CLOSED AT 1200 ON SATURDAYS AND WERE NOT OPEN ON SUNDAYS. ADDITIONALLY, LOCAL CRAFTSMEN WERE PERIODICALLY ALLOWED TO DISPLAY AND SELL LOCAL HANDICRAFTS ON THE PIER WITH SHIP AND POLICE PERMISSION. WARES INCLUDED WOOD ITEMS MADE FROM THE LOCAL HUON PINE (A RARE WOOD), WOOL SWEATERS AND HANDICRAFTED KNITS, AND LEATHERWOOD HONEY (EXCLUSIVE TO TASMANIA).

L. THEATER AND CINEMA. (OCT 88) (USS BERKELEY) THERE IS ONLY ONE CINEMA THEATER WITHIN LAUNCESTON. THE PRINCESS THEATER ON BRISBANE ST. PROVIDES FIRST-RUN MOVIES (COST: AS\$4.00). LAUNCESTON ALSO POSSESSES A THEATER SHOWING PLAYS YEAR ROUND. THERE ARE NO THEATERS IN GEORGE TOWN.

M. PHYSICAL SECURITY. (OCT 88) (USS BERKELEY) SECURITY AT NO. 4 WHARF IS EXCELLENT. THE PIER LEADING TO THE WHARF IS TOO NARROW FOR VEHICULAR TRAFFIC. A METAL SCREEN GATE AT THE ENTRANCE OF THE PIER CAN BE CLOSED COMPLETELY TO DENY PEDESTRIAN ACCESS. TWO SECURITY GUARD HOUSES (WITH TELEPHONE COMMUNICATIONS) ARE LOCATED AT THE BERTH, ONE ON THE WHARF ITSELF AND ONE AT THE ENTRANCE TO THE PIER. LOCAL AUTHORITIES WERE MOST COOPERATIVE AND MAINTAINED TWO PATROLMEN AT THE WHARF AT ALL TIMES. IN ADDITION, WATER POLICE MADE FREQUENT PATROLS AND A PATROL BOAT MAINTAINED A NEARBY STATION DURING THE FIRST NIGHT IN PORT.

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L26-8
(CH-9)

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LAUNCESTON, TASMANIA, AUSTRALIA

THERE WERE APPROXIMATELY 30 PROTESTORS PRESENT IN BELL BAY UPON ARRIVAL ON 10 OCT 1988, HAVING TRAVELED BY BUS FROM LAUNCESTON. FIVE SMALL KAYAKS AND A YACHT ATTEMPTED TO DISRUPT MOORING BY PLACING THEMSELVES BETWEEN THE SHIP AND THE PIER. THEY WERE REMOVED BY POLICE BOATS. TWENTY ADDITIONAL PROTESTERS HELD PLACARDS AND SHOUTED SLOGANS FROM THE SHORE. MOORING WAS COMPLETED WITHOUT INCIDENT. THE MAJORITY OF PROTESTORS LEFT AFTER TWO HOURS, WITH ONE INDIVIDUAL REMAINING BEHIND IN A CAMPER TO HAND OUT LEAFLETS TO GENERAL VISITORS. THIS EFFORT WAS DESULTORY SINCE THE SHIP WAS NOT OPEN TO VISITORS THE FIRST TWO DAYS IN PORT. ON VISIT SHIP DAYS, BERKELEY HOSTED OVER 3,000 VISITORS WITHOUT INCIDENT DESPITE INCLEMENT WEATHER. THE MAJORITY OF PROTESTORS WERE FROM AREAS OUTSIDE BELL BAY/GEORGE TOWN.

N. MISCELLANEOUS INFORMATION. (FEB 89) (FICPAC) THE CURRENCY EXCHANGE RATE IN TASMANIA IS US\$1.00 = AS\$1.08 IN FEB 89.

(OCT 88) (USS BERKELEY) MONEY EXCHANGERS DID NOT COME ABOARD. HOWEVER, THE LOCAL CREDIT UNION IN GEORGE TOWN AS WELL AS SEVERAL BANKS IN LAUNCESTON READILY EXCHANGED CURRENCY. PRIOR TO SHIP'S DEPARTURE FROM BELL BAY (LAST PORT CALL IN AUSTRALIA), MONEY EXCHANGERS DID COME ABOARD TO ALLOW THE SAILORS TO TRADE THEIR AUSTRALIAN CURRENCY BACK INTO AMERICAN DOLLARS.

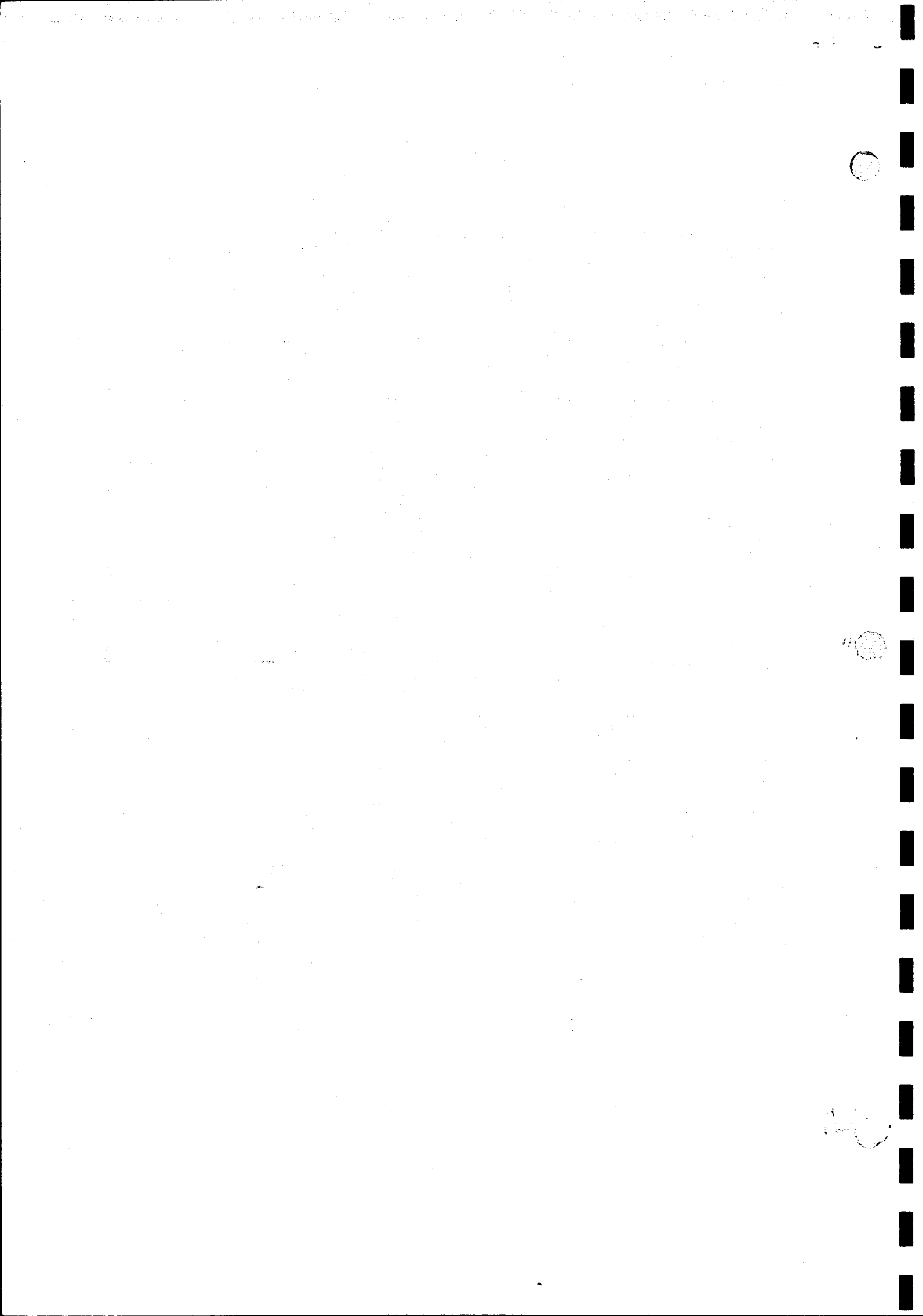
THE LOCAL COMMUNITIES EXTENDED A WARM WELCOME TO THE SHIP WITH THE CREW HOSTED TO AN ALL HANDS BARBECUE BY THE CITY OF GEORGE TOWN AND THE BELL BAY FIRE BRIGADE. DINNER FOR OFFICERS WAS HOSTED BY THE LOCAL AUSTRALIAN-AMERICAN ASSOCIATION. MUCH OF THE COORDINATION FOR THESE EVENTS WAS VOLUNTARILY UNDERTAKEN BY AN AMERICAN CITIZEN WORKING AS A NEWSPAPER MANAGER IN LAUNCESTON, MR. ROSS GAME. MR. GAME HAD SERVED AS A VIETNAM WAR CORRESPONDENT FOR THE ASSOCIATED PRESS AND MAINTAINS GREAT AFFINITY FOR THE U.S. ARMED FORCES. RECOMMEND VISITING SHIPS CONTACT HIM IN ADVANCE AS A COURTESY AND TO ENSURE BELL BAY-LAUNCESTON'S MOST GRACIOUS HOSPITALITY.

BELL BAY OFFERS AN EXCELLENT OPPORTUNITY FOR COMMUNITY RELATIONS PROJECTS BECAUSE OF THE FRIENDLY, INQUISITIVE NATURE OF THE LOCAL COMMUNITY. BERKELEY'S OFFICERS AND SAILORS WERE INVITED TO GIVE SHORT TALKS CONCERNING THE U.S. AND UNITED STATES NAVY TO THE GEORGE TOWN HIGH SCHOOL, SOUTH GEORGE TOWN ELEMENTARY SCHOOL, AND STAR OF THE SEA (A PRIVATE CATHOLIC SCHOOL).

COMPILED BY: MS. KAY DeVAUL, 23PD, FICPAC, FEB 1989.

L26-9
(CH-9)

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ESPERANCE, AUSTRALIA
(No inputs since Apr 1979)

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (10-85) ESPERANCE (33°51'S/121°53'E) IS AN ARTIFICIAL HARBOR, SITUATED ON THE NORTHWEST SIDE OF ESPERANCE BAY.

B. APPROACHES, LIGHTS, ETC. (10-85) CONSULT DMAHTC PUB 175, CHART 75001, AND AUSTRALIAN CHART 119.

C. PILOTAGE. (10-85) CONSULT PUB 175.

D. ENTRANCE. (10-85) CONSULT PUB 175.

E. CHANNEL. (10-85) CONSULT PUB 175.

F. ANCHORAGES. (10-85) CONSULT PUB 175.

G. WRECKS AND OBSTRUCTIONS. (10-85) CONSULT PUB 175.

H. TIDES AND CURRENTS. (10-85) CONSULT PUB 175.

I. WEATHER AND WINDS. (10-85) CONSULT PUB 175.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (4-79) IT IS RECOMMENDED THAT BREAST LINES EITHER BE RIGGED OR ON STANDBY FOR READY USE.

B. FUEL, LUBE, AND DIESEL OIL. (4-79) AN ABUNDANT SUPPLY OF FUEL OIL IS AVAILABLE THROUGH THE MOBILE OIL COMPANY. IT IS DELIVERED BY TRUCK AT A RATE OF 17,034 L (4,500 GAL)/HOUR THROUGH A 7.6 CM (3 IN) CONNECTION.

C. MECHANICAL HANDLING FACILITIES. (4-79) THERE IS ONE MOBILE CRANE IN THE PORT.

D. DRYDOCKS AND REPAIR. (4-78) THERE ARE NO FACILITIES AVAILABLE.

E. WAREHOUSES AND STORAGE FACILITIES. (4-79) GRAIN SILOS ARE THE ONLY STORAGE FACILITIES AVAILABLE.

F. STEVEDORES. (4-78) THERE ARE STEVEDORES AVAILABLE.

G. PORT CAPACITY. (4-79) ESPERANCE COULD ACCOMMODATE TWO DD SIZE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-79) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

ESPERANCE, AUSTRALIA

A. LIGHTERAGE. (4-79) THERE ARE DIESEL-POWERED TUGS AVAILABLE THROUGH MECKENZIES TUG SERVICE.

B. WATER. (4-79) POTABLE WATER IS AVAILABLE. IT IS DELIVERED THROUGH A 7.6 CM (3 IN) PIPE AT 40 PSI (CONSTANT PRESSURE). THE POINT OF CONTACT FOR SERVICES IS THE ESPERANCE PORT AUTHORITY.

C. AIRFIELDS. (10-85) ESPERANCE AIRPORT (33°41.2'S/121°49.3'E) IS 22.5 KM (14 MI) NORTH OF THE CITY. IT HAS TWO RUNWAYS:

ORIENTATION

DIMENSION

| | | |
|---------|---------------------------------|---------|
| 030/210 | 1,178 X 18.3 M (3,865 X 60 FT) | GRAVEL |
| 110/290 | 1,450 X 30.5 M (4,920 X 100 FT) | ASPHALT |

D. COMMUNICATIONS. (4-79) CHANNEL 6 OR 16 IS USED FOR ALL COMMUNICATIONS IN THE HARBOR. CONUS CALLS CAN BE MADE WITH OPERATOR ASSISTANCE. MAIL DELIVERY AND PICKUP CAN BE ARRANGED THROUGH LOGREQ.

E. MEDICAL. (5-85) SEE L25/MED.

F. GASOLINE. (4-79) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (4-79) THERE ARE NO FACILITIES TO OBTAIN PROVISIONS.

H. GARBAGE DISPOSAL. (4-79) GARBAGE IS DISPOSED OF IN DRUMS SET ON THE PIER. THE ESPERANCE PORT AUTHORITY SHOULD BE CONTACTED FOR THIS SERVICE.

4. PERSONALIA

A. CALLS. (4-79) A CALL MAY BE MADE TO THE SHIRE PRESIDENT.

B. HONORS. (4-79) ESPERANCE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (4-79) ESPERANCE WAS FIRST SETTLED IN 1866 AND BECAME A TOWN IN 1893 WHEN IT GREW AS A MAJOR PORT SERVING THE GOLD RUSHES TO THE CITIES INLAND. IT WAS NAMED AFTER "L'ESPERANCE", A SHIP THAT WAS PART OF THE FRENCH ADMIRAL BRUNI D'ENTRECASTEAUX'S COASTAL EXPEDITION IN 1792.

B. LIBERTY. (4-79) SHORE PATROL IS NOT REQUIRED OR REQUESTED BY THE ESPERANCE PORT AUTHORITY.

C. CLUBS AND BARS. (4-79) SEE PARA 5E.

D. RESTAURANTS. (4-79) SEE PARA 5E.

ESPERANCE, AUSTRALIA

E. HOTELS. (4-79) THE ESPERANCE HOTEL, PIER HOTEL, AND THE TRAVELLERS INN ARE ALL REASONABLE AND HAVE A CLUB OR BAR AND A RESTAURANT IN THEM.

F. ATHLETICS. (4-79) THERE ARE MANY FIELDS AND COURTS AVAILABLE FOR VARIOUS SPORTS.

G. BEACHES. (4-79) THERE ARE BEAUTIFUL WHITE SAND BEACHES EXTENDING IN BOTH DIRECTIONS FROM TOWN.

H. CHURCHES. (4-79) THERE ARE MANY DENOMINATIONS REPRESENTED IN ESPERANCE.

I. TRANSPORTATION. (4-79) TAXIES ARE APPROPRIATELY MARKED AND ARE METERED.

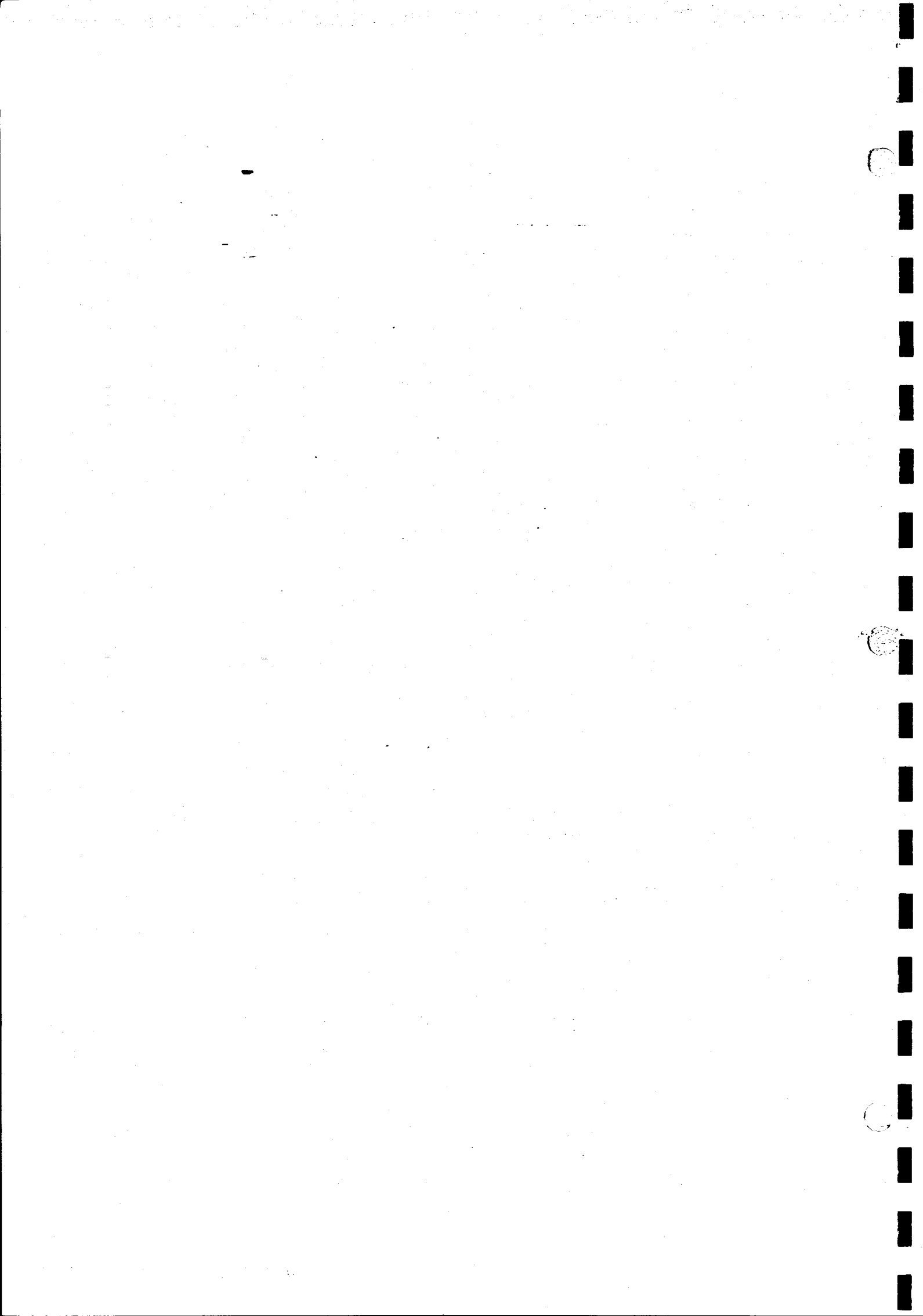
J. TOURS. (4-79) NO INFORMATION IS AVAILABLE.

K. SHOPPING. (4-79) VERY FEW BARGAINS CAN BE FOUND IN ESPERANCE.

L. THEATER AND CINEMA. (4-79) THERE ARE NO THEATERS OR CINEMAS.

M. MISCELLANEOUS. (4-79) NONE.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC (10-85).



ESPERANCE, AUSTRALIA

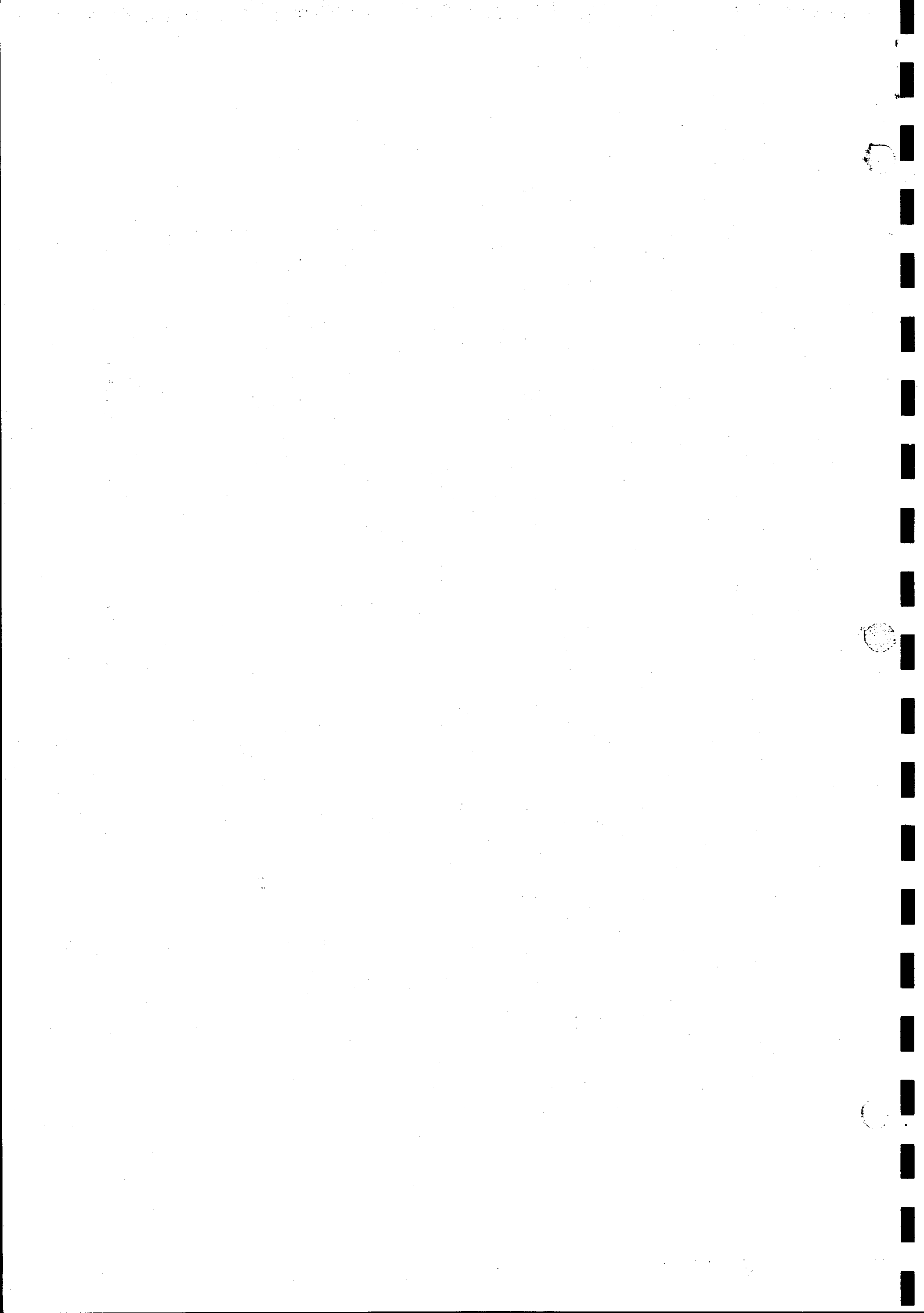
3. E. MEDICAL. (5-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN ESPERANCE ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT THE DISTRICT HOSPITAL (54 BEDS). SERVICES INCLUDE SURGERY, X-RAY, BLOOD BANK, AND LABORATORY.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HOUR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.



LAUNCESTON, TASMANIA, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (10-85) LAUNCESTON (41°27'S/147°07'E) IS LOCATED WHERE THE NORTH AND SOUTH ESK RIVERS MEET TO FORM THE RIVER TAMAR.

B. APPROACHES, LIGHTS, ETC. (10-85) CONSULT DMAHTC PUB 127 (2ND ED 85), DMA CHART 75220, AND AUSTRALIAN CHARTS 798 AND 167.

C. PILOTAGE. (3-81) PILOTAGE IS COMPULSORY UNDER ALL CONDITIONS DUE TO THE NARROW CHANNEL AND UNKNOWN RIVER CURRENTS. THE PILOTS BOARD FROM A BRIGHT ORANGE SUPERSTRUCTURE/BLACK HULLED BOAT WITH THE WORD PILOT IN LARGE BLACK LETTERS ON EACH SIDE OF THE WHEEL HOUSE. THEY WILL MEET INCOMING SHIPS AT 41°02.5'S/146°45.5'E. PILOTS ARE EXTREMELY PROFICIENT AND WILL MANEUVER THE SHIP IF DESIRED BUT ARE COMFORTABLE LEAVING THE CONNING TO SHIP'S OFFICERS.

D. ENTRANCE. (3-81) CONSULT AUS CHART 167. ENTRANCE IS MADE AT THE MOUTH OF THE TAMAR RIVER. IALA BUOYAGE SYSTEM "A" IS USED. ON ENTERING THE TAMAR RIVER, RED NAVIGATIONAL AIDS ARE LEFT TO PORT.

E. CHANNEL. (3-81) THE CHANNEL IS DECEPTIVELY NARROW AS REEFS AND SAND BARS EXTEND UP TO 800 YDS FROM SHORE, BUT IT IS WELL MARKED WITH GOOD NAVIGATIONAL AIDS INCLUDING FIVE RANGES.

F. ANCHORAGES. (3-81) BEST ANCHORAGE HAS BEEN REPORTED TO BE AT 41°08'18"S/146°52'25"E.

G. WRECKS AND OBSTRUCTIONS. (4-79) NONE. HOWEVER, SINCE THE CHANNEL IS NARROW, INCREMENTAL USE OF RUDDER TO CONFORM TO THE CHANNEL IS RECOMMENDED OVER SHARP TURNS FROM TURN BEARINGS. PROMPT AND ACCURATE IDENTIFICATION OF THE BEACONS IS ESSENTIAL.

H. TIDES AND CURRENTS. (3-81) CURRENTS ARE SIGNIFICANT WITH VELOCITIES OF UP TO 5 KNOTS. GREATEST CURRENT EFFECTS ARE IN AREAS EAST OF GARDEN ISLAND WHERE EBBS CREATE STRONG NORTHEAST SETS AND SOUTHWEST FLOODS, AND BETWEEN SHEAR ROCK AND MIDDLE BANK WITH EBBS SETTING NORTHWEST AND FLOODS SOUTHEAST. CURRENTS DECREASE IN VELOCITY IN MIDDLE AREA IN THE VICINITY OF THE BERTHS AT INSPECTION HEAD. HOWEVER, EBBS AND FLOODS CAN CREATE CONSIDERABLE STRAIN ON LINES. CHAFING MATERIAL ON ALL LINES IS RECOMMENDED.

I. WEATHER AND WINDS. (10-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (4-79) THERE IS APPROXIMATELY 532 M (1,745 FT) OF WHARFAGE AVAILABLE IN LAUNCESTON. THE AVERAGE DEPTH NEXT TO THE PIERS IS 9 M (30 FT). STEAM IS NOT AVAILABLE IN THE PORT.

LAUNCESTON, TASMANIA, AUSTRALIA

B. FUEL, LUBE, AND DIESEL OIL. (3-81) FUEL OIL IS AVAILABLE IN ABUNDANT SUPPLY AT INSPECTION HEAD BY TRUCK OR LIGHTER. IT IS DELIVERED TO THE SHIP BY TRUCK THROUGH A 6.35 CM (2.5 IN) CONNECTION AT A RATE OF 56,775 L (15,000 GAL)/HOUR. BRITISH PETROLEUM MOBIL OIL CORP. OWNS THE BUNKERING FACILITY.

C. MECHANICAL HANDLING FACILITIES. (4-79) THE PORT AUTHORITY OWNS A DIESEL POWERED CRAWLER.

D. DRYDOCKS AND REPAIR FACILITIES. (4-79) NONE.

E. WAREHOUSES AND STORAGE AREAS. (3-81) THERE ARE FIVE STEEL AND CONCRETE WAREHOUSES LOCATED AT THE INSPECTION HEAD.

F. STEVEDORES. (4-79) STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (4-79) LAUNCESTON CAN ACCOMMODATE TWO DD/FF TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-79) LAUNCESTON IS CONNECTED WITH ALL RAIL SERVICE ON THE ISLAND.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-81) VERY POWERFUL DIESEL-POWERED TUGS ARE AVAILABLE. THE CONDITION OF THE LIGHTERS IS FAIR; HOWEVER, THE QUALITY OF SERVICE IS GOOD.

B. WATER. (3-81) THE WATER IS POTABLE IF TREATED WITH BROMINE. DELIVERY IS AT CONSTANT PRESSURE THROUGH A 6.35 CM (2.5 IN) CONNECTION IN THE PIER. THE POINT OF CONTACT IS RAN LIAISON. FEEDWATER IS NOT AVAILABLE IN THE LAUNCESTON/BELL BAY AREA BUT IS AVAILABLE IN HOBART AND DEVONPORT.

C. AIRFIELDS. (4-79) LAUNCESTON AIRPORT IS 25 KM (15.5 MI) FROM THE PORT. THIS AIRPORT IS SERVICED BY TWA AND QUANTAS AIRLINES.

D. COMMUNICATIONS. (2-81) CHANNEL 16 IS USED BY LAUNCESTON HARBOR CONTROL.

TELEPHONE CALLS CAN BE MADE TO CONUS THROUGH OPERATORS WITH A 3-5 MINUTES WAITING TIME. SERVICE IS AVAILABLE 24 HOURS A DAY AND IS USUALLY RELIABLE. TELEPHONE LINES FOR SHIP-TO-SHORE COMMUNICATIONS ARE ALSO AVAILABLE. MAIL PICK-UP AND DELIVERY CAN BE ARRANGED THROUGH THE RAN LIAISON OFFICER ASSIGNED. THE POST OFFICE IS 5.6 KM (3.5 MI) FROM CAMALINO. MAIL SERVICE IS RELIABLE.

E. MEDICAL. (5-85) SEE L26/MED.

F. GASOLINE. (4-79) GASOLINE IS READILY AVAILABLE.

LAUNCESTON, TASMANIA, AUSTRALIA

G. PROVISIONS. (3-81) LOCAL DEALERS CAN PROVIDE GOOD QUALITY AND LARGE QUANTITIES OF PRODUCTS. HOWEVER, PRICES ARE EXPENSIVE. BONNEY'S FARM FOODS PTY. LTD. HAS MEATS, DAIRY PRODUCTS, FRESH FRUITS AND VEGETABLES AS WELL AS BAKERY GOODS. THE QUALITY IS EXCELLENT AND THE QUANTITY IS LIMITED ONLY BY THE TIMELINESS OF PROVISION ORDERS AND DELIVERY.

H. GARBAGE DISPOSAL. (3-81) TRASH CANS WILL BE PROVIDED ON THE PIER. COLLECTION OF COVERED TRASH CANS OCCURS TWICE DAILY. POINT OF CONTACT IS THE PORT OF LAUNCESTON AUTHORITY. NO DUMPING IS ALLOWED.

4. PERSONALIA

A. CALLS. (3-81) CALLS MAY BE MADE TO AND RETURNED BY THE WARDEN OF BEACONFIELD AND MAYOR OF LAUNCESTON. ADDITIONAL CALLS MAY BE MADE TO THE PORT OF LAUNCESTON AUTHORITY, MINISTER FOR EDUCATION AND THE NAVAL OFFICER COMMANDING TASMANIA.

B. HONORS. (3-82) LAUNCESTON IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (4-79) IN 1804, LTCOL WILLIAM PATTERSON ESTABLISHED GEORGETOWN ON THE PRESENT SITE OF LAUNCESTON. IT WAS DECLARED A TOWN AND SURVEYED IN 1826 AND RENAMED LAUNCESTON AFTER THE CORNISH BIRTHPLACE OF PHILIP KING, GOVERNOR OF NEW SOUTH WALES. DURING THE 1830'S, LAUNCESTON DEVELOPED INTO A WHALING PORT AND MARKET CENTER FOR THE AGRICULTURAL DISTRICT AND BECAME A CITY IN 1888.

B. LIBERTY. (3-81) NO SHORE PATROL IS REQUIRED AND THERE ARE NO OFF-LIMIT AREAS IN LAUNCESTON.

C. CLUBS AND BARS. (3-81) THERE ARE SEVERAL GOOD CLUBS AND BARS IN LAUNCESTON, WHICH ARE LOCATED 32-43 KM (20-30 MI) FROM BEAUTY POINT. THOUGH LOCAL AREA ENTERTAINMENT IS AVAILABLE IN SOME OF THE SMALLER COMMUNITIES. IT IS WORTH THE TRIP TO LAUNCESTON FOR LIBERTY. ALL CLUBS ARE OPEN TO THE PUBLIC EXCEPT FOR THE ROYAL TASMANIAN FLYING CLUB, THE BASS AND FLINDERS LAWN BOWLING CLUB, AND THE YORK FOOTBALL CLUB WHICH REQUIRE A PERSONAL INVITATION. ROSIE'S, LOCATED AT 158 GEORGE ST, LAUNCESTON OFFERS A QUIET, COMFORTABLE ATMOSPHERE FOR THE MIDDLE-AGED. IT IS A PLACE TO EAT, DRINK, AND MEET FRIENDS. THE DRESS CODE IS COAT AND TIE.

D. RESTAURANTS. (4-79) THERE ARE SEVERAL EXCELLENT RESTAURANTS IN LAUNCESTON.

E. HOTELS. (3-81) THE LAUNCESTON HOTEL, AT 107 BRISBANE ST, OFFERS SINGLE ROOMS FOR US\$25.00 PER NIGHT. THEY OFFER A COLOR TV, TELEPHONE, AND BATH. THERE IS A DISCO DOWNSTAIRS WHICH IS USUALLY QUITE BUSY ON WEDNESDAYS AND FRIDAYS. IN ADDITION, A SEAFOOD RESTAURANT AND BISTRO ARE AVAILABLE IN THE SAME BUILDING.

LAUNCESTON, TASMANIA, AUSTRALIA

F. ATHLETICS. (4-79) THERE ARE SEVERAL SPORTS TO CHOOSE FROM AND THE LOCAL TEAMS ENJOY COMPETITION WITH THE VISITING SHIPS.

G. BEACHES. (4-79) THERE ARE TWO EXCELLENT BEACHES NEAR LAUNCESTON. ONE IS WEST HEAD AND THE OTHER IS LAW SANDS.

H. CHURCHES. (4-79) ANGLICAN, BAPTIST, PRESBYTERIAN, LUTHERAN, JEWISH, AND CATHOLIC ARE REPRESENTED.

I. TRANSPORTATION. (3-81) TRANSPORTATION FROM THE PORT TO THE CITY OF LAUNCESTON, 48 KM (30 MI) AWAY, IS DIFFICULT. TAXIS ARE AVAILABLE 24 HRS PER DAY BUT EXPENSIVE. BUSES RUN BETWEEN BEAUTY POINT AND LAUNCESTON; HOWEVER, THE SCHEDULE DOES NOT ACCOMMODATE THE NEEDS OF A DESTROYER SIZE CREW. BUSES CAN BE CHARTERED AT US\$70.00 PER ONE-WAY TRIP. THE USE OF RENTAL CARS BY CREW MEMBERS SHOULD BE DISCOURAGED. THE ROAD BETWEEN BEAUTY POINT AND LAUNCESTON IS COMPARATIVELY NARROW AND WINDING AND DRIVING IS ON THE LEFT-HAND SIDE OF THE ROAD, WHICH CREATES A POTENTIALLY DANGEROUS SITUATION.

J. TOURS. (4-79) SEVERAL TOURS ARE AVAILABLE. THE LOCAL POPULACE ENJOY TAKING CREWMEMBERS ON THEIR OWN TOURS THROUGH THE DIAL-A-SAILOR PROGRAM.

K. SHOPPING. (4-79) WOOD CARVINGS, WOOL, AND SKINS CAN BE FOUND IN THE SMALL SHOPS AROUND THE CITY AT GOOD PRICES.

L. THEATER AND CINEMA. (3-81) THEATERS OFFER ENGLISH, AMERICAN, AND AUSTRALIAN MOVIES. MOST FILMS ARE NOT CURRENT.

M. MISCELLANEOUS. (3-81) CURRENCY IS READILY EXCHANGED AT ANY BANK. BULK EXCHANGES CONDUCTED BY THE DISBURSING OFFICER IS PREFERRED; HOWEVER, ON BOARD MONEY CHANGERS CAN BE ARRANGED.

PREPARATION FOR PORT VISITS CAN BE FACILITATED BY SENDING AN ADVANCE LIAISON OFFICER TO HOBART AND LAUNCESTON TO HELP COORDINATE PLANNED ACTIVITIES AND TRANSPORTATION ARRANGEMENTS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (10-85).

LAUNCESTON, AUSTRALIA

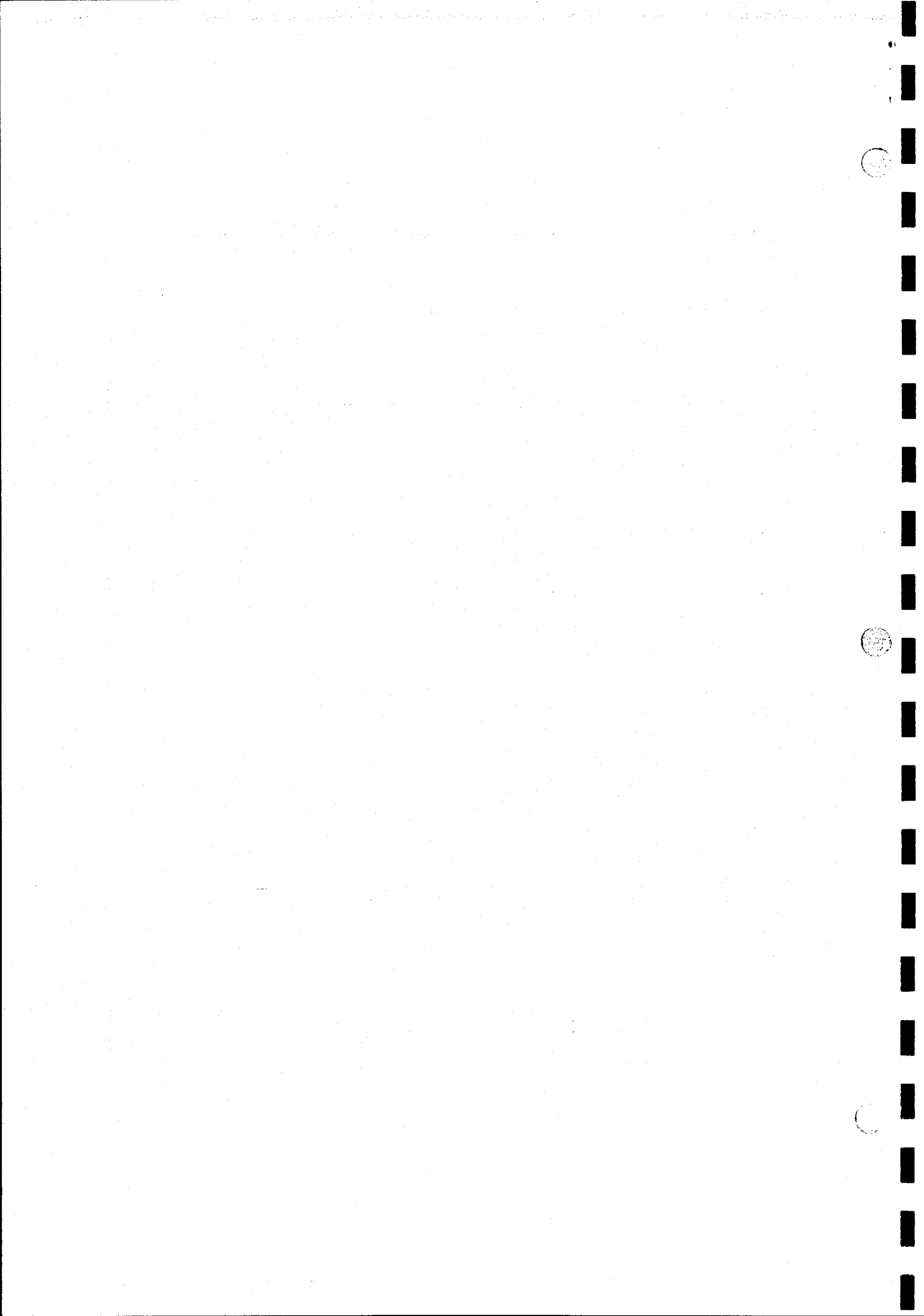
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DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILABLE AT THE LAUNCESTON GENERAL HOSPITAL, 51.5 KM (31.7 MI) FROM BEAUTY POINT. ALL MEDICAL SPECIALITIES AND SERVICES INCLUDING DENTAL CARE ARE OFFERED. A SMALLER FACILITY, BEACONSFIELD GENERAL CLINIC, IS LOCATED 6.4 KM (4 MI) FROM BEAUTY POINT.

CERTIFICATION OF DERATIZATION AND PRATIQUE ARE REQUIRED. A 24-HOUR QUARANTINE CLEARANCE SERVICE IS AVAILABLE.



WHYALLA, AUSTRALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) PORT WHYALLA (33°02'S/137°36'E) IS ONE OF THE MAJOR PORTS OF CALL IN THE SPENCER GULF. IT CONSISTS OF AN INNER AND OUTER HARBOR, BOTH APPROACHED THROUGH DREDGED CHANNELS MARKED BY LIGHTED RANGE BEACONS AND NAVIGATIONAL AIDS.

B. APPROACHES, LIGHT, ETC. (11-85) CONSULT DMAHTC PUB 175 (2ND ED 1984) AND CHART 75142 (3RD 13 OCT 84, CORR NM 41/84).

(9-80) GOOD LANDMARKS FOR THE APPROACH TO WHYALLA ARE PLENTIFUL.

NO. 1 BLAST FURNACE - LOOKS LIKE A LARGE TALL CONVOLUTED METAL TOWER BEARING NO RESEMBLANCE TO A CHIMNEY OR STACK. IT IS USEFUL AS FAR SOUTH AS YARRAVILLE SHOALS 22.5 KM (14 NM) AWAY.

A CONSPICUOUS TOWER IN TOWN, LOWLY POINT LIGHT, THE FAIRWAY MARKER (F, FL4 SEC), LIGHTS ON THE EASTERN SHOAL, MOUNT YOUNG AND MOUNT LAURA ARE ALL USEFUL MARKS FOR THE FINAL 16-24 KM (10-15 NM) OF TRACK.

RADAR NAVIGATION IS GOOD WITHIN 24 KM (15 NM) OF WHYALLA. NAVIGATIONAL PROBLEMS EXIST FURTHER SOUTH IN THE AREA OF MIDDLE BANK DUE TO LOW SHORE-LINES AND DRYING SAND BANKS.

THE PAUCITY OF GOOD VISUAL AIDS (ESPECIALLY AT NIGHT) IS COMPOUNDED BY POOR WEATHER. THIS IS A PARTICULAR PROBLEM JUST NORTH OF MIDDLE BANK WHERE BOTH VISUAL AND RADAR NAVIGATION ARE DIFFICULT.

LIGHTS ON MIDDLE BANK AND YARRAVILLE SHOALS ARE VERY USEFUL.

C. PILOTAGE. (11-85) CONSULT PUB 175.

D. ENTRANCE. (11-85) CONSULT PUB 175.

E. CHANNEL. (11-85) CONSULT PUB 175.

F. ANCHORAGES. (11-85) CONSULT PUB 175.

G. WRECKS AND CURRENTS. (9-80) NONE.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 175.

I. WEATHER AND WINDS. (9-80) THE CITY EXPERIENCES AN AVERAGE RAINFALL OF 264 MM (12 IN) AND A MEAN MAXIMUM TEMPERATURE OF 22.9° C (73° F). THE CLIMATE IS HOT AND DRY. THE WARMEST WEATHER IS FROM NOVEMBER TO MARCH WITH JANUARY RECORDING THE HIGHEST TEMPERATURES AVERAGING 28.8° C (84° F). VERY HOT DAYS ARE EXPERIENCED IN THESE MONTHS AND AT LEAST 20 DAYS ARE EXPECTED TO RECORD TEMPERATURES IN EXCESS OF 37.5° C (100° F). ALONG THE COAST AND TO THE SOUTH, CONDITIONS ARE SLIGHTLY COOLER AS THE HOT DAYS ARE USUALLY RELIEVED BY A SEA BREEZE. HUMIDITY CAUSES NO PROBLEMS AND EVEN ON THE WARMEST DAYS NORMALLY STAYS BELOW 25%. THE COLDEST WEATHER IS FROM JULY TO AUGUST WITH A MEAN TEMPERATURE OF 19° C (66° F). VERY COLD DAYS PRODUCED BY AN INFLUX OF AIR FROM SOUTH OF THE CONTINENT CAUSES PROBLEMS WITH LOCAL LIVESTOCK (MAINLY SHEEP). THESE COLD SPELLS SELDOM LAST LONGER THAN 24 HOURS.

WHYALLA, AUSTRALIA

2. BERTHING FACILITIES

- A. MOORINGS, DOCKS, ETC. (11-85) CONSULT PUB-175.
- B. FUEL, LUBE, AND DIESEL. (9-80) FUEL BY TRUCK FROM BP AUSTRALIA, PORT PIRIE.
- C. MECHANICAL HANDLING FACILITIES. (9-80) FIVE LARGE ELECTRIC CRANES EACH HAVING A 30 M (100 FT) REACH. OTHER CARGO HANDLING CONSIST OF ROLL-ON/ROLL-OFF (OVERHEAD COAL CLAMSHELL CRANE).
- D. DRY DOCKS AND REPAIR. (9-80) SHIPBUILDING WORKS ARE INACTIVE.
- E. WAREHOUSES AND STORAGE AREAS. (9-80) BROKEN HILL PROPRIETARY (BHP) STEELWORKS HAVE OPEN STORAGE.
- F. STEVEDORES. (9-80) STEVEDORES ARE AVAILABLE FROM 0800-1600 WITH GANGS AVERAGING 10 PERSONNEL.
- G. PORT CAPACITY. (9-80) WHYALLA CAN ACCOMMODATE TWO DD TYPE SHIPS.
- H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (9-80) PORT AUGUSTA, IRON KNOB, AND PORT LINCOLN ARE ALL ACCESSIBLE BY ROAD.

3. SERVICES AND LOGISTICS

- A. LIGHTERAGE. (9-80) LIGHTERS ARE NOT AVAILABLE IN WHYALLA.
- B. WATER. (9-80) BHP QUAY PIER HAS POTABLE WATER RISERS ON PIER. THE CONNECTION IS "UNIVERSAL FITTINGS". THIS CONSISTS OF A VERY COARSE METRIC 6.35 CM (2.5 IN) CONNECTION. NO ADAPTERS TO U.S. FIREHOSE TYPE CONNECTIONS WERE AVAILABLE. WATER HAS LESS THAN .01 PPM RESIDUAL CHLORINE/BROMINE COUNT AND IS ALSO HEAVILY MINERALIZED.
- C. AIRFIELDS. (11-85) WHYALLA AIRPORT (33°03.6'S/137°30.9'E) ON LINCOLN HIGHWAY, 2 KM (1.2 MI) FROM THE TOWN CENTER. ANSETT AIRLINES SERVICES DAILY FLIGHTS TO ADELAIDE. THE AIRPORT IS OPEN 24 HOURS 7 DAYS A WEEK.

| <u>ORIENTATION</u> | <u>DIMENSION AND SURFACE OF RUNWAY</u> |
|--------------------|---|
| 050/230 | 1,698 X 30.5 M (5,570 X 100 FT) EARTH |
| 110/290 | 1,655 X 30.5 M (5,430 X 100 FT) EARTH |
| 170/350 | 1,685 X 45.7 M (5,530 X 150 FT) ASPHALT |

- D. COMMUNICATIONS. (9-80) THERE ARE NO HARBOR FREQUENCIES TO MONITOR OTHER THAN CHANNEL 16 "BRIDGE TO BRIDGE" FOR COORDINATION WITH WHYALLA HARBOR CONTROL. TELEGRAPH SERVICE IS AVAILABLE AS WELL AS LOCAL, NATIONAL, AND INTERNATIONAL TELEPHONE SERVICE. ONE LINE IS PROVIDED FOR THE SHIP'S USE. CONUS CALLS ARE MADE THROUGH OPERATORS AND SERVICE IS VERY RELIABLE. MAIL IS DELIVERED ON ARRIVAL AND AGAIN EACH WEEKDAY MORNING. THE POST

WHYALLA, AUSTRALIA

OFFICE IS LOCATED IN DARLING TCE AND SERVICE IS RELIABLE.

E. MEDICAL. (5-85) SEE L27/MED.

F. GASOLINE. (9-80) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (9-80) ARRANGEMENTS FOR SUPPLYING PROVISIONS ARE SCHEDULED BY USDAO. THE QUALITY OF ALL MEATS, DAIRY PRODUCTS, FRESH FRUITS AND VEGETABLES, AND BAKERY PRODUCTS IS CONSIDERED EXCELLENT.

H. GARBAGE DISPOSAL. (9-80) GARBAGE DISPOSAL IS AVAILABLE.

4. PERSONALIA

A. CALLS. (9-80) CALLS MAY BE MADE ON THE FOLLOWING PERSONNEL:

MAYOR
GENERAL MANAGER OF BHP WHYALLA
SUPERINTENDENT OF POLICE
MEDICAL DIRECTOR, WHYALLA HOSPITAL
COMMANDING OFFICER, TS WHYALLS

B. HONORS. (9-80) PORT WHYALLA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) (FICPAC) CAPT FLINDERS, COMMANDER OF THE INVESTIGATOR, DISCOVERED AND NAMED HUMMOCK HILL WHICH NOW FORMS THE EASTERN END OF THE CITY OF WHYALLA. IN 1896, THE MOUNT MINDEN MINING COMPANY, WHICH HAD WORKED THE DEPOSITS IN A SMALL WAY, FORFEITED ITS LEASES. THE BROKEN HILL PROPRIETARY COMPANY LIMITED (BHP) SECURED THE DEPOSIT SO THAT IT COULD HAVE AN ASSURED SUPPLY OF IRONSTONE TO USE AS FLUX AT THE PORT PIRIE SMELTING PLANT WHICH TREATED SILVER, LEAD, AND ZINC ORES MINED AT BROKEN HILL. IN 1900, THE BHP CO. APPLIED TO BUILD A RAILWAY FROM IRON KNOB TO HUMMOCK HILL AND A JETTY AT FALSE BAY FOR EASY TRANSPORTATION OF THE IRON ORE. BOTH WERE COMPLETED BY 1902. FROM THIS YEAR, WOMEN AND CHILDREN BEGAN TO ARRIVE AT THE SETTLEMENT ESTABLISHED AT HUMMOCK HILL. FOR THE NEXT 60 YEARS, THE BHP CO. WAS A MAJOR INFLUENCE ON THE DEVELOPMENT OF TOWNSHIP.

BECAUSE OF THE OUTBREAK OF WAR AND THE STRATEGIC LOCATION OF WHYALLA, A SHIPYARD WAS CONSTRUCTED IN 1939 AND THE FIRST SHIP, THE HMAS WHYALLA, WAS LAUNCHED IN 1941. IN 1945 A TOWN COMMISSION WAS ESTABLISHED WHICH ACTED LIKE A LOCAL GOVERNMENT WITH REPRESENTATIVES FROM BHP AND ELECTED MEMBERS OF THE COMMUNITY. IN 1970 A FULLY ELECTED LOCAL GOVERNMENT TOOK OFFICE WITH A MAYOR AND EIGHT COUNCILLORS REPRESENTING FOUR WARDS OF THE CITY. WHYALLA IS NOW PART OF THE STATE GOVERNMENT'S IRON TRIANGLE GROWTH REGION AND IN 1979 IT WAS ESTIMATED THAT THE CITY'S POPULATION WAS JUST UNDER 33,000.

B. LIBERTY. (9-80) SHORE PATROL IS NOT REQUIRED. TWO STANDBY E5/E6

WHYALLA, AUSTRALIA

SHORE PATROL PERSONNEL SHOULD REMAIN ON THE SHIP. THE SENIOR SHORE PATROL OFFICER SHOULD REPORT TO THE POLICE DESK SERGENT. THE NEAREST POLICE STATION IS LOCATED IN CITY CENTER. NO LIBERTY CURFEWS OR OFF-LIMIT AREAS ARE IN EFFECT. RECOMMENDED LIBERTY PARTY IS NO GREATER THAN 200 PERSONNEL.

C. CLUBS AND BARS. (9-80)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>LIQUOR</u> |
|------------------------------|-----------------|---------------|---------------|
| WESTLAND MOTOR IN | STUART AVE | VARY | ALL |
| WHYALLA WORKERS CLUB | NORRIE AVE | VARY | ALL |
| NAVAL ASSOCIATION OF WHYALLA | FORESHORE | INEXPENSIVE | ALL |
| HOTEL WHYALLA | DOWNTOWN | VARY | ALL |

D. RESTAURANTS. (9-80)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|--------------------|-----------------|---------------|-------------|---------------|
| WESTLAND MOTOR INN | STEWART AVE | EXPENSIVE | SEAFOOD | YES |
| ORIENTAL INN | ESSINGTON | MODERATE | CHINESE | YES |
| BAYVIEW HOTEL | FORSYTHE ST | MODERATE | CONTINENTAL | YES |

E. HOTELS. (9-80) 1. HOT AND COLD WATER IN ALL BEDROOMS. 2. BEDSIDE LIGHTS IN ALL BEDROOMS. 3. SEPARATE LOUNGE FOR GUESTS. 4. SWIMMING POOL. 5. TV IN UNITS OR LOUNGE. 6. TV IN UNITS ONLY. 7. LICENSED TO SERVE LIQUOR. 8. DIAL-A-MOVIE (HBO).

| <u>NAME</u> | <u>TELEPHONE</u> | <u>SINGLE</u> | <u>DOUBLE</u> | <u>REMARKS</u> |
|--------------------------------|------------------|---------------|---------------|----------------|
| HOTEL BAY VIEW, FORSYTHE ST, | 45-8644 | 18.00 | \$23.00 | 1,2,6,7 |
| HOTEL EYRE, PLAYFORD AVE, | 45-7188 | 14.00 | 20.00 | 1,2,3,5,7 |
| HOTEL SPENCER, FORSYTHE ST, | 45-8411 | 15.00 | 20.00 | 1,2,3,5,7 |
| HOTEL WHYALLA, DARLING TERR, | 45-7411 | 12.00 | 22.00 | 1,2,3,6,7 |
| LORD GOWRIE HOTEL, GOWRIE AVE, | 45-8955 | 12.00 | 17.00 | 1,2,3,6,7 |
| ALEXANDER MOTEL, PLAYFORD AVE, | 45-9488 | 27.00 | 31.00 | 1,2,3,4,6,7 |
| COUNTRY IN MOTEL, PLAYFORD, | 45-0588 | 23.00 | 28.00 | 1,2,6,7 |
| FORESHORE MOTEL, FORESHORE, | 45-8877 | 27.00 | 31.00 | 1,2,4,6,7 |

F. ATHLETICS. (9-80) WHYALLA HAS A GOOD NUMBER OF FACILITIES FOR INDOOR AND OUTDOOR SPORTS. OUTDOOR SPORTS SUCH AS FOOTBALL, SOCCER, BASKETBALL, HOCKEY, CRICKET, AND TENNIS ARE WELL CATERED TO. INDOOR SPORTS ARE ACCOMMODATED IN THE NEW RECREATIONAL AND LEISURE CENTER WHICH HAS A LARGE SPORTS HALL, A HALF-OLYMPIC-SIZED INDOOR HEATED SWIMMING POOL, SQUASH COURTS, GYMNASIUM, AND WEIGHT TRAINING ROOM. THERE ARE THREE BOWLING GREENS IN THE CITY, ONE CROQUET COURT AND TWO INDOOR SQUASH COMPLEXES, A TEN PIN BOWLING ALLEY, AND A ROLLER SKATING RINK. THERE IS A SWIMMING CENTER CONTAINING THREE OUTDOOR POOLS, ONE OF WHICH IS OLYMPIC SIZED.

G. BEACHES. (9-80) FORESHORE BEACH AREA IN SPENCER GULF IS LOCATED

WHYALLA, AUSTRALIA

12 KM (7.4 MI) FROM CITY CENTER. SNORKELING IS AVAILABLE.

H. CHURCHES. (9-80)

CHURCH OF ENGLAND SUNDAY 0800
EVANGELISTIC SUNDAY 1100
BAPTIST DAILY 1100 AND 1900
GREEK ORTHODOX TIMES UNKNOWN
METHODIST TIMES UNKNOWN
ROMAN CATHOLIC DAILY

I. TRANSPORTATION. (9-80) STATELINER BUS SERVICE OPERATES 31 BUSES A WEEK FROM WHYALLA TO ADELAIDE WITH A TRIP OF SIX HOURS. THERE ARE 26 RETURN TRIPS. IN ADDITION, THERE ARE RUNS TO PORT LINCOLN. THE EVANS ROAD SERVICES OPERATE A REGULAR GOODS AND PASSENGER SERVICE BETWEEN PORT LINCOLN, CEDUNA, AND OTHER TOWNS ON THE EYRE PENINSULA. WHYALLA HAS A CITY TRANSPORT SYSTEM OPERATED BY THE CITY COUNCIL. THREE ROUTES SERVE THE CITY BETWEEN 0700 AND 1900, MONDAY THRU FRIDAY AND SATURDAY MORNINGS.

THERE IS A STANDARD GAUGE RAIL LINE BETWEEN THE MAIN SYDNEY-PERTH RAILWAY AT PORT AUGUSTA AND WHYALLA OPERATED BY THE AUSTRALIAN NATIONAL RAILWAYS. ONLY GOODS AND FREIGHT SERVICES ARE PROVIDED IN THIS LINE.

TAXIES ARE AVAILABLE 24 HOURS A DAY WITH SERVICE TO THE PORT AREA. THEY ARE METERED AND PRICE BARGAINING IS NOT NECESSARY. CAR RENTALS ARE AVAILABLE FROM 0800-2000 DAILY. AN INTERNATIONAL DRIVER'S LICENSE IS NECESSARY.

J. TOURS. (9-80) SOME TOURIST ATTRACTIONS INCLUDE: GUIDED TOURS OF THE STEELWORKS AND THE QUARRIES (3 HRS) AT IRON KNOB, THE FAUNA, AND REPTILE PARK (2 HRS). THE SCHEDULE LAID OUT BY THE CITY FATHERS IS AMBITIOUS AND FIXES A SHIP PERSONNEL REQUIREMENTS. THE TOURIST ATTRACTIONS IN WHYALLA ARE SCARCE.

K. SHOPPING. (9-80) MAJOR SHOPPING CENTERS ARE LOCATED ON PATTERSON AND FORSYTHE STREETS, CITY CENTER, AND THE WESTLAND SHOPPING CENTER WHICH IS 50 SHOPS WITHIN AN AIR-CONDITIONED MALL.

L. THEATER AND CINEMA. (9-80) THERE ARE TWO THEATERS IN WHYALLA, CINEMA WHYALLA ON FORSYTHE ST AND FLINDERS DRIVE-IN ON COWELL ROAD.

M. MISCELLANEOUS. (9-80) NO CURRENCY EXCHANGE FACILITIES ARE AVAILABLE ON THE WEEKENDS. CURRENCY CAN BE CHANGED BACK AT THE END OF THE STAY.

A SECTION OF THE HARBOR AREA, BELONGING TO BHP STEELWORKS, IS RESTRICTED UNLESS PERSONNEL ARE TRANSITTING THE AREA IN A VEHICLE.

LOCAL LAUNDRIES ARE AVAILABLE AND SERVICE IS SATISFACTORY. PRICE IS AS\$.80 PER WASH AND AS\$.10 FOR 10-MIN OF DRYER TIME.

A MAJOR PROBLEM ENCOUNTERED WHILE BERTHED AT BHP IS THE COAL DUST AND NOXIOUS FUMES PRODUCED BY THE STEELWORKS. IT HAS BEEN REPORTED THAT DUST AND GAS BLOWS DOWN ONTO THE SHIPS DURING PAST VISITS. QUARTERDECK WATCHSTANDERS REQUIRE EYE PROTECTION.

WHYALLA, AUSTRALIA

WITH RETROSPECT TO COST OF PORT SERVICES, WHYALLA IS THE MOST EXPENSIVE OF PORTS VISITED IN AUSTRALIA. SHIPS HAVE BEEN LED TO BELIEVE THAT ALL SERVICES WOULD BE GRATIS THANKS TO BHP. HOWEVER QUITE THE OPPOSITE HAS BEEN OCCURRING. BILLS WILL BE DELIVERED TO THE SHIP THE EVENING BEFORE DEPARTURE. IT SEEMS LOCAL OFFICIALS HAVE BEEN MISINFORMED AS TO THIS PROCEDURE.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (11-85)

WHYALLA, AUSTRALIA

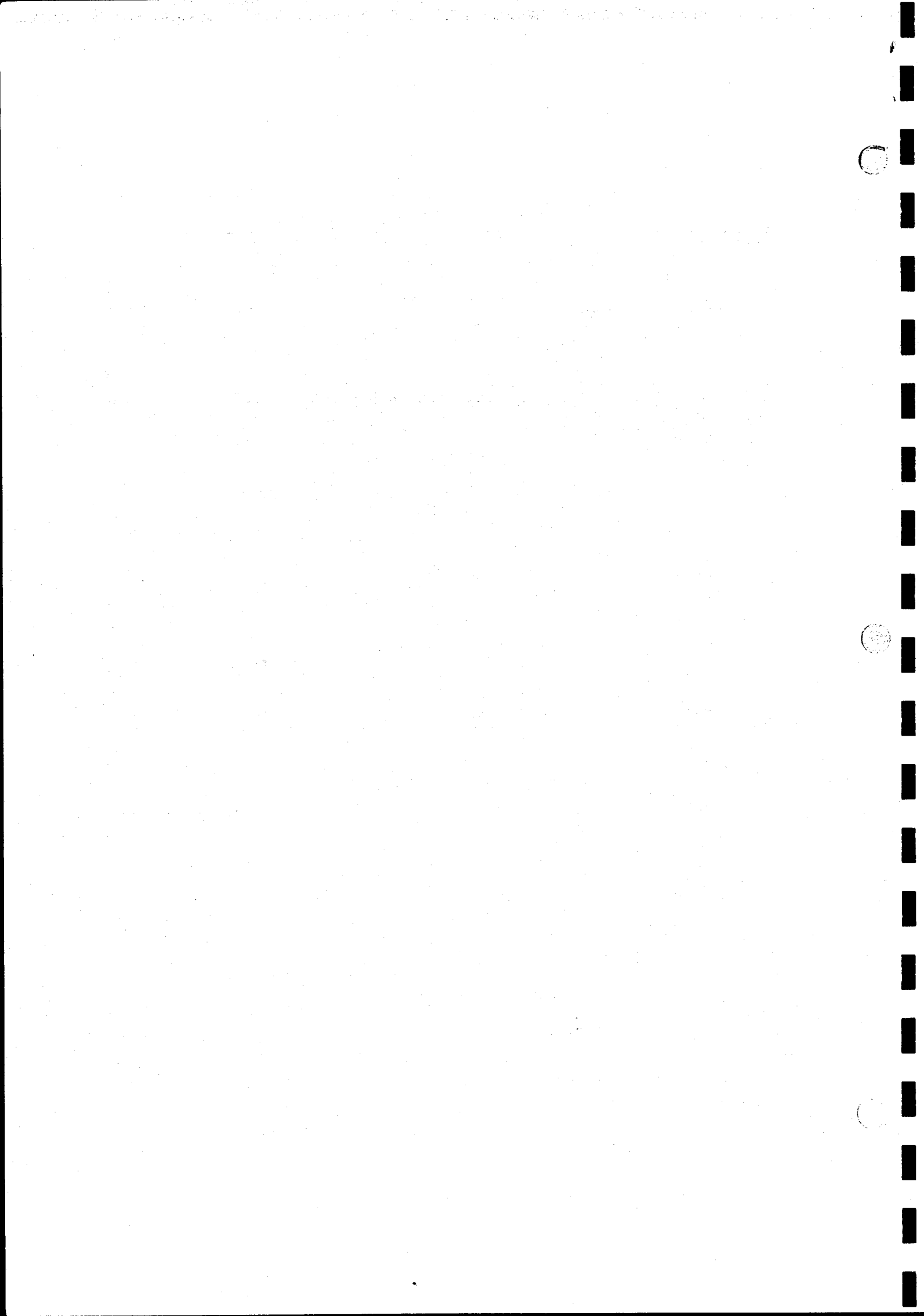
3. E. MEDICAL. (5-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN WHYALLA ARE GOOD. AN ADEQUATE, PIPED SEWAGE SYSTEM SERVES MOST OF THE POPULATION EXCEPT IN THE POORER SECTIONS, WHERE SEPTIC TANKS AND DIRECT-COLLECTION PAIL SYSTEMS ARE USED. SEWAGE FROM THE LATTER IS OFTEN DUMPED UNTREATED INTO THE OCEAN. GARBAGE AND TRASH ARE COLLECTED REGULARLY AND BURNED OR DELIVERED TO DUMPS OUTSIDE OF TOWN. WATER IS GENERALLY POTABLE BUT MAY BE CONTAMINATED IN SMALLER SURROUNDING SETTLEMENTS. FOOD SANITATION AND INSPECTION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

MEDICAL CARE IS AVAILBLE AT WHYALLA HOSPITAL (250 BEDS). SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, OB/GYN, PEDIATRICS, GERIATRICS, RADIOLOGY, LABORATORY, PHARMACY, PHYSIOTHERAPY, SPEECH THERAPY AND OCCUPATIONAL THERAPY, AND A BLOOD BANK THAT IS RUN BY THE AUSTRALIAN RED CROSS. ST. JOHN'S PROVIDES GROUND AND AERIAL AMBULANCE SERVICE. DENTAL CARE IS AVAILABLE FROM LOCAL DENTISTS IN PRIVATE PRACTICE.

PRATIQUE ARE REQUIRED.



PORT LINCOLN, AUSTRALIA
(new entry)

(Port Questionnaire's Name/Date blocks are blank. Assumed 8/80 or after, judging from the chart used, NM 33/80 for 75131.)

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) PORT LINCOLN (34°43'S/135°51'E) IS A LARGE BAY THAT INDENTS THE COAST AND OPENS TO NORTHWEST. BOSTON ISLAND IN THE MIDDLE OF THE BAY SEPARATES IT INTO TWO ENTRANCES: NORTH ENTRANCE AND SOUTH ENTRANCE.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 17 (2ND ED 84) AND CHART 75131 (5TH ED 15 DEC 84, CORR NM 50/84).

C. PILOTAGE. (8-80) PILOTAGE IS COMPULSORY AND IS PROVIDED BY PILOTS EMPLOYED BY THE DEPARTMENT OF MARINE AND HARBORS. THE PILOT BOAT IS 20-FT LONG, BLACK/WHITE LAUNCH WITH "PILOT" WRITTEN ON BOTH SIDES. PILOT'S PROFICIENCY WAS VERY GOOD.

D. ENTRANCE. (11-85) CONSULT PUB 175.
(8-80) SHOAL WATERS BEAR 180°T AND 000°T AT .5 MI FROM CENTER OF ENTRANCE.

E. CHANNELS. (11-85) CONSULT PUB 175.
(8-80) ONLY DIFFICULTY OR DANGER WOULD BE BASS SHOAL AT 8 M (26 FT) DEPTH AND LE HUNTE SHOAL AT 6 M (19.7 FT) DEPTH.

F. ANCHORAGES. (11-85) CONSULT PUB 175.
(8-80) THERE ARE NO MARKED ANCHORAGES NOR ANY REFERENCE MADE TO THEM.

G. WRECKS AND OBSTRUCTIONS. (8-80) THERE ARE NO CRITICAL OBSTRUCTIONS. APPROACHES ARE WELL MARKED.

H. TIDES AND CURRENTS. (8-80) TIDES AND CURRENTS ARE WELL MARKED ON THE CHARTS.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 175.

2. SERVICES AND LOGISTICS

A. MOORINGS, DOCKS, ETC. (9-80) THE SHIP MOORED AT BERTH 4. LENGTH OF THE BERTH IS 330 M (1,082 FT) AND DEPTH ALONGSIDE IS 13.7 (45 FT). NO STEAM OR ELECTRICITY IS AVAILABLE. OTHER BERTHS ARE:

| <u>BERTH</u> | <u>LENGTH (M/FT)</u> | <u>DEPTH (M/FT)</u> | <u>REMARKS</u> |
|--------------|----------------------|---------------------|-------------------------|
| 1 | 204/669 | 9.7/31.8 | OLD GRAIN BERTH |
| 2 | 189/620 | 8.5/27.9 | FISH, STEEL, LIVE SHEEP |
| 3 | 247/810 | 8.5/27.9 | RESERVE BERTH |
| 4 | 347/1,138 | 15.0/49.2 | BULK GRAIN BERTH W |
| 5 | 347/1,138 | 15.0/49.2 | BULK GRAIN BERTH E |
| 6 | 247/810 | 12.0/39.4 | GENERAL PURPOSE |

PORT LINCOLN, AUSTRALIA

| | | | |
|----|---------|----------|------------------------|
| 7 | 183/600 | 8.2/26.9 | FISH, SHEEP, GENERAL |
| 8 | 76/249 | 6.1/20.0 | FISHING DISCHARGE |
| 9 | 104/241 | 5.5/18.0 | ROLL-ON/ROLL-OFF BERTH |
| 10 | 61/200 | 2.5/ 8.2 | FISHING VESSELS |
| 11 | 274/ | 9.7/31.8 | OILS |

B. FUEL, LUBE, AND DIESEL OIL. (8-80) LIMITED QUANTITY OF FUEL AND DIESEL OIL ARE AVAILABLE BY TRUCK. THE SIZE OF CONNECTION IS U.S. STANDARD.

C. MECHANICAL HANDLING FACILITIES. (8-80) NONE.

D. DRYDOCKS AND REPAIR FACILITIES. (11-85) (FICPAC) LINCOLN ENGINEERS, 10 KENNEDY ST, PORT LINCOLN, ARE EQUIPPED TO CARRY OUT MODEST REPAIRS ONLY.

E. WAREHOUSES AND STORAGE AREAS. (8-80) THERE ARE GRAIN SHED (7,500 SQ FT), THREE GRAIN SILOS (15,000 SQ FT), AND CARGO SHED (700 SQ FT). THEY ARE CONCRETE AND STEEL BUILDINGS.

F. STEVEDORES. (8-80) NONE.

G. PORT CAPACITY. (8-80) PORT LINCOLN CAN ACCOMMODATE ONE DD/FF SIZE SHIP.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (8-80) PORT LINCOLN IS SERVED BY A RAILWAY SYSTEM WHICH CONNECTS IT TO MOST IMPORTANT CENTERS ON EYRE PENINSULA. MAIN HIGHWAYS TO WHYALLA AND THEVENARD CONNECT WITH NATIONAL HIGHWAY ONE FOR ALL POINTS EAST AND WEST. (THIS IS NOW A SEALED HIGHWAY ALL THE WAY FROM CAIRNS TO PERTH). THE ROLL-ON/ROLL-OFF VESSEL TROUBRIDGE MAINTAINS A WEEKLY SERVICE TO AND FROM PORT ADELAIDE AND KANGAROO ISLAND, CARRYING GENERAL CARGO AND TOURISTS' VEHICLES.

SEMI-TRAILER SIZE ROADS ACCESS TO PIERS AND SHEDS. THE RAILWAY STATION IS LOCATED APPROXIMATELY 200 YDS SOUTH OF LONDON ST.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (8-80) THERE ARE NO LIGHTERS AVAILABLE.

B. WATER. (8-80) UNLIMITED QUANTITY OF POTABLE WATER IS DELIVERED BY PIPE AT BERTHS.

C. AIRFIELDS. (8-80) ANSETT AIRLINES AND TWO OTHER AIRLINES PROVIDE SERVICES TO ADELAIDE AND MELBOURNE FROM PORT LINCOLN AIRFIELD.

D. COMMUNICATIONS. (8-80) CHANNEL 16 BRIDGE-TO-BRIDGE IS USED TO CONTACT PORT CONTROL AND PILOTS. NO FREQUENCIES ARE REQUIRED TO BE GUARDED IN PORT. COMMERCIAL TELEPHONES ARE ON PIER AND CALLS FOR CONUS ARE MADE THROUGH OPERATORS WITH A 5-MIN WAITING TIME. SERVICE IS AVAILABLE 24 HOURS AND IS VERY RELIABLE. MAIL DELIVERY/PICK-UP CAN BE ARRANGED BUT

PORT LINCOLN, AUSTRALIA

MUST HAVE TRANSPORTATION. THE POST OFFICE IS LOCATED IN DOWNTOWN, ONE MILE FROM PIER HEAD.

E. MEDICAL. (5-85) SEE L28/MED.

F. GASOLINE. (8-80) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (8-80) DAIRY PRODUCTS AND BAKERY PRODUCTS WERE PURCHASED FROM SHIP'S STORES AUSTRALIA PTY. LTD. QUALITY WAS EXCELLENT, THERE WAS NO LIMIT ON QUANTITY, AND PRICES WERE REASONABLE.

H. GARBAGE DISPOSAL. (8-80) GARBAGE DISPOSAL IS AVAILABLE TWICE DAILY BY TRUCK AT APPROXIMATELY \$120.00 PER DAY. THE DEPARTMENT OF MARINE AND HARBORS SHOULD BE CONTACTED FOR THIS SERVICE. TRASH SHOULD BE SEPARATED TO DRY AND WET. NO DUMPING OF ANY KIND IS ALLOWED IN THE BAY.

4. PERSONALIA

A. CALLS. (8-80) THE FOLLOWING OFFICIAL CALLS MAY BE MADE:

MAYOR OF LINCOLN
ACTING TOWN CLERK
HARBOR MASTER

B. HONORS. (8-80) PORT LINCOLN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) (FICPAC) IN 1792 THE FRENCHMAN, BRUNI D'ENTRECASTEAUX, SIGHTED ITS WEST COAST. THE GREAT INLAND REMAINED UNTOUCHED, THE ABORIGINAL POPULATION UNDISTURBED, AND MOST OF THIS COAST UNKNOWN UNTIL 1802 WHEN CAPT FLINDERS IN HMS INVESTIGATOR CHARTED ITS SHORES AND NAMED MANY OF ITS COASTAL FEATURES.

COL LIGHT VISITED PORT LINCOLN IN 1836, BUT HE DECIDED AGAINST IT AS THE CAPITAL FOR SOUTH AUSTRALIA. THE FIRST SETTLERS ARRIVED IN PORT LINCOLN ON MARCH 19, 1839. HOWEVER, LACK OF WATER SLOWED THE DEVELOPMENT OF THE AREA.

THE EARLY SETTLERS HAD GRIM ENCOUNTERS WITH ABORIGINES BEFORE THE TOWN WAS ESTABLISHED. ON AUGUST 18, 1921, THE MUNICIPALITY OF PORT LINCOLN WAS PROCLAIMED.

EDWARD JOHN EYRE EXPLORED THE PENINSULA IN THREE EXPEDITIONS. IN MAY 1839, EYRE WAS FRUSTRATED BY SHORTAGE OF WATER IN AN ATTEMPT TO GO OVERLAND FROM ADELAIDE TO PORT LINCOLN. HE EXPLORED THE SOUTH COAST THEN PROCEEDED NORTH FOR A DISAPPOINTING VIEW OF AUSTRALIA'S CENTER - A DRY AREA OF SALTPANS WHERE MANY HAD HOPED FOR AN INLAND SEA. HE NAMED LAKE TORRENS.

TODAY, PORT LINCOLN IS A THRIVING CITY OF 10,000 (1979 EST) PEOPLE AND COMMERCIAL AND ADMINISTRATIVE CENTER OF RURAL EYRE PENINSULA.

B. LIBERTY. (8-80) TWO ENLISTED PERSONNEL (E-5 AND ABOVE) ARE

PORT LINCOLN, AUSTRALIA

REQUIRED FOR SHORE PATROL. THE SENIOR SHORE PATROL OFFICER SHOULD REPORT TO THE PORT LINCOLN POLICE. NEITHER VEHICLES NOR DIVERS ARE PROVIDED. THE NEAREST LOCAL POLICE STATION IS IN DOWNTOWN, 10-MI WALK FROM THE MAIN PIER. THERE ARE NO LIBERTY CURFEW HOURS AND RECOMMENDED SIZE OF THE LIBERTY PARTY IS 230.

C. CLUBS AND BARS. (8-80) ALL BARS ARE LOCATED WITHIN .5 MI SQ OF DOWNTOWN. PRICES ARE AFFORDABLE. BEER, WINE, AND MIXED DRINKS ARE AVAILABLE. ALL HOTELS LISTED IN PARA E HAVE BARS.

D. RESTAURANTS. (8-80) ALL HOTELS LISTED IN PARA E HAVE DINING FACILITIES.

E. HOTELS. (8-80)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>DINING/LIQUOR</u> |
|---------------|-----------------|---------------|----------------------|
| TASMAN HOTEL | TASMAN TERRACE | \$22-50 | YES |
| BOSTON HOTEL | " " | 14-60 | YES |
| LINCOLN HOTEL | " " | 16-50 | YES |
| HILTON HOTEL | " " | 18-60 | YES |

F. ATHLETICS. (8-80) THERE ARE BOWLING, TENNIS COURTS, GOLF COURSES, SOCCER, SQUASH, PISTOL, TABLE TENNIS, SWIMMING, BILLIARDS, LITTLE LEAGUE BASEBALL, AND AUSTRALIAN FOOTBALL FACILITIES AVAILABLE. COMPETITION FOR SOCCER, PISTOL SHOT, TABLE TENNIS, BASKETBALL, AND GOLF ARE ARRANGED THROUGH B. J. WILLIAMS, TEL: 822937.

G. BEACHES. (8-80) PORT LINCOLN BEACH IS LOCATED ONE MILE FROM THE PORT FOR SWIMMING, SURFING, AND SNORKELING. TAXIES OR RENTAL TRANSPORTATION IS AVAILABLE.

H. CHURCHES. (8-80) THERE ARE CATHOLIC, UNITED, ANGLICAN, BAPTIST, AND LUTHERAN CHURCHES IN TOWN.

I. TRANSPORTATION. (8-80) BUS SERVICE TO ADELAIDE IS AVAILABLE TWICE A DAY AND COST \$19.00. TAXIES ARE AVAILABLE 24 HOURS A DAY. RENTAL CARS ARE ALSO AVAILABLE.

J. TOURS. (8-80) THE TOUR OFFICE ARRANGES THE FOLLOWING TOURS TEL: 82-3255:

ADVENTURE TOUR (120 MILES) - LIGHT LUNCH, 6.5 HRS, \$14 PER PERSON
CITY TOUR - \$3 PER PERSON, 1.5 HRS
WHALER'S WAY TOUR - \$10 PER PERSON, 6.5 HRS, LIGHT LUNCH
LOWER EYRE PENINSULA TOUR - \$7.50 PER PERSON, 2.5 HRS, LIGHT LUNCH

K. SHOPPING. (8-80) PORT LINCOLN IS A SMALL TOWN WITH LIMITED SHOPPING OPPORTUNITIES. PRICES FOR GOODS ARE REASONABLE. SHEEPSKIN AND RUGS ARE GOOD BUYS.

PORT LINCOLN, AUSTRALI

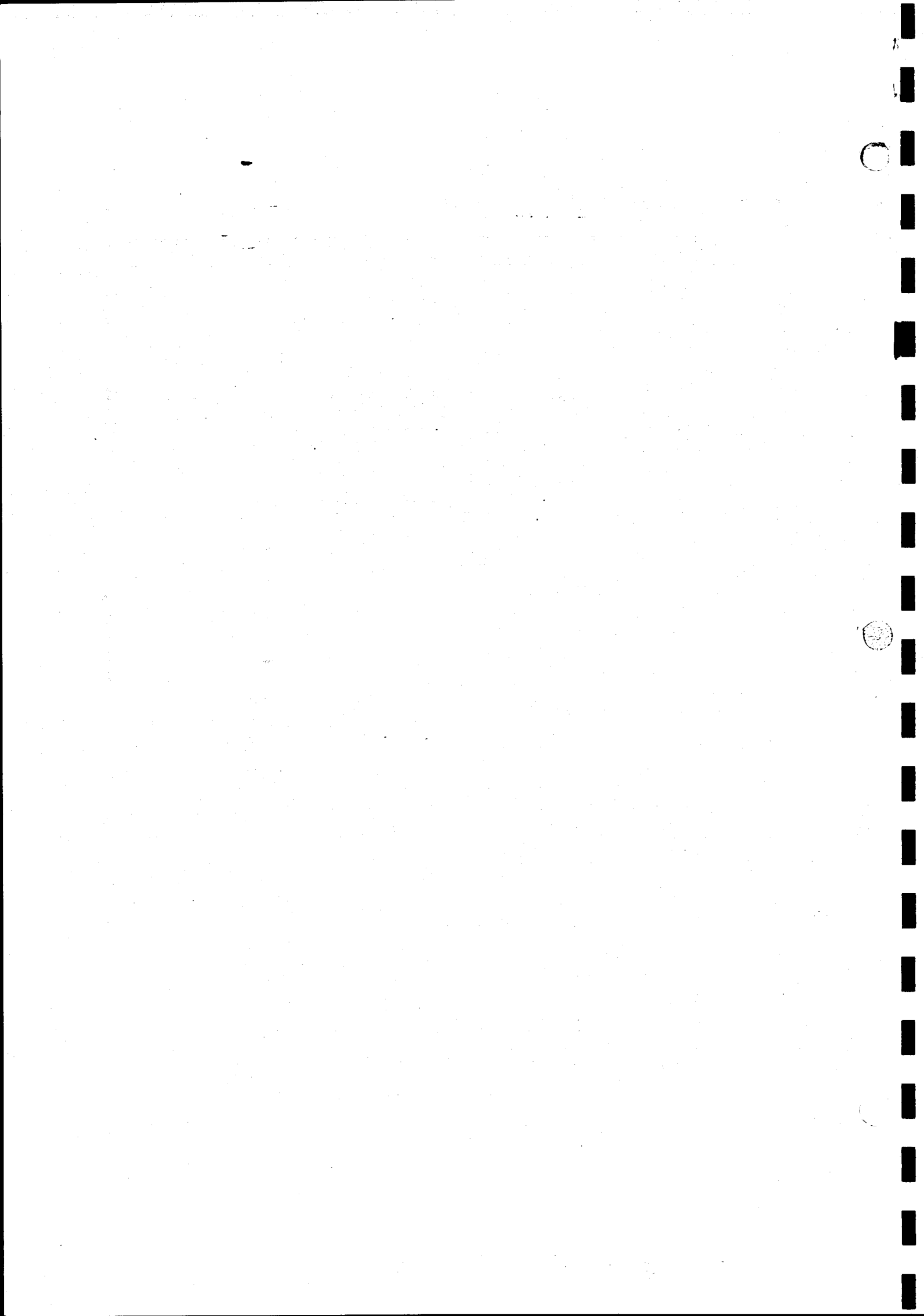
L. THEATER AND CINEMA. (8-80) THERE ARE BEL-AIR DRIVE IN AND FLINDERS THEATER WHICH SHOW AUSTRALIAN AND AMERICAN MOVIES.

M. MISCELLANEOUS. (8-80) THE RATE OF EXCHANGE IS AS\$1.00 = US\$.84. BANK OF NEW SOUTH WALES CONDUCTED THE EXCHANGE ON BOARD AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

THE PORT AREA IS SURROUNDED BY 10-FT FENCE AND SECURITY GUARD IS PRESENT ONLY DURING THE DAY.

LOCAL LAUNDERIES WERE USED AND FOUND SATISFACTORY. THE POINT OF CONTACT WAS SPEED QUEEN LAUNDRY AND DRY CLEANING, BLIGH ST, PORT LINCOLN. PRICES ARE: AS\$1.50 PER TROUSERS AND AS\$1.20 PER SHIRT. LAUNDROMAT - AS\$.60 PER WASH AND AS\$.60 PER DRYER.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).



PORT LINCOLN, AUSTRALIA

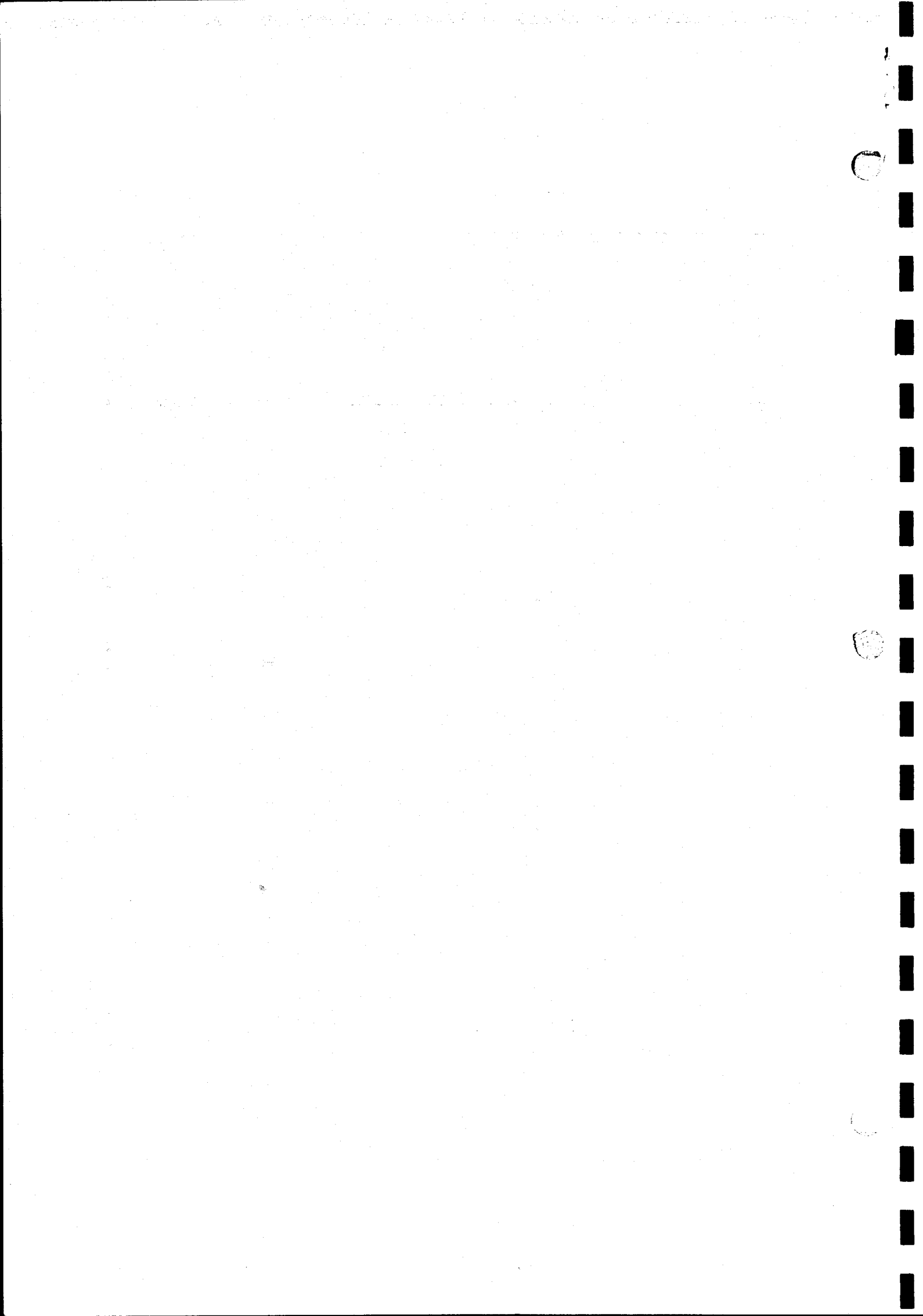
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TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES (PARTICULARLY GONORRHEA) ARE PRESENT. DIARRHEAL DISEASES, RESPIRATORY DISEASES, TRACHOMA, AND LEPROSY ARE FREQUENT AMONG THE ABORIGINE POPULATION. ALTHOUGH VECTORS FOR MALARIA AND FILARIASIS ARE PRESENT. MOST CASES APPEAR TO BE IMPORTED. CONCERN ABOUT MALARIA IS INCREASING, MANY OF THE IMPORTED CASES APPEAR TO BE CHLOROQUINE RESISTANT. IN NORTHERN AUSTRALIA, DENGUE FEVER AND MURRAY VALLEY ENCEPHALITIS (AUSTRALIAN ENCEPHALITIS) HAVE BEEN REPORTED. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF VENOMOUS SNAKES AND SPIDERS, AND STINGING MARINE INVERTEBRATES AND FISH IN COASTAL WATERS.

DRUG ABUSE IS INCREASING, ESPECIALLY IN SEAPORTS. MARIJUANA AND HEROIN ARE THE MOST COMMONLY ABUSED SUBSTANCES.

(8-80) THERE ARE TWO HOSPITALS IN PORT LINCOLN. THE PORT LINCOLN HOSPITAL (60 BEDS), 14 OXFORD TERRACE, HAS EIGHT DOCTORS, 20 NURSES, AND 65 STUDENT NURSES. THE INVESTIGATOR CLINIC, 19 OXFORD TERRACE, HAS EIGHT DOCTORS. SPECIALISTS ARE LOCATED IN ADELAIDE. DENTAL CARE IS AVAILABLE FROM LOCAL DENTISTS IN PRIVATE PRACTICE.

PRATIQUE ARE REQUIRED.



GISBOURNE, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) THE PORT OF GISBOURNE (38°41'S/178° 01'E) IS SITUATED SOUTH AND EASTWARD OF THE ENTRANCE TO THE TURANGANUI RIVER ON THE NORTHERN SIDE OF POVERTY BAY. A BREAKWATER EXTENDS ABOUT 3 CABLES SOUTHWEST FROM THE SOUTHERN ENTRANCE POINT OF THE HARBOR. A RUBBLE BED EXTENDS ABOUT 122M (400 FT) FARTHER IN THE SAME DIRECTION FROM THE END OF THE BREAKWATER WITH A DEPTH OF 2.4 M (8 FT). A TRAINING WALL, TO DIVERT THE DISCHARGE OF THE TARUHERU AND WAIMATA RIVERS WHICH FLOW INTO THE TURANGANUI RIVER, EXTENDS ALONG THE NORTH WESTERN BOUNDARY OF THE HARBOR.

IN SOUTHERLY WEATHER, VESSELS SHOULD NOT PROCEED BEYOND THE SPHERICAL BUOY (WAIHORA ROCKS) WHICH MARKS THE SOUTHERN END OF THE FOUL GROUNDS, UNTIL SIGNALLED TO DO SO.

THE ROADSTEAD IS EXPOSED TO SOUTHEASTERLY WINDS WHICH, EVEN WHEN LIGHT, SEND A HEAVY SEA AND SWELL INTO THE ANCHORAGE.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 1985), CHART 76160, AND NEW ZEALAND CHART 5613, GISBOURNE ROADS, POVERTY BAY.

(11-83) (USDAO WELLINGTON) TUAHANI PT - A FLASHING WHITE LIGHT (EVERY 8 SEC, FLASH 2 SEC, NOMINAL RANGE 15 MI) IS SITUATED 4.5 CABLES NNW OF TUAHANI PT AT AN ELEVATION OF 128 M (420 FT).

WAIHORA ROCKS BUOY - A RED/WHITE/BLACK SPHERICAL BUOY IS MOORED 167°T, 1/2 MI FROM THE BREAKWATER LIGHT AND MARKS THE WESTERN EDGE OF THESE ROCKS.

THE FOUL GROUND BUOYS - A SPHERICAL BUOY PAINTED IN BLACK AND WHITE HORIZONTAL BANDS AND CARRYING A BLACK CONICAL TOPMARK IS MOORED ABOUT 190° T, 8 CABLES FROM THE BREAKWATER LIGHT AND MARKS THE SOUTHEASTERN END OF THE FOUL GROUNDS. THIS BUOY IS KNOWN AS THE TE MOANA ROCK BUOY. A BLACK CONICAL LIGHT BUOY EXHIBITING A FLASHING GREEN LIGHT (EVERY 2 SEC, FLASH 3 SEC, RANGE 4 MI) IS MOORED 231°T, 7 CABLES FROM THE BREAKWATER LIGHT AND MARKS THE NORTHWESTERN END OF THE FOUL GROUNDS. THIS BUOY IS KNOWN AS THE TOKOMARU ROCK BUOY.

OUTER HARBOR LEADING LIGHT AND BEACONS - FRONT: A FIXED GREEN NEON LIGHT [NOMINAL RANGE 7 MI, VISIBLE 242° THROUGH NORTH TO 062° (180°)] IS EXHIBITED AT AN ELEVATION OF 12 M (39 FT) FROM A STEEL LATTICEWORK TOWER 10.1 M (33 FT) HIGH, FITTED WITH A TRIANGULAR DAYMARK, APEX UP AND PAINTED ORANGE/RED WITH A BLACK VERTICAL STRIPE, SITUATED 278°T, 1.5 MI FROM THE BREAKWATER LIGHT. REAR: A FIXED GREEN NEON LIGHT (NOMINAL RANGE 7 MI, VISIBLE 242° THROUGH NORTH TO 062°) IS EXHIBITED AT AN ELEVATION OF 21 M (69 FT) FROM A STEEL LATTICEWORK TOWER 20.7 M (68 FT) HIGH, FITTED WITH A TRIANGULAR DAYMARK, APEX DOWN AND ORANGE/RED WITH A BLACK VERTICAL STRIPE, SITUATED ABOUT 2 CABLES TO THE REAR OF THE FRONT LIGHT BEACON. THESE BEACONS IN LINE BEAR 332° AND LEAD UP TO THE HARBOR ENTRANCE LEADS.

C. PILOTAGE. (11-85) CONSULT PUB 127.

D. ENTRANCE. (11-83) (USDAO WELLINGTON) THE ENTRANCE IS NARROW, 88 M (290 FT) WIDE. BREAKWATER PROVIDES SHELTER FROM SWELL.

GISBOURNE, NEW ZEALAND

E. CHANNEL. (11-85) CONSULT PUB 127.

F. ANCHORAGES. (11-85) CONSULT PUB 127.
(11-83) (USDAO WELLINGTON) A SUBMARINE PIPELINE, 914 MM (36 IN) IN DIAMETER, IS LAID IN POVERTY BAY COMMENCING FROM A POINT 300°, 1591 M (5,200 FT) FROM THE BREAKWATER LIGHT, FROM WHICH POSITION IT EXTENDS IN A 181° DIRECTION FOR 1,774 M (5,820 FT) TO A POSITION 234°, 1,749.6 M (5,740 FT) FROM THE BREAKWATER LIGHT. THE AREA WITHIN 152.4 M (500 FT) OF THIS PIPELINE IS A PROHIBITED ANCHORAGE AREA.

A SECOND PIPELINE EXTENDS FROM A POSITION 38°41.83'S/178°01.50'E IN A 045° DIRECTION TO THE SHORE. ANCHORING IS PROHIBITED WITHIN 150 M (492 FT) OF THE PIPELINE.

G. WRECKS AND OBSTRUCTIONS. (11-83) (USDAO WELLINGTON) SEE CHART N.Z. 5613.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND OBSTRUCTIONS

A. MOORINGS, DOCKS, ETC. (11-83) (USDAO WELLINGTON)

| <u>WHARF</u> | <u>LENGTH (M/FT)</u> | <u>DEPTH (M/FT)</u> |
|--------------|----------------------|---------------------|
| 1 | 116/382 | 5.8/19 MLWS |
| 2 | 106/352 | 5.8/19 MLWS |
| 3 | 95/311 | 5.8/19 MLWS |
| 6 | 122/400 | 5.8/19 MLWS |
| 7 | 213/700 | 9.75/32 MLWS |

THE DECK LEVEL OF ALL WHARVES IS 3.66 M (12 FT) ABOVE MLWS.

ALL VESSELS BERTHED CAN, BY ARRANGEMENT, BE CONNECTED WITH THE TELEPHONE SYSTEM AT THE ABOVE NUMBERED WHARVES. ELECTRICITY (400 V, 60 AMP, 50 CYC, 3 PHASE) IS AVAILABLE 24 HOURS ALONGSIDE WHARVES. STEAM IS NOT AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (11-83) (USDAO WELLINGTON) ADEQUATE HEAVY FUEL OIL IS DELIVERED BY PIPE AT A RATE OF 100,000 L (24,417 GAL) PER HOUR THROUGH A 20.3 CM (8 IN) CONNECTION. LIMITED DIESEL OIL IS DELIVERED BY RAILWAY TANK CAR AT A RATE OF 40,000 L (10,567 GAL)/HR THROUGH A 5 CM (2 IN) CONNECTION. LIMITED LUBE OIL IS DELIVERED BY TRUCK. JP5 AND AVGAS MAY BE OBTAINED FROM AN AIRFIELD THREE MILES FROM THE PORT. CALTEX N.Z. LTD., SHELL OIL N.Z. LTD., MOBIL OIL N.Z. LTD., AND BRITISH PETROLEUM N.Z. LTD. OWN BUNKERING FACILITIES.

C. MECHANICAL. (11-83) (USDAO WELLINGTON) ONE AUTOMOTIVE DIESEL-POWERED CRANE WITH A MAXIMUM LIFT OF 20 TONS AND MAXIMUM RADIUS OF 3.5 M (11.5 FT); ONE FLOATING CRANE WITH 10-TON LIFT AND 3.5 M (11.5 FT) RADIUS;

GISBOURNE, NEW ZEALAND

AND FIVE FORKLIFTS ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (11-83) (USDAO WELLINGTON) THERE ARE THREE WELL-ESTABLISHED ENGINEERING COMPANIES (J. L. PRIMROSE LTD, SHIPBUILDERS, AND MONK BROTHERS LTD.) TO UNDERTAKE REPAIR WORK. ELECTRICAL EQUIPMENT REPAIRS ARE HANDLED BY LOCAL BUSINESSES. THE HARBOR BOARD HAS A SMALL SLIPWAY FOR VESSELS UP TO 406 TONS DISPLACEMENT. A FULL RADAR, TELECOMMUNICATIONS, AND ECHO SOUNDER SERVICE IS AVAILABLE. DIVERS ARE AVAILABLE IF REQUIRED.

E. WAREHOUSES AND STORAGE AREAS. (11-83) (USDAO WELLINGTON) THERE ARE CARGO SHEDS OF 606 SQ M (6,523 SQ FT) ON WHARF 1, 651 SQ M (7,007 SQ FT) ON WHARF 2, AND 668 SQ M (7,190 SQ FT) ON WHARF 3. TWO GRAIN SILOS WITH A TOTAL CAPACITY OF 3,320 CU M (117,244 CU FT) ARE SITUATED BEHIND THE CENTER OF WHARF 7. COOL STORE OF 1,833 SQ M (19,731 SQ FT), WHICH IS OWNED AND OPERATED BY THE GISBOURNE REFRIGERATING CO., IS LOCATED AT WHARF 7.

F. STEVEDORES. (11-83) (USDAO WELLINGTON) SKILLED LABORERS OF 13-MEN GANGS ARE AVAILABLE DURING THE DAY.

G. PORT CAPACITY. (11-83) (USDAO WELLINGTON) GISBOURNE CAN ACCOMMODATE THREE FF/DD SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (11-83) (USDAO WELLINGTON) THERE IS ONE 3'6" GAUGE RAILWAY TRACK OUT OF THE PORT TO WELLINGTON AND NORTH VIA PALMERSTON NORTH AND GISBOURNE RAILWAY YARDS. AUCKLAND AND WELLINGTON ARE ACCESSIBLE BY ROAD.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (11-83) (USDAO WELLINGTON) NO LIGHTERS ARE AVAILABLE.

B. WATER. (11-83) (USDAO WELLINGTON) POTABLE WATER IS DELIVERED BY PIPE AT THE RATE OF 17 TONS/HR. QUALITY OF WATER IS UNKNOWN.

C. AIRFIELDS. (11-85) GISBOURNE AIRFIELD (DARTON FIELD) IS LOCATED 2.5 MI WNW OF THE PORT. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 140/320 AND A DIMENSION OF 1,311 X 45.7 M (4,300 X 150 FT). THE AIRLINE SERVING THIS AIRPORT IS AIR NEW ZEALAND. HOURS OF OPERATION ARE 24 HR/DAY.

D. COMMUNICATIONS. (11-83) (USDAO WELLINGTON) HARBOR CONTROL SHOULD BE CONTACTED ON VHF CHANNEL 16 FOUR HOURS PRIOR TO ARRIVAL. CALL SIGN IS "GISBORNE HARBOR CONTROL". NO FREQUENCIES ARE REQUIRED TO GUARD IN THE PORT. THERE IS ONE SIGNAL STATION ON THE BREAKWATER.

FOUR TELEPHONES ARE AVAILABLE ON SHIP AT BERTH. WAITING TIME FOR A CONUS CALL IS UNKNOWN. SERVICE IS AVAILABLE 24 HOURS DAILY AND CONSIDERED VERY RELIABLE.

THE NAVAL RELATIONS OFFICER WILL ARRANGE MAIL DELIVERY/PICK-UP PRIOR TO SHIP'S ARRIVAL.

GISBOURNE, NEW ZEALAND

E. MEDICAL. (5-85) SEE M12/MED.

F. GASOLINE. (11-83) (USDAO WELLINGTON) GASOLINE IS AVAILABLE.

G. PROVISIONS. (11-83) (USDAO WELLINGTON) GOOD QUALITY OF MEATS, DAIRY PRODUCTS, FRESH FRUITS/VEGETABLES, AND BAKERY PRODUCTS ARE AVAILABLE FROM GISBOURNE SHIP SUPPLIES, 100 WAINUI RD, MR. R. J. NOY, TEL: 87526/87115.

H. GARBAGE DISPOSAL. (11-83) (USDAO WELLINGTON) GARBAGE IS PICKED UP TWICE DAILY BY BOAT FOR INCINERATION. TRASH MUST BE SEPARATED IN DRY AND WET. THE RATE IS \$21.70 PER DRUM AND \$37.00 MINIMUM PER DAY.

4. PERSONALIA

A. CALLS. (11-83) (USDAO WELLINGTON) CALLS MAY BE MADE ON: MAYOR OF GISBOURNE AND CHAIRMAN OF HARBOR BOARD. CALLS ARE NORMALLY ARRANGED BY THE LOCAL NAVAL RELATIONS OFFICE.

B. HONORS. (11-83) (USDAO WELLINGTON) GISBOURNE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) FROM THE BEGINNING OF THE EUROPEAN COLONIZATION OF NEW ZEALAND, POVERTY BAY HAS PLAYED AN ACTIVE ROLE IN THE DEVELOPMENT OF THE COUNTRY. THE EARLY SETTLERS UTILIZED THE RIVER TO BRING THE SAILING SHIPS IN FOR TRADE; HOWEVER, WITH LAND CLEARANCE IN THE BACK COUNTRY BRINGING HEAVY DEPOSITS OF SILT DOWN STREAM, THE BOARD WAS OBLIGED TO SEPARATE THE RIVER FROM THE HARBOR BY MEANS OF A DIVERSION WALL.

FROM 1921-1965, THE SMALL PORT THRIVED ON COASTAL TRADE WITH REGULAR CALLERS USING THE INNER BASIN WHILE THE LARGER BOATS ANCHORED IN THE BAY. IN 1965, THE BOARD OPENED ITS DEEPWATER BERTH AND THE LARGER VESSELS WERE ABLE TO COME INTO THE SHELTERED HARBOR.

THE MAJOR INDUSTRIES OF THE GISBOURNE AREA ARE BASED ON FARMING, AND INCLUDE MAIZE, SWEETCORN, CITRUS AND OTHER FRUITS, GRAPES AND WINE PRODUCTION, FISHING, AND FOOD PROCESSING. THE AREA IS NOTED FOR RAISING HIGH QUALITY SHEEP AND CATTLE AND IS INTERNATIONALLY KNOWN FOR ITS CATTLE FEEDING. THE POPULATION IS APPROXIMATELY 30,000 (1982).

B. LIBERTY. (10-80) SHORE PATROL REQUIRES ONE PETTY OFFICER TO ASSIST THE LOCAL POLICE NIGHTLY.

C. CLUBS AND BARS. (11-83) (USDAO WELLINGTON) THE RETURNED SERVICEMEN'S ASSOCIATION, COSMOPOLITAN CLUB, AND GISBOURNE CLUB OFFER THEIR FACILITIES TO VISITING PERSONNEL. A PERSONAL INVITATION IS REQUIRED. OTHERS ARE SANDOWN PARK HOTEL, 2 MILES FROM THE PORT; D. B. HOTEL, 1 MILE FROM THE PORT; MASON HOTEL, TOWN; AND NIGHT CLUB, TOWN.

NOT RECOMMENDED ARE PUBLIC BARS, ESPECIALLY MASONIC AND ALBION DUE TO

GISBOURNE, NEW ZEALAND

THE LARGE POLYNESIAN POPULATION.

D. RESTAURANTS. (11-83) (USDAO WELLINGTON)

| <u>NAME</u> | <u>LOCATION</u> | <u>STYLE</u> | <u>LIQUOR</u> | <u>PHONE</u> |
|-------------------|-----------------|--------------|---------------|--------------|
| ARNHEM | MARINA PARK | FAMILY | LICENSE | 82 568 |
| GREVILLES | GLADSTONE RD | FAMILY | BYO | 84 437 |
| CHANDLER COURT | 4 CLIFFORD ST | FAMILY | BYO | 86 771 |
| FLAMBARDS | 96 DERBY ST | FAMILY | BYO | 6384 |
| CHALET RENDEZVOUS | WAINUI BEACH | A LA CARTE | LICENSE | 5419 |
| ROYAL HOTEL | GLADSTONE RD | FAMILY | LICENSE | 89 184 |

E. HOTELS. (11-83) (USDAO WELLINGTON)

| <u>NAME</u> | <u>LOCATION</u> | <u>DINING</u> | <u>PHONE</u> |
|--------------------|-----------------|---------------|--------------|
| BEACHCOMBER MOTEL | SALISBURY RD | YES | 89 349 |
| BLUE PACIFIC MOTEL | SALISBURY RD | YES | 86 099 |
| ORANGE GROVE MOTEL | CHILDERS RD | YES | 89 045 |
| ROYAL HOTEL | GLADSTONE RD | - | 89 184 |

F. ATHLETICS. (11-83) GOLF, SWIMMING, TENNIS, SQUASH, AND OTHER FACILITIES ARE AVAILABLE. PICNIC OR PARTY AREAS ARE AVAILABLE AND SUPPLIES CAN BE OBTAINED. COMPETITIONS WITH LOCAL TEAMS ARE ARRANGED BY THE NAVAL RELATIONS OFFICER.

G. BEACHES. (11-83) (USDAO WELLINGTON)

| <u>NAME</u> | <u>LOCATION</u> | <u>BATH HOUSE</u> | <u>SNACKS</u> | <u>SNORKEL-ING</u> | <u>SURF-ING</u> | <u>TRANS-POTA.</u> | <u>HAZARDS</u> |
|--------------|-----------------|-------------------|---------------|--------------------|-----------------|--------------------|----------------|
| WAINUI | 5 MI N | NO | NO | YES | GOOD | NO | NO |
| TOWN BEACHES | 1 MI | NO | NO | YES | GOOD | NO | NO |

LIFEGUARDS ON ALL BEACHES.

H. CHURCHES. (11-83) (USDAO WELLINGTON) THE FOLLOWING DENOMINATIONS ARE REPRESENTED IN GISBORNE: CATHOLIC, PRESBYTERIAN, METHODIST, CHURCH OF ENGLAND, BAPTIST, MORMON, AND SEVENTH DAY ADVENTIST.

I. TRANSPORTATION. (11-83) (USDAO WELLINGTON) SHIP'S VEHICLES CAN BE OFF LOADED.

| | <u>HOURS</u> | <u>RATE</u> | <u>SER. TO PORT</u> | <u>OTHERS</u> |
|--------|-------------------|-------------|---------------------|---------------------------|
| BUS | DAYLIGHT | UKN | NO | |
| TRAIN | DAILY | UKN | NO | |
| TAXI | 24 HOURS | VARIOUS | YES | TAXI SIGN ON ROOF/DOORS. |
| RENTAL | 3 FIRMS AVAILABLE | | YES | NO U.S. LICENSE REQUIRED. |

GISBOURNE, NEW ZEALAND

J. TOURS. (11-83) (USDAO WELLINGTON) LOCAL VINEYARDS, FARMS, AND SCENIC TOUR OF BEACHES OR RIVERS ARE ARRANGED BY THE NAVAL RELATIONS OFFICER, TEL: 85129/89982.

K. SHOPPING. (11-83) (USDAO WELLINGTON) THE DOWNTOWN AREA OF GLADSTONE ROAD HAS A WIDE VARIETY OF SHOPS AND STORES. SHEEPSKINS AND MAORI SOUVENIRS ARE SPECIALTY ITEMS.

L. THEATER AND CINEMA. (11-83) (USDAO WELLINGTON) THERE ARE TWO CINEMAS. PRICE IS NZ\$3.00.

M. MISCELLANEOUS. (11-83) (USDAO WELLINGTON) THE BANK OF NEW ZEALAND CONDUCTS CURRENCY EXCHANGE ONBOARD. THE RATE OF EXCHANGE IN NOV 83 WAS NZ\$1.00 EQUALS US\$.65.

THERE ARE TWO LOCAL LAUNDRIES AVAILABLE.

VESSELS MAY EXPERIENCE SMALL GROUPS OF ANTI-NUCLEAR PROTESTERS.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).

GISBORNE, NEW ZEALAND

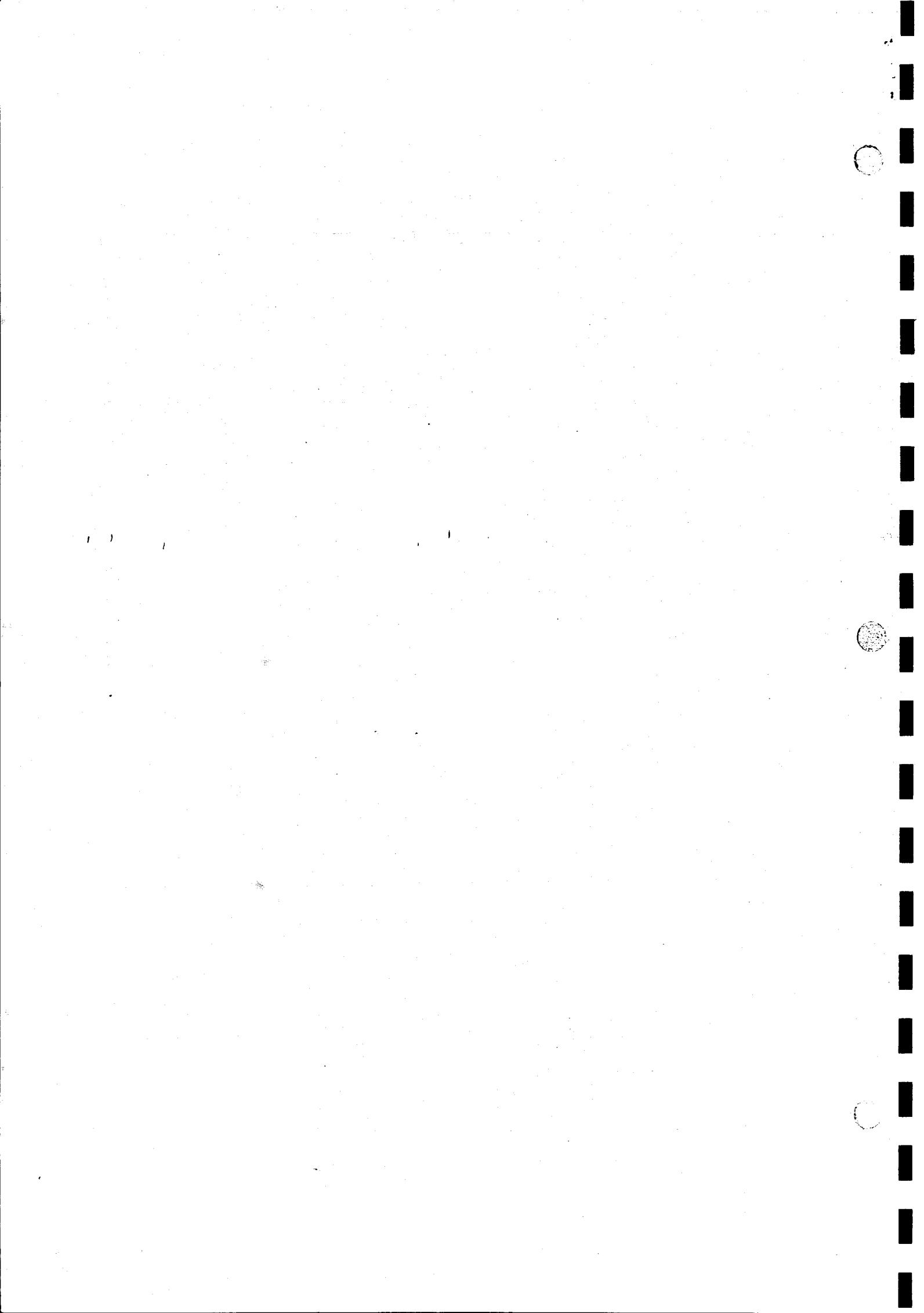
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL CARE IS AVAILABLE AT COOK HOSPITAL (258 BEDS). SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, PEDIATRICS, PSYCHIATRY, PHYSIOTHERAPY, PATHOLOGY, X-RAY, LABORATORY, AND DENTISTRY. AMBULANCE SERVICE IS AVAILABLE FROM ST. JOHN'S AMBULANCE SERVICE.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.



AUCKLAND, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) AUCKLAND (36°50'S/174°47'E) IS LOCATED ON A NARROW ISTHMUS BETWEEN THE PACIFIC OCEAN AND THE TASMAN SEA. AUCKLAND HARBOR CONSISTS OF AN EXTENSIVE LANDLOCKED ESTUARY AT THE SOUTHERN END OF HAURAKI GULF, ON THE EAST COAST OF THE NORTH ISLAND OF NEW ZEALAND. THE HARBOR BEGINS AT RANGITOTO REEF, 5.4 KM (3 NM) FROM THE NORTH HEAD, WHICH FORMS THE NORTHERN BOUNDARY OF THE INNER HARBOR (KNOWN AS WAITEMATA). THE COMMERCIAL PORTION OF THE HARBOR EXTENDS FROM NORTH HEAD TO KAURI POINT AND IS ABOUT 9.5 KM (5.3 NM) LONG BY A WIDTH VARYING FROM 1.8 KM (1 NM) TO .5 KM (.3 NM). THE UPPER BEACHES OF THE HARBOR FROM KAURI POINT EXTEND ABOUT 14.8 KM (8 NM).

B. APPROACHES, LIGHTS, ETC. (4-84) (USS QUEENFISH) SHIPS PROCEEDING TO AUCKLAND SHOULD CONTACT AUCKLAND HARBOR CONTROL ON VHF CHANNEL 12. QUEENFISH PILOTED INTO AUCKLAND HARBOR USING CHART 76052. BOTH OUTER AND INNER HARBORS ARE AVAILABLE ON THIS CHART. DMAHTC PUB 127 PROVIDES REQUIRED INFORMATION ON THE CHANNEL ENTRANCE AND HARBOR CHANNEL. NAVIGATIONAL AIDS WERE EXCELLENT, WELL KEPT, PLENTIFUL, AND ACCURATELY PLOTTED. HAURAKI GULF NAVAIDS UTILIZED INCLUDED CHANNEL ISLAND LIGHT, FLAT ROCK, TIRITIRI ISLAND TANGENTS, AND THE MARIA ISLAND LIGHT, WITH THE FINAL APPROACH TO RANGITOTO CHANNEL BEING MADE ON COURSE 216, POINTING THE OCCULTING WHITE-RED-GREEN LIGHT, REEF BEACON. A WHITE-RED STRIPED CEMENT TOWER PROVIDED AN EXCELLENT INNER CHANNEL NAVAID. THE OCCULTING WHITE-RED-GREEN LIGHT (REAR RANGE) AND THE CHANNEL BUOYS MARKED THE CHANNEL WELL. FINAL APPROACH TO ANCHORAGE WAS MADE USING NORTH HEAD FLAG STAFF, MOUNT VICTORIA SIGNAL STATION, BEAN ROCKS LIGHT STATION, AND VARIOUS COMMERCIAL HARBOR PIER TANGENTS.

C. PILOTAGE. (4-84) (USS QUEENFISH) NAVIGATION TO THE ANCHORAGE WAS NOT OVERLY DIFFICULT. HOWEVER, PILOTS ARE COMPULSORY AND POSSESS EXCELLENT PROFICIENCY. CAPT C. R. BLAIR, HARBOR MASTER, IN COMPANY WITH AN AUCKLAND POLICE LIAISON OFFICER, BOARDED QUEENFISH BY HELO AT THE AUCKLAND HARBOR ENTRANCE (LINE DRAWN BETWEEN TOROA POINT AND SOUTHERN TIP OF RAKINO ISLAND). THE RNZN WASP HELO PILOT DID AN EXTRAORDINARY JOB PLACING AND MAINTAINING HIS CRAFT ABOVE THE TOP OF THE SAIL ALLOWING A RAPID, ORDERLY TRANSFER OF PERSONNEL DIRECTLY ONTO THE BRIDGE. ALLOWING APPROXIMATELY 10 MINUTES AT FIVE KNOTS FOR THE HELO TRANSFER IS CONSERVATIVE. RECOMMEND VISITING SSN'S OBTAIN COPIES OF NEW ZEALAND CHART NO. 23, 52, 522, 531, AND 532 FOR USE AS ADDITIONAL REFERENCE AND FOR UTILIZATION DURING LOCAL OPERATIONS PRIOR TO OR UPON COMPLETION OF PORT VISIT.

D. ENTRANCE. (4-84) (USS QUEENFISH) ALL U.S. WARSHIPS CAN EXPECT AN "OPPOSED HARBOR" ENTRY DUE TO THE "NUCLEAR FREE ZONE" ESTABLISHED BY THE LOCAL CITY COUNCIL AND THE "NUCLEAR FREEZE" SENTIMENT HELD BY SOME OF THE POPULACE. DURING PINTADO'S JAN 1978 PORT VISIT, A HIGH SPEED ENTRY WAS ATTEMPTED. THE PLAN WAS FOR PINTADO TO FOLLOW HMNZS WAIKATO (855) THROUGH THE LINE OF PROTEST BOATS, FOLLOWING CLOSE ENOUGH TO PREVENT ANY OF THESE BOATS FROM GETTING BETWEEN PINTADO AND WAIKATO. THIS PLAN WAS UNSUCCESSFUL AND A SERIES OF AHEAD FLANK AND BACK EMERGENCY BELLS WERE

AUCKLAND, NEW ZEALAND

REQUIRED TO EXTRICATE THE SUBMARINE FROM THE PROTEST FLEET. MORE RECENTLY, WHEN HADDO AND PHOENIX VISITED AUCKLAND, THEY EMPLOYED A DIFFERENT TACTIC, A MUCH SLOWER SPEED ENTRANCE. ALTHOUGH THIS RESULTED IN HADDO BEING HIT BY A FEW PAINT EGGS (THE NUCLEAR CRUISER TEXAS WAS ALSO HIT SEVERAL TIMES WITH PAINT FILLED EGGS AND BALLONS DURING HER 2 AUG 83 HARBOR ENTRY) AND ALLOWED ONE PROTESTER TO GET ON DECK. THIS METHOD IS CONSIDERED THE SAFER, PREFERRED METHOD.

QUEENFISH'S ENTRY WAS OPPOSED BY ABOUT 50 PROTEST BOATS DEMONSTRATING AGAINST BOTH NUCLEAR POWER AND NUCLEAR WEAPONS. ALTHOUGH PRESS COVERAGE TERMED THE DEMONSTRATION THE MOST SPECTACULAR TO DATE, THE NEW ZEALAND POLICE EASILY HANDLED THE SITUATION. THE PROTESTORS CONSISTED MOSTLY OF SAILING VESSELS, WHICH ATTEMPTED TO TACK ACROSS QUEENFISH'S BOW, THEN TURN TOWARD FORCING QUEENFISH TO TURN OR SLOW. THIS TACTIC FAILED DUE TO THE FAST REACTION OF POLICE AND ROYAL NEW ZEALAND NAVY CRAFT, WHICH INTERCEPTED PROTEST BOATS, BOARDED OR TOWED THEM CLEAR. QUEENFISH WAS NOT REQUIRED TO SLOW AT ALL DURING THE APPROACH TO THE ANCHORAGE. SPEED WAS MAINTAINED AT 5-7 KNOTS UNTIL SLOWING TO ANCHOR. DURING MELEE BETWEEN THE PROTESTORS AND THE AUTHORITIES, ONE PROTEST YACHT WAS RAMMED BY A NEW ZEALAND NAVY SMALL CRAFT, RESULTING IN A REPORTED 2,000 DOLLARS DAMAGE TO THE YACHT AND 3,000 DOLLARS DAMAGE TO THE NAVY CRAFT. THE PROTESTOR HAD ANNOUNCED HIS INTENT TO SUE. THE DEMONSTRATION WAS COLORFUL DUE TO THE PRESENCE OF BANNERS, MULTI-COLORED SMOKE BOMBS, AND THE PARTICIPATION OF THE MAYOR OF AUCKLAND IN ONE PROTEST BOAT. ANCHORAGE WAS MADE ON TIME AND THE PROTEST FLEET CONTINUED TO DEMONSTRATE PEACEFULLY FOR ABOUT 90 MINUTES WHEN MOST DISPERSED. TWO OR THREE BOATS REMAINED THROUGHOUT THE WEEKEND BUT CAUSED NO PROBLEMS. NO ARRESTS WERE MADE IN THE HARBOR. A PROTEST MARCH WAS HELD IN DOWNTOWN AUCKLAND WITH ABOUT 2,000-4,000 PEOPLE. THEY HAD DISPERSED IN THE AFTERNOON AND NO MORE PROTEST ACTIVITY WAS NOTED DURING THE VISIT.

THE GENERAL FEELING OF THE NEW ZEALAND PUBLIC EXHIBITED WAS ONE OF EMBARRASSMENT FOR THE TREATMENT THE SHIP ENDURED AT THE HANDS OF THE VOCAL ANTI-NUCLEAR MINORITY. THE KIWI PEOPLE SEEMED TO GREET CREWMEMBERS WITH ESPECIALLY WARM HOSPITALITY IN AN APPARENT ATTEMPT TO COMPENSATE.

E. CHANNEL. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 85).

F. ANCHORAGES. (4-84) (USS QUEENFISH) QUEENFISH DROPPED ANCHOR AT POSITION 36°50'16"S/174°46'28"E. SANDY BOTTOM PROVIDED GOOD HOLDING FOR THE ANCHOR DESPITE A SHIFTING 2-KT CURRENT (ARRIVALS AND DEPARTURES SHOULD BE SCHEDULED AT SLACK WATER). THE ANCHOR HELD WELL WITH A SCOPE OF 45 FATHOMS DESPITE CURRENT AND WINDS UP TO 40 KNOTS.

SERVICES TO THE SHIP WHILE AT ANCHOR WERE SATISFACTORY AND ARRANGED ENTIRELY THROUGH THE RNZ NAVY AND AUCKLAND HARBOR BOARD. A LARGE SERVICE BARGE SEPARATED FROM THE SHIP BY YOKOHAMA FENDERS WAS BROUGHT ALONG THE STARBOARD SIDE WITH A BROW, EXTENDING TO THE HULL. THIS PROVIDED EXCELLENT ACCESS FROM LIBERTY BOATS TO THE SHIP EVEN DURING ROUGH WEATHER. ALL VENDORS MET SHIP ON ARRIVAL.

G. WRECKS AND OBSTRUCTIONS. (4-84) (USS WADSWORTH) THERE IS A WIDE ENTRANCE WITH NO OBSTRUCTIONS AND PLENTY OF ROOM FOR MANEUVERING.

AUCKLAND, NEW ZEALAND

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (11-85) CONSULT PUB 127.
(4-84) (USS WADSWORTH) WADSWORTH MOORED AT CAPTAIN COOK WHARF, STARBOARD SIDE WITH STANDARD MOORING.

B. FUEL, LUBE, AND DIESEL OIL. (4-84) (USS WADSWORTH) EXCELLENT QUALITY OF F-76 FUEL WAS DELIVERED BY TRUCK AT THE RATE OF 6,000 GAL/HR WITH A 8.9 CM (3.5 IN) CONNECTION.

(4-84) (USS QUEENFISH) ALL TYPES OF FUEL/OIL ARE AVAILABLE OR CAN BE OBTAINED IN SUFFICIENT QUANTITY IN AUCKLAND. THE US NAVY DOES NOT HAVE SPECIAL ARRANGEMENT WITH ANY AGENCY OR FIRM TO SUPPLY FUEL PRODUCTS.

C. MECHANICAL HANDLING FACILITIES. (4-84) (USS QUEENFISH) OVER 25 CRANES OF VARIOUS SIZES AND CAPABILITIES WERE NOTED IN THE HARBOR AREA. MOST WERE OF THE AUTOMOTIVE TYPE WITH SEVERAL VERY LARGE CRANES WHICH SPECIALIZED IN HANDLING CONTAINERS. NO FLOATING CRANES WERE OBSERVED.

D. DRYDOCKS AND REPAIR FACILITIES. (4-84) (USS QUEENFISH) A DRY-DOCK WAS OBSERVED AT HMNZS PHILOMEL WHICH COULD ACCOMMODATE A DESTROYER SIZE SHIP. DIVERS, ELECTRICAL EQUIPMENT REPAIR, AND ENGINE REPAIR ARE AVAILABLE THROUGH THE NEW ZEALAND NAVY OR COMMERCIAL SOURCES. HMNZS PHILOMEL IS WILLING AND ABLE TO ASSIST IN SOME MATERIAL PROBLEMS ON A SHIP TO SHOP BASIS.

E. WAREHOUSES AND STORAGE AREAS. (4-84) (USS QUEENFISH) VIRTUALLY THE ENTIRE WATERFRONT IS DOTTED WITH VARIOUS SIZE STORAGE SHEDS AND WAREHOUSES. THERE ARE ALSO LARGE UNCOVERED AREAS AVAILABLE FOR CONTAINERIZED CARGO AND STEEL.

F. STEVEDORES. (4-84) (USS WADSWORTH) THERE IS AN ABUNDANCE OF SKILLED, SEMI-SKILLED, AND UNSKILLED LABOR. SUFFICIENT ASSISTANCE MAY BE OBTAINED TO EFFECT MOST SHIP REPAIRS.

G. PORT CAPACITY. (4-84) (USS QUEENFISH) HMNZS PHILOMEL IS IN THE PROCESS OF STRENGTHENING THE EXISTING PIERS. WHEN REPAIRS ARE COMPLETED, THE PIER WILL BE ABLE TO ACCOMMODATE A CRUISER-SIZE SHIP WITH EASE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-84) (USS WADSWORTH) TRANSPORTATION THROUGHOUT AUCKLAND AND THE VICINITY AS WELL AS THE REST OF NEW ZEALAND IS EXCELLENT.

ALL WHARVES ARE SERVED BY BOTH NARROW-GAUGE RAILWAY AND BY ROAD. ROUGHLY ONE HALF OF THE PIERS ARE SERVED BY RAILROAD. NAVAL BASE PIERS ARE SERVED BY ROAD ONLY.

3. SERVICES, LOGISTICS, AND OPERATIONS

AUCKLAND, NEW ZEALAND

A. LIGHTERAGE. (4-84) STEEL, DIESEL-POWERED LIGHTERS ARE AVAILABLE (TWO HAVE BEEN OBSERVED). ONE LIGHTER HAS A SMALL CRANE WITH AN EXTENDER BOOM WHICH GREATLY FACILITATES LOADING OF STORES.

B. WATER. (4-84) (USS QUEENFISH) POTABLE WATER WAS PROVIDED BY FARNSWORTH, LTD. (71-79 FASHAVE ST, AUCKLAND) ONCE DAILY FROM A TANKER ABOARD A BARGE. AMOUNT DELIVERED WAS RESTRICTED BY SIZE OF DELIVERY TANK (3,000 GAL). COST OF 20,000/2 GALS OF POTABLE WATER WAS \$9,200.00. PURE WATER WAS NOT AVAILABLE AND WAS DISTILLED ONBOARD.

C. AIRFIELDS. (11-85) AUCKLAND HAS THE BIGGEST INTERNATIONAL AIRPORT IN NEW ZEALAND. MAJOR AIRLINES PROVIDE SERVICE TO THE SINGLE CONCRETE RUNWAY WITH AN ORIENTATION OF 050/230 AND A DIMENSION OF 3,292 X 45.7 M (10,800 X 150 FT). SERVICING AIRLINES ARE PAN AMERICAN AND, CONTINENTAL AIRLINES, BRITISH AIRWAYS, JAPAN AIRLINES, AIR NEW ZEALAND, QANTAS AIRWAYS, SINGAPORE AIRLINES, UTA FRENCH AIRLINES, AEROLINEAS ARGENTINAS, AIR PACIFIC, POLYNESIAN AIRLINES, AIR NAURU, AND AIR PEGASUS AIRLINES.

ARDMORE AIRPORT LIES 11.1 KM (6 MI) EAST-SOUTHEAST OF AUCKLAND INTERNATIONAL. THIS AIRFIELD HAS TWO ASPHALT AND TWO EARTH RUNWAYS.

D. COMMUNICATIONS. (4-84) LOCAL COMMAND NET, 3192 KHZ, AT LEAST FOUR HOURS PRIOR TO ARRIVAL IN PORT AND 30 MINUTES PRIOR TO DEPARTURE. NET CONTROL IS "ZLE 30", WHICH MAINTAINS A CONTINUOUS WATCH ON THE NET. SHIPS MUST MAINTAIN WATCH UNTIL SECURED BY NET CONTROL, WHICH WILL OCCUR WHEN SATISFACTORY COMMUNICATIONS ARE ESTABLISHED ON HARBOR INTERCOM.

HARBOR INTERCOM 277.0 MHZ MUST BE UP AT LEAST 30 MINUTES PRIOR TO ENTRY OR DEPARTURE OF PORT. NET CONTROL IS "FLAG". SHIPS WILL GUARD 0830 TO 1530 MONDAY THROUGH THURSDAY AND 0830 TO 1230 FRIDAY. IF THE SHIP HAS A SHORE TELEPHONE, IT MAY REQUEST TO SECURE FROM NET AND GIVE NET CONTROL THE PHONE NUMBER. NAVAL COMMUNICATION CENTER (N.C.C.) IS LOCATED IN THE ADMINISTRATIVE BLOCK OF HMNZ DOCKYARD (PHILOMEL).

DIRECT DIAL PHONE CALLS MAY BE MADE TO THE U.S. IN 2-3 MINUTES.

(4-84) (USS QUEENFISH) MAIL WAS DELIVERED TO THE SHIP UPON ARRIVAL. SUBSEQUENTLY, A MAIL P.O. WAS DISPATCHED DAILY TO PICKUP SHIP'S MAIL FROM THE CENTRAL POST OFFICE (5-MIN WALK FROM ADMIRALTY STEPS).

E. MEDICAL. (5-85) SEE M1/MED.

F. GASOLINE. (4-84) A GOVERNMENT SERVICE STATION IS AVAILABLE AT RMNZS PHILOMEL. COMMERCIAL GAS STATIONS ARE PLENTIFUL.

G. PROVISIONS. (4-84) (USS QUEENFISH) AN EXTENSIVE RANGE OF PRODUCE AND FOOD STUFF PURCHASES CAN BE ARRANGED THRU I.K. PRICE PROVEDORES, LTD, NAPIER, NZ. DELIVERY WAS ARRANGED CONVENIENT FOR THE SHIP.

(4-84) (USS WADSWORTH) EXCELLENT QUALITY OF MEATS, DAIRY PRODUCTS, FRESH FRUITS & VEGETABLES, AND BAKERY PRODUCTS WERE AVAILABLE, BUT PRICES WERE VERY HIGH.

H. GARBAGE DISPOSAL. (4-84) (USS QUEENFISH) GARBAGE DISPOSAL WAS

AUCKLAND, NEW ZEALAND

AVAILABLE ONCE A DAY, PROVIDED BY ROYAL N.Z. NAVY. GARBAGE PICKUP WAS MADE EACH DAY AT A TIME CONVENIENT FOR THE SHIP. CLEAN BILGE WATER WAS PUMPED DIRECTLY OVERBOARD AND SANITARY TANKS WERE PUMPED/BLOWN OVERBOARD AT NIGHT DURING EBB TIDE.

4. PERSONALIA

A. CALLS. (4-84) (USS WADSWORTH) CALLS MAY BE MADE ON THE FOLLOWING OFFICIALS:

COMMODORE AUCKLAND (ROYAL NAVY OF N.Z.)
MAYOR OF AUCKLAND
AMERICAN CONSUL GENERAL
HARBOR MASTER, AUCKLAND HARBOR BOARD
ASSISTANT COMMISSIONER OF POLICE

CALLS ARE ARRANGED BY THE CONSUL GENERAL.

B. HONORS. (4-84) (USS WADSWORTH) AUCKLAND IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) THE ORGANIZED MIGRATION OF MAORI FROM HAWAIKI DATES FROM THE MIDDLE OF THE 14TH CENTURY. THE MISSIONARY SAMUEL MARSDEN IS CREDITED WITH BEING THE FIRST EUROPEAN TO EXPLORE TAMAKI-MAKAU-RAN WHICH IS TODAY KNOWN AS THE AUCKLAND ISTHMUS. THE NAME, AUCKLAND, WAS GIVEN BY CAPT HOBSON, THE COLONY'S FIRST LT GOVERNOR, IN TRIBUTE TO THE EARL OF AUCKLAND, THEN VICEROY OF INDIA. IN 1865, AUCKLAND LOST TO WELLINGTON ITS POSITION AS SEAT OF GOVERNMENT. IN 1871, IT WAS PROCLAIMED A CITY AND SINCE THEN HAS BECOME NEW ZEALAND'S TRADE CAPITAL AND CENTER OF GREATEST POPULATION. IN 1981, THE AUCKLAND URBAN AREA HAD MORE THAN THREE QUARTER OF A MILLION PEOPLE - NEARLY A QUARTER OF NEW ZEALAND'S TOTAL POPULATION.

B. LIBERTY. (4-84) (USS QUEENFISH) THE ANCHORAGE WAS LOCATED APPROXIMATELY 1,000 YDS FROM ADMIRALTY STEPS (THE SMALL BOAT LANDING) WHERE THE BEACH GUARD AND DIAL-A-SAILOR PHONE WERE MAINTAINED. ONCE AT ADMIRALTY STEPS, IT WAS AN EASY 5-20 MINUTE WALK TO DOWNTOWN HOTELS, RESTAURANTS, AND SHOPPING MALLS. ADDITIONALLY, TRANSPORTATION WAS NEEDED ONLY FOR TRIPS OUTSIDE THE CITY. TAXIS WERE CONVENIENT FOR INTERCITY USE.

C. CLUBS AND BARS. (4-84) MOST OF THE MAJOR HOTELS HAVE NIGHTCLUBS WITH ENTERTAINMENT. THERE ARE NUMEROUS BARS/NIGHTCLUBS ALONG QUEEN ST. SOME NIGHTCLUBS/DISCOS REQUIRE A COVER CHARGE. THERE IS A PETTY OFFICER CLUB ON BASE.

D. RESTAURANTS. (4-84) THERE ARE MANY EXCELLENT RESTAURANTS IN AUCKLAND, AND MOST ARE REASONABLY PRICED. THE FOLLOWING ARE RECOMMENDED:

AUCKLAND, NEW ZEALAND

CAPRICE 2 HURON ST, TAKAPUNA
CAFE DE BUDAPEST 351 REMEURA RD, REMEURA
COLONICAL ROOM 2767 SOUTH RD, REMEURA
DUTCH KIWI 5 SCENIC DR, HENDERSON
EL MATADOR 200 SYMONDS ST
FONTAINBLEAU OPPOSITE PORT OFFICE, PAPEKURA
GOURMET FOOD 87 SHORTLAND ST
LA BOHEME 41 WELLESLEY ST, WEST
RANCH HOUSE LANCASTER R, BIRKENHEAD
RIB ROOM COBURG, QUEEN ST
SKYWAYS AUCKLAND INTERNATIONAL AIRPORT
TIFFANY'S ANZAC ST, TAKAPUNA
TROIKA 28 FORD ST

ALSO RECOMMENDED ARE: THE RESTAURANT IN THE TRAVELODGE AND TONY'S, WHICH SERVES GOOD QUALITY ITALIAN FOOD AND STEAKS. SOME RESTAURANTS ARE LICENSED TO SELL LIQUOR, MANY HAVE A "BRING YOUR OWN" POLICY. (LIQUOR PURCHASED AT BOTTLE STORES CAN BE BROUGHT IN AND CONSUMED ON THE PREMISES.)

E. HOTELS. (4-84) (USS QUEENFISH) SEVERAL GOOD HOTELS WERE AVAILABLE, RANGING NZ\$50-80 PER NIGHT.
(4-84) (USS WADSWORTH)

| | | | |
|----------------------|-----------|-----------------------|-------------|
| COBURG | QUEEN ST | MILFORD MARINA | OMANA RD |
| DE BRETT | HIGH ST | POENAMO | NORTHCOTE |
| ESPLANADE | DEVONPORT | ROYAL INTERNATIONAL.. | VICTORIA ST |
| GREAT NORTHERN | QUEEN ST | STAR | ALBERT ST |
| MON DESIR | TAKAPUMA | STATION | BEACH RD |

THE INTERNATIONAL HOTEL IS OUTSTANDING AND HAS MILITARY RATES. THE WHITE HERON LODGE IS OUTSTANDING BUT EXPENSIVE. THE TRAVELODGE HAS, IN THE PAST, REFUSED LODGING TO A U.S. NAVY OFFICER. IT IS RECOMMENDED THAT THIS HOTEL NOT BE PATRONIZED WITHOUT CONSULTING THE U.S. CONSULATE.

F. ATHLETICS. (4-84) ROYAL NEW ZEALAND NAVAL BASE ATHLETIC FACILITIES ARE AVAILABLE FOR USE BY SHIP'S PERSONNEL. EXTENSIVE RECREATIONAL SPORTS AREAS EXIST IN AND AROUND AUCKLAND.

BADMINTON - AUCKLAND BADMINTON ASSN. INC., 99 GILLIES AVE.

BASKETBALL - AUCKLAND BASKETBALL ASSN. INC., WINDMILL RD.

BOWLING - AUCKLAND BOWLING CLUB, 46 GRAFTON RD.

CHESS - AUCKLAND CHESS CLUB INC., H.J.'S ARCADE, TEL: 30-360.

FISHING - TROUT FISHING IN LAKES TOTOURA, TARAWERO, AND TAUPO. DEEP SEA FISHING FOR MARLIN AND SHARK AT THE BAY OF ISLANDS.

GOLF - MIDDLEMORE, ARARANA (WINSTONE RD); REMUREA (37 ST JOHN'S RD); AND TITIRANGI (LINKS RD). OTHER GOLF COURSES ARE CHAMBERLAIN PARK AND MEADOWBANK.

SNOW SKIING - SKIING AT MT. RUAPHU [322 KM (200 MI) SOUTH]. LODGING AVAILABLE AT HOTEL CHATEAU TONGARIRO. THE SEASON RUNS JULY THROUGH LATE OCTOBER.

AUCKLAND, NEW ZEALAND

SKIN DIVING - RENTED EQUIPMENT AND INFORMATION AVAILABLE AT ALL SPORTS STORES FOR DIVING IN HAURAKI GULF.

SURFING - BEST SURFING IS ON THE WEST COAST ABOUT 48 KM (30 MI) SOUTH OF AUCKLAND.

RUGBY - EDEN PARK IS THE MAIN CENTER FOR ALL MAJOR MATCHES.

SWIMMING - ALL LOCAL BEACHES ARE POPULAR FOR SWIMMING. THERE ARE ALSO NATURAL HOT POOLS AT HELENSVILLE AND WAIWERA.

STOCK CAR RACING - EVERY SATURDAY, IN HAMILTON.

SPEEDWAY RACING - EVERY SATURDAY, IN WESTERN SPRINGS.

RIDING - THAMES TROTting CLUB, ALEXANDRA PARK, AND EPSOM WIKATO RACING CLUB.

G. BEACHES. (4-84) BEACHES ARE PLENTIFUL IN THE AREA. ALL LOCAL BEACHES ARE POPULAR FOR SWIMMING. IF BEACH PARTIES ARE ANTICIPATED, IT WOULD BE BEST TO CONTACT POLICE HEADQUARTERS FOR PERMISSION. NORTH BEACH (NORTH FROM THE PORT) HAS FACILITIES FOR SNACKS, SNORKELING, AND SURFING. A BATH HOUSE IS AVAILABLE.

H. CHURCHES. (4-84) THERE ARE CHURCHES OF ALL COMMON DENOMINATIONS.

BAPTIST: TABERNACLE, CORNER OF QUEEN ST AND KARANGAHAPE RD, 1100, 1900, SUNDAY.

CATHOLIC: ST. PATRICK'S CATHEDRAL, WYNDHAM ST, 0600, 0730, 0900, 1000, 1100, AND 1900, SUNDAY.

CHRISTIAN SCIENCE: FIRST CHURCH OF CHRIST SCIENTIST, 116 SYMONDS ST, 0930 AND 1100, SUNDAY.

CONGREGATIONAL: CORNER PITT AND BERESFORD STS, 1100, 1900, SUNDAY.

JEWISH: SYNAGOGUE, BOWEN AND PRICES STS, 1730, FRI; 0930-1130, SATURDAY.

LUTHERAN: 32 AIRAHO ST, MR. EDEN, 1030, SUNDAY.

METHODIST: PITT ST, 1100 AND 1830, SUNDAY.

PRESBYTERIAN: ST. ANDREWS, 2 SYMONDS ST, 1100, SUNDAY.

SOCIETY OF FRIENDS: 113 MT. EDEN ROAD, 1100, SUNDAY.

I. TRANSPORTATION. (4-84) BUS TRANSPORTATION RUNS THROUGHOUT THE CITY DAILY FROM 0600 TO 2300. THERE ARE CAR RENTAL SERVICES AVAILABLE TO THE PORT 24 HOURS A DAY. DRIVING IS ON THE LEFT SIDE OF THE ROAD. TAXI SERVICE IS ALSO AVAILABLE 24 HOURS, BUT THERE IS A SURCHARGE ADDED FOR ALL SERVICE AFTER MIDNIGHT. THERE IS A FERRY TO AUCKLAND.

J. TOURS. (4-84) THE FOLLOWING TOURS ARE RECOMMENDED: ART GALLERY AND LIBRARY, ALBERT PARK, DOMAIN AND BOTANICAL GARDENS, PERNELL AND ROSE GARDEN, ELLEPSLIE RACE COURSE, TOP OF MT. EDEN, ONE TREE HILL, MUSEUM OF TRANSPORT AND TECHNOLOGY, WAR MEMORIAL MUSEUM, BUILDING CENTER, DESIGN AND EXHIBITION CENTER, AND WESTHAVEN BOAT HARBOR. THERE ARE ALSO SOME NICE DRIVES: AROUND THE WATERFRONT, INCLUDING SAVAGE MEMORIAL, MISSION BAY, THE DAVIS MEMORIAL FOUNTAIN AND ACHILLES POINT; ALONG THE WAITAKERE SCENIC DRIVE, AND WEST COAST BEACHES; AND OVER THE AUCKLAND HARBOR BRIDGE AND EAST COAST BAYS TO NANGERE AIRPORT. SOME TRIPS CAN BE TAKEN ON THE HYDROFOIL, ON THE DEVONPORT FERRY, AND ON A SIGHT-SEEING TOUR BUS. THERE ARE ONE-DAY TOURS TO EITHER WAITOMO CAVES OR ROTORUA THAT ARE ABOUT 10

AUCKLAND, NEW ZEALAND

HOURS IN DURATION. TWO-DAY TOURS CAN BE TAKEN TO ROTORUA, TAUPO, WAITOMO CAVES, AND HAMILTON. THESE TOURS INCLUDE BATHING IN THERMAL SPRINGS AND SPECIAL TOURS THROUGH WAITOMO AND ROTARUA MAORI VILLAGE.

MOST TOURS ARE HANDLED BY THREE COMPANIES: GOVERNMENT TOURIST, QUEEN ST; TRANS TOURS, QUEEN ST; AND ATLANTIC AND PACIFIC TRAVEL, LOWER QUEEN ST. THE GOVERNMENT-OPERATED TOURING AGENCY IS HIGHLY RECOMMENDED BUT EXPENSIVE.

K. SHOPPING. (4-84) (USS QUEENFISH) GOOD BUYS WERE SHEEPSKIN, WOOL, AND LEATHER PRODUCTS. MOST OTHER ITEMS WERE COMPARABLE OR MORE EXPENSIVE THAN U.S. PRICES.

(4-84) (USS WADSWORTH) MOST STORES CLOSE EARLY SATURDAY AND DO NOT OPEN AGAIN UNTIL MONDAY MORNING.

L. THEATER AND CINEMA. (4-84) (USS QUEENFISH) THEATERS OFFERED RECENT U.S. MOVIES. MOST WERE LOCATED IN THE DOWNTOWN AREA, ON UPPER QUEEN ST. MANY THEATRICAL PLAYS WERE ALSO AVAILABLE AS WELL AS THE NEW ZEALAND SYMPHONY ORCHESTRA.

M. MISCELLANEOUS. (4-84) (USS QUEENFISH) THE RATE OF EXCHANGE WAS NZ\$1.45 EQUALS US\$1.00 IN APR 84. MONEY COULD BE EXCHANGED FROM 1000-1500, MON-FRI, AT THE MAJOR BANKS OR AT ANY OF THE MAJOR HOTELS.

CO, USS QUEENFISH, HAS VISITED MANY LIBERTY PORTS OVER THE YEARS, BUT NONE WHICH EVEN CLOSELY COMPARES TO AUCKLAND. THE WARMTH OF THE KIWI PEOPLE EXCEEDED ALL EXPECTATIONS AND WE COULD NOT ACCEPT ALL INVITATIONS AND HOSPITALITY OFFERED. IN ADDITION TO TRADITIONAL SAILOR TYPE ACTIVITIES (BARS, DISCOS, ETC.), THE PEOPLE OF AUCKLAND EXTEND THEMSELVES TO ENSURE THAT YOU FELT WELCOME. DAY LONG OUTINGS, SIGHT-SEEING TOURS, AND EXCURSIONS WERE READILY AVAILABLE AND ENJOYED BY THE ENTIRE CREW.

FOR PAO PURPOSES, IT IS RECOMMENDED THAT VISITING SHIPS ARRIVE WITH AMPLE SUPPLY OF SUBMARINE BALL CAPS, BELT BUCKLES, T-SHIRTS, PLAQUES, AND DOLPHIN INSIGNIAS. EXCHANGES OF PLAQUES IS CUSTOMARY FOR MOST TOURS ARRANGED BY US CONSULATE. ROYAL N.Z. NAVY PERSONNEL AND N.Z. POLICE ALL EXPRESSED A STRONG DESIRE TO TRADE APPAREL ITEMS FOR SUBMARINE VISIT MEMENTOS. MEMENTOS CAN BE TRADED FOR ALMOST ANYTHING.

DIAL-A-SAILOR WAS INCREDIBLE. THE SHIP RECEIVED HUNDREDS OF PHONE CALLS REQUESTING SAILOR PARTICIPATION IN EVERY ACTIVITY IMAGINABLE. THE ONLY PROBLEM WAS THAT THE NUMBER OF CALLS SO OUTWEIGHED THE NUMBER OF SAILORS AVAILABLE TO RESPOND TO THEM THAT MANY CALLS WENT UNANSWERED.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).

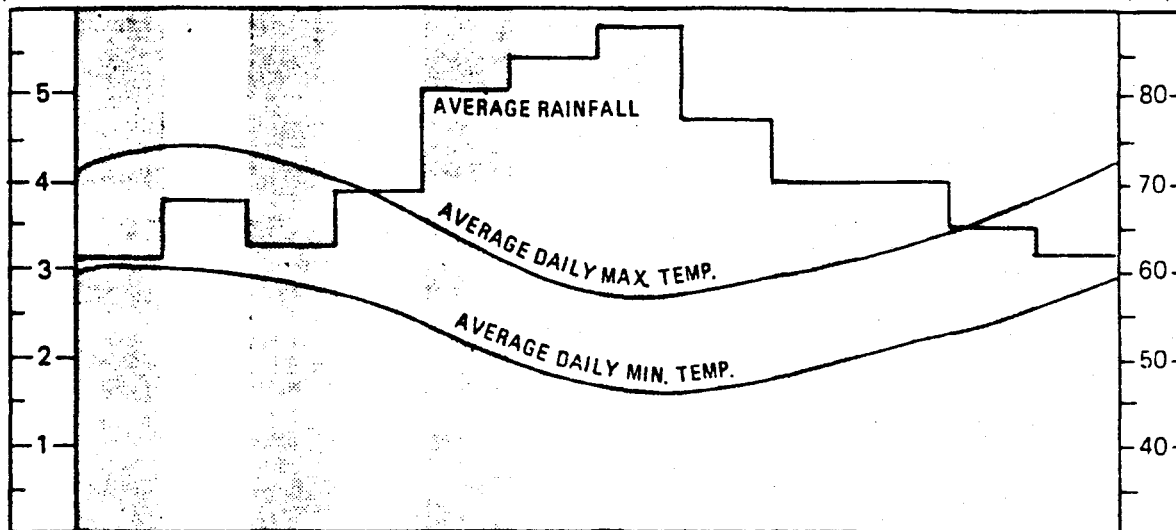
AUCKLAND, NEW ZEALAND

Elev. 23'

Lat. 37 00 S Long. 174 47 E

PRECIP.
(INCHES)

TEMP.
(°F)



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|---|
| ☔ | 11 | 11 | 16 | 18 | 20 | 20 | 18 | 17 | 16 | 14 | 12 | ☔ |
| ⚡ | 1 | <1 | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 2 | 1 | ⚡ |
| ☁ | <1 | <1 | <1 | <1 | 1 | 3 | 2 | 2 | 1 | <1 | 0 | ☁ |

TOTAL PRECIPITATION / SNOWFALL (INCHES)

| | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|---|
| • | 3.10 | 3.70 | 3.20 | 3.80 | 5.00 | 5.40 | 5.70 | 4.60 | 4.00 | 4.00 | 3.50 | 3.10 | • |
| * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 67 | 67 | 70 | 74 | 75 | 78 | 79 | 75 | 72 | 70 | 68 | 67 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 67 | 67 | 65 | 62 | 57 | 53 | 51 | 52 | 55 | 58 | 60 | 64 |
|----|----|----|----|----|----|----|----|----|----|----|----|

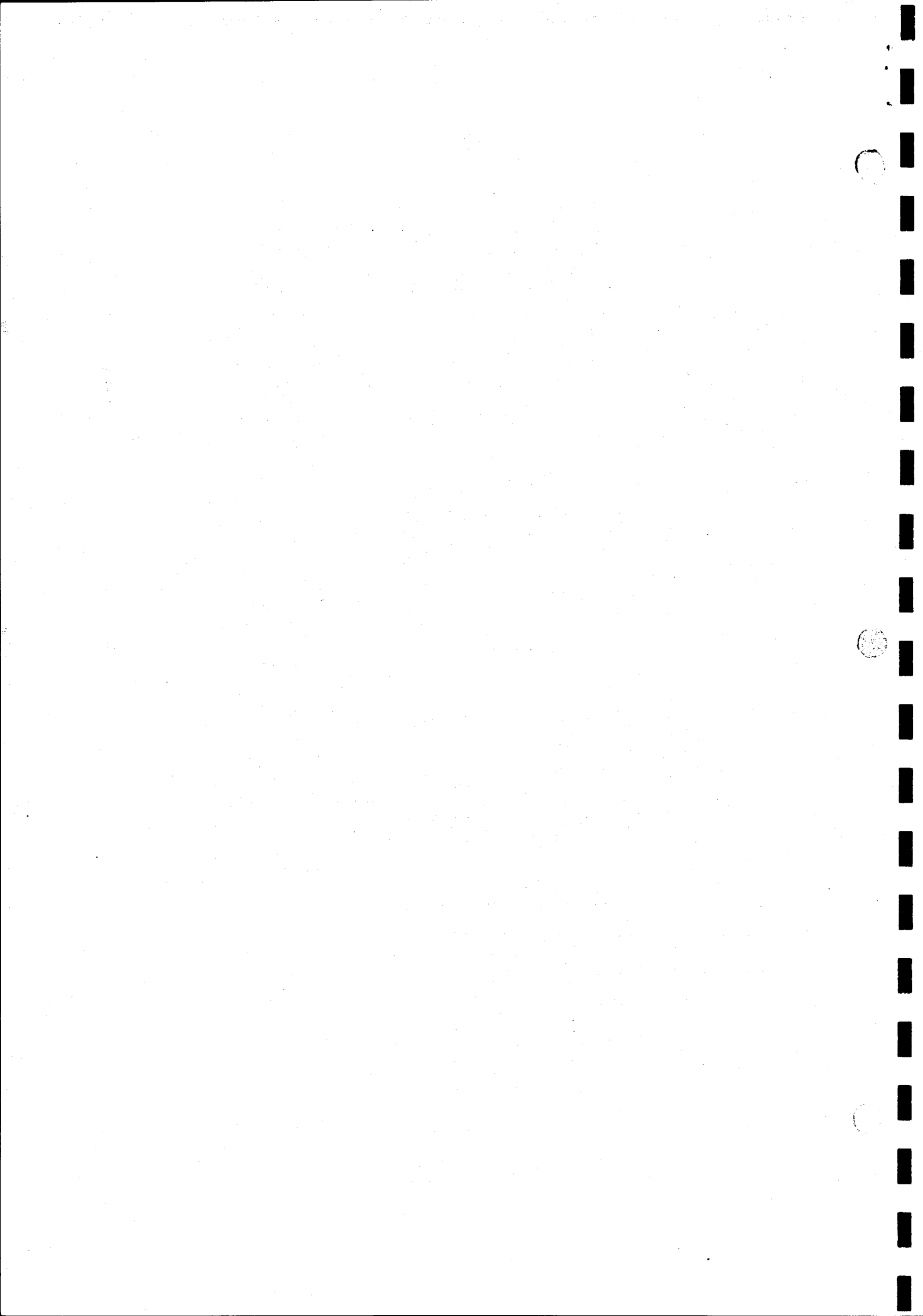
ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 90 | 90 | 88 | 81 | 73 | 70 | 67 | 67 | 71 | 75 | 81 | 89 |
| 45 | 47 | 42 | 39 | 36 | 35 | 33 | 34 | 34 | 36 | 41 | 43 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|----|----|----|---|----|----|-----|---|-----|----|----|-----|
| SW | E | E | W | E | W | WSW | W | WSW | W | W | WSW |
| 10 | 12 | 14 | 9 | 13 | 10 | 9 | 9 | 8 | 11 | 12 | 9 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



AUCKLAND, NEW ZEALAND

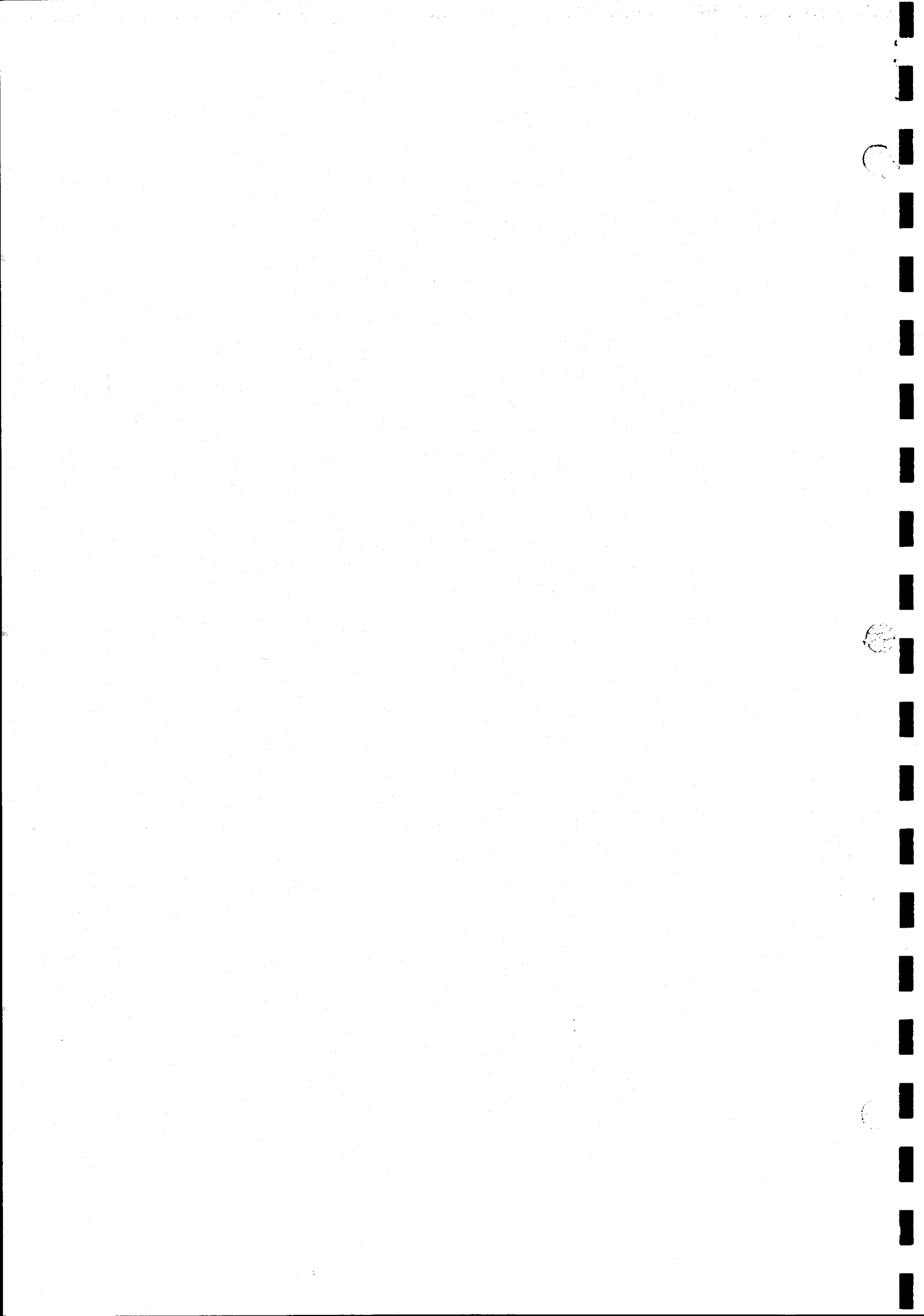
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL FACILITIES INCLUDE AUCKLAND PUBLIC HOSPITAL (821 BEDS), PARKS ROAD, TEL: AK 797-440, A TEACHING HOSPITAL WITH SERVICES IN GENERAL MEDICINE AND SURGERY, OB/GYN, ENT, PEDIATRICS, PSYCHIATRY, PHYSIOTHERAPY, X-RAY, LABORATORY, AND DENTISTRY; GREEN LANE HOSPITAL (565 BEDS), GREEN LANE ROAD, TEL: AK 689-909, WITH SERVICES IN GENERAL MEDICINE AND SURGERY, PEDIATRICS, CARDIO-THORACIC SURGERY, X-RAY, AND LABORATORY; AND MIDDLEMORE HOSPITAL (665 BEDS), TEL: AK 276-1999 WHICH OFFERS ALL SERVICES INCLUDING A SPECIALTY IN ORTHOPEDICS. DENTAL CARE IS PROVIDED BY LOCAL DENTISTS.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.



TIMARU, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) TIMARU (44°23'S/171°16'E) IS LOCATED ON THE EAST COAST OF THE SOUTH ISLAND. THE PORT IS ARTIFICIALLY MADE WITH NORTH MOLE AND EAST MOLE, FORMING AN INNER HARBOR. TIMARU HAS BEEN DEVELOPED AS A CENTRAL BULK AND MULTI-PURPOSE PORT AND IS RENOWNED FOR THE WAY VESSELS ARE TURNED AROUND EFFICIENTLY AND QUICKLY.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 85) AND CHART 76140 (6TH ED 16 MAY 81, CORR NM 20/81).

(10-80) (USS OLDENDORF) CHART 76140 INDICATED 8.2 M (27 FT) DEPTH OF WATER IN PORTIONS OF THE CHANNEL PRIOR TO ENTRY INTO THE HARBOR. NEW ZEALAND NOTICE TO MARINERS NO. 15, DATED 28 MAR 80, INDICATES A MAXIMUM DEPTH OF 9.7 M (32 FT) AT HIGH WATER SPRING TIDE. OLDENDORF ENTERED AND DEPARTED ON A FLOOD TIDE, AND DEPTH WAS BETWEEN 9-12 M (30-40 FT) BY FATHOMETER DURING ENTRY AND DEPARTURE. DMAHTC CHART 76140 PROVED TO BE INADEQUATE FOR SAFE NAVIGATION DUE TO ITS LARGE SCALE. NEW ZEALAND CHART NO. 6422 SHOULD BE OBTAINED PRIOR TO ENTRY. DURING PORT VISIT, A DREDGE, OPERATED BY TIMARU HARBOR AUTHORITY, WAS WORKING IN THE CHANNEL DAILY. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE SMALL TURNING BASIN WITHIN THE INNER HARBOR. FOR ALL PRACTICAL PURPOSES, IT IS FELT THAT THE HARBOR CANNOT ACCOMMODATE A WARSHIP GREATER THAN 9.1 M (30 FT) IN DRAFT OR A LENGTH OF 175 M (575 FT).

C. PILOTAGE. (11-85) CONSULT PUB 127.
(10-80) (USS OLDENDORF) THE PILOT, CAPT A. GRIEVE, WAS VERY KNOWLEDGEABLE AND PROFESSIONAL.

D. ENTRANCE. (11-85) CONSULT PUB 127.

E. CHANNEL. (11-85) CONSULT PUB 127.

F. ANCHORAGES. (11-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (3-79) AN 2.4 (8 FT) SEMIDIURNAL TIDE IS TYPICAL.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (11-85) THE PIERS ARE CLEARLY OUTLINED ON CHART 76140.

(1-83) (USDAO WELLINGTON) ELECTRICAL POWER (SINGLE-PHASE, 240 VT AND 3-PHASE, 400 VT) IS AVAILABLE.

(10-80) (USS OLDENDORF) THE SHIP WAS MOORED AT NO. 1 EXTENSION WHARF WHICH WAS INSIDE THE PROTECTED HARBOR. THE ONLY PIER SERVICE RECEIVED WAS WATER AND TELEPHONES. THE SHIP HAD TO PROVIDE HER OWN BROW BECAUSE THE TWO BROWS, THE PORT OFFERED, WERE TOO SHORT.

TIMARU, NEW ZEALAND

B. FUEL, LUBE, AND DIESEL OIL. (10-80) (USS OLDENDORF) FUEL WAS RECEIVED BY PIPELINE IN THE PIER FROM MOBIL OIL CO. THE SHIP RECEIVED 119,083 GALS AND THE TOTAL COST, INCLUDING LABOR, WAS US\$141,797.00.

C. MECHANICAL HANDLING FACILITIES. (1-83) (USDAO WELLINGTON)

FORKLIFTS - TWO 3.5-TON CAPACITY

- ONE 16-TON CAPACITY

- TWO 29.5-TON CAPACITY

CRANES

- ONE MOBILE CRANE, 20-TON LIFTING CAPACITY

- THREE CRAWLER CRANES (30-TON, 20-TON, & 6.7-TON LIFTING CAPACITY)

D. DRYDOCKS AND REPAIR FACILITIES. (1-83) (USDAO WELLINGTON) THERE IS NO DRYDOCK. LOCAL ENGINEERING FIRMS CARRY OUT ORDINARY SHIP REPAIRS.

E. WAREHOUSES AND STORAGE. (1-83) (USDAO WELLINGTON) A TRANSIT SHED OF 2,230 SQ M (24,006 SQ FT) AREA WITH 3,000-TON CAPACITY IS ON THE NORTH MOLE.

F. STEVEDORES. (3-79) THERE ARE STEVEDORES AVAILABLE.

G. PORT CAPACITY. (1-83) (USDAO WELLINGTON) THE PORT CAN ACCOMMODATE FOUR DD/CG TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (1-83) (USDAO WELLINGTON) THE PORT HAS EXCELLENT ROAD AND RAIL ACCESS WHICH ENSURES SPEEDY HANDLING OF CARGOES.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-79) AN 1100-HP TUG IS AVAILABLE AND SUITABLE FOR ALONGSIDE USE. THE POC IS THE HARBOR BOARD.

B. WATER. (3-79) ABUNDANT POTABLE WATER IS AVAILABLE THROUGH A 6.35 CM (2.5 IN) CONNECTION. THE POC IS THE HARBOR BOARD.

C. AIRFIELDS. (11-85) TIMARU AIRPORT (44°18'S/171°14'E) IS LOCATED 7 KM (4.3 MI) FROM THE CITY AND PROVIDES DAILY FLIGHTS TO WELLINGTON. IT HAS THREE RUNWAYS:

ORIENTATION

DIMENSION

| | | |
|---------|------------------------------|---------|
| 020/200 | 1,189 X 60.0 M (3,900 X 197) | EARTH |
| 020/200 | 1,280 X 45.7 M (4,200 X 150) | ASPHALT |
| 110/290 | 1,287 X 91.4 M (4,223 X 300) | EARTH |

D. COMMUNICATIONS. (11-85) CONSULT PUB 127.

E. MEDICAL. (5-85) SEE M10/MED.

TIMARU, NEW ZEALAND

F. GASOLINE. (1-83) (USDAO WELLINGTON) GASOLINE IS AVAILABLE AT US\$2.45/GAL.

G. PROVISIONS. (1-83) (USDAO WELLINGTON) EXCELLENT PROVISIONS CAN BE OBTAINED THROUGH IAN PRICE PROVIDORS, LTD., TELEX 31331 NAUTIC, NAPIER.

H. GARBAGE DISPOSAL. (3-79) GARBAGE MUST BE SEALED IN PLASTIC BAGS AND PLACED IN THE COVERED METAL CONTAINERS PROVIDED BY THE HARBOR BOARD. THE CONTAINERS ARE STORED ON BOARD AND ARE EXCHANGED FOR EMPTY ONES TWICE DAILY.

4. PERSONALIA

A. CALLS. (10-80) CALLS MAY BE MADE ON:

MAYOR OF TIMARU
CHAIRMAN, HARBOR BOARD
GENERAL MANAGER, HARBOR BOARD
HARBOR MASTER

GENERAL VISITING WAS HELD ON BOARD OLDENDORF FOR TWO DAYS WITH A TOTAL OF 3,500 VISITORS, WHICH REPRESENTED OVER 10% OF THE POPULATION OF TIMARU. SPECIAL TOURS WERE ARRANGED ONBOARD FOR THE TIMARU BOY'S HIGH SCHOOL, TIMARU COLLEGE, ST JOSEPH'S SCHOOL, SOUTH SCHOOL, SEA RANGERS, SEA SCOUTS, AND THE EX-NAVAL-MEN'S ASSOCIATION.

B. HONORS. (1-83) TIMARU IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (10-80) ALTHOUGH TIMARU'S BOUNDRIES WERE DELINEATED AS EARLY AS 1856, THE ACTUAL FOUNDING WAS NOT UNTIL 1859. THAT IS WHEN THE FIRST SHIP'S STARTED TAKING IMMIGRANTS FROM ENGLAND TO NEW ZEALAND. TIMARU GETS ITS NAME FROM A MAORI TERM MEANING EITHER THE "SHADY CABBAGE TREE" OR THE "PLACE OF SHELTER."

(10-80) (USS OLDENDORF) BORDERED BY THE MIGHTY WAITAKI AND RANGITATA RIVERS AND THE AWE-INSPIRING SOUTHERN ALPS, TIMARU, SOUTH CANTERBURY, SERVES AS A FOCAL POINT FOR SURROUNDING FORESTS, MOUNTAIN LAKES, RIVERS, AND BUSTLING FARMS. TIMARU LIES APPROXIMATELY HALFWAY BETWEEN DUNEDIN AND CHRISTCHURCH. IT HAS A POPULATION OF 30,000 AND HAS MANY FLOURISHING INDUSTRIES, INCLUDING TWO LARGE MEAT WORKS, NEW ZEALAND'S MOST MODERN BREWERY, AND A TANNERY, WHICH IS THE LARGEST OF ITS KIND IN THE WORLD.

B. LIBERTY. (3-79) THREE PETTY OFFICERS, WHO WILL RIDE WITH THE LOCAL POLICE, SHOULD REPORT TO THE TIMARU POLICE HEADQUARTERS DOWNTOWN. THERE ARE NO OFF-LIMIT AREAS AND OVERNIGHT LIBERTY IS RECOMMENDED.

C. CLUBS AND BARS. (10-80) (USS OLDENDORF) SOME OF THE RECOMMENDED HOTELS AND CLUBS ARE:

TIMARU, NEW ZEALAND

HIBERNIAN HOTEL - 4 LATTER ST (CHARLIE BROWN'S DISCO)
CROWN HOTEL - 223 STAFFORD ST (BAR)
DB GROVENOR HOTEL - CAINS TERRACE (BAR)
DB DOMINION HOTEL - 344 STAFFORD ST (BAR)

THE BARS CLOSE AT 2200 WEEKDAYS AND 2300 ON SATURDAYS.

D. RESTAURANTS. (10-80) (USS OLDENDORF) LICENSED:

CHATEAU TIMARU - 399 WAI-ITI ROAD
COBB AND CO. - 4 LATTER ST (HIBERNIAN HOTEL)
SORRENTO - 228 STAFFORD ST
TRAILWAYS - 18 EVANS ST

E. HOTELS. (10-80) (USS OLDENDORF) SEE PARAGRAPHS 5C AND 5D.

F. ATHLETICS. (10-80) (USS OLDENDORF) SPORTS ACTIVITIES ARRANGED WERE SOFTBALL, BASKETBALL, GOLF, AND TENNIS.

G. BEACHES. (3-79) THERE IS AN EXCELLENT BEACH AT CAROLINE BAY.

H. CHURCHES. (3-79) CATHOLIC, PRESBYTERIAN, BAPTIST, MORMON, AND ANGLICAN ARE REPRESENTED IN TIMARU.

I. TRANSPORTATION. (10-80) (USS OLDENDORF) TRAVEL ON CITY BUSES WAS FREE FOR ALL NAVY PERSONNEL.

J. TOURS. (10-80) (USS OLDENDORF) TWO TOURS WERE OFFERED TO THE SHIP: THE FIRST WAS A FULL-DAY TOUR WHICH INCLUDED LAKE TEKAPO AND THE U.S. SATELLITE TRACKING STATION AT MT. JOHN. FOR A FEW DOLLARS COST, LOCAL AIRPLANE FLIGHTS WERE ARRANGED TO SEE THE MOUNTAIN AND LAKE SCENERY. THE SECOND TOUR WAS A HALF-DAY TOUR FOR A SIGHTSEEING TRIP AND A VISIT TO THE LOCAL BREWERY. TRANSPORTATION FOR THE TOURS WAS PROVIDED FREE WITH COMPLIMENTS OF THE TIMARU CITY COUNCIL. SEVERAL CREWMEMBERS TOOK ADVANTAGE OF AN OVERNIGHT SKI TRIP TO NEARBY MT. HUTT, IN WHICH TRANSPORTATION, LODGING, AND SKI RENTAL WERE PROVIDED AT A REASONABLE COST.

K. SHOPPING. (3-79) THE MAJORITY OF THE SHOPS OFFER GOOD BUYS ON SHEEPSKINS AND GREENSTONE JEWELRY. SKINWORLD HAS BEEN KNOWN TO GIVE A 10% DISCOUNT ON THEIR SHEEPSKIN AND LEATHER GOODS.

L. THEATERS AND CINEMA. (3-79) THE THEATER ROYAL AND LITTLE THEATER OFFER RECENT FEATURES.

M. MISCELLANEOUS. (10-80) (USS OLDENDORF) THE DIAL-A-SAILOR PROGRAM WAS A SUCCESS WITH MANY REQUESTS FOR DINNERS AND OUTINGS.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).

TIMARU, NEW ZEALAND

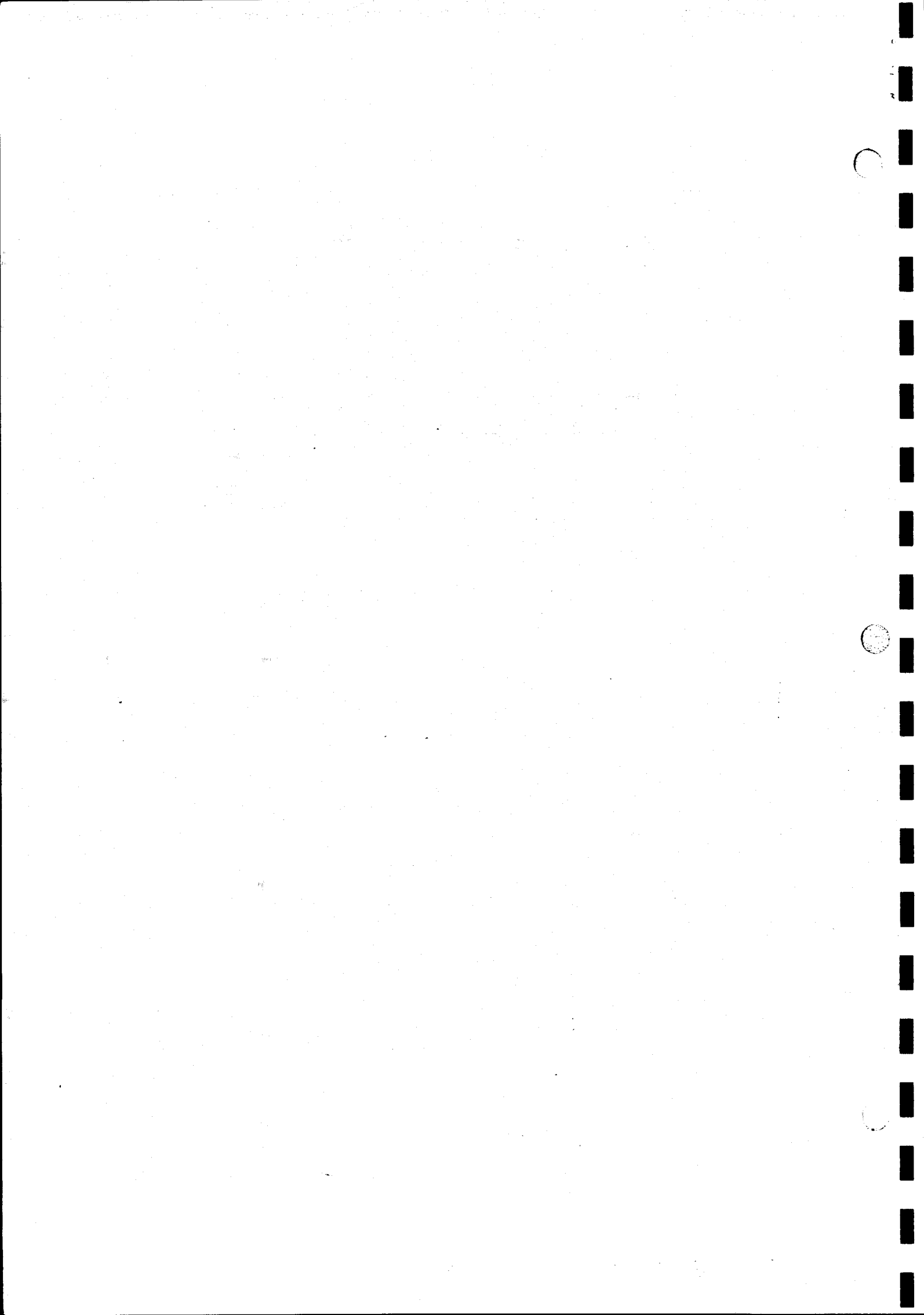
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PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT A FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

THE NEAREST MEDICAL CARE IS AVAILABLE AT TIMARU HOSPITAL (247 BEDS), ON THE CORNER OF HIGH AND QUEEN STREETS, TEL: 3068. SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, OB/GYN, ORTHOPEDICS, ENT, PEDIATRICS, PSYCHIATRY, PHYSIOTHERAPY, PATHOLOGY, X-RAY, LABORATORY, AND DENTISTRY.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.



BLUFF HARBOR, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) BLUFF HARBOR (46°36'S/168°21'E) IS LOCATED ON THE SOUTH COAST OF THE SOUTH ISLAND. THE PORT IS SITUATED ON THE NORTHEAST SIDE OF BLUFF HILL AND IS WELL PROTECTED FROM PREVAILING WINDS.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 85) AND CHART 76121 (6TH ED 9 JUN 84, CORR NM 23/84).

(9-83) (USDAO WELLINGTON) A LIGHT [GROUP FLASHING (3) EVERY 27 SECONDS, VISIBLE 18 MILES] IS EXHIBITED AT AN ELEVATION OF 45.7 M (150 FT) FROM A TOWER ON DOG ISLAND. A RADIO BEACON IS SITUATED ABOUT ONE CABLE (608 FT) NORTHWESTWARD OF DOG ISLAND LIGHT TOWER.

A LIGHT (GROUP FLASHING (2) EVERY 15 SECONDS, VISIBLE 13 MILES) IS SITUATED ABOUT 5.25 MILES NORTHEASTWARD OF DOG ISLAND LIGHT TOWER AT AN ELEVATION OF 17.37 M (57 FT).

AN ENTRANCE LIGHT (FLASHING WHITE AND RED EVERY 3 SECONDS, VISIBLE 8-11 MILES) IS SITUATED ABOUT ONE MILE SOUTHWEST OF STIRLING POINT AT AN ELEVATION OF 19 M (62 FT). IT SHOWS RED FROM 247.5° TO 339° AND THEN WHITE TO 077.5°.

A LIGHT, SITUATED ON THE EASTERN EXTREMITY OF BLUFF HILL, EXHIBITS A FIXED RED LIGHT, VISIBLE 6 MILES, FROM A RED TOWER, 3.96 M (13 FT) IN HEIGHT, AT AN ELEVATION OF 10.97 M (36 FT).

C. PILOTAGE. (11-85) CONSULT PUB 127.
(9-83) (USDAO WELLINGTON) PILOTAGE IS COMPULSORY. PILOTS BOARD VESSELS FROM A LAUNCH ONE MILE SOUTH OF THE ENTRANCE LIGHT. ARRANGEMENTS WILL BE MADE BY VHF RADIOTELEPHONE, WIRELESS TELEGRAPH OR VISUAL SIGNALS FROM THE SIGNAL STATION OR PILOT LAUNCH. VESSELS, OTHER THAN THOSE WHICH ARE EXEMPT FROM PILOTAGE, MUST NOT PROCEED PAST THE ENTRANCE LIGHT WITHOUT A PILOT. PILOTS USUALLY BOARD VESSELS 30 MINUTES TO ONE HOUR BEFORE SLACK WATER. IN SUITABLE WEATHER/TIDAL CONDITIONS, PILOTS ARE AVAILABLE AT ANY TIME.

CAUTION - VESSELS, STOPPING TO PICK UP A PILOT, ARE PARTICULARLY WARNED NOT TO ENTER THE RED SECTOR OF THE ENTRANCE LIGHT WHEN WITHIN ONE MILE OF IT, ESPECIALLY DURING FLOOD STREAM, AS THE STREAM SETS STRONGLY ON TO ENTRANCE SHOAL, NORTHEASTWARD.

COASTAL PILOTS - COASTAL PILOTS ARE AVAILABLE ON 24-HR NOTICE FOR PILOTING SERVICE FROM TAIAROA HEAD TO MILFORD SOUND.

DISTRICT - ALL THE WATERS WITHIN THE HARBOR OF BLUFF, HAVING AS THEIR OUTWARD SEAWARD LIMIT THE ARC OF A CIRCLE RUNNING FROM THE SOUTHERN LANDWARD BOUNDARY OF THE FORESHORE NORTHEASTWARD OF STIRLING POINT AND THEN TO THE LEADWARD BOUNDARY OF THE FORESHORE SOUTHWESTWARD OF STIRLING POINT, SUCH ARC BEING THE ARC OF A CIRCLE 2 NM RADIUS, HAVING AS ITS CENTER THE SIGNAL STATION FLAGSTAFF AT STIRLING POINT, SITED AT 46°36'50"S/168°21'37"E.

SIGNAL STATION - AT THE SIGNAL STATION ON STIRLING POINT, A CONTINUOUS VISUAL WATCH IS MAINTAINED IN ADDITION TO RADIOTELEPHONE.

D. ENTRANCE. (9-83) (USDAO WELLINGTON) MAXIMUM SIZE PERMISSIBLE FOR VESSELS ENTERING THE PORT: LENGTH 198 M (650 FT), BEAM 29 M (95 FT).

BLUFF HARBOR, NEW ZEALAND

MAXIMUM DRAFT PERMISSIBLE IN APPROACH CHANNEL AND ALONGSIDE BERTHS:
9.15 M (30 FT) AT H.W.; 6.7 M (22 FT) AT L.W. THIS MAY BE INCREASED
DEPENDING UPON THE HEIGHT OF TIDE. MAXIMUM DRAFT PERMISSIBLE ALONG-
SIDE: MAIN WHARF: NO. 11 BERTH, 9.15 M (30 FT)
" " NO. 12 BERTH, 8.4 M (27 FT)
" " no. 14 BERTH, 7.6 M (25 FT)

BERTHING IS GENERALLY CARRIED OUT AT H.W. SLACK TIDE OR L.W. SLACK TIDE.
TWO TUGS ARE AVAILABLE FOR BERTHING AND UNBERTHING. ALL VESSELS OVER
6.7 M (22 FT) DRAFT ENTER THE SOUTH CHANNEL AT THE TOP OF HIGH WATER.

E. CHANNEL. (9-83) (USDAO WELLINGTON) THE FOLLOWING SIGNALS ARE
SHOWN TO INDICATE THAT AN OUTWARD BOUND VESSEL IS IN THE CHANNEL:
A FIXED WHITE LIGHT, VISIBLE 4 MILES, EXHIBITED 2.13 M (7 FT) BELOW THE
FIXED RED LIGHT ON STIRLING POINT. VESSELS MUST NOT PROCEED INWARDS
WHILE THIS "CHANNEL BLOCKED" SIGNAL IS EXHIBITED.

STIRLING POINT BUOY MARKS THE EASTERN EXTREMITY OF THE FOUL GROUND
OFF STIRLING POINT.

CHANNEL BEACONS-CHANNEL ROCKS: A RED SINGLE-PILE BEACON EXHIBITING
A FLASHING RED LIGHT EVERY 1.5 SECONDS, 6.7 M (22 FT) HIGH, VISIBLE 4
MILES (FLASH 0.5 SEC), IS SITUATED ABOUT 1.7 CABLES SOUTHWESTWARD OF THE
FRONT NO. 2 LEADING BEACON ON TIWAI PT AND MARKS CHANNEL ROCKS. NORTH-
WESTWARD OF THE DAVEY SHOAL, THE SOUTHERN EDGE OF THE SHOAL WATER ON THE
NORTHEASTERN SIDE OF NO. 3 REACH IS MARKED BY GREEN PILE BEACONS:

NO. 1 BEACON: FLASHING GREEN LIGHT EVERY 3 SECS, 3.35 M (11 FT) HIGH,
VISIBLE 2 MILES.

NO. 2 BEACON: QUICK FLASHING GREEN LIGHT, 5.18 M (17 FT) HIGH,
VISIBLE 2 MILES.

NO. 3 BEACON: GROUP FLASHING (3) GREEN LIGHT EVERY 6 SECS, 3.96 M
(13 FT) HIGH, VISIBLE 2 MILES.

NO. 4 BEACON: QUICK FLASHING GREEN LIGHT, 2.74 M (9 FT), VISIBLE
2 MILES.

F. ANCHORAGES. (11-85) CONSULT PUB 127.

(9-83) (USDAO WELLINGTON) SOUTHWARD OF STIRLING POINT - IN FINE WEATHER,
VESSELS MISSING THE TIDE MAY ANCHOR OUTSIDE THE ENTRANCE SHOAL IN 18-22 M
(10-22 FATHOMS) WITH STIRLING POINT LIGHTHOUSE BEARING ABOUT 356° AND DOG
ISLAND LIGHTHOUSE BEARING ABOUT 108°.

EASTWARD OF DOG ISLAND - A GOOD ANCHORAGE FOR VESSELS DELAYED LONGER
THAN 6 HOURS AWAITING TO ENTER BLUFF IS SITUATED 5 MILES TO THE EAST OF
DOG ISLAND. A GOOD ANCHORAGE FOR VESSELS AWAITING A BERTH IS SITUATED
OFF OTAKU PT, STEWARD ISLAND, IN POSITION 46°47'S/168°02'E.

EASTWARD OF STEWART ISLAND - SHELTER FROM SEVERE WEATHER MAY BE
OBTAINED OFF OTAKU PT UNDER THE LEE OF STEWART ISLAND, LESS THAN 20 MILES
FROM THE BLUFF IN 26 M (14 FATHOMS) WITH SADDLE POINT BEACON BEARING 324°
OR OFF HALF MOON BAY IN 13-16 M (7-9 FATHOMS). SADDLE POINT BEACON IS A
WHITE TRIANGLE 7.62 M (25 FT) HIGH. ANCHORAGE CAN BE OBTAINED ANYWHERE
OFF SHORE BETWEEN THESE POINTS, THE QUIETEST ANCHORAGE IS FOUND OFF THE
LONG BEACH ADJACENT TO THE MURRAY RIVER.

G. WRECKS AND OBSTRUCTIONS. (9-83) (USDAO WELLINGTON) AN ABANDONED

BLUFF HARBOR, NEW ZEALAND

TELEGRAPH CABLE LIES BETWEEN THE MAINLAND AND DOG ISLAND.

H. TIDES AND CURRENTS. (9-83) (USDAO WELLINGTON) ALL INFORMATION REGARDING TIDES IS COMMUNICATED BY RADIOTELEPHONE OR MORSE LIGHT.

TIDAL STREAMS - EASTWARD OF STIRLING POINT, THE EBB STREAM ATTAINS A RATE OF 5-6 KTS AND A FLOOD OF 3-4 KTS. BETWEEN TIWAI AND BURIAL PTS, BOTH STREAMS ATTAIN A RATE OF 5-7 KTS. BOTH STREAMS ARE WEAK OFF THE MAIN WHARF, BUT THE EBB ATTAINS A RATE OF 1 KT. IN THE DEEP WATER SOUTH OF THE SMELTER WHARF, THE FLOOD ATTAINS A RATE OF 5-6 KTS AND AN EBB OF 4-5 KTS. THE STREAMS RUN GENERALLY IN THE DIRECTION OF THE CHANNEL, BUT THERE ARE HEAVY TIDE RIPS OFF STIRLING POINT AND CHANNEL ROCKS. THE EBB STREAM SETS ACROSS THE CHANNEL FROM NO. 3 BEACON TOWARDS CHANNEL ROCKS BEACON. A STREAM OF ABOUT 1 KT USUALLY RUNS IN A SOUTH EASTERLY DIRECTION PAST BERTH 3A AT THE ISLAND HARBOR WITH THE EBB. TIDAL RANGE: NEAPS 1.42 M (4.6 FT); SPRINGS 2.02 M (6.5 FT). TIDAL RATE: NEAPS 3-4 KTS; SPRINGS 5-7 KTS IN THE CHANNELS.

TIDAL BEACON: A RED LATTICE-WORK BEACON, 2.4 M (8 FT) HIGH, IS SITUATED ABOUT 2 CABLES (1,216 FT) EASTWARD OF FERRY WHARF. THE BEACON SHOWS A QUICK-FLASHING RED LIGHT VISIBLE TWO MILES.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (9-83) (USDAO WELLINGTON)

| <u>BERTH NO.</u> | <u>MAXIMUM (M/FT) ACCOMMODATION</u> | <u>MAXIMUM (M/FT) LENGTH OF SHIP</u> | <u>MAXIMUM (M/FT) DRAFT</u> |
|------------------|---|--|---------------------------------|
| 1 | 160/525 | 152/500 | 7.6/25.0 |
| 2 | 191/625 | 160/525 | 7.6/25.0 |
| 3 | 213/700 | 189/620 | 9.1/30.0 |
| 3A | 152/500 | 152/500 | 8.8/28.5 |
| 4 | 213/700 | 189/620 | 9.1/30.0 |
| 5* | 213/700 | 189/620 | 9.1/30.0 |
| 6 | 135/433 | 90/295 | 7.7/25.3 |
| 7 | 100/328 | 90/295 | 8.5/27.7 |
| 8 | 230/724 | 198/650 | 11.0/36.0 |
| SMELTER WHARF | 198/650 | 259/850 | 10.0/33.0 |

* EQUIPPED FOR ALL WEATHER LOADING.

SHORE ELECTRICITY (A.C. 400 CYC, 50 AMP) IS AVAILABLE. BY ARRANGEMENT, ALL VESSELS AT THE WHARVES CAN BE CONNECTED WITH THE TELEPHONE SYSTEM. PUBLIC CALL BOXES ARE SITUATED ON ISLAND HARBOR BERTHS AND AT THE SHORE END OF THE MAIN WHARF APPROACH.

B. FUEL, LUBE, AND DIESEL OIL. (9-83) (USDAO WELLINGTON) BUNKERING FACILITIES ARE AVAILABLE. LIGHT FUEL OIL IS SUPPLIED BY 20.3 CM (8 IN) DIAMETER PIPELINE LOCATED AT NO. 11 BERTH, MAIN WHARF. DELIVERY RATE IS 240 TON/HR. LIMITED QUANTITIES OF LIGHT DIESEL OIL, LUBRICATING OIL, AND COAL CAN BE ARRANGED FOR DELIVERY BY ROAD OR RAIL TO THE WHARVES.

BLUFF HARBOR, NEW ZEALAND

LIGHT DIESEL OIL SUPPLIED BY 10.2 CM (4 IN) PIPELINE AT MAIN WHARF AT 40 TON/HR.

C. MECHANICAL HANDLING FACILITIES. (1-83) (USDAO WELLINGTON) THERE ARE A FLOATING CRANE, MOBILE TRACKED AND WHEELED CRANES, AND FORK HOIST VEHICLES AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (9-83) (USDAO WELLINGTON) MAJOR REPAIR WORK CAN BE UNDERTAKEN BY THE FOLLOWING: TWO SMALL MACHINE SHOPS AT BLUFF, A FOUNDRY AT INVERCARGILL, AND A SLIPWAY FOR VESSELS OF UP TO 500 TON DISPLACEMENT AT BLUFF. A DIVER IS AVAILABLE FOR UNDERWATER INSPECTIONS.

E. WAREHOUSES AND STORAGE AREAS. (9-83) (USDAO WELLINGTON) THERE ARE SHEDS [2,029 SQ M (21,842 SQ FT)] ON BERTH 1, SHEDS [1,725 SQ M (18,570 SQ FT)] ON BERTH 2, SHEDS [3,309 SQ M (35,621 SQ FT)] ON BERTH 3, SHEDS [3,309 SQ M (35,621 SQ FT)] ON BERTH 4, SHEDS [5,488 SQ M (59,078 SQ FT)] ON BERTH 5, AND SHEDS [1,467 SQ M (15,792 SQ FT)] ON BERTH 6.

F. STEVEDORES. (11-85) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (2-79) BLUFF HARBOR COULD ACCOMMODATE TWO DDG/FF SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (1-83) BLUFF HARBOR HAS EXTENSIVE ROAD AND RAIL SERVICE TO ALL POINTS ON THE SOUTH ISLAND AND ESPECIALLY TO INVERCARGILL. BLUFF IS THE SOUTHERN TERMINUS OF THE NEW ZEALAND RAILWAY SYSTEM. BERTHS 1-5 AND THE MAIN WHARVES HAVE ACCESS TO RAIL SERVICE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (9-83) (USDAO WELLINGTON) TWO TUGS ARE AVAILABLE: TWIN PROPULSION VOITH SCHNEIDER VESSELS OF 2,700 HP, 32-TON STATIC PULL, AND 1,200 HP, 15.3 TON STATIC PULL. BOTH VESSELS ARE EQUIPPED FOR FIRE FIGHTING AND DEEP-SEA SALVAGE WORK.

B. WATER. (9-83) (USDAO WELLINGTON) FRESH WATER IS AVAILABLE ALONGSIDE ALL BERTHS.

C. AIRFIELDS. (11-85) INVERCARGILL AIRPORT IS 27.3 KM (17 MI) NORTH OF BLUFF HARBOR. IT HAS ONE BITUMEN (6,000 X 500 FT, ORIENTATION 040/220) AND FOUR EARTH SURFACED RUNWAYS. AIR NEW ZEALAND FLIES TO WELLINGTON, AUCKLAND, CHRISTCHURCH, DUNEDIN, AND ROTORUA.

D. COMMUNICATIONS. (1-83) (USDAO WELLINGTON) VHF CHANNELS 16 AND 12 ON VHF ARE FOR PORT CONTROL, AND CHANNELS 6 AND 8 ARE FOR SHIP-TO-SHIP (WORKING TUGS, ETC) COMMUNICATION.

(2-79) SHIP'S MAIL CAN BE HANDLED THROUGH THE LOCAL POSTMASTER AT HIS OFFICE ON GORE STREET.

BLUFF HARBOR, NEW ZEALAND

CALLS TO CONUS ARE MADE WITH ONLY A 5-MINUTE WAITING PERIOD.

E. MEDICAL. (5-85) SEE M11/MED.

F. GASOLINE. (2-79) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (1-83) (USDAO WELLINGTON) ONE CHANDLER THAT HAS GOOD SERVICE IS IAN PRICE PROVIDORS LTD. TELEX 31331 NAUTIC, NAPIER. DAIRY AND FRESH FRUIT AND VEGETABLES ARE AVAILABLE ALTHOUGH THEY ARE QUITE EXPENSIVE.

H. GARBAGE DISPOSAL. (1-83) GARBAGE MUST BE SEPARATED FROM TRASH AND DISPOSED IN PLASTIC BAGS. A TRUCK WILL COME AROUND ONCE A DAY FOR PICK-UP. THE POC IS THE HARBOR BOARD.

4. PERSONALIA

A. CALLS. (1-83) CALLS ARE ARRANGED AND ACCOMPANIED BY A LIAISON OFFICER FROM THE ROYAL NEW ZEALAND NAVY. CALLS MAY BE MADE ON:

MAYOR OF BLUFF HARBOR
MAYOR OF INVERCARGILL
CHAIRMAN, SOUTHLAND HARBOR BOARD

B. HONORS. (1-83) BLUFF HARBOR IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) BLUFF IS NEW ZEALAND'S SOUTHERNMOST PORT AND THE TOWN, FOUNDED IN 1824, HAS THE LONGEST CONTINUOUS HISTORY OF ANY SETTLEMENT IN THE COUNTRY. IT IS 27 KM FROM THE PROVINCIAL CAPITAL OF INVERCARGILL.

"OLD MAN'S BLUFF," THE HEADLAND LATER RENAMED BLUFF HILL, WAS SIGHTED BY CAPT COOK IN 1770 DURING HIS CIRCUMNAVIGATION OF NEW ZEALAND. THE HARBOR SURVEY, HOWEVER, WAS LEFT TO LESSER KNOWN INTREPID.

IN 1824, A YEAR AFTER THE MAIDEN SHIPMENT OF A CARGO OF FLAX, A BATTLE OF WATERLOO VETERAN NAMED JAMES SPENCER BECAME THE FIRST EUROPEAN SETTLER. HE ESTABLISHED A TRADING POST AND QUICKLY HAD A DOZEN OR MORE PEOPLE IN HIS EMPLOY. A WHALING BONANZA BEGAN IN THE MID-1830'S AND ATTRACTED FRENCH, BRITISH, AND AMERICAN FLEETS. BLUFF BECAME A HAVEN FOR STOUT SHIPS AND RUM-READY CAPTAINS AND CREWS. MOST OF THE HUNTING WAS DONE IN FOVEAUX STRAIT.

BLUFF WAS ACCORDED THE STATUS OF FIRST PORT OF ENTRY IN 1856 WITH FULL CUSTOMS COLLECTING PRIVILEGES. A POSTMASTER AND A RESIDENT MAGISTRATE WERE GAZETTED AT THE SAME TIME. THE CENTRAL OTAGO GOLD RUSH OF THE 1860'S CAUSED A SHIPPING BOOM WHICH BENEFITED BLUFF. THE SAME DECADE WITNESSED THE ARRIVAL OF IMMIGRANT SHIPS FROM BRITAIN. THERE WERE 12 SUCH LANDFALLS AT THE PORT WITH SOME 1,700 SETTLERS STEPPING ASHORE.

THE BLUFF-MELBOURNE PASSENGER SERVICE, WHICH OFFERED WEEKLY SAILINGS FOR MANY YEARS, STARTED IN 1863. IT WAS DISCONTINUED AROUND 1930.

BLUFF HARBOR, NEW ZEALAND

CAPT THOMSON, THE FIRST HARBOR MASTER, PREPARED THE FOUNDATION WHICH LED TO BLUFF BECOMING A REGULATED COMMERCIAL PORT. SIGNAL STATIONS AND NAVIGATION BEACONS WERE ERECTED AND A WHARF WAS BUILT. THE LIGHTHOUSE ON DOG ISLAND, NEAR THE HARBOR ENTRANCE, BEGAN ITS SENTINAL ROLE IN 1865.

THE MOST FAR REACHING DECISION EVER MADE BY THE BOARD WAS PUT TO A VOTE AT A SPECIAL MEETING IN APR 1952 TO BUILD A 35-ACRE MAN-MADE ISLAND HARBOR WHICH WOULD GREATLY INCREASE BERTHAGE. THE CENTRAL GOVERNMENT, HOWEVER, DECLINED FINANCIAL ASSISTANCE. THE BOARD RESPONDED BY PUTTING ITS CASE TO THE PEOPLE OF SOUTHLAND AND THE RESULT BECAME LOCAL LEGEND. MORE THAN 90% OF THE NZ\$10 MILLION REQUIRED WAS RAISED BY SOUTHLANDERS. REMARKABLY, THE POPULATION WAS THEN ONLY ABOUT 75,000. THE ISLAND HARBOR, A MONUMENT TO SOUTHLANDERS' BELIEF IN THEMSELVES AND THEIR FUTURE, WAS TRIUMPHANTLY OPENED ON 3 DECEMBER 1960 BY THE GOVERNOR GENERAL, LORD COBHAM.

B. LIBERTY. (2-79) TWO SHORE PATROL PERSONNEL WILL ACCOMPANY THE LOCAL POLICE. THERE ARE NO OFF-LIMIT ESTABLISHMENTS IN BLUFF HARBOR/INVERCARGILL AND MAXIMUM LIBERTY IS RECOMMENDED.

C. CLUBS AND BARS. (2-79) THE RETIRED SERVICEMEN'S ASSOCIATION AND THE INVERCARGILL OFFICER'S CLUB ARE BY INVITATION ONLY. OTHER BARS ARE IN THE HOTELS IN TOWN.

D. RESTAURANTS. (2-79) THERE ARE MANY GOOD RESTAURANTS SCATTERED THROUGHOUT THE BLUFF HARBOR/INVERCARGILL AREAS.

E. HOTELS. (2-79) TWO RECOMMENDED HOTELS ARE THE EAGLE AND DOMINION. THEY ARE LOCATED ON MAIN STREET.

F. ATHLETICS. (2-79) THE LOCAL POPULATION ENJOYS ANY KIND OF COMPETITION SPORT WITH VISITING SHIPS. THERE ARE SOFTBALL, VOLLEYBALL, BASKETBALL, AND GOLF ACTIVITIES AVAILABLE.

G. BEACHES. (2-79) THERE ARE NO BEACHES IN THE VICINITY OF BLUFF HARBOR.

H. CHURCHES. (2-79) PROTESTANT, CATHOLIC, BAPTIST, AND CHURCH OF ENGLAND ARE REPRESENTED IN BLUFF HARBOR.

I. TRANSPORTATION. (2-79) BUS AND TAXI SERVICES ARE AVAILABLE. ALL TAXIES ARE METERED AND HAVE A LIGHT ON TOP OF THE CAB.

J. TOURS. (2-79) MANY TOURS ARE AVAILABLE THROUGHOUT THE COUNTRY.

K. SHOPPING. (11-85) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (11-85) THE RATE OF EXCHANGE - SEE CURRENCY EXCHANGE SHEET.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).

BLUFF HARBOR, NEW ZEALAND

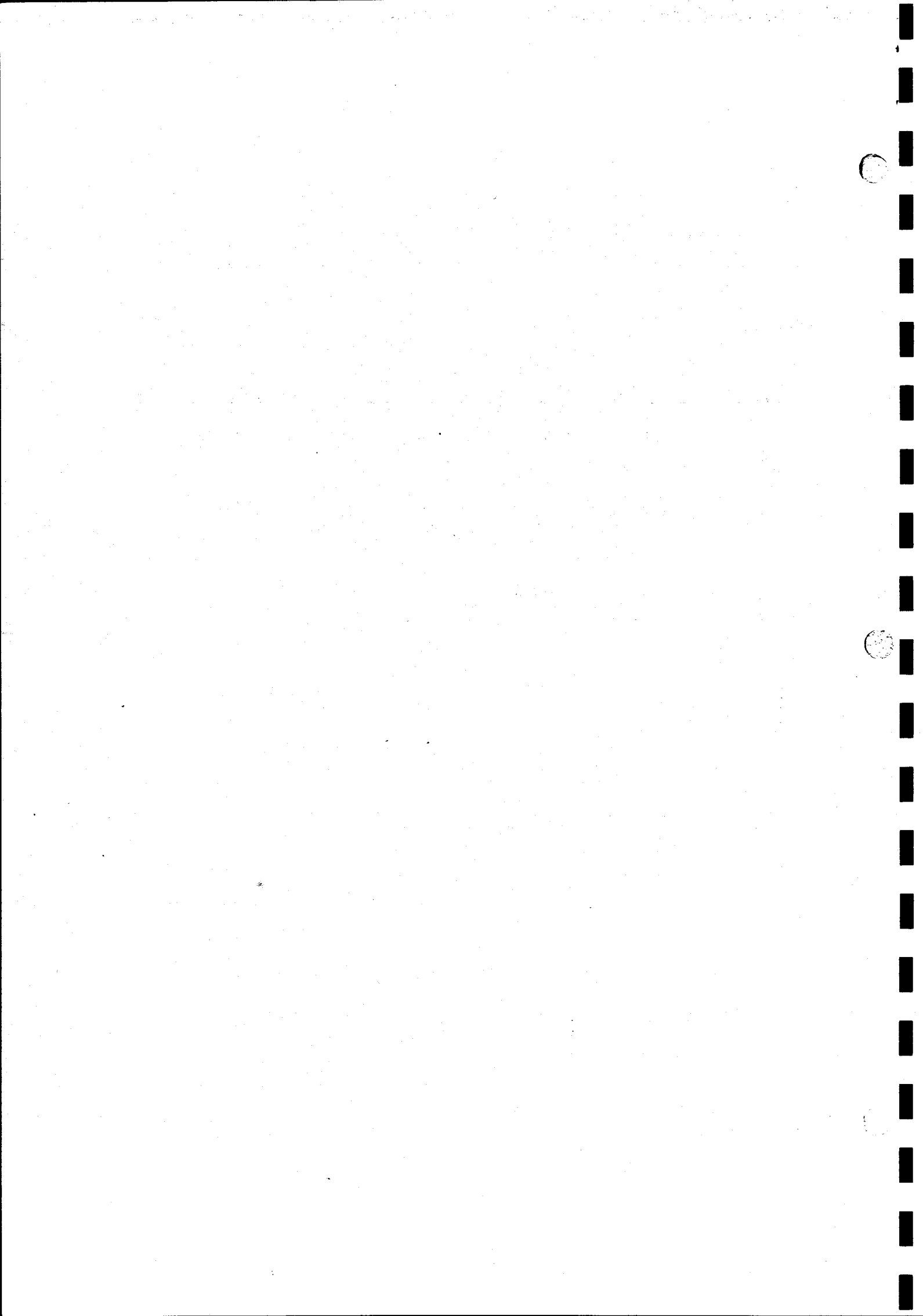
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

THE NEAREST MEDICAL FACILITY IS SOUTHLAND HOSPITAL (356 BEDS), INVERCARGILL, 20 MILES NORTH. SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, OB/GYN, PEDIATRICS, ORTHOPEDICS, PHYSIOTHERAPY, PATHOLOGY, X-RAY, LABORATORY.

CERTIFICATION OF DERATIZATION IS REQUIRED.



NEW PLYMOUTH (PORT TARANAKI), NEW ZEALAND
(No input since Feb 1979)

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) PORT TARANAKI (39°03'S/174°02'E) IS LOCATED ON THE WEST COAST OF NORTH ISLAND. THE PORT IS PROTECTED BY TWO BREAKWATERS, MAIN BREAKWATER AND LEE BREAKWATER.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 1985) AND CHART 76060.

C. PILOTAGE. (11-85) CONSULT PUB 127.

D. ENTRANCE. (11-85) CONSULT PUB 127.

E. CHANNEL. (11-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (2-79) THERE IS A BEACON NEAR THE HEADS OF BLYDE AND NEWTON KING WHARFS, MARKING THE LIMIT OF THE SHOAL.

H. TIDES AND CURRENTS. (2-79) TIDES ARE SEMI-DIURNAL WITH RANGES OF 3 M (10 FT). THE ASSOCIATED CURRENTS CAN BE QUITE STRONG. IT IS RECOMMENDED THAT SHIPS ENTER AND DEPART AT HIGH SLACK OR HIGH TIDE.

I. WEATHER AND WINDS. (2-79) WINDS CAN BE QUITE STRONG AND WITH THE EXCEPTION OF THE WINDBREAKS ON THE PIERS, THE HARBOR HAS LITTLE PROTECTION.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (11-85) CONSULT PUB 127.

B. FUEL, LUBE, AND DIESEL OIL. (2-79) DFM IS AVAILABLE VIA PIPE AT NEWTON KING WHARF AND BY A TANKER TRUCK AT THE OTHER WHARFS. BRITISH PETROLEUM NZ, LTD. IS THE POINT OF CONTACT AND SUPPLIER FOR FUEL. JP-5 CAN BE OBTAINED AND IS DELIVERED BY TRUCK. THERE ARE BARGES AND TRUCKS AVAILABLE FOR THE DISPOSAL OF OILY WASTES.

C. MECHANICAL HANDLING FACILITIES. (2-79) NEWTON KING WHARF HAS THREE 2-TON AND ONE 1.5-TON ELECTRIC MOBILE CRANES. MOTUROA WHARF IS EQUIPPED WITH FOUR 5-TON MOBILE CRANES. FOUR CRAWLERS ARE ALSO AVAILABLE.

D. DRYDOCKS AND REPAIRS. (2-79) DIVER SERVICE AND MINOR REPAIRS ARE AVAILABLE.

E. WAREHOUSES AND STORAGE. (2-79) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (2-79) SKILLED STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (2-79) THE PORT CAN ACCOMMODATE TWO FF OR ONE CG/AO TYPE SHIP.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (2-79) ALL THE WHARVES

NEW PLYMOUTH (PORT TARANAKI), NEW ZEALAND

ARE SERVED BY RAIL WITH CONNECTIONS TO THE MAJOR CITIES ON THE NORTH ISLAND.

3. SERVICES, LOGISTICS AND OPERATIONS

A. LIGHTERAGE. (2-79) A 700-HP TOWING TUG IS AVAILABLE AND IS SUITABLE FOR ALONGSIDE USE.

B. WATER. (2-79) FRESH WATER IS AVAILABLE THROUGH A 6.35 CM (2.5 IN) PIER PIPE. THE SUPPLY IS ABUNDANT AND THE QUALITY IS EXCELLENT. SHIPS CAN RECEIVE AN AVERAGE OF 37,854 L (10,000 GAL)/DAY. POC IS THE HARBOR BOARD.

C. AIRFIELDS. (11-85) (FICPAC) NEW PLYMOUTH AIRPORT IS LOCATED 9.2 KM (5 MI) EAST OF TOWN. IT HAS THREE RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> |
|--------------------|---|
| 050/230 | 1,311 X 45.7 M (4,300 X 150 FT) ASPHALT |
| 050/230 | 701 X 36.6 M (2,300 X 120 FT) EARTH |
| 140/320 | 1,219 X 91.4 M (4,000 X 300 FT) EARTH |

THE AIRPORT HAS REGULARLY SCHEDULED FLIGHTS BY AIR NEW ZEALAND TO OTHER NEW ZEALAND CITIES.

D. COMMUNICATIONS. (2-79) CHANNEL 16 (BRIDGE TO BRIDGE) IS USED WHEN CALLING. THE CALL SIGN FOR NEW PLYMOUTH IS PORT TARANAKI PORT CONTROL. THERE IS NO REQUIREMENT FOR INPORT RADIO GUARD.

E. MEDICAL. (5-85) SEE M8/MED)

F. GASOLINE. (2-79) GASOLINE IS AVAILABLE AT COMMERCIAL GASOLINE STATIONS.

G. PROVISIONS. (2-79) PROVISIONS CAN BE ARRANGED THROUGH FOSTERS SHIP PROVIDERS, LTD, NAPIER. AN UNLIMITED RANGE OF HIGH QUALITY FOODSTUFFS IS AVAILABLE WITH A LIMITED SHIP'S STORE STOCK. ICE CREAM AND MILK ARE HIGHER PRICED THAN THE U.S. MEAT AND VEGETABLES ARE COMPARABLE.

H. GARBAGE DISPOSAL. (2-79) TRASH AND GARBAGE IS DISPOSED OF BY METAL CONTAINERS, PROVIDED BY THE HARBOR BOARD. THESE CONTAINERS ARE STORED ONBOARD AND ARE EXCHANGED AT 1700 DAILY.

4. PERSONALIA

A. CALLS. (2-79) CALLS MAY BE MADE ON:

NEW PLYMOUTH MAYOR
CHAIRMAN OF THE TARANAKI COUNTY COUNCIL
CHAIRMAN OF THE TARANAKI HARBOR BOARD

NEW PLYMOUTH (PORT TARANAKI), NEW ZEALAND

B. HONORS. (2-79) NEW PLYMOUTH IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (2-79) NEW PLYMOUTH (POP. 45,000) IS LOCATED IN THE PROVINCE OF TARANAKI. IT HAD BEEN RENOWNED FOR DAIRY PRODUCTION, ESPECIALLY CHEESE. WITH THE ADVENT OF CONTAINERIZED SHIPPING AND THE RELOCATION OF PROCESSING SITES TO THE LARGER CITIES, NEW PLYMOUTH HAS BEEN RELEGATED PRIMARILY TO A SUPPLIER OF RAW DAIRY PRODUCTS. IN RECENT YEARS, NEW PLYMOUTH HAS BECOME THE CENTER FOR THE DEVELOPMENT OF NEW ZEALAND OFF-SHORE NATURAL GAS DEPOSITS BY VIRTUE OF ITS PROXIMITY TO THE MAUI PLATFORM.

B. LIBERTY. (2-79) THREE PETTY OFFICERS ARE REQUIRED TO REPORT TO THE SENIOR SERGEANT AT THE NEW PLYMOUTH POLICE STATION FROM 1900-2359 NIGHTLY. THERE ARE NO OFF-LIMITS ESTABLISHMENTS AND OVERNIGHT LIBERTY IS ENCOURAGED.

C. CLUBS AND BARS. (2-79) THE TARANAKI ON AUBYN AND QUEEN STS IS OPEN TO OFFICERS. THE COMMERCIAL TRAVELERS AND WAREHOUSEMEN'S ASSOCIATION ON ROGE ST ARE OPEN TO CHIEF PETTY OFFICERS. THE NEW PLYMOUTH WORKING-MAN'S CLUB ON GILL ST IS OPEN TO THE CREW.

D. RESTAURANTS. (2-79) THE WESTGATE HOTEL, LA SCALA RESTAURANT AND BALI RESTAURANT OFFER GOOD MEALS AT A REASONABLE PRICE.

E. HOTELS. (2-79) THE WESTGATE AND TASMAN HOTELS OFFER GOOD ACCOMMODATIONS.

F. ATHLETICS. (2-79) THE NEW ZEALANDERS IN NEW PLYMOUTH ENJOY COMPETITION IN BASKETBALL, SOFTBALL, AND ROWING. OTHER SPORTS THAT CREWMEMBERS CAN PARTICIPATE IN ARE TENNIS, SQUASH, GOLF, SWIMMING, AND JOGGING.

G. BEACHES. (2-79) NEW PLYMOUTH'S SHORELINE PROVIDES A FINE BEACH.

H. CHURCHES. (2-79) THE FOLLOWING DENOMINATIONS ARE REPRESENTED IN NEW PLYMOUTH AND SURROUNDING SUBURBS: CATHOLIC, MORMON, BAPTIST, METHODIST, PRESBYTERIAN, ASSEMBLY OF GOD, AND ANGLICAN.

I. TRANSPORTATION. (2-79) BUS SERVICE IS REGULAR. TAXIS RUN ABOUT NZ\$22.00 ONE WAY FROM THE PORT TO THE TOWN. MOST SAILORS WILL FIND THAT THEY WILL BE PICKED UP AND DRIVEN TO WHEREVER THEY WANT OR BE TAKEN HOME AS HOUSE GUESTS.

J. TOURS. (2-79) TOURS AVAILABLE ARE TO A CHEESE FACTORY, A TANNERY, AND MT. EGMONT NATIONAL FOREST.

K. SHOPPING. (2-79) THE FARMER'S CO-OP AND MANY OTHER SHOPS IN DOWNTOWN NEW PLYMOUTH ARE GOOD SHOPPING SPOTS AS WELL AS THE TANNERY. SHEEP-SKIN PRODUCTS ARE GOOD BUYS.

NEW PLYMOUTH (PORT TARANAKI), NEW ZEALAND

L. THEATER AND CINEMA. (2-79) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (2-79) THE BANK OF NEW ZEALAND WILL PROVIDE ON BOARD CURRENCY EXCHANGE.

LAUNDRY AND DRY CLEANING SERVICES ARE EASILY ARRANGED THROUGH THE LOCAL FIRMS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (11-85).

NEW PLYMOUTH (PORT TARANAKI), NEW ZEALAND

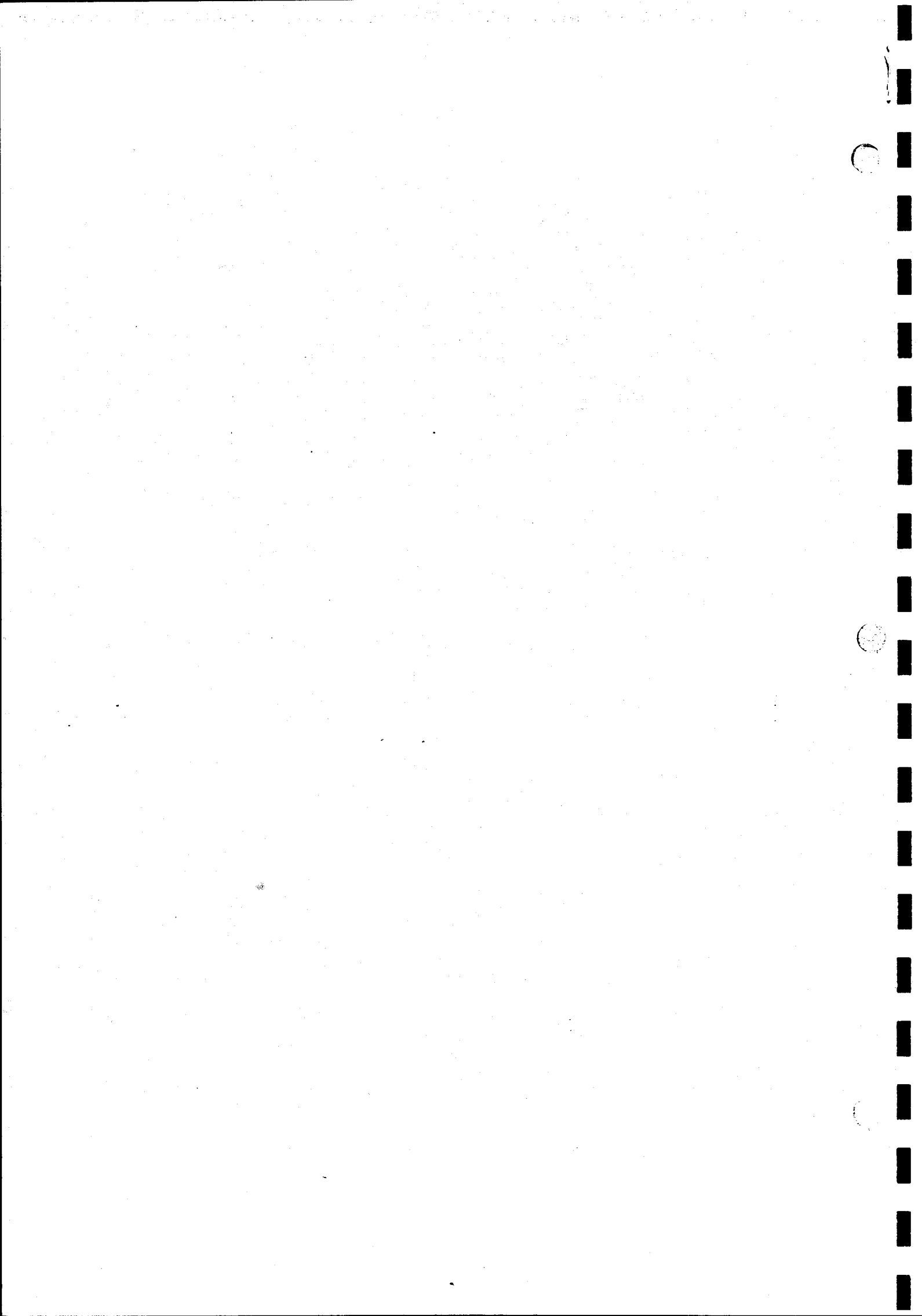
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL CARE IS AVAILABLE AT THE TANAKI BASE HOSPITAL (410 BEDS), WESTOWN, (TEL: 36-139). THIS FACILITY HAS A 24-HR EMERGENCY ROOM AND OFFERS ALL MEDICAL AND SURGICAL SERVICES EXCEPT NEUROLOGY, NEUROSURGERY, AND CARDIOVASCULAR SURGERY.

NO INFORMATION IS AVAILABLE ON QUARANTINE REGULATIONS FOR THIS PORT.



NAPIER, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT (11-85) THE PORT OF NAPIER (39°29'S/176°54'E) LIES ON THE EAST COAST OF THE NORTH ISLAND. IT CONSISTS OF NAPIER ROAD, BREAKWATER HARBOR, AND INNER HARBOR.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 1985) AND CHART 76161 (9TH ED 22 SEP 84, CORR NM 38/84).

(11-80) (USS MARVIN SHIELDS) THE APPROACH TO NAPIER HAD NO SIGNIFICANT PROBLEMS. CHART USED WAS NZ 5713. PUB 127'S COVERAGE WAS GOOD. APPROACH THROUGH HAWKES BAY WAS FREE OF HAZARDS; HOWEVER, WITHIN 3.5 NM OF NAPIER, THERE WERE SMALL PATCHES OF SHOAL WATER EXTENDING NORTH FROM THE PORT. CHART COVERAGE OF NAPIER ROAD WAS VERY GOOD. PROMINENT LANDMARKS INCLUDE A CHIMNEY AT THE FERTILIZER WORKS AT 39°33.3S1/176°55.2'E6, WHITINAKI BLUFF LT, LEADING LT TOWERS (3) AT 39°27'S1/176°52'E1, AND BREAKWATER HARBOR RANGE MARKERS. IN DAYLIGHT, BREAKWATER LTS, HARBOR R/W/G SECTOR LT, INNER HARBOR LT, AND AEROBEACONS WERE ALL VERY DIFFICULT TO SEE. RADAR NAVIGATION WAS EXCELLENT RIGHT TO PIERSIDE.

C. PILOTAGE. (4-81) (USS BREWTON) THE PILOT BOARDED IN THE VICINITY OF NORTH PANIA ROCK BUOY VICE 1.5 NM NORTH OF AHURIRI BLUFF.

D. ENTRANCE. (11-85) CONSULT PUB 127.

E. CHANNEL. (2-79) NO INFORMATION IS AVAILABLE.

F. ANCHORAGE. (11-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTION. (11-85) CONSULT PUB 127.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (11-85) CONSULT PUB 127.
(11-80) (USS MARVIN SHIELDS) MARVIN SHIELDS WAS BERTHED AT HIGGINS WHARF SOUTH. THE ONLY PIER SERVICES RECEIVED WERE WATER AND TELEPHONES. A BROW WAS PROVIDED BY THE HAWKE'S BAY HARBOR BOARD. ALL BERTHS HAVE FRESH WATER, TELEPHONES, SHORE POWER, AND BUNKERING FACILITIES.

B. FUEL, LUBE, AND DIESEL OIL. (4-81) (USS BREWTON) FUEL WAS RECEIVED BY TRUCK THROUGH A 7.6 CM (3 IN) FITTING AT A PUMPING RATE OF 15,000 GAL/HR. ALL FUELS AND LUBE OIL ARE PROVIDED BY MOBIL OIL CO.

C. MECHANICAL HANDLING FACILITIES. (11-80) (USS MARVIN SHIELDS) THERE ARE FIVE MOBILE CRANES OF 20, 10, 6, 4, AND 3.5 TON CAPACITY; SEVEN DIESEL FORKLIFTS, EACH OF 16,000 LB CAPACITY; 17 DIESEL FORKLIFTS, EACH OF 8,000 LB CAPACITY; THREE DIESEL FORKLIFTS, EACH OF 4,000 LB

NAPIER, NEW ZEALAND

CAPACITY; AND FIVE ELECTRIC FORKLIFTS, EACH OF 7,000 LB CAPACITY FOR GENERAL CARGO.

(1-84) (FICPAC) THERE ARE A 30-TON CAPACITY STRADDLE CARRIER, FORKLIFTS, TRACTOR, AND TRAILERS AVAILABLE AT CONTAINER AND RO/RO FACILITIES.

D. DRY DOCKS AND REPAIR. (2-83) (USDAO WELLINGTON) THERE ARE TWO FIRMS WHICH ARE CAPABLE OF UNDERTAKING MARINE REPAIRS. THE HARBOR BOARD ALSO HAS ITS OWN FITTING SHOP.

E. WAREHOUSES AND STORAGE. (11-80) (USS MARVIN SHIELDS) ONE WOOD PULP 2.9 ACRES, ONE ROCK PHOSPHATE 1.2 ACRES, THREE GENERAL CARGO 5.5 ACRES ARE AVAILABLE FOR OPEN STORAGE. RECLAMATION WORK IS CONTINUING TO PROVIDE MORE LAND FOR SHEDS AND STORAGE. PIPELINES ARE AVAILABLE TO DISCHARGE LIQUID BULK INTO BULK STORAGE TANKS. DRY BULK: CEMENT - PIPELINE DISCHARGE TO SILOS; ROCK PHOSPHATE, SULPHUR, PROCESSED MANURE - GRAB THROUGH 21 FT DIAMETER HOPPERS FOR DISCHARGE INTO ROAD OR RAIL TRANSPORT.

F. STEVEDORES. (2-79) STEVEDORES CAN BE HIRED THROUGH THE HARBOR OFFICES.

G. PORT CAPACITY. (2-83) (USDAO WELLINGTON) NAPIER CAN ACCOMMODATE NINE DD SIZE SHIPS.

H. ROAD RAIL, AND STEAMER TRANSPORTATION. (2-79) BREAKWATER ROAD IS A WIDE, FOUR-LANE ROAD LEADING FROM THE HARBOR. RAIL LINES ALSO LEAD FROM THE HARBOR PARALLELING THE ROAD.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-83) (USDAO WELLINGTON) THERE ARE NO LIGHTERS BUT TWO TUGS ARE AVAILABLE: ONE 2,400 HP TRACTOR TUG, BOLLARD PULL 32 TON; ONE 700 HP T.S. TUG, BOLLARD PULL 8 TON.

B. WATER. (2-79) WATER IS AVAILABLE AT EACH PIER AND DOES NOT NEED TREATMENT. THE WATER CONNECTIONS ARE 4.76 CM (1.87 IN) AND ADAPTERS ARE PROVIDED.

C. AIRFIELD. (11-85) (FICPAC) NAPIER AIRPORT (39°28.1'S/176°51.9'E) IS LOCATED APPROXIMATELY 8 KM (5 MI) NORTHWEST OF THE PORT AREA. IT HAS FOUR RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | |
|--------------------|-------------------------------|---------|
| 070/250 | 1,219 X 91 M (4,000 X 300 FT) | GRASS |
| 100/280 | 610 X 152 M (2,000 X 500 FT) | GRASS |
| 160/340 | 1,311 X 61 M (4,300 X 200 FT) | ASPHALT |
| 160/340 | 792 X 61 M (2,600 X 200 FT) | GRASS |

NAPIER, NEW ZEALAND

D. COMMUNICATIONS. (2-83) (USDAO WELLINGTON) BREAKWATER HARBOR RADIO CAN BE REACHED ON CHANNEL 16 WHICH IS GUARDED 24 HOURS. R/T 2182 KCS: 0000-0015 LISTENING WATCH, 0400-0415, 0800-0815, 1200-1215, 1600-1615, 2000-2015. R/T 4125: 0800-1200.

(4-84) (USS WADSWORTH) THE POSTAL DELIVERY MAN DID NOT FOLLOW SCHEDULE WHICH DISRUPTED SHIP'S ONLY POSTAL CLERK'S WORK/LIBERTY PLANS. NO ONE ARRIVED PRIOR TO SAILING TO TAKE LAST OUTGOING LOAD OF MAIL AS EXPECTED.

E. MEDICAL. (5-85) SEE M9/MED.

F. GASOLINE. (11-85) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (4-84) (USS WADSWORTH) ALL PROVISIONS WERE OF EXCELLENT QUALITY AND WERE PROVIDED BY IAN PRICE PROVIDERS OF NAPIER. PRICES WERE HIGH.

(11-80) (USS MARVIN SHIELDS) MARVIN SHIELDS DEALT WITH IAN PRICE PROVIDERS LTD OF NAPIER FOR ALL PROVISIONS OBTAINED. HIS PRICES WERE HIGH BUT NOT MORE THAN OTHER SOUTH PACIFIC PORTS; HOWEVER, QUALITY WAS OUTSTANDING. HE WAS VERY WILLING TO GET WHATEVER WE NEEDED AND ALWAYS WAS PERSONALLY INVOLVED IN ALL TRANSACTIONS. WHENEVER WE HAD A SHORTAGE IN RECEIPTS, HE PROMPTLY CORRECTED THE MATTER. IT IS FELT THAT IAN PRICE PROVIDERS PROVIDED OUTSTANDING SERVICE AND SHOULD BE THE RECOMMENDED SOURCE OF PROVISIONS FOR FUTURE SHIPS VISITING NAPIER. SOME EXAMPLES OF PRICES ARE:

| | |
|------------------|------------------|
| LARGE FRESH EGGS | \$1.40 PER DOZEN |
| WHITE MILK | 2.50 PER GALLON |
| GROUND BEEF | 1.54 PER LB |
| BUTTER | 0.88 PER LB |
| CABBAGE | 0.30 PER LB |
| GRAPEFRUIT | 0.35 PER LB |

IAN PRICE DOES NOT WAREHOUSE ITEMS BUT OBTAINS THEM FROM THE LOCAL OPEN MARKET.

H. GARBAGE DISPOSAL. (4-84) (USS WADSWORTH) ARRANGEMENTS FOR GARBAGE PICKUP ARE MADE THROUGH THE HARBOR BOARD. SERVICE WAS EXCELLENT.

4. PERSONALIA

A. CALLS. (4-81) (USS BREWTON) CALLS MAY BE MADE ON: MAYOR OF NAPIER AND CHAIRMAN OF HARBOR BOARD.

(4-84) (USS WADSWORTH) A RECORD NUMBER OF OVER 3,600 VISITERS BOARDED IN A 4.5-HR GENERAL TOUR DUE TO THE LOCAL NEWS MEDIA COVERAGE OF WADSWORTH ARRIVAL AND PROMOTION OF A GENERAL VISIT.

B. HONORS. (4-81) (USS BREWTON) NAPIER IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-80) (USS MARVIN SHIELDS) NAPIER IS THE CAPITAL OF THE HAWKE'S BAY PROVINCE. AS ONE OF NEW ZEALAND'S FAMOUS HOLIDAY RESORTS, IT IS RENOWNED FOR SUNSHINE, THE MAGNIFICENT MARINE

NAPIER, NEW ZEALAND

PARADE, STATELY PINES, PALMS, FLOWERING GARDENS, PARKLANDS, SPECTACULAR ILLUMINATIONS AND THE MARINELAND.

THE CITY WAS LAID OUT IN 1855 BY ALFRED DOMETT, COMMISSIONER OF CROWN LANDS, WHO WAS RESPONSIBLE FOR MANY OF THE STREET NAMES. BEING A POET HIMSELF, SEVERAL THOROUGHFARES ARE NAMED AFTER POETS AND LITERARY FIGURES. OTHER STREETS HAVE MAORI ASSOCIATIONS. NAPIER IS NAMED AFTER SIR CHARLES NAPIER.

THE TOWN WAS CONSTITUTED A BOROUGH IN 1874 AND PROCLAIMED A CITY IN 1950. ON THE 3RD OF FEBRUARY 1931, NAPIER AND MOST OF THE HAWKE'S BAY DISTRICT SUFFERED A DISASTROUS EARTHQUAKE. THE ENTIRE BUSINESS AREA WAS DESTROYED OR DAMAGED. THE TRAGEDY WAS NOT WITHOUT ITS COMPENSATIONS. BEFORE THE EARTHQUAKE, NAPIER WAS ALMOST TOTALLY SURROUNDED BY SEA AND INLAND WATER AND HAD REACHED THE LIMIT OF ITS GEOGRAPHICAL EXPANSION. THE EARTHQUAKE BROUGHT ON A HUGE RECLAMATION OF LAND (A TOTAL OF 3,200 HECTARES) WHICH, IF CARRIED OUT BY MAN, WOULD HAVE COST MILLIONS OF DOLLARS. THIS LAND NOW COMPRISES THE RESIDENTIAL SUBURBS OF MAREWA, ONCKAWA, MARAENUI, PIRIMAI, TAMATEA, AND THE CITY AIRPORT.

NAPIER HAS A FINE PORT WHICH IS THE THIRD LARGEST EXPORTING PORT IN NEW ZEALAND AND IS NOTED FOR ITS ACTIVE FISHING FLEET AND YACHTING WHICH IS A FAVORITE PASTIME OF THE LOCALS. NAPIER IS A GARDEN CITY AND TAKES PRIDE IN THE DEVELOPMENT OF ITS PARKLANDS. IN THE AVERAGE NEW ZEALAND CITY, PARKS AND RESERVES ARE PROVIDED AT THE RATE OF 3 HECTARES PER 1,000 OF POPULATION, BUT NAPIER BOASTS A RATIO OF 8 HECTARES PER 1,000 OF POPULATION.

NAPIER HAS BEEN CALLED "THE RIVIERA OF THE SOUTH", "PLAYGROUND OF THE SUNRISE COAST", OR "CAPITAL OF THE SUNRISE COAST". IT DESERVES ALL NAMES IN TERMS OF TOURISM, BUT "MARINELAND CITY" SAYS IT ALL. IT INVITES PEOPLE TO SPEND A DIFFERENT TYPE OF HOLIDAY THAN ANYWHERE ELSE IN NEW ZEALAND. AMONG ITS UNIQUE ATTRACTIONS ARE: THE HAWKE'S BAY AQUARIUM, THE LARGEST IN THE SOUTHERN HEMISPHERE CONTAINING THREE FLOORS. THE GROUND FLOOR HOUSES A 400,000 LITER OCEANARIUM WITH A LARGE DISPLAY OF FISH AND SEA LIFE. THE SECOND FLOOR HOUSES 40 PLUS TANKS DISPLAYING TROPICAL AND FRESHWATER FISH. THE TOP FLOOR IS DEVOTED TO LIZARDS AND TURTLES AND INCLUDES (FOR THE PHOTO BUFF) THE LATEST CAMERA OBSCURA IN THE SOUTHERN HEMISPHERE. NORTH OF THE AQUARIUM IS THE BOATING LAKE AND TRAIN RIDES, AND OVER CHRISTMAS, A FULL SCALE MARDI GRAS.

B. LIBERTY. (4-81) (USS BREWTON) SHORE PATROL WAS NOT REQUIRED. THE UNIFORM FOR LIBERTY WAS EITHER CIVILIAN ATTIRE OR UNIFORM OF THE DAY. THE DIAL-A-SAILOR PROGRAM WAS SUCCESSFUL AND MANY CREWMEMBERS WERE INVITED TO DINNER, TOURS OF THE AREA, AND OTHER ACTIVITIES BY LOCAL FAMILIES. ADMISSION TO NAPIER'S CIVIC AND TOURIST ATTRACTIONS WAS FREE TO CREWMEMBERS IN UNIFORM OR UPON PRESENTATION OF AN ID CARD. HONORARY MEMBERSHIP WAS GIVEN TO ALL OFFICERS AT THE HAWKE'S BAY CLUB.

(4-84) (USS WADSWORTH) THE CREW ENJOYED DINING AND DANCING AT A NUMBER OF LOCAL RESTAURANTS (RESERVATIONS ARE A MUST AT THE GOOD ONES) AND NIGHT-CLUBS (ONE OPENED SUNDAY EVENING ON THE CREWS BEHALF, BUT NO LOCAL RESIDENTS WERE PRESENT).

C. CLUBS AND BARS. (11-80) (USS MARVIN SHIELD)

NAPIER, NEW ZEALAND

LICENSED CABARETS: BIMBO'S, DICKENS ST.
CABARET ORIENTAL, AWATOTO
SILVER SPADE, DICKENS ST.

(2-83) (USDAO WELLINGTON)

CLUB: NITESITE, DICKENS ST., 2100-0300
BANANAS, DICKENS ST., 2100-0300

ALL OF THE LATE NIGHT CLUBS CHARGE ADMISSION AND HAVE MUSIC AND DANCING.

D. RESTAURANTS. (2-83) (USDAO WELLINGTON)

LICENSED TO SERVE LIQUOR:

CAPT COOK, TRAVELODGE, MARINE PARADE
PLAYERS, THE MALL, EMERSON ST.
KELLY'S EYE, TAMATEA SHOPPING CENTER
COBB AND CO., MASONIC HOTEL, MARINE PARADE
LA RONDE, MARINE PARADE
LORD TENNYSON, TENNYSON ST.
LANTERNA, EMERSON ST.

E. HOTELS. (11-80) (USS MARVIN SHIELD)

MASONIC HOTEL, MARINE PARADE
CRITERION, EMERSON ST.
CENTRAL, DALTON ST.
NAPIER, HASTING ST.
GREENMEADOWS, GREENMEADOWS
BAY VIEW, BAY VIEW

TRAVELODGE, MARINE PARADE
CABANA, SHAKESPEARE ST.
CROWN, WAGHORNE ST.
JUNION, CUSTOMS QUAY
UNION, AHURIRI
VICTORIA, MARINE PARADE

F. ATHLETICS. (4-84) (USS WADSWORTH) WADSWORTH FIELDED SOFTBALL AND BASKETBALL TEAMS WHICH WERE SUCCESSFUL AND WERE ROYALLY HOSTED AFTER THE GAMES. A FEW ENJOYED DEEP-SEA FISHING. TWO SCUBA DIVERS FED SHARKS AND SWAM WITH THE MARINELAND DOLPHINS WHICH HAD PERFORMED THE PREVIOUS DAY BEFORE A BELLYPLOP CONTEST HAD BEEN TAKEN PLACE IN THEIR POOL (THE XO WAS A CO-JUDGE AND THE CONTESTANT WON \$100.00 THIRD PRIZE).

G. BEACHES. (4-84) (USS BREWTON) THERE ARE SEVERAL BEACHES ALONG THE MARINE PARADE. ALL ARE OPEN TO THE PUBLIC AND HAVE BATHING AND PICNIC FACILITIES.

H. CHURCHES. (4-84) (USS BREWTON) THE FOLLOWING CHURCHES ARE LOCATED IN THE NAPIER AREA:

ANGLICAN - ALL SAINTS, PUKETAPU ROAD, TARADALE
ORMOND CHAPEL, NAPIER TERRACE
ST. ANDREW'S, CHARLES ST, WESTSHORE
ST. AUGUSTINE'S, RIVERBEND ROAD
ST. JOHN'S CATHEDRAL, CHURCH LANE
APOSTOLIC - CENTURY THEATER, HERSHELL ST.
ASSEMBLY OF GOD - CORNER OF GEDDIS AVE AND BLEDISLOE ROAD
BAPTIST - RIVERBEND ROAD

NAPIER, NEW ZEALAND

BRETHREN (GOSPEL HALLS) - CARLYLE ST. AND RIVERBEND
CHRISTIAN SCIENCE - TENNYSON ST.
CHURCH OF CHRIST - CORNER OF DOUGLAS MCLEAN AV. AND HIGGINS ST.
CHURCH OF NAZARENE - CORNER OF DURHAM AND NORFOLK STS. - TAMATEA
CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS - GEORGES DRIVE
KINGDOM HALL OF JEHOVAH'S WITNESSES - WYCLIFFE ST.
METHODIST - ST. MARKS, GREEN MEADOWS; TRINITY, CLIVE SQUARE
PRESBYTERIAN - ST. PAULS, TENNYSON ST; ST. PETERS, WYCLIFFE ST.
ROMAN CATHOLIC - ST. MARY'S, OSIER RD; ST. PATRICKS, MUNROE ST.
SAMOAN ASSEMBLY OF GOD - ST. PHILLIPS, RIVERBEND RD.
SEVENTH DAY ADVENTIST - TAIT DRIVE, GREENMEADOWS EAST

I. TRANSPORTATION. (2-79) REGULAR BUS SERVICE IS PROVIDED BY THE CITY UNTIL 2000 EXCEPT ON SUNDAY, WHEN SERVICE STOPS AT 1800. THE TAXIS ARE REASONABLE AND THEY ALL USE THEIR METERS.

J. TOURS. (2-79) MANY SAILORS WILL BE GIVEN PERSONAL TOURS BY THE WARM-HEARTED NEW ZEALANDERS.

K. SHOPPING. (4-81) (USS BREWTON) SEVERAL SOUVENIR SHOPS SELL UNIQUE NEW ZEALAND GIFTS. CLASSIC DECOR LTD HAS ESPECIALLY GOOD BUYS ON WOOL PRODUCTS. VISITING SHIPS RECEIVE A 10% DISCOUNT ON ALL MERCHANDISE. (4-84) (USS WADSWORTH) ALL SHOPKEEPERS WERE EXTREMELY FRIENDLY AND SOME OFFERED DISCOUNTS AND COMPLIMENTARY SOUVENIRS TO CREWMEMBERS.

L. THEATERS AND CINEMA. (4-81) (USS BREWTON) THERE ARE THREE MOVIE THEATERS IN NAPIER SHOWING CURRENT MOVIES.

M. MISCELLANEOUS. (4-84) (USS WADSWORTH) THE HARBOR BOARD AND NAPIER POLICE WERE WELL PREPARED FOR ANTI-NUCLEAR PROTEST DEMONSTRATIONS WHICH OCCURRED ON ARRIVAL. THEY CONSISTED OF A HALF DOZEN SAILBOATS WITH SIGNS, SMALL GROUP OF YOUNG KAYAKERS, AND APPROXIMATELY 400 QUIET DEMONSTRATORS OUTSIDE THE WHARF AREA FENCE WHO WERE CONCEALED FROM VIEW BY WAREHOUSES ONCE THE SHIP ARRIVED IN THE INNER HARBOR. ALL DISPERSED WITHOUT INCIDENT AFTER THE SHIP HAD MOORED.

NAPIER PROVED TO BE A WONDERFUL INTRODUCTION TO THE PEOPLE AND COUNTRY-SIDE OF NEW ZEALAND. RELATIVELY INEXPENSIVE AND GENUINELY HOSPITABLE, IT IS AN EXCELLENT PORT FOR FRIGATE SIZE SHIPS TO VISIT (EVEN THE DEMONSTRATORS WERE FRIENDLY ON A PERSONAL BASIS).

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).

NAPIER, NEW ZEALAND

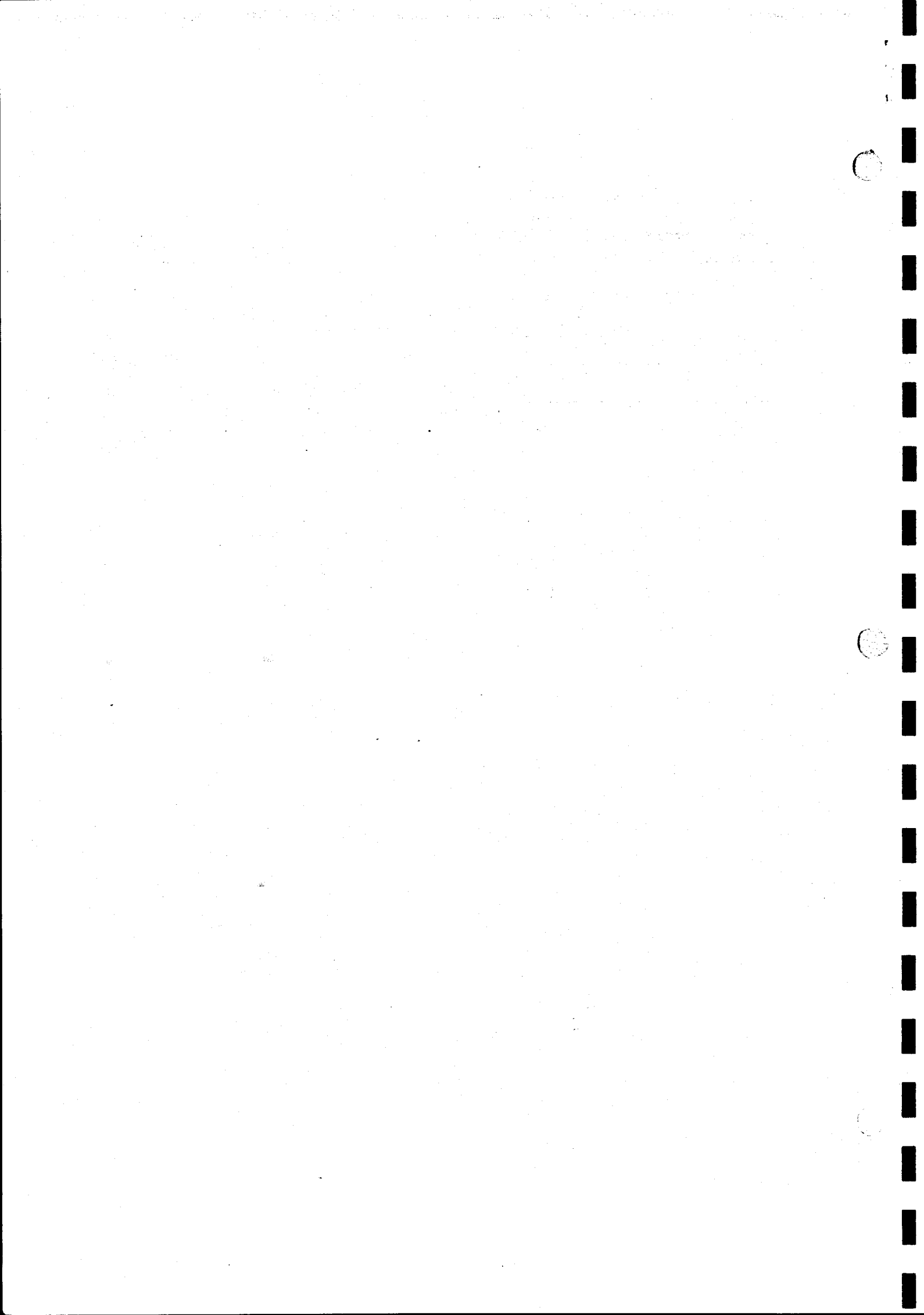
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL CARE IS AVAILABLE AT THE NAPIER PUBLIC HOSPITAL (318 BEDS). SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, PEDIATRICS, PHYSIOTHERAPY, PATHOLOGY, X-RAY, LABORATORY, AND A 24-HR AMBULANCE SERVICE. DENTAL CARE IS AVAILABLE FROM LOCAL DENTIST.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.



NELSON, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) NELSON (41°16'S/173°17'E) IS LOCATED ON THE NORTHERN SIDE OF THE SOUTH ISLAND IN THE HEART OF TASMAN BAY. IT HAS LAND ON THE SOUTH, EAST, AND WEST. A NATURAL BOULDER BANK PROTECTS IT TO THE NORTH. IT IS BACKED BY THE BRYANT AND RICHMOND MOUNTAIN RANGES AT AN ELEVATION OF 1,214 M (3,984 FT) AND 1,760 M (5,777 FT) RESPECTIVELY.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 1985) AND CHART 76083 (2ND ED 10 DEC 83, CORR NM 50/83).

C. PILOTAGE. (12-82) (USDAO WELLINGTON) PROFICIENT PILOTS ARE AVAILABLE DAY AND NIGHT. PILOTAGE IS COMPULSORY FOR VESSELS OF 100 GRT AND OVER. TWENTY-FOUR HOURS NOTICE OF ETA MUST BE GIVEN TO THE HARBOR MASTER. THIS ETA MUST BE CONFIRMED BEFORE 1500 HRS ON FRIDAY IF ARRIVING DURING WEEKENDS, BY 1500 HRS ON WEEKDAYS IF ARRIVING OVERNIGHT, AND BY 1500 HRS ON THE PRECEDING WORKDAY IF ARRIVING ON A PUBLIC HOLIDAY. PILOTS BOARD THE INWARD BOUND VESSEL APPROXIMATELY 3 KM (2 MI) TO SEAWARD OF THE MAIN ENTRANCE. PILOT BOATS HAVE AN ORANGE HULL WITH A WHITE SUPER-STRUCTURE WITH "PILOT" IN BLACK ON BOTH SIDES. ALL VESSELS MUST PROVIDE A REGULATION PILOT LADDER RIGGED TO WITHIN 1.5 M OF THE WATER AND FITTED WITH MANROPES. ONE 1,400 HP TUG WITH A BOLLARD PULL OF 22 TONS AHEAD AND 18 TONS ASTERN IS AVAILABLE BUT NOT USUALLY REQUIRED. A SMALLER TUG WITH A BOLLARD PULL OF 3.5 TONS IS ALSO AVAILABLE.

D. ENTRANCE. (12-82) (USDAO WELLINGTON) RABBIT ISLAND IS VERY PROMINENT TO THE WEST OF THE HARBOR ENTRANCE. THE LIGHT AT BOULDER BANK LIGHTHOUSE, NORTH OF THE HARBOR ENTRANCE HAS BEEN DISCONTINUED. THE LIGHTHOUSE, AN ISOLATED WHITE STRUCTURE ON BOULDER BANK, SHOULD BE VISIBLE DURING DAY LIGHT HOURS. A NEW LANDFALL LIGHT FOR PORT NELSON, FP (2) WR 12S 22 M 15 M, HAS BEEN ESTABLISHED IN POSITION 41°15'45"S/173°16'79"E. SECTORS ARE RED 067°-095° (28°), WHITE 095°-216° (121°).

E. CHANNEL. (12-82) THE ENTRANCE RANGE AND THE MAIN CHANNEL RANGE ARE EASILY SEEN AND MAKE THE APPROACH AND ENTRANCE TO THE HARBOR QUITE EASY.

F. ANCHORAGES. (12-82) (USDAO WELLINGTON) ANCHORAGE AWAITING PILOT CAN BE TAKEN IN A DEPTH OF ABOUT 9 M (30 FT) MUD WITH BOULDER BANK LIGHTHOUSE BEARING 130° DISTANCE 8 CABLES (4,864 FT) OR FURTHER SEAWARD, DEPENDING ON WEATHER CONDITIONS, DRAFT, AND LENGTH OF STAY OF ANCHOR.

G. WRECKS AND OBSTRUCTIONS. (11-85) CONSULT PUB 127.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

NELSON, NEW ZEALAND

A. MOORINGS, DOCKS, ETC. (11-85) CONSULT PUB 127.

B. FUEL, LUBE, AND DIESEL OIL. (12-77) ADEQUATE SUPPLY OF FUEL OIL IS DELIVERED THROUGH 10.16 CM (4 IN) HOSE CONNECTION AT THE RATE OF 100 TON/HR. FOR SMALL DELIVERIES, TRUCKS ARE AVAILABLE. DIESEL OIL IS IN ABUNDANT SUPPLY VIA PIPE AT 50 TON/HR WITH 10.16 CM (4 IN) HOSE CONNECTION. LUBE OIL IS AVAILABLE FROM WELLINGTON ON ONE WEEK'S NOTICE VIA DRUMS AND TRUCK. JP-5 AND AVGAS CAN BE OBTAINED AT NELSON AIRPORT WHICH IS 6.4 KM (4 MI) FROM THE PORT. POL TANKS ARE LOCATED .4 KM (.25 MI) FROM THE MAIN WHARF WITH THE PRINCIPAL OWNERS BEING B.P., MOBIL, SHELL, AND CALTEX. THE PORT ALSO HAS A TANKER TRUCK FOR REMOVAL OF OILY WASTES OR DIRTY BALLAST.

C. MECHANICAL HANDLING FACILITIES. (12-77) THE NELSON HARBOR BOARD HAS GAS POWERED CRANES AVAILABLE. THE PORT MAINLY HANDLES WOOD PULP AND SAWDUST BOUND FOR JAPAN, SO FACILITIES ARE GEARED FOR TRANSFER OF THAT TYPE OF MATERIAL.

D. DRYDOCKS AND REPAIR FACILITIES. (12-77) ORDINARY REPAIRS CAN BE MADE TO ENGINES, HULL, MACHINERY AND BOILERS.

E. WAREHOUSES AND STORAGE. (12-77) THERE ARE A FEW SMALL ONE STORY WOOD WAREHOUSES WITH STEEL ROOFS.

F. STEVEDORES. (11-85) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY (12-77) PORT NELSON CAN ACCOMMODATE UP TO 3 TO 5 DD TYPE SHIPS AT ONE TIME.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (12-77) PORT NELSON DOES NOT HAVE ANY RAIL SERVICE, BUT ROAD TRAVEL IS AVAILABLE TO ALL COASTAL CITIES.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (11-85) NO INFORMATION IS AVAILABLE.

B. WATER. (12-77) POTABLE WATER IS READILY AVAILABLE THROUGH METRIC FITTED PIPES. THE POINT OF CONTACT IS THE MAIN WHARF WATCHMAN.

C. AIRFIELD. (12-77) THE CLOSEST AIRFIELD IS THE NELSON REGIONAL AIRPORT, 6.4 KM (4 MI) FROM THE PORT. IT HAS A TAR RUNWAY ORIENTED 002°/182°. MOTUEKA AIRPORT IS LOCATED ABOUT 53 KM (33 MI) FROM THE PORT WITH A TAR RUNWAY ORIENTED 020°/200°. THEY HAVE RUNWAY LENGTHS OF 1,225 (4,020 FT) AND 457 M (1,500 FT) RESPECTIVELY. NELSON'S OPERATING HOURS ARE 0730-2100, WHILE MOTUEKA'S ARE 0600-2200.

D. COMMUNICATIONS. (12-77) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 BRIDGE TO BRIDGE. TELEPHONE SERVICE IS AVAILABLE ONBOARD. CALLS CAN BE MADE TO CONUS WITH NO WAITING TIME. USDAO NOTIFIES THE LOCAL POSTMASTER

NELSON, NEW ZEALAND

AT CITY CENTER FOR RELIABLE MAIL DELIVERY/PICK-UP.

E. MEDICAL. (5-85) SEE M7/MED.

F. GASOLINE. (12-77) GASOLINE IS READILY AVAILABLE IN NELSON.

G. PROVISIONS. (11-85) NO CURRENT INFORMATION IS AVAILABLE.

H. GARBAGE DISPOSAL. (12-77) GARBAGE REMOVAL IS AVAILABLE TWICE DAILY BY TRUCK. NO TRASH WILL BE PICKED UP UNLESS IT IS IN PLASTIC BAGS.

4. PERSONALIA

A. CALLS. (12-77) CALLS ON THE MAYOR AND THE CHAIRMAN OF NELSON HARBOR BOARD ARE ARRANGED BY LOCAL NAVAL RELATIONS OFFICERS. VISITS BY THE SEA SCOUTS, SCHOOL GROUPS, AND GENERAL PUBLIC ARE COMMON.

B. HONORS. (12-77) NELSON IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) BECAUSE OF ITS NATURAL HARBOR, NELSON WAS SETTLED BY THE FIRST EMIGRANT SHIPS IN 1842. SEVEN MONTHS LATER, SOME 77 ADDITIONAL VESSELS HAD ENTERED THE HARBOR, AND THE POPULATION HAD INCREASED TO MORE THAN 2,000. BY 1850, NELSON BECAME THE SECOND MOST IMPORTANT TOWN IN NEW ZEALAND, AND BY 1858 IT ACHIEVED THE STATUS OF A CITY. NELSONIANS HAVE CONFIRMED THEIR PRIDE IN BEING NAMED AFTER ENGLAND'S NAVAL HERO BY SUCH STREET NAMES AS TRAFALGAR, HARDY, NILE, AND COLLINGWOOD. SOME OF THE EARLIEST INDUSTRIES ESTABLISHED IN NELSON WERE A FLAX MILL, TANNERY, SOLAR SALT WORKS, WOOLEN MILL, AND A BREWERY. THE AREA ALSO HAD A BRIEF GOLD RUSH BEGINNING IN THE LATE 1850'S. TODAY, AGRICULTURE CONTINUES TO BE THE MAINSTAY OF THE AREA. IN THE BEAUTIFUL COUNTRYSIDE ARE MILES OF FARMLAND THAT PRODUCE SHEEP, CATTLE, TOBACCO, HOPS, AND A VARIETY OF FRUITS (MOSTLY APPLES), BERRIES, AND VEGETABLES. OTHER MAJOR INDUSTRIES INCLUDE FISHING, MINING, AND TIMBER PRODUCTION. TODAY, NELSON IS KNOWN FOR ITS SUNSHINE, GOLDEN BEACHES, FIVE MOUNTAINS, RIVER AND LAKE SCENERY, AND ATTRACTIVE FARM AND ORCHARD LANDS.

SHIP TOURS ARE ENTHUSIASTICALLY RECEIVED AND HOSTING OF THE SHIP'S CREW BY CITY OFFICIALS AND ITS CITIZENS IS VERY COMMON.

B. LIBERTY. (12-77) THE LOCAL POLICE, LOCATED AT CITY CENTER, REQUIRE TWO ENLISTED PERSONNEL ON A STANDBY-BASIS FOR SHORE PATROL. THE MAXIMUM RECOMMENDED LIBERTY PARTY IS 300.

C. CLUBS AND BARS. (12-77)

| <u>NAME</u> | <u>PRICES</u> | <u>LIQUOR</u> |
|------------------|----------------------------------|---------------|
| HOTEL NELSON | US\$.50 BEER/US\$.70 MIXED DRINK | BEER/MIXED |
| WAKATU HOTEL | " " | " " |
| RUTHERFORD HOTEL | " " | " " |

NELSON, NEW ZEALAND

D. RESTAURANTS. (12-77) THERE ARE MANY LOCAL PAMPHLETS AND BROCHURES AVAILABLE POINTING OUT THE NUMEROUS BARS AND RESTAURANTS.

E. HOTELS. (12-77)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD/BAR</u> |
|---------------------|----------------------|--------------|-----------------|
| CUSTOM HOUSE HOTEL | 252 HAVEN ROAD | \$10-\$25 | YES |
| DOMINION HOTEL | 2 NILE ST. WEST | " | " |
| HOTEL NELSON | 270 TRAFALGAR ST. | " | " |
| METROPOLITAN HOTEL | 131 BRIDGE ST. | " | " |
| POST BOY HOTEL | 58 VANGUARD ST. | " | " |
| PRINCE ALBERT HOTEL | 113 NILE ST. | " | " |
| ROYAL HOTEL | BRIDGE & COLLINGWOOD | " | " |
| RUTHERFORD HOTEL | 328 TRAFALGAR ST. | " | " |
| WAKATU HOTEL | BRIDGE & COLLINGWOOD | " | " |

F. ATHLETICS. (12-77) TENNIS COURTS, CRICKET FIELDS, CROQUET FIELDS, AND RUGBY FIELDS ARE AVAILABLE AT TRAFALGAR CENTER, NEAR THE PIERS. ALSO, SEVERAL GOLF COURSES ARE SITUATED WITHIN 16 KM (10 MI) OF THE PORT. PUBLIC PARKS ARE ALSO AVAILABLE FOR PICNICS.

G. BEACHES. (12-77) TAHUNANUI BEACH IS 4.8 KM (3 MI) FROM THE CENTER OF THE CITY. IT IS REPUTED TO BE ONE OF THE MOST PLEASANT AND SAFEST IN THE COUNTRY. IN THE VICINITY OF THE BEACH, THERE ARE FACILITIES SUCH AS CLOTHES CHANGING SHEDS, A SMALL ZOO, SKATING RINK, MODELLER'S POND AND A CHILDREN'S PLAYGROUND.

H. CHURCHES. (12-77) THE FOLLOWING CHURCHES ARE IN THE CENTRAL NELSON AREA:

ANGLICAN - ST. PETER'S CHURCH OF ENGLAND, TUKUKA ST, 1030.
CHRIST CHURCH CATHEDRAL, TRAFALGAR SQUARE, 0930 & 1100.
NELSON ASSEMBLY OF GOD - 132 VANGUARD ST, 1000 & 1900.
NELSON BAPTIST CHURCH - 193 BRIDGE ST, 1100 & 1900.
CHRISTIAN BRETHREN ASSEMBLY - 233 RUTHERFORD ST, 1000 & 1900.
CHRISTIAN SCIENCE SOCIETY - 99 COLLINGWOOD ST, 1030
CHURCH OF CHRIST - 173 RUTHERFORD ST, 1030.
HOPE LUTHERAN CHURCH - 1000.
ST. JOHN'S METHODIST - 320 HARDY ST, 1000 & 1900.
TRINITY PRESBYTERIAN CHURCH - 66 NILE ST, 1000 & 1900.
CATHOLIC CHURCH - 67 OXFORD ST
ST. MARY'S ROMAN CATHOLIC CHURCH - 20 MANUAK ST.
SEVENTH DAY ADVENTIST CHURCH - 32 COLLINGWOOD ST.

I. TRANSPORTATION. (12-77) SHIP'S VEHICLES CANNOT BE OFFLOADED AT NELSON. HOWEVER, BUSES RUN FROM 0700 TO 1800. METERED TAXIS ARE AVAILABLE ON A 24-HR BASIS. THE TAXIS ARE MARKED BY A STAR SHAPED LIGHT ON THE ROOF AND SOME SIDE MARKINGS. RENTAL CARS ARE ALSO AVAILABLE.

J. TOURS. (12-77) THERE ARE A NUMBER OF TOURS AVAILABLE TO THE

NELSON, NEW ZEALAND

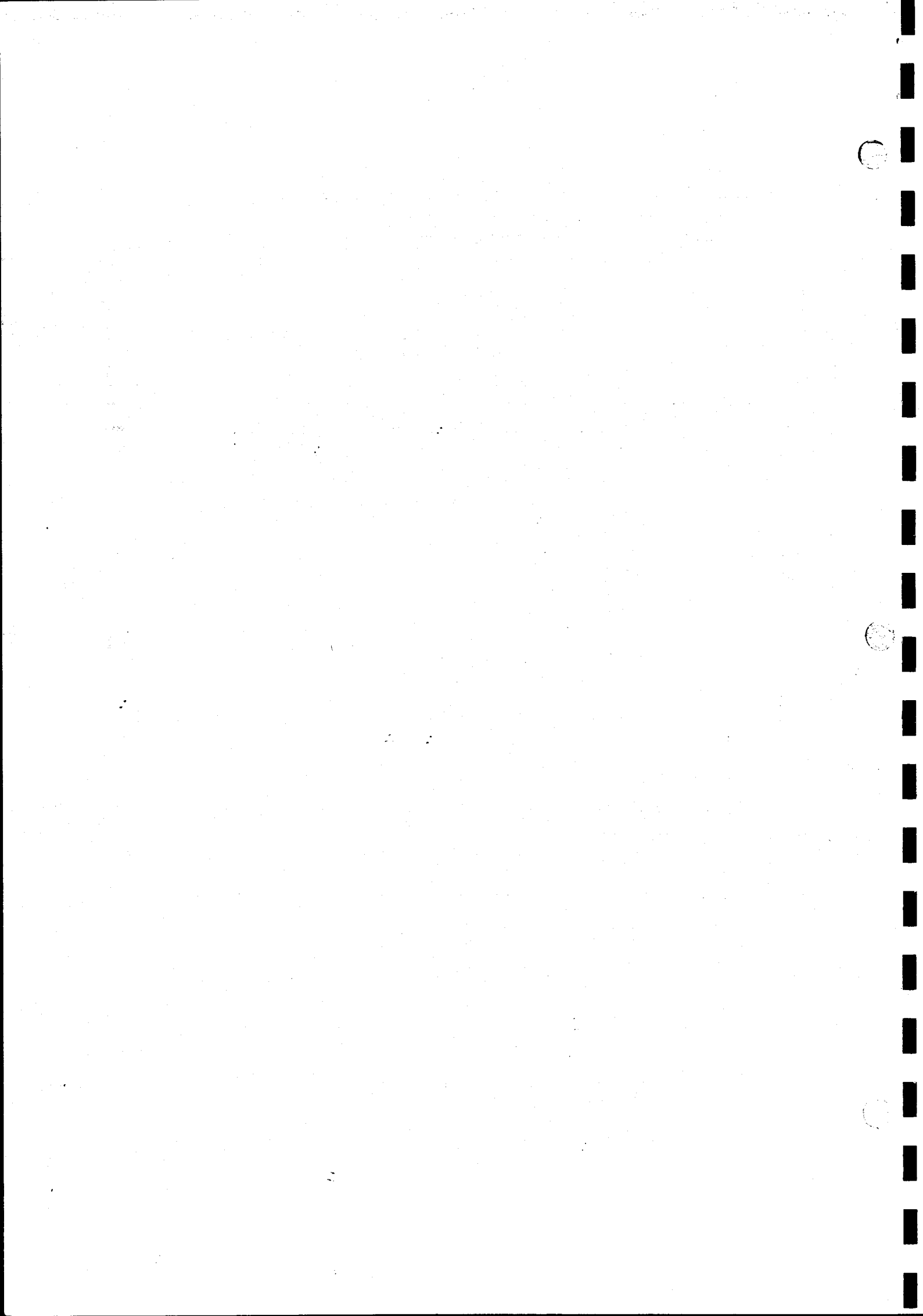
COUNTRYSIDE, WINERY, THE TOBACCO RESEARCH STATION, SMALL TOWN SHOPS, KAITERITERI BEACH, AND GOLDEN DOWNS STATE FOREST. DEPENDING ON THE AMOUNT OF INTEREST, THERE ARE DIFFERENT SIZE BUSES AVAILABLE WITH AN AVERAGE COST OF US\$4.50 PER PERSON. THERE IS ALSO AN AIR TOUR AVAILABLE THROUGH THE AERO CLUB (TEL 79094) AT US\$13.00/HR PER PERSON.

K. SHOPPING (12-77) NO PARTICULAR BARGAINS ARE TO BE FOUND.

L. THEATER AND CINEMA. (12-77) MAJESTIC CINEMA AND STATE CINEMA ARE BOTH LOCATED ON TRAFALGAR STREET WHILE THEATER ROYAL IS LOCATED ON RUTHERFORD STREET.

M. MISCELLANEOUS. (12-77) CURRENCY EXCHANGE CAN BE CONDUCTED ONBOARD BY THE BANK OF NEW ZEALAND. THERE IS NO DIFFICULTY IN EXCHANGING CURRENCY AT THE END OF A STAY. THE PORT AREA IS SURROUNDED BY A FENCE WITH NO MILITARY FORCES NOR RESTRICTIONS PRESENT. SATISFACTORY LAUNDRY SERVICE IS AVAILABLE PIER SIDE BY VALET SERVICES AT US\$1.35 FOR TROUSERS AND US\$.70 FOR SHIRTS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (11-85).



NELSON, NEW ZEALAND

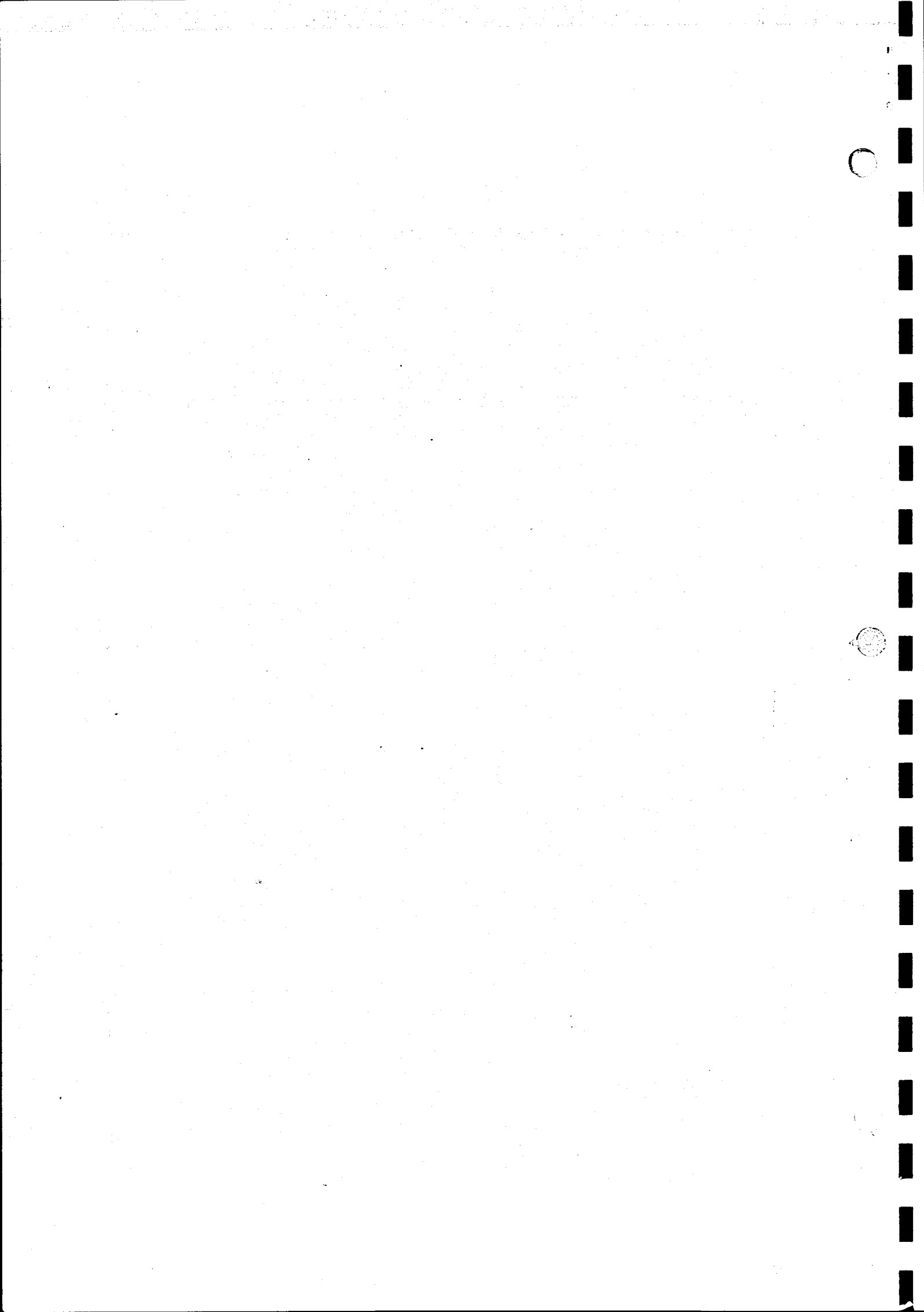
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL CARE IS AVAILABLE AT THE NELSON PUBLIC HOSPITAL (317 BEDS). SERVICES INCLUDE GENERAL MEDICINE AND SURGERY, OB/GYN, PEDIATRICS, PHYSIOTHERAPY, PATHOLOGY, X-RAY, AND LABORATORY. DENTAL CARE IS PROVIDED BY LOCAL DENTISTS.

NO INFORMATION IS AVAILABLE ON QUARANTINE REGULATIONS FOR THIS PORT.



TAURANGA, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) TAURANGA HARBOR (37°39'S/146°11'E) IS LOCATED IN A PROTECTED INLET OFF THE BAY OF PLENTY AND COVERS AN AREA OF 200 SQ KM (78 SQ MI) AND HAS 273 KM (170 MI) OF SHORELINE. THE EASTERN SIDE OF THE ENTRANCE, SOME 183 M (600 FT) IN WIDTH, IS DISTINGUISHED BY MOUNT MAUNGANUI. THE SOUTHEASTER'S TIP OF MATAKANA ISLAND FORMS THE WESTERN SIDE OF THE ENTRANCE BY LOW SANDHILLS.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 85) AND CHART 76171 (8TH ED 23 MAR 85, CORR NM 12/85).

(4-84) (USS BRONSTEIN) RANGES ARE GOOD AND WELL MARKED. RADAR NAVIGATION IS POOR. THERE IS A GOOD POSSIBILITY OF EXPERIENCING BREAKERS AT THE HARBOR ENTRANCE. THE BLACK OR GREEN BUOY AT THE HARBOR ENTRANCE WAS 50 YDS TO WEST OF CHANNEL. ALL NAVAIDS INSIDE HARBOR ARE PERMANENTLY POSITIONED BEACONS. RECOMMEND ENTERING HARBOR AT HIGH TIDE DUE TO DEPTH OF CHANNEL AND CURRENT DURING TRANSITIONS.

C. PILOTAGE. (4-84) (USS BRONSTEIN) PILOTAGE IS MANDATORY. PILOT WAS KNOWLEDGEABLE. TUGS ARE YTB SIZE AND CREWS WERE PROFICIENT.

D. ENTRANCE. (11-85) CONSULT PUB 127.

E. CHANNEL. (11-85) CONSULT PUB 127.

F. ANCHORAGES. (11-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (11-85) CONSULT PUB 127.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (4-84) (USS BRONSTEIN) BRONSTEIN MOORED PORT SIDE TO MOUNT MAUNGANUI PIER. THIS IS A LONG CONCRETE PIER WITH AMPLE RUBBER BUMPERS EVENLY SPACED. TELEPHONE AND POTABLE WATER WERE AVAILABLE ON THE PIER.

B. FUEL, LUBE, AND DIESEL. (4-84) (USS BRONSTEIN) BRONSTEIN RECEIVED 76,612 GALS OF FUEL FROM TRUCKS. THE PUMPING RATE WAS 135 GPM THROUGH A 15.2 CM (6 IN) FLANGED HOSE WITH A 7.6 CM (3 IN) CAMLOCK COUPLING. BRONSTEIN INITIALLY STARTED FUELING WITH THREE TRUCKS, BUT TWO HAD OTHER COMMITMENTS, LEAVING BULK OF FUELING FOR ONE TRUCK WITH A 35-45 MIN WAIT FOR THE TRUCK TO RELOAD AND RETURN. TOTAL FUELING TIME WAS 9.5 HRS.

C. MECHANICAL HANDLING FACILITIES. (12-77) BOTH WHARVES ARE CONNECTED TO THE MAIN RAILWAY SYSTEM. MOST CARGO IS HANDLED TO AND FROM SHIP SIDE BY RAIL AND FORKLIFT. CARGO IS LOADED AND OFF-LOADED BY SHIPBOARD OR

TAURANGA, NEW ZEALAND

MOBILE CRANES. THE HARBOR BOARD OWNS A 1.5-TON CRANE AT TAURANGA, A 30-TON CRANE AT MOUNT MAUNGANUI, AND A 15-TON DERRICK. IN ADDITION, THE HARBOR OWNS 86 "SPECIAL HANDLING MACHINES" WITH A CAPACITY OF UP TO 9 METRIC TONS (20,000 LBS) EACH, FIVE "SPECIAL MACHINES" FOR HANDLING LOGS WITH CAPACITIES OF UP TO 40 METRIC TONS (90,000 LBS), AND NUMEROUS FORK-LIFT VEHICLES. NO DESCRIPTION OF THESE SPECIAL MACHINES IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (12-77) A 400-TON CAPACITY SLIPWAY IS OWNED AND OPERATED BY THE HARBOR BOARD EXCLUSIVELY FOR ITS OWN TUGS. THERE ARE NO OTHER DRYDOCKS OR REPAIR FACILITIES IN THE AREA.

E. WAREHOUSES AND STORAGE. (6-73) THERE ARE FOUR CARGO SHEDS, ONE WAREHOUSE AND ONE COLD STORE WHICH MAKE UP THE 27,870 SQ M (300,000 SQ FT) OF STORAGE AREA.

F. STEVEDORES. (11-85) NO CURRENT INFORMATION AVAILABLE.

G. PORT CAPACITY. (12-77) THE PORT CAN ACCOMMODATE TWO FF/DD TYPE SHIPS AT ONE TIME.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (12-77) RAIL AND BUS SERVICE IS AVAILABLE, BUT THERE IS NO COMMERCIAL PASSENGER OCEAN TRANSPORTATION, OTHER THAN LIMITED SPACE ON SOME CARGO SHIPS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (12-77) TUG SERVICES IN TAURANGA ARE EXCELLENT. TWO TUGS ARE AVAILABLE. THE LARGER TUG IS EQUIPPED WITH AN UNUSUAL PROPULSION SYSTEM (EXACT TYPE UNKNOWN) MAKING IT EXTREMELY MANEUVERABLE. A NUMBER OF BARGES ARE AVAILABLE FOR VARIOUS PURPOSES. NAVAL VESSELS ARE NOT CHARGED FOR TUG SERVICES.

B. WATER. (4-84) (USS BRONSTEIN) FRESH WATER WAS AVAILABLE FROM RISERS [6.35 CM (2.5 IN) HOSE] WITH CONSTANT PRESSURE AT NO COST. NO TREATMENT WAS REQUIRED.

C. AIRFIELDS. (11-85) (FICPAC) THE TAURANGA AIRPORT (37°40.3'S/176°11.7'E) IS A SMALL AIRFIELD PROVIDING REGULAR SERVICE TO OTHER NEW ZEALAND CITIES. IT HAS THREE RUNWAYS:

| <u>ORIENTATION</u> | <u>DIMENSION</u> | | |
|--------------------|------------------|------------------|---------|
| 030/210 | 655 X 61.1 M | (2,150 X 200 FT) | EARTH |
| 070/250 | 1,280 X 45.7 M | (4,200 X 150 FT) | ASPHALT |
| 160/340 | 884 X 91.4 M | (2,900 X 300 FT) | EARTH |

D. COMMUNICATIONS. (4-84) THE HARBOR FREQUENCIES ARE: 2182 KHZ - CALLING NET, 2012 KHZ - WORKING NET, 2162 KHZ - WORKING NET. HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 12 (156.6 MHZ) OR CHANNEL 16 (156.8 MHZ). THE CALL SIGN FOR THE HARBOR CONTROL IS "ZLDQ". SHIPS USE THE

TAURANGA, NEW ZEALAND

SHIP'S NAME. THERE SHOULD BE NO DIFFICULTY IN RECEIVING OR DELIVERING REGULAR MAIL. AT PRESENT, CHRISTCHURCH IS THE ONLY CITY IN NEW ZEALAND THAT CAN RECEIVE INCOMING REGISTERED MAIL. ADVANCE ARRANGEMENTS MUST BE MADE TO PLACE INCOMING REGISTERED MAIL IN AN OTHER CITY. OUTGOING REGISTERED MAIL CAN BE SENT THROUGH NEW ZEALAND'S POSTAL SYSTEM WITH NO PROBLEMS.

E. MEDICAL. (5-85) SEE M4/MED.

F. GASOLINE. (4-84) SEVERAL GASOLINE STATIONS OFFER GOOD QUALITY GASOLINE IN THE CITY. OUTSIDE THE CITY, THE STATIONS ARE SPARSE.

G. PROVISIONS. (4-84) (USS BRONSTEIN) PROVISIONS PROVIDED BY IAN PRICE PROVIDERS, LTD. WERE PAID BY GOVERNMENT CHECK. QUALITY OF PRICE-HIGH. MILK IN 1-GAL PLASTIC CONTAINERS WAS VERY GOOD.

H. GARBAGE DISPOSAL. (12-77) TRASH AND GARBAGE DISPOSAL IS HANDLED BY THE BAY OF PLENTY HARBOR BOARD. DUE TO STRICT NEW ZEALAND HEALTH LAWS, THE PROCEDURES ARE RIGID. THE SHIP WAS PROVIDED WITH REFUSE CONTAINERS UPON ARRIVAL (ONLY THESE CONTAINERS MAY BE USED). THREE TIMES A DAY, THE CONTAINERS ARE COLLECTED AND THE CONTENTS ARE INCINERATED.

4. PERSONALIA

A. CALLS. (4-84) (USS BRONSTEIN) CALLS MAY BE MADE ON:

MAYOR OF TAURANGA
MAYOR OF MT MAUGANUI
REPRESENTATIVE OF COUNTY COUNCIL
CHAIRMAN OF HARBOR BOARD
HARBOR MASTER
GENERAL MANAGER OF HARBOR BOARD
U.S. AMBASSADOR

CALLS WERE FOLLOWED BY A LUNCHEON AT THE TAURANGA HARBOR BOARD. BRONSTEIN HOSTED A LUNCHEON ONBOARD. GENERAL VISITING WAS CONDUCTED FOR TWO DAYS, AND 700 VISITORS TOURED THE SHIP.

B. HONORS. (4-84) TAURANGA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) THE CITY OF TAURANGA, ON THE EAST COAST OF NORTH ISLAND, IS LOCATED ON TWO BRIDGE-CONNECTED PENINSULAS JUTTING INTO THE INLAND WATERWAY WHICH COMPRISES TAURANGA HARBOR. EXCELLENT BEACHES ENHANCE THE SEAWARD COASTAL STRETCHES MAKING TAURANGA A POPULAR TOURIST RESORT DURING THE SUMMER SEASON.

HISTORICALLY, TAURANGA HAS BEEN UNDRAMATIC. UNTIL 1950, THE AREA WAS A QUIET COASTAL TOWN AND BEST KNOWN AS A RESORT. SINCE 1950, HOWEVER, THE PORT FACILITY HAS BEEN DEVELOPED AND TAURANGA HAS BECOME ONE OF NEW

TAURANGA, NEW ZEALAND

ZEALAND'S MAJOR EXPORT SHIPPING CENTERS. SERVED BY NATIONAL HIGHWAYS AND RAIL SERVICE, TAURANGA IS AN EXCELLENT DISTRIBUTION CENTER. PLANS FOR FURTHER DEVELOPMENT CONTINUE TO BE FORMULATED WITH CONSIDERABLE ADDITIONAL GROWTH ENVISIONED. THE POPULATION OF TAURANGA IS APPROXIMATELY 270,000 (1975 EST) AND AN ADDITIONAL 80,000 PERSONS RESIDE IN MT. MAUNGANUI ACROSS THE HARBOR.

B. LIBERTY. (4-84) (USS BRONSTEIN) UNRESTRICTED LIBERTY WAS GIVEN FOR THE VISIT. SHORE PATROL WAS NOT REQUIRED. TAURANGA POLICE CONSTABULARY WAS VERY HELPFUL.

C. CLUBS AND BARS. (12-77) IN GENERAL, NIGHT LIFE IN THE AREA IS SEDATE. IT IS A COMMON PRACTICE FOR THE LOCAL POPULACE TO EXTEND INVITATIONS FOR ENTERTAINMENT DURING EVENING HOURS.

D. RESTAURANTS. (12-77) A WIDE ASSORTMENT OF EXCELLENT FOOD AND DOMESTIC BEVERAGES ARE OFFERED.

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|------------------|-----------------|-----------------|----------------|----------------|
| PICADILLY | TAURANGA | \$3-5 | SEA FOOD/STEAK | NO |
| BARONS | MR. MAUNGANUI | \$3-6 | SEA FOOD/STEAK | BRING YOUR OWN |
| GREERTON HOTEL | TAURANGA | \$4-6 | COMPLETE MENU | YES |
| KENTUCKY CHICKEN | TAURANGA | SAME AS IN U.S. | CHICKEN | NO |

E. HOTELS. (12-77)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE SCALE</u> | <u>DINING/LIQUOR</u> |
|------------------|-----------------|-------------------------------------|--------------------------------------|
| SUN COURT MOTEL | TAURANGA | \$14-30 DEPENDS ON NO. OF OCCUPANTS | NONE, KITCHENETTE, PARTY ROOM AVAIL. |
| PRINCES'S GATE | ROTORUA | \$10 DOUBLE EXCELLENT | YES. BREAKFAST INCLUDED. |
| CAMERON RD MOTEL | TAURANGA | \$20 DOUBLE | KITCHENETTE |

F. ATHLETICS. (12-77) FACILITIES ARE AVAILABLE FOR BASEBALL, BASKETBALL, SWIMMING, LAWN BOWLING, GOLF, AND HORSEBACK RIDING. GREEN FEES AT THE MAUNGANUI GOLF COURSE ARE NZ\$25.00. COMPETITION CAN BE ARRANGED WITH LOCAL TEAMS IN BASKETBALL AND SOFTBALL.

G. BEACHES. (12-77) THE AREA HAS SEVERAL LARGE PUBLIC BEACHES WHICH PROVIDE EXCELLENT SWIMMING AND SURFING IN SEASON.

H. CHURCHES. (12-77) NUMEROUS CHURCHES OF VARIOUS FAITHS ARE LOCATED IN TAURANGA AND MT. MAUNGANUI.

I. TRANSPORTATION. (12-77) LOCAL TRANSPORTATION IS NOT ADEQUATE TO MEET THE ADDITIONAL DEMANDS OF A SHIP'S LIBERTY PARTY. THERE ARE FEW CABS. THEY ARE NOT METERED. CHARGES ARE COMPUTED ON THE BASIS OF SET CHARGES FROM ONE PLACE TO ANOTHER. A RENTAL CAR IS ONE SOLUTION TO THE TRANSPORTATION PROBLEM. A VALID U.S. LICENSE IS SUFFICIENT.

TAURANGA, NEW ZEALAND

J. TOURS. (12-77) TOURS SPONSORED BY VARIOUS CIVIC GROUPS AND INDIVIDUALS WILL BE CONDUCTED. SOME MAJOR POINTS OF INTEREST ARE ROTORUA (THERMAL SPA), LAKE TAUPO, MT. MAUNGANUI, HOT SALT WATER BATHS AND WILD PIG HUNTING.

K. SHOPPING. (12-77) THERE ARE NO PARTICULAR SPECIALTIES OR GOOD BUYS IN TAURANGA.

L. THEATER AND CINEMA. (12-77) SOME RECOMMENDED THEATERS ARE: THE REGENT OFF SPRING ST, TAURANGA ODEON ON DEVONPORT RD, AND THE TAURANGA REGENT IN MOUNT MAUNGANUI.

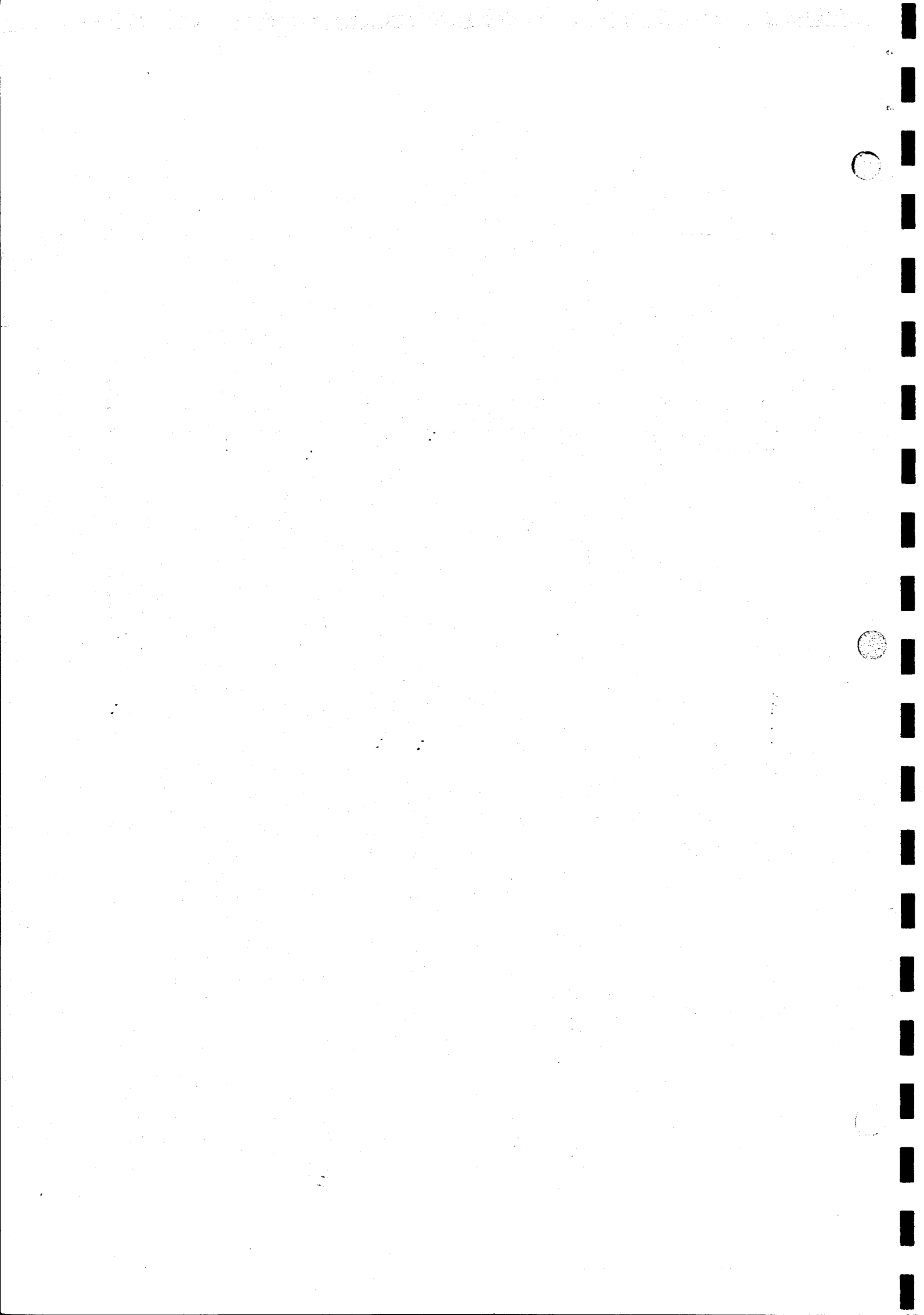
M. MISCELLANEOUS. (4-84) (USS BRONSTEIN) TAURANGA IS A VERY GOOD LIBERTY PORT. PEOPLE ARE VERY FRIENDLY. NIGHT LIFE CLOSES DOWN BY 2300. THE DIAL-A-SAILOR PROGRAM PROVIDED EXCELLENT DIVERSION FOR THE CREW - TRIPS, DINNERS, AND OVERNIGHT BILLETING, ETC. THE HARBOR BOARD PROVIDED EXCELLENT SUPPORT FOR HOTEL SERVICES AND AREA INFORMATION.

FOREIGN PROVISIONS OTHER THAN US, AS, AND NZ MAY NOT BE CONSUMED WHILE IN PORT. NO FOODSTUFF IS ALLOWED TO BE TAKEN OFF THE SHIP FOR CONSUMPTION.

A LOCAL CHANDLER SET UP SHEEPSKIN SALES FOR THE CREW ON THE MESS DECKS. A CURRENCY REPRESENTATIVE PROVIDED EXCHANGE SERVICE ON ARRIVAL AND DEPARTURE.

DURING APPROACH TO THE HARBOR, A SMALL NUMBER OF ANTI-NUCLEAR PROTEST BOATS ENCIRCLED THE SHIP BUT DID NOT ATTEMPT TO BLOCK ENTRY. N.Z. POLICE BOATS WERE VERY EFFECTIVE IN MAINTAINING A CORDON AROUND THE SHIP. THE PROTEST AND ARRIVAL OF USS BRONSTEIN RECEIVED BIG PLAY IN LOCAL NEWSPAPERS. THE ANTINUCLEAR ISSUE SEEMED TO BE THE MAJOR DISCUSSION POINT REGARDING SHIP'S VISIT. TOWN'S PEOPLE WERE VERY FRIENDLY BUT CURIOUS ABOUT THE NUCLEAR ISSUE. PRESS COVERAGE WAS GENERALLY FAVORABLE THOUGH PRESS CLIPPINGS FROM NEWSPAPERS PRIOR TO VISIT INDICATED MUCH DISCUSSION ON WHETHER OR NOT THE SHIP SHOULD BE ALLOWED IN.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (11-85).



TAURANGA, NEW ZEALAND

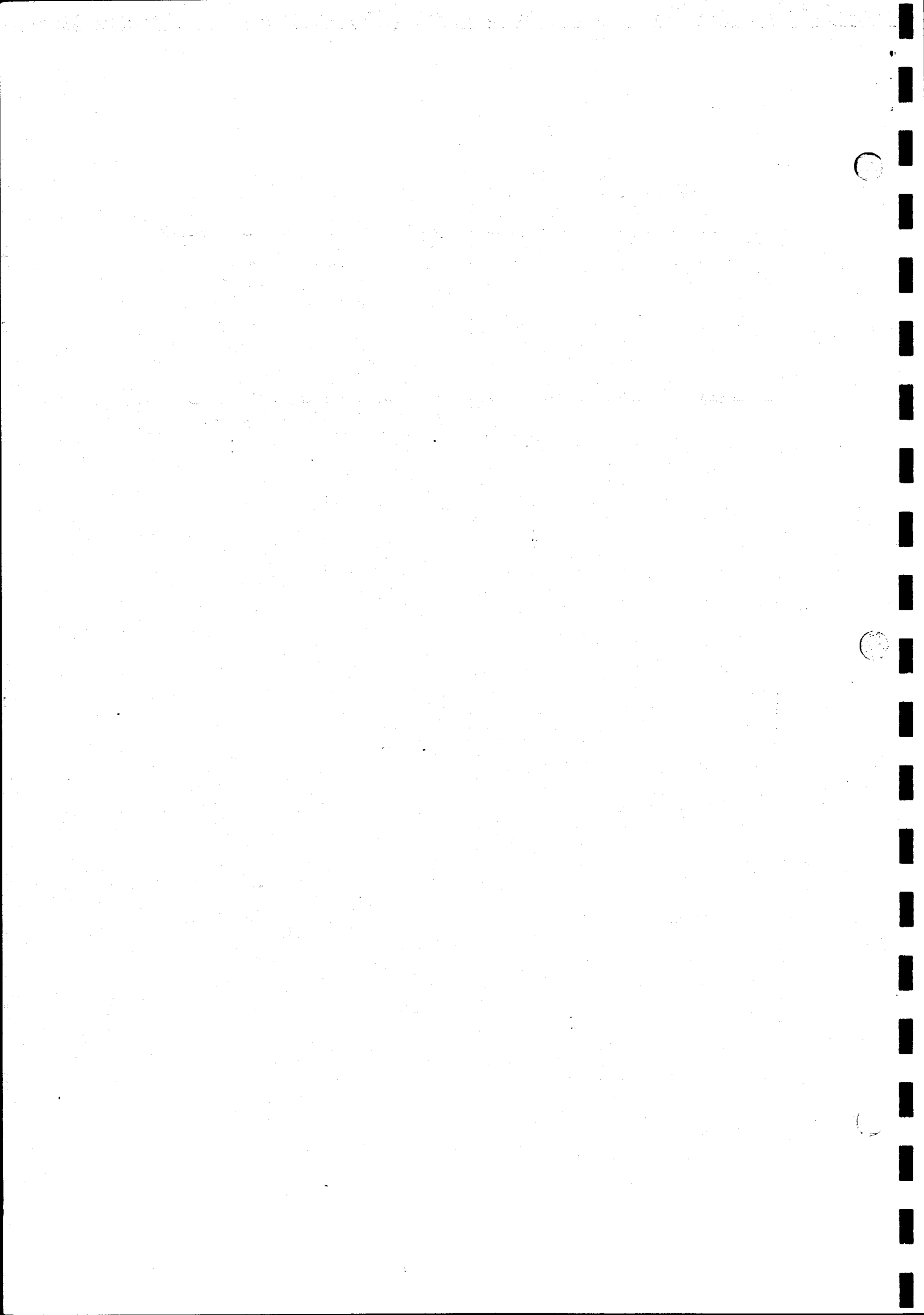
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PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL FACILITIES INCLUDE TAURANGA HOSPITAL, CAMERAN ROAD; CAMBRIDGE PRIVATE HOSPITAL, 15 EDGECUMBE ROAD; AND NORFOLK PRIVATE HOSPITAL, GRACE ST. THESE FACILITIES OFFER ALL MEDICAL AND SURGICAL SPECIALTIES. DENTAL CARE IS AVAILABLE FROM LOCAL DENTISTS.

A PRACTICE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.



PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) PORT LYTTLETON (43°36'S/172°43'E), LOCATED ABOUT 11.2 KM (7 MI) FROM CHRISTCHURCH, IS THE PORT FOR CHRISTCHURCH AND THE PRINCIPAL PORT FOR THE ENTIRE CANTERBURY DISTRICT OF THE SOUTH ISLAND. THE HARBOR, ORIGINALLY CALLED WHANGARAUPU OR WHAKA-RAUPO BY THE MAORI, IS AN INLET FORMED BY A DROWNED VOLCANIC CRATER ON THE NORTHWESTERN SIDE OF BANKS PENINSULA. THE HARBOR ENTRANCE IS 150 M (500 FT) WIDE AND THE HARBOR WIDTH INSIDE THE ENTRANCE IS 300 M (1,000 FT) TO THE END OF NO. 3 JETTY.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 85), DMA CHART 76151, NZ 6231, NZ 63, AND NZ 632.

C. PILOTAGE. (1-83) (USDAO WELLINGTON) PILOT SERVICE IS CUMPSORY AND IS AVAILABLE AT ALL TIMES. THE PILOTS ARE VERY PROFICIENT AND NORMALLY BOARD AT THE ENTRANCE BUOY. PILOT BOATS HAVE BLUE HULLS AND BEIGE DECK HOUSES. DIESEL-POWERED TUGS ARE AVAILABLE AND MAY BE NECESSARY IF A TURN IN THE INNER BASIN IS REQUIRED.

D. ENTRANCE. (11-85) CONSULT PUB 127.

E. CHANNEL. (11-85) CONSULT PUB 127.

F. ANCHORAGES. (11-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (1-83) (USDAO WELLINGTON) TWO NAVIGATION LEGS ARE UTILIZED TO ENTER THE INNER HARBOR. BOTH EMPLOYING LIGHT/BUOY RANGES. DEPTH WITHIN THE HARBOR IS 9.1 M (30 FT) MINIMUM. SHIPS ARE REQUIRED TO MOOR BOW OUT IN THE INNER HARBOR DUE TO A TIGHT TURNING RADIUS IN THE 500 M (1,640 FT) WIDE INNER HARBOR. THERE ARE NO OVERHEAD OBSTRUCTIONS IN THE HARBOR.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (1-83) (USDAO WELLINGTON) THERE IS PIER SPACE TO ACCOMMODATE 10 OCEANGOING VESSELS AND SIX COASTAL VESSELS, INCLUDING TWO ROLL-ON/ROLL-OFF BERTHS. VESSELS OF 190 M (624 FT) ARE BERTHED AT NO. 3 WEST AND NO. 2 EAST. THE MOST SUITABLE BERTHS FOR NAVY SHIPS ARE JETTIES TWO THROUGH SEVEN WHICH AVERAGE 30.5 M (100 FT) OR MORE IN WIDTH. AT THESE JETTIES, PILOTS WOULD LIKE TO HAVE NAVY SHIPS MOOR HEADING SOUTH WITH ONE ANCHOR OUT TO COUNTERACT SURGING WHICH IS SOMETIMES EXPERIENCED IN ROUGH WEATHER. IN ACCORDANCE WITH UNION REGULATIONS, NAVY SHIPS ARE NOT ALLOWED TO HANDLE THEIR OWN LINES. ONLY ONE BROW PER SHIP IS MADE AVAILABLE.

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

| <u>BERTH</u> | <u>LENGTH (M/FT)</u> | <u>SOUNDING (M/FT)</u> |
|---------------------|------------------------|------------------------|
| GLADSTONE PIER WEST | 185/608 | 10-11.6/33-38 |
| GLADSTONE PIER EAST | 333/1,093 | 10.5-11.4/34-37 |
| NO. 1 BREASTWORK | 209/685 | 8.1-10.7/26-35 |
| NO. 2 EAST | 272/893 | 10.2-11.3/33-37 |
| NO. 2 WEST | 262/861 | 8.8/29 |
| NO. 3 EAST | 196/643 | 8.5-11.3/28-37 |
| NO. 3 WEST | 223/730 | 10-11.6/33-38 |
| NO. 4 EAST | 145/476 | 9.4-10.9/29-38 |
| NO. 4 WEST | 170/558 | 8.8-11.6/29-38 |
| NO. 5 EAST | 87/286 | 8.2-9.1/27-30 |
| NO. 5 WEST | 104/340 | 6.7-9.3/22-30 |
| NO. 6 EAST | NO LONGER IN OPERATION | |
| NO. 6 WEST | NO LONGER IN OPERATION | |
| NO. 7 EAST | 185/606 | 10-11.6/33-38 |
| NO. 7 WEST | 170/558 | 10.7-11.6/35-38 |
| OIL WHARF | 202/664 | 10.7-11.3/35-37 |
| CATTLE WHARF | 56/183 | 7.9-10.9/26-31 |

B. FUEL, LUBE, AND DIESEL OIL. (1-83) (USDAO WELLINGTON) FUEL IS OBTAINABLE IN AN ABUNDANT SUPPLY FROM ANY OF THE FOUR PETROL COMPANIES: MOBIL, BRITISH PETROLEUM, CALTEX, AND SHELL. ARRANGEMENTS ARE MADE THROUGH NAVSUPFORANTARCTICA DET ONE. THE PRICE OF FUEL OIL IS US\$375 TO US\$400 PER METRIC TON. JP 5 IS NOT AVAILABLE. THERE ARE TWO GRADES OF BUNKERING FUEL AVAILABLE: BLACK HEAVY FUEL AND MARINE LIGHT DIESEL. THEY ARE DELIVERED BY PIPELINE FROM THE STORAGE LOTS IN THE HARBOR. EACH COMPANY HAS ITS OWN PUMPING FACILITIES AND THE DELIVERY RATE VARIES FROM 142,000 L (37,500 GAL)/HR TO 236,000 L (62,500 GAL)/HR. FUELING IS DONE AT ONE STATION AT A TIME THROUGH A 15.24 CM (6 IN) FLEXIBLE HOSE. STANDARD 15.24 TO 20.32 CM (6 TO 8 IN) COUPLING ADAPTERS ARE AVAILABLE FOR HOOK-UP TO PROBE INSTALLATIONS. AVIATION GAS, WHICH IS BELOW NAVY STANDARDS, IS ALSO AVAILABLE AND DELIVERED THROUGH PIPELINES AT 190,000 L (50,000 GAL)/HR TO THE WHARF. STORAGE CONSISTS OF ABOUT 50 PETROL TANKS. THIS AREA HAS NUMEROUS FACILITIES THAT ARE MAINTAINED FOR ITS SUPPORT OF OPERATION DEEP FREEZE. USDAO WELLINGTON REQUIRED A 14-DAY ADVANCE NOTICE OF SPECIFIC REQUIREMENTS FOR NSFO.

MARINE DIESEL AND LUBE OIL IS AVAILABLE. MARINE DIESEL CAN BE DELIVERED BY PIPELINE AT 2,100 TONS/HR AND BULK LUBE OIL AT 11,350 L (3,000 GAL)/HR. ARRANGEMENTS ARE MADE THROUGH NAVSUPFORANTARCTICA DET ONE AND REQUIRE ONE WEEK ADVANCE NOTICE.

C. MECHANICAL HANDLING FACILITIES. (1-83) (USDAO WELLINGTON) THERE ARE 28 ELECTRICAL AND ONE CONTAINER CRANES WHICH ARE PRIVATELY OWNED IN THE PORT AREA. THEY HAVE CAPACITIES UP TO 5 TONS AND OUTREACHES UP TO 9.1 M (30 FT). FLOATING CRANES ARE ALSO AVAILABLE WITH LOAD CAPABILITY UP TO 80 TONS, OUTREACH TO 14.6 M (48 FT), SWING RADIUS TO 22.9 M (75 FT) AND MAXIMUM HEIGHTS FROM SHACKLE EYE TO WATER LEVEL OF 30.8 M (101 FT).

D. DRYDOCKS AND REPAIR FACILITIES. (1-83) (USDAO WELLINGTON) THERE

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

IS LITTLE CAPABILITY FOR REPAIR OF ELECTRONIC OR COMPLEX ELECTRICAL EQUIPMENT. SHIPWRIGHT WORK AND ENGINEERING REPAIRS TO HULL OR MACHINERY ARE UNDERTAKEN BY LOCAL FIRMS, THEIR CAPABILITIES AND LIMITATIONS ARE UNKNOWN.

THERE IS A GRAVING DOCK AT THE WESTERN END OF THE HARBOR WITH DIMENSIONS AS FOLLOWS: LENGTH 146.6 M (481 FT), BREADTH 18.9 M (61 FT), DEPTH OVER SILL AT HIGH WATER 7 M (23 FT). THERE IS ALSO A PATENT SLIP ADJACENT TO THE GRAVING DOCK WHICH MEASURES 35 M (115 FT) LONG, WITH A DEPTH OF 1.8 M (6 FT) AT HIGH WATER OVER FORWARD BLOCKS AND 2.4 M (8 FT) OVER THE AFT BLOCKS.

E. WAREHOUSES AND STORAGE AREAS. (1-83) NOT AVAILABLE IN THIS PORT.

F. STEVEDORES. (1-83) (USDAO WELLINGTON) THERE IS A PLENTIFUL LABOR SUPPLY, SKILLED AND UNSKILLED, AT THE PORT. HOURS OF WORK ARE 0700-1200, 1300-1700, AND 1700-2100. LABOR IS STRONGLY UNIONIZED.

G. PORT CAPACITY. (1-83) ALONGSIDE BERTHING FOR ABOUT EIGHT NAVAL SHIPS OF DD/CG SIZE IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (1-83) (USDAO WELLINGTON) RAILROAD TRACKS ARE PRESENT ON CASHIN QUAY, NO. 3, 4, AND 7 WHARVES.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (1-83) (USDAO WELLINGTON) LYTTLETON HARBOR HAS TWO DIESEL-POWERED TUGS AVAILABLE. THEY ARE 1,500 HP AND 2,000 HP. NO VEHICLE LIGHTERS ARE AVAILABLE, AND ONLY A FEW BARGES. ALL TUGS ARE OWNED AND CONTROLLED BY THE HARBOR BOARD. ALL PORT SERVICES FOR VISITING USN SHIPS ARE ARRANGED BY NAVAL SUPPORT FORCE ANTARCTICA DETACHMENT ONE, LOCATED AT CHRISTCHURCH INTERNATIONAL AIRPORT. TO OBTAIN TUG SERVICES, REQUEST PRIOR TO 1600 FOR SERVICES BETWEEN 1700-0800. FOR SERVICES OVER THE WEEKEND, REQUESTS ARE DUE PRIOR TO 1600 FRIDAY.

B. WATER. (1-83) POTABLE WATER IS ABUNDANT AND OF GOOD QUALITY. IT IS DELIVERED BY PIPE AT THE RATE OF 2,270 L (600 GAL)/HR WITH A 4.8 CM (1 7/8 IN) CONNECTION. NO BOILER FEED WATER IS AVAILABLE.

C. AIRFIELDS. (1-83) CHRISTCHURCH INTERNATIONAL AIRPORT, LOCATED ABOUT 16 KM (10 MI) FROM LYTTLETON, CAN ACCOMMODATE ANY TYPE OF AIRCRAFT AND PROVIDES EXCELLENT COMMERCIAL AIRLINE CONNECTIONS. IT IS SERVICED BY TAA AND AIR NEW ZEALAND. IT OPERATES 24 HOURS A DAY AND HAS FUEL AVAILABLE. IT HAS AN ASPHALT RUNWAY, 2,438 M (8,000 FT) IN LENGTH WITH A CONCRETE TAXIWAY ORIENTED NW-SE.

GOOD AIRCRAFT AND AIRCRAFT ENGINE REPAIR FACILITIES ARE AVAILABLE. RNZAF BASE WIGRAM, NEAR CHRISTCHURCH, ALSO HAS FACILITIES FOR THE OPERATION OF HELICOPTER AND SMALL JET AIRCRAFT AND OFFERS LIMITED AIRCRAFT MAINTENANCE FACILITIES. AN EMERGENCY HELO LANDING AREA IS LOCATED NEAR THE FIRST AID CLINIC IN LYTTLETON.

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

D. COMMUNICATIONS. (1-83) HARBOR CONTROL CAN BE CONTACTED ON VHF 156.8 (CH 16) UNDER THE CALL SIGN ZMH 61 "LYTTELTON HARBOR RADIO". SHIPS WILL GUARD 2012 KHZ (AM) AND VHF CHANNEL 12 IN THE EVENT OF A TIDAL WAVE OR OTHER DISASTER WHEN A WARNING SIGNAL OF FIVE SHORT BLASTS IS SOUNDED. ENGLISH-SPEAKING OPERATORS ARE ON DUTY ON A 24-HR BASIS FOR RELIABLE PHONE SERVICE, WHICH CAN BE MADE AVAILABLE ON BOARD SHIP. THE OPERATION DEEP FREEZE COMMUNICATION CENTER HAS AN AUTODIN LINE FOR THE PASSING OF SHIP'S TRAFFIC IF REQUIRED. THE HARBOR IS SURROUNDED BY HIGH HILLS AND THERE IS A MARKED LAPSE IN COMMUNICATIONS RELIABILITY AS SHIPS ENTER THE CHANNEL.

MAIL IS PICKED UP AND DISPATCHED FROM THE CHRISTCHURCH POST OFFICE WITH NO DIFFICULTY. AN OPERATION DEEP FREEZE POSTAL CLERK WILL MEET THE SHIP UPON ARRIVAL TO ASSIST THE SHIP'S POSTAL CLERK IN ANY NECESSARY POSTAL ARRANGEMENTS.

E. MEDICAL. (5-85) SEE M3/MED.

F. GASOLINE. (1-83) A GOVERNMENT FACILITY IS AVAILABLE AT NAVSUPP-FORANTARCTICA DET ONE FOR GOVERNMENT VEHICLES. COMMERCIAL GASOLINE STATIONS ARE PLENTIFUL AND SELL GOOD QUALITY GASOLINE.

G. PROVISIONS. (1-83) GOOD QUALITY PROVISIONS CAN BE OBTAINED THROUGH CHANDLERS AND MR. IAN PRICE/FOSTER'S INC. ARRANGEMENTS CAN BE MADE THROUGH THE NEW ZEALAND NAVY VIA LOGREQ.

STRICT NEW ZEALAND AGRICULTURE QUARANTINE LAWS REQUIRE THAT ALL UNCOOKED MEAT (INCLUDING SAUSAGES, SALAMI, AND POULTRY) BE KEPT IN SEALED MEAT LOCKERS OR FREEZERS WHILE IN PORT, EXCEPT WHERE THE FOLLOWING PROVISIONS APPLY:

(1) THE MEATS MUST HAVE BEEN PRODUCED IN NEW ZEALAND, AUSTRALIA, CANADA, OR THE USA, AND

(2) SUCH MEATS MUST HAVE BEEN LOADED ABOARD THE SHIP IN ONE OF THE ABOVE NAMED COUNTRIES. THEREFORE, U.S. PRODUCED MEATS WHICH HAVE BEEN LOADED ABOARD IN JAPAN OR THE PHILIPPINE ISLANDS, FOR EXAMPLE, DO NOT QUALIFY AND MUST BE SEALED.

AGRICULTURAL QUARANTINE IS THE PREROGATIVE OF THE HOST STATE, IN THIS CASE NEW ZEALAND. HOWEVER, THIS PREROGATIVE DOES NOT EXTEND TO GIVING AGRICULTURAL INSPECTORS OF THE HOST STATE THE RIGHT TO BOARD, INSPECT, AND SEAL MEAT LOCKERS OF U.S. NAVY SHIPS. COMMANDING OFFICERS OF U.S. NAVY SHIPS WILL ADHERE TO LOCAL QUARANTINE REGULATIONS AND MAY CERTIFY, DURING NORMAL PRATIQUE OR BY SEPARATE CERTIFICATION TO AGRICULTURAL INSPECTORS, THAT PROHIBITED ITEMS WILL NOT BE UTILIZED IN VIOLATION OF LOCAL LAWS AND, IF NECESSARY, THAT THEY ARE UNDER SEAL. COMMANDING OFFICERS MAY NOT ACCEDE TO REQUESTS, IF ANY, FOR INSPECTION OF SEALS AND MAY NOT INVITE LOCAL OFFICIALS TO INSPECT SEALS.

A PAMPHLET OUTLINING ALL NEW ZEALAND AGRICULTURE AND QUARANTINE REQUIREMENTS IS NORMALLY MAILED TO EACH SHIP SCHEDULED TO VISIT NEW ZEALAND PRIOR TO ARRIVAL.

H. GARBAGE DISPOSAL. (1-83) GARBAGE DISPOSAL IS AVAILABLE DAILY AT 0800 AND 1500 AND CAN BE ARRANGED VIA LOGREQ. THERE ARE NO RESTRICTIONS

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

ON DUMPING EXCEPT THAT TRASH IS TO BE PLACED IN PLASTIC BAGS AND THEN PLACED IN HARBOR GARBAGE CANS. ALL TRASH IS TO BE SEALED. BOXES AND CANS ARE TO BE FLATTENED AND BAGGED. WET GARBAGE IS TO BE SEALED IN DOUBLE BAGS. THE RATES FOR THIS SERVICE IS \$108/DAY AND \$200/SUNDAY.

4. PERSONALIA

A. CALLS. (1-83) (USDAO WELLINGTON) CALLS SHOULD BE MADE ON:

MAYOR, CITY OF CHRISTCHURCH
CITY COUNCIL CIVIC CHAMBERS, 163-173 TUAM ST, CHRISTCHURCH
MAYOR, LYTTLETON BOROUGH COUNCIL, LYTTLETON
CHAIRMAN, LYTTLETON HARBOR BOARD, BOX 23 LYTTLETON
U.S. CONSULAR AGENT

B. HONORS. (1-83) LYTTLETON IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) IN FEB 1770, CAPT COOK DISCOVERED THIS LAND (HE THOUGHT AN ISLAND) AND NAMED IT AFTER MR. BANKS. IN 1809, CAPT CHASE OF THE NAVAL VESSEL "PEGASUS", ATTEMPTED TO SAIL BETWEEN BANKS ISLAND AND THE MAINLAND, DISCOVERED COOK'S ERROR, CAME INTO THE PORT OF CANTERBURY, AND NAMED THE BAY AFTER HIS SHIP.

CAPT WISEMAN OF MESSRS COOPER AND LEVY IN SYDNEY CAME TO TRADE IN FLAX AND TIMBER IN 1829 AND NAMED PORT COOPER AND PORT LEVY AFTER HIS EMPLOYERS. FROM 1831 ONWARDS, WHALERS USED PORT COOPER. CAPT HEMPLEMAN AND HIS FOLLOWERS BECAME THE FIRST SETTLERS IN CANTERBURY WHEN THEY ESTABLISHED A SHORE BASED WHALING STATION IN 1836. IN DEC 1850, THE FIRST IMMIGRANTS FROM ENGLAND LANDED WHERE THE PRESENT RAILWAY STATION STANDS.

THE FIRST RAILWAY WAS OPENED IN 1863, AND THE FIRST BREAKWATER WAS COMPLETED IN 1876.

CHRISTCHURCH NESTLES AT THE BASE OF THE HILLS OF BANKS PENINSULA ON A PLAIN DRAINED BY THE AVON AND HEATHCOTE RIVERS. IT WAS FOUNDED AS A CHURCH OF ENGLAND SETTLEMENT AND HAS A SPACIOUS, OLD WORLD CHARM. ONE ACRE IN EVERY EIGHT IS A PUBLIC PARK, RESERVE, OR RECREATION GROUND.

B. LIBERTY. (1-83) SHORE PATROL SHOULD NOT BE ARMED, EVEN WITH A NIGHTSTICK. THREE ENLISTED ARE REQUIRED TO STANDBY ON BOARD. SMALL BOAT LANDINGS ARE AVAILABLE AT THE NORTHERN END OF FORT LYTTLETON HARBOR. HOWEVER, DUE TO ALONGSIDE BERTHING, THEY ARE NOT NORMALLY NEEDED. IT IS RECOMMENDED THAT THE LIBERTY PARTIES NOT EXCEED 400 PERSONS.

C. CLUBS AND BARS. (1-83) THE FOLLOWING CLUBS OFFER THEIR SERVICE TO PERSONNEL OF VISITING SHIPS:

| | |
|-----------------------|-------------------------|
| WIGRAM RNZAFB | OFFICERS, CPO, ENLISTED |
| HMNZS PEGASUS | OFFICERS, CPO, ENLISTED |
| OPERATION DEEP FREEZE | OFFICERS, CPO, ENLISTED |

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

BUSH INN - DOWNTOWN CHRISTCHURCH - NO COVER

ADAM'S APPLE - DOWNTOWN CHRISTCHURCH - US\$2.00 COVER CHARGE

MANY PUBLIC BARS ARE LISTED IN THE LOCAL TELEPHONE DIRECTORY.

SERVICE CLUBS INCLUDE:

THE CANTERBURY OFFICER'S CLUB - 64 GLOUCESTER ST, CHRISTCHURCH

RETURNED SERVICEMEN'S ASSOCIATION (OFFICERS AND ENLISTED) - 71
GLOUCESTER ST, CHRISTCHURCH

THE BARS AND NIGHTCLUBS IN CHRISTCHURCH CLOSE AT 2200 AND ARE CLOSED ALL DAY SUNDAY. DANCING IS NOT ALLOWED IN THE BARS AND LOUNGES. RESTAURANTS GENERALLY PROVIDE BOTH DANCING AND DRINKING FOR DINERS AND SEVERAL ARE LICENSED TO SERVE LIQUOR UNTIL 2330. CHRISTCHURCH HAS TWO DANCE HALLS WHICH OPEN AT APPROXIMATELY 2230 AND REMAIN OPEN UNTIL 0200. COKE AND COFFEE ARE USUALLY THE ONLY BEVERAGES SERVED. BOTH ARE LOCATED NEAR THE CENTER OF THE CITY, CATHEDRAL SQUARE. THESE ESTABLISHMENTS ARE PATRONIZED PRIMARILY BY THE 18 TO 25 YEAR OLDS. PUBLIC BARS CLOSE AT 2200. POSSESSION OF LIQUOR IN THE VICINITY OF A DANCE HALL OR OTHER PUBLIC BUILDING THAT IS NOT LICENSED IS AN OFFENSE.

D. RESTAURANTS. (1-83)

MALANDO - 813 COLOMBO ST, TEL: 50-678.

GUARDSMAN - 103 ARMAGH ST, TEL: 68-701.

GRENADIER - 24 OXFORD TERRACE, TEL: 50-678.

FAIL'S CAFE - 82 CASHEL ST, TEL: 60-626.

CHARLES RESTAURANT - 202 CASHEL ST, TEL: 30-553.

THE LANDING - CASHEL ST, TEL: 66-517.

BEREN'S RESTAURANT - CORNER COLOMBO AND TUAM STS, TEL: 40-140.

MALIBU STEAK HOUSE - 113 MANCHESTER ST.

THE OXFORD RESTAURANT - NEAR THE TOWN HALL.

FOOD AND DRINK IN CHRISTCHURCH VARIES FROM SIDEWALK FISH AND CHIP SHOPS TO PLUSH RESTAURANTS. SMALLER CAFES ARE PLENTIFUL THROUGHOUT THE BUSINESS DISTRICT.

E. HOTELS. (1-83) THE QUALITY OF HOTELS IS A BIT BELOW THAT IN THE U.S. ON THE AVERAGE. HOWEVER, ALL ARE VERY CLEAN AND HAVE REASONABLE RATES. CHRISTCHURCH HAS MANY "GUEST HOUSES", PRIVATE HOMES WITH PAID GUEST ACCOMMODATIONS. THESE ARE GENERALLY OFFERED ONLY DURING THE TOURIST SEASON. SOME OF THE BETTER HOTELS ARE:

COKERS HOTEL - 52 MANCHESTER ST, TEL: 62-103.

WARNEERS HOTEL - CATHEDRAL SQUARE, TEL: 65-159.

AVON MOTOR LODGE - 256 OXFORD TERRACE, TEL: 30-930.

COLOMBO TRAVEL LODGE - 965 COLOMBO, TEL: 30-029.

CROYDON PRIVATE HOTEL - 63 ARMAGH, TEL: 65-111.

WHITE HERON LODGE - MEMORIAL AVE, TEL: 583-139.

COLONIAL - DOWNTOWN, US\$24.00

NOAH - DOWNTOWN, US\$35.00

SUMMERHILL HOTEL - 126 BEALEY AVE.

MELVILLE PRIVATE HOTEL - 49 GLOUCESTER ST.

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

F. ATHLETICS. (1-83) THE RNZAFB WIGRAM HAS EXCELLENT ATHLETIC FACILITIES INCLUDING VOLLEYBALL COURTS, BASKETBALL COURTS, AND A SHOOTING RANGE (BY ARRANGEMENT ONLY). VARIOUS SPORTS FACILITIES ARE AVAILABLE IN CHRISTCHURCH. THE PIONEER AMATEUR SPORTS CLUB, 188 OXFORD TERRACE (TEL: 74-090), WILL ASSIST IN ARRANGEMENTS AND INFORMATION ON ALL SPORTS. THE YMCA, AT THE CORNER OF CAMBRIDGE TERRACE AND HEREFORD ST (TEL: 69-15), WILL ALSO ASSIST IN ARRANGEMENTS FOR GAMES. U.S. PERSONNEL ARE INVITED TO USE THE YMCA FACILITIES, INCLUDING LOUNGE, LIBRARY, WRITING ROOMS, TABLE TENNIS, AND GYM. IT IS OPEN DAILY INCLUDING SUNDAY. HUNTING AND FISHING ARE BOTH EXCELLENT IN THE AREA AND TRIPS CAN BE ARRANGED THROUGH THE RESIDENT NAVAL OFFICER RNZN. PICNIC AREAS ARE ALSO AVAILABLE. COMPETITION FOR ALL SPORTS CAN BE ARRANGED WITH WIGRAM RNZAFB, OPERATION DEEP FREEZE, AND LOCAL POLICE. SKIING IS READILY AVAILABLE FROM JULY UNTIL NOVEMBER WITHIN A 96.5-193 KM (60-120 MI) RADIUS.

G. BEACHES. (1-83) BEACHES ARE LOCATED IN THE SEASIDE SUBURBS OF NEW BRIGHTON AND SUMNER CLOSE TO THE CITY. THESE ARE ALL PUBLIC BEACHES AND CAN BE REACHED BY PUBLIC TRANSPORTATION. THEY ARE PATROLLED DURING THE SUMMER MONTHS BY SURF LIFESAVING SOCIETIES.

H. CHURCHES. (1-83)

BAPTIST - CORNER OF MADRAS ST AND OXFORD TERRACE
CHRISTIAN SCIENCE - CORNER OF WORCHESTER ST AND CAMBRIDGE TERRACE
CHURCH OF CHRIST - MOOREHOUSE AVE
CONGREGATIONAL - WORCHESTER ST
LUTHERAN - MONTREAL ST
METHODIST - DURHAM ST
PRESBYTERIAN - MADRAS ST
ROMAN CATHOLIC - BARBADOES ST
SALVATION ARMY - CHESTER ST WEST
SYNAGOGUE - GLOUCESTER ST.

LOCAL CONTACTS: MR. GEORGE CURRAY AND MR. REX SOUTHON (TEL: 7127)

I. TRANSPORTATION. (1-83) (USDAO WELLINGTON) TRANSPORTATION, BOTH TO AND FROM, CHRISTCHURCH INCLUDES BUS AND TAXI. A BUS FROM THE CHRISTCHURCH STATION TO THE CENTER OF THE CITY COSTS 40 CENTS. THE ENTIRE TRIP TAKES APPROXIMATELY 20 MINUTES. A BUS FROM LYTTLETON TO CHRISTCHURCH (THE SQUARE AT THE CENTER OF THE CITY) ALSO TAKES ABOUT 20 MINUTES. BUSES ARRIVE AND DEPART LYTTLETON EVERY 20 MINUTES AND THE LAST BUS TO LYTTLETON DEPARTS AT APPROXIMATELY 2300. THE LAST TRAIN DEPARTS CHRISTCHURCH AT 1900. TAXIS ARE METERED AND THE TRIP FROM LYTTLETON TO CHRISTCHURCH TAKES 10 MINUTES. TAXIS ARE QUITE EXPENSIVE AND AFTER 2400 THEIR FARES INCREASE. TAXI FARE BARGAINING IS PERMISSIBLE. RENTAL CARS ARE ALSO AVAILABLE AT A HIGH RATE.

PASSENGER AND CARGO SHIPS SAIL FREQUENTLY FROM LYTTLETON TO OTHER NEW ZEALAND PORTS, AUSTRALIA, AND MANY OTHER PORTS OF THE WORLD. ALL PIERS ARE WELL SERVED BY BOTH PAVED ROAD AND RAIL. CHRISTCHURCH MAY BE REACHED FROM LYTTLETON BY ROAD. A WEEKLY U.S. MAC FLIGHT ARRIVES ON SATURDAY FROM HAWAII. DRIVING IS ON THE LEFT SIDE OF THE ROAD.

PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

J. TOURS. (1-83) NUMEROUS TOURS ARE AVAILABLE BOTH FROM THE NEW ZEALAND GOVERNMENT TOURIST BUREAU AND FROM COMMERCIAL TOUR AGENCIES. MANY OF NEW ZEALAND'S TOP SCENIC ATTRACTIONS ARE LOCATED ON THE SOUTH ISLAND AND ARE WITHIN EASY REACH BY AUTOMOBILE OR AIRPLANE. THE BROCHURE "CHRISTCHURCH AND CANTERBURY WELCOME YOU" IS AVAILABLE FROM THE CANTERBURY PUBLIC RELATIONS OFFICE IN CHRISTCHURCH AND PRESENTS FULL INFORMATION ON SCENIC POINTS OF INTEREST. THE RESIDENT NAVAL OFFICER, RNZN, HAS BEEN HELPFUL IN ARRANGING TOURS, ALL OF WHICH HAVE BEEN OF HIGH QUALITY. A FEW TYPICAL TOURS ARE:

TOURS OVER THE NORTHERN AND SOUTHERN SUMMIT ROAD.

AIR TOURS OF THE AREA.

ICE SKATING TOURS TO LAKE IDA

SKI TRIP TO EREWHON PARK

AIR TOUR TO MT. COOK

ON A RECENT PORT VISIT, A FREE ALL-DAY SKI BOAT TRIP AND A FREE ALL-DAY TOUR OF THE CHRISTCHURCH AREA WERE ARRANGED PRIOR TO ARRIVAL BY THE RNZN REPRESENTATIVE AND HOSTED BY THE NEW ZEALAND DEPARTMENT OF INTERNAL AFFAIRS.

K. SHOPPING. (1-83) RECOMMENDED SHOPPING BARGAINS ARE SHEEPSKINS, COATS, FURS, STUFFED ANIMALS, AND CARVED WOODEN TOYS. A FUR TRADER USUALLY COMES TO THE WHARF. ALSO THE MALLS IN BOTH DOWNTOWN CHRISTCHURCH AND NEW BRIGHTON ARE RECOMMENDED SHOPPING AREAS.

THE TANNERY FEATURES SHEEPSKINS AND LEATHER. DOWNTOWN STORES HAVE BETTER QUALITY MERCHANDISE AND SLIGHTLY HIGHER PRICES.

L. THEATER AND CINEMA. (1-83) CHRISTCHURCH HAS SEVERAL EXCELLENT THEATERS FOR THOSE WHO ENJOY LIVE PERFORMANCES AS WELL AS A NUMBER OF MOVIE HOUSES GENERALLY SHOWING FIRST RUN MOVIES ABOUT SIX MONTHS BEHIND THE U.S.

M. MISCELLANEOUS. (1-83) ARRIVAL ON A WEEKEND IS NOT RECOMMENDED AS NEW ZEALAND OBSERVES A RIGID 5-DAY WORK WEEK WITH VIRTUALLY ALL BUSINESSES CLOSED DURING THE WEEKEND.

A BANK OF NEW ZEALAND MAINTAINS A 24-HR A DAY SERVICE FOR EXCHANGING MONEY FOR ARRIVING AND DEPARTING VESSELS. SHIPS MAY REQUEST THIS SERVICE VIA LOGREQ TO DET ONE, OPERATION DEEP FREEZE CHRISTCHURCH NZ. A TEAM OF MEN WILL COME ABOARD TO EXCHANGE MONEY FOR THE CREW. ARRANGEMENTS SHOULD BE MADE DIRECTLY WITH THE TEAM TO HAVE THEM RETURN TO THE SHIP PRIOR TO DEPARTURE TO EXCHANGE CURRENCY BACK TO AMERICAN DOLLARS. BANK REPRESENTATIVES REMAIN ONBOARD FROM 2200 NIGHT BEFORE TO 0100 MORNING OF DEPARTURE TO EXCHANGE MONEY.

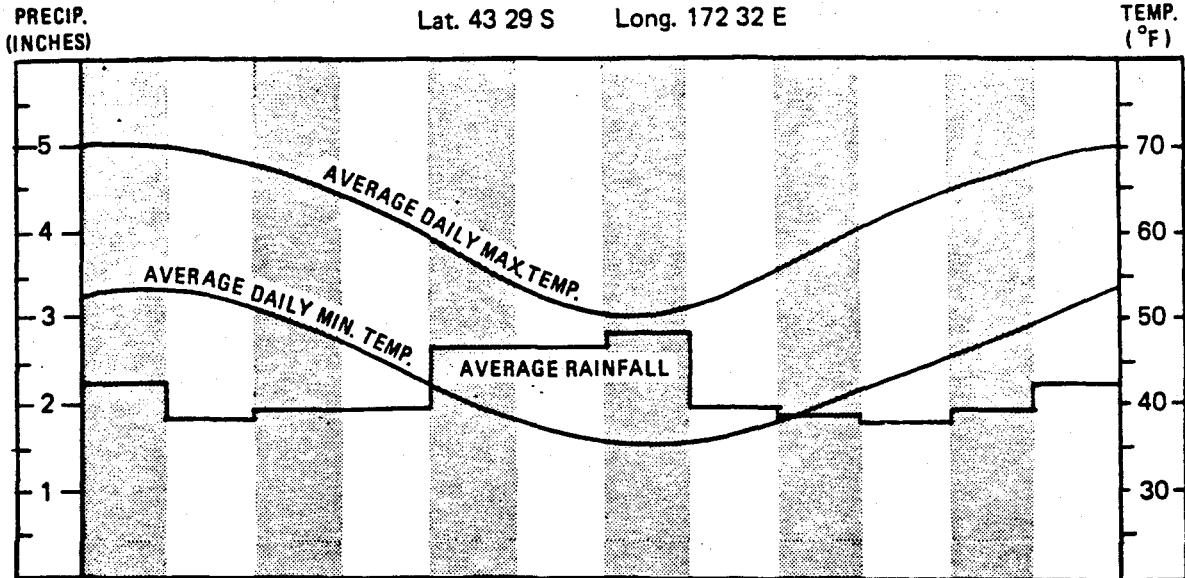
THE BANK WILL TAKE EITHER AMERICAN OR AUSTRALIAN CURRENCY IN EXCHANGE FOR NEW ZEALAND DOLLARS. CREW MEMBERS SHOULD BE CAUTIONED AGAINST OBTAINING TOO MUCH NEW ZEALAND CURRENCY, AS IT IS NOT EASILY CONVERTIBLE OUTSIDE OF NEW ZEALAND. ALL BILLS FROM DEALERS MAY BE PAID BY U.S. GOVERNMENT CHECK.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (11-85).

I. WEATHER AND WINDS. (PORT LYTTTELTON)
CHRISTCHURCH, NEW ZEALAND

Elev. 118'

Lat. 43 29 S Long. 172 32 E



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|---|----|---|
| ☂ | 10 | 10 | 10 | 11 | 12 | 13 | 14 | 11 | 11 | 10 | 8 | 12 | ☂ |
| ⚡ | 1 | <1 | <1 | <1 | <1 | 0 | <1 | <1 | <1 | <1 | 1 | 1 | ⚡ |
| ☁ | <1 | 1 | 2 | 3 | 6 | 1 | 4 | 3 | 1 | <1 | 1 | 1 | ☁ |

TOTAL PRECIPITATION / SNOWFALL (INCHES)

| | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|---|
| • | 2.20 | 1.70 | 1.90 | 1.90 | 2.60 | 2.60 | 2.70 | 1.90 | 1.80 | 1.70 | 1.90 | 2.20 | • |
| * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 62 | 66 | 72 | 77 | 77 | 80 | 82 | 74 | 71 | 62 | 64 | 64 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 62 | 61 | 59 | 54 | 48 | 44 | 43 | 44 | 48 | 53 | 57 | 60 |
|----|----|----|----|----|----|----|----|----|----|----|----|

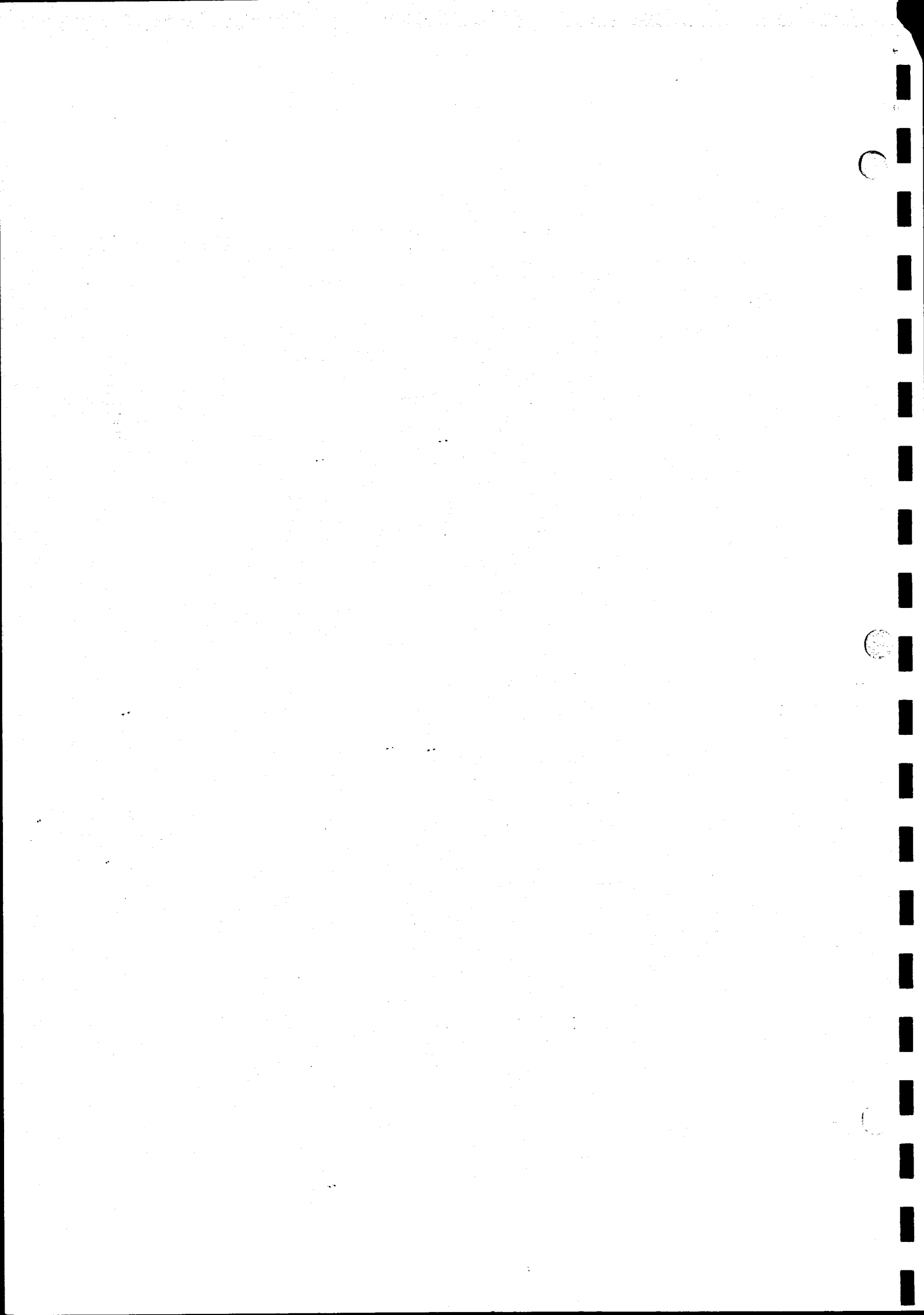
ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 96 | 94 | 90 | 82 | 78 | 69 | 70 | 70 | 81 | 88 | 90 | 92 |
| 34 | 35 | 30 | 26 | 21 | 22 | 23 | 23 | 23 | 26 | 31 | 33 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| ENE | ENE | ENE | ENE | ENE | WSW | WSW | ENE | ENE | ENE | ENE | ENE |
| 9 | 9 | 8 | 7 | 6 | 5 | 6 | 6 | 8 | 8 | 9 | 9 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



PORT LYTTLETON (CHRISTCHURCH), NEW ZEALAND

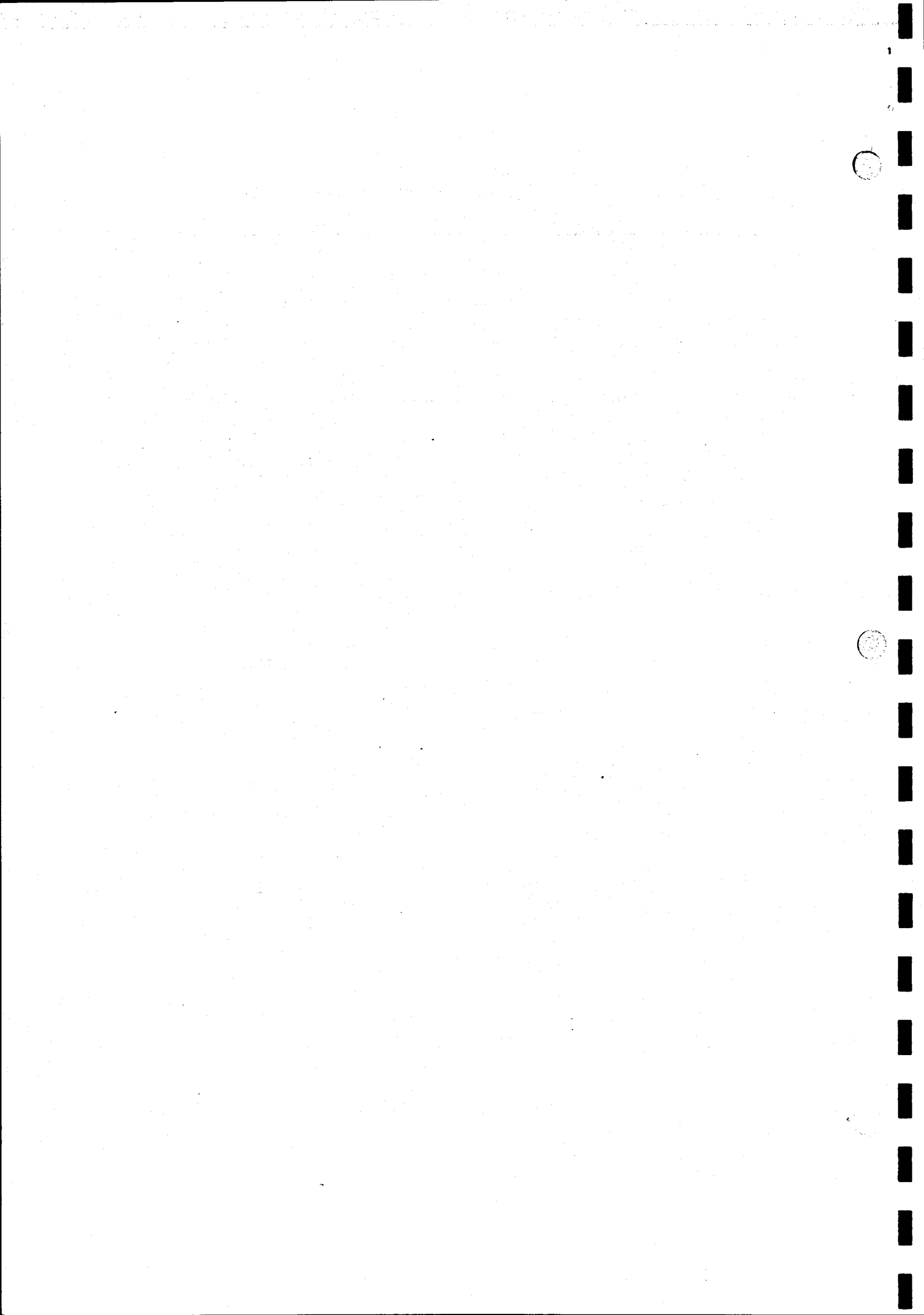
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL CARE IS AVAILABLE IN CHRISTCHURCH, 8 MILES FROM PORT. FACILITIES INCLUDE BURWOOD HOSPITAL (279 BEDS), TEL: 83-099; CHRISTCHURCH HOSPITAL (408 BEDS), TEL: 65-409; AND CORONATION HOSPITAL (141 BEDS). ALL FACILITIES OFFER SERVICES IN GENERAL MEDICINE AND SURGERY, PEDIATRICS, PHYSIOTHERAPY, PATHOLOGY, X-RAY, AND LABORATORY. A SMALL DISPENSARY IS LOCATED AT THE NAVSUPFORANTARCTICA, WITH AN OPERATING ROOM, 5-BED WARD, X-RAY, LABORATORY, AND DENTAL FACILITY.

A PRATIQUE IS REQUIRED.



DUNEDIN, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) DUNEDIN (45°49'S/170°37') IS LOCATED AT THE HEAD OF OTAGO HARBOR (A LARGE INLET). PORT CHALMERS AND RAVENSBOURNE ARE LOCATED ON THE NORTH SIDE OF OTAGO HARBOR. THE PORT OF OTAGO IS A NATURAL HARBOR, SOME 14 MI LONG. AROUND THE UPPER PART OF THIS HARBOR, THE CITY OF DUNEDIN IS BUILT. SHIPS UP TO 603 FT LONG AND DRAFT UP TO 26 FT, MAY BERTH AT THE DUNEDIN WHARVES IN THE HEART OF THE CITY. LARGER VESSELS USE DEEP WATER BERTHS AT PORT CHALMERS.

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 1985), CHART 76130 (4TH ED 21 NOV 81, CORR NM 47/81, APPROACH), AND 76141 (6TH ED 16 AUG 80, CORR NM 33/80, HARBOR).

(4-84) (USS SCHOFIELD) APPROACH AND TRANSIT INTO PORT CHALMERS POSED NO DIFFICULTIES FROM A NAVIGATION STANDPOINT. COASTAL CHARTS 76052 AND 76050 WERE USED. THERE IS NO APPROACH CHART KNOWN TO BE IN EXISTENCE. RADAR NAV WAS EXCEPTIONALLY GOOD, WITH SHARP TOPOGRAPHY AND NUMEROUS LANDMARKS ON APPROACH THOUGH CHANNEL NARROWS IN SOME SPOTS (APPROX 200 YDS). FIXED BEACONS AND NUMEROUS BUOYS MADE NAVIGATION ROUTINE. ALL NAVAIDS WERE ON CHARTS AND WERE AS PORTRAYED. SET AND DRIFT WERE NEGLIGIBLE AND CURRENTS WERE WEAK. A 6-FT TIDAL RANGE KEPT INPORT DUTY SECTIONS CONSTANTLY CHECKING/ADJUSTING LINES AND FENDERS. CHARTS SHOW SEVERAL SHALLOW SPOTS [7.6 M (25 FT)] WHICH WOULD PRECLUDE PASSAGE UP THE REMAINDER OF THE CHANNEL TO DUNEDIN. THE LOCAL HARBOR MASTER STATED THAT THE CHANNEL HAD BEEN DREGED TO 9 M (30 FT) THROUGHOUT; HOWEVER, THIS CHANNEL IS CIRCUITOUS, NARROW, AND WOULD BE A CHALLENGE IN HIGH WINDS, SUCH AS PREVAILED DURING SCHOFIELD'S VISIT.

C. PILOTAGE. (11-85) CONSULT PUB 127.

D. ENTRANCE. (11-85) CONSULT PUB 127.

E. CHANNEL. (6-83) (USDAO WELLINGTON) THE CHANNEL IS 12 M (40 FT) DEEP FROM THE ENTRANCE TO PORT CHALMERS. THE SHALLOWEST SPOT BETWEEN PORT CHALMERS AND DUNEDIN IS 7.3 M (24 FT). THE 26 KM (14 NM) LONG CHANNEL IS EXTREMELY WELL-MARKED USING THE LATERAL BEACON SYSTEM AND IS CONTROLLED FOR ONE-WAY TRAFFIC. MOTOR BOATS AND SAIL BOATS WILLINGLY STAY CLEAR OF LARGER VESSELS. THERE ARE NO NAVIGATIONAL HAZARDS IN THE CHANNEL. A NEW ZEALAND CHART 6612 (OTAGO HARBOR) OBTAINED BY CONTACTING THE RNZN STAFF OFFICER MAY BE USED. THE CURRENT EDITION OF THE CHART IS DATED OCT 1978. DURING PAST VISITS, THE PILOT HAS REQUESTED THE "CONN" FOR TIGHT TURNS WHILE PASSING BETWEEN GOAT AND QUARANGINE ISLANDS.

F. ANCHORAGE. (11-85) CONSULT PUB 127.

G. WRECKS AND OBSTRUCTIONS. (5-83) THE ONLY HAZARD TO THE PORT IS THE SHALLOW CHANNEL INTO DUNEDIN.

H. TIDES AND CURRENTS. (11-85) CONSULT PUB 127.

I. WEATHER AND WINDS. (11-85) CONSULT PUB 127 (SECTION 12).

DUNEDIN, NEW ZEALAND

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (6-83) (USDAO WELLINGTON)

| <u>NAME</u> | <u>LENGTH (M/FT)</u> | <u>DEPTH (M/FT)</u> |
|--------------------------|----------------------|---------------------|
| VICTORIA T & U | 213.4/700 | 6.4/21 |
| VICTORIA X & Y | 182.9/600 | 7.9/26 |
| RATTRAY | 432.0/1,420 | 6.3/21 |
| CROSS | 170.7/560 | 5.2/17 |
| BIRCH STREET | 366/1,200 | 7.6/25 |
| OIL JETTY | 222/730 | 7.0/23 |
| RAVENSBOURNE | 147/484 | 7.9/26 |
| BEACH ST., PORT CHALMERS | 375/1,230 | 9.6/31 |

B. FUEL, LUBE, AND DIESEL. (4-84) (USS SCHOFIELD) MARINE GAS-OIL IS AVAILABLE IN PORT CHALMERS BY TANK TRUCK (3,000 GAL CAP EACH). A FLEET OF FOUR TRUCKS RAN CONTINUOUSLY. THERE WAS ALWAYS A FULL TRUCK ON STANDBY AND THERE WERE NO DELAYS IN SHIFTING TRUCKS. QUALITY OF FUEL WAS EXCELLENT. PUMPING RATE WAS 100 GAL/MIN. THERE ARE NO FACILITIES (I.E. OPEN BOTTOM DONUT OR EFFLUENT BARGE) AVAILABLE TO ENABLE FUELING SALTWATER COMPENSATED FUEL SYSTEMS. SCHOFIELD DEBALLASTED ONE SET OF FUEL TANKS (FORWARD) PRIOR TO ENTERING PORT TO PERMIT TAKING SOME FUEL. THERE WAS NO JP-5 AVAILABLE IN PORT CHALMERS OR THE SURROUNDING AREA.

C. MECHANICAL HANDLING FACILITIES. (10-77) SIX 5-TON ELECTRIC CRANES, TWO 3-TON ELECTRIC CRANES, AMPLE FORK HOISTS AND TRACTORS ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (6-83) (USDAO WELLINGTON) THERE IS NO DRYDOCK. A MACHINE SHOP AND FOUNDRY ARE AVAILABLE. GOOD REPAIR FACILITIES FOR ENGINES AND BOILERS ARE AVAILABLE AT DUNEDIN AND PORT CHALMERS.

E. WAREHOUSES AND STORAGE. (6-83) (USDAO WELLINGTON) THERE ARE SIX SHEDS AVAILABLE IN DUNEDIN WITH A TOTAL FLOOR AREA OF 1,672-2,283 SQ M (18,000-24,580 SQ FT). A SHED IN PORT CHALMERS HAS 1,858 SQ M (20,000 SQ FT) OF FLOOR AREA. ALL SHEDS ARE CONCRETE WITH STEEL ROOFS AND HAVE A STACKING HEIGHT FROM 2.4-4.5 M (8-15 FT). REFRIGERATED STOWAGE IS NOT AVAILABLE. THE CONTAINER TERMINAL AREA OF THE PORT HAS A 2 M (7 FT) HIGH FENCE AROUND IT AND IS GUARDED BY NIGHT WATCHMEN, AS IS THE WHOLE PORT AREA. PORT CHALMERS HAS ONE CONTAINER BERTH AND ONE 375 M (1,230 FT) GENERAL BERTH.

F. STEVEDORES. (11-85) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (5-83) IT IS RECOMMENDED THAT PORT VISITS BE KEPT TO A MAXIMUM OF TWO DD/FF SIZE SHIPS DUE TO CHANNEL WIDTH AND DEPTH RESTRICTIONS.

H. ROAD, RAIL, AND STEAMER. (5-83) THE DUNEDIN RAILROAD YARD SERVICES

DUNEDIN, NEW ZEALAND

VICTORIA WHARF, DUNEDIN AND BEACH STREET, PORT CHALMERS, AND HAS CONNECTIONS TO ALL MAJOR INLAND POINTS. EXCELLENT PAVED ROADS EXIST THROUGHOUT THE CITY. DUNEDIN IS ON THE MAIN NORTH-SOUTH HIGHWAY (ROUTE 1), 362 KM (225 MI) FROM CHRISTCHURCH.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (5-83) TWO MODERN AND EFFICIENT HARBOR TUGS OF 2,000 HP ARE AVAILABLE IN THE PORT. THERE ARE NO LIGHTERS AVAILABLE IN DUNEDIN.

B. WATER. (5-83) POTABLE WATER IS AVAILABLE IN UNLIMITED QUANTITY VIA PIPE WITH 6.35 CM (2.5 IN) CONNECTIONS AT A PUMPING RATE OF 1,608 L (425 GAL)/HR. OTAGO HARBOR BOARD IS THE POINT OF CONTACT TO RECEIVE WATER.

C. AIRFIELDS. (11-85) DUNEDIN AIRPORT (45°55.8'S/170°11.8'E) IS LOCATED ON THE TAIERI PLAIN. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 030/210 AND A DIMENSION OF 1,710 X 45.7 M (5,610 X 150 FT). IT CAN HANDLE AIRCRAFT UP TO C-130 SIZE. REPAIR FACILITIES ARE AVAILABLE FOR LIGHT AIRCRAFT ONLY.

D. COMMUNICATIONS. (5-83) TELEPHONE SERVICE IS EXCELLENT BY ARRANGEMENT. VESSELS CAN BE CONNECTED WITH THE TELEPHONE SYSTEM AT ALL BERTHS. HARBOR BOARD STATION AT TAIAROA HEAD CONTINUOUSLY GUARDS CHANNELS 14 AND 16 ON VHF AND 2182 KHZ, CALL SIGN "TAIAROA HEAD HARBOR RADIO". THE WORKING FREQUENCY IS 2162 KHZ.

E. MEDICAL. (5-85) SEE M6/MED.

F. GASOLINE. (5-83) GOOD QUALITY GASOLINE IS AVAILABLE AT COMMERCIAL STATIONS THROUOUT THE CITY. TWO OF THESE STATIONS MAINTAIN 24-HR SERVICE.

G. PROVISIONS. (4-84) (USS SCHOFIELD) MR. IAN PRICE PROVIDER SERVICES IN BOTH DUNEDIN AND AUCKLAND WAS VERY GOOD AND HE ACCEPTED BOTH US CURRENCY AND GOVERNMENT CHECKS.

(5-83) FRESH PROVISIONS AND DRY STORES ARE AVAILABLE IN AMPLE QUANTITIES AND VARIETY. MEAT AND DAIRY PRODUCTS ARE OF VERY HIGH QUALITY. DELIVERY CAN BE ARRANGED VIA LOGREQ, UPON ARRIVAL THROUGH THE RNO, OR DIRECTLY WITH LOCAL DEALERS. DURING SEP, OCT, AND NOV, SOME FRUITS ARE NOT AVAILABLE.

H. GARBAGE DISPOSAL. (5-83) TRASH IS PICKED UP TWICE DAILY BY TRUCK, AND HAS TO BE SEPARATED (WET FROM DRY) AND SEALED IN PLASTIC BAGS. ALL TRASH MUST REMAIN ON BOARD UNTIL DESIGNATED PICK-UP TIMES BETWEEN 0800-0900 AND 1500-1600.

4. PERSONALIA

A. CALLS. (5-83) CALLS MAY BE MADE ON:

DUNEDIN, NEW ZEALAND

MAYOR OF DUNEDIN
HARBOR MASTER
DEPUTY MAYOR
CITY CLERK

CHIEF SUPERINTENDENT OF POLICE
CHAIRMAN, OTAGO HARBOR BOARD
PRESIDENT, NAVY LEAGUE

(4-84) (USS SCHOFIELD) SPECIAL TOUR GROUPS INCLUDED CITY COUNCIL, EX-ROYAL NAVYMAN'S ASSOCIATION, SEA SCOUTS, SEA CADETS, AND ALL POLICE-MEN INVOLVED IN ESCORTING SCHOFIELD INTO HARBOR.

B. HONORS. (5-83) DUNEDIN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) FOUNDED IN 1848 BY SCOTTISH SETTLERS, DUNEDIN WAS NAMED AFTER EDINBURGH'S CELTIC NAME "EDIN ON-THE HILL". BUILT BETWEEN A LONG TWISTING HARBOR AND HILLS ON NEW ZEALAND'S EAST COAST, DUNEDIN EXPERIENCES WARM SUMMERS AND COLD WINTERS.

THE GOLD RUSH MADE DUNEDIN THE COUNTRY'S MOST PROSPEROUS AND POPULATED CENTER. IT LED THE COUNTRY IN INDUSTRY, EDUCATION, AND CIVIC PROGRESS, AND CONSTRUCTED NEW ZEALAND'S FIRST UNIVERSITY. WITH THE END OF THE GOLD RUSH DAYS, THE CITY WAS LEFT TO THE FARMERS, RANCHERS, AND CITY MERCHANTS. THE SENSE OF ISOLATION CAUSES DUNEDIN RESIDENTS TO BECOME ENTHUSIASTIC TRAVELERS. THE CLOSE-KNIT FAMILY IS A KEY TO THIS BEAUTIFUL COUNTRY'S INHABITANTS. THEY LOVE AMERICANS AND GO OUT OF THEIR WAY TO SHOW IT.

TODAY DUNEDIN IS A SMALL QUIET CITY WITH MANY OF THE CHARACTERISTICS OF A MID-WESTERN, U.S. CITY. THE INHABITANTS REFLECT IN SPIRIT THE BEAUTY OF ITS COUNTRYSIDE. EXCEPT FOR A FEW CONTAINER SHIPS TRANSITING TO AND FROM PORT CHALMERS, THE AREA APPEARS NEARLY ISOLATED FROM THE METROPOLITAN WORLD.

B. LIBERTY. (5-83) THE DUNEDIN AND PORT CHALMERS AREAS CAN READILY ACCOMMODATE LIBERTY PARTIES OF 1,000. LIBERTY PARTIES ARE ENCOURAGED TO WEAR DRESS BLUES. TWO PETTY OFFICERS ARE REQUESTED TO BE IN A STANDBY STATUS ON BOARD FOR SHORE PATROL. THERE ARE NO SHORE PATROL HEADQUARTERS IN DUNEDIN.

C. CLUBS AND BARS. (5-83) MOST CLUBS CLOSE AT 2200. SOME NIGHTCLUBS, SUCH AS THE CITY HOTEL, REQUIRE COAT AND TIE, BUT ALL REQUIRE AT LEAST SLACKS AND A DRESS SHIRT.

| <u>NAME</u> | <u>LOCATION</u> | <u>REMARKS</u> |
|-----------------------|------------------------|-------------------------|
| EUROPEAN | 62 GEORGE ST. | VERY POPULAR |
| PRINCE OF WALES HOTEL | 474 PRINCESS ST. | TRY THE BACK ROOM |
| NODDY'S NITE SPOT | 163A RATTRAY | LEAST EXPENSIVE |
| CITY HOTEL | RINCES ST. & MORAY PL. | POPULAR FOR THE JET SET |

THE WEEKENDS ARE THE LIVELY TIMES DUE TO THE LOCAL CUSTOM OF STAYING HOME EVENINGS DURING THE WORK WEEK. LATE NIGHT ENTERTAINMENT DURING THE WEEK IS VERY LIMITED. THE OTAGO OFFICERS CLUB, 4 VIEW ST, IS AVAILABLE TO

DUNEDIN, NEW ZEALAND

OFFICERS. THE DRINKING AGE IN NEW ZEALAND IS 20, BUT CREWMEMBERS HAVE NEVER BEEN ASKED THEIR AGE.

D. RESTAURANTS. (5-83) MANY RESTAURANTS ARE AVAILABLE IN DUNEDIN, BUT SOME OF THE BEST ARE IN THE HOTELS.

| <u>NAME</u> | <u>LOCATION</u> | <u>CUISINE</u> |
|---------------------|----------------------|-------------------|
| LASCALA | ALTON AVE. | INTERNATIONAL |
| CHEQUERS | 43 MORAY PL. | INTERNATIONAL |
| TOWN HOUSE | MORAY PL. | INTERNATIONAL |
| THE KILI | GEORGE ST. | INTERNATIONAL |
| CAMELOT | 412A GEORGE ST. | INTERNATIONAL |
| COWFILLS | 33 ST. ANDREW ST. | HOME-COOKED MEALS |
| TIP TOO RESTAURANTS | PRINCES ST. | INTERNATIONAL |
| THE GALAXY | SOUTHERN CROSS HOTEL | INTERNATIONAL |

E. HOTELS. (8-78) NUMEROUS HOTELS ARE AVAILABLE IN DUNEDIN:

| <u>NAME</u> | <u>LOCATION</u> |
|----------------------|----------------------------|
| ESPLANADE MOTEL | ST. CLAIR BEACH |
| HOTEL BRANSON | KING & ANDREW STS. |
| LEVIATHAN HOTEL | CUMBERLAND & HIGH STS. |
| WAINS HOTEL | PRINCES ST. |
| EUROPEAN HOTEL | 62 GEORGE ST. |
| CITY HOTEL | PRINCES ST. AND MORAY PL. |
| SOUTHERN CROSS HOTEL | PRINCES AND HIGH STS. |
| LAW COURTS HOTEL | CUMBERLAND AND STUART STS. |

F. ATHLETICS. (5-83) VISITING SHIP'S PERSONNEL CAN PARTICIPATE IN SOFTBALL, VOLLEYBALL, GOLF, AND BASKETBALL AGAINST LOCAL POLICE, MILITARY, AND STUDENT/TEACHER TEAMS FROM OTAGO UNIVERSITY. THE CHISHOLM PARK GOLF COURSE CAN BE USED BY THE CREW. THE MOANA POOL (MODERN, ENCLOSED, OLYMPIC SIZE), THE LOGAN PARK TENNIS COURTS, AND THE GOLF COURSE ARE FREE TO MILITARY PERSONNEL. SPORTING EVENTS WITH VISITING SHIPS GET WIDE COVERAGE IN THE LOCAL NEWSPAPERS.

G. BEACHES. (5-83) MANY BEACHES ARE WITHIN THE PORT AREA AND ARE EASILY REACHED VIA TAXIS OR BUSES. ALTHOUGH SURFING IS NOT AVAILABLE, SNORKELING IS EXCELLENT. SHARKS HAVE OCCASIONALLY BEEN A PROBLEM.

H. CHURCHES. (5-83)

ANGLICAN: ST. PAUL'S CATHERDAL, OCTAGON

PRESBYTERIAN: FIRST CHURCH, MORAY PLACE

CATHOLIC: ST. JOSEPH'S CATHEDRAL, RATTRAY ST.

CHRISTIAN SCIENCE: 32 YORK PLACE

METHODIST: METHODIST CENTRAL MISSION, CORNER OF MORAY PL. AND STUART ST.

CHURCH OF CHRIST: ST. ANDREW ST, 685 GEORGE ST.

DUNEDIN, NEW ZEALAND

BAPTIST: HANOVER ST.

SYNAGOGUE: CORNER OF GEORGE AND DUNDAS STS.

I. TRANSPORTATION. (5-83) BUSES ARE FREE TO SERVICEMEN IN UNIFORM OR TO THOSE IN CIVILIAN CLOTHES WHO SHOW A MILITARY ID. METERED TAXIS ARE AVAILABLE AROUND THE CLOCK. TIPPING IS NOT EXPECTED NOR IS IT CUSTOMARY. AVIS, TASMAN, AND OTHER RENT-A-CAR ESTABLISHMENTS ACCEPT BOTH U.S. AND INTERNATIONAL DRIVER'S LICENSES. A CAR CAN BE RENTED ALL DAY FOR A MINIMAL FEE; GAS AND INSURANCE ARE EXTRA. TRAINS ARE USED EXTENSIVELY AS TRANSPORTATION TO OTHER CITIES.

J. TOURS. (5-83) TOURS MAY BE ARRANGED WITH A REPRESENTATIVE OF THE GOVERNMENT TOURIST BUREAU (TEL: 40349).

GENERAL OTAGO - 193 KM (120 MI) OF COUNTRYSIDE.

DUNEDIN - BEACHES/LARNACH CASTLE/MARDI CHURCH

MOUNT HUTT SKIING TRIP - ONE DAY TRAVEL EACH WAY, BUT ONE DAY OF THE
FINEST SKIING IN NEW ZEALAND.

WAITAKI VALLEY TRIP - WAITAKI RIVER JET BOAT RIDE.

QUEENSTOWN TOUR - FRUITLANDS, HYDRO-ELECTRIC PLANT, A RETURN TO GOLD RUSH
DAYS, HIKING AND COUNTRYSIDE

OTHER TOURS AVAILABLE INCLUDE BUS AND MINI-BUS TOURS TO: LARNACH CASTLE, THE MOST EXPENSIVE PRIVATE HOME IN THE SOUTHERN HEMISPHERE; OLVESTON AND THEOMIN GALLERY, ANOTHER EXAMPLE OF DUNEDIN'S EARLY ARISTOCRACY; AN ALBATROSS AND SEA LION COLONY (DUNEDIN IS THE ONLY SPOT IN THE WORLD WHERE THE ALBATROSS HAS NESTED CLOSE TO HUMAN HABITATION); AND GLEENFALLOCK, A BEAUTIFUL AND MYSTICAL WOODLAND GARDEN. SOUTH ISLAND IS A HUNTER'S AND FISHERMAN'S PARADISE, AND DUNEDIN IS A FINE PLACE TO ARRANGE A TRIP OR A HUNT IF THERE IS SUFFICIENT TIME.

K. SHOPPING. (5-83) MAJOR SHOPPING AREAS ARE EASILY ACCESSIBLE BY WALKING. THE GENERAL SHOPPING DISTRICT IN DUNEDIN IS CALLED THE "OCTAGON". FEW REAL BARGAINS ARE AVAILABLE. BEST BUYS ARE LOCALLY PRODUCED PRODUCTS, SUCH AS SHEEPSKIN RUGS AND OTHER WOOLEN PRODUCTS, MAORI CARVINGS AND DOLLS, PAUA SHELL PRODUCTS, AND A UNIQUE NEW ZEALAND FORM OF JADE KNOWN AS GREEN STONE. SOME FOOD AND DAIRY PRODUCTS ARE BARGAINS AND THE ICE CREAM IS OUTSTANDING.

STORE

SPECIALTY/COMMENTS

SHEEPSKIN RUG SHOP

RECENT ANTIQUES

DAWSON'S LIMITED

Z.K. FIAS

JAMES JAYE LEATHERS

ARTHUR BARNETT LTD.

G & T YOUNG LTD.

UNIQUE

ALEX THOMPSON & SON LTD.

5% DISCOUNT TO U.S. MILITARY

GOOD ANTIQUE BARGAINS

NEW ZEALAND AND MAORI SOUVENIRS

SUEDE GARMENTS

HANDCRAFTED LEATHER GOODS

DEPARTMENT STORE

JEWELRY

GIFT SHOP

SPORTING EQUIPMENT

DUNEDIN, NEW ZEALAND

REHABILITATION LEAGUE SHOP SOUVENIRS AND JEWELRY

ALL THE ABOVE STORES ARE WITHIN EASY WALKING DISTANCE OF THE OCTAGON.

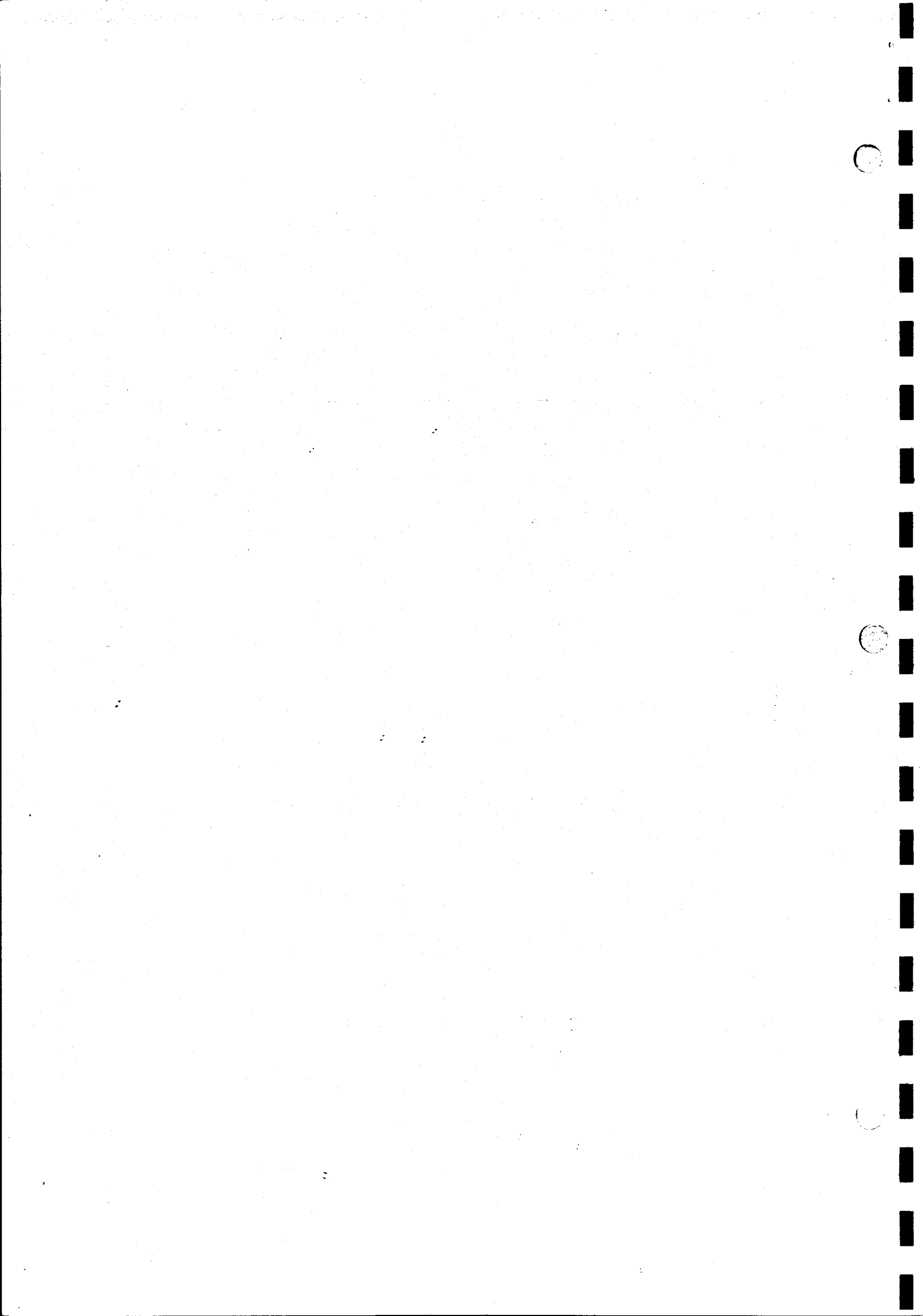
L. THEATER AND CINEMA. (5-83) DUNEDIN HAS FIVE MOVIE THEATERS. THE THEATERS ARE SMALL AND OLD BUT SHOW RECENT AMERICAN MOVIES AS WELL AS SOME ORIGINAL NEW ZEALAND MOVIES. STAGE PRODUCTIONS ARE HELD PERIODICALLY.

M. MISCELLANEOUS. (5-83) IF REQUESTED IN THE LOGREQ, THE BANK OF NEW ZEALAND WILL EXCHANGE CURRENCY ONBOARD UPON ARRIVAL AND CHANGE IT BACK TO U.S. CURRENCY THE LAST DAY IN PORT.

REGARDING NEW ZEALAND HOSPITALITY, OFFICERS AND CREWMEMBERS HAVE BEEN INVITED TO A HOST OF FUNCTIONS, INCLUDING: COCKTAIL PARTIES, LUNCHEONS, DINNERS, SPORTS EVENTS, AND DISCO DANCES. DIAL-A-SAILOR HAS BEEN PARTICULARLY EFFECTIVE IN DUNEDIN DUE TO THE PUBLICITY IT RECEIVES VIA NEWSPAPERS, RADIO, AND TELEVISION. MANY SAILORS WHO RESPONDED TO DUNEDIN'S FORM OF "SOUTHERN HOSPITALITY" WERE MOST FAVORABLY IMPRESSED BY THE FRIENDLINESS AND GOOD WILL EXTENDED TO THEM BY THE LOCAL CITIZENS.

COLLEGE STUDENTS HAVE STAGED DEMONSTRATIONS AGAINST NUCLEAR WEAPONS. COOPERATION WITH LOCAL POLICE IS OUTSTANDING. MARIJUANA AND OTHER DRUGS ARE ALLEGEDLY AVAILABLE IN DUNEDIN IN SPITE OF SEVERE NEW ZEALAND DRUG LAWS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (11-85).



DUNEDIN, NEW ZEALAND

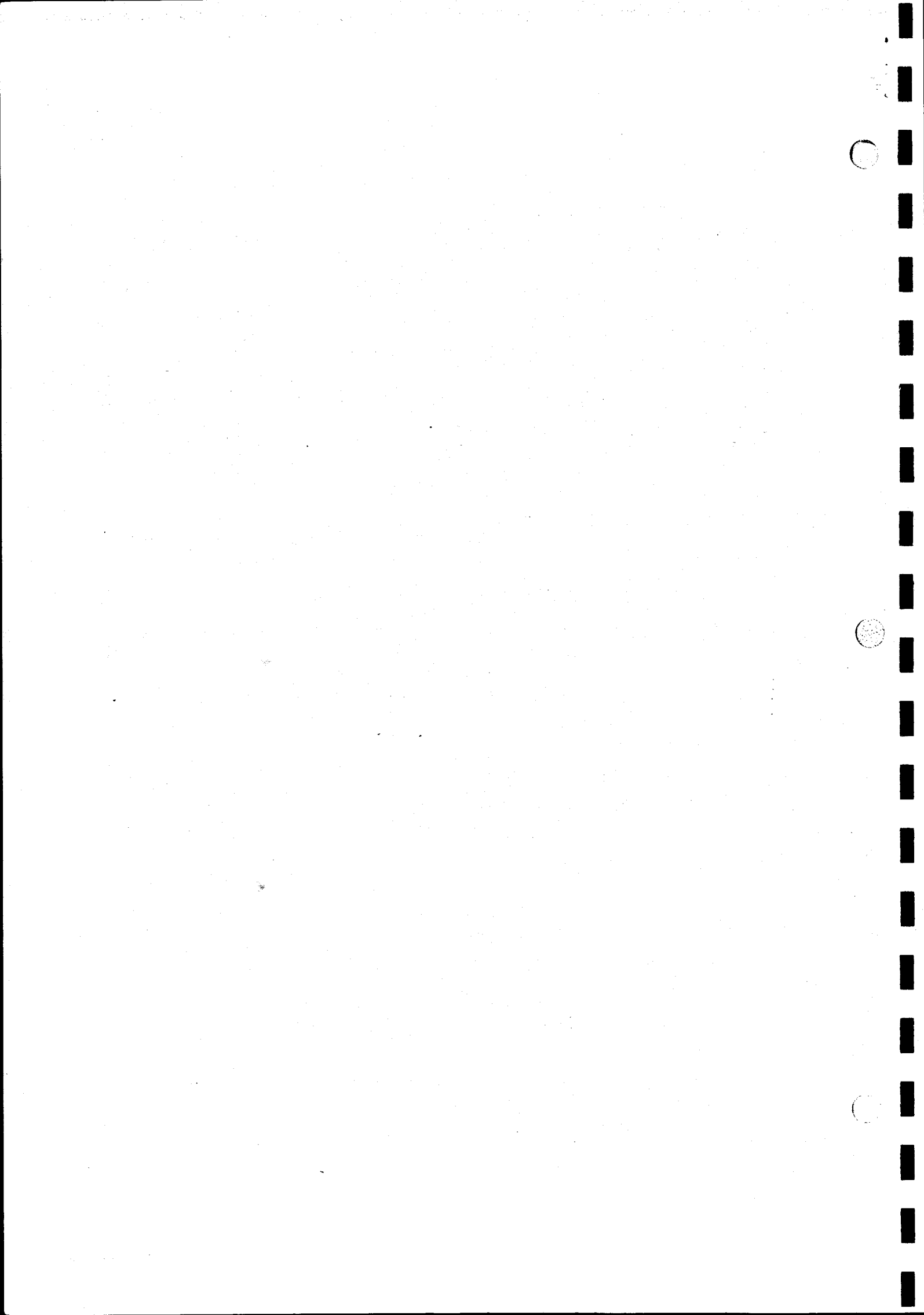
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DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL FACILITIES INCLUDE DUNEDIN PUBLIC HOSPITAL (442 BEDS), GREAT KING ST, WHICH OFFERS SERVICES IN GENERAL MEDICINE AND SURGERY, OB/GYN, PEDIATRICS, CARDIOLOGY, PATHOLOGY, BLOOD BANK, X-RAY, LABORATORY, AND DENTISTRY. WAKARI HOSPITAL (287 BEDS) WITH SERVICES IN GENERAL MEDICINE AND SURGERY, OB/GYN, PEDIATRICS, PHYSIOTHERAPY, PATHOLOGY, X-RAY, AND LABORATORY. DUNEDIN PUBLIC HOSPITAL HAS A WELL-EQUIPPED EMERGENCY ROOM AND FREE AMBULANCE SERVICE IS PROVIDED BY THE ST. JOHN'S AMBULANCE ASSOCIATION.

NO INFORMATION IS AVAILABLE ON QUARANTINE REGULATIONS FOR THIS PORT.



WELLINGTON, NEW ZEALAND

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (11-85) WELLINGTON HARBOR, KNOWN PREVIOUSLY AS PORT NICHOLSON, (41°21'S/174°50'E) IS LOCATED AT THE SOUTHWESTERN TIP OF THE NORTH ISLAND. IT IS A NATURAL, LANDLOCKED HARBOR WITH A SHORELINE EXTENDING FOR APPROXIMATELY 50 KM (31 MI), FLANKED BY HIGH HILLS, PROVIDING ADDED SHELTER TO SHIPS. THE HARBOR CONTAINS AN AREA IN EXCESS OF 78 SQ KM (30 SQ MI).

B. APPROACHES, LIGHTS, ETC. (11-85) CONSULT DMAHTC PUB 127 (2ND ED 1985) AND CHART 76071 (8TH ED 3 SEP 83, CORR NM 36/83).

(8-83) (USS TEXAS) DMAHTC 76071, NZ 4633, 1969 (HYDROGRAPHIC BRANCH, NAVY OFFICER WELLINGTON, NZ) NZ 4635, 1978 (NEW ZEALAND NAVY/HUSBANDRY AGENT) WERE ADEQUATE FOR APPROACH AND ENTRANCE INTO WELLINGTON. DMAHTC 76071 ALONE IS AN ADEQUATE CHART IF ONE IS UNABLE TO OBTAIN THE LARGE SCALE NEW ZEALAND CHARTS FOR APPROACHES INTO THE HARBOR. NAVIGATIONAL AIDS ARE AVAILABLE. THE IALA BUOYAGE SYSTEM REGION "A" IS IN EFFECT. ALTHOUGH ANTI-NUCLEAR PROTESTERS HAD PLANNED TO BLOCK TEXAS' ENTRANCE INTO WELLINGTON HARBOR WITH 30-50 BOATS, 50-KNOT WINDS REDUCED THE PROTEST FLEET TO AROUND 12. THREE PROTEST BOATS CAPSIZED AND HAD TO BE ASSISTED BY SOME OF THE APPROXIMATELY 50 POLICE CRAFT ESCORTING TEXAS. A LONE CANOE PENETRATED THE POLICE SCREEN AFTER TEXAS HAD ANCHORED AND RAMMED THE BOW OF THE SHIP.

PROTESTING ASHORE CONSISTED OF A RALLY OF 7,000-8,000 PERSONS AT NOON ON 10 AUG AND TWO MARCHES ON THE 12TH, ONE BY 150 YOUTHS AND ANOTHER DOWNTOWN HELD BY AN ESTIMATED 2,000 PEOPLE. A SMALL GROUP OF PROTESTERS MAINTAINED A VIGIL OUTSIDE OF THE GATE AT FLEET LANDING AND OFFERED OCCASIONAL VERBAL ABUSE TO THE LIBERTY PARTY.

LOCAL SEAMEN'S UNION STRIKES FOR THE ENTIRE 5-DAY PORT VISIT COMPLETELY STOPPED THE VERY IMPORTANT INTER-ISLAND FERRY SERVICE. AN AIRLIFT BY RNZAF WAS EFFECTED TO MAINTAIN TRANSPORT BETWEEN THE NORTH AND SOUTH ISLANDS OF N.Z.

TEXAS, ACCOMPANIED BY HMNZS OTAGO, DEPARTED WELLINGTON ON 15 AUG, SCREENED BY 3 RNZN PATROL VESSELS AND ONE POLICE BOAT. THERE WAS A SINGLE PROTEST BOAT EVIDENT. THE SORTIE WAS ROUTINE.

C. PILOTAGE. (8-83) PILOTAGE IS COMPULSORY FOR ALL SHIPS. VHF OR MF RADIO COMMUNICATIONS IS ESTABLISHED BETWEEN APPROACHING VESSELS AND WELLINGTON HARBOR RADIO SITUATED IN THE OUTER SIGNAL STATION ON BEACON HILL ADJACENT TO THE HARBOR ENTRANCE. COMMUNICATION CAN ALSO BE ESTABLISHED WITH THE BOARD'S THREE PILOT LAUNCHES, TWO TUGS, AND THE INNER SIGNAL TOWER LOCATED ON THORNDON CONTAINER WHARF. PILOTS BOARD IN THE VICINITY OF 41°22.0'S/174°50.2'E FROM A RED AND YELLOW BOAT WITH THE WORD "PILOT" WRITTEN ON THE SIDE.

D. ENTRANCE. (8-83) (USS TEXAS) CONSULT TO PUB 127.

E. CHANNEL. (8-83) (USS TEXAS) CONSULT TO PUB 127.

F. ANCHORAGES. (8-83) (USS TEXAS) TEXAS ANCHORED AT 41°16.6'S/

WELLINGTON, NEW ZEALAND

174°49.8'E IN 60 FT OF WATER. THE HOLDING GROUND OF GRAY MUD WAS GOOD ALTHOUGH THE ANCHOR DID DRAG APPROXIMATELY 125 YDS IN 60 KTS WINDS. THE RELIABILITY OF ANCHORAGE BEARINGS IN THE PUB 127 WAS GOOD.

G. WRECKS AND OBSTRUCTIONS. (8-83) (USS TEXAS) CONSULT PUB 127.

H. TIDES AND CURRENTS. (8-83) (USS TEXAS) CONSULT PUB 127.

I. WEATHER AND WINDS. (8-83) (USS TEXAS) CONSULT PUB 127. WINDS INSIDE THE PORT HAVE A SWIRLING EFFECT WHICH CAN CHANGE DIRECTION WITHIN THE HOUR. THIS IS DUE TO SURROUNDING HILLS AND MOUNTAINS BEING OF INSUFFICIENT HEIGHT TO ACT AS A WIND-BREAK. A COMPLETE WEATHER AND WIND GRAPHIC IS LOCATED ON THE LAST PAGE OF THIS PORT STUDY.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (8-83) U.S. SHIPS ARE MOORED AT THE OVERSEAS PASSENGER TERMINAL. THE WHARF IS CONSTRUCTED OF WOOD PILINGS WITH A REINFORCED CONCRETE TOP AND HAS AN EXCELLENT WOOD STRINGER ALL THE WAY AROUND. THE WHARF IS 243 M (35 FT).

B. FUEL, LUBE AND DIESEL OIL. (8-83) LUBRICATING OIL IS AVAILABLE AT ALL WHARVES. FUEL OIL AND DIESEL OIL ARE AVAILABLE AT BURNHAM, MIRAMAR, AOTEA QUAY, AND POINT HOWARD WHARVES. FUEL IS PUMPED THROUGH A 7.6 CM (3 IN) OR 15.2 CM (6 IN) COUPLING AT A RATE OF 75,000 L (20,000 GAL)/HR. A CARGO LIGHTER AND ONE OIL HULK ARE AVAILABLE FOR THE CARRIAGE OF CLEAN OIL.

C. MECHANICAL HANDLING FACILITIES. (8-83) (USS TEXAS) TWENTY AUTOMOTIVE INDUSTRIAL LOADING CRANES (3 SPECIFICALLY FOR CONTAINERIZED CARGO) AND ONE LARGE FLOATING CRANE WERE OBSERVED.

D. DRYDOCKS AND REPAIR FACILITIES. (1-84) (FICPAC) ONE FLOATING DOCK OF THE SECTIONAL BOX TYPE, CAPABLE OF LIFTING UP TO 16,000 TONS, 178 M (584 FT) LONG, 26.8 M (88 FT) WIDE, AND 7.6 M (25 FT) WATER OVER KEEL BLOCKS IS LOCATED NORTH OF AOTEA QUAY.

E. WAREHOUSES AND STORAGE AREAS. (8-83) THE WELLINGTON HARBOR BOARD HAS 20 TRANSIT SHEDS WITH A CARGO STORAGE CAPACITY FOR 78,990 TONS. A 30 ACRE CONTAINER TERMINAL HAS FULLY INTEGRATED BACK UP FACILITIES, INCLUDING BREAK BULK DEPOTS. LARGE OUTSIDE STORAGE AREAS ARE ALSO AVAILABLE.

F. STEVEDORES. (2-79) PRIVATE ENGINEERING AND REPAIR ESTABLISHMENTS PROVIDE SKILLED AND UNSKILLED LABOR.

G. PORT CAPACITY. (8-83) (USS TEXAS) ONE CV OR FOUR DD SIZE VESSELS COULD BE ACCOMMODATED IN THE PORT OF WELLINGTON.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (8-83) GOOD ROADS

WELLINGTON, NEW ZEALAND

CONNECT THE CITY, OUTLYING AREAS, AND SUBURBAN WHARVES.

THE TWO RAIL FERRY BERTHS ARE SERVICED BY FOUR GOVERNMENT OWNED VESSELS WHICH CROSS THE COOK STRAIT EACH DAY. THE SERVICE IS THE ONLY RAIL CONNECTION TO THE SOUTH ISLAND. APPROXIMATELY 12.4 KM (7.7 MI) OF RAIL TRACK IS LOCATED ON THE PORT'S PREMISES, CONNECTING ALL OVERSEAS BERTHS, CONTAINER BACK UP AREA AND RAIL LINKUP TO THE NATIONAL RAILWAY NETWORK. STEAM AND ELECTRIFIED TRAINS OPERATE HOURLY FROM THE TRAIN STATION LOCATED 1 KM FROM AOTEA QUAY.

OVERSEAS PASSENGER VESSELS CALLING AT THE PORT OF WELLINGTON USE THE MODERN PASSENGER TERMINAL BERTHS AND TRANSIT PASSENGERS CAN UTILIZE THE TERMINAL BUILDING FACILITIES PROVIDED.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (2-79) TWO TWIN TUGS (2,700 HP TWIN-DIESEL WITH A 31-TON BOLLARD PULL) ARE AVAILABLE FROM THE WELLINGTON HARBOR BOARD. DEVELOPMENT SERVICES LTD. OPERATES BARGES TOGETHER WITH A TUG OF 850 HP WITH A 7-TON BOLLARD PULL.

B. WATER. (8-83) (USS TEXAS) POTABLE WATER MAY BE AVAILABLE; HOWEVER, THE LOCAL UNIONS REFUSED TO PROVIDE SUCH SERVICE TO THE TEXAS. THE AVAILABILITY OF BOILER WATER IS UNKNOWN.

C. AIRFIELDS. (11-85) (FICPAC) WELLINGTON AIRPORT IS LOCATED 8 KM (5 MI) SOUTH OF THE PORT. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 160/340 AND A DIMENSION OF 1,935 X 45.7 M (6,350 X 150 FT). AIR NEW ZEALAND AND QANTAS PROVIDE INTERNATIONAL SERVICE TO BRISBANE, SYDNEY, MELBOURNE, AND SINGAPORE.

D. COMMUNICATIONS. (8-83) (USS TEXAS) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "WELLINGTON HARBOR CONTROL". SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES WHILE INPORT. THE BEACON HILL SIGNAL STATION IS LOCATED AT 41°18.8'S/174°47'E. NUMEROUS PHONE BOOTHS WERE AVAILABLE AT THE N.Z. POST OFFICE HEADQUARTERS DIRECTLY OPPOSITE FLEET LANDING. DIRECT-DIAL CALLS ARE MADE TO U.S. WITH A 2-3 MIN WAITING TIME. OPERATOR ASSISTED CALLS (COLLECT OR CHARGE TO A THIRD PARTY) MAY BE MADE WITHIN A FEW MINUTES. SERVICE IS AVAILABLE 24 HOURS A DAY AND VERY RELIABLE. OPERATORS ARE EASY TO OBTAIN, EVEN DURING PEAK CALLING TIMES. THE TIME DIFFERENCE IS PLUS 16 HOURS TO THE EAST COAST OF THE U.S. WHILE ON DAYLIGHT-SAVING TIME. THE COST FOR MOST TELEPHONE CALLS TO THE U.S. IS APPROXIMATELY NZ\$3.00 PER MINUTE (AUG 83). USDAO WELLINGTON ARRANGED FOR PICK-UP AND DELIVERY OF MAIL (TEL: 722-068 EXT 866). MAIL SERVICE IS RELIABLE.

E. MEDICAL. (5-85) SEE M2/MED.

F. GASOLINE. (8-83) (USS TEXAS) GASOLINE IS OBTAINABLE THROUGH HERTZ RENT-A-CAR OR BY LOCAL PROCUREMENT WITH REIMBURSEMENT.

G. PROVISIONS. (8-83) (USS TEXAS) MEATS, DAIRY PRODUCTS, FRESH

WELLINGTON, NEW ZEALAND

FRUITS/VEGITABLES, AND BAKERY PRODUCTS WERE OBTAINED FROM IAN PRICE PROVEDORES, LTD., HERRICK WHARF, P.O. BOX 1, NAPIER, N.Z. QUALITY WAS ABOVE AVERAGE. SOME ITEMS WERE QUITE EXPENSIVE ALTHOUGH MOST WERE REASONABLE. SEASONAL ITEMS WERE NOT READILY AVAILABLE. SEASONAL ITEMS UNAVAILABLE IN AUGUST WERE GRAPES, APPLES, AND HONEYDEW MELONS. HOT HOUSE ITEMS WERE EXPENSIVE (GREEN PEPPERS-\$3.27/LB, CUCUMBERS-\$2.93/LB, SPRING ONIONS-\$4.64/LB). OTHER EXPENSIVE ITEMS WERE: PIES-\$14.25, CAKES-\$36.00, PEANUT BUTTER (SMALL JAR)-\$6.90, JAM-\$14.87, MUSTARD (SMALL JAR)-\$14.90, ICE CREAM-\$4.52/GAL, AND MILK-\$4.49/GAL. ALL PRICES ARE US\$.

H. GARBAGE DISPOSAL. (8-83) (USS TEXAS) GARBAGE DISPOSAL WAS AVAILABLE BY LIGHTERS TWICE DAILY TO THE HMNZS OTAGO FOR DISPOSAL DUE TO LOCAL PROTEST STRIKE. SERVICE WAS ARRANGED BY THE AMERICAN EMBASSY AT A COST OF NZ\$4.00 PER CONTAINER. WET GARBAGE MUST BE SEPARATED. NO OTHER RESTRICTIONS EXIST ON DUMPING.

4. PERSONALIA

A. CALLS. (8-83) (USS TEXAS) CALLS WERE MADE TO THE FOLLOWING:

U.S. AMBASSADOR
MAYOR OF WELLINGTON
CHAIRMAN OF HARBOR BOARD
NEW ZEALAND CHIEF OF NAVAL STAFF
GENERAL MANAGER OF THE HARBOR BOARD

VIP TOURS WERE CONDUCTED, BUT THERE WAS NO GENERAL TOURING AT ANCHORAGE. THE OFFICERS AND CREW WERE ENCOURAGED TO INVITE GUESTS ABOARD AND ESCORT THEM INDIVIDUALLY ON TOURS. A TOTAL OF 1,500-1,600 PERSONS TOURED TEXAS DESPITE TWO DAYS RESTRICTION OF BOATING DUE TO ROUGH WEATHER.

B. HONORS. (8-83) (USS TEXAS) WELLINGTON IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (11-85) WELLINGTON, THE CAPITAL CITY OF NEW ZEALAND, IS IN THE GEOGRAPHICAL CENTER OF THE COUNTRY, LYING ON THE SOUTHERN END OF THE NORTH ISLAND IN COOK STRAIT. THE NEAREST PORT IN NEW ZEALAND TO AUSTRALIA AND PANAMA, IT IS A CONVENIENT PORT OF CALL FOR MERCHANT VESSELS. THE COMBINATION OF GEOGRAPHICAL LOCATION AND SPECIALIZED FACILITIES AVAILABLE TO SHIPPING MAKES WELLINGTON THE CHIEF DISTRIBUTING PORT OF NEW ZEALAND.

MORE THAN A THOUSAND YEARS AGO, ACCORDING TO LEGEND, THE POLYNESIAN VOYAGERS, IN A SPIRIT OF GREAT DARING, BROUGHT THEIR PRIMITIVE CANOES OVER 3,704 KM (2,000 NM) OF UNTRACED SEA ROADS TO THE GREAT SOUTH SEA, AND MADE THEIR LANDFALL IN NEW ZEALAND, LAYING THE FOUNDATIONS OF MAORI OCCUPATION. CAPT COOK IN HIS SHIP "RESOLUTION" ANCHORED OFF THE ENTRANCE TO THE HARBOR IN 1773, BUT DID NOT ENTER. IN 1826, CAPT HERD ARRIVED IN THE "ROSANNA", ALONG WITH THE CUTTER "LAMBTON", COMMANDED BY CAPT BARNETT. LATER, IN SEP 1839, COLONEL WAKEFIELD ARRIVED IN THE "TORY" AND ANCHORED

WELLINGTON, NEW ZEALAND

IN THE PORT TO CARRY OUT THE COLONIZING PLANS OF THE NEW ZEALAND COMPANY, FORMED IN GREAT BRITAIN FOR THIS PURPOSE. THE FIRST IMMIGRANTS ARRIVED AT PORT NICHOLSON IN THE EARLY PART OF 1840, SOON TO BE FOLLOWED BY OTHER SHIPS LADEN WITH COLONISTS. THE FIRST SETTLEMENT, CALLED "BRITANNIA", WAS ON THE NORTHERN SHORES OF THE HARBOR, BUT THE SOUTHERN END WAS FOUND MORE SUITABLE, AND WELLINGTON, THE CAPITAL OF NEW ZEALAND, WAS ESTABLISHED ON ITS PRESENT SITE WITHIN A YEAR OR TWO AFTERWARDS.

(8-83) (USS TEXAS) THE POPULATION OF WELLINGTON IS 342,000 (1981 CENSUS).

B. LIBERTY. (8-83) (USS TEXAS) OVERNIGHT LIBERTY IS RECOMMENDED FOR ALL PETTY OFFICERS AND ABOVE. TEXAS PRESCRIBED UNIFORMS FOR THE FIRST DAY'S LIBERTY AND COAT AND TIE THEREAFTER.

ONE OFFICER AND ONE PETTY OFFICER ACCOMPANIED LOCAL POLICE ON THEIR ROUNDS. THE SENIOR SHORE PATROL OFFICER REPORTED TO THE NEW ZEALAND POLICE CHIEF SUPERINTENDENT. THE NEAREST POLICE STATION WAS THE CENTRAL POLICE STATION ON THE CORNER OF TAYLOR AND LAMBTON QUAY - ABOUT 2 BLOCKS FROM THE FLEET LANDING. THERE WAS A SMALL AUXILIARY POLICE VAN UNIT ASSIGNED INSIDE THE FLEET LANDING (INTERISLAND TERMINAL) AREA.

A BEACH GUARD CONSISTING OF ONE CHIEF PETTY OFFICER AND ONE PETTY OFFICER WAS ESTABLISHED INSIDE THE TERMINAL BUILDING AT FLEET LANDING.

A MAXIMUM LIBERTY PARTY, WELLINGTON IS CAPABLE OF HANDLING, IS 500.

C. CLUBS AND BARS. (8-83) (USS TEXAS) VIRTUALLY NO CLUBS ARE OPEN ON SUNDAYS.

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES</u> | <u>LIQUOR</u> |
|------------------|-----------------|---------------|---------------------------------|
| 1860 CLUB | DOWNTOWN | NO COVER | RESTAURANT/DISCO ALL LIQUORS |
| JAMES COOK HOTEL | THE TERRACE | NZ\$5 COVER | DISCO/ALL LIQUORS |
| EXCHEQUER DISCO | DOWNTOWN | NZ\$5 COVER | DISCO/BAND/LIQUORS |
| SPATS DISCO | DOWNTOWN | | DISCO/ALL LIQUORS |
| CHIPS DISCO | 142 WILLIS ST | | DISCO/BAND/LIQUORS |

BOTH THE EXCHEQUER AND CHIPS DISCOS ISSUED FREE PASSES TO TEXAS CREWMEMBERS FOR VARIOUS NIGHTS. THE EXCHEQUER DISCO THREW A "GOING AWAY" PARTY FOR THE TEXAS ON THE LAST NIGHT THAT WAS WELL RECEIVED BY THE CREW.

THE CITY OF WELLINGTON PUBLIC RELATIONS OFFICE (TEL: 735-063) PROVIDED A LIST OF EVENTS HAPPENING IN AND AROUND WELLINGTON DURING TEXAS' PORT VISIT.

D. RESTAURANTS. (8-83) (USS TEXAS) WELLINGTON HAS A GOOD SELECTION OF EXCELLENT LICENSED RESTAURANTS; SOME WHERE WINE IS STOCKED, AND OTHERS WHERE YOU "BRING YOUR OWN" (KNOWN AS BYO) PLUS A NUMBER OF SOPHISTICATED NIGHTCLUBS.

E. HOTELS. (8-83) (USS TEXAS)

JAMES COOK, THE TERRACE (3 BLOCKS FROM FLEET LANDING), NZ\$68.00, DINING AND BEVERAGE AVAILABLE.

WELLINGTON, NEW ZEALAND

ABEL TASMAN, WILLIS & DIXON STS, DINING AND BEVERAGE AVAILABLE.
WELLINGTON PARK-ROYAL, 360 ORIENTAL PARADE, EXCLUSIVE, DINING AND BEVERAGE AVAILABLE.

HOTEL ST GEORGE, WILLIS & BOULCOTT STS, DINING AND BEVERAGE AVAILABLE.
TRAVELODGE, 40-44 ORIENTAL PARADE, DINING AND BEVERAGE AVAILABLE.

F. ATHLETICS. (8-83) ATHLETIC COMPETITIONS AGAINST LOCAL TEAMS WERE ARRANGED BY THE AMEMBASSY (IS2 RIGGS). PICNIC/PARTY AREAS WERE AVAILABLE THROUGH IS2 RIGGS.

GOLF COURSES - BERHAMPORE GOLF LINKS, BERHAMPORE
HUTT GOLF CLUB, OLD MILITARY RD, LOWER HUTT
MIRAMAR GOLF CLUB, MIRAMAR (CLOSEST TO KING)
SHANDON GOLF CLUB, BEAR ISLAND, PETONE

POOLS - FREYBERG POOL, ORIENTAL PARADE
THORNDON POOL, MURPHY STREET

SQUASH - JOHN RIEDS SQUASH CENTER
KHANDALLAH SQUASH RACKETS CLUB, INC.

HATAI PARK
VICTORIAN UNIVERSITY

TENNIS - HATAI PARK

G. BEACHES. (8-83) A NUMBER OF GOOD PUBLIC BEACHES ARE IN THE WELLINGTON AREA, PRIMARILY LOCATED IN THE BAYS NEAR THE CITY. THE WATER IS CLEAN AND THERE IS LITTLE SURF.

H. CHURCHES. (8-83) (USS TEXAS)

ST ANDREW'S ON THE TERRACE (PRESBYTERIAN) - PASTOR/CONGREGATION STRONGLY ANTI-NUCLEAR.

ST JOHN'S (PRESBYTERIAN) - 0800, 1100, 1900.

ASSEMBLY OF GOD - 1100, 1830.

JEWISH SYNAGOGUE - FRI, SUNDOWN, AND SAT, 1000.

I. TRANSPORTATION. (8-83) (USS TEXAS) BUS ROUTE MAPS WERE PROVIDED TO CREW BY CITY P.R. OFFICE. THE TRAIN STATION IS DIRECTLY OPPOSITE THE FLEET LANDING. TAXIS ARE AVAILABLE 24 HOURS A DAY. PRICES ARE NZ\$.80 AT METER DROP AND NZ\$.20 FOR EACH ONE-FIFTH KILOMETER. RENTAL CARS ARE AVAILABLE 24 HOURS A DAY AT NZ\$44.00 PER DAY. ALL DRIVING IS ON THE LEFT-HAND SIDE OF THE ROAD.

J. TOURS. (8-83) (USS TEXAS) TIKI TOURS, N.Z. GOVERNMENT TOURIST BUREAU, PROVIDED THE FOLLOWING TOURS:

NO. 1 - 4 HOURS, CITY SIGHTS, 0900-1300, NZ\$12.00 (US\$8.14) PER PERSON.

NO. 2 - WAIRARAPA EXCURSION, 0830-1700, NZ\$46.00 (US\$31.20) PER PERSON, INCLUDING LUNCH AND MORNING TEA.

NO. 3 - KAPITI COAST EXCURSION, 0900-1430, NZ\$32.00 (US\$21.99) PER PERSON, INCLUDING LUNCH.

NO. 4 - RUAPEHU SKI TOUR, 1300 (DAY 1)-2200 (DAY 2), NZ\$99.00 (US\$67.10)

WELLINGTON, NEW ZEALAND

PER PERSON, INCLUDING TOUR COACH, ACCOMMODATION ON A MULTI-SHARE BASIS, DINNER ON DAY 1 AND DAY 2, BREAKFAST ON DAY 2, SKI HIRE, TRANSPORTATION TO AND FROM THE SKI FIELD. LUNCHES, LIFT PASSES, AND ITEMS OF A PERSONAL NATURE, E.G. DRINKS AND TOLL CALLS.

K. SHOPPING. (8-83) (USS TEXAS) THE DOWNTOWN AREA OF WELLINGTON FEATURES DEPARTMENT STORES, BOUTIQUES, CHAIN STORES, SUPERMARKETS, AND SPECIALTY SHOPS. SHOPPING HOURS ARE RESTRICTED FROM 9-5 WEEKDAYS AND 9-12 ON SATURDAYS, AND CLOSED ON SUNDAYS.

(5-82) (USS TRUXTUN) GOOD BUYS ARE SHEEPSKIN COATS AND RUGS, JADE AND SHELLWORK. HAND-KNIT WOOLENS ARE OF EXCEPTIONALLY GOOD QUALITY BUT EXPENSIVE. RECOMMENDED SHOPS ARE:

BO-PEEP SHEEP SKIN SHOP, MANNERS ST, WELLINGTON - SHEEPSKINS, WOOLENS.
THE BLACK SHEEP, CUBA MALL, WELLINGTON - WOOLENS, SOUVENIRS.

L. THEATER AND CINEMA. (8-83) (USS TEXAS) SEVERAL THEATERS ARE LOCATED IN THE DOWNTOWN AREA. THEY SHOW RECENT U.S. FILMS AT A COST OF APPROXIMATELY NZ\$3.50.

M. MISCELLANEOUS. (8-83) (USS TEXAS) THE RATE OF CURRENCY EXCHANGE (AUG 83) WAS NZ\$1.49 EQUALS US\$1.00. CURRENCY CAN BE EXCHANGED ON-BOARD BY THE WESTPAC BANKING CORPORATION OR AT ANY LOCAL BANK. THE WESTPAC BANK EXCHANGED NZ CURRENCY BACK TO U.S. CURRENCY ON THE LAST DAY INPORT.

(5-82) (USS TRUXTUN) LOCAL LAUNDRY SERVICE, WITH PICKUP AND DELIVERY AT LANDING, WAS USED AND FOUND SATISFACTORY. PRICES WERE EXPENSIVE. THE POINT OF CONTACT WAS IAN PRICE, CHANDLER.

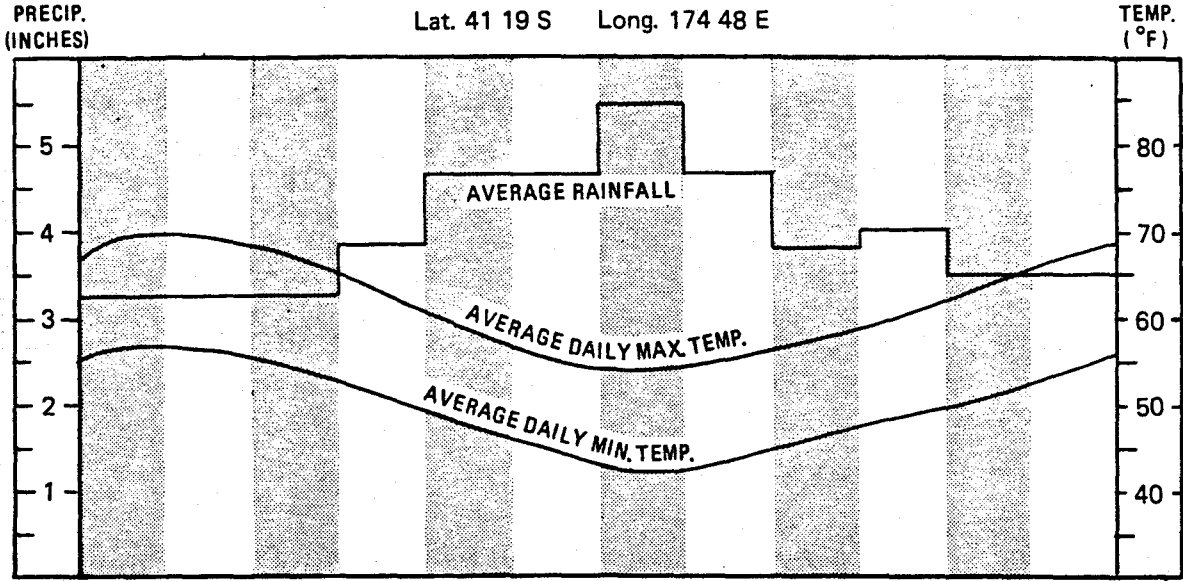
COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC (11-85).

I. WEATHER AND WINDS.

WELLINGTON, NEW ZEALAND

Elev. 38'

Lat. 41 19 S Long. 174 48 E



MEAN NUMBER OF DAYS WITH PRECIPITATION, THUNDERSTORMS, FOG

| | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|---|
| ☁ | 11 | 10 | 9 | 13 | 15 | 16 | 18 | 17 | 15 | 14 | 11 | 11 | ☁ |
| ⚡ | 1 | <1 | <1 | <1 | <1 | <1 | 1 | <1 | 1 | <1 | 1 | 1 | ⚡ |
| ☁ | <1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 1 | 1 | 1 | <1 | ☁ |

TOTAL PRECIPITATION / SNOWFALL (INCHES)

| | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|---|
| • | 3.20 | 3.20 | 3.20 | 3.80 | 4.60 | 4.60 | 5.40 | 4.60 | 3.80 | 4.00 | 3.50 | 3.50 | • |
| * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |

MEAN RELATIVE HUMIDITY (PERCENT)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 70 | 73 | 73 | 78 | 79 | 80 | 79 | 77 | 76 | 75 | 73 | 72 |
|----|----|----|----|----|----|----|----|----|----|----|----|

MEAN TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 63 | 63 | 61 | 57 | 53 | 50 | 48 | 49 | 52 | 54 | 57 | 61 |
|----|----|----|----|----|----|----|----|----|----|----|----|

ABSOLUTE MAXIMUM/MINIMUM TEMPERATURE (°F)

| | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 85 | 88 | 81 | 74 | 71 | 69 | 66 | 66 | 69 | 75 | 81 | 83 |
| 39 | 41 | 39 | 36 | 32 | 30 | 29 | 29 | 31 | 34 | 36 | 38 |

PREVAILING WIND DIRECTION / MEAN SPEED (KNOTS)

| | | | | | | | | | | | |
|-----|-----|----|----|----|----|----|----|----|-----|-----|-----|
| NNW | NNW | S | S | S | S | S | S | S | NNW | NNW | NNW |
| 13 | 14 | 12 | 11 | 13 | 13 | 13 | 12 | 12 | 14 | 16 | 15 |

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

WELLINGTON, NEW ZEALAND

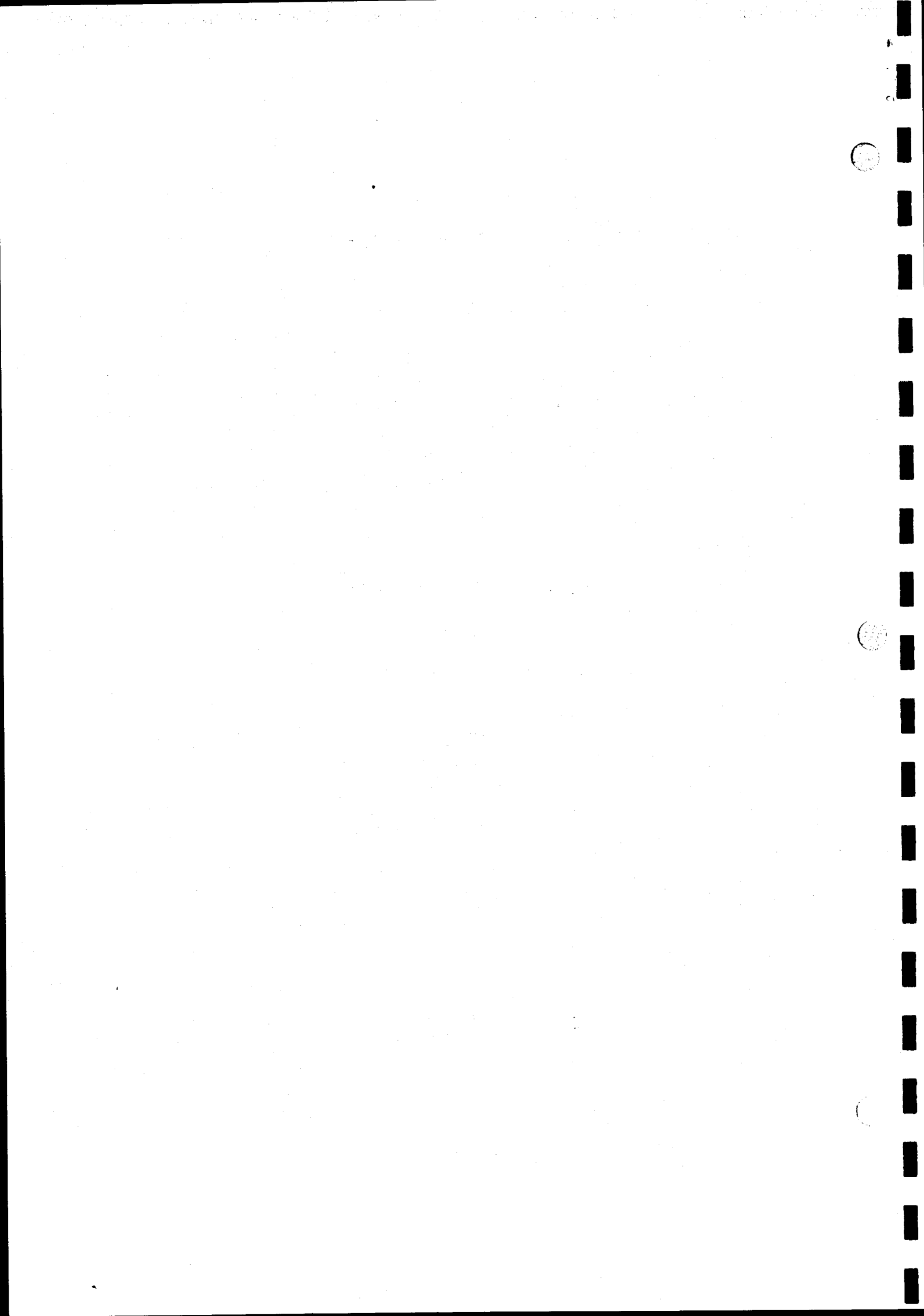
3. E. MEDICAL. (5-85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AUCKLAND ARE GOOD. MOST OF THE POPULATION HAS ACCESS TO FLUORIDATED POTABLE PIPED WATER AND AN ADEQUATE SEWAGE SYSTEM. URBAN AREAS HAVE GARBAGE COLLECTION WITH DISPOSAL IN A SANITARY LANDFILL. FOOD SANITATION STANDARDS ARE HIGH AND STRICTLY ENFORCED.

PREVALENT COMMUNICABLE DISEASES INCLUDE GASTROENTERITIS, DIARRHEAS (INCLUDING CAMPYLOBACTERIOSIS), VIRAL HEPATITIS, SALMONELLOSIS, TUBERCULOSIS (HIGHEST PREVALENCE IS IN THE POLYNESIAN IMMIGRANT POPULATION), AND SEXUALLY TRANSMITTED DISEASES. A FEW CASES OF LEPTOSPIROSIS AND ECHINOCOCCOSIS ARE REPORTED EACH YEAR. INSECT VECTORS ARE PRESENT, BUT FEW CASES OF MALARIA OR DENGUE FEVER HAVE BEEN REPORTED IN THE LAST FEW YEARS. OTHER HEALTH THREATS INCLUDE VARIOUS SPECIES OF POISONOUS SEA SNAKES AND FISH IN COASTAL WATERS. THERE ARE NO KNOWN POISONOUS LAND SNAKES.

DRUGS, SUCH AS MARIJUANA AND HEROIN, ARE AVAILABLE IN PORT CITIES. NEW ZEALAND AUTHORITIES ENFORCE ABUSE LAWS STRINGENTLY.

MEDICAL FACILITIES INCLUDE WELLINGTON GENERAL HOSPITAL (1,200 BEDS), TEL: 859-844, AND HUTT HOSPITAL (487 BEDS). WELLINGTON GENERAL, THE LARGEST HOSPITAL IN NEW ZEALAND, OFFERS SERVICES IN GENERAL MEDICINE AND SURGERY, OB/GYN, PEDIATRICS, CARDIOLOGY, PHYSIOTHERAPY, PATHOLOGY, X-RAY, LABORATORY, AND DENTISTRY. EMERGENCY ROOM, TEL: 859-844, AND A FREE AMBULANCE SERVICE, TEL: 722-999, ARE AVAILABLE. HUTT HOSPITAL OFFERS SERVICES IN THE ABOVE SPECIALTIES EXCEPT FOR CARDIOLOGY. EMERGENCY MEDICAL AND DENTAL CARE ARE ALSO AVAILABLE AT THE DEFENSE CLINIC LOCATED DOWNTOWN ACROSS FROM THE RAILROAD. DENTAL CARE IS ALSO PROVIDED BY LOCAL DENTISTS.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.



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VANCOUVER, CANADA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 88) (FICPAC) VANCOUVER HARBOR 49-17N/123-07W) IS SITUATED IN BURRARD INLET, BETWEEN THE MAINLAND AND VANCOUVER ISLAND. THE HARBOR HAS A LENGTH OF 3.5 MILES (BETWEEN BROCKTON POINT AND THE SECOND NARROWS) AND A MAXIMUM WIDTH OF 2 MILES. THERE ARE FIVE LARGE INNER HARBOR ANCHORAGES FOR VESSELS AWAITING CLEARANCE, BERTHS, OR TIDES.

B. APPROACHES, LIGHTS, ETC. (JUN 88) (FICPAC) CONSULT DMAHTC 154 (3RD ED 1986), CHART 18405 (11TH ED 9 JAN 88, CORR NM 2/88), AND CHART 18406 (3RD ED 20 APR 85, CORR NM 16/85).

(MAY 88) (USS BROOKE) AS EXPECTED, BROOKE'S VISIT WAS THE SUBJECT OF SMALL DEMONSTRATIONS. SEVERAL SMALL CRAFT, RANGING FROM A SMALL RUBBER RAFT TO A SAIL BOAT MADE AN ATTEMPT TO IMPEDE BROOKE'S TRANSIT TO THE HARBOR IN VANCOUVER. A POLICE ESCORT OF 3 HARBOR PATROL CRAFT AND ONE ZODIAC WERE SUCCESSFUL IN KEEPING THE DEMONSTRATORS OUT OF THE WAY DURING THE TRANSIT. A SMALL BAND OF DEMONSTRATORS, ABOUT A DOZEN, WERE ON THE PIER CHANTING SLOGANS UPON ARRIVAL. THEY WERE NOT IN A POSITION TO INTERFERE WITH THE MOORING AND DEPARTED SHORTLY AFTER THE SHIP TIED UP. NEXT DAY, 18 PROTESTORS, INCLUDING CHILDREN, ARRIVED AND MARCHED ALONG THE PIER, SHOUTING SLOGANS OVER A LOUD SPEAKER. TWO POLICE CARS WERE PRESENT AND THE DEMONSTRATORS MADE NO HOSTILE OVERTURES. AFTER ABOUT 30 MINUTES THEY LEFT. A SMALL BOAT APPROACHED THE STERN OF BROOKE WHILE THE DEMONSTRATION WAS ON THE PIER BUT DEPARTED WHEN WAVED OFF BY POLICE AND BROOKE'S CREW MEMBERS.

C. PILOTAGE. (JUN 88) CONSULT PUB 154.

D. ENTRANCE. (JUN 88) CONSULT PUB 154.

E. CHANNEL. (JUN 88) CONSULT PUB 154.

F. ANCHORAGES. (JUN 88) CONSULT PUB 154.

G. WRECKS AND OBSTRUCTIONS. (JUN 88) UNDER FIRST NARROWS BRIDGE, THE MINIMUM CLEARANCE AT HW IS 60.4 M (198 FT) AND THE MINIMUM DEPTH AT LW IS 15 M (49.3 FT). UNDER SECOND NARROWS BRIDGE, THE MINIMUM CLEARANCE AT HW IS 44.2 M (145 FT) AND THE MINIMUM DEPTH AT LW IS 12.8 M (42 FT). VESSELS CAN ONLY TRANSIT SECOND NARROWS AT SLACK WATER.

H. TIDES AND CURRENTS. (JUN 88) CONSULT PUB 154.

I. WEATHER AND WINDS. (JUN 88) CONSULT PUB 154.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 88) CONSULT PUB 154.

B. FUEL, LUBE, AND DIESEL. (JUN 88) NO INFORMATION IS AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) THE PORT AUTHORITY OWNS ONE FIXED CRANE OF 272-TON CAPACITY AT THE CENTER PIER AND FIVE CONTAINER CRANES OF 40-TON CAPACITY (TWO AT CENTERM AND THREE AT VANTERM). FLOATING

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VANCOUVER, CANADA

CRANES AND ELECTRIC GANTRY CRANES ARE OWNED BY PRIVATE COMPANIES.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) BURREARD YARROWS CORP OWNS A FLOATING DRYDOCK WITH A LIFTING CAPACITY OF 36,000 TONS AND A MACHINE SHOP; ANOTHER FLOATING DRYDOCK WITH A LIFTING CAPACITY OF 10,000 TONS; AND ANOTHER FLOATING DRYDOCK WITH A LIFTING CAPACITY OF 9,000 TONS. THE FACILITIES ARE AVAILABLE FOR REPAIRS OF ALL KINDS.

CANADIAN WESTINGHOUSE CO. LTD. OPERATES MARINE SERVICE LOCATIONS FOR ALL TYPES AND MAKES OF ELECTRICAL EQUIPMENT - 24 HRS A DAY. SALVAGE TUGS AND EQUIPMENT AVAILABLE.

VANCOUVER SHIPYARDS LTD. HAS SHIPBUILDING FACILITIES.

E. WAREHOUSES AND STORAGE FACILITIES. (JUN 88) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (JUN 88) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (JUN 88) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JUN 88) THE PORT IS THE TERMINUS FOR THREE MAJOR RAILROADS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 88) NO INFORMATION IS AVAILABLE.

B. WATER. (JUN 88) NO INFORMATION IS AVAILABLE.

C. AIRFIELDS. (JUN 88) (FICPAC) VANCOUVER INTERNATIONAL AIRPORT IS LOCATED 16 KM (10 MI) SOUTH OF THE PORT. THERE ARE ALSO TWO HELIPORTS IN THE INNER HARBOR AREA, AND THEY ARE OPERATED BY THE HARBOR HELIPORT SOCIETY.

D. COMMUNICATIONS. (JUN 88) NO INFORMATION IS AVAILABLE.

E. MEDICAL. (JUN 88) NO INFORMATION IS AVAILABLE.

F. GASOLINE. (JUN 88) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (JUN 88) NO INFORMATION IS AVAILABLE.

H. GARBAGE DISPOSAL. (JUN 88) NO INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (JUN 88) NO INFORMATION IS AVAILABLE.

(MAY 88) (USS BROOKE) THOUGH NOT OPEN TO GENERAL VISITING BASED UPON THE RECOMMENDATION OF MARPAC HQ STAFF, THE SHIP PROVIDED TOURS TO TWO GROUPS OF NAVY LEAGUE CADETS, CITY ALDERMAN, THE CONSUL GENERAL OF THE AMCONSULATE VANCOUVER, A NUMBER OF VANCOUVER POLICE OFFICERS AND VARIOUS GUESTS OF CREW MEMBERS. THE NAVY LEAGUE CADETS, CONSISTING OF YOUNGSTERS BETWEEN 10 AND 15 YRS OF AGE WITH THEIR SPONSORS AND PARENTS, WERE HOSTED IN THE WARDROOM AFTER THEIR TOUR AND WERE SERVED PUNCH AND COOKIES.

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N2-2
(CH-8)

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VANCOUVER, CANADA

B. HONORS. (JUN 88) NO INFORMATION IS AVAILABLE.

5. PORT VISIT INFORMATION (JUN 88) (FICPAC) VANCOUVER, THE LARGEST CITY IN BRITISH COLUMBIA, CANADA, HAS 100 MILES OF WATER FRONTAGE AND 50 SQ MI OF DEEP-SEA ANCHORAGE. TO THE NORTH ARE SNOW-CAPPED MOUNTAINS, TO THE SOUTH LIES THE RICH PLAIN OF THE FRASER RIVER DELTA, AND TO THE EAST THE BURNABY RIDGE, AND TO THE WEST IS POINT GREY (THE SITE OF THE UNIVERSITY OF BRITISH COLUMBIA, MOST OF WHOSE 14,000 STUDENTS LIVE IN VANCOUVER). WHEN BURRARD INLET WAS EXPLORED BY CAPT GEORGE VANCOUVER IN 1793, THE SITE OF THE CITY WAS INHABITED BY INDIAN TRIBES. THE FIRST EUROPEAN SETTLEMENT WAS MADE IN 1862. SINCE 1887, WHEN THE RAILROADS WERE LAID, VANCOUVER HAS BEEN AN IMPORTANT TRANSPORTATION AND COMMUNICATIONS CENTER.

THE CITY IS ALSO A MAJOR MANUFACTURING AND FINANCIAL CENTER. THE MAIN PROVINCIAL INDUSTRY IS LUMBERING WITH WOOD FABRICATION CENTERED AT VANCOUVER. LUMBER, PULP, AND PAPER ARE SHIPPED TO THE UK AND USA. IRON AND STEEL-FABRICATING PLANTS HAVE BEEN OPERATING SINCE WW II. THE CITY HAS LARGE OIL REFINERIES AND DAIRY AND FOOD PROCESSING PLANTS.

VANCOUVER, ONE OF THE MOST COSMOPOLITAN OF CANADIAN CITIES, IS ESPECIALLY NOTED FOR ITS LARGE ORIENTAL POPULATION (414,281, 1981 CENSUS). SINCE WW II, THERE HAS BEEN A LARGE INFLUX OF EUROPEANS, WHOSE INFLUENCES ARE EVIDENT IN COLORFUL FOLK FESTIVALS, ART, MUSIC, AND MULTILINGUAL LIBRARIES. SINCE 1958, IT HAS PRESENTED THE ANNUAL VANCOUVER FESTIVAL OF THE ARTS.

B. LIBERTY. (APR 86) (COMDESRON 31) PRE-LIBERTY BRIEFINGS WERE GIVEN BY THE VANCOUVER POLICE AND THE AREA ROYAL CANADIAN NAVY REPRESENTATIVE. THE BRIEF INDICATED THAT THE MAJORITY OF PEACE DEMONSTRATION ACTIVITY WOULD OCCUR AT SUNSET BEACH LOCATED APPROXIMATELY 5 MILES FROM THE BALLANTYNE PIER WHERE THE SHIPS WERE BERTHED. ACCORDINGLY, SUNSET BEACH WAS PLACED OFF LIMITS TO ALL USN PERSONNEL.

C. CLUBS AND BARS. (JUN 88) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (JUN 88) NO INFORMATION IS AVAILABLE.

E. HOTELS. (JUN 88) NO INFORMATION IS AVAILABLE.

F. ATHLETICS. (JUN 88) NO INFORMATION IS AVAILABLE.

G. BEACHES. (JUN 88) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (JUN 88) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (JUN 88) NO INFORMATION IS AVAILABLE.

J. TOURS. (JUN 88) NO INFORMATION IS AVAILABLE.

K. SHOPPING. (JUN 88) NO INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (JUN 88) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (APR 86) (COMDESRON 31) BRIEFINGS INDICATED DEMONSTRATORS PLANS TO PROTEST PRESENCE OF U.S. WARSHIPS AT THE BALLANTYNE PIER. PIER SECURITY WAS PROVIDED BY USN PERSONNEL, VANCOUVER POLICE,

N2-3
(CH-8)

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VANCOUVER, CANADA

AND VANCOUVER HARBOR POLICE. USN SENTRIES MAINTAINED POSITION BEHIND THE PIER GATES WHILE VANCOUVER POLICEMEN (APPROXIMATELY 10 ON SCENE) PLACED THEMSELVES BETWEEN THE GATES AND PROTESTORS. PROTESTORS REMAINED ON SCENE FOR ABOUT 35 MINUTES. THERE WAS NO CONFRONTATION BETWEEN USN PERSONNEL AND/OR CANADIAN POLICE AND THE PROTESTORS. VANCOUVER POLICE REMAINED IN FULL CONTROL THROUGHOUT.

N. MISCELLANEOUS INFORMATION. (MAY 88) (USS BROOKE) THE CITY OF VANCOUVER IS AN EXCELLENT PORT VISIT FOR A U.S. NAVY SHIP. THE RESIDENTS ARE FRIENDLY, THE NIGHT LIFE AND SHOPPING ARE EXCELLENT, AND LOCAL OFFICIALS ARE EXTREMELY RECEPTIVE TO THE VISITS. THE SPONSORS HMCS DISCOVERY WERE EXCEPTIONAL HOSTS AND THE LOCAL POLICE WERE FRIENDLY AND HELPFUL IN DEALING WITH ANY PROBLEMS. BROOKE THOROUGHLY ENJOYED THIS PORT VISIT TO VANCOUVER AND HIGHLY RECOMMENDS IT AS A LIBERTY PORT.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, JUN 88.

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N2-4
(CH-8)

ESQUIMALT, CANADA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 86) ESQUIMALT (48°26'N/123°26'W) IS LOCATED AT THE SOUTHERN END OF VANCOUVER ISLAND. IT IS A SHELTERED, ICE-FREE, NATURAL INLET. A CANADIAN FORCES BASE IS LOCATED ON THE EAST SHORE.

B. APPROACHES, LIGHTS, ETC. (OCT 86) (USS PYRO) CONSULT DMAHTC PUB 154 (3ND ED 1986) AND CHART 18418 (31 JUL 82, CORR 27 APR 86).

C. PILOTAGE. (OCT 86) (USS PYRO) PILOTS ARE AVAILABLE AND TAKE VESSELS INTO PORT AT NIGHT. PILOTAGE IS RECOMMENDED DUE TO THE SMALL HARBOR WHICH DOES NOT HAVE MUCH MANEUVERING ROOM. A PILOT BOARDED FROM A TUG YTB-840 ONE NM EAST OF ALBERT HEAD POINT. THE CANADIAN MILITARY FORCES PILOT HANDLED THE SHIP TO THE COMPLETE SATISFACTION OF THE CO. TUGS ARE DIESEL-POWERED AND MOST HAVE 1,800 HP.

D. ENTRANCE. (OCT 86) (USS PYRO) THE PILOT RECOMMENDED A NORTHEASTLY APPROACH TO ESQUIMALT, PASSING APPROXIMATELY 1 NM EAST OF ALBERT HEAD POINT. PRIOR TO ENTERING THE HARBOR, BUT WITHIN THE HARBOR LIMITS, THREE MOORING BUOYS (APPROXIMATELY 610 M (2,000 FT) SSW OF FISGARD ISLAND CONSTITUTED A HAZARD TO NAVIGATION. THE DEGAUSSING RANGE IS CENTERED 1,800 M (5,906 FT) SOUTHWEST OF FISGARD ISLAND ON AN AXIS OF 203°T-023°T. THE RANGE IS 700 M (2,297 FT) LONG AND 137 M (449 FT) WIDE. THE RANGE WAS MARKED BY THREE SPECIAL YELLOW BUOYS.

E. CHANNEL. (OCT 86) (USS PYRO) WHEN ENTERING THE HARBOR, A RANGE ON INSKIP ISLAND IS CLEARLY VISIBLE AND CANNOT POSSIBLY BE CONFUSED WITH ANY OTHER DAY MARKS. SHOAL WATER EXTENDS 183 M (600 FT) FROM FISGARD ISLAND AND IS WELL MARKED BY A GREEN CHANNEL BUOY. ON THE EASTERN SIDE OF THE CHANNEL, SHOAL WATER EXTENDS 69 M (226 FT) FROM DUNTZE HEAD.

F. ANCHORAGES. (OCT 86) CONSULT PUB 154.

G. WRECKS AND OBSTRUCTIONS. (OCT 86) CONSULT PUB 154.

H. TIDES AND CURRENTS. (OCT 86) CONSULT PUB 154 AND CHARTS.

I. WEATHER AND WINDS. (OCT 86) CONSULT PUB 154.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 86) (USS PYRO) PYRO MOORED (STBD SIDE, BOW IN) TO JETTY A, DOCKYARD. STEAM WAS NOT AVAILABLE.

| <u>NAME/NO.</u> | <u>LOCATION</u> | <u>MATERIAL</u> | <u>LENGTH (M/FT)</u> | <u>DEPTH (M/FT)</u> |
|-----------------|-----------------|-----------------|----------------------|---------------------|
| A JETTY | DOCKYARD | CONCRETE | 228/750 | 10/33 |
| B JETTY | DOCKYARD | CONCRETE | 213/700 | 10/33 |

NI-1
(CH-3)

ESQUIMALT, CANADA

| | | | | |
|---------------|--------------|----------|----------|-------|
| C JETTY | DOCKYARD | CONCRETE | 213/700 | 10/34 |
| A JETTY | YARROWS | CONCRETE | 152/500 | 6/20 |
| B JETTY | YARROWS | CONCRETE | 213/700 | 9/30 |
| E JETTY | NADEN | CONCRETE | 305/1000 | 12/40 |
| D JETTY | YEW PT | CONCRETE | 122/400 | 7/22 |
| F JETTY | YEW PT | CONCRETE | 244/800 | 8/28 |
| COLWOOD JETTY | SUPPLY DEPOT | CONCRETE | 76/250 | 10/34 |

B. FUEL, LUBE, AND DIESEL OIL. (FEB 82) (USS ORLECK) ABUNDANT DFM WAS AVAILABLE AND DELIVERED BY HMCS LIGHTER AT THE RATE OF 40,000 GAL/HR WITH A 30.48 CM (12 IN) CONNECTION. BUNKERING FACILITY IN THE PORT IS CANADIAN ARMED SERVICES. REQUESTS SHOULD BE SUBMITTED VIA LOGREQ.

(JUL 83) (USCGC VENTUROUS) VENTUROUS RECEIVED 20,000 GALS DFM AT THE BERTH OF F JETTY. SHORE TIE ELECTRICAL POWER WAS 440 V, 3 PHASE, 60 HZ, 300 AMPS.

C. MECHANICAL HANDLING FACILITIES. (OCT 86) (USS PYRO) ONE DERRICK, ONE MOBILE CRANE (80-FT LIFT, 360-FT RADIUS, 20-TON HOIST, AND DIESEL POWERED), AND ONE PEDI-BONE (10-TON CAP.) WERE OBSERVED.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 86) (USS PYRO) THERE IS THE NADEN NAVAL DRYDOCK, WHICH HOLDS ONE DESTROYER, EAST OF THE PIER. DIVERS, ELECTRICAL EQUIPMENT REPAIR, AND ENGINE REPAIR ARE AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (FEB 82) (USS ORLECK) THERE IS A NAVAL SUPPLY DEPOT.

F. STEVEDORES. (DEC 86) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (FEB 82) (USS ORLECK) THE PORT OF ESQUIMALT CAN ACCOMMODATE FIVE DD TYPE OR SMALLER SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (FEB 82) A GOOD ROAD CONNECTS VICTORIA AND OTHER MAIN POINTS OF VANCOUVER ISLAND. THE MAIN INLAND RAILROAD CONNECTS VICTORIA VIA FERRY.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 86) (USS PYRO) LIGHTERS ARE AVAILABLE.

B. WATER. (OCT 86) POTABLE WATER IN UNRESTRICTED AMOUNTS WAS DELIVERED BY PIPE AT A RATE OF 1,800 GAL/HR THROUGH A 3.8 CM (1.5 IN) CONNECTION. EXCELLENT QUALITY OF BOILER WATER WAS DELIVERED BY PIPE AT A RATE OF 500 GAL/HR THROUGH A 3.8 CM (1.5 IN) CONNECTION. THE PRICE OF WATER WAS \$12.50 PLUS \$47.50 FOR CONNECTION FEE. REQUESTS SHOULD BE SUBMITTED VIA LOGREQ AND THE POC IS QUEEN'S HARBOR MASTER (QHM).

C. AIRFIELDS. (FEB 82) (USS ORLECK) VICTORIA INTERNATIONAL AIRPORT IS 24 KM (15 MI) FROM THE PORT. THE RUNWAY SURFACE IS CONCRETE AND

ESQUIMALT, CANADA

INTERNATIONAL AIRLINE SERVICE IS AVAILABLE.

D. COMMUNICATIONS. (OCT 86) (USS PYRO) PYRO FIRST ESTABLISHED COMMUNICATIONS WITH SEATTLE VTS ON CHANNEL 14. DTG OF LOGREQ WAS REFERENCED IN ORDER TO OBTAIN CALL SIGN. SEATTLE VTS ADVISED US TO SHIFT TO CHANNEL 11 (VANCOUVER VTS) AND CHECK-IN. TUGS AND PILOT CAN BE CONTACTED ON CHANNEL 10. IF RUNNING THE DEGAUSSING RANGE COMMUNICATIONS CAN BE ESTABLISHED WITH RANGE CONTROL ON CHANNEL 18, RANGE CONTROL'S CALL SIGN IS CGN2. SHIPS INPORT ARE NOT REQUIRED TO GUARD ANY FREQUENCIES. A FLASHING LIGHT/FLAG-HOIST STATION IS AT DUNTZE HEAD.

THE COMMERCIAL TELEPHONE AND TELEGRAPH FACILITY IS THE BRITISH COLUMBIA TELEPHONE CO., AND PIER CONNECTIONS ARE AVAILABLE. AUTOVON ACCESS IS NOT AVAILABLE. MARINE OPERATORS ARE AVAILABLE FOR SHIP-TO-SHORE COMMUNICATIONS.

DIRECT CONUS CALLS ARE MADE WITH NO WAITING TIME.

MAIL DELIVERY IS NOT AVAILABLE. THE FLEET MAIL OFFICE IS LOCATED AT THE DOCKYARD.

E. MEDICAL. (OCT 86) SEE N1/MED.

F. GASOLINE. (FEB 82) (USS ORLECK) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (FEB 82) (USS ORLECK) THE U.S. GOVERNMENT HAVE ARRANGEMENTS WITH SUPPLYING PROVISIONS IN THIS PORT. GOOD AND APPROVED SOURCES OF MEATS, DAIRY PRODUCTS, FRESH FRUITS/VEGETABLES, AND BAKERY PRODUCTS ARE AVAILABLE. PRICES ARE EQUIVALENT TO U.S.

H. GARBAGE DISPOSAL. (OCT 86) (USS PYRO) A DUMPSTER WAS PROVIDED AT THE PIER AND PICK-UPS WERE AS REQUIRED. THE POC WAS PORT SERVICES, ESQUIMALT. TRASH WAS NOT NEEDED TO BE SORTED.

4. PERSONALIA

A. CALLS. (FEB 82) (USS ORLECK) NONE REQUIRED. CANADIAN FORCES PERSONNEL VISITED ORLECK.

(MAY 86) (USS CALIFORNIA) GENERAL VISITING OF TOPSIDE AREAS WAS CONDUCTED FOR APPROXIMATELY 700 PEOPLE

B. HONORS. (OCT 86) (USS PYRO) ESQUIMALT IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 86) IN 1592, JUAN DE FUCA, A GREEK PILOT IN THE SPANISH NAVY, DISCOVERED THE STRAIT WHICH BEARS HIS NAME. IN 1728, THE RUSSIAN EXPLORER VITUS BERING DISCOVERED THE STRAIT BETWEEN ASIA AND AMERICA WHICH CARRIES HIS NAME. IN 1740, ALASKA WAS SIGHTED AND RUSSIAN SETTLEMENTS WERE ESTABLISHED. IN 1778, CAPT JAMES COOK, ABOARD HMS DISCOVERY, EXPLORED THE REGION AND EXCHANGED TRADE GOODS WITH THE NATIVES FOR VALUABLE OTTER SKINS AT FRIENDLY COVE, VANCOUVER ISLAND. THE SPANIARDS, AWARE OF THE GREAT POTENTIAL IN FURS, WERE DETERMINED TO SEIZE

ESQUIMALT, CANADA

FORMAL POSSESSION FROM THE BRITISH, BUT SPAIN FINALLY RENOUNCED HER CLAIM IN 1795.

DURING THE 1840'S, TENSION BETWEEN THE U.S. AND BRITAIN INCREASED IN THE OREGON TERRITORY OVER TRADING RIGHTS. REALIZING THAT BRITAIN MIGHT LOSE CONTROL OF WHAT IS NOW THE STATES OF WASHINGTON AND OREGON, THE HUDSON'S COMPANY DISPATCHED JAMES DOUGLAS TO LOCATE A NEW HEADQUARTERS IN BRITISH TERRITORY FURTHER NORTH. DOUGLAS CHOSE THE PRESENT SITE OF VICTORIA, AND THE MAIN HUDSON'S BAY COMPANY TRADING POST MOVED FROM FORT ASTORIA ON THE COLUMBIA RIVER TO FORT VICTORIA ON THE SHELTERED SHORES OF THE HARBOR. IT SOON BECAME APPARENT THAT MORE PROTECTION WAS GOING TO BE REQUIRED FOR THE INFANT COLONY. IT HAD BEEN CUSTOMARY TO DETACH SHIPS FROM THE ROYAL NAVY SQUADRON STATIONED AT VALPARAISO, HQS OF THE PACIFIC FLEET, FOR LENGTHY CRUISES IN NORTHERN WATERS, BUT THE DISTANCE MADE THIS UNDERTAKING IMPRACTICAL.

WHEN DOUGLAS SURVEYED THE AREA FOR HUDSON'S BAY CO. FOR THE SITE OF A FORT ON BRITISH TERRITORY, HE ADOPTED THE INDIAN NAME "IS-WHOY-MATH" MEANING "A PLACE GRADUALLY SHOALLING", WHICH IN TRANSLATION CAME TO BE CALLED "ESQUIMALT". FROM THEN ON, THIS SNUG HARBOR BECAME WIDELY USED BY NAVAL VESSELS. THE DEVELOPMENT OF SEA POWER ON THE NORTH PACIFIC RESULTED IN THE ATTACK IN 1854 ON THE RUSSIAN TRADING DEPOT AT PETROPAVLOVSK ON THE KAMCHATKA PENINSULA DURING THE CRIMEAN WAR. IN THIS BATTLE, BRITISH AND FRENCH NAVAL SQUADRONS SUFFERED HEAVY LOSSES. IN 1855, RADM BRUCE REQUESTED DOUGLAS, THEN GOVERNOR OF THE COLONY OF VANCOUVER ISLAND, TO PROVIDE HOUSING FOR THE SICK AND WOUNDED, AND WOODEN HUTS WERE BUILT AT DUNTZE, HEAD AT THE ENTRANCE TO ESQUIMALT HARBOR. THIS MARKED THE BEGINNING OF THE NAVAL SHORE ESTABLISHMENT OF ESQUIMALT.

CANADIAN FORCES BASE ESQUIMALT WAS ESTABLISHED ON 1 APRIL 1966, WITH ITS HEADQUARTERS IN NADEN.

(FEB 82) (USS ORLECK) THE POPULATION IS 10,000 (CENSUS YEAR UNK), AND THE CITY CAN ABSORB 500 LIBERTY PERSONNEL.

B. LIBERTY. (OCT 86) (USS PYRO) SHORE PATROL WERE NOT REQUIRED. NO LIBERTY HOUR RESTRICTIONS WERE RECOMMENDED. RECOMMENDED SIZE OF A LIBERTY PARTY WAS 300-500, AND RECOMMENDED ATTIRE WAS UNIFORM.

C. CLUBS AND BARS. (FEB 82) (USS ORLECK) OFFICERS CLUB, CPO CLUB, JUNIOR RANKS MESS, ROYAL CANADIAN LEGION CLUB OFFERED THEIR FACILITIES TO ORLECK. OTHERS ARE:

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>TYPES LIQUOR</u> |
|--------------|-----------------|--------------|--|
| TIFFANY'S | EMPRESS HOTEL | EXPENSIVE | ALL THE BARS AND NIGHT CLUBS OFFERED BEER, WINE, AND MIXED DRINKS. |
| IVY'S | DOUGLAS ST. | MODERATE | |
| NEW YORK, NK | " " | " | |
| BARTHOLEMW'S | " " | " | |
| THE STING | " " | " | |
| OLD FORGE | " " | " | |

ALL THE NIGHT CLUBS HAD DANCING WITH COVER CHARGES FROM \$2.00 TO \$7.00 AND REMAINED OPENED UNTIL 0200.

ESQUIMALT, CANADA

D. RESTAURANTS. (FEB 82) (USS ORLECK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE *</u> | <u>TYPE OF FOOD</u> | <u>LIQUOR</u> |
|----------------------|-----------------|----------------|---------------------|---------------|
| GALLAGER'S | WHARF ST | \$25.00 | PRIME RIB | YES |
| OLD SPAGETTI FACTORY | WHARF ST | \$ 8.00 | SPAGETTI | YES |
| BARTHOLEMW'S | DOUGLAS ST | \$30.00 | SEA FOOD | YES |
| EMPRESS | DOUGLAS ST | EXPENSIVE | - | YES |
| MING'S | YATES | \$20.00 | CHINESE | YES |

* FOR COMPLETE DINNER WITH COCKTAIL, WINE, ETC.
THE SAME FAST FOOD RESTAURANTS IN THE U.S. ARE AVAILABLE IN VICTORIA.

E. HOTELS. (FEB 82) (USS ORLECK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>DINING/BEVERAGE</u> |
|---------------------------|--------------------|--------------|------------------------|
| EMPRESS CHATEAU VICTORIAN | 744 BURDETT ST | \$40-100 | YES |
| DOMINION HOTEL | 759 YATES ST | \$20-60 | YES |
| HARBOR TOWERS | 345 QUEBEC ST | \$20-60 | YES |
| SPORTSMAN MOTOR INN | 1850 DOUGLAS ST | \$20-60 | YES |
| WESTWIND INTERNATIONAL | 741 GOLD STREAM ST | \$20-60 | YES |

F. ATHLETICS. (FEB 82) (USS ORLECK) A GYMNASIUM, SWIMMING POOL, BOWLING LANES, AND SQUASH COURTS ARE AVAILABLE AT CFB ESQUIMALT, NADEN. COMPETITIONS WITH LOCAL TEAMS TO BASEBALL, SOCCER, AND BASKETBALL CAN BE ARRANGED. PICNIC AREAS ARE AVAILABLE BUT RESTRICTED TO MILITARY AND DEPENDENTS.

G. BEACHES. (FEB 82) (USS ORLECK) WILLOWS (5 MI, EAST), GONZALES PT (5 MI, EAST), CLOVER PT (5 MI, EAST), AND STATE PT PARK (2 MI, SOUTHEAST) ARE AVAILABLE. INFORMATION ON FACILITIES ARE UNKNOWN.

H. CHURCHES. (OCT 86) THERE ARE ANGLICAN, CATHOLIC, PRESBYTERIAN, CHRISTIAN SCIENCE, PENTECOSTAL CHURCHES IN TOWN AND A BASE CHAPEL AT CFB.

I. TRANSPORTATION. (OCT 86) (USS PYRO)

| | <u>OP HRS</u> | <u>RATES US</u> | <u>SERVICE TO PORT</u> |
|--------|---------------|-----------------|----------------------------|
| BUS | 0600-2359 | --- | YES |
| TAXI | 24 HRS | --- | YES-METERED, MARKED "TAXI" |
| RENTAL | 0800-1800 | \$18/DAY | YES |

J. TOURS. (OCT 86) (USS PYRO) BRITISH COLUMBIA PROVINCIAL MUSEUM (2 HR) IS FREE AND MINIATURE WORLD (1.5 HRS) COSTS US\$4.00.

(FEB 82) (USS ORLECK) THE FOLLOWING TOURS ARE FREE:
PARLIAMENT BUILDINGS - BUILT IN THE LATE 1800'S, THESE ARE BRITISH COLUMBIA'S ONLY PARLIAMENT BUILDINGS.

ESQUIMALT, CANADA

EMPRESS HOTEL - ONE OF SEVEN HOTELS BUILT BY CANADIAN PACIFIC RAILWAY CORPORATION IN THE HEYDAY OF RAILWAY TRANSPORTATION. IT CONTAINS SOME OF VICTORIA'S FINEST DISCOS, RESTAURANTS, QUIET LOUNGES, AND OLD ENGLISH PUBS. B.C. PROVINCIAL MUSEUM - LOCATED ACROSS THE STREET FROM THE EMPRESS, IT IS RATED AS ONE OF NORTH AMERICA'S FINEST MUSEUMS. FOR THOSE INTERESTED IN THE HISTORY OF THE PACIFIC NORTHWEST, A TRIP TO THIS MUSEUM IS A MUST. THE MARINERS MUSEUM - LOCATED IN BASTION SQUARE IN DOWNTOWN VICTORIA, IT TRACES ROOTS OF THE CANADIAN NAVY FROM 1906 TO 1982. IT STOCKS SOME OF THE FINEST NAVAL LITERATURE TO BE FOUND ANYWHERE. A MUST FOR THE TRUE NAVY ENTHUSIAST.

OTHER SIGHTS IN DOWNTOWN VICTORIA

1. THE UNDERSEA GARDENS AND THE ROYAL WAX MUSEUM ARE LOCATED ACROSS FROM THE EMPRESS.
2. A CLASSIC CAR MUSEUM IS LOCATED ON DOUGLAS ST, CLOSE TO THE EMPRESS HOTEL.
3. BEACON HILL PARK, LOCATED AT THE CORNER OF DOUGLAS & SUPERIOR, IS A MUST AS IT AFFORDS AN EXCELLENT VIEW OF BOTH THE CITY AND THE WATERFRONT. BRING LOTS OF FILM.
4. OAK BAY MARINA AND SEALAND IS LOCATED ON THE OUTSKIRTS OF VICTORIA AND PROVIDES AN EXCELLENT VARIETY OF UNDERSEA LIFE AS WELL AS SOME OF THE MOST BEAUTIFUL AND EXPENSIVE YACHTS IN VICTORIA.

OUT OF TOWN ATTRACTIONS

BUTCHARD GARDENS - LOCATED 6 MILES OUT OF VICTORIA, IT IS A HORTICULTURISTS DELIGHT WHERE PEOPLE THROUGHOUT THE WORLD GATHER TO VIEW THE SPECTACULAR ARRAY OF FLOWERS.

ROYAL ROADS MILITARY COLLEGE - LOCATED 6 MILES OUT OF VICTORIA, IT IS A PAGE OUT OF ROYALTY. IT WAS BUILT IN 1906 BY A BRITISH LORD AND HAS SOME OF THE MOST BEAUTIFUL GARDENS IN THE WORLD. CENTERED ON THE GROUNDS IS A CASTLE WHICH PROVIDES AN EXCELLENT VIEW OF THE VAST GROUNDS. A MUST.

K. SHOPPING. (OCT 86) (USS PYRO) LOCAL SPECIALTY ITEMS ARE INDIAN SWEATERS AND BRITISH COLUMBIAN JADE. RECOMMENDED SHOPPING AREA IS DOWNTOWN VICTORIA. BARGAINING IS NOT AN ACCEPTED PRACTICE.

L. THEATER AND CINEMA. (FEB 82) (USS ORLECK) MOST OF VICTORIA'S THEATERS ARE LOCATED ON YATES ST. PRICES FOR MOST MOVIES ARE \$4.50.

M. PHYSICAL SECURITY. (OCT 86) (USS PYRO) PHYSICAL SECURITY WAS NOT PROVIDED BY HOST NATION AND THE SHIP PROVIDED THE USUAL QD WATCH. HARBOR PATROL CRAFT AND DIVERS TO CHECK BERTH/ANCHORAGE AREA WERE AVAILABLE.

N. MISCELLANEOUS INFORMATION. (OCT 86) (USS PYRO) THE RATE OF EXCHANGE IN OCT 86 WAS US\$1.00 = CN\$1.35. CURRENCY EXCHANGE WAS NOT CONDUCTED ONBOARD.

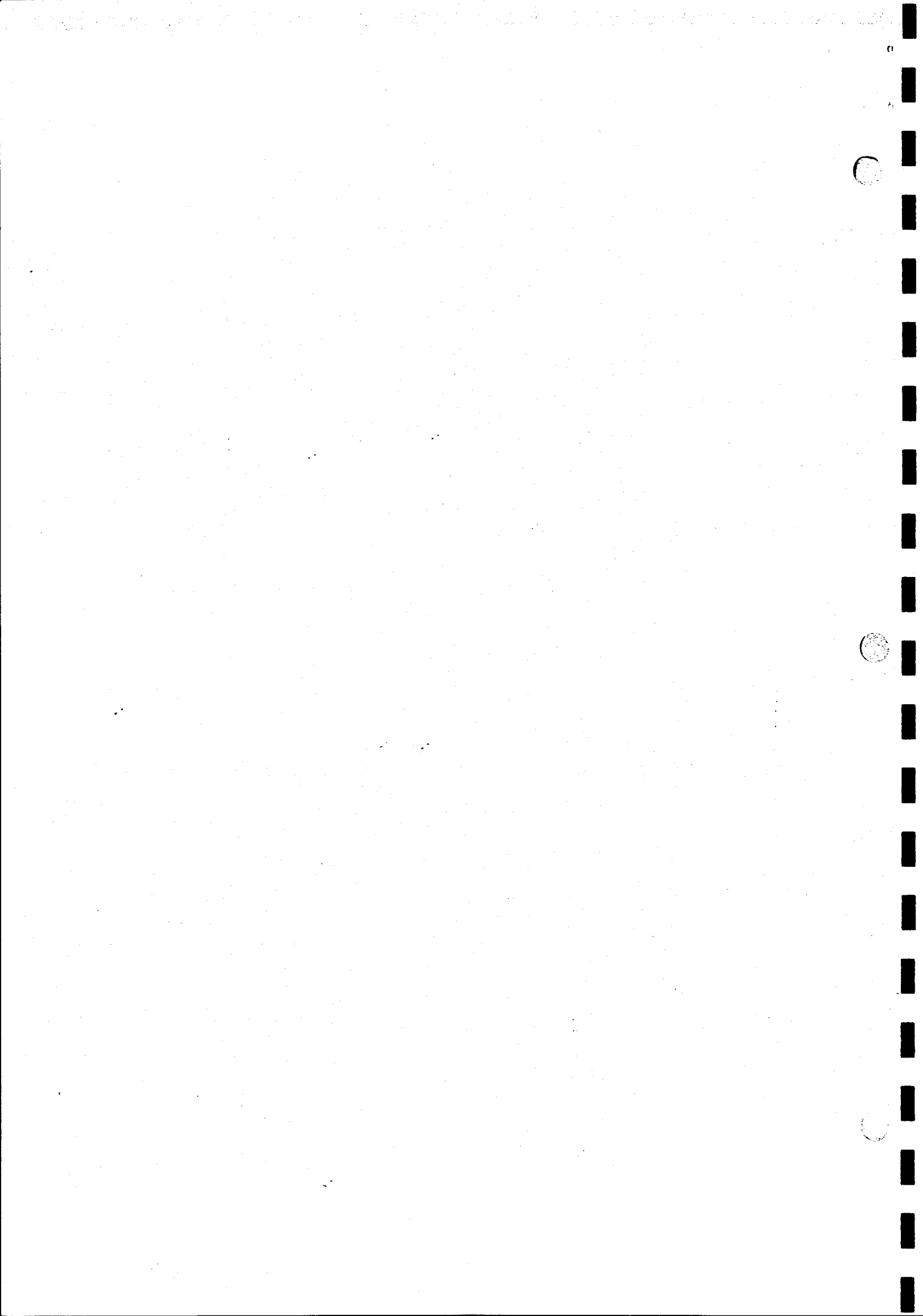
(MAY 86) (USS CALIFORNIA) THE NEW CANADIAN POLICY OF PUBLICIZING U.S. NAVY PORT VISITS WILL MOST PROBABLY GIVE FUTURE PORT VISITS MORE VISIBILITY.

ESQUIMALT, CANADA

LOCAL NUCLEAR DISARMAMENT GROUPS ARE DESCRIBED AS SMALL, VOCAL, BUT WELL BEHAVED AND CAN ROUTINELY BE EXPECTED TO REACT TO VISITS OF USN SHIPS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (DEC 86).

N1-7
(CH-3)



ESQUIMALT, CANADA

3. E. MEDICAL (FEB 82) (USS ORLECK) MEDICAL FACILITIES ARE:

| <u>NAME</u> | <u>LOCATION</u> | <u>BEDS</u> | <u>STAFF</u> | <u>ENGLISH SPEAKING</u> |
|-----------------------------|------------------------------------|-------------|--------------|-----------------------------|
| BASE HOSPITAL GORGE ROAD | NADEN CFB ESQUIMALT 63 GORGE RD | 50 | 20 | YES |
| VICTORIA GENERAL | 841 FAIRFIELD RD | - | - | - |
| ROYAL-JUBILEE | 1900 FORT ST | - | - | - |

RECOMMENDED DOCTORS/DENTISTS ARE THOSE AT THE BASE HOSPITAL, TEL: 388-2222.
A PRATIQUE OR BILL OF HEALTH ARE NOT REQUIRED.

(OCT 86) (USS PYRO) ENTERIC/DIARRHEAL, SKIN, AND VECTORBORNE DISEASES
DID NOT ARISE WHILE IN OR AFTER LEAVING THE PORT.

HEALTH AND SANITATION OF PORT

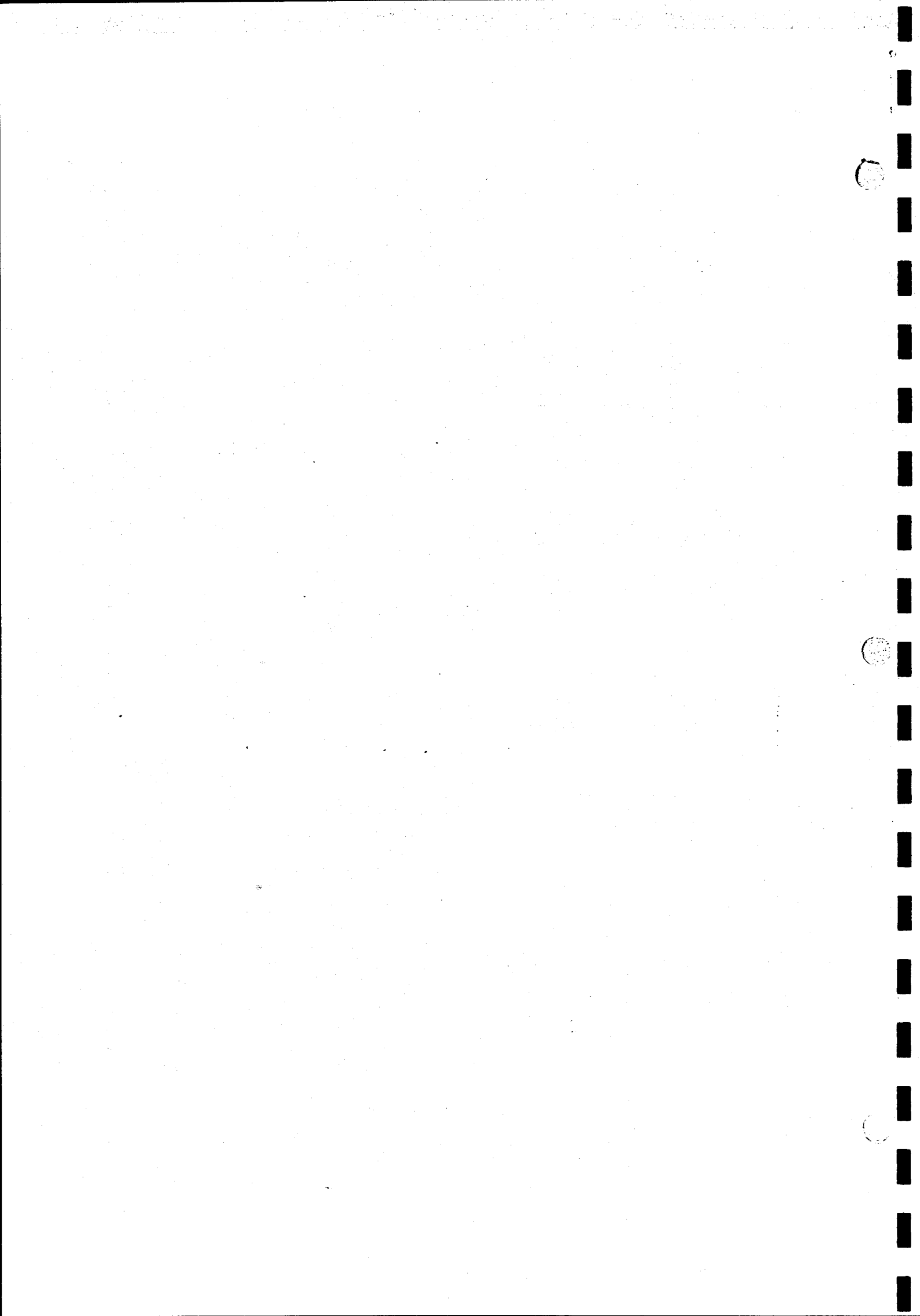
ORGANIC MATERIAL PRESENT - NONE.
INDUSTRIAL POLLUTANTS IN HARBOR WATER - DRIFTWOOD FLOATING BY THE HARBOR.
EVIDENCE OF ATMOSPHERIC POLLUTION - NONE.
SHIP AND SMALL BOAT TRAFFIC - NONE.

GENERAL IMPRESSION OF CITY

GARBAGE AND TRASH ACCUMULATION - CLEAN SURROUNDINGS WITHIN THE CITY.
FLY/INSECT VECTOR POPULATION - NONE SEEN DURING BRIEF VISIT.
SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS - GOOD.
ILLICIT DRUG AVAILABILITY - NI.
PROSTITUTION - NI.

A QUARANTINE DECLARATION AND THE "DERAT" CERTIFICATE WERE NOT REQUESTED.
NO MEDICAL LIAISON PERSONNEL BOARDED THE SHIP PRIOR TO OR AFTER MOORED
TO THE PIER.

NI/MED
(CH-3)



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ACAPULCO, MEXICO

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 89) ACAPULCO (16-51N/99-54W) IS LOCATED IN THE NORTHWEST PART OF BAHIA DE ACAPULCO. THE HARBOR IS WELL SHELTERED BY A SURROUNDING MOUNTAIN RANGE AND IS CONSIDERED THE FINEST PORT ON THE WEST COAST OF MEXICO.

B. APPROACHES, LIGHTS, ETC. (JAN 89) (USS VINCENNES) ALL NAVAIDS LISTED IN THE PACIFIC PORT DIRECTORY, VOL V; DMAHTC PUB 153; AND CHART 21401 WERE ACCURATE WITH THE FOLLOWING EXCEPTIONS/ADDITIONS:

- (1) ISLA ROGUETA LIGHTHOUSE AND LA YERBA BUENA LIGHT WERE LIT.
- (2) ROCK REPORTED AT 16-40-54N/099-53-46W WAS NOT VISIBLE.
- (3) ROCKS LOCATED AT FARALLON DEL OBISPO AND ROCAS DE SAN LORENZO WERE USED WITH GOOD RESULTS.
- (4) RED LIGHT STRUCTURE ON THE END OF FUERTE SAN DIEGO PIER IS VERY PROMINENT.

C. PILOTAGE. (JAN 89) (VINCENNES) THE PILOT WAS USED TO ENTER THE HARBOR. FINAL ANCHORAGE POSITION WAS CONFIRMED AFTER THE PILOT EMBARKED. PILOTS WERE NOT COMPULSORY FOR UNDERWAY.

(AUG 88) (USS LYNDE MCCORMICK) TUGS ARE NOT AVAILABLE; HOWEVER, PILOTS ARE AVAILABLE AT A COST OF US\$120.00. TRANSPORTATION FOR THE PILOT IS AN ADDITIONAL US\$30.00. BOAT SERVICE WAS PROVIDED BY ASSOCIATION DE PEQUENOS PROPIETARIOS DE GASOLINA DEL PUERTO DE ACAPULCO (PAID FROM OPTAR FUND CODE NU). PILOTS WERE NOT FAMILIAR WITH U.S. NAVY SHIPS.

D. ENTRANCE. (AUG 88) (USS LYNDE MCCORMICK) THE ENTRANCE TO THE HARBOR IS CLEAR AND UNRESTRICTED WITH MINIMAL AMOUNTS OF SHIPPING. THE SHIP BERTHED AT CRUISELINER PIER (FUERTE SAN DIEGO) ASTERN OF FOREIGN MERCHANT CONTAINER SHIP.

E. CHANNEL. (JAN 89) CONSULT PUB 153.

F. ANCHORAGES. (FEB 88) CONSULT PUB 153.

G. WRECKS AND OBSTRUCTIONS. (JAN 89) CONSULT PUB 153.

H. TIDES AND CURRENTS. (AUG 88) (USS LYNDE MCCORMICK) OCEAN TEMPERATURES ARE ON THE AVERAGE OF 75°F. THERE IS ALSO A STRONG CURRENT IN THE HARBOR. IT CAN BE ESPECIALLY FELT AS A DRAMATIC UNDERTOW WHEN SWIMMING AT THE BEACH. THE UNDERTOW AND STRONG CURRENT IS THE RESULT OF TWO MAJOR OCEAN CURRENTS CONVERGING TOGETHER AND HEADING WESTWARD IN THE VICINITY OF PUNTA CAMPOS.

I. WEATHER AND WINDS. (AUG 88) (USS LYNDE MCCORMICK) ACAPULCO HAS MARITIME TROPICAL WEATHER THE YEAR ROUND WITH AN AVERAGE TEMPERATURE IN THE LOW TO UPPER 70'S°F. BETWEEN THE MONTHS OF SEPTEMBER TO OCTOBER, ACAPULCO IS SUBJECTED TO POSSIBLE TROPICAL CYCLONE ACTIVITY. RELATIVE HUMIDITY IS AN AVERAGE OF 80%. DURING STAY, WINDS WERE LIGHT AND VARIABLE FROM THE NORTHWEST IN THE MORNING, HIGH TO MEDIUM SCATTERED CLOUDS, AND CLEARING BY MID-MORNING. CLOSE TO EARLY AFTERNOON, THE MORNING CLOUD COVER BURNS OFF LEAVING IT HOT AND VERY HUMID. TOWARDS LATE AFTERNOON, THERE WERE RAINSHOWERS DUE TO THE THERMAL HEATING OF THE DAY AND THE MOUNTAIN TERRAIN THAT SURROUNDS THE CITY. WINDS DURING HEAVY RAIN GUST

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ACAPULCO, MEXICO

WERE ABOUT 20-30 KTS. AVERAGE RAINFALL YEAR ROUND IS 40 IN. ALSO AT NIGHT THERE IS SOME RELIEF FROM THE HUMIDITY FROM A COOL WIND COMING OFF THE OCEAN.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (APR 89) (FICPAC) THE PORT HAS FOUR WHARVES: TOURIST AND PASSENGER PIERS, FISHING WHARF, MAIN CARGO WHARF, AND CARGO WHARF EXTENSION.

(AUG 88) (USS LYNDE MCCORMICK) THE SHIP MOORED TO BERTH 4 (CRUISE LINER PIER). DEPTHS AT BERTH 4 (BY FATHOMETER) ARE APPROXIMATELY 15 M (50 FT). UPON ARRIVAL, THE PILOT STATED THAT THE PREFERENCE WAS TO MOOR PORT SIDE TO (BOW OUT) WITH A LINE FROM THE STERN TO A MOORING BUOY APPROXIMATELY 200 YDS FROM THE PIER WITH THE STARBOARD ANCHOR DEPLOYED TO HOLD A SHIP OFF THE PIER. THE PILOT INDICATED THAT THIS WAS DUE TO THE SURGE/SWELLS EXPERIENCED AT THE PIER. THE SHIP MOORED STBD SIDE TO WITH PORT ANCHOR UNDER FOOT, EXTRA BOW, STERN, AND BREST LINE, AND EXPERIENCED NO DIFFICULTIES WITH SURGE. ONE LINE HANDLER WAS AVAILABLE AT THE COST OF US\$35.00. CREW LINEHANDLERS WERE FORWARD DEPLOYED BY THE SHIP IN MWB. SAME PROCEDURE WAS USED FOR GETTING UNDERWAY. THIS WAS ESPECIALLY IMPORTANT SINCE NO TUGS WERE USED TO GET UNDERWAY.

THE PIER IS IN BAD REPAIR WITH LITTLE FENDER PROTECTION, PROVIDED BY OLD TIRES, SPACED EVERY 10 FT, HELD IN PLACE BY RUSTING CHAIR. USE OF SHIP'S OWN FENDERS IS STRONGLY RECOMMENDED.

THE SHIP PROVIDED OWN BROW, AS NONE WAS AVAILABLE. DUE TO SMALL RANGE OF TIDE, A 15-FT BROW WAS SUFFICIENT; HOWEVER, IF SURGE PROVES ANY STRONGER, A LONGER BROW WOULD BE PREFERABLE.

IF SHIPS ARE UNABLE TO MOOR PIERSIDE, HARBOR WELL SUITED FOR ANCHORING. QUAYAGE EASTERN SIDE OF HARBOR IS ADEQUATE FOR SHIPS, SMALL BOATS, OR CONTRACTED LIBERTY BOATS.

B. FUEL, LUBE, AND DIESEL OIL. (JAN 89) (USS VINCENNES) NO FUEL WAS AVAILABLE AT ANCHOR.

(AUG 88) (USS LYNDE MCCORMICK) THE SHIP REQUESTED 75,000 GAL DFM BE DELIVERED WHILE IN PORT. UPON ARRIVAL THE ASSISTANT NAVAL ATTACHE AND MEXICAN NAVY LIAISON OFFICER TRANSPORTED CHIEF ENGINEER AND DISBURSING OFFICER FROM MEXICO CITY TO PETROLEOS MEXICANOS (PEMEX) FACILITY TO MAKE ARRANGEMENTS FOR DELIVERY. PAYMENT WAS MADE IN CASH (US\$). COST PER BARREL WAS US\$31.00 PLUS 5% SERVICE CHARGE. THE SHIP PURCHASED 1,791 BARRELS (284,771 LITERS) FOR A TOTAL COST OF US\$55,521.00. DELIVERY WAS MADE BY 7 TRUCKS USING 6.35 CM (2.5 IN) RUBBER HOSES. HOSES DID NOT HAVE ANY FITTINGS AND WERE INSERTED INTO THE SHIP'S REFUELING STATION AND TIED DOWN. EACH TRUCK MADE FOUR TRIPS. TOTAL REFUELING TIME WAS 1.5 DAYS. ADVERTISED REFUELING TIMES WERE 0700-1900. ON THE SECOND DAY OF REFUELING, THE TRUCKS DID NOT ARRIVE UNTIL 1000. PUMPING CAPACITY OF TRUCKS WAS 100 GPM. AUTHORIZATION FOR FUEL PURCHASE COMES FROM MEXICO CITY AND IS REQUIRED IN WRITING. SEVERAL DAYS ARE REQUIRED IF ADDITIONAL FUEL IS REQUIRED/DESIRED AFTER ARRIVAL.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) SERVICIOS PORTUARIOS HAVE THREE 20-TON CAPACITY CRANES AND THREE 15-TON CAPACITY CRANES. NUMEROUS FORKLIFTS WERE IN THE WAREHOUSE AREA BY THE PIER.

D. DRYDOCKS AND REPAIR FACILITIES. (MAY 80) NO DRYDOCKS ARE

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AVAILABLE. SMALL EMERGENCY REPAIRS CAN BE MADE AT THE NAVAL SHIPYARD AT TAMBUCO. THE FACILITIES ARE LIMITED AND SERVICE IS REPORTED TO BE EXPENSIVE. A MARINE RAILWAY, WITH A 2,000 TON PULLING CAPACITY, IS LOCATED AT THE ICACOS NAVAL SHIPYARD.

E. WAREHOUSES AND STORAGE AREAS. (MAY 80) A WAREHOUSE IS LOCATED AT THE EAST END OF THE WHARF. THIS WAREHOUSE IS CONSTRUCTED OF CONCRETE AND HAS A STACKING HEIGHT OF 4.5 M (15 FT). TWO TRANSFER SHEDS, CONSTRUCTED OF CINDER BLOCK WITH STEEL ROOFS, PROVIDE 2,730 SQ M (30,000 SQ FT) AND A STACKING HEIGHT OF 4.5 M (15 FT). OTHER WAREHOUSES IN THE PORT AREA OFFER OVER 10,000 SQ M (35,880 SQ FT) OF ADDITIONAL STORAGE SPACE.

F. STEVEDORES. (APR 89) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (JAN 89) THE PORT OF ACAPULCO CAN ACCOMMODATE TWO CRUISE LINERS AND THREE OR FOUR AE SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 89) (FICPAC) 4-LANE BITUMINOUS ROAD 95 LEADS TO MEXICO CITY AND OTHER POINTS. BUS AND CAR SERVICES ARE MAINTAINED BETWEEN THE CITIES. ACAPULCO HAS NO RAILROAD. TOURIST AND PASSENGER PIERS HANDLE PLEASURE VESSELS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAR 80) TUGS (DIESEL POWERED, 5000 HP) HAVE BEEN SIGHTED IN THE HARBOR.

B. DREDGES AND MISCELLANEOUS CRAFT. (APR 89) NO INFORMATION IS AVAILABLE.

C. WATER. (AUG 88) (USS LYNDE MCCORMICK) THE SHIP RECEIVED CONSTANT-PRESSURE WATER FROM THE PIER. QUALITY OF WATER WAS MINIMAL. THE SHIP FILLED TANKS AND BATCH BROMINATED TO PREVENT MONTEZUMA'S REVENGE.

(JAN 89) (USS VINCENNES) NO WATER BARGES AVAILABLE AT ANCHORAGE.

D. AIRFIELDS. (APR 89) (FICPAC) GENERAL JUAN N. ALVAREZ INTERNATIONAL AIRPORT IS LOCATED SOUTHEAST OF THE CITY. IT HAS TWO RUNWAYS. THE LARGER ONE IS CONCRETE SURFACED AND HAS A DIMENSION OF 3,300 X 45 M (10,827 X 147 FT) AND IS CAPABLE OF HANDLING C-130, C-141, AND C-5. IT IS SERVED BY EASTERN AIRLINES, AIR FRANCE, AEROMEXICO, AMERICAN AIRLINES, AND CANADIAN AIRLINES.

E. COMMUNICATIONS. (AUG 88) (USS LYNDE MCCORMICK) ACAPULCO PILOT SHOULD BE CONTACTED ON CHANNEL 16. THE PILOT THEN SWITCHED TO CHANNEL 14. NAVY LEAGUE REP WAS ALSO ON CHANNEL 14 WHILE ENTERING THE PORT; HOWEVER, FREQUENCY TO GUARD IN PORT WAS CHANNEL 77.

THE SHIP DID NOT UTILIZE MAIL SERVICES; HOWEVER, THEY ARE AVAILABLE BY CONTACTING CDR J. T. MIL, POSTAL ACTIVITY PACIFIC, SAN FRANCISCO, CA, TO ARRANGE MAIL DELIVERY (LETTER MAIL ONLY). GSK RETROGRADE SHIPMENTS ARE NOT AVAILABLE AND THERE IS NO KNOWN TRACEABLE MEANS OF SHIPMENT.

F. MEDICAL. (JAN 89) (USS MCCORMICK) QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND DERAT CERTIFICATE WERE NOT REQUESTED.

THE MEXICAN NAVY BASE HAS A HOSPITAL AVAILABLE IF TREATMENT IS

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REQUIRED. THE CENTRO QUIRURGICO HOSPITAL IS LOCATED AT AVENUE PRESIDENTE M. ALEMAN (TEL: 2-15-77). THERE ARE NO U.S. SURGEONS OR U.S. PHARMACIES IN ACAPULCO. A RECOMMENDED LOCAL PHARMACY, LA MODERNA PHARMACIA, IS LOCATED AT VELASQUEZ DE LEON Y MINA (TEL: 2-29-88 AND 2-26-71). THERE IS AN EMERGENCY MEDICAL ROOM IN THE RED CROSS HEADQUARTERS (TEL: 2-00-88), BUT THE FACILITIES REPORTEDLY ARE POOR.

ORGANIC MATERIAL (WASTES) AND INDUSTRIAL POLLUTANTS WERE PRESENT THROUGHOUT THE BAY. SANITARY COMPLIANCE IN RESTAURANTS, BARS, AND STREET VENDORS ARE CONSIDERED BELOW U.S. STANDARDS WHILE HOTELS WERE AVERAGE. PROSTITUTION IS LEGAL IN MEXICO AND HEALTH CARDS ARE NOT CARRIED ALTHOUGH HEALTH CHECKS ARE REPORTED TO OCCUR WEEKLY. APPROXIMATELY 25 CASES OF GASTROENTERITIS WERE DIAGNOSED DURING THE SHIP'S STAY. ORIGIN OF AFFLICTION WAS PROBABLY DRINKING WATER AND/OR FRESH VEGETABLES.

(AUG 86) (AFMIC) FOOD AND WATERBORNE ILLNESSES (TYPHOID AND PARATYPHOID FEVERS, AMEBIASIS, SHIGELLOSIS, SALMONELLOSIS, CAMPYLOBACTERIOSIS, HEPATITIS, AND COLIBACILLOSIS) ARE THE PREDOMINANT HEALTH THREATS. PARASITOSSES ARE COMMON IN THE NATIVE POPULATION. MALARIA IS ENDEMIC IN RURAL COASTAL AREAS, AND RECENT REPORTS INDICATE THAT ACAPULCO IS NO LONGER RISK-FREE. THE INCIDENCE OF SEXUALLY TRANSMITTED DISEASES AMONG THE CITY'S PROSTITUTES IS REPORTED TO BE APPROXIMATELY 30%.

G. GASOLINE. (AUG 88) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (JAN 89) (USS VINCENNES) DAIRY AND BAKERY PRODUCTS, FFV, AND SEAFOOD WERE ARRANGED THROUGH MR. TOMASELLI. QUALITY WAS VERY GOOD, AND THERE WAS NO LIMIT ON QUANTITY. TOTAL COST WAS APPROXIMATELY US\$2,431.00. WASH FFV AND SEAFOOD PRIOR TO USE.

(AUG 88) (USS MCCORMICK) ARRANGEMENT FOR PROVISIONS WAS MADE IN ADVANCE THROUGH USDAO, MEXICO CITY. TOTAL COST FOR DELIVERIES WERE US\$229.26.

I. GARBAGE. (JAN 89) (USS VINCENNES) A SMALL BOAT WAS UTILIZED FOR DUMPING OF TRASH AND GARBAGE AND VISITED THE SHIP ONCE DAILY. TOTAL COST WAS US\$717.00. UNFORTUNATELY, THERE WAS NO RESTRICTION ON WASTE DISPOSAL IN THE HARBOR.

(AUG 88) (USS LYNDE MCCORMICK) GARBAGE WAS PICKED UP TWICE DAILY AT PIERSIDE BY MEXICAN NAVY TRUCKS AT NO COST. ARRANGE SCHEDULES WITH THE MEXICAN NAVY LIAISON OFFICER. PREVIOUS SHIPS HAVE ALSO USED ALONGSIDE FLAT BARGES.

4. PERSONALIA

A. CALLS. (JAN 89) (USS VINCENNES) CALLS WERE ARRANGED BY U.S. NAVAL ATTACHE, MEXICO CITY, ON THE 12TH NAVAL ZONE COMMANDER, NAVAL PACIFIC FORCES, AND THE MAYOR OF ACAPULCO.

B. HONORS. JAN 89) (USS VINCENNES) ACAPULCO IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 89) (FICPAC) ACAPULCO, RESORT AND PORT IN GUERRERO STATE, IS SITUATED ON A DEEP, SEMICIRCULAR BAY. ACAPULCO HAS THE BEST HARBOR ON THE PACIFIC COAST OF MEXICO AND ONE THE FINEST NATURAL ANCHORAGES IN THE WORLD. THE TOWN LIES ON A NARROW STRIP OF LAND BETWEEN

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ACAPULCO, MEXICO

THE BAY AND THE STEEPLY RISING MOUNTAINS THAT ENCIRCLE IT. FROM MAY TO NOVEMBER, THE CLIMATE IS HOT AND HUMID, BUT FROM DECEMBER THROUGH APRIL, IT IS WARM AND PLEASANT. THE HARBOR WAS DISCOVERED BY HERNAN CORTES IN 1531, AND A SETTLEMENT WAS FOUNDED IN 1550. IT WAS DESIGNATED A CITY IN 1599. ACAPULCO WAS A MAIN DEPOT FOR SPANISH COLONIAL FLEETS PLYING BETWEEN MEXICO AND THE ORIENT, ESPECIALLY MANILA, AND CONTINUED TO BE A PORT OF CALL FOR STEAMSHIP LINES BETWEEN PANAMA AND SAN FRANCISCO AND A MAJOR EXPORT POINT FOR COFFEE, SUGAR, AND OTHER PRODUCTS OF THE INTERIOR.

ACAPULCO HAS BECOME THE "RIVIERA OF MEXICO" FOR TOURISTS ATTRACTED BY THE CLIMATE, THE MANY LUXURIOUS HOTELS, EXCELLENT BEACHES, AND DEEP-SEA FISHING. MORE THAN 300,000 VISITORS GO THERE ANNUALLY. A SUMMER SCHOOL FOR FOREIGNERS, FOUNDED IN 1955, PROVIDES TOURISTS WITH COURSES ON MEXICAN ARTS AND ARCHAEOLOGY. LOCAL INDUSTRY IS LIMITED TO THE MANUFACTURE OF WOVEN SOMBREROS, SHELLWORK, CONFECTIONERY, AND OTHER TOURIST-BASED PRODUCTS. LOCAL HISTORICAL ATTRACTIONS INCLUDE THE 18TH-CENTURY FORT OF SAN DIEGO, WHICH HOUSES A REGIONAL MUSEUM.

B. LIBERTY. (JAN 89) (USS VINCENNES) MEXICAN NAVY PROVIDES SHORE PATROL. BEACH GUARD (ONE PERSON) WAS POSITIONED AT THE FLEET LANDING WITH A WALKIE-TALKIE.

(AUG 88) (USS LYNDE MCCORMICK) THERE WERE NO SHORE PATROL REQUIREMENTS. IN FACT, SHORE PATROL WAS NOT DESIRED BY ACAPULCO AUTHORITIES. THE PORT CAN ACCOMMODATE A LARGE LIBERTY PARTY WITH NO DIFFICULTY. FIVE VARIOUS POLICE ORGANIZATIONS EXIST TO MAINTAIN AREA SAFETY AND SECURITY.

C. CLUBS AND BARS. (AUG 88) (USS LYNDE MCCORMICK) MOST CLUBS REQUIRED COVER CHARGES (NORMALLY US\$7.00-8.00). AS A RULE, THEY OPENED QUITE LATE AND STAYED OPEN UNTIL EARLY A.M.

D. RESTAURANTS. (AUG 88) (USS LYNDE MCCORMICK) THE BEST RESTAURANTS ARE EXCELLENT AND REASONABLE. HOWEVER, EVEN IN THE BEST DINING ESTABLISHMENTS, CAUTION SHOULD BE EXERCISED WHILE EATING AND DRINKING IN ORDER TO GUARD AGAINST FOOD POISONING OR DYSENTERY.

E. HOTELS. (JAN 89) (USS VINCENNES) BOTH THE WARDROOM AND CPO MESS HAD ADMIN ROOMS AT HOTELS IN TOWN (PARALSO MARIOTT AND MALARISA), EACH US\$200.00 A DAY.

(AUG 88) (USS LYNDE MCCORMICK) THE RITZ GAVE A SPECIAL MILITARY RATE (US\$45.00-60.00) FOR USS MCCORMICK WHILE VISITING. ALL HOTEL PERSONNEL WERE COURTEOUS AND VERY HELPFUL IN MAKING OUR STAY AS PLEASANT AS POSSIBLE.

F. ATHLETICS. (AUG 88) (USS LYNDE MCCORMICK) SWIMMING POOLS, TENNIS COURTS, AND VARIOUS OTHER ATHLETIC ACTIVITIES ARE AVAILABLE AT MOST HOTELS.

G. BEACHES. (AUG 88) (USS LYNDE MCCORMICK) THE MAIN STRIP RUNS ALONG THE BEACH. ALL MAJOR HOTELS HAVE ACCESS TO THE BEACH. GENERAL PUBLIC BEACHES ARE NOT WELL CARED FOR AND MAY BE UNPLEASANT FOR RECREATION DUE TO GARBAGE AND GENERAL UNSANITARY CONDITIONS. THE HOTELS TAKE MUCH BETTER CARE OF THE BEACHES TO WHICH THEY HAVE ACCESS AND ARE, THEREFORE, BETTER FOR RECREATIONAL ACTIVITIES.

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ACAPULCO, MEXICO

H. CHURCHES. (APR 89) (FICPAC) MEXICO WAS PREDOMINANTLY A ROMAN CATHOLIC COUNTRY (89.4% OF ITS POPULATION, ACCORDING TO THE 1980 NATIONAL CENSUS). PROTESTANTISM, REPRESENTING 3.6 %, RANKED SECOND. JUDAISM WAS THIRD, CONSISTING 0.1 %. OTHER NON-CHRISTIAN RELIGIONS, SUCH AS BAHAI, BUDDHIST, MUSLIMS, AND ADHERENTS OF CHINESE RELIGIONS, CONSTITUTED 0.8 %.

I. TRANSPORTATION. (JAN 89) (USS VINCENNES) LIBERTY BOATS (50 PAX) OPERATED 24 HOURS A DAY BETWEEN THE SHIP AND THE FLEET LANDING. A BOAT TRIP TOOK APPROXIMATELY 10 MINUTES. THE SHIP USED FOUR BOATS ON DAY OF ARRIVAL AND TWO THEREAFTER. SCHEDULES MAY BE ARRANGED AS DESIRED. THE SHIP REQUESTED EVERY HALF-HOUR RUNS. COST WAS US\$375.00 PER BOAT PER DAY.

(AUG 88) (USS LYNDE MCCORMICK) THE PREFERRED METHOD OF TRANSPORTATION WAS THE TAXI. PRICES WERE REASONABLE; HOWEVER, TAXIS ARE NOT METERED, AND PRICES MUST BE NEGOTIATED PRIOR TO HIRING. HUSBANDING AGENT PROVIDED GENERAL IDEA OF NORMAL COST PER TRIP. IF YOU ENJOY THE SCENERY, MOST EVERYTHING IS WITHIN WALKING DISTANCE OF DOWNTOWN.

J. TOURS. (JAN 89) (USS VINCENNES) MR. TOMASELLI ARRANGED TOURS FOR CREW MEMBERS. FOLLOWING IS THE SAMPLE OF WHAT WERE AVAILABLE:

| TOURS | PRICE PER PERSON (US\$) |
|-------------------------|------------------------------|
| CITY TOUR | 12.00 |
| SCUBA DIVING | 45.00 |
| DEEP SEA FISHING | 45.00 |
| COYUCA LAGOON | 33.00 |
| ROQUETE ISLAND | 18.00 |
| BAY CRUISE | 12.00 |
| TAXCO SILVER CITY | 36.00 (WELL WORTH THE PRICE) |
| NIGHT CLUB TOUR | 48.00 |
| DISCO SPECIAL | 30.00 |
| MEXICAN FOLKLORE SHOW | 30.00 |
| CLIFF DIVERS | 15.00 |
| CLIFF DIVERS AND DINNER | 42.00 |

K. SHOPPING. (AUG 33) (USS MCCORMICK) THE MARKET AREAS ARE LOCATED ALONG THE MAIN STRIP WITH GOODS SUCH AS LEATHER, SILVER, POTTERY AND CLOTHING AVAILABLE AT NEGOTIABLE PRICES. TO THE NORTHWEST OF THE SHIP'S BERTH, IN CENTRAL (DOWNTOWN ACAPULCO) IS WHERE THE BEST BARGAINS CAN BE FOUND FOR THOSE FLUENT IN THE SPANISH LANGUAGE (OR BRINGING AN INTERPRETER). MOST SHOPS ACCEPT MAJOR CREDIT CARDS. THERE ARE ALSO BEACH VENDORS WHO SELL EVERYTHING FROM CLOTHING TO BOILED SHRIMP AND PRICES CAN ALWAYS BE NEGOTIATED, AS IS THE STANDARD PRACTICE.

L. THEATER AND CINEMA. (APR 89) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (AUG 88) (USS LYNDE MCCORMICK) THE PIER/DOCK AREA IS SURROUNDED BY A FENCE. IT IS NOT NORMALLY PATROLLED BY GUARDS UNLESS A SHIP IS PIERSIDE. THE MEXICAN NAVY PATROLS THE CITY AND THE BEACHES AT NIGHT. ALTHOUGH SHORE PATROL WAS NOT REQUIRED, THE SHIP'S AUGMENTATION WAS REQUESTED IN THE FORM OF A GATE SENTRY AT THE ENTRANCE TO THE PIER TO PROVIDE SECURITY AND SHIP'S FORCE IDENTIFICATION. IF ANCHORED, A BEACH GUARD AT THE QUAY WALL LANDING IS RECOMMENDED WITH PORTABLE RADIO COMMUNICATIONS (NO SHIP/SHORE TELEPHONES AVAILABLE).

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(CH-10)

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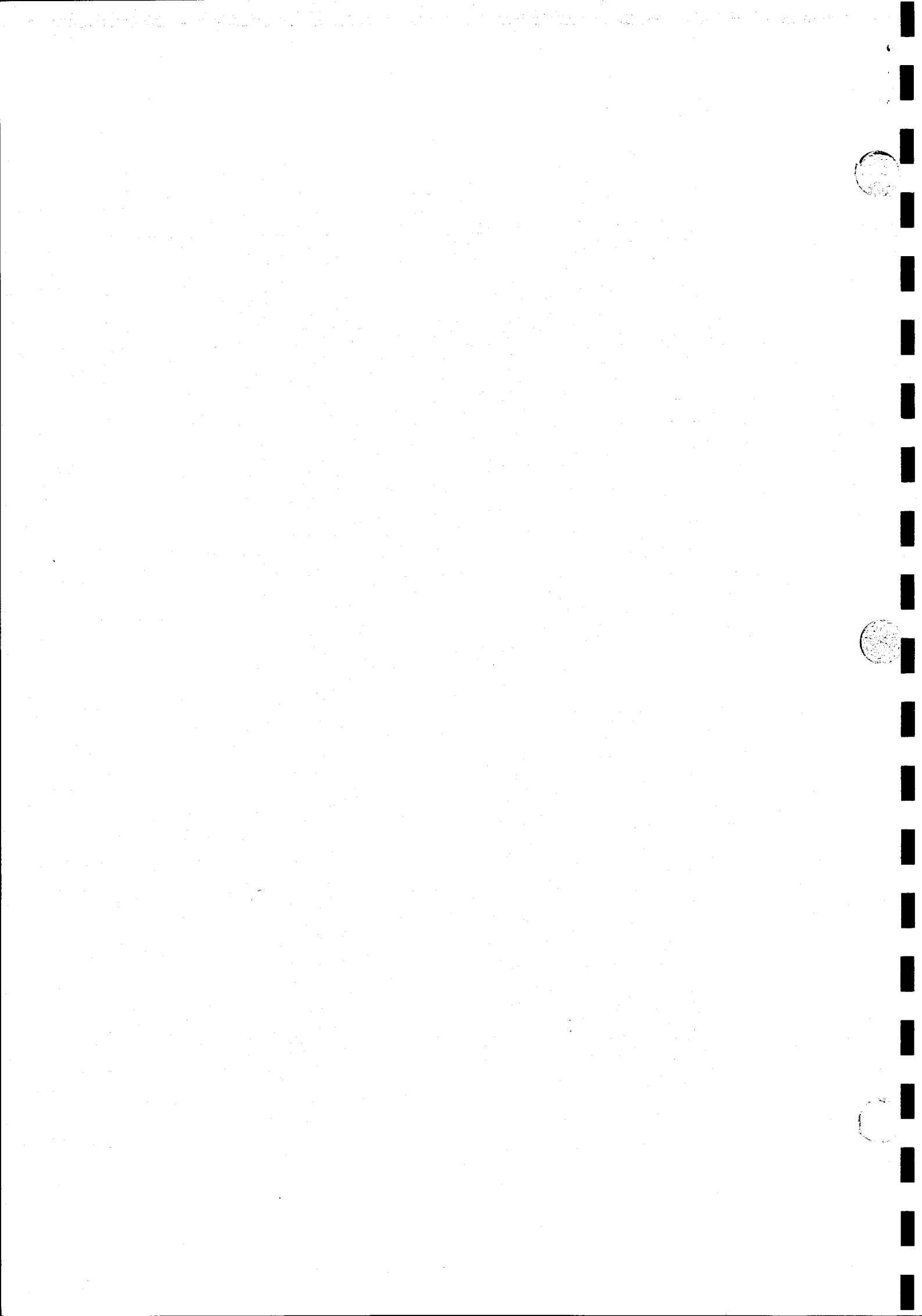
N. MISCELLANEOUS INFORMATION. (APR 89) (FICPAC) THE RATE OF CURRENCY EXCHANGE IN APR 89 WAS US\$1.00 = MEXICAN\$2,250.00.

(JAN 89) (USS VINCENNES) MONEY EXCHANGE WAS AVAILABLE IN TOWN FOR A LOWER RATE AND COMMISSION.

DURING THE COURSE OF THE VISIT, "TEAM 49" RE-ROOFED THE CHILDREN'S ORPHANAGE OF ACAPULCO AND COMPLETED EXTENSIVE ELECTRICAL REPAIRS THROUGHOUT THE COMPLEX. LARGE QUANTITIES OF PROJECT HANDCLASP MATERIAL WERE DISTRIBUTED TO BOTH AREA ORPHANAGES AS WELL. THIS EFFORT WAS THE SUBJECT OF NUMEROUS FAVORABLE MEDIA ARTICLES.

LCDR FORZAN OF THE MEXICAN NAVY WAS A MOST AMIABLE LIAISON OFFICER. IN ADDITION TO LIBERTY ADVICE OFFERED THE CREW, HE ALSO ARRANGED FOR RECIPROCAL TOURS BETWEEN THE VINCENNES WARDROOM AND THE OFFICERS OF THE ICACOS NAVAL BASE. ADDITIONALLY, A MUTUAL WARDROOM EXCHANGE WAS CONDUCTED BETWEEN VINCENNES AND BD NETZAHVALCOYOTL.

COMPILED BY MS. KAY DeVAUL, 23PD, FICPAC, APR 89.



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MANZANILLO, MEXICO

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 88) THE PORT OF MANZANILLO (19-03N/104-20W) IS LOCATED ON THE SOUTHERN PART OF THE BAHIA DE MANZANILLO, OPEN BAY. ON ITS WEST SIDE, THE BREAKWATER [700 M (2,296 FT)] WHICH EXTENDS IN A NORTHEAST DIRECTION PROTECTS THE PORT. TWO BREAKWATERS, ONE [400 M (1,312 FT)] AT THE NORTH AND THE OTHER [250 M (820 FT)] AT THE SOUTH, LEAD TO THE INTERIOR PORT OF SAN PEDRITO.

B. APPROACHES, LIGHTS, ETC. (MAY 88) (FICPAC) CONSULT DMAHTC PUB 153 (5TH ED 1988) AND CHART 21342 (27TH ED 29 MAR 86, CORR NM 13/86).

C. PILOTAGE. (MAR 88) (USS FREDERICK) PILOTS ARE AVAILABLE AND WILL TAKE VESSELS INTO THE PORT AT NIGHT. THE PILOT BOARDED AT 19-40N/104-20W. HE SPOKE ENGLISH AND SPANISH. AN INTERPRETER FROM THE SHIP'S CREW WAS ALSO PRESENT. PROFICIENCY OF THE PILOT WAS GOOD. THE PILOT BOAT WAS APPROXIMATELY 7.9 M (26 FT) LONG, WHITE BOAT WITH "PILOTO" IN BLACK LETTERS ON THE SIDES. ONE TUG WAS USED IN ENTERING THE PORT BECAUSE VARIOUS MERCHANT VESSELS FREQUENT THE PORT. THE TUG WAS DIESEL-POWERED, AND ESTIMATED POWER WAS 4,000 HP.

D. ENTRANCE. (MAR 88) (USS FREDERICK) THE HARBOR IS OPEN WITH NO NAVIGATIONAL HAZARDS. FROM THE BREAKWATER TO THE PIER WAS APPROXIMATELY 2,500 YDS. THE NARROWEST PART OF THE CHANNEL IS 120 YDS. THERE ARE NO BRIDGES OR OVERHEADS.

E. CHANNEL. (MAR 88) (USS FREDERICK) SEE PARA 1D.

F. ANCHORAGES. (MAY 88) SEE PUB 153.

G. WRECKS AND OBSTRUCTIONS. (MAY 88) NO INFORMATION IS AVAILABLE.

H. TIDES AND CURRENTS. (MAR 88) (USS FREDERICK) CONSULT PUB 153.

I. WEATHER AND WINDS. (MAR 88) (USS) FREDERICK) CONSULT PUB 153.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAR 88) (USS FREDERICK) THE SHIP MOORED PORT SIDE TO FISCAL WHARF, INNER HARBOR. DEPTH WAS 11 M (36 FT). NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (MAR 88) (USS FREDERICK) ABUNDANT FUEL WAS AVAILABLE BY PIPE AT PIER AND BY LIGHTER AT ANCHORAGE. THE PRICE IN MAR 88 WAS 445 PESOS/LITER. THE RATE OF DELIVERY WAS 13,000 GAL/HR. THE SIZES OF CONNECTIONS WERE 2, 4, 6, AND 8 INCHES.

ABUNDANT LUBE OIL WAS AVAILABLE BY BARRELS ONLY AT 467,027 PASOS/BARREL.

ABUNDANT DIESEL OIL WAS AVAILABLE BY PIPE AT PIER AND BY LIGHTER AT ANCHORAGE. THE RATE OF DELIVERY WAS 13,000 GAL/HR. THE SIZES OF CONNECTIONS WERE 2, 4, 6, AND 8 INCHES.

ABUNDANT JP5 AND AVGAS WERE AVAILABLE BY PIPE AT PIER AND BY LIGHTER AT ANCHORAGE. THE RATE OF DELIVERY WAS 13,000 GAL/HR, AND THE SIZES OF

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MANZANILLO, MEXICO

CONNECTIONS WERE 2, 4, 6, AND 8 INCHES. AVGAS WAS ALSO AVAILABLE AT MANZANILLO AIRPORT.

FIVE POL TANKS WERE OBSERVED IN MANZANILLO NAVAL SHIPYARD.

C. MECHANICAL HANDLING FACILITIES. (MAR 88) (USS FREDERICK)

| <u>TYPE</u> | <u>QUANTITY</u> | <u>CAPACITY</u> |
|---------------------------------|-----------------|---------------------------------|
| MOBILE CRANE | 7 | 20,000 LBS MAX |
| FORKLIFT | 67 | 6,000-80,000 LBS |
| FRONT LOADERS | 18 | .75-1.5 M ³ |
| CLAM SHELLS (AGRI/MINERAL BULK) | 40 | |
| YARD TRACTORS | 6 | |
| DRAGGING TRACTORS | 20 | |
| RAILWAY DRAGGING TRACTORS | 1 | |
| PORTABLE PNEUMATIC CONVEYOR | 5 | |
| FLAT CARS | 26 | - GENERAL CARGO AND CONTAINERS. |
| FLAT CARS | 65 | 1.5 TON |

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 88) (USS FREDERICK) MEXICAN NAVY HAS A DRYDOCK, APPROXIMATELY 2,000 DWT CAPACITY. SERVICIOS PORTUARIOS DE MANZANILLO CAN ARRANGE FOR ALL TYPES OF MINOR REPAIR WORKS WHICH MAY BE REQUIRED.

E. WAREHOUSES AND STORAGE FACILITIES. (MAR 88) (USS FREDERICK) THERE ARE THREE WAREHOUSES FOR GENERAL CARGO WITH A FLOOR AREA OF 8,520 SQ M (91,711 SQ FT); OPEN STORAGE FOR GENERAL CARGO WITH A FLOOR AREA OF 33,000 SQ M (355,221 SQ FT); AND ELECTRIC HOOKUPS FOR 100 REFRIGERATED CONTAINERS WITH A TOTAL FLOOR AREA OF 40,000 SQ M (430,570 SQ FT).

F. STEVEDORES. (MAR 88) (USS FREDERICK) VARIOUS SIZES OF GANGS OF STEVEDORES ARE AVAILABLE DAY AND NIGHT FOR CARGO HANDLING ONLY.

G. PORT CAPACITY. (MAR 88) MANZANILLO CAN ACCOMMODATE TWO DD, FF, LST TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 88) (USS FREDERICK) ONE RAILWAY AND ONE MAJOR PAVED ROAD (MEXICAN HIGHWAY 200) CONNECT MANZANILLO TO MEXICO CITY, GUADALAJARA.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAR 88) (USS FREDERICK) THERE ARE VARIOUS BREAKBULK, POL, AND WATER LIGHTERS AVAILABLE. CONTACT DE PORTARIOS DE MANZANILLO FOR SERVICES.

B. DREDGES AND MISCELLANEOUS CRAFT. (MAR 88) (USS FREDERICK) NO DREDGE WAS OBSERVED. THERE ARE POLICE BOATS.

C. WATER. (MAR 88) (USS FREDERICK) POTABLE WATER WAS DELIVERED BY PIPE AT 7,355 PESOS PER METRIC TON. THE POC WAS PORTUARIOS DE MANZANILLO. WATER WAS CHLORINATED TO 2 PPM AFTER ON BOARD. BOILER WATER WAS NOT AVAILABLE.

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02-2
(CH-8)

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MANZANILLO, MEXICO

D. AIRFIELDS. (MAR 88) (USS FREDERICK) MANZANILLO INTERNATIONAL AIRPORT IS 32 KM (20 MI) FROM THE PORT. IT CONNECTS MANZANILLO TO MEXICO CITY AND OTHER INTERIOR CITIES, AND ALSO TO LOS ANGELES, HOUSTON, AND DALLAS FORT WORTH.

E. COMMUNICATIONS. (MAR 88) (USS FREDERICK) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "MANZANILLO PILOT". SHIPS IN PORT ARE NOT REQUIRED TO GUARD ANY FREQUENCIES.

TELEPHONE LINES WERE NOT INSTALLED TO THE SHIP. CONUS CALLS CAN BE MADE AT THE TELEPHONE AND TELEX OFFICE, NEAR THE SHIPYARD GATE, WITH 1-2 HOUR WAIT FOR INTERNATIONAL OPERATOR. OPERATORS SPOKE ENGLISH, AND 24-HR OPERATION WAS OF FAIR RELIABILITY OF SERVICE.

NO MAIL DELIVERY/PICK-UP SERVICE WAS ARRANGED. THE NEAREST POST OFFICE WAS IN DOWNTOWN.

F. MEDICAL. (AUG 86) (AFMIC) FOOD AND WATER BORNE ILLNESSES (TYPHOID AND PARATYPHOID FEVERS, AMEBIASIS, SHIGELLOSIS, SALMONELLOSIS, CAMPYLOBACTERIOSIS, HEPATITIS, AND COLIBACILLOSIS) ARE THE PREDOMINANT HEALTH THREATS. PARASITOSSES ARE COMMON IN THE NATIVE POPULATION. MALARIA IS NOT A RISK IN MANZANILLO BUT IS IN RURAL COASTAL AREAS OF COLIMA STATE BELOW 1,000 M (3,281 FT) ELEVATION.

THE CITY HAS A MODERN, 150-BED HOSPITAL. MEDICAL, SURGICAL, AND LABORATORY SERVICES ARE REPORTEDLY VERY GOOD.

(MAR 88) (USS FREDERICK) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND "DERAT" CERTIFICATE WERE NOT REQUESTED.

THERE WERE SOME WASTES PRESENT IN THE PORT AREA, BUT THERE WAS NEITHER INDUSTRIAL POLLUTANTS IN HARBOR WATER NOR ATMOSPHERIC POLLUTION. THE CITY WAS CLEAN AND FLY/INSECT POPULATION WAS LOW. MARIJUANA WAS AVAILABLE IN BARS. PROSTITUTES WERE IN BARS, BUT THEY CARRIED HEALTH CARDS (MEDICAL EXAMINATION EVERY 2 WEEKS). DURING IN PORT AND AFTER LEAVING THE PORT, THE SHIP HAD 10 DIARRHEAL DISEASES AND ONE SUN BURN.

G. GASOLINE. (MAR 88) (USS FREDERICK) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (MAR 88) (USS FREDERICK) U. S. GOVERNMENT HAS A ON-SITE PURCHASE ARRANGEMENT IN THIS PORT, BUT IT IS NOT RECOMMENDED. MODERATE TO POOR QUALITY FFV AND DAIRY PRODUCTS WERE AVAILABLE. VEGETABLES MUST BE WASHED IN CHLORINATED WATER.

I. GARBAGE AND WASTE DISPOSAL. (MAR 88) (USS FREDERICK) DISPOSAL SERVICE WAS PROVIDED BY TRUCK TWICE DAILY AT US\$67.00 PER DAY. THE POC WAS NAVAL ZONE 14, NAVAL FLOTILLA HEADQUARTERS 2-17-77, TEL: 2-10-12 AND 2-30-64. THERE IS NO RESTRICTION ON DUMPING, AND TRASH DOES NOT TO BE SORTED. SEWAGE DISPOSAL IS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (MAR 88) (USS FREDERICK) CALLS MAY BE MADE ON:

COMMANDER, NAVAL ZONE 14
COMMANDER, MILITARY ZONE
MUNICIPAL PRESIDENT (MAYOR)

CALLS ARE ARRANGED BY U. S. NAVAL ATTACHE. MEXICAN RADM, GENERAL, AND 10

02-3
(CH-8)

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NAVY OFFICERS WERE GIVEN A TOUR OF THE SHIP.

B. HONORS. (MAR 88) (USS FREDERICK) MANZANILLO IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAY 88) (FICPAC) IN PRE-COLOMBIAN TIMES, THE SITE WAS OCCUPIED BY THE TOWN OF TZALAHUA, AND THE SPANISH CONQUISTADOR HERMAN CORTES HAD SHIPS FOR HIS 1533 EXPEDITION TO THE GULF OF CALIFORNIA BUILT THERE.

IT IS NOW A MAJOR SEAPORT BY EXPORTING PETROLEUM AND BULK CARGO. EXCELLENT BEACHES AND DEEP-SEA FISHING MAKE IT A POPULAR RESORT.

THE CITY IS ACCESSIBLE BY RAILROAD AND HIGHWAY FROM COLIM, THE STATE CAPITAL, TO THE NORTHEAST. MANZANILLO IS A PORT OF ENTRY FOR THE STATE OF COLIMA. THE POPULATION IS PREDOMINANTLY CATHOLIC.

B. LIBERTY. (MAR 88) (USS FREDERICK) MEXICAN SHORE PATROL, ARMED WITH AUTOMATIC WEAPONS AND FLAK JACKETS, PICKED UP THE SHIP'S SHORE PATROL STANDBYS AND ESCORTED ENTIRE TIME. THE NEAREST LOCAL POLICE STATION WAS AT CITY HALL, PEDROLONIOUS. LOCAL NAVAL AUTHORITIES RECOMMENDED PLACING LOCAL AREA OUTSIDE THE PORT TO THE WEST (RED-LIGHT DISTRICT) OFF LIMITS. THE SHIP REQUIRED THAT LIBERTY EXPIRES DAILY AT 0655.

LIBERTY BOATS ARE AVAILABLE FROM LOCAL CONTRACTORS.

C. CLUBS AND BARS. (MAR 88) (USS FREDERICK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICES US\$</u> |
|---------------------|-----------------|-------------------------------|
| PIPS | ON THE STRIP | 5-10.00 COVER (DRINKS, CHIPS) |
| CARLOS AND CHARLIES | ON THE STRIP | 1-3.00 (BEER), 2-4.00 (MIXED) |
| CLUB MAEVA | SANTIAGO | " " |
| OASIS | SANTIAGO | " " |
| HOTEL LAS HADAS | SANTIAGO | " " |

D. RESTAURANTS. (MAR 88) (USS FREDERICK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE US\$</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>CLEANLINESS</u> |
|-------------|-----------------|-------------------|-------------|---------------|--------------------|
| COCO'S | ON THE STRIP | 4-10.00 | ALL TYPES | ALL TYPES | EXCELLENT |
| LAS HADAS | SANTIAGO | 8-20.00 | " " | " " | " |
| CLUB MAEVA | SANTIAGO | 5-15.00 | " " | " " | " |
| MAX BURGER | ON THE STRIP | 2.50 | HAMBURGERS | BEER | FAIR |

E. HOTELS. (MAR 88) (USS FREDERICK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>DINING/BEVERAGE FAC.</u> |
|-------------|-----------------|-------------------|-----------------------------|
| LAS HADAS | SANTIAGO | US\$175.00-700.00 | YES |
| CLUB MAEVA | SANTIAGO | US\$ 50.00-150.00 | YES |

F. ATHLETICS. (MAR 88) (USS FREDERICK) TENNIS COURTS, GOLF COURSES, SWIMMING POOLS ARE ALL AVAILABLE. THE GOLF COURSE IS EXCELLENT AND VERY CHALLENGING. THE SHIP PARTICIPATED IN ONE SOFTBALL GAME, ONE BASEBALL

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MANZANILLO, MEXICO

GAME, AND ONE BASKETBALL GAME. EXCELLENT TEAMS PROVIDED GOOD COMPETITION. PICNIC/PARTY AREAS ARE AVAILABLE, AND SUPPLIES CAN BE OBTAINED.

G. BEACHES. (MAR 88) (USS FREDERICK)

| <u>NAME</u> | <u>DIST FM PORT</u> | <u>BATH HOUSE</u> | <u>SNACKS</u> | <u>SNORKEL- ING</u> | <u>SURF- ING</u> | <u>TRANS</u> | <u>HAZARDS</u> |
|--------------|---------------------|-------------------|---------------|---------------------|------------------|--------------|----------------|
| LAS HADAS | 10MI NNW | YES | YES | YES | NO | NO | JELLYFISH |
| CLUB MAEVA | 13MI NNW | YES | YES | YES | YES | NO | " |
| LAS BRISAS | 10MI NNW | NO | NO | YES | YES | NO | " |
| SALUAGUA | 10MI N | YES | YES | NO | NO | NO | " |
| LA AUDIENCIA | 10MI N | YES | YES | NO | NO | NO | " |

H. CHURCHES. (MAR 88) (USS FREDERICK) THERE ARE CATHOLIC CHURCHES (SUNDAY, 8 A.M./12 NOON) AND VARIOUS PROTESTANT CHURCHES.

I. TRANSPORTATION. (MAR 88) (USS FREDERICK) TAXIS WERE AVAILABLE 24 HOURS, AND MAJORITY WERE YELLOW, ECONOMY-SIZE SEDANS. TAXIS WERE NOT METERED, AND STANDARDIZED FARE IS USED BETWEEN TWO POINTS, 8,000-14,000 PESOS (US\$4.00-6.00). BARGAINING WAS LIMITED. RENTAL CARS WERE AVAILABLE FROM 9 A.M. TO 4 P.M. NO SPECIAL LICENSE WAS NEEDED. BUS OPERATED INDEPENDENTLY WITHOUT PUBLISHED SCHEDULES. THE RATE WAS US\$1.00.

J. TOURS. (MAR 88) (USS FREDERICK) TOUR OF LAS HADAS RESORT WAS ARRANGED BY MEXICAN NAVY FOR U.S. NAVY PERSONNEL FREE OF CHARGE. THE POC WAS AMEMBASSY, MEXICO CITY.

K. SHOPPING. (MAR 88) (USS FREDERICK) DO NOT RECOMMEND A SERIOUS BARGAIN-HUNTING TRIP IN THIS AREA. PRICES WERE VERY HIGH TO ACCOMMODATE THE PREDOMINANTLY RICH POPULATION OF TOURISTS WHICH FREQUENT THIS LOCATION. SHOPPING CAN BE CONSIDERED LIMITED WITH THE EXCEPTION OF SOUVENIR SHOPS IN HOTELS AND THE FEW LOCAL STORES. RECOMMENDED SHOPPING AREAS ARE:

| <u>STORE/AREA</u> | <u>ITEMS</u> | <u>PRICE BARGAINING</u> |
|-------------------|---|-------------------------|
| MANZANILLO CENTRO | T-SHIRTS, CLOTHING, COFFEE CUPS, MISCELLANEOUS SOUVENIR ITEMS | NO |
| SANTIAGO | SAME AS ABOVE | NO |
| LAS HADAS HOTEL | " " " | NO |
| CLUB MAEVA | " " " | NO |

L. THEATER AND CINEMA. (MAR 88) (USS FREDERICK) ONE THEATER, LOCATED ON THE STRIP, DID NOT APPEAR TO SHOW ENGLISH LANGUAGE MOVIES. DO NOT EXPECT TO GO TO THE MOVIES IN MANZANILLO UNLESS YOU KNOW SPANISH.

M. PHYSICAL SECURITY. (MAR 88) (USS FREDERICK) PHYSICAL SECURITY WAS PROVIDED BY SERVICIO PORTUARIOS DE MANZANILLO. TWENTY-FOUR-HR SECURITY SERVICE INCLUDED NIGHT-ROVING GUARDS ARMED WITH RIFLES, A TWO-MEN GUARD HOUSE AT THE GATE, AND VEHICULAR POLICE PATROL. DIVERS WERE AVAILABLE TO CHECK BERTH/ANCHORAGE AREA FROM MEXICAN NAVY, BUT THE SHIP DID NOT UTILIZE. THE SHIP STATIONED ONE ROVER TO COVER THE PIER IN VICINITY OF THE BERTH.

02-5
(CH-8)

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MANZANILLO, MEXICO

N. MISCELLANEOUS INFORMATION. (MAR 88) (USS FREDERICK) THE RATE OF CURRENCY EXCHANGE IN MAR 88 WAS 2,250 PESOS TO US\$1.00. THE EXCHANGE STATIONS WERE DIFFICULT TO LOCATE. MOST HOTELS CHANGED AT 2,150 PESOS TO US\$1.00.

THERE WERE POLITICAL DISSIDENTS IN THE AREA WHO WERE DEFACING MONEY WITH POLITICAL SLOGANS AND MARKINGS. MOST BUSINESSES AND PEOPLE WOULD NOT ACCEPT ANY MONEY WITH ANY WRITING OR MARKINGS ON IT. ADVISE TO CHECK MONEY WHEN EXCHANGED OR RECEIVED AS CHANGE TO ENSURE THERE IS NO WRITING OR MARKING ON IT.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, MAY 88.

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02-6
(CH-8)

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MAZATLAN, MEXICO

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 89) (FICPAC) THE PORT OF MAZATLAN (23-12N/106-25W) IS ON THE EAST SIDE OF THE GULF OF CALIFORNIA. IT IS A NATURAL HARBOR PROTECTED BY TWO BREAKWATERS EXTENDING INTO THE FAIRWAY FROM ISLA CRESTON AND ISLA CHIVOS.

B. APPROACHES, LIGHTS, ETC. (MAR 89) (USS FORD) THE SHIP UTILIZED DMAHTC PUB 153 (5TH ED 1988) AND CHART 21301 (12TH ED 1 MAR 86, CORR NM 4/88).

(APR 88) (USS FLETCHER) THE SHIP UTILIZED BILINGUAL PERSONNEL TO ESTABLISH COMMUNICATIONS ON CHANNEL 16 WITH PORT AUTHORITY. (PORT OFFICE DOES NOT OPEN TILL 0700). APPROACH TO ANCHORAGE WAS MADE ON 320⁰T. THE SHIP ANCHORED 23-09-56N/106-24-40W, .5 NM WEST PIEDRA NEGRA ISLAND. WINDS AND CURRENTS WERE NEGLIGIBLE ALTHOUGH GROUND SWELLS WERE DOMINANT. FOG WAS COMMON BETWEEN 0500-0900 BUT CLEARED BY LATE MORNING.

NAVAIDS WERE NUMEROUS AND PROVIDED OUTSTANDING VISUAL AND RADAR AIDS FOR HEAD AND DROP BEARINGS. NOOK AROUND NORTH BREAKWATER AND CERRO PEL CRESTON DID NOT APPEAR TO BE PLOTTED CORRECTLY.

C. PILOTAGE. (MAR 89) (USS FORD) PILOTS WERE COMPULSORY AND MET THE SHIP IN VICINITY OF PIEDRA NEGRA LT. THE PILOT BOAT IS WHITE, 25-FT, SINGLE DECK POWER BOAT IN EXCELLENT CONDITION. THE PILOT KNEW THE HARBOR WELL. TUGS WERE USED IN ENTERING THE PORT AND FREQUENTLY TO TURN SHIPS IN THE TURNING BASIN.

D. ENTRANCE. (MAR 89) (USS FORD) THE SHIP USED TWO SETS OF RANGE MARKERS AS DESCRIBED IN PORT DIRECTORY; HOWEVER, CHART 21301 APPEARS TO HAVE A CHANNEL MARKER (BUOY - NO NUMBER) OUT OF POSITION (23-11-12N/106-25-48W) WHICH MAKES IT APPEAR THAT A CHANGE OF COURSE IS NECESSARY TO AVOID SHOAL WATER, WHEN IN FACT, NO SUCH CHANGE IS NEEDED.

E. CHANNEL. (MAR 89) CHANNEL LENGTH IS 4,000 YARDS, AND DEPTH IS 12 M (40 FT). THE ENTRANCE TO THE HARBOR DREDGED TO 14M (46 FT). THE HARBOR DEPTHS ARE UP TO 10.7-12 M (35-40 FT). THIS INFORMATION WAS PROVIDED BY JUAN MANUEL MORENO PENA, SUPDTE. GRAL, DE SERV. DE DRAGADO PCO. Z.C., COPACABANA NO. 308 FRACC PLAYA SUR TELS 2-39-95, 2-38-17.

F. ANCHORAGES. (MAR 89) CONSULT PUB 153.

G. WRECKS AND OBSTRUCTIONS. (MAR 89) A RAISED SAND BAR OBSTRUCTS NORTH END OF THE CHANNEL. IT IS PLOTTED BY A GREEN LIGHT AT 23-12-30N/106-24-18W.

H. TIDES AND CURRENTS. (MAR 89) SAN DIEGO, CA, IS TIDAL REFERENCE STATION FOR MAZATLAN, MX. CURRENTS FLOW NORTHWARD (INTO NAVIGATIONAL CHANNEL) DURING FLOOD TIDE AND SOUTHWARD (OUT OF THE CHANNEL) DURING EBB TIDE. PILOTS PREFER TO TURN SHIPS IN TURNING BASIN DURING SLACK WATER.

I. WEATHER AND WINDS. (MAR 89) CONSULT PUB 153.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAY 89) CONSULT PUB 153.

03-1
(CH-10)

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MAZATLAN, MEXICO

(MAR 89) (USS FORD) THE SHIP MOORED TO PIER 5 WITH STANDARD MOORING LINES. LENGTH OF THE BERTH IS 121.9 M (400 FT) AND DEPTH IS 12 M (40 FT). NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL. (MAR 89) LIMITED FUEL OIL IS AVAILABLE BY TRUCK AT THE DELIVERY RATE OF 1,000 LITERS/HR VIA A 6.35 CM (2.5 IN) CONNECTION. U.S. NAVY HAS SPECIAL ARRANGEMENTS WITH PIMEX, AND FUEL IS DELIVERED BY TRUCKS.

C. MECHANICAL HANDLING FACILITIES. (MAR 89) ONE RAIL-TYPE CRANE IS AVAILABLE WITH A MAXIMUM RADIUS OF 15.2 M (50 FT) AND MAXIMUM HEIGHT OF 10.7 M (35 FT) WITH AN UNKNOWN LIFT CAPACITY.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 83) A MARINE RAILWAY, WITH A CAPACITY OF APPROXIMATELY 181 TO 907 TONS, IS LOCATED AT THE ENTRANCE OF ESTERO DEL URIAS. A SMALL SHIPYARD AND FIVE MACHINE SHOPS ARE LOCATED EAST OF ASTERIA DOCKS. MODERATE REPAIRS CAN BE ACCOMPLISHED IN THIS PORT. THE MEXICAN NAVY IS ABLE TO PROVIDE LIMITED TECHNICAL ASSISTANCE.

E. WAREHOUSES AND STORAGE. (APR 82) THERE ARE THREE CUSTOMS WAREHOUSES WITH CAPACITIES OF 544-TON EACH. THERE IS APPROXIMATELY 185.8 SQ M (2,000 SQ FT) OF FLOOR AREA WITH A STACKING HEIGHT OF 3 M (10 FT). CONSTRUCTION IS OF WOOD WITH A STEEL ROOF.

F. STEVEDORES. (NOV 87) (USS BRONSTEIN) UNSKILLED LABOR IN 20-MAN GANGS ARE AVAILABLE DAY OR NIGHT.

G. PORT CAPACITY. (MAR 89) ONE USN SHIP (FF, DD, DDG, CG) AT A TIME IS AUTHORIZED.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 89) TWO TRACKS OF RAILROAD CONNECT MAZATLAN TO MAJOR MEXICAN CITIES. TRUCKS PROVIDE ACCESS TO WHARVES AND APRONS. ONE CREW MEMBER VISITED GUADALAHARA, MX, AND FOUND THE AIRLINES RUNNING 2 TO 5 HRS LATE AND TRAINS 10 TO 20 HRS LATE. THE SERVICE WAS UNRELIABLE AND POOR. THE FACILITIES WERE ALSO VERY CRUDE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUL 87) THE ONLY TUG AVAILABLE IS DIESEL-POWERED WITH TWO SHAFTS AT 2,500 HP/SHAFT.

B. DREDGES AND MISCELLANEOUS CRAFT. (NOV 88) (USS COPELAND) DREDGING OPERATIONS ARE CONDUCTED EVERY THREE YEARS.

C. WATER. (MAR 89) (USS FORD) WATER TAKEN FROM THE HARBOR WAS HYPOCHLORINATED TO 2.0 PPM FAC.

D. AIRFIELDS. (MAY 89) MAZATLAN INTERNATIONAL AIRPORT IS 4.8 KM (3 MI) NORTH OF THE PORT. AIR SERVICE IS AVAILABLE TO SEVERAL U.S. AND MEXICAN CITIES. AIRLINES SERVICING ARE: MEXICANA, REPUBLIC, AND AEROMEXICO.

E. COMMUNICATIONS. (MAR 89) (USS FORD) HARBOR CONTROL WAS CONTACTED ON CHANNEL 16. PILOT AND TUG WERE CONTACTED ON CHANNELS 6, 13, AND 16.

03-2

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MAZATLAN, MEXICO

PAY PHONES WERE AVAILABLE OUTSIDE THE COMMERCIAL PIER. CONUS CALLS CAN BE MADE THROUGH ENGLISH-SPEAKING OPERATORS BUT ARE EXTREMELY EXPENSIVE.

E. MEDICAL. (AUG 86) (AFMIC) FOOD- AND WATER-BORNE ILLNESSES (TYPHOID AND PARATYPHOID FEVERS, AMEBIASIS, SHIGELLOSIS, SALMONELLOSIS, CAMPYLO-BACTERIOSIS, HEPATITIS, AND COLI-BACTERIOSIS) ARE THE PREDOMINANT HEALTH THREATS. PARASITOSIS IS COMMON IN THE NATIVE POPULATION. MALARIA IS NOT A RISK IN MAZATLAN BUT IS PRESENT IN RURAL COASTAL AREAS OF SINALOA STATE BELOW 1,000 M (3,281 FT) ELEVATION. DENGUE IS ENDEMIC; THE LAST REPORTED OUTBREAK OCCURRED IN 1984.

LOCAL MEDICAL FACILITIES AVAILABLE TO AMERICANS ARE INADEQUATE BY U.S. STANDARDS. THE SOCIAL SECURITY HOSPITAL (INSTITUTO MEXICANO DEL SEGURO SOCIAL), LOCATED AT AV. DEL MAR NO. 500, IS ADEQUATE, BUT ITS SERVICES ARE AVAILABLE ONLY TO MEMBERS OF THE MEXICAN SOCIAL SECURITY SYSTEM. SEVERAL U.S. TRAINED PHYSICIANS AND DENTISTS PRACTICE IN MAZATLAN, AND DIAGNOSTIC SERVICES ARE ADEQUATE. MORE SOPHISTICATED MEDICAL CARE IN ALL FIELDS OF SPECIALIZATION IS AVAILABLE IN LOS ANGELES (A 2-HR FLIGHT FROM MAZATLAN) OR IN TUCSON, ARIZONA (A 1.5-HR FLIGHT FROM MAZATLAN). ARRANGEMENTS FOR MEDICAL CARE MAY BE MADE THROUGH THE U.S. CONSULATE.

(MAR 89) (USS FORD) PRATIQUE, HTLV-III, AND DERATIZATION CERTIFICATE WERE NOT REQUIRED BY PORT AUTHORITIES.

THE PORT AREA IS FAIRLY CLEAN. THE TOURIST SECTION OF THE CITY IS CLEAN FROM THE ACCUMULATION OF TRASH AND GARBAGE. STRAY ANIMALS ARE FEW. RESTAURANTS IN THE TOURIST SECTION ARE VERY GOOD IN SANITARY COMPLIANCE, BUT STREET FOOD VENDORS ARE TO BE AVOIDED.

MARIJUANA AND COCAINE ARE AVAILABLE IN BARS, ON THE STREETS, AND FROM TAXI DRIVERS. PROSTITUTION IS MINIMAL AND NONE WAS SEEN IN THE TOURIST SECTION.

THE PREVALENT COMMUNICABLE DISEASES ENDEMIC HERE ARE AMEBIC DYSENTERY AND VIRAL GASTROENTERITIS. THE SHIP HAD 10-12 CASES OF ENTERIC/DIARRHEAL DISEASES AND ONE SEXUALLY TRANSMITTED DISEASE (NSU).

F. GASOLINE. (MAR 89) GASOLINE IS READILY AVAILABLE. RECOMMEND USING ONLY PREMIUM.

G. PROVISIONS. (MAR 89) (USS FORD) THE SHIP DID NOT PROCURE ANY PROVISIONS. QUALITY OF PROVISIONS IS UNKNOWN.

H. GARBAGE DISPOSAL. (MAR 89) (USS FORD) GARBAGE WAS COLLECTED BY TRUCK TWICE DAILY. TRASH AND GARBAGE WERE HELD ABOARD UNTIL THE TRUCK ARRIVED. SERVICE WAS PROVIDED BY THE MEXICAN NAVY FREE OF CHARGE.

4. PERSONALIA

A. CALLS. (MAR 89) (USS FORD) CALLS ARE ARRANGED BY U.S. CONSUL, AND MADE ON COMMANDER, MEXICAN NAVY 8TH NAVAL ZONE

B. HONORS. (MAR 89) (USS FORD) MAZATLAN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

03-3

(CH-10)

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MAZATLAN, MEXICO

A. GENERAL INFORMATION. (MAY 89) MAZATLAN IS A DELIGHTFUL 150-YEAR OLD CITY AND BOASTS ONE OF THE FINEST HARBORS BETWEEN SAN DIEGO AND PANAMA. THE OLD SECTION OF TOWN HAS NARROW STREETS, TREE SHADED PLAZAS, AND SOME BEAUTIFUL COLONIAL STYLE BUILDINGS. FROM LAS ALTAS TO LOS CERRITOS [24 KM (15 MI) TO THE NORTH], THERE IS A VIRTUALLY UNINTERRUPTED EXPANSE OF WHITE SANDY BEACHES WITH SEVERAL LUXURY HOTELS ALONG THE WAY. IT IS A RESORT AREA IN MEXICO FOR U.S. TOURISTS.

THE COMMUNITY IS LARGE ENOUGH, AND FACILITIES ARE SUFFICIENT ENOUGH TO SUSTAIN NORMAL LIBERTY. HOWEVER, TOO FREQUENT VISITS WILL RESULT IN A LOSS OF ENTHUSIASM AMONG THE PEOPLE AND WILL OVERTAX THE ABILITIES OF LOCAL OFFICIALS.

B. LIBERTY. (MAR 89) (USS FORD) SHORE PATROL WAS NOT REQUIRED, BUT ONE OFFICER OR CPO AND ONE SENIOR PETTY OFFICER WERE ASSIGNED IN PLAIN CLOTHES TO PATROL INDEPENDENTLY. VEHICLES AND DRIVERS WERE NOT SUPPLIED. THE NEAREST LOCAL POLICE STATION IS 2 MILES FROM THE PIER.

(NOV 88) COMMERCIAL LIBERTY BOATS ARE AVAILABLE FROM TROPICAL TOURS/RICARDO IRVINE. THE FLEET LANDING IS TOUR'S PIER WHICH IS A NEW CONCRETE PIER, RECENTLY BUILT, AND DREDGED TO 7M (23 FT) IN THE SOUTH END OF THE HARBOR. ONE OR TWO BEACH GUARDS WERE REQUIRED 24 HOURS A DAY.

C. CLUBS AND BARS. (MAR 89) (USS FORD)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> |
|--------------------|-----------------|--------------|
| JOES OYSTER BAR | TOURIST SECTION | MODERATE |
| TEQUILA CHARLIE'S | " " | " |
| TENNIS BAR & GRILL | " " | " |
| SEÑOR FROGS | " " | " |
| VALENTIONO'S DISCO | " " | EXPENSIVE |

D. RESTAURANTS. (MAR 89) (USS FORD) EXCELLENT RESTAURANTS WERE PLENTIFUL, AND PRICES WERE QUITE REASONABLE. LIQUOR IS AVAILABLE, AND OVERALL CLEANLINESS IS EXCELLENT.

E. HOTELS. (MAR 89) (USS FORD)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>DINING/BEVERAGE</u> |
|-----------------|-----------------|--------------|------------------------|
| HOTEL TROPICANA | GOLD ZONE | 20,000 PESOS | YES |
| EL CID | GOLD ZONE | 45,000 PESOS | YES |

F. ATHLETICS. (MAR 89) TENNIS COURTS, POOLS, AND MOPED RENTAL ARE AVAILABLE AT ALL HOTELS. THERE IS A HORSE RIDING FACILITY NEAR THE EL CID HOTEL. COMPETITION IN SOCCER, BASKETBALL, AND BASEBALL REQUIRES EARLY NOTICE.

PICNIC/PARTY AREAS ARE AVAILABLE AND SUPPLIES CAN BE OBTAINED.

G. BEACHES. (MAR 89) (USS FORD) GOLD ZONE BEACH IS LOCATED 3 MILES FROM THE PORT. THERE IS NO BATH HOUSE BUT SNACKS ARE AVAILABLE. IT HAS HIGH SURF AND IS GOOD FOR SURFING AND SNORKELING.

H. CHURCHES. (MAR 89)

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MAZATLAN, MEXICO

| | |
|----------------------------------|-----------------------------------|
| CATHEDRAL | DOWNTOWN, AVENIDA JUAREZ AND CANI |
| TEMPLO DE SAN JOSE | CAMPANA AND CANIZALES |
| TEMPLO DE CRISTO REY | CANONERO TAMPICO AND EVERS |
| PRIMERA IGLESIA BAUSTISTA | VILLA AND HIDALGO |
| IGLESIA CRISTIANA CONGREGATIONAL | 5 DE MAYO NO. 62, DOWNTOWN |
| IGLESIA DE JESUCRISTO LOS SANTOS | CALLE ALBATROS NO. 401 |

I. TRANSPORTATION. (MAR 89) (USS FORD) THE SHIP UTILIZED A SHUTTLE BUS BETWEEN THE TOURIST PIER AND THE GOLD ZONE FROM 0800 TO 0200 DAILY. A CAR AND DRIVER FOR THE CO WAS OBTAINED FOR US\$66.00 PER DAY. ALL TRANSPORTATION ARRANGEMENTS PROVED VERY SATISFACTORY. TAXIS ARE AVAILABLE 24 HOURS, AND FARES MUST BE AGREED PRIOR TO GETTING IN. DRIVERS ARE LIMITED IN ENGLISH KNOWLEDGE.

J. TOURS. (MAR 89) THE FOLLOWING TOURS ARE AVAILABLE:

SIERRA MADRE MOUNTAIN, GHOST & MINING TOWN - US\$6.00/6 HRS
CITY TOUR/AQUARIUM - US\$5.25/3 HRS
BAY TOUR - US\$5.50/3 HRS
DEEP SEA FISHING - US\$180.00/BOAT

K. SHOPPING. (MAR 89) PRICES WERE RELATIVELY FIXED IN ESTABLISHED STORES IN THE "GOLD ZONE", BUT STREET VENDORS AND MERCHANTS IN THE OLDER PARTS OF TOWN HAVE VARIABLE PRICES AND EXPECT TO BARGAIN.

L. THEATER AND CINEMA. (MAR 89) THERE ARE TWO CINEMAS DOWNTOWN.

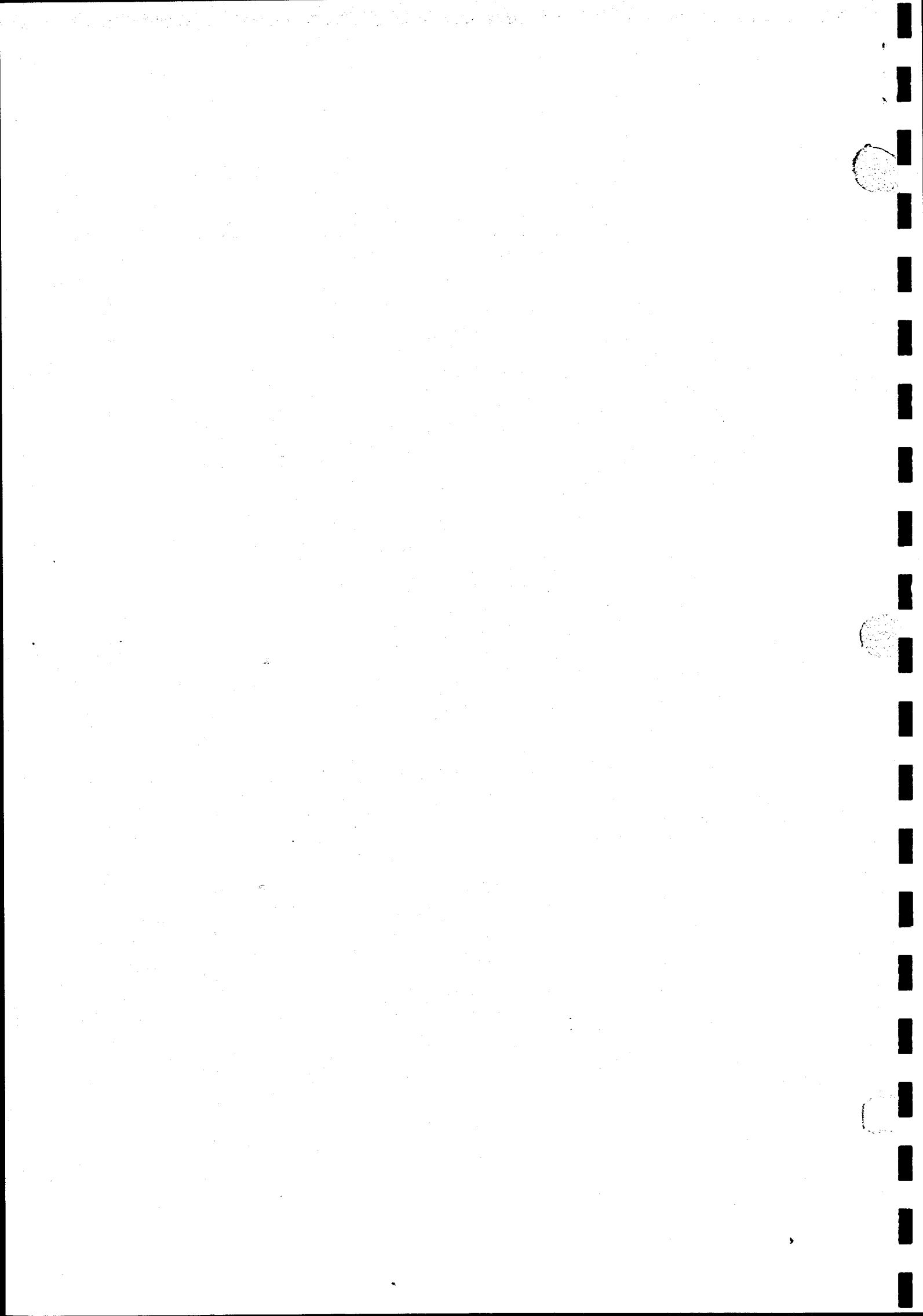
M. PHYSICAL SECURITY. (MAR 89) THE MEXICAN NAVY PROVIDED ARMED PIER SENTRIES. PIER ACCESS CAN BE CONTROLLED BY SHIP'S SENTRY. PIER SENTRIES/ROVERS WERE USED AS WELL.

N. MISCELLANEOUS INFORMATION. (MAY 89) (FICPAC) THE CURRENCY EXCHANGE RATE WAS 2,247 PESOS = US\$1.00 IN MAY 89.

COMPILED BY: MRS. K. DeVAUL, 23PD, FICPAC, MAY 89.

03-5
(CH-10)

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ENSENADA, MEXICO

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (12-85) THE PORT OF ENSENADA (31°52'N/116°38'W) IS LOCATED IN THE BAHIA TODOS SANTOS. THE BAY IS RECESSED BUT SOMEWHAT EXPOSED TO THE SEA. THE SHORELINE CONSISTS OF LOW SANDY BEACHES WHICH EXTEND FROM THE CITY OF ENSENADA TO PUNTA BANDA, 16 KM (10 MI) TO THE SOUTH. A BREAKWATER, EXTENDING FROM PUNTA ENSENADA, AFFORDS THE HARBOR LIMITED PROTECTION FROM THE SEA. THERE ARE TWO JETTIES INSIDE THE HARBOR TO PREVENT EROSION OF THE BEACH AND SILTING OF THE PORT.

B. APPROACHES, LIGHTS, ETC. (12-85) CONSULT DMAHTC PUB 153 (4TH ED 1985) AND CHART 21021.

(3-85) (USS MAUNA KEA) THE NEWLY CONSTRUCTED BREAKWATER IS NOT PROPERLY DEPICTED ON CHART 21021. AERO BEACON (31°50'N/116°36'W) AND RADIO BEACON (31°45'N/116°37'W) ARE MISSING.

C. PILOTAGE. (4-85) (USS FREDERICK) PILOTS ARE COMPULSORY. THEY WILL TAKE VESSELS IN AT NIGHT, BUT ARRANGEMENTS MUST BE MADE IN ADVANCE. PILOTS USUALLY BOARD FROM A TUG OR A 6 M (20 FT) LAUNCH, 1.8 KM (1 NM) 220°T OFF THE BREAKWATER LIGHT. THE WHISTLE SIGNAL IS TWO LONG BLASTS AND ONE SHORT. PILOTS SHOULD BE GIVEN A 24-HR ADVANCE NOTICE OF ETA. PILOTS SPEAK ENGLISH AND ARE PROFESSIONALLY ADEQUATE. SHIPS LARGER THAN DD'S WILL REQUIRE TUG SERVICES DUE TO THE RESTRICTED MANEUVERABILITY WITHIN THE HARBOR.

COST OF PILOTAGE WAS US\$300.00 PER PORT ENTRY/PORT EXIT. PAYMENT IS BY CHECK TO COMPANIA DE NAVEGACION ALBATROS S.A. DE C.V. IAW PROCEDURES SET FORTH IN NAVSUP P-485.

D. ENTRANCE (4-85) (USS FREDERICK) BOTH THE EAST AND WEST JETTIES WERE UNDER CONSTRUCTION, NARROWING THE ENTRANCE TO THE CHANNEL TO A WIDTH OF 450 YDS.

(3-85) (USS MAUNA KEA) ENTRANCE TO HARBOR IS WELL DEFINED BY BUOYS AT BOTH ENDS OF THE BREAKWATER. THE BREAKWATER HAS BEEN EXTENDED ON SIDES (LEAVING ONLY AN ENTRANCE CHANNEL) AND OFFERS FAIRLY GOOD PROTECTION FROM THE SEA.

E. CHANNEL. (3-85) (USS MAUNA KEA) BOTH NORTHERN AND SOUTHERN CHANNELS ARE EASILY NAVIGABLE AS THE ISLAS DE TODOS SANTOS (ISLANDS IN BETWEEN THE CHANNELS) ARE EXCELLENT MARKERS AND HAVE VERY PROMINENT LIGHTHOUSES. BANDA PEAK, EAST OF COBO PUNTA BANDA, IS ALSO VERY PROMINENT.

F. ANCHORAGES. (4-85) (USS FREDERICK) TWO RED LIGHTED BUOYS AND ONE WHITE UNLIGHTED ANCHOR BUOY MARK THE SOUTHERN ANCHORAGE AREA, INLAND AND ADJACENT TO THE EASTERN JETTY. THE NORTHERN ANCHORAGE IS BOUNDED BY TWO GREEN LIGHTED AND ONE WHITE UNLIGHTED BUOYS.

(3-85) (USS MAUNA KEA) IF WEATHER IS GOOD, THE BEST ANCHORAGE IS 240°T ONE NM FROM THE BREAKWATER. IN BAD WEATHER, MOST PROTECTION AVAILABLE IS IN SOUTH BAY. THE HOLDING GROUND IS SAND AND ROCK. THE BAY ITSELF OFFERS VERY LITTLE PROTECTION FROM THE SEA.

ENSENADA, MEXICO

G. WRECKS AND OBSTRUCTIONS. (4-85) (USS FREDERICK) NUMEROUS DERELICT BARGES BORDER THE STARBOARD EDGE OF THE CHANNEL 300-500 YDS OFF PIER 5.

(3-85) (USS MAUNA KEA) SHOALING OFF CABO PUNTA BANDA (EXTENDING APPROXIMATELY ONE NM TO THE NORTHWEST) IS NOT MARKED. RECOMMEND USING EXTREME CAUTION WHEN APPROACHING ENSENADA FROM THE SOUTH IN ORDER TO AVOID AN UNMARKED SHOAL.

H. TIDES AND CURRENTS. (4-85) (USS FREDERICK) THE MEAN TIDAL RANGE AT TODOS ANTONS BAY IS 1.1 M (3.8 FT) THE SPRING RANGE IS 1.5 M (5 FT). THE INNER HARBOR GIVES LIMITED PROTECTION FROM SOUTHEAST SWELLS. CONSIDERABLE SURGING IS APPARENT ALONGSIDE THE WHARF.

I. WEATHER AND WINDS. (4-85) (USS FREDERICK) WINDS WERE FROM THE NORTHWEST AT A SUSTAINED SPEED OF 10 KTS WITH GUSTS TO 14 KTS. WINDS WERE OFFSETTING AND HAD A GREATER EFFECT THAN DID CURRENTS. THE WAREHOUSE PROVIDED A PARTIAL WINDSCREEN FOR SHIPS BERTHED AT PIER 5.

(3-85) (USS MAUNA KEA) THERE WAS A LOT OF HAZE IN THE BAY, AND THIS HAMPERED NAVIGATION AS IT WAS DIFFICULT TO PICK UP THE NAVAIDS WELL IN ADVANCE. RADAR NAVIGATION IS ADVISABLE AS THERE ARE PLENTY OF PROMINENT POINTS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (12-85) CONSULT PUB 153.

B. FUEL, LUBE, AND DIESEL. (4-85) (USS FREDERICK) THERE ARE NO FUEL OR LUBRICANTS READILY AVAILABLE; HOWEVER, WITH ADVANCE NOTICE, THEY MAY BE TRUCKED IN. DIESEL OIL IS AVAILABLE IN LIMITED QUANTITIES.

C. MECHANICAL HANDLING FACILITIES. (4-85) (USS FREDERICK) THE ONLY HANDLING FACILITIES ARE FORKLIFTS AND SIMILAR SMALL CRANES WHICH ARE AVAILABLE THROUGH THE STEVEDORE UNION.

D. DRY DOCK AND REPAIR. (4-85) (USS FREDERICK) TWO SKIDS AND A SMALL FLOATING DRY DOCK ARE AVAILABLE. MECHANICAL AND ELECTRICAL REPAIR FACILITIES ARE EQUIPPED TO HANDLE REPAIRS ON SMALL FISHING CRAFT.

E. WAREHOUSES AND STORAGE. (4-85) (USS FREDERICK) THERE ARE TWO WAREHOUSES TOTALING 6,055 SQ M (67,274 SQ FT). OTHER WAREHOUSES ARE BEING BUILT. THERE IS AN OPEN STORAGE AREA WITH 27,000 SQ M (300,000 SQ FT) AVAILABLE.

F. STEVEDORES. (4-85) (USS FREDERICK) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (4-85) (USS FREDERICK) THE PORT OF ENSENADA CAN ACCOMMODATE THREE DD TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (9-79) THE ONLY LAND MEANS OF CLEARING THE PORT IS BY ROAD. STEAMSHIP LINES MAKE FREQUENT STOPS AT ENSENADA. THE NEAREST RAILHEAD IS IN TIJUANA.

ENSENADA, MEXICO

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (4-85) (USS FREDERICK) LIGHTERS ARE NOT AVAILABLE. THERE IS ONE TUG OF UNKNOWN HORSEPOWER.

B. WATER. (4-85) (USS FREDERICK) UNLIMITED QUANTITY OF POTABLE WATER IS DELIVERED THROUGH PIPE (RISER 120 FT FROM NORTH END OF PIER 5) WITH A STANDARD THREAD 6.35 CM (2.5 IN) CONNECTION. THE PRICE OF WATER WAS US\$4.51 PER CUBIC METER WITH 6% TAX IMPOSED.

PAYMENT IS VIA SINGLE CHECK FOR COMBINED SERVICE (WATER AND GARBAGE DISPOSAL) TO A PRIVATE FIRM (SERVICIOS PORTUARIOS Y MARITIMOS, DE ENSENADA, S.A. DE C.V. BLVD TENIENTE J AZUETA NO 224, ENSENADA, B.C. MEXICO).

C. AIRFIELDS. (4-85) (USS FREDERICK) THERE IS A SMALL COMMERCIAL AIRPORT JUST EAST OF ENSENADA.

D. COMMUNICATIONS. (4-85) (USS FREDERICK) ENSENADA HARBOR CONTROL MAY BE CONTACTED PRIOR TO ENTERING THE HARBOR ON UHF CHANNEL 14 (PRI), CHANNEL 16 (ALT). SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT. THERE ARE NO FLASHING LIGHT OR FLAG-HOIST STATIONS. COMMERCIAL TELEPHONE BOOTH STATIONED ONE HALF MILE FROM PIER 5. CONUS CALLS CAN BE MADE AT 2ND NAVAL DISTRICT OFFICERS CLUB AND RENOWNED HOTELS (BEST WESTERN, TRAVEL LODGE). OPERATOR ASSISTANCE IS NECESSARY. OPERATORS SPEAK ENGLISH, AND SERVICE IS AVAILABLE 24 HOURS. ARRANGMENTS FOR MAIL DELIVERY/PICK UP ARE NOT AVAILABLE.

E. MEDICAL. (2-85) (AFMIC) SEE O4/MED.

F. GASOLINE. (4-85) (USS FREDERICK) GASOLINE IS AVAILABLE AT THE SPORT FISHING PIER AT US\$1.39 PER GAL.

G. PROVISIONS. (2-78) LIMITED PROVISIONS ARE AVAILABLE.

H. GARBAGE DISPOSAL. (3-85) (USS MAUNA KEA) GARBAGE WAS PICKED UP BY TRUCK ONCE A DAY. TRASH IS NOT NEEDED TO BE SORTED. THE ARRANGEMENTS ARE MADE THROUGH THE MEXICAN NAVY LIAISON OFFICER.

(4-85) (USS FREDERICK) COST BASED ON TWO DAYS FOR A 214-MAN CREW WAS US\$32.00.

4. PERSONALIA

A. CALLS. (9-79) A CALL MAY BE MADE TO THE CAPTAIN OF THE PORT AND COMMANDER, 2ND NAVAL ZONE. CALLS WILL BE ARRANGED BY THE U.S. ATTACHE.

(4-85) (USS FREDERICK) THE VISITORS FREDERICK RECEIVED WERE THE NEW-PORT SAILING ASSOCIATION, SECRETARY OF TOURISM, AND MAYOR OF ENSENADA.

B. HONORS. (4-85) (USS FREDERICK) ENSENADA IS NOT A SALUTING PORT; HOWEVER, SIDE HONORS SHOULD BE GIVEN TO ALL NAVAL VESSELS.

(3-85) (USS MAUNA KEA) FLYING OF THE MEXICAN FLAG REQUESTED BY THE LOCAL GOVERNMENT. PASSING HONORS SHOULD BE GIVEN.

ENSENADA, MEXICO

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (12-85) ENSENADA IS A PORT OF ENTRY AND HAS JURISDICTION OVER THE WEST COAST OF LOWER CALIFORNIA NORTH OF LATITUDE 28°N. VESSELS TOUCHING AT ANY PORT WITHIN THIS AREA MUST CLEAR AT ENSENADA. SINCE 1933, THE TOWN HAS BEEN A FREE ZONE, PERMITTING DUTY FREE IMPORT OF NON-COMPETITIVE FOREIGN PRODUCTS FOR LOCAL CONSUMPTION. CHIEF EXPORTS ARE COTTON, FRUIT, AND CEMENT. ENSENADA ACTIVELY PROMOTES TOURIST TRADE. A MINOR NAVAL BASE (2ND NAVAL ZONE) IS LOCATED THERE.

B. LIBERTY. (4-85) (USS FREDERICK) THERE ARE NO SHORE PATROL REQUIREMENTS. THE PORT CAN ACCOMMODATE A 500 PLUS LIBERTY PARTY WITH NO PROBLEMS. MIRA MAR STREET (RED-LIGHT DISTRICT) IS OFF-LIMITS. LOCAL LAW ENFORCEMENT IS STRICT AND FINES FOR MINOR INFRACTIONS TEND TO BE STERN, EXPENSIVE, AND INCONSISTENT.

C. CLUBS AND BARS. (4-85) (USS FREDERICK) THE CASINO NAVAL OFFICERS CLUB OFFERS ITS FACILITIES TO VISITING PERSONNEL, BUT BY PERSONAL INVITATION ONLY. ARRANGEMENTS SHOULD BE MADE THROUGH THE MEXICAN LIAISON OFFICER. (3-85) (USS MAUNA KEA) EL GALEON, 987 BLVD LAZARO CARDENAS, WAS VISITED. ALL TYPES OF LIQUOR WERE AVAILABLE AT US\$1.60-2.50. LOS TRES NEGROS, MIRAMAR ST, IS OFF-LIMITS FOR USN PERSONNEL.

D. RESTAURANTS. (4-85) (USS FREDERICK) THE BEST RESTAURANTS ARE LOCATED IN COSPERO AREA.

(3-85) (USS MAUNA KEA)

| <u>NAME</u> | <u>LOCATION</u> | <u>SIZE</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>SANITARY</u> |
|-------------|-----------------------------|-------------|--------------|-------------|---------------|-----------------|
| VALENTINO'S | 985 BLVD LAZARO CARDENAS | MED | \$15-25 | CONTINENTAL | YES | EXCELLENT |
| EL REG SOL | AVE. LOPEZ MATEOS | MED | \$10-20 | CONTINENTAL | YES | EXCELLENT |

E. HOTELS. (4-85) (USS FREDERICK)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE (US\$)</u> | <u>DINING AND BEVERAGES</u> |
|--------------|-----------------|---------------------|-----------------------------|
| PLAYA | WATERFRONT | UNKNOWN | UNKNOWN |
| BAHIA | DOWNTOWN | 20.00 | YES |
| EL CIS | DOWNTOWN | 35.00-40.00 | YES |
| SAN NICHOLAS | DOWNTOWN | 20.00 | YES |
| TRAVEL LODGE | DOWNTOWN | 28.00-32.00 | YES |

F. ATHLETICS. (4-85) (USS FREDERICK) SWIMMING POOLS ARE AVAILABLE AT THE HOTELS. A CITY PARK IS LOCATED DOWNTOWN.

G. BEACHES. (4-85) (USS FREDERICK) BEACHES ARE TO THE SOUTH OF ENSENADA IN THE DIRECTION OF POINT BANDA.

H. CHURCHES. (4-85) (USS FREDERICK) CATHOLIC AND LUTHERAN CHURCHES ARE LOCATED DOWNTOWN.

ENSENADA, MEXICO

I. TRANSPORTATION. (3-85) (USS MAUNA KEA)

| <u>TRANS</u> | <u>OPERATING HRS</u> | <u>RATE</u> |
|--------------|----------------------|------------------------------|
| BUS | 24 HRS/DAY | US\$2.00 ENSENADA TO TIJUANA |
| TAXI | 24 HRS/DAY | US\$1.00 PIER TO TOWN |

(4-85) (USS FREDERICK) SPECIAL 12-PASSENGER VANS, ARRANGED THROUGH THE SECRETARY OF TOURISM, PROVIDED SERVICE TO LOPEZ MATEO AT A COST OF ONE U.S. DOLLAR PER TRANSIT.

J. TOURS. (4-85) (USS FREDERICK) DEEP SEA FISHING TRIPS ARE AVAILABLE WITH THE PRICES NEGOTIABLE.

K. SHOPPING. (4-85) (USS FREDERICK) THE MARKET AREA IS ON MAIN STREET WITH SILVER, LEATHER, AND POTTERY GOODS AVAILABLE. PRICE BARGAINING IS AN ACCEPTED PRACTICE. PRICES ARE COMPARABLE TO ACAPULCO.

L. THEATER AND CINEMA. (4-85) (USS FREDERICK) ONLY MEXICAN-SPANISH LANGUAGE MOVIES ARE AVAILABLE.

M. MISCELLANEOUS. (4-85) (USS FREDERICK) CURRENCY IS THE PESO. THE RATE OF EXCHANGE WAS 245 PESOS TO ONE U.S. DOLLAR. CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

(3-85) (USS MAUNA KEA) CURRENCY EXCHANGE WAS NOT CONDUCTED ON BOARD, BUT IT MIGHT BE AVAILABLE UPON REQUEST THROUGH A BOARDING OFFICER.

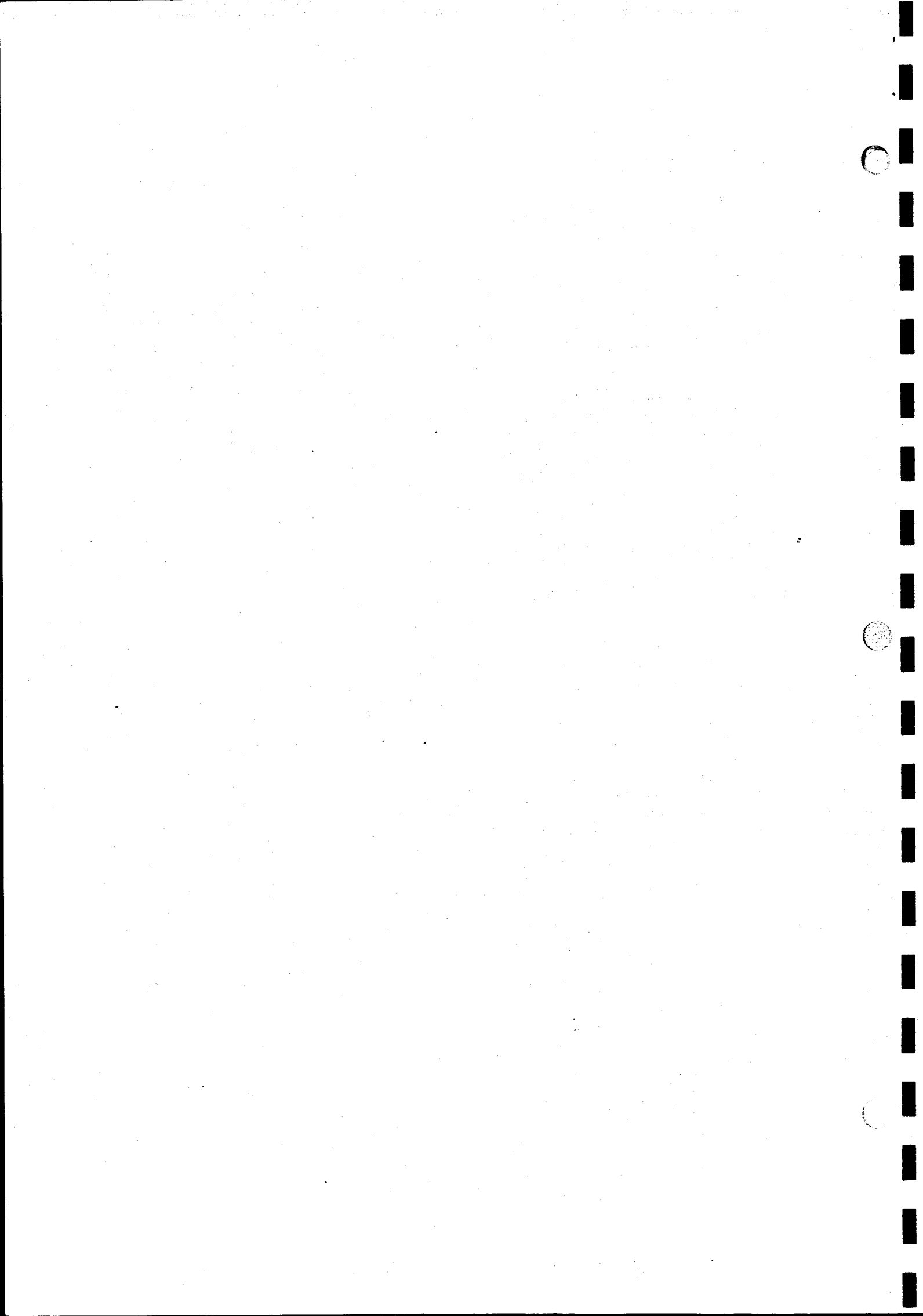
(4-85) (USS FREDERICK) THE PORT AREA IS SURROUNDED BY FENCE AND A SECURITY GUARD IS PRESENT.

LOCAL LAUNDRIES WERE NOT USED.

(3-85) (USS MAUNA KEA) THE LOCAL AMERICAN RESIDENTS, MOSTLY RETIRED PEOPLE, WERE VERY HELPFUL. THEY HAVE MANY POINTS OF CONTACT AND HAVE ESTABLISHED A WORKING RAPPORT WITH MANY KEY MEMBERS OF THE LOCAL GOVERNMENT.

THE MEXICAN NAVY WAS PLEASED TO HAVE A SHIP OF THIS SIZE VISIT ENSENADA.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (12-85).

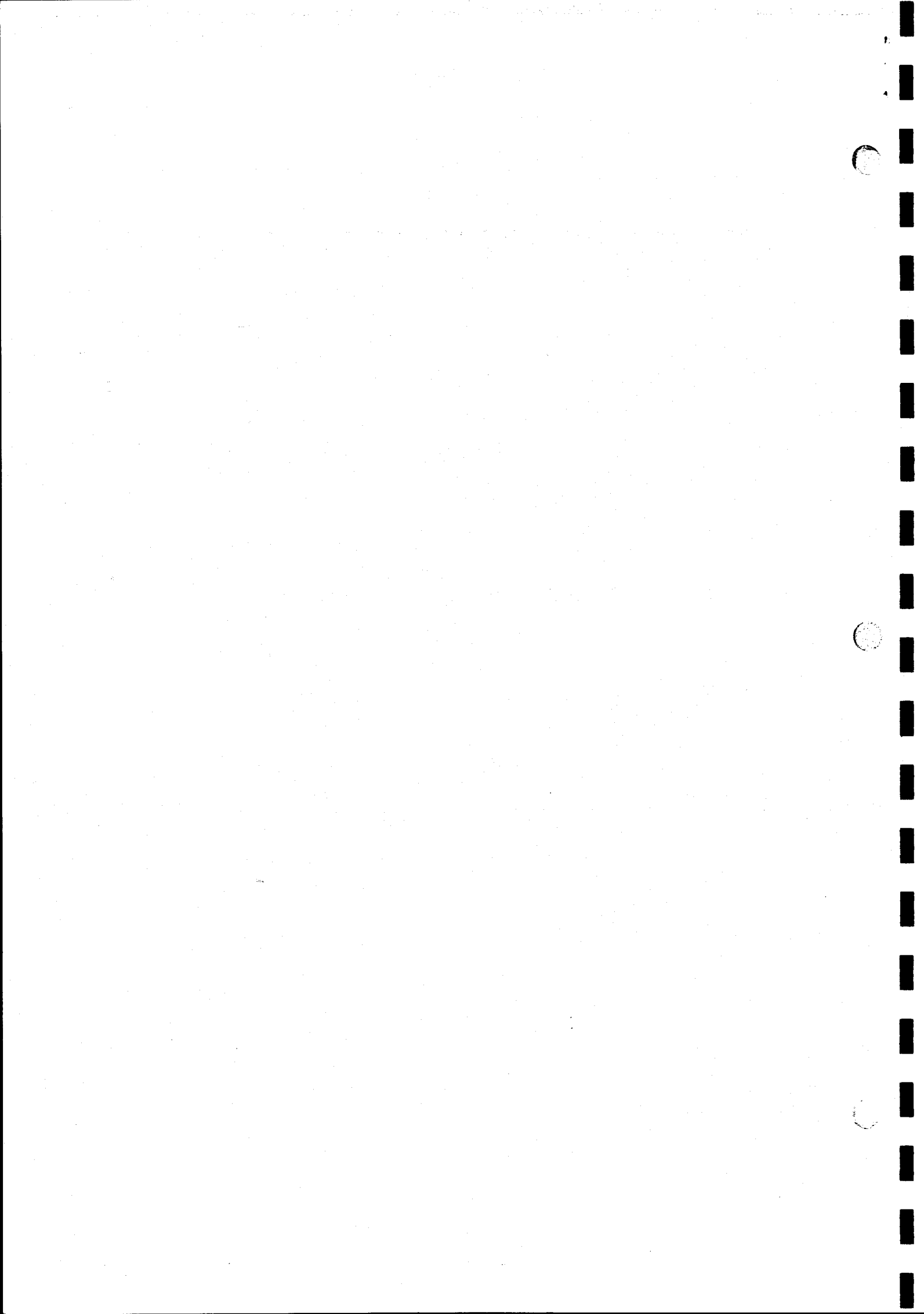


ENSENADA, MEXICO

3. E. (2-85) (AFMIC) THE TOWN HAS ADEQUATE SANITATION FACILITIES, POTABLE WATER, AND CENTRAL SEWERAGE. ARRANGEMENTS CAN BE MADE TO OFFLOAD GARBAGE. FOOD- AND WATER-BORNE ILLNESSES (TYPHOID AND PARATYPHOID FEVERS, AMEBIASIS, SHIGELLOSIS, SALMONELLOSIS, CAMPYLOBACTERIOSIS, HEPATITIS, AND COLIBACILLOSIS) ARE THE PREDOMINANT HEALTH THREATS. PARASITOSIS IS COMMON IN THE NATIVE POPULATION.

ALTHOUGH THERE ARE TWO HOSPITALS IN THE TOWN, THE U.S. NAVAL HOSPITAL IN SAN DIEGO, CALIFORNIA, (100 KM NORTHWEST) IS THE FACILITY OF CHOICE. THE NAVAL HOSPITAL'S TELEPHONE NUMBERS ARE: COMMERCIAL - (714) 233-2411 AND AUTOVON 957-2411.

FREE PRATIQUE IS GRANTED UPON ARRIVAL AT PORT.



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PUERTO VALLARTA, MEXICO

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 88) (FICPAC) PUERTO VALLARTA (20-37N/105-16E) IS LOCATED ON THE WEST COAST OF MEXICO, AT THE EAST END OF BAHIA DE BANDERAS, A 40.5-NM LONG BAY WHICH OPENS TO WEST. IT IS A WELL-PROTECTED, SMALL, COASTAL PORT AND MAINLY USED FOR TOURIST TRAFFIC. THE ENTRANCE CHANNEL LIMITS MAXIMUM SHIP DRAFT TO 10.4 M (34 FT).

B. APPROACHES, LIGHTS ETC. (MAY 88) (FICPAC) CONSULT DMAHTC PUB 153 (5TH ED 1988) AND CHARTS 21017 (50TH ED, 16 MAR 1985, CORR NM 11/85), 21338 (2ND ED, 12 APR 86, CORR NM 15/86).

(APR 88) (USS HARRY W HILL) CHARTS ARE NOT ADEQUATE. NAVAIDS ARE AVAILABLE.

(MAR 86) (USS MEYERKORD) DEPTHS WERE INACCURATE DUE TO CONSTANT SHIFTING OF BOTTOM.

C. PILOTAGE. (APR 88) (USS HARRY W HILL) PILOTS ARE AVAILABLE AND ARE RECOMMENDED IN ORDER TO IDENTIFY MORE FAVORABLE ANCHORAGES. THE PILOT BOARDED APPROXIMATELY 2,000 YDS FROM THE ENTRANCE. THE PILOT BOAT WAS A GREEN MOTOR-WHALEBOAT. PROFICIENCY OF THE PILOT WAS GOOD, BUT IT WAS LESSENER BY INABILITY TO CONVERSE IN ENGLISH.

D. ENTRANCE. (APR 88) (USS HARRY W HILL) RECOMMEND U.S. NAVY VESSELS ANCHOR OUT DUE TO SIZE OF THE HARBOR, DRAFT CONSTRAINTS, AND CRUISE LINERS ARRIVING AND DEPARTING ON A FREQUENT BASIS WHICH MAKES PIER SIDE BERTHING CRAMPED.

E. CHANNEL. (MAR 86) (USS MEYERKORD) THERE ARE NO CHANNELS.

F. ANCHORAGES. (APR 88) (USS HARRY W HILL) THE SHIP ANCHORED 1,500 YDS OFF THE BEACH. BEARINGS WERE RIGHT BREAKWATER LT 014°T, LEFT BREAKWATER LT 001°T, AND HOLIDAY INN 099°T. THE DEPTH WAS 20 M (66 FT) AND SAND BOTTOM PROVIDED GOOD HOLDING GROUND. THE BEST ANCHORAGE IS SOUTH OF THE HARBOR 1,500-2,000 YDS OFF THE BEACH.

G. WRECKS AND OBSTRUCTIONS. (APR 88) (USS HARRY W HILL) THE APPROACH INTO THE BAY IS CLEAR WITH THE EXCEPTION OF ROCA CORBETENA (20-44N/105-51W) WEST OF PTA DE MITA AND TRES MARIETAS ROCKS (20-41N/105-371W) AT THE EXTREME NORTH END OF THE BAY. THEY ARE MARKED BY NAVAIDS ROCA CORBETENA FL(4)W PER 15S AND TRES MARIETA FL(2)W PER 10S. PASSAGE TO THE HARBOR ENTRANCE SHOULD BE EAST. TRES MARIETAS ROCKS LIE SOUTHWEST OF PTA DE MITA AND A LIGHT IS ON THE MIDDLE ROCK. THERE ARE NO BRIDGES OR OVERHEAD CABLES WHILE ENTERING THE PORT.

H. TIDES AND CURRENTS. (APR 88) (USS HARRY W HILL) THE TIDES AND CURRENTS ARE ADEQUATELY DESCRIBED IN THE CHARTS AND PUB 153.

I. WEATHER AND WINDS. (MAR 86) (USS MEYERKORD) THERE WAS VERY LITTLE WIND DURING OUR STAY AND WE WERE INFORMED BY A MEXICAN NAVAL OFFICER THAT THERE WAS NO CURRENT.

(MAY 88) (FICPAC) THE CLIMATE OF THE REGION IS TROPICAL AND HUMID WITH THE LOWEST HUMIDITY REGISTERED DURING THE WINTER SEASON, DECEMBER TO MARCH. THE AVERAGE YEAR ROUND TEMPERATURE IS 24.7°C (76.5°F). THE AVERAGE SEASONAL TEMPERATURES ARE: WINTER 21°C (70°F), SPRING 23°C

07-1
(CH-8)

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PUERTO VALLARTA, MEXICO

(74°F), SUMMER 28°C (83°F), AND FALL 25°C (77°F). THE RAINY SEASON, AS A RULE, STARTS TOWARD THE END OF JUNE OR BEGINNING OF JULY AND ENDS IN SEPTEMBER. TROPICAL STORMS ARE USUAL AT THIS TIME OF THE YEAR. AVERAGE ANNUAL RAINFALL IS 1,418 MM.

2. BERTHING AND FACILITIES

- A. MOORINGS, DOCKS, ETC. (MAY 88) (FICPAC) CONSULT PUB 153.
- B. FUEL, LUBE, AND DIESEL OIL. (MAY 88) NO INFORMATION IS AVAILABLE.
- C. MECHANICAL HANDLING FACILITIES. (MAR 86) (USS MEYERKORD) NONE.
- D. DRYDOCKS AND REPAIR FACILITIES. (MAY 88) NO INFORMATION IS AVAILABLE.
- E. WAREHOUSES AND STORAGE AREAS. (MAY 88) NO INFORMATION IS AVAILABLE.
- F. STEVEDORES. (APR 88) CONSULT THE MEXICAN LIAISON OFFICER.
- G. PORT CAPACITY. (APR 88) PUERTO VALLARTA CAN ACCOMMODATE ONE U.S. NAVY SHIP OF DD, FF TYPE.
- H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 88) HIGHWAYS LINK PUERTO VALLARTA TO TEPIC AND TO MANZANILLO.

3. SERVICES, LOGISTICS, AND OPERATIONS

- A. LIGHTERAGE. (DEC 81) (USS RACINE) LIGHTERS ARE NOT AVAILABLE.
- B. WATER. (DEC 81) (USS RACINE) WATER MUST BE TREATED WITH BROMINE OR CHLORINE. WATER IS DELIVERED BY RAILWAY TANK CAR AND THE SIZE OF CONNECTION IS 5.08 CM (2 IN) WITH 50 PSI.
- C. AIRFIELDS. (APR 88) PUERTO VALLARTA INTERNATIONAL AIRPORT IS LOCATED 6.4 KM (4 MI) SOUTH OF THE PORT. IT HAS A CONCRETE RUNWAY. SERVICES OF AERO MEXICO AND CONTINENTAL AIRLINES ARE AVAILABLE.
- D. COMMUNICATIONS. (APR 88) (USS HARRY W HILL) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "PUERTO VALLARTA HARBOR CONTROL". SHIPS IN PORT REQUIRED TO GUARD FREQUENCIES WHICH DESIGNATED BY SOPA FOR BEACH GUARD.
CONUS CALLS CAN BE MADE AT MAJOR HOTELS THROUGH ENGLISH-SPEAKING OPERATORS WITH 45-MIN WAITING TIME.
MAIL DELIVERY/PICK-UP ARRANGEMENTS ARE NOT RECOMMENDED.
- E. MEDICAL. (APR 88) (USS HARRY W HILL) A QUARANTINE DECLARATION, AN HTLV-III CERTIFICATION, AND A "DERAT" CERTIFICATE WERE NOT REQUESTED. HOSPITALS IN DOWNTOWN ARE AVAILABLE FOR EMERGENCY VIA AMERICAN CONSULATE. FACIAL LACERATIONS OF CREW MEMBER WERE SUTURED.
ORGANIC MATERIAL WAS PRESENT AT THE SOUTH PART OF THE PORT, AND OIL SPILLS WERE IN HARBOR WATER. THERE IS NO ATMOSPHERIC POLLUTION. GARBAGE AND TRASH ACCUMULATION WAS VERY ABUNDANT THROUGHOUT THE TOWN. RAW SEWAGE

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07-2
(CH-8)

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PUERTO VALLARTA, MEXICO

IS DUMPED INTO THE HARBOR, SOUTH OF TOWN. FRUIT FLY ARE ABUNDANT. STRAY DOGS ARE OBSERVED, BUT RABIES ARE UNKNOWN. SANITARY COMPLIANCE IN MODERATE TO EXPENSIVE RESTAURANTS IS EXCELLENT, BUT THAT OF CANTINAS AND VENDORS IS VERY POOR.

LOCAL PHARMACIES SELL NARCOTICS OVER THE COUNTER. PROSTITUTES DO NOT CARRY HEALTH CARDS, BUT NO NOTICEABLE SOLICITATION IS OBSERVED.

WHILE IN THE PORT AND AFTER LEFT THE PORT, 30% OF THE CREW SUFFERED TRAVELER'S DIARRHEA FROM FOOD AND WATER AND ONE CASE OF NISSERIA GONORRHEA.

THERE ARE NUMEROUS SEA SNAKES PRESENT, ESPECIALLY AT NIGHT.

F. GASOLINE. (APR 88) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (APR 88) (USS HARRY W HILL) RECOMMEND NOT TO TAKE ANY PROVISIONS IN PUERTO VALLARTA BECAUSE NO DELIVERIES WILL BE MADE TO SHIPS. THE MILK IS UNFIT FOR CONSUMPTION AND THE VEGETABLES CARRY PARASITES.

H. GARBAGE AND WASTE DISPOSAL. (APR 88) (USS HARRY W HILL) TRASH WAS TAKEN OFF ON LIBERTY BOATS BY THE SHIP'S PERSONNEL TO DUMPSTERS ON BEACH. REQUEST WAS MADE IN LOGREQ WHICH SHOULD BE UNCLASSIFIED. RECOMMEND CONTACTING AMERICAN CONSULATE. THE USE OF DUMPSTERS ON BEACH WAS FREE OF CHARGE. TRASH DID NOT NEED TO BE SORTED, AND SEWAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (APR 88) (USS HARRY W HILL) CALLS ARE ARRANGED BY THE AMERICAN CONSULATE AND MAY BE MADE ON:

MAYOR OF VALLARTA
COMMANDER, 12TH NAVAL ZONE

SHIP TOURS WERE GIVEN BY THE CREW MEMBERS TO PEOPLE WHOM THEY MET IN TOWN.

B. HONORS. (APR 88) (USS HARRY W HILL) PUERTO VALLARTA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAY 88) (FICPAC) PUERTO VALLARTA'S WORLD-FAMOUS BEACHES WERE DISCOVERED IN 1541 BY SPANISH CONQUISTADORS. IT WAS NOT UNTIL THREE CENTURIES LATER ON 12 DECEMBER 1851 THAT THIS REGION BECAME POPULATED. A FISHERMAN NAMED GUADALUPE SANCHEZ AND HIS FAMILY SETTLED ALONG THE COAST AND ESTABLISHED THE VILLAGE OF PUERTO DE LAS PENAS (PORT OF THE ROCKS). ON 31 MAY 1918, PUERTO DE LAS PENAS AND ITS ADJOINING VILLAGES, NOTABLY THE SAN SEBASTIAN MINING CENTER ALL WITHIN THE 10TH DISTRICT OF JALISCO, BECAME A MUNICIPALITY. IT WAS ALSO DURING THIS PERIOD THAT PUERTO LAS PENAS WAS DESIGNATED THE MUNICIPAL CENTER AND THAT ITS NAME WAS CHANGED TO PUERTO VALLARTA IN HONOR OF THE CELEBRATED JALISCO STATESMAN AND FORMER STATE GOVERNOR, IGNACIO LUIS VALLARTA, WHO IS BEST REMEMBERED FOR ESTABLISHING THE LAW OF AMPARO (ROUGHLY EQUIVALENT TO HABEAS CORPUS). FIFTY YEARS LATER, THE THEN GOVERNOR OF JALISCO, LIC. FRANCISCO MEDINA ASCENCIO ACCORDED PUERTO VALLARTA THE STATUS OF A CITY,

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PUERTO VALLARTA, MEXICO

IN COMMEMORATION OF THE MUNICIPALITY'S "GOLDEN ANNIVERSARY."

VALLARTA'S TOURIST BOOM BEGAN IN 1963, WHEN FILM DIRECTOR JOHN HUSTON CHOSE THE NEARBY BEACH OF MISMALOYA FOR THE LOCATION OF "THE NIGHT OF THE IGUANA" STARRING AVA GARDNER, RICHARD BURTON, AND DEBORAH KERR.

B. LIBERTY. (APR 88) (USS HARRY W HILL) SHORE PATROL WAS AT DISCRETION OF SOPA. THE SHIP ASSIGNED ONE CPO AT THE LOCAL POLICE STATION. A VEHICLE WITH A DRIVER WAS PROVIDED AS REQUESTED IN LOGREQ. THERE WAS NOT A SHORE PATROL FACILITY. THE NEAREST LOCAL POLICE STATION IS DOWNTOWN PUERTO VALLARTA. TWO PETTY OFFICERS WITH HAND-HELD RADIOS WERE ON FLEET LANDING TO INFORM THE SHIP OF DEPARTING LIBERTY BOATS. THEY ALSO MAINTAINED COMMUNICATIONS WITH CPO.

COMMERCIAL LIBERTY BOATS , 15-25 PAX, US\$600.00 PER 8 HRS/DAY, WERE AVAILABLE PER REQUEST. THE POC WAS AMERICAN CONSULATE AGENT. THE FLEET LANDING WAS DIRECTLY INSIDE THE HARBOR ENTRANCE ON THE RIGHT. IT WAS A SEA WALL WITH BLACK TIRES AS FENDERS.

THERE IS NO ESTABLISHED WATER TAXI SERVICE IN PUERTO VALLARTA AND SHIPS ARE AT THE MERCY OF INDIVIDUAL BOAT OWNERS. RECOMMEND REQUESTING AMERICAN CONSULATE TO PROCURE/CONTRACT FOR WATER TAXIS FOR SHIPS. THE SHIP HAD SUCCESS BY ASKING MRS. JENNY MCGILL AS LIAISON, AS SHE KNOWS LOCAL BOAT OWNERS.

C. CLUBS AND BARS. (APR 88) (USS HARRY W HILL)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>LIQUOR</u> |
|--------------|---------------------------|--------------|-------------------|
| CACTUS | 1 IGNACIO L. VALLARTA 399 | \$7.50 COVER | BEER, WINE, MIXED |
| CIROS | MALECON SEAWALL | 7.50 " | " " " " |
| CARPPICIOS | PULPITO & OLAS STREETS | 8.50 " | " " " " |
| FRIDAY LOPEZ | ALAS | 8.00 " | " " " " |
| CHRISTINE'S | KRYSTAL VALLARTA | 10.00 " | " " " " |
| STUDIO 54 | SHERATON HOTEL | 6.00 " | " " " " |

ALL HAVE DANCING AND SNACKS. THE FOLLOWING BARS ARE NOT RECOMMENDED FOR U.S. NAVY PERSONNEL:

| | | |
|---------------|-----------------|---------------------|
| CASA BLANCA | MALECON SEAWALL | DRUG ACTIVITY |
| LOS BALCONIES | " " | HOMOSEXUAL ACTIVITY |

D. RESTAURANTS. (APR 88) (USS HARRY W HILL)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE US\$</u> | <u>FOOD</u> | <u>LIQUOR</u> | <u>CLEANLINESS</u> |
|---------------|-------------------------|-------------------|----------------------|---------------|--------------------|
| CAPPRICIOS | PULPITO & OLAS ATLAS | 20.00 | SEAFOOD PASTA | ALL TYPES | GOOD |
| BRAZZ MORELOS | CORNER GOLENA | 12.00 | MEXICAN SEAFOOD | ALL TYPES | GOOD |
| FONDA ITALINA | ZARAGOZA 245 | 10.00 | PASTA/PIZZA | WINE | EXCELLENT |
| PIPI'S | GOLENA | 8.00 | AUTHENTIC MEXICAN | BEER | EXCELLENT |

E. HOTELS. (APR 88) (USS HARRY W HILL)

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07-4
(CH-8)

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PUERTO VALLARTA, MEXICO

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE US\$</u> | <u>DINING/BEVERAGE FAC</u> |
|--------------|------------------------|-------------------|----------------------------|
| HOLIDAY INN | - | 50.00-150.00 | YES |
| PLAYA DE ORO | - | 46.00-150.00 | YES |
| SHERATION | SOUTH OF FLEET LANDING | 80.00 | YES |
| ROSITA HOTEL | DOWNTOWN | 25.00 | YES |

F. ATHLETICS. (APR 88) (USS HARRY W HILL) MOST HOTELS HAVE SWIMMING POOLS. CLUB DE TENNIS VALLARTA IS LOCATED IN MARIA SANCHES. COMPETITION WITH LOCAL TEAMS CAN BE ARRANGED THROUGH MEXICAN NAVAL LIAISON OFFICER. PICNIC/PARTY AREAS ARE AVAILABLE, AND SUPPLIES CAN BE OBTAINED.

DIVING IN PUERTO VALLARTA CAN BE SUMMED UP IN ONE WORD - EXCELLENT. RECOMMEND THAT YOU TAKE YOUR OWN GEAR OR GO TO EITHER CHICO'S DIVE SHOP OR PARADISE DIVERS TO RENT. AQUARAMA IS NOT RELIABLE, AND VALLARTA DIVERS SCHEDULE ONLY TRIPS (NO RENTALS). BEFORE RENTING GEAR, SUGGEST RENTING A JEEP FROM NATIONAL CAR RENTAL AT THE AIRPORT. UPON COMPLETION OF A DAY'S DIVING, YOU CAN TAKE YOUR CATCH TO LOCAL SPOTS, RIGHT ON THE BEACH, AND HAVE THEM COOKED UP FOR YOU. IT IS RECOMMENDED TO UTILIZE SOME SORT OF THERMAL PROTECTION WHEN DIVING HERE. DEPTHS GREATER THAN 15 FT HAVE A GREAT TEMPERATURE DROP, AND THE SUIT ALSO PROTECTS YOU WHEN YOU BRUSH UP AGAINST THE CORAL.

PACK YOUR GEAR AND DRIVE THE 35 MILES OUT OF TOWN TO PUNTA DE MITA WHICH IS A FISHING VILLAGE. YOU CANNOT MISS IT, THE ROAD NORTH OUT OF THE TOWN LEADS TO PUNTA DE MITA, AND YOU KNOW YOUR ARE THERE WHEN THE ROAD ENDS. ONCE YOU ARRIVE, A LITTLE KNOWLEDGE OF ESPANOL WOULD HELP IN AN ARRANGING FOR THE FISHERMEN TO TAKE YOU OUT ON THEIR BOAT. YOU CAN EXPECT TO PAY FROM 100,000 TO 150,000 PESOS (\$50-75.00), SO TAKE 4 PEOPLE AND SPLIT THE COST.

G. BEACHES. (APR 88) (USS HARRY W HILL)

| <u>NAME</u> | <u>LOCATION</u> | <u>BATH HOUSE</u> | <u>SNACKS</u> | <u>SNORKEL-ING</u> | <u>SURF-ING</u> | <u>HAZARDS</u> |
|-----------------------|----------------------|-------------------|---------------|--------------------|-----------------|-----------------------|
| PLAYA DEL ORO | SOUTH OF FLT LANDING | NO | YES | NO | NO | SEA SNAKES/JELLY FISH |
| PLAYA DEL ESTANLAS | " | NO | YES | NO | NO | " |
| PLAYA DEL LOS MUERTOS | " | NO | YES | NO | NO | " |
| MISMALOYA | " | NO | YES | NO | NO | " |
| BUCERIAS | " | NO | YES | NO | NO | " |

H. CHURCHES. (APR 88) THERE IS A CATHOLIC CHURCH AT CHURCH PLAZA. FOR OTHER DENOMINATIONS, INQUIRE AT PALCIO MUNICIPAL.

I. TRANSPORTATION. (APR 88) (USS HARRY W HILL) TAXIS ARE NOT METERED; THEREFORE, PRIOR BARGAINING IS NECESSARY. THEY ARE AVAILABLE TO THE PORT FOR 24 HOURS. MOST OF THE WELL-KNOWN INTERNATIONAL CAR RENTAL AGENCIES OPERATE DOWNTOWN OFFICES. THEY ARE AVAILABLE FOR 24 HOURS BUT EXPENSIVE. NO SPECIAL LICENSE IS NEEDED. IT IS LESS EXPENSIVE TO USE TAXI SERVICE THAN TO RENT VEHICLES.

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PUERTO VALLARTA, MEXICO

J. TOURS. (APR 88) (USS HARRY W HILL)

| <u>TOURS</u> | <u>HOURS</u> | <u>POC</u> |
|----------------------|--------------|--------------------|
| CIELITO LINDO | 0900-1530 | VIAJAS TUCAN TOURS |
| HORSEBACK RIDING | 0800-1300 | " " " |
| BORA BORA BAY CRUISE | 0930-1530 | " " " |
| BULLFIGHTS | WED AT 1700 | " " " |

K. SHOPPING. (APR 88) GOOD BARGAINING ITEMS ARE LEATHER PRODUCTS AND CLOTHES. PRICE BARGAINING IS AN ACCEPTED PRACTICE.

L. THEATER AND CINEMA. (DEC 81) (USS RACINE) THERE ARE SEVEN CINEMAS, MOST OF THEM WITH AIR CONDITIONING. THEIR PROGRAMS ARE NORMALLY INTERNATIONAL PICTURES WITH SPANISH SUBTITLES.

M. PHYSICAL SECURITY. (MAR 86) (USS MEYERKORD) THE PORT AREA IS NOT SURROUNDED BY A FENCE AND NO SECURITY GUARD IS PRESENT.

(APR 88) (USS HARRY W HILL) SHIPS ARE NOT REQUIRED TO PROVIDE OWN PHYSICAL SECURITY. IT IS AT DISCRETION OF SOPA.

N. MISCELLANEOUS INFORMATION. (APR 88) (USS HARRY W HILL) THE RATE OF CURRENCY IN APR 88 WAS 2,270 PESOS TO US\$1.00. CURRENCY EXCHANGE WAS NOT CONDUCTED ON BOARD. CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

AMERICAN CONSULAR AGENT WAS MRS. JENNY MCGILL WHO WAS VERY HELPFUL FOR MAKING LAST-MINUTE ARRANGEMENTS UPON ARRIVAL. RECOMMEND CALLING HER IN ADVANCE TO MAKE ARRANGEMENTS. HER ADDRESS IS MRS. JENNY MCGILL, CONSULATE AGENT, U.S.A., PUERTA VALLARTA, JALISCO. TEL: 2-00-69.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, MAY 88.

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(CH-8)

CABO SAN LUCAS, MEXICO

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (1-86) CABO SAN LUCAS (22°52'N/109°53'W) IS LOCATED IN AN OPEN BAY AT THE SOUTHERN END OF BAJA CALIFORNIA.

B. APPROACHES, LIGHTS, ETC. (1-86) CONSULT DMAHTC PUB 153 (4TH ED 1985) AND CHART 21120.

(3-84) (USS FLORIKAN) A HARBOR CHART OF BANIA SAN LUCAS IS NEEDED.

C. PILOTAGE. (3-84) (USS FLORIKAN) PILOTS WERE NOT AVAILABLE, BUT A POLICE BOAT MET THE SHIP IN THE OUTER BAY AND ESCORTED FLORIKAN.

D. ENTRANCE. (3-84) (USS FLORIKAN) THERE WAS NO DIFFICULTY IN ENTERING THE BAY, AS IT IS WIDE OPEN WITH DEEP WATER.

E. CHANNEL. (3-84) (USS FLORIKAN) HARBOR CHANNEL WAS NOT USED.

F. ANCHORAGES. (1-86) CONSULT PUB 153.
(3-84) (USS FLORIKAN) FLORIKAN ANCHORED IN OUTER HARBOR AT 260°T FROM N. BREAKWATER IN 250 FT OF WATER. THE SAND BOTTOM HAD GOOD HOLDING. THE BEST ANCHORAGE IS IN THE CENTER OF THE BAY.

G. WRECKS AND OBSTRUCTIONS. (3-84) (USS FLORIKAN) THERE WERE NO CRITICAL FEATURES DUE TO DEEP WATER TO 200 YDS FROM SHORE. THERE WERE NO BRIDGES OR OVERHEAD CABLES.

H. TIDES AND CURRENTS. (3-84) (USS FLORIKAN) NO INFORMATION OF TIDES AND CURRENTS IS AVAILABLE IN PUB 153 OR TIDE AND CURRENT PUB.

I. WEATHER AND WINDS. (3-84) (USS FLORIKAN) A BRIEF DESCRIPTION IN PUB 153 IS FAIRLY ACCURATE.

2. BERTHING AND FACILITIES.

A. MOORINGS, DOCKS, ETC. (1-86) NO INFORMATION IS AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (1-86) NO INFORMATION IS AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (1-86) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (1-86) NO INFORMATION IS AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (1-86) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (1-86) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (3-84) (USS FLORIKAN) CABO SAN LUCAS PORT CAN ACCOMMODATE ONE ATS OR SMALLER.

CABO SAN LUCAS, MEXICO

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (3-84) (USS FLORIKAN) NONE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-84) (USS FLORIKAN) THERE WERE NO LIGHTERS AVAILABLE.

B. WATER. (3-84) (USS FLORIKAN) NO POTABLE WATER OR BOILER WATER IS AVAILABLE.

C. AIRFIELDS. (3-84) (USS FLORIKAN) THERE IS CABO SAN JOSE AIRPORT LOCATED 48 KM (30 MI) NORTHWEST OF THE PORT AND AIRLINE SERVICE IS AVAILABLE. ORIENTATION AND SURFACE OF THE RUNWAY ARE UNKNOWN.

D. COMMUNICATIONS. (3-84) (USS FLORIKAN) THE HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALL SIGN "SAN LUCAS CONTROL". SHIPS IN PORTS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES.

COMMERCIAL TELEPHONE AND TELEGRAPH FACILITIES ARE AVAILABLE IN TOWN. CONUS CALLS CAN BE MADE THROUGH ENGLISH-SPEAKING OPERATORS WITH A 30-MIN WAITING TIME. SERVICES ARE RELIABLE AND AVAILABLE 24 HOURS.

MAIL DELIVERY/PICK-UP IS NOT AVAILABLE.

E. MEDICAL. (3-84) SEE 08/MED.

F. GASOLINE. (3-84) (USS FLORIKAN) GASOLINE IS READILY AVAILABLE IN TOWN.

G. PROVISIONS. (3-84) (USS FLORIKAN) GOOD QUALITY LOCAL FOOD PRODUCTS IN GOOD QUANTITY WERE AVAILABLE. ALL FRESH PRODUCTS MUST BE THOROUGHLY WASHED OR COOKED.

H. GARBAGE DISPOSAL. (3-84) (USS FLORIKAN) GARBAGE DISPOSAL WAS NOT AVAILABLE. DUMPING IN THE BAY IS RESTRICTED.

4. PERSONALIA

A. CALLS. (3-84) (USS FLORIKAN) NO CALLS WERE MADE.

B. HONORS. (3-84) (USS FLORIKAN) CABO SAN LUCAS IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (3-84) (USS FLORIKAN) CABO SAN LUCAS IS A VERY SMALL TOURIST PORT. MAJOR EXPORTS ARE BLANKETS, ARTIFACTS, AND CERAMICS. THE POPULATION IS 6,000 (NO CENSUS YR) AND 98% OF ITS POPULATION IS CATHOLIC.

B. LIBERTY. (3-84) (USS FLORIKAN) TWO ENLISTED WERE ASSIGNED FOR

CABO SAN LUCAS, MEXICO

SHORE PATROL. SHORE PATROL HEADQUARTERS WAS LOCATED ON THE CENTRAL BEACH, AND THE SENIOR SHORE PATROL OFFICER REPORTED TO THE SHIP BY RADIO. THE NEAREST LOCAL POLICE STATION IS IN THE CENTER OF TOWN. RECOMMENDED SIZE OF THE LIBERTY PARTY IS 100 AND NO CURFEW IS REQUIRED. A BEACH GUARD IS REQUIRED FOR MEDICAL NEEDS ONLY.

FIFTY 12-FT LONG WATER TAXIS, IN GOOD CONDITION, ARE AVAILABLE 24 HOURS. CHARGES ARE 500-600 PESOS A TRIP.

C. CLUBS. (3-84) (USS FLORIKAN) LAS PALMAS, CAN CAN ALFREDO'S, CENTER OF TOWN, AND LAS PALMAS ON THE BEACH WERE VISITED BY THE SHIP'S PERSONNEL. ALL TYPES OF DRINKS WERE AVAILABLE AND PRICES WERE REASONABLE.

D. RESTAURANTS. (3-84) (USS FLORIKAN)

| <u>NAME</u> | <u>LOCATION</u> | <u>SIZE</u> | <u>PRICE</u> | <u>FOOD</u> | <u>LIQUOR</u> |
|-------------|-----------------|-------------|--------------|-------------|---------------|
| LAS PALMAS | BEACH FRONT | 200 PNS | MODERATE | MEXICAN | YES |
| REV SOL | N. BEACH | 50 PNS | MODERATE | MEXICAN | YES |

E. HOTELS. (3-84) (USS FLORIKAN)

| <u>NAME</u> | <u>LOCATION</u> | <u>PRICE</u> | <u>DINING/BEVERAGE</u> |
|-------------|-----------------|--------------|------------------------|
| CABO BAJA | COBASO BELLENA | FAIR | YES |
| HACIENDA | BEACH | FAIR | YES |
| FINISTIERRA | S. BEACH | FAIR | YES |

F. ATHLETICS. (3-84) (USS FLORIKAN) TENNIS COURTS AND POOLS ARE AVAILABLE AT THE ABOVE MENTIONED HOTELS. COMPETITION CAN BE ARRANGED WITH LOCAL TOURISTS AND YACHTSMAN.

PICNIC OR PARTY AREAS ARE AVAILABLE, AND PICNIC SUPPLIES CAN BE OBTAINED AT ANY GROCERY STORE.

G. BEACHES. (3-84) (USS FLORIKAN) THE ENTIRE CITY IS BUILT ON BEACH FRONT. TRANSPORTATION TO BEACHES IS AVAILABLE. THERE ARE NO BATH HOUSES, BUT SNACKS ARE AVAILABLE.

H. CHURCHES. (3-84) (USS FLORIKAN) SERVICES AT CATHOLIC CHURCHES ARE AVAILABLE ALL DAY SUNDAY.

I. TRANSPORTATION. (3-84) (USS FLORIKAN) SHIP'S VEHICLES CANNOT BE OFFLOADED. TAXIS OPERATE 24 HOURS A DAY AND SERVICE IS AVAILABLE TO THE PORT. TAXIS ARE MARKED "TAXI, CABO SAN LUCAS" AND OPERATE ON FIXED RATES.

J. TOURS. (3-84) (USS FLORIKAN) ALL MAJOR HOTELS CAN MAKE TOUR ARRANGEMENTS.

ARCHWAY AT SOUTH TIP OF BAJA CALIFORNIA - US\$30.00

SPECTACULAR DIVING - US\$30.00

MARLIN FISHING - US\$42.00

CABO SAN LUCAS, MEXICO

K. SHOPPING. (3-84) (USS FLORIKAN) BARGAINS ARE CLOTHING, BLANKETS, CERAMICS, AND ARTIFACTS. RECOMMENDED SHOPPING AREA IS TOWN CENTER.

L. THEATER AND CINEMA. (3-84) (USS FLARIKAN) NONE AVAILABLE.

M. MISCELLANEOUS. (3-84) (USS FLARIKAN) THE RATE OF CURRENCY EXCHANGE IN MARCH 84 WAS 166 PESOS TO US\$1.00. CURRENCY WAS CHANGED BACK AT THE END OF THE STAY.

PORT AREA IS NOT FENCED, BUT A SECURITY GUARD IS PRESENT. LOCAL LAUNDRIES WERE NOT USED.

CABO SAN LUCAS IS A VERY QUIET VACATION RESORT WHICH LENDS ITSELF TO A RELAXED LIFESTYLE. THE TOWN IS GEARED TOWARDS TOURISTS, WHICH IS THE MAIN SOURCE OF INCOME. ALTERCATIONS BETWEEN SHIP'S FORCE AND POLICE SHOULD BE AVOIDED AT ALL COSTS. DRUG USAGE IS A CAUSE FOR IMMEDIATE IMPRISONMENT, WITH LITTLE CHANCE FOR A SPEEDY TRIAL. THE TOWN CANNOT SUPPORT LARGE LIBERTY PARTIES. FOR SMALLER SHIPS, LIBERTY IS OUTSTANDING. THE PEOPLE ARE MOST FRIENDLY, AND THE SCENERY IS SPECTACULAR. FINALLY, THE YACHTSMAN WERE MOST ACCOMMODATING AND HOSPITABLE IN THEIR TREATMENT OF THE FLORIKAN CREW.

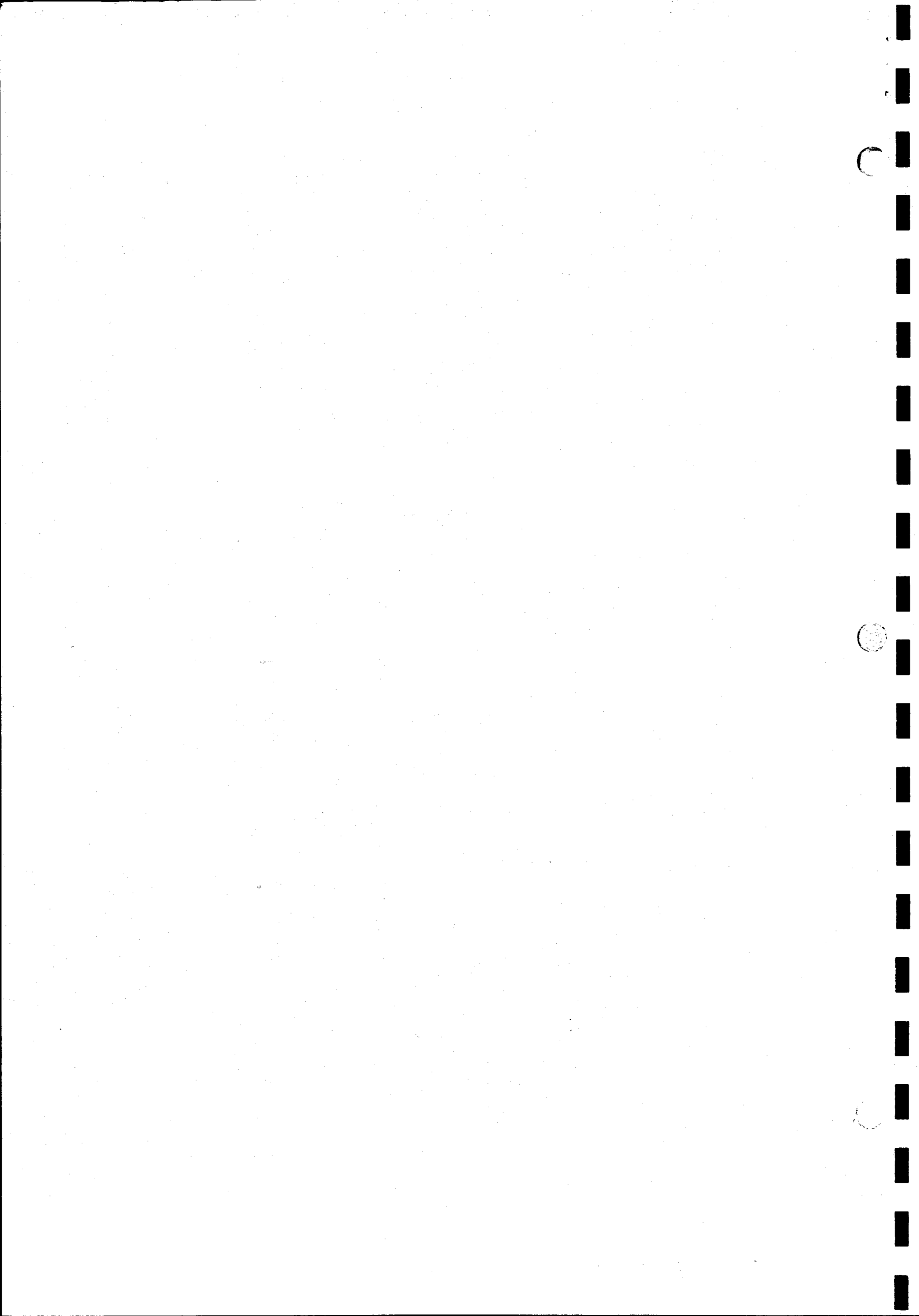
COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (1-86).

CABO SAN LUCAS, MEXICO

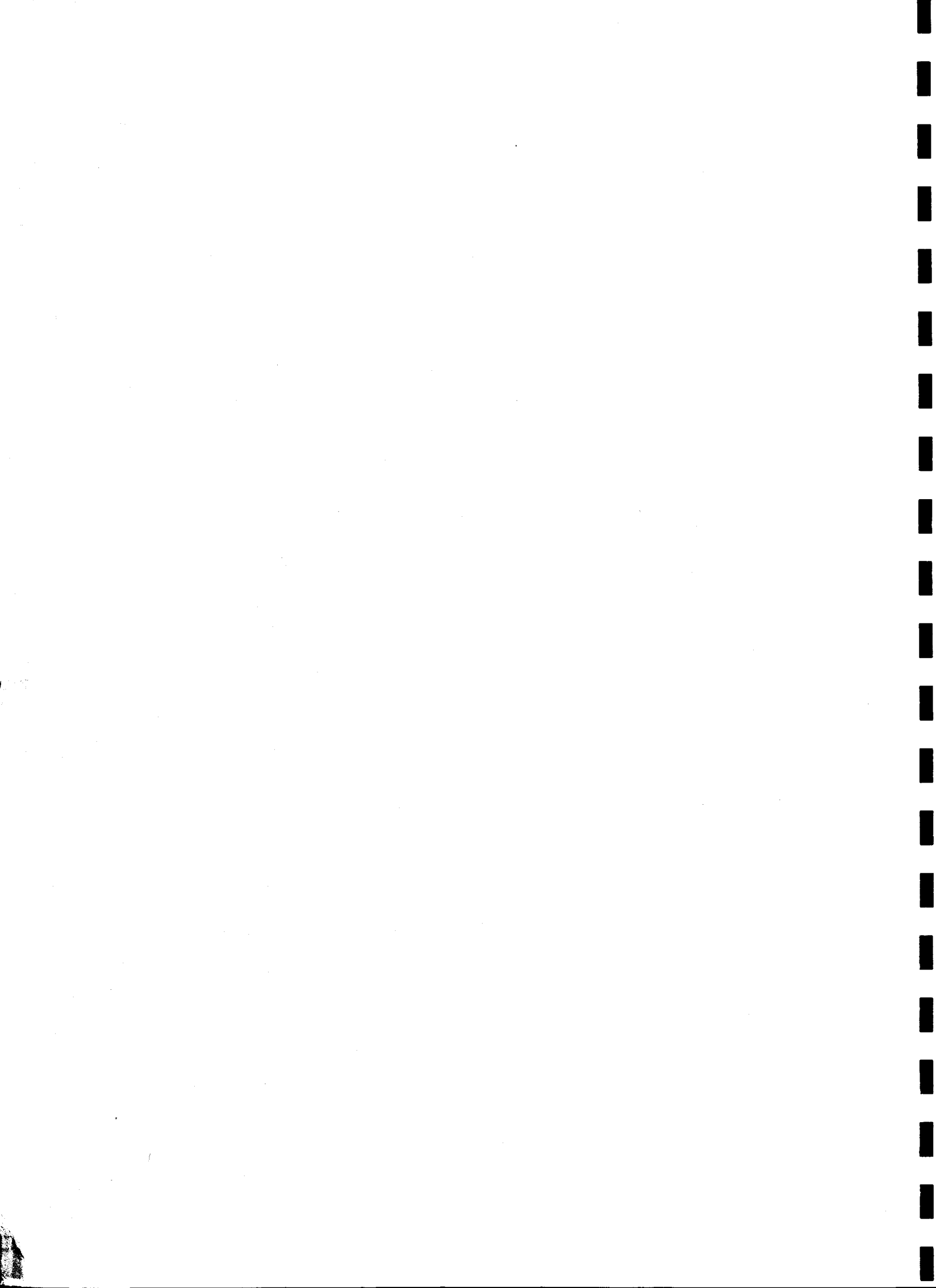
3. E. MEDICAL (3-84) (USS FLORIKAN) THE GENERAL HEALTH AND SANITATION OF THE PORT IS SATISFACTORY. THE DISEASE WHICH SHIPS SHOULD PARTICULARLY GUARD GAINST IS DYSENTARY.

THE CLOSEST MEDICAL FACILITY IS THE LOCAL HOSPITAL IN TOWN CENTER. INFORMATION CONCERNING THE NUMBER OF BEDS, SIZE OF STAFF, AND STAFF'S CAPABILITY OF UNDERSTANDING THE ENGLISH LANGUAGE IS UNKNOWN. LOCAL DOCTORS/DENTISTS ARE NOT RECOMMENDED.

A PRATIQUE OR BILL OF HEALTH IS NOT REQUIRED.



ALASKA



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ANCHORAGE, ALASKA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 88) THE PORT OF ANCHORAGE (61-13N/149-53W) IS LOCATED AT THE HEAD OF COOK INLET ON THE SIDE OF KNIK ARM. IT IS A DEEP-WATER PORT WITH WIDE SHOALS.

B. APPROACHES, LIGHTS, ETC. (MAR 87) (FICPAC) CONSULT USCP 9 (12TH ED JAN 1985) AND CHART 16665 (1ST ED AUG 86).

(MAY 88) (USS BRADLEY/USS OCALLAHAN) THE SHIPS APPROACHED KENNEDY ENTRANCE TO COOK INLET FROM THE GULF OF ALASKA AND ULTIMATELY MOORED AT POL PIER, PORT OF ANCHORAGE. IT SHOULD BE NOTED THAT AT THE OUTSET THROUGHOUT THE PORT VISIT TO ANCHORAGE, AVERAGE TIME OF SUNRISE WAS 0500U WITH AVERAGE TIME OF SUNSET BEING 2300U. THE TRANSIT THROUGH KENNEDY ENTRANCE, KACHEMAK BAY AND COOK INLET WAS MARKED BY CLEAR VISIBILITY AND EXCELLENT RADAR NAVIGATION. RADAR CONTACT WAS GAINED ON BUOY "KE" LOCATED AT 58-55-48N/151-26-00W AT A RANGE OF 10 NM. THE LIGHT INDICATED ON THE CHART WAS EXTINGUISHED. NAVIGATION WAS EXCELLENT IN VICINITY OF THE CHUGACH ISLAND GROUP (E. CHUGACH ISLAND, PEARL ISLAND, AND ELIZABETH ISLAND). THE LIGHTS ON THE CHUGACH ISLAND GROUP COMBINED WITH A DISTINCT COASTLINE PROVIDED EXCELLENT RADAR AND VISUAL FIXES THROUGHOUT THE KENNEDY ENTRANCE TRANSIT. THE MAJORITY OF THE KACHEMAK BAY TRANSIT WAS MARKED BY EXCELLENT VISUAL AND RADAR NAVIGATIONS.

THE TRANSIT IN COOK INLET FROM ANCHOR POINT TO APPROXIMATELY CAPE KASILOF WAS CHARACTERIZED BY LESS DEFINED RETURNS. THIS WAS DUE TO NUMEROUS MUD FLATS ALONG THE SHORELINE AND A LACK OF STEEP GRADIENTS AND PRONOUNCED POINTS. THE REMAINING TRANSIT FROM CAPE DASILOF THROUGH COOK INLET TO PIER SIDE WAS FACILITATED BY EXCELLENT VISIBILITY AND RADAR NAVIGATION. SOUTHWESTERN ALASKA PILOTS ASSOCIATION STATES THAT ANCHORAGE ARRIVALS AND DEPARTURES SHOULD BE TIMED TO ENSURE AN EXCESS OF 10 FT ABOVE MLLW EXISTS AT KNIK ARM SHOAL (61-12N/150-05W).

THE WATER OF COOK INLET CARRIES A QUANTITY OF GLACIAL SILT THAT MAKES THE WATER APPEAR AS THIN, GREY MUD. TO PREVENT OR REDUCE DAMAGE TO SHIP'S EQUIPMENT DURING TRANSIT AND WHILE IN PORT, ALL AUXILIARY CIRCUIT AND COOLING PUMPS WERE SECURED AND ALL SYSTEMS USED FIREMAIN BACK-UP SYSTEMS FOR COOLING. ONLY ONE FIRE PUMP WAS USED.

FOUR DAYS OF CONSTANT FLOW RESULTED IN AN ACCUMULATION OF APPROXIMATELY ONE INCH OF SILT IN THE OPERATIONAL EVAPORATOR FEEDWATER STRAINERS. THE TEXTURE OF THE RESIDUAL SILT IS THICK, FINE GRAINED AND TACKY TO THE TOUCH. AN INVESTIGATION OF EVAPORATION INTERNALS REVEALED THAT SILT CARRIED OVER INTO EVAPORATOR OPERATION. SLIGHT ABRASION TOOK PLACE IN THE FIRST STAGE OF THE EVAPORATION TO THE EXTENT THAT A CIRCULAR SPRAY PATTERN SUBJECTED TO AN 80 PSI IMPACT AND TOOK ON A BURNISHED APPEARANCE VICE DULL FINISH. LOW SPOTS SUCH AS INTERSTAGE LOOP SEAL AND FLOORS OF EITHER FLASH CHAMBERS OR DISTILLATE TROUGHS WERE CLEAR OF SILT. IT SHOULD BE NOTED, HOWEVER, THAT ALL PUMPS SUBJECTED TO THIS WATER HAVE SHOWN INCREASED GLAND LEAK-OFF WHICH IS TENTATIVELY ATTRIBUTED TO THE ABRASIVE EFFECT OF THE SILT. THE STERN TUBE HAS THUS FAR NOT SHOWN A SIMILAR PROBLEM.

THE FIREMAIN SHOWED MINOR SETTLING OF SILT IN LOW SPOTS SUCH AS FIRE STATIONS. OPENING THE STATION FOR A FLUSH WAS ENOUGH TO REMOVE THE SILTY DISCHARGE. DO NOT FEEL THAT THE SLIGHT ACCUMULATION WOULD HAVE CAUSED A REDUCTION IN FIREFIGHTING CAPABILITY. LONG TERM EXPOSURE TO WATER WITH SUCH A HIGH SILT CONTENT WOULD INCREASE WEAR ON VIRTUALLY ALL EXPOSED SYSTEMS. INITIALLY, THE "SANDBLASTING" EFFECT MAY BE BENEFICIAL TO SOME HIGH FLOW SYSTEMS; HOWEVER, PUMP PACKING AND MECHANICAL SEAL WEAR

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ANCHORAGE, ALASKA

INCREASED SALT WATER STRAINER MAINTENANCE. SILT ACCUMULATION IN LOW FLOW SYSTEMS AND AN EVENTUAL BUILD-UP IN HEAT EXCHANGERS WITH HEADERS WOULD CREATE PROBLEMS.

(AUG 87) (USS ARKANSAS) LEAVING ANCHORAGE, THERE WERE FEW CHANGES. ANTICIPATING A FAST TRANSIT SOUTH TO HOMER SPIT, THE SHIP HAD ONE PILOT. THE SAME DISTANCES WERE MAINTAINED FROM PT MACKENZIE AND PT WORONZOF. THE SHIP LINED UP SLIGHTLY TO THE LEFT OF THE RANGE ON FIRE ISLAND BECAUSE THE PILOT SAID THAT TO GO RIGHT OF THAT RANGE WOULD BE HAZARDOUS. IT WAS A FLOOD CURRENT AND THE SHIFT WAS SET TOWARD KNIK ARM SHOAL. THE FLOODING CURRENT PASSES THROUGH TURN-AGAIN ARM AND OVER THE MUD FLATS. AFTER PASSING FIRE ISLAND SHOAL, THE SHIP INCREASED SPEED TO 25 KTS WHICH WAS MAINTAINED UNTIL KACHEMAK BAY.

THE 25-KT TRANSIT FROM FIRE ISLAND SHOAL TO KACHEMAK BAY WAS UNEVENTFUL. VISIBILITY WAS CLEAR AND FIVE-MINUTE FIXES PROVIDED A CLEAR NAVIGATION PICTURE. THE SHIP SET A MODIFIED NAVIGATION DETAIL IN COOK ISLET WHICH CONSISTED OF TWO QUALIFIED QUARTERMASTERS ON THE BRIDGE, ONE EXTRA OPERATIONS SPECIALIST IN CIC, AND THE NAVIGATOR OR CHIEF QUARTERMASTER ALWAYS PRESENT ON THE BRIDGE. WHILE THERE WERE OCCASIONAL MINOR PROBLEMS SUCH AS VISUAL LANDMARKS NOT FOUND, AN ACCURATE NAVIGATION PICTURE WAS ALWAYS AVAILABLE.

C. PILOTAGE. (MAY 88) (USS BRADLEY/USS OCALLAHAN) PILOTS WERE EMBARKED IN BOTH SHIPS AT THE HOMER SPIT AND WERE THE SOURCE OF EXCELLENT LOCAL NAVIGATIONAL DATA FOR THE PORT SURVEY. PILOTS WERE NOT EMBARKED FOR THE RETURN TRANSIT DOWN THE COOK INLET.

D. ENTRANCE. (MAR 87) CONSULT USCP 9.

E. CHANNEL. (MAR 87) CONSULT USCP 9.

F. ANCHORAGE. (OCT 86) (USS CONSTELLATION) LARGE TIDAL RANGE AND RAPID CURRENT SHIFTS CAUSED THE SHIP TO PASS OVER THE ANCHOR VICE SWINGING IN ARC. THE SHIP DROPPED ANCHOR IN 75 FT OF WATER AT 1,500 YDS ABEAM THE PORT FACILITY. THE SHIP NEVER HAD LESS THAN 40 FT BENEATH THE KEEL AT LOW TIDE AND LAID OUT 90 FATHOMS OF CHAIN AT THE WATER'S EDGE, WHICH PROVED TO BE SUFFICIENT TO KEEP THE ANCHOR FROM DRAGGING. FOX DRAGGED ANCHOR TWICE (SILT BOTTOM) PRIOR TO GOING PIERSIDE.

G. WRECKS AND OBSTRUCTION. (JUN 88) SEE CHART 16665.

H. TIDE AND CURRENTS. (MAY 88) (USS BRADLEY/USS OCALLAHAN) AVERAGE TIDAL RANGE WHILE IN ANCHORAGE WAS 6.1 M (20 FT) WITH A MAXIMUM OF 7.9 M (26 FT). MOORING LINES WERE RIGGED WITH THE EYE ON THE SHIPBOARD BIT, LED AROUND THE PIER BOLLARD, AND SECURED ON THE SHIP TO FACILITATE ADJUSTMENTS FOR TIDES. THE MOST TROUBLESOME ASPECT WAS THE REQUIREMENT FOR CRANE SERVICES TO ADJUST THE BROW EVERY 3-5 HOURS. HOWEVER, CRANE SERVICES WERE READILY AVAILABLE.

I. WEATHER AND WINDS. (JUN 88) CONSULT USCP 9.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (AUG 87) (USS ARKANSAS) THE DISTINCTIVE FEATURE OF MOORING IN ANCHORAGE IS THE 30-FT RANGE OF TIDE. BECAUSE OF

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ANCHORAGE, ALASKA

EXCEPTIONALLY LOW TIDES EARLIER IN THE MONTH WHICH WOULD HAVE BEEN TOO LOW FOR THE SHIP TO SAFELY MOOR, ARKANSAS' VISIT WAS POSTPONED ONE WEEK. THE WHARF AREA IS DREDGED CONSTANTLY AND HAD A MINIMUM DEPTH OF 35 FT AT MLLW DURING ARKANSAS' VISIT. THE MINIMUM SEEN BY SHIP'S FATHOMETER WAS AFT BELOW THE SONAR DOME OR ABOUT 39 FT. SHIPS SHOULD CONSULT THE TIDE TABLES AND CALL FOR MOST RECENT DEPTH INFORMATION WHEN CONSIDERING VISIT DATES. REMEMBER TO ACCOUNT FOR INCREASED FRESH WATER DRAFT. THE SHIP MOORED TO TERMINAL 3 WITH A STANDARD MOORING LINES SINGLED UP. THEY WERE SHIFTED AND ADJUSTED SEVERAL TIMES THE FIRST DAY IN ORDER TO FIND THE RIGHT "FIT", AND AFTER THAT, THEY DID NOT REQUIRE ADJUSTMENT. THE PIER BITTS ARE SPACED WIDELY, FORCING LONG LINE RUNS TO THE PIER, BUT THE LONG RUNS WERE ALSO BETTER FOR ACCOMMODATING THE TIDE. CURRENTS RUN PARALLEL TO THE WHARF AND REACH SPEEDS OF SEVERAL KNOTS, MAKING THE SPRING LINES MOST IMPORTANT TO SECURING THE SHIP. THE BOW AND STERN LINES WERE LED OUT AS SPRING LINES FOR THIS REASON. THE SHIP MOVED FORE AND AFT ABOUT AFT. MOVEMENT TOWARD AND AWAY FROM THE PIER WAS MORE PRONOUNCED, SHIFTING FROM RIDING AGAINST THE FENDERS OUT 15 FT IN A VERY SHORT TIME. SOMETIMES THE SHIP WOULD CYCLE IN AND OUT FROM THE FENDERS SEVERAL TIMES DURING A HALF HOUR'S TIME, AS THE STRONG CURRENTS (3-8 KTS) FLOWED BY. THE SHIP USED A 50-FT BROW THE PORT HAD BORROWED FROM CHEVRON. IT WAS RATHER NARROW AND SLIPPERY WHEN WET, BUT SUFFICED FOR THE WHOLE RANGE OF TIDE (ARKANSAS' DECK IS ABOUT 22 FT ABOVE THE WATER). THE BROW HAD TO BE SHIFTED BACK AND FORTH AS THE DECK ALTERNATELY ROSE ABOVE AND WENT BELOW THE WHARF LEVEL WITH THE TIDE. A WOODEN BROW STAND HAD BEEN LOCALLY CONSTRUCTED FOR USE AT LOW TIDES, BUT IT DID NOT ALLOW FOR IN-AND-OUT MOTION BETWEEN THE SHIP AND PIER, SO IT WAS NOT USED. CRANE SERVICE WAS AVAILABLE ON THE WHARF 24 HOURS/DAY. THE FATHOMETER READ APPROXIMATELY 6-7 FT DEEPER THAN CHARTED DEPTH WHICH CONCURRED WITH MSCO ANCHORAGE'S INFORMATION ABOUT DEPTHS AT THE PIER. THE ENTIRE TIME THE SHIP WAS IN ANCHORAGE, THERE WAS A DREDGE WORKING CONSTANTLY ALONG THE PIERS. THIS COULD EXPLAIN THE VARIATIONS IN CHARTED DEPTHS.

ARRIVALS AND DEPARTURES FROM ANCHORAGE ARE TIMED WITH THE TIDES IN ORDER TO PROVIDE ENOUGH WATER OVER THE SHOALS. SHIPS MOOR AND GET UNDERWAY INTO THE CURRENT (STBD SIDE TO FOR EBB, PORT SIDE TO FOR FLOOD), AND THE PILOTS ARE EXPERIENCED IN USING THE CURRENT WHEN MOORING AND GETTING UNDERWAY. THERE IS ONLY ONE SMALL TUG AVAILABLE, THE "PACIFIC WIND".

TERMINAL 3 IS FITTED WITH TWO PERMANENT YOKOHAMA FENDERS, WHICH RIDE UP AND DOWN ON THE TIDE AND WERE IDEAL FOR ARKANSAS' USE. THE OTHER BERTHS DO NOT HAVE PERMANENT FENDERS, BUT THE PORT OFFICER SAID THAT LOG ROOMS ARE AVAILABLE. THE ONLY SERVICES AVAILABLE AT THE PIER ARE WATER AND TELEPHONES. SHORE POWER IS AVAILABLE BUT IS NOT ENOUGH FOR A NAVY SHIP. CHT SERVICE IS BY TRUCK WHICH RECEIVES SHIP'S CHT TWICE DAILY.

B. FUEL, LUBE, AND DIESEL OIL. (MAY 88) (USS BRADLEY/USS OCALLAHAN) THE REFUELING CAPABILITY WAS ADEQUATE; HOWEVER, APPARENT UNFAMILIARITY WITH THE SYSTEM BY THE PORT'S FUELING CREW PROLONGED THE EVOLUTION AND ULTIMATELY RESULTED IN ABOUT 1-2 GALLONS OF FUEL GOING OVER THE SIDE WHEN THEY WERE MANEUVERING A HOSE FROM ONE SHIP TO THE OTHER. BOTH SHIPS HAD PRE-POSITIONED A PUNT WITH CREW IN THE WATER WITH ALL APPROPRIATE CLEAN-UP MATERIAL AND PROMPTLY SOAKED UP THE OILY SHEEN WITH ABSORBENT PADS.

C. MECHANICAL HANDLING FACILITIES. (MAY 88) (USS BRADLEY/USS OCALLAHAN) A 25-TON CRANE IS AVAILABLE AND IS ADEQUATE FOR LIFTS. MACHINE

P1-3
(CH-8)

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ANCHORAGE, ALASKA

AND PUMP REPAIR SHOPS ARE NOT AVAILABLE TO SUPPORT EMERGENCY WORK.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) ANCHORAGE HAS FACILITIES FOR MINOR REPAIRS.

E. WAREHOUSES AND STORAGE AREAS. (JAN 87) A CONCRETE AND STEEL TRANSIT SHED OF 5,000 SQ M (53,821 SQ FT) IS LOCATED ON THE GENERAL CARGO DOCKS. ADJACENT TO THE PORT, THERE ARE 110 ACRES OF INDUSTRIAL PARK AND CARGO STAGING AREAS. BONDED STORAGE IS AVAILABLE.

F. STEVEDORES. (JUN 88) LOCAL COMMERCIAL STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (JUN 88) NO INFORMATION IS AVAILABLE.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (JAN 87) THERE ARE ROAD AND RAILWAY ACCESS TO THE PORT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JAN 87) TAGS AND BARGES WERE CONTRACTED FROM THE COOK INLET TUG & BARGE AND YORK STEEL INC. OF ANCHORAGE.

B. WATER. (MAY 88) (USS BRADLEY/USS OCALLAHAN) ADEQUATE POTABLE WATER IS AVAILABLE.

C. AIRFIELDS. (JUN 88) (FICPAC) ANCHORAGE INTERNATIONAL AIRPORT (KULIS ANG) IS LOCATED 8 KM (5 MI) SOUTHWEST OF THE PORT. THERE ARE THREE RUNWAYS:

| | |
|-------|---------------------|
| 6/24R | 3,321 M (10,897 FT) |
| 6/24L | 3,139 M (10,300 FT) |
| 14/32 | 3,199 M (10,496 FT) |

ELMENDORF AFB IS LOCATED 1.6 KM (1 MI) NORTHEAST OF THE PORT AND HAS TWO RUNWAYS:

| | |
|-------|---------------------|
| 5/23 | 3,048 M (10,000 FT) |
| 15/33 | 2,286 M (7,500 FT) |

D. COMMUNICATIONS. (AUG 87) (USS ARKANSAS) THE CALL SIGN FOR THE PILOT STATION IS KC-203 INSTEAD OF WAB-917 AS INDICATED IN THE COAST PILOT. THE SHIP WAS UNABLE TO REACH THE TUG UNTIL RADIO CONTACT WAS MADE VIA VHF CHANNEL 10.

E. MEDICAL. (JUN 88) ELMENDORF AFB HOSPITAL IS LOCATED ABOUT 4 MILES FROM THE PORT. THERE ARE ALSO TWO CIVILIAN HOSPITALS IN ANCHORAGE.

F. GASOLINE. (JUN 88) GASOLINE IS AVAILABLE FROM LOCAL VENDORS. LARGE VOLUME IS AVAILABLE THROUGH DFSC (DFR-A).

G. PROVISIONS. (OCT 86) (COMCARGRU 7) MSCO ALASKA PROVIDES HUSBANDING SERVICES FOR USN SHIP VISITS TO ANCHORAGE. THEIR SUPPORT WAS OUTSTANDING. EARLY AUGMENTATION BY NSC PUGET SOUND, COMNAVBASE SEATTLE, AND CV ADVANCE LIAISON IS ESSENTIAL BECAUSE MSCO IS NOT STAFFED TO HANDLE ALL REQUIRED PLANNING.

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ANCHORAGE, ALASKA

COOPERATION OF USAF {ELMENDORF AFB (EAFB) AND ALASKAN AIR COMMAND (AAC) PERSONNEL} AND SUPPORT OF C3F/NAVINFO WEST PAO REPRESENTATIVE WAS OUTSTANDING.

H. GARBAGE DISPOSAL. (OCT 86) (COMCARGRU 7) CV GARBAGE WAS DISPOSED VIA FOUR DUMPSTERS ON BARGE WHICH WERE PLACED UNDER SPONSON 4 AND USED AS A CAMEL FOR OILY WASTE BARGE. CV OILY WASTE BARGE WAS ANTIQUATED FERRY WITH FOUR RAILROAD CAR CONTAINERS ON BOARD WHICH COULD NOT TIE UP NEXT TO CV DUE TO HEIGHT OF PILOT HOUSE. DUMPSTERS AND PORTABLE SANITATION WERE PROVIDED BY ANCHORAGE REFUSE INC. WITH EXCELLENT SERVICE.

CHT HOOKUPS WERE NOT AVAILABLE. SEWAGE TRUCKS CANNOT COPE WITH THE QUANTITY OF PIERSIDE DISCHARGE. WAIVERS FOR CHT DISCHARGE WERE REQUESTED AND GRANTED WITH SOME RESTRICTIONS (E.G., MINIMIZE DISCHARGE, DISCHARGE ONLY ON EBB TIDE, MAKE MAXIMUM USE OF CONTRACTED PIER-SIDE PORTABLE TOILETS).

4. PERSONALIA

A. CALLS. (AUG 87) (USS ARKANSAS) CALLS WERE ARRANGED BY MSCO ANCHORAGE AND MADE ON LOCAL MILITARY AND CIVIC DIGNITARIES. PLAQUES WERE PRESENTED TO THE MAYOR AND VFW POST 10252 MOUNTAIN VIEW, WHICH HOSTED THE CREW PARTY.

ARKANSAS HOSTED 20,000 VISITORS (6,500 FRIDAY AND 13,500 SATURDAY). ON THE FIRST DAY, THEY WERE BROKEN UP INTO GROUPS OF 20 WHICH WERE EACH LED BY ONE TOUR GUIDE. WITH THE LARGER NUMBER OF VISITORS ON THE NEXT DAY, IT PROVED MORE MANAGEABLE TO ESTABLISH A TOUR ROUTE WITH GUIDES ALONG THE WAY TO EXPLAIN EACH AREA AND TO KEEP PEOPLE ON THE ROUTE. THE TOUR INCLUDED THE MAIN DECK WEAPONS SYSTEMS, BRIDGE, AND CIC, AND IT WAS WELL RECEIVED BY THE PUBLIC. SOME VISITORS WILLINGLY WAITED OVER ONE-AND-ONE-HALF HOURS IN LINE IN RAIN FOR THE TOUR. SHIPS SHOULD BRING SUFFICIENT WELCOME ABOARD PAMPHLETS AND LARGE QUANTITIES OF BALL CAPS, T-SHIRTS, AND OTHER SOUVENIRS. TWO BROWS OR ONE WIDE BROW WOULD BE DESIRABLE TO HANDLE THE TRAFFIC; HOWEVER, NO SUCH FACILITIES ARE CURRENTLY AVAILABLE. TOURS WERE PUBLICIZED IN NEWSPAPER, RADIO, AND TV.

ARMY AND AIR FORCE INTEREST IN THE SHIP WAS VERY HIGH. THE SHIP HOSTED A CLASSIFIED BRIEF AND TOURS FOR ABOUT 30 USAF PERSONNEL. OTHER MILITARY MEMBERS CAME DURING NORMAL VISITING HOURS.

B. HONORS. (MAY 88) ANCHORAGE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 88) (FICPAC) THE CITY OF ANCHORAGE WAS FOUNDED IN 1914 AS THE HEADQUARTERS OF THE ALASKA RAILROAD AND WAS CHARTERED AS A CITY IN 1920. IT BECAME A KEY AVIATION AND DEFENSE CENTER WITH THE CONSTRUCTION OF FT. RICHARDSON AND ELMENDORF AIR FORCE BASE DURING WW II. SUBSEQUENTLY, IT BECAME A REGULAR STOP ON AIR ROUTES FROM EUROPE AND THE UNITED STATES TO THE FAR EAST.

ITS ECONOMY IS BASED PRIMARILY ON DEFENSE PROJECTS AND EXPLOITATION OF NATURAL RESOURCES INCLUDING OIL. TOURISM IS SIGNIFICANT. IT IS THE SEAT OF ANCHORAGE COMMUNITY COLLEGE, ALASKA PACIFIC UNIVERSITY, AND UNIVERSITY OF ALASKA ANCHORAGE (UAA). ON 27 MAR 1964, A SEVERE EARTHQUAKE CAUSED A NUMBER OF DEATHS AND EXTENSIVE PROPERTY DAMAGE. THE POPULATION IS 250,000 (1986 CENSUS).

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ANCHORAGE, ALASKA

B. LIBERTY. (AUG 87) (ARKANSAS) PORT SECURITY REQUESTED TWO MEN 24 HR/DAY, ONE AT THE GATE AND ONE ROVING. THE CITY POLICE REQUESTED ONE MAN TO RIDE WITH POLICE PATROLS 24 HR/DAY. TWO TO THREE ADDITIONAL MEN WERE REQUESTED BY PORT SECURITY DURING PUBLIC VISITING HOURS TO HELP WITH CROWDS OF VISITORS.

C. CLUBS AND BARS. (OCT 86) (COMCARGRU 7) THERE ARE MANY NICE BARS AND NIGHT CLUBS.

D. RESTAURANTS. (OCT 86) (COMCARGRU 7) LOCAL HOTELS (INCLUDING HILTON AND CAPT COOK) OFFERED 30%-50% DISCOUNT ON ROOM PRICES TO SAILORS.

F. ATHLETICS. (OCT 86) (COMCARGRU 7) CV-64 PLAYED BASKETBALL AGAINST ARMY/AIR FORCE AT ELMENDORF AFB.

G. BEACHES. (MAR 87) (MSCO) NO SUITABLE OCEAN BEACHES ARE IN ANCHORAGE AREA. SEVERAL FRESHWATER LAKES IN THE AREA HAVE EXCELLENT BEACHES.

H. CHURCHES. (MAR 87) (MSCO) THERE ARE NUMEROUS CHURCHES OF VARIOUS DENOMINATIONS.

I. TRANSPORTATION. (MAY 88) (USS BRADLEY/USS OCALLAHAN) PUBLIC TRANSPORTATION, OTHER THAN TAXI SERVICE, NOT READILY AVAILABLE FROM THE PORT TO DOWNTOWN.

J. TOURS. (AUG 87) (USS ARKANSAS) SIGHTSEEING TOURS FOR ARKANSAS SAILORS WERE ARRANGED BY THE ANCHORAGE CONVENTION AND VISITORS BUREAU AND WERE HOSTED BY A SENIOR CITIZENS GROUP. SINGLES, FAMILIES, AND EVEN TOWNS USED THE HOST-A-SAILOR PROGRAM TO INVITE SAILORS TO GET OUT AND MEET PEOPLE. SPECIAL VISITS BY ARKANSAS CREWMEN TO A SENIOR CENTER AND THE MCLAUGHLIN YOUTH CENTER WERE ARRANGED BY MSCO ANCHORAGE.

K. SHOPPING. (MAR 87) (MSCO) NUMEROUS DEPARTMENT STORES AND SHOPPING MALLS ARE IN ANCHORAGE.

L. THEATER AND CINEMA. (MAR 87) (MSCO) OVER 30 CINEMAS ARE IN ANCHORAGE. FREQUENT PRODUCTIONS ARE PERFORMED IN LOCAL THEATERS.

M. PHYSICAL SECURITY. (OCT 86) (COMCARGRU 7) LOCAL POLICE AND ELMENDORF AFB MILITARY POLICE WERE EXTREMELY COOPERATIVE. PORT SECURITY WAS EXCELLENT.

N. MISCELLANEOUS INFORMATION. (AUG 87) (USS ARKANSAS) THE SHIP EMBARKED ABOUT 20 GUESTS FOR THE RIDE TO ANCHORAGE FROM HOMER. THE GUEST RIDES WERE ARRANGED BY MSCO ANCHORAGE, AND INCLUDED FRIENDS OF THE NAVY, ACTIVE-DUTY SHORE-BASED NAVY, AND DELAYED-ENTRY PROGRAM RECRUITS.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, JUN 88.

VALDEZ, ALASKA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAR 87) (FICPAC) THE PORT OF VALDEZ (61-07N/146-15W) IS LOCATED AT THE HEAD OF THE VALDEZ ARM WHICH IS AN INLET OF THE PRINCE WILLIAM SOUND. THE PORT CONSISTS OF A SMALL-BOAT HARBOR WHICH IS ENTERED BETWEEN TWO BREAKWATERS, THE FUEL PIER, VALDEZ CITY DOCK, AND THE FERRY TERMINAL. THE VALDEZ MARINE TERMINAL IS LOCATED ACROSS THE BAY FROM THE CITY.

B. APPROACHES, LIGHTS, ETC. (MAR 87) (FICPAC) TWO APPROACHES TO VALDEZ ARE:

(1) FROM SOUTH VIA THE PRINCE WILLIAM SOUND TSS

(2) FROM WEST VIA ELRINGTON PASSAGE

CONSULT USCP 9 (12ED JAN 1985) AND CHART 16707 FOR DETAILS.

C. PILOTAGE. (MAR 87) (FICPAC) CONSULT USCP 9.

D. ENTRANCE. (MAR 87) (FICPC) CONSULT USCP 9.

E. CHANNEL. (MAR 87) (FICPAC) CONSULT USCP 9.

F. ANCHORAGES. (MAR 87) (FICPAC) CONSULT USCP 9.

G. WRECKS AND OBSTRUCTIONS. (FICPAC) (MAR 87) CONSULT USCP 9.

H. TIDE AND CURRENTS. (MAR 87) (FICPAC) CONSULT USCP 9.

I. WEATHER AND WINDS. (JUN 85) (SDET VALDEZ) THERE IS A NATIONAL WEATHER SERVICE OFFICE LOCATED IN THE USCG FACILITY. THIS OFFICE IS LINKED TO THE NWS OFFICE IN ANCHORAGE AND HAS ACCESS TO THE LATEST WEATHER FORECASTS AND FACSIMILE BROADCASTS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAR 87) (FICPAC) CONSULT USCP 9. (JUN 85) (SDET VALDEZ) CONSULT U.S. ARMY CORPS OF ENGINEERS PORT SERIES BOOKLET NO. 38, REVISED 1984, AND MTMC REPORT TE-83-3D-14 DTD 11/84, AN ANALYSIS OF PORTS FOR NATIONAL DEFENSE, AT REFERENCE LIBRARIES OF MSCO AND MTMC ALASKA.

THE PRIMARY DRY CARGO HANDLING FACILITY IN VALDEZ IS LOCATED THREE MILES FROM MSO VALDEZ AT THE VALDEZ MARINE TERMINAL, OWNED AND OPERATED BY THE CITY OF VALDEZ. THE FACILITY HAS A 700 FT LONG FLOATING CONCRETE DOCK ANCHORED IN PLACE AND IS CONNECTED TO THE TERMINAL BY TWO RAMPS WITH 60 FT OF WATER ALONGSIDE THE DOCK AT MLLW. AT EACH END OF THE DOCK IS 250 FT LONG WALKWAY CONTAINING ADDITIONAL MOORING STATIONS MAKING THIS FACILITY USABLE BY THE LARGEST VESSELS IN THE MSC FLEET.

THE ALYESKA MARINE TERMINAL LOCATED ON THE SOUTH SHORE OF PORT VALDEZ IS OPERATED BY THE ALYESKA PIPELINE SERVICE COMPANY FOR LOADING CRUDE OIL FROM ALASKA'S NORTH SLOPE. THE TERMINAL CONSISTS OF FOUR LOADING BERTHS CAPABLE OF HANDLING TANKERS OF UP TO 265,000 DWT IN A LOADED CONDITION AND 400,000 DWT IN A LIGHT CONDITION.

B. FUEL, LUBE, AND DIESEL OIL. (JUN 85) (SDET VALDEZ) THE CHEVRON TANK FARM IS LOCATED AT THE OLD CITY DOCK. FUEL DELIVERIES TO OTHER

VALDEZ, ALASKA

DOCKS MUST BE MADE BY BARGE OR TRUCKS. NO BUNKER C FUEL FOR STEAM TURBINE VESSELS IS AVAILABLE IN VALDEZ. A BUNKER TYPE RESIDUAL FUEL CAN BE PRODUCED BY THE TESORO REFINERY IN KENAI, BUT NO MEANS OF PROPERLY SHIPPING THIS PRODUCT EXISTS AS A HEATED TANK OR BARGE IS REQUIRED. THE CURRENT MINIMUM PRODUCTION ORDER IS 5,000 BBLs WHICH CAN BE LOADED AT EITHER THE KPL OR PHILLIPS TERMINALS IN KENAI. THE TESORO BUNKER FUEL HAS A 1.6% SULPHUR CONTENT AS OPPOSED TO USUAL BUNKER C SULPHUR CONTENT OF 3.5% AND A POUR POINT OF 90°F.

C. MECHANICAL HANDLING FACILITIES. (MAR 87) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (JUN 85) (SDET VALDEZ) THE OLD CITY DOCK IS LOCATED APPROXIMATELY TWO BLOCKS FROM MSO VALDEZ AND CONSISTS OF A WOODEN DOCK 600 FT LONG WITH 27 TO 43 FT OF DEPTH AVAILABLE AT MLLW. THIS DOCK IS PRIMARILY USED BY FISHING VESSELS BUT IS PIPED FOR FRESH WATER AND COULD BE USED FOR A LAY BERTH. IMMEDIATELY TO THE EAST IS A PRIVATELY OWNED FUEL PIER OPERATED BY VALDEZ DOCK COMPANY, LOCAL COMMISSION FOR CHEVRON U.S.A. INC. THE VALDEZ DOCK COMPANY OFFICE IS EQUIPPED WITH BOTH VHF AND SSB TRANSCEIVERS. THIS FACILITY CONSISTS OF A "T" PIER WITH A 200 FT FACE AND MOORING DOLPHINS ON EACH SIDE OF THE "T"; VESSELS OF UP TO 550 FT IN LENGTH HAVE BEEN MOORED AT THIS FACILITY. WATER DEPTH ALONGSIDE RANGES FROM 24 TO 34 FT AT MLLW AND THE DOCK IS EQUIPPED WITH A 3-IN FRESH WATER LINE.

E. WAREHOUSES AND STORAGE AREAS. (MAR 87) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (JUN 85) (SDET VALDEZ) NORTH STAR TERMINAL STEVEDORE COMPANY PROVIDES STEVEDORING SERVICES FOR VESSELS CALLING ON VALDEZ.

G. PORT CAPACITY. (MAR 87) NO INFORMATION IS AVAILABLE.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (JUN 85) (SDET VALDEZ) VALDEZ IS LOCATED APPROXIMATELY 300 HIGHWAY MILES FROM BOTH ANCHORAGE AND FAIRBANKS. THE MOUNTAIN PASS, THROUGH WHICH THE SINGLE HIGHWAY TRAVELS, COULD CAUSE DIFFICULTIES IN PERIODS OF ADVERSE WEATHER.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 85) (SDET VALDEZ) PUGET SOUND TUG AND BARGE COMPANY, A DIVISION OF CROWLEY MARITIME CORPORATION, HAS SIX TUGS STATIONED IN VALDEZ. FIVE ARE UNDER CONTRACT TO ALYESKA PIPELINE SERVICE COMPANY TO ASSIST TANKERS IN AND OUT OF THE ALYESKA MARINE TERMINAL. THE THREE LARGEST TUGS ARE OCEAN GOING TUGS FITTED WITH ADDITIONAL FIREFIGHTING CAPABILITY AND FULLY EQUIPPED FOR EMERGENCY TOWING ALONG WITH BEING FITTED WITH VHF AND SSB TRANSCEIVERS AND LORAN C AND SATNAV RECEIVERS. THE THREE SMALL TUGS ARE ALL EQUIPPED WITH MULTI-CHANNEL VHF TRANSCEIVERS. THE TUGS STATIONED IN VALDEZ ARE AS FOLLOWS:

STALWART - TWIN SCREW, 9,000 HP, SPECIALLY OUTFITTED FOR FIRE-FIGHTING, SALVAGE WORK.

PATHFINDER - TWIN SCREW, 7,000 HP, SPECIALLY OUTFITTED FOR

VALDEZ, ALASKA

FIREFIGHTING, TOWING.

SEA FLYER - TWIN SCREW, 7,000 HP, SPECIALLY OUTFITTED FOR FIRE-FIGHTING, TOWING.

SALLY S. - SINGLE SCREW, 600 HP, OUTFITTED FOR LINE HANDLING FOR TANKERS.

JEEP W. - SINGLE SCREW, 600 HP, OUTFITTED FOR LINE HANDLING FOR TANKERS.

TITAN - SINGLE SCREW, 800 HP.

B. WATER. (JUN 85) (SDET VALDEZ) FRESH WATER IS NOT AVAILABLE AT ANY OF THE ALYESKA MARINE TERMINAL BERTHS.

C. AIRFIELDS. (JUN 85) (SDET VALDEZ) VALDEZ DOES HAS AN AIRPORT WITH A 6,500-FT RUNWAY AND A MICROWAVE LANDING SYSTEM, BUT THIS FACILITY IS ALSO SUBJECT TO CLOSURE DURING PERIODS OF ADVERSE WEATHER AND REDUCED VISIBILITY.

D. COMMUNICATIONS. (JUN 85) (SDET VALDEZ) USCG MSO HAS SHORE TO SHIP HF AND VHF CAPABILITY. PORTABLE VHP TRANSCEIVERS ARE AVAILABLE FOR PERSONNEL ON RESPONSE OR PORT SECURITY ASSIGNMENTS.

THE MSO IS LINKED BY TELETYPE NET TO MSO ANCHORAGE AND DISTRICT HEADQUARTERS IN JUNEAU. OFF-LINE CRYPTO CAPABILITY CURRENTLY EXISTS AND ON-LINE CRYPTO CAPABILITY IS BEING CONSIDERED. COMMERCIAL TELEX MESSAGES MUST BE ROUTED VIA THE DISTRICT COMMUNICATIONS CENTER. AT THE PRESENT TIME MSO VALDEZ DOES NOT HAVE SECURE VOICE CAPABILITY. THIS IS BEING CONSIDERED AS A FUTURE UPGRADE OF COMMUNICATIONS CAPABILITY. THE THREE COMMERCIAL TELEPHONE LINES ARE SUPPLIED BY THE COPPER VALLEY TELEPHONE COOPERATIVE AND TIE INTO ALASCOM CIRCUITS FOR CALLS OUTSIDE OF THE LOCAL VALDEZ AREA. ADDITIONAL TELEPHONE LINES ARE AVAILABLE ON SEVEN DAYS NOTICE. THE MSO FACILITY HAS 16 TELEPHONE INSTRUMENTS, BUT THERE ARE NO DIRECT PHONE LINES TO MSC AREA/SUB AREA COMMANDS, LOCAL ITO'S, AND APPROPRIATE MECOBOS.

E. MEDICAL. (JUN 85) (SDET VALDEZ) THERE ARE NO MILITARY MEDICAL/DENTAL FACILITIES, BUT ONE HM IS ASSIGNED TO THE MSO. THE THREE LOCAL PHYSICIANS, ONE LOCAL DENTIST, AND THE VALDEZ COMMUNITY HOSPITAL (15 BEDS) HANDLE THE REQUIRED MEDICAL AND DENTAL CARE TREATMENT FOR ASSIGNED PERSONNEL. CRITICAL CASES ARE MEDIVACED TO ANCHORAGE FOR TREATMENT.

F. GASOLINE. (MAR 87) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (JUN 85) (SDET VALDEZ) IT IS CRUCIAL TO RECOGNIZE THE LIMITED SUPPORT SERVICES PRESENTLY AVAILABLE IN VALDEZ DUE TO THE DEPENDENCY ON EXISTING SUPPLY LINES FROM ANCHORAGE & OUTSIDE AND THE IMPACT OF ADVERSE WEATHER CONDITIONS. DURING WINTER MONTHS, THE LEVEL OF SUPPORT AVAILABLE TO A VESSEL IN VALDEZ CAN BE SEVERELY AFFECTED.

4. PERSONALIA

A. CALLS. (MAR 87) NO INFORMATION IS AVAILABLE.

B. HONORS. (MAR 87) NO INFORMATION IS AVAILABLE.

VALDEZ, ALASKA

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 85) (SDET VALDEZ) VALDEZ IS A CENTRALIZED FACILITY. THE PORT OF VALDEZ IS STRATEGICALLY LOCATED ON THE SOUTHCENTRAL ALASKAN MAINLAND, ON PRINCE WILLIAM SOUND, ABOUT 300 HIGHWAY MILES FROM BOTH ANCHORAGE AND FAIRBANKS.

THE PORT VALDEZ ESTUARY WAS NAMED IN JUNE 1790 FOR A SPANISH NAVAL OFFICER ANTONIO VALDEZ Y BASAN AND WAS CONTROLLED BY THE RUSSIANS UNTIL 1867. VALDEZ SHARED A HISTORY OF FUR TRADERS, GOLD SEEKERS AND SETTLERS, AND BECAME THE "GATEWAY TO THE INTERIOR" IN 1899 WITH THE START OF CONSTRUCTION OF A WAGON TRAIL TO FAIRBANKS. THE CITY OF VALDEZ WAS LEVELED BY THE EARTHQUAKE AND TIDAL WAVE OF 1964 AND RELOCATED TO ITS PRESENT SITE (4 MILES NORTHWEST OF THE ORIGINAL LOCATION).

VALDEZ IS THE MOST NORTHERN, ICE-FREE PORT IN NORTH AMERICA; UNDISTURBED BY EXCESSIVE TIDES (11.8 FT DIFFERENTIAL); AND HAS SERVED AS THE MARINE TERMINAL OF THE ALYESKA PIPELINE PROJECT. IT IS COMMONLY REFERRED TO AS THE "SWITZERLAND OF ALASKA" DUE TO ITS PRISTINE ALPINE BEAUTY. THE CURRENT POPULATION OF VALDEZ IS APPROXIMATELY 3,700 PEOPLE.

THE PORT OF VALDEZ'S VERSATILE TERMINAL IS EQUIPPED TO HANDLE CONTAINERS, BREAKBULK, ROLL-ON/ROLL-OFF, AND DIRECT SHIP-TO-TRUCK TRANSFER OF CARGO. THE ALYESKA PIPELINE SERVICE COMPANY VALDEZ MARINE TERMINAL, LOCATED ACROSS THE BAY FROM THE CITY, HANDLES 1,800,000 MILLION BARRELS OF CRUDE OIL WHICH ARRIVE FROM PRUDHOE BAY VIA THE TRANS-ALASKA PIPELINE EACH DAY.

THE COMBINATION OF THE ALYESKA MARINE TERMINAL, THE DRIVE TO BECOME THE "GATEWAY TO THE INTERIOR" AND THE WORLD'S LARGEST FLOATING DOCK FOR GENERAL CARGO USE, REQUIRES THAT BOTH THE CIVILIAN MARITIME COMMUNITY AND THE NAVY FOCUS ON VALDEZ'S ABILITY TO HANDLE ANY SIZE SHIP BOTH FOR STRATEGIC AND BUSINESS OPPORTUNITIES IN THE NORTH PACIFIC.

B. LIBERTY. (MAR 87) NO INFORMATION IS AVAILABLE.

C. CLUBS AND BARS. (MAR 87) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (MAR 87) NO INFORMATION IS AVAILABLE.

(JUN 85) (SDET VALDEZ) THE GALLEY OF MARINE SAFETY OFFICE VALDEZ CAN FEED THE 48 ASSIGNED PERSONNEL PLUS AN ADDITIONAL 50 PERSONNEL WITH NO DIFFICULTY IF PROVISIONS ARE MADE AVAILABLE FOR EXTRA PERSONNEL BEING FED. THE MSO CURRENTLY RECEIVES PROVISIONS FROM THE TROOP STORES AT ELMENDORF AFB EVERY SIX WEEKS BY SENDING A STATION VEHICLE THERE TO PICK UP THE ORDER.

E. HOTELS. (MAR 87) NO INFORMATION IS AVAILABLE.

(JUN 85) (SDET VALDEZ) LIMITED BEQ BERTHING IS AVAILABLE IN THE MARINE SAFETY OFFICE VALDEZ BUILDING.

F. ATHLETICS. (MAR 87) NO INFORMATION IS AVAILABLE.

G. BEACHES. (MAR 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (MAR 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (MAR 87) NO INFORMATION IS AVAILABLE.

VALDEZ, ALASKA

J. TOURS. (MAR 87) NO INFORMATION IS AVAILABLE.

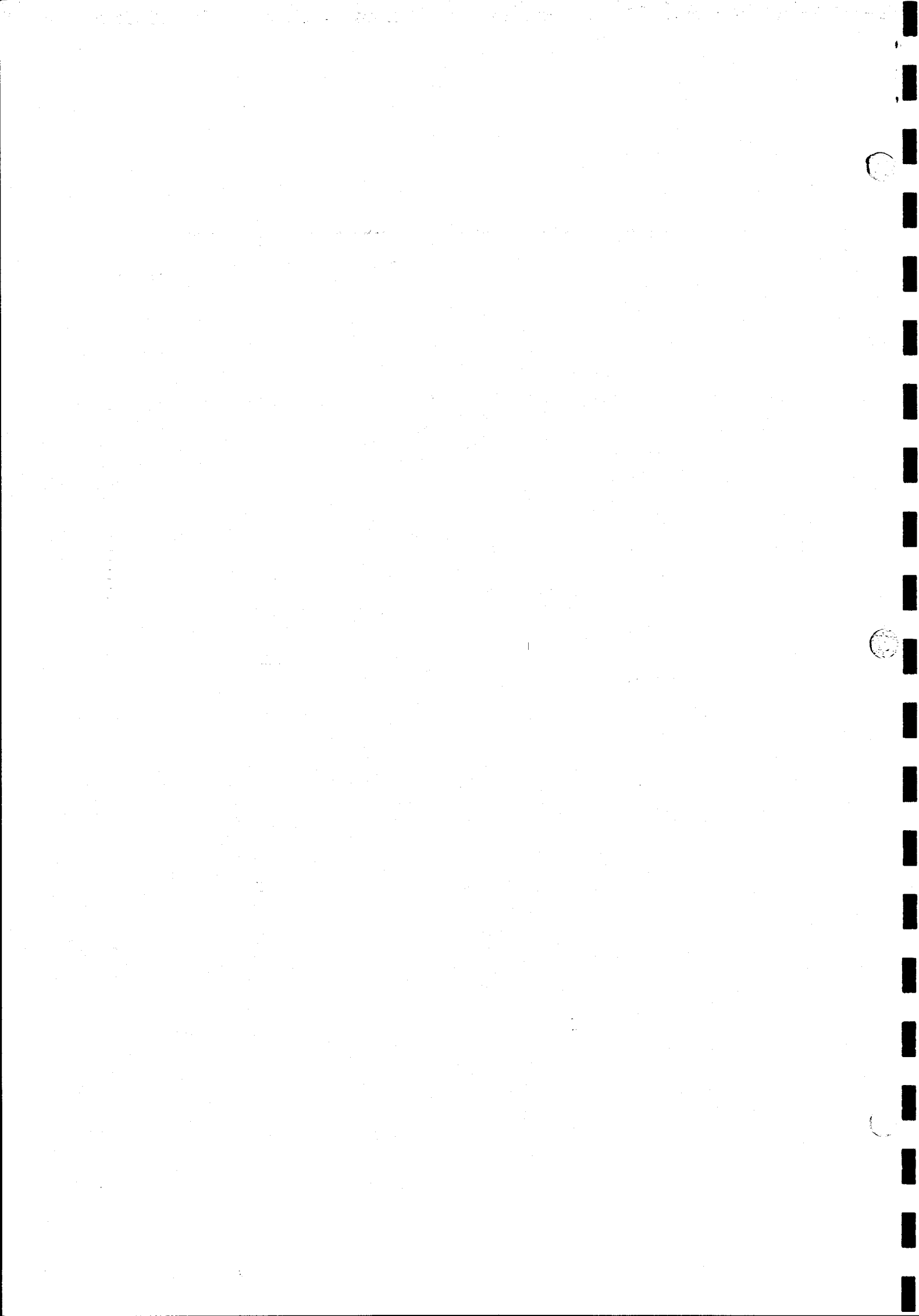
K. SHOPPING. (MAR 87) NO INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (MAR 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (JUN 85) (SDET) A 32-FT CUTTER IS ASSIGNED TO MSO VALDEZ. THIS VESSEL WOULD BE FULLY UTILIZED IN PORT SAFETY/ SECURITY DUTIES IN THE EVENT OF A MOBILIZATION.

N. MISCELLANEOUS INFORMATION. (JUN 87) (SDET) NO DISBURSING CAPABILITY EXISTS AT MSO VALDEZ. THE NAVAL PERSONNEL SUPPORT DETACHMENT LOCATED AT ELMENDORF AIR FORCE BASE WOULD SUPPORT UNIFORMED NAVAL PERSONNEL DISBURSING REQUIREMENTS. THERE ARE TWO COMMERCIAL BANKS IN VALDEZ, BUT LARGE CASH DISBURSEMENTS FOR NUCLEUS MSC VESSELS WOULD BE REQUESTED THROUGH THE ALASKAN AIR COMMAND, ATTENTION OFFICE OF DIRECTOR, LOGISTICS PLANS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, MAR 87.



SEWARD, ALASKA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 85) (SDET SEWARD) THE PORT OF SEWARD (60-06N/149-26W) IS LOCATED AT THE HEAD OF RESURRECTION BAY, ADJACENT TO PRINCE WILLIAM SOUND AND THE GULF OF ALASKA.

B. APPROACHES, LIGHTS, ETC. (MAR 87) (FIGPAC) CONSULT USCP 9 (12TH ED JAN 85) AND CHART 16682 (12TH ED, 1 MAY 82).

C. PILOTAGE. (MAR 87) CONSULT USCP 9.

D. ENTRANCE. (MAR 87) CONSULT USCP 9.

E. CHANNEL. (MAR 87) CONSULT USCP 9.

F. ANCHORAGES. (MAR 87) CONSULT USCP 9.

G. WRECKS AND OBSTRUCTIONS. (MAR 87) CONSULT USCP 9.

H. TIDE AND CURRENTS. (MAR 87) CONSULT USCP 9.

I. WEATHER AND WINDS. (JUN 85) (SDET SEWARD) METEOROLOGICAL INFORMATION FOR SEWARD IS ACQUIRED FROM THE ANCHORAGE OFFICE OF THE NATIONAL WEATHER SERVICE. RADIO FACSIMILE WEATHER MAPS CAN BE OBTAINED BY VESSELS EQUIPPED WITH PROPER RECEIVING EQUIPMENT WHILE LOCAL (RESURRECTION BAY) FORECASTS CAN BE OBTAINED BY TUNING TO VHF CHANNEL 1. THE USCG OFFICE AT SEWARD HAS A TELETYPE LINK TO MSO VALDEZ, MSO ANCHORAGE, AND COM 17TH CG DISTRICT, JUNEAU AND RECEIVES THE LATEST FORECASTS ON A REGULAR BASIS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 85) (SDET SEWARD) SEWARD'S MARINE FACILITIES CONSIST OF:

THE ALASKA RAILROAD (ARR) DOCK (THE PRIMARY BERTHING FACILITY IN SEWARD) HAS 736 FT OF USABLE BERTHING SPACE ON THE EAST AND WEST SIDES AND 200 FT OF BERTHING SPACE ON THE SOUTH SIDE OR FACE ALTHOUGH TANK BARGES OF UP TO 430 FT IN LENGTH HAVE MOORED HERE. THE SOUTH BERTH IS ESPECIALLY SUSCEPTIBLE TO SOUTHERLY WINDS CALLED WILLIWAWS WHICH BLOW UP RESURRECTION BAY. AT THE TIME OF THE SDET'S VISIT, THE SOUTH BERTH WAS NOT USABLE DUE TO DAMAGE CAUSED BY A VESSEL MOORED AT THAT BERTH DURING A WINTER STORM.

THE ARR DOCK IS OPERATED BY NORTHERN STEVEDORING AND IS UNDER CONTRACT FROM THE ARR. NORTHERN HAS OPERATED THE DOCK SINCE ITS CONSTRUCTION IN 1964 AND THEIR CURRENT CONTRACT EXTENDS THROUGH NOVEMBER 1985.

WATER, NO. 2 DIESEL FUEL, AND 110V SHORE POWER IS AVAILABLE FOR VESSELS BERTHED AT THE ARR DOCK.

THE SEWARD COAL TERMINAL WAS DEDICATED IN JAN 1985 FOR THE USE OF VESSELS LOADING COAL FOR EXPORT TO KOREA. THIS BERTH HAS 58 FT OF DEPTH AVAILABLE AT MLLW AND CAN HANDLE VESSELS OF UP TO 120,000 DWT AND COULD BE UTILIZED BY A T-AKR TYPE VESSEL TRANSFERRING CARGO TO A SMALLER VESSEL OR BARGE. ACCESS TO A VESSEL MOORED AT THE PIER IS EXTREMELY LIMITED AND ANY VEHICLE LARGER THAN A STATION WAGON MUST BACK DOWN THE

SEWARD, ALASKA

ONE LANE CAUSEWAY TO THE SMALL DOCK.

THE FERRY DOCK IS LOCATED CLOSE TO THE CITY CENTER AND IS UTILIZED BY THE 296 FT LONG FERRY TUSTUMENA. THIS BERTH COULD BE USED BY A SHALLOW DRAFT VESSEL OF THE SAME LENGTH FOR A LAY BERTH. A 6-IN WATER LINE IS AVAILABLE.

THE FOURTH AVENUE DOCK IS A SINGLE BERTH FACILITY CONSTRUCTED OF CONCRETE. THE DOCK IS 190 FT LONG WITH 35 FT OF WATER ALONGSIDE AT MLLW ALTHOUGH CAUTION MUST BE USED WHEN APPROACHING THE DOCK DUE TO UNDER WATER DEBRIS FROM THE 1964 EARTHQUAKE. USCG WLB'S (180 FT LONG - SINGLE SCREW) HAVE UTILIZED THE DOCKS BUT THE BERTH IS EXPOSED TO THE SOUTH AS IS THE ARR DOCK.

THE SEWARD MARINE INDUSTRIAL CENTER AT FOURTH OF JULY CREEK PRESENTS A MAJOR EFFORT BY THE CITY TO INCREASE LOCAL EMPLOYMENT. THERE ARE NO SHORE SIDE FACILITIES OTHER THAN THE SYNCROLIFT CONTROL OFFICE. THE CITY PLANS TO NEGOTIATE A CONTRACT WITH A MAJOR REPAIR YARD FIRM TO OPERATE THE REPAIR CENTER AND PROVIDE REPAIR SERVICES FOR VESSELS AT ANCHOR.

B. FUEL, LUBE, AND DIESEL OIL. (JUN 85) (SDET SEWARD) THE FOLLOWING FUEL STORAGE CAPACITY IS LOCATED AT HARBOR FUEL, INC., THE LOCAL CHEVRON COMMISSION AGENT:

| | | | |
|--------------|-------------|--------------------|------------|
| NO. 2 DIESEL | 19,200 BBLs | REGULAR GAS | 1,560 BBLs |
| NO. 4 DIESEL | 13,700 BBLs | UNLEADED GAS | 400 BBLs |
| HEATING FUEL | 1,500 BBLs | UNLEADED ETHYL GAS | 600 BBLs |

NO BUNKER C FUEL FOR STEAM TURBINE VESSELS IS AVAILABLE IN SEWARD. A BUNKER TYPE RESIDUAL FUEL CAN BE PRODUCED BY THE TESORO REFINERY IN KENAI BUT NO MEANS OF PROPERLY SHIPPING THIS PRODUCT EXISTS AS A HEATED TANK OR BARGE IS REQUIRED. THE CURRENT MINIMUM PRODUCTION ORDER IS 5,000 BBLs WHICH CAN BE LOADED AT EITHER THE KPL OR PHILLIPS TERMINALS IN KENAI. THE TESORO BUNKER FUEL HAS A 1.6% SULPHUR CONTENT AS OPPOSED TO USUAL BUNKER C SULPHUR CONTENT OF 3.5% AND A POUR POINT OF 90°F.

C. MECHANICAL HANDLING FACILITIES. (JUN 85) (SDET SEWARD)
ARR DOCK - TWO GANTRY CRANES, ONE EACH SERVING THE EAST AND WEST BERTHS, PROVIDE ACCESS TO NON-SELF SUSTAINING VESSELS.
SEWARD MARINE INDUSTRIAL CENTER - 300 X 80 FT SYNCROLIFT WITH A LIFTING CAPACITY OF 3,600 SHORT TONS.

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 87) NO INFORMATION IS AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (JUN 85) (SDET SEWARD) ARR DOCK - THE CONTRACT GIVES NORTHERN STEVEDORING SOLE USE OF THE 24,000 SQ FT STEEL FRAME TRANSIT SHED LOCATED ON THE NORTH END OF THE PIER. THE SHED HAS 18,000 SQ FT OF USABLE STORAGE SPACE, WHICH IS PRESENTLY OCCUPIED BY NORTHERN'S CARGO HANDLING EQUIPMENT. THE SHED ALSO FEATURES A DEPRESSED RAIL TRACK INSIDE THE SHED.

F. STEVEDORES. (MAR 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (MAR 87) NO INFORMATION IS AVAILABLE.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (JUN 85) (SDET SEWARD) SEWARD IS LOCATED APPROXIMATELY 125 HIGHWAY MILES FROM ANCHORAGE. THE

SEWARD, ALASKA

MOUNTAIN PASSES THROUGH WHICH THE SINGLE HIGHWAY AND RAIL ACCESS LINES TRAVEL COULD CAUSE DIFFICULTIES IN PERIODS OF ADVERSE WEATHER.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 85) (SDET SEWARD) ANDERSON TUG AND BARGE MAINTAINS A MAXIMUM OF THREE TUGS AND A MINIMUM OF ONE TUG FOR SHIP ASSIST WORK. THESE VESSELS WOULD ALSO BE AVAILABLE FOR BOARDING VESSELS IN PERIOD OF ADVERSE WEATHER. THE TUGS ARE:

GALE WIND - TWIN SCREW, 2,400 HP

JACK SENIOR - TWIN SCREW, 1,800 HP

JUNIOR - TWIN SCREW, 1,200 HP

ALL THREE ARE EQUIPPED WITH VHF AND SSB TRANSCEIVERS.

NUMEROUS SMALL SUITABLY LICENSED COMMERCIAL VESSELS ARE AVAILABLE FOR PROVIDING SMALL BOAT TRANSPORTATION BETWEEN THE SMALL BOAT HARBOR AND THE ANCHORAGE. THE ARMY AND AIR FORCE RECREATION CENTER HAVE FLEETS OF SMALL (UNDER 25 FT) FISHING VESSELS, BUT THESE WOULD NOT BE SUITABLE FOR THE TRANSPORTATION OF PERSONNEL OR HEAVY LOADS OF PROVISIONS OR SPARE PARTS.

B. WATER. (JUN 85) (SDET SEWARD) WATER IS AVAILABE AT NO. 2 DIESEL FUEL, ARR DOCK.

C. AIRFIELDS. (JUN 85) (SDET SEWARD) SEWARD AIRPORT, WITH A PRIMARY RUNWAY OF 4,750 FT IN LENGTH AND A SECONDARY RUNWAY 2,000 FT IN LENGTH, IS LOCATED NORTHEAST OF THE PORT. IT IS SUBJECT TO CLOSURE DURING PERIODS OF ADVERSE WEATHER AND REDUCED VISIBILITY.

D. COMMUNICATION. (JUN 85) (SDET SEWARD) THE ARR DOCK OFFICE, THE ALASKA STATE FERRY TERMINAL OFFICE, AND THE USCG DOCK OFFICE ARE ALL EQUIPPED WITH MULTI-CHANNEL VHF TRANSCEIVERS AND SINGLE-SIDE BAND (SSB) TRANSCEIVERS. ADDITIONAL INSTALLATIONS ARE LOCATED ON BOARD THE USCG CUTTER CAPE JELLISON, WHICH MAINTAINS A CONTINUOUS RADIO LISTENED WATCH ON VHF CHANNEL 16, AS WELL AS ONBOARD THE THREE ANDERSON TUG AND BARGE VESSELS STATIONED AT SEWARD, THE HARBOR MASTER'S OFFICE AND AT THE SEWARD POLICE DEPARTMENT DISPATCHERS OFFICE.

COMMERCIAL TELEX CAPACITY IS SUPPLIED BY ALASCOM. BOTH THE NORTH STAR TERMINAL AND STEVEDORING AND ARR DOCK OFFICES CURRENTLY HAVE TELEX INSTALLATION.

AT PRESENT, THERE ARE NO SECURE VOICE COMMUNICATIONS AVAILABLE TO/FROM SEWARD. IN THE EVENT OF MOBILIZATION, ALASCOM COULD PLACE ONE OF ITS PORTABLE EARTH STATIONS IN SEWARD TO PROVIDE SECURE COMMUNICATIONS AND TO OFFER EXPANDED COMMUNICATIONS SERVICES. THESE PORTABLE UNITS COME WITH SELF-CONTAINED POWER GENERATING UNITS AND CAN ENCODE SIGNALS BEING BEAMED TO THE ORBITING AURORA SATELLITE IN ACCORDANCE WITH THE EXISTING GSA REQUIREMENTS FOR ENCODING OF ALL FEDERAL "UP AND DOWN" TRANSMISSIONS.

CIVILIAN TELEPHONE INSTRUMENTS ARE SUPPLIED BY GENERAL TELEPHONE COMPANY OF ALASKA, SEWARD OFFICE TEL: 224-5224. AUTOVON LINES DO NOT EXIST.

E. MEDICAL. (JUN 85) (SDET SEWARD) THERE ARE NO LOCAL MILITARY MEDICAL FACILITIES IN SEWARD. THE 33-BED SEWARD GENERAL HOSPITAL PROVIDES THE CITY WITH COMPLETE MEDICAL SERVICES WITH MORE CRITICAL

SEWARD, ALASKA

SITUATIONS BEING HANDLED AT ONE OF THE MAJOR HOSPITALS IN ANCHORAGE WITH PATIENTS BEING TRANSPORTED BY HELICOPTER OR FIXED WING MEDEVAC AMBULANCE. TWO PHYSICIANS CURRENTLY RESIDE IN SEWARD. IN ADDITION TO PROVIDING SERVICE AT THE SEWARD GENERAL HOSPITAL, THEY ALSO OPERATE THE RESURRECTION BAY HEALTH CENTER TO ATTEND TO LESS CRITICAL MEDICAL REQUIREMENTS.

THERE ARE NO LOCAL MILITARY DENTAL FACILITIES IN SEWARD. THERE IS CURRENTLY ONE DENTIST IN SEWARD.

F. GASOLINE. (MAR 87) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (MAR 87) NO INFORMATION IS AVAILABLE.

H. GARBAGE DISPOSAL. (MAR 87) NO INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (MAR 87) NO INFORMATION IS AVAILABLE.

B. HONORS. (MAR 87) NO INFORMATION IS AVAILABLE.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 85) (SDET SEWARD) SEWARD WAS CHOSEN IN 1902 AS THE TERMINUS OF THE ALASKA CENTRAL RAILROAD (NOW THE ALASKA RAILROAD CORPORATION, OWNED BY THE STATE OF ALASKA), AND WAS FOUNDED ON 28 AUG 1902 WHEN THE FIRST RESIDENTS ARRIVED BY STEAMSHIP.

THE EMBRYO CITY WAS NAMED SEWARD IN HONOR OF WILLIAM H. SEWARD, PRESIDENT LINCOLN'S SECRETARY OF STATE, WHO FORESAW THE IMPORTANCE OF ALASKA AND PURCHASED THE TERRITORY FROM RUSSIA IN 1867. HOWEVER, SEWARD WAS "BORN" WHEN THE PORT BEGAN HANDLING THE MAJOR PORTION OF MATERIALS USED FOR THE TRANS-ALASKA PIPELINE. UNLIKE OTHER NORTHERN PORTS, SEWARD HAS ICE-FREE, DEEP-WATER HARBOR HAVING YEAR-AROUND AIR, HIGHWAY, AND RAIL TRANSPORTATION. THE BAY IS CLOSE TO MAJOR SHIPPING LANES, THE GULF OF ALASKA FISHING, AND SOMETIMES SERVES AS REFUGE FOR VESSELS IN STORMY WEATHER. THE COMBINATION OF THE ADVENT OF FISHING QUOTA ALLOCATION, THE IDEA TO BECOME FAIRBANKS' PORT, THE NEW SEWARD MARINE INDUSTRIAL CENTER, THE SOUTHERN TERMINUS OF THE ALASKA RAILROAD, THE SUNEEL COAL TERMINAL, AND THE SEAWAY EXPRESS RO/RO FACILITY, REQUIRES THAT BOTH THE MARITIME BUSINESS COMMUNITY AND THE NAVY FOCUS ON THE STRATEGIC LOCATION OF SEWARD IN THE NORTH PACIFIC. THE SUDDEN SURGE IN DEMAND FOR ALASKA'S NATURAL RESOURCES AND RECENT TRADE WITH PACIFIC RIM COUNTRIES HAS ELEVATED SEWARD'S ROLE IN INTERNATIONAL SHIPPING.

B. LIBERTY. (MAR 87) NO INFORMATION IS AVAILABLE.

C. CLUBS AND BARS. (MAR 87) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (JUN 85) (SDET SEWARD) THE ONLY MILITARY MESSING FACILITY IN SEWARD IS LOCATED AT THE AIR FORCE RECREATION CENTER. THIS MESS HALL IS OPERATED BY THE ARMY AND IS OPEN FROM MAY TO SEPTEMBER. THE ALASKA VOCATIONAL TECHNICAL CENTER (AVTEC) OPERATES A CAFETERIA STYLE DINING ROOM AS PART OF ITS FOOD SERVICE CURRICULUM.

SEWARD, ALASKA

THIS INSTALLATION CAN SERVE APPROXIMATELY 120-150 PERSONS THREE MEALS A DAY. THERE ARE SEVERAL LOCAL RESTAURANTS LOCATED CLOSE TO THE ARR DOCK.

E. HOTELS. (JUN 85) (SDET SEWARD) THERE ARE THREE LOCAL MOTELS AND TWO HOTELS AVAILABLE FOR BERTHING OF PERSONNEL. IF A LARGE CONTINGENT OF MILITARY PERSONNEL WAS TO BE STATIONED IN SEWARD, IT IS CONCEIVABLE THE ARMY OR AIR FORCE RECREATION CENTERS, WITH A TOTAL BERTHING CAPACITY OF 260 PERSONNEL, COULD BE UTILIZED.

F. ATHLETICS. (JUN 85) (SDET SEWARD) THE U.S. ARMY RECREATION FACILITY IS OPEN FROM MAY TO SEPTEMBER. IN THE OFF SEASON, A CIVILIAN CARETAKER IS RESPONSIBLE FOR SECURITY AND EMERGENCY MAINTENANCE.

THE U.S. AIR FORCE RECREATION FACILITY HAS THE SAME OPERATING SEASON AS THE ARMY FACILITY. THIS FACILITY HAS A MESSING FACILITY.

G. BEACHES. (MAR 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (MAR 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (MAR 87) NO INFORMATION IS AVAILABLE.

J. TOURS. (MAR 87) NO INFORMATION IS AVAILABLE.

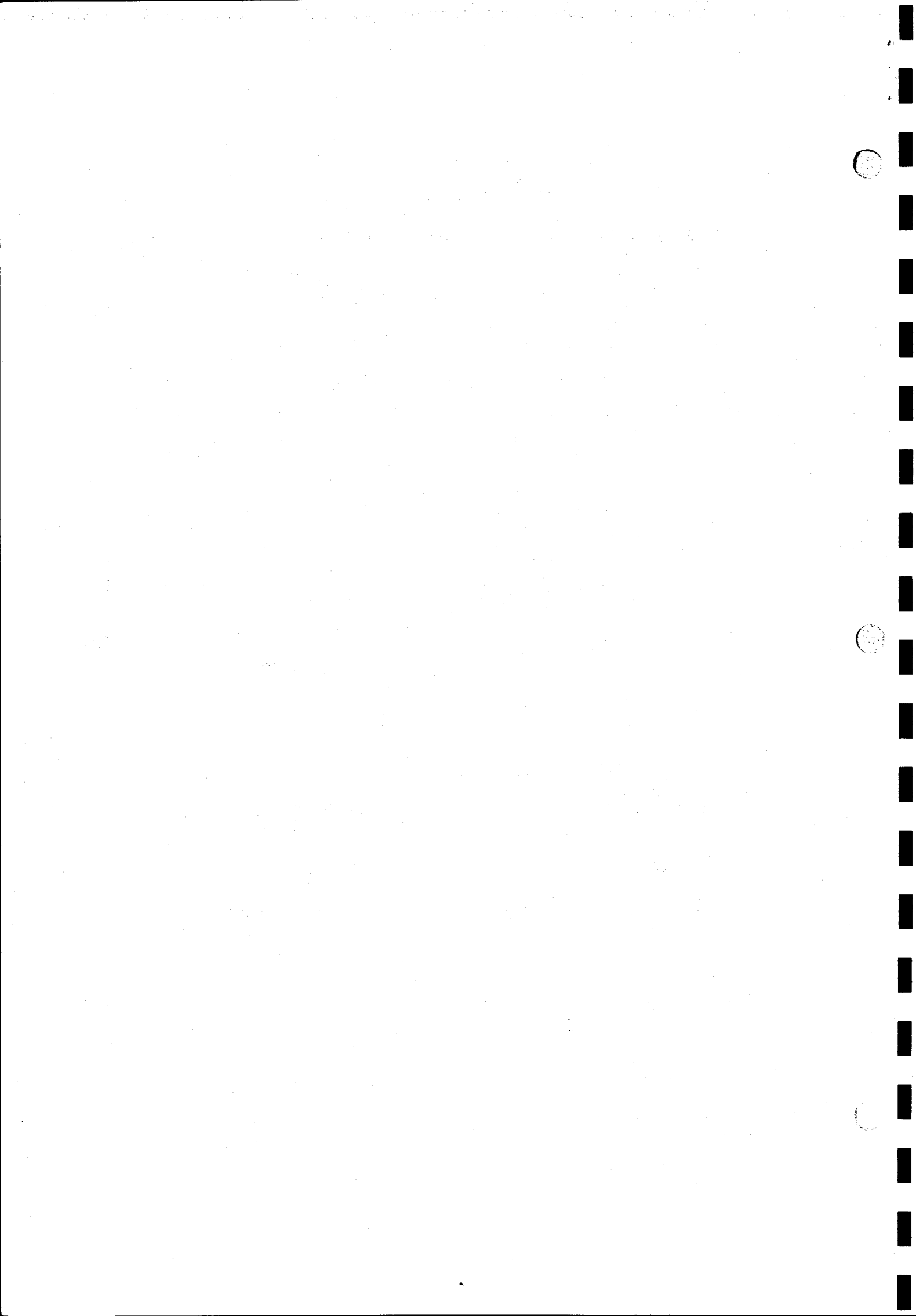
K. SHOPPING. (MAR 87) NO INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (MAR 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (MAR 87) NO INFORMATION IS AVAILABLE.

N. MISCELLANEOUS INFORMATION. (JUN 85) (SDET SEWARD) THE NAVAL PERSONNEL SUPPORT DETACHMENT LOCATED AT ELMENDORF AIR FORCE BASE WOULD SUPPORT UNIFORMED NAVAL PERSONNEL DISBURSING REQUIREMENTS. THERE ARE FOUR COMMERCIAL BANKS IN SEWARD, BUT LARGE CASH DISBURSEMENTS FOR NUCLEUS MSC VESSELS WOULD BE REQUESTED THROUGH THE ALASKAN AIR COMMAND, ATTENTION OFFICE OF DIRECTOR, LOGISTICS PLANS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, MAR 87.



KODIAK, ALASKA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 86) (SDET ANCHORAGE) THE PORT OF KODIAK (57-47N/152-24W) IS LOCATED NEAR THE NORTHEASTERN TIP OF KODIAK ISLAND IN THE GULF OF ALASKA, SOUTH OF ANCHORAGE AND EAST OF THE ALASKA PENINSULA, SEPARATED FROM IT BY SHELKOF STRAITS WHICH ARE SOME 30 TO 50 MILES WIDE. THE PORT CONSIST OF THREE WHARVES, A SMALL-BOAT HARBOR WHICH IS ENCLOSED BY TWO BREAKWATERS, AND AN INNER ANCHORAGE. THE DEPTH OF THE HARBOR IS IN EXCESS OF 30 FT. TIDES RANGE APPROXIMATELY 10 FT. THE HARBOR REMAINS ICE FREE THROUGH THE WINTER AND SNOWFALL IS MINIMAL BECAUSE THE KODIAK ISLAND GROUP LIES IN THE PATH OF THE JAPANESE CURRENT.

B. APPROACHES, LIGHTS, ETC. (MAR 87) (FICPAC) CONSULT USCP 9 (12TH ED 1985) AND CHART 16595.

(MAY 85) (SDET ANCHORAGE) THERE ARE THREE APPROACHES TO THE WHARVES IN KODIAK HARBOR:

(1) FROM THE NORTH, THE CHANNEL IS NORTH OF WOODY ISLAND AND NEAR ISLAND. THE CONTROLLING DEPTH IS ABOUT 22 FT IN THE 190 FT WIDE DREDGED CHANNEL NORTH OF NEAR ISLAND.

(2) FROM THE SOUTH, THE CHANNEL IS SOUTH OF LONG ISLAND, WEST OF WOODY ISLAND, AND NORTH OF NEAR ISLAND.

(3) SOUTH OF LONG ISLAND, SOUTHWEST OF PUFFIN ISLAND AND THEN IN ST PAUL HARBOR WEST OF GULL ISLAND. THE CONTROLLING DEPTH HERE IS ABOUT 25 FT.

KODIAK COAST GUARD SUPPORT CENTER IS IN WOMENS BAY FIVE MILES SOUTHWEST OF KODIAK. THE ENTRANCE TO WOMENS BAY IS OBSTRUCTED BY NUMEROUS AND EXTENSIVE ROCKS AND REEFS. SOME ARE AWASH AT THE EXTREME LOW WATER, WHILE OTHERS ARE UP TO 6 FT HIGH. A 400-FT WIDE BUOYED CHANNEL PASSES THROUGH THIS FOUL AREA NORTH AND WEST OF SAIMKA ISLAND TO DEEPER WATER INSIDE. THE CHANNEL IS MARKED BY A LIGHTED RANGE (211°30'). THE CONTROLLING DEPTH TO THE WHARVES IS ABOUT 29 FT.

C. PILOTAGE. (MAY 86) (SDET ANCHORAGE) PILOTS CAN BE CONTACTED THRU SOUTHWEST PILOTS ASSOCIATION IN HOMER, ALASKA (907-235-8783). TWENTY-FOUR HOUR NOTICE SHOULD BE GIVEN WHEN REQUESTING A PILOT. PILOT PICK-UP POINT IS ST. PAUL ROCKS MORRIS ALFA BUOY, 57-42N/152-14W. PILOT BOAT IS A TUG (KODIAK KING). TEL: 907-486-5503, VHF CHANNELS 10,13,16.

D. ENTRANCE. (MAY 86) SEE PARA 1B.

E. CHANNEL. (MAY 86) SEE PARA 1B.

F. ANCHORAGES. (MAR 87) CONSULT USCP 9.

G. WRECKS AND OBSTRUCTIONS. (MAY 86) (SDET ANCHORAGE) A NEW BRIDGE HAS BEEN CONSTRUCTED ACROSS THE CHANNEL FROM THE CITY OF KODIAK TO NEAR ISLAND. THERE IS A HEIGHT RESTRICTION FOR SHIPPING OF 100 FT AT MLW.

H. TIDE AND CURRENTS. (MAR 87) CONSULT USCP 9.

I. WEATHER AND WINDS. (MAY 86) (SDET ANCHORAGE) AIR STATION KODIAK RECEIVES ALL METEOROLOGICAL SERVICES FROM FAA AND THE NATIONAL WEATHER SERVICE.

KODIAK, ALASKA

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAY 86) (SDET ANCHORAGE)

WOMANS BAY:

COAST GUARD MARGINAL WHARF - LENGTH 1,680 FT, DEPTH ALONGSIDE 27-39 FT, DECK HEIGHT 10 FT (AWASH UP TO ONE FOOT AT EXTREME HIGH WATER). THIS WHARF IS IN VERY POOR REPAIR AND SUBMERGED BROKEN FENDER PILINGS ARE AT THE FACE OF THE WHARF. APPROXIMATELY 300 FT OF THIS PIER IS USABLE FOR SMALL CRAFT.

THE COAST GUARD FUEL PIER - 250 YDS NNE OF THE COAST GUARD MARGINAL WHARF, LENGTH 570 FT, DEPTH ALONGSIDE 28-34 FT, DECK HEIGHT 18 FT. WATER, TELEPHONE, ELECTRICAL (440 VAC, 3 PHASE, 4 WIRE, 250 AMPS), STEAM, AND SEWAGE ARE AVAILABLE.

THE COAST GUARD CARGO WHARF - 500 YDS NNE OF THE COAST GUARD FUEL PIER, LENGTH 615-FT, 670-FT TOTAL BERTHING SPACE, DEPTH ALONGSIDE 33 FT, DECK HEIGHT 18 FT. WATER, ELECTRICAL (400 VAC, 3 PHASE, 4 WIRE, 400 AMPS), STEAM, SEWAGE ARE AVAILABLE. PRESENTLY, THEY ARE ADDING AN ADDITIONAL 500 FT TO THIS PIER.

KONIG WHARF - NORTHWEST OF INNER BAY OWNED BY KONIG, INC., AND OPERATED BY THE LASH CORP, USED FOR MOORING CONTRACTORS FLOATING EQUIPMENT AND UNLOADING CONTAINERS FROM BARGES. IT IS CONSTRUCTED FROM PART TIMBER PILE, TIMBER DECK, PART STEEL SHEET, PILE BULKHEAD WITH SOLID FILL. THE WHARF IS 500 FT, DEPTH ALONGSIDE 26 FT. THIS WHARF HAS NO ELECTRIC OR WATER SERVICE BUT HAS ONE 40-TON CRAWLER CRANE WITH A 35-FT BOOM.

KODIAK HARBOR:

THE ALASKA STATE FERRY TERMINAL - CITY PIER #1 IN KODIAK HARBOR IS OWNED BY THE CITY OF KODIAK. IT IS OPERATED BY THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES DIVISION OF MARINE TRANSPORTATION. THIS FACILITY IS USED AS A LANDING FOR PASSENGER AND VEHICULAR FERRIES AND RECEIPT OF PETROLEUM PRODUCTS AS WELL AS SUPPLIES AND EQUIPMENT.

KODIAK CITY PIER 2, CARGO TERMINAL - LENGTH 340 FT, DEPTH ALONGSIDE 38 FT, DECK HEIGHT 19 FT. IT RECEIVES GENERAL CARGO AND HAS STORAGE FOR 170 CONTAINERS. THE PORT DIRECTOR'S OFFICE IS ON THIS WHARF.

UNION OIL PIER - A T-PIER, LENGTH 125 FT, TOTAL BERTHING SPACE 180 FT, DEPTH ALONGSIDE 35 FT, DECK HEIGHT 18 FT. GASOLINE, DIESEL FUEL, AND WATER ARE AVAILABLE. PIPELINES EXTEND FROM THE WHARF TO STORAGE TANKS.

THE ALASKA PACIFIC SEAFOOD DOCK - LENGTH 325 FT, DEPTH ALONGSIDE 45 FT, DECK HEIGHT 18 FT. THIS FACILITY IS USED FOR RECEIPT OF SEAFOOD AND ICING FISHING VESSELS.

THE KODIAK KING CRAB WHARF - LENGTH 420 FT, DEPTH ALONGSIDE 40 FT, DECK HEIGHT 18 FT. THIS FACILITY IS USED FOR RECEIPT OF SEAFOOD.

WESTERN ALASKA FISHERIES CANNERY DOCK - LENGTH 180 FT, DEPTH ALONGSIDE 22 FT, DECK HEIGHT 21 FT. THIS FACILITY IS USED FOR RECEIPT OF SEAFOODS AND THE HANDLING OF SUPPLIES FOR FISHING VESSELS.

THE PACIFIC PEARL SEAFOODS WHARF - LENGTH 290 FT, DEPTH ALONGSIDE 12 FT, DECKHEIGHT 20 FT. THIS FACILITY IS USED FOR MOORING FISHING VESSELS.

URSIN SEAFOODS DOCK - DOCK FACE 60 FT, DEPTH ALONGSIDE 12 FT. THIS FACILITY IS USED FOR RECEIPT OF SEAFOOD.

ROXANNE DOCK - DOCK FACE 70 FT, DEPTH ALONGSIDE 12 FT. THIS FACILITY IS USED FOR RECEIPT OF SEAFOOD AND HANDLING SUPPLIES.

KODIAK, ALASKA

ALASKA FRESH SEAFOODS DOCK - DOCK FACE 100 FT, DEPTH ALONGSIDE 15 FT.

EAST POINT SEAFOOD COMPANY DOCK - DOCK FACT 280 FT, DEPTH ALONGSIDE 17 FT, DECK HEIGHT 20 FT. THIS FACILITY IS USED FOR RECEIPT OF SEAFOOD AND THE HANDLING OF SUPPLIES FOR FISHING VESSELS.

B. FUEL, LUBE, AND DIESEL OIL. (MAY 86) (SDET ANCHORAGE) FUELS WILL BE DELIVERED TO VESSELS' TANKS AT DESIGNATED FUEL PIERS, WHICH ARE THE SUPPORT CENTER FUEL PIER AND THE COMMERCIAL FUEL DOCKS IN THE CITY OF KODIAK.

DFM IS AVAILABLE FROM LOCAL COMMERCIAL VENDORS. PURCHASES ARE ARRANGED DIRECTLY BY SHIPS. ACTUAL SCHEDULING AND BERTHING ARRANGEMENTS ARE HANDLED THROUGH PORT SERVICES.

JP5, FOR USE IN MARINE ENGINES, IS AVAILABLE AT THE SUPPORT CENTER FUEL PIER AND IS DISPENSED BY FUELS SECTION. REQUESTS FOR MARINE JP5 ARE MADE IN THE LOGREQ.

FS6 "BLACK OIL" IS AVAILABLE AT SUPPORT CENTER FUEL PIER AND IS DISPENSED BY FUELS SECTION. BECAUSE IT MUST BE HEATED FOR PUMPING, AT LEAST A 48-HOUR NOTICE IS REQUIRED PRIOR TO ACTUAL DELIVERY. REQUESTS BY NORMAL LOGREQ WILL MEET THIS REQUIREMENT.

AVIATION JP5 FOR USE BY EMBARKED AIRCRAFT IS DELIVERED TO VESSELS BY AIR STATION FUEL TANK TRUCK. THIS FUEL IS REQUESTED IN THE LOGREQ. DELIVERY WILL BE COORDINATED BY PORT SERVICES.

FUELING PRIORITIES: SHIPS' PROPULSION FUELING WILL BE ACCOMPLISHED PRIOR TO ANY OTHER SUPPLY ACTIONS REQUIRING VEHICLES TO BE DRIVEN ONTO FUEL PIERS. THE GENERAL EXCEPTION IS THAT MAIL IS ALWAYS DELIVERED FIRST UPON SHIP'S ARRIVAL AND REQUIRES THE MAIL VAN TO ENTER THE PIER. SCHEDULING OF FUELING AT SUPPORT CENTER WILL TAKE INTO ACCOUNT THE MANAGEMENT OF CIVILIAN OVERTIME PAY, WHICH WILL USUALLY PRECLUDE FUELING OUTSIDE NORMAL WORKING HOURS. IF EMERGENCY NEEDS ARISE, CIVILIAN OVERTIME WILL BE CHARGED TO THE CIRCUMSTANCES. COMMERCIAL FUELING CAN BE ACCOMPLISHED AT ANY TIME ARRANGED WITH THE VENDOR INCLUDING NIGHTS, WEEKENDS, AND HOLIDAYS, UNDER MOST CIRCUMSTANCES.

C. MECHANICAL HANDLING FACILITIES. (MAY 86) (SDET ANCHORAGE) VESSELS UNDERWAY SHOULD REQUEST NEEDED CRANE SERVICES IN THE BASIC LOGREQ. PORT SERVICES WILL COORDINATE RESPONSES.

VESSELS IN PORT SHOULD CONTACT THE FACILITIES ENGINEERING TROUBLE DESK (TEL: 5444) TO OBTAIN CRANE SERVICES IF NOT ALREADY ARRANGED IN ADVANCE.

D. DRYDOCKS AND REPAIR FACILITIES. (MAY 86) (SDET ANCHORAGE) KODIAK DOES NOT HAVE A "SHIP REPAIR FACILITY", BUT LIMITED SHIP REPAIR ASSISTANCE IS AVAILABLE THROUGH THE FACILITIES ENGINEERING DIVISION. DIRECT LIAISON BETWEEN THE SHIP'S ENGINEER AND THE FACILITIES ENGINEER (TEL: 5320) IS ENCOURAGED.

E. WAREHOUSES AND STORAGE AREAS. (MAR 86) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (MAY 86) (SDET ANCHORAGE) SEA-LAND SERVICES IS LOCATED AT 1515 MISBURY ROAD, KODIAK. A 24-HR NOTICE IS REQUIRED FOR GANG ARRANGEMENTS. TEL: 486-5795.

KODIAK, ALASKA

G. PORT CAPACITY. (MAR 87) NO INFORMATION IS AVAILABLE.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (MAR 87) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAY 86) (SDET ANCHORAGE) ALASKA TUG AND SALVAGE - TEL: 907-486-5503. RADIO CALL SIGN WYN6116, VHF CHANNEL 10 AND 16.

B. WATER. (MAY 86) (SDET ANCHORAGE) POTABLE WATER IS AVAILABLE.

C. AIRFIELDS. (MAY 86) (SDET ANCHORAGE) KODIAK AIRPORT IS LOCATED 7 MILES NORTHWEST FROM THE PORT. VARIOUS FLIGHTS ARE AVAILABLE DEPENDING ON TIME OF YEAR.

D. COMMUNICATIONS. (MAY 86) (SDET ANCHORAGE) COAST GUARD COMMUNICATIONS STATION KODIAK PROVIDES VOICE RADIO AND BOTH SECURE AND UNSECURE RADIOTELETYPE SUPPORT TO FLOATING UNITS OPERATING WITHIN EFFECTIVE RADIO RANGE AS WELL AS VOICE UNITS IN WESTERN ALASKA. ADDITIONALLY, COMMSTA KODIAK OPERATES THE LOCAL ELECTRONICS AND TELEPHONE REPAIR SHOP (ESMT) AND SUPPORTS MAINTENANCE OF COMMUNICATIONS AND RADAR EQUIPMENT FOR ALL UNITS IN WESTERN ALASKA.

THE STATION HAS THE FOLLOWING CAPABILITIES:

SHIP TO SHORE

TRANSCEIVERS WITH STANDARD FREQUENCIES

PORTABLE VHF

TELEX CAPABILITIES TO SEND/RECEIVE BOTH CLASS AND UNCLASS TRAFFIC

ACCESS TO SECURE VOICE

CIVILIAN TELEPHONE LINES BOTH INTERNAL AND OUTSIDE TRUNKS

CIVILIAN TELEPHONE INSTRUMENTS

AUTOVON LINES

THERE ARE NO DIRECT PHONE LINES TO MSC AREA OR SUB-AREA COMMANDS

THERE ARE NO DIRECT PHONELINES TO LOCAL ITO'S

THERE ARE NO DIRECT LINES TO APPROPRIATE MECOBOS

E. MEDICAL. (MAY 86) (SDET ANCHORAGE) THE SUPPORT CENTER HOSPITAL IS CAPABLE OF FURNISHING LIMITED MEDICAL AND SURGICAL CARE TO MILITARY PERSONNEL AND THEIR DEPENDENTS. ILLNESS OR INJURIES WHICH REQUIRE CARE BEYOND THE MEDICAL FACILITY CAPABILITIES ARE TRANSFERRED TO THE U.S. AIR FORCE HOSPITAL AT ELMENDORF AFB IN ANCHORAGE 250 AIR MILES AWAY BY MEDICAL FLIGHTS OR AT KODIAK ISLAND HOSPITAL UNDER THE CHAMPUS PROGRAM.

SUPPORT CENTER DENTAL CLINIC PROVIDES COMPLETE DENTAL CARE FOR ALL MILITARY PERSONNEL. ELECTIVE TREATMENT, SUCH AS CROWNS AND BRIDGES, AND THE SERVICES OF SPECIALIST ARE GENERALLY NOT AVAILABLE. THERE IS A PRIVATE ANCHORAGE ORTHODONTIST WHO TREATS PATIENTS LIVING IN KODIAK. ALL PERSONNEL ARE ADVISED TO HAVE THEIR PROSTHETIC DENTISTRY FULLY COMPLETED PRIOR TO THEIR ENTRY INTO THIS AREA.

F. GASOLINE. (MAR 87) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (MAR 87) NO INFORMATION IS AVAILABLE.

KODIAK, ALASKA

H. GARBAGE DISPOSAL. (MAR 87) NO INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (MAR 87) NO INFORMATION IS AVAILABLE.

B. HONORS. (MAR 87) NO INFORMATION IS AVAILABLE.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAY 86) (SDET ANCHORAGE) KODIAK WAS FOUNDED AS A FUR TRADE SETTLEMENT BY THE RUSSIANS IN 1792. BY 1867, KODIAK WAS A MAJOR COMMERCIAL ACTIVITY IN THE NORTH PACIFIC. WWII AND THE BUILDING OF THE NAVY SUBMARINE BASE AND AIR STATION PROVIDED THE IMPETUS FOR SUBSTANTIAL GROWTH IN THE KODIAK AREA. IN MARCH OF 1964, THE PORT WAS STRUCK BY A TIDAL WAVE THAT RESULTED IN 40% OF THE BUSINESS DISTRICT AND THREE OF THE TOWNS FOUR PROCESSING PLANTS BEING DESTROYED. THE PERIOD FOLLOWING THE TIDAL WAVE WAS A TIME OF REBUILDING AND GROWTH. BY 1981, KODIAK BECAME THE NUMBER ONE FISHERIES PORT IN THE COUNTRY.

B. LIBERTY. (MAY 86) (SDET ANCHORAGE) NO INFORMATION IS AVAILABLE.

C. CLUBS AND BARS. (MAR 87) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (MAR 87) NO INFORMATION IS AVAILABLE.

E. HOTELS. (MAR 87) NO INFORMATION IS AVAILABLE.

F. ATHLETICS. (MAR 87) NO INFORMATION IS AVAILABLE.

G. BEACHES. (MAR 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (MAR 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (MAY 86) (SDET ANCHORAGE) FACILITIES ENGINEERING GARAGES ISSUES VEHICLES AS COORDINATED BY PORT SERVICES. AVAILABLE ARE SEDANS, CARRY-ALLS, THREE AND SIX PASSENGER PICK-UP TRUCKS, STAKEBED TRUCKS, AND 37-PASSENGER SCHOOL BUSES. GOVERNMENT VEHICLES ARE FUELED AT THE FACILITIES GASOLINE STATION. ALL DRIVERS ARE REQUIRED TO HAVE PROPER GOVERNMENT LICENSES.

SMALL SKIFFS ARE AVAILABLE THROUGH SPECIAL SERVICES. THE AIR STATION HAS A 42' WHICH IS PRESENTLY UTILIZED FOR HELICOPTER QUALIFICATIONS. IF THE ABOVE WERE NOT AVAILABLE, THE MSC PERSONNEL COULD CONTRACT WITH LOCAL LICENSED OPERATORS FOR SMALL BOAT SERVICES.

J. TOURS. (MAR 87) NO INFORMATION IS AVAILABLE.

K. SHOPPING. (MAR 87) NO INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (MAR 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (MAR 87) NO INFORMATION IS AVAILABLE.

KODIAK, ALASKA

N. MISCELLANEOUS INFORMATION. (MAY 87) (SDET ANCHORAGE) THE SUPPORT CENTER HAS A DISBURSING OFFICE. IT SHOULD BE NOTED THAT CASH DISBURSING IS NOT NORMALLY PROVIDED AT KODIAK. HOWEVER, IN CASE OF DIRE NEED OR EMERGENCY, VESSEL SHOULD SUBMIT REQUESTS VIA MESSAGE TO THE SUPPORT CENTER, INFO CCGD17. CHECK CASHING, WHILE AVAILABLE, REQUIRES ADVANCE ARRANGEMENTS DUE TO CASH SHORTAGES. AT LEAST ONE WEEK'S ADVANCE NOTICE IS REQUIRED IN CASE OF VESSEL'S REQUIREMENTS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, MAR 87.

FOR OFFICIAL USE ONLY

SITKA, ALASKA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 87) (FICPAC) THE PORT SITKA (57-03N/135-20W) IS LOCATED ON THE WEST COAST OF BARANOF ISLAND AND OCCUPIES NE SIDE OF SITKA SOUND. IT CAN BE APPROACHED BY THREE CHANNELS - EAST, MIDDLE, AND WEST. THE HARBOR PROVIDES A GOOD SHELTER.

B. APPROACHES, LIGHTS ETC. (JUL 87) (USS FRESNO) THE SHIP UTILIZED COAST PILOT 8 (17TH ED, JAN 86, CORR NM 22/87) AND CHARTS 17320, 17326, AND 17327. CHARTS WERE ADEQUATE AND NAVAIDS WERE AVAILABLE.

C. PILOTAGE. (JUL 87) (USS FRESNO) THE PILOT BOARDED THE SHIP AT A POINT 500 YDS NORTH OF ECKHOLMS ISLAND. THE PILOT BOAT WAS 40-FT WHITE FISHING VESSEL. PROFICIENCY OF THE PILOT WAS GOOD. TUGS WERE NOT AVAILABLE.

D. ENTRANCE. (JUL 87) (USS FRESNO) DESCRIPTION GIVEN IN CP 8 IS VERY ACCURATE. RADAR WAS OUTSTANDING. ALL DANGERS IN EASTERN CHANNEL WERE MARKED BY BUOYS. ALL ISLANDS WERE HEAVILY WOODED AND BLENDED INTO THE MAINLAND, MAKING ACCURATE VISUAL FIXES DIFFICULT TO OBTAIN. BY USING SLOW SPEEDS (5 KTS OR LESS), IT WAS POSSIBLE TO FIX THE POSITION OF THE SHIP VISUALLY.

E. CHANNEL. (JUL 87) CONSULT CP 8.

F. ANCHORAGES. (JUL 87) (USS FRESNO) THE SHIP ANCHORED AT 57-01N/135-17W IN 58.5 M (192 FT) WATER. A GRAVEL AND ROCK BOTTOM PROVIDED FAIR HOLDING GROUND. IT WAS WELL PROTECTED BY SURROUNDING GEOGRAPHY. THE BEST ANCHORAGES ARE LOCATED IN EASTERN ANCHORAGE AREA. BEARINGS FROM ANCHORAGE WERE: ECKHOLMS LT - 245T, LEFT TANGENT TO THE ISLAND WITH HEIGHT OF 27 FT AT 265T, RIGHT BRIDGE STACHION WAS 303T, AND TWINS WAS 287.5T.

G. WRECKS AND OBSTRUCTIONS. (JUL 87) (USS FRESNO) CONSULT CP 8.

H. TIDES AND CURRENTS. (JUL 87) (USS FRESNO) TIDES ADEQUATELY DESCRIBED IN TIDE TABLES. CURRENTS LISTED AT 0.4 KTS MAX, BUT THE SHIP OBSERVED 2 KTS AT MAXIMUM.

I. WEATHER AND WINDS. (JUL 87) (USS FRESNO) CONSULT CP 8.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUL 87) CONSULT CP 8.

B. FUEL, LUBE, AND DIESEL. (JUL 87) (USS FRESNO) FUEL IS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (OCT 87) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 87) NO INFORMATION IS AVAILABLE.

SITKA, ALASKA

E. WAREHOUSES AND STORAGE AREAS. (OCT 87) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (OCT 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (JUL 87) (USS FRESNO) MAXIMUM CAPACITY OF EASTERN ANCHORAGE IS FOUR VESSELS, 500 FT LONG OR LESS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 87) CONSULT CP 8.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 87) NO INFORMATION IS AVAILABLE.

B. WATER. (OCT 87) NO INFORMATION IS AVAILABLE.

C. AIRFIELDS. (JUL 87) (UFF FRESNO) CONSULT CP 8. SITKA AIRPORT IS FOR COMMERCIAL ARRIVALS/DEPARTURES, AND USCG STATION AT SITKA AIRPORT IS FOR MILITARY ARRIVALS/DEPARTURES.

D. COMMUNICATIONS. (JUL 87) (USS FRESNO) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 12, 13, AND 16. AN ADVANCE COMMUNICATIONS/CHECK-IN IS REQUIRED. GUARDED FREQUENCY WHILE AT ANCHOR IS VHF CHANNEL 12 FOR HARBOR CONTROL AND SHORE PATROL.

CONVENTIONAL LOCAL AND LONG DISTANCE SERVICES ARE AVAILABLE. MAIL PICK-UP/DELIVERY IS THROUGH NORMAL FLEET ROUTING. U.S. POST OFFICE IS LOCATED IN DOWNTOWN SITKA. THE SERVICE WAS RELIABLE.

E. MEDICAL. (JUL 87) (USS FRESNO) NO QUARANTINE CERTIFICATE NOR "DERAT" CERTIFICATE WAS REQUIRED. NO ORGANIC WASTE IN THE PORT AREA. THE PAPER MILL RUN-OFF WAS EVIDENT ALONG THE HARBOR COAST, BUT THERE IS NO ATMOSPHERIC POLLUTANTS. SITKA IS A SMALL, CLEAN FRONTIER TOWN. SURROUNDING COUNTRYSIDE CONTAINS LARGE POPULATION OF BROWN BEARS. THERE IS NO REPORTED CASES OF RABIES. RESTAURANTS WERE CLEAN. NO DRUG ACTIVITY NOR PROSTITUTION WAS NOTED.

F. GASOLINE. (OCT 87) NO INFORMATION IS AVAILABLE.

G. PROVISIONS (JUL 87) (USS FRESNO) PROVISIONS ARE NOT AVAILABLE.

H. GARBAGE DISPOSAL. (JUL 87) (USS FRESNO) THE DISPOSAL SERVICE WAS PROVIDED BY DUMPSTER ON THE PIER AND BY BOAT AT ANCHOR. GARBAGE WAS PICKED UP DAILY. TRASH DID NOT NEED TO BE SORTED. NO DUMPING WAS ALLOWED AT ANCHOR. THE POC WAS KIMBALL BOOM CO., BOX 989 SITKA, AK 99835. NO SHIP-TO-SHORE SEWAGE DISPOSAL WAS AVAILABLE AT ANCHOR.

4. PERSONALIA

A. CALLS. (OCT 87) NO INFORMATION IS AVAILABLE.

B. HONORS. (OCT 87) NO INFORMATION IS AVAILABLE.

5. PORT VISIT INFORMATION

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SITKA, ALASKA

A. GENERAL INFORMATION. (OCT 87) (FICPAC) THE CITY OF SITKA IS HISTORICALLY THE MOST NOTABLE ALASKAN SETTLEMENT ON THE WEST COAST OF BARANOF ISLAND IN THE ALEXANDER ARCHIPELAGO, SOUTHEASTERN ALASKA. OLD SITKA, OR FT. ARCHANGEL GABRIEL, WAS ESTABLISHED IN MAY 1799 BY ALEKSANDR BARANOV, THE FIRST RUSSIAN GOVERNOR OF ALASKA. THE FORT WAS DESTROYED BY THE TLINGIT INDIANS IN 1802. THE PRESENT CITY WAS FOUNDED AS NOVO ARKHANGELSK (NEW ARCHANGEL) IN 1804 WHEN BARANOV MOVED HIS HEADQUARTERS THERE FROM KODIAK. AFTER 1867, IT WAS COMMONLY KNOWN AS SITKA. THE FORMAL TRANSFER OF ALASKA FROM RUSSIA TO THE U.S. TOOK PLACE THERE ON 18 OCT 1867, AND SITKA WAS THE TERRITORIAL CAPITAL UNTIL REPLACED BY JUNEAU IN 1900. IT WAS THE HEADQUARTERS OF THE RUSSIAN-AMERICAN COMPANY. PRINCIPAL ECONOMIC ACTIVITIES ARE FISHING, CANNING, LUMBERING, AND TOURISM. ST. MICHAEL'S CATHEDRAL (RUSSIAN ORTHODOX, 1848) WAS REBUILT AFTER DESTRUCTION BY FIRE IN 1966. SHELDON JACKSON (JUNIOR) COLLEGE, FOUNDED THERE IN 1895, HAS A MUSEUM HOUSING NATIVE AND RUSSIAN MEMENTOS. MT. EDGE CUMBE [997 M (3,271 FT)] IS A CONSPICUOUS LANDMARK IN SITKA'S ISLAND-STUDDED, MOUNTAIN-LOCKED HARBOR. THE POPULATION IS 7,803 (1980 EST).

B. LIBERTY. (JUL 87) (USS FRESNO) SHORE PATROL WAS NOT REQUIRED, BUT ONE OFFICER AND TWO ENLISTED PERSONNEL WERE ASSIGNED. SHORE PATROL HEADQUARTERS WAS AT SHIATIKA HOTEL. WOODED AREAS WERE OFF LIMITS DUE TO WILDLIFE DANGER. RECOMMENDED LIBERTY/CURFEW HOURS ARE 0800-0200.

C. CLUBS AND BARS. (OCT 87) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (JUL 87) (USS FRESNO) QUALITY OF FOOD IS GOOD, BUT NUMBER OF RESTAURANTS ARE LIMITED DUE TO THE SIZE OF LOCAL POPULATION. FAST FOOD RESTAURANTS ARE AVAILABLE. PRICE OF FOOD WAS NOT APPRECIABLY HIGHER THAN THAT IN CALIFORNIA.

E. HOTELS. (JUL 87) (USS FRESNO) OVERNIGHT LODGING IS LIMITED DUE TO THE SIZE OF THE CITY. PRICE IS 15-25% HIGHER THAN THAT IN SAN DIEGO.

F. ATHLETICS. (JUL 87) (USS FRESNO) SOFTBALL WAS EASILY ARRANGED WITH LOCAL TEAMS. CONTACT BOARDING OFFICER FOR COORDINATION. DO NOT RECOMMEND HIKING IN WOODED AREAS DUE TO LARGE NUMBER OF BROWN BEARS.

G. BEACHES. (OCT 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (OCT 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (JUL 87) (USS FRESNO) WATER TAXI SERVICE IS AVAILABLE AT US\$1,200/DAY. TAXI OPERATES 14 HRS/DAY. TAXIS ARE METERED AND SPECIALLY MARKED.

J. TOURS. (OCT 87) NO INFORMATION IS AVAILABLE.

K. SHOPPING. (JUL 87) (USS FRESNO) SMALL DEPARTMENTS AND FISHING/HUNTING SHOPS ARE AVAILABLE.

L. THEATER AND CINEMA. (OCT 87) NO INFORMATION IS AVAILABLE.

SITKA, ALASKA

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M. PHYSICAL SECURITY. (JUL 87) (USS FRESNO) THREAT IS VERY LOW.

N. MISCELLANEOUS INFORMATION. (JUL 87) (USS FRESNO) THE PEOPLE ARE WARM AND FRIENDLY AND GENERALLY VERY RECEPTIVE TO SHIP'S COMPANY.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, OCT 87.

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P5-4
(CH-6)

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SINGAPORE, SN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (NOV 87) (FICPAC) SINGAPORE HARBOR (01-17N/103-51E) IS AN IMPROVED NATURAL HARBOR. KEPPEL HARBOR LIES BETWEEN SINGAPORE ISLAND AND A GROUP OF OFF-LYING ISLANDS. THE PORT IS WELL PROTECTED BY THE MALAYSIAN PENINSULA ON THE NORTH AND NUMEROUS OFFSHORE ISLANDS AND INDONESIA ON THE SOUTH. SEMBAWANG PORT AND SEMBAWANG SHIPYARD, LTD. ARE LOCATED AT THE NORTHERN SIDE OF SINGAPORE ISLAND AND ARE REACHED BY A PASSAGE THROUGH THE STRAITS OF JOHORE FROM THE EAST.

B. APPROACHES, LIGHTS, ETC. (NOV 87) (FICPAC) CONSULT DMAHTC PUB 174 (4TH ED 1986) AND USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F, SINGAPORE PORT DIRECTORY. CHARTS ARE 71252, 71247, & 71249 WHEN APPROACHING SINGAPORE HARBOR FROM THE EAST; CHART 71251 WHEN APPROACH IS SEMBAWANG.

C. PILOTAGE. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(APR 86) (USS CHANDLER) PILOT PICK-UP POINT WAS VICINITY OF 01-19N/104-06E ON CHART 71249. THE PILOT BOAT WAS A CABIN CRUISER. TWO TUGS WERE USED TO ASSIST CHANDLER INTO THE PORT. PROFICIENCY OF THE ENGLISH-SPEAKING PILOT WAS OUTSTANDING.

D. ENTRANCE. (APR 86) (USS CHANDLER) THE PILOT INFORMED CHANDLER OF THREE CHECK POINTS WITH SEMBAWANG HARBOR CONTROL: CHEK JAWA, TG PUNGGOL, AND MALAYSIA ENGINEERING AND SHIPBUILDING ON CHART 71251.

E. CHANNEL. (APR 86) (USS CHANDLER) THE CHANNEL WAS WELL MARKED. REDUCTION IN MARITIME TRAFFIC WAS NOTICEABLE IN APPROACH TO SEMBAWANG.

F. ANCHORAGES. (AUG 87) (USS DULUTH) THE SHIP ANCHORED AT MAN-O-WAR ANCHORAGE. A MUD BOTTOM PROVIDED A GOOD HOLDING GROUND. BECAUSE OF HIGH DENSITY OF COMMERCIAL SHIPPING AT ANCHOR IN VICINITY OF MAN-O-WAR ANCHORAGE, PILOTS MAY ATTEMPT TO PLACE U.S. NAVAL SHIPS AS CLOSE AS 300 YDS FROM OTHER SHIPS.

G. WRECKS AND OBSTRUCTIONS. (APR 86) (USS CHANDLER) SEMBAWANG HARBOR CONTROL REQUESTED HEIGHT OF HIGHEST RADAR/MAST UPON INITIAL CONTACT. INFORMATION REQUESTED DUE TO SHIP'S PASSING UNDER FINAL APPROACH LEG TO CHANGI INTERNATIONAL AIRPORT. NO OTHER RESTRICTIONS WERE NOTED.

H. TIDES AND CURRENTS. (AUG 87) TIDE TABLES APPLY TO SINGAPORE PROPER ON THE SOUTHERN AND EASTERN SIDES OF THE ISLAND. TIDE AND CURRENT INFORMATION LISTED ON CHART 71251 GIVES MORE ACCURATE DATA. DAILY TIDE AND CURRENT INFORMATION FOR SEMBAWANG IS NOT AVAILABLE.

I. WEATHER AND WINDS. (AUG 87) CONSULT PUB 174 AND CHARTS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

T1-1
(CH-6)

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(JUL 87) (USDAO SINGAPORE) THE PORT OF SINGAPORE AUTHORITY (PSA) OPERATES FIVE GATEWAYS:

KEPPEL WHARVES - THE OLDEST AND LARGEST GATEWAY WITH CONVENTIONAL, MARGINAL WHARVES, STRETCHING FOR 4.8 KM (3 MI) ALONG THE SOUTHERN COASTLINE.

CONTAINER TERMINAL - A MODERN TERMINAL EQUIPPED WITH SOPHISTICATED CONTAINER HANDLING FACILITIES FOR FULLY CELLULAR CONTAINER VESSELS.

PASIR PANJANG WHARVES - THE NEWEST GATEWAY PROVIDING MODERN FACILITIES FOR LIGHTER, COASTER, LASH BARGE AND WAREHOUSING OPERATIONS.

SEMBAWANG WHARVES - NORTHERN GATEWAY OF THE PORT HANDLES LOW-VALUE, HIGH-VOLUME HOMOGENEOUS CARGO SUCH AS TIMBER AND RUBBER BALES.

JURONG PORT - ESSENTIALLY A BULK CARGO HANDLING PORT. SITUATED AT THE SOUTH WESTERN TIP OF THE ISLAND TO SERVE THE JURONG INDUSTRIAL ESTATE.

(APR 86) (USS CHANDLER) SEMBAWANG PIERS ARE ROUTINELY DREDGED, AND RECENT SOUNDINGS BY ROYAL NAVY SHOW 9.6 M (31.5 FT) AT PIER 5, 10.8 M (35 FT) AT PIER 6, AND 11.6 M (38 FT) AT PIER 7. RECOMMEND REQUESTING MOST RECENT SOUNDING AND DATE OF LAST DREDGING IN LOGREQ IF SHIP'S DRAFT IS IN EXCESS OF 9M (30 FT).

CHANDLER BERTHED NO. 6 AT PIER 5. PORTABLE STEAM WAS AVAILABLE AT BERTH. DELIVERY PRESSURE WAS 100 PSI AND COST WAS SINGAPORE DOLLAR (S\$) 100.00/HR WITH S\$570.00 CHARGE FOR CONNECTION AND DISCONNECTION. ELECTRICITY OF 1,500 AMP/1,000 KW 450V AC WAS AVAILABLE 24 HRS/DAY, USING DIESEL POWER PLANT PIERSIDE. DIESEL FAILED ONCE DURING FIVE DAY VISIT.

B. FUEL, LUBE, AND DIESEL OIL. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(APR 86) (USS CHANDLER) FUEL WAS AVAILABLE, UTILIZING PIER HOOKUP [15.24 CM (6 IN)] CONNECTION AT THE DELIVERY RATE OF 1,000 GAL/MIN. THE COST WAS US\$0.82/GAL. LUBE OIL AND JP5 WERE AVAILABLE. FUEL WAS ARRANGED THROUGH USNAVOFF SINGAPORE. DONUT WAS UTILIZED FOR REMOVAL OF SHIPBOARD OILY WASTES.

C. MECHANICAL HANDLING FACILITIES. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(APR 86) (USS CHANDLER) CRANES AND FORKLIFTS WERE AVAILABLE TO CHT, BUT SHIP TO SHORE CONVEYOR WAS NOT AVAILABLE AT SEMBAWANG.

D. DRYDOCKS AND REPAIR FACILITIES. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(APR 86) (USS CHANDLER) EXCELLENT REPAIR WORK WAS COMPLETED DURING VISIT, INCLUDING BOILER CHEMICAL CLEANING, PIPE REPAIR, MOTOR REWIND, FLAME SPRAYING, AND GPETE CALIBRATION. THE POC IS USNAVOFF.

E. WAREHOUSES AND STORAGE AREAS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

F. STEVEDORES. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

G. PORT CAPACITY. (AUG 87) THE PORT OF SINGAPORE CAN ACCOMMODATE 4-6 MEDIUM NAVAL SHIPS AT ONE TIME DEPENDING ON COMMERCIAL LOAD. SEMBAWANG CAN ACCOMMODATE LARGE WARSHIPS; HOWEVER, NESTING OF SHIPS ARE NOT POSSIBLE DUE TO THE WIDTH OF THE CHANNEL.

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SINGAPORE, SN

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (NOV 87) (USNAVOFF) SINGAPORE IS SERVED BY APPROXIMATELY 200 MAJOR STEAMSHIP LINES. THE MALAYAN RAILWAY, THE ONLY RAILROAD OPERATING IN THE REPUBLIC, HAS FOUR TRAIN SERVICES DAILY (THREE EXPRESS, ONE REGULAR) TO THE FEDERATION OF MALAYSIA. SINGAPORE ALSO HAS A WELL DEVELOPED TRANSPORTATION SYSTEM OF BUSES. UNITED KINGDOM RULES OF DRIVING ON THE LEFT HAND SIDE OF THE ROAD ARE OBSERVED AND INTERNATIONAL ROAD SIGNS ARE IN USE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (NOV 87) (USNAVOFF) A SUPPLY OF LIGHTERS IS AVAILABLE FOR GENERAL CARGO. AN OIL DONUT IS AVAILABLE FOR JOINT USE AT SEMBAWANG PORT.

(AUG 87) (USS DULUTH) THREE WATER LIGHTERS (50,000 GAL) WERE OBSERVED. THEY WERE IN POOR CONDITION, AND THE SERVICE WAS FAIR. FEES WERE US\$300.00 PER/HR FOR TUG SERVICE AND US\$345.00 PER/TRIP FOR LIGHTER.

B. DREDGES AND MISCELLANEOUS CRAFT. (AUG 87) (USS DULUTH) A LARGE AMOUNT OF SECURITY (POLICE) CRAFT WAS OBSERVED.

C. WATER. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) POTABLE WATER WAS DELIVERED BY LIGHTER AT THE RATE OF 38,000 GAL/HR THROUGH 6.35 CM (2.5 IN) CONNECTIONS. CHLORINE RESIDUAL OF SHORE WATER AT TIME OF RECEIPT WAS 0.2 PPM FAC. WHEN WATER LIGHTER CAME ALONGSIDE, THERE WAS DELAY IN MAKING ALL NECESSARY CONNECTIONS BECAUSE ONLY ONE MAN WAS WORKING THE LIGHTER. BOILER WATER WAS DELIVERED BY LIGHTER AT THE RATE OF 15,000/HR THROUGH A 6.25 CM (2.5 IN) CONNECTION. THE PRICE WAS US\$3.00/1,000 LITER. THE POC WAS THE PORT OF SINGAPORE AUTHORITY.

D. AIRFIELDS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

E. COMMUNICATIONS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) HARBOR CONTROL CAN BE CONTACTED BY 306.8 MHZ WHICH ALSO CONTACTED U.S. NAVY OFFICE SINGAPORE AND BEACH GUARD WHILE IN PORT.

TELEPHONE AND TELEGRAPH CENTER IS LOCATED AT 35 ROBINSON ROAD. CONUS CALLS CAN BE MADE THROUGH ENGLISH-SPEAKING OPERATORS WITH A 2-5 MIN WAITING TIME. TWENTY-FOUR-HR SERVICE WAS EXCELLENT. SHIP TO SHIP TELEPHONE WAS AVAILABLE VIA MARINE OPERATORS ON CHANNEL 16.

MAIL DELIVERY/PICK-UP ARRANGEMENTS WERE MADE TO USDAO SINGAPORE THROUGH LOGREQ.

F. MEDICAL. (MAY 84) (AFMIC) HEALTH AND SANITARY CONDITIONS GENERALLY ARE BETTER THAN THOSE IN OTHER SOUTHEAST ASIAN COUNTRIES. HOUSING IS MODERN, THE ENVIRONMENTAL SANITATION SYSTEM IS GOOD, AND THE WATER SUPPLY IS CLEAN. UNDER NORMAL CONDITIONS, WATER SOURCES ARE POTABLE.

SINGAPORE'S TROPICAL CLIMATE AND ABUNDANT RAINFALL SUPPORT A WIDE VARIETY OF DISEASE TRANSMITTING INSECT VECTORS; HOWEVER, MASSIVE CONTROL MEASURES BY THE GOVERNMENT HAVE DIMINISHED THE NUMBER OF INFECTIOUS

SINGAPORE, SN

DISEASE CASES. THE CURRENT DISEASE PROFILE IN SINGAPORE IS NOT VERY DIFFERENT FROM THAT OF WESTERN NATIONS, WITH CANCER AND CIRCULATORY DISEASES THE MOST FREQUENT CAUSES OF DEATH. DESPITE THIS PROGRESS, THERE IS NO ROOM FOR COMPLACENCY, AS SINGAPORE IS SUSCEPTIBLE TO DISEASE IMPORTATION. THERE WERE SPORADIC OUTBREAKS OF EL TOR CHOLERA IN 1972 AND 1978, AND A MAJOR OUTBREAK OF DENGUE HEMORRHAGIC FEVER IN 1975. ALTHOUGH THE GOVERNMENT HAS IMPLEMENTED A MALARIA ERADICATION PROGRAM, SINGAPORE IS STILL VULNERABLE TO IMPORTATION OF MALARIA FROM SURROUNDING REGIONS. OTHER DISEASES OF CONCERN INCLUDE VIRAL HEPATITIS, ENTERIC FEVER, INTESTINAL HELMINTHIC INFECTIONS, AND SALMONELLOSIS. IN ADDITION, THERE IS A HIGH INCIDENCE OF VENEREAL DISEASE, MOSTLY GONORRHEA. ALTHOUGH INOCULATIONS ARE NOT REQUIRED FOR ENTRY INTO SINGAPORE, TYPHOID AND CHOLERA IMMUNIZATIONS ARE RECOMMENDED.

(NOV 87) (FICPAC) FOR HOSPITAL, CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) A QUARANTINE DECLARATION, HTLV-III CERTIFICATION, AND THE "DERAT" CERTIFICATE WERE NOT REQUIRED. THE CITY AND THE HARBOR AREA WERE VERY CLEAN. SOME CITY AREAS HAVE OPEN DRAIN SYSTEM BUT ARE WELL MAINTAINED. SANITARY COMPLIANCE IN RESTAURANTS AND BARS WAS VERY GOOD.

G. GASOLINE. (NOV 87) (USNAVOFF) THERE ARE NUMEROUS SHELL, MOBIL OIL, ESSO AND CALTEX SERVICE STATIONS LOCATED THROUGHOUT THE CITY AND AROUND THE ISLAND.

H. PROVISIONS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) GOOD QUALITY OF DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS WERE AVAILABLE. DELIVERY TEMPERATURE WAS 45°, AND STORAGE LIFE WAS 7 DAYS.

I. GARBAGE AND WASTE DISPOSAL. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) DISPOSAL SERVICE WAS PROVIDED BY LIGHTER TWICE DAILY. THE POC WAS U.S. NAVY OFFICE VIA LOGREQ. THERE WAS NO RESTRICTION ON DUMPING, AND TRASH DID NOT NEED TO BE SORTED. SEWAGE DISPOSAL NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (NOV 87) (USNAVOFF) NORMALLY NO CALLS ARE MADE OR RETURNED UNLESS A FLAG OFFICER IS EMBARKED. USDAO SINGAPORE WILL MAKE PROTOCOL ARRANGEMENTS PRIOR TO ARRIVAL AND WILL PROVIDE THE FLAG OFFICER WITH A SCHEDULE.

OFFICER IN CHARGE, U.S. NAVY OFFICE SINGAPORE HAS BEEN DESIGNATED AS SOPA (ADMIN) AND LOCAL COORDINATOR FOR SINGAPORE.

B. HONORS. (AUG 87) (USS DULUTH) SINGAPORE IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (NOV 87) (FICPAC) THE PEOPLE OF SINGAPORE ARE OF WHOLLY IMMIGRANT ORIGIN; THEREFORE, THERE IS NO LOCAL NATIONAL CULTURE. INSTEAD, THE INFLUENCE OF THE MALAYS, THE CHINESE, THE INDIANS,

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SINGAPORE, SN

THE JAVANESE, AND THE BRITISH CAN BE SEEN IN ALL ASPECTS OF LIFE IN SINGAPORE.

DURING THE 13TH CENTURY, SINGAPORE BECAME THE HEADQUARTERS OF A POWERFUL MALAY BUDDHIST PRINCEDOM WHICH WAS OVERTHROWN BY THE MAJAPAHIT OF JAVA'S LAST HINDU EMPIRE IN 1377. GRADUALLY SINGAPORE ITSELF BECAME A PLACE WHERE PIRATES FOUGHT ONE ANOTHER FOR CONTROL OF THE SURROUNDING SEAS, AND THE ISLAND REMAINED DESOLATE UNTIL THE BRITISH ESTABLISHED A SETTLEMENT IN THE EARLY 19TH CENTURY.

IN 1819, THOMAS STAMFORD RAFFLES, WHO WAS IN THE SERVICE OF THE EAST INDIA COMPANY, SAW THE POSSIBILITY OF TURNING WHAT WAS A SWAMPY MALARIAL ISLAND INTO A GREAT TRADING CENTER. HE SET UP A TRADING POST AND CREATED A PORT FREE FROM THE PIRACY OF THE SURROUNDING WATERS WHERE ALL COULD COME AND TRADE. TO THIS DAY, SINGAPORE REMAINS A FREE PORT, OPEN TO SHIPS AND VESSELS OF EVERY NATION.

IN 1842, THE ISLAND OF SINGAPORE, TOGETHER WITH THE SMALL ISLANDS WITHIN 10 MILES OF ITS COAST LINE, EXCEPT THOSE IN THE STRAITS OF JOHORE, WAS CEDED TO THE EAST INDIA COMPANY. IN 1846, IT WAS INCORPORATED WITH PENANG AND MALACCA AS THE STRAITS SETTLEMENTS, AND THE GOVERNOR OF THE STRAITS SETTLEMENTS TOOK UP FORMAL RESIDENCE ON FORT CANNING HILL IN SINGAPORE. IN 1869, THE STRAITS SETTLEMENTS WERE TRANSFERRED FROM THE EAST INDIA CO. TO THE COLONIAL OFFICE. FROM 1869 TO 1946, SINGAPORE REMAINED A PART OF THE STRAITS SETTLEMENTS. DURING WW II, THE ISLAND FELL TO THE JAPANESE IN 1942 AND WAS OCCUPIED BY THEM UNTIL 1945. IN 1946, IT WAS MADE A CROWN COLONY, SEPARATED FROM THE MAINLAND OF MALAYA.

DURING THE PERIOD 1948-1960, SINGAPORE ISLAND WAS ONE OF THE MAIN BASES USED BY THE COMMUNISTS IN MALAYA. AT THE SAME TIME, THE PRESSURE FOR INDEPENDENCE STEADILY INCREASED. IN 1955, SINGAPORE CEASED TO BE A CROWN COLONY AND BECAME A SELF-GOVERNING STATE.

ON 16 SEPTEMBER 1963, SINGAPORE JOINED WITH MALAYA, SABAH (FORMERLY NORTH BORNEO) AND SARAWAK TO FORM THE FEDERATION OF MALAYSIA. AS A RESULT OF INTERNAL DISSENSION AND DISAGREEMENT AMONG VARIOUS FEDERATION PARTIES, SINGAPORE BECAME A SOVEREIGN, DEMOCRATIC, AND INDEPENDENT NATION ON 9 AUGUST 1965.

TRADE IS STILL THE MAINSTAY OF THE ECONOMY BUT IT CANNOT PROVIDE MEANINGFUL EMPLOYMENT FOR SO LARGE A POPULATION. AN INTENSIVE PROGRAM OF INDUSTRIALIZATION CONTINUES, AND A LARGE INDUSTRIAL COMPLEX HAS BEEN DEVELOPED AT JURONG IN THE SOUTHWEST OF THE ISLAND. THIS IS THE LARGEST COMPLEX OF ITS KIND IN SOUTHEAST ASIA.

MILITARY HISTORY - SEE USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) THE POPULATION OF SINGAPORE IS 2,560,000 (1984 EST.) OF WHICH 77% ARE CHINESE.

B. LIBERTY. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) A BOAT OFFICER WAS ASSIGNED TO EACH LIBERTY BOAT. BEACH GUARD CONSISTED OF ONE OFFICER AS CDO, ONE CPO, AND FOUR PETTY OFFICERS. THE SENIOR SHORE PATROL OFFICER REPORTED TO CDO BEACH GUARD AT CLIFFORD PIER. AN OFFICE SPACE WAS AVAILABLE ON THE PIER FOR BEACH GUARD USE. THE NEAREST LOCAL POLICE STATION WAS 48 ROBINSON ROAD.

COMMERCIAL LIBERTY BOATS (100 AND 200 CAPACITY) WERE AVAILABLE AT \$50.00/HR FOR A 100-CAP BOAT.

T1-5
(CH-6)

FOR OFFICIAL USE ONLY

SINGAPORE, SN

C. CLUBS AND BARS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) RECOMMEND ANY OF THE ESTABLISHMENTS LISTED IN THE "SINGAPORE OFFICIAL GUIDE" BY CITY OF SINGAPORE PROVIDED BY A BOARDING PARTY.

D. RESTAURANTS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) RECOMMEND ANY OF RESTAURANTS LISTED IN THE "SINGAPORE OFFICIAL GUIDE". THE RAND-MONALLY SERIES ALSO PROVIDES EXCELLENT INFORMATION.

E. HOTELS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) YORK HOTEL, MT. ELIZABETH RD, HAS DINING AND BEVERAGE FACILITIES. PRICE WAS \$60.00/DAY.

F. ATHLETICS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) SOCCER, BASKETBALL, AND RUGBY COMPETITIONS WITH LOCAL TEAMS CAN BE ARRANGED VIA THE SINGAPORE SPORTS COUNCIL.

G. BEACHES. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPEDET FOXTROT INSTRUCTION 3170.1F.

H. CHURCHES. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

I. TRANSPORTATION. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

J. TOURS. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) A CITY TOUR (\$12.00, 3 1/2 HRS) WAS AVAILABLE BY THE TOUR EAST AGENCY.

K. SHOPPING. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

(AUG 87) (USS DULUTH) MANY SHOPPING MALLS ARE LOCATED ALONG ORCHARD/SCOTTS/TANGLIN ROADS AND ROBINSON SHOPPING CENTER. BARGAINING ITEMS ARE ELECTRONICS AND CLOTHING, CAMERA EQUIPMENT, COMPUTER SOFTWARE/HARDWARE, AND CARPETS.

L. THEATER AND CINEMA. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

M. PHYSICAL SECURITY. (AUG 87) WHILE AT ANCHORAGE, RECOMMEND EXTERNAL SECURITY WATCHES AND PICKET BOAT WATCH. SHIPBOARD JZ CIRCUITS FOR EXTERNAL SECURITY WATCHES AND WALKI-TALKIE FOR PICKET BOAT.

SEMBAWANG PORT IS CONTROLLED AREA, GUARDED BY PORT OF SINGAPORE PERSONNEL. SECURITY WAS EXCELLENT. THE AREA IS FENCED. NAVAL BERTHS CAN BE SEPARATED FROM MILITARY COMMERCIAL BERTHS BY FENCES. NO DIVER SERVICE IS AVAILABLE. LIBERTY PARTY WAS ATTIRED IN CIVILIAN CLOTHES DUE

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TO CURRENT THREAT CONDITION. MAJOR SINGAPORE ARMY BASE IS LOCATED 15-MIN AWAY.

- (1) NO SECURITY RELATED REQUESTS WERE MADE OF LOCAL AUTHORITIES.
- (2) NO APPARENT REACTION TO SHIP'S SELF DEFENSE MEASURES WERE NOTED.
- (3) LOCAL AUTHORITIES ARE EXTREMELY SECURITY CONSCIOUS.
- (4) MORE SECURE AREAS WERE NOT AVAILABLE.
- (5) THREAT BRIEF BY NIS WAS ACCURATE: USNAVOFF PROVIDED EXCELLENT SUPPORT.
- (6) TAILORED THREAT ASSESSMENT AND OTHER SOURCE MATERIAL WAS USED ALONG WITH CURRENT PACFLT THREATCON IN DETERMINING SECURITY MEASURES.
- (7) NO CHANGES WERE MADE TO PREPLANNED SECURITY POSTURE.
- (8) SEMBAWANG IS A SAFE AND SECURE PORT. NO SPECIAL BRIEFS REQUIRED.

N. MISCELLANEOUS INFORMATION. (NOV 87) (FICPAC) CONSULT USNAVOFF/MOSUPPUDET FOXTROT INSTRUCTION 3170.1F.

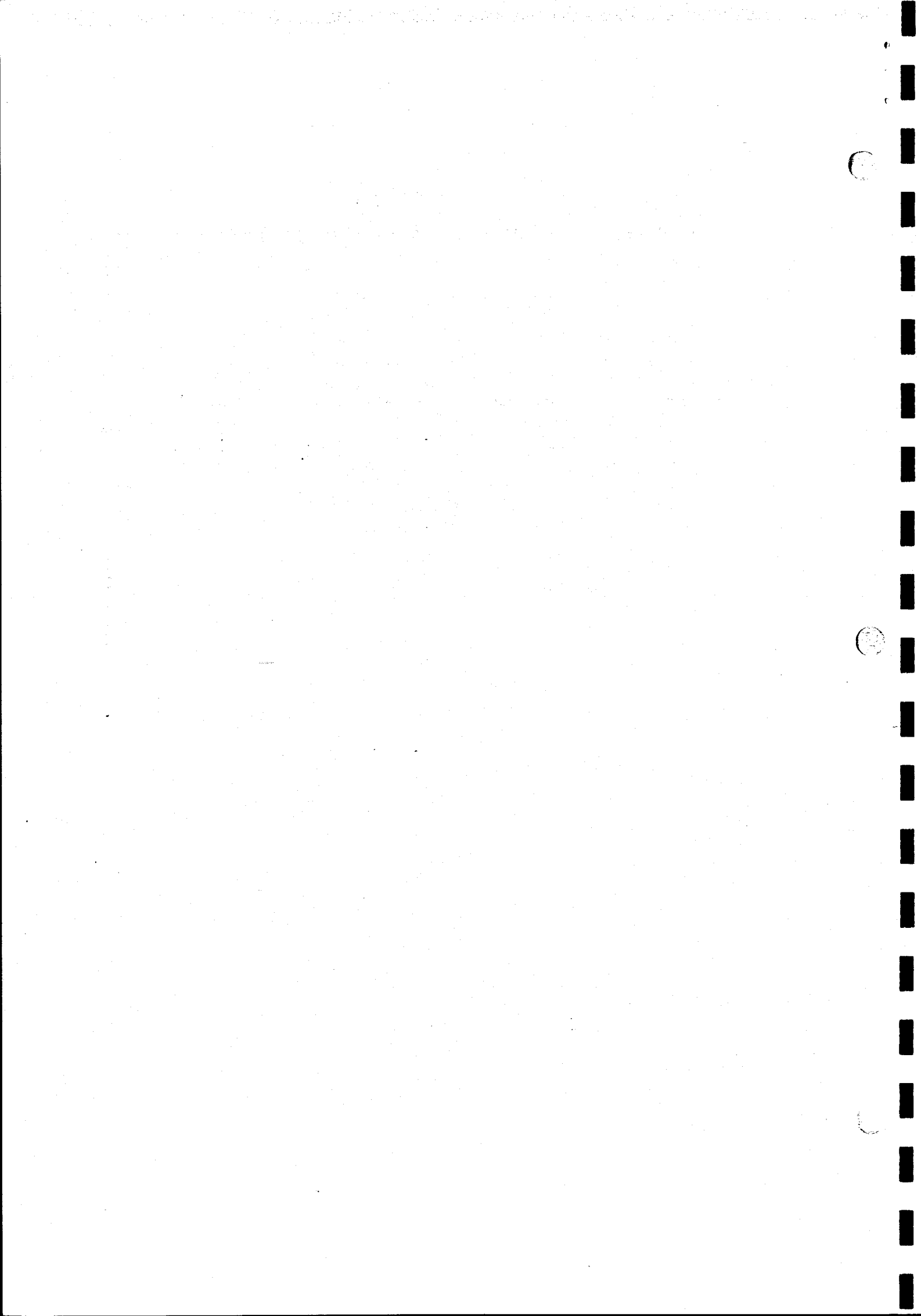
(AUG 87) (USS DULUTH) THE CURRENCY EXCHANGE RATE IN AUG 87 WAS SINGAPORE \$2.10 TO U.S. DOLLAR. CURRENCY EXCHANGE WAS CONDUCTED ON BOARD BY CHASE MANHATTAN BANK AND ALSO WAS AVAILABLE AT CLIFFORD LANDING.

NO ANTI-AMERICAN DEMONSTRATION OF ANY KIND WAS OBSERVED. THE SHIP GAVE CLOSE ATTENTION TO EMCON AND COMSEC PROCEDURES BECAUSE SEVERAL SOVIET, CHINESE, AND IRANIAN SHIPS WERE ANCHORED AS CLOSE AS 1,000 YDS AWAY AT THE COMMERCIAL SHIPPING ANCHORAGE.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, NOV 87.

T1-7
(CH-6)

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HONG KONG, UK

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 88) (FICPAC) HONG KONG HARBOR (VICTORIA HARBOR) (22-18N/114-10E) IS A FINE, NATURAL HARBOR AND LIES BETWEEN ISLAND OF HONG KONG TO SOUTH AND MAINLAND TO NORTH. THE HARBOR IS 11.3 KM (7 MI) LONG, 1.2-4.8 KM (3/4-3 MI) WIDE, AND GENERAL DEPTHS 5.5-18.3 M (18-60 FT). HILLS ON EITHER SIDE PROVIDE GOOD PROTECTION AND NUMBER OF ISLANDS AND ISLETS BREAK FORCE OF WIND AND SEAS FROM EAST AND WEST. KOWLOON PENINSULA, EXTENDING 4.8 KM (3 MI) SOUTH FROM THE MAINLAND SHORE, DIVIDES THE HARBOR INTO TWO PARTS. WESTERN PART CONTAINS PRINCIPAL PORT FACILITIES, ANCHORAGE, AND MOORING BERTHS. TWO SMALL BREAKWATER-PROTECTED BASINS INSIDE THE HARBOR PROVIDE TYPHOON PROTECTION FOR SMALL CRAFT.

B. APPROACHES, LIGHTS, ETC. (JUN 88) (FICPAC) CONSULT DMAHTC PUB 161 (4TH ED 1988) AND CHARTS 93733, 93734, AND 93736.

(APR 88) (USS CHANDLER) CHANDLER AND MCCLUSKY ENTERED/DEPARTED THE PORT VIA THE EAST LAMMA CHANNEL. ACCORDING TO USDLO USING EAST LAMMA CHANNEL WAS NECESSARY DUE TO EXCESSIVE DELAYS EXPERIENCED IN TATHONG/LEI YUE MUN PASS DURING CONSTRUCTION OF A SECOND HARBOR TUNNEL.

C. PILOTAGE. (APR 88) (USS CHANDLER) PILOTAGE IS COMPULSORY AT ALL TIMES ALTHOUGH CHANDLER DID NOT NEED A PILOT ASSISTANCE IN ANCHORING AT OA-1 ANCHORAGE. MCCLUSKY'S PILOT BOARDED AT GREEN ISLAND. KELLET BUOY WAS NOTED MISSING BUT THIS FACT HAD NO IMPACT ON NAVIGATION. TRAFFIC THROUGH THE NORTH FAIRWAY CHANNEL AND VICTORIA HARBOR WAS MODERATE WHICH CAUSED THE PILOT TO INSIST ON 3-6 KTS THROUGH THE CHANNEL. CHART 93736 REPORTS CHANNEL DEPTH BETWEEN NORTHERN 2-3 BUOYS AND VICTORIA-NORTHERN 1 BUOYS AT 8 M (26 FT); HOWEVER, DEPTH WAS FOUND TO BE 14 M (46 FT) AT HIGH TIDE. A REQUESTED TUG WAS ON STATION WAITING. BUOY MOORING PARTY IMPOSED SPEED LIMITS COMBINED WITH LATE ARRIVAL OF CONTRACT BUOY PARTY MADE THE EXACT TIMING REQUIRED BY SOPA REGS DIFFICULT TO ATTAIN. MCCLUSKY MOORED TO RN-2 BUOY IN VICTORIA HARBOR JUST 250 YDS FROM HMS TAMAR AND FENWICK PIER.

D. ENTRANCE. (APR 88) (USS CHANDLER) CONSULT PUB 161.

E. CHANNEL. (APR 88) (USS CHANDLER) CHANDLER AND MCCLUSKY USED THE EAST LAMMA CHANNEL AND THE APPROACH WAS MADE SOUTH OF PO TOI ISLAND. THERE IS A SPEED LIMITATION OF 8 KTS IN THE VICTORIA HARBOR AREA ALTHOUGH ACCORDING TO THE PILOT, APPROACHES FROM THE SOUTH (EAST LAMMS CHANNEL) HAVE NO SPEED RESTRICTIONS.

F. ANCHORAGES. (APR 88) (USS CHANDLER) CHANDLER RECEIVED DIPLOMATIC CLEARANCE TO ANCHOR AT THE OA-1 ANCHORAGE WHILE MCCLUSKY MOORED AT RN-2 BUOY WITH A PILOT ASSISTANCE. THE OA-1 ANCHORAGE WAS 16.8 M (55 FT) DEEP WITH EXCELLENT MUD/SAND HOLDING GROUND AND OFFERED FAIR PROTECTION. MCCLUSKY AT RN-2 BUOY WAS ONLY A FEW MINUTES VIA LIBERTY BOAT TO FENWICK PIER.

G. WRECKS AND OBSTRUCTIONS. (APR 88) THE QUEEN ELIZABETH WAS DESTROYED BY FIRE AND CAPSIZED IN JANUARY 1972 AT 22-19-36N/114-06-45E. UNDERWATER SALVAGE IS STILL CONTINUING.

H. TIDES AND CURRENTS. (APR 88) (USS CHANDLER) CONSULT PUB 161.

T2-1
(CH-8)

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- I. WEATHER AND WINDS. (APR 88) (USS CHANDLER) CONSULT PUB 161.
2. BERTHING AND FACILITIES
- A. MOORINGS, WHARFAGE, ETC. (APR 88) (USS CHANDLER) CONSULT PUB 161.
- B. FUEL, LUBE, AND DIESEL OIL. (APR 88) ABUNDANT FUEL, DIESEL OIL, JP5, AND AVGAS WERE AVAILABLE BY FUEL BARGE AT A RATE OF 300-500 GAL/HR. ABUNDANT LUBE OIL WAS AVAILABLE IN 55-GAL DRUMS AND DELIVERED BY BOAT. LIMITED CRUDE OIL WAS AVAILABLE.
- C. MECHANICAL HANDLING FACILITIES. (APR 88) U.S. GOVERNMENT-OWNED MECHANICAL FACILITIES ARE NOT AVAILABLE IN HONG KONG AND ONE ARE UNDER CONTRACT. DERRICKS AND CRANES WITH CAPACITIES UP TO 20 TONS AND FORKLIFT TRUCKS ARE OWNED BY HONG KONG AND KOWLOON WHARF AND GODOWN CO., LTD. THE HONG KONG UNITED DOCKYARD OWNS AN ELECTRIC CANTILEVER CRANE WITH A LIFTING CAPACITY OF 100 TONS.
- D. DRYDOCK AND REPAIR FACILITIES. (APR 88) THERE ARE NO REPAIR FACILITIES UNDER CONTRACT TO THE U.S. NAVY. WILLIAMSON MARINE SERVICES, 24 HANCHEONG ST, TEL 3-944241, IS RECOMMENDED BY THE NAVY CONTRACTING DEPT FOR DIVERS AND ROUTINE REPAIRS.
(APR 88) (USS CHANDLER) MCCLUSKY RECEIVED HULL MAINTENANCE SERVICES.
- E. WAREHOUSES AND STORAGE AREAS. (APR 88) NO U.S. GOVERNMENT WAREHOUSING FACILITIES ARE AVAILABLE IN HONG KONG AND NONE ARE UNDER CONTRACT. ORDINARY COMMERCIAL WAREHOUSE SPACE IS OWNED BY THE FOLLOWING COMPANIES:
HONG KONG AND KOWLOON WHARF AND GODOWN CO., LT. - 350,000 TONS
NORTH POINT WHARVES, LTC. - 250,000 TONS
- F. STEVEDORES. (APR 88) STEVEDORING SERVICES MAY BE OBTAINED THROUGH THE NAVY PURCHASING DEPARTMENT FROM ESTABLISHED STEVEDORING CONTRACTORS.
- G. PORT CAPACITY. (APR 88) THE PORT OF HONG KONG CAN ACCOMMODATE 150 OCEAN-GOING MERCHANT SHIPS PER DAY.
- H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 88) COMMERCIAL FERRY SERVICE IS AVAILABLE BETWEEN HONG KONG ISLAND AND KOWLOON. THE HARBOR TUNNEL, COMPLETED IN 1972, OFFERS QUICK TRANSPORTATION TO KOWLOON. BUS TRANSPORTATION FOR OFFICIAL SHIP FUNCTIONS CAN BE ARRANGED THROUGH THE NAVY PURCHASING DEPARTMENT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 88) VEHICLE LIGHTERS AND BARGES OWNED BY COMMERCIAL WAREHOUSE COMPANIES MAY BE OBTAINED UNDER CONTRACTS ISSUED BY THE NAVY PURCHASING DEPARTMENT. REQUESTS FOR THESE SERVICES SHOULD BE SENT TO NPD, HONG KONG. AN ALMOST INFINITE NUMBER OF CHINESE JUNKS AND SAMPANS ARE ALSO AVAILABLE FOR THE TRANSPORTATION OF MATERIAL. ARRANGEMENTS FOR SUCH SERVICES SHOULD ALWAYS BE MADE THROUGH THE NAVY PURCHASING DEPARTMENT.

B. DREDGES AND MISCELLANEOUS CRAFT. (APR 88) (USS CHANDLER) DUE TO CHANDLER'S DEEP DRAFT, THE SHIP HAD TO ANCHOR AT OA-1, NEAR GREEN ISLAND. THIS REQUIRED THE USE OF ONE 150-MAN CAPACITY LIBERTY BOAT WHICH MADE A

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ROUND TRIP EVERY 1.5 HOURS TO THE FLEET LANDING AT FENWICK PIER. (TRIP WAS 45 MINUTES EACH WAY.) DUE TO HIGH WINDS AND A RATHER HEAVY CHOP IN THE VICINITY OF OA-1 ANCHORAGE A SMALLER LIBERTY BOAT CANNOT OPERATE. COST FOR LARGE BOAT WAS APPROXIMATELY US\$90.00 PER ROUND TRIP BUT WELL WORTH IT. THE BOAT SAFELY OPERATED AROUND THE CLOCK IN SIGNIFICANT CHOP AND IN WINDS OF 30-45 KTS. BOAT-HANDLING AND SEAMANSHIP OF CHINESE BOAT CREW WAS SUPERB. DESPITE FOUL WEATHER, THE BOAT CLOSELY FOLLOWED AGREED UPON SCHEDULE.

C. WATER. (APR 88) (USS CHANDLER) POTABLE WATER WAS RECEIVED BY CHANDLER FROM A WATER BARGE OF 70-TON CAPACITY AT APPROXIMATELY 1,000 GAL/HR THROUGH A 3.8 CM (1.5 IN) HOSE. WATER WAS VERY SATISFACTORY. THERE WAS NO EVIDENCE OF OFF TASTES, COLORS, OR ODORS. THERE WAS NO RESTRICTIONS ON AMOUNT.

D. AIRFIELDS. (APR 88) HONG KONG INTERNATIONAL AIRPORT (KAI TAK) IS LOCATED IN KOWLOON AND IS EQUIPPED TO HANDLE ALL TYPES OF AIRCRAFT, INCLUDING MILITARY FLIGHTS. THE ASPHALT RUNWAY, BUILT ON RECLAIMED LAND, HAS AN ORIENTATION OF 130/310 AND A DIMENSION OF 3,331 X 60.9 M (10,930 X 200 FT).

E. COMMUNICATIONS. (APR 88) (USS CHANDLER) CONTACT HARBOR CONTROL (CALL SIGN "MARDEP") AND SET-UP COMMUNICATIONS WITH HMS TAMAR (CALL SIGN "FLAG") BY PROCEDURES DETAILED IN PUB 161. SHIPS ARE REQUIRED TO GUARD VHF CHANNEL 12. THERE ARE THREE 24-HR FLASHING LIGHT/FLAG-HOIST STATIONS: WAGLAN ISLAND, GREEN ISLAND, AND MARINE DEPARTMENT HEADQUARTERS.

OVERSEA CALLS TO CONUS CAN BE CONVENIENTLY MADE USING THE USA DIRECT SERVICE LOCATED AT FENWICK PIER, CHINA FLEET CLUB, AND HOTELS. ARRANGEMENTS FOR MAIL PICK-UP, DELIVERY CAN BE MADE VIA LOGREQ TO USDLO HK. REGULAR U.S. MAIL SERVICES ARE OBTAINABLE AT FENWICK PIER AND CHINA FLEET CLUB.

F. MEDICAL. (APR 88) (USS CHANDLER) QUARANTINE OFFICIALS BOARDED UPON ARRIVAL. DURING THE PORT BRIEF, QUARANTINE DECLARATION AND "DERATTING" CERTIFICATE WERE REQUESTED. LOCAL MEDICAL FACILITY UTILIZED WAS THE HONG KONG ADVENTIST HOSPITAL ON STUBBS ROAD. DR. CATTON AT THE ADVENTIST HOSPITAL IS HIGHLY RECOMMENDED AND SERVICES WERE COMPARABLE TO U.S. STANDARDS.

GENERAL IMPRESSION OF THE HARBOR AREA IS THAT THERE IS EVIDENCE OF A MODERATE LEVEL OF INDUSTRIAL POLLUTANTS IN THE WATER. SHIP AND SMALL BOAT TRAFFIC WAS EXTREMELY ABUNDANT WITH A WIDE ASSORTMENT OF SURFACE CRAFT NOTED. FOR THE MOST PART, URBAN AREAS ARE CROWDED AND HEAVILY POPULATED BUT WERE SUFFICIENTLY CLEAN. SANITARY COMPLIANCE IS ACCEPTABLE IN RESTAURANTS AND BARS, BUT IT IS QUESTIONABLE FOR STREET VENDORS. ILLICIT DRUG ARE KNOWN TO EXIST, BUT NONE WERE NOTED. THERE IS A WIDESPREAD AVAILABILITY OF PROSTITUTES ON STREETS AND IN BARS. SEXUALLY TRANSMITTED DISEASES INCLUDE LYG, GC, PPNG, NGU, AND HSV. A COMMUNICABLE DISEASES ENDEMIC TO THE AREA IS HEPATITIS A.

G. GASOLINE. (APR 88) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (APR 88) MCCLUSKY PURCHASED GOOD QUALITY FFV. REQUIREMENTS WERE ADDRESSED IN LOGREQ TO USDLO.

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I. GARBAGE AND WASTE DISPOSAL. (APR 88) (USS CHANDLER) CHANDLER AND MCCLUSKY RECEIVED SERVICES WHICH WERE CONTRACTED BY THE U.S. NAVY CONTRACTING DEPARTMENT. THE BOAT USED WAS A LOCAL FISHING BOAT WHICH CAME ALONGSIDE AND PICKED UP TRASH TWICE DAILY, USUALLY AT 0800 AND 1700, BUT PICK-UP TIMES CAN BE ARRANGED WITH THE VENDOR. THE BOAT COULD HOLD APPROXIMATELY 2,000 LBS OF WASTE. SERVICES SHOULD BE REQUESTED IN LOGREQ. COST WAS APPROXIMATELY US\$100.00 PER DAY.

4. PERSONALIA

A. CALLS. (APR 88) (USS CHANDLER) USDLO HONG KONG ARRANGES OFFICIAL CALLS FOR COMMANDING OFFICERS ARRIVING IN HONG KONG. NO OFFICIAL FUNCTIONS WERE CONDUCTED BY EITHER VESSEL. CO'S AND XO'S ATTENDED AN AMERICAN CLUB (CENTRAL HONG KONG) RECEPTION. NO PUBLIC AFFAIRS PROJECTS WERE CONDUCTED BY EITHER SHIP.

B. HONORS. (APR 88) THE U.S. NAVY LIAISON OFFICER WILL PROMULGATE INSTRUCTIONS CONCERNING GUN SALUTES AND DRESS/FULL DRESS SHIP REQUIREMENTS FOR USN SHIPS VISITING HONG KONG. THE FOLLOWING DATES ARE THE OCCASIONS WHEN SALUTING USN SHIPS WILL BE INVITED BY THE CAPTAIN-IN-CHARGE TO PARTICIPATE IN 21 GUN SALUTES:

- 6 FEBRUARY - ACCESSION DAY OF H.R.H. ELIZABETH II
- 21 APRIL - BIRTHDAY OF H.R.H. ELIZABETH II
- MAY - (SPECIFIC DATE DETERMINED YEARLY) - OFFICIAL BIRTHDAY OF ELIZABETH II
- 2 JUNE - ANNIVERSARY OF THE CORONATION OF H.R.H. ELIZABETH II
- 10 JUNE - BIRTHDAY OF H.R.H. THE DUKE OF EDINBURGH
- 4 AUGUST - BIRTHDAY OF H.R.H. THE QUEEN MOTHER

ALL USN SHIPS IN HONG KONG ON THE ABOVE DATES AND ON 24 MAY (COMMONWEALTH DAY) WILL FULL DRESS SHIP. IT IS THE CUSTOM OF THE CAPTAIN-IN-CHARGE, HONG KONG, TO PARTICIPATE IN U.S. HOLIDAYS CALLING FOR GUN SALUTES, FULL DRESS SHIP AND DRESS SHIP HONORS. U.S. NAVY REGULATIONS AND DNC 27 LISTS U.S. HOLIDAYS AND SPECIAL HONORS REQUIRED. IT IS A TRADITION IN HONG KONG FOR SOPA TO THANK THE ROYAL NAVY FOR PARTICIPATING IN U.S. HOLIDAYS REQUIRING HONORS.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 88) THE HISTORY OF HONG KONG IS LONGER THAN THAT OF THE COLONY ITSELF AND BEGINS MORE THAN 400 YEARS AGO WHEN THE FIRST EUROPEANS WERE ATTEMPTING TO PENETRATE CHINA FOR TRADE PURPOSES. THE PORTUGUESE TRADERS WERE THE FIRST IN THE AREA. THEY ARRIVED ON THE CHINA COAST IN 1513 AND MANAGED TO OBTAIN AN ESTABLISHMENT AT MACAO IN 1557 THROUGH WHICH THEY SOUGHT TRADE WITH CHINA.

WHEN BRITISH AND DUTCH TRADERS FOLLOWED THE PORTUGUESE, IN THE FIRST DECADE OF THE 17TH CENTURY, THEY FOUND THAT THE CHINESE REFUSED TO HAVE ANY DEALINGS WITH EUROPEANS OTHER THAN THE PORTUGUESE. IT WAS NOT UNTIL 1700 THAT BRITISH TRADE WITH CHINA WAS ESTABLISHED AS A RESULT OF A CHANGE IN CHINESE POLICY.

DURING THE NEGOTIATIONS BETWEEN THE BRITISH PLENIPOTENTIARY AND THE REPRESENTATIVE OF THE CHINESE EMPEROR FOLLOWING THE OPIUM WAR OF 1839-1842, THE ISLAND OF HONG KONG WAS OFFERED TO BRITISH TRADERS AS A

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DEPOT. THE OFFER WAS ACCEPTED AND THE ISLAND WAS OCCUPIED BY THE BRITISH IN JANUARY 1841 WITHOUT WAITING FOR FORMAL RATIFICATION OF THE OFFER. THE CESSATION OF THE ISLAND WAS CONFIRMED IN THE TREATY OF NANKING IN 1842, AND HONG KONG WAS, FROM THE START, ESTABLISHED AS A FREE PORT, OPEN TO ALL.

KOWLOON AND THE SMALL STONECUTTER'S ISLAND WERE CEDED TO BRITAIN IN 1860 BY THE CONVENTION OF PEKING, AND THE AREA KNOWN AS THE NEW TERRITORIES WAS LEASED TO BRITAIN FOR A PERIOD OF 99 YEARS IN 1898. DURING ITS EARLY YEARS, HONG KONG WAS NOT HIGHLY REGARDED BY THE BRITISH PUBLIC. IT HAD A REPUTATION FOR DISEASE, TYPHOONS, AND PIRATES.

THE GOVERNMENT OF HONG KONG DERIVES ITS AUTHORITY FROM A LETTER PATENT AND ROYAL INSTRUCTIONS ISSUED FROM LONDON. IT IS GOVERNED BY A GOVERNOR, ASSISTED BY AN EXECUTIVE COUNCIL AND A LEGISLATIVE COUNCIL.

THE BRITISH CROWN COLONY OF HONG KONG COMPRISES AN AREA OF APPROXIMATELY 1,013 SQ KM (391 SQ MI) AND INCLUDES THE ISLAND OF HONG KONG AND KOWLOON, AND THE LEASED TERRITORIES. NUMEROUS UNINHABITED ISLANDS ARE ALSO INCLUDED IN THE LEASED TERRITORIES. THE PRINCIPAL BUSINESS AREA IS LOCATED ON THE ISLAND OF HONG KONG AND IS OFFICIALLY KNOWN AS THE CITY OF VICTORIA ALTHOUGH IT IS GENERALLY REFERRED TO AS "HONG KONG" OR "CENTRAL".

THE HARBOR ITSELF IS CONSIDERED TO BE ONE OF THE MOST BEAUTIFUL IN THE WORLD. THE CITY OF KOWLOON LIES ACROSS THE HARBOR FROM VICTORIA, A DISTANCE OF ABOUT 1.6 KM (1 MI). THE KOWLOON PENINSULA IS FAIRLY FLAT AND IS DIVIDED FROM THE NEW TERRITORIES BY A RANGE OF HILLS. THE PASSENGER FERRY SERVICE BETWEEN THE ISLANDS AND THE MAINLAND IS EXCELLENT EXCEPT AT RUSH HOURS WHEN IT IS VERY CROWDED.

(APR 88) (USS CHANDLER) WHEN THE LEASE EXPIRES IN 1997, THE ENTIRE COLONY WILL BE HANDED BACK TO THE CHINESE GOVERNMENT. THE PRINCIPAL POLICE AGENCY IN THE COLONY IS THE ROYAL HONG KONG POLICE (RHKP). MANY KEY POSTS ARE NOW BEING FILLED BY CHINESE IN PREPARATION FOR THE HANDOVER IN 1997. THE PRINCIPAL LANGUAGE SPOKEN IS CANTONESE BUT ENGLISH-SPEAKING OFFICERS WEAR A RED BACKING TO THE NUMBER WORN ON THEIR EPAULETTES. THE PRINCIPAL SERVICE POLICE FORCE IS THE ROYAL MILITARY POLICE (RMP) WHO HAVE THREE DETACHMENTS: HONG KONG ISLAND, KOWLOON, AND THE NEW TERRITORIES. RMP CAN ARREST ANY SERVICE MAN COMMITTING AN OFFENSE UNDER THE "VISITING FORCES ACT OF 1952", AS IN THE RHKP A NUMBER OF LOCALLY ENLISTED CHINESE PERSONNEL ARE PART OF THE RMP WHO ARE ALL TRAINED IN THE UNITED KINGDOM. THE RMP CAN BE RECOGNIZED BY THEIR SCARLET PEAK CAP OR BERET AND THEIR SCARLET ARMBAND MARKED "MP". ALL MILITARY PERSONNEL IN HONG KONG ARE REQUIRED BY LAW TO CARRY IDENTIFICATION CARDS. IF STOPPED BY THE POLICE (RHKP/RMP) AND NOT IN POSSESSION OF ID CARD, ONE CAN BE DETAINED UNTIL ID IS VERIFIED.

A GREAT DEAL OF INFORMATION ON SHOPPING, ENTERTAINMENT AND SIGHTSEEING IS AVAILABLE AT THE INFORMATION BOOTH AT FENWICK PIER. A VARIETY OF PAMPHLETS AND "FACT SHEETS" PUBLISHED BY THE HONG KONG TOURIST ASSOCIATION ARE FREE FOR THE TAKING AND PROVIDE INFORMATION ON INTERESTING PLACES TO VISIT AND THINGS TO DO. THE "OFF DUTY" SPECIAL EDITION MAGAZINE WAS ALSO QUITE BENEFICIAL. THE SERVICEMEN'S GUIDES ASSOCIATION (SGA) (HEADQUARTERED AT FENWICK PIER) PUBLISHES AND PROVIDES A FREE AND INDISPENSABLE POCKET-SIZED 175-PAGE GUIDE TO HONG KONG ALSO AVAILABLE AT FENWICK PIER.

USDLO COORDINATED ALL ADVANCED PLANNING FOR THE VISIT. PRIOR TO ARRIVAL USDLO PROVIDED AT EXTENSIVE PORT VISIT PACKAGE WHICH PROVED HANDY IN PLANNING THE VISIT AND POINTING OUT HIGHLIGHTS TO THE CREW. SHIPBOARD TOURS WERE NOT SCHEDULED OR PROVIDED; HOWEVER, USDLO AIDED IN TRANSFERRING TWO CHANDLER EMERGENCY LEAVE CASES.

T2-5
(CH-8)

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B. LIBERTY. (APR 88) (USS CHANDLER) THE PRE-ARRIVAL INFORMATION AND PORT BRIEF PROVIDED BY USDLO PROVED VERY BENEFICIAL. MOST MEMBERS SPENT THEIR FIRST HOURS AT THE CHINA FLEET CLUB AND THEN PROCEEDED TO EXPLORE HONG KONG ISLAND AND KOWLOON. EACH SHIP PROVIDED A HALF-DOZEN PERSONNEL IN CIVILIAN CLOTHES FOR SHORE PATROL NIGHTLY. SHORE PATROL HEADQUARTERS WAS AT FENWICK PIER. LIBERTY WAS GRANTED IN CIVILIAN ATTIRE ONLY. LIBERTY IN GENERAL WAS OUTSTANDING AND NO SIGNIFICANT LIBERTY INCIDENTS OCCURRED DURING THE VISIT. TATTOO PARLORS ARE OFF LIMITS TO SERVICEMEN, AS THE RISK OF CONTRACTING HEPATITIS B IS HIGH. CREW MEMBERS WERE ALSO ADVISED BEFOREHAND THAT DRUG STORES WERE OFF LIMITS, AS PRESCRIPTION DRUGS AND NARCOTICS COULD BE SOLD OVER-THE-COUNTER.

C. CLUBS AND BARS. (APR 88) (USS CHANDLER) AN RMP HANDOUT ADVISED THAT SERVICEMEN NOT USE CREDIT CARDS IN CLUBS/BARS TO LOOK FOR PRICE LISTS AND PAY FOR ONE DRINK AT A TIME. BY LAW, EACH BAR MUST DISPLAY A PRICE LIST. THE HANDOUT ALSO ADVISED THAT IF A CLUB IS ADVERTISED ONLY IN CHINESE CHARACTERS WITH NO ENGLISH SIGNS OR NOTICES, YOU ARE PROBABLY NOT WELCOME AND THAT THIS TYPE OF CLUB SHOULD BE AVOIDED. IN GENERAL, BAR GIRLS IN HONG KONG ARE EXPENSIVE AND ONE MUST BEWARE OF MINIMUM HOURLY CHARGES. THE RATE OF SEXUALLY TRANSMITTED DISEASES IS HIGH. CASUAL PICK-UPS IN DISCOS ARE THE MAIN SOURCE OF DISEASE, AS THE CARRIERS MAY BE UNAWARE AND DO NOT GO TO CLINICS FOR ROUTINE CHECK-UPS.

D. RESTAURANTS. (APR 88) (USS CHANDLER) WHILE HONG KONG IS FAMOUS FOR ITS NUMBER AND VARIETY OF RESTAURANTS, THOSE CREW MEMBERS WITH LITTLE KNOWLEDGE OF CHINESE CUISINE (NEARLY ALL) FOUND RESTAURANT AND MEAL SELECTION SIMPLY OVERWHELMING; HOWEVER, MOST WENT AWAY QUITE SATISFIED.

E. HOTELS. (APR 88) (USS CHANDLER) DUE TO THE HIGH TOURIST POPULATION IN HONG KONG FOR THE SEVENS RUGBY TOURNAMENT, HOTEL ACCOMMODATIONS WERE BASICALLY NON-EXISTENT. A FEW CREW MEMBERS FOUND ACCOMMODATIONS IN THE SALISBURY INN/YMCA IN KOWLOON WHICH PROVIDED VERY NICE ROOMS COMPARABLE TO A HOLIDAY INN COSTING US\$28.00 FOR A DOUBLE, AND US\$50.00 FOR A FOUR-MAN SUITE. THIS INN IS LOCATED A 5-MIN WALK FROM THE STAR FERRY/OCEAN TERMINAL.

F. ATHLETICS. (APR 88) THE SERVICEMEN'S GUIDE ASSOCIATION (SGA) ON FENWICK PIER ARRANGES MOST ATHLETIC PROGRAMS FOR VISITING SHIPS THROUGH ITS PROGRAM DIRECTOR.

BASKETBALL - CHINESE YMCA, INTERNATIONAL SCHOOL (MON EVENING ONLY), AND VICTORIA PARK. LOCAL TEAMS ARE AVAILABLE FOR A FRIENDLY GAME OF BASKETBALL.

BOWLING - FOURSEAS BOWLING CENTER, TAI KOO SHING CITY PLAZA; BRUNSWICK BOWLING CENTER, MIDDLE RD, KOWLOON; AND SOUTH CHINA ATHLETIC ASSOCIATION BOWLING CENTER, CAROLINE HISS RD. VISITING MEMBERSHIP IS REQUIRED TO PLAY AND MAY BE OBTAINED AT THE GENERAL OFFICE.

GOLF - ROYAL HONG KONG GOLF CLUB AND FANLING GOLF COURSE, FANLING, NEW TERRITORIES. GOLF PERMITS ARE REQUIRED AND ARE AVAILABLE ONLY FOR WEEKDAYS.

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SOCCER - A SOCCER FIELD DAY MAY BE MADE AVAILABLE BY APPLYING THROUGH THE URBAN SERVICES DEPARTMENT ONE MONTH IN ADVANCE.

SOFTBALL - THE ONLY SOFTBALL FIELD AVAILABLE IS THE TIN KWONG ROAD SOFTBALL FIELD, KOWLOON, WHICH IS OPERATED BY THE HONG KONG SOFTBALL ASSOCIATION. IT IS AVAILABLE ONLY ON WEEKDAYS. FAST PITCH TEAMS ARE AVAILABLE FOR GAMES AGAINST VISITING SHIPS.

SCUBA DIVING - COMPLETE EQUIPMENT FOR SCUBA DIVING AND QUALIFIED DIVER GUIDES ARE AVAILABLE ON SPECIAL RENTAL TERMS. FOR FURTHER INFORMATION REGARDING ARRANGEMENTS, AQUATIC TOURS, AND EQUIPMENT RENTALS, CONTACT BUNN'S DIVING CORPORATION AT 5-721629.

SQUASH - FOUR SQUASH COURTS ARE AVAILABLE AT VICTORIA PARK. NO TELEPHONE RESERVATIONS ARE ACCEPTED. THE COURTS ARE AVAILABLE ON A FIRST-COME-FIRST-SERVED BASIS. THE COURTS ARE ALWAYS FULL ON WEEKENDS AND PUBLIC HOLIDAYS.

SWIMMING - INDOOR POOLS INCLUDE MORRISON HILL SWIMMING POOL, PAVILION, WANCHAI AND YMCA SALISBURY ROAD, KOWLOON. THERE IS AN OUTDOOR POOL LOCATED AT VICTORIA PARK, CAUSEWAY BAY. THERE ARE NUMEROUS BEACHES AVAILABLE: REPULSE BAY, DEEP WATER BAY, CLEAR WATER BAY, AND SHEK O BEACH. THE BEACH AT SHEK O IS PARTICULARLY RECOMMENDED.

WATER SKIING - SKI BOATS AND OTHER NECESSITIES ARE AVAILABLE AT THE DEEP WATER BAY BEACH. RESERVATIONS MAY BE MADE THROUGH THE PROGRAM DIRECTOR'S OFFICE AT FENWICK PIER OR THROUGH DEEP WATER BAY SPEED BOAT CO., LTD., AT 5-920391.

TENNIS - VICTORIA PARK TENNIS COURTS - NO RESERVATIONS AVAILABLE. WORLD TRADE CENTER-TOP FLOOR-RESERVATIONS ARE AVAILABLE. CLUB DE RECREIO-KINGS PARK, KOWLOON-RESERVATIONS RECOMMENDED.

JOGGING - SCAA STADIUM.
BOWEN ROAD: 2.5 MI ROAD CLOSED TO VEHICLES. APPROXIMATELY 1,000 FT ALTITUDE WITH A BEAUTIFUL VIEW OF HARBOR.

G. BEACHES. (APR 88) SEE SWIMMING IN PARA F.

H. CHURCHES. (APR 88) (USS CHANDLER) SOPA ADMIN HONG KONG PROVIDED CATHOLIC AND PROTESTANT DIVINE SERVICES ONBOARD EACH SHIP ON SUNDAY.

I. TRANSPORTATION. (APR 88) (USS CHANDLER) THE MASS TRANSIT RAILWAY (MTR) OPERATES BETWEEN 0600-2359 OFFERING VERY ECONOMICAL AND EFFICIENT MEANS OF TRANSPORTATION. ALL SERVICES ARE ACCESSIBLE TO FENWICK PIER AND ARE HEAVILY USED BY THE LOCAL POPULATION. THE RATE FOR MTR TO KOWLOON STATIONS IS BETWEEN US\$.25-.60. THERE ARE VARIOUS RESTRICTIONS, E.G., NO SMOKING, NO EATING, ETC, FOR WHICH ONE CAN BE FINED. MANY CREW MEMBERS BECAME NEAR EXPERTS ON THE HONG KONG TRANSIT SYSTEM DEMONSTRATING A REMARKABLE ABILITY TO GET TO MOST PLACES WITH LITTLE EFFORT.

TAXIS OPERATE 24 HRS WITH FARES VARYING BETWEEN US\$.70-5.00 TO MANY LOCATIONS OF INTEREST. TAXIS ARE METERED IN HK\$ AND YOU PAY A HK\$20 SURCHARGE WHEN DRIVING THROUGH THE CROSS HARBOR TUNNEL. THE TAXI RATE IS CURRENTLY HK\$5.50 FOR THE FIRST 2 KM AND HK\$.70 EVERY 0.2 KM THEREAFTER.

T2-7
(CH-8)

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THE TRAM LOOP SERVICE ON HONG KONG COSTS HK\$.60 (FLAT FARE) FOR GETTING ON/OFF ANYWHERE AND IS IDEAL FOR SIGHTSEEING AND PHOTOGRAPHY. TRAM SERVICE FOR VICTORIA PEAK COSTS HK\$4.00. A FREE BUS SERVICE TAKES YOU FROM THE STAR FERRY TERMINAL TO THE TRAM STATION. RICKSHAWS WERE FOUND TO BE VERY EXPENSIVE TOURIST TRAPS. NEGOTIATE A PRICE BEFORE EVEN RIDING ONE. THERE ARE SEVERAL FERRIES BETWEEN HONG KONG ISLAND AND KOWLOON. THE STAR FERRY COMPANY RUNS BETWEEN 0500-2359 DAILY AND LATER ON HOLIDAYS/ WEEKENDS WITH COSTS OF HK\$.70 FOR FIRST CLASS AND HK\$.50 FOR SECOND CLASS.

J. TOURS. (APR 88) (USS CHANDLER) THE MOST POPULAR TOURS WERE THE HONG KONG ISLAND TOUR AND THE KOWLOON & NEW TERRITORIES TOUR. BOTH TOURS WERE 4-HR LONG, WITH MEALS, AT 1000 AND 1400 DEPARTURES, AT US\$12.90. STRONGLY RECOMMEND INDIVIDUALS (MINIMUM OF 5 IN GROUP) ARRANGE OWN TOURS WITH MR. CHANG AT FENWICK PIER. A RELATIVELY SMALL NUMBER OF CREW MEMBERS CHOSE TO TAKE TOURS. ALTHOUGH PLEASED WITH THE TOURS, MOST PARTICIPANTS FELT THAT THEIR TIME WOULD HAVE BEEN BETTER SPENT EXPLORING ON THEIR OWN BECAUSE OF THE SHORT DURATION OF THE PORT VISIT.

K. SHOPPING. (APR 88) (USS CHANDLER) SHOPPING WAS BY FAR HONG KONG'S BIGGEST ATTRACTION. HONG KONG HAS A WORLD-WIDE REPUTATION FOR BEING A COPY CENTER AND LOCAL MANUFACTURERS WILL COPY ANYTHING FROM CLOTHING TO COMPUTERS. SHOPPERS MUST BEWARE OF BUYING CHEAP ITEMS. MOST GUARANTEES ON ITEMS PURCHASE LOCALLY ARE ONLY VALID WHILE YOU ARE STILL IN THE SHOP. THE CHINA FLEET CLUB ON ARSENAL STREET NEAR FENWICK PIER RECEIVED MOST OF THE BUSINESS, AS TIME WAS SHORT AND PURCHASES HAD TO BE MADE QUICKLY. PRICES MAY BE SLIGHTLY HIGHER THERE BUT ALL ARTICLES ARE GENUINE WITH GUARANTEES RECOGNIZED WORLD-WIDE. THE CAUSEWAY, TSIM SHA TSUI (KOWLOON), ABERDEEN AND STANLEY DISTRICTS ACCEPTED MUCH BUSINESS BUT THE CENTRAL AND WESTERN DISTRICTS DID NOT ATTRACT AS MUCH INTEREST. CLOTHING, JEWELRY, CHINA WARE, CAMERA AND ELECTRONIC EQUIPMENT WERE THE BIGGEST SELLERS. SHOPPERS ARE URGED TO USE CASH WHENEVER POSSIBLE ALTHOUGH HONG KONG IS NOTORIOUSLY KNOWN AS A PLACE WHERE YOU CAN NEVER HAVE ENOUGH.

L. THEATER AND CINEMA. (APR 88) THERE ARE SEVERAL ENGLISH AND CHINESE LANGUAGE CINEMAS IN HONG KONG. THEATER AND MUSIC PRODUCTIONS ARE AVAILABLE AT CITY HALL. CINEMA PRICES ARE REASONABLE.

M. PHYSICAL SECURITY. (APR 88) (USS CHANDLER) SHIPBOARD PHYSICAL SECURITY WAS NOT INCREASED FOR THIS PORT AND SHIPS MAINTAINED ROUTINE ARMED SENTRIES AND ROVING PATROLS TOPSIDE. A MILITARY FACILITY IN HONG KONG IS THE HMS TAMAR. SEVERAL PATROL BOATS WERE NOTED MOORED IN THE HARBOR. SECURITY MEASURES IN HONG KONG WERE NOT NOTICEABLY INCREASED FOR THE TWO-SHIP VISIT NOR WERE THERE ANY DEMONSTRATIONS NOTED IN RESPONSE.

N. MISCELLANEOUS INFORMATION. (APR 88) (USS CHANDLER) THE RATE OF CURRENCY EXCHANGE WAS HK\$7.75 PER US\$1.00. EXCHANGE SERVICE WAS NOT CONDUCTED ONBOARD EITHER SHIP. CURRENCY EXCHANGE AND BUY-BACK CAN BE CONDUCTED AT FENWICK PIER AND CHINA FLEET CLUB. EXCHANGE RATE WAS BETTER THAN THAT AT MOST HOTELS. THERE IS A NAVY FEDERAL CREDIT UNION BRANCH AT THE CHINA FLEET CLUB FOR CASHING OF CHECKS. RMP HANDOUTS ADVISED THAT MONEY BE EXCHANGED ONLY AT RECOGNIZED BANKS OR AT FENWICK PIER AND NOT AT SIDE STREET MONEY EXCHANGERS WHO CHARGE HEFTY COMMISSIONS.

CHANDLER/MCCLUSKY VISIT AT HONG KONG WAS VERY ENJOYABLE AND EXCITING FOR ALL HANDS. SHOPPING OPPORTUNITIES WERE EXTREMELY REWARDING FOR

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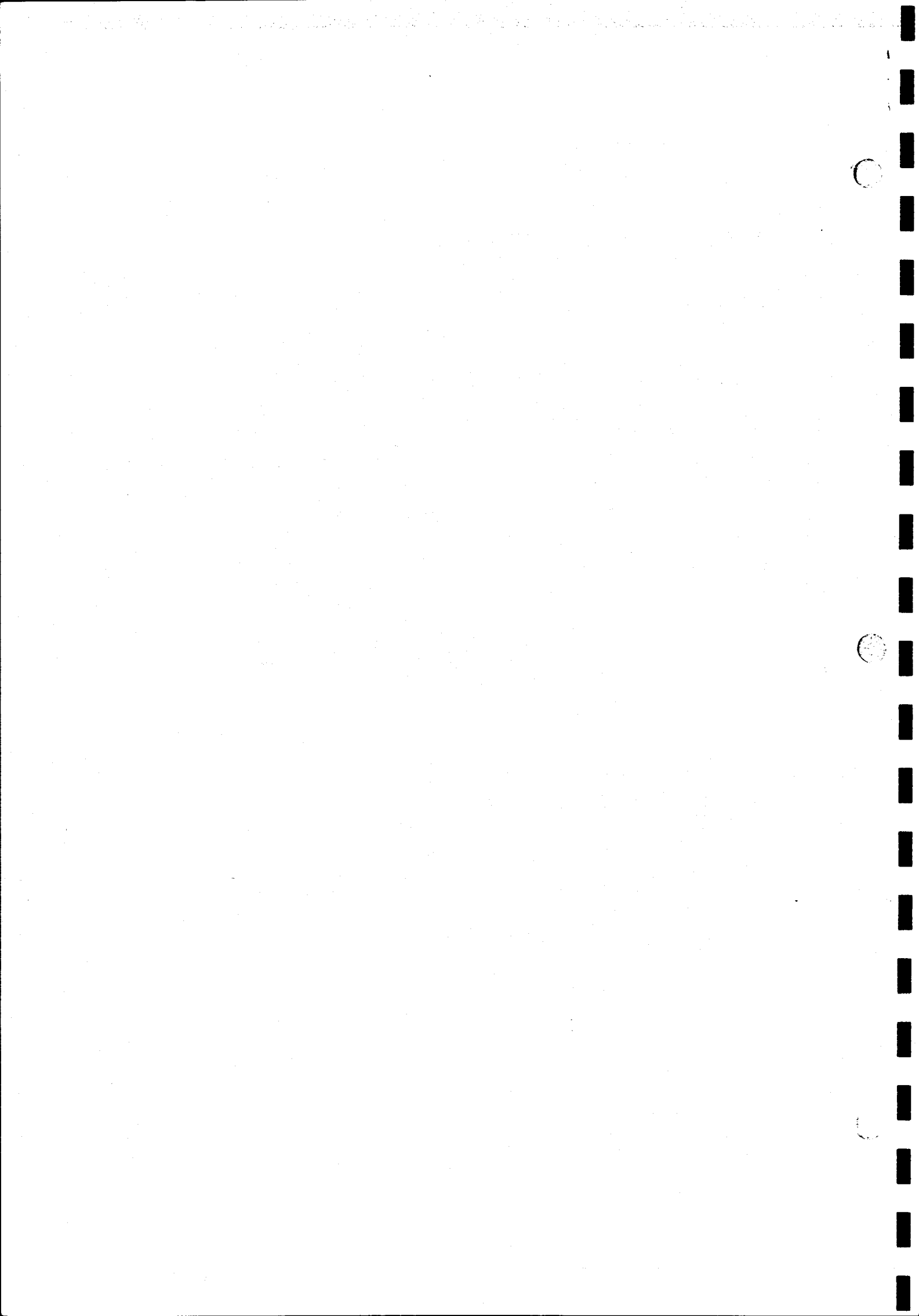
HONG KONG, UK

EVERYONE. ALL COMMENTS BY CREW MEMBERS WERE VERY POSITIVE AND THE LOCAL POPULATION WAS RECEPTIVE TO USN PRESENCE. THE ONLY REGRET EXPRESSED BY NEARLY ALL WAS THE SHORT STAY OF ONLY THREE DAYS. MOST WOULD HAVE PREFERRED 5-6 DAYS TO FULLY SEE HONG KONG. HONG KONG REMAINS ONE OF THE FAVORITE LIBERTY PORTS IN WESTPAC.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, JUN 88.

T2-9
(CH-8)

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SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-86) (FICPAC) SHANG-HAI, CITY, RIVER/SEA-PORT, AND AN INDUSTRIAL AND COMMERCIAL METROPOLIS OF THE PEOPLE'S REPUBLIC OF CHINA, IS LOCATED AT 31°14'N/121°28'E ON THE EAST CHINA SEA COAST. IT CONSISTS OF OUTER AND INNER PORTS. THE OUTER PORT IS ON THE SOUTH SIDE OF THE CHANG CHIANG/JIANG (YANGTZE RIVER) FROM THE SEA (THE ESTUARY) TO THE HUANGPU CHIANG/JIANG (HUANG-PU RIVER) ENTRANCE, 2.8 KM (1 3/4 MI) UPSTREAM. THE INNER PORT EXTENDS FROM THE JUNCTION OF HUANG-PU CHIANG TO THE COMMUNITY OF MIN-HANG, ABOUT 38.6 KM (24 MI) UPSTREAM.

B. APPROACHES, LIGHTS, ETC. (4-86) (FICPAC) CONSULT DMAHTC 157 (3RD ED 1984, PAGE 116).

(5-85) (USDAO CANBERRA) BA CHARTS 1601, 1602, 1603, AND 1199 CORRESPONDE TO CHINESE CHARTS.

(7-85) (COMDESRON 5) THE FOLLOWING CHARTS AND PUBLICATIONS FOR THE AREA WERE AVAILABLE FOR USE:

| <u>NOMENCLATURE</u> | <u>EDITION/PUBLISHER</u> | <u>LOCATION</u> |
|--|---|----------------------------------|
| CHANGJIANG KOU & APPROACHES | 9410 CHINA NAV PRESS AUG 84 | DMA CUBI PT RP |
| WUSONGKOU MAODI & APPROACHES | 9412 CHINA NAV PRESS MAR 84 LATEST CORR 84-#116 | DMA CUBI PT RP |
| WUSONGKOU MAODI | 9413 CHINA NAV PRESS MAR 84 LATEST CORR 84-#091 | DMA CUBI PT RP |
| WUSONG KOU TO GAOQIAO GANG | 9439 CHINA NAV PRESS JUL 84 LATEST CORR 84-#083 | DMA CUBI PT RP |
| GAOQIAO GANG TO RIHUI GANG | 9440 CHINA NAV PRESS FEB 84 LATEST CORR | DMA CUBI PT RP |
| NAUTICAL ALMANAC LIST OF LIGHTS, COAST OF CHINA | PUB 902 CHINA NAV PRESS 85 PUB 903 CHINA NAV PRESS AUG 80 | DMA CUBI PT RP DMA CUBI PT RP |
| TIDE TABLES, COAST OF CHINA | PUB 904 CHINA NAV PRESS 1985 | DMA CUBI PT RP |
| MARITIME TRAFFIC SAFETY LAW | THE PEOPLE'S REPUBLIC OF CHINA JAN 1984 | DMA CUBI PT RP |
| REGULATIONS GOVERNING SUPERVISION & CONTROL OF FOREIGN VESSELS | THE PEOPLES REPUBLIC OF CHINA, BEIJING 1979 | DMA CUBI PT RP |
| NOTICE TO MARINERS | CHINA NAV PRESS-01-06 JAN 05 85 07-14 JAN 20 85 15-21 FEB 05 85 22-27 FEB 20 85 28-32 MAR 05 85 | DMA CUBI PT RP |

NOTE: CHINA NAV PRESS CHARTS WERE ADEQUATE; HOWEVER, THE CHART SCALES ARE NOT IDEAL FOR PRECISION NAVIGATION. OF THE CHINA NAV PRESS PUBLICATIONS AVAILABLE, ONLY THE TIDE TABLES, NAUTICAL ALMANAC AND NOTICE TO MARINERS WERE UP-TO-DATE.

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

| | | |
|----------------------------|---------------------|------------|
| MA'AN LIEDAO TO | 94220 NOAA FEB 83 | DMA SYSTEM |
| WUNAN SHA | LATEST CORR 84-#050 | |
| APPROACHES TO | 94216 NOAA AUG 83 | DMA SYSTEM |
| SHANGHAI & CHANG- JIANG | LATEST CORR 84-#006 | |
| APPROACHES TO | 94217 NOAAQ AUG 82 | DMA SYSTEM |
| WUSONG MAODI | LATEST CORR 84-#049 | |
| WOSONG INNER HARBOR | 94218 NOAA JUL 82 | DMA SYSTEM |
| | LATEST CORR 84-#049 | |

NOTE: NOAA CHARTS WERE GOOD WITH THE FOLLOWING EXCEPTIONS: NO CHARTS WERE AVAILABLE FROM WUSONG TO SHANGHAI AND NUMEROUS AND EXTENSIVE CORRECTIONS WERE REQUIRED TO UPDATE THE CHARTS WHICH TOOK UP TO A MAN-WEEK PER CHART TO ENTER.

| | | |
|---------------------------------|--|----------------|
| HUANGPU JIANG | 1601 BA HYDROGRAPHER OF THE NAVY FEB 85 | DMA CUBI PT RP |
| APPROACHES TO SHANGHAI | 1602 BA HYDROGRAPHER OF THE NAVY OCT 84 | DMA CUBI PT RP |
| INNER APPROACHES TO SHANGHAI | 1603 BA HYDROGRAPHER OF THE NAVY NOV 84 | DMA CUBI PT RP |

NOTE: CHARTS 1602 BA AND 1603 BA WERE NOT RECOMMENDED BY THE AUSTRALIAN NAVY SHIPS WHICH PREVIOUSLY MADE THE TRIP TO SHANGHAI; HOWEVER, THE DATE OF THE CHARTS SUBSEQUENTLY OBTAINED BY THE USN WERE DATED AFTER THAT VISIT AND MAY BE UPDATED AND OF SOME NAV USE. CHART 1601 BA WAS THE BEST LAID OUT CHART FOR THE TRANSIT FROM WUSONG TO SHANGHAI. NAVIGATIONAL AIDS ALONG THE BEICAO HANGDAO CHANNEL ARE WELL DOCUMENTED; HOWEVER, CHARTED NAVIGATIONAL AIDS FROM WUSONG HARBOR TO SHANGHAI ARE EXTREMELY LIMITED AND ILL DEFINED. A HYDROGRAPHER WAS PLANNED TO EMBARK TO FACILITATE UPDATING NAVIGATIONAL INFORMATION/DATA AFTER THE PORT VISIT.

SHANGHAI IS ENTERED VIA THE CHANG JIANG AND THE HUANGPU JIANG. THE TRANSIT COMMENCES AT THE CHANG JUANG KAO LIGHT SHIP AND WAS TO PROCEED ALONG THE NORTHERN OR BEICAO HANGCAO CHANNEL TO THE WUSONG HARBOR ENTRANCE AND THEN UP THE HUANGAU JIANG TO SHANGHAI. ALONG THIS ROUTE ARE FIVE AREAS WHERE THE TIDE WAS A MAJOR FACTOR FOR THE TRANSIT. THREE AREAS IN THE BEICAO KANGDAO CHANNEL HAD DREDGED DEPTHS OF 7 M (23 FT) BASED ON A 202 CM (6.63 FT) BELOW SEA LEVEL LOW TIDE AT WUSONG HARBOR STATION, FROM JIUPI JAI0 LIGHT VESSEL (31°06'12"N/122°16'54"E) TO BUOY 257 (31°10'N/122°11'E), FROM BEICAOZHONG LIGHT VESSEL (31°13'48"N/122°04'48"E) TO BUOY 270 (31°15'42"N/121°52'48"E), AND FROM BUOY H46 (31°18'10"N/121°45'25"E) TO BUOY H49 (31°18'31"N/121°43'42"E). TWO AREAS IN THE HUANGPU JIANG HAD CHARTED DEPTHS OF 9 TO 10 M (29.5 TO 32.8 FT), FROM 31°20'54"N/121°00'02"E VIA 31°20'44"N/121°31'47"E TO 31°20'18"N/121°32'54"E AND FROM 31°19'02"N/121°33'27"E VIA 31°18'26"N/121°33'19"E TO 31°18'16"N/121°33'23"E. AS OF DATE OF VISIT, THERE WERE NO BRIDGES OR OVERHEAD CABLES ALONG THE ROUTE INDICATED ON THE CHARTS OR OBSERVED DURING A RIVER TOUR.

(3-85) (USDAO CANBERRA) THE TRAFFIC ROUTES RECOMMENDED IN THE PILOT WERE ADHERED TO, BUT THE REASON FOR PROMULGATING THEM REMAINED OBSCURE. FISHING CRAFT PRESENTED FEW PROBLEMS. A RENDEVOUS WITH A DESTROYER WAS MADE AT MIDDAY. A RISING TIDE WAS SOUTHEAST AT THREE KTS. THE TIDAL

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

INFORMATION AVAILABLE ON THE CHARTS AND FROM THE PILOT IS A GOOD GUIDE. THE CHANNEL FROM CHANGJING KOU ANCHORAGE TO YOWOSHA ANCHORAGE WAS COMPLETELY DIFFERENT TO ONE CHARTED ON BA 1602 (EDITION JUNE 1982). TWO PILOTS EMBARKED AT 31°03'N/122°15'E AND HMAS STALWART GREATLY RELIED ON THEM. THE DESTROYER LED THE WAY. THE PILOTS WERE KEEN TO TAKE CHARGE AND APPEARED COMPETENT. ALTHOUGH THE CHANNEL WAS NOT AS CHARTED, ITS POSITION WAS FAIRLY OBVIOUS FROM THE RIVER TRAFFIC AND THE CENTER LINE BUOYS. RADAR/VISUAL FIXING WAS POSSIBLE. AN OVERNIGHT ANCHORAGE AT YOWOSHA WAS MADE AT 1600. THIS ANCHORAGE IS ABOUT 48.3 KM (30 MI) FROM CHANG JIANG KOU. THE AUSTRALIAN AMBASSADOR TO CHINA, DEFENSE ATTACHE, TWO CHINESE LIAISON OFFICERS, AND THE PILOTS BOARDED AT 0700 THE NEXT DAY AND COURSES WERE SET FOR THE MOUTH OF THE HUANGPU JIANG AT 0830. NAVIGATION MARKS WERE AS CHARTED ON BA 1603 AND NORMAL NAVIGATION PRACTICE WAS APPLIED. THE PILOTS WERE EASED INTO THE BACKGROUND WHICH CAUSED A UNION MEETING ON THE STARBOARD BRIDGE WING. PASSAGE UP THE HUANGPU JIANG WAS ROUTINE, BUT THE IMPACT OF THE INTENSE RIVER ACTIVITY WAS OVERWHELMING. SHIPS WERE SECURED TO SHORE BERTHS SOMETIMES THREE ABREAST, AND CONTINUOUS LINES OF SHIPS, TWO OR THREE ALONGSIDE EACH OTHER, OCCUPIED MID-STREAM BUOYS. ON THE RIVER BANKS, THE INDUSTRIAL COMPLEXES (OIL REFINERIES ETC.) WERE IMPRESSIVE. THE DISTANCE FROM YOWOSHA TO THE BERTH WAS ABOUT 48.3 KM (30 MI).

C. PILOTAGE. (7-85) (COMDESRON 5)

(1) ADVANCE USN LIAISON PERSONNEL HAD PLANNED TO BE ABOARD THE PLA-N ESCORT SHIP AND PASS NECESSARY UPDATE INFORMATION TO ALL CONCERNED ON NON-HEAVY WORKING CHANNEL BRIDGE-TO-BRIDGE PRIOR TO SHIPS ARRIVAL IN PORT.

(2) ALL SHIPS WERE TO SUBMIT BRIEF NARRATIVES ON SHIP HANDLING CHARACTERISTICS/PECULIARITIES TO DESRON COMMANDER FFT TO THE PLA-N TO FACILITATE THE BRIEFING OF BAR/HARBOR PILOTS IN ADVANCE.

(3) BAR AND HARBOR PILOTS (ONE EACH) WERE TO EMBARK AT CHANGJIANG KAO LIGHT SHIP VIA SMALL BOAT. THE NAVAL VESSELS WERE TO BE ESCORTED BY A UNIT OF THE PLA-N (WHICH WAS TO PROVIDE TRANSPORTATION FOR THE PILOTS), AND A MINIMUM 1,829 M (2,000 YD) SPACING WAS TO BE MAINTAINED ASTERN OF THE ESCORT BY FIRST USN SHIP IN THE COLUMN. PILOTS WERE REQUIRED TO EMBARK UNDER ALL CONDITIONS, BUT THE REQUIREMENT TO MEET TIDE CONSTRAINTS WAS OF HIGHER PRIORITY. THE PILOTS COULD HAVE EMBARKED AFTER ANY OF THE THREE SHALLOW AREAS IN THE BEICAO HANGDAO CHANNEL PRIOR TO ENTRANCE INTO THE WUSONG HARBOR. THE PILOTS SPOKE ENGLISH AND THERE WERE ALSO INTERPRETERS AVAILABLE.

(4) TUGS WERE AVAILABLE AND WERE OF SUFFICIENT SIZE, NUMBER, AND POWER (INTERNATIONAL STANDARDS).

(3-85) (USDAO CANBERRA) PILOTAGE IS CONSIDERED ESSENTIAL DUE TO THE CHANGING NATURE OF THE RIVER AND THE OBVIOUS LACK OF EXCHANGE OF HYDROGRAPHIC INFORMATION. THE PILOTS WERE EXTREMELY DISAPPOINTED, AS THEY WERE NOT ABLE TO TAKE CHARGE OF THE SHIP BUT WERE GENERALLY POLITE AND EFFICIENT. SMALL ESCORT LAUNCHES RODE SHOTGUN ON EACH BOW FOR PASSAGE UP THE HUANGPU AND SHEPHERD RIVER CRAFT OUT OF THE WAY.

LARGE MODERN HARBOR DUCKPELLAR TUGS ARE AVAILABLE AND FOLLOW FROM THE

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

HUANGPU MOUTH TO THE BERTH. THE BOLLARD PULL IS ESTIMATED AT ABOUT 50 TONS AND THEY ARE GOOD TUGS. ALTHOUGH NOT A WORD OF ENGLISH IS SPOKEN, THEY KNOW WHAT IS REQUIRED. THE PILOTS HAVE VHF RADIO SETS FOR COMMUNICATIONS AND ARE COMPETENT TUG HANDLERS.

D. ENTRANCE. (7-85) (COMDESRON 5) SHANGHAI HARBOR IS ONE OF THE BUSIEST HARBORS IN THE ORIENT, WITH HEAVY MERCHANT TRAFFIC AND MANY FERRIES AND SAMPAN CARAVANS OPERATING ON THE RIVER. THE ONLY LIMITING FACTOR TO THE PORT IS THE DEPTH OF THE APPROACH CHANNEL. SHIPS OF 7 M (23 FT) DRAFT OR LESS CAN MOVE FREELY IN AND OUT OF THE HARBOR. SHIPS OF GREATER THAN 7 M (23 FT) DRAFT CAN STILL UTILIZE THIS PORT; HOWEVER, TIDAL REQUIREMENTS ARE EXTREMELY LIMITING TO SHIP'S MOVEMENT, AND MANEUVERING/TRANSIT IS TIME SENSITIVE.

E. CHANNEL. (1-83) (PORTS OF THE WORLD) THE CHANG CHIANG CHANNEL IS 50 NM INSIDE THE CHANG KANG AND THE NAVIGABLE CHANNEL OF THE HUANG-PU RIVER STARTS FROM WUSONG BREAKWATER UP TO HUANG-PU RIVER BRIDGE, HAVING A LENGTH OF 61,116 M (33 NM) WITH A MINIMUM WIDTH OF 50 M (164 FT). DEPTHS HAVE BEEN DREDGED SO THAT 10,000 TON CLASS VESSELS CAN ENTER AT ANY TIME.

(2-85) (RAN) SHIPS HAD DIFFICULTY IN DETERMINING EXACT DEPTH OF THE CHANNEL BECAUSE OF THE PILOT'S ACTIONS. HMAS STALWART WENT UP THE RIVER DRAWING 7 M (23 FT). BOTH HMAS YARRA AND STALWART REPORTED AS MUCH AS 4.5 M (15 FT) UNDER THEIR KEEL AT TIMES. LARGE MERCHANT TANKERS WERE PASSED MOVING IN AND OUT OF THE RIVERS. TUGS WERE USED TO TURN THE RAN SHIPS AND PUSH THEM INTO THE BERTHING SPACES PROVIDED. RAN SHIPS TURNED STARBOARD SIDE TO THE WHARF. THE CURRENT WAS 4 KNOTS. TUG CAPTAINS WERE GOOD AND TURNED THE SHIPS VERY FAST.

F. ANCHORAGE. (7-85) (COMDESRON 5) AN ANCHORAGE WAS PLANNED FOR THE TRANSIT OUT OF SHANGHAI AT AN AREA NORTH OF BUOY 59 (NAN SHUIDAO), OUTSIDE THE 10 M (32.8 FT) CURVE, OVERNIGHT WHILE WAITING FOR TIDE CLEARANCE. WATER DEPTH IS REPORTED TO BE 13 M (42.6 FT) OR MORE WITH A SILT BOTTOM.

(3-85) (USDAO CANBERRA) THREE ANCHORAGES, TWO AS PREVIOUSLY MENTIONED AND THE QUARANTINE ANCHORAGE AT THE MOUTH OF THE JUANGPU, WERE AS CHARTED. ALL ANCHORAGES ARE WELL USED.

G. WRECKS AND OBSTRUCTIONS. (4-86) (FICPAC) CONSULT DMAHTC PUB 157 (PAGE 118, CAUTION).

H. TIDES AND CURRENTS. (7-85) (COMDESRON 5) TIDE TABLE INFORMATION WAS EXTREMELY LIMITED. THE ONLY TWO STATIONS WHICH WERE RELEVANT TO THE TRANSIT WERE AT WUSONG HARBOR AND AT LUHUASHAN MAODAI (90 NM SEPARATION AND APPROXIMATELY FOUR HOURS AHEAD) AND THERE WERE NO TIDE CONVERSION CHARTS FOR THE TRANSIT TRACK. CHARTED DEPTHS WERE BASED ON A 2.02M (6.6 FT) BELOW SEA LEVEL LOW TIDE AT WUSONG HARBOR.

I. WEATHER AND WINDS. (7-85) (COMDESRON 5) SHANGHAI WEATHER IN THE EARLY SPRING IS CHARACTERIZED BY DENSE FOG IN THE EARLY MORNING

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

HOURS BETWEEN MIDNIGHT AND 0800. WHISTLE SIGNALS ARE USED FREELY (INCLUDING DANGER SIGNAL), AND IT REQUIRES AN ALERT EAR TO DISTINGUISH THEIR ORIGIN. THERE IS AN AVERAGE OF 12 DAYS OF RAIN PER MONTH, TOTALING 9.57 CM (3.77 IN). THE AVERAGE HIGH TEMPERATURE IS 23°C (74°F) AND THE AVERAGE LOW TEMPERATURE IS 15.5°C (60°F) WITH AN AVERAGE RELATIVE HUMIDITY OF 82%. WINDS ARE PREDOMINANTLY FROM THE SOUTHEAST AT 5 TO 10 KNOTS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (7-85) (COMDESRON 5) THE INTENDED BERTHING ASSIGNMENTS WERE AS FOLLOWS: TWO SHIPS WERE TO MOOR TO A PONTOON PIER AT JUNGKAO NAVAL BASE IN THE CENTER OF SHANGHAI, AND ONE SHIP WAS TO MOOR TO MOORING BUOYS 40 AND 41 (DOUBLE ENDED MOOR) APPROXIMATELY ONE NM DOWN RIVER FROM THE BERTH OF THE OTHER SHIPS. THE AREA OF BERTHS IS AN EXTREMELY BUSY PORTION OF THE RIVER AND AT A BEND. THE AUSTRALIANS REPORTED, HOWEVER, THAT THEIR BERTH WAS COMFORTABLE AND CONVENIENT. THE FIXED FENDERING ARRANGEMENT IS VERTICAL TUBULAR RUBBER SECTIONS AND THE PONTOON FREEBOARD IS APPROXIMATELY 1.2 M (4 FT). THE MOORING BUOYS ARE VERY SIMILAR TO THE BUOYS USED STATESIDE, CYLINDRICAL 1.2 M (4 FT) FREEBOARD, WITH AN INVERTED CONICAL BASE AND 183 M (600 FT) BETWEEN BUOYS. THE DEPTH OF THE WATER AT THE PONTOON BERTH IS 15 M (49 FT) AND AT THE BUOYS, 11 M (36 FT). THOUGH THE CURRENT IN THE HUNGPU JIANG WAS MOSTLY SEAWARD, IT DID FLOW WITH THE TIDE. THE TIME OF SLACK WATER WAS VERY SHORT. THE CURRENT RAN AT A MAXIMUM OF APPROXIMATELY 4 KNOTS DURING EBB FLOW.

STEAM - NOT AVAILABLE AT BERTH.

ELECTRICITY - NOT AVAILABLE AT PREVIOUSLY ASSIGNED PIER; HOWEVER, AVAILABLE ELSEWHERE IN PORT AREA. DATA ON PARAMETERS AND HOURS OF AVAILABILITY WAS NOT INVESTIGATED.

PIER CONSISTED OF FLOATING PONTOON BERTHS WHICH ROSE AND FELL WITH THE TIDE. FENDERING ARRANGEMENTS CONSIST OF VERTICAL TUBULAR RUBBER SECTIONS. PONTOON FREEBOARD IS ABOUT 1.2 M (4 FT).

NO BROW PLATFORMS WERE AVAILABLE. SHIPS MUST RIG A BROW OR ACCOMMODATION LADDER DIRECTLY TO THE PONTOON.

PONTOON CAMELS, MEASURING 10 M (32.8 FT) X 2 M (6.6 FT), ARE AVAILABLE TO HOLD SHIP(S) AWAY FROM PIER OR CAN BE PLACED BETWEEN SHIPS MOORED ALONGSIDE EACH OTHER TO PREVENT RUBBING.

A NUMBER OF BROWS, MEASURING 10 M (32.8 FT) X 1.2 M (3.9 FT), ARE LOCATED NEAR THE BERTH AND ARE AVAILABLE FOR USE BY VISITING SHIPS.

(3-85) (USDAO CANBERRA) HMAS STALWART SECURED TO THE NORTHERN END OF A PONTOON BERTH AT JUNGKOU (31°14.8'N/121°29.2'E). THIS AREA IS IN THE CENTER OF SHANGHAI AND RIVER TRAFFIC NEVER STOPS (NOISE CAN BE VERY ANNOYING). THE BERTH IS ON A BEND IN THE RIVER WHICH MAKES IT VULNERABLE TO LARGE SHIPS THAT MIGHT FAIL TO NEGOTIATE THE TURN CORRECTLY. FENDERING ARRANGEMENTS CONSIST OF VERTICAL TUBULAR RUBBER SECTIONS, AND THE PONTOON FREEBOARD IS ABOUT 1.2 M (4 FT). THE EBB AND FLOOD FLOW ARE QUITE FAST, BUT THE BERTH IS COMFORTABLE AND CONVENIENT. THE SHIPS EASILY RODE OUT A VIOLENT MIDNIGHT THUNDERSTORM WITH WIND GUSTS TO 60 KNOTS ON THE SECOND NIGHT. THE RIVER IS DARK BROWN IN COLOR AND THE SUZHOU HE (A TRIBUTARY

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

TO THE SOUTH) IS PITCHBLACK.

B. FUEL, LUBE, AND DIESEL OIL. (7-85) (COMDESRON 5) FUEL OIL - THE ROYAL AUSTRALIAN NAVY WAS CHARGED APPROXIMATELY 580 YUAN PER TON OF FUEL OIL DURING A PORT VISIT IN SEPTEMBER 1984. METHOD OF DELIVERY AND SIZE OF CONNECTIONS WERE NOT INVESTIGATED. DIESEL OIL - THE ROYAL AUSTRALIAN NAVY WAS CHARGED APPROXIMATELY 77 YUAN PER TON OF DIESEL OIL DURING A PORT VISIT IN SEPTEMBER 1984. METHOD OF DELIVERY AND SIZE OF CONNECTIONS WERE NOT INVESTIGATED. INFORMATION ON LUBE OIL, JP-5, AND AVGAS WERE NOT INVESTIGATED.

(2-85) (RAN) HMAS STALWART TOOK ON BOARD 203 TONS OF MARINE DIESEL FUEL (MDF) IN SHANGHAI. REFUELING WAS BY LIGHTER. CHINESE INTERPRETERS WERE PROVIDED TO COORDINATE/FACILITATE REFUELING. PRESSURE WAS CONSTANT, NO SURGES AND ABSOLUTELY NO PROBLEMS. ANALYSIS OF FUEL SHOWED FOLLOWING:

APPEARANCE - TRANSPARENT

CETANE NO. - 60

DISTILLATION TEMPERATURE - 50° RECOVERED, 258° (C)

90° RECOVERED, 288° (C)

KINEMATIC VISCOSITY, 20° C - 4.03 CENTISTOKES

CARBON RESIDUE ON 10% RESIDUM - 0.002%

ASH CONTENT - 0.002%

SULFUR CONTENT - 0.15%

MECHANICAL IMPURITIES - NIL

WATER CONTENT - NIL

COPPER STRIP CORROSION (50° C, 3 HR) - PASS

ACODOTU (MG KOH/100ML) - 1.24

POUR POINT - MINUS 14° C

CLOUD POINT - MINUS 12° C

WATER SOLUBLE ACIDS OR ALKALIES - NIL

EXISTENT GUM CONTENT (MG/100ML) - 5

DENSITY, 20° C (G/CM3) - 0.8155

FLASH POINT (CLOSED CUP) - 98° C

FUEL CONNECTIONS: EIGHT HOLE FLANGE, 8.8 CM (3.5 IN) BORE, FLANGE OUTSIDE IS 21.5 CM (8.5 IN), PITH CIRCUIT DIAMETER (PCD) IS 17.8 CM (7 IN), AND HOLES IN BORE IS 1.6 CM (.6 IN). 201.12 TONS OBTAINED AT COST OF \$A 288.48 PER TON.

RAN OFFICERS NOTED THAT THE PLA-N USED THE REFUELING PERIOD AS AN OPPORTUNITY TO PUT DIVERS IN THE WATER TO EXAMINE THE RAN SHIP'S BOTTOMS.

C. MECHANICAL HANDLING FACILITIES. (7-85) (COMDESRON 5) ROYAL AUSTRALIAN NAVY NOTED DURING SEPTEMBER 1984 VISIT THAT PIERSIDE CRANE SERVICE WAS AVAILABLE IF REQUESTED, BUT THEY DID NOT SPECIFY NUMBER, TYPE, OR CAPACITY OF CRANES. NO ADDITIONAL MECHANICAL HANDLING FACILITIES WERE NOTED.

(1-84) (PORTS OF THE WORLD) CRANES ARE AVAILABLE AT ALL PIERS WITH LIFTING CAPACITIES UP TO 100 TONS. FIVE FLOATING CRANES WITH CAPACITIES FROM 30 TO 500 TONS, CONVEYORS, FORKLIFTS, AND VARIOUS TRUCKS ARE ALSO AVAILABLE.

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

D. DRYDOCKS AND REPAIR FACILITIES. (7-85) (COMDESRON 5) PLA-N OFFERED VOYAGE REPAIR SERVICES FOR VISITING U.S. SHIPS IF REQUIRED. REPAIR CAPABILITY APPEARED LIMITED TO HULL AND STRUCTURAL REPAIRS, PIPE-FITTING, WELDING, BRAZING, AND ELECTRIC MOTOR REWIND.

U.S. WARSHIPS VISITING SHANGHAI MUST SUBMIT LOGISTICS REQUEST (LOG-REQ) MESSAGES TO USDAO BEIJING NOT LATER THAN 30 DAYS BEFORE ARRIVAL.

E. WAREHOUSES AND STORAGE FACILITIES. (7-85) (COMDESRON 5) IT WAS NOT INVESTIGATED.

F. STEVEDORES. (7-85) (COMDESRON 5) STEVEDORES, CONSISTING D OF PLA-N PERSONNEL, PROVIDED LINE-HANDLING SERVICES FOR SHIPS UP TO AND INCLUDING DESTROYER SIZE [APPROX. 150 M (500 FT) IN LENGTH] DURING MOORING AND UNMOORING EVOLUTIONS.

G. PORT CAPACITY. (4-86) NO CURRENT INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-86) NO CURRENT INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGES. (7-85) (COMDESRON 5) THE ONLY LIGHTERAGE REQUESTED CONSISTED OF PLA-N OPERATED WATER TAXIS FOR SHIPS TO BE MOORED TO BUOYS IN MID-RIVER. SERVICES OFFERED BETWEEN 0800 AND 2400, HOURLY ON THE HOUR, WITH CONTINUOUS RUNS AT LIBERTY CALL AND 2300 (ANTICIPATED PERIODS OF PEAK TRAFFIC). DATA ON WATER TAXI SIZE, CAPACITY, OR PROPULSION WERE NOT AVAILABLE. COST OF WATER TAXI NOT INVESTIGATED. SERVICES ARRANGED THROUGH LOGREQ TO USDAO BEIJING.

B. WATER. (7-85) (COMDESRON 5)

(1) DRINKING WATER - POTABLE-QUALITY WATER WAS DELIVERED THROUGH A PIER FITTING WITH IN-LINE FILTRATION SYSTEM. THE SIZE OF THREADED DISCHARGE FITTING IS 6.35 CM (2.5 IN). RATE OF DELIVERY AND DISCHARGE PRESSURE WERE NOT INVESTIGATED.

(2) PROVISIONS ALSO EXIST FOR DELIVERY OF POTABLE WATER BY BARGE. THE CHINESE PROVIDED THE RESULTS OF THE CHEMICAL ANALYSIS PRIOR TO DELIVERY. ALTHOUGH MAXIMUM CAPACITY IS UNKNOWN, ONE BARGE CAN PROVIDE 37,854 LITERS (10,000 GAL). FITTING SIZE/CONFIGURATION, RATE OF DELIVERY, AND DISCHARGE PRESSURE ARE NOT INVESTIGATED.

(3) BOILER WATER - AVAILABILITY WAS NOT INVESTIGATED.

(2-85) (RAN) FRESH WATER CONNECTIONS AT PIERSIDE WERE "STANDARD", AND WATER QUALITY WAS EXCELLENT.

C. AIRFIELDS. (2-85) (FICPAC) THE HONG QIAO AIRPORT (RAINBOW BRIDGE AIRPORT), SOUTHWEST OF THE CITY, NEXT TO THE ZOO, HAS BEEN MODERNIZED. IT PROVIDES DIRECT FLIGHTS TO ALL MAJOR PARTS OF CHINA AS WELL AS CONNECTION FOR INTERNATIONAL FLIGHTS. IN ADDITION, THERE ARE INTERNATIONAL FLIGHTS TO ASIA AND EUROPE. JAPAN AIR LINES RUNS FOUR FLIGHTS A WEEK BETWEEN TOKYO AND BEIJING (1979) VIA SHANGHAI. THE AIRPORT OFFICE TELEPHONE IS

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

53-6530, EXT. 368.

(7-85) (COMDESRON 5) USN HELICOPTER OPERATIONS IN SHANGHAI WERE PROHIBITED.

C. COMMUNICATIONS. (7-85) (COMDESRON 5)

(1) DURING A SEPTEMBER 1984 PORT VISIT, HMAS STALWART RECEIVED FIVE LAND LINES AT JUNGKOU PONTOON BERTH. ONE LINE HAD AN INTERNATIONAL CONNECTION (WITH REVERSED CHARGES) THROUGH THE SHANGHAI MANSIONS SWITCHBOARD. INSTALLATION OF TELEPHONES COST 1,000 YUAN A PIECE. QUALITY OF COMMUNICATIONS WAS GOOD. INTENDED TELEPHONE INSTALLATION PLAN FOR USN PORT VISIT IN MAY 1985 CONSISTED OF FOUR LINES PER SHIP (INCLUDING ONE SHIP MOORED MID-RIVER) AS FOLLOWS:

COMMANDING OFFICER - GENERAL USE UNRESTRICTED.

SUPPLY DEPARTMENT TO SUPPLY DEPARTMENT INTERCOM.

WARDROOM/CHIEF PETTY OFFICERS MESS - GENERAL USE UNRESTRICTED.

SHIP TO BEACH GUARD CONTROL ROOM (SHANGHAI MANSIONS HOTEL) INTERCOM.

(2) FOR 1,400 YUAN, A MARINE TELEPHONE CABLE CAN BE LAID TO PROVIDE TELEPHONE SERVICE TO SHIPS MOORED OR ANCHORED MID-RIVER. A SHIP-TO-SHORE RADIO TELEPHONE PATCH WAS REQUESTED FOR U.S. PORT VISIT PLANNED FOR MAY 1985 BUT WAS APPARENTLY NOT AVAILABLE. HARBOR SHIPS MOORED TO BUOYS MUST CONTACT PIERSIDE SHIPS BY RADIO AND HAVE CALLS RELAYED TO LAND BY THE PIERSIDE SHIP IF TELEPHONE CABLE IS NOT LAID.

(3) AN INTERNATIONAL TELEPHONE EXCHANGE IS LOCATED NEAR THE PIERS.

(4) REQUIRED PHONE NUMBERS WERE TO BE PROVIDED UPON ARRIVAL (FIRE DEPT, POLICE, HOSPITAL, CONTROL CENTER, ETC.).

(5) INPORT/TERRITORIAL COMMUNICATIONS REQUIREMENTS: ALL COMMUNICATIONS REQUIREMENTS INCLUDING HIGH COMMAND, TACTICAL NETS, TACINTEL, RADAR, AND OTHER GENERAL SERVICE CIRCUITS, SHOULD BE SUBMITTED WITH THE LOGREQ TO OBTAIN FREQUENCY USE AUTHORIZATION FROM PRC. ANY SATELLITE CIRCUIT SHOULD INCLUDE UPLINK/DOWNLINK FREQUENCIES AND COMPLETE SATELLITE IDENTIFICATION (I.E. FSC-IV).

E. MEDICAL. (7-85) (COMDESRON 5) SEE T3/MED.

F. GASOLINE. (4-86) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (7-85) (COMDESRON 5) SHANGHAI OCEAN SHIPPING SUPPLY CORPORATION WAS AVAILABLE FOR PURCHASE OF ALL PERSONAL/SHIP NEEDS. PERSONAL ITEMS INCLUDE: POTTERY, CLOTHS, KNICKKNACKS, FURNITURE, RUGS, CASHMERE, LEATHER, ETC. FOOD ITEMS INCLUDED: PORK, BEEF, MUTTON, SALT-AND-FRESHWATER FISH, PRAWNS, CHICKEN, TURKEY, EGGS (HEN), RICE, FLOUR, SOY SAUCE, MILK, CHEESE, PEARS, ORANGES, BANANAS, MANDARIN ORANGES, LETTUCE, CABBAGE, ONIONS, POTATOES, BREAD (SWEET, SALT, TOAST), ROLLS, PASTRIES, ETC. PRICES APPEARED TO BE REASONABLE AND MERCHANDISE WAS OF HIGH QUALITY. A TOKEN PURCHASE VIA THE INITIAL LOGREQ WAS DEEMED APPROPRIATE. UPON REQUEST, SUPPLY OFFICERS/FOOD SERVICE OFFICERS WERE TO BE GIVEN A GUIDED TOUR OF THE ESTABLISHMENT FOR A MORE DETAILED BRIEF AND EXTENSIVE BUYING IF DESIRED. ORDERS WERE TO BE PLACED THROUGH THE EMBARKED PLA-N LIAISON OFFICER AND THEY WOULD ACCEPT U.S. DOLLARS IN PAYMENT. THE ESTABLISHMENT

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

WAS OPEN FROM 0900 TO 2200 DAILY AND COULD PROCESS CRITICAL ITEMS NEEDED TO SUPPORT PROTOCOL/OFFICIAL DINNER EVENTS ON A 4-HR NOTICE IF THE ITEMS WERE IN STOCK. AS A RELATED MATTER, ALL LOGISTIC ACCOUNTS (WITH THE EXCEPTION OF OUTBOUND TUG/PILOT FEE PAYMENTS SHOULD BE PROVIDED TO THE USDAO BEIJING REPRESENTATIVE FOR LIQUIDATION) WERE TO BE SETTLED WITH THE PROVIDER PRIOR TO DEPARTURE VIA THE EMBARKED PLA-N LIAISON OFFICER.

WINE MESS - A WINE MESS WAS TO BE ESTABLISHED ON THE FLAG SHIP, FOR THE FLAG OFFICER'S USE IN ENTERTAINMENT OF FOREIGN DIGNITARIES. (DRY WHITE WINE PREFERRED.)

MATERIAL ITEMS [INCLUDE BOAT TRANSOM LETTERS FOR CPF BARGE, BOW FLAGS AND FLAG STAFF DEVICES (STAR, BALL, HALBERD, ETC) THROUGH FOUR-STAR ADMIRAL FOR SMALL BOATS (ALL SHIPS), AND CHURCH PENNANTS], IF NOT HELD ONBOARD, COMNAVFORJAPAN/COMFLEACTS YOKO/COMUSNAVPHIL/NAVSTA SUBIC BAY RP BOAT POOL WERE THE RECOMMENDED SOURCES ON A LOAN BASIS.

CUSTOMS - NO AGRICULTURAL OR CUSTOMS INSPECTIONS WERE TO BE REQUIRED UNDER THE ASSUMPTION THAT NO SUCH MATERIAL WOULD BE REMOVED FROM THE SHIPS.

H. GARBAGE DISPOSAL. (7-85) (COMDESRON 5)

(1) TRASH AND GARBAGE COULD BE REMOVED TWICE DAILY BY BARGE. A SCHEDULE FOR BARGE SERVICES WAS FLEXIBLE AND COULD ACCOMMODATE SHIP'S SCHEDULE.

(2) GARBAGE BARGE SERVICES WERE REQUESTED THROUGH A LOGREQ MESSAGE TO USDAO BEIJING. COST OF SERVICE WAS 100 YUAN PER TRIP PER BARGE, PLUS AN ADDITIONAL 310 YUAN CHARGE IMPOSED BY THE CHINESE FOR "GARBAGE DISINFECTION."

(3) THE CHINESE PROHIBITED DISCHARGE OF SHIPBOARD SEWAGE INTO COASTAL AND INLAND WATERS. SHIPS WILL USE ORGANIC SANITARY FACILITIES, WITH CHINESE PROVIDING A BARGE TWICE DAILY (AND ON-CALL) TO EMPTY SANITARY TANKS. EACH SHIP SHOULD CARRY ENOUGH SEWAGE DISCHARGE HOSE TO REACH FROM RISER FITTINGS TO WATER LINE. SEWAGE BARGES HAD NO FITTINGS TO CONNECT SEWAGE HOSES TO, AS HOSES SIMPLY DISCHARGE INTO AN OPEN TRUNK. BARGE HOLDING CAPACITY WAS NOT INVESTIGATED.

(4) THE CHINESE WILL PROVIDE WASTE OIL BARGES TO SHIPS ON REQUEST. SHIPS MUST SPECIFY TYPES(S) OF WASTE OIL TO BE DISCHARGED (I.E. MINERAL/ SYNTHETIC, FUEL/LUBRICANT, DIESEL, ETC). SHIPS SHOULD INCLUDE REQUEST FOR WASTE OIL BARGES IN LOGREQ MESSAGE TO USDAO BEIJING. REQUEST SHOULD INCLUDE SERVICES OF CHINESE PERSONNEL TO FREQUENTLY CHECK OIL LEVEL IN BARGES AND REPLACE AS NECESSARY.

4. PERSONALIA

A. CALLS. (7-85) (COMDESRON 6) SHIPS SHOULD ANTICIPATE NUMEROUS CALLS, HONORS, LUNCHEONS, BANQUETS, VISITS (BOTH TECHNICAL AND GENERAL) DURING THE PORT VISIT. PLANS HAD CALLED FOR THE FOLLOWING OFFICIAL FUNCTIONS TO OCCUR:

(1) EAST CHINA SEA FLEET (ESF) ARRIVAL CEREMONY AT YANGTZE PIER, HOSTED BY COMMANDER, ESF, AND HIS WIFE. DRESS: FULL DRESS WHITES WITH SWORDS.

(2) A BANQUET IN HONOR OF CINCPACFLT AND HIS WIFE (OR SENIOR USN EMBARKED OFFICER) AS WELL AS THE VISITING U.S. NAVY SHIPS WAS HOSTED

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

BY ADMIRAL XIE AND MME CI. DRESS: FULL DRESS WHITES.

(3) A MEETING WITH SENIOR NAVAL OFFICERS AND WIVES ASHORE, FOLLOWED BY LUNCH WAS TO BE SPONSORED BY COMMANDER ESF AND HIS WIFE. DRESS: SERVICE DRESS WHITES.

(4) A RECEPTION FOR APPROXIMATELY 200 GUESTS FOR THE PLA-N AND AMERICAN CONSULATE ABOARD THE USN FLAGSHIP (HELO HANGAR) WAS TO BE HOSTED BY CINCPACFLT. THIS WAS TO BE FOLLOWED BY A DINNER AT A LOCAL HOTEL FOR 60-70 GUESTS, HOSTED BY CINCPACFLT. DRESS: SERVICE DRESS WHITES.

(5) THERE WERE PLANS FOR SHIP CO'S/DESRON CO HOSTED LUNCHEONS ABOARD USN SHIPS (TO INCLUDE PERSONAL TOURS) FOR 8-12 GUESTS (INDIVIDUAL WARDROOM ACCOMMODATIONS). DRESS: SUMMER WHITES.

(6) A SPECIAL BREAKFAST ABOARD THE USN FLAGSHIP FOR PLA-N LIAISON LEADER AND PILOTS WAS PLANNED ON THE DEPARTURE DAY.

(7) A TREE-PLANTING CEREMONY (TRADITIONAL EXPRESSION OF GOODWILL) INVOLVING CINCPACFLT, DESRON CDR, AND SHIP CO'S WAS SCHEDULED.

NOTES: (1) THE PLA-N CONSIDER IT IMPOLITE TO LEAVE A FUNCTION BEFORE THEIR GUESTS; HOWEVER, THEY ALSO LIKE TO RETIRE EARLY, SO EVENT SCHEDULES SHOULD REFLECT A REASONABLE DEPARTURE TIME (NLT 2100).

(2) PLA-N FLAG OFFICER SENIORITY PARTICIPATING IN PROTOCOL EVENTS WILL BE A DIRECT FUNCTION OF USN FLAG OFFICER SENIORITY.

(3) HONOR GUARDS WILL BE REQUIRED FOR ALL SHIPS.

(4) ALL SHIPS SHOULD PLAN TO FULL DRESS SHIP AND RIG FRIENDSHIP LIGHTS FOR EACH DAY OF VISIT.

(5) NO GUN SALUTES WERE ALLOWED BUT FULL HONORS WERE PLANNED FOR ALL PROTOCOL EVENTS.

GENERAL TOURS - THE FOLLOWING SHIP TOURS WERE ARRANGED IN PLANS FOR THE USN SHIP PORT VISIT TO SHANGHAI:

(1) A VISIT/TOUR OF USN SHIPS BY COMMANDER, EAST CHINA FLEET.

(2) TOURS OF THE SHIPS BY THE RESIDENT AMERICAN COMMUNITY, APPROXIMATELY 200 OF WHOM LIVE IN SHANGHAI.

(3) MEDIA TOUR OF SHIPS FOLLOWED BY A PRESS CONFERENCE INVOLVING CINCPACFLT, DESRON CDR, AND SHIP CO'S.

(4) MEDICAL OFFICER/HM PROFESSIONAL EXCHANGE TOURS.

(5) A ONE-HOUR "PROFESSIONAL" WALK AROUND WAS PLANNED FOR EACH DAY OF THE PORT VISIT INVOLVING 100 GUESTS/DAY.

(6) A 45-MIN GENERAL WALK AROUND FOR CHINESE SCHOOL CHILDREN (50) WAS PLANNED FOR TWO DAYS OF THE PORT VISIT.

(7) A VISIT FOR AMERICAN SCHOOL CHILDREN (APPROX. 20) TO USN SHIP, FOLLOWED BY A MESS DECKS LUNCH (HOT DOGS/ICE CREAM).

(8) A 45-MIN GENERAL WALK AROUND ON TWO SEPARATE DAYS WAS PLANNED FOR CHINESE UNIVERSITY STUDENTS (APPROX. 50/DAY).

(9) A 45-MIN GENERAL WALK AROUND FOR THE AMERICAN CONSULAR CORPS WAS SCHEDULED FOR ONE DAY.

(10) A 45-MIN GENERAL WALK AROUND ON FOUR DIFFERENT DAYS WAS PLANNED FOR CHINESE BUSINESSMEN AND COMMUNITY CONTACTS (APPROX. 50/DAY).

(11) A TOUR OF USN SHIPS FOR APPROX. 100 MEMBERS OF THE SUPPORTING SHANGHAI HOTEL STAFF WAS SCHEDULED.

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

(12) A PROFESSIONAL TOUR AND FANTAIL BBQ FOR PLA-N WAS PLANNED TO INVOLVE APPROX. 150 GUESTS.

(13) A USN PERSONNEL VISIT TO PRC SHIPS INCLUDING LUNCH ABOARD AND A TOUR OF THE IRON/STEEL WORKS FOR 200 GUESTS WAS OFFERED.

(14) A VISIT BY USN SAILORS TO A CHINESE SCHOOL TO ALLOW STUDENTS TO PRACTICE THEIR ENGLISH WAS ARRANGED.

NOTES: (1) DUE TO CHINESE DIETARY PREFERENCES, FOOD TO BE SERVED CHINESE GUESTS AT DINNER, BBQ OR LUNCHEON EVENTS SHOULD NOT INCLUDE CHEESE, ICED TEA, PORK, RARE MEATS, UNCOOKED VEGETABLES, SALADS, TACOS, OR HAMBURGERS. PREFERRED FOOD INCLUDED SEAFOOD, CHICKEN, AND TURKEY. SHIP ORDERS FOR SUBSISTENCE ITEMS PRIOR TO VISIT SHOULD REFLECT THESE NECESSITIES.

(2) SHIPS NOTIFIED THE USDAO OF THE MAXIMUM COMFORTABLE NUMBERS THAT INDIVIDUAL WARDROOMS COULD HANDLE AND USDAO ISSUED FORMAL INVITATIONS USING DESRON/SHIP LETTERHEADS PROVIDED TO THEM SEPARATELY BY PARTICIPATING COMMANDS.

(3) SHIPS WERE REQUIRED TO SUBMIT PROPOSED GENERAL TOUR SCRIPTS TO DESRON COMMANDER FOR APPROVAL DURING PLANNING PHASE FROM WHICH EXTRACTS COULD BE MADE AS APPROPRIATE FOR ABOVE TOUR LISTINGS.

(4) ALL SHIPS SHOULD ANTICIPATE PLA-N LIAISON OFFICER (LINGUIST) EMBARKATION WITH PILOT AND DAILY UNTIL 2200. ARRANGEMENT FOR APPROPRIATE ESCORT SHOULD BE MADE. NO BERTHING WAS TO BE REQUIRED, JUST MESSING AND WORK SPACE.

(5) THE PLA-N MUST BE PROVIDED A DAILY LIST OF ALL OTHER PERSONNEL VISITING THE SHIP(S) THAT HAVE NOT BEEN OFFICIALLY INVITED TO SCHEDULED EVENTS.

TECHNICAL VISITS - PLANS CALLED FOR ABOUT 100 CHINESE TECHNICAL PERSONNEL (TOTAL) TO VISIT USN SHIPS EACH DAY, DIVIDED INTO SMALLER GROUPS OF ABOUT 10 EACH BASED ON THE EQUIPMENT/DISCUSSION TO BE COVERED. (MESS DECKS LUNCHEONS SHOULD BE ANTICIPATED). TECHNICAL VISITS TO PLA-N SHIPS WERE OFFERED, BUT DETAILS WERE NOT PROVIDED. IN TERMS OF CHINESE VISITS TO USN SHIPS, CLASSIFICATION/INFORMATION DISCLOSURE LEVELS FOR SHIP SYSTEMS SHOULD BE DISCUSSED EARLY TO FACILITATE DETAILED PREPARATIONS. GROUND RULES FOR GENERAL AND TECHNICAL VISITS WERE TO BE SET FORTH BY LETTER FROM USDAO BEIJING TO THE PLA-N PARTICIPANTS:

(1) VISITORS WOULD BE ALLOWED TO TOUR, UNDER ESCORT, SHIPS' BRIDGE/PILOTHOUSE, ENGINEERING SPACES, MAIN DECK, GUN MOUNTS, HANGAR SPACES, OFFICER/CREW QUARTERS, AND MESSING SPACES; HOWEVER, COMMUNICATIONS SPACES, SONAR CONTROL ROOMS, MAGAZINES, TORPEDO ROOMS, AND MISSILE FIRING/CONTROL ROOMS WERE TO BE OFF LIMITS EXCEPT WHERE SPECIFICALLY AUTHORIZED.

(2) VISITORS WOULD NOT BE ALLOWED TO BRING CAMERAS ONBOARD; HOWEVER, COMMANDING OFFICERS COULD AUTHORIZE PRESS TO BRING CAMERAS ABOARD.

(3) VISITORS WERE NOT TO BE ALLOWED TO OPERATE ANY EQUIPMENT. TOUR GUIDES WOULD DEMONSTRATE EQUIPMENT USE WHERE SUCH DEMONSTRATIONS WERE AUTHORIZED BY HIGHER AUTHORITY.

(4) VISITORS WERE TO BE ORGANIZED INTO SMALL GROUPS AND ESCORTED BY TOUR GUIDES, THE SIZE, COMPOSITION, AND ITINERARY TO BE MUTUALLY AGREED UPON PRIOR TO VISIT. FOR SAFETY REASONS, ONLY A SET NUMBER OF VISITORS

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

WERE TO BE ALLOWED ONBOARD AT ANY ONE TIME.

(5) ALL VISITS WERE TO BE CONDUCTED ON AN UNCLASSIFIED BASIS EXCEPT WHERE SPECIFICALLY DESIGNATED BEFOREHAND.

(6) USDAO BEIJING WOULD DETERMINE WHICH VISITORS COULD RECEIVE CLASSIFIED INFORMATION AUTHORIZED FOR DISCLOSURE AND ORGANIZE THE GROUP ACCORDINGLY.

(7) CERTAIN EQUIPMENT WOULD BE COVERED AND VISITORS WOULD NOT BE ALLOWED TO REMOVE COVERS.

(8) DISCUSSION/DEMONSTRATION OF CERTAIN EQUIPMENT WOULD BE ALLOWED; HOWEVER, TACTICS AND U.S. EMPLOYMENT WAS NOT TO BE DISCLOSED.

(9) TOUR GUIDES WOULD NOT BE ABLE TO RESPOND TO ALL QUESTIONS DUE TO LACK OF TECHNICAL KNOWLEDGE OR SECURITY REASONS. IN SUCH INSTANCES, VISITORS SHOULD REDIRECT QUESTIONS TO USDAO BEIJING UPON COMPLETION OF VISITS.

B. HONORS. (7-85) SHANGHAI IS NOT A SALUTING PORT. [SEE PARA 4A CALLS, NOTES (5)]

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (2-85) (FICPAC) SHANGHAI IS CHINA'S LARGEST AND MOST POPULATED CITY, COVERING 6,100 SQ KM WITH A POPULATION OF 10.85 MILLION (1982 EST). IT IS ONE OF THE THREE MUNICIPALITIES DIRECTLY UNDER THE CENTRAL GOVERNMENT.

THE ORIGINS OF THE CITY DATES FROM THE SONG ERA (960-1376) WHEN THE LOWER YANGTZE RIVER REGION BENEFITED FROM THE WITHDRAWAL OF NORTHERN INVADERS. SEVERAL ORGANIZATIONS RESPONSIBLE FOR CONTROLLING OVERSEAS TRADE HAD ALREADY BEEN BASED THERE.

IN 1554, RAMPARTS WERE BUILT ROUND THE TOWN TO PROTECT IT FROM ATTACK OF JAPANESE PIRATES (WE KOU). IN THE 17TH AND 18TH CENTURIES, TRADE FLOURISHED AND SHANGHAI COTTON WAS WELL KNOWN.

THE REAL DEVELOPMENT OF THE CITY DATES FROM THE 19TH CENTURY. DURING THE OPIUM WAR, THE ENGLISH FLEET UNDER VADM SIR WILLIAM PARKER ADVANCED AS FAR AS SHANGHAI, WHICH SURRENDERED IN JUN 1842. THE TREATY OF NANKING OPENED SHANGHAI TO FOREIGN TRADE; AND FROM THEN ON, THE CITY DEVELOPED LARGELY AS AN ENCLAVE FOR WESTERN COMMERCIAL INTERESTS IN CHINA. LYING OFF THE SEA AND JUST UPSTREAM FROM THE YANGTZE RIVER, SHANGHAI PROVIDED THE GATEWAY TO A VAST INTERNAL MARKET.

EACH OF THE MAJOR FOREIGN POWERS CLAIMED A SECTION OF THE CITY AND BY 1936 THE WESTERN POPULATION HAD REACHED 60,000. THEY CONTROLLED THE CHINESE CUSTOMS AND FOUNDED BANKS, FACTORIES, AND BUSINESS HOUSES. "THE BUND" (ZHONGSHAN ROAD) ALONGSIDE THE HUANG-PU RIVER WAS LINED WITH IMPRESSIVE BUILDINGS.

IN THE 20TH CENTURY, THE EUROPEANS TIGHTENED THEIR HOLD, AND AT THAT TIME CHINESE NATIONAL CAPITALISM DEVELOPED (TEXTILES, SHIPPING). IN 1910, THE SPECULATION IN RUBBER RESULTED IN A FINANCIAL CRISIS WHICH SERIOUSLY AFFECTED CHINESE BANKS. THE CHINESE COMMUNIST PARTY WAS FOUNDED IN SHANG-HAI ON 1 JULY 1921. THE CITY WAS UNDER ENEMY OCCUPATION DURING THE SINO-JAPANESE WAR.

SINCE THE LIBERATION, THE WHOLE FRAMEWORK OF SOCIETY HAS CHANGED. THE

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

EUROPEANS HAVE GONE, BUSINESS ENTERPRISES HAVE BEEN NATIONALIZED, AND THE "SHADY ELEMENTS" HAVE BEEN PURGED. TODAY THE CITY SUPPORTS MORE THAN 8,000 FACTORIES AND PRODUCES IRON AND STEEL, HEAVY MACHINERY, CHEMICALS, ELECTRICAL EQUIPMENT, MOTOR VEHICLES, SHIPS, TIRES AND GLASSWARE. PETRO-CHEMICAL PLANTS AND OIL REFINERIES LINE THE HUANG-PU RIVER.

B. LIBERTY. (7-85) (COMDESRON 5) LIBERTY WAS TO COMMENCE AT THE DISCRETION OF THE COMMANDING OFFICER AND TO EXPIRE FOR ALL HANDS BY 2400 (SHIP OR HOTEL) BY REQUEST OF THE CHINESE, SINCE ESTABLISHMENTS UNIFORMLY CLOSED AT 2300. IT WAS ESTABLISHED THAT ONE DAY PRIOR TO EACH DAY'S LIBERTY, AND A LIBERTY PARTY COUNT ANTICIPATED ASHORE WAS TO BE SUBMITTED BY USN TO THE PLA-N VIA A DAILY REPORT. THIS WAS TO INCLUDE BOTH USN AND PLA-N SPONSORED OFFICIAL FUNCTIONS.

PERSONNEL GOING ASHORE ON LIBERTY SHOULD BE THOROUGHLY BRIEFED ON STANDARDS OF CONDUCT FOR U.S. SERVICEMEN ASHORE. SUCH BEHAVIOR AS EXCESSIVE DRUNKENNESS IN PUBLIC SHOULD BE TREATED AS A LIBERTY INCIDENT AND REPORTED TO SOPA ADMIN. EXEMPLARY CONDUCT ASHORE WAS TO BE THE ONLY TOLERATED BEHAVIOR. THE MOST MINOR INCIDENT ASHORE HAD THE POTENTIAL TO DEVELOP INTO A HIGHLY VISIBLE ITEM OF INTEREST, PARTICULARLY IN VIEW OF THE WIDE MEDIA EXPOSURE OF THE SHANGHAI VISIT. COMMANDING OFFICERS WERE CHARGED WITH IMPRESSING ON THEIR CREWS THE IMPORTANCE OF OVERSEAS DIPLOMACY AND THE ABSOLUTE NECESSITY FOR IMPECCABLE BEHAVIOR PRIOR TO GRANTING LIBERTY. THE SPECIFIC ITEMS TO BE ADDRESSED INCLUDED:

- (1) NECESSITY FOR CAREFUL ADHERENCE TO LOCAL LAWS.
- (2) NECESSITY FOR AVOIDING CONTROVERSIAL DISCUSSIONS.
- (3) NEED FOR OFFICERS AND CHIEF PETTY OFFICERS TO BE ALERT IN PREVENTING DISCREDITABLE CONDUCT IF OBSERVED.
- (4) NEED TO RESPECT CHINESE CUSTOMS AND HABITS
- (5) PROHIBITION OF GUNS/AMMUNITION ASHORE.
- (6) PROHIBITION OF SELLING PERSONAL BELONGINGS (EXCEPT FOR SYMBOLIC GIFTS OR EXCHANGES WHICH ARE ENCOURAGED).
- (7) AWARENESS OF OFF-LIMITS AREAS WHICH INCLUDE DRUG STORES, GOVERNMENT FACILITIES (WHEN NOT ESCORTED BY A HOST NATIONAL OR AN AUTHORIZED TOUR), AND FACILITIES WHERE GUARDS/SENTRIES ARE POSTED.
- (8) HONORING AREAS THAT ARE POSTED "NO FOREIGNERS ALLOWED".
- (9) AWARENESS THAT CHINESE FEMALES ACTING FRIENDLY TOWARD US NAVY PERSONNEL SHOULD NOT BE MISTAKEN FOR AN ADVANCE, BUT MERELY AN ATTEMPT AT FELLOWSHIP AND/OR PRACTICE ENGLISH LANGUAGE.

C. CLUBS AND BARS. (7-85) (COMDESRON 5)

(1) THE INTERNATIONAL SEAMAN'S CLUB IS SITUATED NEAR THE WHARF WITH INEXPENSIVE BEER AND REASONABLY PRICED MEALS AVAILABLE. MEALS (EUROPEAN AND CHINESE) AND ALCOHOL ARE AVAILABLE IN NEARBY HOTELS WHERE A 3 COURSE EUROPEAN LUNCH COSTS ABOUT US\$8.00 PER PERSON. IN A GOOD CHINESE RESTAURANT, A TABLE OF 10 CAN CONSUME A MULTI-COURSE MEAL FOR US\$15.00-20.00, INCLUDING DRINKS. EATING OUT SHOULD BE DONE EARLY SINCE MANY RESTAURANTS START RUNNING OUT OF FOOD BY APPROXIMATELY 1900. THE FOLLOWING RESTAURANTS ARE CONSIDERED REASONABLE:

- PEACE HOTEL - THE BUND.
- SHANGHAI MANSIONS - WUSANG RD.

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

JIN JUANG HOTEL - HUAI HU RD.
RED HOUSE RESTAURANT - 37 SHANXI RD.
INTERNATIONAL CLUB - 63 YENON RD WEST

(2) THERE ARE NO NIGHT CLUBS IN SHANGHAI, BUT SOME HOTELS HAVE BANDS IN THEIR BARS AND STAY OPEN UNTIL ABOUT 0200. THERE ARE SOME VERY SMALL "DISCOS" WHERE DRINKS CAN BE BOUGHT. DRINKS ARE POTENT BY WESTERN STANDARDS, BUT LOCAL BEERS ARE VERY GOOD. "SHANGHAI" AND "TSINGTAO" BRANDS ARE PARTICULARLY RECOMMENDED. "MAO-TAI", A RICE LIQUOR SIMILAR TO TEQUILA IS AVAILABLE BUT IS VERY STRONG. PUBLIC DRUNKENESS IS CONSIDERED EXTREMELY DISGUSTING AND SHOULD BE AVOIDED. AS IN OTHER WEST-PAC PORTS, CREWS SHOULD BE ADVISED TO AVOID LOCAL TAP WATER AND ICE. ANY VIOLATION OF CHINESE LAW SUBJECTS THE PERPETRATOR TO CHINESE ADJUDICATION WHICH IS EXTREMELY SEVERE WITH CAPITAL PUNISHMENT COMMON.

(3) IT IS NOTED THAT LOCALS APPRECIATE CONSERVATIVE AMERICAN "DISCO-MUSIC" ON CASSETTES. IT IS POPULAR TO BRING CASSETTES TO THE DISCOS TO BE PLAYED; HOWEVER, THE CARRYING OF CASSETTE PLAYERS ASHORE IS NOT RECOMMENDED.

D. RESTAURANTS. (7-85) (COMDESRON 5) SEE PARA 4C.

E. HOTELS. (7-85) (COMDESRON 5) THERE ARE A NUMBER OF GOOD HOTELS IN SHANGHAI AND SOME OF THE MORE POPULAR INCLUDE:

SHANGHAI MANSION - WUSANG ROAD
JINJIANG HOTEL - HUAI HU ROAD
RED HOUSE RESTAURANT - 37 SHANXI ROAD
INTERNATIONAL CLUB - 63 YENAN ROAD WEST

F. ATHLETICS (7-85) (COMDESRON 5) ATHLETIC COMPETITION WITH LOCAL TEAMS WAS ARRANGED TO INCLUDE VOLLEYBALL AND BASKETBALL. THE WEARING OF UNIFORMS AND EXCHANGE OF EMBLEMATICS AT GAMES' CONCLUSION WERE HIGHLY ENCOURAGED. AMPLE SUPPLIES OF EMBLEMATICS ARE ENCOURAGED, AS IT IS NOT APPROPRIATE TO GIVE TO ONE MEMBER OF A GROUP (LEADER) AND NOT THE REST.

JOGGING IN SHANGHAI WAS PERMITTED IN APPROPRIATE ATHLETIC GEAR. HOWEVER, RUNNING IN THE EARLY MORNING WAS HIGHLY ENCOURAGED DUE TO SEVERE TRAFFIC PROBLEMS DURING WORKING HOURS AND THE SMOG CONDITIONS THAT GET PROGRESSIVELY WORSE THROUGHOUT THE DAY.

G. BEACHES. (4-86) INFORMATION IS NOT AVAILABLE.

H. CHURCHES. (2-85) INFORMATION IS NOT AVAILABLE.

I. TRANSPORTATION. (7-85) (COMDESRON 5) SAILORS SHOULD BE CAUTIONED THAT SHANGHAI TRAFFIC IS VERY HEAVY WITH CROWDED STREETS AND NUMEROUS TRAFFIC FATALITIES OCCURRING DAILY. CARE WHEN WALKING OR JOGGING IS ESSENTIAL.

AIR TRAVEL, I.E., VIP FLIGHTS/AIRCRAFT ARRANGEMENTS/DETAILS WERE HANDLED BY THE EMBARKED FLAG OFFICERS STAFF.

TAXIS WILL BE THE MOST COMMON MEANS OF TRAVEL IN SHANGHAI, AND TAXI STANDS WERE TO BE SETUP AT THE NAVAL BASE GATE (ABOUT ONE BLOCK WALK FROM THE PIER/DOCK LANDING) AND RATES WERE VERY REASONABLE. TAXIS CANNOT

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

BE HALLED FROM THE STREET AND MUST BE BOOKED FROM HOTELS OR "FRIENDSHIP STORES" IF NOT AT THE BASE GATE. PERSONNEL SHOULD BE CAUTIONED THAT PUBLIC TRANSPORTATION (BUS AND TAXI) BECOMES VERY SCARCE AFTER 2100, SO ADVANCE TRAVEL PLANS WHILE ON LIBERTY SHOULD BE MADE TO ENSURE COMPLIANCE WITH THE 2400 CURFEW (SHIP OR HOTEL). FEW TAXI DRIVERS SPEAK ENGLISH, SO USE OF THE LANGUAGE CARDS, PROVIDED BY THE AMERICAN CONSULATE, IS ADVISED OR HOTEL WORKERS CAN BE USED TO EXPLAIN TO DRIVERS WHERE TO GO. THE TAXI DRIVERS WILL GIVE PASSENGERS TICKETS AT THE CONCLUSION OF A TRIP. THESE SHOULD BE ACCEPTED AS THEY ARE THE MEANS BY WHICH HIS FARES ARE ACCOUNTED FOR. TAXIS MAY OR MAY NOT HAVE A METER; HOWEVER, BEING CHEATED BY DRIVERS IS A RARITY. FARES ARE STANDARDIZED BASED ON MILEAGE AND WILL VARY A LITTLE DEPENDING ON THE TYPE OF VEHICLE EMPLOYED. WAITING TIME IS CHEAP, AND A COMMON PRACTICE IN SHANGHAI IS ENGAGE A TAXI AND HAVE IT WAIT OUTSIDE THE ESTABLISHMENT. DO NOT TIP.

THE QUESTION OF OFFLOADING AND OPERATING SHIP'S VEHICLES WAS NOT RAISED.

DURING THE ROYAL AUSTRALIAN NAVY VISIT IN SEPTEMBER 1984, RAN PERSONNEL WERE SERVICED BY "CONVOYS OF BUSES AND CARS" AND WERE BILLED FOR THESE SERVICES BEFORE DEPARTURE. THE RECOMMENDED PROCEDURE IS TO REQUEST ONE SEDAN/17 PAX MINI-BUS (PLUS DRIVERS) PER DESTROYER-SIZED VESSEL FOR USE DURING THE VISIT. VEHICLE COST WAS NOT INVESTIGATED.

J. TOURS. (7-85) (COMDESRON 5) A NUMBER OF TOURS WERE TO BE AVAILABLE TO U.S. NAVY SAILORS DURING THE SHANGHAI PORT VISIT. IN ORDER TO PREPARE THE SHIPS FOR THE VISIT, A PACKAGE OF INFORMATION WAS DEVELOPED FOR EACH SHIP INCLUDING VIDEOTAPES BY THE CONSUL GENERAL TO CREWS DISCUSSING THE CHINA VISIT, TOUR GUIDES, STORE BROCHURES, LIBERTY GUIDES, BIOGRAPHIES OF KEY CHINESE OFFICIALS, PHOTOGRAPHS, AND A 35MM SLIDE SHOW, ALL AIMED AT FAMILIARIZING THE CREWS WITH SHANGHAI. THESE PACKAGES ARE PRESENTLY HELD BY CTF 73 (COMNAVSURFGRU WESTPAC) AND WILL BE AVAILABLE TO SHIPS IN THE EVENT A VISIT TO SHANGHAI IS SCHEDULED IN THE FUTURE. IN TERMS OF LOCAL TOURS, A NUMBER WERE ARRANGED WHICH INCLUDED THE FOLLOWING:

1. SUZHOU TOUR - A ONE-DAY TOUR WAS AVAILABLE TO SUZHOU, ONE OF CHINA'S MOST ANCIENT CITIES ON THE GRAND CANAL IN THE CENTER OF A THRIVING SILK INDUSTRY WITH OVER 300 STONE BRIDGES, EXQUISITE GARDENS, AND NARROW STREETS WITH MANY CANALS. THE CITY CONTINUES TO BE A CENTER OF LEARNING AND THRIVING TRADITIONAL HANDCRAFT TRADES. THE COST OF THIS TOUR WAS TO BE 60/6 YUAN (US\$20.00) AND INCLUDED TWO MEALS.

2. HANGZHOU TOUR - A ONE-DAY TOUR TO HANGZHOU HAD BEEN PLANNED. THIS CITY IS ONE OF CHINA'S MOST SCENIC CITIES AT THE LOWER END OF THE QIATANG RIVER AND IS A MAJOR TRANSPORTATION HUB AS WELL AS THE TERMINUS OF THE WORLD'S OLDEST AND LONGEST CANAL (THE GRAND CANAL). HANGZHOU ABOUNDS WITH CULTURAL RICHES (CARVINGS, ARCHITECTURE), BOTANICAL GARDENS, A ZOO, AND IS A CENTER FOR SILK, PARASOLS, FANS, SCISSORS, BAMBOO, AND TEA. IT HAS BEAUTIFUL HOTELS AND THE PICTURESQUE WEST LAKE, BURIAL SITE OF MANY NATIONAL HEROS, AS WELL AS MANY FINE RESTAURANTS, OPERAS, AND SONG/DANCE PERFORMANCES. THE COST WAS TO BE 85/3 YUAN (US\$29.00) AND WAS TO INCLUDE THREE MEALS.

SHANG-HAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

3. BEIJING TOUR - THE PLA-NAVY OFFERED TO ARRANGE A TOUR TO BEIJING (GREAT WALL, MING TOMBS, FORBIDDEN CITY, ETC.) FOR 20 CREW MEMBERS DURING THE SHIP VISIT. THE TOUR WAS TO LAST THREE DAYS AND COST APPROXIMATELY US\$215.00 PER PERSON (TRANSPORTATION AND HOTEL INCLUDED).
4. A LOCAL SHANGHAI SIGHTSEEING AND SHOPPING TOUR WAS SCHEDULED DAILY.
5. A TOUR WAS AVAILABLE TO THE WUSONG NAVAL BASE AND IRON WORKS.
6. A JADE/CARPET FACTORY TOUR WAS SCHEDULED.
7. A TRIP TO A WESTERN SHANGHAI SUBURBAN PARK HAD BEEN ARRANGED.
8. THE CONSUL GENERAL PLANNED A GATHERING AT THE CONSUL GROUNDS FOR A CREW BBQ ON TWO DAYS OF THE VISIT WITH SHIPS PROVIDING SUPPLIES.

NOTE: THE NUMBERS OF PERSONNEL ATTENDING ALL TOURS MUST BE PROVIDED IN ADVANCE (VIA LOGREQ) AND NO-SHOWS WAS A SENSITIVE ISSUE. ALL TOURS WERE TO BE PRE-PAID AND SUDDEN CANCELLATIONS WOULD NOT BE REFUNDED.

CULTURE: THERE WERE A NUMBER OF CULTURAL EVENTS SCHEDULED FOR U.S. NAVY CREWS INCLUDING MUSICAL (OPERATIC AND FOLK), THEATRICAL, AND ACROBATIC (CIRCUS) SHOWS. ACROBATIC SHOWS ARE HIGHLY RECOMMENDED; HOWEVER, THE PUPPET SHOWS WILL LIKELY BE LESS APPEALING TO CREW MEMBERS SINCE AN UNDERSTANDING OF THE CHINESE LANGUAGE IS REQUIRED TO FULLY APPRECIATE THE PERFORMANCE.

K. SHOPPING. (7-85) (COMDESRON 5) SHANGHAI IS CONSIDERED TO BE THE BEST SHOPPING CENTER IN CHINA WITH GOOD BUYS ON SILK, CASHMERE, RUGS, ANTIQUES, SCROLLS, LACQUER, CLOISENNE, AND JADE. IT SHOULD BE REMEMBERED THAT THE CHINESE GENERALLY GET UP EARLY AND GO TO BED EARLY AND BUSINESS HOURS REFLECT THIS. GENERALLY, STORES ARE OPEN FROM 0900 TO 1900; HOWEVER, "FRIENDSHIP STORE" IS OPEN FROM 0900 TO 2200. SOME OF THE PARTICULARLY ATTRACTIVE SHOPPING AREAS INCLUDE:

(1) THE FRIENDSHIP STORE - LOCATED JUST ACROSS THE SUZHOU CREEK FROM THE SHANGHAI MANSIONS. THIS IS BY FAR THE MOST CONVENIENT PLACE TO SHOP. IT IS OPEN LATER THAN OTHER STORES. THE CLERKS SPEAK ENGLISH, AND THERE IS A GOOD REPRESENTATION OF CHINESE PRODUCTS. "SHOPPING AROUND" IS ENCOURAGED SINCE LOWER PRICES CAN USUALLY BE HAD IN TOWN; HOWEVER, THE FRIENDSHIP STORE IS USEFUL AS A "ROUGH GOUGE" OF WHAT IS AVAILABLE.

(2) NANJING LU ROAD - NANJING LU ROAD RUNS WEST FROM THE BUND AT THE PEACE HOTEL AND IS OFTEN CALLED THE "FIFTH AVENUE OF CHINA". THERE ARE OVER A THOUSAND STORES LOCATED ALONG SEVERAL MILES. THE SIDEWALKS AND STORES TEND TO BE VERY CROWDED. FEW OF THE STAFF SPEAK ENGLISH, AND RATION CARDS MAY BE NEEDED TO PURCHASE CERTAIN ITEMS (E.G. BICYCLES), BUT IT IS WORTH A LOOK.

(3) FUZHOU LU ROAD - FUZHOU LU ROAD IS ANOTHER MAJOR SHOPPING STREET RUNNING WEST FROM THE BUND ALONG THE BLOCK SOUTH OF NANJING LU. IT IS FAMOUS FOR BOOKSTORES ON BOTH SIDES OF A HALF MILE LONG STREET. THE FOREIGN LANGUAGE BOOKSTORE HAS VERY INEXPENSIVE ENGLISH TRANSLATIONS.

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

(4) SHANGHAI ANTIQUE CURIO STORE - LOCATED ON GUANG DONG ROAD. THIS STORE IS THE RECOMMENDED LOCATION FOR ANTIQUE PURCHASES, INCLUDING PORCELAIN, CLOISENNE PIECES, SCROLLS, PAINTINGS, PRINTS, AND VARIOUS OTHER ITEMS.

(5) STORE LOCATIONS:

| <u>STORE</u> | <u>APPROX DISTANCE FROM PROPOSED SHIP BERTH</u> |
|------------------------------|---|
| FRIENDSHIP STORE | 8-MIN WALK |
| INTERNATIONAL SEAMAN'S STORE | 8-MIN WALK |
| NO. 1 DEPARTMENT STORE | 20-MIN WALK |
| ANTIQUA STORE | 20-MIN WALK |
| EXHIBITION HALL | 45-MIN WALK |

L. THEATER AND CINEMA. (2-85) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (7-85) (COMDESRON 5) UNCLASSIFIED INFORMATION IS NOT AVAILABLE.

N. MISCELLANEOUS. (7-85) (COMDESRON 5)

CURRENCY:

(1) TWO FORMS OF CURRENCY ARE IN USE IN CHINA - RENMINBI (RMB- PEOPLE'S MONEY), WHICH IS THE "REAL" CURRENCY FOR THE CHINESE. FOREIGN EXCHANGE CERTIFICATES (FEC), WHICH IS THE CURRENCY AUTHORIZED FOR ALL FOREIGNERS. THE BUYING RATE IS IDENTICAL AND THIS SYSTEM IS THE MEANS BY WHICH THE CHINESE GOVERNMENT MANAGES THE LOCAL ECONOMY. THE FEC ALLOWS INDIVIDUALS ACCESS TO STORES DEALING MAINLY IN IMPORTED LUXURY GOODS WHICH HAS RESULTED IN A GROWING "BLACK MARKET" FOR FEC TO RMB EXCHANGE. CREW MEMBERS SHOULD BE CAUTIONED TO AVOID THIS BECAUSE IT IS A PROBLEM TO USE RMB WHEN YOU GET IT AND ITS ILLEGAL. MOST STORES, RESTAURANTS, HOTELS, BANKS, AND TAXIS WILL NOT ACCEPT RMB FROM FOREIGNERS, AND IT CANNOT BE EXCHANGED OUTSIDE OF CHINA. THE UNITS FOR FEC IS THE YUAN, AND THE RATE OF EXCHANGE WAS 2.77 YUAN TO US\$1.00 IN MAY 1985.

(2) PLANS FOR THE SHANGHAI TRIP CALLED FOR A MONEY EXCHANGE TO BE SETUP ON EACH SHIP FOR THE FIRST DAY. AFTER WHICH TIME, THE EXCHANGE WOULD BE AVAILABLE IN A ROOM ON THE NAVY BASE ADJACENT TO THE SHIP'S PROPOSED BERTHS. THE EXCHANGE WAS TO BE SET UP IN PACKETS OF US\$50.00 EQUIVALENTS FOR CONVENIENT EXCHANGE, BUT SMALLER QUANTITIES WERE TO BE AVAILABLE IF REQUESTED.

(3) HOTELS DO NOT ACCEPT CREDIT CARD PAYMENT IN SHANGHAI; HOWEVER, TRAVELERS CHECKS ARE ACCEPTABLE AT MONEY EXCHANGE FACILITIES. THE BANK OF CHINA WILL CASH PERSONAL CHECKS IF THE BEARER HAS AN AMERICAN EXPRESS CREDIT CARD. SOME OF THE ARTS AND CRAFTS STORES AND MONEY EXCHANGE FACILITIES WILL NOT ACCEPT VISA AND MASTER CHARGE FOR CASH ADVANCES. IN GENERAL, THESE TWO CREDIT CARDS CANNOT BE USED IN CHINA.

PHOTOGRAPHY: PHOTOGRAPHY WAS ALLOWED AND ENCOURAGED. HOWEVER, CERTAIN GUIDELINES APPLIED. PHOTOGRAPHY OF MILITARY PERSONNEL OR INSTALLATIONS WAS ENTIRELY PROHIBITED. PHOTOGRAPHY OF GROUPS (CIVILIAN) WAS FINE. INDIVIDUALS, ESPECIALLY OLDER PEOPLE, SHOULD BE TAKEN ONLY WITH THEIR PERMISSION, AS THEY BELIEVE THAT PHOTOS ROB THEM OF THEIR SOUL. POLA-

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

ROID PHOTOS ARE VERY POPULAR AND A GOOD WAY TO MEET THE CHINESE ALTHOUGH A LITTLE BIT EXPENSIVE.

MILITARY PERSONNEL: IN SHANGHAI, AS IN ANY OTHER CHINESE CITY, A NUMBER OF PEOPLE IN UNIFORM OF VARIOUS STYLES AND COLORS WILL BE SEEN. IN ORDER TO FACILITATE CREW'S RECOGNITION OF MILITARY MEMBERS, THE FOLLOWING DESCRIPTIONS ARE PROVIDED:

(1) NAVY - OFFICERS WEAR A WHITE SHIRT WITH WHITE OR BLUE PANTS AS WELL AS A COMBINATION HAT WITH BLACK BAND AND SILVER CHIN STRAP. SHOULDER BOARDS ARE ALSO PLANNED IN A FUTURE UNIFORM CHANGE. ENLISTED UNIFORMS INCLUDE BLUE COLLAR TABS.

(2) ARMY - MEMBERS WEAR GREEN SHIRT AND PANTS WITH RED COLLAR TABS. OFFICERS WEAR A COMBINATION HAT WITH RED BAND AND SILVER CHIN STRAP. SHOULDER BOARDS ARE ALSO PLANNED IN A FUTURE UNIFORM CHANGE. ENLISTED PERSONNEL WEAR COMBINATION HAT WITH NO BAND AND A BLACK CHIN STRAP.

(3) AIR FORCE - MEMBERS WEAR GREEN SHIRTS WITH BLUE PANTS AND BLUE COLLAR TABS. OFFICERS WEAR A COMBINATION HAT WITH BLUE BAND AND SILVER CHIN STRAP. ENLISTED PERSONNEL WEAR A COMBINATION HAT WITH NO BAND AND BLACK CHIN STRAP.

(4) PEOPLE'S ARMED POLICE - THE PAP OR FEDERAL POLICE MAY BE SEEN IN ONE OF TWO UNIFORMS. THE FIRST IS A LIGHT SHORT SLEEVED "SAFARI" STYLE SHIRT/JACKET WITH RED COLLAR TABS AND GOLD EDGE EPAULETTES AND A BLUE SHIELD BADGE SHOWING GOLD CROSSED RIFLES. GREEN PANTS ARE WORN WITH THIN RED PIPING, GREEN COMBINATION HAT WITH GOLD STRIPS ON THE BAND. THE HAT BADGE IS THE NATIONAL EMBLEM (FIVE GOLD STARS AND THE TIAN AN MEN, "GATE OF HEAVENLY PEACE", IN GOLD ON A RED DISC SUPPORTED BY A GOLD WREATH). A BROWN BELT USUALLY CARRIES A HOLSTERED PISTOAL AND A TRUNCHEON. THE SECOND UNIFORM IS SIMILAR TO THAT OF THE AIR FORCE EXCEPT THAT THE HAT WILL NOT HAVE THE RED STAR BUT THE NATIONAL EMBLEM INSTEAD.

SPECIAL SOPA INSTRUCTIONS:

(1) CONSISTENT WITH ENVIRONMENTAL CONDITIONS, SHIPS' CREWS WERE TO MAN THE RAIL IN THE UNIFORM OF THE DAY FOR ENTERING AND LEAVING PORT DURING THE TRANSIT OF THE HUANGPU RIVER. THE OOD WAS TO BE ON DECK TO ENSURE THAT MORNING AND EVENING COLORS WERE EXECUTED SMARTLY AND ON SIGNAL FROM SOPA. THE OOD ON SOPA ADMIN FLAGSHIP WAS TO OBSERVE SAME AND ENSURE THAT WEATHER DECK LIGHTING AND (AT NIGHT) FRIENDSHIP LIGHTS WERE ENERGIZED SIMULTANEOUSLY WITH COLORS EXECUTION. FOR MORNING COLORS USN SHIPS WERE TO PLAY NATIONAL ANTHEM FOLLOWED BY PRC NATIONAL ANTHEM (CASSETTE TAPES OF BOTH PROVIDED BY SEVENTHFLT BAND) ON TOPSIDE SPEAKERS AND DISPLAY PRC ENSIGN (PROVIDED SEPARATELY) FROM YARDARM DURING PRC ANTHEM. THE LOWERING OF ACCOMMODATION LADDERS AND BOATS IN CONJUNCTION WITH MOORING TO BUOYS WAS TO BE DONE IN A SMART AND SEAMANLIKE MANNER WITH BOAT CREWS KEEPING IN MIND THAT THEY ARE AN EXTENSION OF THEIR SHIP'S REPUTATION AS WELL AS THAT OF THE U.S. NAVY.

DRUGS: CREWMEMBERS SHOULD BE AWARE THAT DRUG PUSHERS (FOREIGN TRAVELERS) MAY BE ENCOUNTERED IN SHANGHAI. MARIJUANA IS MOST COMMON, BUT HARDER DRUGS EXIST AS WELL. PENALTIES FOR USE OR SALE OF DRUGS ARE EXTREMELY SEVERE.

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA (PRC)

CHINESE

ENGLISH

| | |
|-----------------------|---|
| NEE HOW MA? | HOW ARE YOU |
| HOW | I AM FINE (OFTEN SAID WHEN MEETING SOME ONE AND HAND SHAKING) |
| HUN HOW | VERY GOOD (WAY OF EXPRESSING SATISFACTION WITH WHAT HAS BEEN SAID, SHOWN, EATEN, ETC.) |
| HUN MAY LEE | VERY BEAUTIFUL (SCENERY) |
| SIER SIER | THANK YOU |
| DOOR SIER | THANK YOU VERY MUCH |
| CHING | PLEASE (I.E. AFTER YOU, PLEASE TAKE ONE, PLEASE COME, ETC. - ACCOMPANIED BY APPROPRIATE GESTURE) |
| ZEYE JIEN | GOODBYE |

AT RECEPTIONS

| | |
|-------------------------|---|
| GAN BAY | CHEERS |
| MAU TIE | CHINESE EQUIVALENT OF VODKA AND PRETTY STRONG |
| JOO NEE JIEN KANG . . . | WISHING YOU GOOD HEALTH |
| YING GWOR EW WANG . . . | THE QUEEN |
| HUR JOO SEE | CHAIRMAN HUA |
| JUNG GWOR | CHINA (MIDDLE KINGDOM) |
| PEE JOE | BEER |
| WEY SHH JEE JOE | WHISKEY |
| BOO LAN DEE JOE | BRANDY |
| JEWZZ SHWEY | ORANGE SQUASH |
| JIN JOE | GIN |
| CHEE SHWEY | AERATED WATER |

SHOPPING

| | |
|-----------------|----------------------|
| DOOR SHAU CHIEN | HOW MUCH IS IT |
| WOR YAU MAY GAR | I WILL TAKE THAT ONE |

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC (4-86).



CLIMATOLOGY FOR: SHANG-HAI, CHINA
3112N 12126E

T3-20

| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | ANN. |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ABSOLUTE MAX TEMP (F) | 64 | 75 | 81 | 82 | 97 | 95 | 99 | 99 | 95 | 86 | 82 | 68 | 99 |
| ABSOLUTE MIN TEMP (F) | 14 | 18 | 23 | 32 | 45 | 55 | 68 | 68 | 55 | 36 | 25 | 21 | 14 |
| MEAN RELATIVE HUMIDITY | 70 | 75 | 77 | 79 | 82 | 84 | 81 | 83 | 82 | 76 | 78 | 76 | 79 |
| MEAN PRECIP (INCHES) | 1.94 | 2.39 | 3.32 | 3.55 | 3.77 | 7.02 | 5.81 | 5.50 | 5.16 | 2.92 | 2.09 | 1.48 | 44.9 |
| MEAN SURFACE WIND DIRECTION | NW | N | N | ESE | SE | SE | SSE | SSE | NNE | N | N | NNW | |
| MEAN SURFACE WIND SPEED (KNOTS) | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 10 | 11 | 12 | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

REFERENCES: U.S.N. WEATHER SERVICE WOULD-WIDE AIRFIELD SUMMARIES VOLUME XII PART 2

SHANGHAI, PEOPLE'S REPUBLIC OF CHINA

3. E. (MEDICAL) (7-85) (COMDESRON 5)

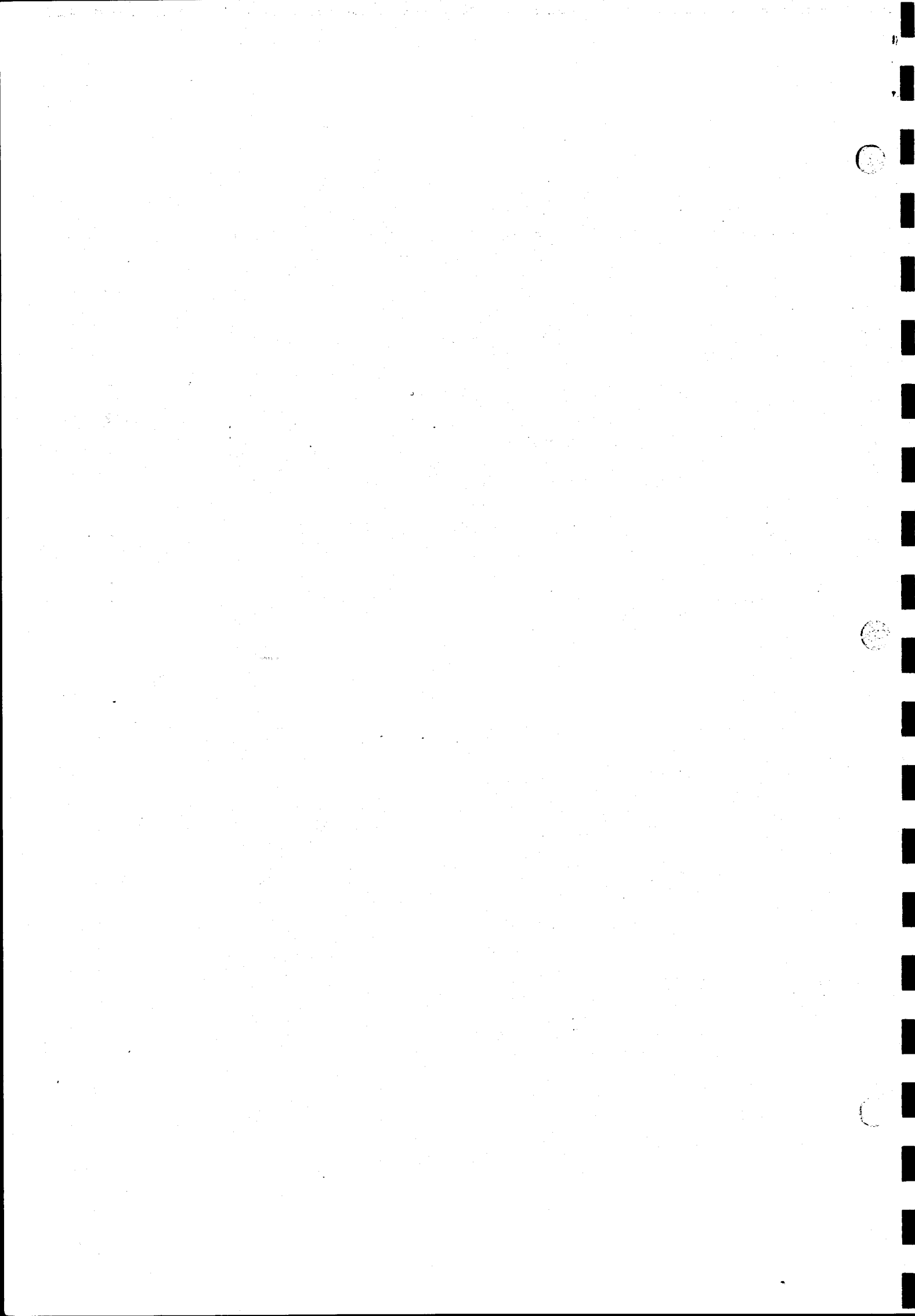
HOSPITALS - FOR MEDICAL PURPOSES, SHANGHAI IS DIVIDED INTO MUNICIPALITIES (OF WHICH THERE ARE 11), DISTRICTS (BETWEEN 100 AND 200), AND NEIGHBORHOODS. EACH OF THESE HAS ITS OWN HOSPITAL. A NEIGHBORHOOD HOSPITAL HAS ABOUT 60 BEDS WITH A FULL MEDICAL STAFF. IT PROVIDES INITIAL OUTPATIENT CONSULTATION SERVICES WITH ADMISSION FOR RELATIVELY MINOR AILMENTS IF REQUIRED. A DISTRICT HOSPITAL HAS ABOUT 200-300 BEDS AND PROVIDES A WIDER RANGE OF SERVICES, INCLUDING SPECIALIST SERVICES. A MUNICIPAL HOSPITAL HAS BETWEEN 300-500 BEDS AND PROVIDES THE FULLEST RANGE OF SPECIALIST SERVICES. EACH NEIGHBORHOOD HOSPITAL IS ATTACHED TO A DISTRICT HOSPITAL AND EACH DISTRICT HOSPITAL TO A MUNICIPAL HOSPITAL. THUS, DEPENDING ON THE COMPLEXITY OF HIS PROBLEM, A PATIENT MAY BE TRANSFERRED FROM ONE TO THE OTHER.

NO. 1 PEOPLES HOSPITAL WAS WITHIN FIVE MINUTES OF THE SHIP'S PLANNED BERTHS AND WAS TO BE AUGMENTED TO PROVIDE SUPPORT FOR U.S. NAVY PERSONNEL AS NECESSARY. THE U.S. NAVY MEDICAL OFFICER EMBARKED WAS TO CONDUCT TOURS FOR THE CHINESE OF THE SHIP'S MEDICAL SPACES WITH ASSIGNED (HM) PERSONNEL, AND IN RETURN THEY WERE TO BE PROVIDED A TOUR OF A LOCAL HOSPITAL AND POSSIBLY OBSERVE AN ACUPUNCTURE PROCEDURE. SHIPS SHOULD ANTICIPATE PREPARING MEDICAL LECTURES COVERING DEPARTMENT-ORGANIZATION, DEPARTMENT OPERATION, ENVIRONMENTAL PROGRAMS (HEAT STRESS, HEARING CONSERVATION, ASBESTOS, IMMUNIZATIONS, AND EMERGENCY-BATTLE CAPABILITIES) IN CONJUNCTION WITH THE TECHNICAL TOURS TO THE SHIPS. THE EMBARKED MEDICAL OFFICER SHOULD ORGANIZE/COORDINATE THESE LECTURES.

DOCTORS - ALL DOCTORS IN SHANGHAI WORK IN THE HOSPITAL. GENERAL PRACTITIONERS WORK IN THE NEIGHBORHOOD. THE RATIO OF STAFF TO BEDS IS 3 TO 1, AND AT LEAST ONE OF THESE IS ALLEGEDLY A DOCTOR. HOWEVER, IT IS UNLIKELY THAT ALL THESE DOCTORS ARE FULLY UNIVERSITY-TRAINED. IT IS STRONGLY ADVISED TO HAVE AT LEAST ONE AMERICAN-TRAINED U.S. NAVY MEDICAL OFFICER ABOARD FOR THIS PORT VISIT, AS THIS WILL MOST LIKELY REPRESENT THE MOST CURRENT MEDICAL KNOWLEDGE AVAILABLE.

PREVALENT DISEASES - THE MAJOR DISEASE PROBLEMS IN SHANGHAI ARE HYPERTENSION, HEART DISEASE, AND CANCER. INDUSTRIAL ACCIDENTS ARE ALSO A SIGNIFICANT PROBLEM.

NAVAL HOSPITAL - THERE IS ONE 300-BED NAVAL HOSPITAL IN SHANGHAI. THIS WILL NOT BE AVAILABLE TO U.S. NAVY PERSONNEL AS CURRENT PLANS STAND. THE SENIOR MEDICAL DEPARTMENT REPRESENTATIVE WILL HAVE TO ENSURE THAT AN AMPLE STOCK OF LOMOTIL, DONNATAL, AND COUGH/SORE THROAT REMEDIES ARE ON BOARD EACH SHIP. ANTICIPATE MULTIPLE VIRAL RESPIRATORY AND ENTERIC INFECTIONS. ONLY SYMPTOMATIC TREATMENT SHOULD BE NECESSARY; HOWEVER, ENSURE EXPIRATION DATES OF INTRAVENOUS FLUIDS HAVE NOT BEEN EXCEEDED FOR CASES OF PROLONGED DIARRHEA, SHOULD THEY OCCUR.



QINGDAO, CHINA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 86) (FICPAC) QINGDAO (36°02'N/120°16'E) IS LOCATED AT THE SOUTHWESTERN TIP OF THE SHANDOING PENNINSULA IN NORTHERN CHINA, APPROXIMATELY 400 KM (248 MI) SOUTHEAST OF BEIJING. BECAUSE IT IS SITUATED ON THE SOUTHEAST SIDE OF THE JIAOZHOU INLET, IT IS A WELL-PROTECTED PORT, FREE FROM SILT AND ICE IN THE WINTER.

B. APPROACHES, LIGHTS, ETC. (DEC 86) (COMDESRON 15) CHARTS UTILIZED WERE: ADMIRALTY CHART 876 (1986, CORR NM 2803/29 SEP 86, SUPPLIED BY THE PRC GOVERNMENT), DMA CHART 94282 (7TH ED 1982, CORR NM 86/33), DMA CHART 94290 (1ST ED 1982, CORR NM 86/37). THE CHARTS ACCURATELY REFLECTED THE APPROACHES AND HARBOR ENTRANCE WITH THE EXCEPTION OF WATER DEPTH. THE HARBOR HAD BEEN EXTENSIVELY DREDGED TO A DEPTH GREATER THAN INDICATED ON THE CHARTS. SPECIFICALLY, SOUNDINGS INDICATED THAT DEPTH BETWEEN BUOY 9 AND NORTH BREAKWATER WAS 1.77 M (5.8 FT) GREATER THAN CHARTED; BETWEEN NORTH BREAKWATER LIGHT AND WHARF 2, IT WAS 1.8 M (5.9 FT) GREATER THAN CHARTED; AND BETWEEN WHARFS 2 AND 3, IT WAS 1.77 M (5.8 FT) GREATER THAN CHARTED. NAVAIDS WERE AVAILABLE AND WERE ACCURATELY REFLECTED IN DMAHTC PUB 157 (3RD ED 1984).

C. PILOTAGE. (DEC 86) (COMDESRON 15) PILOTAGE IS COMPULSORY FOR ALL VESSELS ENTERING/DEPARTING QINGDAO PORT COMPLEX. PILOTS BOARDED ALL SHIPS AT 36°02'N/120°18'E. PILOT BOATS WERE HAINAN CLASS PATROL BOATS. PILOTS APPEARED TO BE CAPABLE ALTHOUGH THEIR WORKING KNOWLEDGE OF ENGLISH WAS RESTRICTED TO A FEW MANUEVERING COMMANDS. TUG SERVICES WERE AVAILABLE AND UTILIZED BY ALL THREE U.S. SHIPS. FIVE RELATIVELY NEW DIESEL-POWERED TUGS AND THREE OLDER DIESEL TUGS WERE OBSERVED IN THE HARBOR. TUGS WERE REQUIRED BY DIRECTION OF THE PRC GOVERNMENT.

D. ENTRANCE. (DEC 86) (COMDESRON 15) THE ENTRANCE HAS ONE CHANNEL WHICH IS BREAKWATER PROTECTED AT THE MOUTH OF THE BIG HARBOR. THE MINIMUM ENTRANCE WIDTH TO THE BIG HARBOR IS 30.5 M (100 FT) AND IS LOCATED BETWEEN PIERS 1 AND 5. TWO WEEKS PRIOR TO U.S. SHIPS PORT VISIT, THE HARBOR CHANNEL WAS DREDGED TO A DEPTH OF 11 M (36 FT) TO PIER 3, SHIPS DID NOT PASS UNDER ANY BRIDGES OR POWERLINES.

E. CHANNEL. (DEC 86) (COMDESRON 15) THE INNER HARBOR CHANNEL IS APPROXIMATELY 9,235 M (30,300 FT) LONG WITH AN AVERAGE WIDTH OF 900 M (2,952 FT) AND A MINIMUM DEPTH OF 22.8 M (74.8 FT). THERE ARE NO OVERHEAD OBSTRUCTIONS.

F. ANCHORAGES. (DEC 86) (COMDESRON 15) ANCHORAGES WERE AVAILABLE IN OUTER HARBOR BUT WERE NOT USED.

G. WRECKS AND OBSTRUCTIONS. (DEC 86) (COMDESRON 15) THE CHANNEL HAS A NARROW SHARP TURN AT 36°06.2'N/120°18.2'E.

H. TIDES AND CURRENTS. (DEC 86) (COMDESRON 15) A 13-FT CHANGE IN

QINGDAO, CHINA

TIDE WAS OBSERVED WHILE IN PORT.

I. WEATHER AND WINDS. (DEC 86) (COMDESRON 15) WINDS ARE ACCURATELY DESCRIBED IN PUB 157 AND CHARTS; HOWEVER, DURING LIGHT WINDS (FROM ANY DIRECTION) PORT AREA HAS A SEVERE HAZE/DUST/SMOG PROBLEM. WITH A 05-10 KT SOUTHERLY WIND DURING PORT ENTRY (APPROXIMATELY 0800 LOCAL TIME) VISIBILITY DROPPED TO 1/2-1/4 NM AT TIMES. LOW VISIBILITY DUE TO FOG IS ALSO LIKELY HERE IN FALL AND WINTER.

2. BERTHING AND FACILITIES

A. MOORING AND BERTHING. (DEC 86) (COMDESRON 15) REEVES MOORED STBD SIDE TO NORTH SIDE OF PIER 3, UTILIZING SIX STANDARD MOORING LINES (DOUBLED) AND YOKOHAMA TYPE RUBBER FENDERS PROVIDED AT THE PIER. OLDENDORF MOORED OUTBOARD REEVES, USING SHIP'S FENDERS BETWEEN THE TWO SHIPS. RENTZ WAS MOORED FORWARD OF REEVES. THE DEPTH OF PIER 3 WAS 11 M (36.1 FT) AND HAD BEEN RECENTLY DREDGED. STEAM WAS NOT AVAILABLE. ELECTRICITY WAS NOT AVAILABLE AT THE PIER, BUT 220V/50HZ WAS AVAILABLE IN THE PORT AREA. WHARVES ARE:

PIER 1 - CONCRETE CONSTRUCTION FOR PALLETIZED AND BREAK/BULK CARGO. RAIL AND ROAD SERVED.

PIER 2 - CONCRETE CONSTRUCTION FOR PALLETIZED AND BREAK/BULK CARGO. ROAD SERVED.

PIER 3 - NAVAL PIER. CONCRETE CONSTRUCTION WITH COBBLESTONE SURFACE. RAIL SERVED ALONG BOTH FACINGS.

PIER 4 - CONCRETE CONSTRUCTION, SERVES AS AUXILIARY BERTHING FOR TUGS AND LIGHTERS. CAN BE USED FOR PALLETIZED AND BREAK/BULK CARGO. ROAD SERVED.

PIER 5 (SOUTH) SUBMARINE BASE - CONCRETE CONSTRUCTION WITH FOUR FLOATING FINGER PIERS ATTACHED FOR SUBMARINE BERTHING.

PIER 5 (NORTH) NAVAL BASE - CONCRETE CONSTRUCTION, USED FOR BERTHING OF AUXILIARIES.

PIER 6 - CONCRETE CONSTRUCTION FOR PALLETIZED AND BREAK/BULK CARGO. ROAD SERVED.

NOTE: RECLAIMED AREA BETWEEN PIER 1 AND 6 IS UTILIZED BY PASSENGER TERMINAL. CONCRETE CONSTRUCTION. ROAD SERVED.

PIER 7 - CONCRETE CONSTRUCTION USED FOR LOADING/UNLOADING COAL. ROAD AND RAIL SERVED.

PIER 8 - CONCRETE CONSTRUCTION FOR PALLETIZED AND BREAK/BULK CARGO. ROAD (AND POSSIBLY RAIL) SERVED.

B. FUEL, LUBE, AND DIESEL OIL. (DEC 86) (COMDESRON 15) CHINESE TERMINOLOGY FOR F-76 (GAS OIL) WAS MINUS (-) TEN LIGHT FUEL OIL. SEVERAL SAMPLES WERE TESTED DURING REFUELING. QUALITY WAS EXCELLENT WITH NO TRACE OF WATER OR SEDIMENT. FLASH POINT WAS 180°. FUEL WAS SUPPLIED VIA Y.O. (SIDE NO. X753). NO "POL" TANKS WERE OBSERVED IN THE PORT AREA.

C. MECHANICAL HANDLING FACILITIES. (DEC 86) (COMDESRON 15)

QINGDAO, CHINA

| <u>CRANES BY TYPE</u> | <u>QTY</u> | <u>CAPACITY</u> | <u>POWER</u> |
|-----------------------|------------|-----------------|--------------|
| PORTAL JIBS | 34 | EST 30 TON | ELECTRIC |
| FLOATING | 1 | UNK | DIESEL |
| CONTAINER | 1 | UNK | ELECTRIC |
| MOBILE | 10 | 2-8 TON | DIESEL/GAS |
| FLOATING SHEARLEGS | 3 | UNK | DIESEL |
| BRIDGE TRANSPORTER | 1 | UNK | ELECTRIC |

NUMEROUS FORK LIFTS WERE OBSERVED IN THE PORT COMPLEX.

D. DRYDOCKS AND REPAIR FACILITIES. (DEC 86) (COMDESRON 15) TWO SMALL NAVAL DRYDOCK AND REPAIR FACILITIES EXIST TO THE SOUTH OF QINGDAO PORT FACILITY. A SMALL DRYDOCK, TRANSVERSE MARINE RAILWAY WITH A CAPACITY FOR PATROL CRAFT AND AN END-HAUL MARINE RAILWAY WITH A CAPACITY FOR SMALL DESTROYER SIZE SHIPS ARE PRESENT. NO FURTHER INFORMATION IS AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (DEC 86) (COMDESRON 15)

PIER 1 HAS FIVE ONE-STORY CONCRETE BLOCK WAREHOUSES WITH APPROXIMATELY 8,745 SQ M (95,375 SQ FT) OF COVERED STORAGE.

PIER 2 HAS THREE ONE-STORY CONCRETE BLOCK WAREHOUSES WITH APPROXIMATELY 10,692 SQ M (116,600 SQ FT) OF COVERED STORAGE.

PIER 6 HAS TWO TWO-STORY CONCRETE BLOCK WAREHOUSES WITH APPROXIMATELY 37,118 SQ M (121,785 SQ FT) OF COVERED STORAGE.

PIER 8 HAS ONE ONE-STORY PREFAB METAL WAREHOUSE WITH APPROXIMATELY 7,310 SQ M (78,952 SQ FT) OF COVERED STORAGE.

ADDITIONALLY, ALL PIERS ARE USED FOR OPEN STORAGE OF PALLETIZED OR BREAK/BULK CARGO. OPEN CONTAINER STORAGE IS LOCATED ON PIER 8.

F. STEVEDORES. (DEC 86) (COMDESRON 15) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (DEC 86) (COMDESRON 15) QINGDAO HAS THE CAPACITY OF BERTHING 23 U.S. CRUISER SIZE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (DEC 86) (COMDESRON 15) RAILROAD GAUGE APPEARED TO BE STANDARD U.S. GAUGE. PIERS WERE SERVICED BY EITHER RAIL, ROAD OR BOTH. ALL INLAND POINTS ARE ACCESSIBLE BY ROAD. TWO STEAM COAL FIRED LOCOMOTIVES WERE OBSERVED IN THE PORT FACILITY. ELECTRIC PASSENGER TRAINS WERE OBSERVED OUTSIDE OF THE PORT FACILITY.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (DEC 86) (COMDESRON 15) RECEIVED FUEL FROM A YARD OILER.

B. WATER. (DEC 86) (COMDESRON 15) THE RATE OF DELIVERY WAS 2,200 GAL/HOUR.

C. AIRFIELDS. (DEC 86) (COMDESRON 15) QINGDAO AIRPORT IS APPROXIMATELY 40 KM (24.8 MI) NE OF THE PORT. AIRLINE WAS CAAC WITH THREE FLIGHTS PER

QINGDAO, CHINA

WEEK FROM AND TO BEIJING, SUN/TUES/THURS, VIA DC-9. A CONCRETE RUNWAY IS ORIENTED NE-SW.

D. COMMUNICATIONS. (DEC 86) (COMDESRON 15) THE INITIAL RADIO COMMUNICATIONS WITH QINGDAO SHORE RADIO STATION WAS ON PRE-SIGNALLED HF FREQUENCIES, BUT SOME CONFUSION AROSE CONCERNING THE MODE OF TRANSMISSION (CW OR VOICE). CONTACT WAS EVENTUALLY MADE, USING PLAIN ENGLISH INTERNATIONAL MORSE CODE. VOICE COMMUNICATIONS WERE ESTABLISHED WITH PLA-N LUDA DD ON CHANNEL 16 TO EFFECT RENDEZVOUS FOR PORT ENTRY. VISUAL SIGNALS TO ASSIST IN LOW VISIBILITY RENDEZVOUS WERE A HOIST OF THREE LIGHTS TO THE MAST HEAD (RED-RED GREEN AT ONE METER INTERVALS) TO BE TURNED OFF ONCE IDENTIFICATION WAS MADE. THERE WERE NO REQUIREMENTS TO GUARD ANY UNIQUE COMMUNICATIONS CIRCUITS WHILE INPORT.

TELEPHONES WERE AVAILABLE ON THE PIER, AND TELEGRAPH FACILITIES WERE AVAILABLE IN TOWN AT QINGDAO TELEPHONE AND TELECOMMUNICATIONS CENTER. CALLS CAN BE MADE TO CONUS WITH AN APPROXIMATELY 15-MIN WAITING PERIOD WITH ENGLISH SPEAKING OPERATOR ASSISTANCE. NO LAND LINES WERE AVAILABLE. THE PRC POST WAS THE ONLY SERVICE AVAILABLE WITH A POST OFFICE AT THE HEAD OF THE PIER.

E. MEDICAL. (DEC 86) SEE T4/MED.

F. GASOLINE. (DEC 86) (COMDESRON 15) GASOLINE IS NOT READILY AVAILABLE. THERE ARE ONLY FIVE GOVERNMENT STATIONS IN QINGDAO.

G. PROVISIONS. (DEC 86) (COMDESRON 15) NO INFORMATION IS AVAILABLE.

H. GARBAGE DISPOSAL. (DEC 86) (COMDESRON 15) GARBAGE/DUMP TRUCK ARRIVED 3 TIMES DAILY, 0800, 1300, AND 1800. GARBAGE BAGS WERE THROWN INTO BACK OF TRUCK AND CHINESE WOULD REARRANGE AS DESIRED. TRASH WAS NOT REQUIRED TO BE SORTED. SEWAGE DISPOSAL WAS AVAILABLE BY BARGE ON AN ON-CALL BASIS (EVEN THOUGH A REGULAR PICK-UP SCHEDULED HAD BEEN PREVIOUSLY ARRANGED) AND WAS EMPHASIZED BY LOGISTIC LIAISON OFFICIALS AS A MANDATORY REQUIREMENT. PUMPING WASTE OVERBOARD WAS NOT AUTHORIZED AND THE RELATIVELY CLEAN CONDITION OF THE HARBOR WAS EVIDENCE OF THIS FACT. CHT HOSES OF SUFFICIENT LENGTH ARE REQUIRED (PROVIDED BY SHIP) TO REACH FROM DECK FITTING TO BARGE TIED UP ALONGSIDE. NO SPECIAL END-FITTING WAS REQUIRED SINCE THE WASTE IS DISCHARGED INTO AN OPEN TRUNK ON THE BARGE. SIMILAR IS TRUE FOR WASTE OIL DISCHARGE, WHICH IS DEPOSITED INTO A SEGREGATED SECTION OF THE SEWAGE BARGE.

4. PERSONALIA

A. CALLS. (DEC 86) (COMDESRON 15) CALLS MAY BE MADE ON:

CHIEF NAVY OFFICER, PLA-N
COMMANDER, NORTH SEA FLEET
SHANDUNG MILITARY REGION COMMANDER

SHANDUNG GOVERNOR
QINGDAO MAYOR

QINGDAO, CHINA

CALLS WERE ARRANGED BY USDAO BEIJING. OTHER VISITORS INCLUDED PLA AND GOVERNMENT PERSONNEL FOR TECHNICAL AND PROFESSIONAL TOURS, AND VIP'S AND MIDDLE SCHOOL STUDENTS FOR GENERAL VISITING. SIGNIFICANTLY LARGER NUMBERS OF PEOPLE REGULARLY SHOWED UP FOR ALL CATEGORIES OF TOURS THAN HAD PREVIOUSLY BEEN AGREED UPON (TICKETS HAD BEEN ISSUED). THIS RESULTED IN THE REQUIREMENT FOR CONTINUAL DAY-TO-DAY/EVENT-TO-EVENT MANAGEMENT BY USN/PLA-N COORDINATING OFFICIALS IN ORDER TO ENSURE REQUISITE SHIPBOARD PHYSICAL SECURITY WAS MAINTAINED.

B. HONORS. (DEC 86) (COMDESRON 15) QINGDAO IS A SALUTING PORT. TWENTY-ONE GUN SALUTE RENDERED BY REEVES ON ARRIVAL FOR THIS FIRST USN VISIT. EXACT LOCATION, TIME AND PROCEDURES MUST BE ARRANGED THROUGH USDAOBEIJING. NON-GUN HONORS INCLUDED FULL DRESS SHIP AND FRIENDSHIP LIGHTS THROUGHOUT VISIT BUT NO PASSING HONORS.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 86) (COMDESRON 15) QINGDAO IS A MAJOR PORT CITY WITH 2 MILLION PEOPLE AND IS THE HEADQUARTERS OF THE PLA-N NORTH SEA FLEET (NSF). FINISHED STEEL IS IMPORTED HERE AND EXPORTS INCLUDE CORN, WHEAT, TEXTILES, OIL, COAL AND BEER. ROMAN CATHOLIC AND PROTESTANT CHURCH SERVICES ARE AVAILABLE BUT ARE CONDUCTED IN CHINESE. MAXIMUM LIBERTY DURING VISIT WAS 560 PERSONNEL. THE PORT COULD PROBABLY ABSORB 1,000 OR MORE.

B. LIBERTY. (DEC 86) (COMDESRON 15) THE NUMBER OF OFFICERS AND ENLISTED PERSONNEL REQUIRED FOR SHORE PATROL IS ARRANGED BY USDAO BEIJING. RECOMMENDED FOR VISIT OF THIS SIZE (560), ONE OFFICER, TWO E7 AND TWO E6/E5. SHORE PATROL DID NOT PATROL BUT WAS SET UP AS A BEACH GUARD AND BASED FROM THE FRIENDSHIP STORE/HOTEL TO PROVIDE INFORMATION AND ASSISTANCE FROM 0800-2400 DAILY ON EXPIRATION OF LIBERTY. VEHICLES WERE SUPPLIED (ARRANGEMENTS MADE BY USDAO BEIJING AND CONTRACTED THROUGH QINGDAO TAXI CO). DRIVERS SPOKE VERY LITTLE ENGLISH.

DRUGSTORES WERE OFF-LIMITS AND CHINESE POSTED "DO NOT ENTER" TYPE SIGNS AT VARIOUS LOCATIONS IN THE PORT AND THE CITY. ESSENTIALLY ENTIRE PORT AREA WAS OFF-LIMITS EXCEPT FOR A MAIN THOROUGHFARE FROM PIER 3 TO SEAMAN'S CLUB AND MAIN GATE (BY THE FRIENDSHIP STORE). LIBERTY UNIFORM WAS SERVICE DRESS BLUE. LIBERTY EXPIRED AT 2400 DAILY.

C. CLUBS AND BARS. (DEC 86) (COMDESRON 15) FRIENDSHIP STORE/SEAMAN'S CLUB, LOCATED JUST OUTSIDE OF THE PORT ENTRANCE, OFFERED FACILITIES TO SHIP'S PERSONNEL. NO INVITATION REQUIRED. BARS AND NIGHTCLUBS DO NOT EXIST IN QINGDAO; HOWEVER, LIQUOR IS SERVED IN RESTAURANTS. THE BEI-HAI HOTEL AND SEAMAN'S CLUB WERE POPULAR WITH SHIP'S PERSONNEL WITH LOCAL BEER BEING SERVED FOR US\$.50 AND MIXED DRINKS FOR US\$1.50-2.50.

D. RESTAURANTS. (DEC 86) (COMDESRON 15) FRIENDSHIP HOTEL/SEAMAN'S CLUB HAVE LARGE DINING AREAS WITH MEALS AVERAGING US\$1.50-3.00 EACH. FOOD SERVED INCLUDED SEAFOOD, CHICKEN, AND MEAT DISHES. IT IS RECOMMENDED THAT GROUPS

QINGDAO, CHINA

OF 8-12 PEOPLE DINE TOGETHER AND ORDER VARIOUS FOOD DISHES TO ALLOW SAMPLING. THE ATMOSPHERE AND CLEANLINESS ARE NOT WHAT IS EXPECTED BY U.S. STANDARDS; HOWEVER, THE FOOD IS EXCELLENT. A RECOMMENDED PRACTICE IS TO PURCHASE A PERSONAL PAIR OF CHOP STICKS AND CARRY THEM WITH YOU WHILE ON LIBERTY.

CHUNHELOU, LOCATED ON 146 ZHONGSHAN ROAD, OFFERED SEAFOOD AND CHICKEN FOR US\$1.00-10.00. AGAIN A GROUP TRIP IS RECOMMENDED AS THIS WILL GIVE PEOPLE A VARIETY OF FOOD TO CHOOSE FROM. CHINESE FOOD IS GENERALLY EITHER SPICY OR VERY BLAND. SALT IS AVAILABLE UPON REQUEST. THERE IS NO TIPPING IN CHINA AS IT IS CONSIDERED AN INSULT TO THE PERSON PROVIDING SERVICE.

E. HOTELS. (DEC 86) (COMDESRON 15) FOUR HOTELS WERE USED BY PERSONNEL THROUGHOUT THE VISIT ALTHOUGH ONLY ONE OF THESE WAS USED BY THE LIBERTY PARTY AND DEPENDENT WIVES AT THE REQUEST OF THE PLA-N. THE OTHER THREE WERE USED BY BEACH GUARD AND THE COMMAND INFORMATION BUREAU (CIB) COMPOSED OF USN PAO TAD PERSONNEL.

BEI HEI HOTEL, USED BY THE LIBERTY PARTY, IS LOCATED APPROXIMATELY 7 KM (4.3 MI) FROM THE PIER. THIS HOTEL IS EQUIVALENT TO A TWO-STAR HOTEL, IS CLEAN, AND HAS A GOOD RESTAURANT (SINGLE-US\$25.00 AND SUITE-US\$35.00).

HUI QUIN (DYNASTY HOTEL), USED BY USN PAO PERSONNEL, IS A JOINT-VENTURE PRC-CANADIAN HOTEL AND LOCATED RIGHT ON THE MAIN BEACH APPROXIMATELY 3 KM (1.9 MI) FROM THE PIER. IT IS EQUIVALENT TO A THREE-STAR HOTEL WITH VERY GOOD FOOD AND A NICE SHOP FOR SOUVENIRS (SINGLE-US\$30.00 AND SUITE-US\$40.00).

ZHONGQUO GUESTHOUSE, AN OLD HOTEL (CIRCA 1930), IS LOCATED AT THE END OF ZHONGSHAN ROAD, APPROXIMATELY 2.5 KM (1.5 MI) FROM THE PIER. THE ROOMS ARE ANTIQUATED BUT LARGE, VERY QUIET, AND CLEAN. THE FOOD IS ABOVE AVERAGE AND INEXPENSIVE (SINGLE-US\$20.00 AND SUITE (VERY LARGE) US\$40.00).

FRIENDSHIP HOTEL/BEACH HOTEL, CATERS BASICALLY TO MERCHANT SEAMEN, IS WELL BELOW U.S. STANDARDS. THERE IS NO HOT WATER AND MANY ROOMS DO NOT HAVE A PRIVATE BATH. IT IS NOT RECOMMENDED IF OTHER ACCOMMODATIONS ARE AVAILABLE.

THE CITY'S STEAM HEAT WAS TURNED ON 5 NOV SPECIFICALLY FOR THE SHIP'S VISIT; HOWEVER, IT IS NOT NORMALLY TURNED ON UNTIL 15 NOV REGARDLESS OF THE TEMPERATURE. NO INFORMATION AVAILABLE AS TO WHEN THE HEAT IS TURNED OFF IN THE SPRING.

F. ATHLETICS. (DEC 86) (COMDESRON 15) OUTDOOR BASKETBALL COURTS WERE AVAILABLE ON THE PIER ALONG WITH AN EXERCISE GROUND WITH HIGH BARS, TRAPEZE, RINGS, AND PARALLEL BARS. A SOCCER STADIUM WAS ALSO AVAILABLE IN TOWN. COMPETITION WAS ARRANGED BETWEEN SHIPS AND LOCAL TEAMS FOR BASKETBALL AND SOCCER. NO PICNIC AREAS WERE AVAILABLE PROBABLY DUE TO THE SEASON. SEVERAL PARKS ARE AVAILABLE AND WELL FREQUENTED BY LOCAL TOWN'S PEOPLE.

G. BEACHES. (DEC 86) (COMDESRON 15) BEACHES ARE AVAILABLE IN THE VICINITY AND ARE POPULAR WITH TOURISTS DURING SUMMER MONTHS.

H. CHURCHES. (DEC 86) (COMDESRON 15) ALL CHURCHES IN CHINA ARE

QINGDAO, CHINA

SUPERVISED BY THE GOVERNMENT AND ADMINISTERED BY A UNIFIED COMMITTEE; HOWEVER, SOME DENOMINATIONAL VARIANCE IS PERMITTED. THERE ARE BOTH PROTESTANT AND CATHOLIC CHURCHES IN QINGDAO, BUT THE CATHOLIC CHURCH IS NOT AFFILIATED WITH ROME. SERVICES ARE CONDUCTED IN CHINESE. THOSE ATTENDING LOCAL SERVICES WERE WARMLY WELCOMED BY CONGREGATIONS.

THE PROTESTANT WEEKLY WORSHIP SERVICE IS HELD AT 0900 SUNDAY MORNING IN A LUTHERAN CHURCH. FOREIGNERS ARE WELCOME AND DIRECTIONS TO THE CHURCH CAN BE OBTAINED FROM GOVERNMENT OFFICIALS. THE ENTIRE SERVICE IS IN CHINESE.

CATHOLIC MASS IS HELD DAILY AT 0530 AND ON SUNDAY AT 0730, 1800 AT OLD ST. MICHAEL'S CATHEDRAL, A WELL-KNOWN LANDMARK OFF ZHONGSHAN LU ON DEXIAN LU. IT IS A TRIDENTINE MASS, USING PRE-VATICAN II RUBRICS. THE CONGREGATION CHANTS IN CHINESE. THE ROSARY IS CHANTED IN CHINESE BEFORE THE 1800 SUNDAY MASS. THE FRONT DOORS AND GATES TO THE CATHEDRAL ARE LOCKED. NATIVE WORSHIPERS ENTER THE CATHEDRAL THROUGH A SEMI-CONCEALED COURTYARD AND SIDE DOOR. HOWEVER, WHEN FOREIGNERS ARE SEEN AROUND, THE FRONT OF THE CATHEDRAL, A LOCAL FUNCTIONARY OR CARE-TAKER WILL COME AND INVITE THE FOREIGNERS INTO THE CATHEDRAL. ALL CHURCHES IN CHINA ARE LOCKED EXCEPT FOR SCHEDULED SERVICES.

I. TRANSPORTATION. (DEC 86) (COMDESRON 15) USE OF SHIP'S VEHICLE IS NOT ALLOWED. BUSES RAN DAILY AND COST US\$.03 BUT WERE VERY CROWDED. LOCAL TRAINS WERE AVAILABLE BUT NOT INVESTIGATED. TAXIS RAN ALL DAY AND COST APPROXIMATELY US\$3.00 PER TRIP. TAXIS WERE NOT METERED. BARGAINING WAS NECESSARY ESPECIALLY TOWARDS END OF PORT CALL. SOME INSTANCES OF DOUBLING FARE WERE REPORTED ALBEIT ISOLATED CASES. SOME TAXIS WERE MARKED WITH A ROOF ORNAMENT AND SOME WERE NOT.

J. TOURS. (DEC 86) (COMDESRON 15) VARIOUS LOCAL TOURS WERE SCHEDULED FOR SHIPS PERSONNEL BY THE CHINESE GOVERNMENT AT NO COST. THESE INCLUDED TOURS OF PLA-N SHIPS/SUBS, SUBMARINE ACADEMY, AND FACTORIES (RUG, BEER, EMBROIDERY, SHOES, AND TEXTILES). THE FOLLOWING OVERNIGHT TOURS WERE SET UP BY USDAO BEIJING: MT. TAI TOUR, COST US\$170.00/PER PERSON, AND THE CAPITAL CITY OF BEIJING TOUR, COST US\$260.00/PER PERSON.

K. SHOPPING. (DEC 86) (COMDESRON 15) ALMOST ALL SHOPS ARE LOCATED IN THE ZHONGSHAN ROAD AREA IN THE MIDDLE OF THE CITY. HAND-CRAFTED RUGS, OBJETS D'ART, CHINA, JADE AND IVORY CARVINGS, CLOISONNE, SILK, AND FURS ARE SOME OF THE BARGAINS TO BE FOUND WHILE SHOPPING. SOME TYPES OF FURS AND IVORY ARE NOT ALLOWED INTO THE U.S. THE STATE-OPERATED ANTIQUE STORE IS POPULAR. DEPARTMENT STORES ARE ALSO FOUND IN THIS AREA.

THE FOLLOWING ARE RECOMMENDED SHOPPING AREAS/STORES:

SEA GULL CARPET FACTORY - CHINESE RUGS.

TSINGTAO ARTS AND CRAFTS - CHINA AND OBJECTS OF ART.

ANTIQUA STORE - VARIOUS OBJECTS UP TO 180 YEARS OLD.

OPEN AIR MARKET - CLOTHING, SILK, SHOES, AND VARIOUS ITEMS.

FRIENDSHIP STORE - EXCELLENT PRICES ON A VARIETY OF GOODS.

WITH THE EXCEPTION OF THE OPEN AIR MARKETS, BARGAINING IS NOT AN ACCEPTED PRACTICE SINCE ALL STORES/SHOPS ARE STATE OPERATED ENTERPRISES

QINGDAO, CHINA

WITH FIXED PRICES.

L. THEATER AND CINEMA. (DEC 86) (COMDESRON 15) A CULTURAL AND TWO ACROBATIC SHOWS WERE PERFORMED FOR THE SHIP'S CREWS BY THE PLA-N. THESE SHOWS WERE VERY ENTERTAINING. TRANSPORTATION WAS PROVIDED. SOME CINEMAS WERE NOTED, BUT NO INFORMATION IS AVAILABLE AS TO LANGUAGE/SUBTITLES. CINEMAS ARE POPULAR WITH CHINESE RESIDENTS, AND THE SHOWING OF WESTERN FILMS WAS EVIDENT FROM CONVERSATIONS WITH CHINESE PEOPLE.

M. PHYSICAL SECURITY. (DEC 86) (COMDESRON 15) RECOMMEND A WATCH FOR FOC'SLE, FANTAIL, TOP SIDE ROVER, AND TWO MEN MINIMUM PER BROW. ALL PIECES OF CRITICAL EQUIPMENT SHOULD BE GUARDED DURING TOURS. RECOMMEND PERSONNEL GUARD ALL ENTRANCES, LEADING INTO THE SHIP AND TOPSIDE (E.G. HELO DECK). ALSO, PERSONNEL SHOULD BE STATIONED AT FRONT AND REAR OF LARGE TOUR GROUPS TO PREVENT STRAGGLERS TO NON-TOUR AREAS. ACCESS TO THE PORT AREA WAS CLOSELY CONTROLLED BY CHINESE MILITARY PERSONNEL. CIVILIAN GUESTS, SUCH AS DEPENDENTS, MUST HAVE COPY OF PASSPORT PHOTO ON FILE AT GATE AND PASSPORT MUST BE PRESENTED AT GATE. SECURITY SERVICE (24 HR) WAS AVAILABLE. PERSONNEL WERE UNARMED. U.S. SHIPS PROVIDED OWN PHYSICAL SECURITY.

N. MISCELLANEOUS INFORMATION. (DEC 86) (COMDESRON 15) THE CURRENCY EXCHANGE RATE OF NOV 86 WAS 3.62 YUAN TO US\$1.00. THE EXCHANGE OF CURRENCY WAS NOT CONDUCTED ON BOARD, BUT PROVISIONS WERE PROVIDED ON THE PIER BY THE BANK OF CHINA TO CHANGE DOLLARS TO YUAN. MONEY COULD ALSO BE EXCHANGED AT THE FRIENDSHIP STORE IN ANY DENOMINATION. ONLY FOREIGN EXCHANGE CERTIFICATES (FEC) MAY BE PURCHASED BY FOREIGNERS. LOCAL CHINESE MONEY CANNOT BE SOLD BACK. AMERICAN EXPRESS CREDIT CARDS ARE ACCEPTED AT THE FRIENDSHIP STORE, THE ANTIQUE STORE, AND OTHER SELECT STORES. EVIDENCE OF OTHER U.S. ISSUED CREDIT CARDS WAS NOT OBSERVED. ONLY FEC CURRENCY CAN BE EXCHANGED BACK TO U.S. WITH NO PROBLEM.

THERE ARE PHOTO RESTRICTIONS ON TAKING PICTURES OF MILITARY EQUIPMENT AND FACILITIES. ADDITIONALLY, SOME OLDER CHINESE PEOPLE DO NOT ALLOW THEIR PICTURES TO BE TAKEN. IT IS RECOMMENDED TO ASK BEFORE TAKING PHOTOGRAPHS OF CHINESE PEOPLE.

THERE ARE NUMEROUS MILITARY FACILITIES LOCATED IN THE QINGDAO AREA. THESE INCLUDE A NAVY BASE, SUBMARINE BASE, PATROL BOAT BASE, SEA PLANE STATION, TRAINING COMMANDS, AND NAVY SHIP REPAIR FACILITIES.

THERE WERE NO COASTAL BATTERIES OBSERVED IN VICINITY OF THE PORT. NO KNOWN RESTRICTED AREAS OTHER THAN MILITARY BASES WHEN UNESCORTED. NO KNOWN AREAS EXIST WITHIN THE HARBOR FOR EXPLOSIVE OR PROHIBITED CARGOS.

A LOCAL LAUNDRY WAS AVAILABLE ON THE PIER EVERY DAY. HOWEVER, IT WAS UNRELIABLE AND DID NOT OFFER DRY CLEANING.

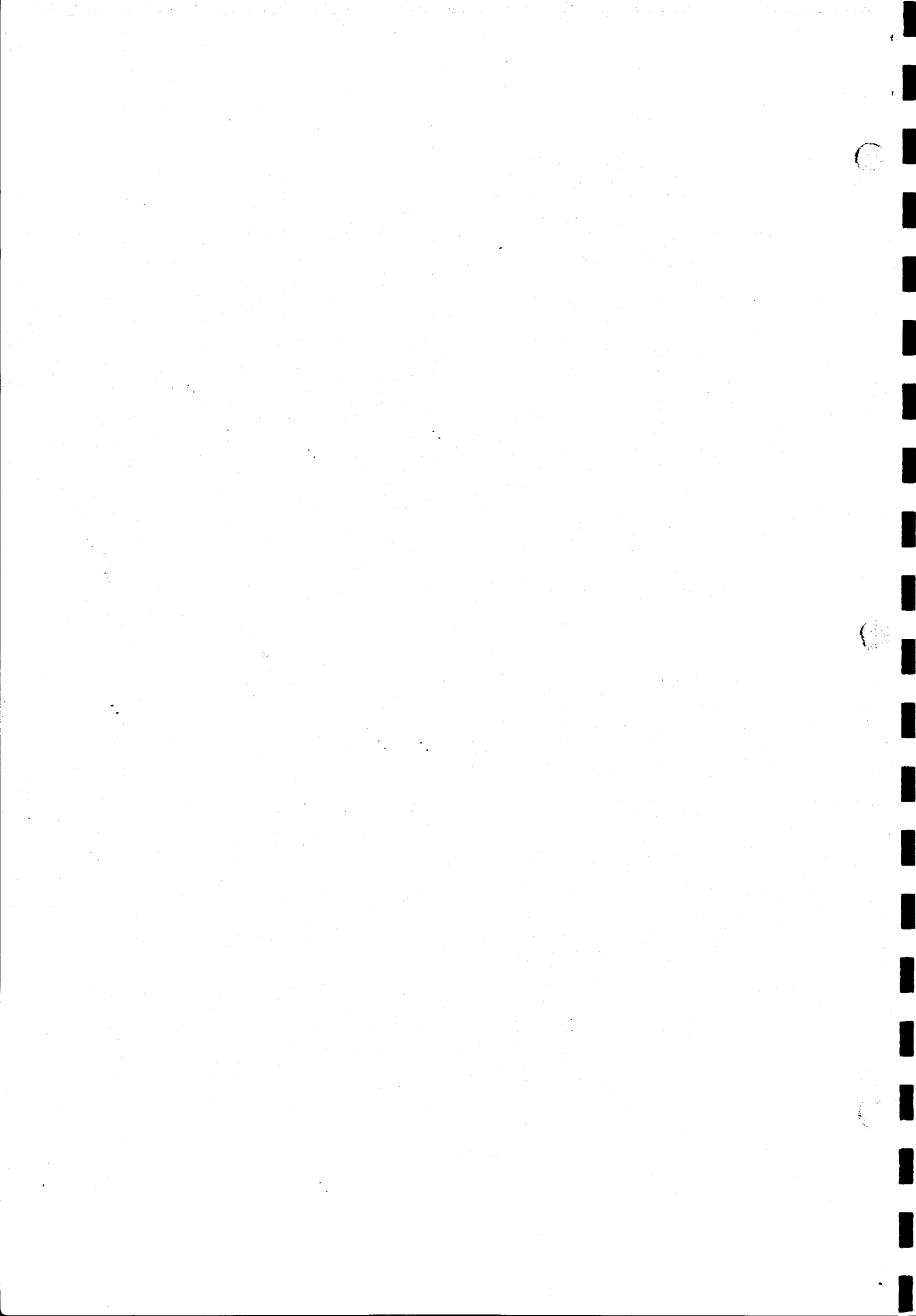
ALTHOUGH THIS WAS THE FIRST VISIT TO THE PEOPLES REPUBLIC OF CHINA BY A U.S. NAVAL VESSEL IN 37 YEARS, THE CHINESE PEOPLE WERE VERY FRIENDLY AND

QINGDAO, CHINA

HELPFUL. THEY WERE EXTREMELY CURIOUS AND IT WAS NOT UNUSUAL FOR LARGE CROWDS TO GATHER AND WATCH SAILORS WHEREEVER THEY APPEARED, PARTICULARLY IN RESTAURANTS AND STORES. ONE OF THE MOST POPULAR ITEMS PURCHASED WAS PORCELAIN DINNER SET FOR 4-6 PERS FOR ABOUT US\$7.00. THE EXCHANGING OF MEMENTOS BETWEEN U.S. SAILORS AND PLA-N SAILORS, CHILDREN, AND MERCHANTS WAS ESPECIALLY BRISK. RECOMMEND THE CREW STOCK UP ON LAPEL PINS, UNIFORM DEVICES, ETC. FOR GIVEAWAY.

SURPRISINGLY, MANY CHINESE SPEAK EXCELLENT ENGLISH DESPITE LITTLE OR NO PERSONAL CONTACT WITH NATIVE ENGLISH SPEAKING PEOPLE. ENGLISH IS TAUGHT TO ALL MIDDLE SCHOOL PUPILS IN LANGUAGE LABORATORIES AND IN HIGHER INSTITUTES OF LEARNING. ENGLISH LANGUAGE INSTRUCTION WAS ALSO OBSERVED TO BE PART OF THE REQUIRED CURRICULUM AT THE QINGDAO SUBMARINE ACADEMY AND CAN BE PRESUMED TO BE TAUGHT AT OTHER MILITARY TRAINING ESTABLISHMENTS.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (DEC 86).



QINGDAO, CHINA

3. E. MEDICAL. (DEC 86) (COMDESRON 15) QUARANTINE-MARITIME DECLARATION OF HEALTH MUST BE RENDERED BY THE C.O. OF SHIPS ARRIVING FROM PORTS OUTSIDE THE TERRITORY. "QUEBEC" FLAG MUST BE FLOWN UNTIL SHIP HAS BEEN CLEARED BY QUARANTINE OFFICER. THE QUARANTINE OFFICIALS WERE VERY THOROUGH. THEY ASKED FOR A "DERAT" CERTIFICATE AND PROVIDED THEIR OWN QUARANTINE DECLARATION TO BE FILLED OUT (STANDARD FORMAT). QUARANTINE OFFICIALS SCRUTINIZED ALL DOCUMENTS INCLUDING QUARANTINE DECLARATION FROM PREVIOUS PORTS AND ASKED MANY QUESTIONS. THEY ASKED TO SEE THE GALLEY AND STOREROOMS. THEY REQUESTED A FULL LIST OF THE CREW.

MEDICAL OFFICER EMBARKED HAD THE OPPORTUNITY TO VISIT ONE HOSPITAL IN SOME DETAIL. "THE MEDICAL COLLEGE OF QINGDAO HOSPITAL" AND A SECOND HOSPITAL, "THE PEOPLES HOSPITAL" VERY BRIEFLY.

UPON SHIPS ARRIVAL, ARRANGEMENTS WERE MADE THROUGH THE LIAISON OFFICER WITH THE QINGDAO MEDICAL COLLEGE HOSPITAL. WHY THIS HOSPITAL WAS CHOSEN WAS NOT CLEAR. THE MEDICAL OFFICER WAS TAKEN ON A TOUR AND THEN LATER HAD A SECOND CHANCE TO SEE IT WHEN HE TOOK AN OFFICER TO THEIR EMERGENCY ROOM TO HAVE X-RAYS MADE OF A SPRAINED ANKLE SUFFERED DURING THE PLA-N/USN SOCCER MATCH. THE MEDICAL OFFICER WAS SHOWN A SET-UP PATIENT ROOM AND A "CARDIAC MONITORING UNIT". BOTH WERE SIGNIFICANTLY BELOW U.S. STANDARDS. THE ROOM HAD NO ELECTRICAL EQUIPMENT OR OUTLETS EXCEPT A BARE HANGING LIGHT BULB AND NO AMENITIES. THE ROOM WAS NOT UP TO U.S. STANDARDS IN CLEANLINESS. THE CARDIAC MONITORING ROOM CONSISTED OF A NEW UNUSED LIFE-PAK UNIT AND AN ANTIQUATED OSCILLOSCOPE. THERE WERE NO ADJUNCTIVE MEDICATIONS, I.V. SET-UPS, OR ANY OF THE USUAL CARDIAC/INTENSIVE CARE EQUIPMENT. THE HOSPITAL DID NOT HAVE AN INTENSIVE CARE UNIT AND IT WAS DOUBTFUL IF THEY USED RESPIRATORS FREQUENTLY IF AT ALL. THE EMERGENCY ROOM HAD ONLY RUDIMENTARY CAPABILITIES. THE "SPECIAL TRAUMA ROOM" FOR EXAMPLE, HAD A TABLE AND SOME SURGICAL TOOLS, BUT NO ELECTRONIC EQUIPMENT OF ANY KIND. ALL SUPPLIES AND LINES ARE REUSABLE AND APPEARED VERY OLD. THE HOSPITAL APPEARED TO BE AT LEAST 40 YEARS OLD WITHOUT ANY RENOVATION. THE HOSPITAL HAD ONE X-RAY MACHINE WHICH APPEARED TO BE ABOUT 25 YEARS OLD. THERE WERE MANY PATIENTS WAITING TO BE SEEN AND MANY WERE "CAMPED OUT" UNDER BLANKETS. THOUGH THE CHINESE ARE YEARS BEHIND IN TECHNOLOGY, THEY SEEM TO BE DOING WELL WITH THE LIMITED RESOURCES AVAILABLE. AMBULANCES WERE NOTHING MORE THAN VANS WITH A COT. THIS HOSPITAL HAS A 400-BED CAPACITY BUT MEDICAL OFFICER WOULD BE VERY HESITANT TO REFER ANY PATIENTS TO IT.

THE PEOPLES' HOSPITAL APPEARED TO BE NEWER AND BETTER CONTROLLED WITH GUARDS CHECKING ALL THOSE ENTERING.

THE MEDICAL OFFICER MET PLA-N MEDICAL OFFICERS WHO STATED THAT THE MILITARY HOSPITAL WAS MUCH NEWER THAN THE QINGDAO MEDICAL COLLEGE AND HAS A 600-BED CAPACITY. ALL PLA-N MEDICAL OFFICERS WERE VERY INTERESTED IN NAVY MEDICINE AND ENVIRONMENTAL PROBLEMS (POTABLE WATER, SEWAGE TREATMENT, FOOD HANDLING, ETC.) AND IN OCCUPATIONAL MEDICINE PROGRAMS (HEAT STRESS PROTECTION, HEARING PROTECTION, ETC.).

QINGDAO, CHINA

THERE WERE NO WESTERN PHYSICIANS ENCOUNTERED BUT SOME CHINESE DOCTORS COULD SPEAK VERY LIMITED ENGLISH.

HOSPITAL PERSONNEL STATED THAT THEIR NUMBER ONE ILLNESS IS CARDIO-VASCULAR DISEASE AND THAT TB, MENINGITIS, ENCEPHALITIS, HEPATITIS, AND PARASITIC DISEASE ARE MUCH DECREASED. (E.R. PERSONNEL, HOWEVER, WERE VERY WORRIED ABOUT TETANUS WHEN A PATIENT WAS TAKEN THERE FOR AN ANKLE INJURY.)

HEALTH AND SANITATION OF PORT

THE PORT WATER APPEARED FAIRLY CLEAN BUT TESTED POSITIVE FOR E. COLI. THE WATER SUPPLIED ON THE PIER, ALTHOUGH LOW IN CHLORINE, WAS TESTED TO BE NEGATIVE. THREE SOURCES OF WATER IN TOWN WERE TESTED WITH MILDLY POSITIVE RESULTS.

THERE IS MUCH COAL BURNING AND THE INDUSTRIAL AIR WASTE FROM FACTORIES APPEARS TO BE UNCHECKED. THE CITY IS ALSO VERY DUSTY. THROUGH ENTIRE PORT VISIT, THE AIR WAS OF FAIRLY POOR QUALITY.

IN THE CITY, THERE WAS VIRTUALLY NO GARBAGE VISIBLE OR INSECTS, PESTS, RATS OR STRAY ANIMALS. SANITARY CONDITIONS IN RESTAURANTS AND STREET VENDORS ARE WELL BELOW U.S. STANDARDS.

THERE WERE NO SIGNS OF PROSTITUTION OR ILLICIT DRUGS (ALTHOUGH "HERBAL REMEDIES" OF ALL KINDS ARE READILY AVAILABLE IN MOST STORES).

EXCEPT FOR TWO MINOR CASES OF PROBABLE FOOD POISONING FROM THE SAME PLACE, THERE WERE FEW MEDICAL PROBLEMS. THE MAIN MEDICAL PROBLEMS WERE URI-TYPE SYMPTOMS. MANY PROBABLY CAUSED BY OR EXACERBATED BY THE AIR.

