

PORT DIRECTORY FOR VISITING SHIPS  
VOLUME 6  
INDIAN OCEAN

Produced for CINCPACFLT by Fleet Intelligence  
Center Pacific

THE UNIVERSITY OF CHICAGO  
DIVISION OF THE PHYSICAL SCIENCES  
DEPARTMENT OF CHEMISTRY

RESEARCH REPORT

NO. 1000  
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FLEET INTELLIGENCE CENTER PACIFIC  
BOX 500  
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[S]

3800  
Ser 23PD/ 505  
APR 28 1988

From: Commanding Officer, Fleet Intelligence Center Pacific

Subj: FORWARDING OF CHANGE 9 TO CINCPACFLT PORT DIRECTORY,  
VOLUME VI, INDIAN OCEAN

Encl: (1) CH-9 to CINCPACFLT Port Directory Vol VI

1. Purpose. To provide updated information to CINCPACFLT Port Directory Volume VI, Indian Ocean.

2. Contents of Change

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Subj: FORWARDING OF CHANGE 9 TO CINCPACFLT PORT DIRECTORY,  
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Mrs. K. DeVaul (Code 23PD). Requests for copies should be forwarded to the Distribution Office (Code 142).

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From: Commanding Officer, Fleet Intelligence Center Pacific

Subj: FORWARDING OF CHANGE 8 TO CINCPACFLT PORT DIRECTORY,  
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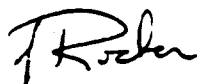
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Subj: FORWARDING OF CHANGE 7 TO CINCPACFLT PORT DIRECTORY,  
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JUN 12 1984

From: Commanding Officer, Fleet Intelligence Center Pacific,  
Pearl Harbor

Subj: PROMULGATION OF INDIAN OCEAN PORT DIRECTORY, VOLUME VI

Ref: (a) CINCPACFLTINST S3820.12

1. Indian Ocean Port Directory, Volume VI, Ser U 194 of 21 FEB 1974, and updates thereto, is hereby superseded.

2. This publication is promulgated in accordance with reference (a) which tasks the Fleet Intelligence Center Pacific (FICPAC) with the responsibility for production and dissemination of port directory information on foreign ports in the Pacific and Indian Ocean areas.

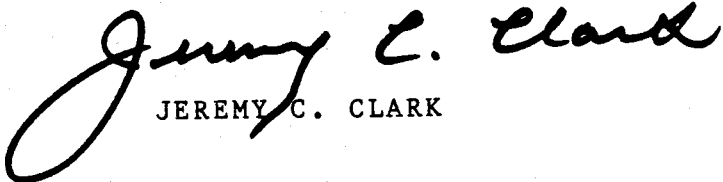
3. Although this publication contains navigational and logistics information, it is primarily intended to facilitate port visits. The Port Directory does not duplicate DMAHTC Sailing Directions. The navigation section for each port includes actual experiences of US Navy ships which should be helpful during subsequent port visits. Ports which have not been updated by port visit reports for more than 10 years are temporarily deleted. Upon receipt of a current port visit report, the port is again included in the Port Directory. The Port Directory is designed to be informative and it is constantly undergoing revision as port visit reports are received.

4. Nothing in this publication should be construed as contravening or superseding directives, publications, or other guidance promulgated by higher authority or the operational commander. This publication, although unclassified, is "FOR OFFICIAL USE ONLY" as it contains information which could be misconstrued as derogatory if quoted out of context. Care must be exercised in its handling and it should not be taken ashore. Extracts prepared for issue as handouts to liberty parties should be carefully edited. As set forth in reference (a), Fleet Commanders, USDAO's and Naval Force Commanders are authorized to disclose all or portions of the "FOR OFFICIAL USE ONLY" directories to foreign governments/navies.

5. By reference (a), Fleet Commanders are tasked to administer the collection of port information in accordance with the guidance set forth in pages 11 through 14, utilizing the Port Questionnaire (FICPAC 3820/34(NEW 1/77) pages 1 through 14. Minor changes and brief comments may be submitted via message or letter

Subj: PROMULGATION OF INDIAN OCEAN PORT DIRECTORY, VOLUME VI

format directly to FICPAC, copy to the appropriate Fleet Commander. Addressees, not assigned to a numbered fleet, desiring to provide information for the Port Directory should submit comments directly to FICPAC. Copies of the Port Directory should be returned to FICPAC when no longer required.

  
JEREMY C. CLARK

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pages 3 to 6

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USS JOHN HANCOCK (DD 981)	001	USS SACRAMENTO (AOE 1)	001
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USS MERRILL (DD 976)	001	USS TOWERS (DDG 9)	001
USS MEYERKORD (FF 1058)	001	USS TRIPOLI (LPH 10)	001
USS MICHIGAN (SSBN 727)	001	USS TRUXTUN (CGN 35)	001
USS MIDWAY (CV 41)	001	USS TUNNY (SSN 682)	001
USS MISSOURI (BB 63)	003	USS TUSCALOOSA (LST 1187)	001
USS MOUNT BAKER (AE 34)	001	USS VALLEY FORGE (CG 50)	001
USS MOUNT HOOD (AE 29)	001	USS VANCOUVER (LPD 2)	001
USS MOUNT VERNON (LSD 39)	001	USS VANDEGRIFT (FFG 48)	001
USS NEW ORLEANS (LPH 11)	001	USS VINCENNES (CG 49)	001
USS NEW YORK CITY (SSN 696)	001	USS WABASH (AOR 5)	001
USS NIAGARA FALLS (AFS 3)	001	USS WADDELL (DDG 24)	001
USS NIMITZ (CVN 68)	001	USS WADSWORTH (FFG 9)	001
USS O'BRIEN (DD 975)	001	USS WAINWRIGHT (CG 28)	001
USS O'CALLAHAN (FF 1051)	001	USS WHIPPLE (FF 1062)	001
USS OGDEN (LPD 5)	001	USS WHITE PLAINS (AFS 4)	001
USS OHIO (SSBN 726)	001	USS WICHITA AOR 1 (NAV)	001
USS OKINAWA (LPH 3)	001	USS WILLAMETTE (AO 180)	001
USS OLDENDORF (DD 972)	001	USS WILLIAM H BATES (SSN 680)	001

USS WILLIAM H STANDLEY (CG 32)	001
USS WORDEN (CG 18)	001
VMGR 252	001
XVIII AIRBORNE CORPS & FT BRAGG	001
1ST BATTALION 3RD MARINES	001
1ST MAR BDE BSSG	001
1ST MAR DIV	001
1ST MAW (G-2)	001
1ST MEB, FMF (G-2)	001
143RD TRANSCOM	001
18TH AIRBORNE CORPS	001
2ND MAR DIV (G-2)	001
24 INF DIV (G-2)	001
25 INF DIV (APVG-DS)	001
3RD ARMY (AFRD-DSO)	001
3RD MAR DIV (G-2)	001
3RD MAW (G-2)	001
3RD MEF, FMF	001
480 RTG (CC)	001
500TH MIG (IAGPD-0)	001
501ST MI GP (IAGPK-PHS)	001
513TH MI GP (IAM-IC-C-D)	001
548 RTG (SPSLD)	001
7TH MEB (G-2)	001
7TH TRANS GP (TML)	001
8TH ARMY	001

RECORDS OF CHANGES

Change or Correction	Serial/Date	Date Entered	Entered By

UNCLASSIFIED

### RECORDS OF CHANGES

Change or Correction	Serial/Date	Date Entered	Entered By

UNCLASSIFIED



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PORT QUESTIONNAIRE (FICPAC 3820/34) (NEW 1/87) (20 pages)		

<u>PORT STUDIES</u>	<u>INPUT DATE</u>	<u>PAGE</u>	<u>CH NO.</u>	<u>MED</u>
A. INDIA (IN)				
BOMBAY	(87-6)	A1 - 1 THRU 6	CH-7	INCL'D
CALCUTTA	(85-4)	A2 - 1 THRU 5 (RB)	CH-1	A2/MED
COCHIN	(87-11)	A3 - 1 THRU 9 (RB)	CH-8	INCL'D
MADRAS	(88-2)	A4 - 1 THRU 8	CH-9	INCL'D
VISAKHAPATNAM	Removed (No inputs for more than 10 yrs)			
MARMAGOA	(85-3)	A6 - 1 THRU 7 (RB)	CH-1	A6/MED
B. SRI LANKA (CE)				
COLOMBO	(88-2)	B1 - 1 THRU 6	CH-9	INCL'D
TRINCOMALEE	(81-9)	B2 - 1 THRU 9 (RB)	ORIG	B2/MED
C. MALDIVE ISLANDS (MV)				
MALE	(88-2)*	C1 - 1 THRU 7 (RB)	CH-8	INCL'D
GAN	(82-11)	C2 - 1 THRU 4	ORIG	C2/MED
D. IRAN (IR)				
	Removed			
E. KUWAIT (KU)				
AL KUWAYT	Removed (No inputs for more than 10 yrs)			
MINA AL AHMADI	(85-4)	E2 - 1 THRU 5 (RB)	ORIG	E2/MED
ASH SHUAYBAH	(88-3)	E3 - 1 THRU 5 (RB)	CH-9	INCL'D
F. SAUDI ARABIA (SA)				
AD DAMMAM	(87-10)	F1 - 1 THRU 6	CH-9	INCL'D
DAS ISLAND	Removed (No inputs for more than 10 yrs)			
JIDDA	(85-4)	F3 - 1 THRU 9 (RB)	CH-1	F3/MED
JIZAN	Removed (No inputs for more than 10 yrs)			
RAS TANURA	Removed (No inputs for more than 10 yrs)			
YAMBU	(84-4)	F6 - 1 THRU 8	CH-1	F6/MED
JUBAIL/AS JUBAYL	(88-3)*	F7 - 1 THRU 5 (RB)	CH-8	INCL'D
G. QATAR (QA)				
DOHA	(88-3)*	G1 - 1 THRU 5 (RB)	CH-8	INCL'D
UMM SAID	Removed (No inputs for more than 10 yrs)			

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H. UNITED ARAB EMIRATES (TC)

ABU DHABI/MINA ZAYED	(88-3)*	H1 - 1 THRU	7 (RB)	CH-7	INCL'D
DUBAI/MINA RASCHID	(88-4)	H2 - 1 THRU	6	CH-9	INCL'D
RAS AL KAHAIMAH	(87-12)	H3 - 1 THRU	5 (RB)	CH-8	INCL'D
SIR ABU NU AIR	Removed (No inputs for more than 10 yrs)				
MINA SAQR (RAK)	Removed (No inputs for more than 10 yrs)				
MINA KHALID/SHARJAH	(79-10)	H6 - 1 THRU	5 (RB)	ORIG	H6/MED
KHAWR FAKKAN	(87-3)	H7 - 1 THRU	5 (RB)	CH-7	INCL'D
MINA JABAL ALI	(87-7)	H8 - 1 THRU	4	CH-8	-
FUJAIRAH	(88-2)	H9 - 1 THRU	5 (RB)	CH-9	INCL'D

I. REPUBLIC OF YEMEN (YS) Removed.

J. SULTANATE OF OMAN (MU)

MUSCAT/MINA QABOOS	(87-8)*	J1 - 1 THRU	5 (RB)	CH-7	INCL'D
AL MASIRA	(83-10)	J2 - 1 THRU	4	ORIG	J2/MED
MINA RAYSUT	(86-3)	J3 - 1 THRU	6	CH-4	J3/MED

K. ETHIOPIA (ET)

L. SOMALIA (SO)

BERBERA	(83-8)	L1 - 1 THRU	4	CH-4	L1/MED
KISIMAAYO/CHISIMAIO	(84-1)	L2 - 1 THRU	7 (RB)	CH-4	L2/MED
MOGADISCIO	(87-10)	L3 - 1 THRU	5 (RB)	CH-8	INCL'D

M. MOZAMBIQUE (MZ)

BEIRA	Removed (No inputs for more than 10 yrs)				
LOURENCO MARQUES	Removed (No inputs for more than 10 yrs)				
NACALA	(83-10)	M3 - 1 THRU	4	ORIG	M3/MED

N. MALAGASY REPUBLIC/MADAGASCAR (MA)

DIEGO SUAREZ	(84-5)	N1 - 1 THRU	7 (RB)	ORIG	N1/MED
MAJUNGA	(85-3)	N2 - 1 THRU	11 (RB)	CH-2	N2/MED
TAMATAVE	Removed (No inputs for more than 10 yrs)				
TULER	Removed (No inputs for more than 10 yrs)				

O. REPUBLIC OF SOUTH AFRICA (SF)

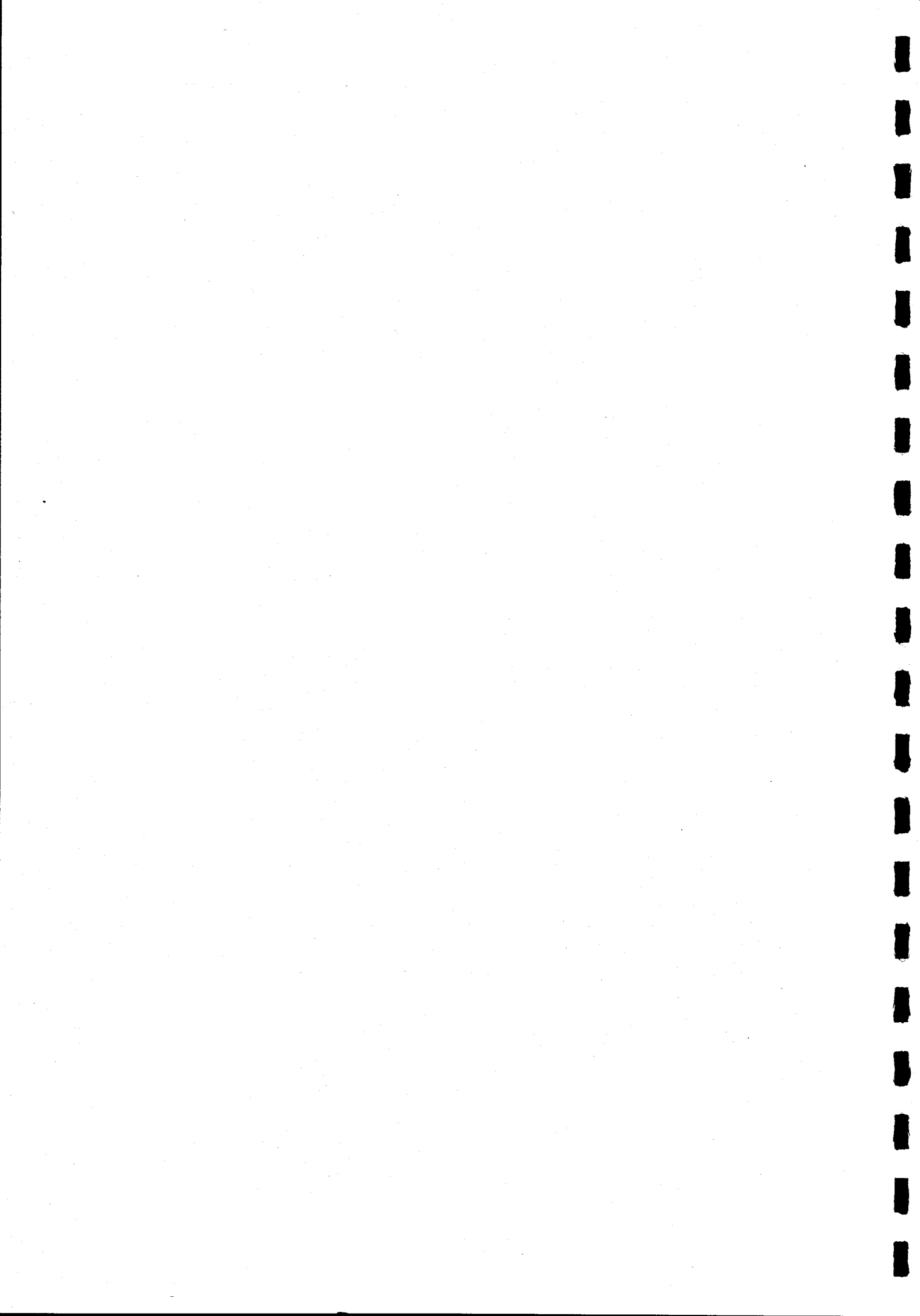
DURBAN	(83-5)	O1 - 1 THRU	12	ORIG	O1/MED
PORT ELIZABETH	Removed (No inputs for more than 10 yrs)				

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P. MISCELLANEOUS

RANGOON (BM)	Removed (No inputs for more than 10 yrs)
KARACHI (PK)	(88-1)* P2 - 1 THRU 8 CH-7 INCL'D
CHITTAGONG (BG)	(86-1) P3 - 1 THRU 12 CH-2 P3/MED1&2
DIEGO GARCIA (UK)	(87-5) P4 - 1 THRU 5 (RB) CH-7 INCL'D
PORT LOUIS (MP)	(87-10)* P5 - 1 THRU 8 CH-7 INCL'D
PORT MATHURIN(MR)	Removed (No inputs for more than 10 yrs)
VICTORIA (SE)	(88-4) P7 - 1 THRU 8 CH-9 INCL'D
PORT DES GALETS (RE)	(87-6) P8 - 1 THRU 4 CH-9 INCL'D
AL MANAMAH/SITRA/MINA(BA)	(85-3) P9 - 1 THRU 7 (RB) CH-5 P9/MED
DJIBOUTI (DJ)	(87-1) P10 - 1 THRU 6 CH-6 INCL'D
BASRA (IZ)	Removed (No inputs for more than 10 yrs)
AQABA (JO)	(88-2)* P12 - 1 THRU 5 (RB) CH-8 INCL'D
MOMBASA (KE)	(88-1)* P13 - 1 THRU 8 CH-7 INCL'D
PORT SUDAN (SU)	(84-3) P14 - 1 THRU 5 (RB) CH-5 P14/MED
DAR ES SALAAM (TZ)	Removed (No inputs for more than 10 yrs)
MTWARA (TZ)	Removed (No inputs for more than 10 yrs)
PORT SUEZ (EG)	(85-10) P17 - 1 THRU 4 CH-4 P17/MED
AL HUDAYDAH (YE)	Removed (No inputs for more than 10 yrs)
MORONI (CN)	(85-3) P19 - 1 THRU 6 CH-5 P19/MED
MUTSAMUDU (CN)	(85-3) P20 - 1 THRU 4 CH-5 P20/MED

\* Received after dissemination.



PORT INFORMATION COLLECTION GUIDANCE

1. NOTHING IN THESE INSTRUCTIONS AND SPECIFIC PORT TASKING SHOULD BE INTERPRETED AS A REQUEST OR AUTHORITY FOR COVERT COLLECTION. COVERT COLLECTION IS STRICTLY PROHIBITED. LOCAL RESTRICTIONS REGARDING ACCESS AND PHOTOGRAPHY ASHORE MUST BE ADHERED TO.
2. FICPAC Form 3820/34, port questionnaire, is to be used for inputs to CINCPACFLT Port Directory, Volume V (Pacific Ocean) and Volume VI (Indian Ocean). Message updates should be keyed to the numbered/titled paragraphs of the studies.
3. Ships visiting foreign ports may be tasked by COMSEVENTH or COMTHIRD Fleets to provide inputs to FICPAC to update the port directory. However, to maintain an accurate fleet support document, voluntary submissions noting changes to existing reports, are encouraged. These inputs should be made as soon as possible after completion of a port visit.
4. The numbered and titled subdivisions of this questionnaire corresponds to the numbered and titled paragraphs of the port directory studies.
5. When a command has been specifically tasked to provide a report, complete questionnaires are required. It is recognized that not all questions are applicable to all ports, and that information is not always available. Sections or items should be marked "NA" (not applicable), "NI" (not investigated), or "NC" (no change from existing port directory port report) as appropriate.
6. The form should not be considered a limiting document. If any item requires more explanation than will fit the space provided, it should be continued on a separate sheet, indicated in the following manner; "Item 3B WATER (continued) ..."
7. City maps, brochures, articles, graphics, and other miscellaneous information is highly desirable and should also be included as appropriate enclosures when available.
8. Inputs will normally be unclassified and marked "FOR OFFICIAL USE ONLY." Where the user finds it necessary to include classified information, the classified sections should be clearly marked to avoid needless classification of surrounding data.
9. Inputs from commands are incorporated directly into the port directory, citing the contributing command and date (Mo/Yr) of information. Data included is informative in nature, never directive, and reports the experiences and recommendations of reporting command.
10. When preparing a port questionnaire for submission to FICPAC, it is important that information be accurate and complete with attachments (if any provided). The following should be of assistance in establishing the correct format in which information should be entered into a completed port questionnaire and should be useful in defining certain terminology

## PORT INFORMATION COLLECTION GUIDANCE

usually found in the port questionnaire. Locally reproduced copies of the port questionnaire are acceptable.

### SECTION:

1. NAVIGATIONAL INFORMATION. If DMAHTC publications are considered inadequate, provide observed deficiencies and list all recommended charts, include publication name, number, and publisher if other than DMA publications.

### 2. BERTHING AND FACILITIES

G. PORT CAPACITY. This section refers to the general capabilities of the port to accommodate military vessels.

C. AIRFIELDS. List the name, location, airline services available, runway surface composition, operating hours, whether military or civilian operated, and whether the U.S. can utilize the airport: If so, what arrangements are to be made.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. This section is concerned specifically with commercial activity and should not contain information that will appear in Section 5. PORT VISIT INFORMATION, Subsection I. TRANSPORTATION.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. A lighter is a barge-like vessel used in loading or unloading ships, or for transporting loads for short distances. These vessels may or may not be powered or equipped with cargo booms. Tugs are reported in this section .

E. MEDICAL. Term "Pratique" OR "Bill of Health" is defined as the authority (freedom) to visit a port which is extended by certificate, signed by a quarantine officer to the effect that a vessel has, in all respects, complied with the quarantine laws and that all on board are free from quarantinable disease or the danger of conveying the same.

### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. Describe historic and current significance of port to include: size, capital city, exports, imports, major/minor naval base(s), etc. This section should also include information relating to the number and type of USN ships that can be brought into port. The "number of men absorbable in the port" is the total number as measured by the capacity of the port facility to board "overnighters."

B. LIBERTY. As recommendations are made concerning liberty, it is advisable to review the information currently indicated in Section 5A. In determining the size of liberty parties, ships that visit ports with

PORT INFORMATION COLLECTION GUIDANCE

limited absorption capacity should advise of restrictions and coordination efforts with other navy ships (if applicable) and port authorities.

I. TRANSPORTATION. This section is concerned with forms of individual or small group movements of personnel in or about the port facility associated with liberty (taxis, buses, etc.). This section should not be confused with the requirements of section 2H ROAD, RAIL, AND STEAMER TRANSPORTATION.

No rules are given as to the overall maximum length of port questionnaires or port visit messages since this will vary with the size of the port and the quantity and quality of the information available to the visiting ship. Subsections can be added for any information important enough to be included.

All measurements require both metric and U.S. customary equivalences. They will be expressed by first using the metric unit and then followed by the U.S. customary unit in parentheses. Units of length, greater than 30 feet or their metric equivalent are rounded off to the nearest whole number. Example: 10 M (32.808 FT) should be expressed as 10 M (33 FT). Units of length, less than 30 feet or their equivalent are expressed to the nearest tenth of a foot. Example: 4 M is 4 M (13.1 FT) (not rounded to 13 FT) or 13 FT is 3.9 M (13 FT) (not rounded to 4 M), depending on "M" is converted to "FT" or "FT" is converted to "M".

Currency in use and exchange rate shall be represented: US\$, P-PESO, AUS\$, Y-YEN, etc.

This list of measurement units and symbols are included for ship use when preparing the port questionnaire or a port visit message.

<u>UNIT</u>	<u>SYMBOL</u>	<u>COMMENTS</u>
ACRE	ACRE	
BARREL(S)	BBL	
CELSIUS, DEGREE	°C	
CENTIMETER	CM	
CUBIC FOOT	CU FT	
CUBIC METER	CU M	
DEGREE TRUE	°T	
FAHRENHEIT	°F	CONVERT TO CELSIUS
FATHOMS	FATHOMS	CONVERT TO FEET
FEET	FT	
GALLON	GAL	CONVERT TO LITERS
HOUR(S)	HR(S)	
INCH	IN	CONVERT TO CENTIMETERS
KILOGRAM	KILOGRAM	SPELL OUT
KILOMETER	KM	
LITER	LITER	SPELL OUT
LONG TON(S)	LONG TON(S)	SPELL OUT

PORT INFORMATION COLLECTION GUIDANCE

METER	M	
METRIC TON(S)	METRIC TON(S)	SPELL OUT
MILE	MI	
MINUTE	MIN	
NAUTICAL MILE	NM	
POUNDS	LB	
SQUARE FOOT	SQ FT	
SQUARE METER	SQ M	
SQUARE MILE	SQ MI	
TON (U.S. SHORT TON EQUALS 2,000 LB)	TON	SPELL OUT
YARDS	YDS	



PORT QUESTIONNAIRE

INSTRUCTIONS - This form should be completed prior to leaving port. Indicate answers by check marks or brief phrases. If possible, accompany report with annotated copy or overlay of chart used. Refer all depths to chart datum. Differentiate between estimated and known figures in the answers. If any item is not investigated, circle the "Not Investigated" (NI) in the margins. If no change exists to data already promulgated in the port directory, so indicate by circle the "No Change" (NC).

Classification		
Name of port	Latitude	Longitude
Alternate names of port		
Name of vessel	Name of CO/Master	Nationality
Length of vessel	Greatest draft while in port	Date of observation

1. NAVIGATIONAL INFORMATION

1. Volume, name and number of Sailing Directions used and date published
2. Date and publisher of most recent correction
3. Were Sailing Directions adequate (If no, amplify)

A. DESCRIPTION OF PORT	NC	NI
Is the correct description given in the Port Directory adequate? (If no, amplify)		
Yes	No	

B. APPROACHES, LIGHTS, ETC.	NC	NI
Name and number of chart used		Publisher
Date of chart	Date of last correction	Where obtained. DMA Other (specify)
Were charts adequate? (If no, amplify)		
Yes	No	
Were navigational aids available	If they differed from Sailing Direction, describe	
Yes	No	

C. PILOTAGE	NC	NI
Pilots available	Will pilots take vessels into port at night?	
Yes No	Yes	No
Was pilotage compulsory for your vessel?		
At all times	At night	In bad weather No
Is pilotage recommended though not compulsory (If yes, under what conditions)		
Yes	No	
Where do pilots board vessels? (Location)		Bearings
Could pilot converse in English?	Yes	No Other language

Description of pilot boat

Proficiency of pilots (comment as appropriate)

Tug available		Total no. of tugs	Tugs used to assist vessel in entering port		
Yes	No		Yes	No	
Tugs required to assist certain vessels in this port (If yes, explain)					
Yes No					
Known/estimated power of tugs		Type			
Most	Least	Steam	Diesel	Other	

D. ENTRANCE

NC

NI

Briefly describe the entrance to the harbor and note any features which may contribute to difficulty in entering, leaving, turns, etc. Number of navigable channels or approaches allowing access of maritime or coastal traffic to the port complex. Coordinates and channel name. Length (m), navigable width (m), depths (tenths of meters) of the channels/approaches to the port complex as well as individual channels leading to the harbor. Channel overhead limit (indicate least overhead clearance in meters at high water springs for each channel leading to the port, i.e., fixed bridges, walkway, and power line structures limiting clearance.

E. CHANNEL

NC

NI

Same as above for the harbor channel

F. ANCHORAGES

NC

NI

Did vessel anchor?		Where did vessel anchor?			Bearings	
Yes	No					
What was the depth?		Holding ground				
(FT)	(FATHOMS)	Excellent	Good	Fair	Poor	None/Unk
Holding ground material		Protection				
Mud	Sand	Other	Excellent	Good	Fair	None/Unk
Best anchorages (location)					Bearings	
Reliability of anchorage bearings			Discrepancies			
in Sailing Directions						
Good	Fair	Poor				
Remarks						

G. WRECKS AND OBSTRUCTIONS

NC

NI

Describe any critical features, such as least depth encountered, narrow channel, sharp turns, wrecks. Lock limitations (indicate locks which are most significant to the port complex; i.e. which limit access to the port or that would cause disruption to the port's operation if damaged.)

Locate critical features mentioned in above.

Were any navigational aids associated with the features (describe)

Yes No

Did your vessel pass under any bridges or overhead cables while entering port?

What was clearance?  
(M) (refer to chart datum)

Was your vessel restricted to or from certain areas of the port due to overhead clearance?

If so, describe.

Yes No

Were any bridges noted in the port area?

Name(s) of bridge(s)

Location

Yes No

Type of bridge(s)

Road Rail Combination

Draw  
Arch

Lift  
Truss

Swing  
Deck

Describe bridge(s) i.e. direction of swing, axis of draw, max. overhead clearance etc.

H. TIDES AND CURRENTS

NI

NC

Are the tides and currents adequately described in the charts and S.D. publications?  
(If not, amplify) Yes No

I. WEATHER AND WINDS

NI

NC

Are the weather and winds accurately described in the S.D. charts and publications?  
YES NO

Ice restriction.

Month forms:

Month breaks up:

2. BERTHING AND FACILITIES

A. MOORINGS, WHARFAGE, ETC.

NI NC

DID SHIP USE MOORINGS? YES NO		MANNER OF MOORING									
LOCATION OF BERTH							LENGTH OF BERTH				
DEPTH (REFER TO CHART DATUM) (FT) (M) (FATHOMS)				MAXIMUM CAPACITY OF BUOYS OR DOLPHINS IN TERMS OF SIZE OF VESSEL							
STEAM	AVAILABLE AT BERTH YES NO		AVAILABLE IN PORT AREA YES NO			DELIVERY PRESSURE PSI					
Electricity	AVAILABLE AT BERTH YES NO		AVAILABLE IN PORT AREA YES NO				VOLTAGE AC DC				
	CYCLES		PHASE		HOURS OF AVAILABILITY		LOCATION OF POWER PLANT				
	KNOWN/ESTIMATED CAPACITY OF OF POWER PLANT			TYPE OF POWER PLANT AND FUEL			REEFER UNITS AVAILABLE				

OTHER WHARFAGE, PIER, QUAY

NAME NO.	LOCA-TION	TYPE CLASS	TYPE DESCRI-P-TION	TYPE MATERI-AL	TYPE CARGO	LENTGTH FT/M	REFER TO CHART PORTION				Usage of wharf (%) Cargo/Congestion/ Tidal effects/Idle/ Weather factor, etc.
							HIGHT OF DECK	DEPTH ALONG SIDE	APRON WIDTH	LOAD LIMITS	

B. FUEL, LUBE, AND DIESEL OIL

NC NI

Fuel oil Price: \_\_\_\_\_  
 Supply: Abundant \_\_\_\_\_ Adequate for \_\_\_\_\_ Limited \_\_\_\_\_  
 Method of delivery: \_\_\_\_\_  
 Pipe \_\_\_\_\_ Lighter \_\_\_\_\_ Truck \_\_\_\_\_ Railway tank car \_\_\_\_\_  
 Rate of delivery: \_\_\_\_\_ Size of connections: \_\_\_\_\_  
 Gal/hour \_\_\_\_\_ Inches

Lube oil Price: \_\_\_\_\_  
 Supply: Abundant \_\_\_\_\_ Adequate for \_\_\_\_\_ Limited \_\_\_\_\_  
 Method of delivery: \_\_\_\_\_  
 Pipe \_\_\_\_\_ Lighter \_\_\_\_\_ Truck \_\_\_\_\_ Railway tank car \_\_\_\_\_  
 Rate of delivery: \_\_\_\_\_ Size of connections: \_\_\_\_\_  
 Gal/hour \_\_\_\_\_ Inches

Diesel oil Price: \_\_\_\_\_  
 Supply: Abundant \_\_\_\_\_ Adequate for \_\_\_\_\_ Limited \_\_\_\_\_  
 Method of delivery: \_\_\_\_\_  
 Pipe \_\_\_\_\_ Lighter \_\_\_\_\_ Truck \_\_\_\_\_ Railway tank car \_\_\_\_\_  
 Rate of delivery: \_\_\_\_\_ Size of connections: \_\_\_\_\_  
 Gal/hour \_\_\_\_\_ Inches

JP5 Price: \_\_\_\_\_  
 Supply: Abundant \_\_\_\_\_ Adequate for \_\_\_\_\_ Limited \_\_\_\_\_  
 Method of delivery: \_\_\_\_\_  
 Pipe \_\_\_\_\_ Lighter \_\_\_\_\_ Truck \_\_\_\_\_ Railway tank car \_\_\_\_\_  
 Rate of delivery: \_\_\_\_\_ Size of connections: \_\_\_\_\_  
 Gal/hour \_\_\_\_\_ Inches

AVGAS Price: \_\_\_\_\_  
 Supply: Abundant \_\_\_\_\_ Adequate for \_\_\_\_\_ Limited \_\_\_\_\_  
 Method of delivery: \_\_\_\_\_  
 Pipe \_\_\_\_\_ Lighter \_\_\_\_\_ Truck \_\_\_\_\_ Railway tank car \_\_\_\_\_  
 Rate of delivery: \_\_\_\_\_ Size of connections: \_\_\_\_\_  
 Gal/hour \_\_\_\_\_ Inches

Availability of crude oil and storage capacity.

Indicate number of POL pipelines which clear the port.

Indicate the POL pumping capacity from all pipelines clearing the port to inland destinations and type of product (crude/refined).

Can JP5 and AVGAS be obtained at other location than pierside, e.g. nearest airfield. (If yes, where)

Yes No

Name of company(ies) owning the bunkering facilities in the port.

POL tanks observed in port area	Number	Location	Estimated or known size (diameter/height)
Yes No			

Were any problems or unusual circumstances surrounding bunkering operations encountered (describe).

Yes No

Does U.S. Navy have special arrangements with any agency or firm to supply fuel products? Yes \_\_\_ No \_\_\_ (If yes, who, where, and what are producers)

Does port have facilities for removal of shipboard only wastes or dirty ballast products? (If yes, amplify)

Yes No

C. MECHANICAL HANDLING FACILITIES NI NC

Crane type	Number	Capacity			
		Max lift	Max radius	Max hoist	Ppower
Bridge transporter					
Container					
Container capable					
Derrick					
Floating					
Fixed					
Hammerhead					
Mobile					
Portal jib					
Semi-portal jib					
Tower transporter					
Other					
Unknown					

Cargo handling equipment (specify, i.e. chassis, forklifts, yard gantry cranes rail transitters, straddle carriers, trucks, other); Indicate numbers, types, and capacity.

TYPE NUMBER CAPACITY

Other loading equipment (Specify i.e. pneumatic grain loaders, POL pipelines, cement conveyors). Indicate numbers, types, and capacities.

TYPE NUMBER CAPACITY

D. DRYDOCKS AND REPAIR FACILITIES NC NI

Ship repaired in port	Nature of repairs	Point of contact
Yes No		

Quality of work Satisfactory Unsatisfactory

Indicate the largest vessel, measured by its DWT capacity that the port can repair.

Repair facilities available. Describe each below.

Divers \_\_\_\_\_ Electrical eqpt repair \_\_\_\_\_ Engine repair \_\_\_\_\_ Small craft only \_\_\_\_\_

E. WAREHOUSES AND STORAGE AREAS NC NI

Transfer sheds, warehouses, open storage, cold storage, ammo storage, container stuffing areas.

Number/ Type	Floor area (sq ft)	Stacking Height	Construction/steel roof, concrete, etc.	Load Limits
Containers				
Any other berths possible				

F. STEVEDORES NC NI

Availability of stevedores (day,night) Size gangs

Tonnage handled per gang per hour by commodity

Skilled or unskilled labor.

Skilled Unskilled

G. PORT CAPACITY NC NI

Indicate approximate number, size, and types of ships port could accommodate at one time.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION NC NI

Railroad: gauge Number of tracks

Main inland RR connections via (name of yards) To (name)

Road: truck access onto wharf Onto apron Into shed

If port is cleared by railway, road, and inland waterways

Number of rail tracks/roads which clear the port area and that can carry a significant amount of military cargo to inland destinations.

What main inland points are accessible by road?

Does material leave port area by canal? (If yes, to what main inland point)

Yes No

Give schedules, rates, station locations, etc., if known

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE

NC NI

Lighters available in port?		Yes	No	Did ship use lighters?		Yes	No
Type	Construction		How powered		Capacity		
Breakbulk							
POL							
Water							
Total number observed or available			Equipped with booms? (If yes, describe)				
			Yes No				
Condition of lighters			Quality of service				
Good Fair Poor			Good Fair Poor				
Desirable or undesirable features of service							

What fees are charged for lighters and tugs?

What are the procedures for obtaining lighterage and tug service?

B. DREDGES AND MISCELLANEOUS CRAFT

Number of dredgers at the port.	number of misc harbor craft associated with port complex
---------------------------------	--

C. WATER

NC NI

Drinking water

Chlorine residual of shore water at time of receipt \_\_\_\_\_ PPM FAC.  
 Evidence of off tastes, odors, colors? Yes \_\_\_\_\_ No \_\_\_\_\_ (If yes, amplify)

Treatment given to water aboard ship:

Source and potability of community water (i.e., wells, lakes, rain, catchments)?

Method of delivery				
Pipe	Lighter	Truck	Railway tank car	Other
Capacity of water vessel	Rate of delivery		Size of connections	
	Gal/hour		Inch	
Is amount restricted in any way? (If yes, amplify)				
Yes No				

Boiler water

Quality:	Good	Fair	Poor	Hard	Saline
Quantity:	Abundant		Adequate for		Limited
Method of delivery					
Pipe	Lighter	Truck	Railway tank car	Other	



Rate of delivery \_\_\_\_\_ Gal/hour | Size of connections \_\_\_\_\_ Inch

What is the price of water and what additional fees are charged?

Who is the port of contact?

**D. AIRFIELDS** NC      NI

What airfields are near the port? Name	Direction/distance from port	Airlines/Intl service available	Runway Surface	Runway orientation

Name	Runway Length	Operating hours	Fuel avail	Altitude	Mil/Civ	Does US have basing privileges/liaison officer present?

Who must be contacted for permission to use the field?

**E. COMMUNICATIONS**

On what frequencies should harbor control be contacted? callsign?

What other advance communications/check-in are required?

Are ships required to guard any freqs in port? (If yes, amplify)

Yes    No

What flashing light or flag-hoist stations are available?

What commercial telephone and telegraph facilities are available? Where?

Can calls be made to CONUS? Waiting time?

Yes    No

Is operator assistance necessary	Do they speak English?	What are the hours of operation? How reliable is the service?
Yes    No	Yes    No	

What ship-to-shore facilities are available?

Can ships berthed alongside get land-lines installed?

What arrangements must be made for mail delivery/pick-up?

Where is the post office?      Service reliable?

**F. MEDICAL**

Quarantine

Was a Quarantine Declaration requested? Yes \_\_\_\_\_ No \_\_\_\_\_

Was HTLV-III Certification requested? Yes \_\_\_\_\_ No \_\_\_\_\_

Were you boarded by Quarantine Officials? Yes \_\_\_\_\_ No \_\_\_\_\_

Was the "Derat" Certificate requested? Yes \_\_\_\_\_ No \_\_\_\_\_

(If yes on any of these three questions, please amplify).

Medical Facilities

Describe local medical facilities and quality of care provided. Specialist. Hyperbaric/CAT scan/Orthopedic treatment Fac.

Name	Location	Bed Capacity	Specialist. Hyperbaric/CAT scan/Orthopedic treatment Fac.
Hospitals:			
Clinics:			
Emergency facilities:			
Medical laboratories:			

Were any of these facilities utilized by ship's personnel?

Yes No (If yes, amplify)

What type of liaison is available?

Any English speaking physicians recommended?

Health and Sanitation of Port

Give general impression of harbor area to include degree of:

1. organic material (wastes) present \_\_\_\_\_
2. industrial pollutants in harbor water \_\_\_\_\_
3. evidence of atmospheric pollution \_\_\_\_\_
4. ship and small boat traffic \_\_\_\_\_

Give general impression of city conditions to include degree of:

1. garbage and trash accumulation \_\_\_\_\_
2. sewage removal/treatment \_\_\_\_\_
3. fly/insect vector population \_\_\_\_\_
4. stray animals (is rabies present?) \_\_\_\_\_
5. sanitary compliance in restaurants, bars, and street vendors \_\_\_\_\_
6. illicit drug availability (what types and where?) \_\_\_\_\_
7. prostitution (is solicitation legal and where does it occur - streets, bars, etc.? Are health cards carried?) \_\_\_\_\_

Diseases

What are the prevalent communicable diseases endemic to the area? \_\_\_\_\_

List medical conditions arising while in or after leaving port. Include number of cases, possible origin and cause, dates of each.

1. enteric or diarrheal diseases \_\_\_\_\_
2. skin diseases \_\_\_\_\_
3. sexually transmitted diseases (specify types) \_\_\_\_\_
4. vectorborne diseases \_\_\_\_\_
5. other \_\_\_\_\_

OTHER

Is there a host country military facility nearby which will accept U.S. personnel for medical treatment?

Yes  No  (If yes, amplify)

Is there a U.S. military facility nearby? Yes  No

Is ambulance transportation available? Yes  No

Is air ambulance transportation available? Yes  No

(If yes, amplify)

G. GASOLINE NC  NI

Is gasoline readily available?

Yes  No

H. PROVISIONS NC  NI

Does the U.S. Government have any existing arrangements for supplying provisions in this port? (If yes, amplify)

Yes  No

What, if any, chandlers did ship deal with? address?

Types of provisions available? (check)

Meats  Dairy products  FFV  Bakery products  Seafood  Other

What was delivery temperature and storage life of dairy products?

What is the general quality of the food and are there any limits on the quantity?

What special health and sanitation procedures must be taken with locally obtained foods?

I. GARBAGE AND WASTE DISPOSAL NC  NI

Was garbage disposal available? (If yes, what form)

Yes  No  Lighter  Truck  Dumpster  Other (specify)

How frequently?

Who should be contacted for this service? address?

Rates

Is there any restriction on dumping? (If yes, amplify)

Yes  No

Does trash need to be sorted in any way? (If yes, amplify)

Yes  No

Was sewage disposal available?

Yes  No  Direct hookup  Wastebarge  Other

4. PERSONALIA

A. CALLS

NC

NI

Name	Title/Office	Was call returned	
		Yes	No

Are calls arranged by U.S. Government officials? (Attache)

What other visitors did ship receive (Boy Scouts, Military groups, Social organizations, general visiting, etc.)

B. HONORS

NC

NI

Is this a saluting port? Yes No

What prior arrangements, if any, must be made?

What non-gun honors were rendered (i.e. passing honors)?

None \_\_\_\_\_

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION

Historical and current significance of port to include: major/minor seaport, imports, exports, capital/minor city, relative size, major/minor naval base, etc.

Population numbers (census year)

Religious mix by % of population: include religious taboos and customs

Public affairs projects to include: operation handclasp, community relations, ship tours

Number of men absorbable in this port

Port capacity: number of USN ships

Type

B. LIBERTY

How many officers and enlisted are required for shore patrol?

To whom should the senior shore patrol officer report?

Are vehicles supplied?

Yes \_\_\_ No \_\_\_

Drivers? Yes \_\_\_ No \_\_\_

Where is Shore Patrol Headquarters?

Where is the nearest local police station?

What areas in the port are off limits?

What are the recommended liberty/curfew hours?

Recommended attire?

Recommended size of the liberty party?

Is a beach guard required/recommended? (If yes, amplify)

Yes \_\_\_ No \_\_\_

Describe any restrictions, precautions, or recommendations for female personnel while on liberty in this port.

Are commercial or noncommercial liberty boats, ferries, landing craft, etc. available? (If yes, amplify) Yes \_\_\_ No \_\_\_

Number	Size	Supplier (and point of contact)
Charges	Quality	Hours of operation

Where is the fleet landing?

Describe it. Any restrictions as to size?

What facilities are available?

How many boats can be accommodated?

C. CLUBS AND BARS

NC

NI

Name and address of any clubs which offer facilities to visiting personnel

Is a personal invitation required? Yes No	Other restrictions? Yes ___ No ___		
What bars/nightclubs were visited during port visit? Name	Location	Price	Types liquor available (i.e. beer, wine, mixed drinks)

Other features (dancing, slot machines, snacks, floorshow, dinner, etc.)

Bars not recommended for USN personnel Name	Location	Reason

Describe any locally produced alcoholic beverages which should be avoided.

**D. RESTAURANTS**

Name	Location	Size	NC	NI	Avail of liquor	Overall cleanliness
			Price scale	Type of food		

Any undesirable or off-limits establishments?

Are there any types of food or establishments which should be avoided for health reasons?

**E. HOTELS**

Name	Location	NC	NI
		Price scale	Dining and beverage facilities available Yes/No

**F. ATHLETICS**

Determine number, type and location of playing fields. Are tennis courts, golf courses, swimming pools or other facilities available?

Can competition be arranged with local teams? What teams?

Yes \_\_\_ No \_\_\_

Are picnic or party areas available?

Yes \_\_\_ No \_\_\_

Can supplies be obtained?

Yes \_\_\_ No \_\_\_

Who should be contacted?

Are there any charges for use or restrictions as to who can use the facilities?

G. BEACHES

NC

NI

Are swimming beaches available in the vicinity? If yes indicate below.

Yes  No

Name	Dist/direction from port	Bath house avail	Snacks Avail	Snorkeling	Surfing	Avail Trans	Hazards (i.e. marine life, pollution, undertow)

H. CHURCHES

NC

NI

Denominations Time of services Day restrictions (i.e. racia)

Denominations	Time of services	Day restrictions (i.e. racia)

I. TRANSPORTATION

NC

NI

Can ship's vehicles be offloaded? Operating restrictions?

Yes  No

Number of helicopter landing areas and location

Procedure to obtain permission to operate helicopters

Type	Operating hours	Rates U.S.	Service avail to port Yes/No	Other
Bus				
Train				
Taxi				
Rental				Is special license needed?

Are taxis metered? Yes  No

If no, is prior bargaining necessary?

Do legitimate taxis have special markings What?

Yes  No

J. TOURS

NC

NI

Briefly describe points of interest or guided tours which were enjoyed by your ship's crew	List prices and duration of tours (if available)	Contact for tours	Are there any specific health precautions to be followed in tour area?

K. SHOPPING

NC

NI

What particular bargains are to be found here?

Recommended stores, shopping areas	Local specialty items to be found in stores	Price bargaining accepted par practice Yes/No

What items are available which are not allowed by U.S. customs? (i.e., knives, baskets infested by insects, plant material, pornography, etc.)

Comments:

L. THEATER AND CINEMA

NC

NI

Brief description of recommended theaters and movies, noting prices and languages.

M. PHYSICAL SECURITY

NC

NI

Is physical security required/recommended for this port?

Was physical security provided by host nation?

Who was POC?

Were security forces from host nation military or contract civilians?

What size security force was provided?



Was 24-hour security service provided?

Was security force armed, knowledgeable and competent?

Were harbor/port patrol craft available?

Were divers available to check berth/anchorage area?

Was ship required to provide own physical security?

Recommended locations/positions of physical security guards/forces.

Recommended communications equipment and net for security force.

Other comments/recommendations.

**N. MISCELLANEOUS**

**NC**

**NI**

Local unit of currency, rate of exchange, and any exchange restrictions.

Was exchange conducted on board? (If yes, by what agency)

Yes \_\_\_ No \_\_\_

Can currency be changed back at the end of the stay without difficulty? (If no, amplify) Yes \_\_\_ No \_\_\_

Restrictions on cameras, picture taking which were observed or developed.

Military forces or facilities observed in port area, or entering port. (If yes, give location) Yes \_\_\_ No \_\_\_

Coastal batteries observed in port area, or entering port. (If yes, give location) Yes \_\_\_ No \_\_\_

Sections of port area off limits for foreign personnel. (If yes, give location)  
Yes \_\_\_\_\_ No \_\_\_\_\_

Sections of harbor area restricted or prohibited. (If yes, give location)  
Yes \_\_\_\_\_ No \_\_\_\_\_

Sections of harbor reserved or restricted to explosive or prohibited cargoes  
(describe). Yes \_\_\_\_\_ No \_\_\_\_\_

Were any local laundries used? Yes \_\_\_\_\_ No \_\_\_\_\_

Was service satisfactory? Yes \_\_\_\_\_ No \_\_\_\_\_

Point of contact?

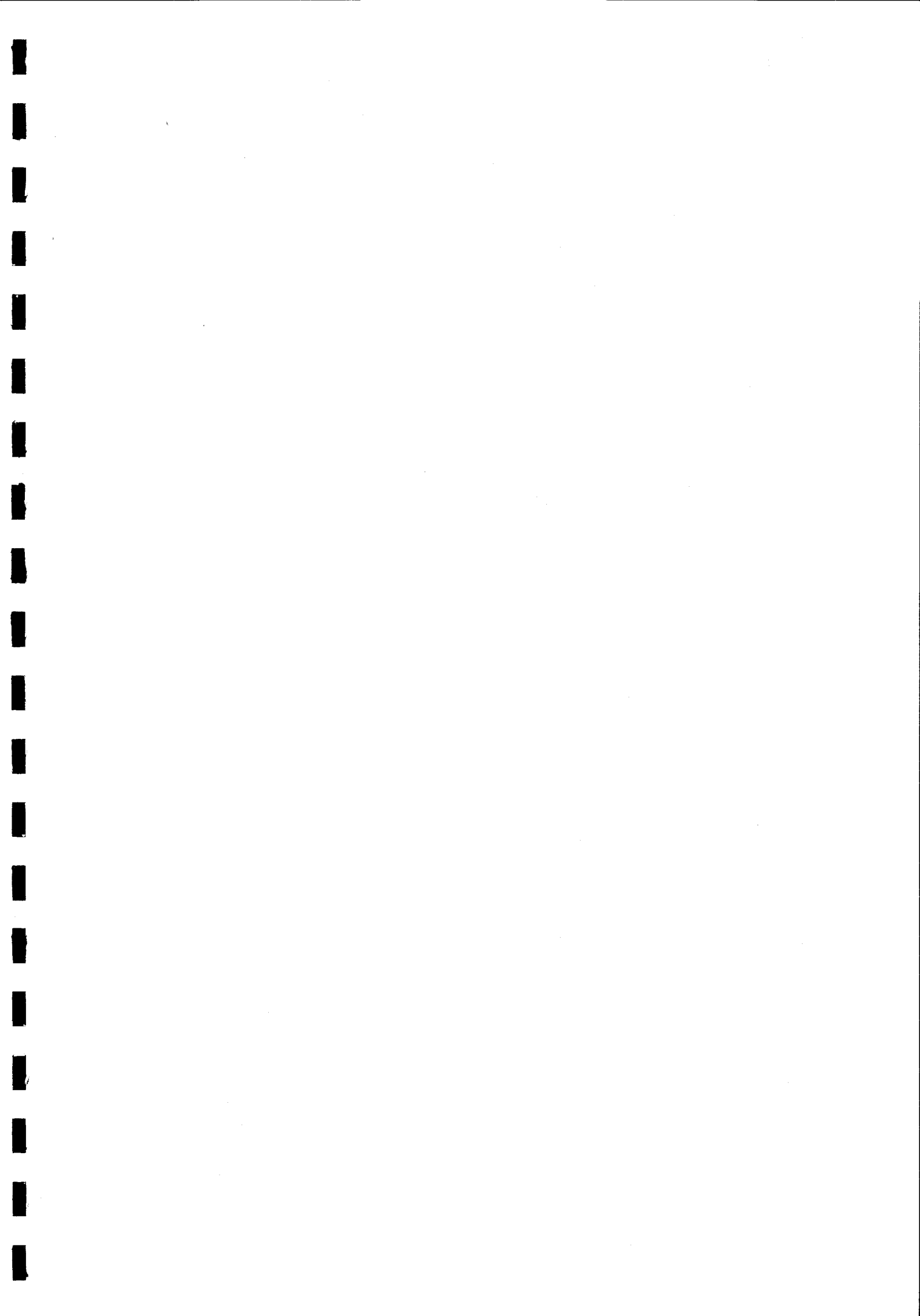
Prices?

Procedures?

Comments, not limited to but should include, information on recent political, social, or economic activities in the port area which may affect or have bearing on visits made by U.S. ships. Any additional useful information that is not found elsewhere should be provided in this section.









BOMBAY, INDIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) (FICPAC) THE PORT OF BOMBAY (18-5N/072-50E) IS LOCATED ON THE WEST COAST OF INDIA (ON THE SOUTH-EASTERN COAST OF SALSETTE ISLAND). IT IS THE NATION'S LARGEST DEEP-WATER PORT AND THE HOMEPORT FOR THE INDIAN NAVY'S WESTERN FLEET.

THE IMPROVED NATURAL HARBOR CONSISTS OF INDIAN NAVAL DOCKYARD BASIN, INDIRA DOCK, VICTORIA DOCK, AND PRINCE'S DOCK. MAZAGON DOCK, WHICH IS LOCATED NORTH OF THE BOMBAY HARBOR, IS INDIA'S MAJOR SHIPYARD FOR THE CONSTRUCTION OF NAVAL SHIPS. BOMBAY IS THE CENTER OF SHIP CONSTRUCTION AND REPAIR ACTIVITY IN INDIA.

B. APPROACHES, LIGHTS, ETC. (JUN 87) (FICPAC) CONSULT DMAHTC PUB 173 (3RD ED 1986), CHART 63101 (13TH ED 8 FEB 86, CORR NM 6/86), CHART 63102 (17TH ED 1 MAR 86, CORR NM 9/86), AND CHART 63103 (15TH ED 4 JAN 86, CORR NM 1/86).

(JUN 87) (USS WORDEN) WORDEN MADE APPROACH TO BOMBAY PASSING NORTH AND WEST OF HEERA RATINA OILFIELD DUE TO THE NUMEROUS OIL RIGS NOT PLOTTED ON CHART 63102. THE 090° APPROACH TO BOMBAY WAS UTILIZED, KEEPING SOUTH OF "SW PRONGS" BUOY (18-57.5N/072-47.1E). TWO EXCELLENT NAVAIDS WERE KHANDER ISLAND LIGHT AND PRONGS REEF LIGHT. THEY WERE THE ONLY VISUAL AIDS IN THE APPROACH WHICH PROVIDED FOR GOOD FIXES WHEN COMBINED WITH RADAR RANGE OFF THAL KNOB ON KARANJA ISLAND. SUNK ROCK LIGHT AND GULL ISLAND WERE NOT OPERATIONAL ON THE MORNING OF APPROACH. DISCUSSION WITH THE INDIAN NAVY LIAISON OFFICER REVEALED RELIABILITY OF LIGHTS AND BUOYS WAS QUESTIONABLE. THE INDIAN OFFICER INQUIRED IF WORDEN HAD FOUND "SW PRONGS" BUOY AS CHARTED, AND IT WAS. THIS DEMONSTRATED CONTINUALLY CHANGING CONDITIONS IN APPROACHES TO BOMBAY AND RELUCTANCE OF HOMETOWN SAILORS TO TRUST CHARTS. THE EXCELLENT, DAYTIME, VISUAL AIDS WERE SUNK ROCK, DOLPHIN ROCK, TAJ MAHAL HOTEL, TUCKER LIGHT, AND DOCK SIGNAL STATION.

C. PILOTAGE. (OCT 86) (USS MARVIN SHIELDS) THE PILOT VESSEL HAD A WHITE HULL, LIGHT BROWN SUPERSTRUCTURE, AND WORD "PILOT" WRITTEN IN LARGE BLACK LETTERS ON THE SUPERSTRUCTURE. THE PILOT BOARDED VIA LADDER ON STBD QTR. THE PILOT MONITORED CHANNEL 12. THE PILOTS SPOKE EXCELLENT ENGLISH AND WERE COMPETENT.

D. ENTRANCE. (JUN 87) CONSULT PUB 173.

E. CHANNEL. (JUN 87) (USS WORDEN) THE CHANNEL WAS WELL MARKED BY IALA "A" BUOY SYSTEM. ANCHORED MERCHANT SHIPS WERE ABOUND ASTRIDE CHANNEL, OUTLINING IT ON RADAR SCOPE AND MAKING IT AN EASY APPROACH AT 10-15 KNOTS.

F. ANCHORAGE. (JUN 87) (USS WORDEN) ANCHORAGES WERE NOT PLOTTED ON CHARTS AND WERE KEPT IN THE PILOT'S WHEELBOOK. WORDEN ANCHORED AT F-1. BEARINGS WERE 267°T TO DOLPHIN ROCK, 321°6 TO DOCK SIGNAL STATION, AND 035°T TO TUCKER LIGHT. MUDDY BOTTOM OF 9-11 M (29.5-36.0 FT) DEPTH PROVIDED A GOOD HOLDING GROUND. HOWEVER, AN ANCHOR DRAG OF 70 YDS OCCURRED ON TWO OCCASIONS IN GREATER THAN 25-KT WINDS. AFTER TWO DAYS, FAMILIARITY WITH NAVAIDS WAS SUCH THAT PORT EXIT WITHOUT PILOT WAS RECOMMENDED.

CROMMELIN ANCHORED AT 18-54.5N/072-51.4E, UTILIZING FOUR SHOTS OF

BOMBAY, INDIA

CHAIN FOR 9.7 M (32 FT) OF WATER.

G. WRECKS AND OBSTRUCTIONS. (JUN 87) CONSULT PUB 173.

H. TIDES AND CURRENTS. (JUN 87) (USS WORDEN) BOTH WORDEN AND CROMMELIN EXPERIENCED STRONG CURRENTS AS DESCRIBED IN PUB 173, RANGING FROM 1-3 KNOTS.

I. WEATHER AND WINDS. (JUN 87) (USS WORDEN) THE PRESENCE OF TROPICAL CYCLONE 03A BROUGHT HEAVY WINDS AND SEAS, NECESSITATING THE SECURING OF LIBERTY BOATS FROM WORDEN, ISSUING A GENERAL RECALL, AND DEPARTING FROM BOMBAY ONE DAY EARLY. CROMMELIN WAS UNAFFECTED DUE TO MOORING IN INDIRA DOCK.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 87) (USS WORDEN) WORDEN WAS INITIALLY BERTHED OFF A COMMERCIAL CONTAINER PIER ON BALLARD DOCK, OPPOSITE BOMBAY NAVAL BASE WHERE INS VIKRANT BERTHED. WORDEN HAD TO PULL OUT THE FOLLOWING DAY AND ANCHORED DUE TO PIER'S COMMERCIAL VALUE AND USE IN UNLOADING. CROMMELIN ANCHORED OUT DURING FIRST DAY AND THEN WAS MOVED INTO INDIRA DOCK FOR REMAINDER OF PORT VISIT. IN ORDER TO MOOR AT INDIRA DOCK, SHIPS MUST PASS THROUGH A LOCK. ONE PROBLEM ENCOUNTERED WAS CONTROL OF TUGS. THE DOCKMASTER REQUIRES SHIPS TO USE TWO TUGS. A SECOND PILOT IS REQUIRED ONCE INSIDE THE LOCKS BECAUSE A HARBOR PILOT IS NOT ALLOWED TO WORK INSIDE INDIRA DOCK. RECOMMEND MAINTAINING COMMUNICATIONS WITH "DOCKMASTER" ON VHF CHANNEL 12 IN ORDER TO CONTROL TUGS. PILOTS DO NOT MAINTAIN COMMUNICATIONS WITH THEM DIRECTLY, AND TUG ORDERS MUST BE RELAYED TWICE. TUGS MUST BE CONSTANTLY OBSERVED, AS THEY TEND TO WORK ON THEIR OWN, AND LINE CAN BE PARTED. SHIPS MUST PROVIDE THEIR OWN LINES TO TUGS. TUGS ARE CIVILIAN OPERATED AND UNIONIZED. THEIR ATTITUDE APPEARED TO BE THAT THEY'LL WORK WHEN THEY GET TO IT. THIS WAS EVIDENCED IN APPROXIMATELY A 2-HR WAIT TO RECEIVE TUG SERVICES. INDIRA DOCK WAS VERY CROWDED. CROMMELIN BERTHED APPROXIMATELY 50 FT ASTERN AND 15 FT FORWARD BETWEEN SHIPS. A LACK OF SPACE IN INDIRA DOCK WAS THE MAIN REASON WHY WORDEN HAD TO ANCHOR OUT. RAT-GUARDS ARE STRONGLY RECOMMENDED FOR EVERY LINE/CABLE TO THE PIER.

B. FUEL, LUBE, AND DIESEL OIL. (JUN 87) (USS WORDEN) FUEL WAS AVAILABLE BY BOTH TRUCK AND BARGE. A BARGE DELIVERY WAS CONVENIENT.

C. MECHANICAL HANDLING FACILITIES. (OCT 86) (USS MARVIN SHIELDS) THERE WERE NUMEROUS CRANES AROUND INDIRA DOCK. THERE WAS ALSO A NEW 35.5-TON CONTAINER CARGO CRANE AT BALLARD PIER. ITS USE BY WARSHIPS WAS PREVENTED.

D. DRYDOCKS AND FACILITIES. (OCT 86) (FICPAC) NAVAL FACILITIES ARE LOCATED SOUTH OF THE COMMERCIAL AREA OF THE PORT. THE FACILITY IS THE MAIN NAVAL SHIP REPAIR YARD ON THE WEST COAST OF INDIA AND HAS FOUR GRAVING DOCKS, TWO MARINE RAILWAYS, AND WORKSHOPS.

TWO MAJOR SHIPYARDS AND OTHER FACILITIES ENGAGE IN THE CONSTRUCTION AND REPAIR OF SHIPS FOR BOTH COMMERCIAL AND MILITARY USE.

THE MAZAGON DOCK, LTD. ALSO ENGAGES IN THE CONSTRUCTION AND REPAIR OF SHIPS FOR COMMERCIAL USE.



BOMBAY, INDIA

E. WAREHOUSES AND STORAGE AREA. (DEC 79) PRINCE'S DOCK HAS 15 SHEDS WITH A CAPACITY OF 92,000 TONS AND THREE WAREHOUSES WITH A 17,000 TON CAPACITY. COLD STORAGE FACILITIES ARE AVAILABLE. VICTORIA DOCK HAS 16 SHEDS, TOTALING 137,000 SQ M (1,474,703 SQ FT). THREE WET DOCKS ARE SURROUNDED BY WAREHOUSE AREAS.

F. STEVEDORES. (OCT 86) UNSKILLED LABOR IS PLENTIFUL. THE POC IS THE INDIAN NAVY.

G. PORT CAPACITY. (OCT 86) (USS MARVIN SHIELDS) INDIRA DOCK CAN ACCOMMODATE TWO NAVY SHIPS. IF THERE ARE MORE THAN TWO, SOME WOULD HAVE TO ANCHOR OUT.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (DEC 81) BOMBAY IS THE MAIN TERMINAL FOR INDIA'S WESTERN AND CENTRAL RAILWAYS. ELECTRIFIED, BROAD-GAGE, DOUBLE TRACK LINES LEAD NORTHEAST TO BHOPAL AND SOUTHEAST TO POONA. NUMEROUS SIDINGS EXTEND THROUGHOUT THE COMMERCIAL AND SHIPYARD AREA, PROVIDING ADEQUATE CLEARANCE.

TWO PRINCIPAL ROADS CLEAR THE PORT: ONE DUAL 4-LANE EXPRESSWAY NORTHEAST TO THANA AND ONE DUAL 4-LANE EXPRESSWAY NORTH TO MANOR.

(OCT 86) (USS MARVIN SHIELDS) THE SHIPYARD AND CITY ARE SERVED BY A RAIL SYSTEM WHICH HAS NOT BEEN UPGRADED SIGNIFICANTLY SINCE THE DEPARTURE OF THE BRITISH.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 87) NO CURRENT INFORMATION IS AVAILABLE.

B. WATER. (JUN 87) (USS WORDEN) WATER WAS AVAILABLE BY BOTH TRUCK AND BARGE.

C. AIRFIELDS. (JUN 87) (FICPAC) SANTA CRUZ AIRPORT (BOMBAY INTERNATIONAL) IS LOCATED 16 KM (20 MI) NORTH OF THE CENTER OF THE CITY. THERE ARE THREE CONCRETE RUNWAYS: 3,330 X 46 M (10,925 X 151 FT), 1,829 X 46 M (6,000 X 151 FT), AND 1,780 X 46 M (5,840 X 151 FT). THERE ARE AMPLE PARKING SPACE AND ADEQUATE NIGHT LIGHTING FACILITIES AT THE AIRPORT. IN ADDITION, CLEARING AUTHORITY, CUSTOMS, WEATHER BRIEFING, AND DINING FACILITIES ARE AVAILABLE.

D. COMMUNICATIONS. (MAY 84) (USS LEWIS B PULLER) BOMBAY PORT TRUST CAN BE CONTACT C/S V680 48 HOURS PRIOR TO ARRIVAL. ONCE IN PORT, NO FREQUENCIES NEED TO BE GUARDED.

(OCT 86) (USS MARVIN SHIELDS) TELEPHONE SERVICE WAS POOR. THERE WAS A 2-DAY DELAY IN OBTAINING RELIABLE OUTSIDE LINES. CONUS CALLS WERE MADE FROM THE CENTRAL TELEGRAPH OFFICE, AMERICAN CONSUL, AND HOTELS (GUESTS ONLY).

(JUN 87) (USS WORDEN) MAIL SERVICE WAS NOT AVAILABLE.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN BOMBAY ARE POOR. IN ADDITION TO ACUTE HOUSING SHORTAGES IN URBAN AREAS, FARM ANIMALS ARE OFTEN HOUSED WITH PEOPLE. SEWERAGE IS INADEQUATE, DRINKING WATER IS CONTAMINATED, AND THE WATERWAYS ARE EXTREMELY POLLUTED. SEASONAL MONSOONS (JULY TO SEPTEMBER)

BOMBAY, INDIA

EXACERBATE THESE PROBLEMS.

PREVALENT DISEASES INCLUDE AMEBIASIS, SHIGELLOSIS, GIARDIASIS, AND SALMONELLOSIS (INCLUDING DRUG-RESISTANT STRAINS). CHOLERA EPIDEMICS ARE COMMON. ENDEMIC VECTORBORNE DISEASES INCLUDE MALARIA, JAPANESE ENCEPHALITIS, FILARIASIS, AND DENGUE FEVER. MALARIA INCIDENCE IS HIGH BECAUSE OF PESTICIDE-RESISTANT MOSQUITOS AND CHLOROQUINE RESISTANT STRAINS OF MALARIA. ENCEPHALITIS IS FOUND PRIMARILY IN ANDHRA PRADESH (VISHAKHAPATNAM) AND WEST BENGAL (CALCUTTA). OTHER PREVALENT DISEASES INCLUDE DRACONTIASIS, HELMINTHIASIS, TRACHOMA, RABIES, TUBERCULOSIS, LEISHMANIASIS, SANDFLY FEVER, TYPHUS, AND SEXUALLY TRANSMITTED DISEASE.

DRUG ABUSE IS A SEVERE PROBLEM AND OPIUM, AND MARIJUANA ARE READILY AVAILABLE.

(JUN 87) (USS WORDEN) BOMBAY HAS TWO PRIVATE HOSPITALS KNOWN BY AMERICAN CONSULATE EMPLOYEES FOR PROVIDING ADEQUATE MEDICAL CARE. USE OF HOSPITALS SHOULD BE COORDINATED THROUGH THE CONSULATE.

ONE IS LOCATED NEAR THE CONSULATE, ABOUT 200 BEDS. ALL PHYSICIANS ARE INDIANS. SURGICAL SUPPORT-GENERAL, CARDIOTHORACIC, AND CORONARY SURGERIES. MEDICAL SUPPORT-GENERAL MEDICINE AND SCAN-SPECIALIST. ANCILLARY-NO AMBULANCE SERVICE, BUT X-RAY AND LABORATORY ARE ADEQUATE. IT IS CLEAN, PROFESSIONAL, AND PROVIDE GOOD OVERALL CARE. NO INFORMATION IS AVAILABLE ON THE SECOND PRIVATE HOSPITAL.

INDIAN NAVAL HOSPITAL (850 BEDS) - COMMANDING OFFICER IS VERY CONGENIAL AND HELPFUL.

TEACHING HOSPITAL - GENERAL AND SOME SPECIALTY SURGERIES ARE PROVIDED. ICU IS POOR. DECOMPRESSION CHAMBER IS ON GROUNDS.

GENERAL POPULATION - TWO MILLION PEOPLE LIVE IN STREETS, ALONG WITH SOME CATTLE, DOGS, CHICKENS, AND PIGS. HUMAN EXCREMENT AND GARBAGE ARE PREVALENT IN STREETS. RAW SEWAGE IS DISCHARGED INTO SAME BAY WITH PUBLIC BEACHES.

F. GASOLINE. (DEC 79) GASOLINE IS AVAILABLE AT COMMERCIAL STATIONS.

G. PROVISIONS. (OCT 86) (USS MARVIN SHIELDS) SHIP'S CHANDLER PROVIDED FFV AND BREAD WHICH WERE OF ACCEPTABLE QUALITY. PURCHASE OF MEAT PRODUCTS IS NOT RECOMMENDED.

H. GARBAGE DISPOSAL. (JUN 87) (USS WORDEN) THE CONSULATE PERSONNEL PROVIDED INFORMATION ON FFV AND BREAD, AND WORDEN PURCHASED BOTH. BREAD WAS FAIR AND FFV WERE POOR. MEATS WERE NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (JUN 87) (USS WORDEN) COMMANDING OFFICERS WORDEN AND CROMMELIN, ACCOMPANIED BY U.S. CONSUL GENERAL AND U.S. NAVAL ATTACHE, CALLED ON COMMANDER IN CHIEF WESTERN NAVAL COMMAND, VICE ADMIRAL S. JAIN ON ARRIVAL. CALL WAS RETURNED BY VICE ADMIRAL S. JAIN ON BOARD WORDEN AT FORMAL LUNCHEON FIRST DAY. PLAQUES WERE EXCHANGED.

B. HONORS. (DEC 79) BOMBAY IS A SALUTING PORT. THE NATIONAL SALUTE SHOULD BE FIRED WHEN THE SHIP IS BETWEEN SUNK ROCK AND DOLPHIN ROCK. THE SALUTE WILL BE RETURNED BY A SALUTING BATTERY LOCATED AT CASTLE BARRACKS (NAVAL DOCKYARD). ADVANCE ARRANGEMENTS FOR SALUTES SHOULD BE MADE IN THE LOGREQ. ALL VESSELS ENTERING THE PORT OF BOMBAY DURING DAYLIGHT HOURS MUST HOIST THEIR NATIONAL ENSIGN AND GIVE THEIR NAME TO PRONGS REEF

BOMBAY, INDIA

LIGHTHOUSE (18-53N/072-48E) WHICH WILL REPORT THEM TO BOMBAY BY PHONE.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) (FICPAC) THE CITY OF BOMBAY IS LOCATED ON BOMBAY ISLAND, WHICH IS A LOW LYING PLAIN FLANKED BY TWO PARALLEL RIDGES OF LOW HILLS. BOMBAY IS ONE OF THE CHIEF PORTS AND THE LEADING INDUSTRIAL AND COMMERCIAL CENTER OF THE COUNTRY. IT IS THE HUB OF THE COUNTRY'S TRANSPORTATION SYSTEM AS WELL AS THE CENTER OF THE TEXTILE INDUSTRY. THE CITY HAS A COSMOPOLITAN CHARACTER.

BOMBAY WAS ACQUIRED BY THE PORTUGUESE FROM A LOCAL SULTAN IN THE 1530'S. THE PORTUGUESE USED THE PORT AS A MISSION CENTER AND AS A SUBSIDIARY TO THEIR TRADING POSTS AT SURAT AND GOA. BRITISH POSSESSION WAS GAINED IN 1661 BY A ROYAL GIFT ON THE OCCASION OF THE MARRIAGE OF CHARLES II WITH CATHERINE OF BRAGANZA, INFANTA OF PORTUGAL. TRADE INCREASED GRADUALLY THROUGH THE YEARS. AFTER BOMBAY WAS BURNED IN 1803, IT WAS REBUILT WITH THE INCORPORATION OF MANY IMPROVEMENTS. THE ESTABLISHMENT OF THE TEXTILE INDUSTRY DURING THE AMERICAN CIVIL WAR AS WELL AS THE OPERATING OF RAIL COMMUNICATIONS IN INDIA GREATLY ENHANCED THE CITY'S IMPORTANCE.

B. LIBERTY. (JUN 87) (USS WORDEN) TWO SHORE PATROL AND TWO GATE GUARD PERSONNEL (E-4 AND ABOVE) WERE PROVIDED FROM 1900 TO 2400 DAILY. SHORE PATROL ACCOMPANIED LOCAL POLICE WHILE GATE GUARDS ASSISTED IN IDENTIFICATION OF U.S. SAILORS AT BALLARD AND INDIRA DOCK GATES.

BOMBAY WAS ABLE TO HANDLE LIBERTY PARTIES FROM BOTH WORDEN AND CROMMELIN. MOST AREAS OF BOMBAY ARE SUITABLE FOR LIBERTY EXCEPT FOR THE AREA CALLED "THE CAGES". THIS AREA IS AN ATTRACTION FOR "ANTI SOCIAL" ELEMENTS AND AS SUCH WAS PLACED OUT OF BOUNDS. OVERALL LIBERTY WAS GOOD DESPITE OBVIOUS POVERTY AND NUMEROUS BEGGARS. DO NOT GIVE TO BEGGARS BECAUSE IT ATTRACTS MANY MORE.

C. CLUBS AND BARS. (OCT 86) (USS MARVIN SHIELDS) BEER WAS READILY AVAILABLE THROUGHOUT THE CITY FOR 12 TO 23 RUPEES. HARD LIQUOR WAS LESS AVAILABLE AND MORE EXPENSIVE.

D. RESTAURANTS. (JUN 87) (USS WORDEN) THE BEST RESTAURANTS WERE IN TAJ MAHAL AND OBEROI HOTELS. PRICES WERE REASONABLE AND FOOD WAS DELICIOUS.

E. HOTELS. (JUN 87) (USS WORDEN) THE CREW WAS ABLE TO GO TO WESTERN STYLE HOTELS AND ENJOY VARIOUS HEALTH CLUBS AT HOTELS.

F. ATHLETICS. (JUN 87) (USS WORDEN) FOOTBALL (SOCCER) AND SQUASH MATCHES WERE ARRANGED. GOLF FOR OFFICERS WITH OFFICERS OF WESTERN NAVAL COMMAND WAS ARRANGED.

G. BEACHES. (OCT 86) (USS MARVIN SHIELDS) THE BEACH CANDY SWIM CLUB (NEAR THE AMERICAN CONSULATE) OFFERS SWIMMING, SUNBATHING, AND DRINKS. ENTRANCE FEE IS 10 RUPEES. THE AREA IS FREQUENTED BY COMMUNIST BLOCK NATIONALS, BUT THEY DID NOT TRY TO APPROACH AMERICAN SAILORS. IN FACT, THEY MADE AN EFFORT TO AVOID AMERICANS.

H. CHURCHES. (JUN 87) (USS WORDEN) CHURCHES OF MOST FAITHS ARE

BOMBAY, INDIA

AVAILABLE.

I. TRANSPORTATION. (JUN 87) (USS WORDEN) SEDANS WITH DRIVERS WERE ARRANGED BY U.S. CONSULATE. SHIPS ARRANGED BUSES THROUGH U.S. CONSULATE. THE ROUTE USED WAS FROM THE PIER TO TAJ MAHAL, U.S. CONSULATE, AND TO THE PIER. WATER TAXIS WERE RENTED TO TRANSPORT THE CREW TO THE PIER. BOATS WERE SLOW AND WOULD NOT RUN DURING MODERATE WINDS/SEAS. ONCE ON PIER, TAXIS WOULD TAKE PASSENGERS TO ANY LOCATION IN TOWN FOR 40 RUPEES. TAXIS ARE THE MAIN TRANSPORTATION AROUND BOMBAY. YOU MUST BE SURE THE METER STARTS ON 1 RUPEE AND THEN MULTIPLY METER BY 4 TO FIND OUT THE PRICE TO PAY. SOME DRIVERS ATTEMPTED TO CHEAT BY NOT SETTING METERS OR NOT RESETTING. BEST BET WAS TO INSIST ON METER AND ENSURE IT WAS RESET. THERE ARE BUSES IN BOMBAY, BUT THEY WERE NOT UTILIZED. IN FACT, IT WAS DISCOURAGED DUE TO THE EXTREME OVERCROWDING.

J. TOURS. (JUN 87) (USS WORDEN) POINTS OF INTEREST WERE BEACH CANDY SWIM CLUB, HANGING GARDENS, GATEWAY TO INDIA, GHANDI MUSEUM. PRICES WERE REASONABLE (40 RUPEES) TO SEE THEM.

K. SHOPPING. (JUN 87) (USS WORDEN) SHOPPING IS THE BIGGEST ATTRACTION OF BOMBAY. BARGAIN PRICES COULD BE FOUND ON SOME PRECIOUS AND SEMI-PRECIOUS STONES, RUGS/CARPETS, BRASS, CARVED WOOD, SILK, AND IVORY. A CAUTION ON IVORY: A CERTIFICATE OF EXPORT MUST BE OBTAINED BEFORE TAKING IVORY INTO U.S. HOTEL SHOPS WERE MOST EXPENSIVE, BUT RELIABLE MERCHAN- DISE COULD BE FOUND READILY. TAXIS CAN TAKE YOU TO MOST SMALL PLACES FOR JEWELS, CARPETS, ETC. DRIVERS MAKE A COMMISSION ON YOUR BUSINESS, SO THEY WILL GO TO THEIR FAVORITE STORE. TAXIS, IF NOT SECURED, WILL WAIT AND CHARGE BY HOUR. MANY CREW MEMBERS ELECTED TO RETAIN A TAX FOR ENTIRE DAY WHICH WORKED WELL. OTHER STORES CAN BE FOUND (CONSULATE GAVE HELP HERE) OFTEN FOR BETTER SAVINGS. SHOP OWNERS WILL BARGAIN. SHOPPING TURNS OUT TO BE ONE OF THE BEST THINGS TO DO IN BOMBAY.

L. THEATER AND CINEMA. (OCT 86) (USS MARVIN SHIELDS) ENGLISH LANGUAGE MOVIES WERE AVAILABLE, BUT THE MOVIES WERE OUT OF DATE. COST WAS 10 RUPEES.

M. PHYSICAL SECURITY. (JUN 87) (USS WORDEN) BOMBAY POSSESSES A LARGE POLICE FORCE - APPROXIMATELY 30,000 MEN IN A CITY OF ABOUT 9 MILLION. IMMEDIATE LIAISON IS AVAILABLE THROUGH AMERICAN CONSULAR REPRESENTATIVE. ALTHOUGH THE POLICE FORCE APPEARS TO BE LARGE, THERE IS A LACK OF MOBILITY, COMMUNICATIONS AND UNIFORMITY IN MISSION. BOMBAY POLICE OFFICERS WERE POLITE AND COURTEOUS WHEN APPROACHED BY SAILORS. SECURITY ON THE NAVAL STATION IS PROVIDED BY THE INDIAN NAVY. THE POLICE INDICATED THAT SAILORS WOULD BE TURNED DIRECTLY OVER TO THE U.S. NAVY IF INCIDENTS OCCURRED. THE INDIAN NAVY IS VERY SENSITIVE TO ANY ACTION THAT MAY APPEAR TO BE INTELLIGENCE GATHERING. PICTURE TAKING AND "WANDERING" ABOUT THE NAVAL BASE SHOULD BE DISCOURAGED.

N. MISCELLANEOUS INFORMATION. (JUN 87) THE INDIAN NAVAL LIAISON OFFICER WAS ON BOARD CROMMELIN AND WAS USED EXTENSIVELY TO CUT RED TAPE WHEN DEALING WITH CIVILIAN AUTHORITIES. THIRTY WORDEN PERSONNEL PARTICIPATED IN PROJECT HANDCLASP. THREE PALLETS OF HANDCLASP MATERIAL AND US\$1,000 WERE DELIVERED TO RESEARCH SOCIETY.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, JUNE 87.

CALCUTTA, INDIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-85) CALCUTTA (22°33'N/88°19'E), LOCATED ON THE HOOGLY RIVER APPROXIMATELY 130 KM (70 NM) FROM THE BAY OF BENGAL NEAR THE BANGLADESH BORDER, IS INDIA'S SECOND LARGEST PORT AND THE CHIEF PORT ON THE EAST COAST. THE HARBOR CONSISTS OF A 10 KM (6 NM) STRETCH OF THE HOOGLY RIVER, 0.5-1 KM (0.3-0.6 MI) WIDE AND 7-10.7 M (23-35 FT) DEEP. IMMEDIATELY DOWNSTREAM FROM CALCUTTA ARE THREE WET DOCKS: KING GEORGE'S AND KIDDERSPORE NOS. 1 AND 2, IN CALCUTTA. WET DOCKS PROVIDE PROTECTION FROM TIDAL BORES IN THE RIVER.

B. APPROACHES, LIGHTS, ETC. (4-85) CONSULT DMAHTC PUB 173 (2ND ED 83, PAGE 196) AND CHART 63020 (14TH ED 13 SEP 80, CORR NM 37/80).

(11-84) APPROACH CONSISTS OF 130 KM (70 NM) OF THE HOOGLY RIVER AND ITS ESTUARY. CHANNEL IS WINDING AND ENCUMBERED BY SHIFTING SAND BARS. DURING SPRING BORE TIDES, WATER DEPTHS MAY BE RESTRICTED TO 5.5 M (18 FT) OR LESS IN THE MAIN CHANNEL. SILTING OF THE RIVER CHANNEL NECESSITATES YEAR-ROUND DREDGING OPERATIONS.

C. PILOTAGE. (1-81) MANDATORY. VESSELS SHOULD GIVE 24-HR NOTICE TO THE CHALNA PORT AUTHORITIES AT KULNA AND THE PILOT STATIONS BY RADIO, STATING THEIR ETA AT THE FAIRWAY LIGHT FLOAT, FRESH WATER DRAFT, SPEED AVAILABLE, VESSELS LENGTH, GROSS REGISTERED TONNAGE, AND QUALITY OF FRESH WATER REQUIRED.

D. ENTRANCE. (4-85) CONSULT DMAHTC PUB 173.

E. CHANNEL. (4-85) CONSULT DMAHTC PUB 173.

F. ANCHORAGES. (11-84) ANCHORAGE IS AVAILABLE IN THE HOOGLY RIVER AT SAUGOR ROADS, HALDIA, KALPI, DIAMOND HARBOR, ROYAPUR, ULUBARIA, AND GARDEN REACH. DEPTHS AT ANCHORAGES VARY, BUT ARE GENERALLY 9.1 M (30 FT). NO FREE-SWINGING ANCHORAGES ARE AVAILABLE AT CALCUTTA PORT.

G. WRECKS AND OBSTRUCTIONS. (4-85) CONSULT DMAHTC PUB 173.

H. TIDES AND CURRENTS. (4-85) CONSULT DMAHTC PUB 173.  
(11-84) TIDES ARE SEMIDIURNAL. MHWS 5.38 M (17.6 FT), MHW 4.62 M (15.2 FT), MLWN 3.86 M (12.7 FT), AND MLWS 1.21 M (4 FT). CURRENTS MAY CHANGE FROM 7 KNOTS EBB TO 7 KNOTS FLOOD DURING A SEVERE TIDAL BORE DURING SPRING.

I. WEATHER AND WINDS. (11-84) DURING MOST OF THE YEAR, THE WIND BLOWS FROM THE BAY OF BENGAL AT 3-5 KNOTS. CALCUTTA IS SUBJECT TO THE EFFECTS OF THE SOUTHWEST MONSOON (JUN-OCT), AND DURING THAT TIME PERIOD RAINFALL MAY EXCEED 1,000 MM.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (4-85) CONSULT DMAHTC PUB 173.

CALCUTTA, INDIA

(11-84) (DIA) THERE ARE AT LEAST 115 MOORING BUOYS AVAILABLE. ALL FIXED MOORING BERTHS ARE LAID PARALLEL TO THE RIVERBANKS; EACH BERTH USES TWO BUOYS FOR BOW LINES AND TWO FOR STERN LINES.

KIDDERSPORE DOCKS - THIS DOCK SYSTEM HAS TWO PARTS, NO. 1 AND NO. 2 DOCKS, SERVED BY THE SAME TURNING BASIN. THERE IS A LOCK ENTRANCE FROM THE RIVER GIVING ACCESS TO THE DOCKS. SHIPS UP TO A MAXIMUM LENGTH OF 157 M (515 FT) CAN ENTER THIS DOCK.

DOCK NO. 1 - THIS DOCK IS 823 M (2,700 FT) IN LENGTH AND 183 M (600 FT) IN WIDTH WITH A DESIGNED DEPTH OF WATER OF 9.2 M (30 FT) AND HAS 12 GENERAL CARGO BERTHS. BERTH NOS. 5 AND 7 ARE USED AS ONE BERTH, THE 100-TON SHEER LEGS CRANE BEING SITUATED IN CENTER OF THE TWO BERTHS. THE EFFECTIVE NUMBER OF BERTHS IS THUS 11. ON THE LEFT HAND, THE BERTHS ARE NUMBERED 1, 3, 5, 7, 9, AND 11. ON THE RIGHT HAND, THE BERTHS ARE NUMBERED 2, 4, 6, 8, 10, AND 12.

DOCK NO. 2 - THIS DOCK IS 1,370 M (4,495 FT) IN LENGTH AND 122 M (400 FT) IN WIDTH WITH A DESIGNED DEPTH OF WATER OF 9.2 M (30 FT). IT HAS SEVEN BERTHS OF WHICH ONE IS MECHANIZED. THERE ARE ALSO TWO LAYING-UP BERTHS AND FOUR TYING-UP BERTHS AT THE BUOYS.

GARDEN REACH JETTIES - GARDEN REACH WORKSHOPS (GRW) COVER AN AREA OF ABOUT 20 HA (49 ACRE). HERE, TWO BUILDING DOCKS AND THREE SLIPWAYS ARE SUPPORTED BY STRUCTURAL AND FABRICATION SHOPS, GREY IRON AND NONFERROUS FOUNDRIES, AND MACHINE SHOPS WITH THE MOST MODERN MACHINERY AND EQUIPMENT. GRW'S TWO BUILDING DOCKS ARE APPROXIMATELY 180 M (590 FT) LONG, 27 M (80 FT) BROAD AND 3 M (9.8 FT) DEEP; AND 118 M (387 FT), 18 M (59 FT) BROAD, AND 6.5 M (21 FT) DEEP. THEY ARE FITTED WITH CRANES OF APPROPRIATE CAPACITY OF 40 TONS. THE THREE SLIPWAYS ARE 98 M (321 FT), 195 M (640 FT), AND 225 M (738 FT) LONG WITH A LIFTING CAPACITY OF 50, 900, AND 1,200 TONS.

KING GEORGE'S DOCK (NETAJI SUBHAS DOCK) - THIS DOCK CAN HANDLE SHIPS TO A MAXIMUM OF 172 M (564 FT) IN LENGTH. IT CONTAINS SIX BERTHS FOR HANDLING THE IMPORT OF BREAKBULK CARGOES, A POL BERTH (NAMED "C" BERTH), A CONTAINER BERTH, THREE LIGHTERAGE BERTHS, A BERTH FOR EXPORT OF ORES, AND A REPAIR WHARF. OIL COMPANIES HAVE PIPELINES FOR DISCHARGING PETROLEUM PRODUCTS FROM TANKERS TO THEIR STORAGE INSTALLATIONS ON SHORE.

BUDGE BUDGE - THIS FACILITY CONTAINS SIX USABLE JETTIES CAPABLE OF HANDLING VESSELS TO A MAXIMUM LENGTH OF 190 M (623 FT) DURING NEAP TIDES. JETTIES WERE FORMERLY USED FOR HANDLING POL. IT HANDLES MOSTLY BULK EDIBLE/VEGETABLE OILS ALSO SINCE THE TRANSFER OF POL ACTIVITIES TO HALDIA. THE FACILITY CONTAINS 74 STORAGE TANKS WITH A CAPACITY FOR 59,000 TON OF BULK EDIBLE OILS AND 2,625,000 BBL OF POL. PRODUCTS ARE TRANSFERRED BY PIPELINES.

B. FUEL, LUBE, AND DIESEL OIL. (11-84) LIMITED QUANTITIES OF DIESEL FUEL IS AVAILABLE BY PIPELINE AT WHARVES AT BUDGE BUDGE AND BY POL TANK BARGE AT KING GEORGE'S AND KIDDERSPORE.

C. MECHANICAL HANDLING FACILITIES. (11-84) THERE ARE FIVE 20-60 TON FLOATING CRANES, EIGHT 7-T HEAVY TRUCKS, AND 140 3-20 TON HEAVY TRUCKS.

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OTHER FACILITIES ARE:

	<u>KIDDERSPORE</u>	<u>KING GEORGE'S</u>	<u>CARDEN REACH JETTIES</u>
WHARF CRANES	10 3-TON	45 2-TON	16 2-TON
	36 2-TON		
	22 1.6-TON		
	16 1.2-TON		
FORKLIFT	16 1.18 TON	59 2-TON	12 2-TON
	11 2-TON		
	22 1.63-TON		

D. DRYDOCKS AND REPAIR FACILITIES. (11-84) THE PORT HAS FOUR CATEGORY I, THREE CATEGORY II, AND TWO CATEGORY III SHIPYARDS. REPAIR FACILITIES CONSIST OF 12 GRAVING DOCKS (LARGEST HAS FLOOR LENGTH OF 194 M (636 FT)). THE FIVE GRAVING DOCKS LOCATED IN THE WETDOCKS CAN DRYDOCK OCEANGOING SHIPS. THE REMAINING SEVEN CAN ACCOMMODATE SHALLOW-DRAFT CRAFT. A TOTAL OF 25 MARINE RAILWAYS ARE USED FOR REPAIRING AND SOME FOR CONSTRUCTING RIVER AND HARBOR AND NAVY CRAFT.

E. WAREHOUSES AND STORAGE AREAS. (11-84) THERE ARE 376 STORAGE BUILDING (INCLUDING LARGE WAREHOUSES/SMALL SHEDS) THAT COMPRISE A TOTAL OF OVER 620,000 SQ M (6,673,842 SQ FT) OF COVERED FLOORSPACE. OPEN STORAGE AREAS ARE 23 HA (56.8 ACRE) FOR COAL/MANGANESE ORE AND 1.25 HA (3 ACRE) FOR CONTAINER. REFRIGERATED CAPACITY IS 130,824 CU M (462,000 CU FT).

F. STEVEDORES. (4-85) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (4-85) NO INFORMATION IS AVAILABLE.

H. RAIL, ROAD, AND STEAMER TRANSPORTATION. (11-84) THE PORT HAS ITS OWN RAILWAY SYSTEM WITH A TRACK MILEAGE OF 249 KM (155 MI) AND ROUTE MILEAGE OF 35.8 KM (22 MI). THE PORT RAILWAY FUNCTIONS AS THE TERMINAL AGENT OF EASTERN AND SOUTHEASTERN RAILWAYS AFFORDING FACILITIES OF DIRECT RECEIPT AND DISPATCH OF GOODS FROM AND TO ANY PART OF THE COUNTRY.

THERE ARE FIVE RAIL LINES THAT CLEAR THE PORT - ONE NW TO ASONSOL, ONE SE TO JAYNAGAR, ONE SW TO FALTA, ONE SW TO BUDGE BUDGE, AND ONE W TO KHARAGPUR.

THREE ROADS EXIT NW TO BURDIR, SW TO MIDNAPORE, AND NE TO THE EAST PAKISTAN BORDER.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (11-84) THE FOLLOWING CRAFT ARE AVAILABLE:

16 250-2,200 HP TUGS	2 WATER BARGES
10 RIVER DREDGES	3 SURVEY VESSELS
14 SURVEY LAUNCHERS	2 PILOT VESSELS
13 MISCELLANEOUS LAUNCHERS	1 RESEARCH VESSEL
9 HOPPER BARGES	500 LIGHTERS OF STEEL AND WOOD

B. WATER. (11-84) POTABLE WATER IS AVAILABLE FROM DOCK SIDE HYDRANTS.

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UNFILTERED WATER IS DELIVERED AT A MAXIMUM PRESSURE BETWEEN 30 TO 50 LBS PER SQ IN AND A RATE OF 50 T/HR. 48-HR PRIOR NOTICE IS PREFERRED.

C. AIRFIELDS. (11-84) DUM DUM CIVILIAN AIRPORT HAS TWO PARALLEL RUNWAYS: PRINCIPAL - 2,438 X 46 M (7,999 X 150 FT) AND SECONDARY - 2,332 X 46 M (7,651 X 150 FT) ASPHALT OVER CONCRETE AND BRICK.

D. COMMUNICATIONS. (11-84) TELEX MESSAGES IN AND OUT OF THE COUNTRY APPEARED TO HAVE A DELAY OF NOT LESS THAN 36 HOURS. TELEPHONES IN DOCK AREAS ARE OFTEN OUT OF ORDER.

E. MEDICAL. (11-84) SEE A2/MED.

F. GASOLINE. (4-85) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (4-85) NO INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (4-85) NO INFORMATION AVAILABLE.

B. HONORS. (4-84) NO INFORMATION AVAILABLE.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. ONCE THE CAPITAL OF BRITISH INDIA, CALCUTTA IS STILL THE COMMERCIAL METROPOLIS OF MODERN INDIA. THE NERVE CENTER OF CALCUTTA IS DALHOUIE SQUARE, WHERE TALL IMPOSING BUILDINGS, GOVERNMENT OFFICES AND MERCANTILE HOUSES STAND IN A QUADRANGLE AROUND THE PLACID WATERS OF THE RESERVOIR. BUT THE CENTER OF ATTRACTION IS THE FAMOUS CHOWRINGHEE, A BEAUTIFUL WIDE AVENUE, FLANKED ON ONE SIDE BY FASHIONABLE SHOPS, CINEMAS AND RESTAURANTS, AND ON THE OTHER BY THE MAIDAN WHICH STRETCHES AS A VAST EXPANSE OF GREEN DOTTED WITH RESERVOIRS, MONUMENTS AND CLUSTERS OF TREES. HERE ARE THE PLAYING FIELDS WHERE CROWDS GATHER TO WATCH A FOOTBALL MATCH, THE FAVORITE SPORT OF CALCUTTA.

RISING FROM THE MAIDAN AND OVERLOOKING CHOWRINGHEE IS THE MARBLE VICTORIA MEMORIAL, BUILT BY THE BRITISH. IN ITS GALLERIES ARE MANY OBJECTS OF INTEREST RELATING TO BRITISH-INDIAN HISTORY, HISTORICAL DOCUMENTS AND PAINTINGS. NEARBY IS HISTORIC OLD FORT WILLIAM, LONG THE ACTUAL ADMINISTRATIVE HEART OF BRITISH INDIA.

CALCUTTA IS A CENTER OF MANUFACTURING, TRADING, AND SHIPPING. IT IS CONSIDERED ONE OF THE WORLDS BUSIEST SEAPORTS WITH AN ESTIMATED ANNUAL TONNAGE OF OVER 8,000,000 TONS (1978-79). THE MANUFACTURE OF JUTE PRODUCTS, MANY OF WHICH GO TO THE UNITED STATES, BRINGS IN THE MOST REVENUE. OTHER IMPORTANT INDUSTRIES ARE IRON FOUNDRIES, TANNING FACTORIES, PAPER MILLS, AND A STEADILY EXPANDING TEXTILE INDUSTRY. CALCUTTA IS ALSO THE SHIPPING OUTLET FOR THE GREAT TEA GARDENS OF WEST BENGAL AND ASSAM.

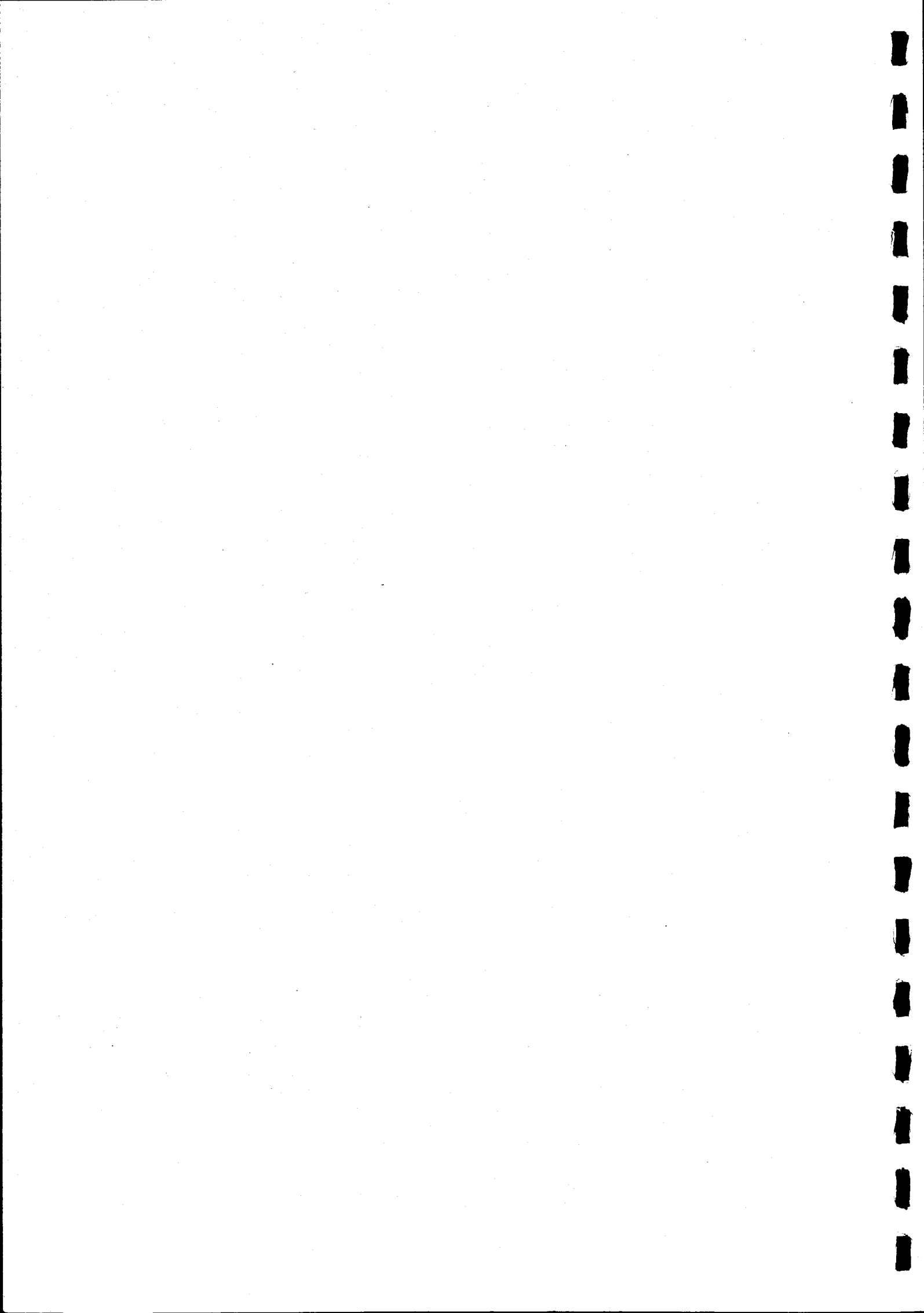
B. LIBERTY. (4-84) NO INFORMATION AVAILABLE.



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- C. CLUBS AND BARS. (4-85) NO INFORMATION AVAILABLE.
- D. RESTAURANTS. (4-85) NO INFORMATION AVAILABLE.
- E. HOTELS. (4-85) NO INFORMATION AVAILABLE.
- F. ATHLETICS. (4-85) NO INFORMATION AVAILABLE.
- G. BEACHES. (4-85) NO INFORMATION AVAILABLE.
- H. CHURCHES. (4-85) NO INFORMATION AVAILABLE.
- I. TRANSPORTATION. (4-85) NO INFORMATION AVAILABLE.
- J. TOURS. (4-85) NO INFORMATION AVAILABLE.
- K. SHOPPING. (4-85) NO INFORMATION AVAILABLE.
- L. THEATER AND CINEMA. (4-85) NO INFORMATION AVAILABLE.
- M. MISCELLANEOUS INFORMATION. NONE.

COMPILED BY: MRS. KAY DeVAUL, FICPAC (4-85)



CULCUTTA, INDIA

3. E. MEDICAL. (7-82) THE STANDARD OF LIVING IN INDIA IS LOW. URBAN AREAS SUFFER FROM ACUTE HOUSING SHORTAGES; ANIMALS ARE HOUSED WITH PEOPLE; MUNICIPAL WATER AND SEWAGE SERVE ONLY A PORTION OF THE RESIDENTS. SEASONAL MONSOONS (JUL-SEP) EXACERBATE THE POOR HEALTH AND SANITATION CONDITIONS WHICH EXIST YEAR-ROUND. DRINKING WATER SHOULD BE CONSIDERED UNSAFE THROUGHOUT INDIA. CALCUTTA'S WATERWAYS ARE HIGHLY POLLUTED.

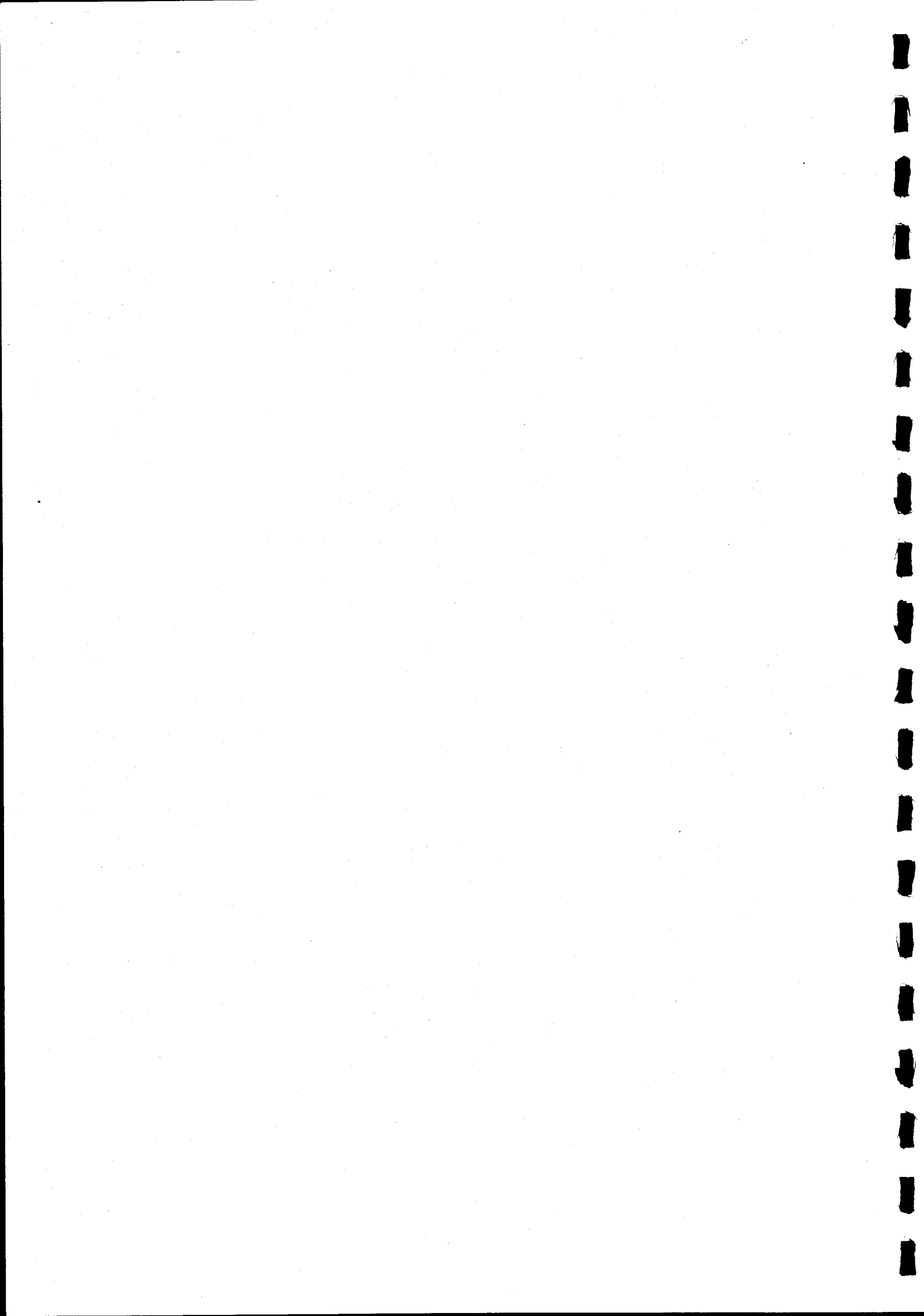
ENTERIC DISEASES ARE PREVALENT IN INDIA. CHOLERA EPIDEMICS ARE COMMON, ESPECIALLY IN CALCUTTA, WHERE THE DISEASE INCIDENCE PEAKS FROM OCTOBER TO NOVEMBER. AMOEBIASIS, SHIGELLOSIS AND GIARDIASIS ARE SERIOUS DISEASE THREATS. MANY DRUG RESISTANT SALMONELLA SPECIES EXIST. ENDEMIC VECTOR-BORNE DISEASES INCLUDE MALARIA, JAPANESE ENCEPHALITIS, FILARIASIS AND DENGUE. ALTHOUGH NEARLY ERADICATED AT ONE TIME, MALARIA HAS MADE A STRONG COMEBACK. PESTICIDE RESISTANT MOSQUITOS AND CHLOROQUINE RESISTANT MALARIA HAVE CONTRIBUTED TO THIS TURNAROUND. ENCEPHALITIS IS FOUND PRIMARILY IN ANDHRA PRADESH (VISHAKHAPATNAM) AND WEST BENGAL (CALCUTTA). MANY OTHER DISEASES ARE FOUND IN INDIA INCLUDING DRACUNCULIASIS (GUINEA WORM DISEASE), LEPROSY, HELMINTHIASIS, TRACHOMA, RABIES, TUBERCULOSIS, VENEREAL DISEASES, LEISHMANIASIS, SANDFLY FEVER, AND TYPHUS. IMMUNIZATIONS AGAINST TYPHOID FEVER, CHOLERA, TETANUS, AND DIPHTHERIA ARE WARRANTED. INDIA HAS A FAIR CAPABILITY TO PROVIDE MEDICAL CARE TO ITS PEOPLE. SHORTAGES IN FACILITIES AND PERSONNEL ARE MOST EXTREME IN RURAL AREAS. PHYSICIANS OFTEN ARE OVER-SPECIALIZED, AND ARE TRAINED TO USE THE LATEST EQUIPMENT AND TECHNIQUES FOUND ONLY IN SOME URBAN HOSPITALS. CONSEQUENTLY, INDIA HAS A SURPLUS OF PHYSICIANS IN THE CITIES, WHO REFUSE TO WORK IN REMOTE VILLAGES. INDIA PRODUCES 95 PERCENT OF ITS OWN PHARMACEUTICAL NEEDS AND MEDICAL SUPPLIES ARE NOT LIMITED. BLOOD IS AVAILABLE AT MOST HOSPITALS AND FROM THE RED CROSS. CALCUTTA HAS OVER 50 HOSPITALS OFFERING A WIDE RANGE OF MEDICAL SERVICES. THE ONLY HOSPITAL RECOMMENDED FOR U.S. PERSONNEL IS THE WOODLANDS NURSING HOME (88 BEDS). IT PROVIDES THE FOLLOWING SERVICES: SURGICAL CARDIOLOGY, OB/GYN, X-RAY, LABORATORY, PATHOLOGY, BLOOD BANKING, PHARMACY, PHYSIOTHERAPY AND DENTISTRY.

MANY OF THE PHYSICIANS ARE U.S. OR U.K. TRAINED OR CERTIFIED, AND CATER TO EUROPEANS AND AMERICANS. OTHER HOSPITALS SHOULD NOT BE USED UNLESS RECOMMENDED BY THE U.S. CONSULATE.

DRUG ABUSE IS A SEVERE PROBLEM; OPIUM AND MARIJUANA ARE READILY AVAILABLE.

PRATIQUE IS NOT REQUIRED. THE NEAREST U.S. MILITARY HOSPITAL IS NRMC SUBIC BAY, PHILIPPINES.

A2/MED  
(CH-1)



# FOR OFFICIAL USE ONLY

COCHIN, INDIA

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (NOV 87) THE PORT OF COCHIN (09-58N/076-14E) IS A NATURAL HARBOR FORMED BY THE ESTUARY OF THE PERIYAR RIVER AND ITS BACKWATER. THE INNER HARBOR IS CAPABLE OF PROVIDING SHELTER TO A LARGE NUMBER OF VESSELS WITH DRAFTS UP TO 9.1 M (30 FT).

THE PORT AREA INCLUDES THE HARBOR, BACKWATER, THE CREEKS AND CHANNELS CONNECTING WITH THE BACKWATER, AND 45.5 M (50 YDS) OF THE SHORE FROM THE HIGHWATER MARK DURING SPRING TIDE, WHETHER OF THE MAINLAND OR INLANDS. THE GREAT ESTUARY, ON WHICH COCHIN STANDS, EXTENDS FOR ABOUT 48.3 KM (30 MI) SOUTH TO ALLEPPEY. ITS WIDTH VARIES FROM 12.8 KM (8 MI) TO A FEW HUNDRED YARDS AND THE CHANNELS CONNECT THE ESTUARY WITH OTHER INLAND WATER ROUTES, THE WATERSHED DRAINAGE OF THE MANY SMALL RIVERS FLOWING INTO THE ESTUARY CAUSES A CONSTANT SHIFTING OF THE SOFT MUDBANKS, AND MAKES THE WATER BRACKISH. THE MONSOON SEASON INCREASED THE SHIFTING OF THE MUDBANKS.

B. APPROACHES, LIGHTS, ETC. (NOV 87) (USS ROBERT E PEARY) NAVIGATING INTO COCHIN WAS DIFFICULT BY THE INHERENT LIMITATIONS OF DMAHTC CHART 63201 (6TH ED 1 SEP 84, CORR NM 35/87). SCALE IS INADEQUATE FOR HARBOR PILOTING AND PROVIDED SCANT INFORMATION, DESPITE MANY CORRECTIONS. THE SHIP DID NOT EXPERIENCE ANY DIFFICULTY WITH RADAR NAVIGATION. EXCELLENT RADAR FIXES WERE OBTAINED FROM 5 MI INWARD. FIRE CONTROL RADAR WAS ABLE TO LOCK ONTO COCHIN LIGHTHOUSE AND PROVIDED EXCELLENT RANGES. HAZE LIMITED VISUAL FIXES UNTIL IN VICINITY OF BUOYS 3 AND 4. VISUAL FIXES WERE OBTAINED FROM COCHIN LIGHTHOUSE. SOUTH SIGNAL STATION, FORWARD RANGE LIGHT, AND INNER HARBOR SIGNAL STATION. FAIRWAY BUOY HAS BEEN ADJUSTED APPROXIMATELY 1/2 NM WEST, AS REFLECTED IN NM 35/87. CHANNEL PLANS INCLUDED MOVING FAIRWAY BUOY EVEN FARTHER WEST AND PLACING BUOYS 1 AND 2 IN POSITION APPROXIMATELY JANUARY 1988 WITH COMPLETION OF ADDITIONAL DREDGING. CHANNEL DEPTH WAS IN EXCESS OF CHARTED DEPTH. THE PILOT REPORTED RECENT DREDGING OF SOUTH SIDE OF THE CHANNEL, LEAVING BUOYS 3 AND 5 DISPLACED TO SOUTH FROM CHARTED POSITIONS. BUOY 10 HAS BEEN RELOCATED FROM ITS POSITION ON CORRECTED CHART TO POSITION NORTH OF BUOY 9. FROM POINT OF BUOYS 3 AND 10, CHURCH ON COCHIN PENINSULA, CHARTED RANGE LIGHTS AND TOWER SW OF HARBOR OFFICE ON WILLINGDON ISLAND PROVIDED GOOD TO EXCELLENT FIXES INTO MATTANCHERI CHANNEL. FROM ENTRANCE TO MATTANCHERI CHANNEL TO COAL BERTH; HARBOR OFFICE TOWER, WATER TOWER DUE EAST OF BERTHS Q1-Q4, TANK 250 YDS SOUTH OF BERTH Q1, AND TANGENTS OFF PIERS AND BLDGS PROVIDED FAIR TO GOOD FIXES. RADAR NAVIGATION FROM ENTRANCE TO THE HARBOR TO COAL BERTH WAS POOR BUT ATTAINABLE.

C. PILOTAGE. (NOV 87) (USS ROBERT E PEARY) PILOTS EMBARKED JUST EASTWARD OF FAIRWAY BUOY. ALL WERE GENERALLY COMPETENT AND SPOKE EXCELLENT ENGLISH. THERE IS A VERY ACTIVE PILOT TRAINING PROGRAM. PILOT TRAINEES EMBARKED IN PEARY BOTH INBOUND AND OUTBOUND. THE PERIOD OF TRAINING IS SIX MONTHS. ON DEPARTURE, TWO OCCASIONS REQUIRED INTERVENTION BY COMMANDING OFFICER, USS PEARY. FIRST, TO REDUCE EXCESSIVE STRAIN ON FORWARD LINE TO A TUG WHILE BREASTING OUT - 2,500 HP TUGS WERE POWERFUL. SECOND, TO REDUCE AND STOP HEADWAY BEFORE TWISTING IN THE CHANNEL, RATHER THAN DRIVE THROUGH BUOY LINE.

D. ENTRANCE. (NOV 87) THE DREDGED ENTRANCE CHANNEL MATTANCHERI

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CHANNEL AND ERNAKULAM CHANNEL ARE MARKED BY LIGHTED BUOYS IN ACCORDANCE WITH THE UNIFORM SYSTEM OF BUOYAGE. THE HARBOR OFFICE, WHICH IS CONSPICUOUS, STANDS ON THE NORTHWEST END OF WILLINGDON ISLAND. RANGE LIGHTS, IN LINE ABOUT 108°T, ARE LOCATED NORTH OF WILLINGDON ISLAND AND LEAD THROUGH THE HARBOR ENTRANCE. RANGE LIGHTS, IN LINE ABOUT 163°T, ARE SHOWN FROM THE WEST SIDE OF WILLINGDON ISLAND AND LEAD THROUGH THE CENTER OF THE CHANNEL ABREAST MATTANCHERI WHARF. RANGE LIGHTS, IN LINE 321°T ASTERN AND LOCATED NORTHEAST OF WILLINGDON ISLAND, LEAD THROUGH THE CENTER OF ERNAKULAM CHANNEL, ABREAST THE TANKER BERTHS.

E. CHANNEL. (NOV 87) CONSULT PUB 173 (3RD ED 1986).

F. ANCHORAGES. (NOV 87) CONSULT PUB 173.

G. WRECKS AND OBSTRUCTIONS. (NOV 87) (USS ROBERT E PEARY) A WRECK AT 09-59N/076-11E, ALONG NORTH EDGE OF THE CHANNEL, IS MARKED BY A SINGLE WHITE OBSTRUCTION BUOY.

H. TIDES AND CURRENTS. (NOV 87) (USS ROBERT E PEARY) BOTH INBOUND AND OUTBOUND TRANSITS WERE MADE AT THE START OF AN EBB TIDE, AND A SET AND DRIFT OF 265°T AT 1.5 KTS WAS EXPERIENCED ON BOTH TRANSITS.

I. WEATHER AND WINDS. (JAN 87) (CTU 75.9.2) PUB 173 WAS ACCURATE.

## 2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (NOV 87) (USS ROBERT E PEARY) SHIPS WERE BERTHED IN A THREE-SHIP NEST AT NORTH COAL PIER. SUFFICIENT ROOM WAS AVAILABLE OUTBOARD OF OUTERMOST SHIP IN NEST FOR NORMAL TANKER TRAFFIC IN THE CHANNEL. THE PIER WAS ADEQUATE FOR A DD/FF SIZE VESSEL ALTHOUGH LINES 1 AND 6 WERE TAKEN TO MOORING QUAYS BY SMALL BOATS. SMALL BOAT AND LINEHANDLERS WERE PROVIDED BY COCHIN HARBOR SERVICES. LOCATION AND NUMBER OF BOLLARDS ON THE PIER REQUIRED NONSTANDARD MOORING SCHEME.

DEPARTURE WAS ACCOMPLISHED BY BREASTING OUT FROM COAL PIER WITH STERN LINES FROM TWO TUGS. COMMON PRACTICE IS TO PROVIDE SHIP'S LINE TO FORWARD TUG. PROCEEDED DOWN MATTANCHERI CHANNEL AND, USING TUG PUSHING ON BOW, TURNING IN TIGHT QUARTERS IN VICINITY OF MERCHANT PIERS. PILOTS APPEARED WILLING TO DRIVE BOW INTO MUD ON WESTERN SIDE OF THE CHANNEL, AS THIS IS A COMMON PRACTICE FOR MERCHANTS. THE PILOT HAD NO CONCEPT OF LARGE RUBBER DOMED SONAR ON BOW. TURN WAS ACCOMPLISHED WITH 40 YDS OF CLEARANCE ASTERN, MUCH CLOSER TO SHIP'S ASTERN THAN PILOT WOULD HAVE LIKED, AND ON BUOY LINE FORWARD. INACCESSIBILITY, EXCEPT BY SMALL BOAT, TO BOLLARDS COULD CAUSE DIFFICULTY WITH QUICK, UNSCHEDULED DEPARTURE. ALL LINE HANDLERS AND SMALL BOAT OPERATORS WERE FURNISHED BY COCHIN HARBOR SERVICES.

DEPARTURE FROM COCHIN WAS ACCOMPLISHED BY BREASTING OUT FROM COAL PIER WITH TWO TUGS AND THEN MOVING FORWARD FROM THE COAL PIER TO THE TURNING BASIN (AREA IMMEDIATELY ADJACENT TO MATTANCHERI CHANNEL'S MAIN WHARF). SHIPS WERE THEN TURNED IN EXTREMELY TIGHT QUARTERS, ASSISTED BY BOTH TUGS, UNTIL SHIPS HEADED FAIR IN THE CHANNEL. FORTUNATELY, NOT ALL BERTHS ON THE MAIN WHARF WERE OCCUPIED; OTHERWISE, PROHIBITIVE CLEARANCES WOULD HAVE FORCED SHIPS TO BACK CONSIDERABLE DISTANCE THROUGH A NARROW CHANNEL OUT INTO THE MAIN CHANNEL BEFORE TURNING. ONCE HEADED FAIR, EXITING THE CHANNEL WAS NOT DIFFICULT.

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SHORE STEAM, POTABLE WATER HOOKUP, SHORE POWER, AND CHT CONNECTIONS WERE NOT AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (NOV 87) (USS ROBERT E PEARY) FUEL WAS OF EXCELLENT QUALITY (FLASH POINT 164, BSW TRACE). FUEL DELIVERED FROM THE PIER TO INBOARD SHIP, WHICH THEN PUMPED TO OUTBOARD SHIP. A 5% DISCREPANCY EXISTED BETWEEN REPORTED QUANTITY DELIVERED AND ON BOARD SOUNDINGS. QUANTITY OF FUEL TAKEN BY THREE SHIPS MADE THIS DISCREPANCY SIGNIFICANT. ONLY CAUSE APPEARED TO BE DELIVERY SOUNDING CALIBRATION AT DELIVERY POINT. DELIVERY WAS AT VERY LOW PRESSURE, WHICH INCREASED REFUELING TIME.

C. MECHANICAL HANDLING FACILITIES. (NOV 87) (FICPAC) THERE ARE TWO 32-TON MOBILE CRANES, 26 REVOLVING LEVEL LUFFING ELECTRIC CRANES UP TO 10-TON CAPACITY (12 AT MATTANCHERI WHARF AND 14 AT EMAKULAM WHARF), NINE MOBILE CRANES WITH 4.5 TO 40 TON CAPACITY, AND ONE 120-TON CAPACITY SELF-PROPELLED GIANT FLOATING CRANE AVAILABLE.

D. DRYDOCK AND REPAIR FACILITIES. (NOV 87) (FICPAC) COCHIN SHIPYARD LTD. HAS ONE REPAIR DOCK. COCHIN MARINE CORPORATION DOES SHIP AND ENGINE REPAIRS. BRUNTON AND CO. ENGINEERS LTD. HAS A SMALL SLIPWAY.

E. WAREHOUSES. (NOV 87) NO CURRENT INFORMATION IS AVAILABLE.

F. STEVEDORES. (NOV 87) NO CURRENT INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (NOV 87) NO CURRENT INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (NOV 87) ROADS ON WILLINGDON ISLAND AND THE IMMEDIATE VICINITY OF ERNAKULAM AND COCHIN ARE GOOD. THERE IS LIMITED ACCESS TO THE SURROUNDING COUNTRY BECAUSE OF THE EXTENSIVE BACKWATER AREA.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (NOV 87) NO CURRENT INFORMATION IS AVAILABLE.

B. DREDGES AND MISCELLANEOUS CRAFT. (NOV 87) NO INFORMATION IS AVAILABLE.

C. WATER. (NOV 87) (USS ROBERT E PEARY) POTABLE WATER WAS A CONSTANT PROBLEM. WATER WAS TREATED WITH ONE OUNCE CALCIUM HYPOCHLORIDE/ 1000 GALS. RAPID DECREASE IN CHLORINATION LEVEL WAS NOTICED IN 6 TO 12 HOURS. CONDUCTED WATER QUALITY/CHLORINE ANALYSIS PRIOR TO PLACING NEW TANKS ON SUCTION. WATER BARGES CAME AND WENT WITHOUT NOTICE AND WITHOUT A SET SCHEDULE. ON SEVERAL OCCASIONS, SHIPS ADOPTED STRICT CONSERVATION MEASURES DUE TO LOW POTABLE WATER LEVELS. BASED ON DISCUSSIONS ON THIS ISSUE, FUTURE SHIP VISITS WILL EXPERIENCE FEWER PROBLEMS. WATER BARGES DELIVERED TO OUTBOARD SHIP, WHICH THEN PUMPED TO INBOARD SHIPS. BARGE CREWS HAVE HOSE COUPLERS OF SOVIET/BRITISH DESIGN, WHICH ARE INCOMPATIBLE WITH STANDARD U.S. FITTINGS. A 3.8 CM (1.5 IN) HOSE WAS "JURY RIGGED" TO BARGE'S 6.35 CM (2.5 IN) HOSE, BY FORCING SHORT LENGTH OF 6.35 CM (2.5 IN) HOSE WITH COUPLING REMOVED, INTO 3.8 CM (1.5 IN) HOSE AND SECURING WITH LINE. COORDINATION WAS DIFFICULT DUE TO LANGUAGE BARRIER.

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COCHIN, INDIA

DELIVERIES ARE NOT NORMALLY MADE ON SUNDAYS BUT CAN BE ARRANGED IN EMERGENCIES. POTABLE WATER DELIVERY WAS MADE BY U.S. NAVAL ATTACHE.

D. AIRFIELDS. (NOV 87) (FICPAC) COCHIN AIRPORT IS LOCATION NORTH-EAST OF THE PORT AND HAS TWO ASPHALT RUNWAYS.

<u>ORIENTATION</u>	<u>DIMENSION</u>
130/310	1,530 X 45.7 M (5,019 X 150 FT)
170/350	1,945 X 45.7 M (6,380 X 150 FT)

E. COMMUNICATIONS. (NOV 87) (USS ROBERT E PEARY) INITIAL COMMUNICATIONS WERE ESTABLISHED ON 3225 MHZ CW FOR GRANTING OF FREE PRATIQUE. PROCEDURES FOR REQUESTING RADIO FREE PRATIQUE WERE:

- (1) CABLE DIRECT TO "QUARANTINE COCHIN".
- (2) MESSAGE IS IN TWO PARTS: FIRST EMPLOYING CODE GROUPS QUOTED ON PAGE 364 (RADIO QUARANTINE REPORTS FROM SHIPS AT SEA) OF ADMIRALTY LISTS OF RADIO SIGNALS - VOL 1, 1974 (COAST GUARD RADIO STATIONS).
- (3) PART TWO IS IN PLAIN LANGUAGE AND FOLLOWING INFORMATION IS REQUIRED:

- (A) EXPECTED TIME AND DATE OF ARRIVAL IN PORT.
- (B) LISTS OF PORTS OF CALL WITH DATE OF DEPARTURE WITHIN 30 DAYS PRIOR TO ARRIVAL AT INDIAN PORT. (DIEGO GARCIA SHOULD NOT BE MENTIONED IN ANY COMMUNIQUES).
- (C) WHETHER ANY MONKEYS ARE ABOARD.
- (D) WHETHER ANY PERSON WAS TAKEN ABOARD AT DJIBOUTI OR ADEN.
- (E) NUMBER OF CREW AND VACCINATION STATUS.
- (F) DERATTING EXEMPTION CERTIFICATE, DATE AND PORT OF ISSUE.
- (G) ANY ABNORMAL MORTALITY AMONG MICE OR RATS.
- (H) MESSAGE MUST THEN INCLUDE PHRASE "REQUEST RADIO FREE PRATIQUE".

INITIAL HARBOR COMMUNICATIONS WERE ESTABLISHED ON BTB CHANNEL 16 (CALL SIGN "COCHIN HARBOR CONTROL") FOR PERMISSION TO ENTER THE PORT. SHIPS MUST FLY FOXTROT AND ARE NOT PERMITTED TO ENTER UNTIL SOUTH SIGNAL STATION ANSWERS WITH FOXTROT. DURING OUTBOUND TRANSITS FROM MATTANCHERI CHANNEL, NOVEMBER WAS FLOWN.

TELEPHONE SERVICES CONSISTED OF A MAXIMUM OF TWO LINES PER SHIP. LOCAL CALLS WERE OF GOOD QUALITY. OVERSEAS PHONE CALLS COULD BE PLACED FROM HOTELS. QUALITY OF CONNECTIONS RANGED FROM GOOD TO VERY POOR. BEST CONNECTIONS WERE WHEN HOTEL PLACED CALLS THROUGH DOWNTOWN TELEPHONE EXCHANGE VICE DIRECT DIAL. THIS METHOD RESULTED IN WAITING OF UP TO TWO HOURS FOR CALLS TO BE PLACED. HOTEL OPERATOR NORMALLY ASKED WHICH METHOD A CALLER PREFERRED. CHARGES WERE APPROXIMATELY 90 RUPEES PER MINUTE. SOME REPORTED BEING DISCONNECTED WITHOUT WARNING AND BEING CHARGED FOR 3-MIN CALL WHEN THE CALL ACTUALLY LASTED LESS THAN TWO MINUTES. THE PROCEDURE IS FOR OPERATOR TO CONTACT STATESIDE RECIPIENT FIRST AND THEN CONTACT THE CALLER IN HOTEL ROOM. CHARGES BEGIN ONCE STATEWIDE RECIPIENT ANSWERS PHONE.

F. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN COCHIN ARE POOR. IN ADDITION TO ACUTE HOUSING SHORTAGES IN URBAN AREAS, FARM ANIMALS ARE OFTEN HOUSED WITH PEOPLE. SEWERAGE IS INADEQUATE, DRINKING WATER IS CONTAMINATED, AND WATERWAYS ARE EXTREMELY POLLUTED. SEASONAL MONSOONS (JULY TO SEPTEMBER) EXACERBATE

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THESE PROBLEMS.

PREVALENT DISEASES INCLUDE AMEBIASIS, SHIGELLOSIS, GIARDIASIS, AND SALMONELLOSIS (INCLUDING DRUG-RESISTANT STRAINS). CHOLERA EPIDEMICS ARE COMMON. ENDEMIC VECTORBORNE DISEASES INCLUDE MALARIA, JAPANESE ENCEPHALITIS, FILARIASIS, AND DENGUE FEVER. MALARIA INCIDENCE IS HIGH BECAUSE OF PESTICIDE-RESISTANT MOSQUITOS AND CHLOROQUINE-RESISTANT STRAINS OF MALARIA. ENCEPHALITIS IS FOUND PRIMARILY IN ANDHRA PRADESH (VISHAKHAPATNAM) AND WEST BENGAL (CALCUTTA). OTHER PREVALENT DISEASES INCLUDE DRACONTIASIS, HELMINTHIASIS, TRACHOMA, RABIES, TUBERCULOSIS, LEISHMANIASIS, SANDFLY FEVER, TYPHUS, AND SEXUALLY TRANSMITTED DISEASES.

DRUG ABUSE IS A SEVERE PROBLEM, AND OPIUM AND MARIJUANA ARE READILY AVAILABLE.

(NOV 87) (USS ROBERT E PEARY) NAVAL HOSPITAL COCHIN (TEL: 6581 EXT 2517) HAS AMBULANCES AND AN EMERGENCY ROOM. A 300-BED HOSPITAL IS UNDER CONSTRUCTION AND SCHEDULED FOR COMPLETION IN JANUARY 1989. PHYSICIAN IS ON CALL 24 HOURS A DAY. DUTY PHYSICIAN OFTEN HAS ONLY ONE YEAR OF POST-GRADUATE TRAINING. SPECIALTY SUPPORT INCLUDES OPHTHALMOLOGY, DERMATOLOGY, ENT, OB-GYN, GENERAL SURGERY, DENTISTRY, AND INFECTIOUS DISEASE. MAJOR TRAUMA TREATMENT AND ADDITIONAL SPECIALTIES ARE OBTAINED THROUGH CIVILIAN HOSPITALS IN COCHIN (NAVAL HOSPITAL WILL COORDINATE TRANSFER). PROFESSIONALISM AND MEDICAL KNOWLEDGE OF PHYSICIAN STAFF, NURSES, AND TECHNICIANS WERE CONSISTENT WITH AMERICAN MEDICAL SYSTEM.

LABORATORY AUTOMATION AND TECHNOLOGY IS APPROXIMATELY 20-25 YEARS BEHIND U.S. LEVELS. BLOOD BANK IS AVAILABLE WITH WHOLE BLOOD (IF CRYOPRECIPITATE, PRBC AVAILABLE). LEFTS, ELECTROLYTES, AND RENAL PANEL ARE AVAILABLE. TWO STANDARD X-RAY MACHINES (15-20 YRS OLD) ARE INSTALLED. ULTRASOUND IS EXPECTED TO BE AVAILABLE WITHIN NEXT YEAR. CT SCAN IS AVAILABLE THROUGH CIVILIAN HOSPITAL. NO NUCLEAR MEDICINE OR ADVANCED RADIOLOGICAL DIAGNOSTIC TECHNIQUES ARE AVAILABLE. IN INTENSIVE CARE UNIT, ONE 3-LEAD CARDIAC MONITOR IS AVAILABLE. OPERATING ROOMS ARE CONSISTENT WITH U.S. OPERATING ROOMS. ANESTHESIA IS PREDOMINATELY HALOTHANE, NITROUS OXIDE, OR ETHER. VERY LIMITED MONITORING EQUIPMENT ARE AVAILABLE TO ANESTHETIST. HOSPITAL IS VERY CLEAN AND POST-OP INFECTIONS ARE RARE.

STAFF WAS VERY HOSPITABLE AND PROVIDED ANY TYPE OF ASSISTANCE THEY COULD TO U.S. NAVY, FREE OF CHARGE. THEY PROVIDED X-RAYS FOR TWO CREW MEN. CASUALTY CENTER IS VERY SMALL AND PROVIDES LIMITED SERVICES. IT IS COMPARABLE TO ACUTE CARE AREA OF A U.S. NAVAL STATION CLINIC.

INDIAN NAVAL HOSPITAL, WHEN COMPLETED IN JANUARY 1989, WILL PROVIDE EXCELLENT HEALTH CARE TO U.S. SHIPS AND SHOULD BE USED BY ALL CORPSMEN AND PHYSICIANS FOR COMPLICATED MEDICAL PROBLEMS WHEN ASSISTANCE IS REQUIRED.

G. GASOLINE. (NOV 87) NO CURRENT INFORMATION IS AVAILABLE.

H. PROVISIONS. (NOV 87) (USS ROBERT E PEARY) ASSORTED FOODS ORDERED WERE OF GENERALLY ACCEPTABLE QUALITY AND PRICE. FRUITS AND VEGETABLES WERE OF EXCELLENT QUALITY BUT REQUIRED SANITATION PRIOR TO CONSUMPTION. FLOUR WAS DISCOVERED TO BE LARVAE INFESTED AND REQUIRED SURVEY. SHIP'S CHANDLER WAS ABLE TO ARRANGE FOR ADDITIONAL ITEMS WITH ONE DAY'S NOTICE. ALL SERVICES/SUPPLIES REQUIRED SIGNATURE AND SHIP'S STAMP UPON DELIVERY. BILLS WERE PRESENTED TO AMEMBASSY, WHICH THEN BILLED SHIPS.

I. GARBAGE AND WASTE DISPOSAL. (JAN 87) (CTU 75.9.2) GARBAGE

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## COCHIN, INDIA

REMOVAL CONSISTED OF SMALL DINGHIES PLACED BETWEEN SHIPS' FANTAILS. ONE WORKER HANDED TRASH/GARBAGE FROM FANTAILS TO ANOTHER WORKER IN BOAT. SERVICE WAS ADEQUATE AND REPEAT LOADINGS WERE AVAILABLE UPON REQUEST.

(NOV 87) (USS ROBERT E PEARY) AN OPEN BOAT WAS PROVIDED FOR RECEIVING RAW SEWAGE. SERVICES WERE REFUSED.

### 4. PERSONALIA

A. CALLS. (NOV 87) (USS ROBERT E PEARY) CALLS MAY BE MADE ON COMMANDER IN CHIEF SOUTHERN NAVAL COMMAND.

TOUR OF SHIPS FOR INDIAN NAVAL OFFICERS AND SAILORS WERE CONDUCTED TWO DAYS.

INDIAN NAVY HAS A EVENING DRESS UNIFORM DESIGNATED RED SEA RIG. NEAREST U.S. EQUIVALENT IS TROPICAL DINNER DRESS BLUE WITH RIBBONS VICE MINATURE MEDALS. SHIPS HAD VERY FEW OF REQUIRED WRAP-AROUND CUMMERBUNDS. SUMMER WHITE WAS ELECTED AS ONLY ALTERNATIVE. RECOMMEND SHIPS SCHEDULE FOR PORT VISITS IN INDIA BE EQUIPPED TO MEET REQUIREMENTS OF TROPICAL DINNER DRESS BLUE.

B. HONORS. (FEB 84) COCHIN IS A SALUTING PORT. THE SALUTING BATTERY IS LOCATED BY FAIRWAY.

### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (NOV 87) (FICPAC) IT SEEMED FAIRLY CERTAIN THAT THE CHRISTIAN CHURCH WAS ESTABLISHED ON THIS COAST AS EARLY AS THE FIRST CENTURY A.D. IT WAS AT THIS PORT THAT AN ANCIENT COLONY OF JEWISH SETTLERS WAS ESTABLISHED. THEY ARE SUPPOSED TO HAVE ARRIVED AFTER THE SECOND DESTRUCTION OF KING SOLOMON'S TEMPLE. THERE STILL REMAINS A SMALL COLONY OF WHITE JEWS WHO ARE PROBABLY THE DESCENDANTS OF THOSE EARLY SETTLERS.

THE PORTUGUESE ADMIRAL CABRAL BROUGHT HIS FLEET INTO COCHIN HARBOR AND LANDED AT COCHIN IN 1500. THE FIRST EUROPEAN BUILDING IN COCHIN WAS ERECTED IN 1504, MARKING THE FIRST WHITE SETTLEMENT IN INDIA. IN 1633, IT PASSED INTO THE HANDS OF THE DUTCH FROM THE PORTUGUESE. IN 1795, IT WAS SURRENDERED TO THE BRITISH.

AFTER THE ESTABLISHMENT OF INDIAN INDEPENDENCE IN 1947, THE FORMER STATE OF TRAVANCORE-CHOCHIN TOGETHER WITH PART OF MADRAS WAS COMBINED INTO A NEW STATE OF KERALA.

B. LIBERTY. (NOV 87) (USS ROBERT E PEARY) INDIAN NAVY REQUIRES ALL ITS ENLISTED MEN TO WEAR UNIFORMS WHILE ON LIBERTY. DURING THE VISIT, ALL U.S. NAVY ENLISTED PERSONNEL WERE REQUIRED TO WEAR SUMMER/DRESS WHITE WHILE ON LIBERTY. EXCEPTION WAS MADE FOR THOSE GOING ON SCHEDULED TOURS.

C. CLUBS AND BARS. (JAN 87) (CTU 75.9.2) MALABAR HOTEL AND CASINO HOTEL WERE RECOMMENDED FOR GOOD FOOD, DRINKS, AND PROXIMITY TO THE PIER. BOTH SERVED EXCELLENT FOOD, INCLUDING LOCAL DISHES, AT REASONABLE PRICES. HOTEL BARS WERE SMALL AND HAD DIFFICULTY ACCOMMODATING TWO SHIP'S LIBERTY PARTIES. SAILORS WERE WELCOMED INTO LOCAL BARS BUT WERE RECOMMENDED THAT THEY WIPE BOTTLE TOPS OFF PRIOR TO CONSUMPTION. AVERAGE PRICE FOR A COLD KINGFISHER BEER, THE MOST POPULAR SELECTION, WAS 30 RUPEES PER 650 ML BOTTLE.

SOVIET MERCHANT SAILORS PATRONIZED LOCAL BARS AND WERE NOT SHY ABOUT

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BUYING DRINKS AND ASKING QUESTIONS. DEBRIEFS OF PERSONNEL REPORTED THAT CONTACTS WERE NOTHING MORE THAN CASUAL CONVERSATIONS REGARDING LIFE STYLES. THEY SHIED AWAY FROM PICTURE TAKING.

D. RESTAURANTS. (JAN 87) SEE PARA 5C.

E. HOTELS. (NOV 87) (USS ROBERT E PEARY) RECOMMEND MALABAR AND CASINO HOTELS FOR COMFORT AND RESTAURANTS. HOTEL ROOMS RANGED FROM US\$50.00 TO 85.00 PER NIGHT. MENUS INCLUDED INDIAN, ORIENTAL, AND WESTERN DISHES. ALL MEALS WERE SAFE AND GOOD.

F. ATHLETICS. (JAN 87) (CTU 75.9.2) BASKETBALL GAMES AND VOLLEYBALL GAMES WITH INDIAN TEAMS GARUDA AND VENDURUTHY WERE PLAYED UNDER INTERNATIONAL RULES. GAMES WERE PLAYED OUTDOORS UNDER VERY WARM AND HUMID CONDITIONS. EACH TEAM SUPPLIED REFEREES. APPROXIMATELY 20 INDIAN NAVY SPECTATORS ATTENDED. VOLLEYBALL GAMES WERE PLAYED ON A GRAVEL COURT WITH 6-MAN TEAMS. DESPITE DIFFERENCES IN SKILL LEVELS, ALL HAD A GOOD TIME. INDIAN TEAMS WERE VERY GOOD IN VOLLEYBALL AND U.S. TEAMS DOMINATED BASKETBALL, AS MIGHT BE EXPECTED. NINE-HOLE GOLF COURSE ON BOLGATTY ISLAND WAS PRIMITIVE, BUT INDIAN NAVAL OFFICERS' DEDICATION TO THE GAME MADE FOR FUN DAY.

G. BEACHES. (NOV 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (NOV 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (JAN 87) (CTU 75.9.2) TAXIS AND TRICYCLES WERE AVAILABLE FOR TOURS OR GENERAL TRANSPORTATION. NAVAL ATTACHE ADVISED THE CREW TO USE ONLY TAXIS BEARING "HML" STICKER, SYMBOL OF HARRISON MALAYALAN LTD., COMPANY, WITH WHICH AMEMBASSY WAS DEALING. AN AGREED RATE WAS 50 RUPEES PER 3-4 HR PERIOD. HOWEVER, FEW TAXIS WITH THE SYMBOL SEEMED AVAILABLE. MOST SAILORS FOUND THEMSELVES IN "UNSANCTION" TAXIS. FARES RANGED FROM 20 TO 100 RUPEES FROM THE PIER TO DOWNTOWN SHOPPING AREAS. ACCORDING TO LOCALS, 30 RUPEES IS A "FAIR" PRICE. BARGAINING IS A MUST WITH TAXI DRIVERS. RECOMMEND HIRING TAXI FOR DAY. PRICES RUN 100-150 RUPEES AND IS EXCELLENT WAY TO TOUR CITY, SHOP, AND EXPERIENCE INDIAN LIFE STYLES.

J. TOURS. (NOV 87) (USS ROBERT E PEARY) TOURS WERE SCHEDULED IN ADVANCE OF ARRIVAL. THERE WAS CANCELLATION CHARGE OF 50% OF TOUR COST. SOME TWO-DAY TOURS WERE OFFERED - THEKKADY GAME SANCTUARY AND KOVALAM BEACH - WHICH WERE LEAST POPULAR BECAUSE OF TIME AWAY FROM THE PORT CITY. FOLLOWING TOURS ARE RECOMMENDED:

(1) BACKWATER BOAT TOUR - 25 RUPEES PER PERSON FOR UNGUIDED TOUR OF COCHIN WATERFRONT, INCLUDING ONE HOUR STOP FOR SHOPPING. IT INCLUDED INDIA JUTE MAT MAKING, CHINESE FISHING NETS, AND OTHER WATERFRONT SCENERY. WELL WORTH THE MONEY. MAXIMUM 30 PERSONS PER TOUR BOAT.

(2) MUNNAR HILL STATION TOUR. US\$16.00 PERSON FOR ALL DAY BUS TOUR. COACH DEPARTED THE PIER AT 0730 AND RETURNED AROUND 2200. LONG BUS DRIVE THROUGH INDIAN COUNTRYSIDE TO TATA TEA PLANTATION, FOLLOWED BY A GUIDED TOUR OF TEA FACTORY. AN EXCELLENT OPPORTUNITY TO SEE A DIFFERENT SIDE OF INDIA THAN THAT PRESENTED IN COCHIN. TEA PLANTATION IS

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COCHIN, INDIA

LOCATED APPROXIMATELY 5,000 FT ABOVE SEA LEVEL IN BEAUTIFUL MOUNTAINS. A LONG BUS RIDE DAMPENED ENTHUSIASM OF SOME.

K. SHOPPING. (NOV 87) (USS ROBERT E PEARY) SHOPPING IS AVAILABLE THROUGHOUT COCHIN WITH BEST DEALS AVAILABLE IN BRASS, WOODWORK, AND TEXTILE. CATHOLIC NUNS FROM MOTHER TERESA'S ORDER SOLD PIECEWORK ON BOARD DAILY. SOME SHOPS HAVE NEGOTIABLE PRICES. GOLD IS ALL 22 CARAT, AND PRICE AT TIME OF THE VISIT WAS 304 RUPEES PER GRAM. A 95-RUPEE CHARGE FOR CRAFTSMANSHIP AND 6% SALES TAX WERE ADDED. KAIRALI ERNAKULAM (STATE OWNED STORE) AND KHATAISONS EXPORT HOUSE, BOTH LOCATED ON MAHATMA GHANDI (M.G.) BLVD, WERE MOST POPULAR STOPS. OTHER AREAS INCLUDED BROADWAY STREET AREA AND SEA LORD HOTEL.

L. THEATER AND CINEMA. (JAN 87) (CTU 75.9.2) MOVIE HOUSES WITH ENGLISH-LANGUAGE MOVIES WERE AVAILABLE AROUND THE TOWN.

M. PHYSICAL SECURITY. (NOV 87) (USS ROBERT E PEARY) THERE WERE NO SECURITY PROBLEMS. CROWDS, MENTIONED IN JAN 87 PORT VISIT REPORT BY CTU 75.9.2, DID NOT OCCUR. PRIMARY CONCERN WAS WITH SMALL BOATS ON OUTBOARD SIDE, WHICH INDIAN NAVY SECURITY PATROL BOATS STEERED AWAY REGULARLY. NO ATTEMPTS TO ILLEGALLY BOARD SHIP WERE MADE. MORE THAN ADEQUATE INDIAN MILITARY SECURITY WAS PROVIDED AT PIER ACCESS. THE PIER PATROL WAS PROVIDED BY U.S. SHIPS. ONE OFFICER AND TWO ENLISTED (E-5/E-6) WERE ASSIGNED AS SHORE PATROL AND STATIONED AT INDIAN NAVAL STATION, ALONG WITH LOCAL POLICE FROM 1900-2200 EACH NIGHT.

N. MISCELLANEOUS INFORMATION. (NOV 87) (ROBERT E PEARY) U.S. NAVAL ATTACHE PROVIDED US\$25,000 EQUIVALENT IN RUPEES TO EACH SHIP AT EXCHANGE RATE OF 13 RUPEES TO ONE DOLLAR. THE DISBURSING OFFICER SIGNED FOR US\$25,000 AND RETURNED UNUSED RUPEES AND A CHECK FOR AMOUNT EXCHANGED ON THE DAY OF DEPARTURE. THERE WERE FEW FACILITIES ASHORE TO EXCHANGE CURRENCY ALTHOUGH MANY STREET HAWKERS OFFERED CURRENCY EXCHANGE. CAUTION SHOULD BE TAKEN WHEN EXCHANGING MONEY ON STREET. HOTELS AND LARGER SHOPS ACCEPTED U.S. CURRENCY AT RATE OF 12.75-12.8 RUPEES PER DOLLAR. TRANSACTIONS IN HOTELS AND LARGE SHOPS MUST BE ENTIRELY IN RUPEES OR DOLLARS - CURRENCY MIX NOT ACCEPTED. USING CREDIT CARDS RESULTED IN ADDITIONAL 6% CHARGE.

ENTERTAINMENT. INDIAN CULTURAL DANCES (KATHAKALI) ARE PERFORMED IN AT LEAST TWO LOCATIONS NIGHTLY. ONE SUCH DANCE TROUPE WAS INVITED TO PERFORM ON BOARD USS CURTS. THE DIRECTOR OF ART KERALA, MR. RODHAKRISHNON (ROD-HA-KRISH-NA) WAS VERY WILLING TO PERFORM EVEN WITH ONLY TWO DAYS NOTICE. IT WAS A WORTHWHILE EXPERIENCE, AND RECOMMEND FOR FUTURE PORT VISITS. PERFORMANCE WAS GIVEN FREE OF CHARGE, BUT THE CREW DONATED US\$250.00.

DON'T MISS THE SIDEWALK "COBRA VS MONGOOSE SHOW", A REAL BARGAIN OF A PHOTO OPPORTUNITY AT 50 RUPEES.

MALABAR AND CASINO HOTELS WERE POPULAR EVENING SPOTS DUE TO PROXIMITY TO THE PIER AREA AND ARE TO WESTERN STANDARDS. A COLD KINGFISHER BEER COST APPROXIMATELY 30 RUPEES, AND BOTH HOTELS OFFERED BUFFET DINNERS. THE INTERNATIONAL HOTEL AND SEA LORD HOTEL IN DOWNTOWN AREA ALSO PROVED POPULAR, SEA LORD HAVING A BAND EACH EVENING.

COMMUNITY RELATIONS. GROUPS FROM ALL SHIPS ASSISTED WITH PAINTING,

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COCHIN, INDIA

FURNITURE REPAIR, REPAIR OF ELECTRICAL APPLIANCES, AND CLEAN-UP WORK AT ORPHANAGE AND CONVENT, RUN BY MOTHER TERESA'S ORDER OF NUNS. A VERY SATISFYING EXPERIENCE FOR THOSE WHO PARTICIPATED. AS WITH PREVIOUS SHIP VISIT, COMMUNITY RELATIONS PROJECT WAS ARRANGED INFORMALLY AFTER ARRIVAL.

THE VISIT WAS ENJOYABLE, BUT IT SHOULD BE STRESSED THAT COCHIN IS NOT A TOURIST CITY. GOOD SIGHTSEEING IS AVAILABLE BY TAKING ADVANTAGE OF THE TOURS OFFERED. SHIPS SHOULD BE CAUTIONED NOT OVER COMMIT THEMSELVES, AS INDIAN NAVY HOSTS ARE EXTREMELY EAGER TO PLEASE AND WILL GO TO GREAT LENGTHS TO ENSURE AN EVENT COMES OFF. ONE GOLF COURSE WAS AVAILABLE ON BOLGATTY ISLAND, A COURSE THAT CAN BE BEST DESCRIBED AS RUSTIC. GOLF IS AVAILABLE TO OFFICERS ONLY AND ONLY AT INVITATION OF INDIAN NAVY HOSTS.

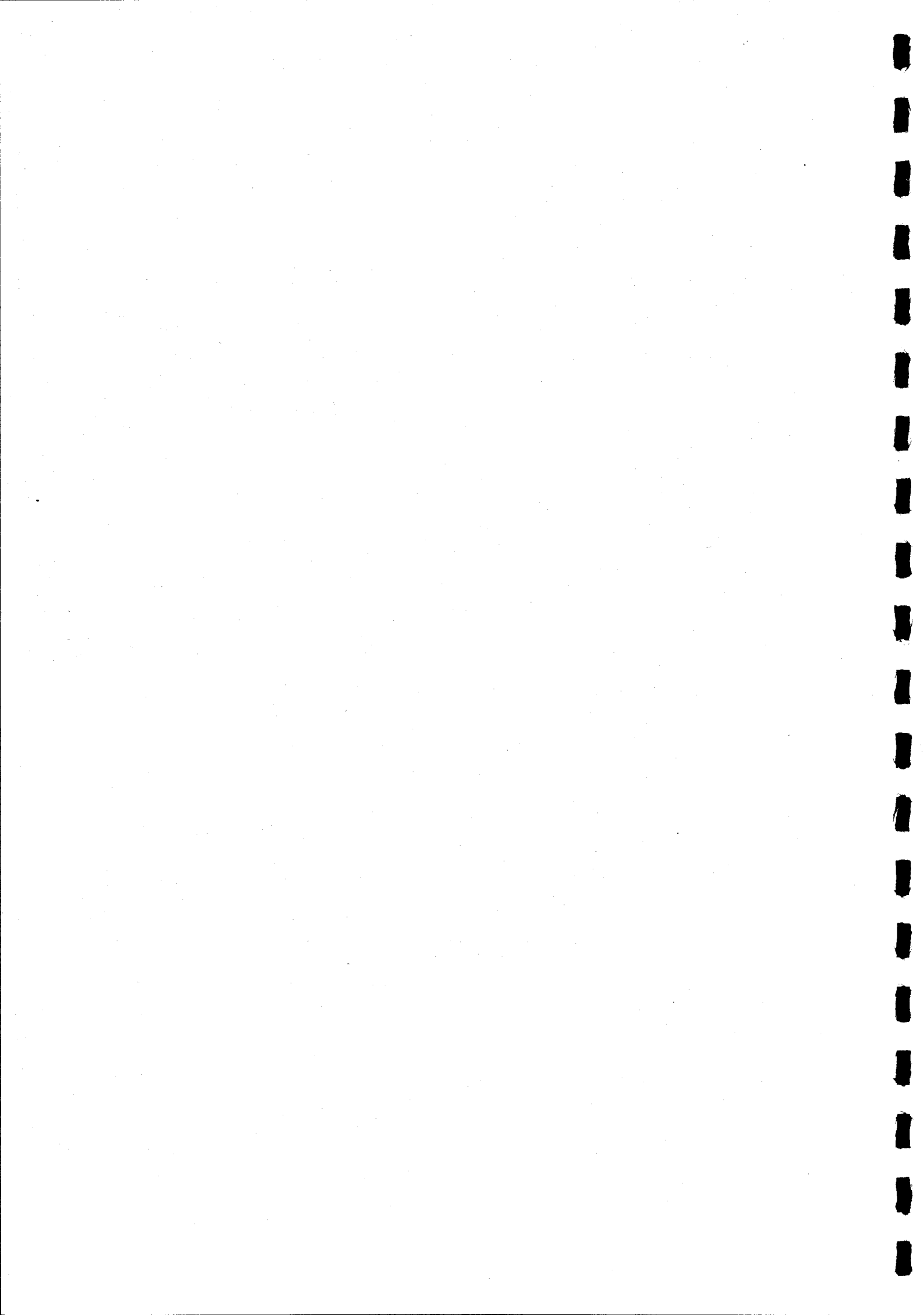
LOCAL ATTITUDE TOWARDS THE VISIT WAS VERY POSITIVE. SOME OF OUR HOSTS EXPRESSED CONCERN OF POSSIBLE DEMONSTRATIONS AGAINST VISIT BY COMMUNIST PARTY WHICH HAD COME TO POWER IN KERALA REGION SINCE JAN 87 VISIT BY U.S. SHIPS. SUCH DEMONSTRATIONS DID NOT OCCUR. NO ANIMOSITY NOR ANTI-AMERICAN SENTIMENTS WAS OBSERVED DURING THE PORT VISIT. TWO NEWS ARTICLES WITH PHOTOS APPEARED IN KARALA PRESS DURING VISIT. FIRST COVERED ARRIVAL, AND SECOND COVERED COMMUNITY SERVICE PROJECT. BOTH WERE FRONT PAGE ARTICLES AND NEITHER CONTAINED ANY DEROGATORY COMMENTS.

(JAN 87) (CTU 75.9.2) DRUGS WERE READILY AND OPENLY AVAILABLE, ESPECIALLY HASISH AND MARIJUANA. TAXI DRIVERS AND PEDESTRIANS WERE PRIMARY SOLICITORS.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, NOV 87.

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# FOR OFFICIAL USE ONLY

MADRAS, INDIA

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (FEB 88) (USS REASONER) PORT OF MADRAS (12-06N/080-18E) IS LOCATED ON THE SOUTHERN EAST COAST OF INDIA AND IS PART OF THE CITY OF MADRAS. IT IS A MAN-MADE HARBOR WITH TWO BREAKWATERS. THE INNER HARBOR CONSISTS OF FOUR QUAYS (NORTH, SOUTH, EAST, AND WEST).

B. APPROACHES, LIGHTS, ETC. (FEB 88) (USS REASONER) DMAHTC PUB 173 (3RD ED 1986) AND CHART 63271 (7TH ED, JAN 87) WERE USED. THE SHIP APPROACHED MADRAS FROM THE EAST ON COURSE 264°T TO A POINT BETWEEN CHANNEL BUOYS 1 AND 2. WHEN COMMUNICATIONS WERE GAINED ON VHF RADIO WITH MADRAS PORT CONTROL, THE SHIP WAS DIRECTED TO WAITING AREA NO. 2 (CENTERED AT 13-06-30N/080-19-36E). VISIBILITY WAS POOR (APPROXIMATELY 2 NM), SO NAVIGATION WAS BY RADAR ONLY UNTIL NEAR THE HARBOR ENTRANCE. RADAR WAS GAINED ON THE SOUTH BREAKWATER AT 10 NM. OTHER POINTS USED WERE: A POINT NEAR ERANAVURKUPPAM (13-12-10N/080-19-25E) AND A POINT NORTH OF NETTUKKUPPAM (13-14-16N/080-20-00E). RADAR FIXES WERE FAIR AT BEST DUE TO LOW COASTLINE. TWO BEARINGS WERE TAKEN OFF MADRAS LT (FL (2) 10S 20M). AS THE LIGHT WAS TURNED OFF AT SUNRISE, IT WAS NOT SEEN AGAIN. THE SHIP PROCEEDED TO THE SOUTH OF THE ENTRANCE, PASSING RED BUOYS 2 AND 4 TO STARBOARD AT ABOUT 200 YDS. A RED AND WHITE HORIZONTALLY STRIPED POLE ON THE BREAKWATER WAS SIGHTED AND THOUGHT TO BE THE BREAKWATER LIGHT (FL R 3S 6M). THE BREAKWATER LIGHT WAS LATER IDENTIFIED AS A RED AND WHITE VERTICALLY STRIPED TOWER. THE RED AND WHITE HORIZONTALLY STRIPED POLE ACTUALLY SAT ON THE NEW OUTER ARM (APPROXIMATELY 13-06-06N/080-18-23E) AND WAS NOT CHARTED. A SQUARE WHITE BUILDING WITH RED DIAMOND SHAPES WAS AN EXCELLENT VISUAL AID BUT WAS NOT CHARTED EITHER. IT WAS NEAR THE END OF THE NEW OUTER ARM (APPROXIMATELY 13-06-56N/080-18-35E). THE END OF THE EASTERN BREAKWATER IN THE FISHING HARBOR WAS GAINED ON RADAR AT 3.5 NM AND WAS A GOOD NAVIGATIONAL AID WHEN SIGHTED. GOOD VISUAL FIXES WERE OBTAINED USING THE BREAKWATER LIGHT, FWD AND AFT RANGE TOWERS, THE END OF THE EAST BREAKWATER, THE END OF OUTER ARM, AND THE SOUTH SIGNAL STATION (TAN AND RED WITH SIGNAL HALYARDS ON TOP).

C. PILOTAGE. (FEB 88) (USS REASONER) VHF COMMUNICATIONS WERE GAINED WITH THE PILOT BOAT AT ABOUT 2NM EAST OF THE CHANNEL ENTRANCE. THE SHIP STEERED COURSES AS DIRECTED BY THE PILOT OVER VHF. THE PILOT WAS PICKED UP IN THE VICINITY OF 13-07-30N/080-20.30E. HE DIRECTED THE SHIP INTO THE ENTRANCE CHANNEL BETWEEN RED BUOYS 8 AND 10 TO THE HARBOR RANGE (TWO BLACK SKELETON TOWERS). THE PILOT SPOKE EXCELLENT ENGLISH, AND ALL RECOMMENDATIONS WERE VALID AND SAFE.

D. ENTRANCE. (FEB 88) (USS REASONER) THE HARBOR WAS ENTERED ON COURSE 213.5°T ON A RANGE CONSISTING OF TWO BLACK TOWERS. THE HEIGHT OF THE FORE TOWER WAS 21 M (68.9 FT) AND IT WAS LOCATED ON THE SOUTH QUAY. THE WIDTH OF THE CHANNEL WAS 300 YDS AND THE DEPTH WAS 20.4 M (67 FT), APPROXIMATELY 2-3 M (7-10 FT) GREATER THAN THE CHARTED DEPTH. THE INNER HARBOR WAS ENTERED THROUGH A BREAKWATER BETWEEN THE NORTH PIER AND THE EAST QUAY AND WAS 125-YD WIDE.

E. CHANNEL. (FEB 88) (USS REASONER) CONSULT PUB 173.

F. ANCHORAGES. (FEB 88) (FICPAC) CONSULT PUB 173.

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MADRAS, INDIA

G. WRECKS AND OBSTRUCTIONS. (FEB 88) (USS REASONER) CONSULT PUB 173.

H. TIDES AND CURRENTS. (FEB 88) (USS REASONER) CONSULT PUB 173.

I. WEATHER AND WINDS. (FEB 88) (USS REASONER) VISIBILITY WAS POOR (APPROXIMATELY 2 NM) DUE TO HEAVY FOG AND HAZE. WINDS WERE FROM THE SOUTHEAST AT 8 KTS. SET AND DRIFT WERE TO THE NORTHWEST AT 1.3 KTS.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (FEB 88) (USS REASONER) THE SHIP MOORED TO THE SOUTH QUAY, BERTH 3, WITH STANDARD LINES TO PIERSIDE BOLLARDS. THERE WAS AN UNUSUALLY LARGE DISTANCE BETWEEN PIERSIDE BOLLARDS. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE. THE SHIP USED ITS OWN BROW. RAT GUARDS ARE REQUIRED BECAUSE LARGE RATS WERE SEEN IN THE VICINITY AFTER DARK. DOUGHNUT FOR PUMPING BILGES WAS NOT AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (FEB 88) (USS REASONER) DIESEL OIL WAS AVAILABLE THROUGH THE INDIAN NAVY AND DELIVERED BY TRUCK. THE TRUCKS HELD ONLY 12,000 LITERS AND THE PUMPING RATE WAS ONLY 75 GPM, SO REFUELING WAS A 3-DAY EVOLUTION. TRUCKS ARRIVED CONTINUOUSLY FROM 0900 TO 2000; HOWEVER, THE INDIAN NAVY HAD REFUELING PRIORITY. WHENEVER THERE WAS A NEED TO REFUEL AN INDIAN NAVAL UNIT, THE PUMP AND TRUCKS WERE DIVERTED FROM REASONER. THERE WAS ONLY ONE REFUELING PUMP AVAILABLE. A RECEIPT FOR EACH TRUCKLOAD OF FUEL WAS REQUIRED, WHICH NEEDED TO BE SIGNED AND STAMPED WITH THE SHIP'S SEAL. FUEL WAS EXPENSIVE AT APPROXIMATELY US\$1.50 PER GAL. IN ADDITION, FUEL METERING APPEARED TO BE GROSSLY INACCURATE IN THE FAVOR OF THE DELIVERER. THE BILL WAS PAID FOR BY THE U.S. CONSULATE WHO LATER BILLED USS REASONER VIA MESSAGE. LUBE OIL WAS RECEIVED AND HAND-PUMPED INTO TANK FROM 205-LITER DRUMS.

C. MECHANICAL HANDLING FACILITIES. (JAN 87) (FICPAC) THERE ARE THREE ELECTRIC CRANES AT NORTH QUAY, 14 AT WEST QUAY, 17 AT SOUTH QUAY, AND 14 AT JAWAHAR DOCKS WITH CAPACITIES RANGING FROM 3-13 TONS TOGETHER WITH A FLEET OF MOBILE CRANES. ONE 120-TON CAPACITY FLOATING CRANE IS ALSO AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) (FICPAC) ALL DECK AND ENGINE REPAIRS WHICH DO NOT REQUIRE DRY-DOCKING OF VESSELS ARE CARRIED OUT BY ESTABLISHED WORKSHOPS. THERE IS A BOAT BASIN TO EFFECT MINOR REPAIRS TO THE PORTS FLOATING CRAFT. THIS IS BEING REMODELED TO SHELTER LARGER CRAFT. THE CONSTRUCTION OF A FLOATING DRYDOCK IS PLANNED TO TAKE VESSELS UP TO 45,000 DWT.

E. WAREHOUSES AND STORAGE AREAS. (JAN 87) (FICPAC) TEN TRANSIT SHEDS ARE AVAILABLE: ONE AT NORTH QUAY, FIVE AT WEST QUAY, ONE AT SOUTH QUAY 1, THREE AT JAWAHAR DOCKS BERTHS 1, 3, AND 5. THERE ARE 17 WAREHOUSES AVAILABLE. TOTAL COVERED STORAGE OF 182,285 SQ M (1,962,164 SQ FT) AND OPEN STORAGE OF 350,500 SQ M (3,772,874 SQ FT).

F. STEVEDORES. (FEB 88) (USS REASONER) COMPLIMENTARY STEVEDORE SERVICE WAS PROVIDED BY SHIP CHANDLER TO LOAD THE PROVISIONS. SERVICE WAS EXCELLENT.



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MADRAS, INDIA

G. PORT CAPACITY. (FEB 88) (USS REASONER) THIS IS A LARGE PORT AND COULD HANDLE A CV AT ANCHOR.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (FEB 88) (USS REASONER) MADRAS FEATURES A MODERN AND EXPANDING RAILROAD SYSTEM. THERE ARE TWO RAILWAY STATIONS IN THE CITY - MADRAS CENTRAL AND EGMORE. MADRAS IS CONNECTED TO ALL THE IMPORTANT TOWNS IN INDIA. ROAD QUALITY VARIES FROM FAIRLY MODERN MULTI-LANE HIGHWAYS TO OVERCROWDED STREETS NO WIDER THAN U.S. ALLEYS. TRAFFIC IS HEAVY DURING THE DAY AND INCLUDES AUTOMOBILES, AUTO-RICKSHAWs, BICYCLES, AND LIVESTOCK.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAR 88) NO INFORMATION IS AVAILABLE.

B. WATER. (FEB 88) (USS REASONER) ALTHOUGH PIERSIDE CONNECTIONS WERE AVAILABLE, THE INDIAN NAVY CONSIDERED WATER QUALITY TOO POOR TO PROVIDE THE SHIP. DUE TO A LONG TERM REGIONAL DROUGHT, THE CITY OF MADRAS WAS ON BI-DAILY RATIONING AND WATER THROUGH THE MUNICIPAL SYSTEM WAS AT A PREMIUM. WATER WAS AVAILABLE BY BARGE TWICE A DAY. BARGE USED A STANDARD 6.35 CM (2.5 IN) CONNECTION. THE LIGHTER APPEARED TO BE UNSANITARY, SO THE SHIP'S CREW FLUSHED HOSE FOR AT LEAST A MINUTE PRIOR TO TAKING ON WATER. NEVERTHELESS, THE WATER WAS SATISFACTORY AFTER IT HAD BEEN CHLORINATED. ALL WATER WAS SUPER-CHLORINATED TO 2.0 PPM AT THE TAP. BARGE SERVICE WAS VERY UNRELIABLE, ARRIVING LATE OR AT UNSCHEDULED TIMES. IN ADDITION, THE SHIP RECEIVED WATER FROM A TRUCK ON THE LAST DAY IN PORT. CAPACITY OF THE TRUCK WAS 4,000 LITERS, AND THAT OF BARGE WAS 50 METRIC TONS.

C. AIRFIELDS. (FEB 88) (USS REASONER) MADRAS HAS AN INTERNATIONAL AIRPORT. MANY AIRLINES OPERATE FLIGHTS TO MADRAS FROM VARIOUS PARTS OF THE WORLD. THERE ARE TWO AIR TERMINALS - INTERNATIONAL AND DOMESTIC.

D. COMMUNICATIONS. (FEB 88) (USS REASONER) THE PILOT BOAT WAS REACHED ON BTB CHANNEL 16. THE SHIP CONTACTED MADRAS PORT CONTROL ONE DAY BEFORE ENTERING THE PORT ON 3225 KHZ TO ASK THE SHIP'S LOGREQ. HOWEVER, THE SHIP DID NOT RECEIVE AN ANSWER DURING ITS HOURLY RADIO TRANSMISSION. TYPICALLY, THERE WAS AT LEAST A HALF-HOUR WAIT FOR AN OPEN TELEPHONE LINE TO CONUS. DIRECT DIALING COST BETWEEN US\$7.00-9.00 PER MINUTE. RECOMMEND THAT SHIP'S CREWS CALL COLLECT, USING A HOTEL OPERATOR IN ORDER TO REDUCE TROUBLE AND COST OF CALLING.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN MADRAS ARE POOR. IN ADDITION TO ACUTE HOUSING SHORTAGES IN URBAN AREAS, FARM ANIMALS ARE OFTEN HOUSED WITH PEOPLE. SEWERAGE IS INADEQUATE, DRINKING WATER IS CONTAMINATED, AND WATERWAYS ARE EXTREMELY POLLUTED; SEASONAL MONSOONS (JULY TO SEPTEMBER) EXACERBATE THESE PROBLEMS.

PREVALENT DISEASES INCLUDE AMEBIASIS, SHIGELLOSIS, GIARDIASIS, AND SALMONELLOSIS (INCLUDING DRUG-RESISTANT STRAINS). CHOLERA EPIDEMICS ARE COMMON. ENDEMIC VECTORBORNE DISEASES INCLUDE MALARIA, JAPANESE ENCEPHALITIS, FILARIASIS, AND DENGUE FEVER. MALARIA INCIDENCE IS HIGH BECAUSE OF PESTICIDE-RESISTANT MOSQUITOS AND CHLOROQUINE-RESISTANT STRAINS OF MALARIA. ENCEPHALITIS IS FOUND PRIMARILY IN ANDHRA PRADESH

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## MADRAS, INDIA

(VISHAKHAPATNAM) AND WEST BENGAL (CALCUTTA). OTHER PREVALENT DISEASES INCLUDE DRACONTIASIS, HELMINTHIASIS, TRACHOMA, RABIES, TUBERCULOSIS, LEISHMANIASIS, SANDFLY FEVER, TYPHUS, AND SEXUALLY TRANSMITTED DISEASES.

DRUG ABUSE IS A SEVERE PROBLEM, AND OPIUM AND MARIJUANA ARE READILY AVAILABLE.

MEDICAL CARE IS AVAILABLE AT THE LADY WELLINGTON NURSING HOME (29 BEDS) AND THE VIJAYA HOSPITAL (97 BEDS). THE LADY WELLINGTON HAS PRIVATE AND SEMI-PRIVATE ROOMS, AN OPERATING ROOM, A DELIVERY ROOM, AN X-RAY, AND A SMALL LABORATORY. THE VIJAYA HOSPITAL PROVIDES SURGICAL, X-RAY, AND LABORATORY SERVICES. THE NEAREST U.S. MILITARY HOSPITAL IS THE NAVAL HOSPITAL, SUBIC BAY, PHILIPPINES.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.

(FEB 88) (USS REASONER) THE SHIP CAME DOWN WITH MANY CASES OF EITHER VIRAL OR NON-INVASIVE BACTERIAL GASTROENTERIDES. ALSO, THERE WAS ONE SUSPECTED CASE OF MALARIA. THIS IS DESPITE TAKING NECESSARY PRECAUTIONS ABOUT DRINKING UNBOTTLED WATER OR EATING FOODS THAT WERE NOT PROPERLY PREPARED AS WELL AS TAKING MALARIA PROPHYLAXIS. POSSIBLE CAUSES: SOFT DRINK BOTTLES MAY NOT HAVE BEEN RECYCLED PROPERLY AND SOME CHICKEN DISHES MAY NOT HAVE BEEN FULLY COOKED.

F. GASOLINE. (FEB 88) (USS REASONER) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (FEB 88) (USS REASONER) THE U.S. GOVERNMENT DOES NOT HAVE EXISTING ARRANGEMENTS FOR SUPPLYING PROVISIONS. CONTACT SHIP CHANDLER, SPENCE AND COMPANY, TEL: 25859/24730, 220 N.S.C. BOSE ROAD, MADRAS - 600 001. TYPE OF PROVISIONS AVAILABLE WERE EXCELLENT FFV, BAKERY AND LIMITED DAIRY PRODUCTS. ALL ITEMS WERE OF EXCELLENT QUALITY EXCEPT FOR THE HEADS OF LETTUCE AND CELERY STALKS WHICH WERE TOO SMALL. RECOMMEND HAVING A MEDICAL REPRESENTATIVE CHECK ITEMS UPON DELIVERY AND HAVING THE SUPPLY OFFICER GO TO THE MARKET TO CHECK THE QUALITY OF THE PRODUCE. ITEMS WERE PAID FOR BY U.S. CONSULATE WHO LATER BILLED USS REASONER.

H. GARBAGE DISPOSAL. (FEB 88) (USS REASONER) GARBAGE SERVICE WAS AVAILABLE BY TRUCK AT BERTHING AT 0800 AND 1800 DAILY. ARRANGEMENTS WERE MADE THROUGH SHIP CHANDLER, AND SERVICE WAS PROMPT AND EXCELLENT.

#### 4. PERSONALIA

A. CALLS. (FEB 88) (USS REASONER) CALLS MAY BE MADE ON:

NAVAL OFFICER IN CHARGE, PORT OF MADRAS  
CHIEF SECRETARY, GOVERNMENT OF TAMIL NADU, SOUTH INDIA  
DIRECTOR, MADRAS PORT TRUST  
AMERICAN CONSUL GENERAL

B. HONORS. (FEB 88) (USS REASONER) HONORS ARE RENDERED AND RETURNED BY INDIAN NAVY SHIPS IN PORT DURING FINAL APPROACH TO THE BERTH AND UPON GETTING UNDERWAY.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 88) (FICPAC) THE BRITISH EAST INDIAN COMPANY STARTED COMMERCIAL ENTERPRISE IN MADRAS IN 1600, AND PERMISSION

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MADRAS, INDIA

WAS GRANTED BY DAMARLA VENKATADRI TO THE ENGLISH SETTLERS TO BUILD A FORT AND CASTLE AT THE FORMER VILLAGE OF MADRASPATAM. WORK ON THE BUILDING OF THE PORT COMMENCED 1 MARCH 1640, A PORTION OF IT WAS COMPLETED BY ST. GEORGES DAY (23 APRIL) OF THAT YEAR, AND THE NAME FORT ST. GEORGE WAS GIVEN TO IT. THE CONSTRUCTION OF THE ENTIRE FORT WAS FINISHED IN 1653.

PRIOR TO 1862, THE CITY LACKED ANY REAL HARBOR DUE TO ITS GEOGRAPHICAL LOCATION ON THE EDGE OF A LOW LYING SANDY COAST. ALL LOADING AND UNLOADING OF PASSENGERS AND GOODS WAS DONE BY ROWING OUT TO THE SHIPS IN MASULA BOATS (BUILT OF YIELDING PLANKS ATTACHED TOGETHER) AND CATAMARNS. THE FOUNDATION STONE OF THE HARBOR WAS LAID BY KING EDWARD, THE PRINCE OF WALES, IN 1875.

MADRAS CITY WAS UNDER BOMBARDMENT IN 1914 DURING WW I WHEN THE GERMAN CRUISER EMDEN VISITED MADRAS AND OPENED FIRE ON THE CITY. A COMMEMORATION STONE CAN STILL BE SEEN IN THE COMPOUND WALL OF THE MADRAS HIGH COURT WHERE A LARGE SHELL FROM ONE OF THE EMDENS GUNS EXPLODED. DURING THE WW II, MADRAS CITY WAS ALSO A TARGET OF ATTACK. ON 11 OCTOBER 1943, A JAPANESE PLANE FLEW OVER THE CITY AND DROPPED A FEW BOMBS IN THE HARBOR AREA.

(FEB 88) (USS REASONER) MADRAS, THE CAPITAL OF TAMIL NADU, IS ALSO ITS PRINCIPAL HARBOR. FOUNDED AT FORT ST. GEORGE IN 1640 BY FRANCIS DAY, IN THE EMPLOY OF THE EAST INDIA COMPANY. THIS FOURTH LARGEST INDIAN CITY CONTAINS AN INTERESTING ARRAY OF INDIAN ART, ARCHITECTURE, MUSIC, AND CULTURAL TRADITION. ALTHOUGH THE POPULATION IS 4.5 MILLION, MADRAS TAKES ON THE CHARACTERISTICS OF A BIG VILLAGE. THERE ARE FEW TALL BUILDINGS, SO THERE IS VIRTUALLY NO SKYLINE. THE CITY LITERALLY TO A HALT BY 2300 WHEN ALL BARS AND RESTAURANTS CLOSED. THERE WERE NO DISCOS.

USS REASONER WAS THE FIRST U.S. NAVAL SHIP TO VISIT MADRAS SINCE 1970 AND WAS WARMLY RECEIVED BY THE INDIAN NAVY, THE MADRAS POLICE DEPARTMENT, AND THE LOCAL SHOPKEEPERS AND INHABITANTS OF THE AREA.

B. LIBERTY. (FEB 88) (USS REASONER) INDIAN LAW REQUIRES ALL FOREIGN NAVY ENLISTED PERSONNEL TO BE IN UNIFORM OF THE DAY WHILE ON LIBERTY. THE UNIFORM FOR E-9 AND BELOW WAS SUMMER WHITE. THERE WAS NO SHORE PATROL REQUIREMENT DURING THE PORT VISIT. DUTY SECTION ABOARD USS REASONER WAS AVAILABLE IN CASE OF A LIBERTY INCIDENT.

C. CLUBS AND BARS. (FEB 88) (USS REASONER) THERE ARE FEW NIGHTCLUBS AND BARS OTHER THAN THOSE LOCATED IN THE HOTELS. HOWEVER, A NUMBER OF PRIVATE CLUBS WERE MADE AVAILABLE TO THE SHIP: GYMKHANA CLUB (BILLIARDS, GOLF, TENNIS, SWIMMING, MOVIES, AND BAR); ROYAL MADRAS YACHT CLUB, LOCATED IN THE PORT COMPLEX, (BAR, DINING, AND BOATING); AND MADRAS CRICKET CLUB, CHEPAUK ROAD, (CRICKET, TENNIS, BILLIARDS, SQUASH, BAR). THE PRICES FOR FOOD AND DRINK AT THE VARIOUS PRIVATE CLUBS WERE MODERATE.

D. RESTAURANTS. (FEB 88) (USS REASONER) ANY FOOD OR BEVERAGE FROM STREET VENDERS SHOULD BE AVOIDED. MADRAS FEATURES A WIDE VARIETY OF RESTAURANTS INCLUDING NORTH AND SOUTH INDIAN, TANDOORI, CHINESE, PUNJABI, VEGETARIAN, AND CONTINENTAL DINING. MOST OF HOTELS MAINTAIN EXCELLENT RESTAURANTS.

CHOLA SHERATON HOTEL - CATHEDRAL ROAD, TEL: 473347. THE PESHAWRI FEATURES EXCELLENT DISHES AND VEGETARIAN FARE. NO UTENSILS AT THIS RESTAURANT, BUT DELICIOUS INDIAN NAAN (BREAD) SERVES AS BOTH A COMPLEMENT TO THE MEAL AND AS THE MAIN EATING UTENSIL. PRICES ARE MODERATE TO EXPENSIVE.

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### MADRAS, INDIA

THE SAGARI IS AN EXCELLENT SMALL RESTAURANT. DURING THE DAY, IT FEATURES AN EXCELLENT INDIAN BRUNCH AND AFTER 1900, IT TURNS INTO A DECENT CHINESE RESTAURANT. PRICES ARE MODERATE TO EXPENSIVE.

THERE IS ALSO A MODERATELY PRICED COFFEE SHOP IN THE LOBBY AT WHICH YOU CAN GET A PASSABLE AMERICAN-STYLE BURGER AND MILKSHAKE.

HOTEL TAJ COROMANDAL - NUNGAMBAKKAM HIGH ROAD, TEL: 474849. THE PAVILLION, LOCATED DOWNSTAIRS, IS A CHEERY RESTAURANT FEATURING JAZZ PIANO AND AN AMAZING INDIAN BUFFET LUNCH AT A REASONABLE PRICE.

THE MYSORE SERVES SOUTH INDIAN DISHES IN A CLASSY ATMOSPHERE AND FEATURES A BHARATNATYAM DANCER. THE PRICES ARE MODERATE TO EXPENSIVE.

ADYAR PARK HOTEL - CORNER OF TTK AND CHAMBERS. IT HAS TWO DECENT RESTAURANTS THAT ARE MODERATELY PRICED.

HARRISON'S HOTEL - VILLAGE ROAD. IT FEATURES THE DYNASTY RESTAURANT, WHICH IS MORE REASONABLY PRICED THAN OTHER CHINESE RESTAURANTS BUT IS JUST AS GOOD.

E. HOTELS. (FEB 88) (USS REASONER) MADRAS HAS THREE FIVE-STAR HOTELS ALTHOUGH THEY ARE NOT OF THE SAME CALIBER AS EUROPEAN OR AMERICAN FIVE-STAR HOTELS: CHOLA SHERATON (10 CATHEDRAL ROAD, TEL: 473347), HOTEL TAJ COROMANDEL (17 NUNGAMBAKKAM HIGH ROAD, TEL: 474849), AND ADYAR PARK HOTEL (132 TTK ROAD, TEL: 452525). THESE COST BETWEEN US\$50.00-70.00 FOR A DOUBLE ROOM AND HAVE MOST OF THE FEATURES OF TYPICAL FIVE-STAR HOTELS, INCLUDING A NUMBER OF SHOPS AND RESTAURANTS AND IN-HOUSE TELEVISION MOVIES. IN ADDITION, THERE ARE A NUMBER OF FOUR-STAR HOTELS (CLEAN ROOMS, TELEVISION, AIR-CONDITIONING) IN THE US\$30.00-50.00 RANGE. FOREIGNERS ARE REQUIRED TO PAY HOTEL BILLS IN FOREIGN CURRENCY (I.E., HOTEL BILLS MUST BE PAID IN U.S. DOLLARS).

F. ATHLETICS. (FEB 88) (USS REASONER) ARRANGEMENTS WERE MADE BY THE AMERICAN CONSULATE FOR FREE SWIMMING AT CHOLA SHERATON, TAJ COROMANDEL, AND THE CONSUL GENERAL'S HOME. THE SHIP WAS ALSO PROVIDED THE FACILITIES AT A NUMBER OF THE PRIVATE CLUBS. SATURDAY IS SPORTS DAY AT THE CONSUL GENERAL'S HOME.

G. BEACHES. (FEB 88) (USS REASONER) MADRAS HAS AN EXCELLENT BEACH THAT IS THE SECOND LARGEST IN THE WORLD; HOWEVER, IT WAS RECOMMENDED THAT PERSONNEL NOT SWIM DUE TO SEVERE RIP-TIDES. BATH HOUSES DID NOT APPEAR TO BE AVAILABLE. SNORKELING IS AVAILABLE AT THE FISHERMAN'S COVE RESORT, LOCATED SOUTH OF THE CITY.

H. CHURCHES. (FEB 88) (USS REASONER) THERE ARE SEVEN CHRISTIAN, TEN HINDU, THREE MUSLIM, AND NUMEROUS OTHER PLACES OF WORSHIP WHICH MAY BE LOCATED BY CHECKING IN A TOURIST PAMPHLET OR BY ASKING AT A HOTEL.

I. TRANSPORTATION. (FEB 88) (USS REASONER) THERE ARE PRIVATE, METERED TAXIS AVAILABLE. HOWEVER, THEY ARE OFTEN UNWILLING TO RUN METERS WHEN THEIR PASSENGERS ARE TOURISTS. BE SURE TO SETTLE ON A PRICE BEFORE GETTING IN. IN ADDITION, THERE ARE NUMEROUS YELLOW AUTO-RICKSHAWS AVAILABLE WHICH SEEM TO COST LESS THAN THE TAXIS. RECOMMEND EITHER HIRING A PRIVATE TAXI FOR ENTIRE DAY WHICH WILL COST APPROXIMATELY 200 RUPEES (US\$15.00) OR HAILING ONE OF THE YELLOW AUTO-RICKSHAWS IN WHICH A SHORT RIDE IS ABOUT 30 RUPEES (US\$2.50).

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MADRAS, INDIA

J. TOURS. (FEB 88) (USS REASONER) TOURS WERE ARRANGED THROUGH U.S. CONSULATE. COST OF BUS, DRIVER, AND GUIDE WAS US\$103.00 PER DAY, SO THE SHIP CHARGED US\$10.00 TO GO ON TOUR. BUS WAS NOT AIR-CONDITIONED BUT HAD A NUMBER OF SMALL FANS ATTACHED TO THE CEILING. THREE TOURS WERE AVAILABLE: CITY SHOPPING TOUR, ANCIENT RUINS OF MAHABALIPURAM, AND HISTORIC TEMPLE CITY OF KANCHIPURAM. IN ADDITION, THE SHIP USED A PERCENTAGE OF US\$10.00 TO SET UP A BUFFET LUNCH AT A LOCAL HOTEL AS PART OF EACH TOUR. TOUR GUIDE WILL CHOOSE SHOPS ON THE SHOPPING TOUR UNLESS OTHERWISE DIRECTED BY SHIP POC. THE SHOPS HE CHOOSES WILL NOT NECESSARILY BE WHERE THOSE ON THE TOUR WILL GET THE BEST DEALS, BUT WHERE HE WILL GET THE BIGGEST KICK-BACK. RECOMMEND BEING ADVISED BY U.S. CONSULATE OR READING PARAGRAPH 5K OF THIS DIRECTORY FOR THE BEST SHOPS AVAILABLE.

K. SHOPPING. (FEB 88) (USS REASONER) BARGAINS TO BE FOUND IN MADRAS INCLUDE CLOTHING, SILK, SCULPTURES, INLAID WOOD, KASHMIR RUGS, AND GEMS. RECOMMENDED SHOPS INCLUDE:

THE INDIAN ART MUSEUM (151 MOUNT ROAD, OPENS FROM 0900 TO 2100.) BARGAINS ARE TO BE FOUND ON HANDICRAFTS AND SILK OR WOOL RUGS. HOWEVER, THERE IS NO BARGAINING ALLOWED BECAUSE THE STORE IS RUN IN CONJUNCTION WITH THE GOVERNMENT.

CIE/COTTAGE INDUSTRIES EXPOSITION (118 NUNGAMBAKKAN HIGH ROAD, 1000-1300, 1600-2100) IT IS EXPENSIVE BUT HAS EXCELLENT EMBROIDERY, LINENS, BRASS, SILVER, SILK, AND IVORY. HAGGLE AGGRESSIVELY. CIE IS A GOOD FIRST STORE TO GO TO IN ORDER TO SEE THE SORT OF HANDIWORK AVAILABLE.

VTI/VICTORIA TECHNICAL INSTITUTE (765 MOUNT ROAD, 0930-1900, SATURDAYS 0930-1430) A REASONABLY PRICED HODGEPODGE OF HANDICRAFTS IS AVAILABLE. THERE ARE SOME BARGAINS TO BE FOUND AS WELL AS JUNK. NO BARGAINING ALLOWED.

KASHMIR GOVERNMENT ARTS EMPORIUM (9 MOUNT ROAD) HANDICRAFT. NO BARGAINING IS ALLOWED BECAUSE IT IS GOVERNMENT- OPERATED.

INDIAN MERCHANTS ARE SOME OF THE MOST AGGRESSIVE BARGAINERS/HAGGLERS IN SOUTH AND SOUTHEAST ASIA. A RULE OF THUMB: EXCEPT FOR GOVERNMENT-OWNED SHOPS WHERE PRICES ARE FIXED, THE LISTED PRICE MAY BE TWO TO THREE TIMES WHAT THE PRODUCT IS WORTH. WHEN BARGAINING, BEGIN AT ANYWHERE BETWEEN ONE-THIRD AND ONE-HALF OF THE LISTED PRICE.

L. THEATER AND CINEMA. (FEB 88) (USS REASONER) AMONG OTHERS, ABHIRAMI, ALANKAR, ANAND, BLUE DIAMOND, CASINO, DEVI, LEO, PILOT, RAJAKUMARI, SAFIRE, AND SNATHAM ARE AIR-CONDITIONED AND SHOW ENGLISH LANGUAGE FILMS.

M. PHYSICAL SECURITY. (FEB 88) (USS REASONER) THE HARBOR AREA HAS SOME OF THE TIGHTEST SECURITY IN THE THIRD WORLD. THE PORT IS SURROUNDED BY AN 8-FT WALL, AND THERE ARE AS MANY AS TEN SECURITY GUARDS AT THE GATES. ACCESS WAS ARRANGED THROUGH THE NAVAL OFFICER IN CHARGE, INS ADYAR (PORT OF MADRAS). THE GATE WAS CLOSED TO LIBERTY PARTY BETWEEN 2300-0700 NIGHTLY. DURING USS REASONER'S PORT VISIT, ONE TAXI COMPANY HAD WORKED OUT AN ARRANGEMENT WITH HARBOR SECURITY AND WAS ALLOWED TO ENTER AND DRIVE TO THE PIER. ALL OTHER TAXIS AND AUTO-RICKSHAWS WERE STOPPED AT THE GATE. IN ADDITION, BEFORE ALLOWING TAXIS TO EXIT THE PORT, CAR TRUCKS AND PERSONAL BAGS WERE SEARCHED FOR CONTRABAND.

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MADRAS, INDIA

N. MISCELLANEOUS INFORMATION (FEB 88) (USS REASONER) THE UNIT OF CURRENCY IN INDIA IS THE RUPEE. THE EXCHANGE RATE WAS 13 RUPEE TO US\$1.00 AT BANKS AND HOTELS AND 15 RUPEE TO US\$1.00 IN SHOPS AND ON THE STREET. DUE TO OVERPOPULATION AND WIDESPREAD POVERTY, MADRAS IS A PRIME CANDIDATE FOR PROJECT HANDCLASP DURING FUTURE PORT VISITS. THE SHIP CONDUCTED PAINTING/CARPENTRY PROJECTS AT THE YWCA NURSERY SCHOOL, A SCHOOL FOR DEAF CHILDREN, AND A SCHOOL FOR CHILDREN SUFFERING FROM CEREBRAL PALSY. ALL PROJECTS WERE ARRANGED THROUGH AMCONSUL MADRAS.

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

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(CH-9)

MARMAGOA, INDIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-85) (FICPAC) THE PORT OF MARMAGOA (15° 25'N/73°48'E) IS ON THE WEST COAST OF INDIA. IT IS LOCATED IN THE ESTUARY OF THE ZUVARI RIVER (MARMAGOA BAY) AND IS PROTECTED BY A BREAK-WATER ON THE NORTH SIDE OF THE MARMAGOA HEADLAND. THIS IS MAINLY AN IRON ORE LOADING PORT AND IS, AS A RESULT, VERY DUSTY.

B. APPROACHES, LIGHTS, ETC. (4-85) CONSULTS DMAHTC PUB 173 (2ND ED 1983, PAGE 55-58) AND CHART 63111 (7TH ED 8 SEP 84, CORR NM 36/84).

(3-85) (USS DOWNES) DMA CHART 63111 REQUIRES AN EXTENSIVE REVISION DUE TO DREDGING AND CONSTRUCTION THROUGHOUT THE PORT. PLAN A OF CHART IS OF ADEQUATE SCALE BUT DOES NOT COVER A LARGE ENOUGH AREA. WATER DEPTHS ARE GENERALLY GREATER THAN CHARTED. THE SHIP ACQUIRED FROM THE HARBOR MASTER AN INNER HARBOR CHART SHOWING PIER 10 AND NUMEROUS WATER SOUNDINGS. THERE ARE NUMEROUS MERCHANT SHIPS ANCHORED THROUGHOUT THE HARBOR AND NUMEROUS IRON ORE CARRIERS ARE ANCHORED IN A CARETAKER STATUS IN THE MANDAVI RIVER. UNSEASONAL FOG DELAYED ENTERING PORT FOR ABOUT TWO HOURS. RADAR NAV IS GOOD. AGUADA LIGHT IS VISIBLE AT 43 KM (27 MI).

C. PILOTAGE. (4-85) CONSULTS DMAHTC PUB 173. (3-85) (USS DOWNES) A PILOT IS MANDATORY UPON ENTERING THE HARBOR. THE PILOT BOARDED AT BUOY NO. 1. HE IS THE HARBOR MASTER AND IS VERY KNOWLEDGEABLE, CAPABLE, AND SPEAKS ENGLISH WELL. TUGS WERE PROVIDED; HOWEVER, THEY WERE NOT EFFICIENT IN CARRYING OUT THE ORDERS AND DIRECTIONS OF THE PILOT. DEPARTURE REQUIRED BACKING FROM PIER WITH TUG ASSIST APPROXIMATELY 1.6 KM (1 MI) UNTIL REACHING TURNING BASIN. AGAIN, WHILE THE PILOT WAS VERY PROFESSIONAL AND KNOWLEDGEABLE, THE TUG OPERATORS SEEMED TO HAVE LITTLE GRASP OF WHAT THE PILOT WANTED AND WERE VERY SLOW IN RESPONDING TO ORDERS.

D. ENTRANCE. (4-85) CONSULT DMAHTC PUB 173.

E. CHANNELS. (4-85) CONSULT DMAHTC PUB 173. (3-85) (USS DOWNES) THE CHANNEL IS WELL MARKED WITH BUOYS USING THE IALA BUOY SYSTEM A.

(1-85) (USDAO NEW DELHI) THE CHANNEL IS 250 M (762 FT) WIDE AND DREDGED TO 11 M (36 FT). THE ANCHORAGE IS FAIRLY CROWDED WITH AS MANY AS 15 SHIPS OUTSIDE AND 5 INSIDE.

F. ANCHORAGE. (1-85) (USDAO NEW DELHI) THE PORT AND ANCHORAGE ARE EXPOSED TO THE SOUTHWEST MONSOON (MAY-SEP) AND THE PORT IS ESSENTIALLY CLOSED DURING THAT TIME PERIOD. DURING THE NORTHEAST MONSOON, THE PORT IS SHELTERED AND THE ANCHORAGE EXPERIENCES LIGHT SEAS AND MODERATE DIURNAL WINDS.

G. WRECKS AND OBSTRUCTIONS. (4-85) CONSULT DMAHTC PUB 173.

H. TIDES AND CURRENTS. (4-85) CONSULT DMAHTC PUB 173 AND TIDE TABLE.

MARMAGOA, INDIA

1. WEATHER AND WINDS. (4-85) CONSULT DMAHTC PUB 173 PAGE 56.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (4-85) CONSULT DMAHTC PUB 173 PAGE 56-57. (3-85) (USS DOWNES) THE PORT FACILITY CONSISTS OF A PENINSULA BREAKWATER IMMEDIATELY TO THE RIGHT OF THE BAY WHICH HAS A 90° EXTENSION AT THE THE END TO PROVIDE PROTECTION FOR SMALLER BOATS IN THE AREA. AFTER PASSING THE BREAKWATER, DIRECTLY TO THE RIGHT IS A QUAY WHICH HAS ENOUGH ROOM TO ALLOW APPROXIMATELY SIX LARGE CARGO SHIPS TO OFFLOAD CARGO.

THERE IS A WELL EQUIPPED ORE HANDLING FACILITY, WHICH HAS TWO LARGE PIERS, CAPABLE OF ACCOMMODATING ONE SHIP EACH. THE FIRST PIER IS A FUEL TRANSFER PIER, AND THE SECOND IS USED TO OFFLOAD INCOMING BULK CARGO. AN AREA LOCATED APPROXIMATELY 45 M (50 YD) FURTHER INTO THE BAY IS USED FOR HANDLING ALL ORE BROUGHT TO SHORE VIA BARGE FROM IRON MINES UP RIVER. THE BARGES WOULD RUN TO AND FROM ANCHORED SHIPS IN BAY THROUGHOUT THE DAY.

PIER 10 (GENERAL CARGO PIER) LOCATED APPROX. 73 M (80 YD) FURTHER INTO THE BAY. USS DOWNES IS REPORTEDLY THE FIRST SHIP (CIVILIAN OR MILITARY) TO USE THIS PIER. IT IS A NEW PIER AND IS NOT INDICATED ON DMA CHART 63111. IMPRESSION, BASED ON CONVERSATIONS WITH HARBOR MASTER AND PORT CAPTAIN, IS THAT NAVY SHIPS VISITING GOA IN FUTURE COULD EXPECT TO BE BERTHED AT PIER 10. DIRECTLY TO THE RIGHT OF PIER 10 IS A LARGE, DIRT AREA WHICH HAD EXTENSIVE CONSTRUCTION ACTIVITY GOING ON THROUGHOUT DOWNES VISIT. IT LOOKED AS THOUGH THEY ARE BUILDING NEW WAREHOUSES/ADMIN BUILDINGS. AT THE FAR RIGHT CORNER OF THE FACILITY IS A POL STORAGE AREA, CONNECTED WITH THE FUEL TRANSFER PIER BY APPROX. 45.7 CM (18 IN) DIAMETER PIPES. THE PORT AREA IS EQUIPPED WITH LIGHTS THROUGHOUT THE AREA, BUT ONLY A FEW OF THESE ARE ON THROUGHOUT THE NIGHT HOURS. PIER 10 IS WELL LIGHTED. A LARGE ORE TRANSFER STATION FOR THE TRANSFER OF ORE TO A BARGE/SHIP IS LOCATED APPROX. 914 M (1,000 YD) OFF THE SEAWARD END OF PIER 10.

THE SHIP'S CHANDLER ARRANGES SERVICES. THE PIER HAS NO WATER, ELECTRICITY, STEAM, OR THE HOOKUPS. TELEPHONE SERVICES ARE PROVIDED AND RIGGED BY THE INDIAN ARMY SIGNAL CORPS.

B. FUEL, LUBE, AND DIESEL OIL. (1-85) (USDAO NEW DELHI) DFM AND NAVY DISTILLATE ARE AVAILABLE.

(3-85) (USS DOWNES) FUEL IS PROVIDED BY TRUCK AND PUMPED TO THE SHIP BY A SMALL, CENTRIFUGAL PUMP AT A RATE OF 95 GAL/MINUTE. IT TAKES 12 HRS TO TAKE ON 60,000 GAL OF FUEL. THE FUEL IS OF GOOD QUALITY.

C. MECHANICAL HANDLING FACILITIES. (3-85) (USS DOWNES) FOURTEEN GOOSENECK JIB CRANES WITH A LIFTING CAPACITY OF APPROX. 3 TONS, ARE ON THE QUAY.

D. DRYDOCKS AND REPAIR FACILITIES. (1-85) (USDAO NEW DELHI) THE GOVERNMENT OWNED GOA SHIP YARD (15°24'N/073°49'E) IS CAPABLE OF MINOR REPAIRS. THERE IS NO DRYDOCK AVAILABLE.



MARMAGOA, INDIA

E. WAREHOUSES AND STORAGE AREA. (3-85) (USS DOWNES) STORAGE WAREHOUSES FOR THE OFFLOADED CARGO (9 TOTAL) VARY IN SIZE AND SHAPE BUT APPEARED TO BE MORE THAN CAPABLE OF HANDLING THE LOCAL REQUIREMENTS.

F. STEVEDORES. (4-85) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (4-85) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-85) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-85) (USS DOWNES) THERE ARE APPROXIMATELY 35 BARGES AT THIS PORT.

B. WATER. (3-85) (USS DOWNES) WATER IS PROVIDED BY BARGE AND MUST BE CHLORINATED BEFORE USE.

C. AIRFIELDS. (4-85) (FICPAC) THE GOA/DABOLIM AIRPORT IS 2.4 KM (1.5 MI) SOUTHEAST FROM THE PORT. IT HAS AN EAST-WEST ORIENTED, ASPHALT RUNWAY 2,393 X 45.7 M (7,850 X 150 FT).

D. COMMUNICATIONS. (1-85) GOA PORT INITIAL CONTACT IS ON VHF CHANNEL 16 AND INPORT COMMUNICATION IS ON CHANNEL 12. VISITING SHIPS ARE REQUIRED TO MONITOR 3225/2 KHZ 48-HR PRIOR TO ARRIVAL. CALL SIGN IS FLAG OFFICER GOA AREA OR FOGA.

(3-85) THERE IS ONE CENTRAL TELEPHONE EXCHANGE LOCATED IN PANJIM FOR OVERSEAS TELEPHONE CALLS. OPERATOR ASSISTANCE IS REQUIRED AND THE OPERATOR SPEAKS ENGLISH. CALLS ARE VERY POOR. LOCAL CALLS FROM THE SHIP ARE EASY TO PLACE, BUT STATIC AND DISCONNECTIONS ARE COMMON. NO MAIL SERVICE WAS ATTEMPTED.

E. MEDICAL. (3-85) SEE A6/MED.

F. GASOLINE. (4-85) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (1-85) (USDAO NEW DELHI) FRESH FRUIT AND VEGETABLES ARE SEASONAL AND OF GOOD QUALITY. GOOD QUALITY SEAFOOD IS ALSO AVAILABLE.

H. GARBAGE. (3-85) (USS DOWNES) TWO 55-GAL DRUMS PROVIDED FOR THE TRASH AND GARBAGE WERE NOT ADEQUATE. GARBAGE TRUCK PICKED UP TRASH ONCE A DAY. LOCAL RESIDENTS NEAR THE PIER PROMPTLY DUMP CANS AND SORT THROUGH DEPOSITED TRASH AND GARBAGE LOOKING FOR ANY METAL OBJECTS.

4. PERSONALIA

A. CALLS. (3-85) (USS DOWNES) THE FOLLOWING CALLS WERE MADE: SENIOR INDIAN NAVAL OFFICER IN THE GOA AREA

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MARMAGOA, INDIA

FLAG OFFICER GOA AREA (FOGA), RADM JOHNSON (SPEAKS EXCELLENT ENGLISH,  
CHRISTIAN)  
LT GOVERNOR OF GOA  
DR. GOPAL SINGH (SIKH)

SHIP'S PLAQUES WERE PRESENTED.

THE INDIAN NAVY OFFICER OF THE GUARD (OG) BOARDS THE SHIP WITH THE PILOT. THE OG WILL BE IN FULL DRESS UNIFORM AND SHOULD BE MET BY AN OFFICER OF EQUAL RANK, ALSO IN FULL DRESS UNIFORM. THE FLAG OFFICER GOA AREA (FOGA) OBSERVED CLOSELY FROM A HELO AS DOWNES ARRIVED AND DEPARTED. MANNING THE RAIL IS APPROPRIATE DURING PORT ENTRY AND EXIT, EXCEPT FOR CEREMONIAL/OFFICIAL VISITS, SIDE BOYS AND PIPING THE SIDE IS NOT REQUIRED OR EXPECTED. SIDE BOYS AND PIPING THE SIDE IS EXPECTED FOR FLAG OFFICERS BOARDING AFTER SUNSET FOR CEREMONIAL/OFFICIAL VISITS.

ON THE FIRST DAY, 15 DOWNES CPO'S AND PO'S WERE INVITED TO A LUNCHEON BY THEIR INDIAN NAVY COUNTERPARTS AT THE NAVAL STATION. DOWNES HOSTED A RECEPTION THE FIRST EVENING INPORT FOR INDIAN OFFICERS AND LOCAL DIGNITARIES. GULF RIG UNIFORM WAS REQUIRED FOR EVENING EVENTS. THE FOLLOWING DAY, DOWNES HOSTED PROFESSIONAL TOURS OF THE SHIP FOR INDIAN OFFICERS AND A LUNCHEON FOR FOGA AND SENIOR INDIAN NAVAL OFFICERS. A LUNCHEON WAS ALSO HOSTED ON BOARD FOR SENIOR INDIAN NAVY PETTY OFFICERS. THE SECOND EVENING, RADM JOHNSON HOSTED A RECEPTION FOR DOWNES OFFICERS AT THE INDIAN NAVAL STATION. ADDITIONAL SHIP TOURS FOR INDIAN NAVY OFFICERS WERE CONDUCTED THE THIRD DAY. GIFTS SUCH AS BELT BUCKLES, BALL CAPS, AND UNIFORM INSIGNIAS PROVIDED FOR GOOD EXCHANGE ON INFORMAL BASIS. CIGARETTE LIGHTERS ARE NOT RECOMMENDED FOR EXCHANGE DUE TO THE SCARCITY OF LIGHTER FLUID IN INDIA.

GENERAL SHIP VISITING WAS NOT CONDUCTED; HOWEVER, MANY LOCALS WERE ATTRACTED TO THE DOCK AREA TO VIEW THE SHIP.

B. HONORS. (1-85) (USDAO NEW DELHI) GOA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (1-85) THE UNION TERRITORY OF GOA HAS A POPULATION OF 10 MILLION PEOPLE SPREAD OVER 3,600 SQ KM (1,406 SQ MI). UNDER PORTUGUESE RULE FROM 1510 TO 1961, PORTUGUESE CULTURE AND TRADITION IS STILL PRESENT. THE POPULATION IS ROUGHLY SPLIT BETWEEN HINDUS AND CHRISTIANS. THE CAPITAL IS PANAJI. INDIAN NAVY FACILITIES IN MARMAGOA INCLUDE THE NAVAL AIR STATION AT INS HANSA (15°23'N/073°50'E), THE NAVAL TRAINING CENTER AT INS MANDOVI (15°30'N/073°48'E), THE NAVAL STATION HOSPITAL, AND HYDROGRAPHIC SCHOOL AT INS GOMANTAK (15°24'N/073°49'E). THE INDIAN ARMY HAS A SIGNAL TRAINING CENTER NEAR PANAJI (15°28'N/073°51'E). THE MANY OLD PORTUGUESE CHURCHS, THE BEACHES, PICTURESQUE VILLAGES, AND WATERWAYS PROVIDE INTERESTING SIGHTSEEING. BUS TOURS ARE AVAILABLE. NIGHT LIFE IS LIMITED TO THE TOURIST HOTELS.

B. LIBERTY. (3-85) (USS DOWNES) LIBERTY WAS GRANTED EACH DAY TO EXPIRE AT 2330. LIBERTY PARTIES WERE STRUCTURED, CONSISTING OF GROUPS OF 5-10 PEOPLE WITH A CPO OR PETTY OFFICER FIRST CLASS IN CHARGE. AS REQUESTED BY THE INDIAN NAVY, ALL E6 AND BELOW WERE REQUIRED TO BE IN

MARMAGOA, INDIA

UNIFORM (WHITES). LIBERTY TIME WAS SPENT ON TOURS, SHOPPING, AND GOING TO THE BEACHES. THERE IS ESSENTIALLY NO NIGHT LIFE IN GOA.

THE SHORE PATROL EFFECTIVENESS IN THIS PORT IS LIMITED. THE INDIAN POLICE DO NOT HAVE A COOPERATIVE POLICY WHEN WORKING WITH FOREIGN "SHORE PATROL." THE INDIAN POLICE WERE HEARD TO SAY THAT IF ONE OF THE SHIP'S SAILORS WAS IN TROUBLE, THERE WOULD BE NOTHING THE SHORE PATROL COULD DO TO HELP THE MAN. THERE IS NO CENTRALIZED LOCATION PROVIDED TO FACILITATE SHORE PATROL.

C. CLUBS AND BARS. (3-85) (USS DOWNES) HOTEL BARS OFFER GOOD QUALITY. THE TOURIST HOTELS OFFER BARS CLOSELY RESEMBLING WESTERN BARS, SUCH AS THE OBEROI AND FORT AGUADA.

D. RESTAURANTS. (3-85) (USS DOWNES) MOST GOOD RESTAURANTS WERE FOUND IN HOTELS SUCH AS THE OBEROI, FORT AGUADA, AND LACOQUIERO ON THE OUTSKIRTS OF PANJIM. THE CAVALLO HOTEL, LOCATED AT BAGA BEACH, IS POPULAR AND INEXPENSIVE.

E. HOTELS. (3-85) SEE PARS C AND D.

F. ATHLETICS. (3-85) (USS DOWNES) SPORTS ARE VERY IMPORTANT TO THE INDIAN NAVY. PRIMARY SPORTS ARE FOOTBALL (SOCCER), CRICKET, VOLLEYBALL, TENNIS, GOLF, AND BADMINTON. WHILE IN GOA, THE DOWNES' SOCCER TEAM PLAYED A MATCH AGAINST THE LOCAL NAVY ALL-STAR TEAM AT HANSA AIRFIELD IN FRONT OF ABOUT 200 ENTHUSIASTIC SPECTATORS. THE INDIAN TEAM WON A SPIRITED MATCH 5-2. THE TEAM WAS WELL RECEIVED AND THE CROWD CHEERED BOTH TEAMS ENTHUSIASTICALLY. ALSO AVAILABLE FOR U.S. NAVY USE WERE THE GOLF COURSE AND TENNIS COURTS AT HANSA AIRBASE. THE MAJOR FORM OF RECREATION IN GOA IS SWIMMING.

G. BEACHES. (3-85) (USS DOWNES) BAGA BEACH WAS FREQUENTED BY DOWNES PERSONNEL. IT IS ABOUT 10-MILE LONG WITH BEAUTIFUL WARM WATER, CLEAN SAND, SMALL CROWDS, AND AMPLE REFRESHMENTS. MANY TOURISTS REGARD THIS BEACH AS CLOTHING OPTIONAL. THE GOAN BEACHES ARE FREQUENTED BY EUROPEAN TOURISTS. THE BEACH OFFER A GREAT CHANCE FOR QUIET, REST, AND RELAXATION. A BEAUTIFUL SETTING ALSO AVAILABLE FOR THE LESS ADVENTUROUS SWIMMERS WAS THE POOL AT THE OBEROI HOTEL WHICH IS MADE AVAILABLE TO DOWNES SAILORS THROUGHOUT THE VISIT.

H. CHURCHES. (3-85) (USS DOWNES) GOA LIKE THE REST OF INDIA IS DIVIDED INTO THREE BASIC RELIGIONS, WITH A SMALL PERCENTAGE BELONGING TO A FEW OTHERS (SUCH AS SIKH'S). THE RELIGIONS MAINLY PRACTICED IN THIS AREA ARE CHRISTIAN, HINDU, AND MUSLIM. THERE ARE HOUSES OF WORSHIP FOR ALL THESE RELIGIONS LOCATED THROUGHOUT THE GOA AREA AND IT IS NOT DIFFICULT TO FIND OR ATTEND THESE SERVICES. THE LOCAL POPULATION IS VERY MUCH SEGREGATED IN THE WAY THEY LIVE, WITH CHRISTIANS IN ONE AREA AND HINDU'S IN ANOTHER. THE SIKH'S ARE NOT WELL LIKED IN THE AREA AND IT WAS REPORTED THAT THERE WAS SOME VIOLENCE IN THE AREA WHEN INDIRA GANDHI WAS ASSASSINATED.

MARMAGOA, INDIA

I. TRANSPORTATION. (3-85) (USS DOWNES) TRANSPORTATION IS EASILY OBTAINABLE ONCE OUTSIDE THE PIER AREA GATE. TAXIS ARE THE BEST WAY TO GET AROUND THE PORT AND PRICES ARE NEGOTIABLE. WHEN WANTING TO TRAVEL LONG DISTANCES, RECOMMEND HIRING A DRIVER FOR THE DAY (RS 300). MOST ROADS ARE PAVED BUT ARE VERY NARROW. BUSES, BICYCLES, AND MOTOR SCOOTERS ARE USED EXTENSIVELY BY LOCAL RESIDENTS FOR TRAVEL. MOST TAXI DRIVERS SPEAK ENGLISH, WHICH MAKES IT VERY EASY TO GET AROUND.

(1-85) (USDAO NEW DELHI) BUSES AND CARS WITH DRIVERS MAY BE RENTED FOR SHIP'S USE. TAXIS AND AUTO RICKSHAWS ARE UNMETERED AND PRICES MUST BE NEGOTIATED IN ADVANCE. GOA IS LINKED TO THE MAJOR INDIAN CITIES BY FREQUENT AIRLINE FLIGHTS.

J. TOURS. (3-85) (USS DOWNES) THREE BASIC TOURS WERE OFFERED DURING THE SHIP'S STAY IN GOA, AND ARRANGEMENTS FOR THE TOURS WERE MADE THROUGH THE U.S. NAVAL ATTACHE WITH PERSONAL INVOLVEMENT OF AMCONSUL BOMBAY.

TOUR ONE INCLUDED A VISIT TO HINDU TEMPLES, PALMNUIT HARVESTERS, ABORIGINAL VILLAGE, AND A LUNCH AT A BEACH RESTAURANT AND SWIM - COST WAS \$16.00.

TOUR TWO PROVIDED A BUS TO PANJIM (MAIN SHOPPING AREA), LUNCH AND SWIM AT THE BEACH, RIVER BOAT RIDE TO OLD GOA FOR TOUR OF OLD CATHOLIC CATHEDRALS - COST \$24.00.

TOUR THREE INCLUDED A BUS TO THE INTERIOR AND A TREK TO A TROPICAL WATERFALL WITH LUNCH AT THE FALLS - COST \$10.00.

TOURS ONE AND TWO WERE WELL RECEIVED BECAUSE OF THEIR HISTORICAL PERSPECTIVE. TOUR THREE WAS WELL RECEIVED, BUT IT IS ADVISED THAT PARTICIPANTS WEAR APPROPRIATE ATTIRE AS THE TOUR IS VERY STRENUOUS AND NOT FOR THE "ARMCHAIR ADVENTURER." WHITES WERE WAIVED FOR THE JUNGLE TOUR.

THE HIGHLIGHT TOUR OF THE VISIT WAS A SPECIAL CULTURAL EVENING AT A PORTUGUESE MANSION. FOLK SINGING, DANCING, GOAN FOOD, AND CULTURAL INTERACTION WITH LOCAL VILLAGERS WERE THE HIGHLIGHT OF THE EVENT - COST \$30.00. IN ADDITION TO SCHEDULED TOURS, DOWNES HIRED TWO BUSES FOR SHUTTLE SERVICES. ONE BUS TOOK CREWMEMBERS TO BAGA, A LOCAL BEACH, AND THE SECOND BUS TOOK MEMBERS TO PANJIM FOR SHOPPING.

MR. STEPHEN PEREIRA, OWNER OF GOA TOURS, WAS MOST HELPFUL AND HAD AT HIS ASSISTANCE VERY ENTHUSIASTIC, KNOWLEDGEABLE TOUR GUIDES. TOURS ARE HIGHLY RECOMMENDED BUT MUST BE SCHEDULED WELL IN ADVANCE (3 WEEKS) OF ARRIVAL. MR. CAHILL, AMCONSUL BOMBAY, CAME TO MARMAGOA AND INITIALLY TOOK PERSONAL CHARGE OF TOURS AND RECREATION. HIS ASSISTANCE AND INTEREST DID MUCH TO ENSURE THE BEST TOURS AND ACTIVITIES POSSIBLE.

K. SHOPPING. (3-85) (USS DOWNES) SHOPPING IN THE GOA AREA IS LIMITED. CREWMEMBERS FOUND SEMI-PRECIOUS STONES, TAPESTRY ITEMS, AND SANDALWOOD CARVINGS TO BE GOOD BUYS. BARGAINING IS EXPECTED AND ENCOURAGED. ITEMS CAN USUALLY BE PURCHASED FOR ONE QUARTER TO ONE HALF OF LISTED PRICE. POPULAR SHOPPING AREAS ARE PANJIM AND MARGAO. THE MAPUSA SHOPPING AREA IS NOT SUGGESTED. SHOPS USUALLY CLOSE FOR TWO TO THREE HOURS IN THE AFTERNOON FOR SIESTA. THE TOURIST HOTELS HAVE GIFT SHOPS AND MOST WELCOME VISA AND AMERICAN EXPRESS CARDS.

MARMAGOA, INDIA

L. THEATER AND CINEMA. (4-85) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (3-85) (USS DOWNES) CURRENCY EXCHANGE WAS ARRANGED BY AMERICAN EMBASSY NEW DELHI FOR EXCHANGE ONBOARD SHIP. THE SHIP REQUESTED \$15K WORTH OF CURRENCY. THE DAO HAD NO DIFFICULTY IN PROVIDING THE REQUESTED AMOUNT. THE RATES OF EXCHANGE:

LOCAL BANKS - RS 12.97 TO \$1.00 U.S.

MERCHANTS - RS 14.5 TO \$1.00 U.S.

BAGA BEACH - RS 12.8 TO \$1.00 U.S.

THE EXCHANGE RATE ONBOARD SHIP WAS RS 13 TO \$1.00 U.S. MOST TOURIST HOTELS WILL EXCHANGE MONEY, BUT A PASSPORT IS SOMETIMES REQUIRED. WHEN USING TRAVELERS CHECKS, THE EXCHANGE RATE IS SOMEWHAT HIGHER. CREDIT CARDS (MASTERCARD, VISA, AND AMERICAN EXPRESS) COULD BE USED AT THE HOTELS. SOME LOCAL MERCHANTS ACCEPTED AMERICAN CURRENCY (PREFERRED LARGE DENOMINATIONS) DUE TO THE FACT THAT THE LOCAL POPULATION EARNS, ON THE AVERAGE, RS 300 TO RS 600 A MONTH (\$23 TO \$46). THE U.S. DOLLAR HAS CONSIDERABLE PURCHASING POWER. A TAX OF 16% IS PLACED ON MOST STORE BOUGHT ITEMS.

SECURITY OF THE PIER AREAS WAS GENERALLY POOR THROUGHOUT THE ENTIRE PORT FACILITY. THERE WERE USUALLY TWO UNIFORMED SECURITY GUARDS GUARDING THE PIER AREA AT ALL TIMES. THESE GUARDS ARE BASICALLY INEFFECTIVE AND CARRY NO WEAPONS EXCEPT FOR A STEEL TIPPED CANE. THE GUARDS AT THE MAIN ENTRANCE GATE ALLOW ALMOST ANYONE TO PASS THROUGH FOR AN INSIGNIFICANT (5 RUPEES) BRIBE. THE PIER GUARD ALLOWED ALL ONCOMERS (SINGLE OR GROUPS OF PEOPLE) TO APPROACH THE SHIP WITHOUT QUESTION AND WERE OBSERVED SLEEPING DURING NIGHT HOURS. THE PIER GUARDS ALSO ALLOWED MERCHANTS TO SELL THEIR GOODS NEAR THE SHIP FOR A SMALL BRIBE. THE PIER ITSELF WAS WELL LIGHTED AT NIGHT AND HAD ONLY ONE ACCESS ROAD (TWO LANE, DIRT). THE BAY APPROACH TO THE SHIP CREATED VARIOUS SECURITY RISKS DUE TO THE LARGE AMOUNT OF SMALL FISHING BOATS IN THE VICINITY. SECURITY OF THE PIER FACILITY CONSISTED OF ONE MAIN GATE WHICH CONSISTED OF A LEVER TYPE GATE POLE AND APPROXIMATELY 6 UNARMED GUARDS. THE ENTIRE COMPLEX WAS SURROUNDED BY A SINGLE BARBED WIRE FENCE.

MAJOR HOLIDAYS

1 JAN	NEW YEAR'S DAY
26 JAN	REPUBLIC DAY
15 AUG	INDEPENDENCE DAY
2 OCT	MAHATMA GANDHI'S BIRTHDAY
- - -	VARIOUS RELIGIOUS FESTIVALS

COMPILED BY: MRS. KAY DeVAUL, FICPAC (4-85).



MARMAGOA, INDIA

MEDICAL. (3-85) (USS DOWNES) AMEBIOSIS IS EXTREMELY COMMON IN THE GOA AREA. BOTTLED WATER IS HIGHLY RECOMMENDED AND READILY AVAILABLE. MALARIA IS PREVALENT IN THIS AREA, ESPECIALLY THE VIVAX VARIETY. SOME CHLOROQUINE RESISTANCE HAS BEEN REPORTED. DENGUE FEVER, WHILE PREVALENT IN INDIA, IS NOT A MAJOR PROBLEM IN THE GOA AREA.

INHS JEOVANTI, LOCATED ON THE NAVAL STATION, IS THE NAVAL HOSPITAL OF THE AREA AND IS WILLING TO SEE PATIENTS FROM U.S. NAVY SHIPS. IT IS AN 80-BED FACILITY WITH TWO OPERATING ROOMS AND A ONE-BED INTENSIVE CARE UNIT. A GENERAL SURGEON, ANESTHESIOLOGIST, GYNECOLOGIST, AND INTERNIST MAKE UP THE STAFF ALONG WITH THREE GENERAL MEDICAL OFFICERS. X-RAY FACILITIES AND LIMITED LAB PROCEDURES SUCH AS COMPLETE BLOOD COUNT, ELECTROLYTES, AND LIVER FUNCTIONS, ARE AVAILABLE.

THERE ARE OTHER CIVILIAN HOSPITALS IN THE AREA AVAILABLE FOR EMERGENCY USE, BUT ALL ARE POORLY EQUIPPED.

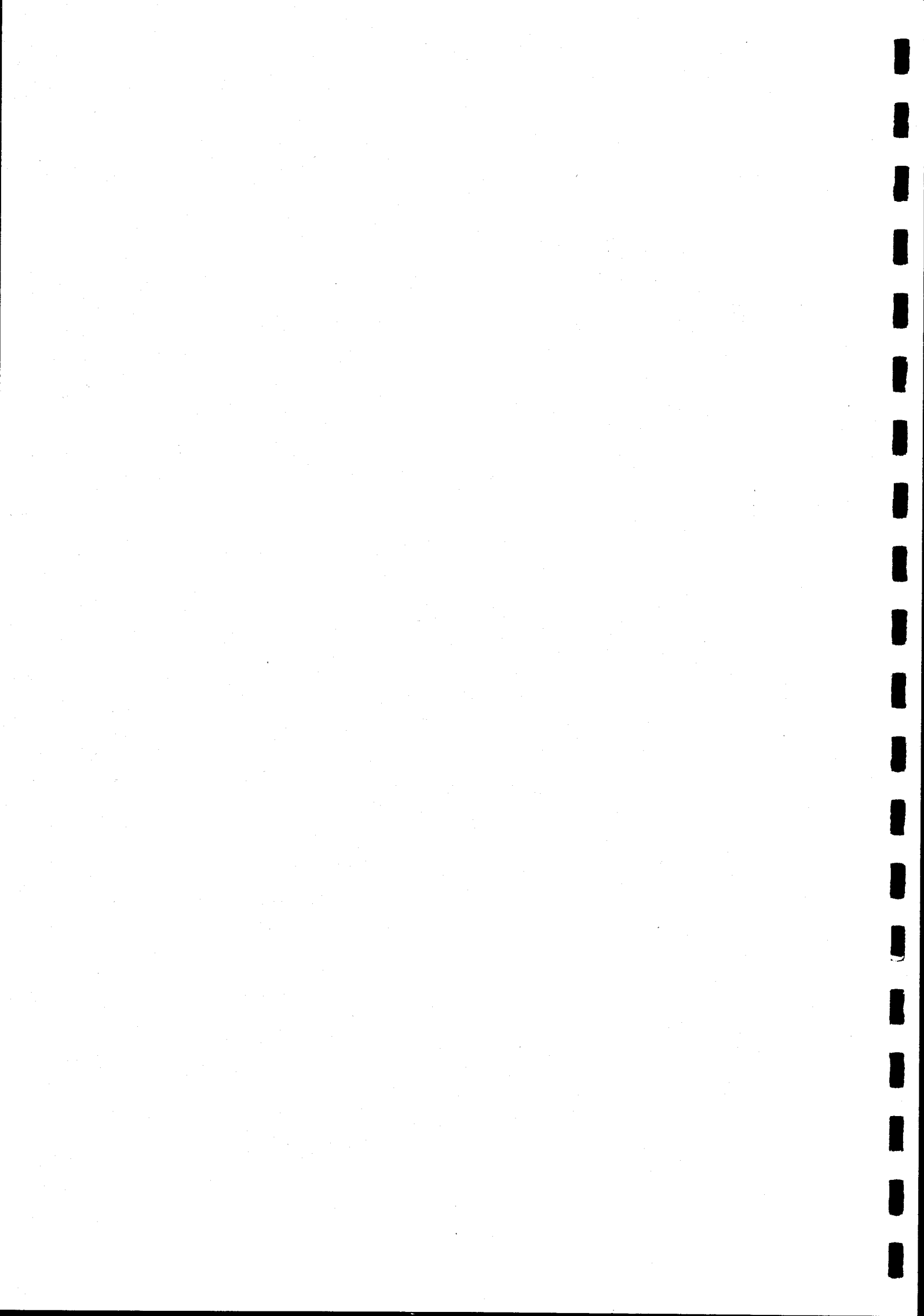
DRUGS ARE READILY AVAILABLE THROUGHOUT THE GOA AREA FOR A LOW PRICE AND ARE USED BY MANY OF THE POPULATION. THE MAIN USERS OF THE DRUGS (PRIMARILY HASHISH) ARE THE TOURISTS THAT COME TO THE AREA TO TAKE ADVANTAGE OF BOTH THE LOW COST OF LIVING AND DRUGS. NOTED PRICES FOR THE DRUGS ARE AS FOLLOWS:

- 1 KILO (2.1 LBS) OF HASH/MARIJUANA FOR 600 RUPEES (APPROX. \$46.00)
- 10 GRAMS OF COCAINE FOR 10 RUPEES (APPROX. 85 CENTS)

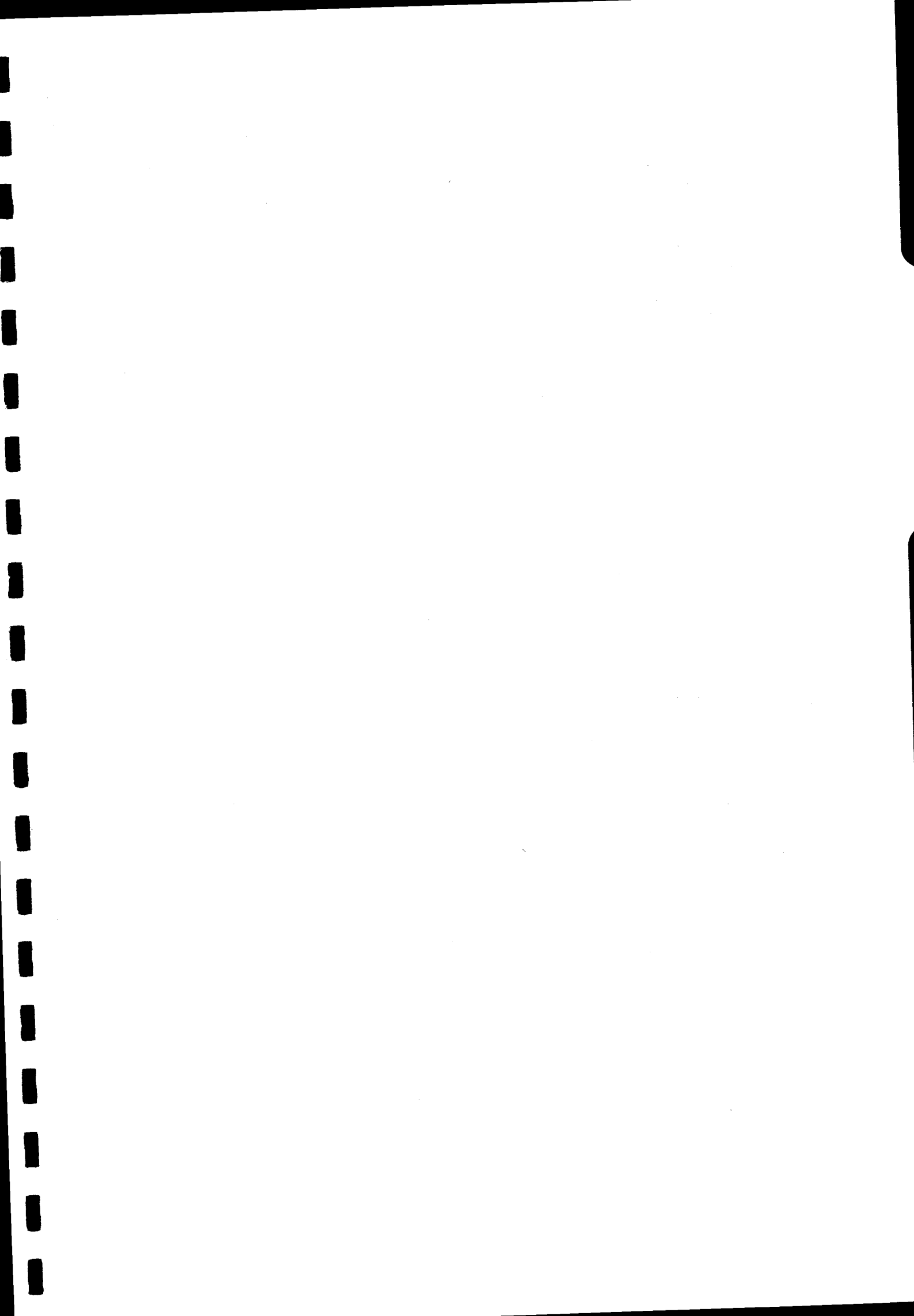
THE USE OF DRUGS IN THE AREA IS VERY NONCHALANT AND THE FEAR OF BEING ARRESTED FOR THE USE OF DRUGS IS NON-EXISTANT DUE TO THE INADEQUATE FINES PLACED AGAINST THEM IF CAUGHT SELLING OR FOR POSSESSION - THE AVERAGE FINE FOR SELLING DRUGS IS 600 RP AND FOR POSSESSION THE FINE IS APPROX. 300 RP (\$23.00). WHEN ASKED IF THE INDIAN NAVY USED THESE DRUGS, THE RESPONSE WAS "NO." ADDITIONAL DRUG ABUSE PREVENTION TRAINING SHOULD BE COMPLETED BY USN SHIPS BEFORE ENTERING PORT.

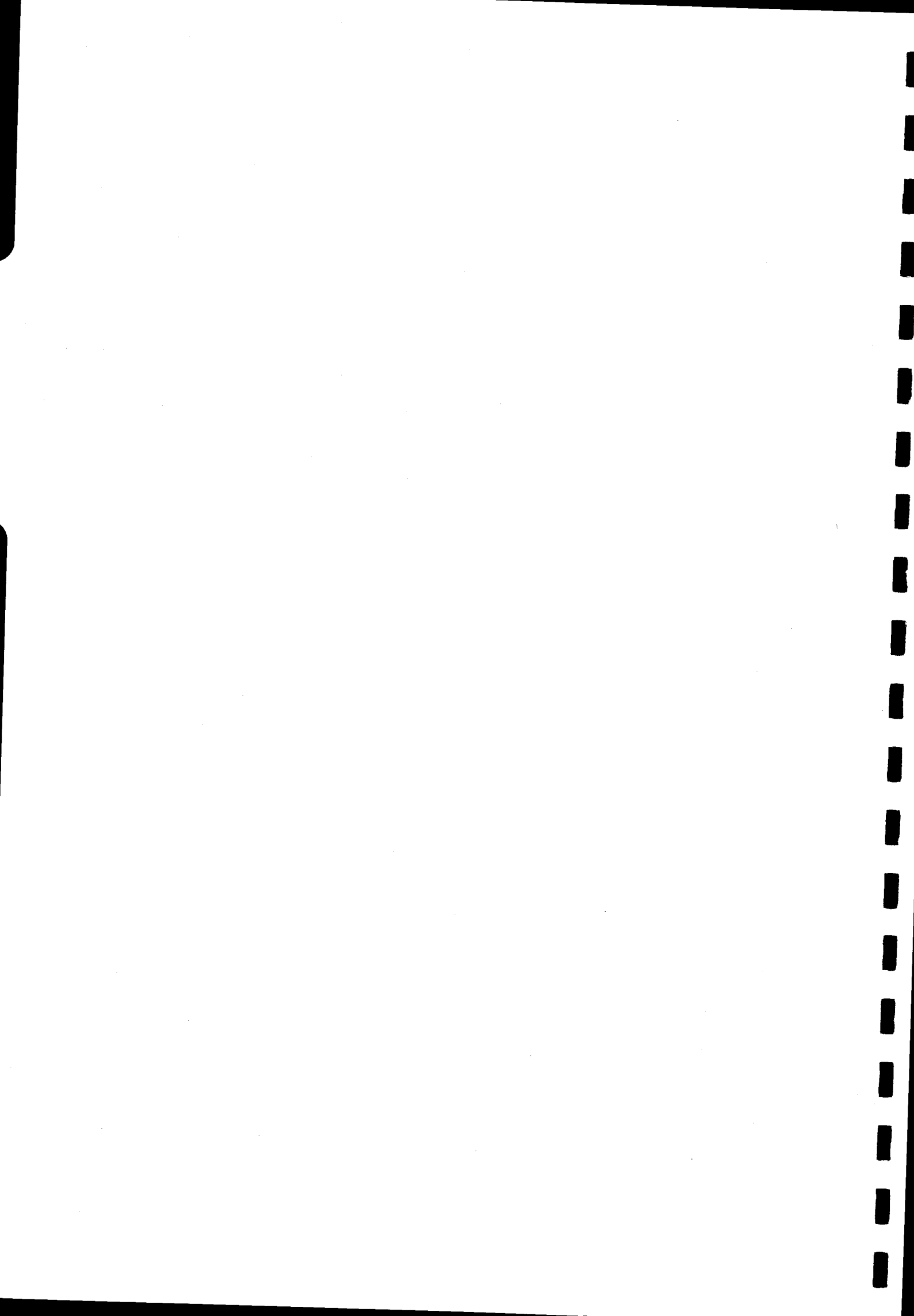
(1-85) (USDAO NEW DELHI) WATER, UNCOOKED VEGETABLES AND FRUIT ARE NORMALLY CONTAMINATED AND ARE A MAJOR SOURCE OF GASTRO ENTERITIS. BOTTLED SOFT DRINKS ARE SAFE AS IS LOCAL BEER. A LOCAL BREW MADE FROM THE CASHEW FRUIT CALLED FEENI CAN CONTAIN THE POISONOUS CHARACTER OF UNCOOKED CASHEW NUTS. VENEREAL DISEASE IS COMMON AND UNCONTROLLED AMONG THE SMALL PROSTITUTE POPULATION OF VASCO DA GAMA.

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COLOMBO, SRI LANKA

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) THE PORT OF COLOMBO 06-56N/79-50E) IS LOCATED ON THE SOUTHWEST COAST OF THE ISLAND OF SRI LANKA. IT IS AN IMPROVED COASTAL HARBOR ENCLOSED BY THREE BREAKWATERS.

B. APPROACHES, LIGHTS, ETC. (FEB 88) (USS FRANCIS HAMMOND) DMAHTC PUB 173 (3RD ED 86) AND CHART 63233 WERE USED. THE APPROACH TO COLOMBO WAS STRAIGHTFORWARD. A LARGE SUPERTANKER BUOY LOCATED AT 06-58-30N/079-46-30E WAS EASILY VISIBLE ALTHOUGH UNLIT. IT WAS PICKED UP ON RADAR AT A RANGE OF 5 NM. A BUOY LISTED IN NOTICE TO MARINERS LOCATED AT 06-58.30N/079-50.30E WAS NEVER SIGHTED DESPITE USING A COURSE THAT PASSED WITHIN 100 YDS OF ITS ALLEGED LOCATION. A COURSE OF 148°T WAS USED FOR ENTERING THE WEST ENTRANCE VICE 332°T.

C. PILOTAGE. (FEB 88) (USS FRANCIS HAMMOND) THE PILOT EMBARKED JUST TO THE SOUTHEAST OF THE CHARTED PILOT PICK-UP. DESPITE CONFIRMED ETA AT THE PILOT PICK-UP POINT, THE SHIP WAS ASKED TO ARRIVE ONE HALF HOUR EARLY WHEN COMMUNICATIONS WERE ESTABLISHED WITH "COLOMBO PILOT STATION". ARRANGEMENTS TO MOOR TO QUEEN ELIZABETH QUAY FELL THROUGH AND THE SHIP MED MOORED TO A BUOY. THE PILOT AND A TUG USED TO AFFECT MOORING WERE OF DUBIOUS QUALITY.

D. ENTRANCE. (FEB 88) NUMEROUS SMALL FISHING BOATS AT THE ENTRANCE AND IN THE WATERS AROUND THE HARBOR RESTRICTED MANEUVERING. AN EARLY SETUP FOR A STRAIGHT-IN APPROACH TO THE HARBOR IS RECOMMENDED.

E. CHANNEL. (FEB 88) CONSULT PUB 173.

F. ANCHORAGES. (FEB 88) (USS FRANCIS HAMMOND) THE SHIP MED MOORED TO BUOY 20, REFERRED TO AS BERTH 17 BY THE PILOT.

G. WRECKS AND OBSTRUCTIONS. (FEB 88) CONSULT PUB 173.

H. TIDES AND CURRENTS. (FEB 88) CONSULT PUB 173.

I. WEATHER AND WINDS. (NOV 86) (CTU 75.9.1) THE BEGINNING OF NE MONSOON, WINDS WERE FROM WNW 8-20 KTS. TEMPERATURES WERE 79-87°F AND WEATHER WAS PARTLY CLOUDY WITH RAIN IN THE EVENING OF DEPARTURE.

## 2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (FEB 88) (USS FRANCIS HAMMOND) A SMALL BOAT PIER AT THE SOUTHEASTERN END OF QUEEN ELLIZABETH QUAY WAS USED AS THE BOAT LANDING FOR WATER TAXIS.

(NOV 87) (USDAO COLOMBO) THERE ARE 18 ALONGSIDE BERTHS AND 16 MID-STREAM BERTHS WITH A FULL RANGE OF MODERN SUPPORT FACILITIES. LATTER INCLUDE AROUND-THE-CLOCK FRESH WATER SUPPLY, A 1,300-TON-PER-HOUR OIL WHARF, AND FULL BUNKER SERVICE.

B. FUEL, LUBE, AND DIESEL. (FEB 88) (USS FRANCIS HAMMOND) F-76 WAS TAKEN ON AND DELIVERED VIA 60,000-GAL LIGHTER. FUEL WAS PUMPED THROUGH A 15.2 CM (6 IN) CONNECTION AT A RATE OF 26,000 GALS/HR. FUEL PIPE ON LIGHTER HAD TO BE CLEANED OUT PRIOR TO COMMENCING PUMPING TO REMOVE BLACK

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### COLOMBO, SRI LANKA

OIL REMAINING FROM PREVIOUS DELIVERIES. FUEL WAS PURCHASED FROM THE CEYLON PETROLEUM COMPANY VIA THE HUSBANDING AGENT AT A COST OF 59 CENTS PER GALLON.

C. MECHANICAL HANDLING FACILITIES. (FEB 88) VARIOUS CRANES ARE AVAILABLE. AUTOMOTIVE CRANES HAVE LIFT CAPABILITIES UP TO 80 TONS WITH A HOIST OF 24.4 M (80 FT), AND ONE FLOATING CRANE HAS A LIFT CAPACITY OF 30 TONS AND A HOIST OF 18.3 M (60 FT). ALL CRANES ARE PRIVATELY OWNED AND REQUIRE CONTRACTS FOR USE.

D. DRYDOCKS AND REPAIR FACILITIES. (NOV 87) (USDAO COLOMBO) THERE IS A MODERN DRYDOCK WITH A 100,000 DWT CAPACITY.

E. WAREHOUSES AND STORAGE AREAS. (NOV 87) (USDAO COLOMBO) THERE ARE 35 TRANSIT SHEDS, RANGING IN CAPACITY FROM 7,000 TO 170,000 CUBIC METERS, SCATTERED THROUGHOUT THE PORT.

F. STEVEDORES. (FEB 88) SKILLED AND UNSKILLED GANGS ARE AVAILABLE.

G. PORT CAPACITY. (FEB 88) THE PORT CAN ACCOMMODATE ONE LARGE OR TWO SMALLER SHIPS. PORT CONGESTION WILL NOT SUPPORT A BG VISIT.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (FEB 88) THERE ARE APPROXIMATELY 14,400 KM (9,000 MI) OF GOVERNMENT-OWNED AND CONTROLLED RAILWAY IN SRI LANKA, CONNECTING COLOMBO WITH ALL PRINCIPAL CITIES AND DISTRICTS OF THE ISLAND. BLOCK JETTY AND GUIDE PIER ARE SERVED BY RAIL. COLOMBO IS A PORT OF CALL FOR MANY STEAMSHIP LINES FROM EUROPE, THE FAR EAST, BAY OF BENGAL, DUTCH EAST INDIES, AUSTRALIA, AND NORTH AMERICA.

### 3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 88) (USS FRANCIS HAMMOND) LIGHTERS USED FOR FUEL AND WATER WERE ARRANGED WITH THE CARGO BOAT DISPATCH COMPANY LIMITED VIA THE HUSBANDING AGENT.

B. DREDGES AND MISCELLANEOUS CRAFT. (FEB 88) (USS FRANCIS HAMMOND) THE HARBOR WAS DREDGED TO A DEPTH OF 11.9 M (39 FT), BUT NO DREDGING ACTIVITY WAS WITNESSED. SEVERAL LARGER, PONDEROUS DHOWS MAKE USE OF THE HARBOR.

C. WATER. (FEB 88) (USS FRANCIS HAMMOND) WATER RECEIVED WAS OF GOOD QUALITY WITH A CHLORINE RESIDUAL OF .005 PPM FAC. NO EVIDENCE OF OFF TASTES, ODORS, OR COLORS. WATER WAS DELIVERED VIA 5,000-GAL CAPACITY LIGHTERS AT A RATE OF 4,000 GAL/HR, USING 6.35 CM (2.5 IN) CONNECTIONS.

D. AIRFIELDS. (FEB 88) COLOMBO/KATUNAYAKE INTERNATIONAL AIRPORT IS LOCATED AT KATUNAYAKE 14 NM NORTH OF COLOMBO. IT HAS A CONCRETE RUNWAY WITH A DIMENSION OF 3,368 X 45.7 M (11,050 X 150 FT) AND AN ORIENTATION OF 040/220 AND IS USED BY BOTH CIVILIAN AND SRI LANKA AIR FORCE AIRCRAFT.

COLOMBO/RATMALANA AIRPORT IS 6 NM SOUTH OF COLOMBO AND HAS AN ASPHALT RUNWAY WITH A DIMENSION OF 1,833 X 45.7 M (6,013 X 150 FT) AND AN ORIENTATION OF 040/220. RATMALANA IS A CIVILIAN AIRPORT AND JET "A" FUEL IS AVAILABLE.

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COLOMBO, SRI LANKA

E. COMMUNICATIONS. (FEB 88) (USS FRANCIS HAMMOND) CONSULT COMSEVENTHFLT CEI FOR COMMUNICATIONS RESTRICTIONS. CONUS CALLS CAN BE MADE AT ALL MAJOR HOTELS. WAITING TIME IS MINIMAL. NO OVERCHARGING WAS EXPERIENCED. OPERATORS SPOKE ENGLISH WELL.

F. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN COLOMBO ARE POOR. THE GOVERNMENT OF SRI LANKA IS ATTEMPTING TO INCREASE SEWERAGE FACILITIES, SUBSIDIZE HOME LATRINE CONSTRUCTION, AND INCREASE THE SUPPLY OF SAFE DRINKING WATER. HOWEVER, AT THE PRESENT TIME, WATER IS NOT POTABLE, AND STANDARDS OF PERSONAL AND FOOD HYGIENE ARE LOW. DURING SEASONAL MONSOONS ENVIRONMENTAL SANITATION CONDITIONS BECOME WORSE.

PREVALENT ENTERIC DISEASES INCLUDE HEPATITIS, AMEBIASIS, TYPHOID FEVER, GIARDIASIS, SHIGELLOSIS, AND CHOLERA. SHIGELLOSIS WAS EPIDEMIC DURING LATE 1978 AND REMAINS A SERIOUS HEALTH THREAT TODAY. CHOLERA OUTBREAKS OCCURRED AS LATE AS SEPTEMBER 1981. FILARIASIS, VIRAL ENCEPHALITIS, AND DENGUE HEMORRHAGIC FEVER ARE VECTORBORNE DISEASE THREATS. MALARIA IS PRESENT THROUGHOUT SRI LANKA EXCEPT IN COLOMBO. DRUG RESISTANT PLASMODIUM FALCIPARUM HAS NOT BEEN REPORTED FOR OVER FIVE YEARS IN SRI LANKA. OTHER PREVALENT DISEASES INCLUDE TUBERCULOSIS AND OTHER RESPIRATORY ILLNESSES, TETANUS, RABIES, AND SEXUALLY TRANSMITTED DISEASES.

(JUL 86) (CTU 70.6.10) THERE ARE NO MILITARY MEDICAL FACILITIES AVAILABLE AND SRI LANKA GENERAL HOSPITAL IS NOT RECOMMENDED. USS DAVID R RAY USED A PRIVATE HOSPITAL, NAWALDKA, UPON AMEMBASSY'S RECOMMENDATION, AND FOUND THE FACILITY AND PHYSICIANS ADEQUATE. AMEMBASSY NURSE IS AVAILABLE FOR LIAISON ASSISTANCE IN ALL MEDICAL MATTERS. ALTHOUGH CHARGES FOR HOSPITAL AND AMBULANCE SERVICES WERE REASONABLE, PAYMENT WAS REQUIRED IMMEDIATELY AFTER SERVICES WERE RENDERED. RECOMMENDED REVIEWING WITH AMEMBASSY DAO THE POSSIBILITY OF ACQUIRING "LETTER OF GUARANTEE" IN ADVANCE.

NO QUARANTINE DECLARATION OR DERAT CERTIFICATE WAS REQUESTED. VESSELS WERE NOT BOARDED BY QUARANTINE OFFICIALS.

G. GASOLINE. (FEB 88) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (FEB 88) HUSBANDING AGENT AND CHANDLER PROVIDED GOOD SERVICE. CHANDLER WAS ABLE TO DELIVER 90% OF REQUESTED SUBSISTENCE ITEMS WITHIN 24 HOURS. HUSBANDING AGENT DEALT ONLY WITH PIER AND PORT SERVICES AND ATTEMPTED TO RESOLVE ANY SCHEDULING DIFFICULTIES IN A REASONABLE AND TIMELY MANNER. BILLING TECHNIQUE OF THE HUSBANDING AGENT WAS SOMEWHAT UNIQUE. PERSONAL FEES AND TRANSPORTATION COSTS WERE BILLED AS SEPARATE CHARGES. ADDITIONALLY, A BILL WAS SUBMITTED FOR "SUNDRIES" WHICH WAS INTENDED TO SERVE AS "PALMING MONEY" FOR PIER AND PORT.

H. GARBAGE DISPOSAL. (FEB 88) (USS FRANCIS HAMMOND) SMALL BOATS WERE PROVIDED TWICE DAILY SERVICE, AND SERVICE WAS ARRANGED THROUGH FAZAL LEBBE. COST WAS US\$40.00 PER DAY.

#### 4. PERSONALIA

A. CALLS. (FEB 88) (USS FRANCIS HAMMOND) CALLS MAY BE MADE ON:  
U.S. AMBASSADOR  
CHIEF OF STAFF, SRI LANKA NAVY

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(CH-9)

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COLOMBO, SRI LANKA

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

## 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 88) (FICPAC) THE CITY OF COLOMBO WAS FIRST SETTLED BY THE PORTUGUESE IN 1517. THEY NAMED IT AFTER CHRISTOPHER COLOMBUS, WHO GAVE THE ISLAND ITS FORMER NAME OF CEYLON. THE PORTUGUESE CONTROLLED MOST OF THE LOWLAND FOR THEIR TRADE, SO THE SINHALESE WERE CONFINED MAINLY TO THEIR KINGDOM OF KANDY IN THE CENTRAL HIGHLANDS. THE PORTUGUESE WERE EVENTUALLY DRIVEN OUT BY THE DUTCH WHO CAPTURED COLOMBO IN 1656. MANY OF THE DUTCH FAMILIES REMAINED ON THE ISLAND. IN 1795, THE BRITISH EAST INDIA COMPANY SENT AN EXPEDITION TO SRI LANKA THAT CAPTURED FIRST TRINCOMALEE AND THEN COLOMBO. SRI LANKA EVENTUALLY BECAME A BRITISH CROWN COLONY IN 1802.

IN POLITICAL TERMS, SRI LANKA ENJOYED A RELATIVELY PEACEFUL 19TH CENTURY BUT HAD TO COPE WITH CONSIDERABLE ECONOMIC PROBLEMS. CINNAMON AND COFFEE FAILED, BUT TEA AND RUBBER ENDURED.

RISE OF THE SRI LANKAN MIDDLE CLASS AND THE BUDDHIST/HINDU REVIVAL SOWED THE SEEDS OF NATIONALISM. SRI LANKANS WERE FIRST ELECTED TO THE GOVERNMENT'S LEGISLATIVE COUNCIL IN 1912 AND THEY FORMED A MAJORITY BY 1924. IN 1948, THE COUNTRY WAS GRANTED FULL INDEPENDENCE AND BECAME A DOMINION WITHIN THE COMMONWEALTH. IN 1972, THE ISLAND WAS DECLARED A REPUBLIC. THE POPULATION IS ESTIMATED TO BE 15 MILLION (1983). ABOUT 70% ARE SINHALESE, 11% SRILANKAN TAMILS, 11% INDIAN TAMILS. MINORITIES INCLUDE MOORS, MALAYS, AND THE DUTCH BURGHERS. THE SINHALESE ARE PREDOMINANTLY BUDDHIST AND THE TAMILS ARE HINDU. THERE ARE ALSO MOSLEMS.

(JAN 87) (USDAO COLOMBO) THERE IS AN ONGOING ETHNIC STRUGGLE IN SRI LANKA. MOST OF THE TROUBLE IS IN THE NORTH (JAFFNA) AND TO THE EAST (BATTICALOA). ALTHOUGH WEST WIDE OF THE ISLAND IS NOT NOTICEABLY AFFECTED BY THE CONFLICT, IT IS A VERY SENSITIVE ISSUE WITH ALL SRI LANKANS. THEREFORE, CREW MEMBERS SHOULD BE AVOID DISCUSSING THE SUBJECT WHILE ON LIBERTY.

B. LIBERTY. (FEB 88) (USS FRANCIS HAMMOND) LIBERTY IN COLOMBO WAS OUTSTANDING AND ITS CONTINUED USE AS A LIBERTY PORT IS STRONGLY RECOMMENDED. PRICES FOR EVERYTHING WERE EXTREMELY REASONABLE EXCEPT FOR IMPORTED BEER. HOTELS AND RESTAURANTS WERE TRULY FIRST CLASS AND INEXPENSIVE.

SHORE PATROL REQUIREMENTS CONSISTED OF ONE E-7 OR ABOVE STATIONED AT THE EMBASSY TO ACT AS A LIAISON WITH LOCAL OFFICIALS.

C. CLUBS AND BARS. (FEB 88) CLUBS, BARS, RESTAURANTS, AND WESTERN ENTERTAINMENT COULD BE FOUND AT THE FOLLOWING HOTELS:

HOTEL LANKA OBEROI  
RAMADA RENAISSANCE  
INTER-CONTINENTAL

HOTEL GALADARI MERIDIEN  
HOTEL TAJ SAMUDRA  
HOLIDAY INN

ALL HOTELS ARE TRULY "FIVE STAR" AND EXTREMELY REASONABLE. EACH HOTEL OFFERS A WIDE VARIETY OF RECREATION, DINING, SHOPPING, ENTERTAINMENT, AND OTHER SERVICES. PRICES FOR A DOUBLE PER NIGHT RANGE FROM US\$25.00-30.00. AVERAGE PRICE PER BEER WAS US\$1.50.

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COLOMBO, SRI LANKA

D. RESTAURANTS. (FEB 88) (USS FRANCIS HAMMOND) THE FOLLOWING RESTAURANTS PROVED VERY POPULAR:

<u>NAME</u>	<u>TYPE</u>	<u>PRICE</u>
JADE GARDENS	CHINESE	MODERATE
CURRY BOWL	SRI LANKAN	INEXPENSIVE
HAKATA	JAPANESE	MODERATE

E. HOTELS. (FEB 88) SEE PARA 5C.

F. ATHLETICS. (FEB 88) (USS FRANCIS HAMMOND) VOLLEYBALL AND SOFTBALL GAMES WERE ARRANGED AGAINST AN EMBASSY TEAM.

G. BEACHES. (FEB 88) THE BEACHES ARE BEAUTIFUL AND EYE CATCHING. THE WATERS ARE NOT POLLUTED.

H. CHURCHES. (FEB 88) THE FOLLOWING CHURCHES MAY BE FOUND IN COLOMBO:

ST. LUCIAN, KOTAHENA, COLOMBO  
CHURCH OF SCOTLAND AND DUTCH REFORM, NEAR AMEMBASSY  
HINDU TEMPLE, SEA ST., COLOMBO  
BUDDHIST TEMPLE, COLOMBO  
MUSLIM MOSQUE, FETTAH, COLOMBO

I. TRANSPORTATION. (FEB 88) (USS FRANCIS HAMMOND) SEDANS AND 40-PAX BUSES WITH DRIVERS ARE AVAILABLE AT REASONABLE RATES.

J. TOURS. (FEB 88) (USS FRANCIS HAMMOND) THE TOURS IN COLOMBO WERE WITHOUT A DOUBT THE BEST THE SHIP HAS EXPERIENCED. THEY WERE:

NUWARA ELIYA BY TRAIN - TWO DAYS, US\$60.00  
HIKKADUWA BEACH - TWO DAYS, US\$40.00

THE TRAIN TOUR USED AN ANTIQUE STEAM-DRIVEN NAMED THE VICEROY SPECIAL AND WAS CHARTERED SOLELY FOR USE BY THE FRANCIS HAMMOND. THE POC FOR THESE TOURS IS GENERAL MANAGER HEMASIRI FERNANDO, J. F. TOURS/TRAVELS LTD, 42 GLEN ABER PLACE, COLOMBO 4, SRI LANKA, TEL: 587996.

K. SHOPPING. (FEB 88) (USS FRANCIS HAMMOND) TEA AND CERAMICS WERE THE BEST BUYS. TEA WAS VERY INEXPENSIVE AND IS REPORTED TO BE THE FINEST IN THE WORLD.

L. THEATER AND CINEMA. (FEB 88) THE THEATERS LOCATED IN THE TOURIST AREA SHOW CURRENT WESTERN MOVIES.

M. PHYSICAL SECURITY. (FEB 88) (USS FRANCIS HAMMOND) LOCAL SECURITY WAS EXCELLENT WITH ACCESS TO AND FROM THE PIER CLOSELY MONITORED. THE PORT AUTHORITIES REQUIRED A PORT OFFICIAL TO ACCOMPANY THE LIBERTY LAUNCH ON EVERY RUN BETWEEN SUNSET AND SUNRISE.

N. MISCELLANEOUS INFORMATION. (FEB 88) (USS FRANCIS HAMMOND) COLOMBO IS PROBABLY THE BEST RELAXATION PORT IN THE INDIAN OCEAN. THE

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COLOMBO, SRI LANKA

LOCAL POPULACE VERY FRIENDLY AND WILLING TO HELP. A LOST WALLET WAS RETURNED TO THE EMBASSY WITH NOTHING STOLEN. THE LOCAL BARS DO HAVE DRESS CODES. THERE ARE A VARIETY OF DANCING PLACES. PRESENTLY SRI LANKA IS EXPERIENCING A TOURIST SLUMP AND THE HOTELS WERE WILLING TO LOWER THEIR PRICES FOR U.S. NAVY PERSONNEL. THE EMBASSY WAS VERY HELPFUL IN SETTING UP TOURS, SPORTING EVENTS AND ANYTHING THAT WAS WANTED OR NEEDED. AN EXCELLENT PORT TO RELAX AND YET GET YOUR LAND LEGS BACK.

COMPILED BY: MRS. KAY DeVAUL, 23D, FICPAC, APR 88.

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ASH SHUAYBAH, KUWAIT

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) ASH SHUAYBAH (29-02N/048-10E) IS A COASTAL, OPEN ROADSTEAD HARBOR THAT INCLUDES AN ARTIFICIAL BREAKWATER ENCLOSED BASIN, AN EXPOSED T-HEAD PIER FOR EXPORTING POL PRODUCTS, AND TWO DESIGNATED ANCHORAGES. BOTH ANCHORAGES ARE SUBDIVIDED INTO AREAS KNOWN AS INNER AND OUTER HARBORS.

B. APPROACHES, LIGHTS, ETC. (MAR 88) (USS REUBEN JAMES) THE SHIP USED DMAHTC PUB 172 (3RD ED 1986) AND CHART 62432 (11TH ED 31 AUG 85). THE CHART IS WELL DETAILED. NAVAIDS USED WERE TAYLOR ROCK LIGHT, JAZIRAT KUBBAR ISLAND LIGHT, OIL LOADING TERMINAL LIGHT SPM, LIGHTS MARKING PIPELINE BUOYS A, B, AND C, AND ALL HARBOR PIER AND BREAKWATER LIGHTS. NO RADAR NAVAIDS WERE USED, BUT ALL ARE AVAILABLE IN A LOW VISIBILITY SCENARIO. ALL DEPARTURE CHANNEL BUOYS CORRESPOND CORRECTLY WITH CHART POSITIONING.

C. PILOTAGE. (MAR 88) (USS REUBEN JAMES) HIS COMMAND OF ENGLISH WAS GOOD. THE TUG (POWER UNKNOWN) WAS VERY STRONG AND EFFECTIVE.

D. ENTRANCE. (JAN 87) (USS SAMPSON) SAMPSON APPROACHED THE HARBOR ON COURSE 253.5°T. THE RANGES WERE LOCATED ON SKELETON TOWERS BUT WERE NOT SIGHTED UNTIL WELL WITHIN THE HARBOR DUE TO THE MANY TOWERS AND OBSTRUCTIONS ALONGSIDE THE RANGE WHICH BLENDED TO MAKE VISUAL ACQUISITION ALMOST IMPOSSIBLE.

E. CHANNEL. (OCT 85) (USS KLAKRING) APPROACH TO ASH SHUAYBAH WAS VIA "BUOYED DEEP WATER CHANNEL".

F. ANCHORAGES. (APR 88) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (APR 88) CONSULT PUB 172.

H. TIDES AND CURRENTS. (OCT 85) (USS KLAKRING) RANGE OF TIDES WAS APPROXIMATELY 0.61 M (2 FT) AND KLAKRING EXPERIENCED A SET/DRIFT OF 0.7 KTS 330°T AT ENTRANCE.

I. WEATHER AND WINDS. (MAR 88) (USS REUBEN JAMES) WINDS CAN ARISE IN A VERY SHORT TIME. THE PORT OOD'S SHOULD CAREFULLY MONITOR TIDE/WIND INTERACTION AND ADJUST LINES AND BROW AS NECESSARY. THE COMBINATION OF A 6-8 FT RANGE OF TIDE AND SUDDEN WIND STORMS CAN STRESS LINES TO A GREAT EXTENT. TWENTY TO THIRTY KNOT WINDS AND SUBSEQUENT DUST STORMS WERE AN INCONVENIENCE BUT CONSTANT PRESSURE WATER SUPPLY HELPED ALLEVIATE PROBLEM WITH WATER DOWN.

## 2. BERTHING AND FACILITIES

A, MOORING DOCKS, ETC. (OCT 85) (USS KLAKRING) KLAKRING MOORED PORT SIDE TO NO. 14 BERTH AT THE INDUSTRIAL AND COMMERCIAL BERTHS. THE LENGTH OF THE BERTH WAS 152 M (500 FT) AND DEPTH, 14 M (46 FT). FOR OTHER BERTHS, CONSULT PUB 172.

(MAR 88) (USS REUBEN JAMES) BROWS, CRANES, AND SHORE POWER WERE NOT AVAILABLE.

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ASH SHUAYBAH, KUWAIT

B. FUEL, LUBE, AND DIESEL OIL. (MAR 88) (USS REUBEN JAMES) F-76 WAS TAKEN VIA 15.2 CM (6 IN) HOSE THROUGH A 15.2 TO 10.2 CM (6 TO 4 IN REDUCER). THE RATE WAS 45,000 GAL/MIN AND 100,000 GALS OF EXCELLENT GRADE FUEL WERE INTRODUCED TO SHIP'S STORES. JP-5 WAS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (OCT 85) (USS KLAKRING) THERE ARE TWO 40-TON GANTRY RAIL CRANES, SIX TO TEN FORKLIFTS, AND SIX TO TEN PALLET TRUCKS. NUMEROUS VEHICLES WERE OBSERVED UNLOADING CONTAINER SHIPS.

D. DRYDOCKS AND REPAIR FACILITIES. (MAY 86) THERE ARE NO SIGNIFICANT SHIP REPAIR SERVICES AT SHUAYBAH.

E. WAREHOUSE AND STORAGE. (MAY 86) COVERED STORAGE IS LIMITED BUT THERE IS AMPLE OPEN STORAGE SPACE IN THE PORT AREA.

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

G. PORT CAPACITY. (OCT 85) (USS KLAKRING) THERE ARE APPROXIMATELY 20 DEEP-WATER BERTHS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 85) (USS KLAKRING) NO RAILROAD WAS OBSERVED. TRUCK ROADS ACCESS ONTO WHARVES, APRONS, AND SHEDS. TWO MAJOR ROADS CLEAR THE PORT AND ARE ACCESSIBLE TO AL KUWAIT AND IRAQ.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 88) NO INFORMATION IS AVAILABLE.

B. WATER. (MAR 88) (REUBEN JAMES) WATER WAS AVAILABLE AT CONSTANT PRESSURE. IT TOOK MOST OF THE FIRST DAY IN PORT TO HOOK UP, AND PIER PERSONNEL WERE NOT EVEN AWARE OF CONNECTION LOCATION. RISERS ARE PAINTED LIGHT GREEN (VICE NAVY STANDARD BLUE), AND THE CONNECTION REQUIRED SHIP'S FORCE TO BREAK DOWN TO THE FLANGE TO ESTABLISH A GOOD FLOW.

C. AIRFIELDS. (APR 88) NO INFORMATION IS AVAILABLE.

D. COMMUNICATIONS. (MAR 88) (USS REUBEN JAMES) COMMUNICATIONS WERE ESTABLISHED VIA HF SECURE VOICE OVER THE CMEF COORDINATION NET.

LANDLINE OR CELLULAR PHONE SERVICES ARE NOT AVAILABLE. AS A RESULT, RADIO COMMUNICATIONS VIA SATSEVOCOM WAS THE ONLY MEANS OF COMMUNICATING WITH AMEMBASSY FROM THE SHIP.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN ASH SHUAYBAH ARE GOOD; HOWEVER, INDUSTRIAL GROWTH HAS INCREASED AIR AND WATER POLLUTION. THE SEVERELY HOT, DRY AIR IS LADEN WITH POLLUTANTS SUCH AS UREA POWDER, CEMENT DUST, AND REFINERY GASES. WATER POLLUTION RESULTS FROM DISCHARGE OF INDUSTRIAL WASTE, CITY SEWAGE, AND EFFLUENTS DUMPED FROM SHIPS DIRECTLY INTO THE SEA. SWIMMING MAY BE RESTRICTED. HEAT OR SUNSTROKE MAY BE A PROBLEM.

FOOD/WATERBORNE DISEASES PRESENT IN LOW LEVELS OF ENDEMICITY INCLUDE TYPHOID, SALMONELLOSIS, AND INFECTIOUS HEPATITIS. TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES ARE PRESENT. KUWAIT IS FREE OF ENDEMIC MALARIA. CASES ARE DETECTED AMONG IMPORTED LABORERS FROM OTHER COUNTRIES.

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ASH SHUAYBAH, KUWAIT

MEDICAL CARE IS AVAILABLE AT THE SOUTHWELL HOSPITAL (300 BEDS) IN NEARBY MAGWA. OPERATED BY THE KUWAIT OIL COMPANY, THIS WELL-EQUIPPED FACILITY OFFERS AMBULANCE SERVICE AND GENERAL MEDICAL, SURGICAL GYNECOLOGY, X-RAY, LABORATORY, AND DENTAL SERVICES. AMBULANCE SERVICE IS AVAILABLE. MEDICAL PERSONNEL ARE MOSTLY BRITISH. THERE ARE ROUTINE AEROMEDICAL EVACUATION SERVICES BETWEEN BAHRAIN (347 KM SOUTHWEST OF KUWAIT) AND LINSYD AIR STATION, GERMANY. EVACUATION IS HANDLED IN ACCORDANCE WITH COMIDEASTFORINST 6320.1.

A REQUEST FOR FREE PRATIQUE SHOULD BE SENT TO "HEALTH PORT SHUWAIKH", STATING THE NAME OF THE VESSEL, THE LAST PORT OF CALL, THE STATUS OF CREW HEALTH, AND THE VALIDITY OF SMALLPOX AND CHOLERA CERTIFICATES. VESSEL APPROACHING ANCHORAGE MUST HOIST THE QUARANTINE FLAG UNTIL PRATIQUE IS GRANTED. RAT GUARDS ARE REQUIRED ON ALL MOORING LINE.

(OCT 85) (USS KLAKRING) SANITATION OF PORT: ORGANIC MATERIAL (WOOD) AND INDUSTRIAL POLLUTANTS (FOAM, SOAP, AND TRASH) WERE IN HARBOR WATER. ATMOSPHERIC POLLUTION WAS MODERATE SMOG. CITY CONDITION: SEWAGE WAS REMOVED BY SEWAGE TRANSFER TRUCK. FLY/INSECT VECTOR POPULATION WAS HEAVY. MAJOR RESTAURANTS WERE IN COMPLIANCE WITH SANITARY STANDARDS, BUT STREET VENDORS WERE SUSPECT.

F. GASOLINE. (OCT 85) (USS KLAKRING) GASOLINE IS READILY AVAILABLE AT COMMERCIAL STATIONS.

G. PROVISIONS. (OCT 85) (USS KLAKRING) AMEMBASSY CONTACTED THE PORT CAPTAIN WHO MADE ALL ARRANGEMENTS. EXCELLENT QUALITY FRESH FRUITS AND VEGETABLES WERE AVAILABLE AND KLAKRING USED STANDARD CHEMICAL TREATMENT ON ALL FFV IN FOREIGN PORTS.

H. GARBAGE DISPOSAL. (OCT 85) (USS KLAKRING) DUMPSTERS WERE PROVIDED AT THE PIER AND WERE EMPTIED TWICE DAILY AND UPON REQUEST. THE POC IS AMEMBASSY VIA LOGREQ. SEWAGE DISPOSAL WAS AVAILABLE BY TANKER TRUCK; HOWEVER, KLAKRING HAD TO PROVIDE A HOSE. NO SORTING OF TRASH WAS NEEDED. NO RESTRICTION ON DUMPING WAS NOTED.

## 4. PERSONALIA

A. CALLS. (JAN 87) (USS SAMPSON) CALLS MAY BE MADE ON:

COMMANDER OF THE KUWAIT NAVY  
DIRECTOR OF ASH SHUAYBAH PORT  
MINISTER OF DEFENSE  
GOVERNOR OF AHMADI

FORTY KUWAIT NAVAL PERSONNEL AND AMERICAN COMMUNITY TOURED THE SHIP.

B. HONORS. (OCT 85) (USS KLAKRING) ASH SHUAYBAH IS NOT A SALUTING PORT.

## 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 87) THE PORT OF ASH SHUAYBAH WAS ORIGINALLY BUILT IN 1967 TO SUPPORT INDUSTRIAL DEVELOPMENT. THE GOVERNMENT OF KUWAIT PROVIDED SUBSIDIZED SUPPORT FOR INDUSTRIAL ACTIVITIES IN THE FORM OF INEXPENSIVE LAND AND UTILITIES. KUWAIT'S CHIEF INDUSTRY IS

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## ASH SHUAYBAH, KUWAIT

PETROLEUM PRODUCTION AND REFINING. SHUAYBAH IS ITS OIL TERMINAL. THE SUBSEQUENT BOOM YEARS OF THE MID-70'S SPURRED EXPANSION OF SHUAYBAH.

THE OFFICIAL LANGUAGE IS ARABIC WITH ENGLISH AS THE SECOND LANGUAGE. THE POPULATION IS MADE UP OF 87% ARAB, 12% IRANIAN, PAKISTANI AND INDIAN, AND 1% FROM OTHER AREAS. THE PEOPLE ARE MOSTLY OF THE MUSLIM FAITH. THERE ARE A FEW CHRISTIANS, HINDUS, AND OTHER FAITHS.

(OCT 85) (USS KLAKRING) THE PORT IS CONSIDERED BY THE KUWAITIS TO BE THEIR MOST VALUABLE FACILITY IN THE COUNTRY. IT IS THEIR LARGEST FACILITY FOR CARGO HANDLING. THE WATER AND ELECTRICITY PLANTS, LOCATED IN THE INDUSTRIAL COMPLEX, SUPPLY ALL THE WATER AND POWER FOR THE COUNTRY. A MAJOR REFINERY IS LOCATED HERE.

B. LIBERTY. (APR 88) (USS REUBEN JAMES) THE SHIP WENT TO THREE SECTION DUTY ROTATION WITH A LIBERAL STANDBY POLICY IN EFFECT. THIS PERMITTED ATHLETIC EVENTS AND THE OTHER FUNCTIONS THE CREW SIGNED UP FOR.

C. CLUBS AND BARS. (APR 88) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (APR 88) NO INFORMATION IS AVAILABLE.

E. HOTELS. (OCT 85) (USS KLAKRING) THE HILTON HOTEL IS LOCATED IN KUWAIT CITY (ACROSS FROM THE AMEMBASSY). PRICE IS US\$110/NIGHT AND DINING AND BEVERAGE FACILITIES ARE AVAILABLE.

F. ATHLETICS. (APR 88) (REUBEN JAMES) THE SHIP'S BASKETBALL TEAM PLAYED AGAINST A KUWAITI TEAM AT A LOCAL SPORTS CLUB.

G. BEACHES. (APR 88) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (OCT 85) (USS KLAKRING) PROTESTANT AND CATHOLIC SERVICES ONBOARD SHIP CAN BE ARRANGED VIA AMEMBASSY.

I. TRANSPORTATION. (APR 88) (USS REUBEN JAMES) ALL PERSONNEL TRANSPORTATION WAS PROVIDED VIA THREE 52-PAX BUSES OPERATED BY KUWAIT NATIONAL GUARDSMEN. ATTEMPTED TO ESTABLISH A SHUTTLE SYSTEM TO/FROM THE MORE HEAVILY ATTENDED EVENTS, BUT THE DRIVERS AND THEIR ASSISTANTS DID NOT SEEM TO UNDERSTAND PREVIOUSLY DISCUSSED PLANS. THE NAVY LIAISON OFFICER, ASSIGNED TO CMEF STAFF AND ATTACHED TO THE AMEMBASSY WAS REPEATEDLY ASSURED BY KUWAITI DRIVERS AND OTHER SERVICE PERSONNEL THAT ALL WOULD GO AS PLANNED, YET THIS WAS FREQUENTLY NOT THE CASE, RESULTING IN CREW MEMBERS WAITING LONG PERIODS AND SCHEDULES BEING DELAYED. RECOMMENDATIONS FOR FUTURE VISITS INCLUDE INCREASED MONITORING OF TRANSPORTATION NEEDS AND AVAILABILITY OF LOCAL LIAISON TO PREVENT DIFFICULTIES.

J. TOURS. (JAN 87) (USS SAMPSON) ONLY STRUCTURED BUS TOURS WERE AVAILABLE. ON TWO DAYS, 75 SAMPSON PERSONNEL COMPLETED THE WINDSHIELD TOUR OF KUWAIT CITY, INCLUDING TIME ALLOWED IN THE KUWAIT NATIONAL MUSEUM AND ON THE GROUNDS OF THE AMEMBASSY.

K. SHOPPING. (AUG 77) SHOPPING PARTIES MAY BE ARRANGED TO VISIT THE NATIVE BAZAAR AREA IN AL KUWAIT, WHICH IS ONE THE LARGEST AND MOST INTERESTING IN THE PERSIAN GULF AREA. KUWAIT CHESTS, BRASS WARE, PERSIAN RUGS, GOLD JEWELRY, LAMB SKINS, FABRICS, IVORY, AND COPPER ARE THE BEST BUYS.

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ASH SHUAYBAH, KUWAIT

L. THEATER AND CINEMA. (FEB 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (APR 88) (USS REUBEN JAMES) PHYSICAL SECURITY ON THE SHORE WAS TIGHT. NEITHER THE CREW (PASSING TO/FROM TOWN) NOR AMERICANS PICKING THEM UP FOR MEALS AT THEIR HOMES WERE ABLE TO PASS FREELY THROUGH THE TWO CHECK POINTS. THERE WERE 3-4 ARMED GUARDS ON THE PIER 24 HOURS A DAY AND ALL BUSES WERE STAFFED WITH ONE GUARD CARRYING A CONCEALED WEAPON AND AN ARMED CHASE CAR FOLLOWING. PIER GUARDS CARRIED LIGHT MACHINE WEAPONS. KUWAIT COAST GUARD PROVIDED A PATROL CRAFT AT THE ENTRANCE TO THE HARBOR. A HULL INSPECTION FOR ATTACHED EXPLOSIVE DEVICES WAS PROVIDED BY KUWAIT NAVY DIVERS JUST PRIOR TO DEPARTURE. SHIP'S PHYSICAL SECURITY CONSISTED OF FORECASTLE WATCH (ARMED WITH M14), 02 LEVEL WATCH (ARMED WITH M14 AND QUALIFIED TO MAN .50 CAL MOUNT), FLIGHT DECK WATCH (ARMED WITH M14). OOD, POOW, ROVING PATROL CARRIED .45 ACPS.

N. MISCELLANEOUS INFORMATION. (APR 88) (USS REUBEN JAMES) THE CURRENT CONVERSION RATE IN APR 88 WAS 1 KUWAIT DINAR TO US\$3.76. PHONE SERVICE TO THE U.S. WAS EXPENSIVE (1 KD PER MIN) AND MOST ITEMS IN THE LOCAL SOUK WERE AVAILABLE IN BAHRAIN FOR LOWER COST.

THE CREW TOOK ADVANTAGE OF AN OPEN HOUSE AT THE AMEMBASSY, IN KUWAIT CITY, TO RELAX POOLSIDE, PLAY VOLLEYBALL AND SOFTBALL, AND MAKE PHONECALLS HOME FROM THE HILTON HOTEL (ACROSS THE STREET).

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

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TRINCOMALEE, SRI LANKA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983) AND CHART 63242 (4TH ED). THE NATURAL DEEP HARBOR HAS NO ARTIFICIAL BASINS BUT CONSIST OF TWO NATURAL DIVISIONS, THE OUTER HARBOR AND INNER HARBOR. THE OUTER HARBOR, ABOUT 1 SQ MI IN AREA, HAS NO FACILITIES; HOWEVER, COULD BE USED FOR ANCHORING. THE SHELTERING INNER HARBOR, ABOUT 4 SQ MI IN AREA, CAN ACCOMMODATE A TASK FORCE OF MODERATE SIZE AT MOORINGS OR AT ANCHOR, IN DEPTHS OF 9.1 - 34.8 M (30 - 100 FT) OVER GOOD HOLDING GROUND OF MUD AND SAND.

(3-83) (USS DALE) CHARTS 63241 AND 63242 WERE REASONABLY ACCURATE AND UP-TO-DATE IN REGARD TO THE WATER PORTION. THE LAND PORTRAYAL WAS APPROX 20 YRS OUT-OF-DATE; HOWEVER, THIS PRESENTED NO PROBLEM. THE MOORING BUOYS SHOWN ON CHART 63242 ARE GONE.

B. APPROACHES, LIGHTS, ETC. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983)

(3-83) (USS DALE) THE APPROACH TO THE HARBOR AND THE HARBOR ITSELF ARE CLEAR, DEEP, AND EASILY NAVIGATED. A PILOT BOARDED SHIP ON ARRIVAL IN THE VICINITY OF ROUND ISLAND. SERVICE WAS CONSIDERED ADVISORY BUT ADEQUATE. THERE IS REALLY NO NEED FOR A PILOT IF THE SHIP IS TO ANCHOR. EACH SHIP PICKED ITS OWN ANCHORAGE. PILOT SERVICES WERE NEITHER REQUIRED NOR UTILIZED ON DEPARTURE.

C. PILOTAGE. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983).

D. ENTRANCE. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983).

E. CHANNEL. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983).

F. ANCHORAGE. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983).

(3-83) (USS DALE) POSITION IN ANCHORAGE WAS MAINTAINED UTILIZING MIDDLE POINT BEACON, LITTLE POWER ISLAND AND THE WATER TOWER ON SOUTH HAMPTON HILL. NO PROBLEMS WERE EXPERIENCED IN REGULARLY FIXING POSITION DAY OR NIGHT, RADAR OR VISUAL.

G. WRECKS AND OBSTRUCTIONS. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 83).

H. TIDES AND CURRENTS. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983).

I. WEATHER AND WINDS. (4-84) CONSULT DMAHTC PUB 173 (2ND ED 1983).

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (10-81) SHIPS USUALLY MOOR TO BUOYS LOCATED JUST OFF NAVAL YARD. THE HARBOR MASTER CONSIDERS THE MOORING BUOYS UNSAFE BECAUSE THEY HAVE NOT BEEN LIFTED OR TESTED SINCE 1946. THE LARGE MOORING BUOYS D4, D6, D8, AND D9 HAVE BEEN REMOVED. (USS DALE CONFIRMED. SEE 1.A.)

TRINCOMALEE, SRI LANKA

THE ONLY PIER LARGE ENOUGH FOR CG/DD SIZE VESSELS IS AT THE NEWLY CONSTRUCTED PRIMA FLOUR MILL (200 M PIER, 44 FT DEEP, RUBBER FENDERS, 5 TON MOBILE CRANE). ALL OTHER BERTHS WOULD BE SUITABLE ONLY FOR FF OR SMALLER CLASS SHIPS BECAUSE OF SHALLOW WATER ALONGSIDE. NO OTHER INFORMATION AVAILABLE. THE FOLLOWING INFORMATION IS DETAILS ON THE JETTIES.

<u>NAME</u>	<u>LENGTH</u>	<u>DEPTH</u>
SOUTH SEAWALL	35 M (115 FT)	2.1 M (7 FT)
TWO FATHOM BERTH	27.4 M (90 FT)	3.6 M (12 FT)
SEAWALL OPPOSITE STORE 17	44.1 M (145 FT)	1.2 M (4 FT)
" " STORE 5	35 M (115 FT)	.9 M (3 FT)
" " STORE 3	25.2 M (83 FT)	1.5 M (5 FT)

THE HULK OF THE SAGAING, WHICH IS JUST NORTH OF NUMBER 3 STORE, IS 137.1 M (450 FT) LONG, HAS 10.9 M (36 FT) OF WATER AND IS USED AN ALONGSIDE BERTH FOR VESSELS UP TO DD SIZE.

THE PORT OF TRINCOMALEE HAS 12 PRINCIPAL WHARVES WHICH PROVIDE ABOUT 5,000 LINEAR FT OF WHARFAGE. ALL WHARFAGE IS NAVAL EXCEPT FOR TWO PIERS WHICH PROVIDE ONLY 400 LINEAR FT OF BERTHING. IN THE PAST THERE HAS APPEARED TO BE A SHORTAGE OF CO2 FOR FIRE CONTROL.

(3-83) (USS DALE) A LARGE GRAIN PROCESSING FACILITY HAS BEEN CONSTRUCTED ON ROUND POINT INCLUDING A NEW WHARF RUNNING PARALLEL TO THE SOUTH BANK OF THE CHANNEL. THE WHARF IS APPROXIMATELY 217 M (700 FT) LONG AND THE MINIMUM DEPTH OF WATER ENCOUNTERED IN THE APPROACH AND ALONG SIDE IS 12.4 M (40 FT). ESTIMATE THIS WHARF COULD ACCOMMODATE SHIPS OF AOR (WICHITA CLASS) SIZE AND SMALLER. TRANSPORTATION TO TOWN MIGHT BE A PROBLEM. THE PROCESSING PLANT AND PIER ARE OWNED BY A FIRM IN HONG KONG AND A CONSIDERABLE AMOUNT OF U.S. PUBLIC LAW GRAIN IS PROCESSED THROUGH THE PLANT.

B. FUEL, LUBE, AND DIESEL OIL. (9-81) FUEL SUPPLIES ARE REPORTEDLY UNAVAILABLE LOCALLY, THOUGH LIMITED SUPPLIES CAN BE TRUCKED FROM COLOMBO (A SIX-HR DRIVE).

C. MECHANICAL HANDLING FACILITIES. (3-83) (USS DALE) A CRANE AND A WHEAT LOADER AT THE PRIMA FLOUR MILL PIER. ALSO, A SMALL TYPE CRANE, POSITIONED ON A BARGE, HAS BEEN UTILIZED TO OFF-LOAD PROJECT HANDCLASP PALLETS.

D. DRY DOCKS AND REPAIR FACILITIES. (9-81) NO DRY DOCK IS AVAILABLE. THERE IS NO SIGNIFICANT SHIP REPAIR FACILITY; HOWEVER, THE SRI LANKA NAVAL BASE HAS FACILITIES TO MAINTAIN TWO OF THEIR SHANGHAI-II CLASS PATROL BOATS, A MOL-CLASS PATROL BOAT, AND SEVERAL THORYCROFT UTILITY PATROL BOATS.

(3-83) (USS DALE) REPAIR CONTRACTS WERE LET WITH COLOMBO DOCKYARD IN CHINA BAY FOR GIG ENGINE OVERHAUL AND GENERATOR COOLING FAN REWIND FOR USS



TRINCOMALEE, SRI LANKA

KIDD, BOTH JOBS WERE ARRANGED THROUGH THE LOCAL USDAO REP AND WERE COMPLETED IN A HIGHLY SUCCESSFUL MANNER. IT SHOULD BE NOTED THAT THE SRI LANKA NAVY PROVIDED PART SUPPORT THAT ENABLED THE GIG JOB TO BE COMPLETED. THE SLN DOCKYARD (FORMER RN) CONTAINS A MACHINE SHOP AND ELECTRICAL REWIND CAPABILITY. THEY QUICKLY FABRICATED A SHAFT AND REWOUND A SMALL MOTOR FOR DALE. THE QUALITY OF THE WORK WAS EXCELLENT. MR. WICKS MALAVIARACHI, THE USDAO REPRESENTATIVE, PROVIDED SUPERBLY RESPONSIVE LIAISON IN ARRANGING THESE LAST MINUTE JOBS.

E. WAREHOUSES AND STORAGE AREAS. (PORTS OF THE WORLD 83) SPACE IS AVAILABLE FOR CEMENT, FERTILIZER, RICE, AND TEA CARGOES.

F. STEVEDORES. (9-81) BOTH SKILLED AND UNSKILLED LABOR IS AVAILABLE BY DAY, AND THE NUMBER OF WORKERS SUPPLIED IS ACCORDING TO NEED.

G. PORT CAPACITY. (9-81) THOUGH SUFFICIENT ANCHORAGES EXIST FOR A GREATER NUMBER OF SHIPS, ONE CRUISER/DESTROYER SIZE VESSEL'S LIBERTY PARTY IS THE MOST THAT THE TOWN CAN ABSORB.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (3-83) (USS DALE) THE MAIN ROADS ARE MOSTLY TWO LANE BLACK TOP WITH SOME STRETCHES OF DIRT. MOST SIDE ROADS ENCOUNTERED WERE DIRT OR GRAVEL. THE ROADS ARE POCKMARKED WITH POT HOLES, WASHED OUT AREAS, WITH AN OCCASIONAL TREE LYING ACROSS THE ROAD. THERE IS VERY LITTLE TO NO NIGHT ILLUMINATION. MANY VEHICLES ARE SLOWLY DRAWN BY BEASTS OF BURDEN AND ARE NOT MARKED IN ANY WAY, DAY OR NIGHT. EVERYTHING CRIES OUT FOR SLOW CAREFUL DRIVING BUT NO ONE DOES SO. HOWEVER, FEW WRECKS WERE SEEN. THE LARGEST WAS AN OVERTURNED TRUCK WHICH HAD BEEN CHARGED BY THE WILD ELEPHANT THAT HAD BEEN ANNOYED IN SOME FASHION. ALMOST ALL TRAFFIC CONSISTS OF TRUCKS, BUSES, AND GOVERNMENT JEEPS. VERY FEW PRIVATE AUTOMOBILES ARE SEEN.

TRAIN SERVICE IS DAILY AND CLASSES RANGE FROM "NOT-TOO-BAD" TO PRIMITIVE. BUS SERVICE IS FREQUENT TO MOST PARTS OF THE ISLAND AND IS THE MODE OF TRANSPORTATION USED BY MOST SRI LANKANS. STATE OWNED BUSES ARE VERY INEXPENSIVE, VERY CROWDED, AND SLOW. VARIOUS PRIVATE BUS LINES ALSO OPERATE AND SOME BUSES ARE MODERN, AIR CONDITIONED, COMFORTABLE UNITS SIMILAR TO THOSE USED BY TOUR COMPANIES. THESE COST MORE. DUE TO DIFFERENCES IN LANGUAGE AND NUMBERING SYSTEMS, A WESTERNER WOULD PROBABLY HAVE DIFFICULTY GETTING AROUND THE ISLAND BY ANY FORM OF PUBLIC TRANSPORT.

3. SERVICES, LOGISTICS, AND OPERATIONS.

A. LIGHTERAGE. (9-81) LIGHTERAGE IS AVAILABLE. THREE BARGE TYPE, STEEL CONSTRUCTED, NON-SELF PROPELLED LIGHTERS HAVE BEEN OBSERVED. THEY WERE IN GOOD CONDITION AND THE QUALITY OF SERVICE WAS GOOD. ARRANGEMENTS FOR SERVICE ARE MADE BY USDAO COLOMBO.

(3-83) (USS DALE) TWO LARGE COMMERCIAL TUGS WERE PRESENT IN THE HARBOR DURING THE ENTIRE PERIOD OF THE VISIT. THEY WERE BOTH REGISTERED OUT OF COLOMBO, SRI LANKA. PORT PERSONNEL INDICATED THAT ONE OR BOTH ARE LOCATED IN TRINCOMALEE MOST OF THE TIME. ESTIMATE THEY COULD EASILY HANDLE ANY MOORING SITUATION INVOLVING SHIPS OF 4,000 LONG TONES (DISPLACEMENT) OR LESS.

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B. WATER. (3-83) (USS DALE) DALE AND KIDD RECEIVED POTABLE WATER. THE QUALITY OF WATER BROUGHT BY BARGE WAS OCCASIONALLY QUESTIONABLE AND BOTH DALE AND KIDD DISTILLED WATER THROUGHOUT THE VISIT. ALL WATER WAS SUPER CHLORINATED/BROMINATED.

(9-81) THE WATER IS POTABLE ONLY IF TREATED. THERE IS NO RESTRICTION ON THE AMOUNT. IT IS DELIVERED BY LIGHTER WITH A CAPACITY OF 100 TONS AT A TIME. THE RATE OF DELIVERY IS 75,708 LITERS (20,000 GAL) PER HOUR. THE SIZE OF THE CONNECTIONS IS 6.35 CM (2.5 IN). POINT OF CONTACT FOR DELIVERY IS THE SRI LANKA NAVY OFFICER. ALL WATER MUST BE TREATED TO 2.0 PPM FREE AVAILABLE CHLORINE OR 2.0 PPM TOTAL BROMINE RESIDUAL PRIOR TO CONSUMPTION.

C. AIRFIELDS. (3-83) (USS DALE) AIRLINE FLIGHTS OCCUR ONLY TWO OR THREE TIMES A WEEK TO COLOMBO.

D. COMMUNICATIONS. (9-81) THE FREQUENCY FOR HARBOR CONTROL IS CHANNEL 16, CALL-SIGN "TRINCO HARBOR CONTROL." ADVANCE COMM/CK-IN-HF FREQ WITH EMBASSY/JANAP 119 WHILE IN PORT. THE ONLY TRANSMISSIONS AUTHORIZED WERE CHANNEL 16 VHF COMMUNICATION WITH THE PORT CONTROL.

(3-83) (USS DALE) SHIPS WERE ADVISED BY THE AMERICAN EMBASSY NOT TO TRANSMIT EITHER TTY OR VOICE COMMS; HOWEVER, THIS PROVED TO BE ONLY A FORMALITY. A LETTER OF REQUEST WAS PROVIDED THE SLN LIAISON OFFICER WITH FREQUENCIES FOR VOICE COMMS WITH BOATS/BEACH GUARDS. THIS REQUEST WAS SWIFTLY APPROVED FOR BOTH KIDD AND DALE.

(9-81) MAIL ARRIVES AT COLOMBO VIA AIR INDIA FROM BOMBAY AND REACHES TRINCOMALEE VIA TRAIN. ARRANGEMENTS FOR U.S. MAIL MAY BE MADE THROUGH ALUSNA COLOMBO. TRANSIT TIME TO U.S. BY AIR IS 72 HRS.

(9-81) TELEPHONE SERVICE IS EXTREMELY POOR. CALLS TO COLOMBO ARE UNRELIABLE, AND CALLS TO OUTSIDE THE COUNTRY SHOULD NOT EVEN BE ATTEMPTED. AN EXEMPTION ON EAM MESSAGES SHOULD BE REQUESTED DUE TO COMMUNICATIONS RESTRICTIONS.

E. MEDICAL. (3-82) SEE B2/MED.

F. GASOLINE. (3-83) (USS DALE) MOST GASOLINE STATIONS CLOSE AT NIGHT. THE PRICE IS APPROX 75 CENT (U.S.) PER LITER.

G. PROVISIONS. (3-83) (USS DALE) A MEDIUM QUANTITY OF BAKERY PRODUCTS AND FRESH FRUIT AND VEGETABLES WERE PURCHASED FROM THE NIDRO TRADING CO. THIS WAS ARRANGED THROUGH THE AMEMB REP. THE PRICES WERE REASONABLE, DELIVERY PROMPT, AND THE QUALITY GOOD TO EXCELLENT. DO NOT PURCHASE MORE BAKERY PRODUCTS THAN YOU CAN EAT IN TWO DAYS AS PRESERVATIVES ARE NOT USED.

H. GARBAGE DISPOSAL. (9-81) GARBAGE DISPOSAL IS AVAILABLE BY LIGHTER DAILY AND NO SORTING OF TRASH IS REQUIRED. DUMPING IN THE HARBOR IS NOT PERMITTED. THE COST IS \$35 (US) PER DAY AND THE POINT OF CONTACT IS USDAO COLOMBO.

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4. PERSONALIA.

A. CALLS. (9-81) CALLS WILL BE ARRANGED BY USDAO, COLOMBO. CALLS WILL MOST LIKELY BE MADE ON THE GOVERNMENT AGENT, THE NAVAL OFFICERS IN CHARGE, TRINCOMALEE, AND THE COMMANDING OFFICER OF THE DOCKYARD.

B. HONORS. (9-81) TRINCOMALEE IS NOT A SALUTING PORT. PASSING HONORS HAVE BEEN RENDERED BY MOL-CLASS PATROL BOATS.

(3-83) (USS DALE) GUN SALUTES WERE NOT EXCHANGED. TWO SLN GUNBOATS MOUNTED HONOR GUARDS AS DALE AND KIDD ENTERED AND DEPARTED TRINCOMALEE HARBOR AND PASSING HONORS WERE EXCHANGED. IN ADDITION, HONORS WERE EXCHANGED WITH AN SLN HONOR GUARD MOUNTED ON THE TOP OF THE SLN ADMINISTRATIVE HEAD-QUARTERS BUILDING.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (9-81) TRINCOMALEE, LOCATED ON THE NORTHWEST COAST OF THE ISLAND OF SRI LANKA HAS ONE OF THE FINEST NATURAL DEEP WATER HARBORS IN THE INDIAN OCEAN AREA. NOW OCCUPIED BY THE ROYAL SRI LANKA NAVY. THIS BASE WAS THE FORMER BRITISH NAVAL BASE, EAST INDIAN STATION.

TRINCOMALEE HAS BEEN A MILITARY AND NAVAL BASE SINCE THE 16TH CENTURY, SUCCESSIVELY IN THE HANDS OF THE PORTUGUESE, DUTCH, FRENCH, AND BRITISH, AND FINALLY TURNED OVER TO THE SRI LANKA (THEN CEYLON) NAVY IN 1958. THE BASE IS NOW IN A CARETAKER STATUS.

THE TOWN IS BUILT ON THE NORTHERN PART OF THE ISTHMUS ON THE NORTHEASTERN SIDE OF THE INNER HARBOR. THE EUROPEAN BUNGALOWS STAND IN COMPOUNDS AND GARDENS TO THE SOUTHWARD. IT IS TERMINUS OF A SINGLE-LINE BRANCH OF THE SRI LANKA GOVERNMENT RAILWAY. THE STATION IS ON THE NORTHERN OUTSKIRTS OF THE TOWN.

THE HARBOR IS THE ONLY ENTIRELY SHELTERED NATURAL HARBOR IN INDIA AND SRI LANKA. IT IS CHIEFLY A NAVAL PORT AND MERCHANT SHIPS ONLY ENTER THE PORT TO LOAD OR UNLOAD NAVAL STORES. IT EXTENDS IN A NORTHERLY DIRECTION, ITS SHORES BEING INDENTED BY SEVERAL PICTURESQUE BAYS AND COVES, SEPARATED BY HILLY, WOODED POINTS. IT ENCLOSES SEVERAL ISLANDS AND ISLETS.

A NEW 55 MILLION DOLLAR WHEAT MILL HAS BEEN CONSTRUCTED. ALL WHEAT FLOUR FOR SRI LANKA IS PROCESSED IN THE NEW PRIMA MILL IN TRINCOMALEE.

(3-83) (USS DALE) THE TOWN OF TRINCOMALEE IS SOMEWHAT SEEDY BY AMERICAN STANDARDS BUT TYPICAL OF SMALL CITIES FOUND THROUGHOUT THE INDIAN SUB-CONTINENT AND SOUTHEAST ASIA. THE BEACHES TO THE NORTH OF TOWN FACE THE BAY OF BENGAL AND ARE MAGNIFICENT. SEVERAL RESORT HOTELS HAVE BEEN CONSTRUCTED AND THEY COULD EASILY ABSORB ALL HANDS IN DALE AND KIDD.

B. LIBERTY. (9-81) CONSULT WITH NOIC TRINCOMALEE FOR SHORE PATROL REQUIREMENTS. SHORE PATROL HEADQUARTERS ARE LOCATED AT THE DOCKYARD, MAIN GATE. VEHICLES, WITH DRIVERS, ARE SUPPLIED. EACH GUARD CONSISTING OF ONE OFFICER WITH A RADIO AT THE CUSTOMS PIER DURING THE EVENING, AND TWO CPO'S BERTHED AT SEVEN ISLANDS HOTEL IS ADEQUATE. RECOMMENDED LIBERTY HRS ARE FROM 0800-2400 AND OVERNIGHT IF A HOTEL ROOM RESERVATION IS CONFIRMED. A LIBERTY PARTY OF 200 IS ABOUT THE MAXIMUM THE PORT CAN ABSORB.

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(3-83) (USS DALE) SHORE PATROL HEADQUARTERS WERE ESTABLISHED AT THE CLUB OCEANIC, ONE OF THE MAJOR RESORT HOTELS IN THE AREA, AND THE ONE USED BY THE MAJORITY OF CREWMEMBERS, PARTICULARLY IN THE EVENINGS, WHEN SHOWS AND OUTDOOR BUFFETS WERE PROVIDED. THE SHORE PATROL MAINTAINED A FAIRLY LOW PROFILE, BUT THEIR PRESENCE WAS FELT SUFFICIENTLY TO MAINTAIN GOOD ORDER AND DISCIPLINE WITHOUT ATTRACTING UNDUE ATTENTION. SEVERAL TOUR GROUPS AND INDIVIDUAL GUESTS REMARKED ON THE GOOD BEHAVIOUR OF THE AMERICAN SAILORS. MOST GUESTS WERE GERMAN, ITALIAN, AND MANY US/FOREIGN. FRIENDSHIPS WERE FORMED ON THE BEACH AND IN THE BARS.

C. CLUBS AND BARS. (3-83) (USS DALE)

CLUB OCEANIC - LOCATED APPROX 15 MINS NORTH OF TRINCOMALEE WAS HEAVILY USED BY JUNIOR OFFICERS, CPOS, AND CREWS OF BOTH SHIPS. THE HOTEL IS MANAGED BY A MRS. MCCLOUD (SINHALESE WIFE OF FORMER SCOTTISH TEA PLANTER - VERY UNUSUAL IN MALE DOMINATED SOCIETY), WHO WAS VERY COMPLIMENTARY CONCERNING BEHAVIOUR OF ALL HANDS. THE BEACH, SWIMMING POOLS, FOOD, AND ENTERTAINMENT WERE ALL EXCELLENT. SANITATION AND CLEANLINESS WERE ABOVE THAT FOUND IN MANY AREAS OF UNITED STATES. PRICES WERE REASONABLE. MANY PERSONNEL MADE THIS THEIR "RESIDENCE" DURING THE ENTIRE PORT VISIT.

THE SEVEN ISLANDS CLUB - IS AN OLDER HOTEL WHICH OVERLOOKS THE HARBOR AND IS SHOWN ON CHARTS AS THE "WELCOME HOTEL". NO BEACH BUT GOOD VIEW, REASONABLE PRICES, CONVENIENT TO SHIPS AND A FAIRLY HIGH QUALITY OF SRI LANKAN GEMS, BATIKS, WOOD CARVINGS, AND OTHER ITEMS AVAILABLE FROM TEMPORARY "BAZAAR" SET UP ON PORCHES. MANY ENLISTED USED THIS HOTEL AND WERE WARMLY WELCOMED. NO PROBLEMS HERE EITHER.

THE HOTEL NILAVELI - IS LOCATED APPROX 30 MINS NORTH OF TOWN. IT WAS USED BY SENIOR OFFICERS. IT IS A LUXURY CLASS ESTABLISHMENT AND IS AS GOOD AS ANYTHING FOUND IN THE CARIBBEAN. BEACHES, POOLS, VIEW, ROOMS, SERVICE, ETC, WERE ALL OUTSTANDING. PRICES WERE VERY REASONABLE.

D. RESTAURANTS. (3-83) (USS DALE) HOTEL AND RESTAURANT FOOD WAS WELL PREPARED AND THE LOCAL WATER WAS POTABLE. NO MEDICAL PROBLEMS WERE ENCOUNTERED. SEE 5.C.

E. HOTELS. (3-83) (USS DALE) SEE 5.C.

F. ATHLETICS. (9-81) THE TRINCO NAVAL BASE HAS BASKETBALL AND VOLLEYBALL COURTS AS WELL AS SOCCER FIELDS. THE HOTELS OFFER TENNIS AND SQUASH COURTS AS WELL AS SWIMMING POOLS. THERE IS NO GOLF COURSE AVAILABLE. COMPETITION CAN BE ARRANGED AGAINST SRI LANKA NAVY BASKETBALL, VALLEYBALL, AND SOCCER TEAMS.

G. BEACHES. (9-81) NILAVELI BEACH IS NEAR THE HOTEL AND HAS ALL SERVICES AVAILABLE. IT IS A EUROPEAN TOURIST SPOT. SWIMMING IS DANGEROUS DURING THE NORTHEAST MONSOON AND UP-TO-DATE INFORMATION SHOULD BE OBTAINED FROM THE SRI LANKA NAVY.

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H. CHURCHES. (4-84) NO INFORMATION AVAILABLE.

I. TRANSPORTATION. (8-83) (USS DALE) LOCAL TRANSPORTATION WAS HANDLED BY J. F. TOURS OF COLOMBO WHO PROVIDED SEVERAL MODERN BUSES TO MAKE SHUTTLE TOURS THROUGH THE TOWN AND TO RESORT HOTELS, FOUR SMALL VANS WITH ENGLISH-SPEAKING DRIVERS PROVIDED ADDITIONAL FLEXIBILITY. PRIVATE TAXIS WERE ALSO AVAILABLE AT REASONABLE COST.

DALE AND KIDD CONTRACTED LOCALLY FOR WATER TAXI SERVICE TO AND FROM TOWN PIER. TWO RUSTIC 50 FT BOATS ADVERTISED AS 75 AND 125 PASSENGER BOATS, AUGMENTED BY THE SHIPS BOATS, PROVIDED ADEQUATE SHUTTLE SERVICE WHICH AVOIDED LENGTHY LINES OF CREW MEMBERS. COST APPROX 25 U.S. DOLLARS PER RUN. THE BEACH GUARD OFFICER MUST BE ALERT TO OVERLOADING OF THE CONTRACT BOATS. THEIR IDEA OF "SAFE LIMITS" IS CONSIDERABLY HIGHER THAN OURS.

J. TOURS. (3-83) (USS DALE) THE INTERIOR OF SRI LANKA CONTAINS THE RUINS, TEMPLES, SHRINES AND ARTIFACTS OF AN ADVANCED CULTURE WHICH GOES BACK TO 500 B.C. UNESCO IS POURING A CONSIDERABLE AMOUNT OF TALENT AND MONEY INTO THE ARCHAEOLOGICAL EXPLORATION, RESTORATION AND REHABILITATION OF THESE SITES WHICH COVER MANY SQUARE MILES. MANY ARE SACRED TO, AND ASSOCIATED WITH, THE SPREAD OF BUDDHISM TO SRI LANKA IN THE THIRD CENTURY B.C. "MUST SEE" PLACES INCLUDE:

ANURADHAPURA - CAPITAL FOR APPROX 600 YRS, COMMENCING AROUND FOURTH CENTURY B.C. THE RUINS OF PALACES, RESTORED AND PARTIALLY RESTORED IMMENSE DAGOBAS (STUPAS), TEMPLES, SHRINES, ETC. ABOUND.

POLONNARUWA - CAPITAL FROM ROUGHLY TWELFTH CENTURY A.D. TO SIXTEENTH CENTURY. MORE DAGOBAS, TEMPLES, SHRINES, AND IMPRESSIVE LARGE ROCK CARVINGS OF THE BUDDHA. HYDRAULIC ENGINEERING IS MUCH IN EVIDENCE WITH LAKES (TANKS), DAMS, AND IRRIGATION PROJECTS STILL IN USE TODAY TO SUPPORT AGRICULTURE.

KANDY - LAST PRE-WESTERN CONQUEST CAPITAL IN BEAUTIFUL MOUNTAIN LOCATION WITH LARGE TEMPLE CONTAINING SACRED TOOTH RELIC OF THE BUDDHA. MANY PILGRIMS IN ATTENDANCE. EXTENSIVE ROYAL BOTANNICAL GARDENS ARE AMONG FINEST IN WORLD, SEVERAL FASCINATING ANCIENT BUDDHIST SHRINES ARE IN THE AREA.

MIHINTALE - INCLUDES SACRED GRANITE PEAK WHERE BUDDHISM IS SUPPOSED TO HAVE ORIGINATED IN THE ISLAND WHEN THE BUDDHA FLEW FROM INDIA AND TOUCHED DOWN ON THE SPOT. VERY OLD DAGOBA CLOSE BY A VERY LARGE VERY NEW ONE PROVIDES INTERESTING NOVITIATES LIVE, STUDY, AND MEDITATE IN ANCIENT CAVES IN THE VICINITY.

SIGIRIYA - RUINS OF A FIFTH CENTURY A.D. ROYAL CITADEL CONSTRUCTED AT THE TOP OF A SHEER GRANITE OUTCROPPING WHICH SOARS OVER 600 FT STRAIGHT UP. THE SUMMIT IS REACHED VIA TORTUROUS PATHS, STEPS AND FOOTHOLDS CARVED INTO THE STONE. HALF-WAY UP IS A CAVE CONTAINING 19 EXCELLENT FRESCOES OF SOME OF THE LADIES WHO ENTERTAINED THE KING IN HIS AERIE. SPREAD BELOW ON THE PLAIN ARE FOUNDATIONS AND OUTLINES OF THE KING'S MORE LANDBOUND PALACE AND GARDENS.

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DAMBULLA-ANOTHER - MORE GENTLE ROCK MASS, APPROXI 500 FT HIGH, CONTAINING SEVERAL CAVE TEMPLES, THESE ROCK-TEMPLES DATE FROM APPROXIMATELY THE FIRST CENTURY, B.C. THEY ARE FILLED WITH HUNDREDS OF STATUES OF THE BUDDHA AS WELL AS OTHER KINGS AND DEITIES. THE SIDES AND ROOFS OF THE CAVES ARE COVERED WITH COLORFUL FRESCOES DEPICTING SCENES FROM THE LIFE OF THE BUDDHA AND THE HISTORIES AND LEGENDS OF THE ISLAND. THESE DATE FROM ROUGHLY THE FIFTEENTH TO EIGHTEENTH CENTURIES A.D.

TRINCOMALEE - DUTCH BAY BEACH IS LARGE AND WELL MAINTAINED WITH EXCELLENT SWIMMING AND SNORKELING. NEARBY IS FORT FREDERICK WHICH HAS BEEN OCCUPIED BY PORTUGUESE, DUTCH, BRITISH, AND PRESENTLY SRI LANKAN SOLDIERS. IT CONTAINS A LARGE MANOR HOUSE IN WHICH THE DUKE OF WELLINGTON ONCE STAYED (THEN A COLONEL, B.I.A.). THE NORTH-EASTERN END OF THE PENINSULA, ON WHICH THE FORT IS BUILT, CONTAINS AN ACTIVE HINDU TEMPLE. IT IS EXCEPTIONALLY COLORFUL, COVERED WITH HUNDREDS OF CARVINGS, DEPICTING GODS, PEOPLE, CREATURES, ETC. IN ALL MANNER OF ACTIVITIES, TOURISTS ARE WELCOME AT THE MAJOR FRIDAY EVENING SERVICES WHICH COMBINE, POMP, LITURGY, PRAYER, CHANTS, DRUMS, FLUTES, INCENSE, AND WORSHIP INTO A MEMORABLE CEREMONY LASTING FOR ABOUT AN HOUR.

SRI LANKA OFFERS ALMOST EVERY TYPE OF LEGITIMATE RECREATIONAL OUTLET. INCLUSIVE TOURS ARE AVAILABLE AND FIRSTHAND VIEWING OF PAST CULTURES CAN BRING A VISITOR ALL OVER THE ISLAND. WHILE THE CENTRAL PART OF THE ISLAND OFFERS THE JUNGLE AND ITS ASSOCIATED SIGHTS, THE COAST NEAR TRINCOMALEE HAS SOME OF THE FINEST BEACHES IN THE WORLD. THE HOTELS LOCATED ALONG THESE BEACHES ARE MODERN CLEAN AND WITHIN REACH OF THE SAILORS POCKETBOOK. FULL DAYS SWIMMING SNORKELING AND OTHER BEACH SPORTS USUALLY ABSORBED THE EXCESS ENERGIES OF OUR YOUNG PEOPLE. PERHAPS MOST SIGNIFICANTLY, ALL WERE IMPRESSED WITH THE TREATMENT RECEIVED FROM THE SRI LANKAN PEOPLE EMPLOYED AT SHOPS, HOTELS, TOUR AGENCIES ETC. THAT COMBINED WITH MODERATE COSTS FOR RELATIVELY HIGH VALUE ITEMS, SERVICE BEING ONE, GAVE THE IMPRESSION THAT TRINCOMALEE WAS QUOTE, A GOOD DEAL, UNQUOTE. THE RESPONSE BY INDIVIDUALS WHO TOOK THE TOURS OFFERED WAS VERY FAVORABLE.

THE ONE-DAY TOUR FROM TRINCOMALEE TO ANURADHAPURA AND BACK WAS \$35 (US) PER PERSON AND PROVIDED A DETAILED TOUR OF ANURADHAPURA AND A VISIT TO THE HOT SPRINGS AT KINNIYA.

THE TWO-DAY TOUR FROM TRINCOMALEE TO ANURADHARURA TO SIGIRIYA AND BACK COST \$55 (US), AND PROVIDED 4 DELICIOUS MEALS AND OVERNIGHT ACCOMMODATIONS AT A DELIGHTFUL HOTEL WITH SWIMMING POOL AND FIRST CLASS SERVICE. THIS PROVIDED THE BEST OPPORTUNITY TO "GET AWAY FROM IT ALL" AND LEARN SOMETHING OF ANOTHER CULTURE. ALL TOURS WERE ARRANGED THROUGH "J.F. TOURS" OF COLOMBO WHO PROVIDED EXCELLENT SERVICE.

L. THEATER AND CINEMA. (4-84) NO INFORMATION AVAILABLE.

M. MISCELLANEOUS INFORMATION (3-83) (USS DALE) MARIJUANA ("GANJA") AND HASHISH WERE OFFERED TO CREW MEMBERS AT ATTRACTIVE PRICES AS THEY TOURED THE TOWN AND WALKED THE BEACHES. QUALITY IS UNKNOWN.

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DALE AND KIDD ANCHORED APPROX 3,000 YDS FROM THE TWON LANDING. THIS WAS USED FOR ALL LIBERTY PARTY RUNS. IT IS OF SOLID STONE BLOCK AND MASONRY CONSTRUCTION AND COULD ACCOMMODATE 4 EACH 40-FT UTILITY BOATS SIMULTANEOUSLY ALONGSIDE IF REQUIRED. THERE IS NO SIGNIFICANT CURRENT IN THE VICINITY OF THE PIER. THE ONLY OTHER BOATS TO USE THE PIER WERE THE CONTRACT LIBERTY BOATS. THE PORT CONTROL, POLICE, AND CUSTOMS OFFICES ARE LOCATED IMMEDIATELY BEYOND THE FOOT OF THE PIER AND THESE PROVIDE CONVENIENT LOCATIONS FOR THE BEACH GUARD AND SHORE PATROL. THE SRI LANKAN OFFICIALS WHO MAINTAINED OFFICES THERE WERE VERY PLEASANT AND COOPERATIVE. THE ENTIRE AREA IS FENCED AND COULD BE USED FOR CROWD CONTROL WITH THE COOPERATION OF LOCAL AUTHORITIES. THIS WAS NOT NECESSARY AND ACCESS TO THE PIER WAS UNRESTRICTED. NO PROBLEM OCCURRED. THERE IS AN EXCELLENT BOAT LANDING IN THE SLN DOCKYARD BUILT OF STONE BLOCKS OF THE TRADITIONAL "STEPPED" VARIETY. THIS WAS USED AS A SENIOR OFFICER'S LANDING. THE ONLY PROBLEM EXPERIENCED WAS THAT THE SLN BASE, OF WHICH THIS LANDING IS A PART, IS SECURED EACH NIGHT AT 2200 AND ONE MUST "NEGOTIATE" HIS WAY ON AND OFF THE BASE AFTER THAT HOUR. THIS IS NOT A SIGNIFICANT PROBLEM.

MOST EDUCATED PEOPLE SPOKE GOOD ENGLISH. POORER PEOPLE AND THOSE IN THE COUNTRYSIDE SPOKE SINHALESE OR TAMIL AND A VERY FEW WORDS OF ENGLISH. MOST SIGNS ARE WRITTEN IN SINHALESE, TAMIL, AND ENGLISH; PARTICULARLY THOSE ASSOCIATED WITH TOURIST SITES. AS AN ASIDE, MOST PEOPLE CONTINUE TO REFER TO THE ISLAND NATION AS "CEYLON" VICE "SRI LANKA", MOST GOVERNMENT DOCUMENTS AND BUSINESSES ALSO CONTINUE TO USE "CEYLON" AS IN "CEYLON TOURIST BOARD" AND "BANK OF CEYLON".

CIVIC ACTION PROJECTS:

1. USS KIDD VOLUNTEERS PAINTED ROOMS, REPLACED LIGHTING, AND PROVIDED BADLY NEEDED BEDDING FOR THE 35 CHILDREN OF ST. JOSEPH'S ORPHANAGE IN TRINCOMALEE. A CHECK FROM THE CREW WAS PRESENTED TO THE ORPHANAGE AS A DONATION. THE CHILDREN OF THE ORPHANAGE PRESENTED SONGS, DANCES, AND PRAYERS OF APPRECIATION TO THE CREW FOR THEIR GENEROUS ASSISTANCE.
2. USS DALE VOLUNTEERS CONDUCTED AN EXTENSIVE REHABILITATION PROJECT AT THE TRINCOMALEE LIONS CLUB HOME FOR THE YOUNG HEARING IMPAIRED. A CHECK FROM THE CREW WAS PRESENTED TO THE HOME ALONG WITH OTHER DONATIONS OF BADLY NEEDED MATERIAL.
3. MANY SRI LANKAN FAMILIES, ESPECIALLY YOUNG PEOPLE ATTENDED USN/USN AND USN/SLN SPORTS EVENTS CONDUCTED ASHORE AT SLN DOCKYARD PLAYING FIELDS. THEY WERE SHOWN THE FINER POINTS OF SANDLOT SOFTBALL AND THEY IN TURN PASSED ALONG SOME HINTS CONCERNING SOCCER. MANY PIECES OF SPORTS EQUIPMENT AND COMMAND BALL CAPS FOUND THEIR WAY INTO YOUNG SRI LANKAN HANDS IN EXCHANGE FOR BRIGHT SMILES AND ENTHUSIASTIC INTEREST.
4. THE DALE ROCK BAND "WHITewater" MADE TWO PUBLIC APPEARANCES ASHORE WHICH WERE VERY WELL RECEIVED BY THE SRI LANKANS WHO APPEAR COMPLETELY HOOKED ON AMERICAN AND BRITISH POPULAR MUSIC.

Compiled by Kay DeVaul, 2A, FICPAC, 474-5209.





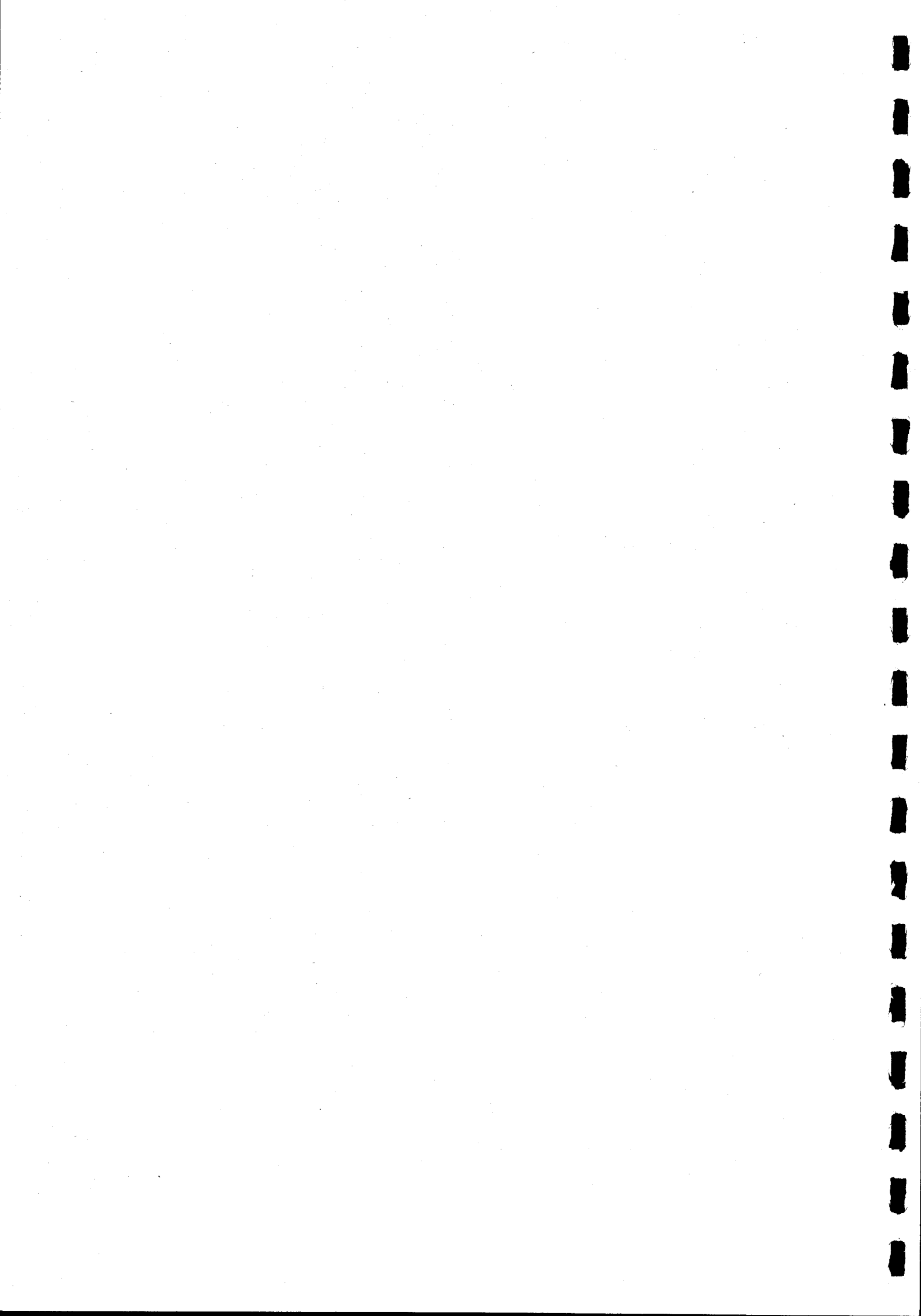
TRINCOMALEE, SRI LANKA

3. E. MEDICAL. (3-82) DESPITE THE LOW STANDARD OF LIVING THROUGHOUT SRI LANKA, SIGNIFICANT PUBLIC HEALTH ACHIEVEMENTS HAVE BEEN MADE. THESE INCLUDE THE PROVISION OF SEWERAGE FACILITIES AND SUBSIDY OF HOME LATRINE CONSTRUCTION, AN INCREASED SUPPLY OF SAFE DRINKING WATER, AND FREE NATIONAL HEALTH SERVICES. SHIPS ARE RESTRICTED FROM DUMPING WASTE IN THE HARBOR. ALTHOUGH 80 PERCENT OF THE URBAN POPULATION HAS ACCESS TO POTABLE WATER, THE LOW STANDARDS OF PERSONAL AND FOOD HYGIENE STILL REQUIRE SHIPBOARD TREATMENT OF WATER. FOOD SHOULD BE EATEN ONLY AT THE LARGER HOTELS, WHERE SANITATION IS STRESSED. THE POOR ENVIRONMENTAL SANITATION IS AGGRAVATED DURING SEASONAL MONSOONS, AT WHICH TIME THE INCIDENCE OF ENTERIC DISEASES TENDS TO BECOME HIGH.

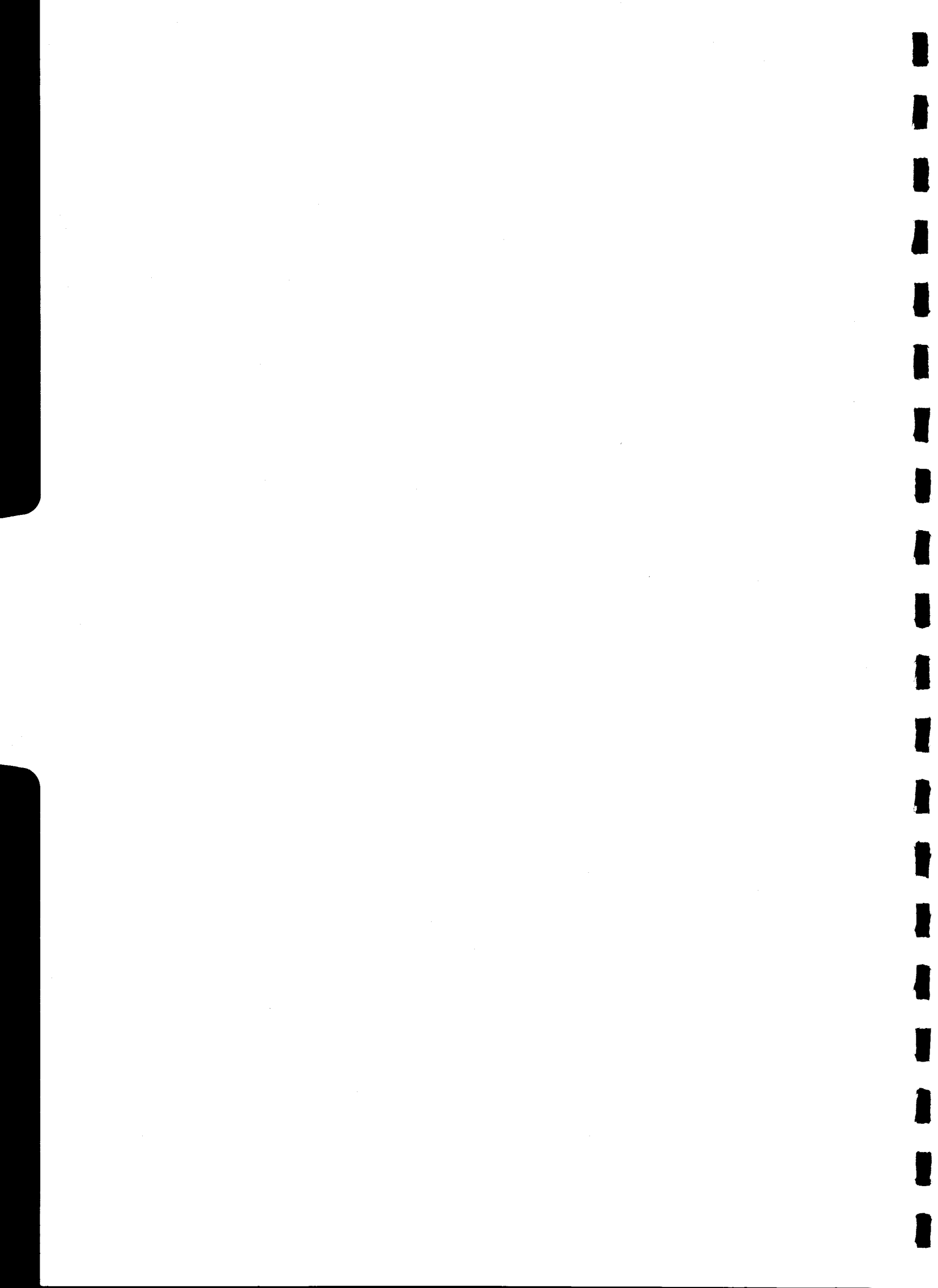
THE MAJOR ENTERIC DISEASES WILL BE ENCOUNTERED. SHIGELLOSIS OCCURRED IN EPIDEMIC PROPORTIONS DURING LATE 1978. IMMUNIZATIONS AGAINST TYPHOID ARE INDICATED. MALARIA AND DENUGE FEVER WILL BE THE PRIMARY VECTOR-BORNE DISEASE THREATS.

THE PROPHYLACTIC USE OF ANTIMALARIALS IS INDICATED YEAR-ROUND OUTSIDE OF COLOMBO. OTHER DISEASES OF PUBLIC HEALTH SIGNIFICANCE IN SRI LANKA INCLUDE TUBERCULOSIS, TETANUS, RABIES, AND VENEREAL DISEASES. PROSTITUTION IS ILLEGAL AND MANY CASES OF V.D. GO UNREPORTED. SCHISTOSOMIASIS HAS NOT BEEN REPORTED.

TRINCOMALEE HAS TWO HOSPITALS, A MEDIUM SIZE NAVAL HOSPITAL WHICH CAN BE EXPANDED TO 500 BEDS AND A SMALLER GOVERNMENT BASE HOSPITAL OF 300 BEDS, WHICH HAS ONLY LIMITED SURGICAL AND PHARMACEUTICAL CAPABILITIES. THE NAVAL HOSPITAL IS WELL EQUIPPED, WITH TWO OPERATING THEATERS, A DENTAL CLINIC, A PHYSICAL THERAPY WING, AND A PHARMACY. ALL PHARMACEUTICALS ARE IMPORTED. PRATIQUE AND BILL OF HEALTH ARE NOT REQUIRED. THE NEAREST U.S. MILITARY MEDICAL FACILITY IS NRMC SUBIC BAY, PHILIPPINES.



MALDIVE IS.



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MALE, REPUBLIC OF MALDIVES

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 87) THE PORT OF MALE (4-10N/73-30E) IS LOCATED AT THE SOUTH END OF MALE ATOLL. THE PORT FACILITIES ARE ON THE NORTH SIDE OF THE ATOLL.

B. APPROACHES, LIGHTS, ETC. (DEC 87) CONSULT DMAHTC PUB 173 (3RD ED 1986) AND CHARTS 63170, 63171, & 63172.

(NOV 87) (USS ROBERT E PEARY) PEARY MADE APPROACH TO ANCHORAGE FROM SOUTH VIA WADU CHANNEL. CHARTS 63170 (APPROACH) AND 63172 (ANCHORAGE) WERE ADEQUATE. OBJECTS WHICH PROVIDED BEST VISUAL FIXES WERE GOLD DOMED MOSQUE ON MALE, SOUTH TANGENT OF THE AIRPORT RUNWAY ON HULULE ISLAND, AND AIRPORT CONTROL TOWER, ALL OF WHICH CUT VERY WELL. SHOAL WATER SE OF FUNADU ISLAND EXTENDS APPROXIMATELY 50 YDS FURTHER TO SE OF CHARTED POSITION. THIS FACTOR DICTATED A TWO LEGGED APPROACH TO ANCHORAGE (333°T/298°T) UTILIZING A TURN BEARING OF 213°T ON GOLD DOMED MOSQUE.

C. PILOTAGE. (NOV 87) (USS R E PEARY) PILOTS ARE NOT AVAILABLE. SPECIFIC ANCHORAGE IS NOT ASSIGNED AND MORE THAN ADEQUATE ANCHORAGE AREA EXISTS. RELIANCE ON VISUALS FOR NAVIGATION WOULD MAKE NIGHT ENTRY DIFFICULT BUT NOT IMPOSSIBLE.

D. ENTRANCE. (NOV 87) SEE PARA 1B.

E. ANCHORAGES. (NOV 87) (USS R E PEARY) ANCHORAGE SELECTED WAS AT 04-11N/073-30E DIRECTLY WEST OF DUNIDU ISLAND. VISUAL BEARINGS WERE: GOLD DOMED MOSQUE 167°T, NORTH TANGENT OF RUNWAY 063°T, AND AIRPORT CONTROL TOWER 117°T. THIS LOCATION WAS OUTSIDE OF CHANNEL AND CLEAR OF MEDIUM DENSITY ANCHORAGE OF COASTAL SIZE STEAMERS NEARER TO THE ISLAND OF MALE. DEPTH OF WATER AT ANCHORAGE WAS 42 M (138 FT) AND HOLDING GROUND WAS EXCELLENT. THERE WAS STILL CLEAR ANCHORAGE AREA FURTHER NORTHWARD, WHICH WOULD HAVE BEEN CLOSER TO MORE POPULAR RESORT ISLANDS OF BANDOS AND FURANA. THE SHIP ELECTED CLOSER ANCHORAGE TO MALE FOR PROXIMITY TO BEACH GUARD LOCATION AND FAR MORE FREQUENT BOAT RUNS TO MALE THAN TO RESORT ISLANDS.

F. CHANNEL. (MAY 87) (USS WORDEN) WIND SET FROM SOUTHEAST IN APPROACH CAUSED VERY LITTLE SET/DRIFT ACROSS MALE PASSAGE. SOME SWIRLING CURRENTS WERE EXPERIENCED BETWEEN WILD POINT AND SOUTHERN TIP OF JULULE. ENTRY SPEED OF 15 KTS USED TO AVOID CURRENT/SET.

G. WRECKS AND OBSTRUCTIONS. (NOV 87) (USS R E PEARY) WRECK OF MALDIVES VICTORY, A 100 M (328 FT) COASTAL STEAMER, IS LOCATED ON WESTERN COAST OF HULULE ISLAND AT 04-11N/073-31E (AS CHARTED) IN 34.7 M (114 FT), WELL TO EDGE OF APPROACH CHANNEL. LAND RECLAMATION IS IN PROGRESS ON SOUTH SIDE OF MALE, WHICH IS NOT YET REFLECTED ON CHARTS.

H. TIDES AND CURRENTS. (NOV 87) (USS R E PEARY) SET AND DRIFT OF 073°T AT 1.5 KTS WAS EXPERIENCED ON BOTH INBOUND AND OUTBOUND TRANSITS. DIRECTION OF SET TENDED TO PUSH THE SHIP TOWARDS REEF AT SOUTH END OF HULULE ISLAND DURING APPROACH FROM SOUTH VIA WADU CHANNEL.

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MALE, REPUBLIC OF MALDIVES

I. WEATHER AND WINDS. (MAY 87) (USS WARDON) WINDS WERE 8-13 KNOTS FROM SOUTH-SOUTHWEST. OCCASIONAL SHOWERS REDUCED VISIBILITY AND INCREASED WINDS TO 15-18 KNOTS. HOWEVER, SW MONSOON COULD SUDDENLY BEGIN WITH LITTLE OR NO NOTICE.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (NOV 87) (USS R E PEARY) NO BERTHING FACILITIES ARE AVAILABLE IN MALE. CONSTRUCTION OF WHARFAGE WITH DEPTH ALONGSIDE OF APPROXIMATELY 6 M (19.7 FT) IS IN PROGRESS. CURRENTLY, ALL MERCHANTS ANCHOR IN THE HARBOR AND OFF-LOAD VIA LOCAL DHONIS. MALDIVIAN MERCHANT FORCE CONSISTS OF APPROXIMATELY 20 SMALL FREIGHTERS. MOST WERE IN PORT AND APPEARED TO BE IN A POOR STATE OF REPAIR.

B. FUEL, LUBE, AND DIESEL OIL. (MAY 85) (USS FANNING) FANNING COULD NOT REFUEL. JP5 AND AVGAS WERE NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (DEC 87) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR. (APR 86) (USS DAVID R RAY) SMALL LOCAL REPAIR FACILITIES AND MECHANICAL HANDLING FACILITIES WERE OBSERVED ON WATERFRONT OF MALE.

E. WAREHOUSES AND STORAGE. (MAY 85) (USS FANNING) WAREHOUSES ARE NOT AVAILABLE.

F. STEVEDORES. (DEC 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (MAY 85) (USS FANNING) MALE COULD ACCOMMODATE 20 SHIPS OF 4,000 GWT AT ANCHORAGE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 86) (USS DAVID R RAY) ROADS ARE NOT SURFACED WITH EXCEPTION OF ONE TEST CASE TO ASSIST IN COLLECTION OF RAIN WATER. CARS AND TRUCKS WERE SCARCE. PRIMARY MODE OF LOCAL TRANSPORTATION ON MALE WAS BY BICYCLE. ALL BICYCLES ON MALE MUST BE REGISTERED AND NO PERSONAL BICYCLES MAY BE BROUGHT TO THE ISLAND BY LIBERTY PARTIES.

PRIMARY INTER-ISLAND TRANSPORT IS BY DHONI OR SPEEDBOAT. USE OF SPEEDBOAT IS A NECESSITY DURING PORT VISIT AND IS ARRANGED BY USDAO. SPEEDBOAT COST IS APPROXIMATELY US\$130.00/DAY PLUS A CHARGE OF US\$7.15 PER LITER OF GASOLINE. THE COST INCREASES AFTER 2200.

## 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 86) (USS DAVID R RAY) NUMEROUS SMALL COASTAL FREIGHTERS WERE OBSERVED IN THE HARBOR. ACCORDING TO LOCAL SOURCES, ALL FREIGHTERS ARE UNLOADED, UTILIZING DHONIS WHICH ARE THE SMALL (30 FT) BOATS USED BY THE MALDIVIANS FOR TRANSPORTATION. UNLOADING OF A 1,000 TON COASTAL FREIGHTER CAN TAKE UP THE THREE WEEKS BY THIS METHOD.

B. WATER. (APR 86) WATER WAS DISTILLED IN THE HARBOR. THE HARBOR WATER IS EXCEPTIONALLY CLEAR, AND A SLIGHT CURRENT WAS NOTED IN THE

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VICINITY OF THE SHIP. LOCAL WATER SOURCE CONSISTS OF COLLECTED RAINWATER. AS THE AVERAGE RAINFALL IS VERY LITTLE, WATER REMAINS THE SINGLE BIGGEST PROBLEM FACING THE MALDIVES. THE WELL WATER OF ISLANDS IS SO BRACKISH THAT IT WILL BE UNSUITABLE FOR HUMAN CONSUMPTION UNLESS CORRECTIVE MEASURES ARE TAKEN. MOST RESORT ISLANDS ALSO RELY ON COLLECTED RAINWATER (BOTTLED WATER IS AVAILABLE FOR PURCHASE) ALTHOUGH SOME RESORTS HAVE INSTALLED SMALL DISTILLING PLANTS.

C. AIRFIELDS. (JAN 86) (USS FESSE L BROWN) THE AIRPORT AT HULULE ISLAND IS CAPABLE OF LANDING 747 AIRCRAFT. A MOTU-13 TECH WAS FLOWN IN TO MALE WITH GYRO REPAIR PARTS, SO THE MEANS IS AVAILABLE TO HAVE TECHNICAL REPRESENTATIVES/REPAIR PARTS FLOWN INTO MALE TO ASSIST IN REPAIR OF CASUALTIES WITH RELATIVE EASE.

D. COMMUNICATIONS. (NOV 87) (USS R E PEARY) COMMUNICATIONS WERE ESTABLISHED WITH HARBOR CONTROL ON BTB CHANNEL 16 (CALL SIGN MALE RADIO) TO RECEIVE PERMISSION TO ENTER THE HARBOR.

(APR 86) (USS DAVID R RAY) TELEPHONE CALLS CAN BE MADE TO CONUS. THE MOST INEXPENSIVE CALLS CAN BE MADE ON THE ISLAND OF MALE VIA SATELLITE. TWO PHONES ARE AVAILABLE AT THE TELEPHONE COMPANY. A WAITING TIME WAS ABOUT 30 MINS AND COST WAS US\$5.00/MIN PLUS 1% SERVICE CHARGE. CALLS FROM RESORT ISLANDS COST APPROXIMATELY US\$7.00/MIN AND A WAITING TIME WAS UP TO ONE HOUR. COLLECT CALLS COULD BE MADE FROM MALE AND FROM SOME OF THE RESORT ISLANDS (BANDOS, FURANA). CREW MEMBERS SHOULD BE CAUTIONED TO CHECK WITH MANAGERS PRIOR TO PLACING COLLECT CALLS, AS IT CAN ONLY BE DONE IN A FEW PLACES.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN MALE ARE POOR. THE WATER, SUPPLIED FROM WELLS AND RAIN CATCHMENTS, IS NOT CHLORINATED AND MAY BE BRACKISH. THERE ARE NO MUNICIPAL SEWAGE SYSTEMS AND FEW HOMES HAVE SEPTIC TANKS.

MALARIA RISK EXISTS THROUGHOUT THE YEAR IN THE MALDIVES, BUT ONLY IN LIMITED FOCI AND NOT IN MALE. ONLY FOUR LOCAL CASES WERE REPORTED IN THE MALDIVES IN 1984. FILARIANIS IS ENDEMIC. THE LAST CHOLERA EPIDEMIC WAS IN 1978. VENEREAL DISEASES ARE PREVALENT, ESPECIALLY GONORRHEA AND SYPHILIS.

(MAY 87) (USS WORDEN) MALDIVES HAS ONE HOSPITAL LOCATED ON CAPITAL ISLAND OF MALE, DESIGNED FOR 40-BED CAPACITY. AN 80-BED 3 STORY EXPANSION IS UNDER CONSTRUCTION. A SECOND HOSPITAL IS UNDER CONSTRUCTION ELSEWHERE ON THE ISLAND.

PHYSICIAN PROFILE - HOSPITAL CLAIMS STAFF OF 22 PHYSICIANS, MANY OF WHOM ARE FROM INDIA, JAPAN, AND SRI LANKA AND SERVE FOR SHORT PERIODS SEVERAL TIMES YEARLY OR ASSIGNED FOR 1 TO 2 YEARS TOTAL. ALL ARE FOREIGN TRAINED.

NURSING PROFILE - ALL FOREIGN TRAINED, SIGNIFICANT NUMBER FROM EUROPE, JAPAN AND INDIA.

SURGICAL SUPPORT - 2 SURGERIES PER DAY, 2 GENERAL SURGEONS. ONE OF WHOM IS RUSSIAN, 2 ANESTHETISTS, ONE OF WHOM IS RUSSIAN. NO SPECIALTY SURGERY READILY AVAILABLE. TWO OPERATING ROOMS, QUALITY IS GOOD.

MEDICAL SUPPORT - ICU PRESENT BUT NOT VIEWED. CLINICS STAFFED BY GENERAL PRACTITIONERS.

LABORATORY - MANUAL CBC, COMMON CHEMISTRIES ONLY, COMMON CULTURING CAPABILITIES.

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RADIOLOGY - PLAIN FILM AND IVP ONLY.  
BLOOD BANK - ALMOST ENTIRELY WALKING DONOR SYSTEM. QUALITY IS POOR.  
PHARMACY - WELL STOCKED, COMMON MEDICATIONS ONLY.  
OVERALL - QUALITY OF CARE, CLEANLINESS ARE POOR, POST-OP INFECTION IS COMMON.  
FINANCIAL - MUCH INTERNATIONAL AID INCLUDING U.S.  
MALARIA - PROPHYLAXIS SUGGESTED.  
SUNBURN - CAUSE FOR CONCERN  
SEA LIFE - VARIOUS SPECIES OF VENOMOUS AND OTHERWISE PROVOCATIVE FISH, CORAL CUTS ARE COMMON.  
SEXUALLY TRANSMITTED - NO PROSTITUTION NOTED. NO CASES OF STD.  
PREVALENT DISEASES ARE MALARIA, FILARIANIS, AND VENEREAL DISEASES (ESPECIALLY GONORRHEA AND SYPHILIS).

F. GASOLINE. (APR 86) (USS DAVID R RAY) GASOLINE IS AVAILABLE BUT VERY COSTLY, HENCE THE HIGH COST TO RENT BOATS.

G. PROVISIONS. (MAY 87) (USS WORDEN) PROVISIONS ARE NOT AVAILABLE.

H. GARBAGE DISPOSAL. (NOV 87) (USS R E PEARY) GARBAGE WAS REMOVED TWICE DAILY BY BOAT. NO SORTING WAS REQUIRED. THE SHIP ELECTED TO DUMP ONLY MESS DECKS GARBAGE, AS SECURITY PRECAUTION. SERVICES WERE CONTRACTED THROUGH AKIRI CO., MARINE DRIVE, MALE, FOR US\$125.00/DAY.

SEWAGE - A STATEMENT IN CUSTOMS NOTICE PROHIBITS DISCHARGE OF SEWAGE, YET NO SEWAGE DISPOSAL FACILITIES ARE AVAILABLE. A VERBAL ACKNOWLEDGEMENT OF THE RESTRICTION BY THE CO WAS SUFFICIENT. NO SIGNED AGREEMENT WAS REQUIRED. OF NOTE, ALL RESORTS DISPOSE OF SEWAGE DIRECTLY TO WATERS SURROUNDING EACH ISLAND.

## 4. PERSONALIA

A. CALLS. (NOV 87) CALLS MAY BE MADE ON:

MINISTER OF FOREIGN AFFAIRS  
MINISTER OF NATIONAL DEFENSE AND NATIONAL SECURITY

CALLS ARE ARRANGED BY USDAO COLOMBO.

B. HONORS. (MAY 87) (USS WORDEN) MALE IS NOT A SALUTING PORT.

## 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 87) (FICPAC) THE REPUBLIC OF MALDIVES, ABOUT 400 MILES SOUTHWEST OF SRI LANKA, CONSISTS OF ABOUT 2,000 LOW CORAL INLETS COMPRISING 19 ATOLLS. TOTAL AREA IS 298 SQ KM (115 SQ MI).

THE FIRST SETTLERS, WHO PROBABLY CAME TO THE MALDIVES FROM SRI LANKA, WERE BUDDHIST. ISLAM WAS ADOPTED IN THE 12TH CENTURY. THE PORTUGUESE ESTABLISHED THEMSELVES IN MALE FROM 1558 TO 1573. IN THE 17TH CENTURY, THE ISLANDS, A SULTANATE, WERE UNDER THE PROTECTION OF THE DUTCH RULERS OF CEYLON. IN 1932, THE FIRST DEMOCRATIC CONSTITUTION WAS PROCLAIMED, BUT THE COUNTRY REMAINED A SULTANATE. IN 1953, A REPUBLIC WAS PROCLAIMED; BUT LATE IN THE SAME YEAR, THE COUNTRY REVERTED TO A

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SULTANATE AGAIN. IN 1965, THE MALDIVE ISLANDS ATTAINED FULL POLITICAL INDEPENDENCE; AND IN 1968, A NEW REPUBLIC WAS INAUGURATED AND THE FORMER SULTANATE WAS ABOLISHED. WHEN THE MALDIVES ATTAINED THEIR INDEPENDENCE, BRITISH RESPONSIBILITY FOR THEIR DEFENSE CEASED. IT IS GOVERNED BY A CONSTITUTIONAL DEMOCRACY HEADED BY A PRESIDENT ELECTED EVERY FIVE YEARS. MALDIVES FOLLOW A NONALIGNED POLICY AND ARE COMMITTED TO PRINCIPLE OF MAINTAINING FRIENDLY RELATIONS WITH ALL COUNTRIES. MALDIVES ARE 100% ISLAMIC AND VERY RELIGIOUS-CONSCIOUS PEOPLE AND AS SUCH ISOLATE THEMSELVES FROM TOURISM ON OUTER ISLANDS. APART FROM HOTEL PERSONNEL, NO MALDIVIANS ARE MET UNLESS YOU VISIT MALE. MALE, A TOWN OF 48,000 ON A ONE SQ MILE ATOLL, IS NOT A POPULAR TOURIST DESTINATION AND HAS ONLY A FEW SMALL TOURIST SHOPS ON ITS SEAFRONT.

THE POPULATION IS 173,000 (1984 EST.). THE OFFICIAL LANGUAGE IS DIVEHI, SIMILAR TO OLD SINHALESE. ENGLISH IS THE COMMON LANGUAGE.

B. LIBERTY. (NOV 87) (USS R E PEARY) ONE OFFICER OR CPO AND ONE PETTY OFFICER NEEDED 24 HOURS A DAY ON MALE. BEACH GUARD STATIONED AT THE LANDING DURING MALE LIBERTY HOURS OF 0900 TO 1800. ONE MEMBER OF BEACH GUARD WAS ON STATION, ALLOWING SECOND MEMBER FOR MEAL AND SIGHTSEEING BREAKS. PRIMARY PURPOSE OF BEACH GUARD WAS TO MAINTAIN RADIO COMMUNICATIONS WITH THE SHIP AND PHONE COMMUNICATIONS WITH RESORT ISLANDS. AFTER 1800, BEACH GUARD LOCATED AT PALACE HOTEL TO CONTINUE ANY NECESSARY COMMUNICATIONS DURING NIGHT. THE SHIP FUNDED THE HOTEL ROOM FOR BEACH GUARD (US\$54.00/NIGHT). THE CONSULATE REP INDICATED THAT WHEN MORE THAN ONE SHIP WAS PRESENT, SHORE PATROL WAS REQUESTED BY SOME OF MORE POPULAR RESORT ISLANDS.

C. CLUBS AND BARS. (MAY 87) (USS WORDEN) ONE OR TWO BARS WERE LOCATED ON EACH RESORT ISLAND. ENTERTAINMENT CONSISTED OF SMALL BANDS, AMATEUR TALENT SHOW, AND JUKE BOX MUSIC. BEER COST US\$1.50-2.00 AND MIXED DRINKS US\$3.00-10.00.

D. RESTAURANTS. (MAY 87) (USS WORDEN) EACH RESORT ISLAND HAS RESTAURANTS AND COFFEE SHOPS. MEALS INCLUDED IN ROOM CHARGE AND SERVED THREE TIMES A DAY ON EUROPEAN SCHEDULE. MEALS WERE OF VERY GOOD QUALITY.

E. HOTELS. (NOV 87) (USS R E PEARY) PEARY VISIT WAS AT THE BEGINNING OF PEAK TOURIST SEASON. VERY FEW, IF ANY, ROOMS WERE AVAILABLE AT RESORTS WITHIN 5 NM OF AIRPORT AND ANCHORAGE. SEVERAL CREW MEMBERS WERE ABLE TO OBTAIN ROOMS ON SOME OF THE OUTLAYING ISLAND RESORTS, SOME OF WHICH WERE AS MUCH AS AN HOUR AND A HALF AWAY BY BOAT. ALL RESORTS HAD CABANAS, DINING FACILITIES, SOUVENIR SHOPS, RECREATION AREAS/ROOMS, AND BARS. PRICES OF ROOMS AVAILABLE RANGED FROM US\$30.00 TO 60.00, WHICH INCLUDED THREE MEALS. MOST ISLANDS WELCOMED DAY VISITS. HOWEVER, CLUB MED, LOCATED ON FARUKOLUFUSHI ISLAND, CHARGED ARRIVING CREW MEMBERS US\$23.00 FOR A BUFFET BEFORE THEY WERE PERMITTED TO VISIT. EUROPEAN TOURISTS COMPRISE THE MAJORITY OF RESORT RESIDENTS. COUPLES ARE THE NORM AND SINGLES ARE A RARITY.

AMERICAN CONSULATE REP ARRANGED PRESENTATIONS OF BANDOS AND FURANA RESORT ISLANDS. BECAUSE OF THESE ISLANDS' PROXIMITY TO ANCHORAGE AND, IN PART, PAUCITY OF HOTEL ROOMS, THESE RESORT ISLANDS EXTENDED SPECIFIC INVITATION TO USE THEIR FACILITIES. FURANA ARRANGED A BAND ON FIRST AND

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THIRD NIGHTS AND TALENT SHOW AND CRAB RACES ON SECOND NIGHT. BANDOS OFFERED DISCOUNTED SCUBA DIVING.

F. ATHLETICS. (OCT 86) (USS LEAHY) WATER RELATED ACTIVITIES WERE PREDOMINANT. SWIMMING, SNORKELING, DIVING, FISHING, WIND-SURFING, AND BOATING WERE MAIN ACTIVITY. SHIP'S TEAM PLAYED LOCALS IN ONE SOCCER GAME WHICH IS THEIR MAIN SPORT. POOL AND TABLE TENNIS WERE AVAILABLE AT MANY RESORTS.

G. BEACHES. (MAY 87) (USS WORDEN) ALL ISLANDS HAVE EXCELLENT BEACH FACILITIES. SCUBA AND SNORKELING GEAR ARE AVAILABLE FOR RENT. SCUBA DIVING RATE WAS US\$20.00 FOR HALF DAY TO CERTIFIED DIVERS.

H. CHURCHES. (MAY 87) (USS WORDEN) RELIGION ON MALE IS MOSTLY ISLAM. PRAYER CALLS ARE FIVE TIMES DAILY (AVE. 2 MIN), AND ALL WORK STOPS.

I. TRANSPORTATION. (NOV 87) (USS R E PEARY) ONE 40-PAX BOAT WAS CHARTERED FOR MALE RUNS HOURLY THROUGHOUT DAY FOR US\$200.00/DAY. WHICH MET SHIP'S REQUIREMENTS FOR THAT ISLAND. DUE TO PROGRAMS BEING OFFERED ON BANDOS AND FURANA, SHIP ALSO FUNDED BOATS FOR RUNS TO THOSE RESORT ISLANDS. BANDOS REP OFFERED A CHARTERED BOAT FOR US\$250.00 FOR FIVE ROUND TRIPS PER DAY, WHICH WAS CONTRACTED. FURANA REP INITIALLY PROPOSED CHARTER AT US\$10.00 ROUND TRIP PER PERSON GOING TO FURANA. WHEN INFORMED OF THE BANDOS AGREEMENT, FURANA AGREED TO US\$50.00 PER ROUND TRIP BOAT. FIVE ROUND TRIPS PER DAY TO FURANA WERE SCHEDULED, BUT OCCASIONALLY TWO BOATS WERE REQUIRED DURING A SCHEDULED RUN DUE TO THE POPULARITY OF FURANA AMONG THE CREW.

THOSE WHO FOUND ROOM RESERVATIONS ON OTHER ISLANDS WERE, FOR MOST PART, PROVIDED TRANSPORTATION BY THAT ISLAND. SEVERAL OF THE CREW MEMBERS TOOK BOATS AT THEIR OWN EXPENSE TO OTHER ISLAND RESORTS. FARES OF US\$3.00 TO 10.00 FOR MORE REMOTE ISLAND WAS NORM.

A SPEEDBOAT (4-6 PAX) WAS OFFERED FOR CHARTER AT US\$200.00 PLUS GAS. THE OFFER WAS DECLINED DUE TO COST. NO ONE HURRIES IN MALDIVES.

J. TOURS. (APR 86) (USS DAVID R RAY) THE RESORTS MOST FREQUENTED BY THE CREW INCLUDED: BANDOS, FURANA (BOTH WITHIN SIGHT OF THE SHIP), AND VADOO.

K. SHOPPING. (MAY 87) (USS WORDEN) LIMITED SHOPPING IS AVAILABLE ON RESORT ISLANDS. MOST ISLANDS ARE LIMITED TO ONE SHOP/BOUTIQUE. MALE ISLAND HAS SOME SHOPS AND PRICES ARE MUCH CHEAPER. THE BEST BUYS INCLUDE BLACK CORAL JEWELRY, WOOD CRAFTS, AND T-SHIRTS. U.S. CURRENCY WAS WIDELY ACCEPTED ON MOST ISLANDS.

FOR CONSERVATION REASONS, IT IS ILLEGAL TO TAKE WHOLE TORTOISE/TURTLE SHELLS AND UNWORKED BLACK CORAL OUT OF THE MALDIVES.

L. THEATERS AND CINEMA. (NOV 87) NONE.

M. PHYSICAL SECURITY. (MAY 87) (USS WORDEN) ONLY MALE HAS POLICE FORCE. OUTER ISLANDS ARE NOT REGULARLY PATROLLED. IMMEDIATE LIAISON WITH POLICE IS POSSIBLE THROUGH AMCONSULAR REP. ALL LIBERTY PARTIES WERE SELF-POLICED BY "SENIOR MAN IN CHARGE" CONCEPT. THIS WORKED WELL.

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IT WOULD BE VERY DIFFICULT TO MAN A SHORE PATROL ON EVERY TOURIST ISLAND. NIS ASSESSED MALDIVES AS LOW RISK IN 1987. WATER LINE LIGHTS, ANCHOR WATCH, TOPSIDE ROVING PATROL, BRIDGE AND QUARTERDECK WATCHES ARE SUFFICIENT.

N. MISCELLANEOUS INFORMATION. (NOV 87) (USS R E PEARY) ISLAND OF MALE IS CENTER OF GOVERNMENT AND REPUBLIC'S ISLAMIC RELIGION. ALL USN PERSONNEL, WITH EXCEPTION OF BEACH GUARD, WERE REQUIRED TO DEPART MALE PRIOR TO 1800 DAILY. ALL BARS ON ISLAND OF MALE WERE OFF-LIMITS, WITH EXCEPTION OF THOSE IN HOTELS. GOLD-DOMED MOSQUE WAS CONSTRUCTED WITH FUNDS PROVIDED BY MUAMMAR QUADDAFI. THERE IS A MALDIVIAN/LIBYAN FRIENDSHIP SOCIETY LOCATED ON MALE.

EUROPEAN CUSTOM OF TOPLESS SUNBATHING IS EVIDENT ON RESORT ISLANDS, BUT MALDIVIAN LAW PROHIBITS NUDITY.

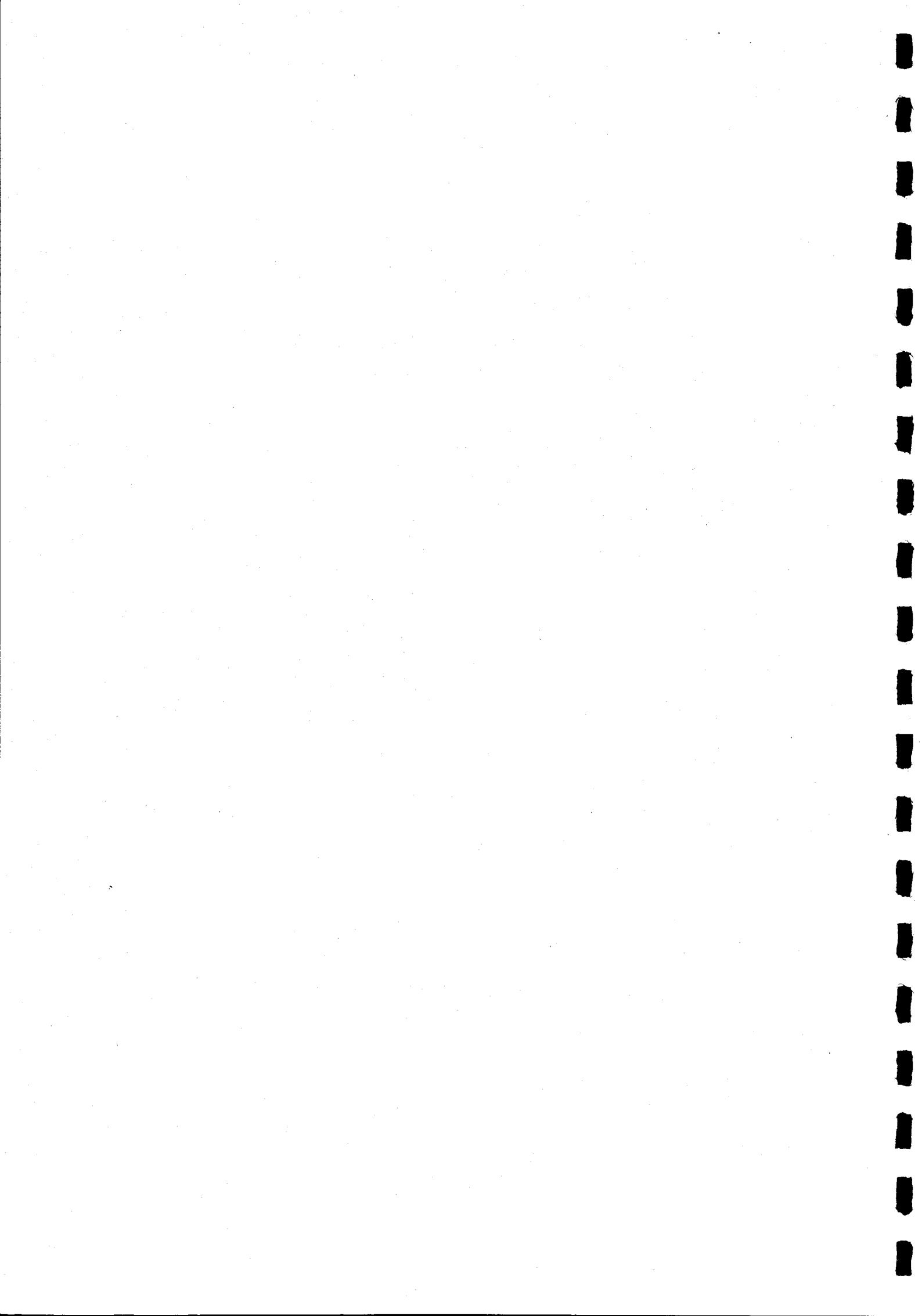
ON MALE, THERE IS RESTRICTION AGAINST IN U.S. PHOTOGRAPHS OF GOVERNMENT BUILDINGS AND MILITARY PERSONNEL. RESTRICTION DISCOVERED WHEN ONE CREW MEMBER HAD EXPOSED FILM CONFISCATED. BEST GUIDANCE, IF THERE IS QUESTION, IS TO ASK EVER PRESENT MILITARY IF PICTURE TAKING IN SPECIFIC AREA IS PERMITTED.

IT IS AGAINST MALDIVIAN LAW TO TAKE LIQUOR ASHORE, BUT ALCOHOL IS AVAILABLE ON RESORT ISLANDS. NUDE PICTURES, PORNOGRAPHY, WEAPONS, AND DRUGS ARE STRICTLY PROHIBITED. RADIOS ARE ALSO PROHIBITED ALTHOUGH PERSONAL EAR PHONE CASSETTE PLAYERS WERE ACCEPTABLE. IT SHOULD BE STRESSED THAT GUESTS ON RESORT ISLANDS ARE THERE TO ENJOY A QUIET TIME, NOT TO BE SUBJECTED TO LOUD PARTIES.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (FEB 87).

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GAN, MALDIVE ISLANDS

1. NAVIGATION INFORMATION

A. DESCRIPTION OF PORT. (1-81) AT THE S END OF ADDU ATOLL, ABOUT 1.61 KM (1 MI) W OF THE SW END OF WILINGILI. INHABITED IN 1970 AND THE LARGEST ISLAND OF THE ATOLL.

B. APPROACHES, LIGHTS, ETC. (12-72) THE HARBOR IS ENTERED THROUGH FOUR OPENINGS IN THE SURROUNDING BARRIER REEF. TWO ARE LOCATED AT NORTH END OF THE ATOLL AND TWO AT THE SOUTH. THE SOUTH OPENINGS ARE PREFERRED. WHEN ENTERING THE ADDU ATOLL VIA THE GAN CHANNEL, STEER COURSE 340 TO A LARGE CLUMP OF TREES ON BUSHY INLET.

(11-82) (USS SAN JOSE) ENTERED THE ATOLL VIA THE GAN CHANNEL EXPERIENCING A 2 KT SOUTH-WESTERLY SET WITH RELATIVELY CALM SEAS AND MINIMAL WINDS. THE SHIP ANCHORED AT THE CHARTED ANCHORAGE (00°415'S/073°09.5E), AS SHOWN ON CHART 63202, IN 21 FATHOMS OF WATER WITH CORAL AND SAND BOTTOM.

THE RADAR DOME AND RADIO MAST ON HITADDU ISLAND ARE GONE. THE CAUSEWAY BETWEEN FEDU AND GAN ISLAND HAS BEEN REBUILT OF STONE AND PACKED DIRT AND IS CAPABLE OF HANDLING VEHICULAR TRAFFIC THE SIZE OF A CITY BUS.

C. PILOTAGE. (1-81) NO LICENSED PILOTS ARE AVAILABLE.

D. ENTRANCE. (12-72) MOST OF THE ENTRANCES ARE 8 TO 1.2 KM (0.5 TO 0.75 MI) WIDE AND HAVE A LENGTH OF ABOUT 1.61 KM (1 MI). EXCEPT FOR SOME SHOAL PATCHES, THERE ARE NO DEPTH RESTRICTIONS IN THE ENTRANCES.

(11-82) (USS SAN JOSE) THE LIGHTED BUOYS AND BUOYS IN THE CHANNELS AND LAGOONS SHOULD NOT BE RELIED ON.

E. CHANNEL. (1-81) GAN CHANNEL IS ABOUT 800 YDS WIDE, WITH DEPTH OF 16.5 TO 18.3 M (9 TO 10 FM) IN THE FAIRWAY. FOR FURTHER INFORMATION, CONSULT DMAHTC 173 (CH-1, 10 JAN 81).

F. ANCHORAGES. (1-81) IN ABOUT 40M (22 FM), GOOD HOLDING GROUND OF CORAL AND SAND, MAY BE OBTAINED FROM 800 TO 1,000 YDS ENE OF THE JETTIES ON N SIDE OF GAN. THERE IS VERY LITTLE SWELL HERE BUT FARTHER INSIDE THE LAGOON IT MAY BE MODERATE TO HEAVY. SHIPS UP TO 23,000 TONS ANCHOR REGULARLY IN THIS AREA. SHIPS FORMERLY ANCHORED FARTHER WNW BUT THIS AREA IS NOW FOULED BY A SUBMARINE CABLE.

G. WRECKS AND OBSTRUCTIONS. (11-82) (USS SAN JOSE) THERE ARE NO OBSTRUCTIONS IN THE GAN CHANNEL OR LAGOON.

H. TIDES AND CURRENTS. (1-81) THE FLOOD CURRENT SETS STRONGLY INTO THE LAGOON THROUGH WILINGILI CHANNEL AND OUT OF THE LAGOON THROUGH GAN CHANNEL. THE EBB CURRENT SETS OUT THROUGH BOTH CHANNELS. THUS THE CURRENT THROUGH GAN CHANNEL IS CONTINUOUSLY OUT OF THE LAGOON. THE CURRENT SETS STRONGLY ACROSS THE ENTRANCE TO GAN CHANNEL, USUALLY IN AN E DIRECTION, BUT AFTER A SPELL OF E WINDS, A SET TO THE SW IS EXPERIENCED. THE TIDAL RISE AT ADDU ATOLL IS 1.2 M (4 FT) AT MEAN HIGH WATER SPRINGS AND 0.8 M (2.6 FT) AT MEAN HIGH WATER NEAPS.

## GAN, MALDIVE ISLAND

1. WEATHER AND WINDS. (1-81) WIND DIRECTION HAS A SEASONAL PATTERN NOT CONFORMING TO THAT OF THE MONSOON. THUS NNE WINDS PREDOMINATE IN JAN AND FEB BACKING TO W IN MAR THRU MAY AND TO S IN JUL AND AUG. IN SEP THE PREDOMINANT DIRECTION VEERS TO BECOME W IN OCT AND NOV AND N BY DEC. WIND SPEEDS ARE GENERALLY 15 KT WITH GREATEST MEAN SPEEDS IN MAY AND OCT. OCCASIONAL GUSTS EXCEEDING 40 KT OCCUR AT ANY TIME OF YEAR IN ASSOCIATION WITH RAIN SHOWERS FROM SW OR NW.

### 2. PERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (1-81) A CONCRETE PIER, 135.4 M (444 FT) LONG AND 13.4 M (44 FT) WIDE, IS LOCATED ABOUT 600 YDS E OF THE NW END OF THE ISLAND. THERE IS A CHANNEL 15.3 M (50 FT) WIDE WITH A DEPTH OF 2.3 M (7.5 FT) ON BOTH SIDES OF THE JETTY. THERE IS A LEAST DEPTH OF 2.7 M (9 FT) AT THE SEAWARD END OF THE JETTY.

AN OIL PIER, ABOUT 300 YDS ESE OF THE CONCRETE PIER, EXTENDS 134 M (440 FT) TO THE EDGE OF THE BARRIER REEF. TANKERS USING THE OIL PIER ANCHOR OFF AND SECURE THE STERN TO MOORINGS BUOYS OFF THE HEAD OF THE PIER.

(11-82) (USS SAN JOSE) ALL OF THE BOAT MOORINGS ARE MISSING EXCEPT FOR TWO OF FOUR IN THE VICINITY OF THE OIL JETTY.

B. FUEL, LUBE, AND DIESEL OIL. (11-82) (USS SAN JOSE) FUEL, LUBE, AND DIESEL OIL ARE NOT AVAILABLE. THE REFUELING PIER HAS BEEN RENOVATED AND APPEARS OPERATIONAL. THE PIER IS CONFIGURED FOR A MED MOOR WITH TWO BOUYS FOR STERN LINES. THERE ARE THREE "ABOVE-GROUND" PIPES THAT RUN FROM THE PIER TO THE POL STORAGE AREA. THREE OF THE NINE POL STORAGE TANKS HAVE BEEN REMOVED. ISLAND PERSONNEL ARE PLANNING TO CLEAN THE REMAINING TANKS SOON AND REFILL THEM WITH FRESH WATER (INTENDING TO REDUCE CORROSION).

C. MECHANICAL HANDLING FACILITIES. (4-84) NO INFORMATION AVAILABLE.

D. DRY DOCKS AND REPAIR FACILITIES. (4-84) NO INFORMATION AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (4-84) NO INFORMATION AVAILABLE.

F. STEVEDORES. (4-84) NO INFORMATION AVAILABLE.

G. PORT CAPACITY. (4-84) NO INFORMATION AVAILABLE.

H. ROAD, RAIL AND STEAMER TRANSPORTATION. (12-72) THERE ARE NO RAILROADS. A NARROW ROAD ENCIRCLES THE ISLAND. NO TRANSPORTATION IS AVAILABLE ON THE ISLAND.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (4-84) NO CURRENT INFORMATION AVAILABLE.

B. WATER (12-72) WATER IS SUPPLIED FROM INDIVIDUAL WELLS. THERE IS NO CHLORINATION. FILTRATION AND BOILING IS ENCOURAGED FOR DRINKING PURPOSES. THERE ARE TWO RAIN WATER TANKS ON THE ISLAND FOR THE COLLECTION OF DRINKING WATER. THERE IS NO POTABLE WATER AVAILABLE TO SHIPS. IN EXTREME EMERGENCY,

GAN, MALDIVE ISLAND

FRESH WATER CAN BE SUPPLIED TO VESSELS FROM THE OIL JETTY AT ABOUT FOUR TONS AN HOUR. THE SHIP WILL BE REQUIRED TO MED MOOR TO THE JETTY. LIMITED QUANTITIES (2,000-3,000 GAL) MAY BE OBTAINED FROM WAVE VICTOR OR HER REPLACEMENT.

C. AIRFIELDS. (11-82) (USS SAN JOSE) THE OLD WW II RAF AIR FIELD IS IN GOOD SHAPE. THE RUNWAY ORIENTATION IS 100-280 MAG, 2697 M (8,700 FT) LONG 46.5 M (150 FT) WIDE. IT IS OPEN TWO DAYS A WEEK, SUNDAY AND THURSDAY, FOR AN AIR MALDIVES FLIGHT (SKYVAN) FROM MALE, AIR MALDIVES MAINTAINS AN OFFICE ON THE ISLAND. THE RUNWAY AND APPROACH LIGHTS ARE OUT BUT THE RAMP LIGHTING IS OPERATIONAL.

D. COMMUNICATIONS. NO CURRENT INFORMATION AVAILABLE.

E. MEDICAL FACILITIES. (7-82) SEE C2/MED.

F. GASOLINE. (4-84) NO INFORMATION AVAILABLE.

G. PROVISIONS. (4-84) NO INFORMATION AVAILABLE.

H. GARBAGE DISPOSAL. (4-84) NO INFORMATION AVAILABLE.

4. PERSONALIA

A. CALLS. (11-82) THE ATOLL CHIEF AND THE MALDIVIAN DIRECTOR OF CIVIL AVIATION.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. THE MALDIVE ISLANDS, CONSISTING OF SOME 2,000 ISLANDS, ISLETS, AND CORAL ROCKS, ARE LOCATED BETWEEN 00-43 SOUTH AND 07-06 NORTH AND BETWEEN 72-33 AND 73-44 EAST. THE ISLANDS ARE IN THE NORTHWEST PART OF THE INDIAN OCEAN ABOUT 720 KM (450 MILES) SOUTHWEST OF SRI LANKA.

MALE IS THE PRINCIPAL TOWN, ISLAND, CAPITAL, AND THE MOST IMPORTANT PORT OF THE ISLANDS. SECOND TO MALE, STRATEGICALLY, IS ADDU ATOLL, SITE OF A RECENTLY REBUILT WW II BRITISH AIRFIELD AND FORMER SITE OF A WW II SEAPLANE BASE AND OTHER MILITARY INSTALLATIONS.

ADDU ATOLL IS LOCATED OUTSIDE OF THE MONSOON REGION IN THE SOUTHERN PORTION OF THE ARCHIPELAGO. SHAPED LIKE A HALFMOON, THE ATOLL HAS A BROKEN COAST LINE ENCLOSING A NATURAL HARBOR. GAN IS THE PRINCIPAL ISLAND, AND LIKE THE OTHER ISLANDS IN THE ADDU ATOLL, IS COVERED BY COCONUT PALMS.

IN AN AGREEMENT SIGNED ON 26 JULY 1965 BETWEEN REPRESENTATIVES OF THE UNITED KINGDOM AND THE MALDIVE ISLANDS, FULL INDEPENDENCE WAS GRANTED. THE BRITISH PRESENCE ON THE ISLAND CEASED ON MARCH 31, 1976.

B. LIBERTY. (11-82) (USS SAN JOSE) A LIBERTY PARTY OF 100 MEN WAS SENT ASHORE FOR 2 HRS AT THE INVITATION OF THE ATOLL CHIEF. THE MEN WERE ABLE TO WALK AROUND THE ISLAND FREELY AND SEVERAL CREWMEN WERE GIVEN A TOUR OF THE GARMENT FACTORY AND OLD RAF SERGEANT'S MESS.

C. CLUBS, BARS, RESTAURANTS, AND HOTELS. (11-82) THE MAIN ATTRACTION IS THE OLD RAF SERGEANT'S MESS WHICH HAS BEEN CONVERTED INTO A HOLIDAY CAMP

RESORT WITH APPROX 30 GUEST ROOMS AND A BAR/DINING ROOM. BEER IS AVAILABLE FOR \$1.50 U.S. THE HOLIDAY CAMP IS PLANNING TO HAVE BUS TOURS TO THE UNINHABITED ISLAND ON THE EASTERN SIDE OF THE ATOLL.

D. ATHLETICS. (4-84) NO INFORMATION AVAILABLE.

E. BEACHES. (4-84) NO INFORMATION AVAILABLE.

F. CHURCHES. (4-84) NO INFORMATION AVAILABLE.

G. TOURS. (4-84) NO INFORMATION AVAILABLE.

H. SHOPPING. (11-82) (USS SAN JOSE) THERE IS A STORE TO SELL SOUVENIRS. U.S. DOLLARS ARE USED AND PREFERRED.

I. THEATER AND CINEMA. (4-84) NO INFORMATION AVAILABLE.

J. MISCELLANEOUS INFORMATION. (11-82) (USS SAN JOSE) GAN'S MAIN INDUSTRY IS A SWEATER FACTORY RUN BY THE STATE TRADING ORGANIZATION (STO) AND EITHER A HONG KONG OR JAPANESE COMPANY. THE FACTORY IS HOUSED IN FIVE OF THE OLD AIRFIELD INDUSTRIAL SHOPS AND THE SUPERVISERS ARE ORIENTALS. THE FACTORY EMPLOYES 1,000 PERSONNEL, MOSTLY FEMALES. PRODUCTS ARE 8-10 THOUSAND SWEATERS A MONTH, WHICH THEY CLAIM IS 2 PERCENT OF THE U.S. MARKET.

THE GOLF COURSE IS AVAILABLE, BUT GRASS IS OVERGROWN.

THE PEOPLE OF GAN ARE VERY FRIENDLY AND FUTURE PORT VISITS BY USN SHIPS ARE RECOMMENDED.

COMPILED BY: KAY DEVAUL, 2A, FICPAC.



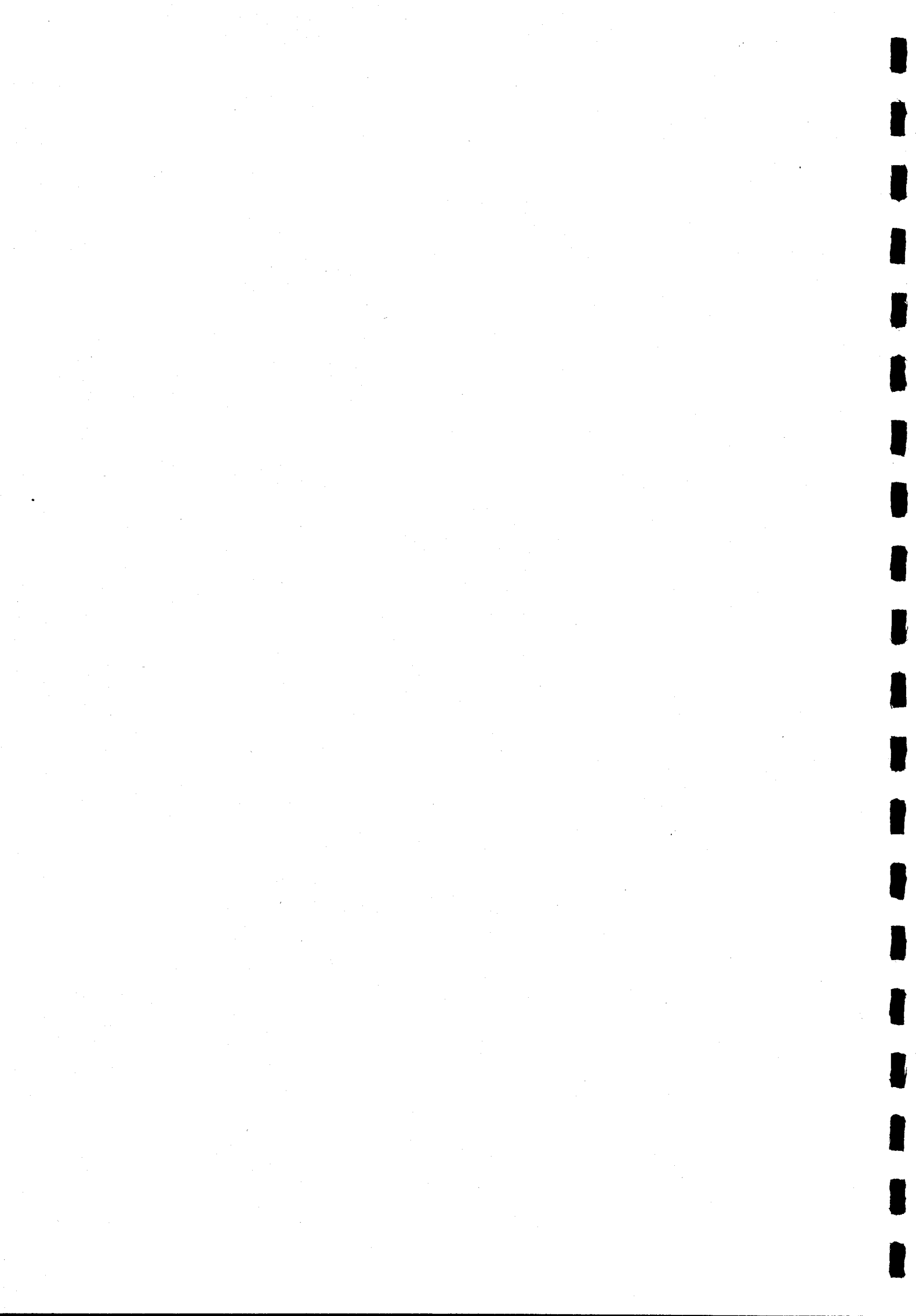
GAN, MALDIVE ISLANDS

3. E. MEDICAL. (7-82) ALTHOUGH THE MALDIVES HAVE A DEPRESSED RURAL ECONOMY AND THE PEOPLE ARE CONSIDERED POOR, VISITORS ARE CONTINUALLY IMPRESSED BY THE CLEANLINESS OF THE ISLANDS AND THE PRIDE OF THE PEOPLE. THE CLIMATE IS HOT AND HUMID, WITH MONSOONS DURING BOTH WINTER AND SUMMER MONTHS. WATER IS SUPPLIED FROM WELLS AND RAIN CATCHMENTS; IT IS CHLORINATED, BUT MAY BE BRACKISH. THERE ARE NO MUNICIPAL SEWAGE SYSTEMS; A FEW HOMES HAVE SEPTIC TANKS.

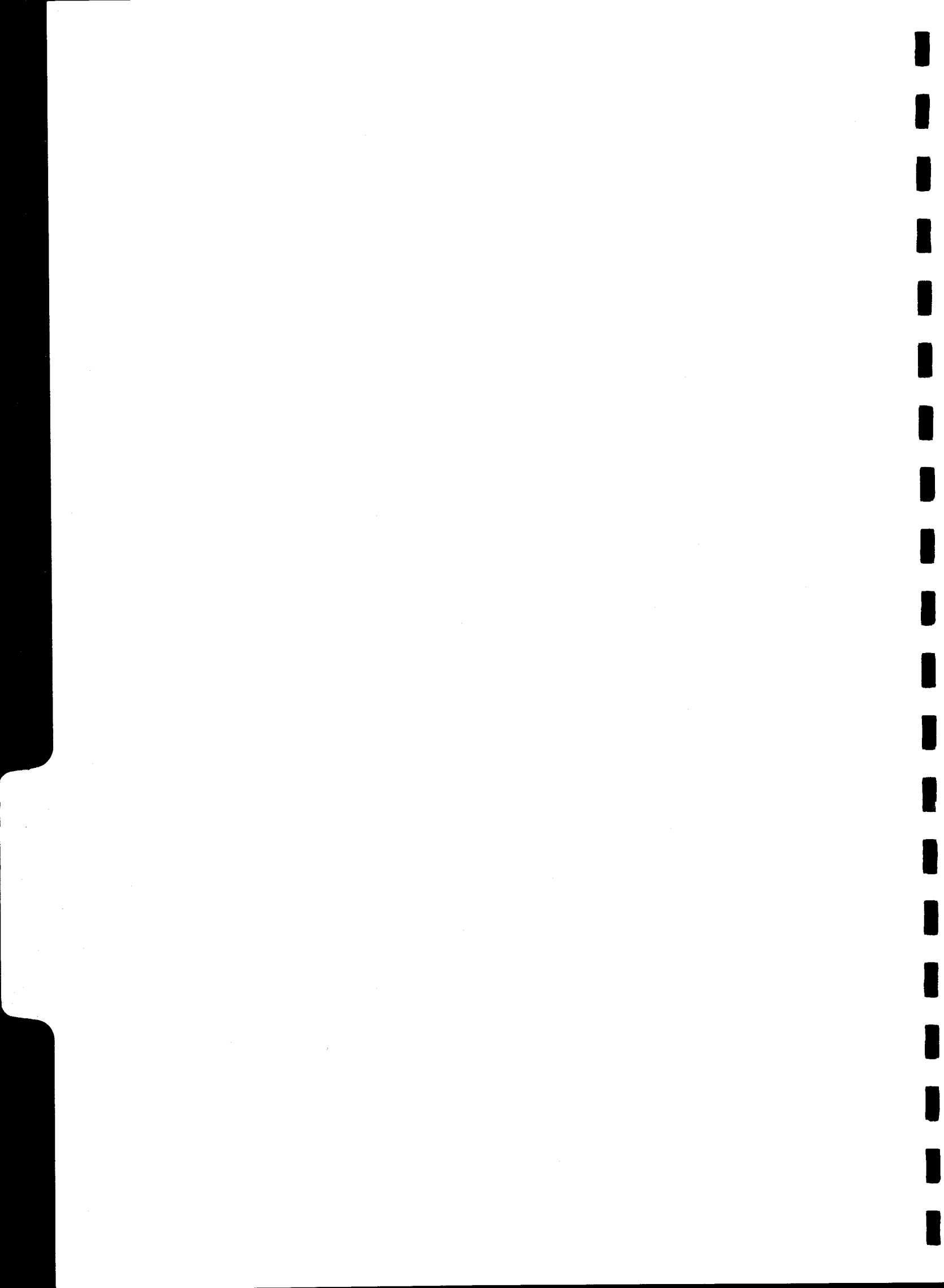
THE LARGE AMOUNTS OF RAINFALL AND POOR DRAINAGE PROVIDE NUMEROUS STAGNANT PONDS WHICH ARE BREEDING AREAS FOR MOSQUITOS. CONSEQUENTLY, THE TWO MAJOR DISEASE THREATS ARE MALARIA AND FILARIASIS. SPRAYING OF THESE PONDS HAS BROUGHT THE DISEASE VECTOR UNDER CONTROL IN MALE, BUT ELSEWHERE IT REMAINS A PROBLEM. ENTERIC DISEASES ARE COMMON; THE LAST CHOLERA EPIDEMIC WAS IN 1978. VENEREAL DISEASES ARE PREVALENT; GONORRHEA AND SYPHILIS PREDOMINATE. (THERE ARE FEW OR NO WOMEN ON GAN, HOWEVER THE NATIVES TRAVEL FROM NEARBY ISLANDS FREQUENTLY.)

THE MEDICAL FACILITIES IN THE MALDIVES ARE LIMITED. THE CLINICS AND HOSPITALS HAVE BEEN CLOSED FROM TIME TO TIME DUE TO A LACK OF MEDICAL PERSONNEL. ALL MEDICAL SUPPLIES ARE IMPORTED. THERE ARE NO BLOOD BANKS, HOWEVER, MATCHING AND DIRECT TRANSFUSION SERVICES ARE AVAILABLE. THE ROYAL AIR FORCE OPERATED A 24-BED HOSPITAL WITH TWO PHYSICIANS PRIOR TO THE 1977 EVACUATION OF THE BASE ON GAN BY THE BRITISH. IT IS UNKNOWN WHETHER THIS FACILITY REMAINS OPEN. ALL SERIOUS CASES ARE EVACUATED TO COLOMBO, SRI LANKA.

CHOLERA VACCINATIONS ARE REQUIRED FOR ALL VISITORS, AND YELLOW FEVER VACCINATIONS FOR THOSE ARRIVING FROM ENDEMIC AREAS. NO OTHER QUARANTINE REGULATIONS ARE KNOWN. THE NEAREST U.S. MILITARY HOSPITAL IS NRMIC SUBIC BAY, PHILIPPINES.



KOVSAT



MINA AL AHMADI, KUWAIT

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (7-84) MINA AL AHMADI IS LOCATED ON THE WESTERN SHORE OF THE PERSIAN GULF AT 29°04'N/048°10'E. THIS PORT SERVES AS THE DEEP SEA TERMINAL FOR THE OIL RESOURCES COMING FROM THE NORTH-WESTERN SHORES OF THE PERSIAN GULF. THIS CITY IS APPROXIMATELY 46 KM (29 MI) SOUTH-SOUTHEAST OF AL KUWAYT. ABOUT 18 KM (11 MI) INLAND FROM THIS PORT IS BURQAN (BURGAN), THE SITE OF ONE OF THE RICHEST OIL FIELDS IN THE WORLD.

B. APPROACHES, LIGHTS, ETC. (7-84) CONSULT TO DMAHTC PUB 172 (2ND ED 1983) AND CHARTS 62430 (10TH ED JUN 83), 62432 (10TH ED MAR 83).

C. PILOTAGE. (7-84) CONSULT TO DMAHTC PUB 172.

D. ENTRANCE. (7-84) CONSULT TO DMAHTC PUB 172.

E. CHANNEL. (7-84) CONSULT TO DMAHTC PUB 172.

F. ANCHORAGE. (7-84) CONSULT TO DMAHTC PUB 172.

G. WRECKS AND OBSTRUCTIONS. (7-84) CONSULT TO DMAHTC PUB 172.

H. TIDES AND CURRENTS. (7-84) CONSULT TO DMAHTC PUB 172.

I. WEATHER AND WINDS. (7-84) CONSULT TO DMAHTC PUB 172.

2. BERTHING AND FACILITIES

A. MOORING, DOCK, ETC. (1-79) THIS PORT IS AN OPEN ROADSTEAD WITH NO PROTECTION FROM THE WIND OR SEA. SPECIAL FENDERS ARE INSTALLED ON THE WHARVES TO WITHSTAND THE SHOCK OF A VESSEL'S MOVEMENT. THE OIL LOADING FACILITIES CONSIST OF TWO WHARVES CONNECTED TO THE SHORE BY TWO LONG PIERS AND A SEA ISLAND BERTH LOCATED 15 KM (8 NM) OFFSHORE. THE SEA ISLAND IS SERVED BY 122 CM (48 IN) AND 51 CM (20 IN) UNDERWATER PIPELINES.

BERTHING FACILITIES FOR 10 VESSELS ARE AVAILABLE AT THE SOUTHERN WHARF WHICH IS 1,160 M (3,805 FT) IN LENGTH. THE WHARF IS CONNECTED TO THE SHORE BY A PIER WHICH IS 1,280 M (4,200 FT) LONG. DEPTHS ALONGSIDE VARY FROM 12 TO 15 M (40-49 FT). A SMALL CRAFT AND LIGHTER HARBOR, DREDGED TO A DEPTH OF 2.5 M (8.5 FT), IS PRESENT AT THE ROOT OF THE PIER. ONLY TWO OF THE 10 BERTHS CAN BE USED FOR THE DISCHARGE OF GENERAL CARGO.

BERTHING FACILITIES FOR 4 VESSELS ARE AVAILABLE AT THE NORTHERN WHARF WHICH IS 700 M (2,300 FT) IN LENGTH. THIS WHARF IS CONNECTED TO THE SHORE BY A PIER WHICH IS 1,450 M (4,750 FT) LONG. DEPTHS ALONGSIDE VARY FROM 17 TO 18 M (57 TO 60 FT). THERE ARE NO GENERAL CARGO FACILITIES ON THIS BERTHS.

THERE ARE ALSO SIX SUBMARINE PIPELINE BERTHS IN THIS PORT. THERE IS ABOUT 14 M (45 FT) OF WATER AT THESE BERTHS.

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THE SEA ISLAND BERTH CONSISTS OF A LOADING PLATFORM 49 X 43 M (160 X 140 FT) WITH 5 INTERCONNECTED PILE DOLPHINS AT EACH END OF THE PLATFORM. THE OVERALL LENGTH OF THE FACILITY IS 519 M (1,700 FT). TWO VESSELS CAN BE ACCOMMODATED AT ONE TIME, AND THE DEPTH ALONGSIDE IS 28 M (93 FT).

B. FUEL, LUBE, AND DIESEL. (1-79) BUNKERS, LIGHT AND HEAVY FUEL OIL, AND DIESEL OIL CAN BE TAKEN AT THE WHARVES AT A LOADING RATE OF ABOUT 200 TONS/HOUR. ONLY HEAVY FUEL OIL IS AVAILABLE AT THE SEA ISLAND BERTH. MARINE LUBRICANTS ARE NORMALLY AVAILABLE. ALL TYPES OF AVIATION FUELS ARE AVAILABLE AT THE KUWAIT AIRPORT.

C. MECHANICAL HANDLING FACILITIES. (12-75) EACH TANKER BERTH AT THE SOUTHERN WHARF IS EQUIPPED WITH DERRICKS TO HANDLE THE CARGO HOSES. CARGO VESSELS NORMALLY USE THEIR OWN CRANES BUT PORTABLE CRANES WITH A 5-TON CAPACITY ARE AVAILABLE. A DERRICK WITH A CAPACITY OF 54-TON CAPACITY ARE AVAILABLE. A DERRICK WITH A CAPACITY OF 54-TON IS LOCATED AT THE NORTH END OF THE WHARF (PIER NO. 10). THERE ARE TWO FLOATING CRANES WITH THE LARGEST HAVING A 30-TON CAPACITY.

D. DRY DOCKS AND REPAIR. (12-75) MINOR REPAIRS CAN BE MADE BY RADIO IN ADVANCE GIVING THE DETAILED REQUIREMENTS TO MARINE KUOCO, KUWAIT. DIVERS AND DIVING GEAR ARE AVAILABLE.

E. WAREHOUSES AND STORAGE. (12-75) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (12-75) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (1-79) THERE ARE AN UNLIMITED NUMBER OF ANCHORAGES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (12-75) MINA AL AHMADI IS CONNECTED TO THE CAPITAL CITY OF KUWAIT BY ROAD. THERE ARE NO RAILROADS IN KUWAIT. THERE IS NO STEAMER SERVICE TO MINA AL AHMADI.

3. SERVICES, LOGISTICS, AND OPERATIONS.

A. LIGHTERAGE. (1-79) THERE ARE ABOUT 20 STEEL BARGES AND A NUMBER OF LAUNCHES AVAILABLE IN THE PORT.

B. WATER. (1-79) THERE ARE FRESH WATER CONNECTIONS ON THREE WHARVES, BUT ALL FRESH WATER IS PRODUCED BY DISTILLATION, AND IS IN LIMITED SUPPLY.

C. AIRFIELDS. (1-79) AN AIRFIELD CAPABLE OF HANDLING SMALL AIRCRAFT IS LOCATED AT AL AHMADI. INTERNATIONAL AIR TRAVEL IS ACCOMMODATED THROUGH THE KUWAIT AIRPORT WHERE ALL TYPES OF AVIATION FUEL ARE AVAILABLE.

D. COMMUNICATIONS. (1-79) MINA AL AHMADI GUARDS VHF (BRIDGE TO BRIDGE) CHANNEL 16. MAIL IS HANDLED THROUGH THE AMERICAN EMBASSY.

E. MEDICAL. (5-82) SEE E2/MED.

MINA AL AHMADI, KUWAIT

F. GASOLINE. (6-75) VEHICULAR GASOLINE MAY BE BOUGHT THROUGH LOCAL COMMERCIAL FACILITIES.

G. PROVISIONS. (12-75) STORES FROM LOCAL SUPPLIERS ARE AVAILABLE THROUGH THE SHIPS AGENT.

H. GARBAGE DISPOSAL. (12-75) NO INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (1-79) THE AMERICAN EMBASSY SHOULD BE NOTIFIED BY MESSAGE WELL IN ADVANCE OF A VISIT TO ADVISE OF THE SHIPS ARRIVAL AND TO REQUEST ASSISTANCE TO MAKE CALLS.

CALLS WILL BE MADE ON THE RULER OF KUWAIT AND CERTAIN SENIOR MEMBERS OF THE ROYAL FAMILY. OTHER GOVERNMENTAL AND MILITARY FIGURES WITHIN KUWAIT (INCLUDING THE GOVERNOR OF AHMADI) SHOULD BE CALLED UPON. ALL CALLS WILL BE ARRANGED BY THE AMERICAN EMBASSY.

B. HONORS. (1-79) MINA AL AHMADI IS NOT A SALUTING PORT. HOWEVER, NORMAL INTERNATIONAL COURTESIES, SUCH AS FLYING THE FLAG OF KUWAIT ON THE FOREMAST, SHOULD BE CAREFULLY ADHERED TO WHILE IN THE WATERS AND PORTS OF KUWAIT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (1-79) KUWAIT, A CONDITIONAL MONARCHY, IS AN INDEPENDENT STATE UNDER BRITISH PROTECTION BUT IS RULED BY ITS OWN HEAD OF STATE. IT IS LOCATED AT THE NORTHWESTERN CORNER OF THE PERSIAN GULF AND HAS AN AREA OF ABOUT 17,818 SQ KM (6,853 SQ MI). IT IS BOUNDED ON THE WEST AND NORTH BY IRAQ, ON THE EAST BY THE PERSIAN GULF AND ON THE SOUTH BY SAUDI ARABIA. KUWAIT AND SAUDI ARABIA JOINTLY OWN A 5,180 SQ KM (2,000 SQ MI) "NEUTRAL ZONE" TO THE WEST OF KUWAIT, AND THE TWO COUNTRIES EVENLY SPLIT ANY REVENUES RESULTING FROM NATURAL RESOURCES THAT MAY BE EXPLOITED IN THE ZONE.

MINA AL AHMADI IS THE DEEP SEA OIL TERMINAL THAT IS CONNECTED BY PIPELINE WITH THE OIL FIELDS LOCATED BOTH IN KUWAIT AND IN THE "NEUTRAL ZONE." THE PRODUCTION OF OIL AND NATURAL GAS ARE THE PRINCIPLE ECONOMIC ACTIVITIES OF KUWAIT AND ITS CHIEF EXPORTS. OTHER EXPORTS INCLUDE SKINS AND WOOL.

THE OVERWHELMING MAJORITY OF THE POPULATION IS MUSLIM, AND THE NATIVE AND OFFICIAL LANGUAGE IS ARABIC.

KUWAIT IS BELIEVED TO CONTAIN THE LARGEST SINGLE OIL RESERVES IN THE MIDDLE EAST. AS EARLY AS 1931, THE GULF OIL COMPANY UNSUCCESSFULLY ATTEMPTED TO OBTAIN A CONCESSION IN KUWAIT. FINALLY, THE KUWAIT OIL COMPANY (KOC), OWNED JOINTLY BY THE GULF EXPLORATION COMPANY AND THE ANGLO-IRANIAN OIL COMPANY (BRITISH), WAS FORMED TO EXPLOIT THE KUWAIT CONCESSION. THE COMPANY'S MAIN PRODUCING AREA IS THE BURGAN FIELD, WHICH LIES A SHORT DISTANCE TO THE SOUTH OF AL KUWAYT. MIDWAY BETWEEN AL KUWAYT

MINA AL AHMADI, KUWAIT

AND MINA AL AHMADI IS MAGWA, AN INDUSTRIAL AREA OF THE KUWAIT OIL COMPANY AND THE HOME OF THE EXCELLENT KOC HOSPITAL. KOC HAS ABOUT 3,000 AMERICANS AND BRITISH EMPLOYEES IN THE COUNTRY.

MANY PEOPLE ARE EMPLOYED IN THE FISHING INDUSTRY. THE STATE FISHING FLEET IS A LARGE CONCERN OWNED AND OPERATED BY THE SHEIK. FISHING VESSELS ARE MODERN AND WELL EQUIPPED.

THE COST OF LIVING IN AL KUWAYT IS HIGH.

B. LIBERTY. (1-79) VISITS BY U.S. NAVY WARSHIPS ARE KEPT LOW KEY. GENERAL LIBERTY ASHORE IS NOT PERMITTED BY THE GOVERNMENT OF KUWAIT. UNIFORMS ARE NOT TO BE WORN ASHORE. LIBERTY PARTIES ARE GENERALLY LIMITED TO PRE-ARRANGED TOURS BY THE KUWAIT OIL COMPANY. THE INTENSE HEAT DURING THE SUMMER MONTHS AND THE GOVERNMENTS LIBERTY POLICY WILL PROBABLY DISCOURAGE MOST OF THE CREW FROM GOING ASHORE.

C. CLUBS AND BARS. (1-79) THE KOC AND AMINOIL HAVE CLUB FACILITIES (INCLUDING TENNIS COURTS AND A POOL) IN MINA AL AHMADI.

D. RESTAURANTS. (6-75) THE ONLY RECOMMENDED RESTAURANTS ARE AT THE KUWAIT SHERATON AND THE KUWAIT HILTON.

E. HOTELS. (6-75) THE KUWAIT SHERATON AND KUWAIT HILTON ARE RECOMMENDED.

F. ATHLETICS. (1-79) ATHLETICS IN THE FORMS OF SOFTBALL, TOUCH FOOTBALL, TENNIS, BASKETBALL, AND SWIMMING MAY BE ARRANGED THROUGH THE AMERICAN EMBASSY. THERE IS GOOD FISHING OFF RAS AJUZAH AND TO THE SHOALS NORTH AND WEST OF SHUWAYKH AT THE HEAD OF THE HARBOR IN AL KUWAYT.

LOCAL BASKETBALL AND VOLLYBALL TEAMS ARE GENERALLY INTERESTED IN COMPETING WITH VISITNG SHIPS. COMIDEASTFOR ENCOURAGES SHIPS TO INCLUDE IN LOGREQ MESSAGES A REQUEST TO SCHEDULE COMPETITION IN SPORTS IF SHIP'S TEAMS CAN APPEAR IN UNIFORMS AND ARE ABLE TO MAKE A REASONABLY GOOD SHOWING.

G. BEACHES. (1-79) THE AMERICAN CONSULATE SHOULD BE NOTIFIED IF BEACH PARTIES ARE DESIRED.

H. CHURCHES. (6-75) THERE IS AN AMERICAN MISSION (DUTCH REFORMED) CHURCH IN AL KUWAYT. THE MISSIONARIES ARE MOST WILLING TO ARRANGE SERVICES ASHORE OR ABOARD SHIP FOR NAVAL PERSONNEL. THE SERVICES OF A ROMAN CATHOLIC PRIEST MAY BE ARRANGED THROUGH THE AMERICAN VICE-CONSUL.

I. TRANSPORTATION. (6-75) TAXIS ARE THE ONLY MEANS OF COMMERCIAL TRANSPORTATION. SINCE CABS DO NOT HAVE METERS, IT IS IMPORTANT TO AGREE ON THE FARE BEFORE ENTERING THE CAB.

J. TOURS. (1-79) TOURS OF THE KOC REFINERY MAY BE ARRANGED. TOURS OF THE MODERN AND UNIQUE KUWAIT WATER DISTILLERY CAN BE ARRANGED THROUGH THE AMERICAN EMBASSY.



MINA AL AHMADI, KUWAIT

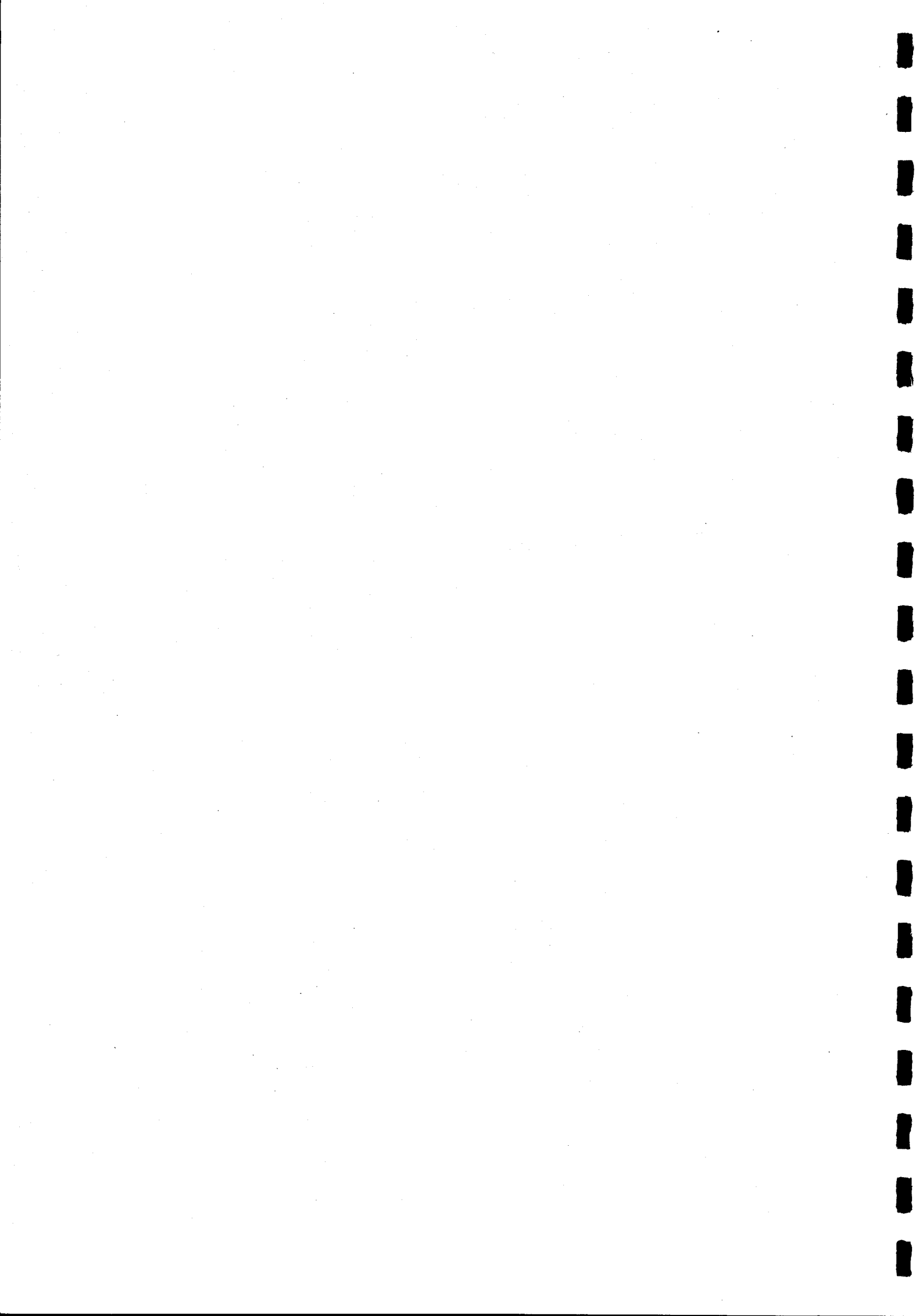
K. SHOPPING. (8-77) SHOPPING PARTIES MAY BE ARRANGED TO VISIT THE NATIVE BAZAAR AREA IN AL KUWAYT, WHICH IS ONE OF THE LARGEST AND MOST INTERESTING IN THE PERSIAN GULF AREA. KUWAIT CHESTS, BRASSWARE, PERSIAN RUGS, GOLD JEWELRY, LAMB SKINS, FABRICS, IVORY, AND COPPER ARE THE BEST BUYS.

L. THEATER AND CINEMA. (6-75) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS INFORMATION. (1-7()) THERE ARE NO LOCAL CURRENCY RESTRICTIONS, AND MOST STORES WILL ACCEPT U.S. CURRENCY. THE LOCAL CURRENCY IS THE KUWAIT DINAR (KD), WHICH IS BASED ON THE POUND STERLING. THERE ARE 1,000 FILS TO THE DINAR. ONE KD IS EQUAL TO APPROXIMATELY \$2.50 U.S.

TYPICAL MUSLIM CUSTOMS AND TRADITIONS PREVAIL. NO DISRESPECT FOR THE ISLAMIC RELIGION SHOULD BE SHOWN. WOMEN SHOULD UNDER NO CIRCUMSTANCES BE ACCOSTED OR PHOTOGRAPHED.

COMPILED BY MS. KAY DEVAUL, 2A, FICPAC, 474-5209.



MINA AL AHMADI, KUWAIT

3. E. MEDICAL (5-82) KUWAIT HAS THE HIGHEST STANDARD OF LIVING IN THE PERSIAN GULF AREA. ONE RESULT OF KUWAIT'S ECONOMIC GROWTH HAS BEEN IMPROVEMENT OF HEALTH AND SANITATION CONDITIONS; HOWEVER, INDUSTRIAL GROWTH HAS INCREASED AIR AND WATER POLLUTION. THE SEVERELY HOT, DRY AIR IS LADEN WITH POLLUTANTS SUCH AS UREA POWDER, CEMENT DUST, AND REFINERY GASES. AIR QUALITY IS ESPECIALLY POOR IN ASH-SHUAYBAH. WATER POLLUTION RESULTS FROM DISCHARGE OF INDUSTRIAL WASTE, CITY SEWAGE, AND FROM EFFLUENTS FROM NUMEROUS SHIPS DIRECTLY INTO THE SEA. EFFORTS TO PLACE CONTROLS ON WASTE DISPOSAL ARE UNDER WAY, BUT SWIMMING AT SOME OF AL-KUWAYT'S BEACHES MAY BE RESTRICTED DUE TO WATER POLLUTION.

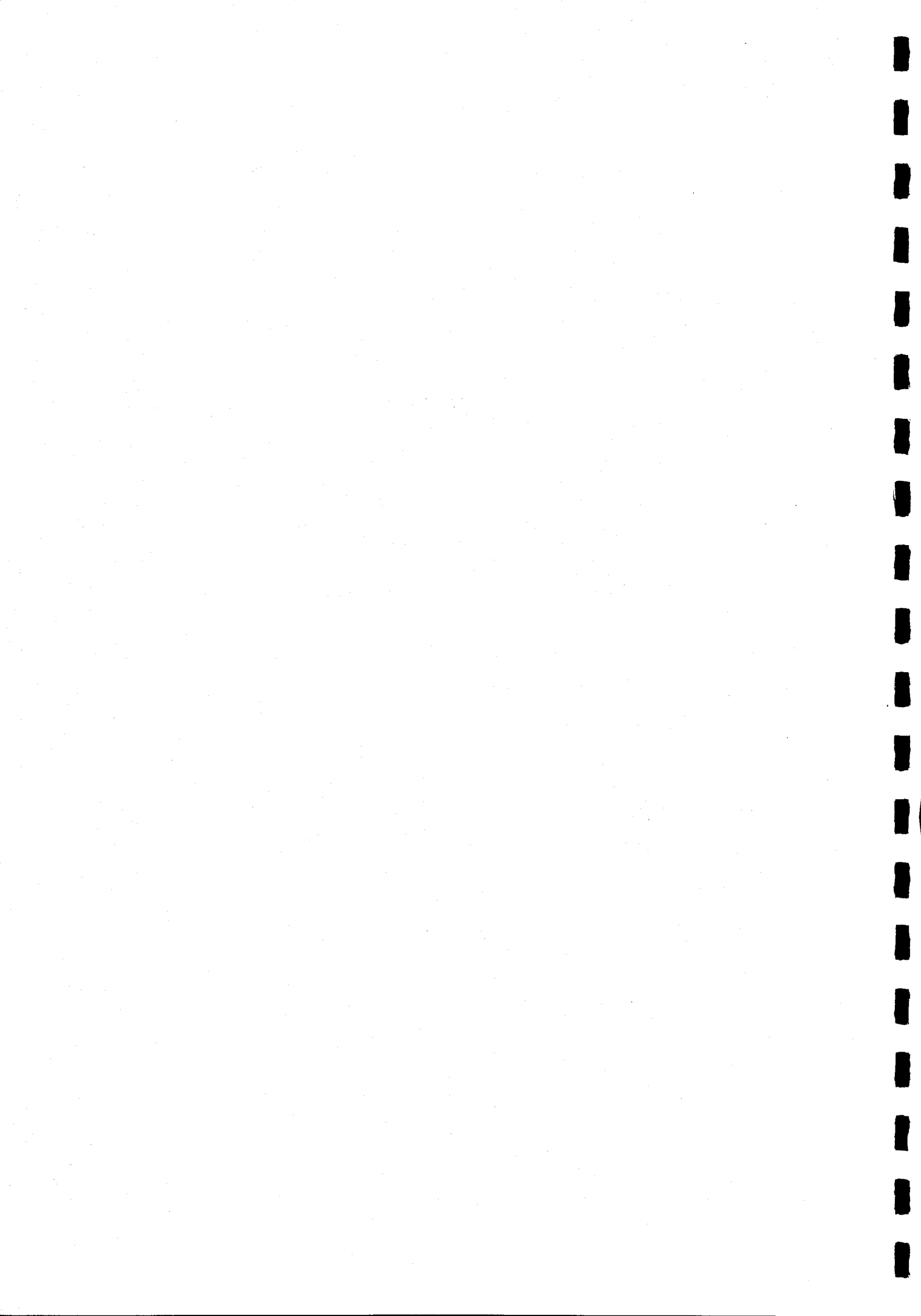
FOOD AND WATER BORNE DISEASES WHICH POSE THE GREATEST THREAT TO VISITING USN PERSONNEL INCLUDE TYPHOID, SALMONELLOSIS, AND INFECTIOUS HEPATITIS. MALARIA IS THE MAJOR VECTOR-BORNE DISEASE AND TUBERCULOSIS AND VENEREAL DISEASES ARE PRESENT. PRECAUTIONS SHOULD BE TAKEN TO PREVENT HEAT OR SUN-STROKE.

KUWAIT PROVIDES THE BEST MEDICAL CARE IN THE PERSIAN GULF; IT IS FREE TO CITIZENS AND VISITORS ALIKE AT GOVERNMENT HOSPITALS. MOST HOSPITALS IN KUWAIT HAVE BEEN CONSTRUCTED WITHIN THE LAST FIVE YEARS. THE EQUIPMENT IS AMONG THE BEST AVAILABLE. MANNING THE HOSPITALS WITH QUALIFIED PHYSICIANS, NURSES, AND SPECIALISTS CONTINUES TO POSE PROBLEMS; MOST PHYSICIANS ARE EXPATRIATES.

THE KUWAIT OIL COMPANY OPERATES THE SOUTHWELL HOSPITAL IN NEARBY MAGWA. THIS WELL-EQUIPPED, 300-BED HOSPITAL OFFERS GENERAL MEDICAL, SURGICAL, GYNECOLOGICAL, X-RAY, LABORATORY, AND DENTAL SERVICES. IT IS BRITISH MANNED, OFFERS AMBULANCE SERVICE, AND IS RECOMMENDED FOR U.S. PERSONNEL.

A REQUEST FOR FREE PRATIQUE SHOULD BE SENT BY MESSAGE STATING THE NAME OF THE VESSEL, THE LAST PORT OF CALL AND THE STATUS OF CREW HEALTH. VESSELS APPROACHING ANCHORAGE MUST HOIST QUARANTINE FLAG PRATIQUE IS GRANTED. RAT GUARDS ARE REQUIRED ON ALL MOORING LINES. IN MARCH 1976, ROUTINE AEROMEDICAL EVACUATION SERVICES WERE ESTABLISHED BETWEEN BAHRAIN (347 KM (217 MI) S.W. OF KUWAIT) AND LINDSEY AIR STATION, GERMANY. EVACUATION IS HANDLED IN ACCORDANCE WITH COMIDEASTFORINST 6320.1.

Validated by Navy Environmental & Preventive Medicine Unit #6.



ASH SHUAYBAH, KUWAIT

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 87) ASH SHUAYBAH (29-02N/048-10E) IS A COASTAL, OPEN ROADSTEAD HARBOR THAT INCLUDES AN ARTIFICIAL BREAKWATER ENCLOSED BASIN, AN EXPOSED T-HEAD PIER FOR EXPORTING POL PRODUCTS, AND TWO DESIGNATED ANCHORAGES. BOTH ANCHORAGES ARE SUBDIVIDED INTO AREAS KNOWN AS INNER AND OUTER HARBORS.

B. APPROACHES, LIGHTS, ETC. (JAN 87) (USS SAMPSON) CONSULT DMAHTC PUB 172 AND CHART 62432. THE APPROACH COURSE WAS 291°T TO 29-08N/048-14E AND CHANGED COURSE TO 270°T TO THE INTERSECTION OF THE RANGE COURSE OF 253.5°T. THE FOLLOWING IS A LIST OF LIGHTS AND POINTS WHICH PROVIDED EXCELLENT FIXES THROUGHOUT THE APPROACH.

TAYOR ROCK LT - 29-01-42N/048-34-36E  
KUBBAR ISLAND LT - 29-04-12N/048-29-30E  
SHOAL WATER LT Q(3) 10S - 28-56-12N/048-21-14E  
WELLHEAD LT FL Y 5S - 28-54-42N/048-28-24E  
URAYFIJAAN LT Q(3) 10S - 29-00N/048-15-42E

ALL OF THE DEEP WATER APPROACH BUOYS "7" THROUGH "24" WERE SEEN ON RADAR BUT WERE NOT SEEN VISUALLY EVEN THOUGH THE SHIP'S TRACK WAS ONLY 3 NM SOUTH OF THE DEEP WATER APPROACH. RECOMMEND PLOTTING CONSPICUOUS FLARES ON THE HARBOR CHART TO APPROACH. EXCELLENT RADAR FIXES WERE OBTAINED FROM THE NORTH SEAWALL AND ALL THE QUAYS ON SOUTH PIER. ON FINAL APPROACH, RECOMMEND UTILIZING ONLY THE FOLLOWING PTS DUE TO THE NUMEROUS TANKS AND OBSTRUCTIONS ALONG THE WATERFRONT.

"D" LT FL Y 10S - 29-00-30N/048-12-17E  
SOUTH FLARE - 29-00-42N/048-08-45E  
TWIN FLARE - 29-01-58N/048-08-58E  
CONTROL TOWER - 29-02-34N/048-09-54E

C. PILOTAGE. (JAN 87) (USS SAMPSON) PILOTAGE IS COMPULSORY AT ALL TIMES, AND PILOTS TAKE VESSELS INTO THE PORT AT NIGHT. THE PILOT BOARDED SAMPSON AT 29-03N/048-11-51E. HE SPOKE VERY HALTING ENGLISH AND WAS OF LITTLE ASSISTANCE IN ENTERING THE PORT. THE PILOT VESSEL HAS A BLACK HULL AND THE WORD "PILOT" IS PAINTED ON THE SIDE. THERE WERE TWO TUGS AVAILABLE BUT WERE NOT UTILIZED UNTIL WE TURNED IN THE BASIN. MOST SHIPS WILL REQUIRE ASSISTANCE IN TWISTING INSIDE THE BASIN. HARBOR TUGS ARE QUITE LARGE AND NOT AS USEFUL AS STANDARD SIZE TUGS FOR A DESTROYER BERTHING.

D. ENTRANCE. (JAN 87) (USS SAMPSON) SAMPSON APPROACHED THE HARBOR ON COURSE 253.5°T. THE RANGES WERE LOCATED ON SKELETON TOWERS BUT WERE NOT SIGHTED UNTIL WELL WITHIN THE HARBOR DUE TO THE MANY TOWERS AND OBSTRUCTIONS ALONGSIDE THE RANGE WHICH BLENDED TO MAKE VISUAL ACQUISITION ALMOST IMPOSSIBLE.

E. CHANNEL. (OCT 85) (USS KLAKRING) APPROACH TO ASH SHUAYBAH WAS VIA "BUOYED DEEP WATER CHANNEL".

F. ANCHORAGES. (JAN 87) (USS SAMPSON) CONSULT PUB 172.

ASH SHUAYBAH, KUWAIT

G. WRECKS AND OBSTRUCTIONS. (JAN 87) (USS SAMPSON) CONSULT PUB 172.

H. TIDES AND CURRENTS. (OCT 85) (USS KLAKRING) RANGE OF TIDES WAS APPROXIMATELY 0.61 m (2 FT) AND KLAKRING EXPERIENCED A SET/DRIFT OF 0.7 KTS 330°T AT ENTRANCE.

I. WEATHER AND WINDS. (FEB 87) CONSULT PUB 172.

2. BERTHING AND FACILITIES

A. MOORING DOCKS, ETC. (OCT 85) (USS KLAKRING) KLAKRING MOORED PORT SIDE TO NO. 14 BERTH AT THE INDUSTRIAL AND COMMERCIAL BERTHS. THE LENGTH OF THE BERTH WAS 152 M (500 FT) AND DEPTH, 14 M (46 FT). FOR OTHER BERTHS, CONSULT PUB 172.

B. FUEL, LUBE, AND DIESEL OIL. (JAN 87) (USS SAMPSON) 43,000 GALS OF EXCELLENT QUALITY F-76 WAS RECEIVED FROM THE BUNKERING VESSEL.

C. MECHANICAL HANDLING FACILITIES. (OCT 85) (USS KLAKRING) THERE ARE TWO 40-TON GANTRY RAIL TRANSITERS, SIX TO TEN FORKLIFTS, AND SIX TO TEN PALLET TRUCKS. NUMEROUS VEHICLES WERE OBSERVED UNLOADING CONTAINER SHIPS.

D. DRYDOCKS AND REPAIR FACILITIES. (MAY 86) THERE ARE NO SIGNIFICANT SHIP REPAIR SERVICES AT SHUAYBAH.

E. WAREHOUSE AND STORAGE. (MAY 86) COVERED STORAGE IS LIMITED BUT AMPLE OPEN STORAGE SPACE IS IN THE PORT AREA.

F. STEVEDORES. (FEB 87) NO CURRENT INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (OCT 85) (USS KLAKRING) THERE ARE APPROXIMATELY 20 DEEP WATER BERTHS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 85) (USS KLAKRING) NO RAILROAD WAS OBSERVED. TRUCK ROADS ACCESS ONTO WHARVES, APRONS, AND SHEDS. TWO MAJOR ROADS CLEAR THE PORT AND ARE ACCESSIBLE TO AL KUWAIT AND IRAQ.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 87) NO CURRENT INFORMATION IS AVAILABLE.

B. WATER. (JAN 87) (USS SAMPSON) POTABLE WATER CONNECTIONS ON PIER ARE NOT COMPATIBLE WITH USN FITTINGS. A SATISFACTORY, TEMPORARY RIG WAS ENGINEERED.

C. AIRFIELDS. (FEB 87) NO INFORMATION IS AVAILABLE.

ASH SHUAYBAH, KUWAIT

D. COMMUNICATIONS. (OCT 85) (USS KLAKRING) A PILOT VESSEL CAN BE CONTACTED ON BTB CHANNEL 13. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

(JAN 87) (USS SAMPSON) NO PHONE LINES WERE AVAILABLE AT THE PIER. AMEMBASSY PROVIDED VHF RADIO TO COMMUNICATE WITH EMBASSY MARINE DET.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN ASH SHUAYBAH ARE GOOD; HOWEVER, INDUSTRIAL GROWTH HAS INCREASED AIR AND WATER POLLUTION. THE SEVERELY HOT, DRY AIR IS LADEN WITH POLLUTANTS SUCH AS UREA POWDER, CEMENT DUST, AND REFINERY GASES. WATER POLLUTION RESULTS FROM DISCHARGE OF INDUSTRIAL WASTE, CITY SEWAGE, AND EFFLUENTS DUMPED FROM SHIPS DIRECTLY INTO THE SEA. SWIMMING MAY BE RESTRICTED. HEAT OR SUNSTROKE MAY BE A PROBLEM.

FOOD/WATERBORNE DISEASES PRESENT IN LOW LEVELS OF ENDEMICITY INCLUDE TYPHOID, SALMONELLOSIS, AND INFECTIOUS HEPATITIS. TUBERCULOSIS AND SEXUALLY TRANSMITTED DISEASES ARE PRESENT. KUWAIT IS FREE OF ENDEMIC MALARIA. CASES ARE DETECTED IMPORTED LABORERS FROM OTHER COUNTRIES.

MEDICAL CARE IS AVAILABLE AT THE SOUTHWELL HOSPITAL (300 BEDS) IN NEARLY MAGWA. OPERATED BY THE KUWAIT OIL COMPANY, THIS WELL-EQUIPPED FACILITY OFFERS AMBULANCE SERVICE AND GENERAL MEDICAL, SURGICAL GYNECOLOGY, X-RAY, LABORATORY, AND DENTAL SERVICES. AMBULANCE SERVICE IS AVAILABLE. MEDICAL PERSONNEL ARE MOSTLY BRITISH. THERE ARE ROUTINE AEROMEDICAL EVACUATION SERVICES BETWEEN BAHRAIN (347 KM SOUTHWEST OF KUWAIT) AND LINSYD AIR STATION, GERMANY. EVACUATION IS HANDLED IN ACCORDANCE WITH COMIDEASTFORINST 6320.1.

A REQUEST FOR FREE PRATIQUE SHOULD BE SENT TO "HEALTH PORT SHUWAIKH", STATING THE NAME OF THE VESSEL, THE LAST PORT OF CALL, THE STATUS OF CREW HEALTH, AND THE VALIDITY OF SMALLPOX AND CHOLERA CERTIFICATES. VESSEL APPROACHING ANCHORAGE MUST HOIST THE QUARANTINE FLAG UNTIL PRATIQUE IS GRANTED. RAT GUARDS ARE REQUIRED ON ALL MOORING LINE.

(OCT 85) (USS KLAKRING) SANITATION OF PORT: ORGANIC MATERIAL (WOOD) AND INDUSTRIAL POLLUTANTS (FOAM, SOAP, AND TRASH) WERE IN HARBOR WATER. ATMOSPHERIC POLLUTION WAS MODERATE SMOG. CITY CONDITION: SEWAGE WAS REMOVED BY SEWAGE TRANSFER TRUCK. FLY/INSECT VECTOR POPULATION WAS HEAVY. MAJOR RESTAURANTS WERE IN COMPLIANCE WITH SANITARY STANDARDS, BUT STREET VENDORS WERE SUSPECT.

F. GASOLINE. (OCT 85) (USS KLAKRING) GASOLINE IS READILY AVAILABLE AT COMMERCIAL STATIONS.

G. PROVISIONS. (OCT 85) (USS KLAKRING) AMEMBASSY CONTACTED THE PORT CAPTAIN WHO MADE ALL ARRANGEMENTS. EXCELLENT QUALITY OF FRESH FRUITS AND VEGETABLES WERE AVAILABLE AND KLAKRING USED STANDARD CHEMICAL TREATMENT ON ALL FFV IN FOREIGN PORTS.

H. GARBAGE DISPOSAL. (OCT 85) (USS KLAKRING) DUMPSTERS WERE PROVIDED AT THE PIER AND WERE EMPTIED TWICE DAILY AND UPON REQUEST. THE POC IS AMEMBASSY VIA LOGREQ. SEWAGE DISPOSAL WAS AVAILABLE BY TANKER

ASH SHUAYBAH, KUWAIT

TRUCK; HOWEVER, KLAKRING HAD TO PROVIDE A HOSE. NO SORTING OF TRASH WAS NEEDED. NO RESTRICTION ON DUMPING WAS NOTED.

4. PERSONALIA

A. CALLS. (JAN 87) (USS SAMPSON) CALLS MAY BE MADE ON:

COMMANDER OF THE KUWAIT NAVY  
DIRECTOR OF ASH SHUAYBAH PORT  
MINISTER OF DEFENSE  
GOVERNOR OF AHMADI

FORTY KUWAIT NAVAL PERSONNEL AND AMERICAN COMMUNITY TOURED THE SHIP.

B. HONORS. (OCT 85) (USS KLAKRING) ASH SHUAYBAH IS NOT A SOLUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 87) THE PORT OF ASH SHUAYBAH WAS ORIGINALLY BUILT IN 1967 TO SUPPORT INDUSTRIAL DEVELOPMENT. THE GOVERNMENT OF KUWAIT PROVIDED SUBSIDIZED SUPPORT FOR INDUSTRIAL ACTIVITIES IN THE FORM OF INEXPENSIVE LAND AND UTILITIES. KUWAIT'S CHIEF INDUSTRY IS PETROLEUM PRODUCTION AND REFINING. SHUAYBAH IS ITS OIL TERMINAL. THE SUBSEQUENT BOOM YEARS OF THE MID-70'S SPURRED EXPANSION OF SHUAYBAH.

THE OFFICIAL LANGUAGE IS ARABIC WITH ENGLISH AS THE SECOND LANGUAGE. THE POPULATION IS MADE UP OF 87% ARAB, 12% IRANIAN, PAKISTANI AND INDIAN, AND 1% FROM OTHER AREAS. THE PEOPLE ARE MOSTLY OF THE MUSLIM FAITH. THERE ARE A FEW CHRISTIANS, HINDUS, AND OTHER FAITHS.

(OCT 85) (USS KLAKRING) THE PORT IS CONSIDERED BY THE KUWAITIS TO BE THEIR MOST VALUABLE FACILITY IN THE COUNTRY. IT IS THEIR LARGEST FACILITY FOR CARGO HANDLING. THE WATER AND ELECTRICITY PLANTS, LOCATED IN THE INDUSTRIAL COMPLEX, SUPPLY ALL THE WATER AND POWER FOR THE COUNTRY. A MAJOR REFINERY IS LOCATED HERE.

B. LIBERTY. (JAN 87) (USS SAMPSON) OVERNIGHT LIBERTY WAS NOT GRANTED. SERVICE DRESS BLUE/WINTER BLUE UNIFORMS WERE WORN BY USN PERSONNEL AT ALL OFFICIAL EVENTS AND ON ALL LIBERTY TRIPS. EXERCISE GEAR WAS CARRIED AS REQUIRED FOR PARTICIPATION IN ATHLETIC EVENTS.

C. CLUBS AND BARS. (FEB 87) NO CURRENT INFORMATION IS AVAILABLE.

D. RESTAURANTS. (FEB 87) NO CURRENT INFORMATION IS AVAILABLE.

E. HOTELS. (OCT 85) (USS KLAKRING) THE HILTON HOTEL IS LOCATED IN KUWAIT CITY (ACROSS FROM THE AMEMBASSY). PRICE IS US\$110/NIGHT AND DINING AND BEVERAGE FACILITIES ARE AVAILABLE.

F. ATHLETICS. (JAN 87) (USS SAMPSON) VOLLEYBALL AND BASKETBALL



ASH SHUAYBAH, KUWAIT

MATCHES WITH AMEMBASSY PERSONNEL PROVED VERY POPULAR. ADDITIONALLY, THOSE PERSONNEL HAD THE OPPORTUNITY TO TOUR KUWAIT NAVAL BASE AND TO PARTICIPATE IN SPORTS WITH KUWAITI NAVY.

G. BEACHES. (FEB 87) NO CURRENT INFORMATION IS AVAILABLE.

H. CHURCHES. (OCT 85) (USS KLAKRING) PROTESTANT AND CATHOLIC SERVICES ONBOARD SHIP CAN BE ARRANGED VIA AMEMBASSY.

I. TRANSPORTATION. (OCT 85) (USS KLAKRING) TAXIS ARE METERED, BUT DISCUSS THE PRICE PRIOR TO ACCEPTING TAXI. LEGITIMATE TAXIS HAVE NO SPECIAL MARKINGS.

J. TOURS. (JAN 87) (USS SAMPSON) ONLY STRUCTURED BUS TOURS WERE AVAILABLE. ON TWO DAYS, 75 SAMPSON PERSONNEL COMPLETED THE WINDSHIELD TOUR OF KUWAIT CITY, INCLUDING TIME ALLOWED IN THE KUWAIT NATIONAL MUSEUM AND ON THE GROUNDS OF THE AMEMBASSY.

K. SHOPPING. (AUG 77) SHOPPING PARTIES MAY BE ARRANGED TO VISIT THE NATIVE BAZAAR AREA IN ALL KUWAIT, WHICH IS ONE THE LARGEST AND MOST INTERESTING IN THE PERSIAN GULF AREA. KUWAIT CHESTS, BRASS WARE, PERSIAN RUGS, GOLD JEWELRY, LAMB SKINS, FABRICS, IVORY, AND COPPER ARE THE BEST BUYS.

L. THEATER AND CINEMA. (FEB 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (JAN 87) (USS SAMPSON) PORT SECURITY WAS EXCELLENT. ENTRY INTO THE PORT BY LAND IS RESTRICTED TO ONE ROAD. IT ENTERS THE PORT THROUGH A LARGE SECURITY ISLAND WITH BARRICADES AND ARMED SECURITY PERSONNEL. ALL VEHICLES WERE THOROUGHLY SEARCHED WITH LIMITED ACCESS OF VEHICLES TO THE PORT COMPLEX (PASS REQUIRED). VISITOR ACCESS TO THE PORT IS HIGHLY RESTRICTED. ENTRY IS DENIED TO ALL PERSONNEL WHO DO NOT HAVE AN APPROPRIATE ID PASS WITH PICTURE AND WHO ARE NOT AN APPROVED ACCESS LIST. PERSONNEL FROM SAMPSON AND ALL OFFICIAL VISITORS TO THE SHIP WERE ALLOWED TO ENTER ONLY IF LISTED ON AMEMBASSY LISTING, APPROVED BY KUWAITI MINISTER OF DEFENSE OR MINISTER OF FOREIGN AFFAIRS TO THE SHUAYBAH PORT AUTHORITY.

THE PORT AREA ITSELF IS SURROUNDED BY A LARGE 8-10 FT FENCE WITH BARBED WIRE OVER-HANG. THE PORT IS BOUNDED NORTH, SOUTH, AND WEST BY AN INDUSTRIAL COMPLEX. SINCE THIS COMPLEX HOUSES THE WATER DESALINIZATION, ELECTRICAL GENERATION, AND PETROLEUM PROCESSING PLANTS; THE SECURITY AND NUMBER OF TROOPS ON SITE ARE CONSIDERED SIGNIFICANT. THE KUWAIT MILITARY PROVIDED A 24-HR SECURITY WATCH ON THE PIER BY ONE SENTRY ARMED WITH AUTOMATIC RIFLE. SAMPSON ALSO POSTED AN UNARMED PIER SENTRY. NO HARBOR CRAFT WERE OBSERVED ON PATROL.

N. MISCELLANEOUS INFORMATION. (OCT 85) (USS KLAKRING) THE LOCAL CURRENCY IS KUWAIT DINARS/FILS (1,000 FILS = 1 KD). THE EXCHANGE RATE DURING KLAKRING'S VISIT WAS 1 KD = US\$3.41.

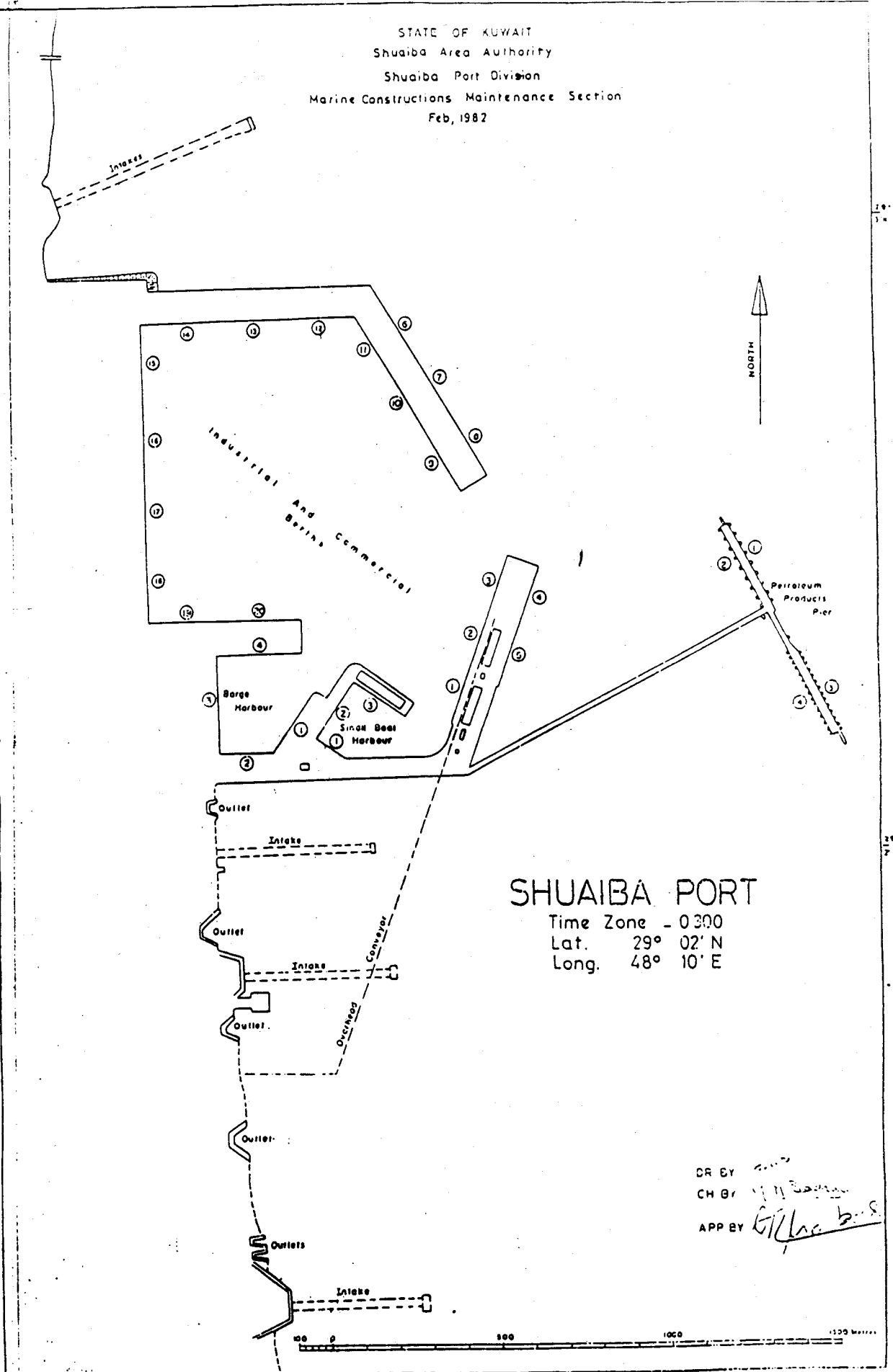
(JAN 87) (USS DAMPSON) THERE WERE NO CHARGES FOR WATER, GARBAGE,

ASH SHUAYBAH, KUWAIT

PILOT AND TUGS, AND BUS TRANSPORTATION. FUEL WAS BILLED TO AMEMBASSY.

COMPILED BY: MRS. KAY DeVAUL, 22-D, FICPAC, (FEB 87).

STATE OF KUWAIT  
 Shuaiba Area Authority  
 Shuaiba Port Division  
 Marine Constructions Maintenance Section  
 Feb, 1982



E3-7  
 (CH-6)



SAUDI ARABIA



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AD DAMMAN, SAUDI ARABIA

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) (FICPAC) AD DAMMAM (26-26N/50-06E) IS A MAIN COMMERCIAL PORT ON THE EASTERN COAST OF SAUDI ARABIA. IT LIES ABOUT 8 KM (5 MI) OFF SHORE AND IS CONNECTED BY A CAUSEWAY WITH A WIDE ROAD AND RAILROAD TRACKS. THE PORT CONSISTS OF EAST PORT, WEST PORT, AND A SMALL CRAFT HARBOR, RESEMBLING A THREE-PRONGED FORK EXTENDING OUT FROM THE MAINLAND. TWO MAIN BASINS PROVIDE DEEPWATER ALONGSIDE BERTHING SPACE AND, THE SMALLER BASIN PROVIDES SHALLOW DRAFT BERTHING SPACE.

THE HORSESHOE-SHAPED MOLES PROVIDE EXCELLENT SHELTER FOR SHIPS BERTHED ALONGSIDE, AND THE OPEN-SEA ANCHORAGES EXPERIENCE HIGH WINDS AND HEAVY SEAS ONLY INFREQUENTLY.

B. APPROACHES, LIGHTS, ETC. (OCT 87) (USS LASALLE) DMAHTC PUB 172 AND CHARTS 62419 & 62420 WERE USED. THE APPROACH TO AND DEPARTURE FROM AD DAMMAM WERE BOTH MADE BY THE EAST CHANNEL, STARTING IN THE VICINITY OF "SHUTAYA" LIGHT FLOAT. NAVIGATION WAS ESSENTIALLY RANGE AND BEARING TO A SINGLE BUOY UNTIL BOTH "RTE 5" AND "RTE 6" WERE SIGHTED. "RTE 5" WAS REPORTED TO BE .2 NM CLOSE NORTHWEST ALTHOUGH IT PLOTTED GOOD AS SHOWN ON THE CHART. "RTE 8" WAS FOUND TO BE OUT OF POSITION, AND THE APPROXIMATE POSITION COULD NOT BE DETERMINED. JUST PRIOR TO ENTERING THE BUOYED CHANNEL, "NATWAH BEACON" WAS SIGHTED AND PROVED TO BE THE BEST NAVAID OF THE ENTIRE DETAIL. IT IS STRONGLY RECOMMENDED THAT "NATWAH BEACON" BE SIGHTED AS SOON AS POSSIBLE. THE ENTIRE CHANNEL WAS WELL MARKED AND ALL BUOYS WERE PROPERLY PLOTTED. ONCE INSIDE THE PORT FACILITY, GOOD FIXES WERE OBTAINED FROM CHARTED LIGHTS. VISIBILITY WAS SEVERELY RESTRICTED ON THE OUTBOUND TRANSIT DUE TO BLOWING SAND, BUT THE BUOYED CHANNEL WAS SUFFICIENT FOR SAFE NAVIGATION. THE WHITE HARBOR CONTROL TOWER IS CURRENTLY NOT PROPERLY CHARTED.

C. PILOTAGE. (OCT 87) (USS LASALLE) THE PILOTS WERE EXTREMELY COMPETENT AND PROFESSIONAL. LASALLE MOORED STARBOARD SIDE TO BERTH 34 WHICH WAS NEAR THE FOOT OF THE EASTERN QUAY OF THE WESTERN BASIN. TWO HIGHLY MANEUVERABLE TUGS WERE USED FOR BERTHING. THE PILOTS EMBARKED IN THE VICINITY OF THE CHARTED PILOT PICKUP POINT.

D. ENTRANCE. (OCT 87) (USS GUADALCANAL) VISIBILITY UPON ENTRY WAS VERY GOOD (6-7 NM IN LIGHT HAZE). NO APPRECIABLE SET WAS OBSERVED UPON ENTRY.

E. CHANNEL. (OCT 87) (USS LASALLE) ALL DEPTHS CONCURRED WITH CHARTED DEPTH.

F. ANCHORAGES. (OCT 87) SEE PUB 172.

G. WRECKS AND OBSTRUCTIONS. (OCT 87) CONSULT CHARTS 62420 AND 62419.

H. TIDES AND CURRENTS. (OCT 87) CONSULT PUB 172 AND TIDE TABLE.

I. WEATHER AND WINDS. (OCT 87) CONSULT PUB 172.

## 2. BERTHING AND FACILITIES

F1-1  
(CH-9)

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## AD DAMMAN, SAUDI ARABIA

A. MOORINGS, DOCKS, ETC. (JAN 87) PORT FACILITIES ARE VERY MODERN AND SPACIOUS. BERTHS ARE WELL CUSHIONED WITH ROLL TYPE FENDERS. USE OF SHIP'S FENDERS ARE RECOMMENDED TO AVOID PIER FENDER MARKING ON SHIP'S SIDES.

<u>BERTH</u>	<u>LENGTH (M/FT)</u>	<u>DEPTH (M/FT)</u>
BERTHS 1-13, KING ABDUL AZIZ PIER:		
1	240/787	14/46
2, 3	240/787 EACH	14/46
4, 5, 11, 12, 13	180/590 EACH	11-12/36-39
6, 8	150/492 EACH	9/29.5
9	178/584	11/36
10	215/705	11/36
BERTH 14-22, EAST PORT:		
14-20	180/590 EACH	12/39
21, 22	240/787 EACH	12/39
BERTH 23-38, WEST PORT:		
23-29	240/787 EACH	14/46
30-38	180/590 EACH	12/39

SOUTH OF THE EAST PORT QUAY, THERE IS A SMALL CRAFT HARBOR FOR HANDLING SMALL VESSELS.

(OCT 87) (USS LASALLE) NEITHER SHORE STEAM NOR ELECTRICAL POWER WERE AVAILABLE.

B. FUEL, LUBE, AND DIESEL, ETC. (SEP 86) (USS SEMMES) SEMMES REQUESTED VIA LOGREQ TO REFUEL 40,000 GALS ON THE THIRD DAY IN PORT. UPON ARRIVAL, THE ASALIMI BUNKERING REPRESENTATIVE MET THE SHIP AND STATED THE ONLY DAY THEY COULD COME WAS THE FIRST DAY OR NOT AT ALL AND GAVE THE SHIP THE BILLING INVOICE OF 40,000 GALS. SEMMES AGREED BUT STATED THAT THE SHIP COULD NOT TAKE ON 40,000 GALS ORIGINALLY REQUESTED. AFTER NEGOTIATION, SUPPLIER AGREED TO REDUCE THE AMOUNT TO 30,000 GALS. SEMMES STATED THAT ON PREVIOUS VISITS BY OTHER SHIPS, THE FIRST DAY REQUESTS WERE DELIVERED ON SECOND OR THIRD DAY. THE REPRESENTATIVE AGREED TO BE PROMPT AND FUEL WAS DELIVERED ON THE FIRST DAY IN PORT.

### C. MECHANICAL HANDLING FACILITIES. (JAN 87)

- 8 CONTAINER CRANES (SIX 35-TON AND TWO 40-TON CAPACITIES)
- 47 PORTAL CRANES (11 3-TON, 22 6-TON AND 14 15-TON CAPACITIES)
- 1 FLOATING CRANE OF 200-TON CAPACITY
- MOBILE CRANES UP TO 155-TON CAPACITY
- FORKLIFTS UP TO 28 TONS
- STRADDLE CARRIERS, TRACTORS, AND ASSORTED TRAILERS

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 87) THE SAUDI NAVY MAINTAINS A REPAIR FACILITY WHICH IS CAPABLE OF MAJOR WORK ON DIESEL ENGINES.

E. WAREHOUSES AND STORAGE AREAS. (JAN 87) THE COVERED STORAGE AREA AMOUNTS TO 170,850 SQ M (42 ACRES) PLUS 2,655,000 SQ M (656 ACRES) OF OPEN STORAGE SPACE. AN INLAND YARD PROVIDES FURTHER STORAGE CAPACITY OF 22,000 SQ M (5 ACRES) COVERED AND 1,151,000 SQ M (284 ACRES) OPEN.



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AD DAMMAN, SAUDI ARABIA

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

G. PORT CAPACITY. (MAR 88) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (DEC 86) (USS ROBISON) STANDARD, SINGLE TRACK AND A 4-LANE ROAD ARE ON THE CAUSEWAY AND CONNECT THE PORT TO ALL MAJOR CITIES ALONG THE EASTERN COAST AND TO DHAHRAN INTERNATIONAL AIRPORT.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUL 84) SIXTEEN TUGS, RANGING FROM 460 TO 2,800 HP, ARE AVAILABLE. APPROXIMATELY 40 BARGES, ONE FIRE-FIGHTING BOAT, TWO PILOT BOATS, AND ONE WASTE INCINERATING VESSEL ARE AVAILABLE.

B. WATER. (OCT 87) (USS LASALLE) POTABLE WATER WAS RECEIVED BY TRUCK FROM THE PIER (6,000-GAL TRUCK). 30,000 GAL WAS RECEIVED DAILY AND WAS TRACE CHLORINATED. NO BACTERIA WAS PRESENT.

C. AIRFIELDS. (MAR 88) DHAHRAN INTERNATIONAL AIRPORT (26-15.8N/ 24 50-09.5E) IS 24 KM (15 MI) FROM DAMMAM. IT HAS THREE RUNWAYS:

<u>ORIENTATION</u>	<u>DIMENSION</u>	<u>SURFACE</u>
060/240	2,520 X 45 M (8,268 X 148 FT)	ASPHALT
160/340	3,600 X 45 M (11,811 X 148 FT)	ASPHALT
160/340	3,660 X 45 M (12,008 X 148 FT)	ASPHALT

D. COMMUNICATIONS. (DEC 86) (USS ROBISON) APPROACH VIA EAST CHANNEL REQUIRED CHECK-IN WITH THREE STATIONS - RA'S TANNURAH PILOTS ON CHANNEL 16 (WORKING CHANNEL 13), TANNURAH RADAR STATION ON CHANNEL 10, AND DAMMAM PORT CONTROL ON CHANNEL 16 (WORKING CHANNEL 22). REQUIRED CHECK-IN WITH RA'S TANNURAH PILOTS AND CHECK-IN WITH TANNURAH RADAR STATION REQUIRED ONE HOUR PRIOR TO BUOY RTE 2, AND CHECK-IN DAMMAM PORT CONTROL REQUIRED ONE HOUR PRIOR TO BUOY D27 AND WHEN ABEAM BUOY 27. ALL THREE STATIONS WILL DESIGNATE FURTHER CHECK POINTS ON INITIAL CALL-UP.

PIER PHONES WERE AVAILABLE FOR LOCAL CALLS ONLY. OVERSEAS CALLS CAN BE MADE FROM LOCAL SHOPPING CENTERS OR MAJOR HOTELS. COST VARIED FROM 15 TO 23 RIYALS PER MIN. AN AVERAGE WAITING TIME WAS 4 MINS. IT IS ADVISABLE TO HAVE THE PARTY YOU ARE CALLING CALL BACK. SAVINGS ARE REPORTEDLY SUBSTANTIAL. HOTELS WERE MORE THAN HELPFUL IN PROVIDING DIRECT DIAL PROCEDURES FROM R.S. AND CODE NUMBERS TO SPEED CALL BACK.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN DAMMAM ARE POOR. A PIPED WASTE DISPOSAL SYSTEM IS AVAILABLE, BUT THE RAPID POPULATION INCREASE HAS OVERTAXED FACILITIES. WATER IS NOT POTABLE AND LOCALLY PRODUCED FOOD MAY BE CONTAMINATED.

PREVALENT DISEASES INCLUDE INFECTIOUS HEPATITIS, SALMONELLOSIS, SHIGELLOSIS, AMEBIASIS, TYPHOID AND PARATYPHOID FEVERS, OTHER ENTERIC DISEASES, TUBERCULOSIS, INFLUENZA, AND SEXUALLY TRANSMITTED DISEASES. THE INCIDENCE OF HELMINTHIASIS AND TAENIASIS IS HIGH. THE RISK FOR CHOLERA IS LOW. STRAY ANIMALS ARE OFTEN RABID. MALARIA IS NOT PRESENT IN DAMMAM.

F1-3  
(CH-9)

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## AD DAMMAN, SAUDI ARABIA

VARIOUS MEDICAL FACILITIES ARE AVAILABLE FOR EMERGENCY USE. THEY INCLUDE THE CENTRAL HOSPITAL (300 BEDS) IN DAMMAM, ABDALLA FOUAD HOSPITAL (160 BEDS), DAMMAM MILITARY HOSPITAL (100 BEDS), ASH-SHARQ HOSPITAL (110 BEDS) IN AL KHUBAR, AND VARIOUS CLINICS OF THE ARAMCO HEALTH SYSTEM, ONE OF WHICH IS LOCATED IN RAS TANURA. ALL FACILITIES PROVIDE GENERAL MEDICAL AND SURGICAL SERVICES. ARAMCO MEDICAL SERVICES USUALLY HAVE EITHER U.S. PERSONNEL OR U.S. TRAINED PHYSICIANS. MOST PHARMACEUTICALS AND MEDICAL SUPPLIES ARE IMPORTED. BLOOD SUPPLIES ARE MINIMAL. CLEARANCE FOR PERSONNEL USING ANY OF THESE FACILITIES SHOULD BE OBTAINED FROM THE EMIR OF DAMMAM. IN ADDITION, THE U.S. MILITARY TRAINING MISSION AT THE AIRPORT RETAINS A FLIGHT SURGEON, THREE MEDICS, AND AN AMBULANCE. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY. A BILL OF HEALTH IS REQUIRED.

(DEC 86) (USS ROBISON) THERE WERE FEW INDUSTRIAL POLLUTANTS OR WASTES IN THE HARBOR. FLY/INSECT VECTOR POPULATION IN THE CITY WAS MINIMAL. PROSTITUTION WAS NONEXISTING.

F. GASOLINE. (SEP 86) COMMERCIAL GASOLINE STATIONS ARE AVAILABLE IN DAMMAM CITY.

G. PROVISIONS. (DEC 86) (USS ROBISON) NAVAL ATTACHE ARRANGED DELIVERY OF FRESH VEGETABLES AND TABLE NAPKINS. ROBISON PAID US\$1,344.65 FOR VEGETABLES AND US\$128.34 FOR NAPKINS BY GOVERNMENT CHECK. THE CHANDLER WAS AL-SINAN COMPANY, AND THE QUALITY OF FFV WAS EXCELLENT. VEGETABLES SHOULD BE SPRAYED WITH D-PHENOTHRIN PRIOR TO ON LOAD. A FEW BLACK ANTS WERE FOUND IN VEGETABLES.

H. GARBAGE DISPOSAL. (DEC 86) (USS ROBISON) GARBAGE REMOVAL WAS PROVIDED BY RSNF AT NO COST TO THE SHIP. TWO LARGE DUMPSTERS WERE LOCATED ON THE PIER.

#### 4. PERSONALIA

A. CALLS. (OCT 87) (USS LASALLE) CALLS MAY BE MADE ON:

AMIR OF THE EASTER PROVINCE  
CONSUL GENERAL, AMERICAN CONSULATE, DHAHRAN  
COMMANDER OF THE EASTERN AREA  
COMMANDER, KING ABDUL AZIZ AIR BASE  
DIRECTOR GENERAL, PORT OF DAMMAM

DURING EACH AFTERNOON IN PORT, THE SHIP RECEIVED APPROXIMATELY 100 STUDENTS FROM TECHNICAL INSTITUTE OF NAVAL STUDIES FOR A TOUR OF THE SHIP. THIS WAS A HIGHLY SUCCESSFUL INTERACTION BETWEEN U.S. AND SAUDI PERSONNEL AND SHOULD BE ENCOURAGED FOR FUTURE VISITS.

B. HONORS. (OCT 87) AD DAMMAM IS NOT A SALUTING PORT.

#### 5. PORT VISIT INFORMATION

A, GENERAL INFORMATION. (MAR 88) AD DAMMAM IS THE CAPITAL OF THE EASTERN PROVINCE OF SAUDI ARABIA. THE PORT IS LOCATED ABOUT 3.2 KM (2 MI) SOUTHEAST OF THE OLD CITY OF AD DAMMAM. IT IS A NEW PORT, COMPLETED IN THE LATE 1950'S. THE PORT PROVIDES FACILITIES FOR OFF-LOADING

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AD DAMMAN, SAUDI ARABIA

SHIP'S CARGO DIRECTLY INTO RAILROAD FREIGHT CARS. THE CITY OF AD DAMMAN HAS GROWN BECAUSE OF THE PORT, AND AN AWAKENED INTEREST IN PRIVATE ENTERPRISE IS EVIDENT. ARAMCO HAS AIDED THIS GROWTH BY PROVIDING ENCOURAGEMENT AND TECHNICAL ASSISTANCE, PARTICULARLY IN THE FIELDS OF CITY PLANNING AND UTILITIES INSTALLATION.

ABOUT THE END OF THE NINETEENTH CENTURY, AD DAMMAN, WHICH HAD LONG BEEN THE SITE OF A SETTLEMENT, WAS A GHOST TOWN POSSIBLY AS A RESULT OF AN EPIDEMIC. THE PRESENT TOWN, WHICH IS AT MOST 35 YEARS OLD, WAS ESTABLISHED BY MEMBERS OF THE DAWASIR TRIBE WHO MIGRATED TO THIS SPOT FROM BAHRAIN FOLLOWING TROUBLE WITH THE BAHRAIN AUTHORITIES. THE TRIBE, WHOSE ANCESTRAL HOME IS WADI AL DAWASIR IN SOUTHERN NADJ, HAD PREVIOUSLY MIGRATED NORTH AND SETTLED IN VARIOUS AREAS INCLUDING BAHRAIN.

B. LIBERTY. (OCT 87) (USS LASALLE) LIBERTY PARTIES AVERAGED 330 SAILORS PER DAY. LIBERTY EXPIRED AT 2300 DAILY FOR ALL HANDS. THE PIER ENTRY GATE WAS CLOSED TO ALL ACCESS AT 2400. THE CREW WAS WELL RECEIVED IN DAMMAM.

C. CLUBS AND BARS. (OCT 87) (USS LASALLE) SAUDI ARABIA IS A MOSLEM COUNTRY AND ISLAMIC LAWS, PROHIBITING THE USE OF ALCOHOL, ARE STRICTLY ENFORCED. ABSOLUTELY NO ALCOHOLIC BEVERAGES WERE AVAILABLE EXCEPT AT THE OFFICIAL FUNCTIONS HELD AT THE AMERICAN CONSULATE AND AT SOME OF THE HOMES THAT HOSTED THE "TAKE A SAILOR TO DINNER PROGRAM" IN THE COMPOUND.

D. RESTAURANTS. (OCT 87) (USS LASALLE) RESTAURANTS WERE PLENTIFUL AND VARIED IN THE SHOPPING DISTRICT WITH SOMETHING AVAILABLE FOR EVERY TASTE AND BUDGET.

E. HOTELS. (MAR 88) NO INFORMATION IS AVAILABLE.

F. ATHLETICS. (DEC 86) (USS ROBISON) DHAHRAN AIR BASE SPORTS COMPLEX HAS EXCELLENT FACILITIES; HOWEVER, THE FACILITIES WERE NOT AVAILABLE FOR THE CREW EXCEPT BASKETBALL GAMES. COMPETITION WITH LOCAL TEAMS SHOULD BE REQUESTED VIA LOGREQ.

(OCT 87) (USS LASALLE) EXCITING AND CLOSELY FOUGHT BASKETBALL GAME WAS PLAYED BETWEEN ELF DET 1 WAF AND LASALLE.

G. BEACHES. (FEB 80) BEACHES ARE RATHER DISTANT FROM THE PORT AT RAS TANURA AND 8-16 KM (5-10 MI) SOUTH OF AL KHOBAR.

H. CHURCHES. (OCT 87) SAUDI LAW PROHIBITS THE OPEN EXPRESSION OF ANY RELIGION EXCEPT ISLAM.

I. TRANSPORTATION. (OCT 87) (USS LASALLE) PASSENGER BUSES, WHICH PROVIDED ALL TRANSPORTATION TO THE SHOPPING AREA (SOUK) AND TO THE AMERICAN CONSULATE COMPOUND IN DAMMAM FOR VARIOUS FUNCTIONS, WERE FURNISHED AT NO EXPENSE TO THE SHIP.

J. TOURS. (OCT 87) BUS TRIPS TO SHOPPING AREAS.

K. SHOPPING. (OCT 87) (USS LASALLE) THE SHOPPING AREA ENCOMPASSED SEVERAL SQUARE BLOCKS AND WAS THE MAIN PASTIME FOR THE CREW. GOOD BARGAINS WERE TO BE FOUND IN GOLD AND SILVER JEWELRY. THE WORKMANSHIP AND PRICES WERE VERY GOOD AND SAID TO BE SLIGHTLY BETTER THAN SOME OTHER

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AD DAMMAN, SAUDI ARABIA

PORTS OF CALL IN THE MIDDLE EAST. MANY BARGAINS WERE ALSO TO BE FOUND IN LOCAL SOUVENIRS, BRASS WARE, INEXPENSIVE JEWELRY, CASSETTE TAPES, SPORTS SHOES, FABRICS, WESTERN STYLE FASHIONS IN BOTH MEN'S AND WOMEN'S CLOTHING, WATCHES (BOTH THE EXPENSIVE NAMES AND INEXPENSIVE QUARTZ STYLES), CAMEL SADDLES, AND INLAID JEWELRY BOXES. OF PARTICULAR INTEREST TO SHOPPERS WERE THE MANY ELECTRONIC ITEMS TO BE FOUND AT REASONABLE PRICES. STEREO CASSETTE PLAYERS (WALKMAN STYLE AND PORTABLE), TV'S, CALCULATORS, SHORT WAVE RADIOS, AND VCR'S WERE AVAILABLE. HANDMADE RUGS WERE PLENTIFUL, KASHMIR, PERSIAN, PAKISTANI (PROBABLY THE MOST NUMEROUS AND BEST BUY), EXPENSIVE SILK, AFGHANISTAN TRIBAL, INDIAN DHOURIS, RUSSIAN, AND EVEN A SHOP THAT SPECIALIZED IN CHINESE RUGS AND CARPETS WAS AVAILABLE. BARGAINING WAS EXPECTED AND PRICES VARIED SOMETIMES SIGNIFICANTLY FROM SHOP TO SHOP.

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

M. PHYSICAL SECURITY. (OCT 87) (USS LASALLE) PHYSICAL SECURITY PROVIDED AT THE PIER WAS MORE THAN SATISFACTORY. SEA/LAND TYPE METAL CONTAINERS WERE ARRANGED TO FORM BARRICADES AT EITHER END OF OUR BERTH. AN ENCLOSURE ON THE PIER, APPROXIMATELY 700 FT BY 100 FT, WAS ACCESSIBLE ONLY THROUGH ONE ENTRANCE BETWEEN TWO WAREHOUSES DIRECTLY AMIDSHIPS. THE ENTRANCE TO THE ENCLOSURE WAS SCREENED BY LOW CONCRETE CAR BARRIERS AND WAS MANNED BY THREE TO SEVEN ARMED MILITARY GUARDS CARRYING AUTOMATIC WEAPONS PLUS A SINGLE UNARMED SAUDI NAVAL ENLISTED REPRESENTATIVE. THESE GUARDS WERE STATIONED 24 HOURS A DAY THROUGHOUT THE VISIT. A LASALLE ENLISTED PIER WATCH WAS ALSO STATIONED NEAR THE MAIN ENTRANCE. THE BARRICADES NEAR THE BOW AND STERN OF THE SHIP WERE ALSO MANNED AROUND THE CLOCK BY ONE OR TWO ARMED SAUDI MILITARY GUARDS CARRYING AUTOMATIC WEAPONS. FROM TIME TO TIME, THEY MADE A PATROL OF THE PERIMETER. LARGE MOBILE LIGHTS WERE PLACED AT THE BOW AND STERN ON THE PIER TO AUGMENT THE MANY SMALLER LIGHTS THAT WERE ON EACH WAREHOUSE. THE PORT PIER AREA WAS ALSO LIT BY SODIUM VAPOR LIGHTING. THE MAIN GATE TO THE PORT WAS STRICTLY CONTROLLED BY THE PORT AUTHORITY. FOUR OR MORE SECURITY GUARDS, SOME WITH AUTOMATIC WEAPONS, CONTROLLED ACCESS TO THE MAIN PORT AREA. ALL VEHICLES ENTERING AND LEAVING THE PORT AREA WERE STOPPED AND IDENTIFIED. THE CONCERN FOR OUR SECURITY AND THE THOROUGHNESS WITH WHICH THE GUARDS PERFORMED THEIR DUTY WAS MUCH APPRECIATED BY THE CREW. SECURITY SWIMMERS WERE NOT REQUESTED.

SHIPBOARD SECURITY WAS .50-CAL MOUNTS ON THE PORT AND STARBOARD. QUARTERS WERE MANNED AND HAD SOUND POWERED PHONE COMMUNICATIONS WITH THE QUARTERDECK. ROVING M-14 WATCHES WERE STATIONED ON THE FORECASTLE AND 04 LEVEL. BOTH HAD COMMUNICATIONS WITH THE QUARTERDECK.

N. MISCELLANEOUS INFORMATION. (OCT 87) (USS LASALLE) THE CURRENT EXCHANGE RATE WAS 3.74 RYALS TO US\$1.00. A MONEY EXCHANGE WAS CONDUCTED ONBOARD FOR BOTH BUYING AND SELLING.

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

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F1-6  
(CH-9)

JIDDAH, SAUDI ARABIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-85) (FICPAC) JIDDAH (21°29'N/39°11'E) IS LOCATED ON THE COAST OF THE RED SEA APPROXIMATELY MIDWAY BETWEEN SUEZ AND ADEN. THE HARBOR IS RELATIVELY WELL PROTECTED FROM ENVIRONMENTAL FACTORS THAT MAY HAMPER NORMAL OPERATIONS. THE CORAL REEFS, SMALL ISLANDS SCATTERED THROUGHOUT THE FAIRWAY, AND THE RECENTLY BUILT MOLES PROVIDE EXCELLENT SHELTER FOR SHIPS BERTHED ALONGSIDE. THE HARBOR CONSISTS OF SEVEN DESIGNATED ANCHORAGE AREAS, FOUR ENTRANCE CHANNELS, THREE BASINS FOR DRY CARGO SHIPS, ONE TANKER BASIN, ONE SMALL NAVAL BASE, AND AN AMMUNITION PIER. THREE OF THE ANCHORAGES ARE LOCATED JUST OUTSIDE THE HARBOR LIMITS AND ARE USED TO HOLD OVERFLOW TRAFFIC.

B. APPROACHES, LIGHTS, ETC. (4-85) (FICPAC) CONSULT DMAHTC PUB 172 (2ND ED 83, PAGE 94), CHART 62242 (7TH ED 9 JUL 83, CORR NM 28/83, APPROACH), AND CHART 62241 (6TH ED 31 JUL 82, CORR NM 31/82, HARBOR).

(8-84) (USS LASALLE) APPROACH TO JIDDAH WAS FROM THE NORTHWEST ON COURSE 098°T TO 21°29.5'N/039°05'E. CHARTS 62250, 62242, 62241 WERE USED. CONSISTANT RADAR FIXES WERE OBTAINED USING SHI'B MISMARI RACON (21°19.2N/039°02'E), RA'S AL JAHHAZ PT (21°32.8N/039°06.75'E), AND SHI'B AL KABIR RACON (21°41.5'N/038°-48'E). SHI'B AL KABIR RACON AND BN PRESENTED SOME PROBLEMS AND IT WAS DETERMINED THAT ALL THREE NAV AIDS ON ELIZA SHOALS WERE MISS POSITIONED. AT ESTIMATED POSITIONS 140°T 1,000 YDS, THE FIRST VISUAL BEARING ACQUIRED WERE TWO CHIMNEYS (21°33'N/039°07'E) AT A DISTANCE OF 8 NM. WHEN 3.5 NM FROM ROCKY BANK, TWO BUOYS (21°28.55'N/039°04.7'E, 21°28.4'N/039°03.4'E) WERE SUCCESSFULLY POSITIONED. REMAINDER OF NAVAIDS ON ROCKY BANK WERE IMPOSSIBLE TO POSITION DUE TO THE LARGE NUMBER OF ANCHORED MERCHANT SHIPS IN THE VICINITY.

ONCE ABEAM OF ROCKY BANK, VISUALS WERE ESTABLISHED ON SHI'B JAHAN LIGHT AND SHI'B QAHAM LIGHT. BOTH ARE PROMINENT TRIANGLES, RED AND BLACK RESPECTFULLY. HARBOR IS TOTALLY CONGESTED WITH SHIPPING TRAFFIC AND MERCHANTMEN AT ANCHORAGE. INNER HARBOR NAVAIDS, WHEN VISIBLE, ARE POSITIONED CORRECTLY AND THERE IS NO PROBLEM WITH VISUAL NAVIGATION. COURSE 092°T FROM PILOT PICK-UP TO BERTH 33. THE MOORING BUOY AT 21°27'27"N/039°09'17"E HAS BEEN REMOVED. TWO SMALLER MOORS WERE POSITIONED APPROX. AT 21°27'28.5"N/039°09'10"E AND 21°27'38.5"N/039°09'08E. RADAR NAVIGATION FROM PILOT PICK-UP POINT IN WAS VERY DIFFICULT DUE TO THE LARGE AMOUNT OF ANCHORED SHIPS AND DIFFICULTY IN LOCATING PROMINENT FEATURES AS SHOWN ON CHART..

(10-84) (USS LASALLE) IN AMPLIFICATION OF ABOVE PARAGRAPH, ELIZA SHOALS (SHI'B AL KABIR) RACON SHOULD BE REPOSITIONED AT 21°41.7'N/038°49'E AND BECON AT 21°40.83'N/038°50.2E. THE BUOYS IN VICINITY OF ROCKY BANK HAVE HAD FLUORESCENT GREEN STRIPS ATTACHED TO THE BASES WHICH IMPROVES THEIR VISIBILITY.

C. PILOTAGE. (3-84) (USS BOONE) PILOTAGE IS COMPULSORY. THE PILOT BOAT IS A WHITE MOTOR BOAT AND PILOTS WILL NOT TAKE SHIPS INTO PORT AT NIGHT. PILOTS ARE COMPETENT AND SPEAK ENGLISH WELL.

D. ENTRANCE. (3-84) (USS BOONE) THE SHIP APPROACHED JIDDHA FROM THE

JIDDHA, SAUDI ARABIA

NORTHWEST AND THEN TOOK A SOUTHERN COURSE TO THE PILOT PICK-UP POINT. THIS ENTRANCE IS EASIER DUE TO THE LARGE NUMBER OF SHIPS AT ANCHOR TO THE SOUTH.

E. CHANNEL. (4-85) CONSULT TO DMAHTC PUB 172.

(9-82) SHIPS ENTER THE PORT THROUGH ONE OF FOUR CHANNELS WHICH ARE SHELTERED BY SEVERAL LINES OF TREACHEROUS CORAL REEFS AND ISLANDS. THERE ARE NO OVERHEAD OBSTRUCTIONS. THE FAIRWAY IS EXTREMELY DANGEROUS. PILOTAGE IS COMPULSORY AND ESSENTIAL.

<u>CHANNEL NAME</u>	<u>LENGTH (M/FT)</u>	<u>MIN DEPTH AT LOW TIDE</u>
MAIN GATEWAY CHANNEL	4,000/13,123	16/52
TANKER CHANNEL	5,000/16,404	14/46
NAVAL CHANNEL	4,000/13,123	9/29
AMMUNITION PIER CHANNEL	3,000/ 9,843	6/20

F. ANCHORAGE. (4-85) CONSULT TO DMAHTC PUB 172.

G. WRECKS AND OBSTRUCTIONS. (4-85) CONSULT TO DMAHTC PUB 172.

H. TIDES AND CURRENTS. (9-82) THE PORT IS SO WELL PROTECTED BY REEFS THAT WATER AREAS WITHIN THE HARBOR ARE RELATIVELY SMOOTH REGARDLESS OF WIND DIRECTION AND SPEED. INFREQUENT SAND STORMS REDUCE SURFACE VISIBILITIES, BUT THE EAST WINDS THAT PRODUCE BLOWING DUST ARE NOT LIKELY TO HAMPER PORT OPERATIONS. TIDAL VARIATIONS ARE:

MHWS	.64 M/2 FT
MHWN	.60 M/1.97 FT
MLWS	.45 M/1.48 FT
MLWN	.48 M/1.57 FT

I. WEATHER AND WINDS. (4-85) CONSULT TO DMAHTC PUB 172.  
SEE CLIMATIC DATA FOR JIDDAH AT THE END OF THIS STUDY.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (3-84) (USS BOONE) PIER WAS ADEQUATELY EQUIPPED WITH ATTACHED FENDERS AND WAS IN EXCELLENT CONDITION. EXTENSIVE SODIUM VAPOR LIGHTING IS USED THROUGHOUT THE PORT, PROVIDING MORE THAN ADEQUATE ILLUMINATION. A LARGE DREDGING OPERATION IS ONGOING IN NORTHWEST PORTION OF THE HARBOR. IT APPEARS TO BE A NEW SEAWALL AND BERTH AREA UNDER CONSTRUCTION. PLANS ARE NOW TO EXPAND THE NUMBER OF BERTHS FROM 43 TO 56.

(10-84) (USS LASALLE) LASALLE WAS MOORED AT BERTH 32/33 OF THE COMMERCIAL PORT ON ALL VISITS.

B. FUEL, LUBE, AND DIESEL. (10-84) (USS LASALLE) F76 WAS AVAILABLE BY BARGE FROM PETRO STAR.

C. MECHANICAL HANDLING FACILITIES. (9-82) THERE ARE 86 MOBIL CRANES

JIDDAH, SAUDI ARABIA

WITH LIFT CAPACITY OF 11 TO 200 TONS; 6 MOBILE TOWER CRANES WITH LIFT CAPACITY OF 15 TO 36 TONS; 42 PORTAL QUAY CRANES WITH LIFT CAPACITY OF 3 TO 15 TONS; 8 CONTAINER GANTRY CRANES WITH LIFT CAPACITY OF 31 TO 40 TONS; 592 FORKLIFTS WITH LIFT CAPACITY OF 1 TO 25 TONS; AND OTHER HANDLING EQUIPMENT (TRACTORS, TRAILERS, AND TRUCKS).

(10-84) (USS LASALLE) CRANE SERVICES WERE AVAILABLE ARRANGED THROUGH USDAO.

D. DRY DOCKS AND REPAIR FACILITIES. (3-84) (USS BOONE) THERE IS A SMALL REPAIR FACILITY LOCATED AT KING FAISAL NAVAL BASE WITH MODERATE REPAIR CAPABILITY. TWO DRYDOCKS ARE IN JIDDAH PORT AREA.

E. WAREHOUSES AND STORAGE AREAS. (3-84) (USS BOONE) THERE ARE APPROX. 15 WAREHOUSES WITH CORRUGATED STEEL/ALUMINUM ROOF AND APPROX. 6,688 SQ M (72,000 SQ FT) EACH.

F. STEVEDORES. (1-83) ALL STEVEDORING DONE BY PORT CONTRACTED STEVEDORE FIRM. PORT IS GEARED TO WORK 24 HRS/DAY BY TWO 12-HR SHIFTS. DURING RAMADAN AND OTHER RELIGIOUS HOLIDAYS, THERE MAY BE SOME DELAYS.

G. PORT CAPACITY. (3-84) (USS BOONE) THE PORT COULD ACCOMMODATE 4 TO 6 DESTROYER/FRIGATE/CRUISER TYPES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (9-80) TRUCK ACCESS BY ROAD UNTO WHARF, APRON, AND SHED AREAS IS AVAILABLE. MAIN INLAND POINTS ARE ACCESSIBLE BY A WELL-DEVELOPED HIGHWAY SYSTEM.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (9-82) MANY DIESEL-POWERED TUGS (1,000-3,700 HP), BARGES (SELF-PROPELLED AND DUMB), AND A FIREFIGHTING LAUNCH ARE AVAILABLE.

B. WATER. (10-84) (USS LASALLE) POTABLE WATER HOOK UP WAS FROM RISERS ON THE PIER.

C. AIRFIELDS. (4-85) KING ABDUL AZIZ INTERNATIONAL AIRPORT (21° 40.5'N/39°08.8'E) HAS RUNWAYS 16L (12,106 X 148 FT ASPHALT 747), RUNWAY 16C (10,827 X 197 FT CONCRETE 747), AND RUNWAY 16R (12,467 X 197 FT CONCRETE 747). KING KHALID INTERNATIONAL (24°57.7'N/46°42.5E) HAS RUNWAY 15L (13,779 X 197 FT ASP 747) AND RUNWAY 15R (13,779 X 197 FT ASP 747).

IMPRESSIVE KING ABDUL AZIZ INTERNATIONAL AIRPORT IS DESIGNATED AS A MARSHALLING POINT FOR PILGRIMS TO MECCA AND AS A MILITARY BASE. MODERN LIGHTING IS INSTALLED FOR NIGHT OPERATIONS.

D. COMMUNICATIONS. (3-84) (USS BOONE) HARBOR CONTROL IS CONTACTED ON VHF CHANNEL 16. CALLSIGN IS "JIDDAH SIGNAL STATION," AND GUARDING OF FREQUENCY IN PORT IS NOT REQUIRED. TELEPHONE SERVICES WERE NOT AVAILABLE, BUT CALLS COULD BE PLACED FROM U.S. PERSONNEL'S PRIVATE HOUSES.

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E. MEDICAL. (9-82) SEE F3/MED.

F. GASOLINE. (3-84) (USS BOONE) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (3-84) (USS BOONE) MEAT, DAIRY PRODUCTS, AND FRESH FRUITS ARE AVAILABLE, BUT QUALITY OF THE FOOD IS UNKNOWN.

H. GARBAGE DISPOSAL. (10-84) (USS LASALLE) DAILY TRASH PICK UP WAS BY DUMPSTER ON THE PIER.

(3-84) (USS BOONE) ARRANGED THROUGH USDAO FOR YUSUF BIN AHMED KANOO, P.O.

4. PERSONALIA

A. CALLS. (10-84) (USS LASSALE)/(3-84) (USS BOONE) THE FOLLOWING CALLS WERE MADE:

COMMANDING OFFICER, KING FAISAL NAVAL BASE  
DIRECTOR JIDDAH ISLAMIC PORT  
COMMANDER, WESTERN AREA COMMANDER  
U.S. AMBASSADOR

U.S. EMBASSY (TEL: 667-0080) AND NAVAL ATTACHE (EXT. 231/232).

B. HONORS. (3-84) JIDDAH IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (4-85) JIDDAH, HOME BASE OF THE ROYAL SAUDI NAVAL FORCE WESTERN FLOTILLA, IS THE MAIN SEAPORT OF SAUDI ARABIA AND THE TRADITIONAL GATEWAY TO THE MUSLIM HOLY CITY OF MECCA. A COSMOPOLITAN CITY, JIDDAH HOSTS THE EMBASSIES AND LEGATIONS OF THE NATIONS HAVING DIPLOMATIC TIES WITH THE KINGDOM OF SAUDI ARABIA AS WELL AS MANY FOREIGNERS WHO WORK IN THE COUNTRY.

AFTER WORLD WAR II, JIDDAH WAS COMPLETELY MODERNIZED AND EXPANDED WITH THE NEW WEALTH ACQUIRED BY SAUDI ARABIA FROM OIL ROYALTIES. ITS HARBOR WAS DEEPENED AND ENLARGED TO ACCOMMODATE LARGER VESSELS, AND A DESALINATION PLANT WAS CONSTRUCTED. THE ECONOMY, ONCE DEPENDENT UPON PILGRIM EXPENDITURES AND FISHING, WAS DIVERSIFIED TO INCLUDE STEEL ROLLING, OIL REFINING, LUBRICATING, CEMENT, CLOTHING, POTTERY MANUFACTURING, DAIRYING, AND A HOST OF SMALL INDUSTRIES.

JIDDAH CONSISTS OF TWO PARTS, THE OLD AND THE NEW. THE FIRST ENGAGED IN A LOSING BATTLE AGAINST THE SECOND AS MODERN BUILDINGS AND ROADS CONTINUOUSLY GAIN AT THE EXPENSE OF TALL, ANCIENT TENEMENTS, BUILT OF CORAL ROCK AND RINGED WITH CARVED WOODEN BALCONIES IN A DISTINCTIVE OTTOMAN STYLE, THAT SEEM TO HAVE SPRUNG FROM THE PAGES OF AN ENCHANTED STORYBOOK.

B. LIBERTY. (3-84) (USS BOONE) NO SHORE PATROL REQUIRED. RECOMMENDED LIBERTY HOUR IS 2200.

(4-84) ALTHOUGH NO OUT-OF-BOUNDS AREAS OFFICIALLY DESIGNATED, THERE ARE NUMEROUS BROTHELS WHICH SHOULD DEFINITELY BE PROHIBITED FOR U.S. NAVAL PERSONNEL. A VARIETY OF DISEASES ARE PREVALENT IN THIS LOCALITY. SHIP'S



JIDDAH, SAUDI ARABIA

PERSONNEL ARE RECOMMENDED TO LIMIT EXCURSIONS TO THE BAZAAR ("SUG" OR "SOUK").

C. CLUBS AND BARS. (9-80) THE RAYTHEON RECREATIONAL FACILITIES AND TWA EMPLOYEE COMPOUND ARE OPEN TO SHIP'S COMPANY WHEN INVITED BY THE COMPANY. THE DUNES CLUB AT THE U.S. EMBASSY OFFERS FACILITIES FOR GOLF, TENNIS, AND SQUASH. THERE ARE NO BARS OR NIGHTCLUBS DUE TO THE CLOSE PROXIMITY TO MECCA. MOSLEM ORTHODOXY PREDOMINATES, DISCOURAGING SUCH ENTERTAINMENT.

D. RESTAURANTS. (12-80) THERE ARE A NUMBER OF GOOD RESTAURANTS IN JIDDAH REPRESENTING A VARIETY OF NATIONALITIES; CHINESE, ITALIAN, INDIAN, KOREAN, ARABIC, AND OTHERS. THE FOLLOWING RESTAURANTS ARE MOST POPULAR WITH THE WESTERN COMMUNITY.

SHANGRI-LA, MACARONI ROAD, CHINESE.

YA-HALA, MEDINA ROAD, DINNER AND TAKE-OUT FACILITIES.

QUEEN'S BUILDING CAFETERIA, SECOND FLOOR OF THE QUEEN'S BUILDING, A GREAT PLACE TO HAVE LUNCH WHEN SHOPPING IN THE SOUK.

KANDARA PALACE HOTEL DINING ROOM, SERVES LUNCH AND DINNER.

AL HAMERA CASINO, AN OUTDOOR LEBANESE RESTAURANT LOCATED ON THE ROAD WHICH TURNS LEFT TOWARD THE SEA IN FRONT OF THE GUEST PALACE.

AMERICAN STYLE RESTAURANT, PALESTINE ROAD, AN AMERICAN STYLE STEAK HOUSE WITH THE BEST MILK SHAKES AND ICE CREAM DESSERTS IN JIDDAH.

E. HOTELS. (9-80) DINING AND BEVERAGES ARE AVAILABLE AT EACH OF THE FOLLOWING HOTELS IN JIDDAH: MERIDIEN, CHARLON, AND CONTINENTAL. PRICES ARE US\$120-130.00 PER DAY PER PERSON.

F. ATHLETICS. (9-80) SOCCER, SOFTBALL, VOLLEYBALL, AND BASKETBALL COMPETITION WITH SAUDI PARATROOPERS AND THE ARMY AIR DEFENSE SCHOOL CAN BE ARRANGED THROUGH THE EMBASSY. THE EMBASSY, RAYTHEON, AND TWA HAVE ATHLETIC FIELDS AND ENJOY PLAYING SHIP'S TEAMS.

EXCELLENT SKIN DIVING IS AVAILABLE IN THE AREA. THE AMERICAN EMBASSY HAS A SALT WATER SWIMMING POOL LOCATED AT THE EMBASSY COMPOUND AND IS OPEN TO THE SHIP'S COMPANY. ALSO LOCATED NEAR THE EMBASSY IS A SIX-HOLE GREEN GOLF COURSE AND OPEN TO SHIP'S COMPANY. AT THE RAYTHEON COMPLEX SEVERAL MILES BEYOND THE U.S. EMBASSY AREA IS A LUXURIOUS FRESH WATER SWIMMING POOL WHICH IS USUALLY MADE AVAILABLE TO THE SHIP'S COMPANY.

G. BEACHES. (4-85) CURRENT INFORMATION IS NOT AVAILABLE.

H. CHURCHES. (3-84) (USS BOONE) ONLY MOSLEM CHURCHES ARE ALLOWED IN SAUDI ARABIA.

I. TRANSPORTATION. (3-84) (USS BOONE) SEE ATTACHED BUS SCHEDULE.

J. TOURS. (3-84) (USS BOONE) NO TOURS WERE AVAILABLE.

K. SHOPPING. (3-84) (USS BOONE) THE AREA KNOWN AS THE "SUK" WAS POPULAR WITH THE CREW. GOLD, CASSETTE TAPES, AND JEWELRY WERE GOOD BUYS.

JIDDAH, SAUDI AREABIA

L. THEATER AND MOVIES. (9-80) THE EMBASSY IS ON THE U.S. MILITARY FILM CIRCUIT. MOVIES ARE NORMALLY SHOWN IN THE EMBASSY AUDITORIUM FIVE EVENINGS EACH WEEK, SUNDAY THROUGH THURSDAY.

M. MISCELLANEOUS INFORMATION. (3-84) (USS BOONE) CURRENCY EXCHANGE WAS CONDUCTED ON BOARD BY DISBURSING OFFICER. THE RATE OF EXCHANGE WAS 3.5 SAUDI RYALS TO US\$1.00. CURRENCY CAN BE CHANGED BACK AT THE END OF THE STAY.

PORT AREA IS SURROUNDED BY 15-FT FENCE AND EXTENSIVE SECURITY MEASURES ARE TAKEN TO CONTROL ACCESS TO PORT AREA. GUARDS WERE PRESENT ADJACENT TO THE SHIP DURING THE ENTIRE PORT VISIT. PERSONNEL WERE NOT ALLOWED ACCESS TO PORT AREA WITH THE EXCEPTION OF THE SHIP'S BERTH AREA.

THERE IS NO LOCAL LAUNDRIES AVAILABLE.

COMPILED BY: MRS. KAY DeVAUL, FICPAC, (4-85).

DO NOT

(3-84) (USS BOONE)

- TAKE PICTURES OF THE PORT
- TAKE PICTURES OF KFNB
- POLICE STATIONS
- BANKS
- GOLD SOUKS
- POVERTY
- WOMEN
- WEAR SHORTS ASHORE
- WEAR T-SHIRTS THAT MAY BE OFFENSIVE ASHORE
- TAKE OFFENSIVE MATERIALS ASHORE
- DRIVE CARS
- GO INTO A MOSQUE
- DEVELOP STICKY FINGERS
- GO TO HOLY CITY OF MECCA UNLESS YOU ARE A MUSLIM

DO

- BUY CASSETTE TAPES
- GO TO GOLD SOUKS
- GO TO THE ELECTRONIC EQUIPMENT SOUKS
- USE THE RECREATION FACILITIES AVAILABLE ON THE BASE
- ENJOY THE RESTAURANTS
- CHINESE - MING COURT
- ARABIC-PICNIC
- ANY HOTEL RESTAURANT

BUS SCHEDULE FOR USS BOONE PORT VISIT TO JEDDAH 17-18 MARCH 1984

Two 40-man buses and one 10-man mini bus, with drivers, have been allocated to provide shuttle service during BOONE's port visit. The 40-man buses are scheduled to depart BOONE every half hour from 1530-2200 on 17 March and from 0930-2200 on 18 March. They will make one stop in the main suk area in front of the RED SEA PALACE HOTEL and return to the ship.

BUS 1

BUS 2

MINI BUS

17 March

1530-2130 depart BOONE for suk every hour on the half hour with the following exceptions:

1730 depart BOONE for Embassy (with COE party of 25); return via suk

1830 depart BOONE for Embassy (with USGS party of 30); return via suk

2130 depart BOONE for Embassy (USGS/BENDIX parties pick-up)

18 March

0930-2130 depart BOONE for suk every hour on the half hour with the following exception:

2130 depart BOONE for Embassy (dinner parties pick-up)

1600-2200 depart BOONE for suk every hour on the hour with the following exceptions:

1800 depart BOONE for Embassy (with BENDIX party of 25); return via suk \*\*

2100 depart BOONE for Embassy (COE party pick-up); return via suk

1400 depart BOONE for Saudi Officers' Club (10 officers for lunch)

1930 depart BOONE for officers' reception at CDR STONE's

2130 depart BOONE for CDR STONE's (officer pick-up)

0745 depart BOONE for KFNB for PASSEX conference

1000-2200 depart BOONE for suk every hour on the hour with the following exception:

1800 depart BOONE for Embassy (with dinner parties); return via suk

\*\* personnel designated to attend MR & MRS DAN HALE's dinner party on 17 March will depart BOONE with the BENDIX party and will be met at the Embassy

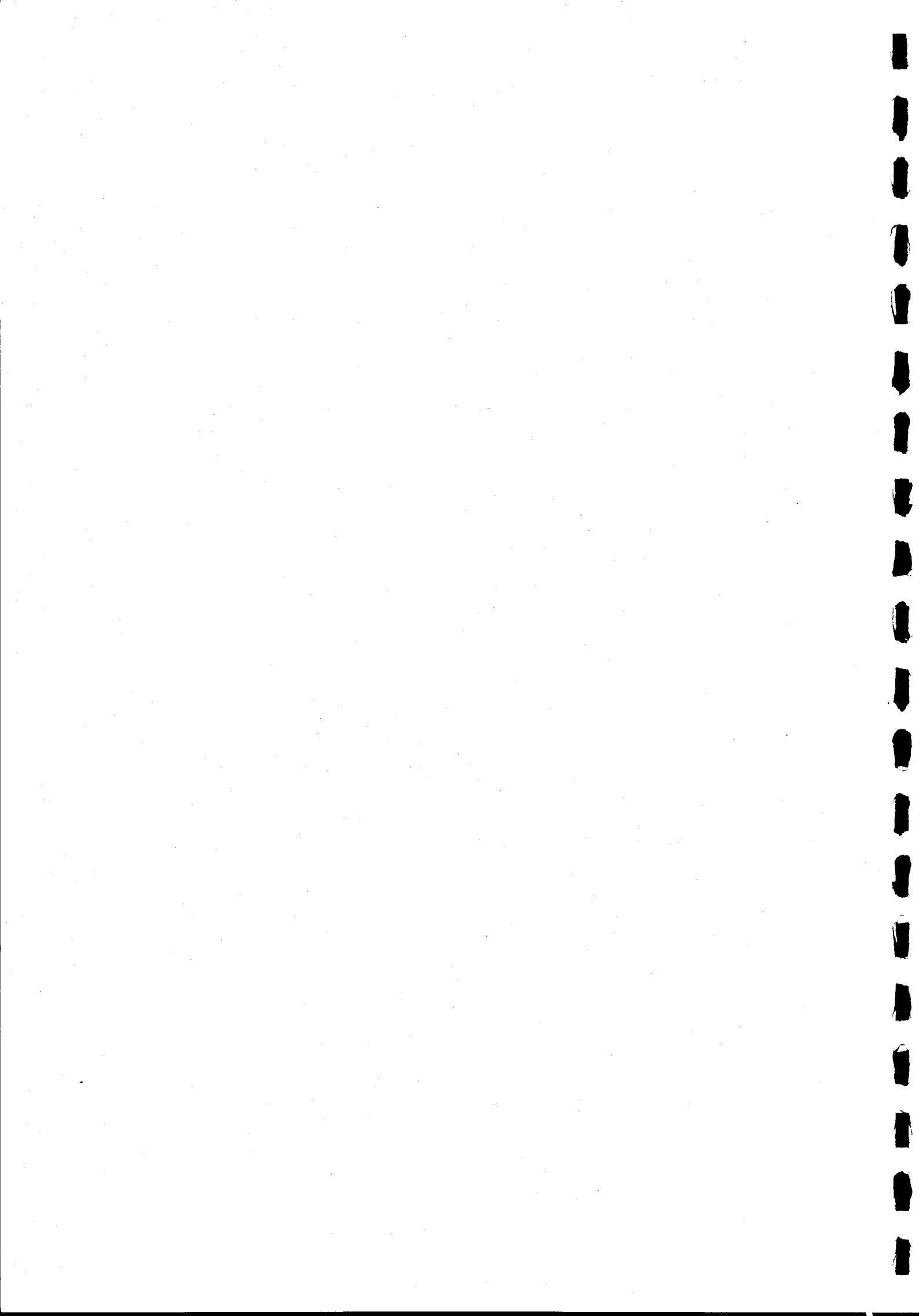
Climatic Data for Juddah Area (U) \*\*

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANN
Absolute Max Temp (°F)	95	95	101	104	114	117	108	108	112	105	105	93	117
Mean Daily Max Temp (°F)	80	80	84	88	91	94	94	95	93	91	87	83	88
Mean Daily Min Temp (°F)	67	66	69	73	76	78	81	82	80	76	74	70	74
Absolute Min Temp (°F)	49	52	55	54	53	67	70	73	66	68	63	50	49
Mean No. Days w/max temp greater than 100° F	0	0	0	1	2	5	9	6	1	1	1	0	26
Mean Precip (inches)	0.4	*	*	*	*	*	0.0	*	0.0	*	0.9	1.0	2.3
Max 24-hr Precip (in)	0.5	0.1	0.1	0.1	0.1	*	*	*	*	*	2.2	5.5	5.5
Mean Cloudiness (%)	25	23	18	14	15	14	23	23	20	10	20	22	19
Mean No. Days w/Fog	1	1	1	1	3	5	4	2	4	3	1	1	27
Mean No. Days w/Dust	3	3	4	4	3	6	4	3	3	1	1	3	38
Mean No. Days w/Haze	1	2	3	4	5	6	5	4	3	2	1	1	37
Mean No. Days w/Wind	1	1	1	1	1	1	1	1	1	0	0	0	9
Max Recorded Wind Speed	35	38	38	31	42	35	37	29	30	26	29	30	42
Direction of Max Winds	E	E	NNW	N	N	E	NW	NNW	NW	NNW	NE	ENE	

\* (U) Less than 0.05 inch

\*\* (U) Data extracted from summaries of weather observations taken at Juddah Airport

UNCLASSIFIED



JIDDAH, SAUDI ARABIA

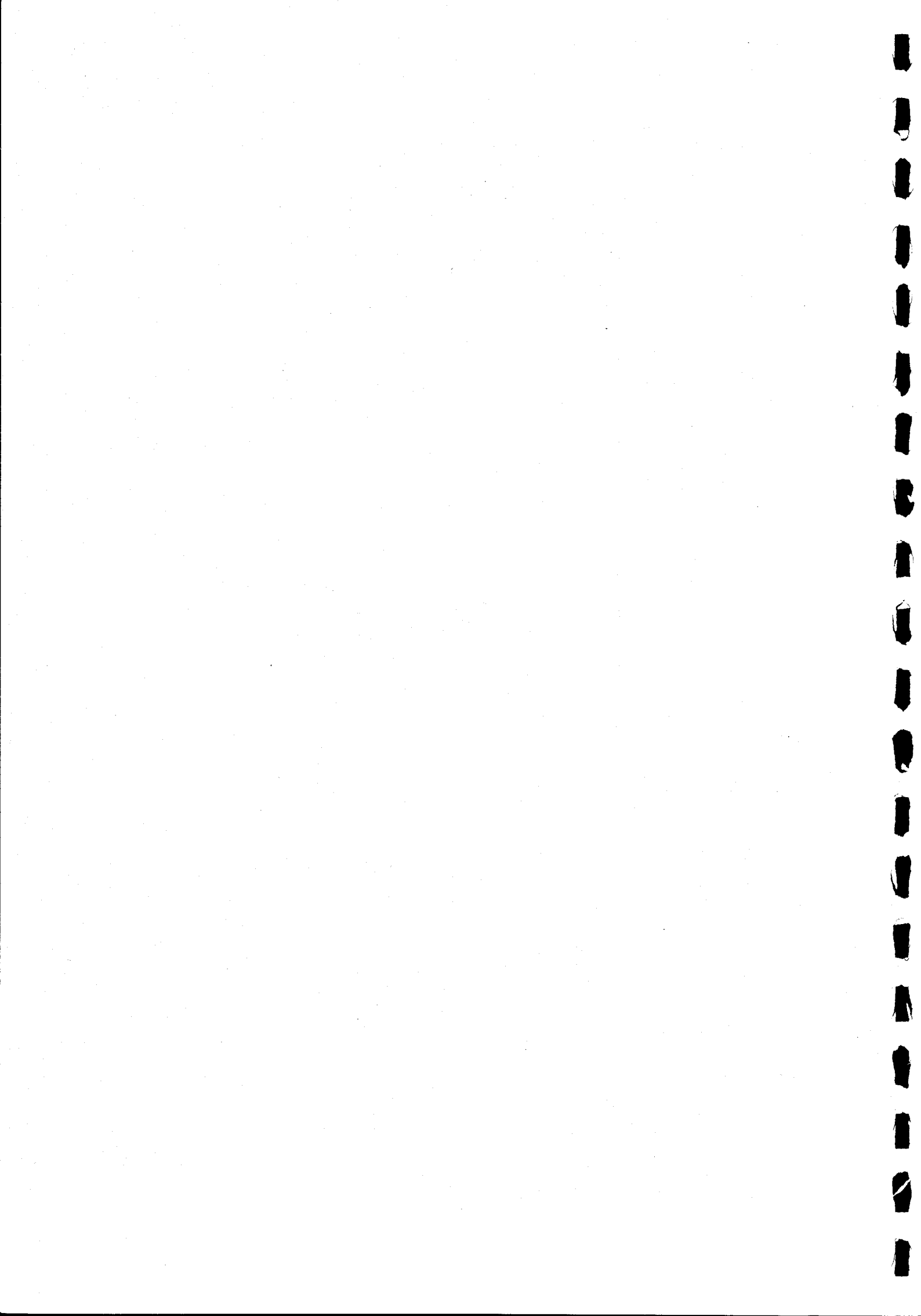
(9-82) GENERAL HEALTH CONDITIONS AND SANITARY FACILITIES IN JIDDAH HAVE IMPROVED CONSIDERABLY IN RECENT YEARS; HOWEVER, INCREASING POPULATION PRESSURES CONTINUE TO TAX THE MEDICAL SYSTEM. JIDDAH'S ESTIMATED POPULATION EXCEEDS ONE MILLION PERSONS, BUT THIS FIGURE MAY BE DOUBLED DURING THE HAJ (HOLY PILGRIMAGE) TO MECCA. THIS MASSIVE INFLUX OF PEOPLE USUALLY DURING OCTOBER OR NOVEMBER IN MODERN TIMES, GREATLY OVEREXTENDS MEDICAL AND SANITARY FACILITIES. SANITARY CONDITIONS ARE GENERALLY POOR. SEWAGE AND DRAINAGE FACILITIES ARE LIMITED. POTABLE WATER IS IN SPORADICALLY SHORT SUPPLY DURING THE SUMMER MONTHS. MAJOR SOURCES OF WATER INCLUDE THE DESALINIZATION PLANTS, THE LARGEST OF WHICH IS LOCATED ABOUT 11 KM (6.8 MI) NORTH OF THE CITY. A SMALLER DESALINIZATION PLANT SUPPLIES WATER TO THE NEW JIDDAH INTERNATIONAL AIRPORT, 22 KM (13.7 MI) NORTH OF THE CITY.

JIDDAH HAS 19 HOSPITAL (OVER 3,000 BEDS) WHICH OFFER A COMPLETE RANGE OF MEDICAL SERVICES. US PERSONNEL ARE GENERALLY REFERRED TO THE IDRIS HOSPITAL (50 BEDS) OR THE LEBANESE HOSPITAL (55 BEDS). OTHER MODERN FACILITIES INCLUDE THE JIDDAH MEDICAL CENTER (100 BEDS) AND THE BAKASH HOSPITAL (125 BEDS). TREATMENT HAS BEEN ADEQUATE AND SANITATION IS COMPARABLE TO US STANDARDS. A SMALL HEALTH UNIT AT THE US EMBASSY HANDLES MINOR ILLNESSES AND INJURIES AND ADMINISTERS IMMUNICATIONS TO AMERICANS IN-COUNTRY. THE UNIT ALSO SERVES AS A LIAISON BETWEEN THE EMBASSY AND LOCAL MEDICAL FACILITIES. MOST PHARMACEUTICALS AND MEDICAL SUPPLIES ARE IMPORTED AND BLOOD SUPPLIES ARE MINIMAL.

PREVALENT DISEASES INCLUDE INFECTIOUS HEPATITIS, SALMONELLOSIS, SHIGELLOSIS, AMEBIASIS, AND OTHER DIARRHEAS. TYPHOID AND PARATYPHOID FEVERS AND CHOLERA ARE DEFINITE DISEASE THREATS. A HIGH INCIDENCE OF HELMINTHIASIS AND TAENIASIS IS PRESENT IN THE POPULACE. TUBERCULOSIS, INFLUENZA, CHILDHOOD DISEASES, MALARIA, TRACHOMA, ENTERIC DISEASES, AND VARIOUS VENEREAL DISEASES CONSTITUTE THE MAJOR PUBLIC HEALTH PROBLEMS OF SAUDI ARABIA. STRAY ANIMALS ARE OFTEN RABID AND SHOULD BE AVOIDED.

A BILL OF HEALTH IS REQUIRED AND MAY BE CERTIFIED BY LOGREQ. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL IN FRANKFURT, GERMANY.

F3/MED  
(CH-1)





YANBU (KING FAHD PORT), SAUDI ARABIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-85) KING FAHD PORT AT MADINAT YANBU AL-SINAIYAH (24°05'N/38°03'E) LOCATED ON THE RED SEA, 365 KM (227 MI) BY ROAD NORTHWEST OF JIDDAH, IS A NEW PORT WITH NINE COMMERCIAL BERTHS. THE HARBOR IS A NARROW INLET WITH A CHANNEL ON SOUTHWEST SIDE. THE PORT IS WELL PROTECTED FROM HIGH WINDS AND HEAVY SEAS.

B. APPROACHES, LIGHTS, ETC. (4-85) CONSULT DMAHTC PUB 172 (2ND ED 1983), CHART 6225 (1ST ED 13 AUG 83, CORR NM 33/84, APPROACH), 62171 (3RD ED 11 AUG 84, CORR NM 32/84, APPROACH), AND CHART 62172 (2ND ED 24 NOV 84, CORR NM 47/84, HARBOR).

(8-84) (USS LASALLE) THERE ARE EXTENSIVE UNSURVEYED AREAS BETWEEN THE MAIN SHIPPING LANES AND THE APPROACHES TO YANBU. TWO APPROACH CORRIDORS TO THE PRESENT PILOT BOARDING AREA OFF SCHERMO REEF WERE SURVEYED EARLY IN 1981.

THE NORTHERN APPROACH CORRIDOR, SOME 77.2 KM (48 MI) LONG AND 4.8 KM (3 MI) WIDE, EXTENDS IN A WESTERLY DIRECTION FROM JUST WEST OF SCHERMO REEF, AT APPROXIMATELY 24°03'N/37°45.2'E TO 24°04'N/36°53'E. DEPTH RANGE IN GENERAL FROM 650 M (2,133 FT) INSHORE TO 950 M (3,117 FT) OFFSHORE, BUT TWO ISOLATED DOMES WERE DISCOVERED WITH LEAST DEPTHS OF 132 M (433 FT) AND 184 M (604 FT) AT APPROX. 24°04'N/37°36'E AND 24°07'N/37°36'E RESPECTIVELY.

THE SOUTHERN APPROACH CORRIDOR, SOME 69 KM (43 MI) LONG AND 4.8 KM (3 MI) WIDE EXTENDS IN A SOUTH WESTERLY DIRECTION FROM JUST WEST OF SCHERMO REEF AT APPROX. 24°03'N/37°45.2'E TO 23°22.5'N/37°28.5'E.

USS LASALLE APPROACHED YANBU FROM SOUTHWEST, USING CHART 62250, AT FIRST LIGHT TO PILOT PICK-UP POINT. RADAR WAS FAIR, USING SCHERMO REEF RACON, RA'S BARIDI POINT (24°16'N/37°31'E), AND WEST REEF BUOY. RANGE TO SCHERMO REEF RACON WAS USED EFFECTIVELY FROM 25 NM. VISUALS ON SCHERMO REEF RACON, BUOY Q, WEST REEF, AND EAST REEF BUOYS WERE ACQUIRED AT APPROX. 4-5 KM (6-8 MI). THESE PROVED RELIABLE AND WERE USED AS BASIS FOR CHART SHIFT TO 62171. FROM PILOT PICK-UP THROUGH TRAFFIC LANES TO CONSTRUCTION SUPPORT PORT, BUOY NAVIGATION WAS USED. NO CURRENTS WERE EXPERIENCED AND ALL NAVAIDS WERE POSITIONED CORRECTLY. THE WATER TANK DEPICTED ON INSET OF CHART 62171 (24°04.2'N/038°02.5'E) APPEARS TO BE TWO GRAIN ELEVATORS AND ARE VERY CONSPICUOUS. APPROACH TO ANCHORAGE WAS CONTINUATION OF TRAFFIC SEPARATION ON CHART 62172. THIS CHART DOES NOT EXTEND FAR ENOUGH SOUTH AND DOES NOT SHOW BUOY 18. APPROACH TO FREIGHTER ANCHORAGE AT THE CONSTRUCTION SUPPORT PORT MUST PASS TO STARBOARD OF BUOY 18. THE INSET TO CHART 62172 COVERS THE ANCHORAGE AREA. SUPPORT PIER, PIONEER BUOY, AND BUOYS 8R, 3R, 6R, ARE VISIBLE AND PROVIDE ADEQUATE AIDS FOR ANCHORAGE. LASALLE ANCHORED AT 23°53.8'N/38°17.5'E IN 70 M (230 FT) WATER WITH SAND AND SHELL BOTTOM. RADAR NAVIGATION WAS FAIR UNTIL THE PILOT PICK-UP POINT AND WAS GOOD ON THE REMAINDER OF THE TRANSIT USING BUOYS AND PROMINENT LAND FEATURES.

NO HAZARDS WERE DISCOVERED WITH DEPTHS GENERALLY 650 M (2,133 FT) INSHORE TO 790 M (2,592 FT) OFFSHORE.

BRITISH ADMIRALTY CHARTS 63, 327, 328 ARE ALSO USEFUL.

F6-1  
(CH-1)

YANBU (KING FAHD PORT), SAUDI ARABIA

C. PILOTAGE. (4-85) (USS LASALLE) PILOTAGE IS COMPULSORY FOR ALL VESSELS ENTERING, NAVIGATING WITHIN, OR LEAVING THE PORT LIMITS. ORDERS FOR PILOTS MUST BE RECEIVED AT LEAST 4 HOURS BEFORE THEIR SERVICES ARE REQUIRED. THE PILOT BOARDING AREA IS IN A POSITION 24°02'N/37°44'E.

PILOTS WILL EMBARK AND DISEMBARK FROM TWIN SCREW, STEEL PILOT VESSELS. WHEN APPROACHING THE PILOT BOAT, THE VESSEL MUST REDUCE SPEED TO A MINIMUM FOR STEERAGE WAY, MAINTAIN VHF CONTACT WITH THE PILOT AND PROVIDE A GOOD LEE. THE LENGTH OF PILOTAGE FROM THE PILOT BOARDING POSITION IS APPROX. 53 KM (33 MI) WITH A MINIMUM SURVEYED DEPTH OF 32 M (105 FT). PILOTS WERE EXTREMELY CAPABLE AND SPOKE ENGLISH WELL.

D. ENTRANCE. (4-85) SEE 1B.

E. CHANNELS. (12-82) SHIPS ENTER THE PORT THROUGH A CHANNEL 1.6 KM (1 MI) LONG, 70-130 M (230-427 FT) WIDE, AND 12 M (39 FT) DEEP AT LOW TIDE. WIDTH BETWEEN BEACONS AT THE CHANNEL ENTRANCE IS 310 M (1,017 FT). THERE ARE NO OVERHEAD RESTRICTIONS ALONG THE CHANNEL.

F. ANCHORAGES. (12-82) THERE ARE NO OFFICIALLY DESIGNATED ANCHORAGE AREAS. SHIPS WAITING TO ENTER THE HARBOR NORMALLY DROP ANCHOR SOUTHEAST OF THE CHANNEL ENTRANCE IN UNPROTECTED WATERS WITH DEPTHS OF 10-20 M (33-66 FT).

(4-84) (USS LASALLE) THE SHIP WENT TO THE ANCHORAGE LOCATED AT THE SOUTHEAST CORNER OF CHART 62172. WHILE THERE WAS NO DIFFICULTY FREEING THE ANCHOR FROM THE BOTTOM, A LARGE AMOUNT OF CORAL WAS FOULED ON THE ANCHOR CAUSING A SLIGHT DELAY IN HOUSING THE ANCHOR WHILE CLEARING THE CORAL.

G. WRECKS AND OBSTRUCTIONS. (4-85) CONSULT DMAHTC PUB 172

H. TIDES AND CURRENTS. (4-84) (USS LASALLE) THE MEAN TIDAL RANGE IS ABOUT .34 M (1.1 FT), BUT FLUCTUATIONS DUE TO NON TIDAL EFFECT, CAUSED BY STORM AND A SIGNIFICANT INCREASE AFTER THE STORM OR AS IT SUBSIDES. GENERALLY TIDES ARE SEMI DIURNAL WITH A PERIOD OF 12 HR 25 MIN. INFORMATION TO DATE SUGGESTS THAT THE FOLLOWING DATUMS BE ADOPTED:

<u>DATUM</u>	<u>ELEVATION ABOVE LAT (M/FT)</u>
HIGHEST ASTRONOMICAL TIDE (HAT)	1.14/3.7
MEAN HIGH WATER SPRINGS (MHWS)	0.80/2.6
MEAN HIGH WATER (MHW)	0.74/2.4
MEAN HIGH WATER NEAPS (MHWN)	0.67/2.2
MEAN SEA LEVEL (MSL)	0.57/1.9
MEAN LOW WATER NEAPS (MLWN)	0.47/1.5
MEAN LOW WATER (MLW)	0.40/1.3
MEAN LOW WATER SPRINGS (MLWS)	0.34/1.1
INDIAN SPRINGS LOW WATER (ISLW)	0.32/1.0
LOWEST ASTRONOMICAL TIDE (LAT)	0.00/0.0

CURRENTS IN THE AREA ARE INFLUENCED BY LOCAL WIND CONDITIONS, TIDE,

YANBU (KING FAHD PORT), SAUDI ARABIA

AND THE GENERAL CIRCULATORY PATTERN OF THE RED SEA. GENERALLY, CURRENTS WITHIN THE PORT HAVE BEEN OBSERVED AT LESS THAN 1/2 KNOT AND RUN PARALLEL TO THE COAST; HOWEVER, THEY ARE CONSIDERABLY INFLUENCED BY SURFACE WIND ACTIVITY.

SEA CONDITIONS CAN VARY CONSIDERABLY WITHIN THE PORT LIMITS. WAVE HEIGHTS IN THE PORT AREA ARE USUALLY LOWER THAN 40 CM (1.3 FT) DURING SEA BREEZES; BUT DURING STORMS, WAVES IN EXCESS OF 2 M (6.6 FT) ARE COMMON IN THE INNER PORT AREA. THERE IS NO DISTINCT SEASONALITY IN THIS RESPECT.

SEA WATER TEMPERATURES ARE SIMILAR TO AIR TEMPERATURES AND RANGE BETWEEN 25°C (77°F) AND 31°C (88°F). SALINITY VARIES BETWEEN 37 AND 39 PARTS PER THOUSAND.

BRITISH ADMIRALTY TIDE TABLE VOL 2 - ATLANTIC AND INDIAN OCEANS IS USEFUL.

1. WEATHER AND WINDS. (4-84) (USS LASALLE) THE CLIMATIC CONDITIONS AFFECTING KING FAHD PORT ARE SEASONAL. IN WINTER ONSHORE, AIR TEMPERATURES RANGE FROM 25°C (77°F) DURING THE DAY TO ABOUT 12°C (53°F) AT NIGHT. IN SUMMER AIR TEMPERATURES RANGE FROM 35°C (95°F) DURING THE DAY TO 25°C (77°F) AT NIGHT. EXTREME AIR TEMPERATURES RECORDED IN RECENT YEARS IN THE AREA HAVE BEEN 49°C (95°F) IN MAY AND 6°C (42°F) IN FEBRUARY. TEMPERATURES OFFSHORE ARE GENERALLY SEVERAL DEGREES LOWER. RELATIVE HUMIDITY VARIES THROUGHOUT THE YEAR WITH AVERAGE VALUES BETWEEN 65% AND 70% IN WINTER AND 50%-55% IN SUMMER; HOWEVER, VALUES OF 100% MAY OCCUR FOR SHORT PERIODS AROUND DAWN. THE AVERAGE ANNUAL RAINFALL TAKEN OVER A FOUR YEAR PERIOD IS 3.2 MM. SEE CLIMATIC DATA AT THE END OF THIS STUDY.

THE INCIDENCE OF FOG IS RARE; BUT SHOULD IT OCCUR, IT IS MORE LIKELY DURING THE PERIOD NOVEMBER TO APRIL. DURING THE SUMMER MONTHS FROM MAY TO SEPTEMBER THE INCIDENCE OF POOR VISIBILITY (LESS THAN 5 MILES) CAN BE QUITE HIGH DUE TO MIST AND HAZE, OR DUST PARTICLES HELD IN SUSPENSION IN THE ATMOSPHERE. HOWEVER, THROUGHOUT THE YEAR, DUST STORMS MAY OCCURE OBSCURING THE COASTLINE.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (8-84) (USS LASALLE) AT PRESENT THE KING FAHD PORT AT MADINAT YANBU AL SINAIYAH CONSISTS OF SEVEN TERMINALS LISTED AS FOLLOWS (FROM NORTH TO SOUTH AS SHOWN ON CHARTS) :

- (1) GENERAL CARGO AND CONTAINER TERMINAL
- (2) BULK TERMINAL
- (3) EXPORT REFINERY TERMINAL (UNDER CONSTRUCTION)
- (4) CRUDE OIL TERMINAL
- (5) NGL TERMINAL (NATURAL GAS LIQUID)
- (6) YANBU PETROMIN REFINERY TERMINAL
- (7) CONSTRUCTION SUPPORT TERMINAL

THE GENERAL CARGO AND CONTAINER TERMINAL HAS SEVEN BERTHS ALONG A 1,784 M (5,853 FT) WHARF. THESE INCLUDE BERTHS FOR ROLL-ON ROLL-OFF, HEAVY LIFT, CONVENTIONAL GENERAL CARGO AND CELLULAR CONTAINER VESSELS. PROTECTED BY A NATURAL REEF, THE BERTHS WILL BECOME PROGRESSIVELY OPERATIONAL WITH COMPLETION PLANNED BY THE END OF 1984. THE CHANNEL INSIDE THE BARRIER REEF HAS BEEN DREDGED TO 14 M (45.9 FT) BELOW LOWEST ASTRONOMICAL TIDE

YANBU (KING FAHD PORT), SAUDI ARABIA

(LAT) AND THERE ARE TWO TURNING BASINS AT EITHER END OF THE 2 KM (1.2 MI) BERTH FRONTAGE.

B. FUEL, LUBE, AND DIESEL. (4-84) BUNKER FUEL IS AVAILABLE AT THE GENERAL CARGO AND CONTAINER TERMINAL, BULK TERMINAL, AND EXPORT REFINING TERMINAL.

C. MECHANICAL HANDLING FACILITIES. (12-82) (DIA)

MOBILE CRANES:	1	WITH	LIFT	CAPACITY	OF	200	TONS
	1	"	"	"	"	50	"
	2	"	"	"	"	45	"
	1	"	"	"	"	35	"
	1	"	"	"	"	15	"
	1	"	"	"	"	10	"
FORKLIFTS:	14	"	"	"	"	2.5	"
	3	"	"	"	"	5	"
	10	"	"	"	"	6	"
	2	"	"	"	"	10	"
	1	"	"	"	"	22	"
TRUCKS:	4	WITH	2-WHEEL	DRIVE			
	4	WITH	4-WHEEL	DRIVE			

D. DRYDOCKS AND REPAIR FACILITIES. (12-82) (DIA) THERE ARE NO SHIPYARDS WITHIN THE HARBOR. PRIVATE CONTRACTORS CAN PROVIDE MINOR REPAIR SERVICES.

(4-84) (USS LASALLE) NO REPAIRS OF ANY KIND ARE PERMITTED ALONGSIDE ANY BERTH UNLESS MUTUALLY AGREED BY THE HARBOR MASTER AND TERMINAL MANAGER.

E. WAREHOUSES AND STORAGE AREAS. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

F. STEVEDORES. (12-82) (DIA) THERE ARE NO REGULAR STEVEDORE EMPLOYEES AT THE PORT. LABORERS FOR SUCH ACTIVITIES ARE HIRED ON A DAY-TO-DAY BASIS.

G. PORT CAPACITY. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-85) NO INFORMATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATION

A. LIGHTERAGE. (4-84) (USS LASALLE) THERE IS NO REQUIREMENT FOR SHIPS TO ORDER TUGS IN KIN HAHD PORT. THE NUMBER OF TUGS TO BE USED DURING BERTHING AND ON DEPARTURE WILL BE SPECIFIED BY THE HARBOR MASTER. IF THE SHIP WISHES TO APPEAL AGAINST THE NUMBER OF TUGS ALLOCATED, CONTACT THE HARBOR MASTER.

ANY TUG, WHEN USED FOR ASSISTING A SHIP, SHALL BE UNDER THE ORDER AND

YANBU (KING FAHD PORT), SAUDI ARABIA

CONTROL OF THE SHIP BEING ASSISTED. THE ROYAL COMMISSION SHALL NOT BE LIABLE FOR DAMAGE OF ANY DESCRIPTION OR ANY CONSEQUENTIAL LOSS SUFFERED BY OR TO THE TUGS OR THEIR CREWS WHILE ASSISTING SHIPS, WHETHER OCCASIONED BY ANY ACT OR OMISSION OF TUG MASTER OR CREW OR BY ANY DEFECT OR INADEQUACY OF THE TUG, MACHINERY OR GEAR. ANY SUCH DAMAGE SHALL BE FOR THE ACCOUNT OF THE SHIP BEING ASSISTED. TOWING LINES WILL BE PROVIDED BY THE ROYAL COMMISSION. TUGS WILL RENDEZVOUS WITH SHIPS BOUND FOR THE NGL AND CRUDE TERMINAL IN THE VICINITY OF NO. 14 BUOY. ALL TUGS ARE FITTED WITH FOAM AND WATER MONITORS FOR FIRE FIGHTING AND SPRAY BOOMS FOR POLLUTION DISPERSAL WORK.

FIVE 5600-HP TWIN SCREW KORT NOZZLE TUGS, SEVEN 400-HP VOITH SCHNEIDER TUGS, THREE 200-HP VOITH SCHNEIDER TUGS, FOUR PILOT LAUNCHES, AND FOUR MOORING LAUNCHES.

B. WATER. (4-84) (USS LASALLE) POTABLE FRESH WATER IS AVAILABLE AT THE GENERAL CARGO AND CONTAINER TERMINAL, BULK TERMINAL, AND EXPORT REFINERY TERMINAL.

C. AIRFIELDS. (4-85) YENBO AIRFIELD IS LOCATED 4.8 KM (3 MI) NE OF TOWN. ITS ASPHALT RUNWAY IS E-W ORIENTED WITH 3,206 X 46 M (10,520 X 150 FT).

D. COMMUNICATIONS. (4-84) (USS LASALLE) ALL THE MARINE SERVICES AND SHIPPING MOVEMENTS WITHIN THE PORT ARE MONITORED AND CONTROLLED BY THE ROYAL COMMISSION PORT CONTROL, WHICH IS SITUATED AT 23°57.4'N/38°13'E. THE STATION IS MANNED 24 HOURS A DAY AND MAINTAINS A CONTINUOUS VHF WATCH. INFORMATION CAN BE PROVIDED TO MASTERS AND PILOTS ON ALL NAVIGATIONAL ASPECTS, INCLUDING WIND AND VISIBILITY, NAVIGATIONAL AIDS AND SHIPPING MOVEMENTS WITHIN THE PORT AREA. THE STATION WILL ALSO PROVIDE A LIAISON WITH TERMINAL OPERATORS AND EMERGENCY SERVICES.

THE FOLLOWING VHF CHANNELS ARE CONTINUOUSLY AVAILABLE FOR USE BY ROYAL COMMISSION PORT CONTROL:

16	156,800	MHQ FREQUENCY	INTERNATIONAL CALLING AND DISTRESS
11	156,550	" "	PORT OPERATIONS-1
10	156,500	" "	PORT OPERATIONS-3
13	156,650	" "	PORT OPERATIONS-4
68	156,425	" "	PORT OPERATIONS-2
67	156,375	" "	PILOTAGE/BERTHING OPERATIONS
69	156,475	" "	PILOTAGE/BERTHING OPERATIONS
73	156,675	" "	PILOTAGE/BERTHING OPERATIONS
74	156,725	" "	ROYAL COMMISSION PORT OPERATIONS PRIVATE

IN THE EVENT OF A PORT EMERGENCY, ROYAL COMMISSION PORT CONTROL WILL DESIGNATE A CHANNEL FOR USE DURING THE PERIOD OF THE EMERGENCY.

HARBOR SURVEILLANCE RADAR WILL BE INSTALLED IN THE NEW PORT CONTROL COMPLEX AND SHOULD BE OPERATIONAL IN EARLY 1984.

E. MEDICAL. (4-84) SEE F3/MED.

F. GASOLINE. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

YANBU (KING FAHD PORT), SAUDI ARABIA

G. PROVISIONS. (4-84) (USS LASALLE) FROZEN MEAT (EXCEPT PIG MEAT), FISH, AND FRESH VEGETABLES ARE AVAILABLE LOCALLY; HOWEVER, SHIPS ARE ADVISED TO CONTACT THEIR AGENT WELL IN ADVANCE TO ESTABLISH AVAILABILITY AND PRICES.

H. GARBAGE DISPOSAL. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

B. HONORS. (4-84) (USS LASALLE) THE KING FAHD PORT IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (4-84) BY ROYAL DECREE DATED 16 SEP 1975, KING KHALID IBN ABDUL AZIZ AL-SAUD FORMED A ROYAL COMMISSION TO IMPLEMENT A PLAN TO TRANSFORM THE TWO REGIONS OF YANBU AND JUBAIL INTO MAJOR INDUSTRIAL AREAS.

IN LATE 1977 THE ROYAL COMMISSION FINALIZED A 30-YEAR MASTER PLAN FOR THE DEVELOPMENT OF THE MADINAT YANBU AL-SINAIYA COMPLEX ON THE RED SEA COAST, IN AN AREA CENTERED UPON 23°57'N/38°13'E, APPROXIMATELY 350 KM NORTH OF UNDEVELOPED LAND INTO AN EXTENSIVE INDUSTRIAL COMPLEX INCLUDING MAJOR PORT FACILITIES AND TANKER TERMINALS FOR THE TRANS KINGDOM CRUDE OIL AND NATURAL GAS LIQUIDS PIPELINES. THE INDUSTRIAL COMPLEX INCLUDES A CRUDE OIL REFINERY, AN N.G.L. REFRACATION PLANT, PETRO CHEMICAL COMPLEX, AND NON-HYDROCARBON INDUSTRIAL PLANTS. TO SUPPORT THIS INDUSTRY A MAJOR PORT COMPLEX IS BEING BUILT CAPABLE OF HANDLING THE WORLD'S LARGEST TANKER OF AROUND 500,000 DWT. AN AIRPORT AND A NEW COMMUNITY FOR A POPULATION OF 150,000 ARE ALSO INCLUDED IN THE PLANS.

B. LIBERTY. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

C. CLUBS AND BARS. (4-84) (USS LASALLE) NONE AVAILABLE.

D. RESTAURANTS. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

E. HOTELS. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

F. ATHLETICS. (4-85) NONE AVAILABLE.

G. BEACHES. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

H. CHURCHES. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

J. TOURS. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

YANBU (KING FAHD PORT), SAUDI ARABIA

K. SHOPPING. (4-85) NO CURRENT INFORMATION IS AVAILABLE.

L. THEATER AND CINEMA. (4-85) (USS LASALLE) NO THEATERS ARE ALLOWED IN SAUDI ARABIA.

M. MISCELLANEOUS. (4-84) (USS LASALLE) VALUE OF SAUDI RIYALS IS TO BE DETERMINED DAILY.

THE TAKING OF PHOTOGRAPHS WHILE THE SHIP IS IN THE PORT IS STRICTLY FORBIDDEN BY THE SAUDI ARABIAN GOVERNMENT.

PORT AREA IS NOT SURROUNDED BY FENCING.

TWO SAUDI ARABIAN PCG'S ARE HOMEPORTED IN JIDDAH AND WILL OCCASIONALLY BE SEEN CONDUCTING OPERATIONS ALONG COASTAL AREA.

EVERY SHIP ENTERING KING FAHD PORT AT MADINAT YANBU MUST HOIST THE FLAG OF THE KINGDOM OF SAUDI ARABIA FROM THE FOREMAST AND KEEP IT FLYING AT ALL TIMES THROUGHOUT THE VESSEL'S STAY IN PORT. THE FLAG OF THE KINGDOM OF SAUDI ARABIA IS TO BE IN GOOD CONDITION AND PROPERLY DISPLAYED WHEN THE ARABIC WRITING APPEARS AT THE TOP AND THE SWORD AT THE BOTTOM.

ALL ALCOHOLIC BEVERAGES, INCLUDING BEER, TABLE WINES, AND LIQUORS ARE TO BE UNDER LOCK AND KEY DURING A SHIP'S STAY IN PORT. THE POSSESSION AND/OR CONSUMPTION OF ALCOHOLIC BEVERAGES IS PROHIBITED IN SAUDI ARABIA. PENALTIES ARE SEVERE AND MAJOR DELAYS TO SHIPS CAN BE INCURRED DUE TO GOVERNMENT INVESTIGATIONS OF VIOLATIONS.

QUARANTINE SIGNALS MUST BE DISPLAYED BY ALL SHIPS APPROACHING THE PORT. THESE SIGNALS MUST BE DISPLAYED CONTINUOUSLY UNTIL PRATIQUE IS GRANTED.

SUNRISE TO SUNSET - QUARANTINE FLAG

SUNSET TO SUNRISE - SIGNAL LIGHTS RED OVER WHITE.

COMPILED BY: MS. KAY DeVAUL, FICPAC (4-85).

YANBU (KING FAHD PORT), SAUDI ARABIA

Table 1

Climatic Data for Yanbu Al Bahr (U)

	J	F	M	A	M	J	J	A	S	O	N	D	ANN
<b>MEANS:</b>													
<b>Temperature:</b>													
Daily maximum (°F)	75	79	87	94	100	108	106	107	106	96	84	76	93
Daily minimum (°F)	55	58	63	71	76	84	84	84	80	72	63	55	70
<b>Precipitation:</b>													
Monthly amt (in)	*	*	0.3	0.1	0.3	*	0.2	0.0	*	*	0.2	0.3	1.6
Days w/precipitation	**	0	**	1	1	**	1	0	**	**	2	1	7
<b>Cloud cover:</b>													
Cloudy days	1	1	1	1	1	**	0	**	0	**	1	1	7
Clear days	22	20	23	22	22	28	24	27	29	28	20	24	297
<b>Ceiling/visibility:</b>													
Time 650 feet and/or 1 1/4 miles (%)	0	0	0	0	1	0	0	0	0	0	0	0	**
<b>Surface winds:</b>													
Prevailing direction	C	W	W	W	W	W	W	W	W	W	C	C	C
Speed (knots)	C	14	13	13	13	13	13	13	11	C	C	C	
Days speed 28 knots	0	**	**	**	1	**	0	**	0	0	**	**	3
<b>EXTREMES:</b>													
Maximum temp (°F)	86	91	104	106	111	117	117	115	113	104	95	88	117
Minimum temp (°F)	39	45	39	57	64	75	72	77	70	59	50	37	37

\* less than 0.05 inch.

\*\* less than 1 day

C calm winds

UNCLASSIFIED



YANBU (KING FAHD PORT), SAUDI ARABIA

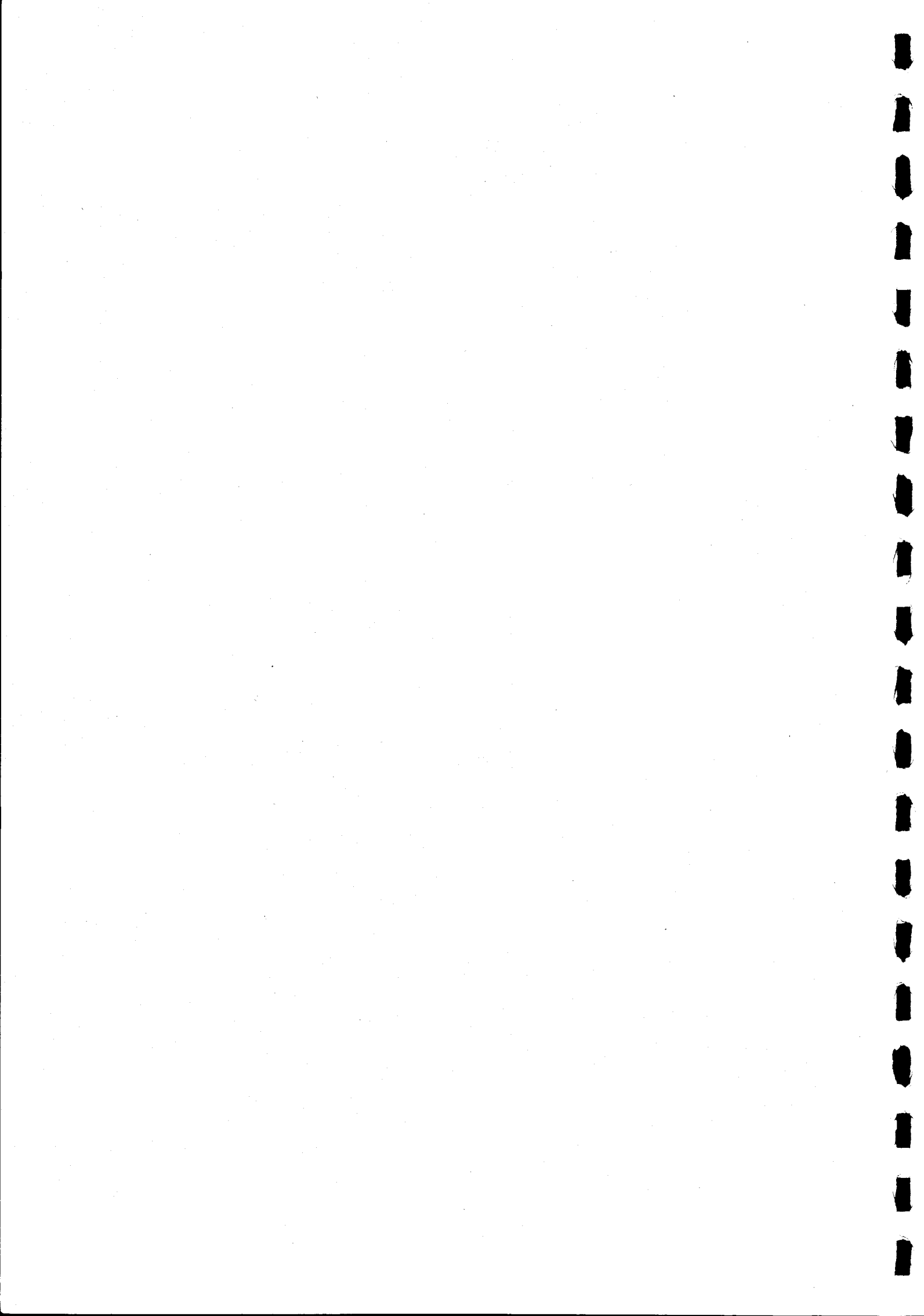
3. E. MEDICAL (3-84) THE LOW STANDARD OF LIVING AND POOR SANITATION CONDITIONS IN YANBU ARE TYPICAL OF THE PERSIAN GULF AREA. THESE CONDITIONS ARE PARTIALLY RESPONSIBLE FOR THE HIGH INCIDENCE OF ENTERIC DISEASES IN SAUDI ARABIA. TYPHOID AND PARATYPHOID FEVERS ARE DEFINITE DISEASE THREATS. TUBERCULOSIS, INFLUENZA, MALARIA, ENTERIC DISEASES, AND VARIOUS VENEREAL DISEASES CONSTITUTE THE MAJOR PUBLIC HEALTH PROBLEMS. STRAY ANIMALS ARE OFTEN RABID AND SHOULD BE AVOIDED.

SAUDI ARABIA HAS MADE A CONCERTED EFFORT TO IMPROVE ALL ASPECTS OF ITS HEALTH CARE DELIVERY SYSTEM. THE MOST SIGNIFICANT CHANGE HAS BEEN THE CONSTRUCTION OF NUMEROUS HOSPITALS. UNFORTUNATELY, THERE IS A SEVERE MEDICAL PERSONNEL SHORTAGE AND THE SAUDIS HAVE DIFFICULTY STAFFING THESE NEW FACILITIES. MOST PHYSICIANS ARE WESTERN TRAINED AND CAN PROVIDE ADEQUATE SERVICES TO U.S. PERSONNEL.

THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

(4-84) (USS LASALLE) MEDICAL FACILITIES ARE AVAILABLE FOR THE TREATMENT OF EMERGENCY CASES ONLY. SHIPS SHOULD, IF POSSIBLE, PROVIDE ADVANCE NOTICE, TO THEIR AGENT, OF THEIR REQUIREMENTS, TOGETHER WITH NAME, RANK, NATIONALITY, PASSPORT OR SEAMAN'S IDENTITY BOOK NUMBER INCLUDING DATE OF ISSUE AND PLACE OF ISSUE.

F6/MED  
(CH-1)



JUBAIL (AL JUBAYL), SAUDI ARABIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 87) (FICPAC) JUBAIL (27-05N/49-40E) IS LOCATED ON THE WESTERN SIDE OF THE PERSIAN GULF. THE PORT CONSISTS OF THREE ULTRA-MODERN FACILITIES: THE COMMERCIAL PORT, THE INDUSTRIAL PORT, AND THE NAVAL PORT. THE PORT IS RELATIVELY WELL PROTECTED FROM ENVIRONMENTAL FACTORS THAT MAY HAMPER NORMAL OPERATIONS. ALL THREE BASINS, ENCLOSED BY ARTIFICIAL BREAKWATERS, PROVIDE EXCELLENT SHELTER FOR SHIPS BERTHED ALONGSIDE. SHIPS, FORCED TO ANCHOR OFF THE PORT ENTRANCE IN THE OPEN SEA, WILL INFREQUENTLY EXPERIENCE HIGH WINDS AND HEAVY SEAS.

B. APPROACHES, LIGHTS, ETC. (DEC 87) (FICPAC) CONSULT DMAHTC PUB 172 (3RD ED 1986) AND CHARTS 62455/62429.

(NOV 87) (USS RENTZ) CHARTS USED WERE 62420, 62429, AND 62455. RENTZ USED ROYAL SAUDI NAVAL ROUTE FOR ENTRY INTO THE HARBOR. ONLY DRAWBACK TO THIS ROUTE WAS THE NECESSITY TO EXIT ROUTE EARLY AND CROSS COMMERCIAL TRAFFIC CHANNEL TO REACH PILOT PICKUP AREA. IF VOLUME OF TRAFFIC IS HIGH, THIS COULD PRESENT A PROBLEM. RENTZ SET NAVIGATION DETAIL PRIOR TO ENTRY INTO NAVAL ROUTE AND CONTACTED JUBAIL PORT CONTROL ON BTB CHANNEL 16. THE ONLY DIRECTION RENTZ RECEIVED WAS TO PROCEED TO RENDEZVOUS WITH THE PILOT. PILOT PICK-UP AREA WAS AS MARKED ON CHARTS BETWEEN BUOYS 12 AND 14. THE PILOT ARRIVED ON TIME AND WAS ACCOMPANIED BY ROYAL SAUDI NAVY LIAISON OFFICERS. THE PILOT SPOKE EXCELLENT ENGLISH AND PROVIDED OUTSTANDING SERVICE. CHANNELS WERE WELL MARKED AND NAVIGATION AIDS WERE AS LISTED IN PORT DIRECTORY WITH TWO EXCEPTIONS. ENTRANCE BUOY TO PRIMARY CHANNEL WAS MARKED 15/CH-1 (ACTUAL) VICE 18/CH-1 (CHARTED) ENTRANCE BUOY TO SECONDARY CHANNEL WAS MARKED 16/CH-1 (ACTUAL) VICE 20/CH-2 (CHARTED). THE INNER HARBOR HAD 320 YDS BETWEEN PIER AND BUOYS MARKING SHOAL WATER. RENTZ TWISTED WITH AID OF TWO TUGS IN THE INNER HARBOR AND MOORED PORT SIDE TO BERTH 2. ON DEPARTURE FROM JUBAIL, RENTZ USED SAUDI NAVAL ROUTE WITH NO PROBLEMS.

(JUL 87) (USS CONYNGHAM) THE SHIP USED COMMERCIAL TRAFFIC CHANNEL GOING INTO JUBAIL. NAVIGATION DETAIL WAS SET AS WE ENTERED THE BUOYED CHANNEL. ALL BUOYS MARKING THE CHANNEL WERE IN PLACE AND LIT. SOUTHEAST CURRENT OF .5 KTS REQUIRED COMPENSATION DURING MOST OF THE TRANSIT. THE SHIP WAS CONTACTED IN VICINITY OF BUOY 3 BY "JUBAIL RADAR", INQUIRING THE SHIP'S INTENTIONS. THE SHIP STATED THAT CONYNGHAM WAS ON INBOUND TRANSIT FOR PILOT PICK-UP WHICH WAS MARKED ON CHARTS BETWEEN BUOYS 12 AND 14. THE PILOT SPOKE EXCELLENT ENGLISH AND WAS VERY COMPETENT. RADAR/VISUAL NAVAIDS WERE ACCURATE, BUT VISIBILITY WAS HAMPERED BY LIGHT HAZE. THE PILOT IN VICINITY OF BUOY A2 MAINTAINED A COURSE BY CUTTING THE CORNER TO INTERCEPT 270°T LEG TO ENTER THE HARBOR. THE INNER HARBOR HAD 320 YDS BETWEEN THE PIER AND BUOY LINE, MARKING SHOAL WATER. THE SHIP TWISTED IN THE INNER HARBOR AND MOORED PORT SIDE TO BERTH 2. ON TRANSIT OUT FROM JUBAIL, THE SHIP USED ROYAL SAUDI NAVAL ROUTE. THE CHANNEL WAS WELL MARKED, AND NO SIGNIFICANT PROBLEMS WERE ENCOUNTERED WHILE MAINTAINING 16 KT SOA. RECOMMEND USING THIS CHANNEL IN FUTURE VISITS.

C. PILOTAGE. (DEC 87) SEE PARA 1B AND PUB 172.

D. ENTRANCE. (DEC 87) SEE PARA 1B AND PUB 172.

E. CHANNEL. (DEC 87) SEE PARA 1B AND PUB 172.

JUBAIL (AL JUBAYL), SAUDI ARABIA

- F. ANCHORAGE. (DEC 87) CONSULT PUB 172.
- G. WRECKS AND OBSTRUCTIONS. (DEC 87) CONSULT PUB 172.
- H. TIDES AND CURRENTS. (DEC 87) CONSULT PUB 172.
- I. WEATHER AND WIND. (DEC 87) CONSULT PUB 172.

2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (DEC 87) (FICPAC) COMMERCIAL HARBOR HAS 14 BERTHS CONSISTING OF BERTHS 1-8 EACH 212 M (695 FT) LONG WITH 12 M (39 FT) DEPTH ALONG SIDE, BERTHS 9-10 BOTH 300 M (984 FT) LONG WITH 14 M (45.9 FT) DEPTH ALONG SIDE, AND BERTHS 11-14 EACH 250 M (820 FT) LONG WITH 14 M (45.9 FT) DEPTH ALONG SIDE.

B. FUEL, LUBE, AND DIESEL OIL. (DEC 86) (USS O'BANNON) THE SHIP RECEIVED 68,826 GALS OF FUEL FROM THE BARGE THROUGH A STANDARD 15.2 CM (6 IN) COUPLING. THE PUMPING RATE WAS 1,200 GPM. THE REFUELING EVOLUTION TOOK 1.5 HRS TO COMPLETE. FUEL WAS OF EXCELLENT QUALITY AND WAS PROVIDED THROUGH THE ALSAMI BUNKERING COMPANY.

C. MECHANICAL HANDLING FACILITIES. (OCT 85)  
MOBILE CRANES - 12 (20-100 TON LIFT CAPACITIES), 8 MOBILE TOWER CRANES (36-TON LIFT CAPACITIES), AND 6 CONTAINER GANTRY CRANES (30.5-TON LIFT CAPACITIES)  
SUPPORT EQUIPMENT - 95 FORKLIFTS, 28 TRUCKS, AND 19 TRACTORS/TRAILERS.

D. DRYDOCK AND REPAIR FACILITIES. (OCT 85) THE FACILITY IN THE KING FAHD INDUSTRIAL PORT OFFERS SERVICES FOR INTERMEDIATE STRUCTURAL, MECHANICAL, AND ELECTRICAL REPAIR. IT ALSO REPAIRS ORDNANCE.

E. WAREHOUSES AND STORAGE AREAS. (OCT 85)  
COVERED STORAGE - 10 BUILDINGS, 87,000 SQ M (936,491 SQ FT)  
OPEN STORAGE - 417,000 SQ M (4,488,697 SQ FT) AT COMMERCIAL PORT  
135,000 SQ M (1,453,175 SQ FT) AT CONTAINER/RO RO AREA  
950,000 SQ M (10,226,049 SQ FT) OUTSIDE PORT AREA

F. STEVEDORES. (OCT 85) STEVEDORES ARE AVAILABLE ONLY AT THE COMMERCIAL AND THE INDUSTRIAL FACILITIES.

G. PORT CAPACITY. (NOV 87) ONE DD/FF TYPE SHIP CAN BE ACCOMMODATED IN THE PORT OF JUBAIL.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 85) HUNDREDS OF KILOMETERS OF GOOD, HARD-SURFACE ROADS LINK JUBAIL TO THE NATIONAL ROAD NETWORK AND NEIGHBORING STATES.

3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 85) THREE TUGS (900-5,500 HP), 3 PILOT LAUNCHES, 4 MOORING LAUNCHES, AND THREE SERVICE LAUNCHES ARE AVAILABLE.

B. DREDGES AND MISCELLANEOUS CRAFT. (DEC 87) NO INFORMATION IS

JUBAIL (AL JUBAYL), SAUDI ARABIA

AVAILABLE.

C. WATER. (AUG 86) (USS NICHOLSON) POTABLE WATER WAS PROVIDED BY THE RSNF FREE OF CHARGE THROUGH A 6.35 CM (2.5 IN) CONNECTION.

D. AIRFIELDS. (DEC 87) THE DHAHRAN INTERNATIONAL AIRPORT IS LOCATED AT 27-02-45N/49-42-15E. THREE RUNWAYS ARE:

<u>ORIENTATION</u>	<u>DIMENSION</u>	<u>SURFACE</u>
060/240	2,520 X 45 M ( 8,268 X 148 FT)	ASPHALT
160/340	3,600 X 45 M (11,811 X 148 FT)	"
160/340	3,660 X 45 M (12,008 X 148 FT)	"

E. COMMUNICATION. (AUG 86) (USS NICHOLSON) THE SHIP'S OMBUDSMAN WAS PROVIDED THE COMPOUND'S TELEPHONE NUMBER, AND DIRECT CALLS COULD BE MADE TO THE STATES FROM JUBAIL. ADDITIONALLY, THERE WAS A TELEPHONE EXCHANGE LOCATED ON THE KING ABDUL AZIZ NAVAL BASE. NO COLLECT CALLS COULD BE MADE FROM THE PHONE EXCHANGE, AND PAYMENT WAS MADE ONLY IN SAUDI RIYALS. U.S. CURRENCY AND CREDIT CARDS WERE NOT ACCEPTED.

F. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN JUBAIL ARE GOOD. HEALTH AND SANITARY FACILITIES CURRENTLY IN OPERATION ARE COMPARABLE TO THOSE OF ANY MODERN INDUSTRIALIZED COUNTRY. POTABLE WATER IS PROVIDED BY DESALINIZATION FACILITIES.

PREVALENT DISEASES INCLUDE INFECTIOUS HEPATITIS, SALMONELLOSIS, SHIGELLOSIS AMEBIASIS, TYPHOID AND PARATYPHOID FEVERS, OTHER ENTERIC DISEASES, TUBERCULOSIS, INFLUENZA, TRACHOMA, AND SEXUALLY TRANSMITTED DISEASES. INCIDENCE OF HELMINTHIASIS AND TAENIASIS IS HIGH. THE RISK FOR CHOLERA IS LOW. STRAY ANIMALS ARE OFTEN RABID.

MEDICAL CARE IS AVAILABLE AT THE AL HUWAYLAT HOSPITAL (205 BEDS), TEL: 341-5100, AND A NAVY HOSPITAL (100 BEDS), WHICH OFFER SERVICES IN SURGERY, OBSTETRICS, DENTISTRY, PREVENTIVE MEDICINE, AND RADIOLOGY. TWO 200-BED AND ONE 150-BED HOSPITALS ARE UNDER CONSTRUCTION. ADDITIONAL MEDICAL FACILITIES ARE AVAILABLE IN AD DAMMAN, 100 KM SOUTHEAST. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

A BILL OF HEALTH IS REQUIRED.

G. GASOLINE. (DEC 87) NO INFORMATION IS AVAILABLE.

H. PROVISIONS. (NOV 87) (USS RENTZ) RENTZ ASKED FOR DELIVERY OF PROVISIONS ON ARRIVAL. HOWEVER, ITEMS WERE NOT DELIVERED UNTIL IN THE AFTERNOON OF NEXT DAY. DELAY IN DELIVERY DUE IN PART OF CUSTOM'S CLEARANCE DIFFICULTIES AND TO LACK OF TIMELINESS OF RECEIPT OF LOGREQ REQUEST. DIPLOMATIC CLEARANCE FOR PORT VISIT WAS GRANTED APPROXIMATELY 24 HRS PRIOR TO ARRIVAL OF RENTZ. NAVAL LIAISON OFFICER INDICATED THAT HE HAD 6 HRS TO MAKE FINAL PREPARATIONS FOR RENTZ VISIT (PREFERS 60 DAYS). PROVISIONS RECEIVED WERE OF EXCELLENT QUALITY. LOCAL HUSBANDING AGENT BOARDED ON ARRIVAL TO CONFIRM PROVISIONS PRIOR TO TAKING ACTION TO PROCURE ITEMS.

I. GARBAGE DISPOSAL. (AUG 86) (USS NICHOLSON) DISPOSAL SERVICE WAS

F7-3  
(CH-8)

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JUBAIL (AL JUBAYL), SAUDI ARABIA

PROVIDED BY THE RSNF FREE OF CHARGE.

## 4. PERSONALIA

A. CALLS. (DEC 86) (USS O'BANNON) CALLS MAY BE MADE ON:

EMIR OF JUBAIL  
COMMANDING OFFICER, KING ABDUL AZIZ NAVAL BASE  
COMMANDER, KING FAHD NAVAL ACADEMY

B. HONORS. (JUL 87) JUBAIL IS NOT A SALUTING PORT.

## 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 87) (FICPAC) THE INDUSTRIAL CITY AND PORT OF JUBAIL HAS BEEN TRANSFORMED FROM A LITTLE FISHING VILLAGE OF SOME 8,000 INHABITANTS INTO ONE OF THE 10 LARGEST MARITIME FACILITIES IN THE ENTIRE MIDDLE EAST. THE JUBAIL PORT COMPLEX WAS DESIGNED WITH THREE FUNCTIONAL AREAS. THE KING FAHD INDUSTRIAL HARBOR, WITH AN OPEN SEA TANKER TERMINAL, IS USED FOR EXPORTING REFINED PETROLEUM PRODUCTS, PETROCHEMICALS, IRON, STEEL, ALUMINUM, AND SULFUR. THE COMMERCIAL HARBOR PROVIDES SERVICES TO VESSELS DELIVERING IMPORTED COMMODITIES. A NAVAL PORT (THE KING ABDUL NAVAL BASE) IS ONE OF THE MOST MODERN MARITIME FACILITIES IN THE WORLD. IT WILL PLAY AN IMPORTANT ROLE NOT ONLY IN THE ECONOMIC DEVELOPMENT OF THE EASTERN PART OF SAUDI ARABIA BUT ALSO WILL SERVE AS THE PRIMARY SAUDI NAVAL PORT OF THE PERSIAN GULF.

B. LIBERTY. (NOV 87) LIBERTY IN JUBAIL WAS PRIMARILY LIMITED TO THE LOCAL SHOPPING AREA. THERE ARE NO BARS, AND LIQUOR IS NOT AVAILABLE IN HOTELS OR RESTAURANTS. FOR A VERY CONSERVATIVE MOSLEM COMMUNITY, THE SAUDIS MAINTAIN A VERY STRICT AND TIGHTLY ENFORCED CULTURE. ARRIVAL BRIEFS WERE MOST USEFUL AND CREW MEMBERS SHOULD BE INDOCTRINATED IN THE DO'S AND DON'TS OF THE LOCAL AREA PRIOR TO DEPARTING THE SHIP.

C. CLUBS AND BARS. (DEC 87) ALCOHOL IS NOT SOLD IN SAUDI ARABIA NOR ITS USE TOLERATED. IF THE OPPORTUNITY DOES PRESENT ITSELF (I.E. AMERICAN HOMES AND THE MILITARY COMPOUND) CAUTION MUST BE EXERCISED. ALL PERSONNEL SHOULD BE BRIEFED THAT LOCAL AUTHORITIES MAY MAKE AN ARREST BASED ON NOTHING MORE THAN SUSPICION THAT AN INDIVIDUAL HAS BEEN DRINKING.

D. RESTAURANTS. (NOV 87) (USS RENTZ) THE LOCAL U.S. NAVY COMPOUND HOSTED MANY OF THE OFFICERS AND CHIEFS FOR SOCIAL FUNCTIONS. THE TAKE-A-SAILOR HOME FOR DINNER PROGRAM WAS VERY POPULAR AND QUITE SUCCESSFUL.

E. HOTELS. (DEC 87) NO INFORMATION IS AVAILABLE.

F. ATHLETICS. (NOV 87) (USS RENTZ) THE SAUDI NAVAL BASE WAS AVAILABLE FOR RECREATIONAL FACILITIES.

G. BEACHES. (DEC 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (NOV 87) SAUDI LAW PROHIBITS ANY RELIGION EXCEPT MUSLIM.

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JUBAIL (AL JUBAYL), SAUDI ARABIA

I. TRANSPORTATION. (NOV 87) (USS RENTZ) THREE BUSES, A MINI-BUS, AND A SEDAN FOR CO AND XO WERE PROVIDED AT NO COST.

J. TOURS. (NOV 87) NO TOURS WERE AVAILABLE IN JUBAIL.

K. SHOPPING. (NOV 87) (USS RENTZ) GOOD BUYS ARE AVAILABLE ON RUGS, CASSETTE TAPES, AND GOLD. AMERICAN DOLLARS, AMEX/VISA CARDS ARE ACCEPTED BY MOST DOWNTOWN MERCHANTS.

(DEC 86) (USS O'BANNON) THE SHOPPING AREA IN JUBAIL IS SMALL, LOCATED ALONG JEDDAH STREET JUST OUTSIDE THE MAIN GATE TO THE COMMERCIAL PORT. THE RIDE FROM THE SHIP THROUGH THE PORT FACILITY TO THE SHOPPING AREA TOOK ABOUT 10 MINUTES. THE RSNF PROVIDED BUS TRANSPORTATION FROM THE SHIP TO AL JUBAIL, THE NAVAL BASE, AND THE AMERICAN COMPOUND.

L. THEATER AND CINEMA. (DEC 87) NO INFORMATION IS AVAILABLE.

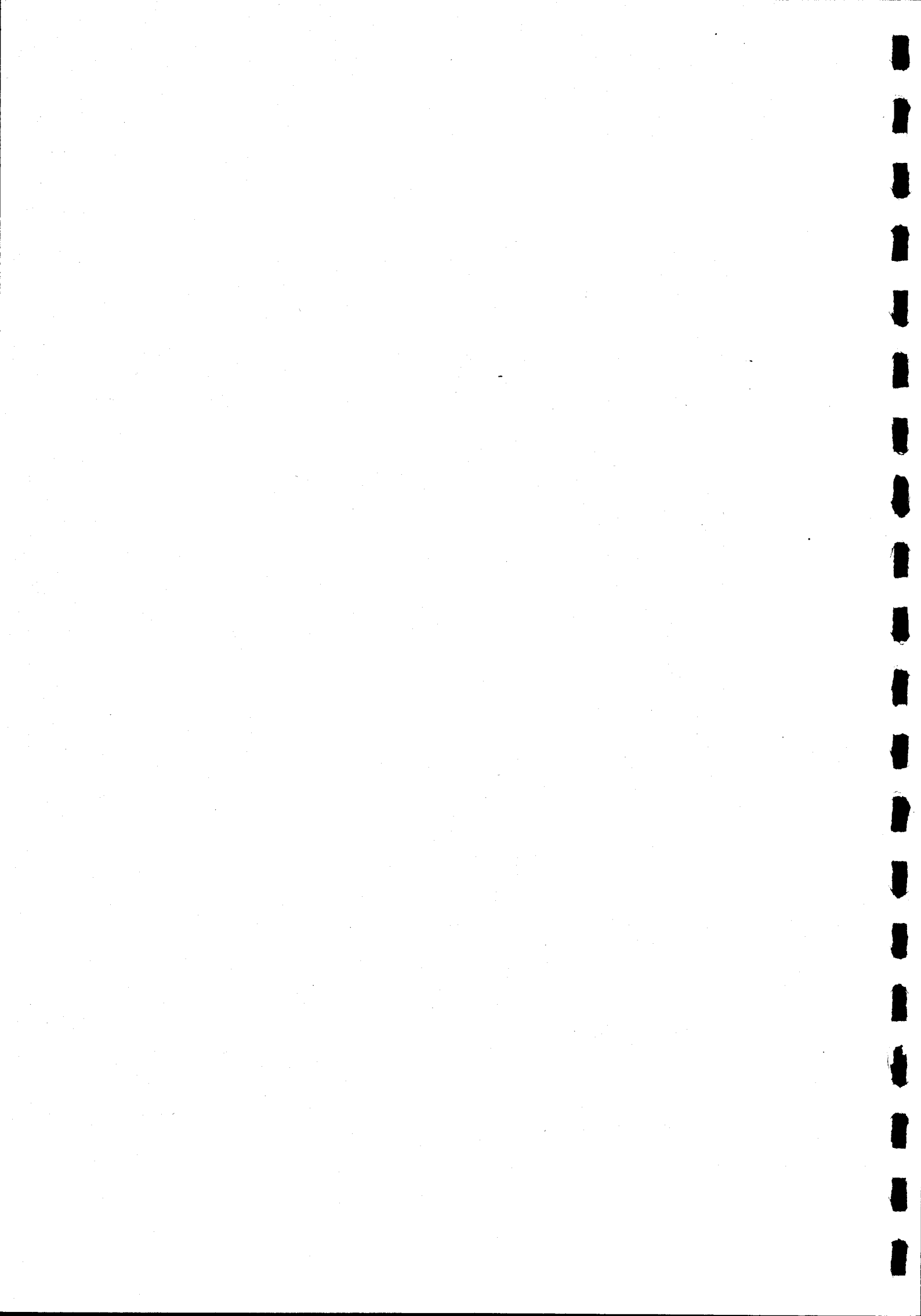
M. PHYSICAL SECURITY. (NOV 87) (USS RENTZ) PIER SECURITY WAS MAINTAINED BY SAUDIS. ALL ENTRANCES TO JUBAIL COMMERCIAL PIER WERE SECURED AND MANNED BY ARMED SAUDI ARMY PERSONNEL. RENTZ MAINTAINED NORMAL ARABIAN GULF AOR IN-PORT SECURITY WATCHES. NO DIRECT COMMUNICATIONS WERE MAINTAINED WITH SAUDI SECURITY FORCES. ALL LIAISON WAS DONE WITH RSN AND U.S. NAVMTMDT REPRESENTATIVES.

N. MISCELLANEOUS INFORMATION. (DEC 86) (USS O'BANNON) A USN DK1 FROM ALUSNA, DHAHRAN, MET THE SHIP SHORTLY AFTER ARRIVAL AND CHANGED U.S. DOLLARS FOR SAUDI RIYALS. THE CREW EXCHANGED \$10,000 IN SAUDI RIYALS ON BOARD AND AN ESTIMATED ADDITIONAL \$16,000 IN U.S. DOLLARS WERE EXCHANGED IN TOWN DURING THE 3-DAY PORT VISIT. RIYALS WERE BOUGHT BACK IN THE EVENING OF THE DAY BEFORE DEPARTURE.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, DEC 87.

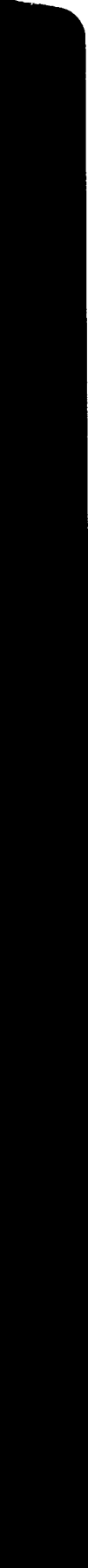
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GATAR



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DOHA, QATAR

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 87) (FICPAC) THE PORT OF DOHA (25-17N/051-32E) IS LOCATED IN DOHA BAY, WHICH IS A WELL-SHELTERED, NATURAL COASTAL HARBOR, ON THE EAST COAST OF THE QATAR PENINSULA. DOHA BAY IS OPEN TO THE NORTHEAST AND SHIPS ENTER THE PORT FROM A LONG, NARROW, AND WELL-MARKED CHANNEL. A T-HEADED JETTY EXTENDS 1,800 YDS FROM THE COAST, AND THE MAIN BERTHS ARE LOCATED ALONG THE JETTY.

B. APPROACHES, LIGHT, ETC. (DEC 87) (FICPAC) CONSULT DMAHTC PUB 172 (3RD ED 1986) AND CHARTS 62402/62409.

(MAY 87) (USS LASALLE) NAVIGATION INTO DOHA PRESENTED SEVERAL CHALLENGES FOR THE NAVY TEAM. RADAR NAVIGATION WAS UNRELIABLE DUE TO THE LOW LYING SANDY COASTAL REGIONS AND USEABLE VISUAL NAVAIDS WERE LIMITED. THE APPROACH TO THE DOHA SEA BUOY WAS STRAIGHTFORWARD WITH AN APPROACH COURSE OF 246°T. THE DOHA PILOT BOARDED THE SHIP IN THE VICINITY OF THE SEA BUOY. THE ENTRY INTO THE PORT WAS VIA A 100-YD WIDE AND 7,500-YD LONG CHANNEL WITH A CHARTED DEPTH OF 8.2 M (26.9 FT). DURING THE TRANSIT, WATER DEPTHS VARIED FROM 8.2-8.1 M (26.9-26.6 FT). THE CHANNEL ITSELF WAS WELL MARKED WITH BOTH FIXED LIGHT TOWERS AND BUOYS. PLACEMENT OF THE BUOYS GENERALLY CONFORMED TO THE CHANNEL. DURING THE OUTBOUND TRANSIT, THE PILOT SLOWED THE SHIP TO 5 KTS IN THE VICINITY OF BUOY 45/4N DUE TO REPORTED SHOALING. HOWEVER, DURING INBOUND TRANSIT, NO RECOMMENDATIONS FOR DECREASE IN SPEED WAS REQUESTED BY THE PILOT. DURING TRANSIT OF THIS AREA, DEPTH 7 M (23 FT) WAS RECORDED ON THE FATHOMETER WHICH DID NOT CONCUR WITH CHARTED DEPTH. ADDITIONALLY, DURING THE OUTBOUND TRANSIT, THE PILOT REPORTED A SUBSURFACE BACKWASH PHENOMENON OFF THE SHALLOW WATER ON THE SOUTH SIDE OF THE CHANNEL WHICH OCCURS WHEN NORTHEAST WINDS ARE IN EXCESS OF 20 KTS FOR 24 HRS. DURING MOORING AND UNMOORING EVOLUTIONS. TWO TUGS WERE UTILIZED WITH TOW LINES AND WERE ADEQUATELY POWERED TO ASSIST IN THESE EVOLUTIONS. COMPETENCY OF PILOTS VARIED. THE PILOT WHO MOORED THE SHIP WAS UNFAMILIAR WITH THE HANDLING CHARACTERISTICS OF THE SHIP AND EXPERIENCED DIFFICULTY IN COMPLETING THE EVOLUTION. THE PILOT WHO UNMOORED THE SHIP WAS EXTREMELY COMPETENT AND PERFORMED THE EVOLUTION IN A SMART MANNER.

C. PILOTAGE. (MAY 87) (USS LASALLE) SEE PARA 1B.

D. ENTRANCE. (MAY 87) (USS LASALLE) SEE PARA 1B.

E. CHANNEL. (MAY 87) (USS LASALLE) SEE PARA 1B.

F. ANCHORAGES. (DEC 87) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (MAY 87) (USS LASALLE) THERE ARE NO BRIDGES OR OVERHEAD CABLES.

H. TIDES AND CURRENTS. (MAY 85) (USS LASALLE) DOHA PORT IS NOT ADEQUATELY COVERED IN THE TIDE TABLES. THE NEAREST STATION IS MUSAYIO, QATAR, IN TIME ZONE -4D AND DOHA IS IN TIME ZONE -3C. RELIABLE TIDE INFORMATION WAS PROVIDED BY AMERICAN EMBASSY DOHA UPON REQUEST.

I. WEATHER AND WINDS. (DEC 87) CONSULT PUB 172.

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2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (DEC 87) CONSULT PUB 172. (MAY 87) (USS LASALLE) THE SHIP MOORED STARBOARD SIDE TO BERTH ONE. NO SHORE STEAM OR ELECTRIC POWER FACILITIES WERE AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (DEC 87) (USS LASALLE) NATO F-76 WAS AVAILABLE. THE SHIP RECEIVED 153,000 GALS AT US\$107,703.90 FROM THE FUEL BARGE.

C. MECHANICAL HANDLING FACILITIES. (DEC 87) (FICPAC) THERE ARE MOBILE CRANES (3-70 TON CAPACITIES) AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (DEC 87) (FICPAC) ONLY MINOR REPAIRS CAN BE PERFORMED AT THE PORT. DRYDOCK FACILITIES ARE LOCATED AT UMM SAID, 45 KM (28 MI) SOUTH OF DOHA.

E. WAREHOUSES AND STORAGE AREAS. (DEC 87) (FICPAC) THERE ARE FIVE WAREHOUSES, TOTALING 16,684 SQ M (179,591 SQ FT); FIVE TRANSIT SHED, TOTALING 29,700 SQ M (319,699 SQ FT); AND OPEN STORAGE, TOTALING 270,599 SQ M (2,912,799 SQ FT).

F. STEVEDORES. (DEC 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (DEC 87) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (DEC 87) THE PORT IS CLEARED BY A 2.5 KM (1.5 MI) LONG ASPHALT CAUSEWAY, WHICH CONNECTS THE DRY CARGO BERTHS WITH STORAGE FACILITIES LOCATED ON THE MAINLAND. THE PORT HAS NO RAIL SERVICE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (DEC 83) (DIA) HARBOR CRAFT CONSIST OF ONE 650-TON FUEL BARGE, TWO GUIDE BOATS, THREE PILOT LAUNCHES, AND NINE TUGS.

B. WATER. (MAY 87) (USS LASALLE) POTABLE WATER WAS RECEIVED FROM THE PIER VIA A 3,000-GAL TRUCK WITH TWO TRUCKS AT A TIME. ALTHOUGH 30,000 GALS A DAY WERE REQUESTED, ONLY 15,000 GALS WERE DELIVERED. DOHA PORT FACILITIES WERE UNABLE TO SUPPLY THE FULL QUANTITY REQUESTED. THE WATER HAD A TRACE OF CHLORINE BUT NO BACTERIA WAS PRESENT.

C. AIRFIELDS. (DEC 87) (FICPAC) DOHA INTERNATIONAL AIRPORT IS LOCATED SOUTHWEST OF THE GENERAL CARGO COMMERCIAL PIERS. THE ASPHALT RUNWAY IS ORIENTED 160/340 AND HAS A DIMENSION OF 4,572 X 45.7 M (15,000 X 150 FT). IT IS OPEN TO INTERNATIONAL TRAFFIC ON A 24-HR BASIS.

D. COMMUNICATIONS. (MAY 87) (USS LASALLE) THE HARBOR CONTROL CAN BE CONTACTED ON VHF CHANNEL 16 WITH A CALL SIGN "DOHA PORT". SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT. COMMERCIAL TELEPHONE AND TELEGRAPH ARE AVAILABLE AT THE CABLE AND WIRELESS OFFICE. CALLS CAN BE MADE TO CONUS THROUGH OPERATORS WHO SPEAK ENGLISH. ONLY MAIL PICK-UP WAS ARRANGED BY AMERICAN EMBASSY.

AMEMBASSY AND THE LIAISON OFFICER WERE CONTACTED BY TELEPHONE.

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DOHA, QATAR

TWO PHONES WERE PROVIDED, ONE FOR THE QUARTERDECK AND ANOTHER FOR CMEF STAFF.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN DOHA AREA ARE FAIR. ALTHOUGH THE CITY IS CLEAN, LOCAL FOOD AND WATER MAY BE CONTAMINATED. A CLOSED SEWERAGE SYSTEM SERVES 80% OF THE POPULATION, AND PLANS FOR EXPANDING IT ARE UNDERWAY.

PREVALENT DISEASES INCLUDE TUBERCULOSIS, GASTROENTERITIS, INFECTIOUS HEPATITIS, TRACHOMA, AND SEXUALLY TRANSMITTED DISEASES. HELMINTHIASES ARE COMMON. THE LAST SUSPECTED CHOLERA EPIDEMIC WAS IN 1978; HOWEVER, CONDITIONS REMAIN FAVORABLE FOR FUTURE EPIDEMICS.

DOHA HAS TWO HOSPITALS WHICH PROVIDE ADEQUATE EMERGENCY CARE. THE RUMAILLAH HOSPITAL (316 BEDS) HAS BEEN UTILIZED IN THE PAST BY U.S. PERSONNEL. IT OFFERS GENERAL MEDICAL, SURGICAL, TUBERCULOSIS, CARDIOLOGY, OPHTHALMOLOGY, PATHOLOGY, BLOOD BANKING, X-RAY, AND LABORATORY SERVICES. THE HAMAD GENERAL HOSPITAL (600 BEDS) IS QATAR'S BEST MEDICAL FACILITY. IT PROVIDES GENERAL MEDICAL, SURGICAL, CARDIOLOGY, X-RAY, LABORATORY, AND DENTAL SERVICES. BOTH FACILITIES ARE STAFFED BY FOREIGN PHYSICIANS; SOME ARE BRITISH. WITH THE EXCEPTION OF SOME WHOLE BLOOD, ALL MEDICAL SUPPLIES ARE IMPORTED. IN THE PAST, SERIOUS, NON-EMERGENCY CASES HAVE BEEN EVACUATED TO A U.S. MILITARY FACILITY. MEDEVAC REQUIREMENTS SHOULD BE COORDINATED THROUGH COMIDEASTFOR IN BAHRAIN TO THE U.S. HOSPITAL IN FRANKFURT, GERMANY.

QUARANTINE REGULATIONS ARE ENFORCED. A BILL OF HEALTH IS REQUIRED.

F. GASOLINE. (MAY 87) (USS LASALLE) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (MAY 87) (USS LASALLE) THE SHIP PURCHASED US\$7,949.73 OF FFV AND MILK.

H. GARBAGE DISPOSAL. (MAY 87) (USS LASALLE) GARBAGE DISPOSAL IS AVAILABLE AS OFTEN AS NEEDED.

#### 4. PERSONALIA

A. CALLS. (MAY 87) (USS LASALLE) CALLS MAY BE MADE ON:

EMIR OF STATE OF QATAR  
MINISTER OF DEFENSE

B. HONORS. (MAY 87) (USS LASALLE) DOHA IS NOT A SALUTING PORT.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 87) (FICPAC) DOHA IS THE CAPITAL OF QATAR, AN INDEPENDENT SOVEREIGN ARAB COUNTRY. ITS RELIGION IS ISLAM, WHICH IS THE BASIS OF ITS DEMOCRATIC WAY OF LIFE, GOVERNMENT, AND THE MAIN SOURCE OF ITS LEGISLATION.

FIVE VILLAS OF MODERN AND TRADITIONAL DESIGN TOGETHER WITH HIGH-RISE APARTMENT BLOCKS FORM THE SKYLINE OF THE NEW RESIDENTIAL AREAS, ESPECIALLY THE NEW DOHA ON WEST BAY, WHICH BOASTS A MODERN DIPLOMATIC AREA, THE NEW SHERATON HOTEL, AND SEVERAL MINISTRY HEAD OFFICES.

AFTER RAPID EXPANSION DURING THE BOOM YEARS, THE TWO PRINCIPAL PORTS

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DOHA, QATAR

OF QATAR, DOHA AND UMM SAID, ARE SUFFERING FROM SEVERE UNDERUTILIZATION. DOHA HAD A LARGE INCREASE IN CARGO UNLOADED DURING THE BOOM YEARS OF THE 1970'S. THE WORLD WIDE CHANGE FROM BULK TO CONTAINER CARGO RESULTED IN FEWER SHIP VISITS TO DOHA. FROM A TOTAL OF 677 VESSELS CALLING AT QATARI PORTS IN 1980, THE NUMBER HAS FALLEN TO 528 IN 1984 AND WAS ABOUT THE SAME IN 1985. DOHA WILL BE SERVICED FROM LARGE REGIONAL PORTS LIKE DUBAI BY LAND.

B. LIBERTY. (MAY 87) (USS LASALLE) LIBERTY WAS GRANTED TO TWO THIRDS OF THE CREW EACH DAY, AVERAGED 330 SAILORS PER DAY. LIBERTY EXPIRED AT 2330 DAILY FOR ALL HANDS. THE ENTRANCE INTO THE PORT AREA WAS CLOSED AND LOCKED AT 2400 BY PORT AUTHORITIES.

C. CLUBS AND BARS. (MAR 85) THE LEBANESE-OPERATED GARDEN IS CONSIDERED GOOD. NO ALCOHOLIC BEVERAGES ARE AVAILABLE AT THE OASIS HOTEL OR GARDEN. ALCOHOLIC BEVERAGES ARE AVAILABLE ONLY BY SPECIAL LICENSE AT THE OIL COMPANY COMPOUND.

D. RESTAURANTS. (MAR 85) (USS LASALLE) RAMADA HOTEL HAD A GOOD BUFFET. THE HOTEL OFFERED MEALS AT 20-25% DISCOUNT TO THE SHIP'S CREW ON PRESENTATION OF AN ID CARD. WITHIN WALKING DISTANCE OF THE PIER, THERE WAS A BOWLING ALLEY WHICH OFFERED A GOOD BUFFET AT LUNCH (1130-1430) AND DINNER (1900-2230).

E. HOTELS. (MAY 87) (USS LASALLE) GULF HOTEL AND SHERATON HOTEL OFFERED REDUCED RATES AND THE USE OF THEIR FACILITIES.

F. ATHLETICS. (MAR 85) (USS LASALLE) ATHLETIC FACILITIES ARE AVAILABLE FOR SHIP'S USE AT LOCAL HOTELS. COMPETITION WITH LOCAL TEAMS IN SOCCER, BASKETBALL, SQUASH, AND VOLLEYBALL ~~WILL BE ARRANGED.~~ CAN

PICNIC OR PARTY AREAS ARE AVAILABLE IN THE AMERICAN EMBASSY COMPOUND. THE POC IS AN EMBASSY LIAISON PERSON.

G. BEACHES. (DEC 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (MAY 87) (USS LASALLE) NO RELIGIONS OTHER THAN ISLAM ARE RECOGNIZED.

I. TRANSPORTATION. (DEC 87) (USS LASALLE) TAXI FARES WERE VERY INEXPENSIVE AND THE MAJORITY WERE METERED.

J. TOURS. (MAR 85) (USS LASALLE) MUSEUM - THE MUSEUM IS ONE OF THE MAIN SIGHTS OF DOHA. IT EXHIBITS MANY ARCHEOLOGICAL ITEMS AND CAN BE CONSIDERED AS A CENTER FOR THE STUDY OF THE HISTORY OF QATAR AND GULF REGION. IT IS VERY WELL ORGANIZED AND ITEMS ARE BEAUTIFULLY DISPLAYED, INCLUDING LIVE FISH FROM THE GULF. IT LOOKS LIKE AN OLD CASTLE AND IS WITHIN WALKING DISTANCE FROM THE PIER. UMM SAID SAND DUNES ARE LOCATED ABOUT 15 MILES FROM DOHA AND IS WELL WORTH A VISIT.

K. SHOPPING. (MAY 87) (USS LASALLE) THE SUQ WAS APPROXIMATELY 3 MILES FROM THE PORT AREA AND WAS SPREAD OUT OVER SEVERAL SQUARE BLOCKS. GOLD, WATCHES, ELECTRONICS, FABRICS, AND CLOTHING SHOPS WERE AVAILABLE. ANOTHER POPULAR SHOPPING AREA WAS "THE CENTER", SIMILAR TO A U.S.

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DOHA, QATAR

DISCOUNT DEPARTMENT STORE. PRICES AT THE CENTER WERE GENERALLY HIGHER THAN THOSE IN THE SUQ.

L. THEATER AND CINEMA. (DEC 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (MAY 87) (USS LASALLE) SECURITY PROVIDED AT DOHA WAS SATISFACTORY. THE GUARDS WERE A COMBINATION OF PORT AND MILITARY POLICE FORCES. THE PORT AREA IS STRICTLY CONTROLLED, WELL-FENCED, AND LIGHTED. ACCESS IS CONTROLLED BY GUARDS WHO WERE ARMED. I.D. CARDS WERE REQUIRED, BOTH ENTERING AND LEAVING THE PORT. A GATE SENTRY WAS USED TO AUGMENT. SECURITY SWIMMERS WERE NOT REQUESTED.

THE SHIP MANNED .50-CAL MOUNTS ON THE PORT AND STARBOARD QUARTERS AND HAD SOUND POWERED PHONE COMMUNICATION WITH THE QUARTERDECK. ROVING M-14 WATCHES WERE STATIONED ON THE FORECASTLE AND 04 LEVEL. BOTH HAD COMMUNICATIONS WITH THE QUARTERDECK.

N. MISCELLANEOUS INFORMATION. (MAY 87) (USS LASALLE) NINETY-EIGHT SAILORS PARTICIPATED IN THE ADOPT-A-SAILOR PROGRAM, WHICH WAS A RESOUNDING SUCCESS FOR ALL INVOLVED.

AN EXCHANGE VISIT BETWEEN 50 QATARI NAVAL AND 25 U.S. NAVAL PERSONNEL TOOK PLACE, EACH TOURING THE OTHER'S SHIPS.

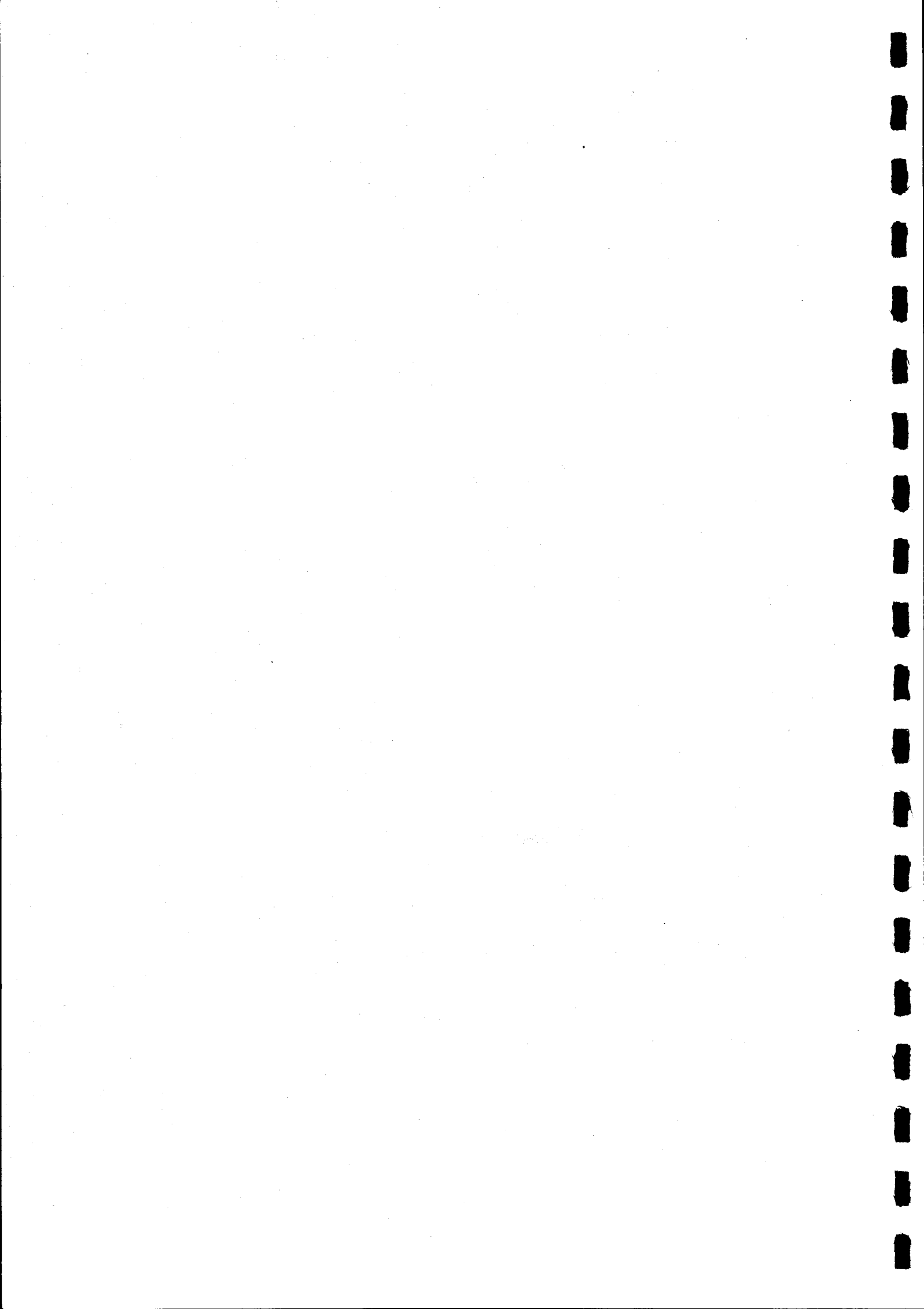
THROUGHOUT THE VISIT, QATAR SEA ARM LIAISON OFFICERS WERE AVAILABLE, WHICH RESULTED IN SMOOTH COORDINATION OF ALL EVENTS.

THE CURRENCY EXCHANGE RATE IN MAY 87 WAS US\$1.00 EQUALS 3.64 QATARI RIYALS. THE CURRENCY EXCHANGE WAS CONDUCTED ON BOARD.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, DEC 87.

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UNITED ARAB  
EMIRATES



ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) (FICPAC) THE PORT OF ABU DHABI (24-30N/054-20E) IS A COMBINATION OF IMPROVED COASTAL AND NATURAL RIVER HARBOR, LOCATED AT ABU DHABI, A DELTA ISLAND. TWO BREAKWATERS, 342 M (1,122 FT) AND 208 M (682 FT), PROVIDE ABU DHABI PORT FACILITIES ADEQUATE PROTECTION FROM STORMS. KHAWR AL BIGHAL (RIVER) PROVIDES ADEQUATE PROTECTION FOR ALL PORT FACILITIES LOCATED DOWNSTREAM. THE PORT IS THE PRINCIPAL COMMERCIAL AND NAVAL PORT AND IS OWNED BY THE GOVERNMENT OF ABU DHABI.

B. APPROACHES, LIGHTS, ETC. (APR 87) (USS REID) VISUAL NAVAIDS GAVE EXCELLENT FIXES. OIL DERRICKS IN UMM AD DALKH OIL FIELDS WERE VERY USEFUL. UA1 HAS A TALL RED SKELETON RADIO TOWER. MOSQUE RA'S AL BATIN AND RADIO TOWER PROVIDED GOOD FIXES IN THE CHANNEL. THE BREAKWATER LIGHTS, CONTROL TOWERS, AND TV TOWER WERE USED IN THE INNER HARBOR.

(SEP 86) (USS LASALLE) THE APPROACH TO ABU DHABI WAS MADE ON A COURSE OF 162°T, UTILIZING GOOD RADAR RANGES ON ABU DHABI RACON (24-40N/054-14E) AND POINT OF LAND IDENTIFIED AS RA'S AS SA'DIYAT (24-35N/054-28.4E) ON CHART 62403, TO A POINT 2,000 YDS NORTHEAST OF ABU DHABI RACON. THE SHIP CHANGED COURSE TO 201°T TO A POINT 2,200 YDS WEST OF BUOY "AD DELTA" (24-37.8N/054-14.9E) AND THEN CHANGED COURSE TO 112W TO APPROACH THE FAIRWAY BUOY (24-36.1N/054-18.4E) WITH A PLANNED ARRIVAL TIME OF 0700D. HOWEVER, UPON REACHING THE CALL POINT FOR ADDCAP BASE 2NM SEAWARD OF THE FAIRWAY BUOY, THE SHIP WAS INFORMED OF POOR VISIBILITY IN MINA ZAYED AND WAS REQUESTED TO RETURN TO THE VICINITY OF BUOY "AD DELTA" UNTIL VISIBILITY IMPROVED. AT SEA, VISIBILITY WAS ABOUT 2 NM IN EARLY MORNING FOG AND HAZE. AT 0750D, ADDCAP BASE INFORMED THE SHIP OF IMPROVED VISIBILITY IN THE HARBOR AND REQUESTED THE SHIP TO RENDEZVOUS WITH THE PILOT AT 0820D AT THE PILOT PICKUP POINT IN THE VICINITY OF FAIRWAY BUOY.

UPON RECEIVING THE PILOT, THE SHIP PROCEEDED UP THE APPROACH CHANNEL TO MINA ZAYED. THE CHANNEL WAS WELL-MARKED; HOWEVER, THE MATERIAL CONDITION OF THE NAVAIDS WAS POOR AND ALL ARE IN NEED OF REPAINTING TO FACILITATE IDENTIFICATION. THE PILOT WAS VERY HELPFUL AND SPOKE GOOD ENGLISH.

ABU DHABI IS NOT LISTED AS A TIDAL SUB-STATION WITHIN THE TIDE TABLES; HOWEVER, AN ACCURATE PREDICTION (CONFIRMED BY A TIDE TABLE PROVIDED BY THE PILOT) WAS MADE BY INTERPOLATION ON THE TIDAL SUB-STATIONS AT KHOR ZUBAYA AND KHOR GHANADA. THE SHIP ARRIVED AND DEPARTED ON A FLOOD TIDE. A STRONG TIDAL CURRENT EXISTS AT THE JUNCTION OF THE SEAWING ACCESS CHANNEL AND MINA ZAYED. THE SHIP EXPERIENCED A FLOOD CURRENT OF UP TO 1.5 KTS IN THIS AREA. AT THE SIDE OF THE CHANNEL, THE SHIP WAS REQUIRED TO COMPENSATE WHILE TURNING INTO AND AGAIN OUT OF THE HARBOR. NO CURRENTS WERE EXPERIENCED WITHIN MINA ZAYED. RADAR BECAME LANDLOCKED UPON ENTERING THE HARBOR; HOWEVER, VISUAL FIXES WITHIN MINA ZAYED WERE EXCELLENT, UTILIZING THE FOLLOWING NAVAIDS: WEST BREAKWALL LT (24-32.4N/054-23.0E); JETTY LT (24-31.9N/054-23.3E); EAST BREAKWALL LT (24-32.4N/054-23.6E); CONTROL TOWER (24-30.9N/054-23.5E); AND TANKER BERTH TV TOWER (24-31.0N/054-23.7E). THERE ARE SEVERAL RAIL MOUNTED CONTAINER LOADING CRANES WHICH, DEPENDING ON THEIR POSITIONING, MAY OBSCURE THE CONTROL TOWER. ALSO, THE TV TOWER AT THE TANKER BERTH IS A CONCRETE, MUSHROOM-SHAPED TOWER WITH SEVERAL BUILDINGS SURROUNDING IT. THE TANKS IDENTIFIED ON CHART 62403 IN THE SAME VICINITY WERE NOT PRESENT.

ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

C. PILOTAGE. (APR 87) (USS REID) THE PILOT WAS ON TIME. HE SPOKE EXCELLENT ENGLISH. TUGS WERE AVAILABLE BUT NOT USED.

D. ENTRANCE. (JUN 87) SEE PARA 1B.

E. CHANNEL. (JUN 87) SEE PARA 1B.

F. ANCHORAGES. (JUN 87) SEE PUB 172.

G. WRECKS AND CURRENTS. (JUN 87) CONSULT PUB 172 AND CHART 62403.

H. TIDES AND CURRENTS. (JUN 87) SEE PARA 1B.

I. WEATHER AND WINDS. (JUN 87) THE CLIMATE FOR ABU DHABI IS CHARACTERIZED BY HOT, HUMID SUMMERS, AND RATHER PLEASANT WINTERS. RAINFALL IS SPARSE THROUGHOUT THE YEAR. SUMMER TEMPERATURES NORMALLY RANGE FROM A HIGH OF 38.8°C (102°F) TO AS LOW AS 17.7°C (64°F). MEAN DAILY HUMIDITIES RANGE FROM 64% TO 73% ALTHOUGH THE HUMIDITY HAS A TENDENCY TO CLIMB HIGHER DURING THE WINTER MONTHS. THERE IS ABOUT 150-200 MM OF RAINFALL EACH YEAR.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 86) (USS LASALLE) THE SHIP MOORED STBD SIDE TO BERTH 3 WITH ASSISTANCE FROM TWO TUGS, THE LARGER TUG WORKING THE PORT BOW WHILE THE SMALLER TUG WAS POSITIONED ON THE PORT QUARTER. THESE SAME TUGS ASSISTED IN GETTING UNDERWAY, MAKING UP WITH LINES PROVIDED BY THE SHIP. LASALLE'S DEPARTURE WAS EQUALLY SMOOTH, PULLING AWAY FROM THE PIER AND TWISTING CLOCKWISE BEFORE EXITING THE HARBOR.

B. FUEL, LUBE, AND DIESEL. (SEP 86) (USS LASALLE) ARRANGING FOR AND RECEIVING FUEL WAS SINGULARLY THE MOST DIFFICULT EVOLUTION ENCOUNTERED. DELIVERY OF FUEL WAS REQUESTED PRIOR TO ENTERING THE PORT. UPON ARRIVAL, THE SHIP ARRANGED FUEL DELIVERY FOR 29 SEP THROUGH THE HUSBANDING AGENT. THE FUEL BARGE, ACTUALLY A 150-FT MOTOR VESSEL, FINALLY MADE UP ON THE PORT SIDE AT 1800 ON 30 SEP BUT PUMPING DID COMMENCE UNTIL 2130. THERE WERE THREE PERCEIVED REASONS FOR THE DELAY: FIRST, THE HUSBANDING AGENT REQUIRED PAYMENT PRIOR TO DELIVERY OF THE FUEL. SECOND, ALTHOUGH THE CHECK HAD REPORTEDLY BEEN CUT AND DELIVERED TO THE FUEL COMPANY AT 1300 ON THE AFTERNOON OF THE 30TH, THE OILER DID NOT RECEIVE PERMISSION FROM ITS HOME OFFICE, IN SHARJAH, TO BEGIN PUMPING UNTIL EIGHT AND ONE HALF HOURS LATER. PROCURING FUEL FROM A LOCAL COMPANY MAY HAVE ELIMINATED THIS PROBLEM. THE FINAL REASON FOR THE DELAY APPEARED TO BE THE LACK OF FOLLOW-UP BY THE HUSBANDING AGENT. WHILE THE FUEL BARGE SAT AT ANCHOR AT THE MOUTH OF THE HARBOR, WE WERE REPEATEDLY TOLD BY THE AGENT THAT IT WAS ON THE WAY IN WHEN, IN FACT, IT WAS NOT. ONCE THE BARGE ENTERED PORT MINA ZAYED, THE AGENT TOLD US SEVERAL TIMES OVER A 5-HR PERIOD THAT IT WOULD COME ALONGSIDE SHORTLY. EVEN AFTER ALONGSIDE AND HOOKED UP, WE WERE ASSURED SEVERAL TIMES BY THE AGENT THAT PUMPING WOULD COMMENCE IMMEDIATELY. THE SHIP'S HUSBANDING AGENT ASSIGNED, MR. KERR, WAS TRAVELING MOST OF THE DAY BETWEEN ABU DHABI, DUBAI, AND SHARJAH, AND WAS DIFFICULT TO REACH. ONCE PUMPING BEGAN, THE EVOLUTION WAS COMPLETED WITHOUT ANY FURTHER PROBLEMS. THE FUEL BARGE, M.T. LAYYA, WHICH WAS

ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

SUFFICIENTLY FENDERED AND MADE UP CHINESE WITH HER SUPER- STRUCTURE JUST FORWARD OF LASALLE'S CATWALK AREA. LAYYA PROVIDED HER OWN HOSES AND CONNECTIONS. LASALLE REFUELED TO 87%, TAKING ON 188,402 GALS OF EXCELLENT QUALITY F-76 WITH A FLASH POINT OF 175°. PUMPING RATE WAS 42,000 GALS PER HOUR.

C. MECHANICAL HANDLING FACILITIES. (FEB 85) (DIA)  
MOBILE CRANES - TWO 70 TONS, 24 5-10 TONS, 25 8-25 TONS, AND SIX UNKNOWN CAPACITIES.  
CONTAINER CRANES - TWO 4-TON RAIL-MOUNTED GANTRYS AND TWO 40-TON YARDS.  
MISCELLANEOUS CRANES - SIX ELECTRIC TOWER CRANES 5-10 TONS.  
SUPPORT EQUIPMENT - 106 FORKLIFTS 2-37 TON, TWO 40-TON STRADDLE CARRIERS, 60 TRACTORS, ONE TRUCK, 40 TRAILERS, AND 29 SEMI-TRAILERS.

D. DRYDOCKS AND REPAIR. (JAN 85) (USS BOONE) DUBAI DRYDOCK (DDD) IS A VERY CAPABLE INDUSTRIAL FACILITY; HOWEVER, THE PRESENCE OF TWO U.S. NAVAL SHIPS AND THE NUMEROUS COMMERCIAL VESSELS SEEMED TO TAX THEIR CAPABILITY TO PROVIDE A DEDICATED WORK FORCE TO BOONE. APPROXIMATELY, THREE DAYS WERE EXPENDED TO COMPLETE SHIP CHECKS. TWO REASONS FOR THE DELAY WERE: (1) THE LATE SUBMISSION OF BID SPECIFICATIONS FROM THE SHIP TO SURVEYORS AND THEN TO THE DDD, (2) ONLY ONE DDD ESTIMATOR WAS AVAILABLE TO MAKE BIDS. FOLLOWING THE AWARDED OF CONTRACTS AND THE DEPARTURE OF THE USS TATTNALL, WORK WAS CARRIED OUT EXPEDITIOUSLY. JOBS COMPLETED WERE EXCELLENT; IN PARTICULAR, THE DIESEL INJECTOR TESTING AND TUNE-UPS WERE OF SUPERB QUALITY. FOR FUTURE VISITS, IT IS RECOMMENDED THAT ONLY ONE U.S. NAVY SHIP BE IN UPKEEP AT A TIME, SO THE SHOPS AND ESTIMATORS CAN HANDLE THE WORK PACKAGE.

E. WAREHOUSES AND STORAGE AREAS. (JAN 87) THE PORT HAS 3.8 HA OF COVERED STORAGE SPACE AND 100 HA OF OPEN STORAGE. THERE ARE 11 CLOSED TRANSIT SHEDS AND 9 OPEN SHEDS.

F. STEVEDORES. (JUN 87) NO CURRENT INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (APR 79) ABU DHABI CAN ACCOMMODATE THREE DD/CG TYPES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 79) THE CITY OF ABU DHABI IS CONNECTED TO THE MAINLAND BY A 426 M (1,400 FT) 4-LANE BRIDGE. ABU DHABI AND AL AIN ARE CONNECTED BY A 144 KM (90 MI) 4-LANE DUAL HIGHWAY. A 128 KM (80 MI) HARD SURFACE ROAD CONNECTS ABU DHABI WITH THE WESTERN BORDER OF QATAR.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 85) (DIA) THE FOLLOWING CRAFT ARE AVAILABLE AT THE PORT:

TWO - 1,600-HP TUGS	SIX - BARGES	ONE - PILOT BOAT
TWO - 2,400-HP TUGS	ONE - SPECIAL PURPOSE VESSEL	
ONE - UNKNOWN-HP TUG	ONE - FLOATING WORKSHOP	

B. WATER. (SEP 86) (USS LASALLE) POTABLE WATER, REQUIRING NO MORE THAN NORMAL CHLORINATION, WAS AVAILABLE FROM A PIER CONNECTION AT ABOUT

ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

300 GALS PER MINUTE.

C. AIRFIELD. (JUN 87) (FICPAC) ABU DHABI INTERNATIONAL AIRPORT IS LOCATED 27 KM (16.7 MI) SOUTHEAST OF ABU DHABI. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 130/310 AND A DIMENSION OF 4,100 X 45 M (13,452 X 184 FT). THERE ARE DAILY FLIGHTS TO ALL GULF COUNTRIES.

D. COMMUNICATIONS. (SEP 87) (USS LASALLE) DUBAI PORT CONTROL CAN BE CONTACTED ON CHANNEL 16. TWO TELEPHONE LINES WERE PROVIDED BY PORT SERVICES AT NO COST.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN ABU DHABI ARE POOR. ALTHOUGH THE PORT HAS A CENTRAL SEWERAGE SYSTEM AND TRASH DISPOSAL SERVICE, OVERALL SANITATION IS INADEQUATE. ABU DHABI'S FLAT TOPOGRAPHY AND LACK OF DRAINAGE COMPLICATE SANITATION PROBLEMS. RESIDENTIAL AREAS ARE SPRAYED REGULARLY FOR INSECTS. LOCAL FOOD, DRINK, AND ICE ARE MOST LIKELY CONTAMINATED.

PREVALENT DISEASES INCLUDE CHOLERA, TYPHOID AND PARATYPHOID FEVERS, HEPATITIS, ALL DIARRHEAS AND DYSENTERIES, AND SEXUALLY TRANSMITTED DISEASES. MALARIA IS THE PRIMARY VECTORBORNE DISEASE. INFECTIOUS HEPATITIS IS A THREAT, PARTICULARLY TO NONINDIGENOUS PERSONNEL. LICE ARE PREVALENT AND MAY CARRY TYPHUS AND RELAPSING FEVER.

ABU DHABI HAS FIVE HOSPITALS. THE TWO LIKELY TO PROVIDE THE BEST CARE ARE MAFRAQ HOSPITAL (520 BEDS), 12 KM UP THE COAST FROM ABU DHABI INTERNATIONAL AIRPORT, AND THE AL JAZEIRA HOSPITAL. BOTH FACILITIES ARE MODERN AND OFFER A WIDE RANGE OF SERVICES. THE AL JAZEIRA HAS A BURN UNIT AND THERE IS A SMALL BLOOD BANK IN THE CITY. ALL MEDICAL CARE IN THE UAE IS FREE, AND MOST MEDICAL PERSONNEL ARE EXPATRIATES. MEDICAL SUPPLIES ARE IMPORTED. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

BILL OF HEALTH MAY BE REQUIRED.

F. GASOLINE. (JUL 86) GASOLINE IS AVAILABLE AT LOCAL SERVICE STATIONS.

G. PROVISIONS. (JUL 86) (USS CHANDLER) FFV AND DAIRY PROVISIONS WERE ARRANGED THROUGH THE HUSBANDING AGENT. ALL ITEMS RECEIVED WERE OF EXCELLENT QUALITY, AND ALL NET WEIGHTS AGREED WITH INVOICE RECEIVED. ALL INVOICES WERE PAID PRIOR TO DEPARTURE. MR. KERR, THE HUSBANDING AGENT, WAS THE SINGLE POC FOR ALL REQUIREMENTS AND PROVIDED OUTSTANDING AND COURTEOUS SERVICE.

H. GARBAGE DISPOSAL. (JUL 86) (USS CHANDLER) GARBAGE REMOVAL WAS PROVIDED BY PORT SERVICES AT NO COST TO THE SHIP. A LARGE DUMPSTER WAS LOCATED ON THE PIER.

4. PERSONALIA

A. CALLS. (SEP 86) (USS LASALLE) CALLS MAY BE MADE ON:

DEPUTY CHIEF OF STAFF, GHQ  
COMMANDING OFFICER, UAE NAVY  
UNDER SECRETARY PORT AUTHORITY

ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

APPROXIMATELY 200 AMERICAN COMMUNITY SCHOOL STUDENTS WERE GIVEN A TOUR OF THE SHIP.

B. HONORS. (JUL 86) ABU DHABI IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) (FICPAC) ABU DHABI, ONCE AN INDEPENDENT SHEIKDOM ON THE TRUCIAL OMAN COAST, IS NOW THE LARGEST AND WEALTHIEST OF THE SEVEN STATES WHICH COMPRISE THE UNITED ARAB EMIRATES (UAE). THE CITY OF ABU DHABI, LYING ON A COASTAL ISLAND, IS THE CAPITAL OF THE UAE AND THE HOME OF SHEIK ZAYED BIN SULTAN AL-NIHYA, RULER OF ABU DHABI AND PRESIDENT OF THE UAE.

ABU DHABI WAS FIRST SETTLED 4,000 YEARS AGO. ITS PRINCIPAL INHABITANTS HAVE BEEN NOMADIC HERDSMEN WHO HAVE SURVIVED IN THE HOSTILE DESERT ENVIRONMENT BY RAISING AND SELLING CAMELS AND SHEEP. THE SHEIKDOM OF ABU DHABI WAS FOUNDED IN 1793.

BRITISH ASSOCIATION WITH AND INFLUENCE IN ABU DHABI AND THE OTHER SOUTHERN GULF SHEIKDOMS DATES BACK TO THE EARLY 19TH CENTURY WHEN THE ROYAL NAVY FORCED THE SHEIKS TO CEASE PIRACY ALONG THEIR COASTS. IN 1835, THE U.K. FURTHER INDUCED THE SHEIKS TO CONCLUDE A TRUCE, STOPPING MARITIME HOSTILITIES AMONG THEMSELVES. THE U.K. AGREED TO ENFORCE THE TRUCE AND ADJUDICATE DISPUTES. HENCEFORTH, THE SOUTHERN GULF SHEIKDOMS BECAME KNOWN AS THE TRUCIAL COAST. ALTHOUGH NEVER BRITISH COLONIES, THE SHEIKDOMS DEPENDED HEAVILY ON THE U.K. FOREIGN AFFAIRS WERE CONDUCTED BY LONDON, RESIDENT BRITISH AGENTS ADVISED THE SHEIKS ON POLITICAL AFFAIRS, AND SECONDED THE ARMED FORCES OF THE TRUCIAL COAST (THE TRUCIAL OMAN SCOUTS). THIS SPECIAL RELATIONSHIP WITH THE U.K. ENDED IN DECEMBER 1971, WHEN SEVEN OF THE TRUCIAL COAST SHEIKDOMS, INCLUDING ABU DHABI, UNITED IN A FULLY INDEPENDENT FEDERATION KNOWN AS THE UAE.

THE DISCOVERY OF EXTENSIVE OIL RESERVES BENEATH ABU DHABI'S DESERT AND COASTAL WATER HAS, SINCE 1962, RADICALLY CHANGED ECONOMIC CONDITIONS. THE CITY OF ABU DHABI GIVES EVIDENCE OF THIS NEWLY ACQUIRED WEALTH. SINCE 1968, A MODERN CITY HAS BEEN BUILT WITH NEW OFFICES AND APARTMENT BUILDINGS, HOTELS, SHOPS, AND A WELL-PLANNED ROADWAY SYSTEM WITH A TRAFFIC CIRCLE AT EVERY MAJOR INTERSECTION. THE CITY HAS ALSO UNDERTAKEN AN AMBITIOUS PORT DEVELOPMENT PROGRAM. A DEEP-WATER HARBOR HAS BEEN DEVELOPED AND DREDGED TO 10.7 M (35 FT). THE PORT OF MINA ZAYED WAS OFFICIALLY OPENED IN JUNE 1972. IN JUNE 1973, A U.S. DESTROYER WAS THE FIRST WARSHIP TO BERTH IN MINA ZAYED.

B. LIBERTY. (SEP 86) (USS LASALLE) LIBERTY WAS GRANTED TO TWO THIRDS OF THE CREW EACH DAY DUE TO A THREE SECTIONAL WATCHBILL. LIBERTY PARTIES AVERAGED 330 SAILORS PER DAY. LIBERTY EXPIRED AT 0100 DAILY FOR E-3 AND BELOW, 0200 FOR E-4 AND E-5, AND 0700 FOR E-6 AND ABOVE. THE CREW WAS WELL RECEIVED IN ABU DHABI AND MANY OF THE HOTELS OFFERED THEIR FACILITIES AND ROOMS AT REDUCED RATES FOR LASALLE'S SAILORS. THE AMEMBASSY MARINE HOUSE OPENED ITS DOORS TO LASALLE FROM 1200-2400 DAILY. A POOL, FOOTBALL, DARTS, BASKETBALL, HORSESHOES, VOLLEYBALL, AND A WEIGHT ROOM WERE AVAILABLE AS WELL AS AFRTS SATELLITE TELEVISION. THE MARINE HOUSE HAS A GRILL AND BAR WHERE BEER AND MIXED DRINKS WERE AVAILABLE.

C. CLUBS AND BARS. (SEP 86) (USS LASALLE) ABU DHABI IS A MOSLEM COUNTRY AND ISLAMIC LAWS, PROHIBITING THE USE OF ALCOHOL, ARE STRICTLY

ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

ENFORCED. HOWEVER, MOST HOTELS HAVE SEVERAL BARS.

D. RESTAURANTS. (APR 87) MOST OF THE HOTELS HAVE DINING FACILITIES.

E. HOTELS. (SEP 86) (USS LASALLE) THE WARDROOM AND CHIEF PETTY OFFICER'S MESSES HAD ADMIN'S AT THE INTERCONTINENTAL HOTEL. CLEANLINESS AND SERVICE THERE WAS CONSIDERED EXCELLENT.

F. ATHLETICS. (SEP 86) (USS LASALLE) MOST HOTELS HAVE SWIMMING POOLS, TENNIS COURTS, SQUASH COURTS OR A FITNESS CENTER. BASKETBALL AND VOLLEY- BALL GAMES WERE PLAYED AGAINST UAE NAVAL FORCE'S TEAM, USMC DETACHMENT, AND AMERICAN COMMUNITY TEAM. A SOFTBALL GAME/COOKOUT WAS SPONSORED BY ABU DHABI SOFTBALL LEAGUE, AND LASALLE PROVIDED SODAS AND COOKIES.

G. BEACHES. (SEP 81) NEARLY FIVE MILES OF EXCELLENT BEACHES ARE AVAILABLE FOR SWIMMING/SCUBA/SUNBATHING. NO CLOTHES CHANGING FACILITIES EXIST AT BEACHES.

H. CHURCHES. (SEP 81) THERE ARE ROMAN CATHOLIC, ANGLICAN, AND EVANGELICAL CHURCHES IN ABU DHABI.

I. TRANSPORTATION. (SEP 86) (USS LASALLE) IN ONE ISOLATED INCIDENT, TWO SAILORS WERE OVERCHARGED (US\$100.00) FOR A TAXI FROM THE SHOPPING AREA TO THE PIER. MOST TAXIS IN ABU DHABI HAVE METERS WHICH THEY WILL USE UPON REQUEST, PROVIDING VERY REASONABLE TRANSPORTATION. WHILE A METERED TAXI RIDE ALMOST ANYWHERE IN THE COMMERCIAL DISTRICT IS 5 DIRHAMS OR LESS, TAXIS WAITING AT HOTELS COMMAND A SIGNIFICANT SURCHARGE, BEGINNING AT 20 DIRHAMS. THE SURCHARGE CAN BE AVOIDED BY HAILING A TAXI ON THE STREET. ADDITIONALLY, FARES ARE INCREASED IN THE EVENING TO THREE TIMES THE METERED PRICE OR MORE.

J. TOURS. (JUL 86) (USS CHANDLER) A BUS TRIP TO SHARJAH/DUBAI FOR SIGHT-SEEING, LUNCH AT PANCHO VILLA'S RESTAURANTS, AND SHOPPING WAS ENJOYED BY THE CREW.

K. SHOPPING. (SEP 86) (USS LASALLE) SHOPPING WAS THE MAIN PASTIME FOR THE CREW WITH BARGAINS FOUND IN GOLD, ELECTRONICS, CASSETTE TAPES, AND WATCHES. BARGAINING WAS EXPECTED, AND PRICES SOMETIMES VARIED SIGNIFICANTLY FROM SHOP TO SHOP. SHOPPING WAS EQUALLY GOOD IN BOTH THE OLD SOUQ (OPEN AIR) AND THE NEW SOUQ (AIR CONDITIONED). LOWER PRICES WERE REPORTED IN DUBAI/SHARJAH; HOWEVER, SHOPPING TRIPS THERE WERE LIMITED TO ONE BUS OF APPROXIMATELY 30 PERSONNEL PER DAY.

L. THEATER AND CINEMA. (JUN 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (SEP 86) (USS LASALLE) PHYSICAL SECURITY PROVIDED AT ABU DHABI WAS EXTENSIVE. WOODEN BARRICADES WERE PLACED ACROSS THE PIER AND BETWEEN WAREHOUSES, FORMING AN ENCLOSURE OF APPROXIMATELY 700 X 100 SQ FT WHICH WAS ACCESSIBLE ONLY THROUGH ONE ENTRANCE FORMED BY THE BARRICADES. TWO JEEPS WITH MOUNTED MACHINE GUNS AND ONE GUARD EACH WERE ON STATION, ONE AT EACH END OF THE ENCLOSURE. THE ENTRANCE TO THE ENCLOSURE WAS MANNED AROUND THE CLOCK BY TWO ARMED GUARDS, AND AN ARMED GUARD WAS POSTED AT THE FOOT OF LASALLE'S BROW.



ABU DHABI (MINA ZAYED), UNITED ARAB EMIRATES

THE GUARDS WERE A MIXTURE OF CIVILIAN AND MILITARY POLICE. PLAIN CLOTHES SECURITY WERE OFTEN OBSERVED IN THE AREA AS WELL. THE MAIN GATE TO THE PORT WAS STRICTLY CONTROLLED BY PORT AUTHORITY PERSONNEL WHO WERE NOT CONSPICUOUSLY ARMED. BAGS WERE ROUTINELY CHECKED IN OUTGOING VEHICLES, WITH THE EXCEPTION OF MILITARY AND DIPLOMATIC VEHICLES. LASALLE POSTED ONE PETTY OFFICER AT THIS GATE DURING LIBERTY HOURS TO ASSIST IN VERIFYING THE IDENTIFICATION OF SAILORS RETURNING FROM LIBERTY. HARBOR PATROL CRAFT WERE NOT NOTED, AND SECURITY SWIMMERS WERE NOT REQUESTED.

SHIPBOARD SECURITY - THE OUTBOARD .50 CAL MOUNT ON THE PORT QUARTER AND THE FORECASTLE M-14 WATCH WERE MANNED. EACH STATION HAD SOUND-POWERED PHONE COMMUNICATION TO THE QUARTERDECK.

N. MISCELLANEOUS INFORMATION. (SEP 86) (USS LASALLE) CURRENCY EXCHANGE SERVICES ARRANGED BY THE HUSBANDING AGENT WERE LIMITED. AFTER THE FIRST DAY, EXCHANGE SERVICES WERE UNNECESSARY SINCE COMPARABLE RATES WERE AVAILABLE AT BANKS AND MONEY CHANGERS IN TOWN. THE WORST RATES WERE FOUND AT HOTELS. RECOMMEND THAT SHIPS REQUEST CURRENCY EXCHANGE SERVICES ONLY ON THE FIRST DAY IN PORT AND AGAIN THE DAY PRIOR TO DEPARTURE TO SELL BACK UNUSED DIRHAMS.

WITHOUT THE ASSISTANCE OF DIPLOMATIC LICENSE PLATES OR OFFICIAL GOVERNMENT VEHICLES, IT PROVED NEXT TO IMPOSSIBLE TO TRANSPORT SPIRITS THROUGH THE MAIN GATE. BAGS IN EXITING VEHICLES WERE ROUTINELY SEARCHED AT THE GATE BY THE PORT AUTHORITY OFFICIALS. ALTHOUGH NONE WAS CONFISCATED, ALL SPIRITS DISCOVERED DURING SEARCHES WERE TURNED BACK. COORDINATION WITH THE AMEMBASSY LIAISON OFFICER IS STRONGLY RECOMMENDED.

RECOMMEND CREW TAKE FULL ADVANTAGE OF ALL DINNER AND SOCIAL FUNCTIONS. OPPORTUNITIES WERE AVAILABLE EACH NIGHT FOR A SMALL GROUP OF SAILORS TO VISIT THE HOMES OF MEMBERS OF THE AMERICAN COMMUNITY. THIS WAS WELL RECEIVED BY ALL PARTICIPANTS.

SHIP'S STORE AND POST OFFICE WERE OPENED TO AMEMBASSY PERSONNEL DAILY.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, JUN 87.



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DUBAI/MINA RASCHID, UAE

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) (FICPAC) THE PORT OF DUBAI (25-16N/55-18E) IS DIVIDED AT ITS ENTRANCE INTO TWO SECTIONS BY THE USE OF BREAKWATERS. THE WESTERN SIDE IS THE DUBAI DRYDOCK ENTRANCE AND THE EASTERN, THE COMMERCIAL PORT. THE BREAKWATERS ARE EXCELLENT AND PROVIDE A LARGE, CALM INNER HARBOR. THE NARROWEST OPENING OF THE DRYDOCK HARBOR IS 411 M (1,350 FT) WIDE, AND THE SHALLOWEST WATER IS 11.3 M (37 FT). THERE IS SUFFICIENT ROOM FOR A DESTROYER TO MANEUVER. THE DUBAI DRYDOCK BASIN WAS ON THE COAST.

B. APPROACHES, LIGHT, ETC. (APR 88) (USS CORONADO) NAVIGATION INTO DUBAI IS STRAIGHTFORWARD, USING CHART 62498 (1ST ED, 09 JAN 82) AND 62405 (4TH ED, 24 MAR 84). RADAR NAV WAS EXCELLENT. BREAKWATERS INTO MINA RASHID WERE OUTSTANDING RADAR AIDS. VISUAL NAV WAS ONLY FAIR DUE TO MORNING HAZE. BREAKWATER ENTRANCE SIGHTED APPROXIMATELY AT 5,000 YDS. APPROACH COURSE IS 180°T. A STRONG NORTHEASTERLY SET AND WESTERLY WINDS FORCED THE SHIP TO CRAB NEARLY 15° OFF BASE COURSE DURING THE APPROACH. THE RANGE CONSISTS OF 2 RED TRIANGLES, ONE ON THE BREAKWATER AND ANOTHER SET ON SHORE. AFTER MARKER, IT WAS NOT EASY TO SPOT. CHARTS AND PORT DIRECTORY INDICATE 180°T FOR RANGE COURSE. THE EXACT RANGE COURSE IS 182.5°T.

C. PILOTAGE. (APR 88) (USS CORONADO) THE PILOT PICKUP POINT WAS 1 NM NORTH OF THE BREAKWATER ENTRANCE. THE SHIP CONTACTED DUBAI PORT CONTROL ON CHANNEL 13 TO REPORT ETA TO DUBAI APPROACH BUOY AND PILOT PICKUP POINT. THE PILOT WAS BRITISH AND HIS PROFICIENCY WAS OUTSTANDING. HIS KNOWLEDGE OF THE HARBOR AND SKILL WITH THE TUGS WERE SUPERIOR. THE SHIP USED TWO TUGS, ESTIMATED AT 3,000 HP. EACH USED A TWO LINE (HEAD/QUARTER) POWER MAKEUP, WHICH IS UNUSUAL IN THE GULF.

D. ENTRANCE. (APR 85) (USS ANTRIM) THE ENTRANCE TO THE HARBOR WAS VERY WELL PROTECTED BY THE BREAKWATER AND EASILY ACCESSIBLE.

E. CHANNEL. (APR 85) (USS ANTRIM) THERE IS NO CHANNEL OUTSIDE THE HARBOR. GOOD NAVIGABLE WATER EXISTS EVERYWHERE IN THE VICINITY OF OUTSIDE THE BREAKWATERS.

F. ANCHORAGE. (FEB 87) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (APR 88) CONSULT DMAHTC PUB 172.

H. TIDES AND CURRENTS. (JUL 87) (USS LASALLE) TIDES AND CURRENT WERE MINIMAL. OUTSIDE THE BREAKWATER, THE SHIP ENCOUNTERED A SLIGHT NORTH TO NORTHEAST SET. INSIDE THE BREAKWATERS, THE SET WAS NEGLIGIBLE.

I. WEATHER AND WINDS. (JUL 87) (USS LASALLE) THE WEATHER WAS CLEAR WITH A LIGHT MORNING HAZE RESTRICTING VISIBILITY TO ABOUT 6 NM. THE WINDS WERE FROM THE NORTH TO NORTHWEST AT APPROXIMATELY 5 KTS.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUL 87) (USS LASALLE) THE SHIP MOORED TO BERTH 3, QUAY 1, WITH THE ASSISTANCE OF TWO TUGS. THE SHIP DEPARTED ON AN

H2-1  
(CH-9)

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EBB TIDE. NEGLIGIBLE SET WITHIN THE HARBOR WAS EXPERIENCED WHEN DEPARTING; BUT ONCE OUTSIDE THE HARBOR, A GOOD SET OF 1.5 TO 2 KTS WAS EXPERIENCED.

(DEC 85) (USS GALLERY) GALLERY MOORED STBD SIDE TO THE DRYDOCK'S FINGER PIER BERTH 2. ALL DRYDOCK BERTHS HAVE ADEQUATE SECURITY AND EASY ACCESS TO THE MAIN GATE.

B. FUEL, LUBE, AND DIESEL OIL. (NOV 87) (USS LASALLE) THE SHIP REQUESTED AND RECEIVED 150,000 GALS OF NATO F-76 WHICH IS A USA SPECIFICATION MIL-F-16884 FUEL, NAVY DISTILLATE WITH A FLASH POINT 60°C (140°F) MINIMUM.

C. MECHANICAL HANDLING FACILITIES. (DEC 85) (USS GALLERY) TWO BRIDGE TRANSPORTERS, TWO MOBILE CRANES, ONE FIXED CRANE, AND MANY LARGE FORKLIFTS/TRUCKS WERE OBSERVED IN THE FINGER PIER AREA.

D. DRYDOCKS AND REPAIR FACILITIES. (JUL 86) (JCS WASH) DUBAI DRYDOCK WAS COMPLETED IN 1983, JUST AS THE OIL GLUT BEGAN TO BE FELT AND AS THE NUMBER OF TANKERS ENTERING THE GULF BEGAN TO DECREASE. THE DRYDOCK IS AMONG THE LARGEST AND THE BEST EQUIPPED REPAIR CENTERS OF ITS KIND IN THE WORLD AND IS DEFINITELY THE PREMIER SHIP REPAIR YARD IN THE GULF. IN 1985, THE YARD CONDUCTED REPAIRS ON 132 VESSELS, REPRESENTING 11,069,410 DWT. THE SHIP REPAIR YARD IS SITUATED IN A PRIVATE PORT, CO-LOCATED WITH PORT RASHID, COVERING 200 HECTARES. THE YARD HAS 8 WET BERTHING QUAYS AND ONE TANK CLEARING BERTH. THESE BERTHS ARE PROVIDED WITH CRANES OF 15 AND 25 TONS. THERE ARE THREE DRYDOCKS, ALL WITH ULTRA LARGE CRUDE CARRIER CAPACITY.

E. WAREHOUSE AND STORAGE AREAS. (JUL 85) (USS REID) VARIOUS WAREHOUSES WERE OBSERVED THROUGHOUT THE PORT AREA. THERE WAS A STEEL AND ALUMINUM WAREHOUSE OF 15,050 SQ M (16,200 SQ FT) FLOOR AREA WITH 21.3 M (70 FT) STACKING HEIGHT AT THE FINGER PIER AREA.

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

G. PORT CAPACITY. (DEC 85) (USS GALLERY) THE PORT OF DUBAI CAN ACCOMMODATE THREE DD, FF, CG TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JUL 85) (USS REID) ROADS ACCESS ALL PIERS, APRONS, AND SHEDS. THE ROADS ARE CONNECTED TO THE AIRPORT, THE CITY CENTER, AND ALL SERVICE AREAS.

### 3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUL 85) (USS REID) THREE TO SIX LIGHTERS WERE OBSERVED. THEY WERE OF STEEL CONSTRUCTION, APPROXIMATELY 200,000-GAL CAPACITY, AND TOWED BY TUGS.

B. DREDGES AND MISCELLANEOUS CRAFT. (APR 88) NO INFORMATION IS AVAILABLE.

C. WATER. (NOV 87) (USS LASALLE) POTABLE WATER WAS AVAILABLE FROM A PIER CONNECTION AT APPROXIMATELY 110 GALS PER MINUTE. IT WAS REQUIRED NO MORE THAN NORMAL CHLORINATION.

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D. AIRFIELDS. (APR 88) (FICPAC) DUBAI INTERNATIONAL AIRPORT IS LOCATED EAST-SOUTHEAST OF THE PORT. IT HAS TWO RUNWAYS:

<u>ORIENTATION</u>	<u>DIMENSION</u>	<u>SURFACE</u>
120/300	3,805 X 46 M (12,484 X 151 FT)	ASP/CON
120/300	4,305 X 46 M (13,123 X 151 FT)	ASPHALT

E. COMMUNICATIONS. (NOV 87) (USS LASALLE) DUBAI PORT CONTROL/PILOT CAN BE CONTACTED ON BTB CHANNELS 12 AND 16.

(APR 88) (USS CORONADO) ONLY TWO TELEPHONE LINES WERE AVAILABLE AT BERTH. TWO OTHERS WERE WIRED FROM THE NEXT BERTH.

(DEC 86) (USS LASALLE) COMMUNICATIONS WITH THE AMEMBASSY AND LIAISON OFFICER WAS VIA TELEPHONE. TWO PHONES WERE PROVIDED, ONE FOR THE QUARTERDECK AND ONE FOR CMEF STAFF.

F. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN DUBAI ARE POOR. HOUSING, WATER SUPPLIES, AND WASTE DISPOSAL SYSTEMS ARE INADEQUATE. DUBAI'S FLAT TOPOGRAPHY AND LACK OF DRAINAGE COMPLICATE SANITATION PROBLEMS. LOCAL FOOD, DRINK, AND ICE ARE MOST LIKELY CONTAMINATED.

PREVALENT DISEASES INCLUDE CHOLERA, TYPHOID AND PARATYPHOID FEVERS, HEPATITIS, ALL DIARRHEAS AND DYSENTERIES, AND SEXUALLY TRANSMITTED DISEASES. MALARIA IS THE PRIMARY VECTORBORNE DISEASE. INFECTIOUS HEPATITIS IS A THREAT, PARTICULARLY TO NONINDIGENOUS PERSONNEL. LICE ARE PREVALENT AND MAY CARRY TYPHUS AND RELAPSING FEVER.

MEDICAL CARE IS AVAILABLE AT FIVE GENERAL HOSPITALS IN THE AREA. THE DUBAI HOSPITAL (638 BEDS), OPENED IN 1983, IS ONE OF THE MOST MODERN HOSPITALS IN THE GULF. REPORTEDLY DESIGNED TO DEAL WITH MAJOR DISASTERS, OUTPATIENT FACILITIES INCLUDE A LARGE EMERGENCY DEPARTMENT WITH A NEARBY HELICOPTER PAD. THE MEDICAL STAFF IS MOSTLY WEST EUROPEAN, INDIAN, AND PAKISTANI, THE LATTER LARGELY TRAINED IN WESTERN EUROPE. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

A BILL OF HEALTH MAY BE REQUIRED.

G. GASOLINE. (DEC 85) (USS GALLERY) GASOLINE IS READILY AVAILABLE.

H. PROVISIONS. (DEC 85) (USS GALLERY) REASONABLY PRICED PROVISIONS OF EXCELLENT QUALITY (MEAT, DAIRY PRODUCTS, FFV, AND BAKERY PRODUCTS) WERE AVAILABLE FROM GULF SHIPHANDLERS.

I. GARBAGE. (MAR 85) (USS BARNEY) GARBAGE DUMPSTERS WERE PROVIDED BY THE DUBAI DRYDOCK ON THE PIER IN THE VICINITY OF THE SHIP. THEY WERE EMPTIED ON A ROUTINE BASIS BY THE SHIPYARD AT NO COST.

#### 4. PERSONALIA

A. CALLS. (APR 88) (USS CORONADO) CALLS MAY BE MADE ON: PORT RASHID DIRECTOR GENERAL AND PORT OPERATIONS MANAGER.

B. HONORS. (APR 88) (USS GALLERY) THE PORT OF DUBAI/RASCHID IS NOT A SALUTING PORT.

H2-3  
(CH-9)

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DUBAI/MINA RASCHID, UAE

### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 88) THE UNITED ARAB EMIRATES (UAE), A FEDERATION OF SEVEN PREVIOUSLY INDEPENDENT EMIRATES, BECAME A UNIFIED, SOVEREIGN STATE ON 2 DECEMBER 1971. ALTHOUGH A YOUNG AND SMALL NATION (ABOUT THE SIZE OF SOUTH CAROLINA), IT HAS GAINED PROMINENCE AS AN IMPORTANT OIL EXPORTING COUNTRY AND CURRENTLY HAS THE HIGHEST PER CAPITA INCOME IN THE WORLD. IT HAS DEVELOPED RAPIDLY SINCE ITS INDEPENDENCE WITH MASSIVE INVESTMENT OF ITS CONSIDERABLE OIL REVENUES. THE RESULTS - MODERN ROADS, VEHICLES, SHOPPING CENTERS, HOSPITALS, HOTELS, AND OTHER STRUCTURES - ARE IMMEDIATELY VISIBLE. AMONG THE PEOPLE, MUCH OF THE TRADITIONAL LIFESTYLE REMAINS. PARTICULARLY FASCINATING TO OBSERVE IS DIVERSITY IN THE UAE POPULATION (1,523,000 - 1984 CENSUS), AS CITIZENS IN TRADITIONAL DRESS MINGLE WITH THE LARGE EXPATRIATE POPULATION OF ARABS, INDIANS, PAKISTANIS, IRANIANS, AND WESTERNERS WHO AUGMENT THE WORK FORCE.

BECAUSE THE UAE IS AN ISLAMIC COUNTRY, THE SKYLINES OF ITS CITIES AND VILLAGES ARE DOTTED WITH NUMEROUS AND BEAUTIFUL MOSQUES. PRAYER CALLS CAN BE HEARD FIVE TIMES A DAY.

THE CLIMATE IN THE UAE IS GENERALLY HOT AND HUMID. EXCEPT FOR A MOUNTAIN RANGE IN THE NORTHERN EASTERN REGIONS, MOST OF THE COUNTRY CONSISTS OF DESERT AND SALT FLATS. AGRICULTURE, HOWEVER, IS PURSUED IN A FEW AREAS.

THE CONTINUING REVOLUTION OF THE UAE FEDERAL SYSTEM, IN WHICH ONE TIME RIVAL EMIRATES WORK TOGETHER FOR COMMON GOALS WHILE PRESERVING SOME LOCAL AUTONOMY, IS A REMINDER TO AMERICANS OF OUR OWN EARLY HISTORY. EACH OF THE SEVEN EMIRATES DIFFERS MARKEDLY IN SIZE, POPULATION, AND MATERIAL RESOURCES. ABU DHABI, THE LARGEST AND WEALTHIEST EMIRATE, IS WHERE THE FEDERAL CAPITAL IS LOCATED. SHAIKH ZAYED BIN SULTAN AL-NAHAYYAN, THE RULER OF ABU DHABI, IS PRESIDENT OF THE UAE.

THE UAE IS A SIGNIFICANT IMPORTER OF GOODS FROM THE UNITED STATES. THE U.S., IN TURN, RECEIVES ABOUT 5% OF ITS IMPORTED OIL FROM THE UAE. THE UNITED STATES PROMPTLY RECOGNIZED THE UAE GOVERNMENT IN 1971 AND OPENED AN EMBASSY IN ABU DHABI IN 1974. A BRANCH OFFICE OF THE EMBASSY IS LOCATED IN DUBAI. THE UAE AND THE UNITED STATES HAVE MAINTAINED FRIENDLY RELATIONS OVER THE YEARS.

DUBAI IS THE SECOND LARGEST EMIRATE AND THE ACKNOWLEDGED COMMERCIAL CENTER OF THE UAE. DUBAI WAS AN IMPORTANT TRADING POST EVEN BEFORE OIL WAS DISCOVERED IN THE MID 1960'S. ALTHOUGH, AS A CONSEQUENCE OF OIL PRODUCTION, DUBAI HAS GROWN AND MODERNIZED RAPIDLY IN THE LAST DECADE, ITS DHOW-FILLED CREEK AND COLORFUL TRADERS STILL GIVE IT AN EXOTIC FLAVOR.

B. LIBERTY. (DEC 87) (USS LASALLE) LIBERTY WAS GRANTED TO TWO THIRDS OF THE CREW EACH DAY. LIBERTY PARTIES AVERAGED 330 SAILORS PER DAY. LIBERTY EXPIRED AT 0100 DAILY FOR E-3 AND BELOW, 0200 FOR E-4 AND E-5, AND 0700 FOR E-6 AND ABOVE. THE CREW WAS WELL RECEIVED IN DUBAI.

C. CLUBS AND BARS. (DEC 87) (USS LASALLE) DUBAI IS A MOSLEM COUNTRY AND ISLAMIC LAWS PROHIBITING THE USE OF ALCOHOL ARE STRICTLY ENFORCED. HOWEVER, MOST HOTELS HAVE SEVERAL BARS.

D. RESTAURANTS. (DEC 87) (USS LASALLE) PANCHO VILLA'S RESTAURANT IN THE ASTORIA HOTEL WAS ESPECIALLY POPULAR WITH THE CREW. THE WARDROOM HAD A HIGHLY SUCCESSFUL DINNER PARTY THERE ON TUESDAY NIGHT WHICH ALSO HAPPENED TO BE LADIES NIGHT. RECOMMEND OTHER WARDROOMS AVAIL THEMSELVES

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DUBAI/MINA RASCHID, UAE

OF THIS OPPORTUNITY.

(APR 88) (USS CORONADO) THE DUBAI INTERNATIONAL SEAFARERS CENTER PROVIDED INEXPENSIVE MEALS AND DRINKS FOR THOSE SAILORS ON A BUDGET. MR. DUNCAN HARRIS, AN ANGLICAN MINISTER, WAS AN OUTSTANDING HELP FOR THOSE SERVICE MEMBERS WHO UTILIZED THE CENTER. TELEPHONE CALLS HOME WERE MADE FROM THE SEAFARERS CENTER.

E. HOTELS. (DEC 87) (USS LASALLE) THE WARDROOM MAINTAINED AN ADMIN AT THE HYATT REGENCY HOTEL AND THE CHIEF PETTY OFFICER'S MESS MAINTAINED AN ADMIN AT THE RAMADA HOTEL. CLEANLINESS AND SERVICE AT BOTH WERE CONSIDERED EXCELLENT. MANY OF THE HOTELS OFFERED THEIR FACILITIES AND ROOMS AT REDUCED RATES FOR LASALLE SAILORS.

F. ATHLETICS. (DEC 87) (USS LASALLE) FREE BOWLING AT DUBAI BOWLING CENTER AND FREE TENNIS AT DUBAI PETROL COMPANY COURTS WERE OFFERED. BASKETBALL GAMES AGAINST AMERICAN COMMUNITY TEAM AND DUBAI INTERNATIONAL FILIPINO TEAM WERE PLAYED. SOFTBALL GAMES AGAINST FRANK CASING TEAM AND DUBAI PETROL COMPANY TEAM WERE ALSO PLAYED.

G. BEACHES. (MAR 85) (USS BARNEY) JUMEIRAH BEACH (PUBLIC BEACH) - DO NOT SWIM ALONE, AS IT IS TOO DEEP. DO NOT SWIM NEAR THE DRYDOCK AND PORT AREA. UNUSUAL CURRENTS HAVE RESULTED IN SEVERAL DROWNINGS.

H. CHURCHES. (MAR 85) (USS BARNEY)

HOLY TRINITY (EPISCOPAL), TEL: 470247

ST. MARY'S (ROMAN CATHOLIC), TEL: 470087

MORMON - DR. JOSEPH PLATT, TEL: 481758

INTERNATIONAL CHRISTIAN CHURCH, REV. VIRGIL SMITH, TEL: 440828

(EVANGELICAL - BAPTIST BACKGROUND) (AVAILABLE FOR SERVICES)

DUBAI INTERNATIONAL SEAFARERS CENTER (EPISCOPAL), TEL: 435551

(AVAILABLE FOR RELIGIOUS SERVICES)

NORWEGIAN SEAMEN'S CENTER (LUTHERAN), TEL: 470561/3

I. TRANSPORTATION. (MAR 85) (USS BARNEY) TAXIS ARE ABUNDANT AND CAN BE FLAGGED DOWN ANYWHERE. THEY ARE NOT METERED, SO THE FARE SHOULD BE SETTLED BEFORE THE RIDE. ONE SHOULD BE ABLE TO RIDE MOST ANYWHERE IN DUBAI FOR 10 DIRHAMS. TAXIS WAITING AT HOTELS WILL DEMAND MORE. CARRY YOUR MAP WITH YOU AS MOST TAXI DRIVERS DO NOT SPEAK ENGLISH WELL. DRIVERS SHOULD NOT BE TIPPED.

HOTEL BUSES FROM THE RAMADA AND HYATT WILL BE AVAILABLE TO TAKE PERSONNEL TO HOTELS FROM THE DRYDOCK GATE.

J. TOURS. (OCT 85) (USS LASALLE) THE TRIP TO THE JEBAL ALI HOTEL, HOSTED BY U.S. CENTRAL COMMAND PERSONNEL, PROVIDED AN EXCELLENT RECREATION FOR THE CREW AS WELL AS OUTSTANDING LUNCH. THE AMERICAN COMMUNITY DID MUCH TO MAKE LASALLE'S CREW MEMBERS WELCOME IN DUBAI, INVITING SAILORS INTO THEIR HOMES FOR DINNER AND GIVING TOURS OF THE CITY.

(MAR 85) (USS BARNEY) SPECIAL TOURS, INCLUDING A DAYLONG DESERT "SAFARI", ARE AVAILABLE FROM DNATA. INFORMATION CAN BE OBTAINED AND RESERVATIONS MADE AT MAJOR HOTELS OR BY CALLING 220216.

THE CREEK - WATCH THE DHOWS (THE UNIQUE WOODEN SHIPS) LOAD UP WITH GOODS FOR RE-EXPORT AS THEY HAVE DONE FOR DECADES.

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ABRAS - THESE SMALL FERRIES CROSS THE CREEK ALL DAY LONG FOR A FARE OF 25 FILS (1/4 DIRHAM). HIRING AN ABRA FOR A ROUND-THE-CREEK TOUR IS POSSIBLE FOR 25 DIRHAMS/30 MIN, 40 DIRHAMS/HR.

MUSEUM - OPEN 8-12 AM AND 4-6 PM.

K. SHOPPING. (DEC 87) (USS LASALLE) SHOPPING WAS THE MAIN PASTIME FOR THE CREW WITH BARGAINS FOUND IN GOLD, ELECTRONICS, CASSETTE TAPES, AND WATCHES IN THE DUBAI, DAYRAH, AND SHARJA SOUQS. BARGAINING WAS EXPECTED AND PRICES SOMETIMES VARIED SIGNIFICANTLY FROM SHOP TO SHOP.

L. THEATER AND CINEMA. (MAR 85) (USS BARNEY) A CINEMA WAS LOCATED IN THE HYATT REGENCY HOTEL AS WELL AS ONE IN THE CITY. LOCAL CINEMAS GENERALLY SHOW FILMS MADE IN INDIA. SOME OF WHICH ARE IN ENGLISH, AND MOST OF WHICH HAVE ARABIC SUBTITLES.

M. PHYSICAL SECURITY. (APR 88) (USS CORONADO) PHYSICAL SECURITY AT MINA RASHID WAS EXTREMELY TIGHT. ARMED GUARDS AT PORT ENTRANCE GATE WAS METICULOUS IN CHECKING ID CARDS. THE CONTRACTED CIVILIAN GUARDS AT THE PIER WERE POLITE BUT STRICT. THIS SECURITY WAS AROUND THE CLOCK. THE SHIP PROVIDED ONE SHORE PATROL AT THE MAIN GATE AND ONE AT THE PIER ENTRANCE. BOTH WERE IN CIVILIAN CLOTHES. SHORE PATROL AT MAIN GATE HAD WALKIETALKIE AND WAS IN COMMUNICATION WITH THE QUARTERDECK. A SECURITY SWIMMER/DIVER CHECK WAS CONDUCTED AT THE PIER PRIOR TO SHIP'S ARRIVAL. ADDITIONALLY, HARBOR PATROL BOAT WAS ON STATION ALL DAY FOR US, OR IN THEIR UAUAL BUSINESS. PERSONNEL DESIRING TO BRING GUESTS ONBOARD FOR TOURS GAVE NAMES OF PERSONNEL TO CDO WHO TYPED UP A REQUEST TO ALLOW THOSE PERSONS INTO THE FACILITY. IF THE MAIN GATE GUARDS DID NOT HAVE THOSE NAMES THEY WERE NOT ALLOWED INTO THE PORT FACILITY. HOST NATION SECURITY IS CONSIDERED SUPERIOR. THE SHIP'S SECURITY MEASURE CONSISTED OF STANDARD QUARTERDECK WATCH WITH ONE FORWARD AND AFT. 50-CAL-MG-MANNED SSDF AND SECURITY ALERT TEAMS WERE AVAILBLE ON SHORT NOTICE.

N. MISCELLANEOUS INFORMATION. (APR 88) (USS CORONADO) THE CURRENCY EXCHANGE RATE WAS 3.654 DIRHAMS TO US\$1.00 IN APR 88. ALL HOTELS EXCHANGED MONEY AS WELL AS ONBOARD MONEY CHANGER (REQUESTED IN LOGREQ). NO VARIANCE ON RATES WAS NOTED.

NARCOTICS - THE POSSESSION OF ANY AND ALL TYPES OF NARCOTICS IS PROHIBITED IN THE UAE. THE LAW IS STRICTLY ENFORCED IN DUBAI.

PHOTOGRAPHS - PHOTOGRAPHY IS FORBIDDEN OF ANY SLUM AREAS. ISLAMIC PEOPLE ARE VERY SENSITIVE TO BEING PHOTOGRAPHED, ESPECIALLY WOMEN. PERMISSION MUST BE REQUESTED PRIOR TO PHOTOGRAPHING PERSONS TO AVOID MISUNDERSTANDINGS.

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



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RAS AL KHAIMAH, UAE

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JAN 88) (FICPAC) RAS AL KHAIMAH (25-48N/55-57E) IS A NATURAL COASTAL HARBOR, ENTERED THROUGH THE NARROW CHANNEL BETWEEN THE TRAINING WALLS. THE TOWN OF RAS AL KHAIMAH IS LOCATED ON THE WEST SIDE SANDSPIT OF KHAWR RAS AL KHAIMAH (INLET).

B. APPROACHES, LIGHTS, ETC. (JAN 88) (FICPAC) CONSULT DMAHTC PUB 172 (3RD ED 1986) AND CHART 62392.

(MAR 86) (USS JOSEPH STRAUSS) APPROACH TO AN ANCHORAGE WAS DIFFICULT DUE TO POOR VISIBILITY AND SMALL SCALE OF CHART 62392. HOWEVER, IT WAS NOT DANGEROUS BECAUSE THERE WAS PLENTY OF OPEN WATER. THE COASTLINE WAS SO HAZY THAT VISUAL BEARINGS WERE BAD. RADAR NAVIGATION WAS SLIGHTLY BETTER. THE WINDS WERE FROM THE NORTHWEST, GUSTING UP TO 23 KTS. THE SEAS WERE 4-5 FT. WHILE WAITING TO ENTER THE PORT, STRAUSS VEERED CHAIN TO 60 FATHOMS IN 10 FATHOMS OF WATER. THE ANCHOR HELD FINE IN SANDY BOTTOM ALTHOUGH OTHERS HAVE REPORTED PROBLEMS. IT IS 10 NM FROM THE MINA SAQR ANCHORAGE. THE ONLY CHART AVAILABLE FOR APPROACH WAS 62392. NO HARBOR CHART WAS AVAILABLE. STRAUSS USED A CHART EXCERPT FROM PUB 172 FOR REFERENCE. RECOMMEND AN APPROACH COURSE OF 175°T. STRAUSS LEFT RW FAIRWAY BUOY TO STBD ON APPROACH, EXPERIENCING A STRONG EASTERLY SET AIDED BY WINDS FROM THE WEST. STRAUSS USED RW BUOY, MOORING BUOY, AND STBD SEAWALL FOR NAVAIDS. THE CHIMNEYS PROVED TO BE POOR VISUAL AIDS, AS THERE WERE MANY MORE CHIMNEYS THAN LISTED ON THE CHART. THE BREAKWATER WAS GOOD FOR RADAR AID. THE HARBOR ENTRANCE WAS APPROXIMATELY 366 M (1,200 FT) WIDE AND STRAUSS AIMED FOR THE CENTER OF BERTH 9 ON APPROACH. A PILOT BOARDED JUST INSIDE THE BREAKWATER, DID A PORT TWIST, AND MOORED PORTSIDE TO BERTH 1. THE ENTIRE HARBOR HAS 12 M (40 FT) OF GOOD WATER (FATHOMETER READINGS 35-40 FT) EXCEPT CLOSE TO BERTH 9 WHERE IT TRAILS OFF DUE TO SPILLAGE FROM STONE LOADING. THE PAINT MARK ON STBD INBOUND SEAWALL LINES UP WITH CORNER OF BERTH 1 TO MARK DANGER AREA.

C. PILOTAGE. (MAR 86) (USS JOSEPH STRAUSS) PILOTAGE WAS COMPULSORY. THE BRITISH PILOT WAS COMPETENT AND HELPFUL. STRAUSS HANDLED THE SHIP AS HE HANDLED THE TUGS.

D. ENTRANCE. (JAN 88) CONSULT PUB 172.

E. CHANNEL. (JAN 88) CONSULT PUB 172.

F. ANCHORAGES. (JAN 88) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (JAN 88) CONSULT PUB 172.

H. TIDES AND CURRENTS. (JAN 88) MAXIMUM RANGE OF TIDES IS 1.6 M (5.2 FT).

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (NOV 85) (USS GALLERY) GALLERY MOORED TO THE BERTH INSIDE THE HARBOR WITH 6 STANDARD MOORING LINES.

B. FUEL, LUBE, AND DIESEL OIL. (SEP 87) (USS KIDD) EN ROUTE TO ANCHORAGE, KIDD CONTACTED FUELING BARGE "BLUE NOON" ON BTB CHANNEL 16.

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RAS AL KHAIMAH, UAE

THE BARGE WAS WAITING IN THE VICINITY OF BUOY SBM AND CAME ALONGSIDE EXPEDITIOUSLY AFTER KIDD ANCHORED. THE BARGE HAD ONLY 450 TONS (13,000 GAL) FUEL ON BOARD. THE SECOND BARGE ARRIVED 1 1/2 HRS LATER. THE PUMPING RATE WAS 3,000 GPH. THE CREWS OF BOTH BARGES WERE VERY EXPERIENCED, AND ALL FITTINGS WERE PROVIDED BY THE BARGES. ONE OF THE BARGES WAS VERY LARGE, ABOUT 106.7 M (350 FT), BUT PROVIDED ITS OWN FENDERS AND WAS BROUGHT ALONGSIDE EXPERTLY.

THE FUEL SUPPLIER, SHELL MARKETS (MIDDLE EAST) LIMITED, PROVIDED HIGH QUALITY FUEL.

C. MECHANICAL HANDLING FACILITIES. (DEC 87) THERE ARE NO SHORE CRANES AT BERTHS. VESSELS USE OWN GEAR. MOBILE CRANES, FORKLIFTS AND TRAILERS ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (DEC 87) MINOR REPAIRS CAN BE CARRIED OUT BY MOBILE SQUADS FROM DUBAI. EXTENSIVE REPAIRS ARE POSSIBLE IN DUBAI.

E. WAREHOUSES AND STORAGE AREAS. (MAR 86) THERE ARE SHEDS AT BERTHS 1, 2, 3, 5, TOTALING 29,000 SQ M (312,163 SQ FT). THERE IS AN EXTENSIVE OPEN STORAGE AREA.

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

G. PORT CAPACITY. (DEC 87) THE PORT CAN ACCOMMODATE ONE DD TYPE SHIP.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 86) THERE IS ONLY ONE ROAD TO DUBAI AND ABU DHABI. THE TRIP TAKE FOUR HOURS EACH WAY. NO RAIL OR STEAMER TRANSPORTATION IS AVAILABLE.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JAN 88) NO INFORMATION IS AVAILABLE.

B. WATER. (DEC 87) (USS GALLERY) LOCAL WATER IS BRACKISH, SO POTABLE WATER MUST BE TRUCKED FROM DUBAI. DELIVERY IS SLOW AND ONLY 2,500 GALS PER TRUCK. INSURE POTABLE WATER TANKS ARE FULL BEFORE ENTERING THE PORT.

C. AIRFIELDS. (JAN 88) (FICPAC) RAS AL KHAIMAH INTERNATIONAL AIR PORT IS LOCATED 60 KM (37 MI), AND DUBAI INTERNATIONAL AIRPORT IS LOCATED 120 KM (74 MI) FROM THE PORT. RUNWAYS ARE:

<u>AIRFIELD</u>	<u>ORIENTATION</u>	<u>DIMENSION</u>	<u>SURFACE</u>
RAS AL KHAIMAH	160/340	3,760 X 45.1 M (12,336 X 148 FT)	ASPHALT
DUBAI	120/300	3,805 X 46.0 M (12,484 X 151 FT)	ASPHALT
"	120/300	3,999 X 46.0 M (13,123 X 151 FT)	ASPHALT

D. COMMUNICATIONS. (NOV 85) (USS GALLERY) PHONES ARE AVAILABLE FROM PIERSIDE. CONUS CALLS CAN BE MADE WITH A 5-MIN WAITING TIME. OPERATOR ASSISTANCE IS NECESSARY AND THEY SPEAK ENGLISH. TWENTY-FOUR HOUR SERVICE IS EXTREMELY RELIABLE.

RAS AL KHAIMAH, UAE

MAIL PICK-UP IS ARRANGED THROUGH THE MARITIME AND MERCANTILE CORP.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN RAS AL KHAIMAH ARE POOR. HOUSING, WATER SUPPLIES, AND WASTE DISPOSAL SYSTEMS ARE INADEQUATE. LOCAL FOOD, DRINK, AND ICE ARE MOST LIKELY CONTAMINATED.

PREVALENT DISEASES INCLUDE CHOLERA, TYPHOID AND PARA TYPHOID FEVERS, HEPATITIS, ALL DIARRHEAS AND DYSENTERIES, AND SEXUALLY TRANSMITTED DISEASES, MALARIA IS THE PRIMARY VECTORBORNE DISEASE. INFECTIOUS HEPATITIS IS A THREAT, PARTICULARLY TO NON-INDIGENOUS PERSONNEL. LICE ARE PREVALENT AND MAY CARRY TYPHUS AND RELAPSING FEVER.

MEDICAL CARE IS AVAILABLE AT THE AL-NAKHIL HOSPITAL (120 BEDS), THE SAID BINGHOBASH HOSPITAL (250 BEDS), AND THE NEW SAQR HOSPITAL. ALL PROVIDE GENERAL MEDICAL SERVICES. ALL MEDICAL CARE IN THE UAE IS FREE AND MOST MEDICAL PERSONNEL ARE EXPATRIATES. MEDICAL SUPPLIES ARE IMPORTED. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL IN FRANKFURT, GERMANY.

A BILL OF HEALTH MAY BE REQUIRED.

F. GASOLINE. (SEP 87) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (NOV 85) (USS GALLERY) GOOD QUALITY OF MEATS, DAIRY PRODUCTS, FRESH FRUIT AND VEGETABLE, AND BAKERY PRODUCTS ARE AVAILABLE THROUGH THE GULF SHIP-CHANDLERS CO.

H. GARBAGE DISPOSAL. (NOV 85) (USS GALLERY) GARBAGE DISPOSAL WAS AVAILABLE AND EMPTIED CONTINUOUSLY. TRASH NEED NOT TO BE SORTED. THERE WERE NO CHT HOOKUPS.

#### 4. PERSONALIA

A. CALLS. (DEC 87) (USS GALLERY) CALLS MAY BE MADE ON:

SHEIKH SAUD (CHIEF OF RULER'S COURT)  
SHEIKH SAQR  
SHEIKH OMAR  
NATIONAL PORT DIRECTOR  
PORT CAPTAIN

B. HONORS. (DEC 87) RAS AL KHAIMAH IS NOT A SALUTING PORT.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JAN 88) THE UNITED ARAB EMIRATES (UAE), A FEDERATION OF SEVEN PREVIOUSLY INDEPENDENT EMIRATES, BECAME A UNIFIED, SOVEREIGN STATE IN 1971. ALTHOUGH A YOUNG AND SMALL NATION, IT HAS GAINED PROMINENCE AS AN IMPORTANT OIL EXPORTING COUNTRY.

THE EMIRATE OF RAS AL KHAIMAH, WHILE COMPRISING ONLY 2.7 % OF THE UAE'S TOTAL LAND AREA, BOASTS AS MUCH VARIETY IN HISTORY, SCENERY, AND NATURAL RESOURCES AS ANY OF THE OTHER EMIRATES. THIS AREA WAS FIRST SETTLED BEFORE 2,000 BC AND WAS THE MOST PROSPEROUS EMIRATE UNTIL THE MIDDLE OF 19TH CENTURY. KNOWN EARLIER AS JULFAR, THIS AREA WAS FAMOUS DURING THE 8TH CENTURY FOR ITS WOODEN DHOWS (SHIPS) WHICH PLIED THE WORLD'S TRADE ROUTES AS FAR EAST AS CHINA. MARCO POLO PASSED THROUGH

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## RAS AL KHAIMAH, UAE

JULFAR IN 1272. BY THE MID-18TH CENTURY, RAS AL KHAIMAH CONTROLLED MUCH OF THE ARABIAN GULF, WITH A FLEET OF MORE THAN 60 SHIPS AND 19,000 SAILORS. THIS IMPRESSIVE NAVAL POWER POSED A SERIOUS THREAT TO THE BRITISH WHO IN THE EARLY 1800'S BEGAN TO ESTABLISH THEIR HEGEMONY IN THE GULF. IN 1820, THE BRITISH FINALLY DEFEATED THE FORCES OF RAS AL KHAIMAH.

THE UAE IS A SIGNIFICANT IMPORTER OF GOODS FROM THE UNITED STATES, AND THE U.S., IN TURN, RECEIVES ITS OIL FROM THE UAE. THE U.S. PROMPTLY RECOGNIZED THE UAE GOVERNMENT IN 1971 AND OPENED AN EMBASSY IN ABU DHABI IN 1974. A BRANCH OFFICE OF THE EMBASSY IS LOCATED IN DUBAI.

THE CITY OF RAS AL KHAIMAH HAS GROWN UP SOUTH OF THE RUINS OF JULFAR. DHOW MAKING IS STILL ACTIVELY PURSUED IN RAS AL KHAIMAH AS IS FISHING. AGRICULTURE IS ALSO AN IMPORTANT PART OF THE LOCAL ECONOMY. RAS AL KHAIMAH BOASTS THE LARGEST AREA OF ARABLE LAND IN THE UAE THANKS TO VAST RESERVES OF WATER FOUND IN THE MOUNTAINS EAST OF THE CITY. THE EMIRATE SUPPLIES LARGE AMOUNTS OF DATES, VEGETABLE AND OTHER FRUIT TO THE REST OF THE UAE. THE EMIRATE IS ALSO NOW PRODUCING COMMERCIAL QUANTITIES OF OIL WHICH IS PROVIDING FINANCIAL BACKING FOR THE CONSTRUCTION OF A MODERN CITY AND INDUSTRIAL INFRA-STRUCTURE.

B. LIBERTY. (DEC 87) (USS GALLERY) RAS AL KHAIMAH DOES NOT OFFER A GREAT DEAL OTHER THAN DINNER IN THE LOCAL HOTELS. MOST OF THE 100-MAN LIBERTY PARTY USED THE SHIP'S BUSES TO TRAVEL TO DUBAI (ALL FAMILY DINNERS WERE IN DUBAI OF SHARJAH). LIBERTY EXPIRED AT LAST BUS PICK-UP (2359) IN DUBAI WITH RETURN TO SHIP ABOUT 0200.

THE POLICE WERE WELL AWARE OF GALLERY'S VISIT AND WERE WILLING TO ACCOMMODATE AS MUCH AS POSSIBLE. THE POLICE REQUESTED ONE SHORE PATROL AT EACH OF THE THREE LOCAL HOTELS. ARABS ARE NOT ALLOWED TO CONSUME ALCOHOLIC BEVERAGES IN RAS AL KHAIMAH.

### C. CLUBS AND BARS. (NOV 85) (USS GALLERY)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>TYPES OF LIQUOR</u>
RAS AL KHAIMAH HOTEL	5 MI FROM THE PIER	US\$2.50	BEER & MIXED DRINKS
AL NAKHIL HOTEL	8 MI FROM THE PIER	US\$2.50	BEER & MIXED DRINKS

BOTH HOTELS HAVE SMALL COMBO-BAND ENTERTAINMENTS IN THEIR LOUNGES.

D. RESTAURANTS. (NOV 85) (USS GALLERY) RAS AL KHAIMAH HOTEL OFFERS ARABIAN-WESTERN CUISINE AT MODERATE PRICES.

### E. HOTELS. (NOV 85) (USS GALLERY)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE SCALE</u>	<u>DINING AND BEVERAGE</u>
RAS AL KHAIMAH	5 MI FROM PIER	MODERATE-EXPENSIVE	YES
AL NAKHIL	8 MIN FROM PIER	" "	YES

F. ATHLETICS. (DEC 87) (USS GALLERY) SOCCER AND SOFTBALL FIELDS ARE LOCATED 1 MI FROM THE RAS AL KHAIMAH HOTEL. SWIMMING, SQUASH, AND TENNIS ARE AVAILABLE AT HOTELS. WATER SKIING AND WINDSURFING ARE AVAILABLE AT THE SAILING CENTER. PORTABLE BASKETBALL BACKBOARDS ARE AVAILABLE FROM THE AGENT AND CAN BE SET UP ON THE PIER - A GREAT WAY TO GET SOME EXERCISE.

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RAS AL KHAIMAH, UAE

G. BEACHES. (NOV 85) (USS GALLERY) SNORKELING AND WINDSURFING CAN BE DONE AT THE RAS SAILING CLUB. BUS TRANSPORTATION IS AVAILABLE.

H. CHURCHES. (NOV 85) (USS GALLERY) NONE.

I. TRANSPORTATION. (DEC 87) (USS GALLERY) TRANSPORTATION TO DUBAI (WITH A STOP IN SHARJAH SHOPPING AREA) WAS ARRANGED THROUGH AGENT AS WELL AS A LOCAL SHUTTLE RUN. TAXIS WERE READILY AVAILABLE, BUT PRICES SHOULD BE AGREED UPON IN ADVANCE.

LIBERTY PARTIES WILL REQUIRE AT LEAST THREE 26-SEAT BUSES FOR FREQUENT RUNS TO/FROM DUBAI.

J. TOURS. (NOV 85) (USS GALLERY) HOT SPRINGS, DAIRY FARM, AND CAMEL RIDING ARE ARRANGED THROUGH AMEMBASSY.

K. SHOPPING. (JAN 88) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (DEC 87) (USS GALLERY) RECOMMEND NORMAL MIDEASTFORCE (MEF) SECURITY PLAN BE IMPLEMENTED WITH FOLLOWING EXCEPTIONS:

- NO PIER SENTRY REQUIRED.
- A GATE GUARD WAS REQUIRED TO ASSIST UAE TROOPS IN IDENTIFYING CREW MEMBERS AND GUESTS.

SECURITY PROVIDED BY RAS AL KHAIMAH WAS EXCELLENT. APPROXIMATELY 50 ARMY TROOPS MANNING TWO VEHICULAR CHECK-POINTS, THREE MACHINE GUN EMPLACEMENTS, AND ROVING SENTRIES 24 HRS PER DAY. VEHICULAR ACCESS TO THE PIER WAS RESTRICTED EXCEPT CO'S CAR, EMBASSY CARS, AND LIBERTY BUSES. ALL VEHICLES HAD TO PASS THROUGH CHECK-POINT AND ENTRANCE WAS COVERED BY A MACHINE GUN EMPLACEMENT WITH A SECOND MACHINE GUN IN SUPPORT. GUEST LISTS WERE REQUIRED AT ENTRANCE FOR ALL SOCIAL FUNCTIONS. BOULDERS AND FLAT-BED TRUCKS BLOCKED ALL OTHER ACCESS TO THE SHIP.

COAST GUARD PATROL BOATS WERE ON STATION IN HARBOR 24 HRS PER DAY. THE HARBOR AND BERTHS WERE DRAGGED AND CHECKED BY DIVERS ONE DAY PRIOR TO ARRIVAL. ALL SMALL BOATS WERE PREVENTED FROM ENTERING THE HARBOR, AND PORT CONTROL ADVISED CDO WHENEVER A VESSEL ENTERED PORT.

ADHERED TO NORMAL IN PORT SECURITY PLAN WITH BOTH ARMED SENTRIES AND TOPSIDE WEAPONS MANNED.

THE GATE GUARD HAD WALKIE-TALKIE COMMUNICATIONS WITH QUARTERDECK AND CIC.

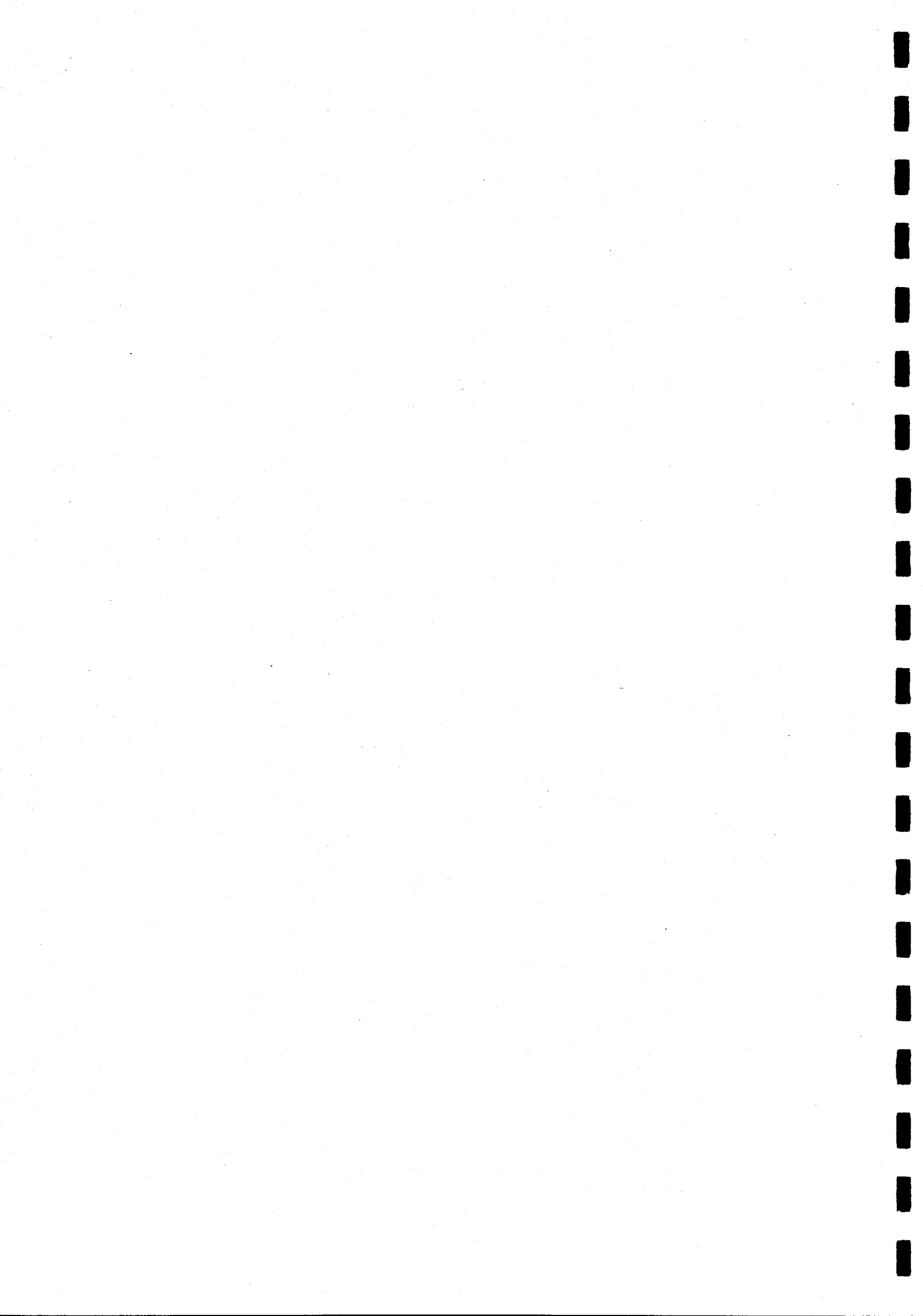
N. MISCELLANEOUS INFORMATION. (DEC 87) (USS GALLERY) GALLERY WAS WARMLY RECEIVED BY LOCAL ARAB AND EXPATRIATE COMMUNITIES IN BOTH RAS AL KHAIMAH AND DUBAI. ATMOSPHERE WAS POSITIVE, PRO-AMERICAN, AND APPRECIATIVE OF BOTH OUR MISSION/PERFORMANCE AT SEA AND OUR SOCIAL FUNCTIONS IN PORT.

THE SHIP'S STORE AND POST OFFICE WERE OPEN FOR EMBASSY PERSONNEL BUT WERE NOT USED WIDELY.

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

H3-5  
(CH-8)

**FOR OFFICIAL USE ONLY**



MINA KHALID, SHARJAH, UNITED ARAB EMIRATES

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (7-84) MINA KHALID, SHARJAH, (25°21'N/055°23'E) IS A RAPIDLY EXPANDING PORT LOCATED APPROXIMATELY 13 KM (7 NM) OF NORTHWEST OF PORT RASHID, DUBAI.

B. APPROACHES, LIGHTS, ETC. (7-84) CONSULT DMAHTC PUB 172 (2ND ED 1983) AND CHART 62498 (1ST ED JAN 82).

(PORTS OF THE WORLD 1983) BLACK PILLAR BUOY (25°23.5'N/055°19.5'E) FLASHING WHITE EVERY 15 SECONDS. AWAIT PILOT SEAWARD OF THIS BUOY. VESSELS SHOULD ANCHOR IF NECESSARY. DEPTH IN CHANNEL CURRENTLY BEING DREDGED TO 11.5 M (37.7 FT) AT LW.

(3-84) (USS LASALLE) HARBOR IS MAN MADE WITH GOOD BREAKWATERS (SHOW UP WELL ON RADAR). CHART 62498 WAS USED FOR APPROACH TO FAIRWAY BUOY (SHARIQAH ANCHORAGE). TOOK COURSE 113° T TO BETWEEN BUOYS NO. 1 AND NO. 2. A HARD STARBOARD TURN TO 195° T AND THEN A PORT TURN AFTER PASSING THROUGH BREAKWATER. PILOTS WERE ACCURATE AS TO INFORMATION AND FREELY EXCHANGE INFORMATION WITH CAPTAIN AND CONNING OFFICER. INITIAL CALL-UP WITH SHARJAH PORT CONTROL WAS VHF CHANNEL 16. IMMEDIATE SHIFT TO VHF CHANNEL 74 WHICH WAS WORKING CHANNEL FOR BOTH ARRIVAL AND DEPARTURE. TIME ZONE IS -4D.

C. PILOTAGE. (7-84) CONSULT DMAHTC PUB 172.

(3-84) (USS LASALLE) PILOTS WERE VERY COMPETENT AND SPOKE PERFECT ENGLISH. PILOT ON ARRIVAL WAS CAPTAIN MOHAMMED SADEH, OPERATIONS MANAGER, PORT KHALID. SECOND PILOT ACCOMPANIED HIM AND WAS THE PILOT WHO CONDUCTED DEPARTURE. USED TWO TUGS BOTH TIMES; A YTB SIZE FORWARD AND YTM AFT. PILOTS HAD GOOD CONTROL OF TUGS WHICH WERE MODERN AND IN EXCELLENT MATERIAL CONDITION.

E. CHANNEL. (7-84) CONSULT DMAHTC PUB 172.

F. ANCHORAGES. (7-84) CONSULT DMAHTC PUB 172.

G. WRECKS AND OBSTRUCTIONS. (7-84) CONSULT DMAHTC PUB 172.

H. TIDES AND CURRENTS. (7-84) CONSULT DMAHTC PUB 172. 1.2 TO 1.5 M (3.9 TO 4.9 FT) TIDAL VARIATION.

I. WEATHER AND WINDS. (PORTS OF THE WORLD 1983) JANUARY, FEBRUARY, AND MARCH CAN GET WINDS UP TO 25 KNOTS.

2. BERTHING AND FACILITIES

A. MOORING DOCKS, ETC. (PORTS OF THE WORLD 1983) THE PORT HAS 12 DEEP WATER BERTHS WITH A LIMITED NUMBER OF MOORINGS WITHIN HARBOR. BERTHS 1 AND 2 ARE DEEP-WATER CONTAINER TERMINALS. BERTHS 3 TO 6 ARE 720 M

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(2,362 FT) LONG. BERTHS 8 TO 12 HAVE A TOTAL LENGTH OF 1,660 M (5,446 FT).

(10-79) THE MAIN BREAKWATER HAS A LENGTH OF 500 M (1,640 FT), AND APRON WIDTH OF 40 M (131 FT), AND A DEPTH ALONGSIDE OF 8.5 M (28 FT). BERTHS 1 AND 2 ARE EACH 210 M (689 FT) LONG, HAVE AN APRON WIDTH OF 75 M (246 FT), AND A DEPTH ALONGSIDE OF 8.5 M (28 FT). BERTHS 3 AND 4 ARE EACH 160 M (535 FT) LONG. HAVE AN APRON WIDTH OF 40 M (131 FT) AND A DEPTH ALONGSIDE OF 8.5 M (28 FT). THE LEE BREAKWATER HAS A LENGTH OF 930 M (3,050 FT), AND APRON WIDTH OF 40 M (131 FT) AND A DEPTH OF ALONGSIDE OF 7 M (23 FT).

B. FUEL, LUBE, AND DIESEL OIL. (10-79) BLACK OIL IS AVAILABLE IN ABUNDANT SUPPLY AND IS DELIVERED BY PIPE. GAS/OIL IS ABUNDANTLY AVAILABLE AS DFM SUBSTITUTE AND IS DELIVERED BY PIPE AT 45,000 GPH USING A STANDARD 15.2 CM (6 IN) CONNECTION. LUBE OIL, JP-5, AND AVGAS ARE NOT AVAILABLE. BRITISH PETROLEUM OWNS THE PORT'S BUNKERING FACILITIES. FIVE POL TANKS, ESTIMATED TO BE EACH 91.4 X 18.3 M (100 X 60 FT), ARE LOCATED IN THE VICINITY OF THE FUEL PIER. THE PORT DOES NOT HAVE FACILITIES FOR REMOVAL OF SHIPBOARD OIL WASTES OR DIRTY BALLAST.

C. MECHANICAL HANDLING FACILITIES. (10-79) BERTHS 1 AND 2 ARE CONTAINER HANDLING BERTHS WITH TWO 35-TON TANGO CONTAINER CRANES, 20- AND 40-TON FORK LIFT TRUCKS, TERMINAL TRACTORS, AND CONTAINER SLAVE TRAILERS. AT OTHER BERTHS CRANES UP TO 200 TONS ARE AVAILABLE. THREE AUTOMOTIVE CRANES WERE NOTED ON A RECENT USN VISIT AND IT APPEARED THAT MOBILE CRANES SERVED THE ENTIRE PORT EXCEPT FOR THE CONTAINER FACILITY.

D. DRYDOCKS AND REPAIR FACILITIES. (11-79) GOOD FACILITIES ARE AVAILABLE WITH DRYDOCK FACILITIES AT DUBAI/PORT RASHID.

E. WAREHOUSES AND STORAGE AREAS. (PORTS OF THE WORLD 1983) THERE IS 4,500-TON REEFER STORAGE AT BERTH 8. THERE ARE ALSO TEN STORAGE WAREHOUSES 61 X 30 M (200 X 98.4 FT) AND EXTENSIVE OPEN STORAGE AREAS.

F. STEVEDORES. (10-79) THEY ARE AVAILABLE 24 HOURS/DAY, 7 DAYS/WEEK, AND CAN WORK AN AVERAGE OF 2,533 TONS PER DAY.

G. PORT CAPACITY. (10-79) THE PORT IS CAPABLE OF HANDLING 5 BREAKBULK. RO-RO OR CONTAINER SHIPS APPROXIMATELY 160 M (525 FT) LONG; 2 SHIPS AT THE FUELING PIER; AND 12-15 SHIPS ALONGSIDE THE BREAKWALL AND NORTH WHARF.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (1-77) THE PORT IS CONNECTED TO OTHER CITIES ALONG THE COAST BY GOOD, ALL-WEATHER ROADS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE (10-79) NO LIGHTERS WERE OBSERVED ON A RECENT USN VISIT.



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B. WATER (10-79) WATER, POTABLE AFTER TREATMENT WITH BROMINE, IS AVAILABLE BY PIPE THROUGH A 5.1 CM (2 IN) QUICK DISCONNECT. PRESSURE IS CONSTANT AND DELIVERY RATE IS 400 GPH. ARRANGEMENTS FOR WATER ARE MADE THROUGH THE AMERICAN CONSUL AT DUBAI AND WAS RECENTLY PROVIDED FREE OF CHARGE BY THE SHARJAH GOVERNMENT. THERE IS NO INFORMATION AVAILABLE ON BOILER WATER.

C. AIRFIELDS. (10-79) THE SHARJAH INTERNATIONAL AIRPORT SERVING BOTH SHARJAH AND DUBAI IS LOCATED 8 KM (5 MI) SOUTH (15-20 MINUTE DRIVE) OF SHARJAH. THE AIRPORT HAS ONE HARD SURFACED RUNWAY ORIENTED 120/300 WITH AN APPROXIMATE LENGTH OF 3,760 M (12,330 FT). BOTH MILITARY AND CIVILIAN AIRCRAFT USE THE AIRPORT.

D. COMMUNICATIONS. (7-84) CONSULT DMAHTC PUB 172 (2ND ED 1983).

E. MEDICAL. (5-82) SEE H6/MED.

F. GASOLINE. (10-79) GASOLINE IS READILY AVAILABLE AT APPROXIMATELY \$2.20/GALLON (U.S.).

G. PROVISIONS. (10-79) THE USA DOES NOT HAVE ANY EXISTING ARRANGEMENTS FOR SUPPLYING PROVISIONS. PROVISION ARRANGEMENTS CAN BE MADE BY THE AMERICAN CONSUL, DUBAI. FRESH FRUITS, VEGETABLES, BAKERY PRODUCTS, AND MILK ARE AVAILABLE. RECENTLY, THE PROVISIONS WERE IN GOOD CONDITION WITH NO LIMITS AS TO QUANTITY. PRICES WERE HIGH BUT COMPARABLE TO MOST MIDEAST PORTS. ALL PROVISIONS SHOULD BE THOROUGHLY INSPECTED AND WASHED WITH A CHLORINE SOLUTION.

H. GARBAGE DISPOSAL. (10-79) AVAILABLE AT ANY TIME AT A DUMPSTER ON THE WHARF. SERVICES CAN BE ARRANGED BY THE AMERICAN CONSUL IN DUBAI AND RECENTLY THERE WAS NO CHARGE. THERE IS NO RESTRICTION ON DUMPING AND NO REQUIREMENTS TO SORT TRASH.

4. PERSONALIA

A. CALLS. (3-83) CALLS WILL BE MADE ON THE RULER OF SHARJAH AND CERTAIN SENIOR MEMBERS OF THE ROYAL FAMILY. OTHER GOVERNMENTAL AND MILITARY FIGURES SHOULD BE CALLED UPON.

B. HONORS. (10-79) THIS IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (10-79) THE CITY OF SHARJAH HAS A SIZABLE FOREIGN COMMUNITY OF AMERICAN, BRITISH, DUTCH, INDIAN, AND PAKISTAN WHO ARE IMPORTED TO PERFORM EVERYTHING FROM UNSKILLED LABOR TO TECHNICAL JOBS. THE PRIMARY INDUSTRY IS OIL WITH OIL PRODUCTION CONCENTRATED AT THE MULBARAK FIELD OFF ABU MESA ISLAND.

THE PORT CAN HANDLE 1 TO 2 DD/FF AND THE CITY CAN REASONABLY ABSORB

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200-250 MEN ON LIBERTY.

B. LIBERTY. (10-79) NEITHER A SHORE PATROL NOR A BEACH GUARD IS REQUIRED. VEHICLES AND DRIVERS WILL BE PROVIDED FOR A SHORE PATROL. GENERAL LIBERTY SHOULD EXPIRE AT 0100 AND NO OFF LIMIT AREAS HAVE BEEN REPORTED. LIBERTY UNIFORM AS DIRECTED BY THE AMERICAN EMBASSY IS SUMMER BLUE, E1-E6 AND SUMMER WHITE, E7 AND ABOVE. CIVILIAN CLOTHES ARE OPTIONAL FOR OFFICERS.

(3-84) (USS LASALLE) LOCAL ATTITUDE TOWARD VISIT WAS VERY RECEPTIVE. ALL OFFICIALS ENCOUNTERED WERE FRIENDLY. PORT FACILITIES PERSONNEL AND MANAGEMENT SEEMED VERY GLAD TO HAVE LASALLE VISIT AND WERE ENTHUSIASTIC IN STATEMENTS REQUESTING LASALLE'S FUTURE RETURN. MOST CREW INTERCHANGE WAS WITH MERCHANTS, HOTEL PERSONNEL, AND EX-PATRIOT OIL COMPANY PERSONNEL. LIBERTY WAS OVERNIGHT FOR ALL HANDS TO EXPIRE AT 0700.

C. CLUBS AND BARS. (10-79) THE NELL GWYNNE, MERIDIAN HOTEL, AND BEACH HOTEL ARE LOCATED 2.4 KM (1.5 MI) SW OF THE PORT. THE HOLIDAY INN AND PALACE HOTEL ARE LOCATED IN THE DOWNTOWN AREA. HOTELS PROVIDE QUALITY BIG NAME ENTERTAINMENT. BEER, WINE, AND MIXED DRINKS ARE AVAILABLE AT PRICES RANGING FROM \$1.50 TO \$3.50 U.S. THE LEAST EXPENSIVE IS NELL GWYNNE.

D. RESTAURANTS. (7-84) NO INFORMATION IS AVAILABLE.

E. HOTELS. (10-79) DINING FACILITIES ARE AVAILABLE AT ALL HOTELS LISTED IN PARAGRAPH C ABOVE. ROOM CHARGES AT THE HOLIDAY INN ARE \$100 U.S. A DAY FOR TWO PEOPLE.

F. ATHLETICS. (10-79) A SOCCER FIELD IS LOCATED ADJACENT TO THE STADIUM IN DOWNTOWN SHARJAH. A SOCCER GAME VS THE LOCAL BRITISH TEAM AND A VOLLEYBALL GAME VS YARMOUK BRIGADE CAN BE ARRANGED THROUGH THE AMERICAN CONSUL DUBAI VIA LOGREQ.

G. BEACHES. (10-79) NO INFORMATION IS AVAILABLE EXCEPT THAT SHARKS ARE PRESENT IN WATERS OFF THE COAST.

H. CHURCHES. NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (10-79) TWO MILITARY BUSES WERE RECENTLY PROVIDED BY YARMOUK BRIGADE TO SHUTTLE THE CREW OF A USN SHIP TO TOWN. TWO SEDANS WITH DRIVERS WERE ALSO PROVIDED FOR THE CO AND XO.

TAXIS WITH TAXI SIGN ON THE ROOF ARE AVAILABLE AROUND THE CLOCK. THEY ARE UNMETERED AND A PRICE SHOULD BE BARGAINED ON PRIOR TO BEGINNING THE TRIP.

J. TOURS. (10-79) FREE TOURS OF A SHOPPING MALL AND THE PORT CITY OF KHOR FAKKAN WERE RECENTLY ARRANGED BY THE MINISTRY OF DEFENSE AND YARMOUK BRIGADE.

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K. SHOPPING. (10-79) AT NEW SOUK IN DOWNTOWN SHARJAH, GOLD HANDMADE JEWELRY, RUGS AND WOOD PRODUCTS CAN BE OBTAINED. BARGAINING IS AN ACCEPTED PRACTICE AND GOLD JEWELRY IS A GOOD BUY.

L. THEATER AND CINEMA. (7-84) NO INFORMATION AVAILABLE.

M. MISCELLANEOUS. (10-79) THE UNIT OF CURRENCY IS THE FILL AND DIRHAM. EXCHANGE RATE IN OCT 79 WAS 100 FILLS = 1 DIRHAM = \$0.26 U.S. THERE ARE NO EXCHANGE RESTRICTIONS.

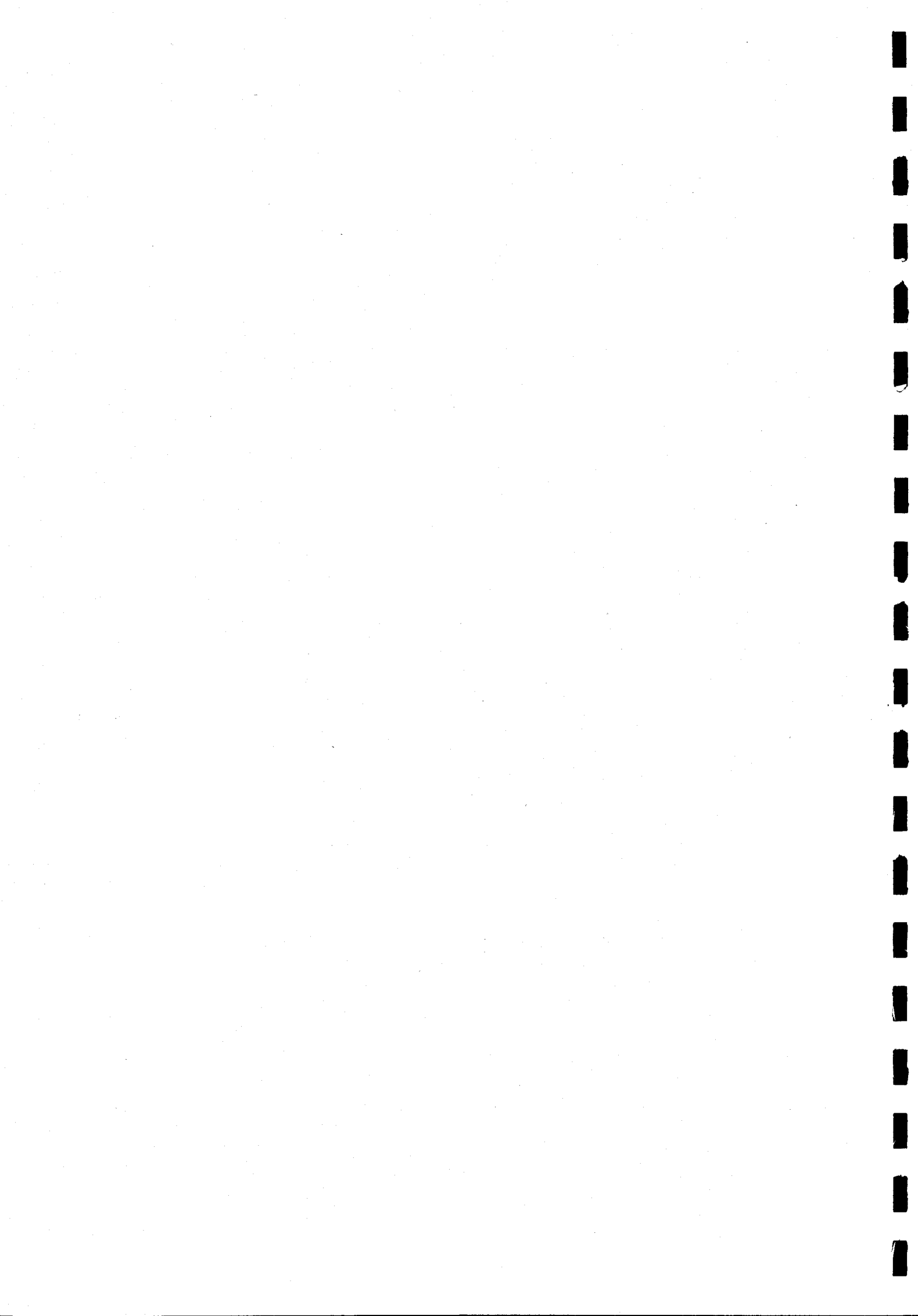
COMPILED BY MS. K. DEVAUL, 2A, FICPAC, 474-5209.  
CHART DATA: VALIDATED BY QMCS PEDRO.



3. E. MEDICAL. (5-82) THE STANDARD OF LIVING IN THE UAE REMAINS LOW DESPITE ECONOMIC GROWTH. HOUSING, WATER SUPPLIES, AND WASTE DISPOSAL SYSTEMS ARE INADEQUATE AND CONTRIBUTE TO THE SPREAD OF DISEASE. DUBAI'S FLAT TOPOGRAPHY AND DRAINAGE COMPLICATE RESOLUTION OF SANITATION PROBLEMS. INTESTINAL DISORDERS WILL TAKE A TOLL ON STAMINA AND COMFORT. LOCAL FOOD, DRINK, AND ICE ARE USUALLY CONTAMINATED AND POSE A THREAT FROM CHOLERA, TYPHOID, AND PARATYPHOID FEVERS, HEPATITIS, AND THE WHOLE RANGE OF DIARRHEAS AND DYSENTERIES. TYPHOID IMMUNIZATIONS ARE WARRANTED. CIVILIAN VENDORS SHOULD BE AVOIDED. DISINFECTION OF WATER SOURCES SHOULD BE EMPHASIZED. MALARIA IS THE MAJOR VECTOR-BORNE DISEASE THREAT THROUGHOUT THE MIDDLE EAST, PARTICULARLY TO SUSCEPTIBLE, NONINDIGENOUS PERSONNEL. LICE ARE A PROBLEM AMONG THE POPULACE, AND CARRY TYPHUS AND RELAPSING FEVER. VENEREAL DISEASES WILL MAKE THEIR USUAL IMPACT.

SINCE INDEPENDENCE IN 1971, A RAPID EXPANSION OF MEDICAL FACILITIES AND SERVICES HAS OCCURRED. ALL MEDICAL CARE IS FREE TO CITIZENS AND VISITORS ALIKE. AT PRESENT, MOST MEDICAL PERSONNEL IN THE UAE ARE EXPATRIATES AND MEDICAL SUPPLIES ARE IMPORTED, HOWEVER THERE ARE PLANS TO INCREASE MEDICAL SELF-SUFFICIENCY. SHARJAH HAS TWO HOSPITALS PROVIDING GENERAL MEDICAL SERVICES: THE AL-QASSIMI HOSPITAL (130 BEDS) DESIGNED AND OPERATED BY THE BRITISH; AND THE ZAHRA HOSPITAL (100 BEDS) RECENTLY REMODELED IN 1981 FROM A FORMER HOTEL. EIGHT HEALTH CLINICS ARE SCHEDULED TO OPEN AND CONSTRUCTION OF THE SHARJAH GENERAL HOSPITAL (320 BEDS) WILL BEGIN IN 1982.

THERE HAS BEEN AN INCREASED CONCERN OVER QUARANTINE INSPECTIONS; SHIPS MAY BE EXPECTED TO PROVIDE A BILL OF HEALTH UPON ENTERING PORT. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.



KHAWR FAKKAN, UNITED ARAB EMIRATES

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAY 87) (FICPAC) THE PORT OF KHAWR FAKKAN (25-21N/56-23E) IS LOCATED ON THE EAST COAST OF THE U.A.E., ALONG THE GULF OF OMAN. IT IS THE ONLY NATURAL, DEEP WATER HARBOR IN THE REGION WITH 12 M (39.4 FT) MLW ALONGSIDE. THE PORT IS PROTECTED BY A BROAD STONE BREAKWATER LOCATED ALONG THE OUTER HARBOR. IT EXTENDS APPROXIMATELY 457 M (1,499 FT) NORTHWESTWARD FROM THE SOUTH ENTRANCE POINT OF THE BAY.

B. APPROACHES, LIGHTS, ETC. (MAR 87) (USS HEPBURN) CONSULT DMAHTC PUB 172 (3RD ED 1986, CORR NM 4/87) AND CHART 62366 (1ST ED 16 JUN 86, CORR NM 10/87).

THE TRANSIT INTO KHOR FAKKAN IS EASY AND STRAIGHTFORWARD. NO LONG SEA AND ANCHOR DETAIL OR NAVIGATION DETAIL IS NECESSARY. HEPBURN MADE THE APPROACH ON KHOR FAKKAN USING CHART 62366 ON A COURSE OF 270T JUST TO THE SOUTH OF THE KHOR FAKKAN APPROACH BUOY (25-22.2N/056-22.8E). AT 07300, KHOR FAKKAN PORT CONTROL WAS CONTACTED TO CONFIRM TUGS AND A PILOT FOR 0800 AT THE KHOR FAKKAN APPROACH BUOY. CALL UP WAS MADE ON BTB CHANNEL 16 AND THEN SHIFTED TO CHANNEL 67. ON THE APPROACH, HEPBURN WAS ABLE TO GET VERY GOOD VISUAL AND RADAR FIXES, USING THE FOLLOWING POINTS: RA'S LU'LU'IYAH POINT (25-22.4N/056-21.4E), RADIO MAST AT THE END OF THE PIER (25-21N/056-22.1E), OCCULTING LIGHT AT NORTH END OF THE PIER (25-21.4N/056-22E), WESTERN MOST END OF SIRAT AL KHAWR ISLAND (25-21.2N/056-22.5E), EASTERN MOST END OF SIRAT AL KHAWR ISLAND (25-21.1N/056-22.7E), AND 84 M PEAK ON SIRAT AL KHAWR ISLAND (25-21.1N/056-22.6E). USING TWO TUGS AND OWN SHIP'S POWER, THE PILOT DROVE HEPBURN INTO THE 12 M (39.4 FT) DREDGED AREA ALONGSIDE THE PIER WITH THE PIER TO PORT. HE THEN ROTATED THE SHIP 180° INSIDE THE 183 M (600 FT) AREA BETWEEN THE PIER AND SHOAL WATER. HEPBURN THEN MOORED STBD SIDE TO PIER 2. UPON LEAVING, AN OFFSETTING WIND PUSHED HEPBURN OFF THE PIER. THEN A STBD TURN AROUND THE PIER PUT HEPBURN IN OPEN WATER.

C. PILOTAGE. (MAR 87) (USS HEPBURN) THE PILOT BOARDED AT 0808 AT NEAR THE KHOR FAKKAN APPROACH BUOY. THE PILOT SPOKE GOOD ENGLISH AND APPEARED VERY KNOWLEDGEABLE ABOUT THE PORT.

D. ENTRANCE. (MAR 87) (USS HEPBURN) SEE PARA 1B.

E. CHANNEL. (MAR 87) (DIA) KHAWR FAKKAN CHANNEL IS APPROXIMATELY 850 M (2,788 FT) LONG AND 280 M (919 FT) WIDE WITH DREDGED DEPTHS OF 12-12.5 M (39.4-41.0 FT). THE CHANNEL CAN ACCOMMODATE VESSELS WITH A MAXIMUM DRAFT OF 11.9 M (39 FT).

F. ANCHORAGE. (MAY 87) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (MAR 87) (USS HEPBURN) THERE IS NO BRIDGES OR OVERHEAD CLEARANCE RESTRICTION IN THE PORT AREA.

H. TIDES AND CURRENTS. (MAR 87) (USS HEPBURN) BY COMPUTING THE TIMES OF HIGH AND LOW TIDES AT MASQAT AND DIDAMAR ISLAND AND SPLITTING THE DIFFERENCE BETWEEN THE TWO, A GOOD APPROXIMATION OF THE TIMES OF TIDES WAS CALCULATED. HEIGHT OF TIDES WERE OBTAINED FROM CHART 62336.

KHAWR FAKKAN, UNITED ARAB EMIRATES

I. WEATHER AND WINDS. (MAY 87) (FICPAC) THE CLIMATE OF THE KHAWR FAKKAN AREA IS CHARACTERIZED BY HOT, HUMID SUMMERS, AND RATHER PLEASANT WINTERS. RAINFALL IS SPARSE THROUGHOUT THE YEAR. SUMMER TEMPERATURES NORMALLY RANGE FROM A HIGH OF 102°F TO A LOW OF 76°F BUT HAVE BEEN AS HIGH AS 113°F AND AS LOW AS 66°F. MEAN DAILY HUMIDITIES RANGE FROM 64% TO 73%. ALTHOUGH THE HUMIDITY HAS A TENDENCY TO CLIMB HIGHER DURING THE WINTER MONTHS, COOLER TEMPERATURES PROVIDE A MORE HOSPITABLE CLIMATE FROM NOVEMBER TO APRIL.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAR 87) (USS HEPBURN) HEPBURN MOORED STBD SIDE TO PIER 2, KHOR FAKKAN, USING 6 STANDARD MOORING LINES DOUBLED. BERTH 1 AND BERTH 2 ARE LOCATED ON THE WEST SIDE OF THE LARGE BREAKWATER. EACH BERTH IS ABOUT 213 M (700 FT) LONG AND 12 M (39.4 FT) DEEP. NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE.

B. FUEL, LUBE, AND DIESEL. (MAR 87) (USS HEPBURN) HEPBURN WAS ORIGINALLY SCHEDULED TO FUEL IN KHOR FAKKAN BUT CANCELLED IN FAVOR OF MUCH FASTER REFUELING BY BARGE AT ANCHORAGE OFF FUJAIRAH.

C. MECHANICAL HANDLING FACILITIES. (JUN 86) THERE ARE TWO GANTRY CRANES WITH 41-TON LIFT CAPACITIES, FOUR 41-TON STACKING CRANES, AND SIX STRADDLE CARRIERS AT THE CONTAINER QUAY.

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 87) (USS HEPBURN) THERE IS NO DRYDOCK IN THIS PORT.

E. WAREHOUSES AND STORAGE FACILITIES. (JUN 86) THERE ARE ONE STORAGE BUILDING WITH 550 SQ M (5,920 SQ FT) AND 67,000 SQ M (721,205 SQ FT) OPEN STORAGE SPACE AT THE CONTAINER QUAY. THERE IS 12,367 SQ M (133,122 SQ FT) OPEN STORAGE SPACE AT THE RO/RO RAMP.

F. STEVEDORES. (MAY 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (MAR 87) (USS HEPBURN) THERE ARE ONLY TWO BERTHS FOR OCEAN GOING VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 87) (USS HEPBURN) A TWO-LANE BLACKTOP ROAD IS IN GOOD CONDITION AND CLEARS THE PORT. A DIVIDED HIGHWAY LEADS TO DUBAI AND ABUDABI.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (AUG 86) TUGS AND A PILOT BOAT ARE AVAILABLE.

B. WATER. (MAR 87) (USS HEPBURN) POTABLE WATER WAS AVAILABLE BY PIPE. CHLORINE RESIDUAL WAS 0.2 PPM FAC. THE WATER WAS BROMINATED TO 0.5 PPM RESIDUAL ONBOARD. THE WATER WAS PROVIDED FREE OF CHARGE. THE POC WAS PORT AUTHORITY, MOHAMMED KARIM, TEL: 85604/85324. BOILER WATER WAS NOT AVAILABLE.

C. AIRFIELDS. (MAR 87) (USS HEPBURN) KHOR FAKKAN AIRFIELD IS LOCATED 4 MILES NORTH FROM THE PORT. A BLACKTOP SURFACE RUNWAY HAS AN



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ORIENTATION OF 120/300 AND A LENGTH OF 305 M (1,000 FT).

D. COMMUNICATIONS. (MAR 87) (USS HEPBURN) THE PORT CONTROL CAN BE CONTACTED ON BTB CHANNEL 16 OR 67 WITH THE CALL SIGN "KHOR FAKKAN PORT CONTROL".

ONE PHONE LINE WAS PROVIDED TO THE SHIP. THE PHONE EXCHANGE (SOUK) WAS ALSO AVAILABLE IN TOWN (0700-1300 AND 1400-2000). CONUS CALLS WERE MADE THROUGH OPERATOR ASSISTANCE. OPERATORS SPOKE ENGLISH, AND 24-HR SERVICE WAS VERY RELIABLE. CALLS FROM CONUS WERE MADE BY COUNTRY CODE 971, AREA CODE 70, AND NUMBER. PHONE EXCHANGE (SOUK) WILL NOT PLACE COLLECT OR CREDIT CARD CALLS, BUT IT CAN BE DONE BY USING SHIPBOARD LANDLINE. HEPBURN WAS UNABLE TO COMMUNICATE WITH AMEMBASSY OR LOCAL SECURITY FORCES IN CASE OF EMERGENCY.

E. MEDICAL. (MAR 87) (USS HEPBURN) VERY FEW WASTES WERE PRESENT IN THE HARBOR AREA, AND NO ATMOSPHERIC POLLUTION OR INDUSTRIAL POLLUTANTS IN HARBOR WATER WERE EVIDENT.

A QUARANTINE DECLARATION WAS NOT REQUESTED, BUT THE CURRENT DERAT CERTIFICATE WAS REQUESTED.

THERE IS A LARGE HOSPITAL APPROXIMATELY 10 MILES EAST OF FUJAIRAH WHICH WAS NOTED ON THE WAY TO DUBAI.

F. GASOLINE. (MAR 87) (USS HEPBURN) GASOLINE IS AVAILABLE FROM COMMERCIAL STATIONS.

G. PROVISIONS. (MAR 87) (USS HEPBURN) SHIP CHANDLER IN DUBAI IS GULF SHIPCHANDLERS, 21 RIASHED AL RASHED YATEEM, P.O. BOX 3448, DUBAI, UAE. VERY GOOD QUALITY OF MEATS, DAIRY PRODUCTS, FFV, BAKERY PRODUCTS, AND CANNED GOOD WERE AVAILABLE WITH NO APPARENT QUANTITY LIMIT (MOSTLY NEW ZEALAND OR EUROPEAN ORIGIN). FFV WERE WASHED IN CHLORINE SOLUTION.

MR. MANUAL TERREIRO, THE HUSBANDING AGENT, HANDLES A WIDE VARIETY OF PROBLEMS WITH EASE. HE HAS PERSONAL CONTACT WITH NUMEROUS SENIOR OFFICIALS IN TOWN. WHEN HEPBURN HAD A MEDEVAC OUT OF THE COUNTRY ABOARD A C-12 FROM DUBAI TO BAHRAIN, LOCAL IMMIGRATION OFFICIALS AT FIRST WOULD NOT ALLOW THE PATIENT AND HIS ESCORT TO EXIT WITHOUT PASSPORTS. IN OUR CONVERSATION WITH MAJ KAUFFMAN, HE SUGGESTED MR. TERREIRO BE ASKED TO ASSIST. MR. TERREIRO PERSUADED LOCAL IMMIGRATION OFFICIALS TO ACCEPT U.S. GOVERNMENT I.D. CARDS (ACCOMPANIED BY ENGLISH/ARABIC LETTER OF EXPLANATION ON COMMAND LETTERHEAD) AS LEGAL EQUIVALENTS OF "SEAMAN'S BOOK" USED BY MERCHANT SAILORS WHICH ALLOWS FREE PASSAGE/DOCUMENTED COUNTRY ENTRY AND EXIT. HE USED HIS OFFICE IN DUBAI TO MEET HEPBURN'S PASSENGERS AT THE AIRPORT TO ENSURE THAT THEIR IMMIGRATION PAPERWORK WAS ACCEPTED AT THE AIRPORT AND TO SERVE AS AN EXPEDITER/INTERPRETER FOR THEM. HE KNOWS ALL THE RIGHT POINTS OF CONTACTS AND BUSINESS IN KHOR FAKKAN, FUJAIRAH, AND DUBAI. MR. TERREIRO'S COMPANY (A DIVISION OF "GRAY MACKENZIE CO") IS LOCALLY CALLED "THE FUJAIRAH MARINE AND MERCANTILE" AND IT IS SIMPLY ADDRESSED AS "GRAY MACKENZIE" BY THE AMEMBASSY AND CONSULATE PERSONNEL. THE DUBAI OFFICES ARE REFERRED TO AS THE "MARINE AND MERCANTILE". MR. TERREIRO IS CLOSELY INVOLVED WITH OBTAINING THE SHIP'S REQUIREMENTS AND CAN BE EXPECTED TO BOARD TWO OR THREE TIMES A DAY TO CHECK ON STATUS OF SERVICES.

H. GARBAGE DISPOSAL. (MAR 87) (USS HEPBURN) DUMPSTERS WERE PROVIDED

KHAWR FAKKAN, UNITED ARAB EMIRATES

ON THE PIER BY THE MUNICIPALITY FREE OF CHARGE AND EMPTIED DAILY. THE POC WAS MR. TERREIRO, FUJAIRAH MARINE AND MERCANTILE.

IN ALL ARABIC PORTS, COCA-COLA PRODUCTS MUST BE KEPT OUT OF SIGHT BECAUSE THE ARABS CONSIDER IT A JEWISH COMPANY. SEWAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (MAR 87) (USS HEPBURN) CALLS MAY BE MADE ON RULER OF SHARJAH. CALLS ARE ARRANGED BY U.S. CONSUL GENERAL, DUBAI.

AN INDIAN SCHOOL GROUP, A LOCAL SCHOOL GROUP, AND A SMALL GROUPS OF VISITORS SHOWED UP FOR TOURS WITHOUT WARNING. THE MAYOR OF KHOR FAKKAN AND SEMI- OFFICIAL GROUPS ALSO VISITED THE SHIP.

B. HONORS. (MAR 87) (USS HEPBURN) KHOR FAKKAN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 87) (AMCONSULATE DUBAI) THE UNITED ARAB EMIRATES (UAE), A FEDERATION OF 7 PREVIOUSLY INDEPENDENT EMIRATES, BECAME A UNIFIED, SOVEREIGN STATE ON 2 DEC 1971. ALTHOUGH A YOUNG AND SMALL NATION (ABOUT THE SIZE OF SOUTH CAROLINA), IT HAS GAINED PROMINENCE AS AN IMPORTANT OIL EXPORTING COUNTRY AND IN 1984 HAD THE HIGHEST PER CAPITA INCOME IN THE WORLD. IT HAS DEVELOPED RAPIDLY SINCE ITS INDEPENDENCE WITH MASSIVE INVESTMENT OF ITS CONSIDERABLE OIL REVENUES. THE RESULTS--MODERN ROADS, SHOPPING CENTERS, HOSPITALS, HOTELS, AND OTHER STRUCTURES--ARE IMMEDIATELY VISIBLE, WHILE AMONG THE PEOPLE MUCH OF THE TRADITIONAL LIFESTYLE REMAINS. PARTICULARLY FASCINATING TO OBSERVE IS DIVERSITY IN THE UAE POPULATION (ESTIMATED AT 1.6 MILLION), AS CITIZENS IN TRADITIONAL DRESS MINGLE WITH THE LARGE EXPATRIATE POPULATION OF ARABS, INDIANS, PAKISTANIS, IRANIANS, AND WESTERNERS WHO AUGMENT THE WORKFORCE.

B. LIBERTY. (MAR 87) (USS HEPBURN) ONE TO TWO SENIOR ENLISTED PERSONNEL IN CIVILIAN CLOTHES WITH "SHORE PATROL" BRASSARDS WERE REQUIRED AT FUJAIRAH HILTON. SHORE PATROL HEADQUARTERS WAS IN TOWN, NEAR THE TELEPHONE SOUK (EXCHANGE). THE POC WAS MAJ JAFFAR, TEL: 85413. THE SHORE PATROL USED SHIP'S BUSES TO THE FUJAIRAH HILTON. LIBERTY HOURS EXPIRED AT 0030. THE RECOMMENDED SIZE OF LIBERTY PARTY IS 150-200.

C. CLUBS AND BARS. (MAR 87) (USS HEPBURN)  
OCEANIC HOTEL (FORMER HOLIDAY INN), 12 MILES SOUTH OF KHOR FAKKAN.  
FUJAIRAH HOTEL, IN FUJAIRAH.  
SANDY BEACH HOTEL, 12 MILES NORTH OF KHOR FAKKAN.  
PANTO VILLA'S, ASTOR HOTEL IN DUBAI, 2-HR BUS RIDE (GREAT MARGUERITAS).  
PORT SERVICES CANTEN, KHOR FAKKAN PORT (THE ONLY PLACE IN KHOR FAKKAN TO DRINK, FAIRLY EXPENSIVE).

SHARJAH, OF WHICH KHOR FAKKAN IS A PART, IS A DRY EMIRATE AND THE DRINKING OF ALCOHOLIC BEVERAGES IS ILLEGAL.

D. RESTAURANTS. (MAR 87) (USS HEPBURN) HOTELS MENTIONED IN PARA 5C HAVE DINING FACILITIES.

KHAWR FAKKAN, UNITED ARAB EMIRATES

E. HOTELS. (MAR 87) (USS HEPBURN)

OCEANIC HOTEL, KHOR FAKKAN, 125 DIRHAM-SINGLE, 165 DIRHAM-DOUBLE, RESTAURANT BUT NO ALCOHOL.  
SANDY BEACH HOTEL, 12 MILES NORTH OF KHOR FAKKAN, 250 DIRHAM FOR TWO PEOPLE/TWIN BED, RESTAURANT AND BARS.  
FUJAIRAH HOTEL, 12 MILES SOUTH OF KHOR FAKKAN, 200 DIRHAM FOR SINGLE OCCUPANCY, RESTAURANT AND BARS.

F. ATHLETICS. (MAR 87) (USS HEPBURN) ALL LOCAL HOTELS HAVE POOLS, BEACHES, AND TENNIS COURTS. THE SHIP HAD ACCESS TO THE MUNICIPAL GYMNASIUM NEAR THE OCEANIC HOTEL.

G. BEACHES. (MAR 87) (USS HEPBURN) OCEANIC BEACH HOTEL BEACH HAS A BATH HOUSE AND A SNACK FACILITY. SNORKELING IS ALLOWED BUT SURFING IS NOT. THE BEACH IS WITHIN WALKING DISTANCE OR A SHORT CAB RIDE.

H. CHURCHES. (MAY 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (MAR 87) (USS HEPBURN) TAXIS WERE AVAILABLE BUT NOT METERED; THEREFORE, PRIOR BARGAINING WAS NECESSARY.

J. TOURS. (MAR 87) (USS HEPBURN) BUS TOUR OF SHARJAH CITY, CREEK AREA SOUK, AND LUNCH AT PANTHO VILLAS IN DUBAI (0900-2000) WAS FREE TO THE CREW (WELFARE AND RECREATION PAID). THE POC WAS CONSULATE.

K. SHOPPING. (MAR 87) (USS HEPBURN) BARGAIN ITEMS WERE ANTIQUES, GOLD, SILVER, BRASS, CARPETS, CASSETTE TAPES, CAMERA/VIDEO EQUIPMENT, AND CLOTHING. DISCOUNTS WERE AVAILABLE AT MOST SOUKS. RECOMMENDED SHOPPING AREAS ARE: SHARJAH SOUK (WIDE VARIETY); CREEK AREA, DUBAI, (MAINLY GOLD AND ANTIQUES), AND KHOR FAKKAN SOUK (LIMITED VARIETY BUT CLOSE).

L. THEATER AND CINEMA. (MAY 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (MAR 87) (USS HEPBURN) PORT SECURITY WAS PROVIDED BY THE U.A.E. MINISTRY OF DEFENSE. THE PIER WAS MANNED BY THREE GUARDS WITH AUTOMATIC WEAPONS 24 HOURS.

(DEC 84) (USS MCINERNEY) AT NIGHT, THE PIER WAS WELL LIGHTED AND A LOCAL POLICE BOAT WAS ANCHORED ON STBD QTR, CONTAINING FIVE GUARDS WITH AUTOMATIC WEAPONS. IN ADDITION, THERE WAS A POLICE BOAT WITH GUARDS AT THE ADJACENT PIER. ALL VEHICLES ENTERING/LEAVING THE PIER WERE SUBJECT TO SEARCH BY ARMED GUARDS. OVERALL SECURITY WAS EXCELLENT.

N. MISCELLANEOUS INFORMATION. (MAR 87) (USS HEPBURN) THE RATE OF CURRENCY IN MARCH 87 WAS US\$1.00 = 3.5 DIRHAMS. THE CURRENCY EXCHANGE WAS CONDUCTED ON BOARD BY THE LOCAL BANK, AND CURRENCY WAS CHANGED BACK AT THE END OF THE STAY WITHOUT DIFFICULTY.

PHOTOGRAPHY OF THE PORT COMPLEX WAS NOT PERMITTED. PHOTOGRAPHY OF MOSQUES, WOMEN, AND PEOPLE IS STRONGLY DISCOURAGED.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, MAY 87.





## MINA JABAL ALI, UNITED ARAB EMIRATES

HIGH OF 102°F TO A LOW 76°F BUT HAVE BEEN AS HIGH AS 113°F AND AS LOW AS 64°F. MEAN DAILY HUMIDITIES RANGE FROM 64 TO 73 PERCENT ALTHOUGH THE HUMIDITY HAS A TENDENCY TO CLIMB HIGHER DURING THE WINTER MONTHS. COOLER TEMPERATURES PROVIDE A MORE HOSPITABLE CLIMATE FROM NOVEMBER TO APRIL. INFREQUENT THUNDERSTORMS, OCCURRING MOSTLY DURING THE WINTER MONTHS, PRODUCES ABOUT 150 TO 200 MM OF RAINFALL EACH YEAR

**2 BERTHING AND FACILITIES**

A. MOORINGS, DOCKS, ETC. (NOV 86) (FICPAC) THE PORT FACILITIES AT MINA JABAL SPREAD OVER 7,500 ACRES. THE COMPLEX INCLUDES EXTENSIVE SOPHISTICATED FACILITIES AND EQUIPMENT, AND A FLOURISHING FREE TRADE ZONE AND INDUSTRIAL AREA. THE QUAYS STRETCH OVER 15 KM (9.3 MI), OFFERING 67 BERTHS TO BOTH SPECIALIZED AND REGULAR USERS. THEY ARE CAPABLE OF ACCOMMODATING SHIPS OF UP TO 13.5 M (44.3 FT) DRAUGHT.

B. FUEL, LUBE, AND DIESEL. (NOV 86) (USS GOLDSBOUROUGH) THE SHIP RECEIVED 65,659 USGAL F-76 FROM GULF FLEET 53. FUEL QUALITY WAS POOR WITH APPROXIMATELY 0.1% WATER IN SAMPLES TAKEN EVERY FIVE MINUTES. THE AMOUNT OF WATER IN THE FUEL RECEIVED VARIED FROM SAMPLE TO SAMPLE. IT WAS EASY TO DISCERN WHEN THE DELIVERY VESSEL SHIFTED TANKS BECAUSE PUMPING CEASED ABRUPTLY AND THEN RESUMED. FUEL IN EACH TANK WAS UNIFORMLY BAD. THE PUMPING RATE WAS 300 GPM.

(JUL 87) (USS KIDD) THE SHIP CONTACTED JABAL ALI BTB 0500 AND MADE FINAL ARRANGEMENTS WITH FUEL BARGES "BIG ORANGE FOUR" AND "BIG ORANGE SEVEN". BARGE SERVICE WAS PROMPT AND PROFESSIONAL. BARGES FURNISHED OWN LINES AND REFUELING HOSE. ONLY DIFFICULTY ENCOUNTERED WAS WITH BARGE'S PUMPING RATE, WHICH WAS NORMALLY 500 GPM BUT ACTUALLY 134-150 GPM AT 14 PSI, MAKING REFUELING PROCESS VERY SLOW.

C. MECHANICAL HANDLING FACILITIES. (NOV 86) (FICPAC) CONTAINER TERMINAL IS EQUIPPED WITH THREE THIRD-GENERATION 41-TON MITSUBISHI ELECTRIC GANTRY CRANES, TOP LIFT CONTAINER HANDLING VEHICLES, AND 216 REFRIGERATED CONTAINER PLUGS. RO-RO TERMINAL ALSO HAS A FULL COMPLEMENT OF CARGO-HANDLING EQUIPMENT, INCLUDING A 35-TON FIXED GIB DERRICK, MOBILE CRANES, AND BULK CARGO GRABS.

D. DRYDOCKS AND REPAIR FACILITIES. (MAY 84) BERTHS ARE AVAILABLE FOR INWATER REPAIRS, WHICH CAN BE PERFORMED BY LOCAL CONTRACTORS. BERTHS ALSO ARE AVAILABLE FOR VESSELS UP TO 400,000 DWT, WITH DRAFTS UP TO 11.5 M (37.7 FT), WHICH ARE LAID-UP FOR LONG AND SHORT PERIODS OF TIME.

E. WAREHOUSES AND STORAGE FACILITIES. (NOV 86) (FICPAC) CONTAINER YARD CAN ACCOMMODATE MORE THAN 12,000 TONS AND THE CONTAINER FREIGHT STATION PROVIDES 10,000 SQ M (107,643 SQ FT) OF COVERED STORAGE. THE 8,000 SQ M (86,114 SQ FT) WAREHOUSE PROVIDES COVERED STORAGE. THE PAVED OPEN STORAGE OF 105,000 SQ M (1,130,247 SQ FT) IS ALSO AVAILABLE. THE COLD STORE IS LOCATED ONLY 30 M (32.8 YD) FROM THE QUAYSIDE AND ACCOMMODATES APPROXIMATELY 10,000 PALLET CONVERTERS. ADDITIONAL STORAGE FACILITIES ARE PROVIDED BY THE VAST WAREHOUSING COMPLEX WHICH INCLUDES 70,000 SQ M (753,498 SQ FT) OF COVERED STORAGE COMPLEMENTED BY 750,000 SQ M (8,073,197 SQ FT) OF PAVED OPEN SPACE.

F. STEVEDORES. (DEC 87) NO INFORMATION IS AVAILABLE.

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MINA JABAL ALI, UNITED ARAB EMIRATES

G. PORT CAPACITY. (DEC 87) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAY 84) THE PORT IS CLEARED BY AN EXCELLENT, MULTILANE, DIVIDED HIGHWAY, WHICH CONNECTS WITH THE HIGHWAY NETWORK ALONG THE SOUTHERN COAST OF THE PERSIAN GULF. NO RAIL ACCESS TO THE PORT.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 85) (USS BARNEY) THE FUEL BARGE, "MARSEA 17", WAS VERY MODERN, SELF-PROPELLED, HIGHLY MANEUVERABLE WITH BOW AND STERN THRUSTERS. HER MASTER WAS AMERICAN WITH A FILIPINO CREW AND THE U.S. ENSIGN WAS FLOWN ABOVE THE U.A.E. FLAG. THE BARGE WAS APPROXIMATELY 45.7 M (150 FT) LONG, BEAM 10.7 M (35 FT) AND DRAFT 3.6 M (12 FT). THE BRIDGE OF THE BARGE WAS LEVEL WITH BARNEY'S 01 LEVEL AFT.

B. WATER. (OCT 85) (USS KLAKRING) WATER WAS OF POOR QUALITY WITH HIGH RUST CONTENT AND ZERO CHLORIDE. WATER WAS NOT PUT INTO SHIP'S SYSTEM BUT WAS USED FOR FRESHWATER WASHDOWN THROUGH DIRECT CONNECTION TO BARGE.

C. AIRFIELDS. (DEC 87) (FICPAC) THE NEAREST AIRFIELD IS THE DUBAI INTERNATIONAL AIRPORT, WHICH IS LOCATED 35 KM (21.7 MI) NORTHEAST OF JABAL ALI. IT HAS TWO RUNWAYS:

<u>ORIENTATION</u>	<u>DIMENSION</u>	<u>SURFACE</u>
120/300	3,805 X 46 M (12,484 X 151 FT)	ASPHALT/CONCRETE
120/300	4,305 X 46 M (13,123 X 151 FT)	ASPHALT

D. COMMUNICATIONS. (DEC 87) CONSULT PUB 172.

E. MEDICAL. (DEC 87) NO INFORMATION IS AVAILABLE.

F. GASOLINE. (DEC 87) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (DEC 87) NO INFORMATION IS AVAILABLE.

H. GARBAGE DISPOSAL. (DEC 87) NO INFORMATION IS AVAILABLE.

### 4. PERSONALIA

A. CALLS. (DEC 87) NO INFORMATION IS AVAILABLE.

B. HONORS. (DEC 87) NO INFORMATION IS AVAILABLE.

### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 87) (FICPAC) CONSTRUCTION CONSISTING OF DREDGING AND QUAY WALL BEGAN IN JUNE 1976 AND WAS COMPLETED IN THE SPRING OF 1981. IN JUNE 1980, A FREE TRADE ZONE WAS ESTABLISHED IN THE STORAGE AREAS LOCATED AT BERTHS 61 TO 66 AND IN THE CONTAINER TERMINAL TO FACILITATE THE PROMOTION OF TRADE AND TRANSSHIPMENT OF GOODS IN THE MIDDLE EAST AS WELL AS TO ENCOURAGE LOCAL MANUFACTURING AND REGIONAL

H8-3  
(CH-8)

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MINA JABAL ALI, UNITED ARAB EMIRATES

DISTRIBUTION OF INDUSTRIAL GOODS. THE FREE TRADE ZONE LOCATED AT THE PORT WAS DESIGNED TO PROMOTE THE UNITED ARAB EMIRATES AS A MAJOR TRADING CENTER FOR THE MIDDLE EAST AND TO LIBERALIZE TRADE.

- B. LIBERTY. (DEC 87) NO LIBERTY INFORMATION IS AVAILABLE DUE TO BSF PORT.
- C. CLUBS AND BARS. (DEC 87) NO INFORMATION IS AVAILABLE.
- D. RESTAURANTS. (DEC 87) NO INFORMATION IS AVAILABLE.
- E. HOTELS. (DEC 87) NO INFORMATION IS AVAILABLE.
- F. ATHLETICS. (DEC 87) NO INFORMATION IS AVAILABLE.
- G. BEACHES. (DEC 87) NO INFORMATION IS AVAILABLE.
- H. CHURCHES. (DEC 87) NO INFORMATION IS AVAILABLE.
- I. TRANSPORTATION. (DEC 87) NO INFORMATION IS AVAILABLE.
- J. TOURS. (DEC 87) NO INFORMATION IS AVAILABLE.
- K. SHOPPING. (DEC 87) NO INFORMATION IS AVAILABLE.
- L. THEATER AND CINEMA. (DEC 87) NO INFORMATION IS AVAILABLE.
- M. PHYSICAL SECURITY. (DEC 87) NO INFORMATION IS AVAILABLE.
- N. MISCELLANEOUS INFORMATION (DEC 87) NONE.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 23PD, FICPAC, DEC 87.



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AL FUJAYRAH, UNITED ARAB EMIRATES

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) (FICPAC) AL FUJAYRAH (25-10N/56-20E) IS LOCATED ON THE EAST COAST OF THE U.A.E., SOUTH OF KHAWR FAKKAN, ALONG THE GULF OF OMAN. IT IS AN IMPROVED COASTAL HARBOR, PROTECTED BY TWO ROCK-AND-CONCRETE BREAKWATERS (NORTH BREAKWATER IS 2,030 M (6,660 FT) AND SOUTH BREAKWATER, 1,160 M (3,806 FT)).

B. APPROACHES, LIGHTS, ETC. (APR 88) (FICPAC) CONSULT DMAHTC 172 (3RD ED 1986) AND CHART 62366 (1ST ED 16 JUN 84, CORR NM 26/87).

(JUL 87) (USS CROMMELIN) THE SHIP CHECKED IN WITH "FUJAIRAH BUNKERING" AT 7 NM FROM ANCHORAGE. THIS, HOWEVER, WAS SOLELY FOR FUEL COORDINATION PURPOSES. THERE WAS NO REQUIREMENT TO CONTACT PORT CONTROL SINCE CROMMELIN ANCHORED OUTSIDE THE 3-MILE LIMIT. CHART 62366 WAS ACCURATE WITH THE INFORMATION CORRECTED THROUGH NOTICE TO MARINERS 26/87. CROMMELIN FOUND VISUAL BEARING FIXES DIFFICULT WITH ONLY THE FUJAYRAH BREAKWATER PROVIDING A USEFUL AID TO NAVIGATION. RADAR FIXING, HOWEVER, WAS VERY ACCURATE DUE TO LONG RADAR RANGES AND THE EASE OF CUTTING THE BREAKWATERS AT KHAWR KALBAH, KALBAH, GURAN, AND AL FUJAYRAH. THE APPROACH WAS MADE FROM THE SOUTH TO AVOID THE LARGE NUMBER OF VESSELS AT ANCHOR TO THE NORTH OF THE HARBOR ENTRANCE.

C. PILOTAGE. (FEB 88) (USS CARR) THE PILOT WAS COMPETENT AND SPOKE EXCELLENT ENGLISH. TUGS WERE AVAILABLE, BUT THE SHIP DID NOT USE THEM.

D. ENTRANCE. (FEB 88) (USS CARR) THE HARBOR ENTRANCE IS 250 YDS BETWEEN BREAKWATERS. NAVAIDS ARE DIFFICULT TO IDENTIFY DUE TO EARLY MORNING FOG FROM HILLS WEST OF THE PORT. POINTS WERE DIFFICULT TO IDENTIFY ON RADAR UNTIL WITHIN 3 NM.

E. CHANNEL. (FEB 88) (USS CARR) THE CHANNEL IS DIFFICULT TO IDENTIFY BY RADAR DUE TO CLOSE PROXIMITY OF FUJAYRAH ANCHORAGE AND NUMEROUS SMALL FISHING VESSELS IN THE CHANNEL. THE CHANNEL WAS DREDGED TO 12.5 M (41 FT).

F. ANCHORAGE. (JUL 87) (USS CROMMELIN) THE SHIP ANCHORED APPROXIMATELY 4.5 NM OFF THE COAST IN 30 FATHOMS WITH A MUD/SAND BOTTOM. WINDS WERE FROM THE WEST TO NORTHWEST AT 8-13 KTS. THE ANCHOR HELD EASILY.

G. WRECKS AND OBSTRUCTIONS. (APR 88) NO INFORMATION IS AVAILABLE.

H. TIDES AND CURRENTS. (FEB 88) (USS CARR) NO TIDE OR CURRENT INFORMATION WAS AVAILABLE; HOWEVER, THERE APPEARED TO BE A STRONG CURRENT FROM THE NORTHWEST AT THE HARBOR ENTRANCE.

I. WEATHER AND WINDS. (JUL 87) (USS CROMMELIN) HIGH TEMPERATURE OBSERVED WAS 42°C (108°F).

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 87) (USS WADDELL) THE SHIP MOORED STBD SIDE TO PIER 3. BERTHS ALONG THE QUAY WALL ARE NUMBERED 1 THROUGH 4 FROM THE SOUTH.

H9-1  
(CH-9)

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## AL FUJAYRAH, UNITED ARAB EMIRATES

B. FUEL, LUBE, AND DIESEL. (JUL 87) (USS CROMMELIN) FUEL WAS DELIVERED BY A SELF-PROPELLED YO SIZE VESSEL. THIS OILER WAS RIGGED WITH FENDERS ON ITS PORT SIDE AND REFUSED TO MOOR TO OUR PORT SIDE. THIS WOULD HAVE BEEN RELATIVELY EASY TO DO BY MOORING CHINESE STYLE. IT HAD ITS OWN FENDERS INCLUDING SMALL YOKOHAMA TYPE. THE OILER WAS EQUIPPED WITH THE NECESSARY ADAPTERS, SO IT COULD ACCOMMODATE CROMMELIN'S 15.24 CM (6 IN) FLANGE FITTING. FUEL QUALITY WAS GOOD, BORDERING ON EXCELLENT. IT WAS AT LEAST AS GOOD AS THAT AVAILABLE AT SITRAH ANCHORAGE (MANAMA, BAHRAIN). VISUAL SAMPLES WERE TAKEN EVERY FIVE MINUTES. THE FIRST SAMPLE SHOWED A TRACE OF WATER. THE REMAINING SAMPLES WERE CLEAR AND BRIGHT. STATISTICS OF FUEL DELIVERED WERE: FLASH POINT 160°F, CORRECTED API GRAVITY 39.7, BS&W TRACE FROM SHIPBOARD TEST. THE SHIP RECEIVED 40,600 GAL AT A PUMP RATE OF 255 GAL/MIN. THE BARGE CREW WAS PROFESSIONAL AND EASY TO WORK WITH.

FUEL WAS PROVIDED BY FUJAIRAH BUNKERING CO., LTD. SOUNDINGS WERE NOT TEMPERATURE COMPENSATED, BUT BARGE CREW WERE FLEXIBLE AND AGREED TO SPLIT THE DIFFERENCE BETWEEN THEIR AND OUR SOUNDINGS (ABOUT 840 GALS). A DD1155 WAS USED TO PAY. THE CO AND THE CHIEF ENGINEER WERE REQUIRED TO SIGN DOCUMENTS STAINING QUANTITY OF FUEL TRANSFERRED AND ACCEPTANCE. THESE FORMS HAD TO BE STAMPED WITH SHIP'S SEAL.

### C. MECHANICAL HANDLING FACILITIES. (OCT 85) (DIA)

WHARF CRANES - MOBILE: SIX 5-TON AND THREE 2.5-TON CRANES

CONTAINER CRANES: TWO 40-TON GANTRIES AND FOUR STACKING CRANES

MISCELLANEOUS: TWO 6-TON TOWER CRANES

SUPPORT EQUIPMENT - NINE 5-30 TON FORKLIFTS, SIX YARD TRACTORS, TRAILERS WITH LIFT CAPACITIES TO 50 TONS, ONE 30-TON TOP LIFT TRUCK, TWO 12-TON SIDE LOADERS, ONE TRAVELLING SHIP-LOADERS, AND ONE TRAVELING SHIPLOADER WITH ESTIMATED 1,000 TONS/HR LOADING RATE.

D. DRYDOCKS AND REPAIR FACILITIES. (APR 88) NO INFORMATION IS AVAILABLE.

E. WAREHOUSES AND STORAGE FACILITIES. (OCT 85) ONE STORAGE BUILDING WITH 3,388 SQ M (36,469 SQ FT) AND 86,785 SQ M (934,176 SQ FT) OPEN STORAGE AT THE CARGO QUAY.

F. STEVEDORES. (NOV 86) (USS HENRY B WILSON) SKILLED STEVEDORES ARE AVAILABLE FROM 0700 TO 1200 AND 1300 TO 1600.

G. PORT CAPACITY. (JUL 87) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JUL 87) THE ROAD CLEARS THE PORT AND CONNECTS TO THE REST OF THE PERSIAN GULF AREA. AMERICAN PRESIDENT LINES SERVES THIS PORT.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (NOV 86) (USS HENRY B WILSON) TUGS, 1,200 HP AND 3,300 HP, ARE AVAILABLE.

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AL FUJAYRAH, UNITED ARAB EMIRATES

B. WATER. (JUL 87) (USS CROMMELIN) POTABLE WATER WAS DELIVERED BY TUG. THE TUG HAD SUFFICIENT FENDERS AND THE NECESSARY COUPLINGS TO CONNECT TO CROMMELIN'S SYSTEM. THE WATER COST US\$.25 PER GAL, WAS UNTREATED, AND HAD TO BE HYPOCHLORINATED TO MEET STANDARDS. THE SHIP RECEIVED APPROXIMATELY 7,000 GAL AT 40-50 PSI. THE TUG CREW WAS EFFICIENT. WATER WAS PROVIDED BY FUJAYRAH BUNKERING CO., LTD.

C. AIRFIELDS. (JUL 87) NO INFORMATION IS AVAILABLE.

D. COMMUNICATIONS. (FEB 86) (USS CONOLLY) FUJAYRAH PORT CONTROL CAN BE CONTACTED ON CHANNEL 16.

E. MEDICAL. (NOV 86) (USS HENRY B WILSON) THE "DERAT" CERTIFICATE WAS REQUESTED.

F. GASOLINE. (JUL 87) NO INFORMATION IS AVAILABLE.

G. PROVISIONS. (FEB 88) (USS CARR) ALL CONTRACTS WERE COORDINATED THROUGH FUJAYRAH MARITIME AND MERCANTILE INTERNATIONAL. THE SHIP'S AGENT WAS MANUEL TERREIRO WHO PROVIDED OUTSTANDING, ROUND THE CLOCK SERVICE. THE SHIP PURCHASED US\$2,363.19 WORTH OF PROVISION, SERVICE AND FFV WERE TOP QUALITY.

H. GARBAGE DISPOSAL. (JUN 87) (USS WADDELL) THE SHIP PAID US\$55.00 FOR DUMPSTER.

## 4. PERSONALIA

A. CALLS. (JUN 87) (USS WADDELL) CALLS MAY BE MADE ON:

DEPUTY RULER OF EMIRATE OF AL FUJAYRAH  
CHARGE' AD INTERIM  
FUJAYRAH PORT HARBOR MASTER  
CAPT OF AMERICAN PRESIDENT LINES' SHIPS

B. HONORS. (JUL 87) NO INFORMATION IS AVAILABLE.

## 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 88) (FICPAC) THE PORT IS LOCATED APPROXIMATELY 4.8 KM (2.9 MI) NORTH OF THE TOWN OF AL FUJAYRAH. THE PORT HAS THE CAPABILITY OF BECOMING A MAJOR CONTAINER TRANSSHIPMENT PORT FOR THE PERSIAN GULF STATES, THE INDIAN SUBCONTINENT, AND EAST AFRICA. TRANSSHIPMENT BY FEEDER SERVICES CAN BE CARRIED OUT BY SEA OR BY THE EFFICIENT ROAD NETWORK, CONNECTING THE COUNTRY WITH THE REST OF THE PERSIAN GULF AREA. THE PORT HANDLES CONTAINERS, GENERAL CARGO, LIVE-STOCK, AND OTHER DRY BULK PRODUCTS, INCLUDING IRON ORE, BAUXITE, AND CHROMITE. CERAMICS AND MARBLE TILES ARE EXPORTED FROM THE PORT. AL FUJAYRAH CAN PROVIDE SAFE REFUGE FOR MERCHANT VESSELS TO DISCHARGE CARGO RATHER THAN ENTERING THE PERSIAN GULF AND FACE THE DANGER AND HIGH RISK INSURANCE RATES INCURRED WITH ENTERING THE GULF. IN APRIL 1984, THE U.S. SHIPPING OPERATOR, AMERICAN PRESIDENT LINES, BECAME THE FIRST SHIPPING COMPANY TO ESTABLISH OPERATIONS AT THE PORT. THE PORT IS OWNED BY THE GOVERNMENT OF AL FUJAYRAH AND MANAGED BY THE FELIXSTOWE PORT AUTHORITY.

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## AL FUJAYRAH, UNITED ARAB EMIRATES

B. LIBERTY. (JUN 87) (USS WADDELL) THE ONLY DIFFICULTY ENCOUNTERED WAS OBTAINING PERMISSION FOR THE CREW TO LEAVE THE PORT OF ENTRY COMPOUND AND TO TRAVEL OUTSIDE FUJAYRAH. PERMISSION TO TRAVEL OUTSIDE FUJAYRAH WAS NEVER GRANTED. LIBERTY WAS DELAYED THREE HOURS ON 22 AND 23 JUNE DUE TO REQUIREMENT FOR CLEARANCE OF THE SHIP'S LIBERTY PARTY FROM FUJAYRAH MINISTRY OF DEFENSE AND MINISTRY OF IMMIGRATION OFFICIALS. CLEARANCE WAS NOT GRANTED IN ADVANCE DUE TO SHORT NOTICE OF VISIT. SHIP'S AGENT, MR. MALCOLM STAFFORD, STATED THAT HE WAS NOT TOLD OF WADDELL'S VISIT UNTIL 1900, 21 JUNE. SOME LOCAL OFFICIALS HAD NOT BEEN INFORMED OF THE VISIT UNTIL 21 JUNE AND WERE UNABLE TO PREPARE AS THOROUGHLY AS THEY WOULD HAVE LIKED. ALTHOUGH BUSES HAD BEEN ARRANGED AND SUBSEQUENTLY PAID FOR, THE CREW WAS UNABLE TO VISIT DUBAI BECAUSE MINISTRY OF DEFENSE FELT POLITICAL INSTABILITY IN SHARJAH MADE FOR A TOO UNSTABLE CLIMATE TO SAFELY ACCOMMODATE A LARGE AMERICAN LIBERTY PARTY. ONLY OTHER ISSUE WAS THAT "LIBERTY PASSES" HAD TO BE FABRICATED FOR ALL CREW MEMBERS TO LEAVE THE PORT OF ENTRY GATE. NORMALLY, PASSPORTS ARE REQUIRED TO LEAVE THE COMPOUND; BUT SINCE MOST CREW MEMBERS DO NOT HAVE THEM, THE LIBERTY PASS METHOD WAS USED.

FUJAYRAH IS AN EXCELLENT, PROTECTED, EASILY ACCESSIBLE HARBOR; BUT LIBERTY IS LIMITED TO TWO WESTERN-STYLE HOTELS. THE LOCAL SHOPPING IS CONFINED TO ONE SMALL AREA THAT DOES NOT PROVIDE MUCH SELECTION. ALTHOUGH A VISIT TO FUJAYRAH PROVIDES A LOW-KEY, RESTFUL CHANGE OF PACE FOR MIDEASTFOR SHIPS, THE OPTION TO TRAVEL TO DUBAI FOR SHOPPING, DINING, AND ENTERTAINMENT WOULD MAKE THE VISIT MORE ENJOYABLE AND MEMORABLE FOR THE CREWS.

C. CLUBS AND BARS. (FEB 88) SEE PARA 5E.

D. RESTAURANTS. (FEB 88) SEE PARA 5E.

E. HOTELS. (FEB 88) (USS CARR) THERE ARE TWO HOTELS IN FUJAIRAH.

HILTON	US\$45/NIGHT/SINGLE
FUJAYRAH BEACH MOTEL	US\$25/NIGHT/SINGLE

BOTH HOTELS HAVE RESTAURANTS, BARS, AND DISCOS. THESE ARE THE ONLY LOCATIONS THAT SERVE ALCOHOL.

F. ATHLETICS. (FEB 88) (USS CARR) VOLLEYBALL AND BASKETBALL GAMES WERE ARANGED AGAINST FUJAYRAH AIRPORT, KALBA CLUB, AND FUJAYRAH HILTON HOTEL. BOTH HOTELS HAD OUTDOOR POOLS. THE HILTON ALSO OFFERED WINDSURFER AND BOAT RENTAL.

G. BEACHES. (JUL 87) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (JUL 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (FEB 88) (USS CARR) THE SHIP USED TWO 15-MAN MINI VANS, MAKING ROUND TRIP RUNS EVERY HALF HOUR. COST FOR THE VANS PLUS DRIVERS WAS US\$986.30. THERE WERE ALSO TWO SEDANS WITH DRIVERS. COST WAS US\$589.04 AND 753.42 RESPECTIVELY. TAXI SERVICE IS AVAILABLE BUT NOT RECOMMENDED. MANY DRIVERS ARE DEVOTED MUSLIMS; AND IF AN INTOXICATED SAILOR HIRES HIS CAB, THE DRIVER WILL GO DIRECTLY TO THE

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AL FUJAYRAH, UNITED ARAB EMIRATES

POLICE WHERE HE WILL COLLECT A REWARD FROM THE POLICE AND THE SAILOR WILL BE INCARCERATED.

J. TOURS. (FEB 88) (USS CARR) THERE ARE THREE BASIC TOURS AVAILABLE IN FUJAYRAH. THE 4-WHEEL DRIVE WADI TOUR, THE HASH HOUSE HARRIER RUN, AND CHARTERED CESSNA FLIGHTS. ALL ARE REASONABLY PRICED ALTHOUGH THE NUMBER OF AVAILABLE SEATS IS LIMITED.

K. SHOPPING. (FEB 88) (USS CARR) THERE IS A SMALL SOUK NEAR THE HILTON. IT CONSISTS OF AN OPEN AIR MARKET AND A TWO-STORY MALL. CASSETTE TAPES, COLOGNES, AND RUGS WERE THE BEST BUYS.

L. THEATER AND CINEMA. (JUL 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (FEB 88) (USS CARR) NO SHORE PATROL WAS REQUIRED OR DESIRED. THE SHIP POSTED TWO CREWMEN IN CIVILIAN CLOTHES, ONE AT THE MAIN GATE AND THE OTHER AT THE HEAD OF THE PIER TO IDENTIFY CARR'S SAILORS. A ZIG-ZAG PATTERN WAS SET UP USING 55 GAL DRUMS TO CONTROL TRAFFIC IN THE PIER NEAR THE SHIP. ONLY THE SHIP'S VEHICLES AND THOSE CLEARED THROUGH THE PORT DIRECTOR IN ADVANCE WERE ALLOWED NEAR THE SHIP. THE SHIP MAINTAINED TOPSIDE ROVING PATROLS AND GUNNERY WATCHES. PHOTOGRAPHY WAS STRICTLY PROHIBITED. A LIST OF SHIP'S CREW (NAMES ONLY) WAS REQUIRED TO BE PROVIDED.

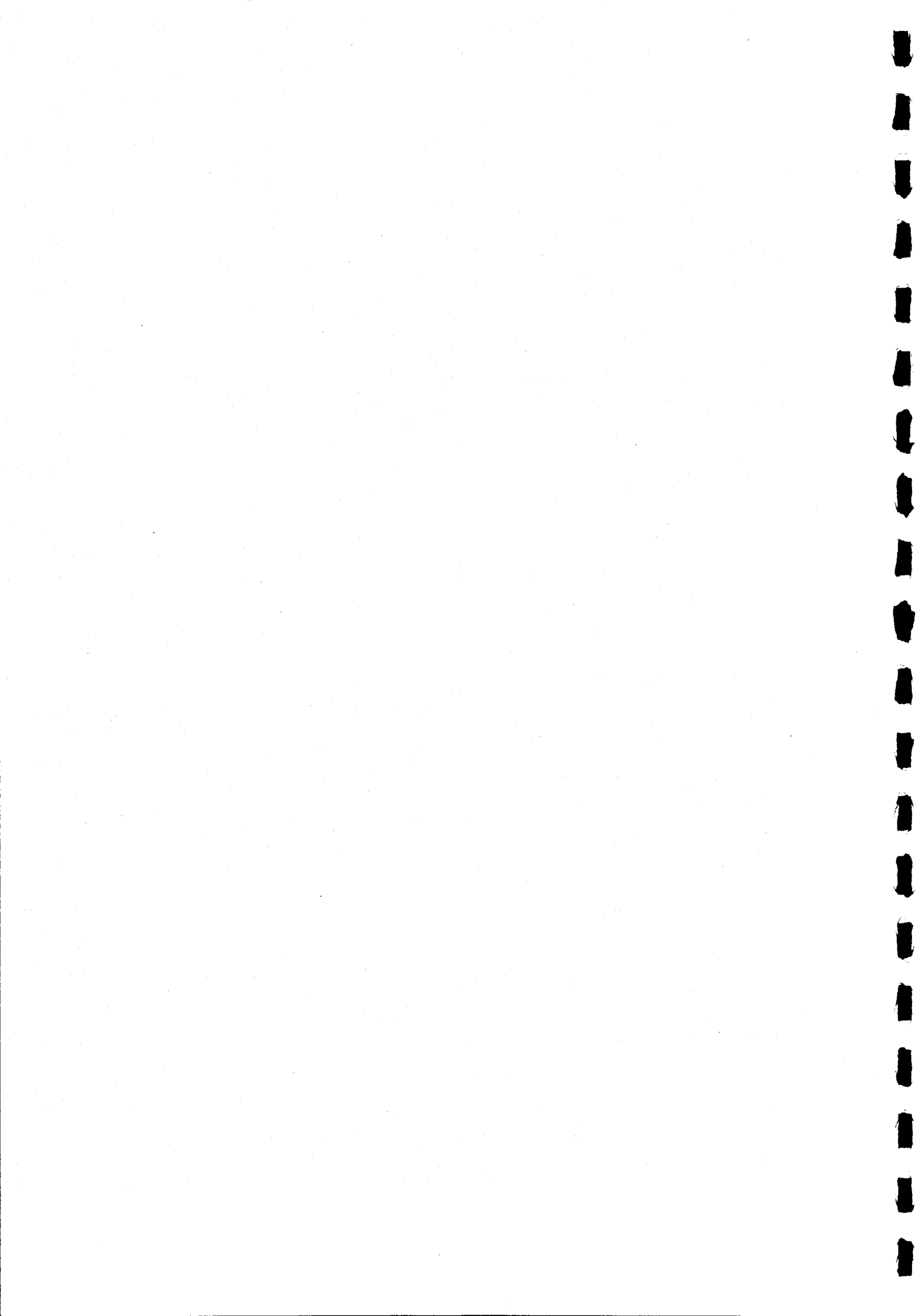
N. MISCELLANEOUS INFORMATION. (FEB 88) (USS CARR) THE EXCHANGE RATE IN FEB 88 WAS 3.67 UAE DIRHAMS TO US\$1.00. A MONEY CHANGER CAME ABOARD TWICE EACH DAY AND ON THE LAST DAY ALSO BOUGHT BACK DIRHAMS AS WELL AS BAHRAINI MONEY. ALL HOTELS CHANGE MONEY BUT AT A LOWER RATE.

ENGLISH IS WIDELY SPOKEN AND UNDERSTOOD. ROAD SIGNS ARE IN ENGLISH AND ARABIC. INTERNATIONAL ROAD SYMBOL SIGNS ARE ALSO USED. THERE IS A LARGE EXPATRIATE POPULATION. THE PEOPLE ARE FRIENDLY; BUT IF YOU WOULD LIKE TO TAKE A PHOTO OF SOMEONE, ASK FIRST.

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

H9-5  
(CH-9)

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MUSCAT/MINA QABOOS, OMAN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) (FICPAC) MUSCAT PORT COMPLEX INCLUDES THREE GEOGRAPHICALLY SEPARATE BUT CLOSELY RELATED PORT FACILITIES LOCATED WITHIN 8 KM (5 MI) OF THE CITY OF MUSCAT: QABOOS, AL FAHL, AND MUSCAT. THE PORT OF MUSCAT SERVES AS THE OMAN NAVAL HEAD-QUARTERS. AL FAHL IS A CRUDE OIL EXPORTING AND BUNKERING TERMINAL. PORT QABOOS, BUILT IN A SMALL NATURAL COVE 3 KM (1.9 MI) WEST OF MUSCAT, IS THE LARGEST COMMERCIAL MARITIME TRANSSHIPMENT CENTER IN THE COUNTRY. THE PORT IS PROTECTED ON THE NORTH BY A BREAKWATER AND HAS NINE DEEP-WATER BERTHS.

B. APPROACHES, LIGHTS, ETC. (APR 87) (USS LASALLE) THE TRANSIT INTO MINA QABOOS IS RELATIVELY STRAIGHTFORWARD. THE MOUNTAINOUS TERRAIN SURROUNDING MUSCAT PRESENTED AN EASILY IDENTIFIABLE PRESENTATION ON RADAR. DMAHTC PUB 172 AND CHART 62355 WAS USED TO APPROACH MUSCAT WITH THE LIGHT ON JAZIRAT AL FAHL (23-40.9N/58-30.1E), VISIBLE AT 5 MN. THE SHIP PROCEEDED TO A POINT 2.8 NM NORTHEAST OF THE BREAKWALL LIGHT (23-37.7N/58-34.3E) AND PROCEEDED ON A COURSE OF 227°T TO A POINT 1 NM NORTH OF THE BREAKWALL LIGHT WHERE THE PILOT BOARDED. APPROACHING MINA QABOOS, THE SHIP EXPERIENCED A 1-KNOT CURRENT SETTING TO THE WEST. THE SHIP ENTERED ON A FLOOD TIDE AND MOORED STBD SIDE TO BERTH 3. TWO TUGS WERE AVAILABLE TO ASSIST MOORING AND UNMOORING.

UPON GETTING UNDERWAY FROM BERTH 3, THE SHIP BACKED INTO THE BASIN BETWEEN BERTHS 1 AND 5 AND TWISTED AROUND TO DEPARTURE COURSE OF 047°T. THE PILOT RECOMMENDED THAT GETTING UNDERWAY PRIOR TO WINDS PICKING UP IN THE MORNING TO FACILITATE THE TWIST IN THE BASIN.

C. PILOTAGE. (APR 87) (USS LASALLE) THE PILOT WAS KNOWLEDGEABLE AND SPOKE EXCELLENT ENGLISH. HE SEEMED FAMILIAR WITH THE HANDLING CHARACTERISTICS OF LASALLE.

D. ENTRANCE. (APR 87) THE ENTRY TO QABOOS IS VERY SIMPLE.

E. CHANNEL. (FEB 86) SHARP TURNS ARE REQUIRED JUST INSIDE BREAK-WATER TO REACH BERTHS 1 & 2 AND 6 & 7. SHALLOW AREAS ARE NOTED ON CHART 62355.

F. ANCHORAGES. (APR 87) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (APR 87) SEE CHART 62335.

H. TIDES AND CURRENTS. (JUN 87) CONSULT PUB 172. THE HARBOR IS PROTECTED BY THE LANDMASS BUT IS EXPOSED TO THE NORTH. THEREFORE, NORTHWEST TO NORTHEAST WINDS MAY CAUSE HEAVY SEAS AND ABNORMAL TIDES.

I. WEATHER AND WINDS. (JUN 87) THE CLIMATE OF THE MUSCAT AREA IS CHARACTERIZED BY HOT SUMMERS AND RATHER PLEASANT WINTERS. DURING THE SPRING, STRONG NORTHEAST WINDS HAVE BEEN RECORDED UP TO 20 KTS.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (JUN 87) SEE MINA QABOOS IN PUB 172.

MUSCAT/MINA QABOOS, OMAN

B. FUEL, LUBE, AND DIESEL. (FEB 86) (USS BOONE) BOONE RECEIVED 91,005 GALS OF F76 FROM THE PIER REFUELING FACILITIES. REFUELING TOOK APPROXIMATELY EIGHT AND ONE-HALF HOURS DUE TO THE 175 GPM PUMPING RATE. QUALITY OF FUEL WAS GOOD.

C. MECHANICAL HANDLING FACILITIES. (MAR 84) THERE ARE 15 MOBILE CRANES, RANGING 5 TO 150 TONS LIFT CAPACITIES. TRUCKS, TRAILERS, FORKLIFTS, PORTABLE GENERATORS ARE ALSO AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (AUG 84) (USS JULIUS A FURER) SULTAN OF OMAN NAVY MUSCAT REPAIR FACILITY HAS EMERGENCY REPAIR CAPABILITIES FOR DIESEL ENGINES, ELECTRICAL MOTORS, AND BASIC HULL REPAIRS.

E. WAREHOUSES AND STORAGE. (MAR 84) THERE ARE TWO TRANSFER SHEDS 1,372 SQ M (1,500 SQ FT) CONSTRUCTED OF CORRUGATED METAL AT BERTHS 1 AND 2.

F. STEVEDORES. (SEP 85) (USS MARS) STEVEDORES AND FORKTRUCKS WERE PROVIDED AND THEIR SERVICES WERE EXCELLENT.

G. PORT CAPACITY. (AUG 84) THE PORT OF QABOOS CAN ACCOMMODATE FOUR DD, FF TYPE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 84) THE SHORELINE OF THE MUSCAT AREA IS SERVED BY A MODERN HIGHWAY SYSTEM THAT EXTENDS NORTHEAST TO THE UNITED ARAB EMIRATES, THEN ACROSS THE MOUNTAINS TO THE PERSIAN GULF. A HARD-SURFACED ROAD IS ALSO AVAILABLE FROM MUSCAT SOUTHWEST THROUGH THE OMANI DESERT TO THE PORT OF RAYZUT, LOCATED IN THE DOHFA REGION NEAR THE PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN-OMAN BORDER.

3. SERVICES, LOGISTICS OPERATIONS

A. LIGHTERAGE. (AUG 84) (USS JULIUS A FURER) FOUR 2,500 HP TUGS ARE AVAILABLE. TUGMASTERS USE AMERICAN HANDLING METHODS, INCLUDING POLYPROPYLENE TOW LINE AND PUSHING ASSISTANCE. TUG SERVICE WERE EXCELLENT.

B. WATER. (SEP 86) (USS LASALLE) POTABLE WATER WAS AVAILABLE AT 45 PSI FROM THE PIER. HOWEVER, BACTERIA WAS PRESENT AND REQUIRED SUPER CHLORINATION PRIOR TO USE.

C. AIRFIELDS. (JUN 87) SEEB INTERNATIONAL AIRPORT IS LOCATED 32 KM (19.9 MI) WEST OF THE CAPITAL, MUSCAT. THE ASPHALT/CONCRETE MAIN RUNWAY HAS AN ORIENTATION OF 080/260 AND A DIMENSION OF 3,585 X 45.7 M (11,762 X 150). THE SECOND RUNWAY (UNPAVED, COMPACTED NATURAL SURFACE) HAS AN ORIENTATION OF 020/200 AND A DIMENSION OF 762 X 30 M (2,500 X 98.4 FT). JET A-1 AND AVGAS OF ALL GRADES ARE AVAILABLE.

D. COMMUNICATIONS. (JAN 86) (USS MCCLUSKY) AN INITIAL CALL TO THE HARBOR CONTROL WAS REQUIRED ON CHANNEL 16 WITH A CALL SIGN "MINA QABOOS HARBOR CONTROL" AND THEN SHIFTED TO BTB CHANNEL 14.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN MUSCAT ARE POOR. WATER IS NOT POTABLE AND LOCAL FOOD IS MOST LIKELY CONTAMINATED. THERE IS NO CLOSED SEWAGE



MUSCAT/MINA QABOOS, OMAN

DISPOSAL SYSTEM, AND TRASH IS DISPOSED ON IF OPEN CUBICLES. HEAT AND HUMIDITY ARE EXTREME.

PREVALENT DISEASES INCLUDE MOST ENTERIC DISEASES, TRACHOMA, SEXUALLY TRANSMITTED DISEASES, AND MALARIA. BOTH PLASMODIUM FALCIPARUM AND P. VIVAX MALARIA ARE PRESENT.

MEDICAL CARE IS AVAILABLE AT THE KHOULA HOSPITAL (357 BEDS), ONE OF THE BEST HOSPITALS IN OMAN. SERVICES INCLUDE GENERAL MEDICAL, SURGICAL, CARDIOLOGY, PLASTIC SURGERY, BURN TREATMENT, ORTHOPEDICS, OB/GYN, X-RAY, AND LABORATORY. THIS FACILITY ALSO HAS A BLOOD BANK WHICH PROVIDES WHOLE BLOOD ON AN EMERGENCY BASIS TO OTHER HOSPITALS IN OMAN. ITS INVENTORY RANGES FROM 0 TO 40 UNITS. THERE ARE THREE OTHER HOSPITALS IN MUSCAT, BUT THEY ARE NOT SUITABLE FOR TREATMENT OF U.S. PERSONNEL. THE ALNAHDAH HOSPITAL (280 BEDS), IN NEARBY MATRAH, OFFERS MODERN SERVICES SIMILAR TO THE KHOULA HOSPITAL, IN ADDITION TO A KIDNEY DIALYSIS UNIT. MEDICAL CARE IN OMAN IS FREE. ALTHOUGH FACILITIES GENERALLY ARE MODERN, MOST EQUIPMENT IS POORLY MAINTAINED BECAUSE OF A LACK OF SUPPLIES AND TECHNICAL PERSONNEL. ALL MEDICAL SUPPLIES ARE IMPORTED FROM WESTERN COUNTRIES. HOSPITALS ARE STAFFED WITH FOREIGN PHYSICIANS AND NURSES, PRIMARILY INDIANS AND PAKISTANIS. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

A BILL OF HEALTH MAY BE REQUIRED.

F. GASOLINE. (AUG 84) (USS JULIUS A FURER) GASOLINE IS AVAILABLE AT NUMEROUS MODERN STATIONS ALONG THE INTERURBAN FREEWAY.

G. PROVISIONS. (JUN 86) (USS MCCLUSKY) MR. FIDA MOHD, DAWOOD OF OMAN UNITED AGENCIES LLC, PROVIDED EXCELLENT SERVICES AS THE SHIP'S AGENT. ALL SERVICES REQUIRED WERE PROVIDED IN AN EFFICIENT AND COURTEOUS MANNER. MR. FIDA WAS AVAILABLE 24 HOURS A DAY TO HANDLE ANY QUESTIONS OR PROBLEMS, ARRIVING EARLY EACH MORNING AND OPERATING LATE EACH EVENING TO ENSURE ALL EVENTS OCCURRED AT SCHEDULED TIMES.

FFV, BREAD, AND EGGS WERE PROVIDED BY HAJI MOHAMED DADULLAH RAEESI. THE QUALITY AND QUANTITY OF EACH ITEM WAS OUTSTANDING, AND ALL PRICES WERE CONSIDERED REASONABLE. BIN SALIM ENTERPRISES PROVIDED BASKIN ROBBINS ICE CREAM.

H. GARBAGE DISPOSAL. (AUG 84) (USS JULIUS A FURER) DUMPSTER PICKUP SERVICE WAS AVAILABLE AT THE PIER.

4. PERSONALIA

A. CALLS. (APR 87) (USS LASALLE) CALLS MAY BE MADE ON:

GOVERNOR OF CAPITAL AREA OF MUSCAT  
DEPUTY P. M. FOR SECURITY AND DEFENSE

B. HONORS. (APR 84) MASCAT IS A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) (FICPAC) SITUATED IN THE SOUTH-EASTERN CORNER OF THE ARABIAN PENINSULA, THE SULTANATE OF OMAN IS A LAND WITH AN AREA IN EXCESS OF 100,000 SQ MI (ABOUT THE SIZE OF MINNESOTA) AND A COAST WHICH STRETCHES 1,600 KM (1,000 MI) FROM THE STRATEGIC STRAIT OF

MUSCAT/MINA QABOOS, OMAN

HORMUZ TO THE BORDER WITH PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN (PDRY). WITH A MOUNTAINOUS SPINE FORMED BY THE COLLISION OF THE AFRICAN AND ASIAN CONTINENTAL PLATES, THE LAND RECEIVES LITTLE RAIN, BUT MUCH OF IT IS FERTILE WITH IRRIGATION FROM WELLS. THE PEOPLE; A MIXTURE OF ARABIA, AFRICA, PERSIA, AND INDIA THROUGH CENTURIES OF CONFLICT, TRADE, AND COLONIZATION; ARE BEGINNING TO REALIZE THEIR POTENTIAL AS A RESULT OF RECENT PROGRESS IN HEALTH, EDUCATION, AND STANDARDS OF LIVING.

THE SULTAN OF OMAN IS AN ABSOLUTE MONARCH WHO RULES WITH THE AID OF HIS MINISTERS AND ADVISERS, BOTH NATIVE AND EXPATRIATE. WITH THE EXCEPTION OF DECREES FROM THE SULTAN, THE LEGAL SYSTEM IS BASED ON THE TENETS OF ISLAM AND TRIBAL CUSTOM. ADMINISTRATIVELY, THE COUNTRY IS DIVIDED INTO WILAYATS (DISTRICTS) GOVERNED BY WALIS WHO ARE APPOINTED BY THE SULTAN.

OMAN DEPENDS ON PETROLEUM FOR MORE THAN 90% OF ITS GOVERNMENT REVENUES AND VIRTUALLY ALL OF ITS EXPORT EARNINGS. WHILE MOST OF THE MONEY HAS GONE INTO DEFENSE, CONSTRUCTION, HEALTH, EDUCATION, COMMUNICATIONS, AGRICULTURAL PROJECTS, TOURISM, AND LIGHT INDUSTRY ARE UNDERWAY. THE OVERTHROW OF HIS FATHER BY SULTAN QABOOS BIN SAID IN JULY 1970 MARKED THE REAL BEGINNING OF OMAN'S EMERGENCE FROM POVERTY AND ISOLATION.

THE UNITED STATES HAS MAINTAINED CORDIAL RELATIONS WITH OMAN SINCE THE EARLY YEARS OF AMERICAN INDEPENDENCE. THE U.S. EMBASSY IN MUSCAT WAS OPENED ON 4 JULY 1972. AMERICAN COMMERCIAL INTEREST ARE ACTIVE IN AGRICULTURE, FISHERIES, HOTELS, PORT MANAGEMENT, PETROLEUM, MINERAL EXPLORATION, BANKING, OIL FIELD SERVICES, AND OTHER FIELDS.

B. LIBERTY. (APR 87) (USS LASALLE) LIBERTY WAS GRANTED TO TWO THIRDS OF THE CREW EACH DAY. LIBERTY PARTIES AVERAGED 330 SAILORS PER DAY. LIBERTY EXPIRED AT 1900 DAILY FOR ALL HANDS UNLESS THEY WERE INVOLVED IN AN OFFICIAL FUNCTION OR WERE AT THE MARINE HOUSE OR EMBASSY RECREATION CENTER.

C. CLUBS AND BARS. (JUN 86) (USS MCCLUSKY) DRINKS WERE AVAILABLE AT MAJOR HOTELS; HOWEVER, THEY WERE EXPENSIVE. OMANI LAW IS VERY STRICT REGARDING PUBLIC DRUNKENNESS/DRINKING. THE MARINE HOUSE WAS OPENED TO 50 CREW MEMBERS PER NIGHT. THE AIR FORCE HOUSE WAS OPENED TO 35 CREW MEMBERS PER NIGHT. THE HOSPITALITY OF BOTH THE AIR FORCE AND MARINE HOUSE PERSONNEL WAS EXCEPTIONAL AND GREATLY APPRECIATED BY THE CREW.

D. RESTAURANTS. (APR 87) RESTAURANTS WERE AVAILABLE AT MOST OF THE HOTELS.

E. HOTELS. (APR 87) (USS LASALLE) SOME OF HOTELS OFFERED REDUCED RATES AND THE USE OF THEIR FACILITIES TO LASALLE SAILORS. THE BUSTAN PALACE HOTEL OPENED ITS RECREATION FACILITIES TO CREW MEMBERS AND ALSO SPONSORED A BARBECUE EACH DAY AT A COST OF US\$14.00 PER MAN. THE MEAL INCLUDED ONE SOFT DRINK AND THE USE OF THE SWIMMING POOL, TENNIS COURTS, WEIGHT ROOM, HOT TUBE SAUNA, AND THE HOTEL'S BEACH.

F. ATHLETICS. (FEB 86) (USS BOONE) A SOCCER GAME THAT HAD BEEN SCHEDULED COULD NOT BE PLAYED DUE TO FLOODING OF THE PLAYING FIELD. VOLLEYBALL GAMES WERE SUBSTITUTED. OMANIS ENJOY SPORTING EVENTS AND SEEM TO RELISH THE COMPETITION.

MUSCAT/MINA QABOOS, OMAN

G. BEACHES. (APR 87) SEE PARA 5E.

H. CHURCHES. (JUN 87) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (JUN 86) (USS MCCLUSKY) TAXIS WERE READILY AVAILABLE. FARES WERE GENERALLY NOT NEGOTIABLE. USDAO ADVISED THE CREW TO MAKE AN OFFER; AND IF THE DRIVER DID NOT ACCEPT IT, TAKE A DIFFERENT CAB. FARES WERE UNDER US\$5.00 TO ANYWHERE IN MUSCAT.

J. TOURS. (JUN 86) (USS MCCLUSKY) BUS TOURS WERE AVAILABLE TO NISWA WHICH OFFERED THE OPPORTUNITY TO VISIT A TRADITIONAL ARAB VILLAGE.

K. SHOPPING. (APR 87) (USS LASALLE) SHOPPING IN THE MUTRA SUQ WAS THE MAIN PASTIME FOR THE CREW WITH BARGAINS FOUND IN GOLD, BRASS WARE, COFFEE POTS, KHANJARS (OMANI TRADITIONAL KNIVES), CASSETTE TAPES, LUGGAGE, NATIVE HEADADDRESS, AND CLOTHING, SHOES, AND FABRICS. EMBASSY WIVES SOLD T-SHIRTS AND INCENSE ON THE MESS DECKS, AND THE HUSBANDING AGENT SOLD FRANK INCENSE, PERSIAN RUGS, PERFUME, AND POSTCARDS ONBOARD AS WELL.

L. THEATER AND CINEMA. (AUG 84) (USS JULIUS A FURER) MODERN MATRA CINEMA HOUSES FEATURE BOTH ENGLISH AND ARABIC FILMS.

M. PHYSICAL SECURITY. (APR 87) (USS LASALLE) SECURITY PROVIDED AT MINA QABOOS WAS SATISFACTORY. THE GUARDS WERE A COMBINATION OF PORT AND MILITARY POLICE FORCES. THE PORT AREA IS STRICTLY CONTROLLED, WELL-FENCED, AND LIGHTED. ACCESS IS CONTROLLED BY GUARDS WHO WERE ARMED. I.D. CARDS WERE REQUIRED, BOTH ENTERING AND LEAVING THE PORT. A GATE SENTRY WAS USED TO AUGMENT AND PROVIDE LASALLE PRESENCE/ASSISTANCE. THE HARBOR WAS ALSO PATROLLED BY CIVILIAN PATROL CRAFT. SECURITY SWIMMERS WERE NOT REQUIRED.

SHIPBOARD SECURITY: .50 CAL MOUNTS ON THE PORT AND STBD QUARTERS WERE MANNED AND ROVING M-14 MATCHES WERE STATIONED ON THE FORECASTLE AND 04 LEVEL. ALL WATCHES HAD COMMUNICATIONS WITH THE QUARTERDECK VIA SOUND POWERED PHONES.

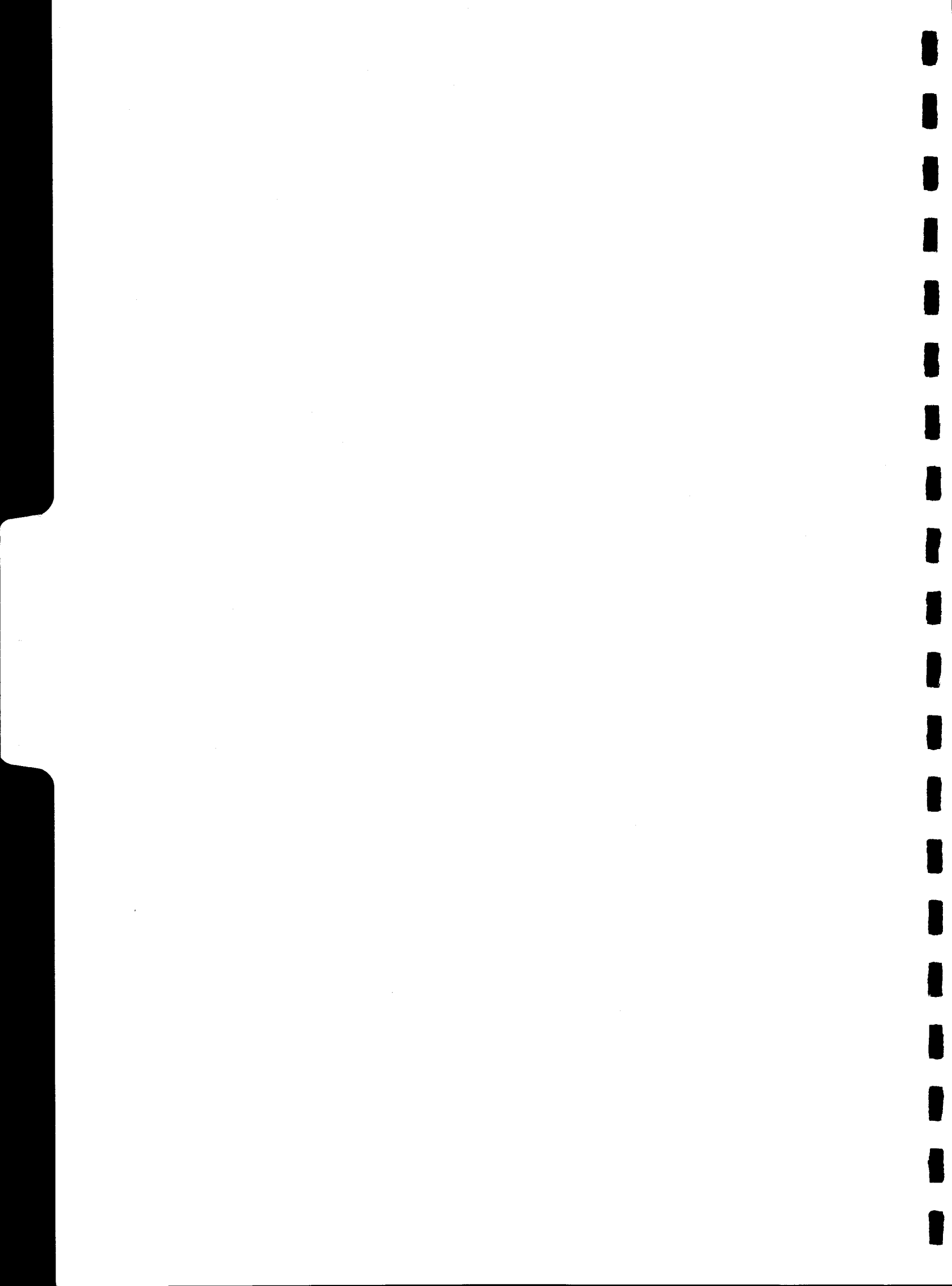
COMMUNICATIONS WITH THE U.S. EMBASSY AND LIAISON OFFICER WAS VIA TELEPHONE. TOW PHONES WERE PROVIDED, ONE FOR THE QUARTERDECK AND ONE FOR CMEF STAFF.

N. MISCELLANEOUS INFORMATION. (APR 87) (USS LASALLE) THE CURRENCY EXCHANGE RATE DURING THE VISIT WAS US\$3.84 EQUAL TO ONE OMANI RIAL. THE EXCHANGE WAS CONDUCTED ONBOARD, BOTH BUYING AND SELLING.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, JUN 87.



SULTANATE  
OF OMAN



AL MASIRA, OMAN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (4-84) AL MASIRA IS AN OPEN ROADSTEAD LOCATED IN THE ARABIAN SEA AT 20°26'N/58°48'E.

B. APPROACHES, LIGHTS, ETC. CONSULT DMAHTC PUB 172 (2ND ED 1983) AND CHART 62344 (1ST ED AUG 82) AND 62342 (1ST ED SEP 82).

C. PILOTAGE. (4-84) NO INFORMATION AVAILABLE.

D. ENTRANCE. (4-84) CONSULT DMAHTC PUB 172 (2ND ED 1983)

E. CHANNEL. (4-84) CONSULT DMAHTC PUB 172 (2ND ED 1983)

F. ANCHORAGES. (10-83) (USS YOSEMITE) 20°40.3'N/058°58.2'E, 30 OCT 83. WATER DEPTH 32M (104 FT). BOTTOM CONSISTS OF MUD AND SAND. VISUAL AND RADAR FIXES GOOD. 20°52.5N/059°00'E, 11 NOV - 10 DEC 83. WATER DEPTH 35M (114 FT). BOTTOM CONSISTS OF SAND AND MUD. RADAR FIXES GOOD BUT VISUAL POOR DUE TO HAZE.

AT INITIAL ANCHORAGE VISUAL AIDS WERE GOOD. MANY NAVAIDS VISIBLE ON THE ISLAND ALTHOUGH SOME OF THE LARGER LANDMARKS WERE NOT CHARTED. FOR EXAMPLE, THREE LARGE RED ANTENNAS ON THE NORTHERN TIP OF THE ISLAND WOULD HAVE BEEN EXCELLENT VISUAL NAV AIDS HAD THEY BEEN CHARTED. THE AERO BEACON, A MAJOR CHARTED LANDMARK, WAS DIFFICULT TO SIGHT DUE TO THE NUMBER OF BUILDINGS AND ANTENNAS IN THE AREA. POINTS USED FOR RADAR AT THE INITIAL ANCHORAGE WERE RA'S QADHUFAH, RA'S AL JAZIRAH, AND ISLAND NORTH OF RA'S AL JAZIRAH; AND AT THE SECOND ANCHORAGE WERE (RU WAYS NORTH), RA'S AR RUWAYS, RA'S HILF MASIRA, RA'S QADHUFAH MASIRA, AND RA'S AL JAZIRAH. RADAR PICTURE WAS SHARP AND VERY CLEAR PARTICULARLY AT NIGHT. SATNAV FIXES USING MX-1105 WERE WITHIN 300-500 YARDS OF RADAR FIXES WITH SATELLITE PASSES AVAILABLE EVERY ONE TO TWO HOURS.

G. WRECKS AND OBSTRUCTIONS. (4-84) CONSULT DMAHTC PUB 172.

H. TIDES AND CURRENTS. (4-84) CONSULT DMAHTC PUB 172.

I. WEATHER AND WINDS. (10-83) (USS YOSEMITE) SKY CONDITIONS WERE GENERALLY CLEAR WITH HAZE ON THE HORIZON, VISIBILITY NORMALLY 10 NM. TEMPERATURES RANGED FROM THE LOW 80'S DURING THE DAY TO THE LOW 70'S AT NIGHT WITH WINDS NORMALLY FROM THE NNE AT 5-10 KTS DURING THE DAY AND SSW AT 10-15 KTS AT NIGHT. DURING LATE NOVEMBER, EARLY DECEMBER, WINDS OFTEN INCREASED TO 18-22 KTS CAUSING 1.2-2.5 M (4-8 FT) SWELLS FROM THE NE. THIS CAUSED DIFFICULTY FOR ALONGSIDE MOORS AND SMALL BOAT OPERATIONS RESULTING IN SLOWED IMAV WORK. SOME SHIPS EXPERIENCED SEVERE CHAFING OF LINES, WITH SEVERAL PARTING. DURING LAST TWO WEEKS OF ANCHORAGE THE BROW BETWEEN YOSEMITE AND THE SHIP ALONGSIDE HAD TO BE SECURED ON SEVERAL OCCASIONS AND FREQUENTLY SUSTAINED DAMAGE. THE YOKOHAMA FENDERS PREVENTED SHIP DAMAGE DURING THE CONSTANT ROLLING AND SURGING AND WERE INDISPENSABLE THROUGHOUT. CHAFING GEAR WAS REQUIRED ON ALL LINES. THE BAROMETRIC PRESSURE WAS CONSTANT AT 29.95 INCHES WITH NO PRECIPITATION NOTED EXCEPT FOR

AL MASIRA, OMAN

ONE MORNING WHEN A VERY SLIGHT DRIZZLE WAS EXPERIENCED.

2. BERTHING AND FACILITIES.

- A. MOORINGS, DOCKS, ETC. (4-84) NO INFORMATION AVAILABLE.
- B. FUEL, LUBE, AND DIESEL OIL. (4-84) NO INFORMATION AVAILABLE.
- C. MECHANICAL HANDLING FACILITIES. (4-84) NO INFORMATION AVAILABLE.
- D. DRY DOCKS AND REPAIR FACILITIES. (4-84) NO INFORMATION AVAILABLE.
- E. WAREHOUSES AND STORAGE AREAS. (4-84) NO INFORMATION AVAILABLE.
- F. STEVEDORES. (4-84) NO INFORMATION AVAILABLE.
- G. PORT CAPACITY. (4-84) NO INFORMATION AVAILABLE.
- H. ROADS, RAIL, AND STEAMER TRANSPORTATION. (4-84) NO INFORMATION AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

- A. LIGHTERAGE. (4-84) NO INFORMATION AVAILABLE.
- B. WATER. (4-84) NO INFORMATION AVAILABLE.
- C. AIRFIELDS. (PORTS OF THE WORLD 1983) ROYAL AIR FORCE BASE MASIRA.
- D. COMMUNICATIONS. (4-84) NO INFORMATION AVAILABLE.
- E. MEDICAL. (6-82) SEE J2/MED
- F. GASOLINE. (4-84) NO INFORMATION AVAILABLE.
- G. PROVISIONS. (10-83) (YOSEMITE) SUPPORT DURING VISIT WAS EXCELLENT. FOOD, SHIPS STORE MATERIAL, AND FLEET FREIGHT WERE RECEIVED BY THE SUPPLY SUPPORT SHIP--IN THIS CASE, THE USS CAMDEN AND/OR USS SAN JOSE. MATERIAL WAS TRANSPORTED TO YOSEMITE VIA CH-46 AND PLACED ON FLIGHT DECK FOR FURTHER TRANSFER TO THE SHIP ALONGSIDE OR TO STORE ROOMS.
- H. GARBAGE DISPOSAL. (10-83) (YOSEMITE) THIS BECAME A SIGNIFICANT PROBLEM. DESPITE PRECAUTIONS INITIATED IN SOPA INSTRUCTIONS TO ENSURE DEBRIS WOULD SINK AND ONLY BE DISPOSED DURING PERIOD OF OUTGOING TIDE, 20 PLASTIC BAGS OF TRASH WERE BEACHED ON MASIRA ISLAND. THIS RESULTED IN USDAO REQUEST THAT TRASH BE DUMPED OUTSIDE OF 12 NM OMANI CLAIMED WATERS AND PROMPTED MOVE OF ANCHORAGE TO SECOND POSITION. HENCEFORTH ALL GARBAGE WAS SEPARATED INTO WET GARBAGE, SINKABLE AND BURNABLE. WET GARBAGE AND SINKABLE WERE DUMPED FROM PLASTIC BAGS ON OUTGOING TIDE AND PLASTIC BAGS AND OTHER BURNABLE TRASH WAS BURNED IN A LARGE CAGE CONSTRUCTED OF METAL DECK GRATING AND SUSPENDED FROM STARBOARD B & A CRANE. THIS SYSTEM WORKED



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WELL. SHIPS ALONGSIDE EITHER DISPOSED OF TRASH IN CONJUNCTION WITH YOSEMITE OR HELD ON BOARD UNTIL COMPLETION OF 3/4 TAV AND THEN DUMPED AT SEA.

I. SHORE PATROL. (4-84) NO INFORMATION AVAILABLE.

4. PERSONALIA.

A. CALLS. (4-84) NO INFORMATION AVAILABLE.

B. HONORS. (4-84) NO INFORMATION AVAILABLE.

5. PORT VISIT INFORMATION.

A. GENERAL INFORMATION. MASIRA (MASIRAH) IS AN ISLAND OFF THE COAST OF OMAN, 224 KM (140 MI) SSW OF RAS AL HADD, 64 KM (40 MI) LONG AND 16 KM (10 MI) WIDE. IT IS SEPARATED FROM THE MAINLAND BY THE 16 KM (10 MI) WIDE MASIRA CHANNEL.

MASIRA GAINED IMPORTANCE WHEN THE BRITISH SELECTED IT IN 1932 AS AN RAF FUEL STORE SITE FOR TRAFFIC BETWEEN ADEN AND INDIA. THE PRESENT RAF AIRFIELD WAS BUILT A FEW YEARS LATER AT RAS HILF ON THE NORTHERN TIP OF THE ISLAND. THIS AIRFIELD WAS USED BY UNITED STATES AND RAF SQUADRONS DURING THE WW II FOR RECONNAISSANCE, SEARCH AND RESCUE, ANTI-SUBMARINE PATROL, AND TO FACILITATE AIR TRAFFIC USING THE SOUTHERN ROUTE TO INDIA. THE RAF HAS MAINTAINED THE BASE SINCE THE WAR PRIMARILY TO PROVIDE STAGING AND RADIO BEACON FACILITIES. IN 1964 A COMPLETE NEW CAMP WAS BUILT INDICATING ITS CONTINUING IMPORTANCE TO THE BRITISH AS A PART OF THEIR MIDDLE EAST SPHERE OF INTEREST.

THE BRITISH LEASED THE BASE FROM THE SULTAN OF MUSCAT AND OMAN. TERMS OF THE AGREEMENT INCLUDE RESTRICTIONS PROHIBITING THE FLYING OF THE UNITED KINGDOM FLAG, PLAYING THE NATIONAL ANTHEM, AND HOLDING CHURCH SERVICES. ALSO, NO WOMEN MAY BE LANDED ON THE ISLAND FOR MORE THAN 24 HRS WITHOUT EXPRESS PERMISSION OF THE SULTAN.

BESIDES THE RAF BASE, THERE ARE SEVERAL SMALL VILLAGES OF MIXED ARAB POPULATION. THE LIVING STANDARD IS EXTREMELY LOW. FISHING PROVIDES A MAJOR PART OF THE DIET IN THE VILLAGES. THE EARTH IS BARRAN AND SANDY AND DOES NOT APPEAR TO BE SUITABLE FOR AGRICULTURE.

B. CLUBS AND BARS. (4-84) NO INFORMATION AVAILABLE.

C. RESTAURANTS. (4-84) NO INFORMATION AVAILABLE.

D. HOTELS. (4-84) NO INFORMATION AVAILABLE.

E. ATHLETICS (4-84) NO INFORMATION AVAILABLE.

F. BEACHES. (4-84) NO INFORMATION AVAILABLE.

G. CHURCHES. (4-84) NO INFORMATION AVAILABLE.

H. TRANSPORTATION. (4-84) NO INFORMATION AVAILABLE.

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- I. TOURS. (4-84) NO INFORMATION AVAILABLE.
- J. SHOPPING (4-84) NO INFORMATION AVAILABLE.
- K. THEATER AND CINEMA (4-84) NO INFORMATION AVAILABLE.
- L. MISCELLANEOUS INFORMATION (4-84) NO INFORMATION AVAILABLE.

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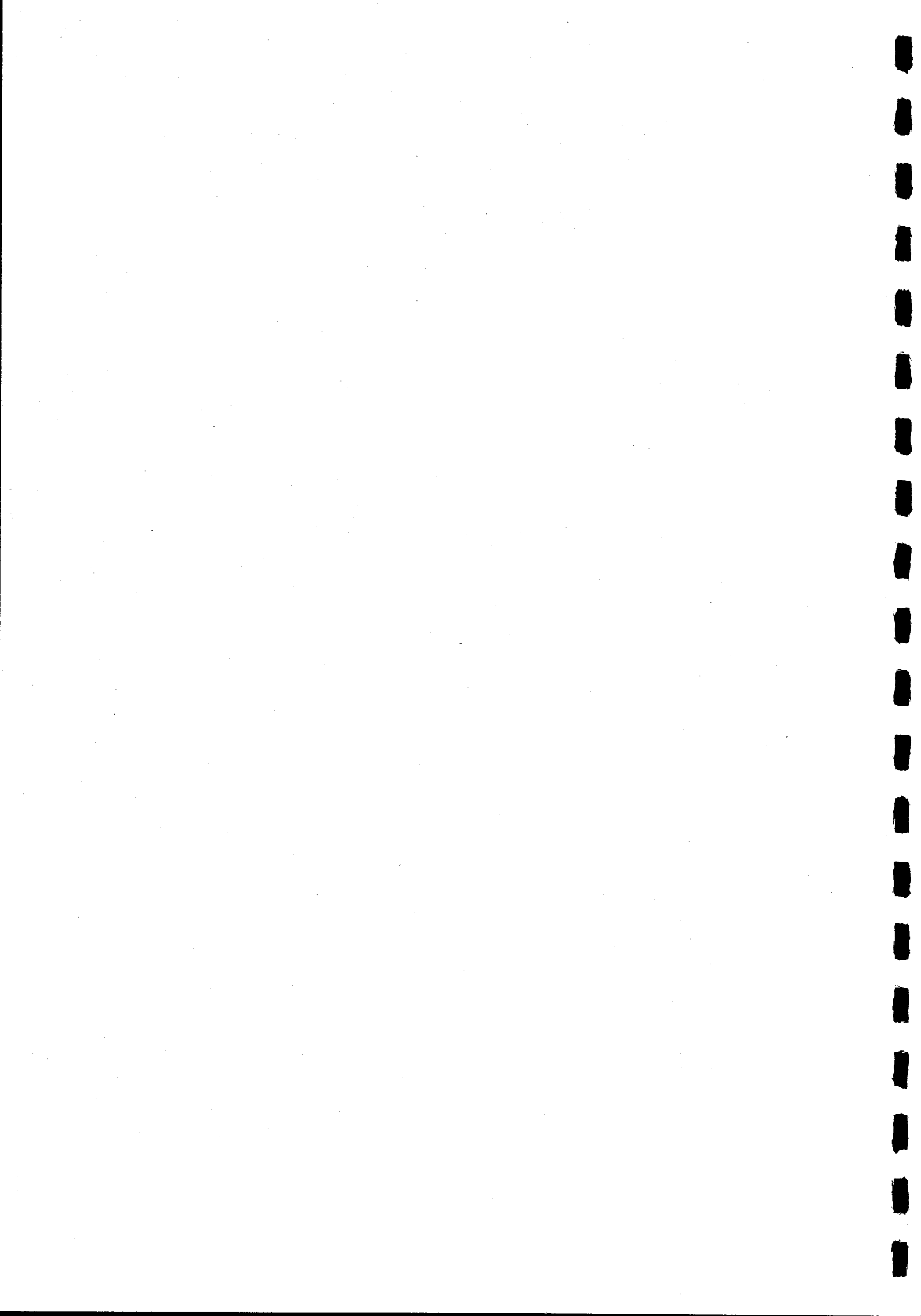
3. E. MEDICAL (6-82) THE STANDARD OF LIVING IN OMAN IS LOW. INSUFFICIENT WATER SUPPLIES, INADEQUATE WASTE DISPOSAL SYSTEMS, AND POOR NUTRITION CONTRIBUTE TO THE HIGH INCIDENCE OF DISEASE. THREE DISTILLATION PLANTS PROVIDE POTABLE WATER ON MASIRA ISLAND. U.S. PERSONNEL SHOULD BE CAUTIOUS OF CONSUMING FOOD PURCHASED FROM LOCAL VENDORS BECAUSE OF POSSIBLE CONTAMINATION. THERE ARE NO SEWAGE DISPOSAL SYSTEMS AND RAW SEWAGE IS OFTEN DUMPED DIRECTLY INTO STREAMS. GARBAGE IS THROWN INTO THE STREETS.

THE DISEASES WHICH POSE A THREAT TO VISITING U.S. PERSONNEL INCLUDE MALARIA, MOST ENTERIC DISEASES AND TRACHOMA. ALL MALARIA CASES ON MASIRA ISLAND ARE IMPORTED. CHEMOPROPHYLAXIS IS NOT REQUIRED. VENEREAL DISEASES ARE NOT UNCOMMON DESPITE CULTURAL AND RELIGIOUS BELIEFS. THE EXTREME HEAT AND HIGH HUMIDITY WILL CAUSE VARIOUS MEDICAL PROBLEMS.

OMAN HAS MADE PROGRESS IN ITS HEALTH CARE DELIVERY SYSTEM, AND TREATMENT IS PROVIDED FREE TO CITIZENS AND VISITORS ALIKE. ALTHOUGH FACILITIES GENERALLY ARE MODERN, MOST EQUIPMENT IS POORLY MAINTAINED DUE TO A LACK OF SUPPLIES AND TECHNICAL PERSONNEL. ALL MEDICAL SUPPLIES ARE IMPORTED FROM WESTERN COUNTRIES. NO BLOOD BANKS ARE OPERATED. HOSPITALS ARE STAFFED WITH FOREIGN PHYSICIANS AND NURSES, PRIMARILY INDIANS AND PAKISTANIS. MASIRA ISLAND HAS TWO MEDICAL FACILITIES. THE LARGER HAS 25 BEDS AND IS STAFFED BY TWO INDIAN DOCTORS (A MARRIED COUPLE); ONE IS AN ORTHOPEDIC SURGEON, ONE IS A GENERALIST. SERIOUS CASES ARE EVACUATED TO MUSCAT.

PRATIQUE AND BILL OF HEALTH HAVE NOT BEEN REQUIRED IN THE PAST ALTHOUGH THERE IS INCREASING CONCERN OVER QUARANTINE REGULATIONS. SHIPS MAY BE REQUIRED TO SUBMIT A BILL OF HEALTH. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

J2/MED



MINA RAYSUT, OMAN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (MAR 85) (USS ANTRIM) (USS HAYLER) MINA RAYSUT (16°56'N/54°02'E) IS FORMED BY TWO BREAKWATERS, AN EASTERN (OR SEAWARD) BREAKWATER AND A WESTERN (OR LANDWARD) BREAKWATER. THE HARBOR ENTRANCE BETWEEN THE TWO OPENS TO THE NORTHEAST OF THE PORT. THE JETTY TIPS ARE ABOUT 732 M (800 YD) APART BUT NOT ALL OF THIS IS NAVIGABLE WATER. THE ENTRANCE IS 549 M (600 YD) WIDE AT THE SEAWARD APPROACH NARROWING TO 183 M (200 YD) OF NAVIGABLE WATER NEAR THE REFUELING WHARF. NAVIGATION IS FAIRLY EASY FOR DESTROYER SIZED VESSELS.

(MAR 83) (USS SPRUANCE) THE EASTERN BREAKWATER IS 1,400 M (4,593 FT) LONG AND THE WESTERN BREAKWATER IS 1,160 M (3,806 FT) LONG. PROTECTED WATER SPACE 1,300,000 SQ M (321 ACRE) WITH DEPTHS BETWEEN 2-12 M (6.5-39 FT).

B. APPROACHES, LIGHTS, ETC. (AUG 86) CONSULT DMAHTC PUB 172 (3RD ED 86, PAGE 142) AND CHART 62313 (2ND ED 30 JUN 84, CORR NM 26/84, HARBOR AND APPROACH).

(MAR 86) (USS CONOLLY) NAVIGATION DETAIL INTO MINA RAYSUT WAS RELATIVELY SIMPLE, USING CHART 62313 AND THE FOLLOWING TRACK:

<u>POINT</u>	<u>POSITION</u>	<u>COURSE (°T)</u>	<u>SPEED (KTS)</u>
1	16°57'31"N/54°08'00"E	270	12
2	16°57'31"N/54°02'44"E	252	5
3	16°56'49"N/54°00'47"E	201	5
FUEL PIER	16°56'49"N/54°00'38"E		

VISUAL FIXING WAS FAIR, BUT DIFFICULTY WAS EXPERIENCED IN CORRELATING CHARTED NAVIGATION AIDS TO THOSE SEEN ON THE SHORE. ONCE WITHIN 2-3 NM OF THE EAST BREAKWATER, GOOD VISUAL FIXES WERE OBTAINED, USING THE FOLLOWING NAVAIDS:

PALACE	16°59'54"N/54°05'47"E
TOWER	16°59'42"N/54°03'57"E
TANK	16°56'55"N/54°59'46"E
EAST BREAKWATER	16°56'46"N/54°00'52"E

RADAR NAVIGATION WAS POOR UNTIL IN THE IMMEDIATE VICINITY OF THE HARBOR DUE TO A LACK OF PROMINENT POINTS TO MARK ALONG THE COAST TO THE EAST OF MINA RAYSUT. THE FOLLOWING RADAR NAVIGATION POINTS WERE USED:

EAST BREAKWATER	16°56'46"N/54°00'52"E
WHARF	16°56'23"N/54°00'21"E
H	16°56'15"N/54°00'00"E
I	16°56'56"N/54°59'57"E
RA'S RAYSUT	16°56'04"N/54°00'41"E

WHILE WAITING TO ENTER THE PORT, CONOLLY LOITERED IN VICINITY OF POSITION 16°57'N/54°08'E. AFTER APPROXIMATELY 30 MINUTES, MINA RAYSUT PORT CONTROL CALLED ON VHF CHANNEL 16 AND INFORMED THAT CONOLLY WAS IN A RESTRICTED AREA AND WOULD HAVE TO MOVE TO THE SOUTHWEST OF MINA RAYUT UNTIL THE SHIP WOULD BE ABLE TO ENTER THE PORT. NO RESTRICTED AREA IS CHARTED OR MENTIONED IN PUB 172. AFTER ARRIVAL, A REP FROM OMANI NAVY

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EXPLAINED THAT MUSCAT HAD NOT INFORMED THE SULTAN OF BOONE/CONOLLY BSF; THEREFORE, THEY DID NOT WANT US IN VIEW OF PALACE.

C. PILOTAGE. (MAY 86) (USS BOONE) ENTERING THE PORT, THE PILOT BOARDED APPROXIMATELY 1.5 NM FROM THE EASTERN BREAKWATER. THE PILOT SPOKE EXCELLENT ENGLISH, WAS VERY HELPFUL, AND POSSESSED AN EXCELLENT KNOWLEDGE OF THE HARBOR. HE INDICATED THAT ALL DEPTHS ON THE HARBOR CHART WERE ACCURATE. FINAL APPROACH COURSE TO THE HARBOR WAS 250°T. THIS REDUCED THE TURN REQUIRED TO THE FINAL APPROACH COURSE TO THE PIER. TWO TUGS WERE AVAILABLE TO ASSIST IN MOORING, BUT NONE WERE USED. BOONE MOORED PORT SIDE TO THE FUEL PIER, LOCATED AT 16°50.4'N/54°54.6'E. UPON DEPARTURE, ONE TUG WAS USED TO ASSIST IN TWISTING TO PORT, ELIMINATING THE NEED TO BACK OUT OF THE HARBOR.

THE ONLY DIFFICULTY ENCOUNTERED WAS THAT THE PILOT WAS UNABLE TO MEET BOONE UPON ARRIVAL. BOONE WAS FOURTH IN LINE BEHIND AN OMANI LST AND TWO MERCHANTS. THIS NECESSITATED ANCHORING APPROXIMATELY 3 NM OUTSIDE THE HARBOR UNTIL THE PILOT COULD GET TO THE PICKUP POINT.

D. ENTRANCE. (AUG 84) (USS WILLIAM V PRATT) CARE MUST BE TAKEN AT THE ENTRANCE TO AVOID RUNNING UP ON SHOAL WATER TO THE NORTH AND WEST OF THE TIP OF THE EAST JETTY. THE AREA IS WELL MARKED BY BUOYS.

E. CHANNEL. (AUG 84) (USS WILLIAM V PRATT) THERE IS NO MARKED CHANNEL PER SE. ONCE INSIDE THE HARBOR, THE APPROACH TO THE FUEL PIER MAY BE MADE DIRECTLY. NO SOUNDINGS OF LESS THAN 12 M (40 FT) WERE RECORDED AT ANY TIME WHILE IN THE HARBOR.

F. ANCHORAGE. (AUG 84) (USS WILLIAM V PRATT) THERE ARE NO PROTECTED ANCHORAGES AVAILABLE.

G. WRECKS AND OBSTRUCTIONS. (MAR 85) (USS HAYLER) NO WRECKS NOTED. DEPTH ALONGSIDE PIER WAS 12 M (40 FT). WHEN HAYLER TWISTED FOR DEPARTURE, BOW WAS APPROX 366 M (400 YD) WEST OF PIER. LEAST DEPTH RECORDED IS 11.6 M (38 FT). THIS IS DEEPER THAN CHARTED DEPTH OF 10 M (33 FT). THE PILOT CONFIRMED NO UNCHARTED WRECKS OR OBSTRUCTIONS.

H. TIDES AND CURRENTS. (MAR 85) (USS ANTRIM) NEGLIGIBLE. VERY LITTLE EFFECT ON THE SHIP WAS DETECTED EITHER ENTERING OR LEAVING PORT.

I. WEATHER AND WINDS. (AUG 84) (USS WILLIAM V PRATT) THE PILOT REPORTED THAT DURING THE SW MONSOON SEASON DENSE FOG PREVAILS IN THE OUTER HARBOR AREA.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAR 86) (USS CONOLLY) THE REFUELING QUAY IS ON THE INSIDE OF EAST BREAKWATER AND CONSISTED OF 4 DOLPHINS COVERED WITH HARD RUBBER FENDERS. CHARTED DEPTH IS 12 M (39 FT) ALONGSIDE AND THERE ARE AT LEAST TO 10 M (33 FT) OF WATER ALONG THE INSIDE OF THE

MINA RAYSUT, OMAN

BREAKWATER FOR A WIDTH OF 300 YARDS.

(MAR 83) (USS SPRUANCE) THE PRESENT PORT WAS COMPLETED IN 1974 AND CONTAINS THE FOLLOWING:

A 520 M (1,706 FT) LONG QUAY WITH 10 M (33 FT) DEPTH CONSISTING OF THREE BERTHS FOR THREE VESSELS UP TO 15,000 DWT.

A 200 M (656 FT) LONG QUAY WITH 8 M (26 FT) DEPTH CONSISTING OF ONE BERTH FOR VESSEL UP TO 6,000 DWT.

A 460 M (1,509 FT) LONG QUAY CONSISTING OF FOUR BERTHS FOR FOUR VESSELS UP TO 1,500 DWT.

A 260 M (853 FT) LONG QUAY WITH A 3 M (9.8 FT) DEPTH CONSISTING OF SEVERAL BERTHS FOR LAUNCHES AND TUGS.

A 150 M (492 FT) LONG OIL PIER WITH 12 M (39 FT) DEPTH FOR ONE OIL TANKER UP TO 35,000 DWT. OIL PIER HAD FOUR EQUALLY SPACED CONCRETE PILING APPROX 9 M (30 FT) DIAMETER PROTRUDING 6 M (19.6 FT) FROM THE PIER AND SWIVEL HOOKS AS MOORING LINE ATTACHMENT POINTS. SHIPS LONGER THAN 150 M (492 FT) MUST USE SWIVEL HOOKS WHICH ARE 50-75 M (164-246 FT) FROM SHIP. TWO FIRE FIGHTING NOZZLES ARE LOCATED ON EITHER SIDE OF THE PIER FUELING STATION.

B. FUEL, LUBE, AND DIESEL. (MAR 86) (USS BOONE) FUTURE BSF'S ARE HIGHLY RECOMMENDED. COOPERATION ON THE PART OF THE WORKERS AT THE FUEL PIER MADE THE REFUELING AN UNEVENTFUL EVOLUTION. BOONE RECEIVED 55,720 GALS F76 FROM THE PIER REFUELING FACILITIES. REFUELING TOOK ONLY 1.5 HOURS, AS THE FLOW RATE WAS APPROXIMATELY 700 GPM. THE FUEL WAS OF GOOD QUALITY. AT THE FIVE-MINUTE STANDBY POINT, THE WORKERS ON THE PIER REQUESTED "SHELL RECEIVING" (ON CHAN 8) TO SECURE THE PUMPS. THE LAST FIVE MINUTES WERE GRAVITY FED AND CLEARED THE PIPES IN ORDER TO CONDUCT A BLOWDOWN PRIOR TO BREAKING THE RIG.

(MAR 86) (USS CONOLLY) PORT FACILITY PERSONNEL WERE BOTH KNOWLEDGEABLE AND HELPFUL. FUELING RATE WAS 900 GPM (PSI UNKN). CONOLLY USED AN 8-6 IN REDUCER COUPLING TO MATE REFUELING RIG TO 6-IN HOSE PROVIDED BY THE PORT FACILITY. F-76 RECEIVED WAS OF HIGH QUALITY.

C. MECHANICAL HANDLING FACILITIES. (MAR 83) (USS SPRUANCE) THERE ARE 23 FORKLIFTS WITH 2-10 TON CAP, NINE MOBILE CRANES WITH 12-58 TON CAP, FOUR PIER CRANES (BERTHS 1,2,3) WITH 6-15 TON CAP, AND ONE GANTRY CRANE WITH 35-TON CAP FOR CONTAINERS.

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 83) THERE ARE NO SHIPYARD OR SHIP REPAIR FACILITIES AT RAYSUT.

E. WAREHOUSES AND STORAGE FACILITIES. (MAR 83) (USS SPRUANCE) THERE ARE FOUR TRANSIT SHEDS, 3,000 SQ M (32,292 SQ FT) EACH AND 200,000 SQ M (49 ACRE) STACKING/STAGING AREA.

F. STEVEDORES. (AUG 86) NO CURRENT INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (AUG 84) (USS WILLIAM V PRATT) MINA RAYSUT COULD PROBABLY BERTH 3-4 DESTROYER SIZED SHIPS AT ONE TIME; HOWEVER, AS THE

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PORT'S PRIMARY FUNCTION APPEARS TO BE CARGO/OIL HANDLING, ESTIMATE VESSELS SO ENGAGED WOULD HAVE PRIORITY FOR AVAILABLE SPACE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (AUG 84) (USS WILLIAM V PRATT) A ROAD RUNS THE LENGTH OF THE EAST JETTY, AFFORDING VEHICULAR ACCESS TO THE FUEL BERTH.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAR 83) (USS SPRUANCE) THERE ARE MIRBAT 2-ENGINES 850-HP EACH AND DHELKOOT 2-ENGINES 1,125 HP EACH. BOTH TUGS ARE EQUIPPED WITH FIRE FIGHTING EQUIPMENT.

B. WATER. (MAR 85) (USS HAYLER) POTABLE WATER WAS AVAILABLE ON THE FUEL PIER. HAYLER RECEIVED 6,000 GAL. ADAPTER FOR 3.8 CM (1.5 IN) HOSE WAS AVAILABLE. QUALITY OF WATER WAS .02 RESIDUAL CHLORINE CONTENT.

(8-84) (USS WILLIAM V PRATT) EXCELLENT QUALITY POTABLE WATER WAS OBTAINED FROM NIMA RAYSUT PORT SERVICES AND WAS DELIVERED VIA THE PIER RISER DIRECTLY TO THE SHIP. A LENGTH OF HAYLER'S FIRE HOSE WAS RIGGED TO ADAPT THE PIER RISER TO THE SHIP'S RISER AND WAS LEFT IN THE POSSESSION OF PORT AUTHORITIES FOR USE BY FUTURE VISITING USN SHIPS.

C. AIRFIELDS. (APR 85) THE SALALAH AIRPORT IS LOCATED 12.9 KM (8 MI) NORTHEAST FROM THE PORT. IT HAS AN EAST-WEST ORIENTED ASPHALT RUNWAY, 2,733 X 45 M (8,967 X 148 FT). THE HELIPORT IS LOCATED 8 KM (5 MI) NORTH-EAST FROM THE PORT.

D. COMMUNICATIONS. (MAR 86) (USS BOONE) MINA RAYSUT PORT CONTROL WAS CONTACTED ON CHANNEL 16 AND THEN SHIFTED TO CHANNEL 12.

E. MEDICAL. (JUN 85) (AFMIC) SEE J3/MED.

F. GASOLINE. (AUG 86) NO CURRENT INFORMATION IS AVAILABLE.

G. PROVISIONS. (MAR 83) (USS SPRUANCE) DAIRY PRODUCTS, FRESH FRUIT AND VEGETABLES ARE READILY AVAILABLE. BAKERY PRODUCTS AND FISH ARE ALSO PLENTIFUL. PROCUREMENT OF MEATS IS NOT RECOMMENDED.

H. GARBAGE DISPOSAL. (AUG 86) NO CURRENT INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (AUG 86) NO CURRENT INFORMATION IS AVAILABLE.

B. HONORS. (APR 85) MINA RAYSUT IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (AUG 86) MINA RAYSUT IS A PORT FOR SALALAH



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10 KM (6.2 MI) NORTH FROM THE PORT. SALALAH IS THE PRINCIPAL TRADING CENTER OF THIS AREA. THE PORT WAS COMPLETED IN 1974 AND EQUIPPED WITH MODERN FACILITIES. U.S. NAVAL SHIPS UTILIZE MINA RAYSUT FOR REFUELING AND NOT A LIBERTY PORT BECAUSE THERE ARE HARDLY ANY FACILITIES FOR RECREATION.

- B. LIBERTY. (AUG 86) NO LIBERTY.
- C. CLUBS AND BARS. (AUG 86) NO INFORMATION IS AVAILABLE.
- D. RESTAURANTS. (AUG 85) NO INFORMATION IS AVAILABLE.
- E. HOTELS. (AUG 86) NO INFORMATION IS AVAILABLE.
- F. ATHLETICS. (AUG 86) NO INFORMATION IS AVAILABLE.
- G. BEACHES. (AUG 86) NO INFORMATION IS AVAILABLE.
- H. CHURCHES. (AUG 86) NO INFORMATION IS AVAILABLE.
- I. TRANSPORTATION. (AUG 86) NO INFORMATION IS AVAILABLE.
- J. TOURS. (AUG 86) NO INFORMATION IS AVAILABLE.
- K. SHOPPING. (AUG 86) NO INFORMATION IS AVAILABLE.
- L. THEATER AND CINEMA. (AUG 86) NO INFORMATION IS AVAILABLE.
- M. PHYSICAL SECURITY. (AUG 84) (USS WILLIAM V PRATT) THE PORT AREA IS COMPLETELY ENCLOSED BY FENCE, APPROX 2.4-3 M (8-10 FT) HIGH.
- N. MISCELLANEOUS INFORMATION. (MAR 86) (USS CONOLLY) PORT FACILITY PERSONNEL WERE BOTH COURTEOUS AND PROFESSIONAL. BRIEF ENCOUNTERS WITH ROYAL OMANI YACHT AND OMANI POLICE PATROL BOAT WERE ALSO FRIENDLY.

(JUL 86) (USDAO MUSCAT) NATIONAL AND LOCAL HOLIDAYS, CY 87:

MAR 27 - ASCENSION DAY	AUG 26 - ISLAMIC NEW YEAR
APR 25-MAY 27 - RAMADAN	NOV 2 - BIRTH OF THE PROPHET
MAY 28,29, & 30 - EID AL-FITR	NOV 18 & 19 - OMAN NATIONAL DAYS
AUG 6, 7, & 8 - EID AL-ADHA	

EMBASSY WEEKEND IS THURSDAY AND FRIDAY. OMAN PORT SERVICES ARE NOT ROUTINELY AVAILABLE ON FRIDAYS.

COMPILED BY: MRS. DAY DeVAUL, GS-7, 22PD, FICPAC, (AUG 86).

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CLIMATIC DATA

	J	F	M	A	M	J	J	A	S	O	N	D	ANN
DAILY MAX TEMP (°F)	81	82	86	88	90	89	82	81	84	81	86	83	85
DAILY MIN TEMP (°F)	64	66	69	73	77	79	75	74	74	69	68	67	71
MONTHLY PRECIP (IN)	0	0	0.1	0.1	0.1	0.2	1.2	1.1	0.1	0.4	0.1	0.2	3.6
DAYS WITH PRECIP	1	1	1	2	2	4	20	21	4	1	1	1	59
CLOUDY DAYS	1	1	2	2	2	10	29	30	13	1	1	2	94
CLEAR DAYS	19	19	19	19	19	5	1	0	6	22	23	21	173
WINDS DIRECTION	S	S	S	S	SSW	SSW	S	S	S	S	S	SE	
WINDS SPEED (KTS)	9	9	10	10	13	13	9	8	10	9	8	10	
MAX TEMP	90	94	101	104	108	117	90	87	89	99	100	94	117
MIN TEMP	53	53	60	63	69	73	70	70	66	61	60	57	53

MINA RAYSUT, OMAN

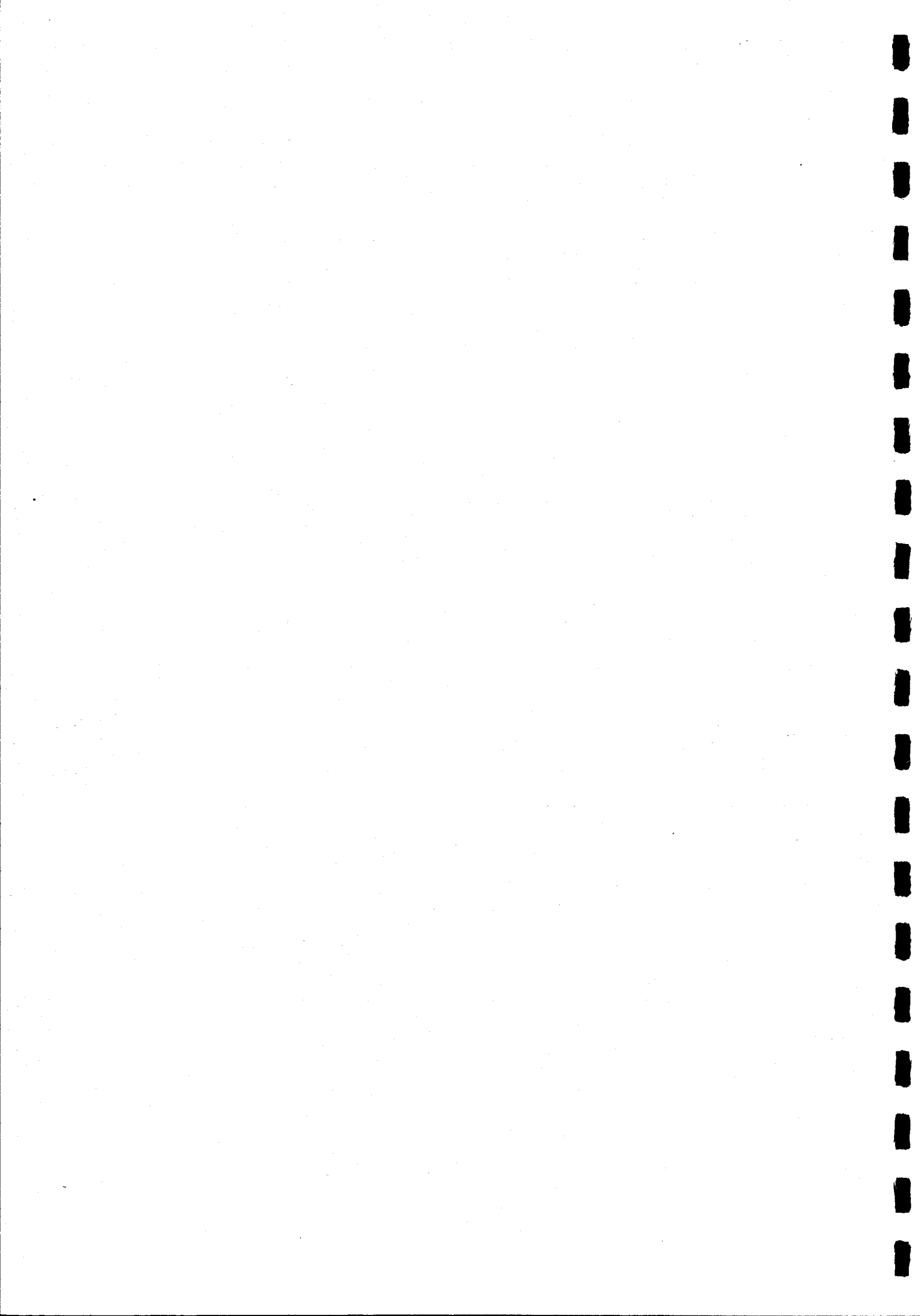
3. E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN RAYSUT ARE POOR. WATER IS NOT POTABLE AND LOCAL FOOD IS MOST LIKELY CONTAMINATED. THERE IS NO CLOSED SEWAGE SYSTEM. GARBAGE IS NOT DISPOSED OF PROPERLY AND IS OFTEN THROWN INTO THE STREETS. HEAT AND HUMIDITY ARE EXTREME.

PREVALENT DISEASES INCLUDE MOST ENTERIC DISEASES, TRACHOMA, AND MALARIA. BOTH PLASMODIUM FALCIPARUM AND P. VIVAX MALARIA ARE PRESENT. SEXUALLY TRANSMITTED DISEASES ARE COMMON.

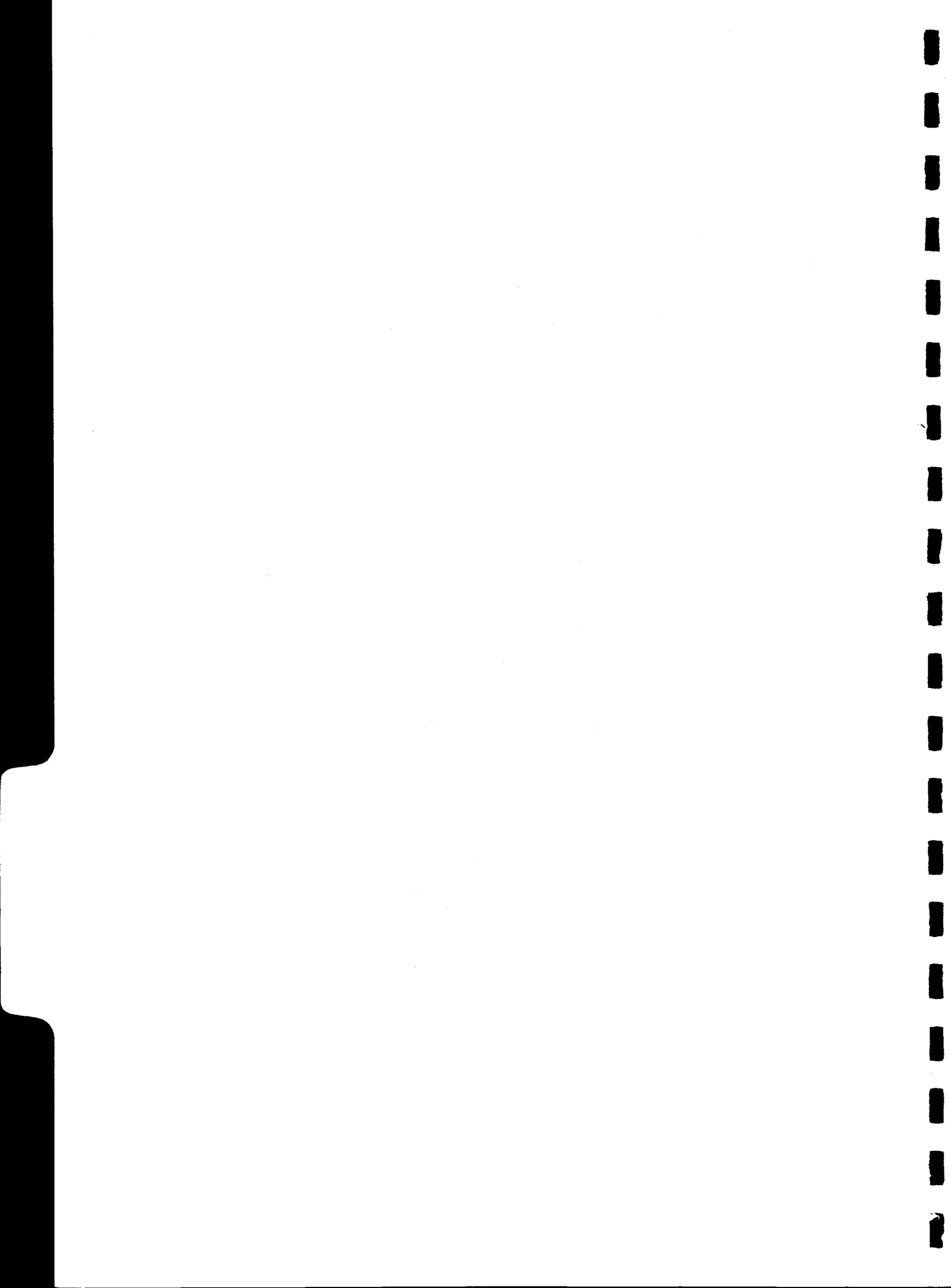
RAYSUT HAS NO MEDICAL FACILITIES. MEDICAL CARE IS AVAILABLE IN SALALA, 20 KM NORTH. QABUS HOSPITAL (300 BEDS) (CIVILIAN) IS A MODERN, WELL EQUIPPED FACILITY WHICH PROVIDES GENERAL MEDICAL, SURGICAL, ORTHOPEDIC, INTENSIVE CARE, ENT, OPHTHALMOLOGY, PHYSIOTHERAPY, OB/GYN, PEDIATRIC, RADIOLOGY, AND LABORATORY SERVICES. THE MILITARY HOSPITAL (44 BEDS), HAS A HELIPAD AND MAY OFFER BETTER QUALITY CARE, INCLUDING DENTAL SURGERY. THE AVAILABILITY OF THIS HOSPITAL FOR USE BY U.S. MILITARY PERSONNEL IS UNKNOWN. MEDICAL TREATMENT IN OMAN IS PROVIDED FREE TO CITIZENS AND VISITORS ALIKE. ALTHOUGH MOST HOSPITALS ARE GENERALLY MODERN, EQUIPMENT IS OFTEN POORLY MAINTAINED BECAUSE OF A LACK OF SUPPLIES AND TECHNICAL PERSONNEL. MEDICAL SUPPLIES ARE IMPORTED FROM WESTERN COUNTRIES. PHYSICIANS ARE PRIMARILY INDIANS AND PAKISTANIS. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

SUBMISSION OF A BILL OF HEALTH TO THE QUARANTINE UNIT IN RAYSUT MAY BE REQUIRED.

J3/MED  
(CH-4)



SOMALIA



BERBERA, SOMALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUL 86) BERBERA (10°27'N/45°01'E) IS A MEDIUM-SIZE PORT USED BY OIL TANKERS AND LOADING/UNLOADING GENERAL CARGO. IT STANDS AT THE HEAD OF A NATURAL INLET, BETWEEN THE COAST AND A LOW SANDY SPIT EXTENDING ABOUT 1 1/2 MILES WEST-SOUTHWEST FROM THE COAST, NORTH OF THE TOWN. TAMAR POINT IS THE OUTER EXTREMITY OF THIS SPIT. ALONGSIDE BERTHING FACILITIES ARE PROVIDED FOR VESSELS CAPABLE OF ENTERING THE PORT. TANKERS ARE HANDLED AT AN OFFSHORE MOORING BERTH ABOUT 1/3 MILE SOUTHWEST OF THE MAIN CARGO BERTH.

B. APPROACHES, LIGHTS, ETC. (AUG 83) (USS FREDERICK) THE INFORMATION IN DMAHTC PUB 172 AND ON CHART 62091 WAS FOUND TO BE ACCURATE. APPROACH TO BERBERA HARBOR WAS MADE FROM ENE THROUGH THE OUTER ANCHORAGE AREA. THE NAVAID AT 10°25'12"N/044°58'33"E AND TAMAR PT TOWER AT 10°26'37"N/044°58'55"E AND THE RIGHT MOST OIL TANK AT 10°25'54"N/045°00'23"E WERE OF LITTLE HELP UNTIL ACTUALLY IN THE HARBOR ITSELF. THERE ARE THREE PROMINENT TOWERS WHICH COULD BE USED FOR FIXES DURING THE DAY WHICH ARE NOT PLOTTED ON ANY CHARTS. THE APPROXIMATE POSITIONS ARE: 10°26.24'N/044°59.84'E, 20°26.27'N/044°59.91'E, AND 10°26.31'N/044°59.98'E.

AT NIGHT GOOD RADAR FIXES WERE OBTAINED USING TAMAR PT TOWER, THE END OF THE FUEL PIER AT 10°26'14"N/044°59'27"E AND THE NORTHEAST CORNER OF THE WHARF AT 10°26'20"N/044°59'50"E. WHILE ENTERING AND EXITING THE HARBOR, TIDES AND CURRENT WERE NEGLIGIBLE AND POSED NO PROBLEMS. THE ONLY LIGHTED NAV AID WAS THE AFTER RANGE LIGHT AT 10°26'37"N/045°00'23"E. MOST SHIPS WERE OBSERVED MAKING THEIR APPROACH TO THE INNER HARBOR FROM THE SOUTHERN EDGE OF THE OUTER ANCHORAGE, IN LINE WITH THE CHARTED RANGE, COURSE 068°.

C. PILOTAGE. (AUG 83) (USS FREDERICK) THE SHIP ASKED HARBOR CONTROL ON CHANNEL 16 IF PILOT AND TUGS WERE REQUIRED. RESPONSE IN FAIR ENGLISH WAS "NOT REQUIRED." THE SHIP STARTED TO APPROACH AND WAS CALLED BY HARBOR CONTROL, STATING "MUST WAIT FOR A PILOT." THIS ALSO WAS IN FAIR ENGLISH BUT OBVIOUSLY WAS DIFFERENT VOICE. THE PILOT BOARDED FROM A TUG AND STATED THAT HE WAS THE HARBOR MASTER, THE ONLY ONE WHO COULD AUTHORIZE AN ENTRY, AND THAT PILOTS AND TUGS WERE REQUIRED. THE SHIP PROCEEDED TO BERTH WITHOUT USING TUGS AND HE MADE NO COMMENTS. PRIOR TO THE HARBOR MASTER'S DEBARKING, THE SHIP ASKED IF THE SHIP COULD LEAVE THE PORT WITHOUT A PILOT AND TUGS. THE HARBOR MASTER SAID "YES", BUT HE MUST PERSONALLY GIVE PERMISSION TO GET UNDERWAY. WHEN THE SHIP WAS READY TO GET UNDERWAY, WE CALLED THE HARBOR CONTROL TO ASK FOR A PERMISSION TO LEAVE. A VERY EXCITED VOICE RESPONDED THAT THE SHIP NEEDED A PILOT AND TUGS. THE HARBOR MASTER SHOWED UP AND TOLD THAT THE SHIP COULD LEAVE.

D. ENTRANCE. (AUG 83) (USS DULUTH) NAVAIDS ARE DIFFICULT TO SEE UNTIL NEAR THE HARBOR ENTRANCE.

E. CHANNELS. (AUG 83) (USS DULUTH) THE HARBOR HAS NO BUOYED CHANNEL.

F. ANCHORAGES. (AUG 83) (USS FREDERICK) THE SHIP ANCHORED AT 10° 26.15'N/044°58.2'E IN 25.9 M (85 FT) WATER. SANDY MUD BOTTOM PROVIDED

## BERBERA, SOMALIA

AN EXCELLENT HOLDING.

G. WRECKS AND OBSTRUCTIONS. (AUG 83) (USS FREDERICK) RECOMMEND APPROACHING TO THE HARBOR ON 068°T FROM VICINITY OF CHARTED ANCHORAGE. THE RANGE IS NOT USEFUL UNTIL WITHIN THE HARBOR.

H. TIDES AND CURRENTS. (AUG 83) (USS FREDERICK) NEGLIGIBLE TIDES AND CURRENT WERE NOTED IN THE HARBOR.

I. WEATHER AND WINDS. (AUG 83) (USS FREDERICK) THE SHIP EXPERIENCED DAILY WINDS OF 15-35 KTS AND GUSTS TO 40 KTS FROM 0001-1200, 210-230°, AT 10°26.2'N/044°58.3'E.

### 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ECT. (AUG 83) (USS FREDERICK) THE SHIP MOORED PORT SIDE TO A BERTH AT 10°26.3'N/044°59.7'N. THE LENGTH OF THE BERTH WAS 293 M (960 FT). STEAM AND ELECTRICITY WERE NOT AVAILABLE.

B. FUEL, LUBE, AND DIESEL OIL. (APR 82) FUEL IS AVAILABLE, BUT DELIVERY IS LIMITED BY THE PUMPING RATES OF AVAILABLE TANKS AND TRUCKS. FUELING IS A LONG, TEDIOUS EVOLUTION AT BERBERA.

C. MECHANICAL HANDLING FACILITIES. (AUG 83) (USS DULUTH) THREE MOBILE CRANES WERE OBSERVED NEAR PIER AREA. TWO WERE SAID TO BE INOPERABLE AND ONE WAS IN GOOD SHAPE WHICH WAS OWNED AND OPERATED BY A CIVILIAN COMPANY.

D. DRYDOCKS AND REPAIR FACILITIES. (AUG 83) NONE.

E. WAREHOUSE AND STORAGE. (AUG 83) (USS DULUTH) THERE IS A CONCRETE BLOCK WITH STEEL ROOF WAREHOUSE OF APPROXIMATELY 1,208 SQ M (13,000 SQ FT).

F. STEVEDORES. (AUG 83) (USS DULUTH) STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (AUG 83) (USS FREDERICK) BERBERA CAN ACCOMMODATE ONE NAVAL SHIP UP TO 800 FT.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 82) THE MAIN ROADS (NATURAL SURFACE) TO HARGEISA AND BURAD ARE POOR (AT BEST) AND NON-EXISTENT AFTER RAIN OR SAND STORMS. OUT-OF-TOWN TRAVEL SHOULD NOT BE ATTEMPTED EXCEPT FOR HEAVY DUTY VEHICLES WITH FOUR WHEEL DRIVE. A QUARTER-MILE STRETCH OF MACADAM ROAD, TO SERVICE THE PORT WAREHOUSE, IS THE ONLY PAVED ROAD IN BERBERA. TWO NARROW GAUGE RAILROAD TRACKS CLEAR THE PORT AREA.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (AUG 83) (USS FREDERICK) ONE WOOD/FIBERGLASS, DIESEL-POWERED, 20 FT CABIN CRUISER, IS AVAILABLE.



BERBERA, SOMALIA

B. WATER. (APR 82) WATER IS AVAILABLE ON PIER FROM THE SOMALI SHIPPING AGENCY AND LINE. IT IS OF POOR QUALITY AND SHOULD BE TREATED ACCORDINGLY. IT IS DELIVERED VIA PIPE WITH CONNECTIONS 6.35 CM (2.5 IN) IN DIAMETER. WATER PRESSURE IS NEGLIGIBLE AND FREQUENTLY HAS A FLOW RATE OF 20 GPM.

C. AIRFIELDS. (JUL 86) THE BERBERA CIVILIAN/MILITARY AIRFIELD IS LOCATED 6.4 KM (4 MI) WEST OF BERBERA. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 050°/230° AND A DIMENSION OF 4,141 X 49 M (13,585 X 164), WHICH IS CAPABLE OF LANDING C-141, C-130, A-6, AND C-5 AIRCRAFT. THE POC FOR PERMISSION TO USE THE AIRFIELD IS SOMALI ARMY OR USOMC, MOGADISHU, SOMALIA.

D. COMMUNICATIONS. (AUG 83) (USS DULUTH) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16. THERE ARE NO COMMERCIAL TELEPHONES. MAIL PICK-UP/DELIVERY IS NOT AVAILABLE.

E. MEDICAL. (APR 82) SEE L1/MED.

F. GASOLINE. (APR 82) GASOLINE IS AVAILABLE IN LIMITED QUANTITIES.

G. PROVISIONS. (MAY 83) ONLY FRUIT AND VEGETABLES ARE AVAILABLE.

H. GARBAGE DISPOSAL. (APR 82) DISPOSAL VIA TRUCK IS ARRANGED ON A "PER PICK-UP" BASIS. ARRANGEMENTS FOR PICK-UP THREE TIMES DAILY CAN BE MADE WITH THE SOMALI SHIPPING AGENCY AND LINE.

4. PERSONALIA

A. CALLS. (APR 82) CALLS MAY BE MADE ON: THE GARRISON COMMANDER (SOMALI NAVY), AND THE DISTRICT COMMANDER.

B. HONORS. (AUG 83) (USS DULUTH) BERBERA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (AUG 83) BERBERA IS A MAJOR SEAPORT AND FORMER CAPITAL OF BRITISH SOMALILAND. IT IS SITUATED ON THE GULF OF ADEN. THE REPUBLIC, FORMED IN 1960, CONSISTS OF THE OLD ITALIAN AND BRITISH SOMALILAND PROTECTORATES. THE COUNTRY WAS PART OF A POWERFUL SULTANATE IN THE MIDDLE AGES. IT WAS UNDER BRITISH INFLUENCE THROUGHOUT THE 19TH CENTURY ALTHOUGH NOMINALLY UNDER EGYPT. THE BRITISH PROTECTORATES OVER THE SOMALIA COAST WAS ESTABLISHED IN 1884. BETWEEN 1901 AND 1919, THE BRITISH WERE HARASSED BY NATIVE INSURRECTIONS LED BY A MAD MULLAH, A SELF PROCLAIMED MESSIAH. REMAINS OF FORTIFICATIONS, DATING FROM THE CAMPAIGN, CAN STILL BE SEEN IN BERBERA. DURING WW II, THE COUNTRY WAS OCCUPIED BY THE ITALIANS FROM AUGUST 1940 TO MARCH 1941. HARGEISA BECAME THE PERMANENT CAPITAL AFTER THE BRITISH RE-CONQUEST.

THE NATIVE POPULATION (4,000, CENSUS YR UKN) IS MUSLIM. THE RAISING OF SHEEP, GOATS, AND CAMELS, AND SOME AGRICULTURE ARE CHIEF OCCUPATIONS.

BERBERA, SOMALIA

BERBERA CONSISTS OF A NATIVE TOWN, A SMALL EUROPEAN RESIDENTIAL SECTION, A FORTIFIED BARRACKS, THE GOVERNMENT BUILDING, A CLUB, A COURTHOUSE, AND OTHER BUILDINGS. DURING THE HOTTEST SEASON, ABOUT HALF THE POPULATION MOVES INTO THE COOLER UPLANDS.

B. LIBERTY. (AUG 83) (USS DULUTH) SHORE PATROL WAS AT THE DISCRETION OF SOPA AND IT WAS NOT REQUIRED BY LOCAL AUTHORITIES. LIBERTY HOURS ARE RECOMMENDED FOR "SUNDOWN LIBERTY" BECAUSE LIMITED LIGHTING FACILITIES, POOR ROAD CONDITIONS, AND NO TRANSPORTATION MEANS ARE AVAILABLE.

C. CLUBS AND BARS. (AUG 83) (USS DULUTH) ONE BAR WAS OBSERVED IN TOWN. A FOREIGN BEER SIGN HANGS OVER THE DOOR, BUT NO AMERICAN PRODUCTS WERE SIGHTED. CAPACITY OF THE CLUB IS SEVEN PEOPLE. PEOPLE WERE FRIENDLY BUT THEY DO NOT SPEAK ENOUGH ENGLISH TO DO BUSINESS.

D. RESTAURANTS. (AUG 83) THERE ARE NO RESTAURANTS.

E. HOTELS. (FEB 80) BERBERA HAS NO HOTELS.

F. ATHLETICS. (AUG 83) COMPETITION CAN BE ARRANGED WITH LOCAL MILITARY TEAMS.

G. BEACHES. (AUG 83) (USS DULUTH) BEACHES ON SEAWARD SIDE OF THE SAND SPIT (1-2 MI NORTHEAST OF THE PORT) ARE GOOD FOR SNORKELING; HOWEVER, THERE ARE SOME DANGEROUS MARINE LIFE (SHARKS, JELLYFISH) PRESENT.

H. CHURCHES. (APR 82) MUSLIM DENOMINATION ONLY.

I. TRANSPORTATION. (APR 82) THE PORT FACILITIES LACK MEANS OF OFF-LOADING SHIP'S VEHICLES. SHIPS CAN ARRANGE RENTAL OF SIX 25-PASSENGER BUSES TO PROVIDE TRANSPORTATION FROM SHIP TO BEACH AREA. A DRIVER IS PROVIDED.

J. TOURS. (AUG 83) (USS DULUTH) NO TOURS ARE AVAILABLE. BEACHES ARE NICE. FISHING IS REPORTED TO BE GOOD.

K. SHOPPING. (AUG 83) (USS DULUTH) SHOPPING IS ALMOST NON-EXISTENT. STREET VENDORS AND STORES ARE FOR LOCALS ONLY.

L. THEATER AND CINEMA. (AUG 83) NONE.

M. PHYSICAL SECURITY. (AUG 83) (USS DULUTH) THE PORT AREA IS SURROUNDED BY A 10-FT FENCE AND A MILITARY SECURITY GUARD IS AT THE GATE. TWO OSA II PTG'S ARE AT THE PIER. NUMEROUS SOMALI SOLDIERS WITH WEAPONS ARE IN THE PORT AREA. THEY SHOWED NO HESITATION TO BRANDISH THEIR WEAPONS.

N. MISCELLANEOUS INFORMATION. (APR 82) 12.5 SHILLINGS EQUAL TO THE DOLLAR IN APR 1982.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (JUL 86).

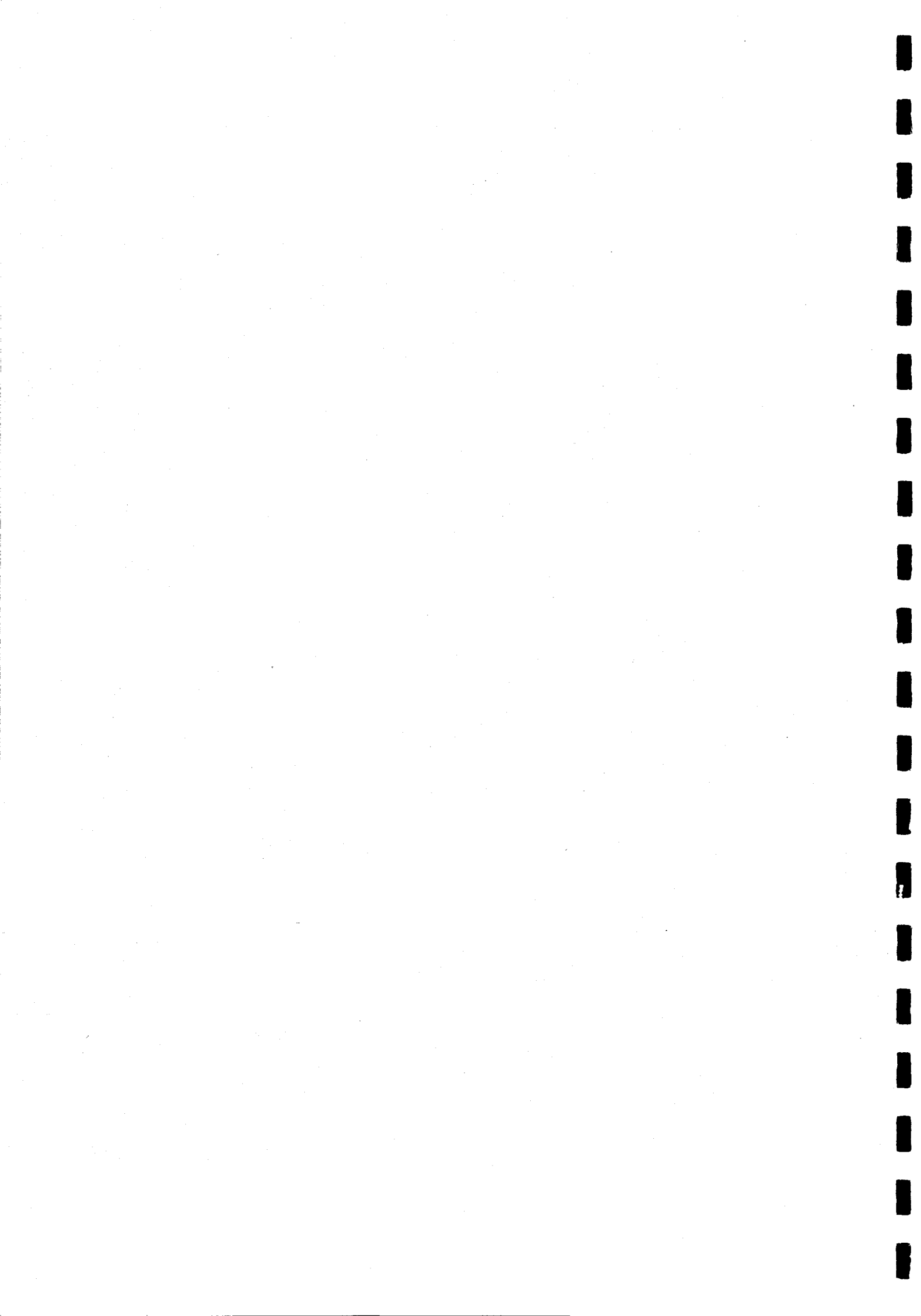
BERBERA, SOMALIA

3. E. MEDICAL. (APR 82) (AFMIC) SOMALIA IS AN IMPOVERISHED COUNTRY WITH ONE OF THE LOWEST STANDARDS OF LIVING IN THE WORLD. THE INADEQUATE HEALTH SERVICES (70% EXTERNALLY FUNDED), SEVERE ENVIRONMENT (HEAT AND DUST), AND LOW NUTRITIONAL LEVEL CONTRIBUTE TO A HIGH INCIDENCE OF DISEASE. INTESTINAL DISORDERS WILL TAKE A TOLL ON STAMINA AND COMFORT. LOCAL FOOD, DRINK, ICE, AND WATER ARE NORMALLY CONTAMINATED AND POSE A THREAT FROM CHOLERA, TYPHOID AND PARATYPHOID FEVERS, HEPATITIS, AND THE ENTIRE RANGE OF DIARRHEAS AND DYSENTERIES. TYPHOID IMMUNIZATIONS ARE WARRANTED. PURIFICATION OF WATER IS REQUIRED. CIVILIAN VENDORS SHOULD BE AVOIDED. THE RISK OF MALARIA IN PORT IS LOW BUT INCREASES INLAND. CHEMOPROPHYLAXIS IS RECOMMENDED. LICE AND FLEAS ARE A PROBLEM AMONG THE POPULACE. SCHISTOSOMIASIS IS PREVALENT IN SOUTHERN SOMALIA. EMBARKED AMPHIBIOUS FORCES SHOULD MINIMIZE EXPOSURE TO SNAIL-INFESTED WATERS (CANALS AND STREAMS). HARD AND SOFT DRUGS WILL BE AVAILABLE FOR THOSE WHO SEEK THEM. VENEREAL DISEASES, ESPECIALLY GONORRHEA AND SYPHILIS, ARE RAMPANT. PROSTITUTION IS ILLEGAL BUT PREVALENT.

BERBERA HAS ONE GOVERNMENT HOSPITAL, THE BERBERA DISTRICT HOSPITAL. THIS 165-BED FACILITY PROVIDES GENERAL MEDICAL, SURGICAL, MATERNITY, AND X-RAY SERVICES. IT IS UNDERSTAFFED AND NOT RECOMMENDED FOR U.S. NAVY PERSONNEL. MOST PHARMACEUTICALS ARE IMPORTED FROM ITALY, BUT MEDICAL SUPPLIES (INCLUDING BLOOD) ARE GENERALLY DEPLETED. EMERGENCIES SHOULD BE EVACUATED TO THE U.S. ARMY GENERAL HOSPITAL IN FRANKFURT, GERMANY.

PRATIQUE AND BILL OF HEALTH ARE NOT REQUIRED.

L1/MED  
(CH-4)



CHISIMAIO, SOMALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUL 86) THE PORT OF CHISIMAIO (KISIMAYU) IS LOCATED AT 00°22'S/42°33'E IN A SHELTERED BAY ABOUT 240 MILES SOUTH OF MOGADISCIO. IT IS THE NORTHERNMOST ANCHORAGE ON THE EAST COAST OF AFRICA AND CAN BE CONSIDERED A GOOD HARBOR. IT AFFORDS GOOD SHELTER DURING ALL SEASONS TO VESSELS OF MODERATE DRAFT. THE COAST SURROUNDING THE BAY HAS FEW CONSPICUOUS FEATURES AND IS OFTEN OBSCURED BY HAZE. CHISIMAIO, A COMBINED VILLAGE AND PORT, LIES ABOUT 3/4 MILE WESTWARD OF THE NORTHERN ENTRANCE POINT OF THE BAY.

B. APPROACHES, LIGHTS, ETC. (JAN 84) (USS YOSEMITE) SEA DETAIL FOR ENTERING AND LEAVING CHISIMAIO SHOULD BE CAUTIOUSLY PLANNED AND EXECUTED. CHART 61230 WAS USED FOR APPROACH. MAKING THE SHIFT FROM THE APPROACH CHART TO THE HARBOR CHART 61231 WAS DIFFICULT. RADAR NAVIGATION WAS EFFECTIVE FROM APPROXIMATELY 20 MILES. YOSEMITE APPROACHED ON A COURSE OF 334°T AND EXPERIENCED A SLIGHT SOUTHWESTERLY SET, BUT IT WAS NOT SIGNIFICANT. RECOMMEND SHIPS ARRIVE DURING MORNING DAYLIGHT HOURS, AS SOME LIGHTS ARE BURNED OUT AND VISUAL NAVAIDS ARE DIFFICULT TO PICK OUT. ON THE APPROACH, THE SHIP DEPENDED SOLELY ON RADAR NAVIGATION USING ONLY SERPENTI LIGHT AT FIVE MILES FOR AN ADDITIONAL VISUAL AID. YOSEMITE HEADED TO A POINT ON THE PASSO NORD RANGE AT 00°20.3'S/42°38.4'E. THE APPROACH IS MARRIED BY NUMEROUS SHOAL AND REEF PATCHES WHICH SHOULD BE CAREFULLY APPROACHED. SOUNDINGS TAKEN DURING FIXES CONCURRED WITH CHARTED DEPTHS. CHART 61230 WAS USED UNTIL JUST PRIOR TO TURNING ON TO PASSO NORD RANGE. UPON ARRIVAL, THE FOLLOWING VISUAL NAVIGATION AIDS PROVED RELIABLE AND ACCURATE AND MAY PROVE HELPFUL ON THE APPROACH:

ALUMINUM TANK 00°23.6S/42°33.2'E (LARGE CYLINDRICAL SILVER TANK)

RADIO TOWER 00°21.8S/42°32.8'E

SERPENTI LIGHT 00°22.0S/42°33.2'E

BLACK AND WHITE BEACON 00°22.9'S/42°31.0'E

RADAR RANGES WERE TAKEN FROM THE FOLLOWING POINTS:

SOUTHERN TIP OF TOMBA ISLAND 00°21.5S/42°35.1'E

NORTHERN TIP OF PESCIANI ISLAND 00°26.3S/42°30.7'E

NORTHEAST TIP OF SERPENTI ISLAND 00°22.6'S/42°33.6'E

ONCE INSIDE CHISIMAIO RESTRICTED WATERS, YOSEMITE HEADED TO A POINT AT 00°20.3'S/42°38.4'E AND TURNED ONTO PASSO NORD RANGE ON A COURSE OF 246°T. THE BRIDGE TEAM FOUND THE RANGE VERY DIFFICULT TO SIGHT. THE FORWARD MARK IS A WHITE BEACON (PILLAR), FOUND ON THE NORTH SIDE OF PTA CHISIMAIO, OFTEN CONFUSED WITH SERPENTI LIGHT. THE AFT RANGE IS COLLINA ROTUNDA AT 00°24.9S/42°28.4'E. IT IS A BLACK SHED AND DIFFICULT TO SEE AFTER 1200. YOSEMITE USED RADAR NAVIGATION PRIMARILY BUT FOUND THE FOLLOWING NAVAIDS ACCEPTABLE ONCE AT ANCHOR: SERPENTI LIGHT, PESCIANI LIGHT, BW BEACON NW OF SCOGLIO PILONE, AND THE PILLAR ON ISLAND FAVATU (00°23.9'S/42°32.0'E). RADAR RANGES WERE TAKEN FROM PESCIANI, SERPENTI ISLAND, PIER TANGENT, TOMBA ISLAND, AND TWO UNIDENTIFIED POINTS OF LAND ON THE SOMALIA COAST. CHART 61231 WAS USED AND APPEARS TO BE CORRECT. THE LIGHT AT THE END OF THE PIER WAS BURNED OUT. YOSEMITE DID NOT GO TO A BERTH PIERSIDE BASED ON POWER REQUIREMENTS, NORTHEAST MONSOON, NARROW CHANNEL, AND 180° TURN

L2-1  
(CH-4)

CHISIMAIO, SOMALIA

REQUIRED TO ENTER CHANNEL. THEREFORE, SOUNDINGS SURROUNDING THE PIER COULD NOT BE TAKEN.

C. PILOTAGE. (JAN 84) (USS YOSEMITE) THE PILOT MET YOSEMITE AT 00° 20.8'S/42°37.7'E. SINCE YOSEMITE DID NOT GO PIERSIDE, PILOT'S INVOLVEMENT WAS MINIMAL. HE SPOKE AND UNDERSTOOD ENGLISH ADEQUATELY. RECOMMEND COMMUNICATING WITH THE PILOT VIA CHANNEL 16, BRIDGE-TO-BRIDGE, EARLY IN THE APPROACH. A WATCH IS NOT MAINTAINED, ONLY MONITORED CHANNEL 16 INTERMITTENTLY. YOSEMITE CONTACTED THE PILOT ONLY AFTER ENTERING. A PILOT BOAT IS THE SOLE TUG THAT THEY POSSESS, EQUIVALENT TO A PUSHER BOAT.

D. ENTRANCE. (JAN 84) (USS YOSEMITE) HARBOR ENTRANCE IS VIA PASSO NORD RANGE WHICH IS NOT CLEARLY MARKED. THERE ARE NO SIGNIFICANT CURRENTS. THE AREA IS MARKED WITH SHOALS AND REEF PATCHES. RECOMMEND TO USE TURN RANGES RATHER THAN VISUALS AT FIRST TURN.

E. CHANNEL. (JAN 84) (USS YOSEMITE) BUOYS ARE MARKED ON HARBOR CHART 61231.

F. ANCHORAGES. (JAN 84) (USS YOSEMITE) YOSEMITE ANCHORED AT 00°23.6'S/42°33.5'E, USING A HEAD BEARING OF PESCIANI LIGHT AND A DROP RANGE OFF OF THE NE CORNER OF SERPENTI ISLAND. THE DEPTH OF WATER WAS 16.5 M (54 FT). YOSEMITE USED 75 FATHOMS OF CHAIN WHICH COMBINED WITH BOTTOM PROVIDED GOOD HOLDING GROUND IN MINIMAL SHELTER. THE BOTTOM, THOUGH REPORTED TO BE CLAY, APPEARED TO BE A COMBINATION OF SAND AND GRAVEL. NO MUD OR CLAY WAS FOUND ON THE ANCHOR. ANCHOR WATCHES AS WELL AS BRIDGE WATCHES WERE MAINTAINED AROUND THE CLOCK DUE TO EXTREMELY CHOPPY SEAS AND LARGE SWELLS.

G. WRECKS AND OBSTRUCTIONS. (APR 82) THERE ARE NO KNOWN WRECKS IN THE CHANNEL. FOUR UNMARKED WRECKS LIE IN THE NORTHERN PART OF THE BAY.

H. TIDES AND CURRENTS. (APR 82) DURING BOTH MONSOON PERIODS, THE CURRENT SWEEPS ACROSS BOTH CHANNELS USED IN ENTERING THE BAY. THE GREATEST CARE MUST BE TAKEN TO KEEP ON THE RANGE LINES, EVEN WHEN GOING THROUGH THE INNER PASS.

I. WEATHER AND WINDS. (JAN 84) (USS YOSEMITE) YOSEMITE EXPERIENCED THE BRUNT OF THE NORTHEAST MONSOONS WHILE AT ANCHOR. SWELLS AND CHOPPY SEAS CAUSED BOATING OPERATIONS TO BE LIMITED TO ESSENTIAL PERSONNEL TRANSFERS. ALL BOATS HAD TO BE LEFT AT THE FLEET LANDING OVERNIGHT AS SEAS PRECLUDED SECURING THEM TO THE BOOMS. WINDS REMAINED NNE BETWEEN 15-25 KNOTS WITH OCCASIONAL GUSTS TO 30 KNOTS THROUGHOUT THE DURATION OF THE VISIT. THE AIR WAS DRY AND BECAME COOL IN THE EVENINGS. TEMPERATURES AVERAGED AROUND 80°-85°F DURING THE DAY. BOATING CONDITIONS PREVENTED CREW'S LIBERTY. DURING THE SOUTHWEST MONSOONS, THE REEF BREAKS THE SWELL AND CALMER CONDITIONS EXIST.

(JUL 86) THE MONSOON PERIODS ARE MAY-AUGUST AND DECEMBER-MARCH. THE PERIODS OF LIGHTEST WINDS, BEST SEA AND SWELL CONDITIONS, AND GOOD VISIBILITIES OCCUR DURING THE TRANSITIONAL PERIODS, APR-MAY AND OCT-NOV.

## CHISIMAIO, SOMALIA

THE HIGHEST MEAN PRECIPITATION OCCURS IN MAY TO JULY (5 IN). LITTLE TO NO RAIN IS RECORDED DURING OTHER MONTHS. MEAN TEMPERATURES RANGE FROM 22-35°C (72-95°F).

### 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (APR 82) THE PIER COMPLEX IS ABOUT 2 MILES FROM THE TOWN. IT IS A LARGE "L" SHAPED CONCRETE PIER WITH A TOTAL LENGTH OF 2,283 M (2,500 FT) AND WIDTH OF 108 M (120 FT). DEPTHS ALONGSIDE THE PIER ARE 5.5 FATHOMS AT MEAN LOW TIDE.

THERE IS MOORING AVAILABLE AT THE WESTERN END OF THE PIER. IN A 20 MPH NORTHEAST MONSOON, MOORING CAN BE ACCOMPLISHED BY DROPPING THE STBD ANCHOR 400 FT NORTH OF THE PIER AND USING THE ANCHOR AS A PIVOT TO SWING THE STERN TO THE EAST. A CUSTOMS LANDING IS LOCATED ON THE TOWN SIDE OF THE HARBOR. USE OF THIS LANDING MUST BE CLEARED THROUGH THE GOVERNOR'S OFFICE.

B. FUEL, LUBE, AND DIESEL OIL. (APR 82) THERE ARE NONE AVAILABLE TO VISITING VESSELS.

C. MECHANICAL HANDLING FACILITIES. (APR 82) A LIMITED AMOUNT OF FIXED CRANES ARE AVAILABLE AS WELL AS LIFTS WITH A CAPACITY OF UP TO 24 TONS.

D. DRYDOCKS AND REPAIR FACILITIES. (APR 82) ONLY EMERGENCY REPAIRS ARE AVAILABLE.

E. WAREHOUSE AND STORAGE AREAS. (APR 82) THERE IS ONE CENTRAL PERMANENT, MULTI-PURPOSE, CINDERBLOCK WAREHOUSE 222 X 42 M (250 X 60 FT). THERE IS ALSO ONE COLD STORAGE WAREHOUSE, LOCATED NEAR THE END OF TMQ PIER.

F. STEVEDORES. (APR 82) LOCAL HELP IS AVAILABLE. WORKING HOURS ARE 0600 TO 1700 AND OVERTIME IF REQUESTED.

G. PORT CAPACITY. (JAN 84) (USS YOSEMITE) CHISIMAIO CAN ACCOMMODATE ONE LARGE VESSEL (OVER 400 FT).

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 82) THERE IS A TWO-LANE, ASPHALT ACCESS ROAD LEADING TO THE WHARF. RAIL TRANSPORTATION IS NONEXISTENT. AN ITALIAN LINE PROVIDES REGULAR COMMUNICATION WITH ADEN AND MOMBASA AND INTERMEDIATE PORTS. TWO OTHER LINES OF COASTING STEAMERS CALL REGULARLY.

THE ROAD TO MOGADISCIO IS PAVED WITH ASPHALT FOR THE FIRST 200 KM (321 MI) FOLLOWED BY 100 KM (161 MI) OF DIRT ROAD WHICH IS IMPASSABLE WHEN IT RAINS BECAUSE OF MUD.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 82) NONE.

CHISIMAIO, SOMALIA

B. WATER. (MAY 83) (USS OLIVER H PERRY) WATER OF GOOD QUALITY WAS AVAILABLE FROM THE PIER.

C. AIRFIELDS. (APR 82) ONE 1,067 M (3,500 FT) A DIRT LANDING STRIP IS LOCATED ON THE OUTSKIRTS OF THE TOWN. IT IS SERVED BY SOMALIA AIR LINES.

D. COMMUNICATIONS. (JAN 84) (USS YOSEMITE) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 WITH A CALLSIGN "CHISIMAIO HARBOR CONTROL." SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES.

ONLY INTERNATIONAL MAIL SERVICE WAS AVAILABLE AND IS REPORTEDLY NOT RELIABLE. THERE IS NO APO/FPO IN SOMALIA. AMEMBASSY IN MOGADISHU IS SUPPORTED BY STATE DEPARTMENT POUCH. IT IS NOT RECOMMENDED THAT MAIL BE ROUTED THROUGH CHISIMAIO.

E. MEDICAL. (JAN 84) SEE L2/MED.

F. GASOLINE. (JAN 84) (USS YOSEMITE) YOSEMITE DID NOT RENT CARS BECAUSE THEY WERE REPORTED TO BE VERY HIGH PRICED.

G. PROVISIONS. (MAY 83) (USS OLIVER H PERRY) NO FOOD WAS BOUGHT IN CHISIMAIO. TROPICAL FRUITS ARE PLENTIFUL. VEGETABLES ARE AVAILABLE, BUT THEIR QUALITY IS SUSPECTED. LOBSTER IS PLENTIFUL AND AVAILABLE FROM COMMERCIAL SOURCES AT REASONABLE PRICES.

H. GARBAGE DISPOSAL. (JAN 84) (USS YOSEMITE) GARBAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (JAN 84) (USS YOSEMITE) CALLS MAY BE MADE ON:

REGIONAL GOVERNOR  
MAYOR OF CHISIMAIO  
POLICE REGIONAL COMMANDER

ARMY COMMANDER CHISIMAIO REGION  
NAVAL COMMANDER CHISIMAIO REGION

B. HONORS. (JAN 84) (USS YOSEMITE) CHISIMAIO IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUL 86) KNOWN IN ANCIENT TIMES AS THE LAND OF PUNT AND NOW CALLED THE HORN OF AFRICA, SOMALIA WAS LONG KNOWN TO ARAB TRADERS. MANY SETTLED ALONG THE COAST, MARRYING THE ORIGINAL HAMITIC INHABITANTS. PORTUGUESE EXPLORERS VISITED AND RULED SEVERAL COASTAL TOWNS DURING THE 15TH AND 16TH CENTURIES. LATER, THE SULTAN OF ZANZIBAR ESTABLISHED SOVEREIGNTY OVER MUCH OF THE COUNTRY. IN 1898 ITALY, BY PURCHASE, ACQUIRED THE INTEREST OF THE SULTAN OF ZANZIBAR. THE SOUTHERN PART OF COUNTRY WAS AN ITALIAN POSSESSION UNTIL WW II AND WAS USED AS AN INVASION POINT BY THE ITALIANS DURING THEIR WAR AGAINST ETHIOPIA. IN 1941, THE



## CHISIMAIO, SOMALIA

BRITISH DEFEATED THE ITALIAN FORCES IN WHAT WAS THEN KNOWN AS ITALIAN SOMALILAND. FROM 1941 TO 1950, THE COUNTRY WAS RULED BY A BRITISH ADMINISTRATION. IN 1950, ITALY WAS AWARDED THE UNITED NATIONS TRUSTEESHIP UNTIL SOMALIA'S INDEPENDENCE ON 1 JULY 1960. ON THAT DATE, NORTHERN SOMALIA, WHICH HAD BEEN A BRITISH COLONY, JOINED SOUTHERN SOMALIA TO FORM THE COUNTRY AS IT EXISTS TODAY. THE COUNTRY IS NOW GOVERNED BY A COMBINATION PRESIDENTIAL AND PARLIAMENTARY-TYPE GOVERNMENT. THE CHIEF OF STAFF, WHO IS ELECTED BY THE NATIONAL ASSEMBLY, IS THE PRESIDENT OF THE REPUBLIC. HE, IN TURN, SELECTS THE PRIME MINISTER. THE CURRENT PRESIDENT WAS CONFIRMED IN 1979 WHEN SOMALIA ADOPTED ITS PRESENT CONSTITUTION.

FOR THE MOST PART, THE CLIMATE IS AGREEABLE WITH A TEMPERATURE RANGE FROM 21-35°C (70-95°F). THERE ARE TWO PERIODS OF THE YEAR WHEN THE HEAT REACHES 35°C (95°F), BUT IT IS NEVER OPPRESSIVE. THE SPRING HOT SEASON BEGINS ABOUT THE MIDDLE OF MARCH AND LASTS UNTIL THE MIDDLE OF MAY. THE FALL HOT SEASON USUALLY RUNS FROM EARLY OCTOBER TO EARLY DECEMBER. HUMIDITY IS HIGH, AVERAGING ABOUT 75% THROUGHOUT THE EARLY YEAR. DUE TO THE HUMIDITY, ALL METAL RUSTS RAPIDLY. THE CITY RISES ALONG A LINE OF DUNES ABOUT 200-300 FT HIGH. LOCAL SOMALI MEN EITHER WEAR EUROPEAN DRESS OR THE FUTA, A LONG SKIRT OF COLORFUL COTTON. THE WOMEN, WHO HAVE CONSIDERABLY MORE FREEDOM THAN IN NEARBY MOSLEM COUNTRIES, WEAR LONG COLORFUL DRESSES. THE ARAB PEOPLE USUALLY WEAR ARAB TYPE CLOTHING, AND SOME OF THE WOMEN STILL WEAR THE VEIL. MOST OF THE LOCAL INHABITANTS ARE MOSLEM (DO NOT SMOKE OR DRINK ALCOHOLIC BEVERAGES) AND ARE VERY DEVOUT IN RELIGIOUS PRACTICE. PORK IS NOT EATEN IN SOMALIA.

B. LIBERTY. (JAN 84) (USS YOSEMITE) NO SHORE PATROL WAS USED, AS LIBERTY WAS CANCELLED BY WEATHER. RECOMMENDED LIBERTY HOURS ARE 2300 FOR E-7 AND ABOVE, 2200 FOR E-4 TO E-6, AND 2100 FOR E-3 AND BELOW. RECOMMENDED SIZE OF THE LIBERTY PARTY IS 300 MEN.

THE FLEET LANDING IS APPROXIMATELY 2.5 MILES FROM THE TOWN. IT IS A WELL CONSTRUCTED PIER.

C. CLUBS AND BARS. (APR 82) THE AMERICAN CLUB DIR, RUN BY A MEMBER OF THE CORPS OF ENGINEERS, IS A FREQUENT GATHERING PLACE OF MEMBERS OF THE AMERICAN COMMUNITY FOR GOOD DRINKS AT A REASONABLE PRICE.

BOTH PAULO'S (MACARIO'S) AND THE NEW STAR BAR HAVE MODERATE PRICES AND A STANDARD LINE OF DRINKS. THERE IS NO ACTIVITY AFTER 2400 EXCEPT AT PAULO'S WHERE DANCING CONTINUES UNTIL 0300. THE ESTABLISHMENT IS FREQUENTED BY PROSTITUTES.

D. RESTAURANTS. (JAN 84) (USS YOSEMITE) A GENEROUS LUNCHEON WAS SERVED TO THE WARDROOM AT THE HOME OF A PRIVATE CITIZEN WITH A MENU THAT INCLUDED GOAT, CHICKEN, BEEF STEW, RICE, SEAFOOD, BEANS, POTATOES, VARIOUS FRUITS, AND COCONUT MILK. SEAFOOD (LOBSTER) IS REPORTEDLY PLENTIFUL AND INEXPENSIVE. BEER IS VERY EXPENSIVE AT US\$4.00/BOTTLE.

E. HOTELS. (JAN 84) (USS YOSEMITE) ACCORDING TO THE ATTACHE, THE WAMO HOTEL IS A RATHER PLEASANT PLACE TO STAY AND IS RELATIVELY CLEAN. OSTRICHES AND MONKEYS ARE PLENTIFUL ON THE GROUNDS.

CHISIMAIO, SOMALIA

(MAY 83) (USS OLIVER H PERRY) CHISIMAIO HAS ONE HOTEL RUN BY THE SOMALI TOURIST BUREAU. THE CONDITIONS ARE UNSATISFACTORY BY U.S. STANDARDS. THERE IS NO AIR CONDITIONING, ELECTRICITY IS ON ONLY FROM SUNSET TO SUNRISE, AND SANITATION IS MARGINAL. A RESTAURANT IS LOCATED AT THE HOTEL. A BAR SERVES STRONG NATIVE GIN AND RUM IN ADDITION TO IMPORTED BRANDS. A SMALL BAND PROVIDES ENTERTAINMENT. PROSTITUTES FREQUENT THE BAR.

F. ATHLETICS. (MAY 83) (USS OLIVER H P) THE MAJOR ATHLETIC EVENT OF THE VISIT WAS A BASKETBALL GAME PLAYED WITH A LOCAL CHISIMAIO TEAM. OVER 1,500 ENTHUSIASTIC FANS PACKED THE CITY STADIUM FOR THE GAME. ALTHOUGH THE SPORTS FACILITIES ARE MARGINAL, MAJOR PUBLIC ATTENTION IS GENERATED BY THESE EVENTS. PARTICIPATION IN BASKETBALL, SOCCER, AND VOLLEYBALL IS RECOMMENDED. PRESENTATIONS OF THE SIMPLEST SPORTING EQUIPMENT WILL MAKE A LASTING IMPRESSION.

G. BEACHES. (JAN 84) (USS YOSEMITE) A COVE LIKE BEACH, SUITABLE FOR SWIMMING, SUNBATHING, AND SHIP'S PARTIES, IS AVAILABLE. THE BEACH IS COMPOSED OF SAND/SOME GRAVEL AND NO HEAVY WAVES.

(MAY 83) (USS OLIVER H PERRY) A NICE BEACH IS AVAILABLE FOR THE ENJOYMENT OF THE CREW. A BEACH PARTY HELD BY THE SHIP ON THIS BEACH AND WAS THE BEST RECREATION/LIBERTY IN THE TOWN FOR THE CREW.

H. CHURCHES. (APR 82) A CATHOLIC CHURCH IS IN THE TOWN, ADJACENT TO THE PARK. A MOSLEM MOSQUE, OFF LIMITS TO NON-MOSLEMS, IS IN THE HEART OF THE TOWN.

I. TRANSPORTATION. (JAN 84) (USS YOSEMITE) TAXIS ARE AVAILABLE BUT LIMITED. PRICE MUST BE AGREED ON BEFOREHAND BECAUSE NO METERS ARE INSTALLED. BUSES ARE ALSO AVAILABLE BUT CROWDED.

(MAY 83) (USS OLIVER H P) TWO BUSES WERE RENTED AT A COST OF US\$810.81.

J. TOURS. (JAN 84) (USS YOSEMITE) THERE IS REPORTEDLY A NATIONAL PARK/GAME PRESERVE ABOUT 1.5-HOUR DRIVE SOUTH. IT IS IN THE DEVELOPMENTAL STAGES WITH A WIDE VARIETY OF GAME. A SAFARI (NO HUNTING) CAN BE ARRANGED.

K. SHOPPING. (MAY 83) (USS OLIVER H PERRY) SHOPPING OPPORTUNITIES ARE EXTREMELY LIMITED. THE LOCAL ECONOMY IS SEVERELY DEPRESSED AND THOSE GOODS AVAILABLE ARE OF POOR QUALITY. LEATHER GOODS, CLAY JUGS AND OTHER POTTERY, AND STRAW BASKETS ARE THE ONLY SIGNIFICANT ITEMS FOR SALE.

L. THEATER AND CINEMA. (APR 82) A CINEMA THEATER IS LOCATED IN TOWN ON THE STREET ALONG THE BEACH. IT IS NOT RECOMMENDED.

M. PHYSICAL SECURITY. (MAY 83) (USS OLIVER H PERRY) A SMALL SHORE PATROL WAS LANDED AT THE HOTEL. A ROVING TOPSIDE SECURITY WATCH WAS MAINTAINED CONTINUOUSLY.

N. MISCELLANEOUS INFORMATION. (JAN 84) (USS YOSEMITE) AN OFFICIAL OF THE COMMERCIAL BANK OF SOMALIA AGREED TO VISIT THE SHIP AND EXCHANGE

CHISIMAIO, SOMALIA

CURRENCY WITH THE DISBURSING OFFICER. DANGEROUS BOATING CONDITIONS MADE IT ADVISABLE TO CONDUCT BUSINESS ON THE PIER. BUSINESS WAS CONDUCTED WITH THE ASSISTANCE OF A SOMALI ARMY CAPTAIN TRANSLATOR BECAUSE THE BANKER DID NOT SPEAK ENGLISH. THE BANKER APPARENTLY EXPECTED A CASH EXCHANGE, BUT HE DID ACCEPT A US\$2,000.00 TREASURY CHECK. THE EXCHANGE RATE WAS 17.38 SHILLINGS TO THE DOLLAR. IT COULD NOT BE DETERMINED WHETHER OR NOT THE BANK HAD ANY U.S. CURRENCY FOR A REVERSE EXCHANGE. HAD LIBERTY BEEN POSSIBLE AND ADDITIONAL CURRENCY REQUIRED, MONEY EXCHANGE COULD HAVE BEEN ARRANGED ON A STRICTLY CASH BASIS; THUS, IT PROVIDES THE BANK WITH DOLLARS FOR A REVERSE EXCHANGE. THERE WAS A SMALL SERVICE CHARGE (26 SHILLING) FOR THE US\$2,000.00 TREASURY CHECK TO SHILLINGS EXCHANGE. THE SERVICE CHARGE QUOTED FOR CASH EXCHANGES WAS 2% DOLLARS TO SHILLINGS AND 2% ON THE REVERSE EXCHANGE.

THE SUN IS VERY HOT AND RAIN IS SPARSE. CONSIDERABLE FEAR OF NO RAIN AND DROUGHT PUTS INCREASED PRESSURE ON AN ALREADY DEPRESSED ECONOMY. GENERAL OVERVIEW IS THAT THE TOWN IS EXTREMELY POOR AND FAR FROM MODERN. SANITATION IS MARGINAL BY U.S. STANDARDS. THE PEOPLE ARE VERY RECEPTIVE TO U.S. NAVY VISITS AND ARE IN NEED OF ASSISTANCE IN A VARIETY OF AREAS. IT IS NOT RECOMMENDED THAT SHIPS BE SENT HERE FOR LIBERTY, AS THERE IS LITTLE TO SEE OR DO. THE VENEREAL DISEASE RATE IS REPORTEDLY HIGH. IF A SHIP IS SCHEDULED FOR A PORT VISIT TO CHISIMAIO, IT SHOULD BE IN THE FORM OF PROJECT HANDCLASP TYPE ASSISTANCE OR FOR DIPLOMATIC PURPOSES.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (JUL 86).

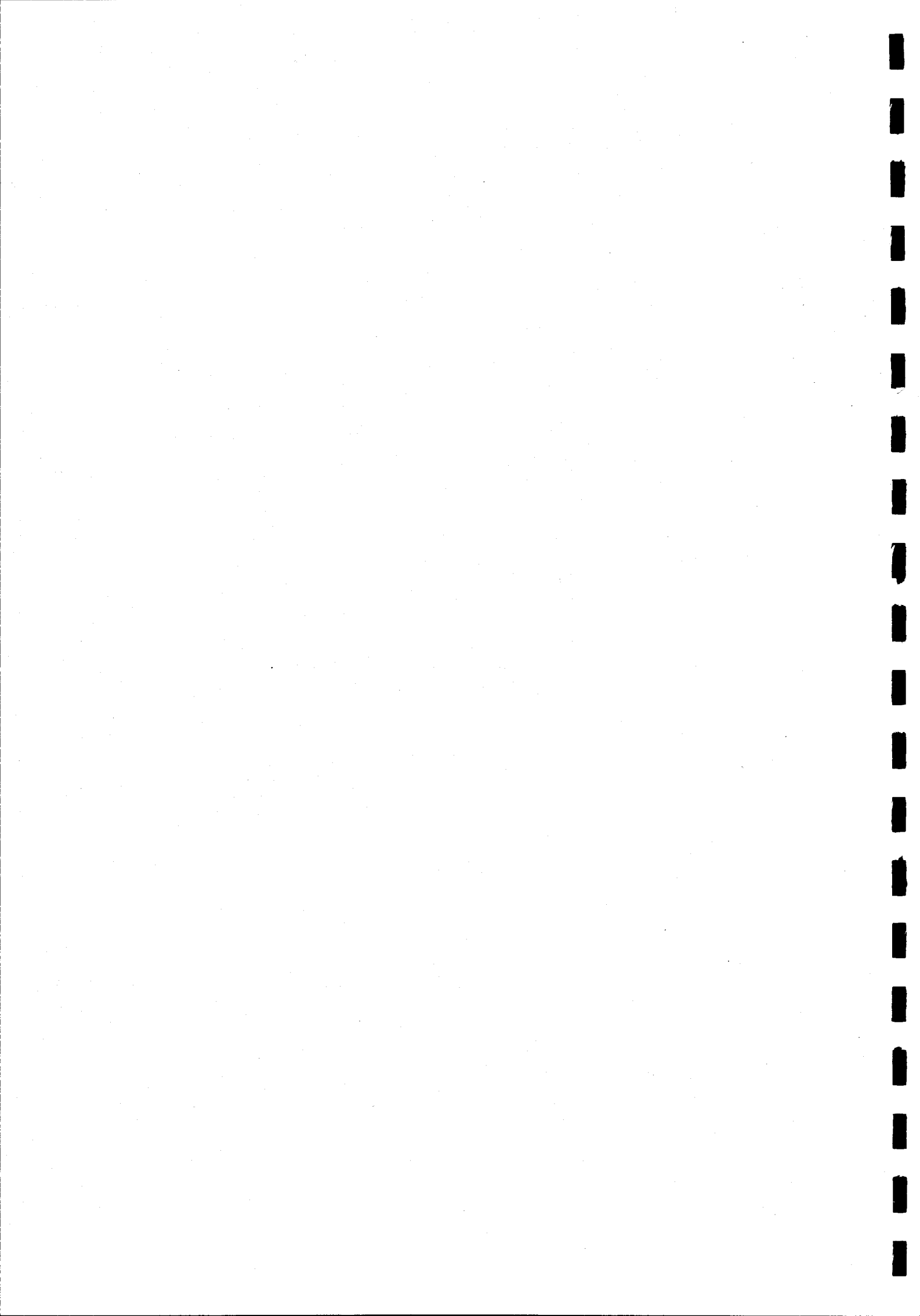


CHISIMAIO, SOMALIA

3. E. MEDICAL. (APR 82) (AFMIC) SOMALIA IS AN IMPOVERISHED COUNTRY WITH ONE OF THE LOWEST STANDARDS OF LIVING IN THE WORLD. THE INADEQUATE HEALTH SERVICES (70% EXTERNALLY FUNDED), SEVERE ENVIRONMENT (HEAT AND DUST), AND LOW NUTRITIONAL LEVEL CONTRIBUTE TO A HIGH INCIDENCE OF DISEASE. INTESTINAL DISORDERS WILL TAKE A TOLL ON STAMINA AND COMFORT. LOCAL FOOD, DRINK, ICE, AND WATER ARE NORMALLY CONTAMINATED AND POSE A THREAT FROM CHOLERA, TYPHOID AND PARATYPHOID FEVERS, HEPATITIS, AND THE ENTIRE RANGE OF DIARRHEAS AND DYSENTERIES. TYPHOID IMMUNIZATIONS ARE WARRANTED. PURIFICATION OF WATER IS REQUIRED. CIVILIAN VENDORS SHOULD BE AVOIDED. THE RISK OF MALARIA IN PORT IS LOW BUT INCREASES INLAND. CHEMOPROPHYLAXIS IS RECOMMENDED. LICE AND FLEAS ARE A PROBLEM AMONG THE POPULACE. SCHISTOSOMIASIS IS PREVALENT IN SOUTHERN SOMALIA. EMBARKED AMPHIBIOUS FORCES SHOULD MINIMIZE EXPOSURE TO SNAIL-INFESTED WATERS (CANALS AND STREAMS). HARD AND SOFT DRUGS WILL BE AVAILABLE FOR THOSE WHO SEEK THEM. VENEREAL DISEASES, ESPECIALLY GONORRHEA AND SYPHILIS, ARE RAMPANT. PROSTITUTION IS ILLEGAL BUT PREVALENT.

(JAN 84) (USS YOSEMITE) THERE WAS NO DIRECT CONTACT WITH MEDICAL PERSONNEL IN CHISIMAIO. MEDICAL SUPPLIES (US\$650.00) WERE GIVEN TO THE SOMALIANS. SEVERAL SOMALIAN ARMY OFFICIALS WERE SEEN BY THE SHIP'S MEDICAL OFFICER AND TREATED. ONE CAN ANTICIPATE THAT IN SUCH AN IMPOVERISHED AREA, SANITATION ASHORE WOULD BE SUB-OPTIMAL. NONSPECIFIC DIARRHEA WAS ENCOUNTERED. THE POTENTIAL FOR OTHER ENDEMIC DISEASES SUCH AS MALARIA, PLAGUE, AND SEVERAL RICKETTSIAL DISEASES IS PARAMOUNT.

L2/MED  
(CH-4)



## MOGADISCIO, SOMALIA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 87) (FICPAC) THE PORT OF MOGADISCIO (MUQDISHO/MOGADISHU) (02-02N/45-21E) IS LOCATED APPROXIMATELY 370 KM (231 MI) NORTHEAST OF RAS OGADEN. A SMALL OPEN ROADSTEAD CONSISTS OF A TOWN AND A NEWLY CONSTRUCTED PORT LOCATED APPROXIMATELY 2.5 KM (1.5 MI) SOUTHWEST OF THE OLD PORT AREA. THE HARBOR FORMED NORTH OF THE BREAKWATER.

B. APPROACHES, LIGHTS, ETC. (OCT 87) (USS BUCHANAN) THE SHIP UTILIZED DMAHTC PUB 171 (3RD ED 1986) AND CHART 61240. THERE ARE NUMEROUS WHITE TOWER MOSQUES THROUGHOUT THE CITY MINIMIZING THE EFFECTIVENESS OF THE PILLAR, CUPOLA, AND WHITE TOWER AS NAVIGATIONAL AIDS ON CHART 61240. THE LACK OF CLEAR NAVIGATIONAL AIDS MADE THE APPROACH DIFFICULT UNTIL THE SHIP WAS WITHIN 4 NM OF THE BREAKWATER. THREE SHIPS WERE ANCHORED WITHIN 1 NM OF THE BREAKWATER WITH ONE SHIP LOCATED NORTH OF THE 311°T APPROACH LINE (IN PROHIBITED ANCHORAGE AREA). THIS REQUIRED BUCHANAN TO COMMIT TO ENTERING THE PORT WHEN PASSING BETWEEN THE ANCHORED SHIPS. THE RANGES WERE INDISTINGUISHABLE DUE TO FADING OF THE STRIPPED MARKINGS. RADAR NAV WAS NOT CONSISTENT UNTIL 1/2 NM OF THE BREAKWATER.

C. PILOTAGE. (OCT 87) (USS BUCHANAN) THE PILOT MET THE SHIP AT 2 NM FROM THE BREAKWATER FROM A 10M (33 FT) COASTAL CRAFT. THE PILOT SPOKE LIMITED ENGLISH BUT FLUENT ITALIAN. HE WAS NOT FAMILIAR WITH THE MANEUVERING CAPABILITIES OF A NAVAL WARSHIP BUT WAS VERY KNOWLEDGEABLE OF LOCAL WATER.

D. ENTRANCE. (OCT 87) (USS BUCHANAN) ENTRANCE REQUIRED AN IMMEDIATE TURN TO THE PORT AFTER PASSING THE SOUTH BREAKWATER IN VIEW OF THE SHALLOW DEPTHS AND A SHIP WRECK.

E. CHANNEL. (DEC 87) NO INFORMATION IS AVAILABLE.

F. ANCHORAGE. (DEC 87) CONSULT PUB 171.

G. WRECKS AND OBSTRUCTIONS. (OCT 87) (USS BUCHANAN) A SHIP WRECK WAS CLEARLY VISIBLE LOCATED 160 M (200 YD) FROM THE BEACH ON THE 311°T RANGE LINE.

H. TIDES AND CURRENTS. (OCT 87) (USS BUCHANAN) THE SHIP EXPERIENCED A 2-KT CURRENT IN THE DIRECTION OF 045°T BOTH APPROACHING AND DEPARTING THE HARBOR WITH A 1.5 M (5 FT) TIDE ALONGSIDE THE PIER. WHEN INSIDE THE BREAKWATER, THE SHIP EXPERIENCED A SET TOWARD THE SHIP WRECK.

I. WEATHER AND WINDS. (OCT 87) (USS BUCHANAN) THE WIND WAS FROM THE WSW PEAKING AT 15 KTS IN THE AFTERNOON. WIND WAS MINIMAL EARLY IN THE MORNING. ROLLS IN EXCESS OF 5° WERE EXPERIENCED.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 87) (USS BUCHANAN) THE INNER HARBOR IS THE AREA SW OF THE SWING CIRCLE AT 02-00-25N/45-29-25E ON CHART 61240. THE HARBOR HAS ONE COMMERCIAL PIER (SOUTHERN PIER) AND A NEW ROLL ON/ROLL OFF PIER (NORTHERN PIER). THE AREA BETWEEN THE PIERS AND BACK TO A LINE

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## MOGADISCIO, SOMALIA

FROM THE NORTHERN PIER TO THE NORTHERN BREAK WATER LIGHTS HAS BEEN DREDGED TO 10 M (32.8 FT). BERTHS ARE NOT NUMBERED ON THE CHART. SOUTHERN PIER BERTHS ARE NUMBERED 1, 2, AND 3; AND NORTHERN PIER BERTHS NUMBERED 4, 5, AND 6 FROM THE FOOT OF THE PIER. THERE WAS LITTLE WATER MOVEMENT IN THE HARBOR AND SEWAGE LINES EMPTIED DIRECTLY ALONGSIDE THE SHIP. SHIP'S OWN BROW WAS REQUIRED.

B. FUEL, LUBE, AND DIESEL. (OCT 87) (USS BUCHANAN) FUEL WAS AVAILABLE BY TRUCK WITH A 3-DAY ADVANCE NOTICE. FUEL ARRANGEMENTS SHOULD BE MADE THROUGH AMEMBASSY. THE SHIP DID NOT FUEL. SEVEN POL TANKS WERE OBSERVED.

C. MECHANICAL HANDLING FACILITIES. (OCT 87) (USS BUCHANAN) TWELVE 50-TON MOBILE CRANES WERE LOCATED WITHIN THE PORT FACILITY. MOST LOADING AND UNLOADING WAS CONDUCTED WITH SHIPBOARD BOOMS AND CRANES.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 87) (USS BUCHANAN) NONE NOTED.

E. WAREHOUSES AND STORAGE FACILITIES. (DEC 87) (FICPAC) THERE ARE NINE TRANSIT SHEDS AND ONE 10,998 SQ M (118,385 SQ FT) GOVERNMENT WAREHOUSE WITH NO REFRIGERATED SPACE. THERE ARE LARGE OPEN STORAGE AREAS.

F. STEVEDORES. (DEC 87) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (OCT 87) (USS BUCHANAN) MOGADISCIO CAN ACCOMMODATE 3 DD/FF'S WITH LARGER SHIPS ANCHORED WITHIN 1 NM OF THE SOUTH BREAKWATER.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (NOV 82) THERE ARE ROADS, BUT NO RAIL ACCESSES TO THE WHARF AREA.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (DEC 87) NO INFORMATION IS AVAILABLE.

B. WATER. (OCT 87) (USS BUCHANAN) POTABLE WATER WAS DELIVERED FROM THE PIER AT THE RATE OF 2,000 GAL/HR. THE RISER (LOCATED UNDERGROUND) REQUIRED MANUFACTURING A 4 CM (1.5 IN) NIPPLE CONNECTION USING HOSE CLAMPS. SOURCE WAS RIVER WATER WHICH MUST BE BOILED AND FILTERED PRIOR TO CONSUMPTION. WATER WAS CHLORINATED TO 2.0 PPM FAC.

C. AIRFIELDS. (OCT 87) (USS BUCHANAN) MOGADISCIO AIRPORT IS LOCATED 1.5 NM WEST OF THE PORT AND IS SERVED BY SOMALIA, KENYA, AIR DJIBOUTI, AND AIR ITALY AIRLINES. THE AIRFIELD IS ALSO USED FOR MILITARY AIRCRAFT: MIG-19 AND HUNTER. THE TOWER OPERATES ON 120.9/118.1 MHZ, AND TOWER PERSONNEL SPEAK GOOD ENGLISH.

D. COMMUNICATIONS. (APR 83) (USS ACADIA) PORT CONTROL OPERATES ON BTB CHANNEL 16. AMEMBARRY PERSONNEL PROVIDED A PORTABLE RADIO TELEPHONE THAT PROVIDED EXCELLENT COMMUNICATIONS WITH ALL FACETS OF THE AMERICAN COMMUNITY.

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L3-2  
(CH-8)



## MOGADISCIO, SOMALIA

E. MEDICAL. (APR 82) (AFMIC) SOMALIA IS AN IMPOVERISHED COUNTRY WITH ONE OF THE LOWEST STANDARDS OF LIVING IN THE WORLD. THE INADEQUATE HEALTH SERVICES (70% EXTERNALLY FUNDED), SEVERE ENVIRONMENT (HEAT AND DUST), AND LOW NUTRITIONAL LEVEL CONTRIBUTE TO A HIGH INCIDENCE OF DISEASE. INTESTINAL DISORDERS WILL TAKE A TOLL ON STAMINA AND COMFORT. LOCAL FOOD, DRINKS, ICE, AND WATER ARE NORMALLY CONTAMINATED AND POSE A THREAT FROM CHOLERA, TYPHOID AND PARATYPHOID FEVERS, HEPATITIS, AND THE ENTIRE RANGE OF DIARRHEAS AND DYSENTERIES. TYPHOID IMMUNIZATIONS ARE WARRANTED. PURIFICATION OF WATER IS REQUIRED. CIVILIAN VENDORS SHOULD BE AVOIDED. THE RISK OF MALARIA IN PORT IS LOW BUT INCREASES INLAND. CHEMOPROPHYLAXIS IS RECOMMENDED. LICE AND FLEAS ARE A PROBLEM AMONG THE POPULACE. SCHISTOSOMIASIS IS PREVALENT IN SOUTHERN SOMALIA. EMBARKED AMPHIBIOUS FORCES SHOULD MINIMIZE EXPOSURE TO SNAIL-INFESTED WATERS (CANALS AND STREAMS). HARD AND SOFT DRUGS ARE AVAILABLE FOR THOSE WHO SEEK THEM. VENEREAL DISEASES, ESPECIALLY GONORRHEA AND SYPHILIS, ARE RAMPANT. PROSTITUTION IS ILLEGAL BUT PREVALENT.

(OCT 87) (USS BUCHANAN) NEITHER QUARANTINE DECLARATION NOR "DERAT" CERTIFICATE WAS REQUIRED. WATER IN HARBOR WAS POLLUTED WITH OIL AND WASTE. HEALTH AND SANITATION IN THE CITY WAS POOR WITH HEAVY TRASH AND GARBAGE ACCUMULATION. THERE WERE HEAVY FLY, MODERATE MOSQUITO POPULATION. MANY STRAY ANIMALS (DOGS, CATS, GOATS, CATTLE, AND DONKEYS WERE THROUGHOUT THE CITY.

F. GASOLINE. (AUG 84) GASOLINE IS NOT READILY AVAILABLE IN THE PORT AREA. HOWEVER, NUMEROUS COMMERCIAL STATIONS ARE LOCATED THROUGHOUT THE CITY.

G. PROVISIONS. (OCT 87) (USS BUCHANAN) FFV WERE AVAILABLE BUT REQUIRED EXTENSIVE DISINFECTION.

H. GARBAGE DISPOSAL. (OCT 87) (USS BUCHANAN) FIFTY-GAL DRUMS WERE AVAILABLE ON THE PIER. NO SORTING OF TRASH WAS REQUIRED.

#### 4. PERSONALIA

A. CALLS. (OCT 87) (USS BUCHANAN) CALLS MAY BE MADE ON:

COMMANDER, SOMALI NAVY  
MINISTER OF DEFENSE  
MAYOR OF MOGADISHU  
AMERICAN AMBASSADOR

ALL CALLS WERE ARRANGED BY THE NAVAL ATTACHE. TOURS WERE PROVIDED FOR U.S. PERSONNEL ASSIGNED TO THE EMBASSY, OFFICE OF MILITARY COOPERATION (OMC), U.S. AIDE ORGANIZATION, AND AMERICAN SCHOOL (60 CHILDREN).

B. HONORS. (OCT 87) (USS BUCHANAN) SIDEBOYS WERE PROVIDED FOR SOMALI AND U.S. DIGNITARIES.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 87) (FICPAC) MOGADISCIO IS THE CAPITAL AND MAIN PORT OF SOMALIA. THE EUROPEAN PART OF THE CITY IS WELL PLANNED. PLEASANT IN ARCHITECTURAL STYLE AND SITUATED ALONG THE SEA. THE ARAB

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## MOGADISCIO, SOMALIA

QUARTERS FORM AN OLD TOWN OF CONFUSED STREETS. THE EUROPEAN PART OF THE CITY REACHES TO THE JETTY AND ALL THE MAIN BUILDINGS ARE CLOSE AT HAND. SOMALIS ARE MOSLEMS AND OBSERVE THE USUAL MOSLEM DIETING AND RELIGIOUS RULES. TAKING PHOTOGRAPHS IS NOT PERMITTED. THE MOSQUES IN SOMALIA ARE NOT OPEN TO CHRISTIANS. UNLIKE ARABS, SOMALIS USUALLY SPEAK ITALIAN BUT MANY ALSO KNOW A LITTLE ENGLISH. THEY ARE GREGARIOUS, CHEERFUL, AND FRIENDLY, TOWARD THE UNITED STATES. THEY ARE A VERY PROUD AND SENSITIVE PEOPLE.

HOLIDAYS APPROPRIATE FOR U.S. RECOGNITION ARE THE SOMALI NATIONAL DAYS WHICH ARE 21 AND 22 OCTOBER. SATURDAY IS NOT A GOOD DAY FOR ARRIVAL DUE TO THE FACT THAT IT IS THE EMBASSY'S WEEKEND. IT IS RECOMMENDED THAT SHIPS NOT ARRIVE OR DEPART ON FRIDAYS BECAUSE IT IS THE MOSLEM'S HOLY DAY.

(OCT 87) (USS BUCHANAN) THE POPULATION IS 700,000 (1985 EST).

B. LIBERTY. (OCT 87) (USS BUCHANAN) LIBERTY WAS DICTATED BY AMEMBASSY. LIBERTY HOURS WERE 0900-2400 (20 OCT) AND 1600-2400 (21 OCT). THE 21 OCT LIBERTY WAS MORE RESTRICTIVE DUE TO INCREASED SECURITY THROUGHOUT THE CITY FOR THE REVOLUTION DAY CEREMONIES. SHORE PATROL BOTH DAYS CONSISTED OF 1 OFFICER AND 1 E-6 ACCOMPANIED BY A SOMALI NAVAL OFFICER. SHIP RENTED A VEHICLE AND DRIVER. THE MOSQUES WERE THE ONLY AREAS OFF-LIMITS. LIBERTY PARTIES WERE REQUIRED TO BE IN WHITES.

C. CLUBS AND BARS. (OCT 87) (USS BUCHANAN) THE INTERNATIONAL GOLF AND TENNIS CLUB (IGTC), ANGLO-AMERICAN CLUB, AND K-7 WERE OPEN TO SAILORS AND FREQUENTED BY AMERICANS AND EUROPEANS. BEER COST US\$1.00-2.00. MIXED DRINKS WERE TO BE AVOIDED IN VIEW OF CONTAMINATED WATER. SODAS IN BOTTLES WERE LOCALLY PRODUCED AND DISCOURAGED TO DRINK. CANNED SODA IS CONSIDERED SAFE. PROSTITUTION IS ILLEGAL IN SOMALIA. PROSTITUTES IN LOCAL BARS DOWNTOWN (STUDIO 54, BLUE MARLIN) WERE NOT REQUIRED TO HAVE HEALTH CERTIFICATES.

D. RESTAURANTS. (NOV 82) RECOMMENDED RESTAURANTS ARE AZANS (ROOFTOP), MING SING, MODERNO, AND SYRIAN.

E. HOTELS. (APR 83) (USS ACADIA) THERE ARE VERY FEW RESTAURANTS AVAILABLE FOR CREW MEMBERS TO PATRONIZE. THE THREE MAJOR ATTRACTIONS ARE THE JUBA HOTEL, THE LIDO BEACH AREA, AND THE ARUBA HOTEL.

F. ATHLETICS. (OCT 87) (USS BUCHANAN) BUCHANAN SOFTBALL AND BASKETBALL TEAMS PLAYED AGAINST AMEMBASSY PERSONNEL. THE IGTC OFFERED TENNIS, GOLF, AND VOLLEYBALL. A PICNIC HELD AT THE IGTC COST US\$100.00 TO USE THE FACILITIES. THE POC WAS THE MANAGER OF THE AMERICAN WELFARE AND RECREATION ASSOCIATION.

G. BEACHES. (APR 83) (USS ACADIA) SWIMMING IS NOT RECOMMENDED IN THE MOGADISCIO AREA DUE TO FREQUENT SHARK ATTACKS. A SWIMMING BEACH IS AVAILABLE AT GEZIRA, 16 KM (10 MI) NORTH OF THE CITY. THE AMERICAN EMBASSY HAS A SMALL BEACH HOUSE AT GEZIRA WHICH WAS AVAILABLE FOR THE CREW TO USE. HOWEVER, THE BEACH IS NOT EASILY ACCESSIBLE BY BUS. DRINKING WATER MUST BE BROUGHT TO THE BEACH.

H. CHURCHES. (JUL 81) THERE IS A ROMAN CATHOLIC CATHEDRAL IN THE CENTER OF THE TOWN. LOW MASS IS HELD AT 0700, 0800, AND 0930; HIGH MASS

## MOGADISCIO, SOMALIA

AT 1100.

I. TRANSPORTATION. (OCT 87) (USS BUCHANAN) THE SHIP RENTED A SEDAN AND ONE VAN WITH DRIVERS (COST US\$80.00/DAY EACH). TAXIS WERE READILY AVAILABLE AND WERE PROMINENTLY MARKED WITH RED AND YELLOW AND COST US\$1.00/MI. PRICES SHOULD BE SETTLED ON PRIOR TO DRIVING.

J. TOURS. (OCT 87) (USS BUCHANAN) THE TOUR WAS ARRANGED THROUGH THE AMEMBASSY FOR 30 PERSONNEL TO VISIT AFGOY (SMALL TOWN IN THE COUNTRY).

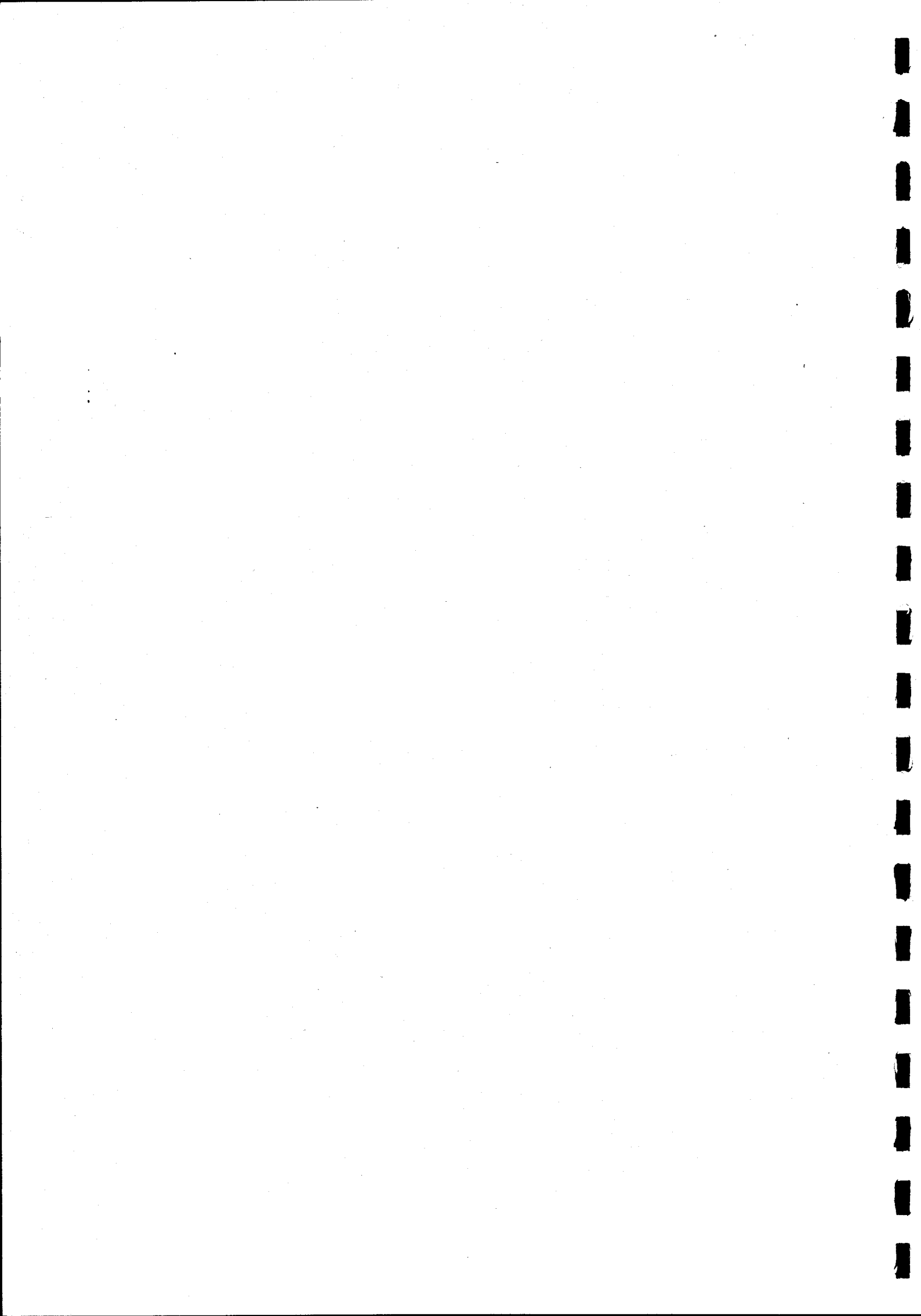
K. SHOPPING. (OCT 87) (USS BUCHANAN) SELLERS WORK ON THE BARGAIN SYSTEM. OFFER THEM 1/2 THE QUOTED PRICE AND SETTLE IN BETWEEN. GOOD BUYS INCLUDE: JEWELRY, IVORY, MEERSCHAUM CARVINGS, SEA SHELLS, AND SOMALIA HATS. IVORY CARVINGS, LARGER THAN 1 1/2 IN, REQUIRE A GOVERNMENT CERTIFICATE TO TAKE OUT OF COUNTRY.

L. THEATER AND CINEMA. (OCT 87 ) (USS BUCHANAN) MOVIE THEATERS DOWNTOWN ARE SMALL, LOCATED IN POOR SECTIONS OF THE TOWN, AND ARE USUALLY PACKED WITH SOMALIS.

M. PHYSICAL SECURITY. (OCT 87) (USS BUCHANAN) SOMALI ARMY PROVIDED SECURITY ON THE PIER (8 MEN) AND AT THE PORT FACILITY GATE (4 MEN). ALL GUARDS WERE ARMED WITH AK-7'S AND SHOWED NO HESITATION TO STOP PERSONNEL. SHIP'S FORCE PROVIDED TOPSIDE ROVING PATROLS. SOMALI GUARDS WOULD NOT ALLOW CARS WITHIN THE PORT FACILITY THAT WERE NOT PREVIOUSLY AUTHORIZED BY THE NAVAL ATTACHE. THE SOMALI FORCES WERE COMPETENT AND KNOWLEDGEABLE.

N. MISCELLANEOUS INFORMATION. (OCT 87) (USS BUCHANAN) LOCAL CURRENCY IS THE SOMALI SCHILLING. THE RATE OF EXCHANGE WAS 99 SHLGS TO US\$1.00. PREVIOUS WEEK'S RATE PRIOR TO VISIT WAS 156 SHLGS TO US\$1.00. BLACK MARKET MONEY EXCHANGE WAS AVAILABLE BUT A HEAVY JAIL TERM WOULD BE IMPOSED IF APPREHENDED. MONEY WAS EXCHANGED ON BOARD DAILY BY THE AMEMBASSY PERSONNEL (OVER US\$12,000 ON THE FIRST DAY). SHILLINGS MAY NOT BE EXCHANGED FOR U.S. DOLLAR AND SHILLINGS ARE ONLY HONORED IN SOMALIA.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, DEC 87.



MOZAMBIQUE



NACALA, MOZAMBIQUE

1. NAVIGATIONAL INFORMATION (+2)

A. DESCRIPTION OF PORT. (10-83) THE HARBOR, ABOUT 22.5 KM (14 MI) FROM THE ENTRANCE, IS ON THE EASTERN SHORE OF BAI DE FERNAO VELOSA (14-33S/040-40E). BAI BONGO IS ABOUT 5.63 KM (3 1/2 MI) LONG AND 3.2 TO 4.8 KM (2 TO 3 MI) WIDE. THE TOWN OF NACALA IS LOCATED SOUTHWARD OF PONTA MALAIA. NACALA IS ALSO KNOWN AS "PORT DE NACALA".

B. APPROACHES, LIGHTS, ETC. (12-80) APPROACHES TO THE ENTRANCE OF BAI DE FERNAO VELOSA ARE CLEAR TO THE COAST AND IN-SHORE REEFS. NO PARTICULAR DIFFICULTY SHOULD BE EXPERIENCED. CONSULT S.D. PUB 171 AND N.O. CHART 61170 FOR FURTHER INFORMATION.

C. PILOTAGE. (12-80) PILOTAGE IS COMPULSORY AND PILOTS ARE AVAILABLE DAY AND NIGHT. PILOTS MUST BE ORDERED IN ADVANCE FROM MOZAMBIQUE BY RADIO. FOR ADDITIONAL INFORMATION CONSULT S.D. PUB 171.

D. ENTRANCE. (10-83) ENTRANCE TO PORTO DE NACALA IS MADE BETWEEN PONTA SACAMULO AND PONTA NAARENGUE. ASIDE FROM A STRONG TIDAL STREAM, NO UNUSUAL DIFFICULTIES SHOULD BE EXPERIENCED. IT WAS REPORTED IN 1979 THAT THE NAVIGATIONAL APPROACH ENTRY RANGE LIGHTS WERE EXTINGUISHED. FOR ADDITIONAL INFORMATION, CONSULT S.D. PUB 171 AND N.O. CHART 61170.

E. CHANNEL. (12-80) CONSULT N.O. CHART 61170. CONTROLLING DEPTH IS REPORTED AS UNLIMITED.

F. ANCHORAGES. (12-80) CONSULT S.D. PUB 171 AND N.O. CHART 61170.

G. WRECKS AND OBSTRUCTIONS. (10-83) THERE HAVE BEEN NO REPORTS OF ANY WRECKS OR OBSTRUCTIONS.

H. TIDES AND CURRENTS. (10-83) THE TIDES ARE SEMI-DIURNAL. MEAN RANGES ARE ABOUT 11.5 FT. THE TIDAL STREAM RUNS VERY STRONGLY AT THE ENTRANCE TO PORTO DE NACALA BUT NOT AT THE ANCHORAGE WITHIN PORT.

IN THE MOZAMBIQUE CHANNEL THE CURRENT SETS PREDOMINANTLY SOUTHWARD ALONG THE COAST AT UP TO 4 KNOTS. IT IS WEAKEST FROM MAY TO JUNE. CLOSER INSHORE, LOCAL COUNTER CURRENTS AND OCCASIONAL ONSHORE SETS ARE EXPERIENCED. NEAR BAIXO DO PINDA THE CURRENT VARIES IN SPEED, DIRECTION, AND SET, WITH EDDIES NEAR HEADLANDS AND REEFS.

FOR ADDITIONAL INFORMATION CONSULT S.D. PUB 171.

I. WEATHER AND WINDS. (10-83) THE SEASONAL REVERSAL OF MONSOONS IS CLEARLY MARKED. IN CALM WARM WEATHER, SEA BREEZES ARE EXPERIENCED, BUT AT OTHER TIMES COASTAL WINDS DIFFER FROM THOSE IN THE OFFING. ONSHORE WINDS ARE DEFLECTED ALONG THE COAST AND INCREASE IN INTENSITY. OFFSHORE SQUALLS ARE COMMON NEAR THE COAST.

TEMPERATURE AVERAGES 25.5 DEG C (78 DEG F) NEAR THE COAST WITH RELATIVE HUMIDITY ABOUT 85. ANNUAL RAINFALL IS 37 INCHES, 85 PERCENT BETWEEN DECEMBER AND APRIL. ON THE AVERAGE, 2 CYCLONES PER YEAR AFFECT THE MOZAMBIQUE CHANNEL, LEADING TO WIDESPREAD FLOODING ALONG THE COAST.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (4-81) AT PRESENT, THE PORT OF NACALA CONSISTS OF A BERTH WHICH WILL ACCOMMODATE FOUR GENERAL CARGO VESSELS. THERE IS ALSO A CONTAINER BERTH WHICH IS SERVED BY A RAIL SPUR AT WHICH GENERAL CARGO VESSELS CAN WORK WITH THEIR OWN EQUIPMENT.

THE CONTAINER BERTH HAS A CONCRETE APRON EXTENDING SOME 24.4 M (80 FT) FROM THE QUAY, BACKED UP BY A FLAT OPEN AREA WHICH IS PRESENTLY UNSURFACED. (USED FOR STACKING CONTAINERS). THERE ARE PLANS TO FLOOR OUT THE UNSURFACED AREA WITH LATERITE. THERE ARE ALSO LONG TERM PLANS FOR FURTHER RECLAMATION TO EXTEND THE CONTAINER QUAY AT RIGHT ANGLES INLAND FROM ITS PRESENT POSITION. THE RECLAMATION WILL EVENTUALLY PROVIDE A QUAY LENGTH OF 400 M (1312.4 FT) AND A SURFACED AREA 800 M (2624.8 FT) FROM THE QUAY.

B. FUEL, LUBE, AND DIESEL OIL. (10-83) THERE HAVE BEEN NO REPORTS OF FUEL, LUBE, OR DIESEL OIL BEING AVAILABLE IN NACALA.

C. MECHANICAL HANDLING FACILITIES. (4-81) ELEVEN CRANES HAVE BEEN REPORTED. THE PORT IS IN THE PROCESS OF ASSEMBLING FIVE 5-TON CRANES, TWO 10-TON CRANES, AND ONE 20-TON CRANE AT THE CONTAINER WHARF.

THERE IS A NEW GANTRY/CONTAINER TERMINAL, BUT IT IS UNKNOWN WHETHER OR NOT CONSTRUCTION IS COMPLETE. AT LAST REPORT, THE GANTRY WAS FULLY ASSEMBLED WITH APPROXIMATELY 90 M (295.3 FT) OF RAIL IN PLACE, BUT THE WORKS WERE AT A STAND-STILL FOR LACK OF STONE. THE PAVING OF THE GROUND BETWEEN THE RAILS HAS NOT YET BEEN STARTED FOR THE SAME REASON.

OPERATIONS IN GENERAL OF DISCHARGING/LOADING OF CONTAINERS ARE BEING CARRIED OUT QUITE SMOOTHLY; THE BACKLOG OF CONTAINERS WOULD SOON BE FINISHED IF NOT FOR THE LACK OF RAIL TRUCKS, WHICH APPARENTLY ARE NOT BEING RETURNED TO NACALA IN SUFFICIENT NUMBERS TO COPE WITH THE ACTUAL LOADING/RAILING CAPACITY OF THE PORT.

NACALA EXPERIENCED A SEVERE SHORTAGE OF FORKLIFTS IN THE PAST, BUT 12 FORKLIFTS, PLACED ON EMERGENCY ORDER, SHOULD BY NOW HAVE BEEN RECEIVED.

D. DRYDOCKS AND REPAIR FACILITIES. (10-83) THERE HAVE BEEN NO REPORTS OF ANY DRYDOCKS OR REPAIR FACILITIES.

E. WAREHOUSES AND STORAGE AREAS. (4-81) EIGHT WAREHOUSES HAVE BEEN NOTED IN PORT. THERE ARE PLANS TO FURNISH THE CONTAINER BERTH STORAGE AREA WITH A TRAVELING GANTRY WHICH WOULD EVENTUALLY GIVE CAPACITY FOR THE STORING OF 1300 TEUS.

F. STEVEDORES. (4-81) ALL STEVEDORING, BOTH ON THE QUAY AND ON SHIPS, IS DONE BY THE CFM; THEIR PUBLISHED TARIFF IS APPLICABLE.

G. PORT CAPACITY. (4-81) SEE PARA 1, SECTION 2. A.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (4-81) THE MAIN RAIL TRACK TO MALAWI IS VERY OLD, HAS BEEN POORLY MAINTAINED, AND IS TOO FAR DETERIORATED TO BE PROPERLY REFURBISHED. GRADIENTS HAVE BEEN CUT ON THE SECTION OF LINE BETWEEN NACALA AND NAMPULA TO ENABLE THEIR EXISTING LOCOMOTIVES TO HANDLE LARGER LOADS. NACALA SHOULD NOW HAVE 32 DIESEL POWERED



SHUNTING LOCOMOTIVES, WHICH WILL BE UTILIZED AT THE NORTHERN AND SOUTHERN SECTIONS, WITH THE CURRENT STEAM LOCOMOTIVES TO BE MOVED TO THE CENTRAL STATION BASED IN BIERA BECAUSE OF THE EASY AVAILABILITY OF COAL IN THAT AREA.

RAILROADS ARE THE MOST IMPORTANT MEANS OF TRANSPORTATION AND ARE VITAL TO THE AGRARIAN ECONOMY OF MOZAMBIQUE.

NACALA AND PORTO AMELIO ALSO CONTROL THE HIGHWAY SYSTEM IN THE NORTHERN PART OF THE COUNTRY. A CEMENT AND ASPHALT ROAD LEADS TO LUMBO. AN UNSURFACED ROAD LEADS NORTH ALONG THE COAST TO LURIO. THESE ROADS PROVIDE ACCESS TO THE SEA FOR LANDLOCKED COUNTRIES INCLUDING THE RHODESIAS AND NYASALAND. IN GENERAL, THE HIGHWAY SYSTEM IS EXTREMELY POOR AND CANNOT SUSTAIN HEAVY TRAFFIC.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (10-83) NO INFORMATION AVAILABLE.

B. WATER. (10-83) POTABLE WATER IS AVAILABLE BY BARGE. NO BOILER WATER HAS BEEN REPORTED AS AVAILABLE. ARRANGEMENTS SHOULD BE MADE WITH THE PORT CAPTAIN.

C. AIRFIELDS. (10-83) NO INFORMATION AVAILABLE.

D. COMMUNICATIONS. (10-83) DOMESTIC RADIO AND TELEGRAPH FACILITIES ARE LOCATED IN TOWN.

E. MEDICAL. (8-83) FOR MEDICAL INFORMATION, CONSULT THE FINAL PAGE OF THIS STUDY.

F. GASOLINE. (10-83) THERE HAVE BEEN NO REPORTS OF ANY GASOLINE BEING AVAILABLE IN NACALA.

G. PROVISIONS. (10-83) THERE HAVE BEEN NO REPORTS OF ANY PROVISIONS BEING AVAILABLE IN NACALA.

H. GARBAGE DISPOSAL. (10-83) THERE HAVE BEEN NO REPORTS OF ANY GARBAGE DISPOSAL FACILITIES BEING AVAILABLE.

### 4. PERSONALIA

A. CALLS. (10-83) NO INFORMATION AVAILABLE.

B. HONORS. (10-83) NACALA IS NOT A SALUTING PORT AND NO SALUTES OR OTHER HONORS ARE REQUIRED.

### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (10-83) PORTO DE NACALA IS SITUATED ON THE NORTHERN COAST OF MOZAMBIQUE. IT IS ON THE EASTERN SHORE OF BAIJA BENGU, ONE OF THE FIVE SMALLER BAYS COMPRISING BAIJA DE FERNAO VELOSA, AN IRREGULAR BAY 15 MILES LONG AND 1 - 6 MILES WIDE.

THE PORTUGUESE EXPLORER VASCO DE GAMA EXPLORED THE COAST IN 1498 AND

PROSPECTORS AND MISSIONARIES MOVED INLAND IN THE 16TH CENTURY. AGRICULTURE IS THE PRINCIPAL ENTERPRISE OF THE PROVINCE. THE NON-NATIVE POPULATION OF NACALA IS SMALL. THERE ARE VERY LIMITED PORT AND OTHER FACILITIES.

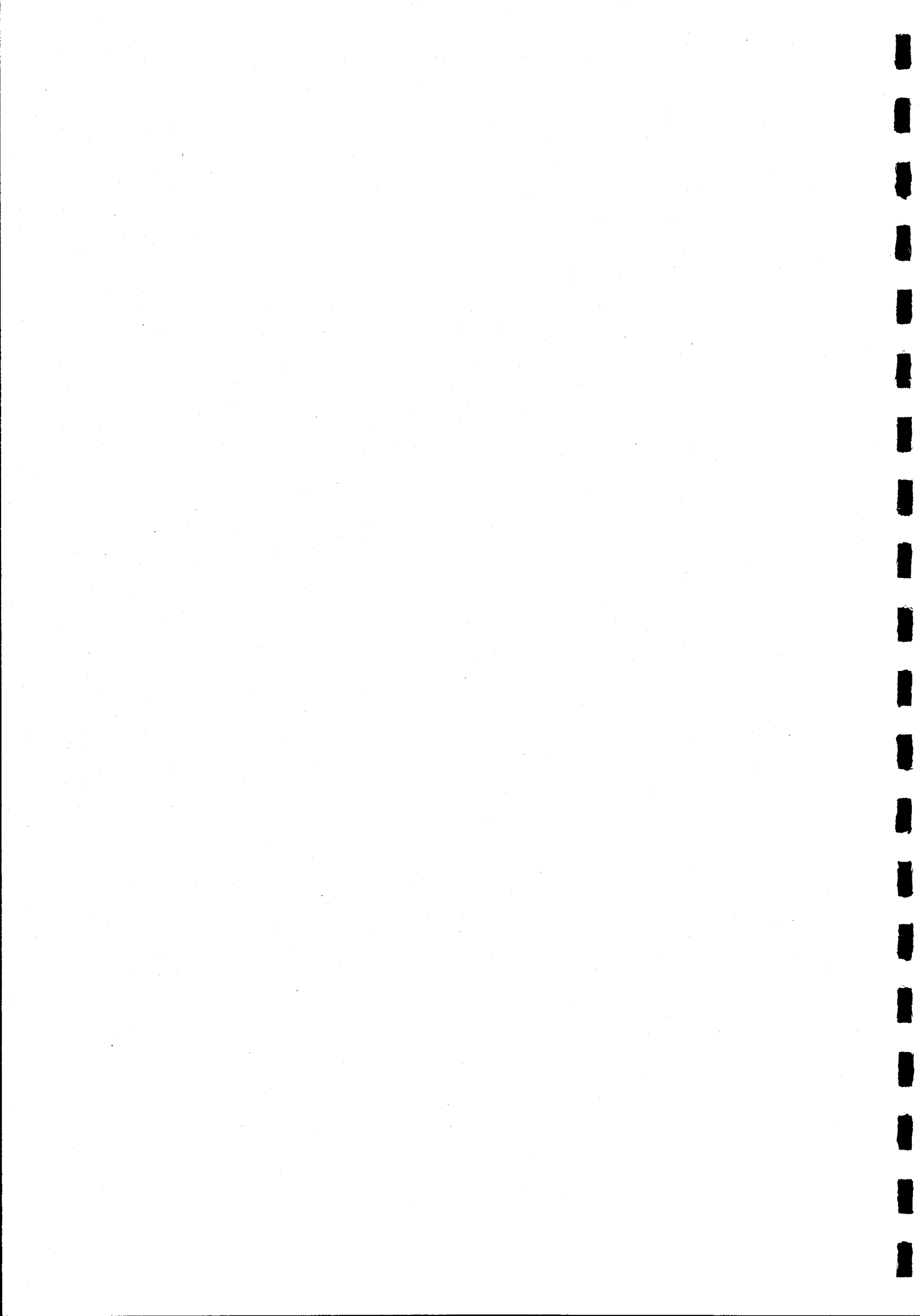
- B. LIBERTY. (10-83) LIBERTY IS NOT RECOMMENDED.
- C. CLUBS AND BARS. (10-83) NO INFORMATION AVAILABLE.
- D. RESTAURANTS. (10-83) NO INFORMATION AVAILABLE.
- E. HOTELS. (10-83) NO INFORMATION AVAILABLE.
- F. ATHLETICS. (10-83) NO COMPETITIONS OR FACILITIES HAVE BEEN REPORTED.
- G. BEACHES. (10-83) NO INFORMATION AVAILABLE.
- H. CHURCHES. (10-83) THERE IS A ROMAN CATHOLIC CHURCH IN TOWN.
- I. TRANSPORTATION. (10-83) NO INFORMATION AVAILABLE.
- J. TOURS. (10-83) NO INFORMATION AVAILABLE.
- K. SHOPPING. (10-83) NO INFORMATION AVAILABLE.
- L. THEATER AND CINEMA. (10-83) NO THEATERS HAVE BEEN REPORTED.
- M. MISCELLANEOUS INFORMATION. (10-83) NACALA IS NOT YET DEVELOPED TO THE POINT WHERE IT CAN ACCOMMODATE LIBERTY PARTIES. THE ESCUDO IS THE UNIT OF CURRENCY, THE SAME RATE AS PORTUGAL. MOZAMBIQUE IS CONSIDERED BY THE PORTUGUESE AS AN INTEGRAL PART OF PORTUGAL PROPER.

NACALA, MOZAMBIQUE

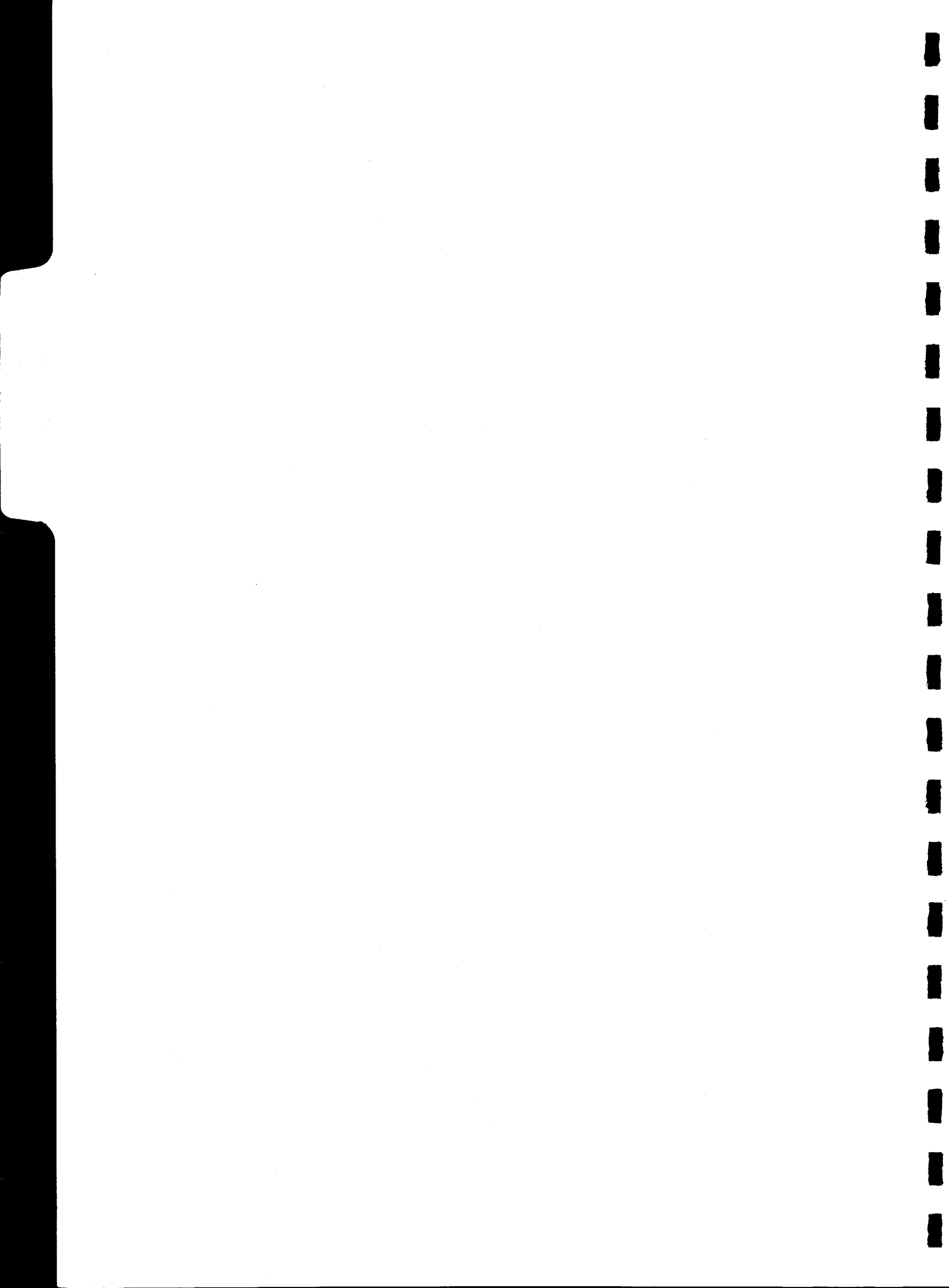
3. E. MEDICAL. (11-82) NO DATA ON FILE, EITHER TO SUPPORT OR DENY THE INFORMATION AS CURRENTLY LISTED IN THE PORT DIRECTORY. RECOMMEND RETAIN AS IS. CHOLERA VACCINATION CERTIFICATE REQUIRED OF TRAVELERS ARRIVING FROM ALL COUNTRIES. YELLOW FEVER VACCINATION CERTIFICATE REQUIRED OF TRAVELERS ARRIVING FROM INFECTED AREAS.

VALIDATED BY NAVY ENVIRONMENTAL AND PREVENTIVE MEDICINE UNIT NO. 6, PEARL HARBOR, HI

M3/MED



MPLAGASY REF.



DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (9-78) DIEGO SUAREZ (12°16'S/049°17'E) IS LOCATED AT THE NORTHERN TIP OF THE ISLAND OF MADAGASCAR IN THE INDIAN OCEAN. IT IS LOCATED IN A LARGE NATURAL COASTAL HARBOR APPROXIMATELY 20 X 12 KM (12 X 7 MI). THE LARGE HARBOR WITH THE NARROW ENTRANCE PROVIDES EXCELLENT PROTECTION FOR SHIPS ALONGSIDE AS WELL AS AT ANCHOR WITHIN THE HARBOR.

B. APPROACHES, LIGHTS, ETC. (5-84) CONSULT DMATHC PUB 171 (2ND ED 1983) AND CHART 61332 (2ND ED SEP 83). USS HECTOR ENTERED DIEGO SUAREZ ON 23 APRIL 1984 TO RENDER CYCLONE RELIEF ASSISTANCE.

(5-84) (USS HECTOR) FOLLOWING ARE POSITIONS OF AIDS TO NAVIGATION:

RADIO TOWER 94 M (302 FT)	12°16'48"S/049°16'35.2"E
RADIO TOWER 94 M (302 FT)	12°16'48"S/049°16'37.5"E
RADIO TOWER 94 M (302 FT)	12°16'49"S/049°16'39"E
MOORING BUOY	12°15'44"S/049°16'24.5"E
PIER W/WRECK ALONGSIDE	12°16'28"S/049°17'47"E

FOLLOWING NAVAID WAS MISSING: PIER 12°14'51"S/049°20'17"E

FOLLOWING LIGHTS WERE EXTINGUISHED:

ANTASIRANANA PORT OFFICE LLNR 39320  
ILOT DES AIGRETTES ON SUMMIT OF ISLAND LLNR 39310  
CAPE ANDRANOMADY, NW EXTREMITY LLNR 39380  
CAP NINE S. SIDE OF PASSE D'ORONGEA LLNR 39370  
PORT MILITAIRE N. JETTY HEAD LLNR 39340  
DETACHED BREAKWATER LIGHT LLNR 39350

COURSE RECOMMENDED FOR ENTERING PASSE D'ORONGEA: AT 12°14'08"S/049°24'55"E  
NOSY LANGORD LIGHT SHOULD BEAR 277.5° TRUE  
RECOMMENDED COURSE 280° TRUE TO 12°12'12.5"S/049°19'32.5"E  
COURSE RECOMMENDED TO THE CIVILIAN PIER, ANTSIRANANA 223° TRUE

(9-78) THE APPROACHES ARE ADEQUATELY MARKED BY LANDMARKS AND LIGHTS. THE FAIRWAY IS FREE AND CLEAR WITH DEPTHS GREATER THAN THOSE IN THE CHANNEL.

C. PILOTAGE. (5-84) (USS HECTOR) PILOT WAS AVAILABLE BUT AN INTERPRETER WAS NEEDED (FRENCH). ALTHOUGH HE KNEW THE HARBOR, THE PILOT HAD GREAT DIFFICULTY MANEUVERING THE SHIP SAFELY. RECOMMEND PILOT BE TAKEN ABOARD FOR ASSISTANCE ONLY. THE PILOT WAS PICKED UP AT THE ENTRANCE. A TUG WAS AVAILABLE BUT WAS NOT USED DUE TO BEING UNQUALIFIED TO ASSIST.

D. ENTRANCE. (5-84) CONSULT DMAHTC PUB 171.

(5-84) (USS HECTOR) ENTRANCE DESCRIBED IN PARA 1B.

E. CHANNELS. (5-84) CONSULT DMAHTC PUB 171.

DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

(5-84) (USS HECTOR) STRONG WINDS AND CURRENT AT HARBOR ENTRANCE REQUIRE SUFFICIENT SPEED FOR THE SHIP TO OVERCOME THE FORCES.

F. ANCHORAGES. (9-78) OVER 90 SQ KM (34 SQ MI) OF PROTECTED ANCHORAGE IS PROVIDED WITHIN THE BAY. DEPTHS RANGE FROM 15 TO 54 M (49 TO 177 FT).

(5-84) (USS HECTOR) EXCEPT WHERE THERE IS WRECKAGE, THE ENTIRE HARBOR IS SATISFACTORY FOR ANCHORAGE. THE BOTTOM IS SAND, MUD, AND CORAL. THE BEST ANCHORAGE AREA IS SOUTH OF NOSY LANGOGO ISLAND.

G. WRECKS AND OBSTRUCTIONS. (5-84) CONSULT DMAHTC PUB 171.

(5-84) (USS HECTOR) THERE ARE NO BRIDGES OR OVERHEAD CABLES IN THE HARBOR EXCEPT FOLLOWING WRECKS.

STRANDED WRECK 12°16'22"S/049°17'47"E  
STRANDED WRECK 12°16'09.8"S/049°17'05.6"E  
REPOSITIONED WRECKS CLOSE TO NW 12°16'02"S/049°16'40"E  
CLOSE TO W 12°16'14"S/049°16'20"E  
CLOSE TO WSW 12°16'29.5"S/049°16'15"E

H. TIDES AND CURRENTS. (5-84) CONSULT DMAHTC PUB 171.

(9-78) TIDAL RISES IN THE HARBOR MAY BE AS GREAT AS 3 M (9.8 FT) WITH CURRENTS THAT MAY ATTAIN 3 KNOTS.

(5-84) (USS HECTOR) THE TIDES AVERAGE BETWEEN 2 AND 4 KNOTS ENTERING THE CHANNEL AND ARE ACCURATELY DESCRIBED IN PUBS.

I. WEATHER AND WINDS. (9-78) SHIPS AT ANCHORAGE ARE SUBJECT TO STRONG WINDS FROM MAY THROUGH OCTOBER. MADAGASCAR IS IN THE CYCLONE BELT AND IS FREQUENTLY VISITED BY DESTRUCTIVE WINDS, MOST FREQUENTLY DURING THE DECEMBER-MARCH PERIOD. TEMPERATURES ARE FAIRLY UNIFORM THROUGHOUT THE YEAR WITH MEAN DAILY MAXIMUM TEMPERATURES RANGING FROM 85 TO 91 DEGREES F AND MINIMUM TEMPERATURES RANGING FROM 70 TO 76 DEGREES F. RAIN FALLS IN PRACTICALLY ALL AREAS BETWEEN NOVEMBER AND MARCH.

(5-84) (USS HECTOR) AFTER MIDMORNING, THE OFFSETTING WINDS MAKE MOORING TO THE PIER ALMOST IMPOSSIBLE.

## 2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (9-78) VISITING NAVAL VESSELS ARE USUALLY MOORED IN THE COMMERCIAL PORT.  
COMMERCIAL BERTHS

<u>GENERAL</u>	<u>LENGTH</u>		<u>DEPTH</u>
	M	FT	M
A	172	564	9.5/31.1
B	140	459	8.5/27.8
C	107	351	6.5/21.3



DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

D	76/249	5.0/16.4
E	61/200	4.0/13.1
F	30/ 98	2.0/ 6.6

(5-84) (USS HECTOR) PIERS ARE STILL USABLE BUT IN POOR CONDITION WITH COLLAPSING CONCRETE AND, IN THE CASE OF THE MILITARY PIER, DAMAGED PILING. THEY ARE INFREQUENTLY MAINTAINED AND NOT REPAIRED AFTER STORM DAMAGE.

B. FUEL, LUBE, AND DIESEL OIL. (9-78) THERE IS AN ADEQUATE NUMBER OF POL BUNKERS AVAILABLE AT THE PORT SUPPLIED BY ONE POL BARGE AND FOUR PIPELINES. THE SIZE OF THE PIPELINES ARE 50 MM (1.9 IN), 63 MM (2.5 IN), 101 MM (3.9 IN), AND 152 MM (5.9 IN) WITH A PUMPING RATE OF 150,000 LITERS (39,600 GAL) PER HOUR.

(5-84) (USS HECTOR) LUBRICANTS ARE NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (5-84) (USS HECTOR) MECHANICAL HANDLING FACILITIES HAVE DETERIORATED SINCE THE FRENCH LEFT. LUBRICANTS AND REPAIR MATERIALS ARE ALMOST IMPOSSIBLE TO OBTAIN AND THE MACHINERY CONSEQUENTLY SUFFERS.

D. DRY DOCKS AND REPAIR FACILITIES. (PORTS OF THE WORLD 1983) THERE IS A GOVERNMENT DRYDOCK, LENGTH 199 M (653 FT), WIDTH AT BOTTOM 28.4 M (93 FT), 10.5 M DEPTH (34 FT). AUTHORITIES REQUIRE 24-HOUR NOTICE WHEN DRYDOCK IS REQUIRED FOR REPAIRS. SHOPS INCLUDE SHIP'S ENGINE AND SMALL ENGINE REPAIR, PLUS FACILITIES FOR VIRTUALLY ALL TYPES OF INTERNAL PLATE AND FITTING REPAIRS.

(5-84) (USS HECTOR) DRY DOCKS ARE EQUALLY IN POOR REPAIR.

E. WAREHOUSES AND STORAGE AREAS. (5-84) (USS HECTOR) STORAGE IS STILL AVAILABLE BUT NEITHER CLEAN NOR SAFE.

F. STEVEDORES. (5-84) (USS HECTOR) LABOR IS IN SHORT SUPPLY. 400 DOCK WORKERS ARE EMPLOYED AT THE PORT, OF WHOM 300 ARE ARABS. THE ARABS ARE IN GENERAL GOOD WORKERS, BUT THE NATIVES ARE UNDEPENDABLE.

G. PORT CAPACITY. (5-84) (USS HECTOR) THE LARGEST VESSEL AFLOAT CAN BE ANCHORED IN DIEGO SUAREZ. SHIPS OF 155 M (500 FT) WITH 7.8 M (25 FT) DRAFT CAN BE ACCOMMODATED ALONGSIDE.

H. ROAD, RAIL AND STEAMER TRANSPORTATION. (5-84) COMMERCIAL DEVELOPMENT WAS RESTRICTED BY THE ABSENCE OF GOOD ROADS. THERE IS ONLY ONE TWO LANE ROAD SOUTH AND IT IS UNUSABLE BEYOND 225 KM (140 MI). THERE IS A DIRT ROAD LEADING TO ANTANANARIVO, CAPITAL OF THE DEMOCRATIC REPUBLIC OF MADAGASCAR, AND AN ASPHALT ROAD TO RAMENA. THERE IS AN ASPHALT ROAD TO THE NORTHERNMOST BEACH. THERE ARE NO RAILWAYS OR INLAND WATERWAYS.

STEAMSHIP LINES VESSELS MAKE INFREQUENT AND UNSCHEDULED STOPS.

(5-84) (USS HECTOR) TRANSPORTATION IS IN GENERAL DEGRADATION DUE TO NEGLECT AND TYPHOON DAMAGE.

DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (5-84) (USS HECTOR) LIGHTERAGE AVAILABILITY HAS DECREASED SINCE THE DEPARTURE OF THE FRENCH NAVY. NONE WERE IN USE.

B. WATER. (5-84) (USS HECTOR) POTABLE WATER IS AVAILABLE AND DELIVERED BY PIPE TO THE PIER. LEVEL OF TREATMENT NECESSARY IS 2.0 PPM CHLORINE. AVAILABILITY OF BOILER WATER OR RAINMAKER IS UNKNOWN AS IS PRICE OF POTABLE WATER.

C. AIRFIELDS. (5-84) ANDRAKAKA AIRPORT IS LOCATED 3.2 KM (2 MI) NORTHWEST OF THE PORT. MAIN RUNWAY LENGTH IS 2,500 X 45 M (8,202 X 148 FT).

(5-84) (USS HECTOR) AIRFIELD IS WITHOUT ELECTRONIC ASSISTED APPROACH AND HAS POOR COMMUNICATION FACILITIES.

D. COMMUNICATIONS. (5-84) (USS HECTOR) THERE IS A TV/RADIO STATION AND A TELECOMMUNICATION STATION. PORT CONTROL CAN BE REACHED ON CHANNEL 16 VHF GUARDED WHEN SHIPS ARE EXPECTED. DEPENDABILITY OF COMMUNICATIONS IS LOW. NO TELEPHONE SERVICE IS AVAILABLE FROM THE PIER AND SERVICE IN TOWN IS POOR. THERE IS A POST OFFICE IN TOWN BUT SERVICE IS SLOW AND NOT RELIABLE.

E. MEDICAL. (11-82) SEE N1/MED.

F. GASOLINE. (5-84) (USS HECTOR) GASOLINE IS AVAILABLE BUT UNNECESSARY AS THE ONLY TRANSPORTATION AVAILABLE IS TAXIS WHICH PICK UP AS MANY PEOPLE AS CAN FIT IN THE SMALL CAR. THE TOWN IS SMALL ENOUGH TO GET AROUND ON FOOT, BUT EXCURSIONS REQUIRE THE FRIENDSHIP OF SOMEONE WHO OWNS AN AUTOMOBILE.

G. PROVISIONS. (5-84) (USS HECTOR) ARRANGEMENTS FOR PROVISIONS ARE DIFFICULT IF NOT IMPOSSIBLE AND SHOULD NOT BE DEPENDED UPON.

H. GARBAGE DISPOSAL. (5-84) (USS HECTOR) ARRANGEMENTS FOR GARBAGE DISPOSAL SHOULD BE MADE WITH THE PORT REPRESENTATIVE. PICK-UP IS UNDEPENDABLE BUT FREE. THE PEOPLE WHO PICK IT UP SALVAGE EVERYTHING AND SELL IT (ESPECIALLY VALUABLE ARE ALUMINUM CANS).

4. PERSONALIA

A. CALLS. (5-84) (USS HECTOR) THE DEFENSE ATTACHE OR OTHER REPRESENTATIVE OF THE AMERICAN EMBASSY (LOCATED IN ANTANANARIVO, THE CAPITAL) WILL MAKE ARRANGEMENTS FOR ANY OFFICIAL INTERACTION. BECAUSE THIS WAS THE FIRST U.S. SHIP IN TEN YEARS, THE VISIT ATTRACTED CONSIDERABLE ATTENTION. THERE WERE APPROXIMATELY 600 PEOPLE GIVEN TOURS, MOSTLY IN GROUPS (BOY SCOUTS, UNIVERSITY, TOWN COMMITTEE MEMBERS) BUT GIVEN THE CHANCE A LARGE SEGMENT OF THE TOWN OF 70,000 WOULD HAVE COME ABOARD. AN AGREEMENT WITH THE OFFICIALS TO MAINTAIN THREE OR MORE POLICEMEN ON WATCH DURING THE DAY TO KEEP THE PEOPLE OUTSIDE OF THE SHIPYARD IS RECOMMENDED.

DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

CALLS WERE MADE: AMERICAN EMBASSY  
THE MAYOR OF DIEGO SUAREZ  
NAVAL BASE COMMANDANT  
PRESIDENT AND VICE PRESIDENT OF FARITANY (THE REGION)

B. HONORS. DIEGO SUAREZ IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. DIEGO SUAREZ IS THE SECOND MOST IMPORTANT PORT ON THE ISLAND. THE CITY CONSISTS OF A PORT SECTION, A COMMERCIAL STATION, A RESIDENTIAL SECTION, AND A MILITARY AND NAVAL BASE. THE POPULATION IS 9,389,000 (JULY 1983), CONSISTING OF NEGROES, INDIANS, ORIENTALS, AND FRENCH. NO SEGREGATION EXISTS. THE INDUSTRIES ARE SHIP REPAIRING, MEAT PACKING, AND THE PRODUCTION OF SALT, OXYGEN, AND ACETYLENE. BEGINNING THE LATER PART OF THE 17TH CENTURY, THE FRENCH ESTABLISHED SETTLEMENTS ON THE ISLAND AND THEREAFTER BECAME THE DOMINANT EUROPEAN INFLUENCE. IN 1896 THE FRENCH ANNEXED THE ISLAND BY FORCE AND DEPOSED THE RULING MERINA HIERARCHY. THE ISLAND WAS OCCUPIED BY THE BRITISH DURING WW II AND IN 1960 BECAME AN INDEPENDENT NATION WITHIN THE FRENCH COMMUNITY. THE COMMUNIST CONTROLLED AKFM PARTY HAD LONG DOMINATED UNION AND MUNICIPAL AFFAIRS OF DIEGO SUAREZ, AND IN 1961 THE MAYOR OF THE CITY WAS A COMMUNIST.

(5-84) (USS HECTOR) THE GENERAL DECLINE IN THE AREA AFTER THE FRENCH LEFT IS OBVIOUS. NO FOREIGN INFLUENCE PREDOMINATES AND THE MALAGASY PEOPLE HAVE NEITHER THE RESOURCES NOR THE EXPERTISE TO MAINTAIN THE TOWN THE WAY IT ONCE WAS. IT HAS BECOME AN ECONOMICALLY IMPOVERISHED AREA. OPPORTUNITIES FOR HUMANITARIAN RELIEF PROJECTS ABOUND AND THE CLERGY ARE VERY HELPFUL IN ASSISTING ANY EFFORTS.

B. LIBERTY. (5-84) (USS HECTOR) LIBERTY WAS GRANTED EACH NIGHT FROM 1630 - 0100. CREWMEMBERS FOUND LITTLE TO PURCHASE IN THE STORES; HOWEVER, THE SEVERAL DISCOS MADE LIBERTY ENJOYABLE. UNIFORMS WERE WORN THE FIRST NIGHT ASHORE. HECTOR CREWMEMBERS TOOK THEIR ROLE AS AMBASSADORS SERIOUSLY AND WERE IMPRESSED WITH THE FRIENDLINESS OF THE MALAGASY PEOPLE. THIS VISIT SUCCESSFULLY ACCOMPLISHED DUAL MISSIONS OF PROVIDING DISASTER RELIEF WHILE SPREADING GOODWILL. HECTOR BALLCAPS, SHIRTS, AND BELT BUCKLES WERE WORN BY GOVERNMENT OFFICIALS.

AS THERE ARE FEW BARS IN AN EASILY PATROLLED TOWN, ONE SHORE PATROL PER 50 IN THE LIBERTY PARTY PROVED SATISFACTORY. USING A VEHICLE TO TRANSPORT, ONE PAIR OF ROVING SHORE PATROL ADDED TO THE CONTROL. THE PORT LIAISON PERSONNEL WILL WORK TO ENSURE MAXIMUM LIBERTY WITH MINIMUM DIFFICULTIES. THERE ARE TWO POLICE STATIONS IN TOWN BUT THE POLICE HAVE LITTLE INTEREST IN ASSISTING SHORE PATROLS.

C. CLUBS AND BARS. (5-84) (USS HECTOR) THERE ARE THREE DISCOS IN TOWN AND SEVERAL OTHER BARS. THE LOCAL BEER IS VERY GOOD BUT IS 5.4% ALCOHOL AND SURPRISES THOSE NOT USED TO STRONG LIQUOR (COST 1500 MALAGASY FRANCS/\$3.00 PER LITER). THE DISCOS ARE GOOD FOR DANCING AND DRINKING BEER.

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D. RESTAURANTS. (5-84) NO CURRENT INFORMATION AVAILABLE.

E. HOTELS. (5-84) NO CURRENT INFORMATION AVAILABLE.

F. ATHLETICS. (5-84) (USS HECTOR) TWO TENNIS COURTS ARE AVAILABLE AT THE MILITARY GARRISON 3.2 KM (2 MI) FROM THE PIER. THERE IS ALWAYS SOMEONE TO PLAY WITH BUT TENNIS BALLS ARE EXTREMELY VALUABLE AND CANNOT BE OBTAINED LOCALLY. A RECENTLY FINISHED GYMNASIUM IS AN EXCELLENT PLACE FOR BASKETBALL/VOLLEYBALL. THE MALAGASY TEAMS ARE VERY GOOD.

G. BEACHES. (5-84) (USS HECTOR) SEVERAL VERY NICE BEACHES PROVIDE GOOD LOCATIONS FOR A PICNIC. THE BAY IS CLEAN.

H. CHURCHES. (5-84)

PROTESTANT MISSION	6 RUE FRANCISI DE MABY
ANGLICAN CHURCH	RUE LAFAYETTE
ADVENTIST CHURCH	BLVD SYLVAN RAUX
SACRED HEART CATHEDRAL	CNR RUE SADE CARNOT AND RUE DE MARE

ALL SERVICES ARE CONDUCTED IN FRENCH. NO INFORMATION IS AVAILABLE AS TO TIME OF SERVICES AND AVAILABILITY OF CLERGYMEN FOR SERVICES ABOARD SHIP.

THE MALAGASY HAVE NEVER HAD ANY ORGANIZED RELIGIOUS SYSTEM OR FORM OF WORSHIP. THERE ARE NO TEMPLES, PRIESTHOOD, IMAGES, ETC. YET THERE IS A DISTINCT RECOGNITION OF A SUPREME BEING. ANIMISM, ANCESTOR WORSHIP, SORCERY, AND TRIAL BY ORDEAL ARE PREVALENT. CHRISTIANITY IS PROFESSED BY OVER 500,000 PERSONS, 75 PERCENT OF WHOM ARE PROTESTANT.

I. TRANSPORTATION. (5-84) SHIP'S VEHICLES CAN BE OFF-LOADED AND REQUIRE A SPECIAL PERMIT OBTAINABLE BY GIVING THE VEHICLE LICENSE. GASOLINE IS AVAILABLE WITHOUT PRIOR ARRANGEMENTS. CONTINENTAL ROAD CUSTOMS PREVAIL WITH DRIVERS KEEPING TO THE RIGHT. TAXI SERVICE IS AVAILABLE TO ANY PLACE IN TOWN.

(5-84) (USS HECTOR) ALTHOUGH PERMISSION TO DRIVE COULD BE OBTAINED (THE MALAGASIANS DRIVE ON THE RIGHT), IT IS NOT RECOMMENDED. HELOS COULD BE OPERATED FROM THE AIRPORT. WHETHER PERMISSION WOULD BE GRANTED IS UNKNOWN.

J. TOURS. (5-84) (USS HECTOR) NO TOURS ARE AVAILABLE.

K. SHOPPING. (5-84) (USS HECTOR) WITH THE EXCEPTION OF A FEW HAND-WOVEN STRAW ARTICLES AND THE LOCAL BEER, NO CONSUMABLES ARE PRODUCED IN DIEGO SUAREZ. EVERYTHING MUST BE IMPORTED 800 KM (500 MI) FROM THE CAPITAL AND SOME OF THE STORES ARE ALMOST EMPTY. HOWEVER, THERE ARE MANY SHOPS IN TOWN AND THE BEST BUYS ARE COTTON PRINT KONGAS, WOOD CARVINGS, AND OTHER HANDICRAFTS.

L. THEATER AND CINEMA. (5-84) (USS HECTOR) THERE IS ONLY ONE CINEMA LEFT IN TOWN AFTER THE STORM. IT SHOWS FRENCH MOVIES AND THE BUILDING IS

DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

IN A STATE OF DISREPAIR.

M. MISCELLANEOUS. (5-84) (USS HECTOR) THE LOCAL CURRENCY IS THE MALAGASY FRANC. IN APRIL OF 1984 THE RATE OF EXCHANGE WAS 540 FRANCS TO U. S. DOLLAR. A SERIOUS BLACK MARKET PROBLEM EXISTS AND ONE OF THE FEW THINGS FORBIDDEN IS THE EXCHANGE OF MONEY IN TOWN. MONEY WAS BROUGHT TO THE SHIP FOR EXCHANGE. NO RETURN EXCHANGE WAS OFFERED. REMAINING FRANCS WERE CONTRIBUTED TO THE NEEDY.

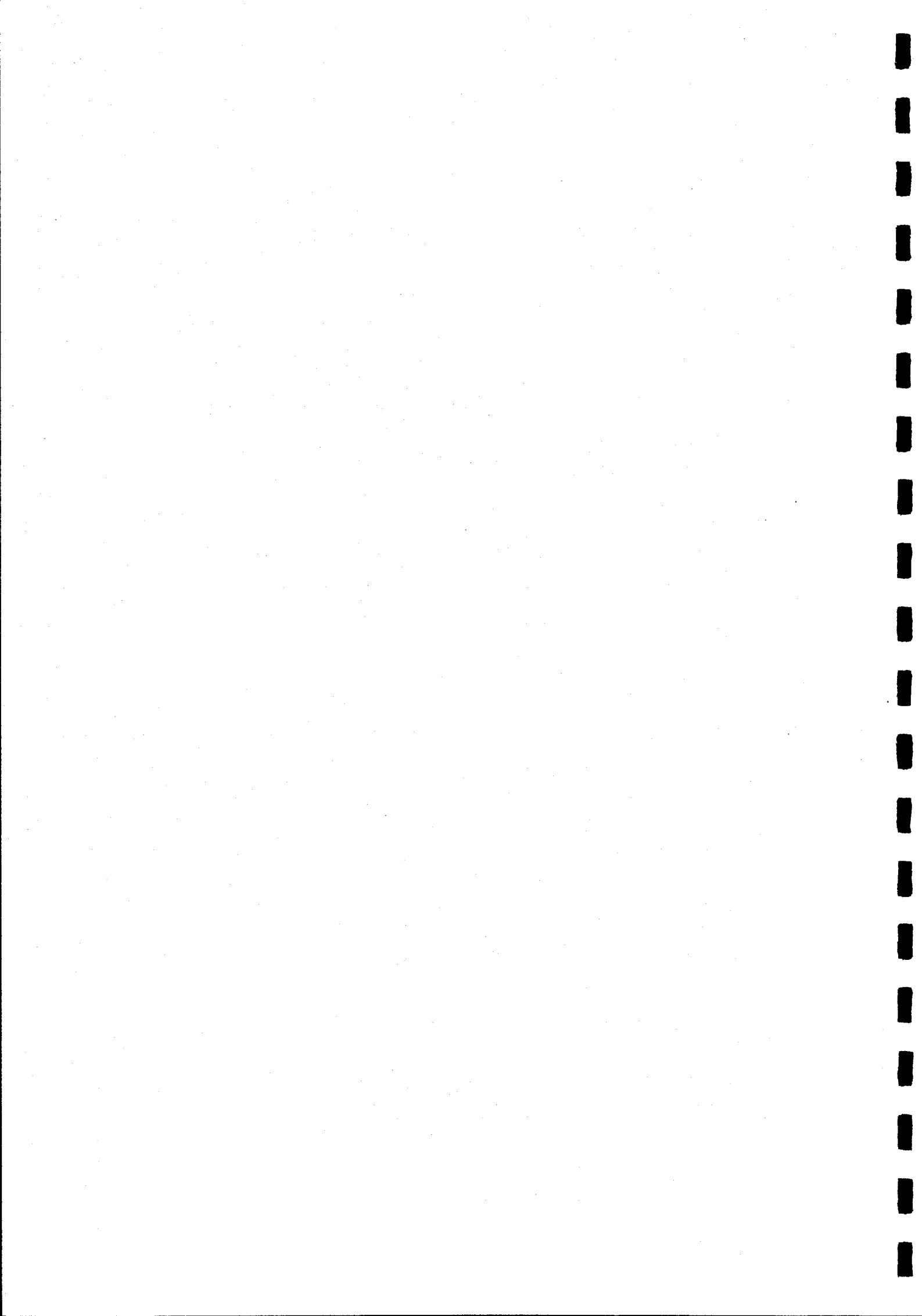
THERE IS NO PHOTO RESTRICTIONS. THE CIVILIAN PIER IS PROTECTED BY FENCING WITH ACCESS LIMITED. THERE IS LITTLE DANGER OF CRIMINAL ACTIVITY BUT DESIRE OF THE TOWNSPEOPLE TO SEE AN AMERICAN SHIP CAN BECOME OVEWHELMING AND CONTROL IS NECESSARY. INTERACTION WITH THE MALAGASY NAVY IS A PLEASANT EXPRIENCE. THEY ARE COURTEOUS AND GOOD CONTACTS FOR ATHLETIC EVENTS AND GENERAL LOGISTICS. WITH THE EXCEPTION OF ONE BUILDING IN THE SHIPYARD, NOTHING IS OFF LIMITS. NO LOCAL LAUNDRY SERVICE IS AVAILABLE.

THIS IS NOT A TYPICAL WESTPAC LIBERTY PORT. THE PEOPLE ARE EXTREMELY POOR (ESTIMATES OF AN AVERAGE OF \$260.00 A YEAR PER CAPITA INCOME WERE GIVEN) AND CONSEQUENT POLITICAL UNREST IS EVIDENT. NO OVERT SIGNS OF VIOLENCE WERE APPARENT BUT THE GATHERING OF A CROWD OBVIOUSLY WORRIED OFFICIALS. THERE IS MORE HUMANITARIAN WORK TO BE DONE HERE THAN COULD BE ACCOMPLISHED BY A HUNDRED PORT CALLS. THE MALAGASIES, THOUGH FILLED WITH MISCONCEPTIONS ABOUT OUR INTENTIONS, WERE VERY APPRECIATIVE AND OPEN WHEN IT BECAME APPARENT THAT WE WERE THERE TO HELP. THE DISTRUST IN THE MALAGASY FACES DISAPPEARED, FRIENDSHIPS WERE KINDLED, AND MADAGASCAR BECAME A PLACE TO REMEMBER WHEN LIBERTY PORTS ARE FORGOTTEN.

HECTOR MADE A POSITIVE IMPRESSION ON THE GOVERNMENT AND PEOPLE OF DIEGO SUAREZ. SHIP'S COMPANY PERFORMED NUMEROUS VOLUNTARY HUMANITARIAN PROJECTS AT VARIOUS HOSPITALS, SCHOOLS, AND CHURCHS. THESE PROJECTS RAN THE SPECTRUM FROM GENERAL DEBRIS REMOVAL TO PLACING SANITATION SYSTEMS IN WORKING ORDER. THE MOST SIGNIFICANT HUMANITARIAN PROJECT WAS A MASSIVE EFFORT TO RECONSTRUCT STORM DAMAGE AT A LEPER COMMUNITY. THE LEPER COMMUNITY WAS AT THE BOTTOM OF THE LIST FOR LOCAL RELIEF EFFORTS AND CONDITIONS WERE FOUND TO BE DEPLORABLE. HECTOR CREWMEMBERS CONTRIBUTED OVER 4,000 MAN HOURS OF VOLUNTEER WORK ON VARIOUS PROJECTS. THE WARDROOM AND CPO QUARTERS COLLECTED \$1,200 FOR THE LEPERS. THESE FUNDS WERE USED TO PURCHASE FOOD ITEMS WHICH WERE THEN DONATED TO THE LEPER COMMUNITY.

COMPILED BY MS. KAY DEVAUL, 2A, FICPAC, MAY 84.

NAVIGATIONAL INFORMATION, VALIDATED BY QMCS M. J. PEDRO.



DIEGO SUAREZ/DELA NIEVRE, MADAGASCAR

3. E. MEDICAL. (11-82) THE LIVING CONDITIONS IN MALAGASY ARE POOR. OVERCROWDED HOUSING AND INADEQUATE WATER SUPPLY AND WASTE DISPOSAL SYSTEMS CONTRIBUTE TO POOR SANITARY CONDITIONS. DESPITE TREATMENT, WATER MAY BE RE-CONTAMINATED IN DISTRIBUTION SYSTEMS AND SHOULD BE CONSIDERED NON-POTABLE. WASTES ARE OFTEN COLLECTED AND DUMPED INTO HARBORS. FOOD SHOULD BE CONSUMED ONLY AT RECOMMENDED RESTAURANTS.

THE DISEASE PATTERN IN MADAGASCAR IS CHARACTERIZED BY A HIGH INCIDENCE OF ENDEMIC DISEASES AND OCCASIONAL EPIDEMICS. ENDEMIC FOOD AND WATER-BORNE DISEASES INCLUDE DYSENTERIES, TYPHOID AND PARATYPHOID FEVERS, AND HEPATITIS. SCHISTOSOMIASIS ARE WIDESPREAD AND PERSONNEL SHOULD AVOID LONG EXPOSURE TO FRESH WATER PONDS AND STREAMS. MALARIA REMAINS A SERIOUS VECTOR-BORN DISEASE DESPITE SOME ERADICATION EFFORTS. THE VECTOR FOR TRYPANOSOMIASIS AND THE SYLVATIC RESERVOIR FOR YELLOW FEVER ARE NOT PRESENT. BUBONIC PLAGUE (70 CASES REPORTED IN 1981) CONTINUES TO BE A PROBLEM; RODENTS AND THEIR FLEAS SHOULD BE AVOIDED. RABIES, CARRIED PRIMARILY BY STRAY DOGS, MAY ALSO PRESENT A PROBLEM. TUBERCULOSIS, LEPROSY, AND VENEREAL DISEASE ARE COMMON DISEASE PROBLEMS AMONG THE POPULACE.

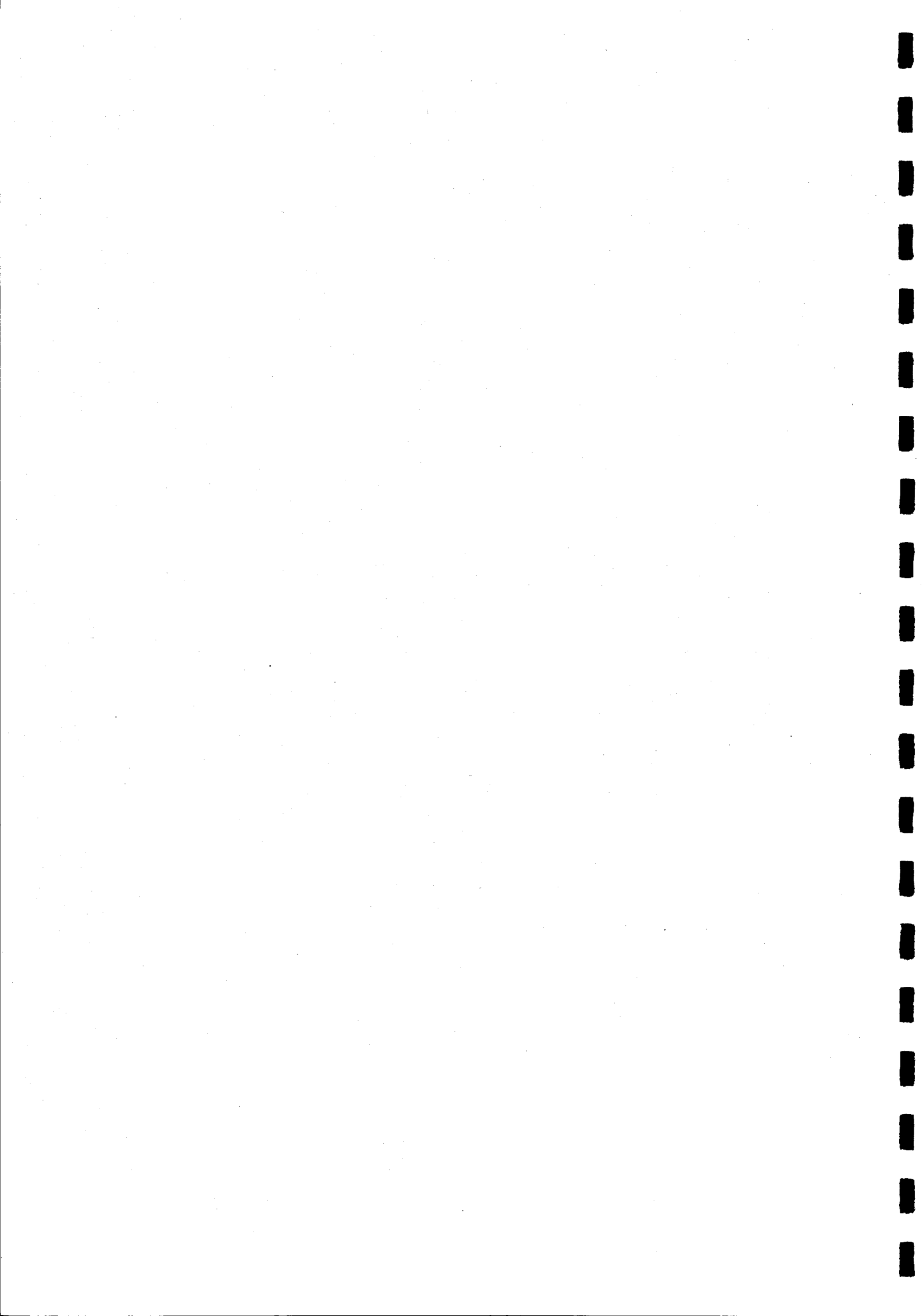
MADAGASCAR HEALTH SERVICES SUFFER FROM A SHORTAGE OF FACILITIES, PERSONNEL, AND MATERIAL. A FEW FRENCH PHYSICIANS HAVE REMAINED ON THE ISLAND AND ARE GENERALLY REPUTABLE. RECENTLY, THE PEOPLE'S REPUBLIC OF CHINA AND EAST GERMANY HAVE PROVIDED TECHNICAL AND FINANCIAL ASSISTANCE.

THE CAP DIEGO HOSPITAL (500 BEDS) IN DIEGO SUAREZ PROVIDES MEDICAL, SURGICAL, OBSTETRIC, PSYCHIATRIC, AND DENTAL SERVICES. THE PHYSICIANS ARE FRENCH OR FRENCH-TRAINED MALAGASY AND ARE COMPETENT. UNFORTUNATELY, THE INADEQUATE AMOUNT OF NURSES, HOSPITAL SUPPLIES, AND MEDICATIONS RESULT IN SUBSTANDARD CONDITIONS. USE OF THESE FACILITIES BY U.S. PERSONNEL IS NOT RECOMMENDED. THE EXISTENCE OR EMPLOYMENT OF THE FORMER FRENCH MILITARY HOSPITAL (95 BEDS) IS UNKNOWN, BUT IT IS SUSPECTED TO BE CLOSED. ALTHOUGH THE U.S. ARMY HOSPITAL IN FRANKFURT, GERMANY IS GENERALLY UTILIZED FOR EMERGENCY MEDEVAC SITUATIONS, NRMIC NAPLES, ITALY ALSO IS AVAILABLE FOR LESS COMPLEX CASES. ALL MEDEVACS SHOULD BE COORDINATED THROUGH THE U.S. EMBASSY OR ITS COMPONENT OFFICES.

YELLOW FEVER AND CHOLERA VACCINATIONS ARE REQUIRED WHEN ARRIVING FROM AN INFECTED AREA. PRATIQUE AND BILL OF HEALTH HAVE NOT BEEN REQUESTED FROM NAVY SHIPS IN THE PAST.

(5-84) (USS HECTOR) ALTHOUGH THERE ARE A MILITARY AND A CIVILIAN HOSPITALS IN TOWN, THE SANITARY CONDITIONS MAKE BOTH MORE OF A HEALTH HAZARD THAN TREATMENT FACILITY AND BETTER HEALTH CARE CAN BE OBTAINED ON A NAVY SHIP. THE DISEASE REPORTED IN THE PORT DIRECTORY (MALARIA, DYSENTERY, GONORRHEA, SYPHILIS) WERE IN EXISTANCE BUT NOT PREVALENT. A NUMBER OF PERSONNEL ATE ASHORE WITHOUT ILL EFFECTS.

NI/MED





MAJUNGA, MALAGASY

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (3-85) (USS JASON) THE PORT OF MAJUNGA (15°42.55'S/046°17.5'E) LIES JUST WITHIN THE ENTRANCE TO BOMBETOKA BAY ON ITS EASTERN SIDE. BOMBETOKA BAY IS FORMED BY THE MOUTH OF THE BETSIBOKA RIVER AND INCLUDES THAT PART OF THE BETSIBOKA BETWEEN ITS SEAWARD OUTLET AND THE EXTENSIVE DELTA-LIKE AREA 15 MILES UP RIVER. MAJUNGA HARBOR IS WELL PROTECTED FROM NW WINDS AND EXTENDS FROM PT. DE SABLE, AT THE SW EXTREMITY OF THE TOWN OF MAJUNGA, EASTWARD ABOUT A MILE. A MANGROVE SWAMP BORDERS THE HARBOR ON THE EAST AND MERGES WITH THE SWAMPY FLOOD PLAIN OF THE AMPARIHINGIRDO. THE PORT OF MAJUNGA HAS NO DEEPWATER QUAYS OR PIERS, AND ALL VESSELS MUST ANCHOR IN THE HARBOR.

B. APPROACHES, LIGHTS, ETC. (3-85) (USS JASON) CONSULT DMAHTC PUB 171 (2ND ED 83) AND CHART 61351 (SEP 84, CORR NM 44/83). THE CHART 61351 WAS ADEQUATE; BUT A LARGER SCALE CHART, THAT WAS OBTAINED LOCALLY, PROVIDED BETTER INFORMATION. THE FOLLOWING CHARTED NAVAIDS WERE NO LONGER PRESENT:

BANC MILIEU BUOY, 15°23.95'S/046°15'E.

CHANNEL BUOY, 15°35.9'S/046°11.4'E AND 15°39.6'S/046°13.4'E.

BUOY, 15°39.7'S/046°12.3'E.

THE BUOY CHARTED AT 15°43.45'S/046°18.15'E CAN BE SEEN AT 20 NM DURING THE DAYLIGHT IS BUT NOT LIGHTED. THE NOSY BEZA RANGE BEACON IS DIFFICULT TO SEE AS IT BLENDS IN WITH THE BACKGROUND VEGETATION. THE REMAINDER OF THE NAVAIDS ARE CHARTED ACCURATELY AND ARE NUMEROUS ENOUGH TO ENSURE FIXES ONCE INSIDE THE INNER CHANNEL.

C. PILOTAGE. (3-85) (USS JASON) A PILOT SHOULD BE USED FOR THE SHIP'S FIRST VISIT. PILOTAGE IS AVAILABLE FOR NIGHT TRANSIT ALSO. A BOARDING LOCATION IS NORMALLY OUTSIDE THE OUTER REEF. THE PILOT BOAT IS A MALAGASY PATROL GUN BOAT. THE PILOT SPOKE LIMITED ENGLISH, AND COMMUNICATIONS WERE THROUGH A FRENCH INTERPRETER AND BY HAND SIGNS. HE HAD A GOOD WORKING KNOWLEDGE OF THE PORT, BUT HE PREFERRED TO STAND IN THE BACKGROUND UNLESS ASKED A QUESTION. TUGS ARE NOT AVAILABLE.

D. ENTRANCE. (3-85) (USS JASON) JASON USED THE AMPAJORY PASS TO TRANSIT THROUGH THE OUTER REEFS, WHICH LIE 11 NM FROM THE CHANNEL ENTRANCE. THE KATSEPE PT LIGHT WAS THE ONLY VISUAL NAVAID USED DUE TO TRANSITING DURING DARKNESS. JASON USED COURSE 214°T BETWEEN THE PASS AND THE NORTHWEST CHANNEL ENTRANCE. RADAR FIXES WERE EXCELLENT USING THE RED CLIFFS, PT MAROMANJO, AND THE RIVER MOUTHS. THE NW CHANNEL ENTRANCE IS AT 15°34.4'S/ 046°10'E.

E. CHANNEL. (3-85) (USS JASON) JASON USED THE RECOMMENDED NORTHWEST CHANNEL, WHICH IS TWO TO FIVE MILES WIDE AND EASILY NAVIGATED DURING THE DAY. THE FIRST LEG WAS 152°T, 5.8 NM WITH A HEAD BEARING ON PT AMPIRIMPINA. THE SHIP TURNED AT POINT 15°39.5'S/046°12.8'E TO 119°T, THEN USED A TURN BEARING OF 233° ON PT KATSEPE LIGHT TO COME TO THE 133°T LEG. THE EBB CURRENT'S EFFECT ON THE SHIP INCREASED FROM 046°-14'E TO ITS HIGH POINT AT APPROXIMATELY 046°-16'E (AT WHICH POINT THE SHIP HAD TO STEER 8° RIGHT

## MAJUNGA, MALAGASY

OF COURSE TO COMPENSATE). THE NOSY BEZA RANGE CAN BE USED AS A HEAD BEARING FOR THE FINAL LEG. SEE THE MAP AT THE END OF THIS STUDY FOR THE DEPTHS PLOTTED BY JASON AND HER UTILITY BOATS.

F. ANCHORAGE. (3-85) (USS JASON) JASON ANCHORED AT 15°43'34"S/04°17'42"E, WITH PT KATSEPE LIGHT AT 279°T, RADIO MAST AT 033°T, AND AMBATOMALABA BN AT 134°T. THE HARD MUD PROVIDED GOOD HOLDING GROUND, AND THE SHIP DID NOT DRAG THE ANCHOR DESPITE CURRENTS IN EXCESS OF 3 KTS. THE DEPTH WAS 42 FT (VICE THE CHARTED 24 FT) AT LOW TIDE, AND THIS ANCHORAGE PROVIDED GOOD PROTECTION. THE RELIABILITY OF PUB 171 ANCHORAGE BEARINGS IS FAIR. THIS ANCHORAGE WAS REPORTED TO BE THE BEST ONE FOR DEEP-DRAFT VESSELS BY LOCAL MERCHANT MASTERS.

G. WRECKS AND OBSTRUCTIONS. (3-85) (USS JASON) THE BANC DU NARCISSUS EXTENDS FURTHER SOUTH AND WEST THAN IS CHARTED, POSSIBLY INTO THE WHITE SECTOR OF PT ANOROMBATO LIGHT. AS IT IS THE NEAREST SHOAL WATER THROUGHOUT THE TRANSIT, RECOMMEND REMAINING SLIGHTLY WEST OF THE MIDDLE OF THE CHANNEL IN THAT AREA. THERE WERE NO BRIDGES OR OTHER RESTRICTIONS IN THIS PORT.

H. TIDES AND CURRENTS. (3-85) (USS JASON) TIDAL INFORMATION FROM THE TIDE TABLES IS ACCURATE. THE CURRENT RUNS DIRECTLY NORTH-SOUTH AND REACHES 4 KTS AT SPRING TIDES. THE CURRENT'S CHANGE IN DIRECTION IS MARKED BY A BAND OF MUDDY WATER (BRILLIANT RED DURING SPRING TIDES AND RUST BROWN AT OTHERS) WITH A LINE OF FOAM ALONG THE LOADING EDGE. THIS EFFECT IS BELIEVED TO BE CAUSED BY OPPOSING CURRENTS WHICH STIR UP THE BOTTOM. CLEAR WATER MARKS THAT WHICH IS NOT MOVING, WHICH IS OFTEN THAT AROUND REEFS OR SHOALS.

I. WEATHER AND WINDS. (3-85) (USS JASON) ACCURATELY DESCRIBED IN PUB 171.

### 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. THE PIER USED BY JASON WAS QUAI UUILLEMIN. THE DEPTH OF WATER WAS SUFFICIENT FOR SMALL BOATS UP TO A LCM. THE BEACH GUARD MUST ENSURE THAT PEOPLE ARE CAREFUL, ESPECIALLY AFTER LIBERTY, AS PARTS OF THE PIER ARE CRUMBLING. NO SERVICES ARE AVAILABLE AT THE PIER.

B. FUEL, LUBE, AND DIESEL OIL. (3-85) (USS JASON) NONE AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (3-85) (USS JASON) ONE PORTABLE AND THREE FORKLIFTS OF UNKNOWN CAPACITY WERE OBSERVED.

D. DRYDOCKS AND REPAIR FACILITIES. (3-85) (USS JASON) THE PORT APPEARS TO HAVE A VERY LIMITED CAPACITY TO REPAIR VESSELS OF THE COASTAL GUNBOAT SIZE.

E. WAREHOUSES AND STORAGE AREAS. (3-85) (USS JASON) THERE WERE THREE 1,486 SQ M (16,000 SQ FT) WAREHOUSES CONSTRUCTED OF CONCRETE WITH STEEL ROOFS WITH A 9 M (30 FT) STACKING HEIGHT. THERE WERE ALSO TWENTY 5.9 SQ M

MAJUNGA, MALAGASY

(64 SQ FT) STEEL CONTAINERS WITH A 2.4 M (8 FT) STACKING HEIGHT.

F. STEVEDORES. (3-85) (USS JASON) UNSKILLED GANGS OF 20 TO 40 STEVEDORES WERE AVAILABLE.

G. PORT CAPACITY. (3-85) (USS JASON) THE PORT OF MAJUNGA CAN ACCOMMODATE TWO DESTROYER-TYPES SHIPS (4,500 TONS).

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (3-85) (USS JASON) NO RAILROADS OR CANALS WERE NOTED. THERE IS VEHICLE ACCESS ONTO THE PIER (ONE ROAD). ROADS APPEAR TO GO TO MAJOR INLAND POINTS, BUT MANY OF THE BRIDGES HAD BEEN RECENTLY BLOWN AWAY BY A HURRICANE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (3-85) (USS JASON) NONE AVAILABLE.

B. WATER. (3-85) (USS JASON) THE QUALITY OF WATER IS NOT UP TO USN STANDARDS.

C. AIRFIELDS. (3-85) (USS JASON) THE MAJUNGA AIRPORT WAS 9.6 KM (6 MI) NORTH OF THE PORT AND HAS 2 TO 3 AIR MADAGASCAR FLIGHTS DAILY. THE RUNWAY ORIENTATION IS EAST-WEST.

D. COMMUNICATIONS. (3-85) (USS JASON) VHF CHANNEL 16 IS USED TO INITIALLY CALL UP HARBOR CONTROL. THE HOURS OF OPERATION FOR HARBOR CONTROL ARE UNKNOWN. CHANNELS 6 AND 13 WERE USED BY THE SHIP'S BOATS, WORKING PARTIES, SHORE PATROL AND BEACH GUARD WITHOUT INTERFERENCE.

A TELEPHONE WAS NOT OBSERVED, BUT IT WAS ASSUMED THAT THERE WERE PLACES WHERE EMERGENCY CALLS COULD BE MADE.

THERE WAS NO MAIL SERVICE FOR USN SHIPS.

E. MEDICAL. (3-85) (USS JASON) SEE N2/MED.

F. GASOLINE. (3-85) (USS JASON) GASOLINE IS NOT READILY AVAILABLE.

G. PROVISIONS. (3-85) (USS JASON) THE U.S. GOVERNMENT HAS NO EXISTING ARRANGEMENTS FOR SUPPLYING PROVISIONS. THE QUALITY OF FOOD IS POOR AND SHOULD NOT BE USED IF AT ALL POSSIBLE.

H. GARBAGE DISPOSAL. (3-85) (USS JASON) THE USAID REPRESENTATIVE CAN MAKE ARRANGEMENTS TO REMOVE GARBAGE FROM THE PIER ON A DAILY BASIS. THE TRASH DOES NOT HAVE TO BE SORTED, BUT THE COST IS RELATIVELY HIGH.

4. PERSONALIA

A. CALLS. (3-85) (USS JASON) THE FOLLOWING CALLS WERE MADE AND ALL WERE RETURNED:

U.S. AMBASSADOR

COMMANDER, MILITARY REGION 4

N2-3  
(CH-2)

MAJUNGA, MALAGASY

PRESIDENT OF EXECUTIVE COMMISSION      COMMANDANT, MAJUNGA GENDARMERIE  
MILITARY AIDE TO THE PRESIDENT          REVOLUTIONARY COUNCIL MEMBER

CALLS WERE ARRANGED BY THE U.S. DEFENSE ATTACHE. JASON HOSTED APPROXIMATE-  
LY 300 VISITORS ON AN INVITATION BASIS ONLY DUE TO SMALL BOAT LIMITATIONS.

B. HONORS. (3-85) (USS JASON) MAJUNGA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (2-86) (FICPAC) MADAGASCAR'S TRADITIONAL  
CULTURE REFLECTS THE MIXED AFRICAN AND ASIAN ORIGINS OF ITS PEOPLE.  
MADAGASCAR WAS FIRST VISITED BY EUROPEANS IN THE 16TH CENTURY. BETWEEN  
1500 AND 1800, NEW STATES AROSE BASED ON TRADE IN SLAVES AND FIREARMS.  
THE KINGDOM OF MADAGASCAR, WHICH UNITED MOST OF THE ISLAND, LASTED FROM  
1810 TO 1895. AFTER THAT, MADAGASCAR BECAME A FRENCH COLONY (1896-  
1945), A TERRITORY OF THE FRENCH UNION (1946-1958), AND AN AUTONOMOUS  
REPUBLIC WITHIN THE FRENCH COMMUNITY (1958-60). IT ACHIEVED INDEPENDENCE  
AS THE MALAGASY REPUBLIC IN 1960.

(3-85) (USS JASON) MAJUNGA IS THE MAJOR PORT FOR THE WESTERN SIDE OF  
MADAGASCAR BUT IS CURRENTLY AT A STANDSTILL DUE TO STORM-DAMAGED BRIDGES  
AND ROADS. IT IS THE SECOND LARGEST CITY AT ABOUT 60,000 PEOPLE (BY  
LOCAL ESTIMATES). THERE IS AN EVEN MIXTURE OF CHRISTIANS (CATHOLIC,  
PROTESTANT) AND MOSLEM. PICTURE-TAKING IS OFTEN NOT ALLOWED FOR RELIGIOUS  
REASONS. MOSQUES SHOULD NOT BE ENTERED BY NON-MOSLEMS.

B. LIBERTY. (3-85) (USS JASON) ONE OFFICER OR CPO WITH ONE ENLISTED  
FOR EVERY 50 ASHORE WERE ASSIGNED SHORE PATROL. VEHICLES WERE NOT NORMALLY  
ASSIGNED. THE SHORE PATROL HEADQUARTERS WAS AT THE BOAT LANDING. THE  
NEAREST POLICE STATION WAS ONE MILE FROM THE PORT. THE OFF LIMITS AREA WAS  
SHANTY TOWN (JUST TO THE EAST OF THE LANDING). CURFEWS WERE 0001 FOR E-3  
AND BELOW, 0100 FOR E4-E6, AND 0200 FOR OFFICER/CPO. A BEACH GUARD IS  
HIGHLY RECOMMENDED TO PROVIDE A CENTRAL SPOT FOR PROVIDING ASSISTANCE AND  
INFORMATION TO THE CREW, SHORE PATROL, SMALL BOATS, AND SHIP. THE MAXIMUM  
SIZE OF A LIBERTY PARTY WAS 350, AND ATTIRE FOR LIBERTY WAS WHITES OR AP-  
PROPRIATE CIVILIAN CLOTHING.

FLEET LANDING WAS LOCATED IN THE CENTER OF THE CITY WITHIN WALKING  
DISTANCE OF SHOPPING AND ENTERTAINMENT. THE 91 M (300 FT) QUAY WAS OFTEN  
FILLED WITH LOCAL BOATS, NECESSITATING LIBERTY BOATS TO TIE UP OUTBOARD  
FOR THEM TO DEBARK PASSENGERS.

C. CLUBS AND BARS. (3-85) (USS JASON)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	675 MALAGASY FRANCS (MFG) TO US\$1.00
DISCO BAR	HOTEL D'FRANCE	1,500 MFG/BEER	
SAM PAN CLUB	CENTER OF TOWN	UNKNOWN	

THERE WERE MANY OUTDOOR BARS SET UP FOR THE EXPRESS PURPOSE OF ENTERTAIN-  
ING JASON SAILORS ON THE WESTERN SIDE OF THE CITY NEAR THE TOWN HALL.

MAJUNGA, MALAGASY

FAMOUS LABEL SCOTCH IS RUM BASED AND PERSONNEL SHOULD BE CAUTIONED OF ITS POTENCY. ABSINTHE IS ALSO AVAILABLE.

D. RESTAURANTS. (3-85) (USS JASON) THE ONLY RESTAURANT FOUND WAS THAT IN THE HOTEL DE FRANCE, WHICH SERVES FRENCH AND LOCAL CUISINE AT REASONABLE PRICES.

E. HOTELS. (3-85) (USS JASON) THE ONLY HOTEL NOTED WAS THE HOTEL DE FRANCE WHICH IS THREE BLOCKS NW OF THE LANDING. IT FEATURES DINING AND DANCING, BUT THE ACCOMMODATIONS ARE SUBSTANDARD.

F. ATHLETICS. (3-85) (USS JASON) THERE IS A STADIUM .8 KM (.5 MI) FROM THE PIER AS WELL AS A BASKETBALL/VOLLEYBALL GYM. JASON PLAYED LOCAL CHAMPIONSHIP TEAMS IN BASKETBALL AND VOLLEYBALL. TO SET UP COMPETITION, CONTACT A LOCAL GOVERNMENT, ARMY, OR USAID REPRESENTATIVE.

G. BEACHES. (3-85) (USS JASON) NO SWIMMING BEACHES WERE OBSERVED.

H. CHURCHES. (3-85) (USS JASON) BOTH CATHOLIC AND PROTESTANT CHURCHES ARE AVAILABLE IN MAJUNGA.

I. TRANSPORTATION. (3-85) (USS JASON) SHIP'S VEHICLES CANNOT BE OFFLOADED. THE USE OF THE AIRPORT COULD PROBABLY BE ARRANGED FOR HELICOPTER OPERATIONS. TAXIS ARE OFTEN THE ONLY TRANSPORTATION AVAILABLE BUT ARE NOT METERED AND BARGAINING BEFOREHAND IS NECESSARY. FARES ARE LOW.

J. TOURS. (3-85) (USS JASON) NONE OBSERVED OR OFFERED.

K. SHOPPING. (3-85) (USS JASON) BARGAINS ARE SEMI-PRECIOUS STONES (ESPECIALLY GARNETS) AND WOOD CARVINGS. BE ADVISED THE UNTREATED WOOD CARVINGS MUST BE SPRAYED FOR PESTS BEFORE ENTERING THE U.S.

L. THEATER AND CINEMA. (3-85) (USS JASON) NONE OBSERVED.

M. MISCELLENEOUS. (3-85) (USS JASON) THE RATE OF EXCHANGE WAS 675 MALAGASY FRANCS (MFG) TO US\$1.00. CURRENCY EXCHANGE SHOULD BE CONDUCTED ONBOARD. THE MFG'S CAN BE CHANGED BACK IF A WRITTEN AGREEMENT TO THAT EFFECT IS SECURED BEFORE THE INITIAL TRANSACTION.

PHYSICAL SECUREITY - THE PORT AREA IS SURROUNDED BY A 10-FT FENCE WITH A SECURITY GUARD PRESENT. THERE IS AN ARMY HEADQUARTERS ON A NEARBY HILL AND A NAVY GUNBOAT AT THE PIER.

USS JASON WAS THE FIRST U.S. NAVY SHIP TO VISIT MAJUNGA SINCE 1971. THE LOCAL POPULATION WAS FOUND TO BE VERY FRIENDLY AND CURIOUS. LANGUAGE PRESENTS A BARRIER, BUT MANY OF THE PEOPLE SPEAK SOME FRENCH AND A FEW SPEAK ENGLISH. BOTTLED DRINKS ARE THE ONLY SAFE BEVERAGE. THE SHIP MUST PROVIDE WATER FOR THE BEACH GUARD, SHORE PATROL, AND WORKING PARTIES. THE MALAGASY PEOPLE ARE RACIALLY DIVERSE AND THERE SEEMS A LARGE CHASM BETWEEN THE RICH AND NUMEROUS POOR. THE OVERALL IMPRESSION WAS THAT PEOPLE

MAJUNGA, MALAGASY

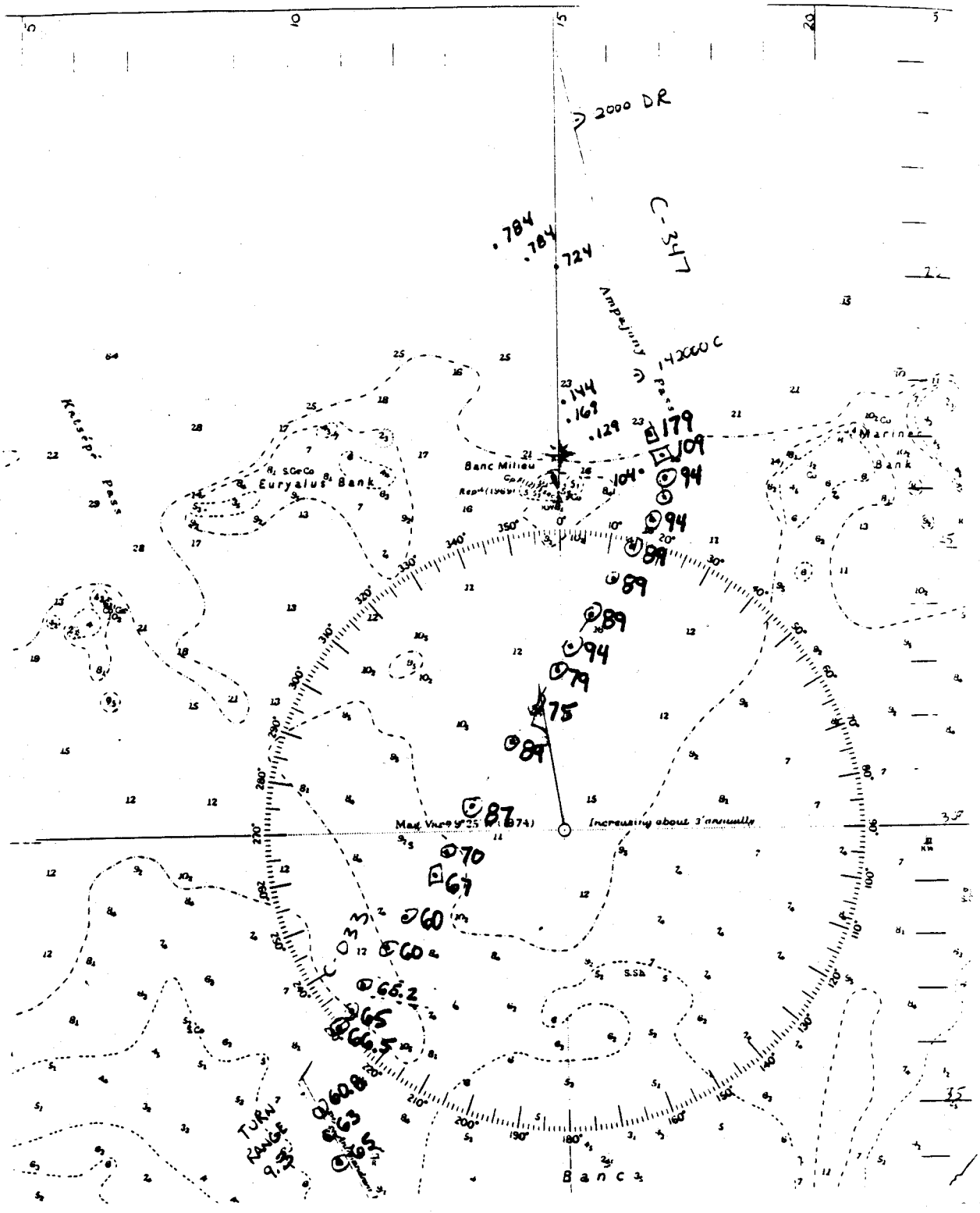
WERE HAPPY TO SEE A U.S. REPAIR SHIP VISIT AND WERE CURIOUS TO SEE IF AMERICANS WERE AS THE COMMUNIST PROPAGANDA OR SELECTED U.S. TELEVISION PROGRAMS PORTRAYED THEM. PEOPLE WALKED FROM THROUGHOUT THE CITY TO GATHER AROUND THE NEWLY ERECTED OUTDOOR BARS JUST TO WATCH THE AMERICANS' ACTIONS.

PUBLIC AFFAIRS - THERE WERE TWO PROJECTS IN THE CIVIC ACTION PROGRAM: THE DISTRIBUTION OF PROJECT HANDCLASP MATERIAL AND THE ASSISTANCE BY JASON'S CREWMEMBERS IN STARTING A MAJOR RELOCATION HOUSING PROJECT. - THE REPAIR WORKS FOR THE LAST CYCLONE DAMAGE WERE PROVIDED TO THE CEMENT PLANT, TEXTILE PLANT, JIRANA POWER PLANT, THE TOWN CLOCK, MALAGASY NAVY PATROL BOAT MAILAKA, MAJUNGA AIRPORT, BRIDGES (LOCATED OUTSIDE OF MAJUNGA), COMMERCIAL FREIGHTER (LCT), A COASTAL SHIPPING COMPANY, MAJUNGA REGIONAL ARMY HEADQUARTERS, MAJUNGA REGIONAL GENDARMARIE HEADQUARTERS, AND VARIOUS EQUIPMENT (22 TYPEWRITERS, 6 CALCULATORS, A MOVIE PROJECTOR, AND A COPIER CIRCUIT BOARD).

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (3-86).

MAJUNGA, MALAGASY

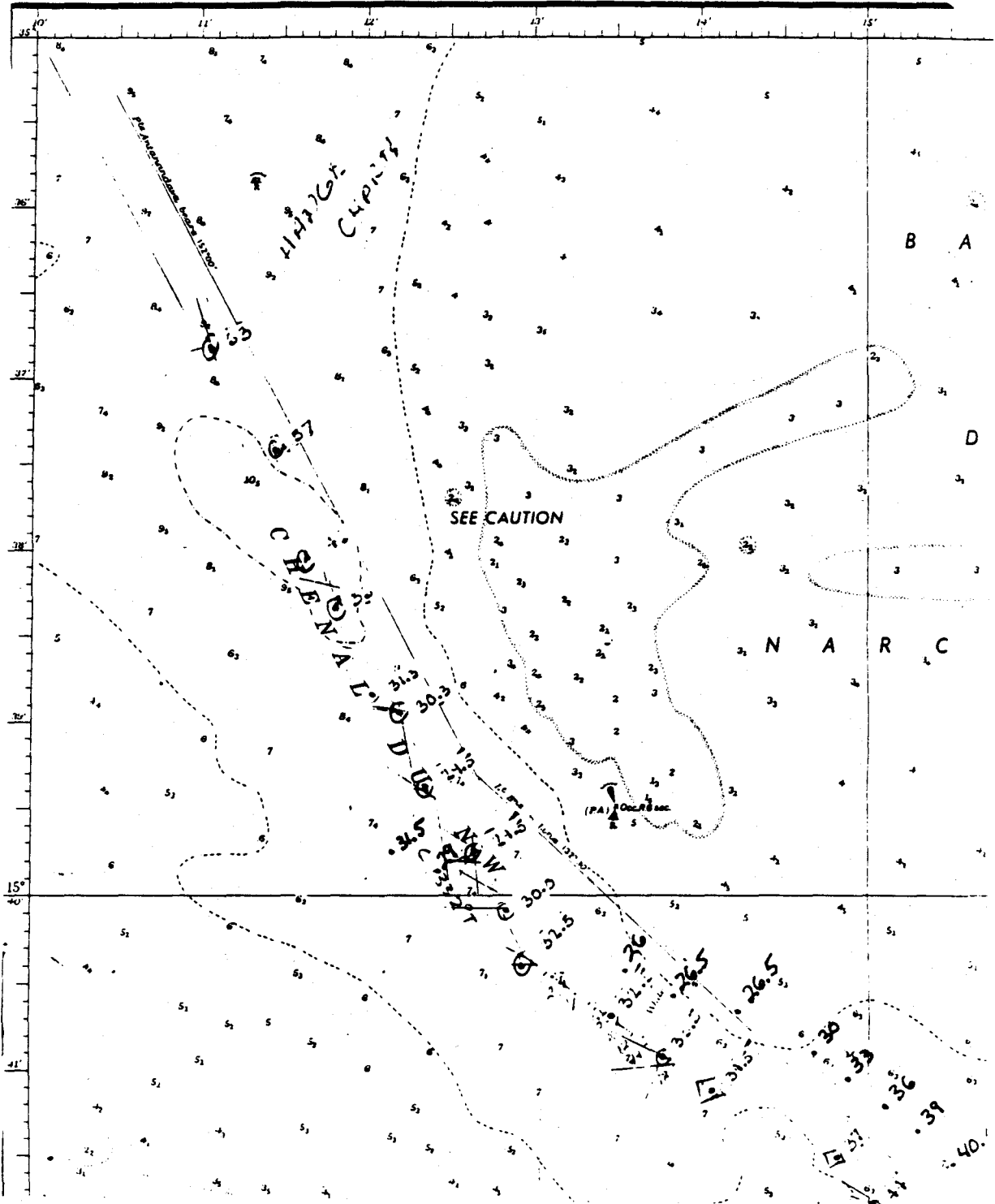
(3-85) (USS JASON)



N2-7  
(CH-2)

MAJUNGA, MALAGASY

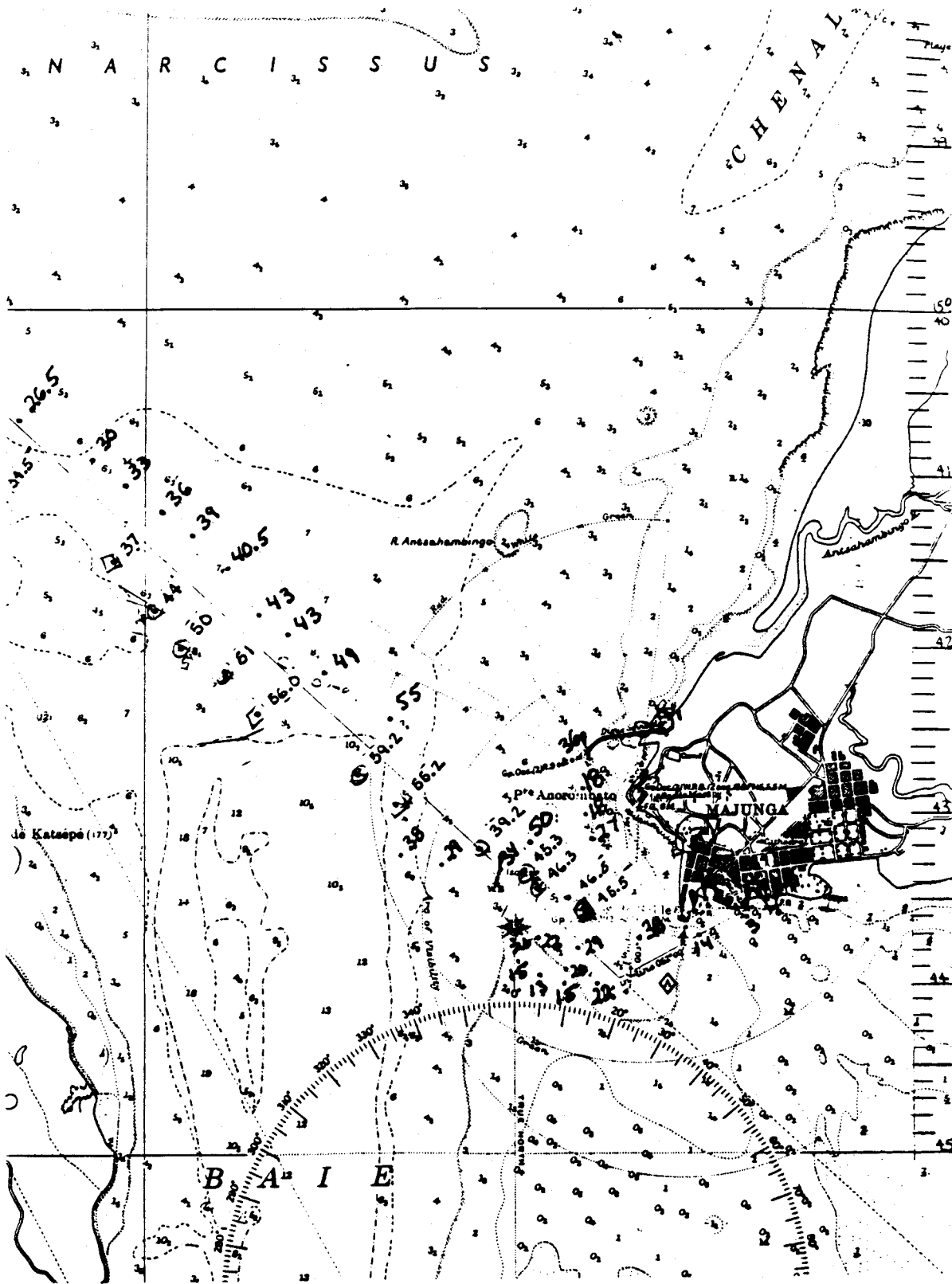
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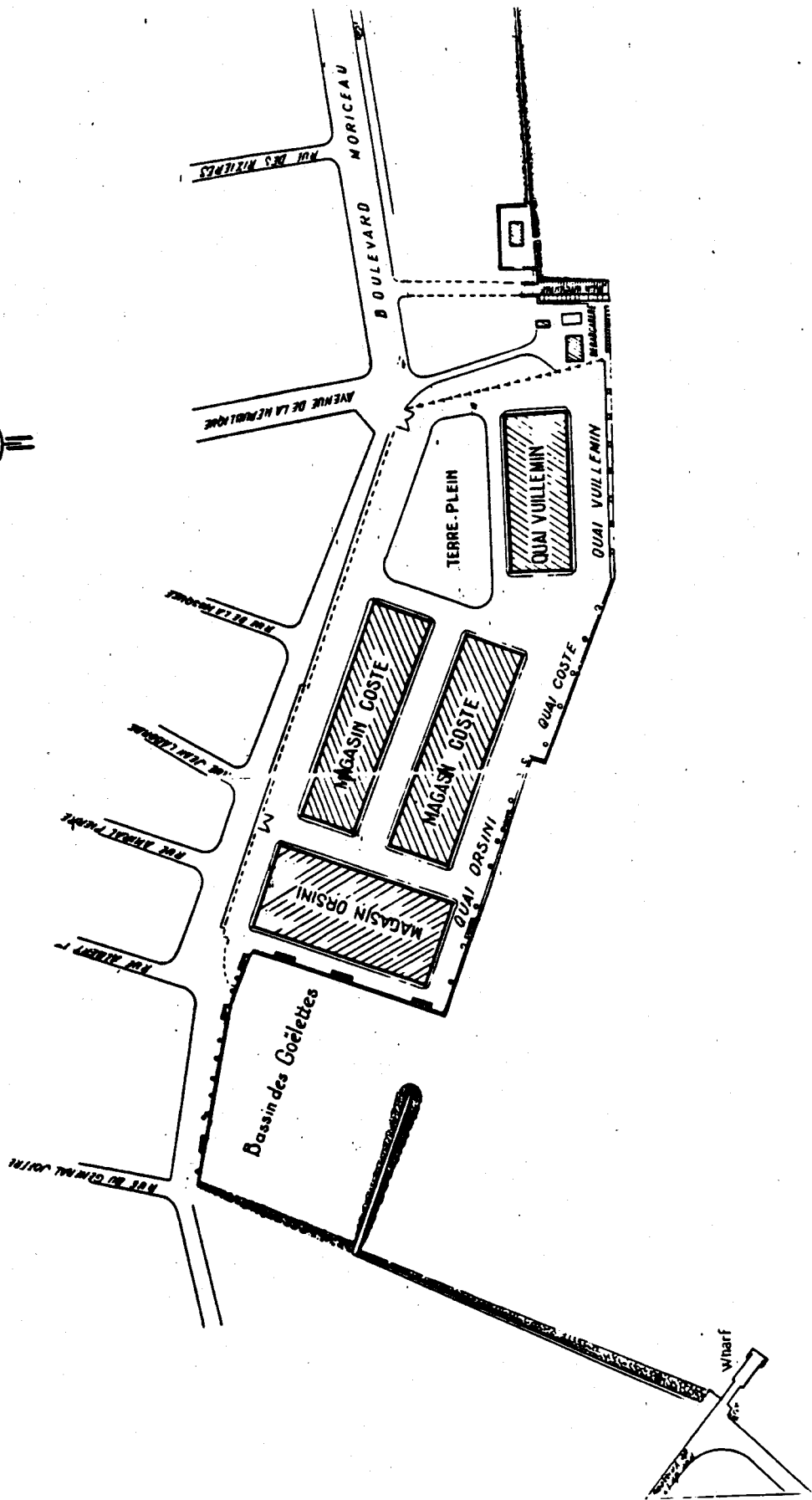
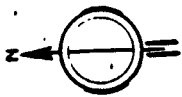


MAJUNGA, MALAGASY

(3-85) (USS JASON)



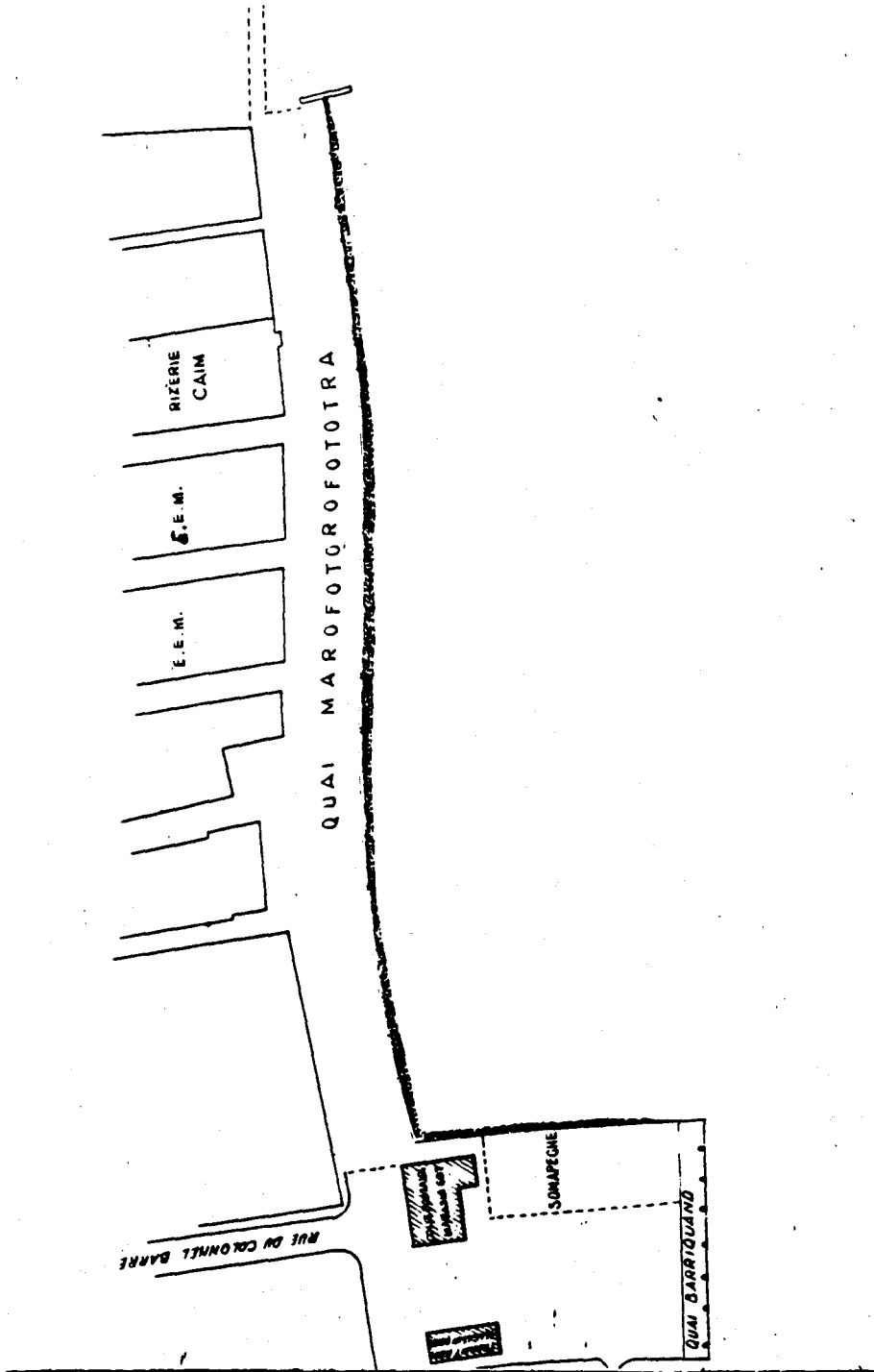
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(CH-2)



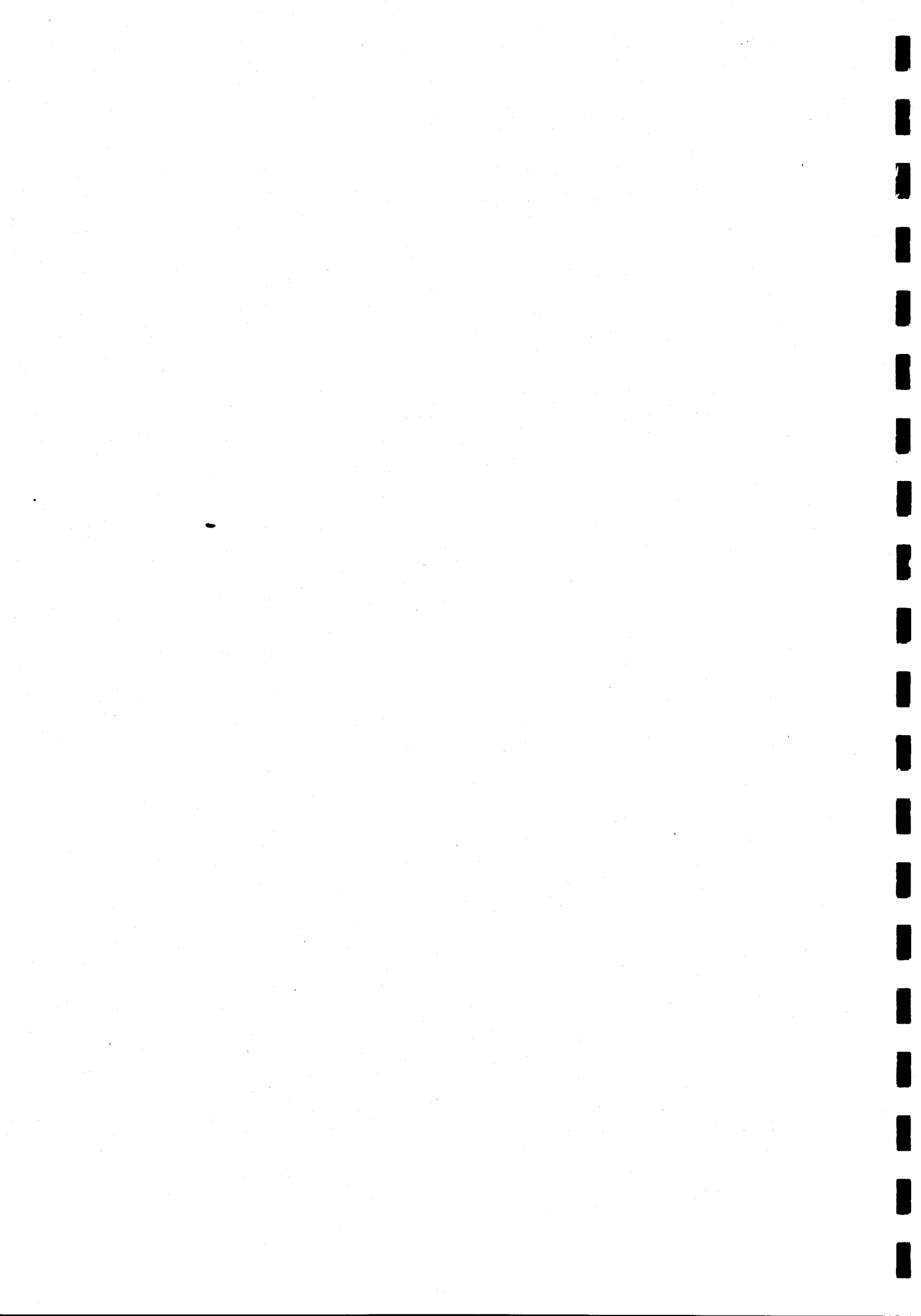
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MAJUNGA, MALAGASY

(3-85) (USS JASON)



N2-11  
(CH-2)



MAJUNGA, MALAGASY

3. E. MEDICAL. (3-85) (USS JASON)

HEALTH AND SANITATION:

HARBOR - THERE ARE ORGANIC WASTES AND SOME INDUSTRIAL POLLUTANTS IN THE HARBOR.

CITY - THERE IS HEAVY GARBAGE ACCUMULATION AND NO OBSERVED SEWAGE REMOVAL. THE FLY POPULATION IS HIGH AS IS THE NUMBER OF RABID DOGS. THERE IS LITTLE SANITARY COMPLIANCE IN ANY OF THE ESTABLISHMENTS. PROSTITUTES ARE READILY AVAILABLE, FEW OF WHICH HAVE NATIONAL HEALTH CARDS.

THE PREVALENT COMMUNICABLE DISEASES FOR THIS AREA INCLUDE: MALARIA (ISOLATED RESISTANCE), HEPATITIS, TUBERCULOSIS, FILARIASIS, AND SCHISTOSOMIASIS. ONE CASE EACH OF MALARIA AND GONORRHEA AROSE AFTER LEAVING PORT.

THE PRINCIPAL HOSPITAL IN CENTRAL MAJUNGA HAS A BED CAPACITY OF 500. THERE ARE NO ENGLISH SPEAKING PHYSICIANS OR LIAISON AVAILABLE, AND THE FACILITIES ARE INADEQUATE TO TREAT U.S. PERSONNEL DUE TO POOR SANITATION AND LACK OF SUPPLIES. THE EMERGENCY ROOM IS ONLY A ONE ROOM FACILITY AND IS ANTIQUATED.

NEITHER THE INDUSTRIAL NOR USAID CLINICS ARE RECOMMENDED FOR USE BY U.S. PERSONNEL.

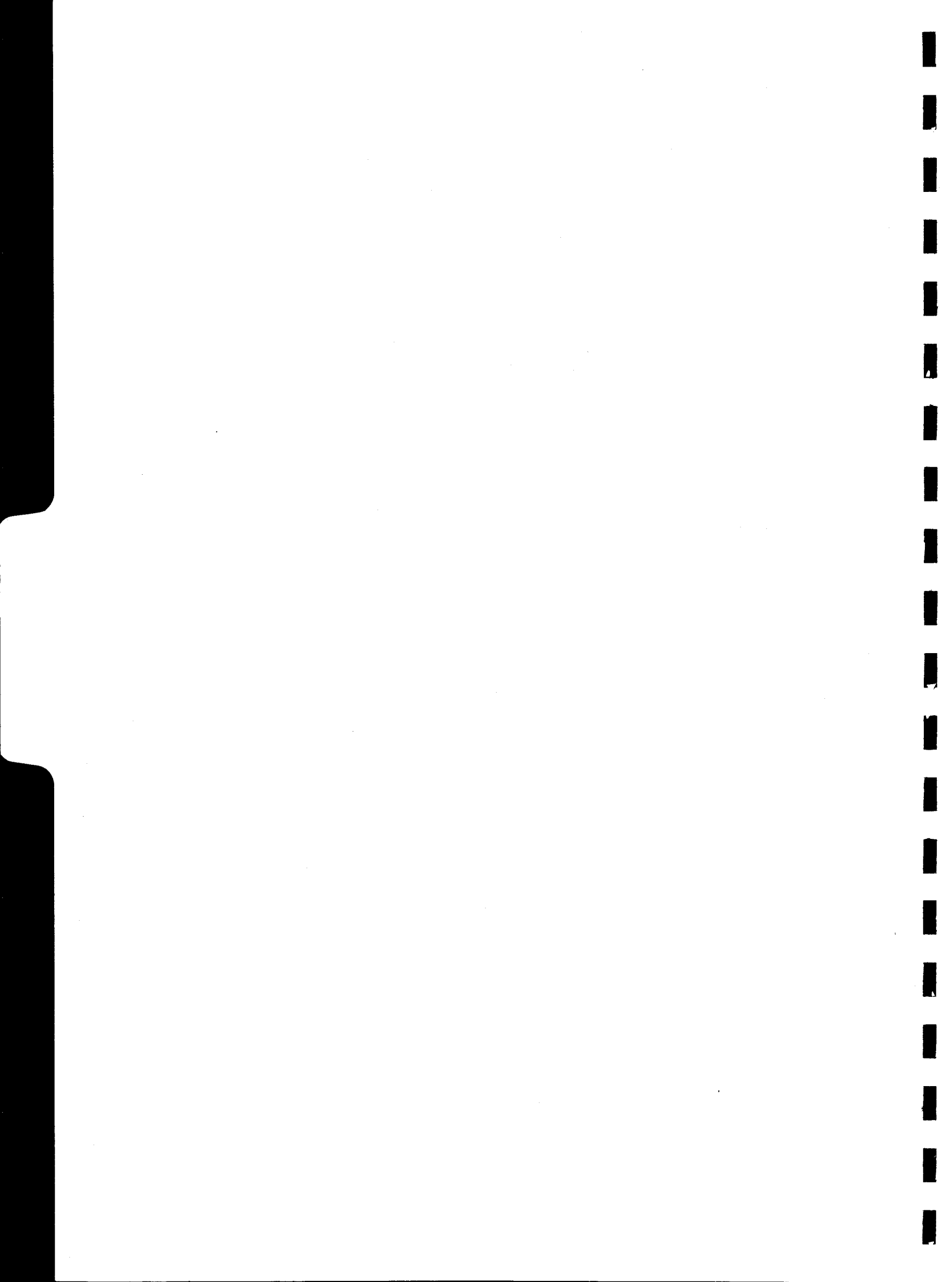
THE UNIVERSITY PROVIDES A FIVE-YEAR PROGRAM TO 100 STUDENTS PER CLASS. THE FRENCH GOVERNMENT HAS SUPPLIED MODERN, SOPHISTICATED EQUIPMENT, BUT SUPPLIES ARE SHORT DUE TO A LACK OF FUNDING.

THERE WERE NO HOST COUNTRY OR U.S. MILITARY FACILITIES NEARBY.

N2/MED  
(CH-2)



REF. OF.  
S. AFRICA





1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (9-83) IN ACCORDANCE WITH H.O. PUBLICATIONS. DURBAN IS LOCATED AT 29-51S/031-02E. IT RATES AMONG THE BEST PORTS IN THE WORLD BECAUSE OF ITS MODERN FACILITIES. PORT HOLIDAYS ARE: NEW YEARS DAY, GOOD FRIDAY, FAMILY DAY, FOUNDERS DAY, ASCENCION DAY, REPUBLIC DAY (31 MAY), KRUGER DAY (10 OCT), DAY OF THE VOW (16 DEC), CHRISTMAS DAY, AND DAY OF GOODWILL (26 DEC). HOURS OF OPERATION ARE: MONDAY THROUGH FRIDAY 0600-1400, SUNDAY 0700-1600.

ETA'S SHOULD BE SENT 48 TO 24 HOURS IN ADVANCE AND CONFIRMED ONE HOUR PRIOR TO ARRIVAL. IF THE ETA FALLS ON A WEEKEND OR MONDAY, NOTICE MUST BE GIVEN BEFORE 1200 ON THE PREVIOUS FRIDAY.

B. APPROACHES, LIGHTS, ETC. (5/83) REFER TO N.O. CHART 61092 AND SAN CHART 1031. APPROACHES TO DURBAN HARBOR, SAN 1030, CAN BE OBTAINED BY SHIPS CHANDLER. FREQUENTLY THERE IS A SWELL RUNNING ACROSS THE ENTRANCE. SHIPS SHOULD BE CENTERED IN THE CHANNEL ABOUT 2.4 KM (1.5 MI) FROM THE ENTRANCE AND TO PASS THROUGH THE BREAKWATER AT 12 - 15 KNOTS TO FACILITATE STEERING.

C. PILOTAGE. (5-83) PILOTAGE IS COMPULSORY. THE PILOTS SPEAK ENGLISH AND ARE PROFICIENT. THEY WILL TAKE VESSELS IN AT NIGHT IF THEY DO NOT EXCEED 200 M (656.2 FT) AND A BEAM OF 27 M (88.6 FT). PILOTS BOARD 3.2 M (2 MI) OUTSIDE THE PORT AND NORTH EAST OF THE ENTRANCE. THERE ARE TWO PILOT BOATS WITH VHF. THE BOATS HAVE BLACK HULLS, WHITE SUPERSTRUCTURE WITH "PILOT" PAINTED IN BLACK. AT NIGHT THEY ARE IDENTIFIED BY WHITE LIGHTS OVER RED LIGHTS.

TUGS ARE AVAILABLE TO ASSIST VESSELS ENTERING UPON REQUEST. TUGS ARE MANDATORY WITH INCLEMENT WEATHER AND/OR OVERSIZED VESSELS (GREATER THAN 243 M (797 FT) LONG, 27.4 M (93.2 FT) BEAM AND 12.19 M (40 FT) DRAUGHT). THE TUGS ARE DIESEL, 4500 BHP.

D. ENTRANCE. (5-83) CONSULT S.D. PUB 171. THE ENTRANCE IS NARROW AND USES A ONE-WAY TRAFFIC SYSTEM. THERE IS NO DIFFICULTY GOING IN TO PORT.

E. CHANNEL. (5-83) CONSULT S.D. PUB 171. AT LOW TIDE THE DEPTH IS 12.2 M (40 FT).

F. ANCHORAGES. (5-83) DEPTH OF ANCHORAGES NORTH EAST OF THE ENTRANCE IS 15.24 M TO 24.38 M (50-80 FT). THE HOLDING GROUND IS FAIR (SAND). OTHER ANCHORAGES AVERAGE 21.6 - 22.9 M ( 71 - 75 FT). THE BEST ANCHORAGES ARE IN THE BAY OF PORT NATAL. DURBAN ROAD, THE ROADSTEAD FOR DURBAN HARBOR, LIES BETWEEN CAPE NATAL AND UGENI RIVER. THE BEST BERTH IN THE ROAD HAS A DEPTH OF 22 M (72 FT) WITH GOOD HOLDING GROUND (CAPE SIGNAL TOWER BEARING 198, ANCHOR BEACON 254). THERE IS NO SHELTER DURING SOUTHERLY AND EASTERLY WINDS.

G. WRECKS AND OBSTRUCTIONS. (5-83) NONE REPORTED.

H. TIDES AND CURRENTS. (5-83) DESCRIBED ON N.O. CHART 61092 AND S.D. PUB 171. MAXIMUM HEIGHT OF TIDE IS 2.2 M ABOVE CHART DATUM.

I. WEATHER AND WINDS. (5-83) CONSULT N.O. CHART 61902 AND S.D. PUB 171. THE WINDS RUN NE/SW. DURBAN IS IN THE SOUTHERN TEMPERATE ZONE. THE SEASONS ARE REVERSED FROM THE U.S. BUT THE SEASONAL CHANGES ARE NOT DRASTIC. THE TEMPERATURES RANGE 15 DEG C TO 27 DEG C YEAR ROUND. ANNUAL RAINFALL AVERAGES 1,000 MM (40 IN). HEAVIEST RAINFALL IS IN LATE SPRING AND SUMMER MONTHS. STRONG WINDS MAY BE ENCOUNTERED ANYTIME OF THE YEAR BUT GENERALLY DO NOT LAST FOR MORE THAN A DAY OR TWO AT A TIME.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (5-83) THERE ARE 60 BERTHS AND A TOTAL OF 12904 M (42338 FT) OF BERTHING SPACES AT THE FOLLOWING POINTS:

WHARF	NO. OF BERTHS	DEPTH		LENGTH		SHEDS
		M	FT	M	FT	
POINT AN "T" JETTIES	18	7-11.7	(23 - 36)	3700	(12140)	13
MAYDON WHARF	15	9.9	(32.5)	2811	(9222)	3
PIER NO 1	7	12.8	(42)	1714	(5623.6)	4
CROSS BERTH	2	12.8	(42)	545	(1788)	UNK
PIER NO 2	5	12.8	(42)	1585	(5200)	UNK
ISLAND VIEW	9	10.7-12.8	(35 TO 42)	1808	(5932)	UNK
BLUFF	4	9.1-10.3	(30 - 33.8)	743	(2435.8)	20

B. FUEL, LUBE, AND DIESEL. (5-83) THERE IS AN ABUNDANT SUPPLY OF FUEL AVAILABLE. IT IS DELIVERED BY PIPE AND LIGHTER IN 6, 4, 3, AND 2 INCH HOSES. DIFFERENT RATES OF DELIVERY HAVE BEEN REPORTED AND ALL ARE SUFFICIENT.

JET FUEL AND AVGAS ARE AVAILABLE WITH PRIOR ARRANGEMENTS WITH THE LOUIE BOTHA INTERNATIONAL AIRPORT.

C. MECHANICAL HANDLING FACILITIES. (5-83) THERE ARE A VARIETY OF CRANES ON THE WHARF WITH VARYING CAPACITIES.

<u>TYPE</u>	<u>NO</u>	<u>LIFT CAPACITY</u>
WHARF CRANES (ELECTRIC)	180	4-80 TONS
FLOATING CRANES	3	25-200 TONS
MOBILE CRANES	15	12.5-45 TONS
SIDE LOADERS	2	3 AND 4 TONS
FORK LIFT TRUCKS	329	2-25 TONS

STRADDLE CARRIERS 37 2 - 25 TONS

D. DRY DOCK REPAIR FACILITIES. (5/83) DURBAN IS A MAJOR REPAIR PORT AND HAS A VARIETY OF EQUIPMENT.

PRINCE EDWARD GRAVING DOCK	352.04 M LONG	327.66 M WIDE	12.50 M DEEP
	1155 FT	1075 FT	41 FT

FLOATING DOCK	106.68 M LONG	26.82 M WIDE	3,629 TON CAPACITY
	350 FT	88 FT	4 TON CRANE

E. WAREHOUSES AND STORAGE AREAS. (5/83) THERE ARE AT LEAST 20 STORAGE SHEDS WITH 95.75 SQUARE METERS OF STACKING AREA AND A CAPACITY OF 328.32 CUBIC METERS. PRECOOLING STORES ARE AVAILABLE AT "B" AND "M" BERTHS. POINT JETTY HAS A CAPACITY OF 7.47 CUBIC METERS. "L" SHED HAS BEEN CONVERTED TO A PRECOOLING FACILITY.

THERE ARE A NUMBER OF PRIVATELY OWNED BULK STORAGE AND HANDLING FACILITIES IF NEEDED.

CROSS BERTH

ALUMINA HANDLING FACILITIES  
WOODCHIP HANDLING FACILITIES

ISLAND VIEW

BULK SHIPPING TERMINAL  
MULTIPRODUCT BULK HANDLING

MAYDON WHARF

MANGANESE ORE LOADING  
BULK SUGAR TERMINAL  
BULK SODA ASH FACILITIES  
BULK MOLASSES FACILITY

F. STEVEDORES. (5/83) STEVEDORES ARE AVAILABLE 24 HOURS A DAY. TEAMS CONSIST OF 2-16 SKILLED MEN.

G. PORT CAPACITY. (5/83) THE PROGRESSIVE ECONOMIC TREND, OVER THE LAST SEVERAL YEARS IN DURBAN, HAS EFFECTIVELY BROADENED THE PORT CAPACITY. DURBAN HAS HAD A DECREASE IN IMPORTS BUT AN INCREASE IN EXPORTS OF CARGO. THE OCCUPANCY LEVELS REMAIN HIGH. THE PORT GENERALLY HANDLES 75 MEDIUM SIZED CARGO VESSELS. IT HAS A PORT CAPACITY OF 35,000,000 TONS ANNUALLY. IT HANDLES A CONSIDERABLE VOLUME OF TRADE FOR NEIGHBORING STATES.

H. ROAD, RAIL AND STEAMER. (5/83) THE PORT AREA IS SERVED BY A 1.07 M (3.5 FT) RAIL SYSTEM. MAIN INLAND RAILROAD CONNECTIONS IN THE BAYHEAD YARDS. TRUCKS HAVE ACCESS TO THE WHARF APRON AND SHEDS. THE PRINCIPLE CITIES OF SOUTH AFRICA ARE MULTIPLE LANE FREEWAYS. DURBAN IS CONNECTED WITH OTHER MAIN CITIES BY MOTOR COACHES AND RAIL SERVICES (PASSENGER AND CARGO).

3. SERVICES, LOGISTICS AND OPERATIONS

A. LIGHTERAGE. (5-83) SOME LIGHTERS ARE AVAILABLE. FOR SERVICE CONTACT PORT CONTROL, CHANNEL 16.

B. WATER. (5/83) POTABLE WATER IS IN ABUNDANT SUPPLY. IT IS DELIVERED

BY PIPE WITH A STANDARD 75 MM (2.95 IN) CONNECTION. BOILER WATER IS USUALLY AVAILABLE VIA PIPE.

C. AIRFIELDS. (5/83) THE NEAREST AIRFIELDS ARE:

	SERVICE	ALT	SURF	HEADING	LENGTH	HOURS
LOUIS BOTHA 12.97 M (7 NM) SOUTH	INTL/MIL/CIV	25'	TARMAC	235/055	8000 FT	0600-2200
VIRGINIA 9.26 M (5 NM) SOUTH	CIV	20'	TARMAC	235/055	3000 FT	0600-1900

CONTACT AIRPORT MANAGER (PH 844144) AT VIRGINIA, DEPT OF CIVIL AVIATION FOR PERMISSION TO USE THE FIELD.

D. COMMUNICATIONS. (5/83) HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16 (TO BE GUARDED IN PORT). TELEPHONE CALLS TO CONUS CAN BE MADE WITHOUT OPERATOR SERVICE. OPERATORS SPEAK ENGLISH. SERVICE IS AVAILABLE 24 HOURS DAILY. LAND LINES ARE ALONGSIDE THE BERTHING AREAS. MAIL DELIVERY/PICK UP ARRANGEMENTS CAN BE MADE WITH THE SHIPS HOST. THE POST OFFICE IS IN THE DURBAN CITY CENTER, WITH RELIABLE SERVICE.

E. MEDICAL. (5/83) MEDICAL INFORMATION CAN BE FOUND ON THE FINAL PAGE OF THIS STUDY.

F. GASOLINE. (5/83) GASOLINE FOR VEHICLES IS AVAILABLE THROUGHOUT THE AREA.

G. PROVISIONS. (5/83) THE GOVERNMENT HAS NO ARRANGEMENTS WITH SUPPLIERS AS OF THIS WRITING. ALL PROVISIONS ARE AVAILABLE AND PRICES ARE REASONABLE. NO SPECIAL HEALTH OR SANITATION PROCEDURES ARE NECESSARY.

H. GARBAGE DISPOSAL. (5/83) GARBAGE IS DISPOSED OF VIA DUMPSTERS DAILY. THE HARBOR ENGINEERS DEPARTMENT IS THE POINT OF CONTACT FOR SERVICE. TRASH DOES NOT NEED TO BE SORTED.

4. PERSONALIA

A. CALLS. (5/83) IT IS RECOMMENDED THAT THE AMERICAN CONSUL IN DURBAN BE CONTACTED FOR ASSISTANCE. THE CONSULATE IS LOCATED IN THE STANDARD BANK OF SOUTH AFRICA, 144 SMITH ST. PHONE 28388, 28389, 28380. THE U.S. NAVAL ATTACHE IS LOCATED IN PRETORIA. THE SOUTH AFRICAN NAVAL BASE IS LOCATED ON SALISBURY ISLAND ABOUT 2.4 M (1.5 MI) INSIDE THE HARBOR ENTRANCE.

B. HONORS. (5/83) DURBAN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (5/83) DURBAN IS LOCATED IN THE PROVINCE OF NATAL. IT WAS FOUNDED IN 1823 AS A TRADING CENTER. IT IS NOW A MODERN CITY OF 70 SQUARE MILES. IT IS A MAJOR SEAPORT BUT A MINOR NAVAL BASE. THE POPULATION AS OF 1982 IS 543,210 INDIAN/BANTU AND 228,000 EUROPEANS. THE RELIGIOUS MIX IS PREDOMINANTLY CHRISTIAN. THE INDIAN POPULATION IS MUSLIM AND THE AFRICANS PRACTICE TRIBAL RELIGIONS.

THE PORT CAN ACCOMODATE 5 NAVAL SHIPS (4 DESTROYERS, 1 CARRIER). THE CITY CAN HANDLE CREWS UP TO ABOUT 5000.

B. LIBERTY. (5/83) SHORE PATROL REQUIREMENTS ARE NOT KNOWN BUT IN THE PAST IT HAS BEEN ONE SHOREPATROLMAN FOR EVERY 20 PERSONNEL. THE NEAREST POLICE STATION IS IN DURBAN CENTER, PHONE 322322. FLYING SQUAD AND RADIO STATION PHONE 1011. AMBULANCE DURBAN CENTRAL PHONE 62333.

OFF LIMITS AREAS IN DURBAN ARE:

COSMO NITE CLUB, UMGENIWEG 8A	BUNNY CHOU RESTAURANT, UMGENIWEG
EL GRECO CLUB, PUNTWEG	STARDUST CLUB, UNIONLAAN
MONTE CARLO CLUB, STANGERSTRAAT	THE GODFATHER, GILLESPIESTR
SMUGGLERS INN, PUNTWEG	PUSSY CAT NITE CLUB, PUNTWEG 251
MAYFAIR HOTEL, SMITHSTREET	SWITCH DISCO, BEREAWEG
ST. MORITZHOF, JOHN MILNEWEG	LAS VEGAS CLUB, ORDINANCEWEG

RECOMMENDED CURFEW HOURS ARE SET AS DIRECTED BY CURRENT SOPA. MAXIMUM SIZE OF A LIBERTY PARTY IS 5000.

BEACH GUARDS ARE REQUIRED AT FLEET LANDING, SMALL CRAFT HARBOR, NORTHSIDE OF THE HARBOR. THERE ARE A LIMITED NUMBER OF COMMERCIAL FERRY'S FOR HIRE.

C. CLUBS AND BARS. (5/83) THE BARS ARE DIFFERENT FROM THOSE OF THE U.S. OF EUROPEAN DESIGN. SOME CLUBS REQUIRE THE CUSTOMERS TO PROVIDE THEIR OWN LIQUOR. A NUMBER OF BARS HAVE LIVE ENTERTAINMENT AND SHOWS. NONE HAVE BEEN RECOMMENDED BUT THERE ARE A NUMBER OF GOOD DINNER CLUBS LISTED IN THE LOCAL ENTERTAINMENT GUIDES.

D. RESTAURANTS. (5/83) DURBAN OFFERS A VARIETY OF DINING. SOME OF THE BETTER PLACES TO GO ARE:

R.J.'S - THE RIB JOINT - SPARE RIBS, CHOPS AND STEAK. LUNCH SERVED 1200 - 1430, DINNER STARTS 1800 - LATE. MODERATE PRICES. 36 GARDINER ST.

LONDON TOWN PUB - ENGLISH STYLE. OPENS 1100 DAILY. NOT EXPENSIVE. 106 GILLESPIE ST.

THE LOBSTER POT - STEAK AND SEAFOOD. EXPENSIVE. BELMONT TOWERS, WEST ST AND AND MARIN PARADE.

STEERS - SEAFOOD, MIXED CUISINE. OPEN 1200 - 0100, SUNDAY 1200 - 2300. MODERATE PRICES. CORNER OF WEST AND BRICKHILL RD., FIRST FLOOR WEST CINE COMPLEX.

THE RUBENHOF - BELGIAN CUISINE. MODERATE PRICES. 74 ST. GEORGE ST.

TWO FEATHERS - FRENCH CUISINE. MODERATE PRICES. BEACH FRONT.

ROMA REVOLVING - CONTINENTAL AND ITALIAN FOOD. EXPENSIVE. 32ND FLOOR,  
JOHN ROSS HOUSE

SWITZERLAND RESTAURANT - CONTINENTAL FOOD, FONDUES, BUFFET. CLOSED SATURDAY  
LUNCH AND SUNDAYS. MODERATE PRICES. MARINA PARADE AND RUTHERFORD ST.

THE TOWNHOUSE - TRADITIONAL SOUTH AFRICAN FOOD. MODERATE PRICES.  
ALBANY HOTEL, ALBANY GROVE AND SMITH ST.

TONG LOK - CHINESE FOOD. MODERATE PRICES. 562 POINT RD, CORNER OF  
POINT AND SMITH ST.

TIPPING IS 10% IF THERE IS NO SERVICE CHARGE STATED ON THE MENU OR CHECK.

E. HOTELS. (5/83) DURBAN HAS A WIDE VARIETY OF HOTELS FROM ONE TO  
FIVE STARS AND FROM SINGLE NIGHT RATES TO TIMESHARING.

	<u>PHONE</u>	<u>ADDRESS</u>
PARADE *	374565	191 MARINE PARADE
KILLARNEY *	374281	21 BRICKHILL RD.
MIRAMAR *	373631	55 GILLESPIE ST.
PALMERSTON *	376363	42 PALMER ST.
PAVILLION *	377366	NORTH BEACH
BALMORAL **	374392	125 MARINE PARADE
BEACH **	375511	MARINE PARADE
CLARIDGES **	376261	MARINE PARADE
PARK VIEW **	374311	39 SEA VIEW ST.
BLUE WATERS ***	333781	SNELL PARADE
FOUR SEASONS ***	373381	GILLESPIE ST
MALIBU ***	372231	73 MARINE PARADE
EDWARD ****	373681	MARINE PARADE
ELANGENI ****	371321	SNELL PARADE
MAHARANI *****	327361	SNELL PARADE

F. ATHLETICS. (5/83) BECAUSE OF THE RECREATIONAL ATMOSPHERE OF DURBAN  
THERE IS A WIDE RANGE OF ACTIVITIES TO PARTICIPATE IN.

TENNIS:

NATAL LAWN TENNIS ASSOCIATION, PHONE 813661

CAISTER HOTEL, MUSGRAVE ROAD

QUEENS, PHONE 378186, BOSCOMBE PL.

SQUASH:

CAISTER HOTEL, PHONE 211877,

LA LUCIA SQUASH, LA LUCIA MALL, PHONE 5251855

ROYAL HEALTH AND SQUASH CENTER, ROYAL HOTEL, SMITH ST.

SQUASH 320, 2ND FLOOR ROYAL HOTEL, 320 WEST ST.

DISC BOWL CENTER, BRICKHILL RD.

GYMS:

DURBAN CITY GYM, MEN'S AND WOMEN'S FACILITIES, PHONE 323989

GOLF WINDSOR PARK GOLF COURSE, EQUIPMENT RENTAL, PHONE 336140

CANOEING: CALL JEOFF DYER - 330634

SCUBA: DURBAN UNDERSEA CLUB, PHONE 320654

DEEP SEA FISHING: BEGINNERS TO EXPERTS - IN COMPANY WITH EXPERIENCED SKIPPERS, PHONE 318152 OR 729896

WINDSURFING: WATER FUN, LESSONS AND EQUIPMENT, PHONE 224059

HORSEBACK RIDING: WELLESLEY STABLES AT UNHLOTI, PHONE 03158881

G. BEACHES. (5/83) LIFEGUARDS ARE ON DUTY 0800 - 1700 DAILY. THERE IS A LONG STRETCH OF BEACHES ALONG DURBAN. SWIMMERS NEED TO BE AWARE OF A SHARK MENACE.

H. CHURCHES. (5/83) NEARLY ALL FAITHS ARE REPRESENTED.

ANGLICAN - ST. PAUL'S ON CHURCH STREET. PHONE 328697

BAPTIST - 155 WEST STREET. PHONE 372571

CATHOLIC - EMMANUEL CATHEDRAL ON CATHOLIC RD. PHONE 328674

CHRISTIAN SCIENCE - 43 ST. GEORGES STREET. PHONE 61906

PROGRESSIVE JEWISH CONGREGATION TEMPLE OF DAVID - 369 RIDGE RD. PHONE 286105

LUTHERAN CHURCH - ST. OLAV'S ON ST. THOMAS RD. PHONE 211828

METHODIST - ON ALIWAL AND SMITH STREETS. PHONE 324519

PRESBYTERIAN - ADDINGTON CENTER ON SMITH ST. PHONE 375078

I. TRANSPORTATION. (5/83) SHIPS VEHICLES CAN BE OFF LOADED. CONTACT THE PORT CAPTAIN FOR HELICOPTER OPERATIONS.

PUBLIC TRANSPORTATION IS GOOD AND ACCESSABLE. BUSES RUN 0700-2000 AND SERVICE THE PORT. CALL 373920 OR 377766 FOR INFORMATION. IT IS BEST TO USE COUPONS. TRAINS RUN CONTINUOUSLY. INQUIRIES ARE HANDLED AT 3102792. RESERVATIONS CAN BE MADE BY CALLING 3102921 OR THE DURBAN STATION 3102609. TAXIS ALSO RUN CONTINUOUSLY. AUSSIE'S CAB SERVICE - 62345. ALL FEES ARE METERED, NO FIXED RATES.

CAR RENTALS CAN BE DONE AT ANY TIME. VEHICLES CAN BE ACQUIRED AT:

KEMPSTER, 901 UMGANI RD. PHONE 391973

FOREST DRIVE RENT-A-CAR, 40 FOREST DR. PHONE 525866

BUDGET RENT-A-CAR, LOUIS BOTHA AIRPORT. PHONE 423809

" " 48 WEST ST. PHONE 374291

" " MOORE AND SYDNEY RD. PHONE 317747

J. TOURS (5/83) THREE SOURCES FOR INFORMATION ARE:

TELETOURIST RECORDING - PHONE 328877

DURBAN PUBLICITY ASSOCIATION AND VISITORS BUREAU - PHONE 326421

NATIONAL TOURIST BUREAU - PHONE 67144 (EXTENSIVE TOURS)

DURBAN HAS SOMETHING TO ENTERTAIN EVERYONE. THERE ARE SHORT LOCAL TOURS AS WELL AS EXTENDED AREA TOURS.

THERE ARE A NUMBER OF POINTS OF INTEREST IN TOWN - MUSEUMS, TEMPLES, GAME PRESERVES, MOSQUES, ETC., THAT CAN BE TOURED ON AN INDIVIDUAL BASIS. RIVER CRUISES, HORSERACING, AFRICAN TRIBAL LIFE, FACTORY TOURS, PARKS AND GARDENS, EXHIBITS AND OTHER ATTRACTIONS CAN BE EASILY VISITED INDIVIDUALLY, OR WITH THE HELP OF TOUR GUIDES.

K. SHOPPING. (5/83) HOURS FOR SHOPPING ARE 0800 - 1700 MONDAY THROUGH FRIDAY AND 0800 - 1230 ON SATURDAYS. BECAUSE DURBAN IS AN INTERNATIONAL TOURIST SPOT THERE IS A LARGE ARRAY OF MARKETED MERCHANDISE. THE DURBAN BEACH FRONT AND LA LUCIA MALL ARE MOST FREQUENTED. THERE ARE ALSO:

THE INDIAN MARKET - HARD BARGAINING, FRUITS AND FLOWERS SOLD HERE.

THE ORIENTAL BAZAAR - BARGAINING, JEWELRY, SILKS, COTTON, SARIS, SPICES, BARSSWARES.

THERE ARE SEASONAL SHOPPING SPECIALS AND MONTHLY EVENTS. DURBAN STORES OFFER A WIDE VARIETY OF PRODUCTS INDIGENOUS TO THE AREA. THE TOURIST BUREAUS CAN POINT OUT THE BETTER SHOPPING AREAS.



DURBAN, SOUTH AFRICA

L. THEATER AND CINEMA. (5/83) DURBAN'S THEATERS AND CONCERTS CONTRIBUTE TO THE AMPLE NIGHT LIFE IN TOWN. SOME PLACES TO INQUIRE FOR SCHEDULED PRODUCTIONS ARE:

ALHABRA THEATER

CITY HALL - PHONE 32011 EXT 569

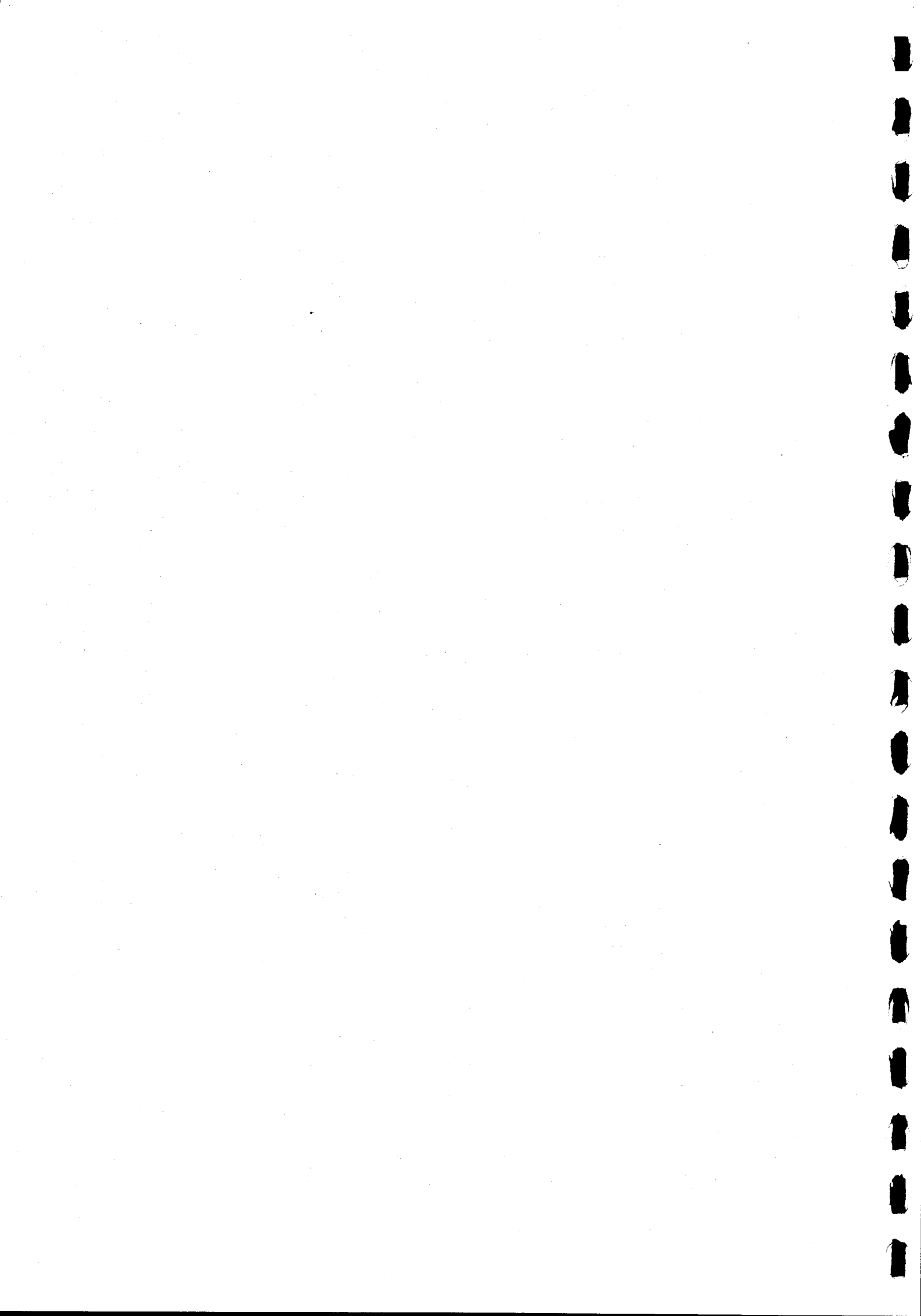
JUBILEE HALL

LITTLE ABBEY THEATER - PHONE 313319

NEDERBERG THEATER - PHONE 721311

ELIZABETH SNEDDON THEATER - PHONE 254044

M. MISCELLANEOUS. (5/83) DURBAN IS NOW THE SECOND LARGEST CITY IN SOUTH AFRICA AND HAS A SIZEABLE IMPACT ON THE ECONOMY OF THE UNION. DURBAN IS AN INTERNATIONAL CITY (OPEN TO ALL RACES) AND THE SOCIETY IS MULTIRACIAL. IT IS A TOURIST/RESORT CENTER AND IS GEARED TO ACCOMODATE TRANSIENT PEOPLE. THE POPULATION IS VERY RECEPTIVE TO U.S. PERSONNEL. HOWEVER, NEITHER VESSELS OFFICERS, CREW MEMBERS OR PASSENGERS ARE ALLOWED TO LEAVE THE DURBAN MAGISTERIAL AREA WITHOUT PERMISSION OF THE IMMIGRATION AUTHORITY. IF A TRIP INLAND IS DESIRED IT CAN BE ARRANGED BUT CONSULT THE AMERICAN CONSUL FOR TRAVELLING REQUIREMENTS (PHONE 28388).



# DURBAN

## USEFUL INFORMATION

326421 Durban Publicity Association Church St  
 67144 National Tourist Bureau 320 West St

## TRAVEL ENQUIRIES

4272111 Air  
 3102921 Train Reservations  
 3102792 Train Enquiries  
 3103371 Coach Tours  
 377766 Local Coach Tours  
 376337 Shipping Movements

TO SUGAR TERMINAL (18)  
 Take Maydon Way  
 LOWING UP

## MISCELLANEOUS

60341 AA Breakdown  
 62333 Ambulance  
 329788 Alcoholics Anonymous  
 312812 Blood Donors  
 378511 Customs and Excise  
 62333 Fire Brigades  
 372651 Dept. of Interior (Immigration)  
 333333 Life Line  
 60183 Lost Property  
 372651 SA Passports  
 322782 Rondalis  
 1028 Phonograms  
 1026 Tims  
 424223 Weather

## HOSPITALS

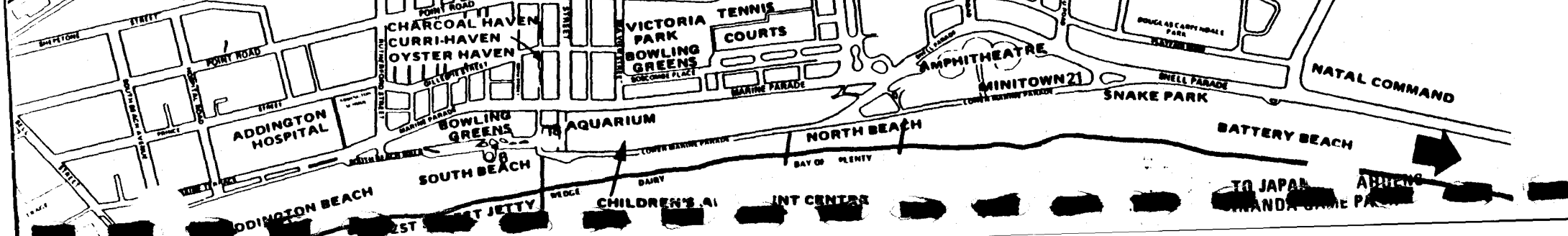
373333 Addington South Beach  
 811344 Entabeni 148 South Ridge Rd  
 288181 Parklands Hopelands Rd  
 211221 St. Augustines 107 Chelmsford Rd

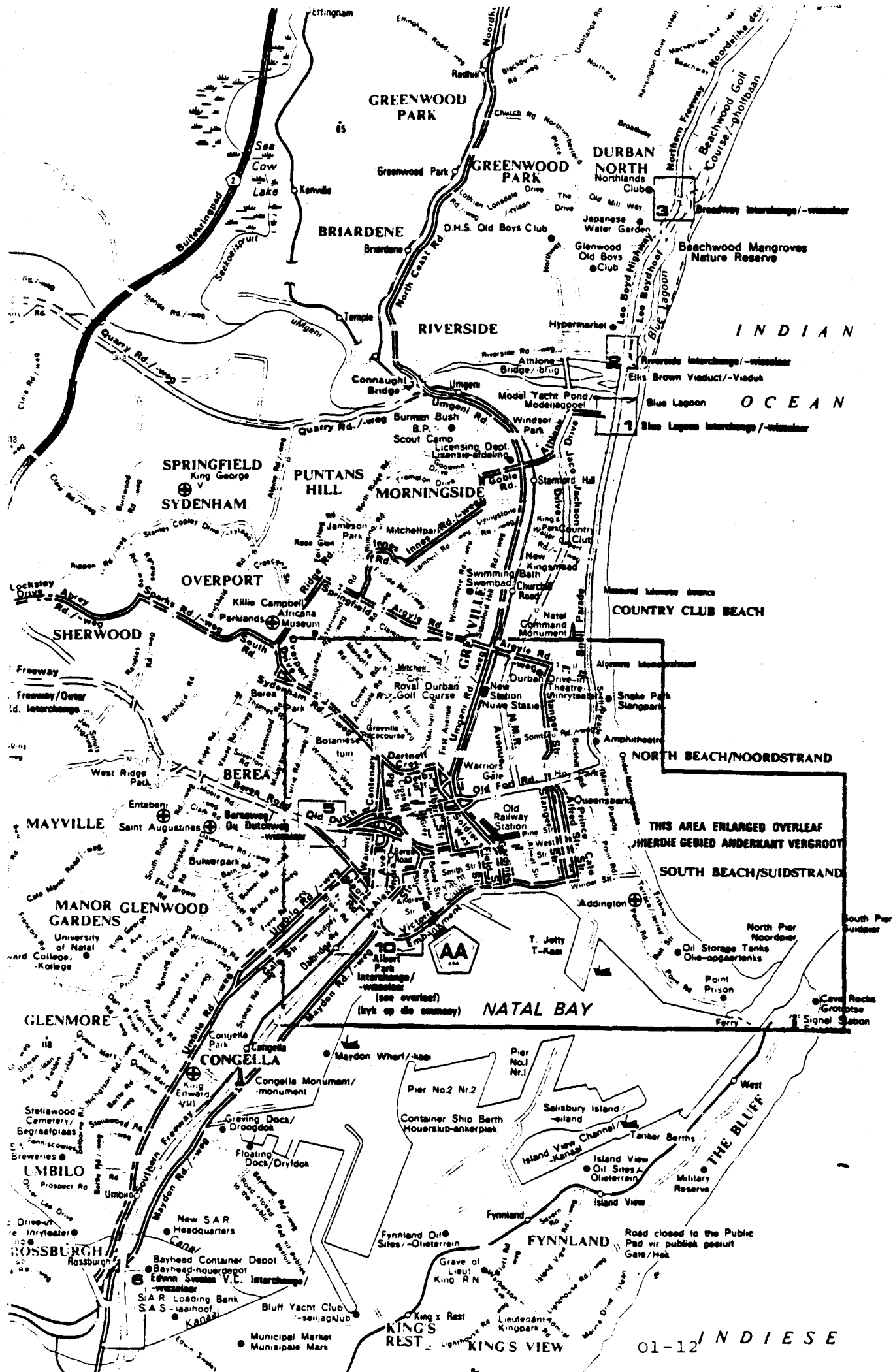
## EMERGENCY CHEMISTS

318922 Medicine Chest 155 Berea Road  
 295355 Mediquick 98 Overport Dve Overport  
 370355 Medicine Depot 25 Tyzack St South Beach  
 375151 .. After Hours

For Medicine Depots in suburbs see Telephone Book

71N HAVEN HARBOUR HAVEN  
 TO OCEAN TERMINAL  
 T JETTY DOCKS



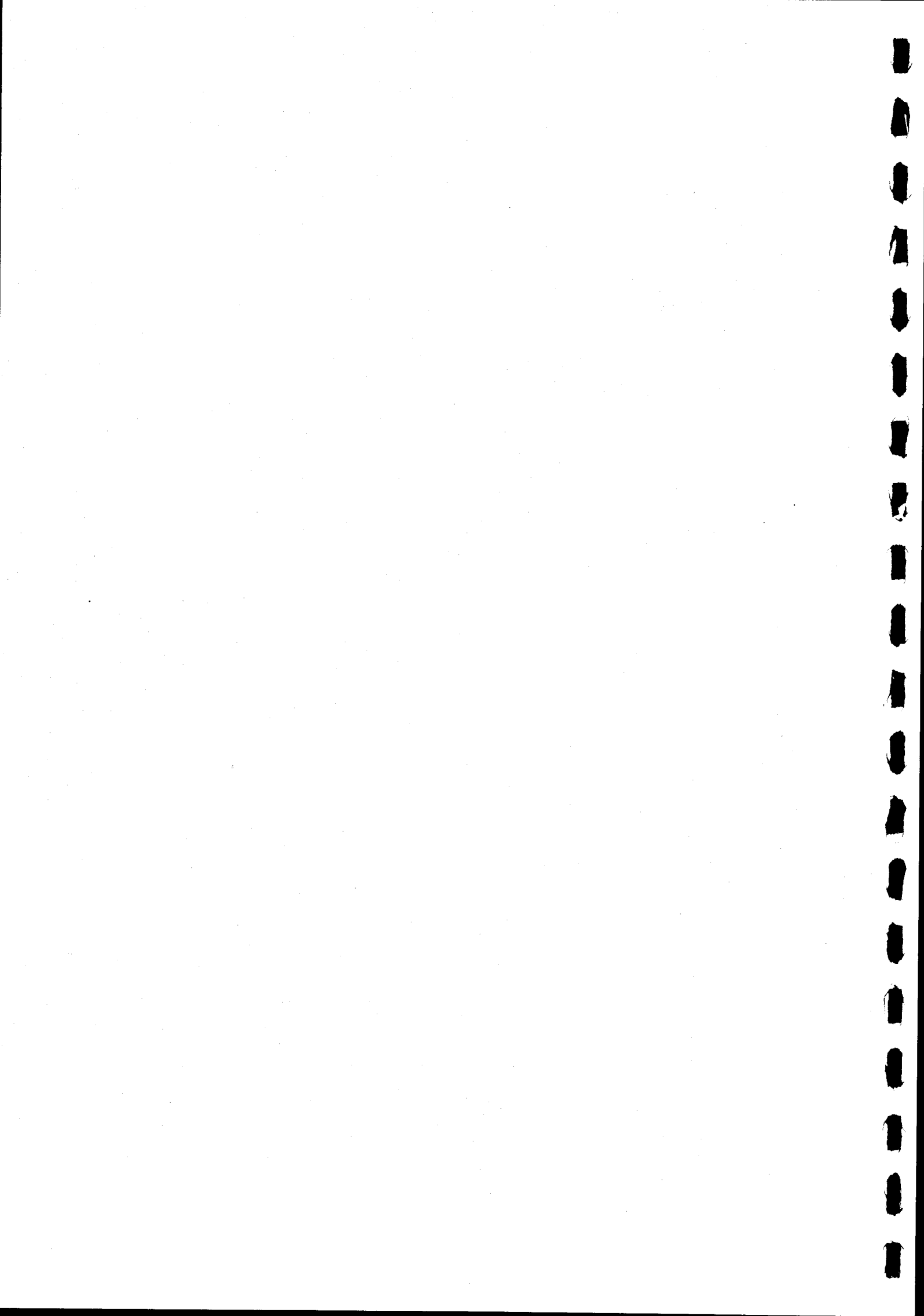


3. E. MEDICAL. (11-82) THE OVERALL HEALTH AND SANITARY CONDITIONS IN THIS PORT CITY COMPARE TO THOSE FOUND IN MOST EUROPEAN CITIES. MODERN SEWAGE AND WASTE DISPOSAL METHODS ARE PRACTICED. THE TAP WATER IS CHEMICALLY TREATED, OF GOOD QUALITY, AND IS CONSIDERED SAFE. WITH NORMAL PRECAUTIONS, LOCAL FOOD AND DRINK CAN BE CONSUMED WITHOUT ANY PROBLEMS. WITH THE EXCEPTION OF MALARIA AND BILHARZIA, WHICH ARE ENDEMIC TO THE REGION, GOOD PUBLIC HEALTH PRACTICES HAVE MADE THIS AREA REMARKABLY FREE FROM TROPICAL AND SUB-TROPICAL DISEASES. VENEREAL DISEASES ARE PRESENT AND WILL POSE SOME THREAT TO PERSONNEL. THERE ARE, AT TIMES, PERIODIC OUTBREAKS OF RABIES. IF GOOD SANITARY PRACTICES ARE NOT OBSERVED, DYSENTERIC DISEASE WILL PRESENT A PROBLEM.

HEALTH SERVICES ARE AVAILABLE AND THE QUALITY OF CARE PROVIDED IS ON PAR WITH THAT PRACTICED IN WESTERN NATIONS. CARE CAN BE OBTAINED AT THE 1,226-BED ADDINGTON HOSPITAL OR THE 3,099-BED KING EDWARD VIII HOSPITAL. BOTH HOSPITALS ARE MAJOR MEDICAL CARE FACILITIES AND OFFER THE FULL SPECTRUM OF SUPPORT SERVICES. THE KING EDWARD VIII HOSPITAL HAS A FULLY EQUIPPED NEUROSURGICAL UNIT. AMBULANCE SERVICE IS AVAILABLE AT BOTH FACILITIES. MEDICAL SUPPLIES ARE AVAILABLE ON THE OPEN MARKET AND ARE OF GOOD QUALITY.

IF A MEDEVAC SHOULD BE REQUIRED, ARRANGEMENTS ARE TO BE COORDINATED VIA THE AMERICAN CONSULATE, ON THE 29TH FLOOR, 333 SMITH STREET (PHONE: 32-4737) DURBAN (AMERICAN EMBASSY, PRETORIA, PHONE: 48-4266). ALTHOUGH THE U.S. ARMY HOSPITAL IN FRANKFURT, GERMANY IS GENERALLY UTILIZED FOR EMERGENCY MEDEVAC SITUATIONS, NRMIC NAPLES, ITALY IS ALSO AVAILABLE FOR LESS COMPLEX CASES.

PRATIQUE AND CURRENT CERTIFICATE OF DERATIZATION IS REQUIRED.



MISC.





KARACHI, PAKISTAN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) THE PORT OF KARACHI (24-47N/66-59E) IS LOCATED ON THE COAST APPROXIMATELY 75 KM (46 MI) NORTHWEST OF THE MOUTH OF THE INDUS RIVER. IT IS COMPRISED OF LOWER AND UPPER HARBORS. THE MANORA PENINSULA ON THE WEST AND MANGROVE SWAMPS ON THE EAST PROVIDE GOOD PROTECTION.

B. APPROACHES, LIGHTS, ETC. (APR 87) (COMCRUDESGRU 5) CONSULT DMAHTC PUB 173 (3RD ED 86) AND CHART 63053 (JUN 86). USS KITTY HAWK AND USS CALIFORNIA ANCHORED OUTSIDE OF HARBOR AREA. USS VANDEGRIFT MOORED ALONGSIDE PIER IN KARACHI HARBOR.

KARACHI PORT AUTHORITY BUILDING (24-59N/66-59E) IS WHITE WITH A LARGE DOME. THE SPIRE IS ALSO USABLE AS A NAVAID. VANDEGRIFT MADE A NORTH-EAST APPROACH TO FAIRWAY BUOY (24-40-05N/66-57-02E). SRN-19 SATNAV RECEIVED INTERFERENCE WITHIN 40 NM OF KARACHI. RADAR WAS GOOD FROM 20 NM AND EXCELLENT WITHIN 10 NM. HEAVY MORNING HAZE RESTRICTED VISIBILITY OF NAVAIDS OUTSIDE 4 NM. VANDEGRIFT CONTACTED MANORA CONTROL WHILE 10 NM SOUTHWEST OF FAIRWAY BUOY. THE PILOT BOARDED IN CHANNEL NEAR BUOY "SE3". VANDEGRIFT ENTERED CHANNEL ON THE EBB TIDE AND EXPERIENCED A NORTHEAST SET OF APPROXIMATELY 2 KTS IN VICINITY OF BUOYS "S3" TO "S8". THE 4-6 FT SWELL IN THE VICINITY OF MANORA POINT BREAKWATER PRODUCED A PRONOUNCED SURF EFFECT. SHORTLY AFTER PASSING BREAKWATER, THE SET AND SWELL DISSIPATED AND RADAR BECAME LAND LOCKED. MAJOR NAVAIDS AVAILABLE INCLUDED:

MANORA BREAKWATER POINT

MANORA LIGHTHOUSE

EAST JETTY BEACON (FWD AND AFT RANGE)

KAMARI GROIN FUEL PIER (24-48-04N/66-58-06E)

MEREWETHER WHARF CONTROL TOWER (24-49-00N/66-58-04E)

BARA ANDAI LIGHT

VARIOUS WATER TOWERS AND MINARETS ARE AVAILABLE BUT ARE POORLY MARKED OR NOT MARKED ON CHARTS. A MINALET IS NOT LOCATED AT 24-48-09N/66-57-00E.

RADAR POINTS USED FOR APPROACH TO THE ANCHORAGE WERE:

RAS MUARI PT. 24-49-06N/66-39-08E

BULEJI PT. 24-50-03N/66-49-03E

MANGROVE PT. 24-50-06N/66-53-09E

MANORA PT. 24-47-01N/66-58-09E

RADAR POINTS PROVIDED EXCELLENT FIXES. OTHER VISUAL REFERENCE POINTS USED BESIDES LIGHT FOR HEAD BEARING WERE:

RAS MUARI LIGHT 24-39-06N/66-39-08E

MANORA PT. LIGHT 24/47-01N/66-58-09E

SULTAN PT. LIGHT 24-40-04N/67-07-09E

VISUALS, OTHER THAN THE AFOREMENTIONED LIGHTS WERE NOT AND/OR COULD NOT BE USED. DURING EARLY MORNING HOURS, WHILE AT ANCHOR, THE HAZE OBSCURED MANY VISUALS. LIGHTS AT NIGHT WERE HIGHLY VISIBLE.

C. PILOTAGE. (JUN 87) (USS REID) PILOTS WERE EXTREMELY EXPERIENCED AND HELPFUL. REID HAD ONE TUG STANDING BY FOR SAFETY PURPOSES BUT DID NOT USE IT FOR ENTERING OR LEAVING THE PORT. THE PILOT TOOK AN ACTIVE PART IN THE SHIP'S NAVIGATION.

D. ENTRANCE. (APR 87) (COMCRUDESGRU 5) THE INNER HARBOR WAS CONGESTED WITH NUMEROUS SMALL BOATS AND ANCHORED SHIPS. THE CENTER OF THE CHANNEL, HOWEVER, REMAINED CLEAR AND WELL MARKED.

KARACHI, PAKISTAN

E. CHANNEL. (APR 87) SEE PARA 1D.

F. ANCHORAGES. (APR 86) (COMCRUDESGRU 3) ANCHORING WAS SIMPLE ALTHOUGH MANY MERCHANT SHIPS WERE PRESENT. THE BIGGEST PROBLEM AT KARACHI WAS THE DISTANCE FROM ANCHORAGE TO THE FLEET LANDING (80-MIN BOAT RIDE). NUCLEAR-APPROVED ANCHORAGES WERE 5 MILES OUTSIDE THE BREAKWATER, 8 MILES FROM THE LANDING. THE PAKISTANI NAVY AND KARACHI PORT AUTHORITY DO NOT VIEW NUCLEAR VESSELS AS SPECIAL CATEGORY AND ARE WILLING TO ASSIGN ANY AVAILABLE ANCHORAGE.

G. WRECKS AND OBSTRUCTIONS. (MAY 85) (USS BARNEY) WRECKS ARE CLEARLY MARKED ON CHARTS 63055 AND 63054.

H. TIDES AND CURRENTS. (MAY 85) (USS BARNEY) THERE WAS A 1-2 KT CURRENT WHICH SETS SOUTHEAST OUTSIDE THE ENTRANCE TO THE LOWER HARBOR.

I. WEATHER AND WINDS. (MAY 85) (COMCRUDESGRU 5) VANDEGRIFT EXPERIENCED WESTERLY WINDS IN EXCESS OF 15 KTS WHILE ENTERING PORT (0800L). GENERAL TREND ALONGSIDE THE PIER DURING 5-DAY VISIT WAS MODERATE WINDS IN MORNING (5-10 KTS) INCREASING TO (10-15 KTS) IN AFTERNOON.

WEATHER WAS GOOD, BUT SEA STATE AND WIND COMBINATION MADE BOATING DIFFICULT, ESPECIALLY IN AFTERNOONS/EVENINGS.

THE COMBINED EFFECTS OF HIGH PRESSURE OVER THE NORTH ARABIAN SEA AND LOW PRESSURE SYSTEM OVER NORTHEASTERN PAKISTAN CREATED A TIGHTENED PRESSURE GRADIENT WHICH PRODUCED PEAK WESTERLY WINDS OF 31 KTS AND 8-10 FT SEAS ON 8 APR 87. THESE UNCHARACTERISTIC HIGH WIND/SEA CONDITIONS INITIALLY CANCELLED LIBERTY BOAT OPERATIONS UPON ANCHORING OFF MANORA POINT. WHILE WINDS SUBSIDED ON 9 APRIL, THE ESTABLISHED FETCH AREA, WEST OF THE ANCHORAGE, PRODUCED 8-12 FT, 8 SECOND PERIOD WESTERLY SWELLS. SEAWARD OF MANORA POINT SEAS IN THE LOWER AND UPPER KARACHI HARBORS WERE 3-4 FT AND 1-2 FT RESPECTIVELY DURING THE PERIOD OF HIGH WINDS. AS THE PRESSURE GRADIENT LOOSENED, LAND/SEA BREEZES DOMINATED THE WIND CONDITIONS FROM 10 TO 13 APRIL. WINDS WERE TYPICALLY WESTERLY AT 6-16 KTS IN THE MORNING HOURS, INCREASING TO WESTERLY AT 17-23 KTS IN THE AFTERNOON. SEAS DURING THIS PERIOD AVERAGED 4-6 FT. MAXIMUM/MINIMUM TEMPERATURES DURING THE IN PORT PERIOD AVERAGED 81° F/75° F WITH 75% RELATIVE HUMIDITY. SKY CONDITIONS WERE PREDOMINANTLY SCATTERED, AND VISIBILITY WAS GENERALLY UNRESTRICTED EXCEPT FOR OCCASIONAL PERIODS WHERE VISIBILITY DECREASED TO 5 NM IN HAZE/SMOKE.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (SEP 86) (USS TALBOT) PIER CAMELS WERE NOT AVAILABLE. TWO-FT THICK RUBBER BUMPER STRIPS WERE SPACED ALONG THE FACE OF THE WHARF AND IN COMBINATION WITH SHIP'S FENDERS PROVIDED SUFFICIENT CUSHION TO PREVENT WORKING DAMAGE TO SIDES.

(JUL 86) KARACHI PORT HAS 29 BERTHS (17 ON THE EAST WHARF, 7 ON THE WEST WHARF, AND 5 ON THE NEW SIDE OF THE WEST WHARF). BERTH SIZE VARIES FROM 450 TO 800 FT.

B. FUEL, LUBE, AND DIESEL. (MAR 87) (USS STARK) FUEL QUALITY WAS EXCELLENT; HOWEVER, FUELING WAS A LENGTHY EVOLUTION WITH A DELIVERY RATE OF 120 GPM THROUGH A 2.5 IN LINE (56 K GAL-8 HRS). THE FITTING WAS COMPATIBLE WITH THE REFUELING RISER WITH A REDUCER PROVIDED BY THE PAKNAV.

## KARACHI, PAKISTAN

C. MECHANICAL HANDLING FACILITIES. (JUL 86) THERE ARE 36 OLD CRANES (5-TON CAPACITIES) AND 12 NEW CRANES. TODAY, OLD CRANES ARE RATED AT 2-TON CAPACITIES, AND CRANE TRACKS ARE IN SUCH A STATE OF DISREPAIR THAT BERTHS 4 THROUGH 7 ON THE EAST WHARF, DO NOT HAVE ANY CRANE CAPACITY.

D. DRYDOCKS AND REPAIR FACILITIES. (JUL 86) PAKISTAN NAVY DOCKYARD (PND) IS MANAGED BY COMMANDER LOGISTICS AND IS CAPABLE OF MAKING ALL REPAIRS TO VESSELS EXCEPT IN THE AREA OF ELECTRONICS. NO ELECTRONICS REPAIR FACILITIES EXIST IN KARACHI. SMALL CRAFT, TUGS, PERSONNEL BOATS ARE BEING CONTRACTED BY BOTH PND AND KARACH SHIP YARD.

(DEC 85) (USS BOONE) THE SHIP'S SUPERSTRUCTURE AND WATERLINE WERE CONTRACTED TO BE PAINTED BY MOHAMMED ANWER AND SON. BOONE PROVIDED THE PAINT AND THE WORK WAS ADEQUATE.

E. WAREHOUSES AND STORAGE FACILITIES. (JAN 87) (FICPAC) COVERED - 17 BUILDINGS WITH 66,500 SQ M FLOOR SPACE. OPEN - 17 HECTARE (HA) BREAKBULK, 7 HA CONTAINERS, 2 HA VEHICLE PARKING, AND 3 HA DRYBULK. REFRIGERATED - 3,350 SQ M ICE PLANT BUILDING.

F. STEVEDORES. (SEP 84) STEVEDORES ARE AVAILABLE 24 HOURS A DAY. THE SIZE OF THE GANGS RANGE FROM 20-50 MEN.

G. PORT CAPACITY. (SEP 84) NO MORE THAN 10 SHIPS ARE RECOMMENDED.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JUL 86) KARACHI IS THE TERMINUS OF THE NORTHWEST RAILWAY WHICH CARRIES PRACTICALLY ALL OF THE LANDBORNE CARGO IN PAKISTAN. APPROXIMATELY, NINE BERTHS HAVE RAILWAY FEEDER LINE AVAILABILITY.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (AUG 85) (DIA) THERE ARE 10 TUGS (3-35 TON CAPACITIES), THREE HAZARDOUS CARGO BARGES (50-200 TON CAP.), 17 200-TON GENERAL CARGO BARGES, ONE 200-TON DUMB OIL BARGE, TWO 200-TON DUMB WATER BARGES, FOUR PILOT BOATS (7-12 KTS SPEEDS), TWO 250-PAX FERRIES, FOUR DREDGERS, SIX SELF-PROPELLED HOPPER BARGES, TWO SELF-PROPELLED WATER BOATS (200 TON CAP.), AND 105 LIGHTERS (150-200 DWT).

B. WATER. (JUN 87) (USS REID) OBTAINING WATER WAS THE BIGGEST CONCERN IN KARACHI. FEED WATER WAS REQUESTED IN LOGREQ BUT WAS NOT AVAILABLE. POTABLE WATER WAS REQUESTED TO BE DELIVERED UPON ARRIVAL. THE BARGE WITH POTABLE WATER ARRIVED SHORTLY AFTER MOORING. THE WATER WAS TESTED FOR SANITARY PURPOSES AND WAS DETERMINED TO BE UNSATISFACTORY. CAPT PALMA, AMEMBASSY ATTACHE, ARRANGED 1,500 GALS OF POTABLE WATER FROM THE HOLIDAY INN, AND REID ARRANGED FOR THE DELIVERY OF WATER BY THE ONLY TRUCK WITH A PUMP IN KARACHI, WHICH IS OWNED BY THE AMCONSULATE. THE WATER WAS SUPER CHLORINATED TO ENSURE PROPER DECONTAMINATION OF THE TRUCK. AFTER DECONTAMINATION, THE TRUCK WAS FLUSHED AND USED TO TRANSFER FEED WATER FROM THE PAKISTAN NAVY SHIPS. A TOTAL OF 6,000 GALS OF FEED WATER WAS TRANSFERRED DURING THE IN-PORT PERIOD. STRICT CONSERVATION MEASURES WERE IN EFFECT TO REDUCE THE AMOUNT OF WATER EXPENDITURE. PAPER CUPS AND PLATES WERE USED DURING MEAL HOURS, SCULLERY WAS SECURED, LAUNDRY SERVICES WERE SECURED, AND SHOWERS WERE ALLOWED FOR ONE HOUR PER

KARACHI, PAKISTAN

DAY. WATER WAS EXCLUSIVELY USED FOR COOKING AND DRINKING THROUGHOUT THE IN PORT PERIOD.

C. AIRFIELDS. (MAY 85) (USS CALIFORNIA) KARACHI INTERNATIONAL AIRPORT IS LOCATED NORTHEAST OF THE CITY. IT HAS TWO CONCRETE/ASPHALT RUNWAYS - 3,200 X 46 M (10,500 X 150 FT) AND 2,286 X 46 M (7,500 X 150 FT). THERE IS A PAKISTAN AIR FORCE BASE NEAR KARACHI (15 NM FROM THE PORT).

D. COMMUNICATIONS. (MAY 87) (COMCRUDESGRU 5) HARBOR CONTROL CAN BE CONTACTED BY "MANORA CONTROL" ON BTB CHANNEL 16 (156.8 MHZ). TUG CONTROL CAN BE CONTACTED ON 156.6 MHZ. SHIPS WERE NOT REQUIRED TO GUARD ANY FREQUENCIES.

A POSTAL LIAISON WAS ESTABLISHED AT AMCONSULATE. SERVICES INCLUDED THE MAILING OF PACKAGES. THE SHIP PROVIDED PORTABLE SCALE AND STAMPS. AREA CLEARANCE WAS OBTAINED VIA AMCONSUL TO COORDINATE AIR PICK-UP.

VANDEGRIFT WAS PROVIDED A PORTABLE RADIO BY THE AMCONSUL USED TO COMMUNICATE BETWEEN CONSULATE/SHORE PATROL. AS PIERSIDE UNIT WITH TELEPHONE ACCESS, VANDEGRIFT WAS USED TO RELAY COMMUNICATIONS BETWEEN SHIPS AND ADMINS/SHORE PATROL. TELEPHONES USED WERE NOT RELIABLE WITH MUCH STATIC AND WEAK SIGNAL STRENGTH. OUTGOING CALLS WERE TO LOCAL AREA ONLY BUT INCOMING CALLS FROM CONUS WERE RECEIVED.

MESSAGE COMMUNICATIONS WITH THE BEACH DETACHMENT ARE INCONSISTENT DUE TO THE SHORT HOURS OF OPERATION AT THE AMCONSUL COMMUNICATIONS CENTER.

CONUS CALLS CAN BE MADE AT MAJOR HOTELS AND THE TELEGRAPH FACILITIES IN THE CITY. OPERATOR ASSISTANCE WAS NECESSARY, AND OPERATORS SPOKE ENGLISH. THE SERVICE WAS AVAILABLE 24 HRS A DAY, BUT WAITING TIMES WERE FROM 30 MINUTES TO 4 HOURS. SOME CREWMEMBERS REPORTED INSTANCES OF BEING CHARGED FOR MORE TIME THAN THEY ACTUALLY USED ON TELEPHONE CALLS. THESE COMPLAINTS WERE LIMITED TO THE HOLIDAY INN.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN KARACHI ARE POOR. WATER IS NOT POTABLE AND SEWAGE SYSTEMS ARE DEFICIENT. GARBAGE IS OFTEN EMPTIED INTO THE HARBOR.

PREVALENT DISEASES INCLUDE TRAVELERS' DIARRHEA AND TYPHOID & PARATYPHOID FEVERS. MALARIA IS A MAJOR HEALTH THREAT AND IS ESPECIALLY PREVALENT AT ALTITUDES LESS THAN 2,000 M (6,562 FT) FROM FEBRUARY THROUGH OCTOBER. DENGUE FEVER IS ENDEMIC THROUGHOUT THE COASTAL REGION. PLAGUE AND RABIES ARE PRESENT, AND HELMINTHIASIS IS WIDESPREAD.

MEDICAL CARE IS AVAILABLE AT THE U.S. CONSULATE OUTPATIENT CLINIC WHICH IS STAFFED BY A LOCAL PHYSICIAN, NURSE, AND X-RAY TECHNICIAN. FOR EMERGENCY CARE, THE CONSULATE REFERS PATIENTS TO THE SEVENTH DAY ADVENTIST HOSPITAL, TEL: 78-086, WHICH OFFERS GENERAL MEDICAL, SURGICAL, OB/GYN, PHARMACY, LABORATORY, X-RAY, AND DENTAL SERVICES. THE PAKISTANI NAVAL HOSPITAL, PNS SHIFFA, ALSO PROVIDES EMERGENCY TREATMENT AND IS RECOMMENDED BY THE SEVENTHFLT MEDICAL OFFICER. THIS FACILITY OFFERS SERVICES IN GENERAL SURGERY, ENT, OPTOMETRY, DERMATOLOGY, PSYCHIATRY, AND PATHOLOGY. ARRANGEMENTS FOR TREATMENT SHOULD BE MADE THROUGH THE DAO, THE PAKNAV LIAISON OFFICER, OR THE U.S. CONSULATE. THE NEAREST U.S. MILITARY HOSPITAL IS THE ARMY GENERAL HOSPITAL, FRANKFURT, GERMANY.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.

(MAY 87) (COMCRUDESGRU 5) AGA KHAN HOSPITAL - IS BY FAR THE BEST MEDICAL FACILITY IN KARACHI WITH SERVICES COMPARABLE TO LARGE U.S. TEACHING HOSPITALS. IT INCORPORATES A MEDICAL SCHOOL AND NURSING SCHOOL.

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IT IS NEW, VERY CLEAN, AND HAS NEARLY EVERY MEDICAL/SURGICAL SPECIALTY WITH LABORATORY AND RADIOLOGICAL SUPPORT INCLUDING CAT SCAN AND ULTRASOUND. IT HAS LIMITED INTRINSIC AMBULANCE SUPPORT.

ALL AMBULANCE SERVICE AT HOSPITALS WAS HOSPITAL AFFILIATED OR PRIVATE. AMBULANCE SERVICE WAS "TRANSPORT ONLY" WITHOUT LIFE SUPPORT OR PARAMEDIC ASSISTANCE.

ANTICIPATE 30-50% GASTROENTERIAST/GASTRO-INTESTINAL DISORDERS. SOURCE IS NOT DETERMINABLE SINCE MANY KITTY HAWK PERSONNEL WHO CONTRACTED THE DISORDER ATE ONLY AT THE "FINER" HOTELS (SHERATON, HOLIDAY INN). CONSIDER ALL FOOD SOURCES AS POTENTIAL CONTRIBUTORS.

WASTES AND INDUSTRIAL POLLUTANTS WERE IN HARBOR WATER. FLY/INSECT VECTOR POPULATION WAS HEAVIER IN CERTAIN AREAS OF THE CITY. MANY STRAY ANIMALS (COWS, GOATS, AND CHICKENS) WERE ON THE STREETS.

HASHISH AND MARIJUANA ARE CONSUMED BY CIVILIAN BOAT CREWS. DRUGS WERE AVAILABLE ON THE STREET.

F. GASOLINE. (MAR 87) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (MAY 87) (COMCRUDESGRU 5) KITTY HAWK SUPPLY DEPARTMENT CONTRACTED THROUGH A HUSBANDING AGENT FOR DELIVERY OF BAKERY PRODUCTS (HAMBURGER/HOT DOG BUNS), 50,000 POUNDS OF FRESH FRUITS AND VEGETABLES AND CERTAIN CONSUMABLE "SNACK" ITEMS FOR THE SHIP STORE. QUALITY OF BAKERY AND SNACK ITEMS WERE GOOD TO OUTSTANDING. THE FOLLOWING FRESH FRUITS AND VEGETABLES WERE PURCHASED AND CONSIDERED TO BE GOOD TO EXCELLENT QUALITY: (LEAFY VEGETABLES WERE NOT PURCHASED.) APPLES, LEMONS, TANGERINES, BANANAS, ORANGES, CANTELOPE, TOMATOES, HONEYDEW, CARROTS, CELERY, CUCUMBERS, ONIONS, POTATOES, RADISHES, AND GREEN PEPPERS. THE AMCONSULATE CONTRACTED FOR BENA COMPANY SHIP HANDLERS TO SUPPLY PROVISIONS. FFW OF EXCELLENT QUALITY WERE PROVIDED. ALL FFW MUST BE WASHED IN CHLORINE SOLUTION PRIOR TO STOWAGE AND CONSUMPTION.

H. GARBAGE DISPOSAL. (AUG 86) (USS AUBREY FITCH) TRASH AND GARBAGE WERE DUMPED INTO A SMALL SCOW PROVIDED BY THE HUSBANDING AGENT THREE TIMES DAILY WITH NO PROBLEMS.

4. PERSONALIA

A. CALLS. (MAY 87) CALLS MAY BE MADE ON:

COMMANDING OFFICER, KARACHI NAVAL BASE  
COMMANDER, PAKISTAN FLEET  
GOVERNOR OF SIND  
AMERICAN CONSUL GENERAL, KARACHI

B. HONORS. (MAY 87) (COMCRUDESGRU 5) HONORS ARE NORMALLY REQUIRED WHEN PASSING THE PAKISTANI NAVAL ACADEMY; HOWEVER, KITTY HAWK WAS GRANTED A WAIVER BY THE PAKISTAN GOVERNMENT.

NON-GUN SALUTING HONORS WERE RENDERED AS VANDEGRIFT PASSED PAKISTANI NAVAL ACADEMY AND LOGISTIC COMMAND. THE PAKNAV LIAISON OFFICER BOARDED VANDEGRIFT AND WAS VERY HELPFUL IN COORDINATING PASSING HONORS.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) (FICPAC) KARACHI IS THE FORMER

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CAPITAL OF PAKISTAN WHICH RELINQUISHED DOMINION STATUS AND PROCLAIMED ITSELF A REPUBLIC WITHIN THE BRITISH COMMONWEALTH ON 29 FEBRUARY 1956. THE CITY IS AN INTERNATIONAL AIR CENTER AND THE CHIEF PORT THROUGH WHICH PAKISTAN'S SEABORNE TRADE, ESPECIALLY WHEAT AND COTTON, IS HANDLED. IT IS ALSO THE GATEWAY TO THE FERTILE REGION OF THE PUNJAB, THE HISTORICAL NORTHWEST FRONTIER PROVINCE, AND AFGHANISTAN.

THE CITY IS COMPOSED OF FOUR SECTIONS: (1) KEAMARI, THE PORT SECTION; (2) THE MAIN CITY, COMPOSED OF THE BUSINESS AND ADMINISTRATION DISTRICT; (3) GARDEN EAST RESIDENTIAL SECTION; AND (4) CLIFTON, A RESIDENTIAL SECTION FOR AMERICANS AND EUROPEANS.

KARACHI HAS A LARGE TRANSIENT POPULATION {EXCESS OF 7,000,000 (1986 EST)] DUE TO ITS GEOGRAPHIC AND ECONOMIC POSITION AS THE COUNTRY'S MAJOR PORT CITY.

B. LIBERTY. (MAY 87) (COMCRUDESGRU 5) ONE OFFICER, ONE E-7, ONE E-6, TWO E-5, AND TWO E-4 (ONE GROUP EACH AT FLEET LANDING, HOTEL STOP, AND AMCONSUL) WERE ASSIGNED SHORE PATROL. THE SENIOR SHORE PATROL OFFICER REPORTED TO THE PAKISTANI PROVOST MARSHAL. TWO VANS WERE CONTRACTED FOR SHORE PATROL USE. BECAUSE OF HEAVY TRAFFIC CONGESTION AND STRANGE DRIVING CUSTOMS, HIRING OF DRIVERS IS A MUST. ENGLISH-SPEAKING DRIVERS ARE HELPFUL. RECOMMENDED LIBERTY HOUR WAS 2300 FOR E-5 AND BELOW ONLY. RECOMMENDED LIBERTY ATTIRE WAS CIVILIAN CLOTHES; HOWEVER, SHORTS WERE ALLOWED FOR ATHLETIC EVENTS ONLY. OFF-LIMIT AREAS ARE DESIGNATED BY THE PAKISTANI PROVOST MARSHAL IN ADVANCE. MAXIMUM LIBERTY PARTY WAS 50% OF THE CREW, AS RECOMMENDED BY THE AMCONSULATE.

BENA COMPANY ARRANGED FOR THE USE OF 14 40-60 FT FISHING TRAWLERS AS LIBERTY CRAFT. BOATS HAD 6-8 FT FREEBOARD AND 25-30 FT MASTS. HEIGHT OF MASTS RESTRICTED LANDING AT ACCOMMODATION LADDERS UNDER SPONSONS. BOATS HAD NEITHER LIFELINES NOR PASSENGER WELL. KITTY HAWK AND CALIFORNIA WERE REQUIRED TO PROVIDE LIFE JACKETS. BOATS WERE SCHEDULED FROM 0730-2400 DAILY. THE AVERAGE TIME REQUIRED FROM THE SHIP TO FLEET LANDING WAS 60-90 MINUTES. NO BOATING PROBLEMS WERE ENCOUNTERED. COST WAS US\$595.00 PER DAY/PER BOAT.

AN AREA, THE SIZE OF TWO FOOTBALL FIELDS, WAS BARRICADED OFF AND WAS USED FOR FLEET LANDING AND A CENTRAL POINT FOR CARS, BUSES, MONEY EXCHANGE, AND SHORE PATROL. AN "L" SHAPED AWNING WAS SET UP APPROXIMATELY 300-FT WIDE BY 30-FT DEEP. THE AWNING WAS SECTIONED OFF INTO AN EATING AREA WITH 60 TABLES/300 CHAIRS, BARBECUE AREA, SODA CONCESSION, AMERICAN EXPRESS MONEY EXCHANGE CENTER, AMERICAN EXPRESS TRAVEL CENTER, MEDICAL AREA, SHORE PATROL/COMMUNICATIONS CENTER, AND BENA COMPANY LIAISON BOOTH. HEAD FACILITIES, ELECTRICITY, AND TRASH REMOVAL WERE ALSO MADE AVAILABLE. TOTAL COST WAS US\$2,600.00. A PONTOON WAS REQUIRED DUE TO THE HEIGHT OF THE PIER. COST WAS US\$892.00 PER DAY.

C. CLUBS AND BARS. (MAY 87) (COMCRUDESGRU 5) ALCOHOL CAN BE PURCHASED AT ALL MAJOR HOTELS; HOWEVER, IT CAN ONLY BE PURCHASED FROM AND CONSUMED IN A HOTEL ROOM. BEER IS VERY EXPENSIVE (US\$5.00 PER QUART). MIXED DRINKS ARE US\$4.00-5.00 PER GLASS. THE AMERICAN CLUB, WHICH DOES SERVE ALCOHOLIC BEVERAGES, WAS NOT OPEN TO BATTLE GROUP PERSONNEL.

D. RESTAURANTS. (MAY 87)

<u>NAME</u>	<u>LOCATION</u>	<u>SIZE</u>	<u>PRICE</u>	<u>FOOD</u>	<u>LIQUOR</u>
AM CLUB	AM CONSUL	SMALL	LOW	USA	YES

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SUZY WONG'S	HOLIDAY INN	LARGE	MODERATE	CHINESE	NO
TOP OF THE I	INTERCONTIN-	MED	MODERATE	EUROPEAN	NO
	ENTAL HOTEL				
RED CARPET	-	MED	MODERATE	EUROPEAN	NO
HONG KONG	-	MED	MODERATE	CHINESE	NO
FOUR SEASONS	-	MED	MODERATE	CHINESE	NO
RAAG SAAG	DOWNTOWN	SMALL	US\$7-15	DELI STYLE	NO
				(OUTSTANDING)	

E. HOTELS. (MAY 87) (COMCRUDESGRU 5)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE (US\$)</u>	<u>DINING/BEVERAGE</u>
SHERATON	KARACHI	80-150	YES
INTERCONTINENTAL	"	75-80	YES
METROPOLE	"	22-24	YES
AVAN TOWERS	"	75	YES
BEACH LUXURY	"	20-25	YES

IT IS RECOMMENDED THAT HOTEL RESERVATIONS BE DELIVERED BY THE ADVANCED BEACH DETACHMENT. THIS PROCESS WILL ELIMINATE EXTRA MESSAGE TRAFFIC.

F. ATHLETICS. (COMCRUDESGRU 5) SWIMMING POOLS AND TENNIS COURTS ARE AVAILABLE AT VARIOUS HOTELS. COMPETITIONS IN SOCCER, CRICKET, AND SOFT-BALL WERE PLAYED AGAINST MILITARY TEAMS.

G. BEACHES. (MAY 87) (COMCRUDESGRU 5) BEACHES ARE RECOMMENDED FOR VIEWING ONLY BECAUSE SWIMMING IS UNSAFE DUE TO MARINE LIFE.

H. CHURCHES. (MAY 87) A MUSLIM PRAYS QUITE UNCONSCIOUSLY WHEREVER HE HAPPENS TO BE (AFTER RITUAL ABLUTIONS AND ON A PRAYER MAT TURNED TO MECCA). WHEN VISITING MOSQUES AND HOLY PLACES, IT IS NECESSARY TO REMOVE YOUR SHOES BEFORE YOU ENTER. THE RELIGION FORBIDS THE USE OF ALCOHOL AND CONSUMPTION OF PORK.

I. TRANSPORTATION. (MAY 87) (COMCRUDESGRU 5) TWELVE BUSES WERE MADE AVAILABLE AND PROVIDED TIMELY ROUND TRIP TRANSPORTATION FROM THE FLEET LANDING TO THE DOWNTOWN AREA. COST WAS US\$116.00 PER DAY/PER BUS.

FIVE SEDANS WITH ENGLISH-SPEAKING DRIVERS WERE PROVIDED FOR SENIOR OFFICERS. EIGHT VANS WERE MADE AVAILABLE FOR THE USE OF THE SHORE PATROL, BATTLE GROUP COMMANDER STAFF, AND FOR THE SHUTTLING OF OFFICERS FROM FLEET LANDING TO THE DOWNTOWN AREA. COST WAS US\$70.00 PER DAY/PER SEDAN.

THE MAJORITY OF THE TAXIS ARE NOT METERED. IN THE FEW THAT HAVE METERS, THE METERS ARE FREQUENTLY INOPERABLE. ATTEMPTS WERE MADE TO OVERCHARGE CREWMEMBERS WHO FAILED TO BARGAIN THE PRICE BEFOREHAND.

J. TOURS. (MAY 87) (COMCRUDESGRU 5) TOURS OFFERED BY AMERICAN EXPRESS TO KARACHI AND THATTA WERE DISAPPOINTING. THE 4-HR TOUR TO KARACHI (US\$6.00) WAS A RUSH THROUGH ONE MOSQUE, ONE MAUSOLEUM, AND ONE MAUSEUM. VERY LIMITED FOR PHOTOGRAPHY OR CULTURAL EXCHANGE. THE ALL-DAY TOUR TO THATTA (US\$20.00) INCLUDED OFF ROAD, DESERT DRIVING IN BUSES WITHOUT AIR CONDITIONING AND TIRES THAT WERE DANGEROUSLY WORN. THE ROUND TRIP TOOK OVER 3 HOURS.

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K. SHOPPING. (MAY 87) (COMCRUDESRON 5) BRASS AND COPPER INLAID ROSEWOOD FURNITURE (DESK, CHAIRS, TRUNKS, AND JEWELRY BOXES), WOOL, SILK, CASHMERE CARPETS, LEATHER GOODS, ONYX, AND MARBLE WERE READILY AVAILABLE IN FULL RANGE OF QUALITY AND PRICES. BARGAINING WAS ACCEPTED IN MOST SHOPS.

L. THEATER AND CINEMA. (MAY 85) THE PAKISTAN-AMERICAN CULTURAL SOCIETY BUILDING HAS FILMS AT A REASONABLE PRICE.

M. PHYSICAL SECURITY. (MAY 87) (COMCRUDESGRU 5) A SMALL FORCE OF 15-20 PAKISTANI LAW ENFORCEMENT OFFICERS WERE STATIONED BETWEEN THE FLEET LANDING AREA AND THE MAIN GATE. THE PIER AREA WAS GUARDED 24 HOURS A DAY BY ARMED SOLDIERS/POLICE WHO PREVENTED STREET MERCHANTS AND BEGGARS FROM GETTING CLOSE TO THE SHIP. THE PROVOST MARSHAL WAS THE POC FOR SECURITY MATTERS. VANDEGRIFT DID NOT POST AN ARMED SECURITY FORCE TOPSIDE EXCEPT FOR OOD/POOW. ONE ARMED ROVING SENTRY WAS POSTED IN THE PILOT HOUSE. RADIO COMMUNICATIONS WERE MAINTAINED WITH SHORE PATROL AT FLEET LANDING AND WITH THE AMCONSULATE. THE FLEET LANDING AREA WAS WELL LIGHTED. NO PAKISTANI NATIONALS WERE ALLOWED ON THE PIER WITHOUT A GOVERNMENT PASS.

M. MISCELLANEOUS INFORMATION. (MAY 87) (COMCRUDESGRU 5) THE AMERICAN EXPRESS BANK PROVIDED MONEY EXCHANGE SERVICES AT THE FLEET LANDING. THE RATE OF EXCHANGE WAS 17 RUPEES TO THE DOLLAR. MONEY EXCHANGE WAS ALSO AVAILABLE AT LOCAL HOTELS AT LESS FAVORABLE RATES.

FOR PERSONNEL REQUIRED TO GO ON EMERGENCY LEAVE, VISA'S AND PASSPORTS CAN BE OBTAINED AT THE AMCONSULATE. PERSONNEL REQUIRING PASSPORTS MUST HAVE A PHOTOGRAPH AND A COPY OF THEIR BIRTH CERTIFICATE. THE INDIVIDUAL MUST BE FLOWN FROM THE SHIP TO THE AIRHEAD AT FAISAL FIELD, WHERE THEY EMBARK ON A MILITARY FLIGHT TO DIEGO GARCIA. THE CONSULATE WILL NOT TRANSPORT PERSONNEL FROM THE PASSPORT OFFICE TO THE AIRHEAD. IF THE CONNECTING FLIGHT IS MISSED, PERSONNEL ARE NOT AUTHORIZED TO REMAIN AT FAISAL.

ALL BILLS WERE PAID AT 1400 ON THE LAST DAY IN PORT. THE HUSBANDING AGENT AND PAINTING CONTRACTOR PRESENTED BILLS FOR PAYMENT. ALL SERVICES HAD BEEN CONTRACTED ON DD 1155'S, REQUIRING CONTRACTORS SIGNATURE PRIOR TO SERVICES BEING RENDERED. THIS PROCEDURE IS HIGHLY RECOMMENDED DUE TO LANGUAGE BARRIER PROBLEMS AND MISUNDERSTANDINGS. THE DISBURSING OFFICER WROTE AN EXCASH DISBURSEMENT CHECK IN AMERICAN DOLLARS TO THE AMERICAN EXPRESS BANK FOR THE PURCHASE OF RUPEES. THE HUSBANDING AGENT AND PAINT CONTRACTOR WERE PAID IN RUPEES. UPON RETURN TO THE SHIP, THE DISBURSING OFFICER PREPARED (DV 2277'S) ON BILLS PAID BY CHECK. THE ONLY PROBLEM EXPERIENCED WAS WITH THE PAINTING CONTRACTOR. THE PAINTING CREW COMPLETED 50% OF THE CONTRACTED WORK DUE TO UNDERESTIMATION OF THE SCORE OF THE JOB. A MODIFIED CONTRACT WAS PREPARED AND ACCEPTED BY THE PAINTING CONTRACTOR. THE WORK ON THE SIDES THAT WAS COMPLETED WAS QUALITY WORK.

USS MT. HOOD H-46 SUPPORT WAS USED FOR TRANSFER OF MATERIAL BROUGHT IN VIA US-3/C-141 TO MASROOR AIR BASE FROM DIEGO GARCIA.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, JUN 87.



CHITTAGONG, BANGLADESH

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (2-86) THE PORT OF CHITTAGONG (22°19'N/91°49'E) IS AN IMPROVED NATURAL RIVER HARBOR WITH A DREDGED CHANNEL ABOUT 260 M (853 FT) WIDE AND 7-10 M (23-39 FT) DEEP. THE MAIN PORT INSTALLATIONS ARE 14 KM (9 MI) INSIDE FROM THE MOUTH OF THE RIVER KARNAPHULI WHICH HAS ITS ORIGIN IN THE SUB-HIMALAYAN RANGE AND FLOWS INTO THE BAY OF BENGAL.

B. APPROACHES, LIGHTS, ETC. (2-86) CONSULT DMAHTC PUB 173 (2ND ED 1983) AND CHART 63337.

(1-85) (USS TUSCALOOSA) ONCE VISUALS WERE APPARENT, FIXES WERE CONSISTENT AT THE MOUTH AND EASTWARD UP UNTIL THE 90° TURN TO PORT, APPROXIMATELY 1.5 NM ISLAND FROM THE APPROACH BUOY. AT THE POINT, NEAR GUPTA ISLAND TERO MARK, CHART 63337 IS INADEQUATE IN THAT MOST EXISTING LAND-MARKS AND NAVAIDS ARE NOT REPRESENTED. TWO LARGE RED AND WHITE ELECTRIC POWER TOWERS ARE THE PREDOMINANT NAVAIDS IN THE AREA. NEITHER ARE REPRESENTED ON CHART 63337. ONE TOWER HAS BEEN REPOSITIONED FROM A GOOD FIX TO BE 22°18'05"N/091°48'10"E. FROM THE FIXED TOWER, SEVERAL ELECTRICAL POWER CABLES RAN ACROSS THE RIVER AT A HEIGHT OF 45.7 M (150 FT) THEREBY, CAUSING MOST HEIGHT LIMITATIONS FOR ENTERING TRAFFIC. THERE IS A WRECK MARKED BY 10 CM (4 IN) ROUND FLOATS AT THE MID CHANNEL MARKER. APPROACH TO THE ENTRY BUOY MUST BE ON THE EXTREME SOUTH SIDE OF THE CHANNEL BECAUSE OF CURRENTS. MAKING THE APPROACH TO THE PIER, THE PILOT RECOMMENDED DROPPING ANCHOR MIDSTREAM, TURNING ON ANCHOR, SWINGING THE SHIP STARBOARD SIDE TO THE PIER, WITH THE ASSISTS OF THE SWIFT CURRENT. ADDITIONALLY, ONCE THE SHIP WAS IN POSITION, A WIRE ROPE WAS USED TO SECURE THE STERN TO A MOORING BUOY. THE BUOY PARTY WAS PROVIDED BY THE PORT AUTHORITY. THE ANCHOR CHAIN WAS PAID OUT, LEAVING THE ANCHOR MID CHANNEL. HEAVING AROUND ON THE ANCHOR, POSITIONED AT MID CHANNEL, ENABLED THE SHIP TO PULL AWAY FROM THE PIER UPON DEPARTURE, DESPITE THE EFFECT OF THE ONSET CURRENTS.

C. PILOTAGE. (1-86) (USS CAPODANNO) PILOTAGE IS RECOMMENDED BUT NOT COMPULSORY FOR APPROACHES TO ANCHORAGE. PILOTS CONVERSED IN ENGLISH AND THEIR PROFICIENCY WAS ADEQUATE. THE PILOT PICKUP POINT WAS LOCATED AT 22°03'N/092°40'E. THE PILOT BOARDED FROM A BN PATROL GUNBOAT, TAMJEED, AND A BN PATROL GUNBOAT ESCORTED CAPODANNO TO OUTER ANCHORAGE CHARLIE.

(1-85) (USS TUSCALOOSA) THE HARBOR PILOT WAS PROFESSIONAL, VERY KNOWLEDGEABLE AND SPOKE FAIRLY GOOD ENGLISH. TRANSITTING THE KARNAPHULI RIVER REQUIRES THE EXPERTISE OF A LOCAL PILOT TO IDENTIFY THE EVERCHANGING SANDBARS. PILOTAGE IS COMPULSORY.

D. ENTRANCE. (1-85) (USS TUSCALOOSA) SEE PARA 1A.

E. CHANNEL. (2-86) CONSULT PUB 173.

F. ANCHORAGE. (1-86) (USS CAPODANNO) CAPODANNO ANCHORED AT 22°11'18"N/092°47'08"E IN OUTER ANCHORAGE CHARLIE. CAPODANNO USED THE FOLLOWING LIGHTS TO CUT BEARINGS AT ANCHORAGE: COX'S BAZAAR, SONADIA ISLAND,

## CHITTAGONG, BANGLADESH

KUTUBDIA PT, NORMAN'S PT, AND PATENGA PT. GOOD RADAR RANGES ARE ALSO AVAILABLE AND WERE NECESSARY DUE TO VISUAL LANDMARKS BEING OBSCURED BY FOG AND SMOG DURING EARLY DAYLIGHT HOURS. MUD HOLDING GROUND WAS GOOD. VESSELS ANCHORING ARE RECOMMENDED TO BE GENEROUS WITH SCOPE OF CHAIN LET OUT BECAUSE TIDAL CURRENTS IN THE ANCHORAGE CAN BE AS STRONG AS 4.5 KTS DURING THE NORTHEAST MONSOON AND 6.0 KTS DURING THE SOUTHWEST MONSOON. TIDAL RANGE EXPERIENCED IN ANCHORAGE CHARLIE WAS 3.3 M (11 FT).

IT SHOULD BE NOTED THAT THE WATER IN BOTH THE KARNAPHULI RIVER AND IN THE ANCHORAGES IS EXTREMELY SILTY. CONSEQUENTLY, SEAWATER SYSTEMS ARE ABRADED AND PRONE TO CLOGGING FROM SILT ACCUMULATION. ALTHOUGH NOT A MAJOR PROBLEM, CAPODANNO FOUND THAT REPACKING OF SOME PUMPS WAS NECESSARY. ADDITIONALLY, CAPODANNO STEAMED AUXILLIARY AT ANCHOR AND TOOK THE OPPORTUNITY TO CLEAN THE MAIN ENGINE LUBE OIL COOLER. NO UNUSUAL ACCUMULATION OF SILT OR OTHER DEBRIS WAS NOTED IN THE HEAT EXCHANGERS.

(1-85) (USS TUSCALOOSA) THE ANCHORAGE AT THE MOUTH OF THE KARNAPHULI RIVER CONTAINED APPROXIMATELY 40-50 ANCHORED SHIPS, MOST BEING IN ANCHORAGES A AND B. ONLY SHIPS WITH A DRAFT LESS THAN 8.5 M (28 FT) ARE BROUGHT INTO CHITTAGONG. THE MOUTH OF THE RIVER COULD NOT BE IDENTIFIED VISUALLY DUE TO HAZE UNTIL TUSCALOOSA WAS 4 NM OFFSHORE. THEREFORE, RADAR WAS THE PRIMARY MEANS OF NAVIGATION FOR THE APPROACH TO THE RIVER AND RADAR POINTS WERE FAIRLY EASY TO IDENTIFY WHICH MADE A SMOOTH APPROACH TO THE PILOT PICKUP PT. AFTER ENTERING THE RIVER, THE RADAR WAS LANDLOCKED. WHEN LYING TO AT THE PILOT STATION, IT IS A MUST TO KEEP THE SHIP'S HEAD IN A SOUTHERLY DIRECTION AND 3-5 KTS WAY ON DURING THE INCOMING TIDE TO MAINTAIN CONTROL. DURING THE FLOOD, THE CURRENTS WERE FROM THE SOUTH AT 3-4 KTS. RIVER CURRENT ON THE FLOOD WAS 3 KTS AND DEPTHS FROM 10-12 M (35-40 FT) DURING HIGH TIDE. THE BN HAS RECOMMENDED BRITISH ADMIRALTY CHART NO. 84 FOR MORE ACCURATE NAVAIDS. (SEE ATTACHED)

G. WRECKS AND OBSTRUCTIONS. (1-85) (USS TUSCALOOSA) A SUBMERGED WRECK AT CHANNEL ENTRANCE PROHIBITS MOVEMENT ON ENTIRE NORTHERN HALF (LEFTSIDE CHANNEL). THERE ARE TIDAL CURRENTS, SANDBARS, AND A 90° TURN (1.5 NM INLAND FROM APPROACH BUOY, GUPTA ISLAND TERO) IN KARNAPHULI RIVER. THERE ARE HIGH POWER CABLES WITH A CLEARANCE OF 45.7 M (150 FT).

H. TIDES AND CURRENTS. (1-86) (USS CAPODANNO) CURRENTS ARE ADEQUATELY DESCRIBED IN PUB 173.

I. WEATHER AND WINDS. (1-86) (USS CAPODANNO) WINDS AND WEATHER DESCRIBED IN PUB 173 ARE ACCURATE.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (1-85) (USS TUSCALOOSA) TUSCALOOSA MOORED AT JETTY NO. 1, PARALL TO THE RIVER (SIX LINES TO THE PIER TRIPLED, ONE LINE AND STERN ANCHOR WIRE FROM THE STERN TO A BUOY AFT). THE LENGTH OF THE BERTH WAS APPROXIMATELY 183 M (600 FT) AND THE DEPTH WAS 5.8 M (19 FT). NO STEAM OR ELECTRICITY WAS AVAILABLE.

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OTHER WHARFAGE ARE:

<u>NAME</u>	<u>LOCATION</u>	<u>HEIGHT</u> M/FT	<u>TYPE</u>	<u>LENGTH</u> M/FT	<u>WIDTH</u> M/FT
DRYDOCK, 4000 TON	-	-	-	91/300	-
BGN FLOATING DRYDOCK, 3000 TON	BTWN NAVY JETTY & JETTY 1	-	STEEL	91/300	-
NAVY JETTY	PARALLEL TO RIVER	3-6/ 10-20	CONCRETE	457-610/ 1500-2000	15/50
JETTY NO. 1	PARALLEL TO RIVER	3-6/ 10-20	CONCRETE	1524-1829/ 5000-6000	21/70

THERE ARE APPROXIMATELY 10 MOORINGS, USING BUOYS AND SHORT FLOATING DOCKS.

B. FUEL, LUBE, AND DIESEL OIL. (1-86) (USS CAPODANNO) CAPODANNO RECEIVED 55,000 GALS OF F-76 WHILE AT ANCHOR. SUPPLY OF FUEL FROM PRIVATE CONTRACTORS (BURMAH EASTERN LIMITED) IS RELATIVELY ABUNDANT AND OF ACCEPTABLE QUALITY. THE PRICE OF THE FUEL WAS US\$1.30/GAL. THE FUEL WAS LIGHTERED TO SHIP AND 55,000 GAL WAS TRANSFERRED IN APPROXIMATELY 90 MINUTES. NO ADAPTOR WAS REQUIRED AND THE PERSONNEL ON THE LIGHTER SPOKE ENGLISH. THE FUELING WAS ARRANGED THROUGH THE BN LIAISON OFFICER. IT SHOULD BE NOTED THAT FUELING ARRANGEMENTS MUST BE MADE EARLY. EVEN WITH 48 HRS NOTIFICATION, CAPODANNO RECEIVED THE LIGHTER EIGHT HOURS LATER THAN SCHEDULED.

C. MECHANICAL HANDLING FACILITIES. (1-85) (USS TUSCALOOSA) THERE WERE APPROXIMATELY 30 GANTRY CRANES EACH WITH A 4-TON CAPACITY ON RAILS AT JETTY NO. 1. ONE FLOATING CRANE APPROXIMATELY 100-TON CAPACITY AND A LARGE GANTRY CRANE WITH APPROXIMATELY 150-TON CAPACITY AT DRYDOCK WERE OBSERVED. ALL GANTRIES ARE ELECTRIC POWERED WITH A MAXIMUM RADIUS OF 15-23 M (50-75 FT).

D. DRYDOCKS AND REPAIR FACILITIES. (1-85) (USS TUSCALOOSA) THERE ARE A PRIVATE GRAVING DOCK (4000 TON) AND A NAVY DOCK YARD (3000 TON FLOATING DRYDOCK). DIVERS, ELECTRICAL EQUIPMENT REPAIR, AND ENGINE REPAIR ARE AVAILABLE. ALL REPAIRS AVAILABLE ARE MINOR IN NATURE AND NO LARGE SCALE FABRICATION.

E. WAREHOUSES AND STORAGE AREAS. (1-85) (USS TUSCALOOSA) JETTY NO. 1 HAS A COVERED STORAGE AREA OF CORRUGATED STEEL ALONG ALMOST THE ENTIRE LENGTH. APPROXIMATE FLOOR AREA IS 37,160 SQ M (400,000 SQ FT) WITH APPROXIMATELY 3-4.6 M (10-15 FT) STAKING HEIGHT.

F. STEVEDORES. (1-85) (USS TUSCALOOSA) STEVEDORES ARE AVAILABLE, BUT SKILLS AND SIZES OF GANGS ARE UNKNOWN.

G. PORT CAPACITY. (1-85) (USS TUSCALOOSA) THE PORT OF CHITTAGONG CAN ACCOMMODATE APPROXIMATELY 20-30 LARGE MERCHANT VESSELS AT PIERSIDE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (2-86) NO CURRENT INFORMATION IS AVAILABLE.

CHITTAGONG, BANGLADESH

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (1-86) (USS CAPODANNO) LIGHTERS ARE AVAILABLE FOR A FEE OF US\$1,100.00/HR. THEY CAN BE ARRANGED THROUGH THE BANGLADESH NAVY.

B. WATER. (1-86) (USS CAPODANNO) CAPODANNO RECEIVED APPROXIMATELY 3,500 GALS OF POTABLE WATER DURING THE FIRST DAY OF THE VISIT. THE WATER RECEIVED HAD NOT BEEN TREATED AND CAPODANNO CHLORINATED IT. NO MEMBERS OF THE LIGHTER CREW SPOKE ENGLISH. A METRIC ADAPTOR AND NUMEROUS HOSE CLAMPS WERE REQUIRED TO EFFECT THE TRANSFER. AS THE ANCHORAGE WAS WELL VENTILATED DUE TO THE SIGNIFICANT TIDAL CURRENT, CAPODANNO SUBSEQUENTLY DISTILLED FRESH WATER AND CHLORINATED IT.

C. AIRFIELDS. (1-85) (USS TUSCALOOSA) CHITTAGONG AIRPORT IS LOCATED 8 KM (5 MI) SOUTHWEST OF THE PORT. SERVICES OF DOMESTIC AIRLINES ARE AVAILABLE.

(2-86) (FICPAC)

<u>ORIENTATION</u>	<u>DIMENSION</u>	<u>SURFACE</u>
050/230	3,048 X 45.7 M (10,000 X 150 FT)	ASPHALT
140/320	1,692 X 45.7 M ( 5,550 X 150 FT)	ASPHALT

(1-86) (USS CAPODANNO) U.S. AIRCRAFT ARE NOT ALLOWED TO FLY IN BANGLADESH AIRSPACE WITHOUT A MEMBER OF THE BANGLADESH ARMED FORCES ONBOARD. PHOTOGRAPHY FROM AIRCRAFT IS NOT PERMITTED.

D. COMMUNICATIONS. (1-86) (USS CAPODANNO) INITIAL CONTACT WITH HARBOR CONTROL SHOULD BE ESTABLISHED BY CW ON FREQUENCY 6515KHZ 24 HOURS PRIOR TO ARRIVAL. CALL SIGN IS "ANB"; HOWEVER, CAPODANNO DID NOT ESTABLISH GOOD COMMUNICATIONS ON THIS FREQUENCY PRIOR TO ARRIVAL. CHITTAGONG PORT CONTROL MONITORS VHF CH-12 BRIDGE-TO-BRIDGE AND USES CALL SIGN "CHITTAGONG PORT CONTROL".

COMMERCIAL OVERSEAS TELEPHONE IS AVAILABLE IN CHITTAGONG AT HOTEL AGRABAD AND THE OPERATORS SPEAK ENGLISH. HOWEVER, A WAITING TIME OF 30-45 MINUTES IS GENERALLY THE NORM AND ALL CALLS MUST BE PAID FOR LOCALLY. NO COLLECT CALLS ARE AUTHORIZED.

E. MEDICAL. (6-85) (AFMIC) SEE P3/MED.

F. GASOLINE. (1-85) (USS TUSCALOOSA) GASOLINE IS NOT AVAILABLE.

G. PROVISIONS. (1-86) (USS CAPODANNO) NO PROVISIONS WERE PURCHASED OR READILY AVAILABLE. NO LOCAL LAUNDRIES WERE AVAILABLE EITHER.

H. GARBAGE DISPOSAL. (1-85) (USS TUSCALOOSA) GARBAGE DISPOSAL WAS NOT AVAILABLE. THE PORT AUTHORITIES RECOMMENDED GARBAGE BE DUMPED DIRECTLY INTO RIVER.

4. PERSONALIA

CHITTAGONG, BANGLADESH

A. CALLS. (1-85) (USS TUSCALOOSA) THE FOLLOWING CALLS WERE MADE:

<u>TITLE</u>	<u>CALLS WERE RETURNED</u>
COMMODORE, BANGLADESH FLOTTILA	YES
COMMODORE, CHITTAGONG	YES
COMMISSIONER, CHITTAGONG	NO
COMMODORE, ZAHURAL HAGUE AFB	NO
REAR ADMIRAL, CHIEF NAVAL STAFF	NO

CALLS WERE COORDINATED BETWEEN DATT/BN LIAISON OFFICER. CADETS, NAVAL OFFICERS, SCHOOL GROUPS, AND GENERAL VISITORS WERE RECEIVED FOR SHIP'S TOUR.

B. HONORS. (1-85) (USS TUSCALOOSA) CHITTAGONG IS NOT A SALUTING PORT. BANGLADESH NAVY RENDERS HONORS BY ALL ON DECK STANDING AT ATTENTION WITH OOD SALUTING.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (2-86) CHITTAGONG IS AN OLD ESTABLISHED PORT WHICH WAS ALREADY IMPORTANT FOR TRADE WITH CHINA DURING THE FIRST MILLENNIUM A.D. AND WAS OFTEN FOUGHT OVER BY INDIA AND ARAKAN (CENTERED IN BURMA). ITS NAME DERIVES FROM AN ORIGINAL ARAKANI WORD OF THE TENTH CENTURY, TSIT-TO-GUNG (WAR SHOULD NOT BE WAGED). AFTER CHITTAGONG WAS CONQUERED BY THE MUSLIMS IN THE 16TH CENTURY, ITS NAME WAS CHANGED TO ISLAMABAD FOR A TIME. STRONG COMPETITION BETWEEN THE PORTUGUESE AND BRITISH CULMINATED IN 1760 WITH CHITTAGONG'S CESSION TO THE BRITISH EAST INDIA COMPANY.

UNDER BRITISH RULE, CHITTAGONG ESTABLISHED A PORT AUTHORITY IN 1887 AND COMPLETED THE ASSAM-BENGAL RAILWAY IN 1895. FOLLOWING THE PARTITION OF INDIA IN 1947, ALL OF EAST PAKISTAN BECAME DEPENDENT UPON CHITTAGONG FOR ITS SHIPPING.

CHITTAGONG'S MAIN EXPORTS CONTINUE TO BE JUTE, TEA, AND HIDES. FOOD, FUELS, AND ALL TYPES OF MACHINERY AND CONSTRUCTION MATERIALS ARE IMPORTED.

(1-85) (USS TUSCALOOSA) THERE ARE APPROXIMATELY 5,000 CHRISTIANS IN CHITTAGONG - 4,000 ARE ROMAN CATHOLIC AND THE REST ARE ANGLICAN, BAPTIST, AND SEVENTH DAY ADVENTIST.

B. LIBERTY. (1-86) (USS CAPODANNO) ONE OFFICER AND FOUR ENLISTED ARE SUFFICIENT FOR SHORE PATROL. BN WILL CONDUCT ALL LIAISON WITH LOCAL AUTHORITIES; HOWEVER, SHOULD FUTURE VISITS BE MADE, IT SHOULD BE RECOGNIZED THAT A BUSY SCHEDULE OF SOCIAL EVENTS/OUTINGS WILL BE PLANNED BY BN AND WILL LIKELY ABSORB ALL AVAILABLE PERSONNEL. THESE PLANNED EVENTS PROVIDE AMPLE OPPORTUNITY FOR PERSONNEL TO SHOP AND GET A FEEL FOR CHITTAGONG WHILE TOURING. IT SHOULD BE NOTED, HOWEVER, THAT THE BN DOES MAKE COVERT ARRANGEMENT FOR THE SECURITY OF THE LIBERTY PARTY AND THERE ARE FEW PLACES TO VISIT OTHER THAN A FEW BAZAARS, THE HOTEL AGRABAD, AND THE NAVAL BASE. IT IS BELIEVED THAT THE AUTHORITIES/FACILITIES IN CHITTAGONG COULD NOT ABSORB A LIBERTY PARTY IN EXCESS OF 250 PERSONNEL.

CHITTAGONG, BANGLADESH

(1-85) (USS TUSCALOOSA) ONE CPO AND TWO PETTY OFFICERS WERE PROVIDED FOR SHORE PATROL. SHORE PATROL PERSONNEL WERE ESCORTED BY THE LOCAL PROVOST MARSHAL FROM 1800 UNTIL LIBERTY EXPIRED AT 2200 DAILY. GROUP LIBERTY IS HIGHLY RECOMMENDED, AND UNIFORM WAS REQUIRED FOR ALL ENLISTED PERSONNEL. ONLY FOUR HOTELS WERE RECOMMENDED FOR BEVERAGES AND FOOD, AND PRICES WERE MODERATELY HIGH. RECOMMENDED SHOPPING AREAS WOULD BE ALL MARKETS AND HOTELS. PRICE BARGAINING IS COMMON AT MARKET AREAS AND PRODUCTS WHICH CAN BE OBTAINED INCLUDE JUTE, CARPETS, BAMBOO, SILVER, BRASS, AND GEMS. LIBERTY FOR U.S. PERSONNEL SHOULD BE VERY CLOSELY SUPERVISED. ALCOHOL, DRUGS, AND HOUSES OF PROSTITUTION ARE AVAILABLE AND DRIVERS OF PEDICABS AND RICKSHAWS ENCOURAGED U.S. PERSONNEL TO BE TAKEN TO THESE ESTABLISHMENTS. THERE ARE A FEW HOTELS IN CHITTAGONG, BUT THE ACCOMMODATIONS ARE MODEST BY AMERICAN STANDARDS.

C. CLUBS AND BARS. (1-86) (USS CAPODANNO) ALCOHOLIC BEVERAGES WERE EXPENSIVE BUT AVAILABLE AT ONLY THE HOTEL AGRABAD AND THE CHITTAGONG CLUB (OPEN TO OFFICERS ONLY). THE CHITTAGONG CLUB IS A COLONIALIST RELIC AND WELL PAST ITS HEYDAY.

(1-85) (USS TUSCALOOSA)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>LIQUOR</u>
HOTEL AGRABAD	AGRABAD COMMERCIAL AREA	EXPENSIVE	ONLY BOTTLED/CAN-
HOTEL HAWAII	AGRABAD COMMERCIAL AREA	EXPENSIVE	NED BEVERAGES
HOTEL SHAHJAHAM	SADARGHAT RD	-	RECOMMENDED.

D. RESTAURANTS. (1-85) (USS TUSCALOOSA) HOTEL AGRABAD HAS A SMALL LOUNGE SNACK BAR AND OFFERS SANDWICHES WHICH ARE EXPENSIVE.

E. HOTELS. (1-86) (USS CAPODANNO) THE HOTEL AGRABAD IS MODERN, CLEAN AND HAS A VARIETY OF FACILITIES.

F. ATHLETICS. (1-86) (USS CAPODANNO) THE BANGLADESH NAVY IS EAGER TO PARTICIPATE IN SPORTING EVENTS WITH U.S. SAILORS. ADDITIONALLY, A SUBSTANTIAL NUMBER OF CAPODANNO SAILORS VISITED THE BN FACILITY AT LAKE KAPTAI FOR SPORTING EVENTS/PICNIC. THE FACILITIES AND LAKE ARE QUITE CLEAN AND THE VISIT WAS THOROUGHLY ENJOYED. SEVERAL SAILORS WENT BACK FOR A SECOND DAY OF THE OUTING AND IT IS STRONGLY RECOMMENDED AS AN WORTHWHILE EVENT FOR FUTURE PORT VISITS.

G. BEACHES. (1-85) (USS TUSCALOOSA) COX'S BAZAAR, 161 KM (100 MI) SOUTHWEST FROM THE PORT, IS ACCESSED BY BUS, BUT THE BEACH IS POLLUTED.

H. CHURCHES. (1-85) (USS TUSCALOOSA) THERE ARE ROMAN CATHOLIC (0830 ENGLISH, 0630/1800 BENGALI), ANGLICAN, BAPTIST, AND SEVENTH DAY ADVENTIST CHURCHES.

I. TRANSPORTATION. (1-86) (USS CAPODANNO) THERE ARE NO TAXIS IN CHITTAGONG. ONLY RICKSHAWS ARE AVAILABLE. THE RICKSHAW DRIVERS PROMPTLY

CHITTAGONG, BANGLADESH

OFFER TO TAKE SAILORS TO PLACES WHERE DRUGS OR PROSTITUTES MIGHT BE BOUGHT. IN VIEW OF THE EXTREMELY HIGH RATES OF VENEREAL DISEASE IN THE AREA, IT IS STRONGLY RECOMMENDED THAT SAILORS BE BRIEFED TO DECLINE THESE OFFERS.  
(1-85) (USS TUSCALOOSA)

<u>TRANS</u>	<u>REMARKS</u>	<u>SVS TO PORT</u>
BUS	PROVIDED BY BN FOR CREW.	YES
TRAIN	UNOBSERVED.	-
TAXI	NO WESTERN STYLE TAXI, BUT PEDICABS AND RICKSHAWS. (25 TAKA FOR 3 MI)	YES

J. TOURS. (1-85) (USS TUSCALOOSA) ALL TOURS WERE ARRANGED BY THE TOUR REPRESENTATIVE AT AN ARRIVAL CONFERENCE. IT WAS SWAGATAM TOUR & TRAVEL LTD, 11. REBATI MOHAN ROAD, DMPARA, CHITTAGONG, TEL: 1-208668.

K. SHOPPING. (1-86) (USS CAPODANNO) OUTSTANDING BARGAINS ARE IN BRASS, CLOTH, CARPETS, AND GEMS. POLITE BARGAINING IS EXPECTED.  
(1-85) (USS TUSCALOOSA) RECOMMENDED SHOPPING AREAS ARE BIPANI BITAN (NEW MARKET) AND OLD CENTRAL MARKET. PRICE OF BRASS IS EXTREMELY GOOD AND MOST SHOPS WILL ACCEPT BARGAINING.

L. THEATER AND CINEMA. (2-86) NO INFORMATION IS AVAILABLE.

M. MISCELLANEOUS. (1-86) (USS CAPODANNO) IT IS RECOMMENDED THAT INVOICES FOR ALL SERVICES BE RECEIVED ONE DAY PRIOR TO DEPARTURE. (THIS INCLUDES INVOICES FOR BUSES PROVIDED BY THE EMBASSY.) CAPODANNO WAS BILLED FOR THE FOLLOWING SERVICES: BUSES, PORT DUES, WATER, TRANSPORT CHARGES, AND FUEL.

WHILE PLANNING LUNCHEONS FOR BENGALI GUESTS, THE FOLLOWING ITEMS SHOULD BE AVOIDED: PORK, CLAMS, AND BEEF. (BN OFFICERS ARE BOTH HINDU AND MUSLIM.)

AN AMERICAN EXPRESS REPRESENTATIVE WILL DO CURRENCY EXCHANGES UPON ARRIVAL AND DEPARTURE. DOLLARS ARE NOT ACCEPTED BY LOCAL MERCHANTS. MONEY CAN ALSO BE EXCHANGED AT THE AMERICAN EXPRESS OFFICE IN CHITTAGONG. HOURS ARE 0900-1700. THE OFFICE IS CLOSED FRIDAYS. THE EXCHANGE RATE WAS APPROXIMATELY 33 TAKA TO THE U.S. DOLLAR IN JANUARY 1986.

PUBLIC AFFAIRS PROJECTS: CAPODANNO CONDUCTED TOUR/BRIEF FOR LOCAL JOURNALISTS AS ARRANGED BY AMEMB STAFF.

(FICPAC) MAJOR HOLIDAYS: 21 FEB NATIONAL MOURNING DAY, 26 MAR INDEPENDENCE DAY, 1 MAY MAY DAY, AND 16 DEC NATIONAL DAY.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (2-86).

Cultivated

# KARNAPHULI RIVER

From Bangladesh and British Admiralty charts to 1982

MERCATOR PROJECTION

WORLD GEODETIC SYSTEM - 1972 DATUM

SCALE 1:25,000 AT LAT. 22°14'36"N

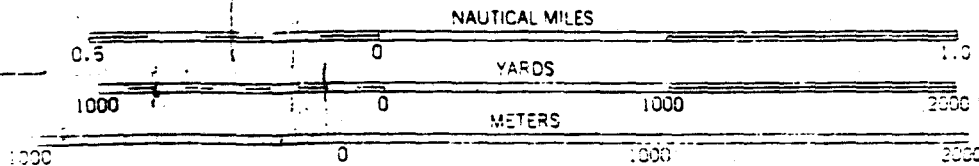
### CAUTIONS

1. Depths on the bar and river are subject to change. Buoys and beacons are moved as necessary.

2. Less water than charted, up to 1.5 meters, reported in anchorage areas (1972).

### TIDAL INFORMATION

Place	Height above datum of soundings			
	High Water		Low Water	
	Springs	Neaps	Springs	Neaps
Normans Point.....	meters .45.	meters .35.	meters .08.	meters .19.
Chitagong.....	.40.	.30.	.05.	.10.



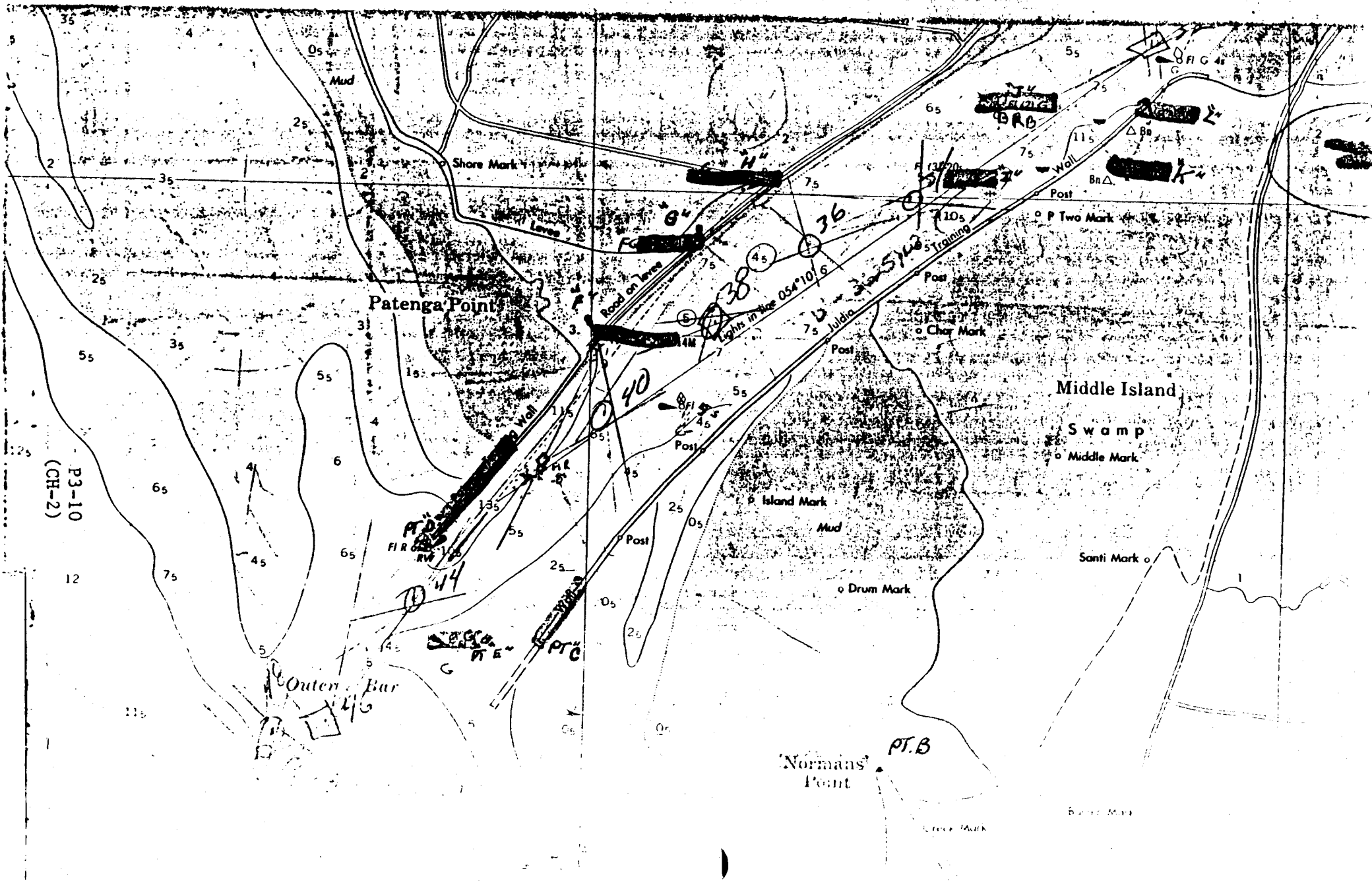
Approaches to Karnaphuli River

SOUNDINGS IN METERS

Users should refer corrections and comments for improving this chart.







P3-10  
(CH-2)

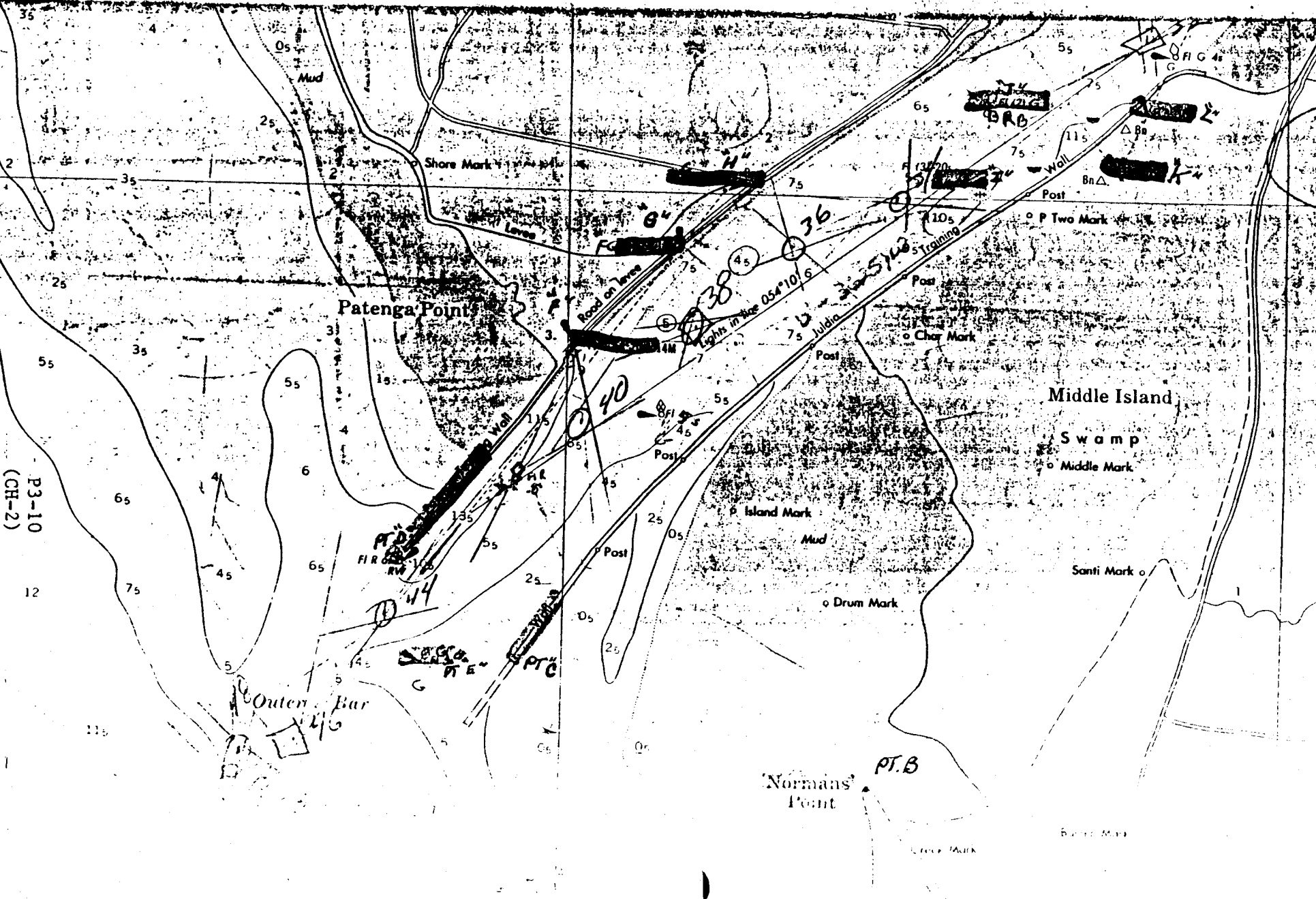
Patenga Point

Middle Island

Swamp

Normans Point

PT.B





CHITTAGONG

JETTY BERTH

Lukia Island

NAVAL BASE

Gupta Island

REPOSITIONED / FIXED ELECTRICAL TOWER

NOTE

Anchorage A is for vessels over 9 meters draft. Anchorage B is for vessels entering port within 24 hours. Anchorage C is for vessels lightering and other vessels not scheduled to enter the port within 24 hours. See Caution No. 2.

Cultivated

P3-12  
(CH-2)

Port Office

Pylon (105)  
Ls PA  
FS

Water Tower

Fival Mark

Mooring

Tero Mark

Flag Mark

Hobid Mark

IN REPOSITIONED / FIXED ELECTRICAL TOWER

Pylon (105)

Islam Mark

Coco Mark

Ruby Mark

Cusi Mark

FR 21m

(11)

35 Wk  
35

145

105

125

115

15

85

65

25

15

11

6

1

2

6

65

5

6

85

3

1

2

15

12

105

45

65

15

7

4

15

11

6

1

4

1

2

6

65

5

6

85

3

1

2

15

12

105

45

65

15

7

4

15

11

6

1

4

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2

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65

5

6

85

3

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2

15

12

105

45

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15

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4

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12

105

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CHITTAGONG, BANGLADESH

3. E. MEDICAL. (6-85) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN CHITTAGONG ARE POOR. WATER IS NOT POTABLE, WASTES ARE DEPOSITED INDISCRIMINATELY (INCLUDING IN THE WATERWAYS), AND FOOD SANITATION STANDARDS ARE NOT ENFORCED.

TRAVELERS' DIARRHEA IS A MAJOR PROBLEM. CHOLERA EPIDEMICS OCCUR PERIODICALLY AND THE EL TOR STRAIN IS PREVALENT. MALARIA IS ENDEMIC, (INCLUDING DRUG- AND DDT-RESISTANT STRAINS) AND PEAKS FROM MAY TO OCTOBER DURING MONSOON SEASON. TUBERCULOSIS INCIDENCE IS HIGH AND MAY POSE A GREATER THREAT IN OVERCROWDED URBAN AREAS. OTHER PREVALENT DISEASES INCLUDE FILARIASIS, VISCERAL LEISHMANIASIS, ENCEPHALITIS (MOSQUITOBORNE), DENGUE FEVER, PHLEBOTOMUS FEVER, TYPHUS, TRACHOMA, LEPTOSPIROSIS, RELAPSING FEVER (TICKBORNE), AND SEXUALLY TRANSMITTED DISEASES.

MEDICAL CARE IS AVAILABLE AT THE CHITTAGONG MEDICAL COLLEGE HOSPITAL (620 BEDS). SERVICES INCLUDE MEDICAL, SURGICAL, OB/GYN, ENT, PHARMACY, LABORATORY, X-RAY, AND BLOOD BANK. OTHER MAJOR HOSPITALS IN CHITTAGONG INCLUDE THE CIVIL HOSPITAL (225 BEDS), RAILWAYS HOSPITAL (250 BEDS), AND THE TUBERCULOSIS HOSPITAL (200 BEDS). THE QUALITY OF CARE AT THESE FACILITIES IS UNKNOWN. THERE IS ALSO A MILITARY HOSPITAL (100 BEDS) WHICH OFFERS MEDICAL, SURGICAL, PHARMACY, LABORATORY, AND X-RAY SERVICES. THE NEAREST U.S. MILITARY HOSPITAL IS THE NAVAL HOSPITAL, SUBIC BAY, PHILIPPINES.

A PRATIQUE, CERTIFICATION OF DERATIZATION, AND YELLOW FEVER VACCINATION CERTIFICATES (FROM INFECTED AREAS) ARE REQUIRED.

(1-85) (USS TUSCALOOSA) THE BANGLADESH NAVY WAS EXTREMELY HELPFUL IN PROVIDING MEDICAL INFORMATION TO THE USS TUSCALOOSA. A MEDICAL SICKBAY WITH AMBULANCE SERVICE WAS AVAILABLE ON A 24-HR BASIS. THE SICKBAY CONSISTS OF A 20-BED INFIRMARY WITH LIMITED LABORATORY AND X-RAY FACILITIES. A GENERAL MEDICAL OFFICER IS ON CALL AT ALL TIMES AND A SENIOR MEDICAL OFFICER IS AVAILABLE FOR EMERGENCIES. MORE SERIOUS CASES ARE REFERRED TO THE CHITTAGONG MILITARY HOSPITAL, APPROXIMATELY 15 MI FROM THE NAVAL BASE. THIS FACILITY WAS DESCRIBED AS A 500-BED HOSPITAL WITH ALL SPECIALTIES REPRESENTED. A 100-BED NAVAL HOSPITAL IS CURRENTLY UNDER CONSTRUCTION AT THE CHITTAGONG NAVAL BASE. THIS WILL HAVE GENERAL AND ORTHOPEDIC SURGERY, OB GYN, AND INTERNAL MEDICINE SPECIALISTS AVAILABLE.

THE MEDICAL EXPERTISE OF THE STAFF WAS EXCELLENT. ALL MEDICAL OFFICERS ATTENDED A 5-YR MEDICAL SCHOOL AFTER HIGH SCHOOL. A ONE-YEAR INTERNSHIP IS COMPLETED AT A GENERAL HOSPITAL AFTER WHICH A 5-YR OBLIGATORY TOUR IS COMPLETED IN THE ARMED SERVICES. A CENTRAL MEDICAL COMMAND EXISTS UNDER ONE SURGEON GENERAL. THIS COMMAND SUPPLIES MEDICAL OFFICERS TO THE ARMY, NAVY, AND AIR FORCE. THERE IS A GREAT DEAL OF SWITCHING BACK AND FORTH BETWEEN SERVICES BY SENIOR OFFICERS. ALL MEDICAL OFFICERS APPEARED VERY WELL EDUCATED AND SPOKE EXCELLENT ENGLISH. MANY JUNIOR OFFICERS HAD ATTENDED TRAINING COURSES ABROAD.

CHITTAGONG, BANGLADESH

SEXUALLY TRANSMITTED DISEASE IS ALMOST UNKNOWN AMONG BANGLADESH NAVY PERSONNEL, DUE MOSTLY TO RELIGIOUS RESTRICTIONS ON PROMISCUITY ALTHOUGH GONNORHEA DOES EXIST IN THE LOCAL POPULACE. CHOLERA IS PREVALANT ALTHOUGH LOCAL MEDICAL AUTHORITY HAS RECENTLY DISCONTINUED VACCINATION PROGRAMS DUE TO POOR RESULTS. THE BANGLADESH NAVY DOES FOLLOW A MALARIA CHEMOPROPHYLAXIS PROGRAM. ALL PERSONNEL RECEIVE WEEKLY DOSES OF PYRIMETHAMINE AND DAPSONE. FANSIDAR IS USED FOR RESISTANT CASES OF MALARIA. ALL MEDICAL OFFICERS STATED THAT CHOLROQUINE PROPHGLAXIS WAS NOT HELPFUL DUE TO THE PREVALENCE OF RESISTANT STRAINS OF PLASMODIUM FALCIPARUM. THIS SHOULD BE CONSIDERED IN PLANNING THE CHEMOPROPHGLAXIS FOR PERSONNEL VISITING THIS AREA IN THE FUTURE.

WATER SOURCES IN THE AREA ARE NOT POTABLE. ALL WATER BROUGHT ABOARD TUSCALOOSA WAS BATCH CHLORINATED TO 2.0 PPM. CONVERSATIONS WITH BANGLADESH NAVY MEDICAL PERSONNEL REVEALED THAT THEIR SHIPS ALSO CHLORINATE LOCAL WATER BROUGHT ABOARD. ALL WATER SOURCES ARE CONTAMINATED FROM GROUND AND SEWER LINES.

MEDICAL PROBLEMS ENCOUNTERED DURING <sup>the</sup> VISIT WERE MINOR. SEVERAL CASES OF CORYZA AND ONE ANTERIOR SHOULDER DISLOCATION OCCURRED. NO CASES REQUIRED TREATMENT OFF THE SHIP ALTHOUGH FACILITIES WERE AVAILABLE AT ALL TIMES.

P3/MED-2  
(CH-2)

DIEGO GARCIA, CHAGOS ARCHIPELAGO, UK

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) (FICPAC) THE PORT OF DIEGO GARCIA (7-21S/72-28E) IS LOCATED ON THE SOUTHERN MOST ISLAND IN THE CHAGOS ARCHIPELAGO WHICH IS A PART OF THE BRITISH INDIAN OCEAN TERRITORY (BIOT). THE ISLAND IS A 59 KM (37 MI) HORSESHOE SHAPED CORAL ATOLL WITH LUSH TROPICAL VEGETATION. THE ISLAND LAGOON IS APPROXIMATELY 20.8 KM (13 MI) LONG AND 9.6 KM (6 MI) WIDE, WITH THREE SMALL ISLANDS (WEST, MIDDLE, AND EAST ISLANDS) AT THE MOUTH OF THE LAGOON. THE PORT FACILITIES ARE LOCATED ON THE WESTERN SIDE OF THE ISLAND. THERE IS A 1,400-YD LONG CAUSEWAY WITH AN L-SHAPED PIER AT THE HEAD, EXTENDING NORTHEASTWARD FROM THE CONTROL TOWER AREA. THE NEW DEEP-WATER WHARF IS LOCATED WEST OF THE CAUSEWAY. DIEGO GARCIA OBSERVES -6F TIME ZONE.

B. APPROACHES, LIGHT, ETC. (MAY 87) (USS WILLAMETTE) CONSULT DMAHTC PUB 171 (3RD ED 86, CORR NM 12/87, 16 APR 87) AND CHART 61611 (24 MAY 86, CORR NM 48/86, 25 APR 87). NAVAIDS WERE AVAILABLE, BUT THE OBSERVATORY LIGHT WAS VERY DIFFICULT TO LOCATE AND USE.

C. PILOTAGE. (MAY 87) (USS WILLAMETTE) PILOTAGE IS COMPULSORY FOR THE FIRST VISIT BUT IS RECOMMENDED DUE TO THE SET BY THE CURRENT COMING INTO THE HARBOR. THE PILOT BOARDED 1 NM SEAWARD OF ENTRANCE BUOYS. THREE TUGS WERE AVAILABLE. THE SHIP USED TUGS IN ENTERING THE PORT AND MANEUVERING TO THE PIER.

D. ENTRANCE. (MAY 87) THE ENTRANCE VIA "MAIN PASS" IS WELL MARKED WITH BUOYS ALTHOUGH THE CHANNEL IS ONLY 200 YDS WIDE. CURRENTS OF 4-5 KTS SET WESTERLY AT ENTRANCE.

E. CHANNEL. (MAY 87) DUE TO THE SIGNIFICANT SET AT THE CHANNEL ENTRANCE, IT IS RECOMMENDED TO USE 15 KTS FOR ENTRANCE. A MINIMUM OF THREE MILES IS SUGGESTED. THE LIGHTED BUOYS MARK THE CHANNEL CLEARLY AND ARE READILY VISIBLE DAY AND NIGHT. IALA SYSTEM "A" IS IN EFFECT AT DIEGO GARCIA. WHEN DEPARTING FROM THE DEEP-WATER BERTH, SWING WIDE TO THE SOUTH OF THE CHANNEL TO LINE UP PRIOR TO ENTERING THE CHANNEL PROPER.

F. ANCHORAGE. (MAY 87) CONSULT PUB 171.

G. WRECKS AND OBSTRUCTIONS. (FEB 85) (DIEGO GARCIA PORT CONTROL) (DGPC) STRONG CROSS-CURRENTS COULD BE ENCOUNTERED (UP TO 5 KTS) AT THE ENTRANCE OF THE CHANNEL BETWEEN BUOYS 1 AND 2. THE DEPTH AT THE ENTRANCE IS 13.7 M (45 FT). THERE ARE NO BRIDGES OR OVERHEAD CABLES WITHIN THE PORT ENTRANCE.

H. TIDES AND CURRENTS. (MAY 87) (USS WILLAMETTE) THE TIDES AND CURRENTS ARE ADEQUATELY DESCRIBED IN THE CHARTS AND PUB 171. THE SHIP EXPERIENCED A 4.5-KT SET AT 250°T, 2 NM FROM THE SEA BUOY.

I. WEATHER AND WINDS. (MAY 87) STEADY WINDS FROM THE NORTHWEST AT 18-25 KTS AND GUSTS TO 40 KTS WERE EXPERIENCED IN FEBRUARY. EXTRA MOORING LINES ARE SUGGESTED, CHAFING GEAR SHOULD BE USED.

2 BERTHING AND FACILITIES

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A. MOORING, DOCKS, ETC. (FEB 85) (USS INGERSOLL) THE NEW DEEP-WATER WHARF CAN ACCOMMODATE TWO LARGE SHIPS (EACH 500-600 FT). FENDERS SHOULD BE USED TO AVOID MARRING THE SHIP'S SIDES SINCE NO CAMELS ARE AVAILABLE. THE PIER IS NEW, AND ABUTS THE LAND, AND IS SPACIOUS ENOUGH TO PERMIT CRANES, VEHICLES, AND STAGING OF CARGO WITHOUT A PROBLEM.

(DEC 85) (CTG 70.9) PIER SERVICES WERE VERY LIMITED WITH ONLY FUEL AND TELEPHONE CAPABILITIES. SHIPS MADE WATER AND ELECTRICITY WHILE MOORED. WATER WAS POTABLE EVEN FOR SHIPS NESTED TOGETHER. CHT WAS PUMPED OVERBOARD. NATURAL CIRCULATION OF LAGOON APPEARS ADEQUATE TO PREVENT CONTAMINATION. LAGOON WATER WAS TESTED REGULARLY BY STATION PERSONNEL, AND RESULTS WILL BE PROMULGATED. BROW CAPABILITIES ARE ALSO LIMITED. THE LONGEST BROW AVAILABLE WAS 40 FT. THESE ARE MORE THAN ADEQUATE FOR SURFACE COMBATANTS.

B. FUEL, LUBE, AND DIESEL. (MAY 87) (USS WILLAMETTE) AN ABUNDANT SUPPLY OF F-76 (DFM) IS AVAILABLE BY PIPE. THE RATE OF DELIVERY IS 6,000 BBL/HR THROUGH A 17.8 CM (7 IN) CONNECTION. JP-5 IS AVAILABLE BY 5,000-GAL TRUCK. THE SIZE OF CONNECTION IS 17.8 CM (7 IN).

C. MECHANICAL HANDLING FACILITIES. (MAY 87) CRANES AND FORKLIFTS WERE IN EXCELLENT CONDITION AND AMPLE PERSONNEL WERE AVAILABLE. RESPONSIVENESS WAS SUPERB. VARIOUS DIESEL-POWERED MOBILE AND FLOATING CRANES WITH A MAXIMUM LIFT OF 155 TONS, MAXIMUM RADIUS OF 50 FT, AND MAXIMUM HOIST OF 78° ARE AVAILABLE AT THE POL PIER.

D. DRYDOCKS AND REPAIR FACILITIES. (FEB 85) (USS INGERSOLL) A GAS TURBINE MAIN ENGINE CHANGE AND A CONTROLABLE-REVERSIBLE PITCH PROPELLER SYSTEM OIL DISTRIBUTION BOX WERE REPAIRED EXPEDITIOUSLY. TECHNICIANS WERE REQUIRED TO BE FLOWN IN FROM SUBIC AND CONUS, AND THE RIGGERS PROVIDED BY NAVAL SUPPORT FACILITY (NSF). THE NSF WAS EXTREMELY SUPPORTIVE IN ANY WAY POSSIBLE.

A MACHINE SHOP OF LIMITED CAPABILITY AND DIVER SERVICE ARE AVAILABLE.

E. WAREHOUSES AND STORAGE AREAS. (DEC 85) (CTG 70.9) THE WATER-FREIGHT TERMINAL WAREHOUSE WAS ONE OF THE FINEST. OVER 400 PALLETS/LIFTS WERE PLACED ABOARD SARATOGA BY WATER FREIGHT PERSONNEL. SUPPLY SUPPORT WAS OUTSTANDING.

F. STEVEDORES. (FEB 85) (USS INGERSOLL) TEN MEN PER GANG STEVEDORE SERVICES ARE AVAILABLE 24 HOURS.

G. PORT CAPACITY. (MAY 87) THE PORT OF DIEGO GARCIA CAN ACCOMMODATE 23 LARGE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAY 87) THE MAIN ROAD RUNS NORTH ALONG THE WESTERN SIDE OF THE ISLAND. PAVED SPURS RUN TO MANY SITES. NO RAILROADS OR STEAMER TRANSPORTATION IS AVAILABLE.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (FEB 85) (USS INGERSOLL) BREAKBULK, POL, AND WATER LIGHTERS ARE AVAILABLE. TUGS ARE REQUIRED FOR NESTING/UNNESTING AND APPROACHING/LEAVING PIERS. OBTAINING LIGHTERAGE AND TUG SERVICE CAN BE ARRANGED THROUGH THE PORT OPERATIONS VIA HARBOR COMMUNICATION CHANNEL 16.



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B. WATER. (MAY 87) (USS WILLAMETTE) THE SHIP MADE OWN WATER.

C. AIRFIELDS. (MAY 87) A 3,720 M (12,000 FT) CONCRETE-SURFACE RUNWAY FOR C-5 AND C-141 IS LOCATED SOUTH OF THE PORT. THE NSF CAN PROVIDE INTERMEDIATE-LEVEL AVIONICS REPAIR, GROUND SUPPORT EQUIPMENT, AND CRASH RESCUE-FIRE PROTECTION TO MAINTAIN CATEGORY 5 AND PASSENGER CARGO PROCESSING FACILITIES. THE NSF HAS LIMITED RAMP PARKING SPACE AVAILABLE FOR TRANSIENT AIRCRAFT AND A 72-HR PRIOR NOTIFICATION IS REQUIRED. THE NSF AREA CLEARANCE IS REQUIRED. FLIGHTS TO CLARK AB, NAIROBI, SINGAPORE, AND SINGONELLA ARE AVAILABLE.

D. COMMUNICATIONS. (MAY 87) (USS WILLAMETTE) DIEGO GARCIA PORT CONTROL CAN BE CONTACTED ON CHANNEL 16 VHF. SHIPS ARE NOT REQUIRED TO GUARD ANY FREQUENCIES IN PORT.

CONUS CALLS CAN BE MADE THROUGH OPERATOR ASSISTANCE FROM 0700 TO 2300. THE SERVICE IS VERY RELIABLE, AND OPERATORS SPEAK ENGLISH. MAIL DELIVERY/PICKUP CAN BE ARRANGED THROUGH NAVSUPFAC POST OFFICE.

E. MEDICAL. (SEP 82) (AFMIC) THERE IS NO NATIVE POPULATION IN DIEGO GARCIA, SO THE HEALTH AND SANITATION LEVELS ARE A DIRECT RESULT OF THE DEGREE OF COMPLIANCE BY THE NAVAL SUPPORT FACILITY WITHIN ESTABLISHED DIRECTIVES. WATER IS POTABLE ON THE ISLAND; HOWEVER, HOOKUPS ARE NOT AVAILABLE AT THE PIER. THERE ARE NO SEWAGE HOOKUPS AT THE PIER AND MOST SHIPS ANCHOR IN THE LAGOON, DUMPING WASTE INTO THE WATER. POTABLE WATER CAN BE MADE IN THE LAGOON BUT SHOULD BE CHLORINATED TO 2 PPM. THERE ARE GARBAGE SERVICES AVAILABLE BOTH AT THE PIER AND AT ANCHOR. NO ENDEMIC DISEASES HAVE BEEN NOTED; HOWEVER, MOSQUITO AND FLY VECTORS ABOUND SOUTH OF THE AIR STRIP WHICH CAN POTENTIALLY LEAD TO VARIOUS TROPICAL DISEASE PROBLEMS IF INTRODUCED TO THE ISLAND. MOST GONORRHEA CASES WERE CONTACTED IN THE PHILIPPINES OR ELSEWHERE. HEAT (PARTICULARLY SKIN AILMENTS) AND ALCOHOL RELATED INJURIES ARE THE MOST SIGNIFICANT MEDICAL PROBLEMS ENCOUNTERED. THE SHALLOW COASTAL AREA IS ABOUND WITH SEA URCHINS, CORAL, AND OTHER HAZARDOUS MARINE LIFE. SNEAKERS OR SANDALS ARE RECOMMENDED FOR WADING OR SWIMMING.

MEDICAL FACILITIES ARE AVAILABLE AT THE NAVAL SUPPORT FACILITY INTERNATIONAL MEDICAL CLINIC. THIS FACILITY IS STAFFED BY U.S. NAVY MEDICAL PERSONNEL, INCLUDING THREE GENERAL MEDICAL OFFICERS, TWO DENTISTS, ONE NURSE, 25 HOSPITAL CORPSMEN, AND FIVE DENTAL TECHNICIANS. ONE BRITISH NAVY CORPSMAN IS ALSO ASSIGNED. FACILITIES INCLUDE A LIMITED OPERATING ROOM, PHARMACY, LABORATORY, AND DENTAL AND X-RAY. SERIOUS MEDICAL PROBLEMS ARE EVACUATED BY AIR (MEDEVAC) TO CLARK AIR BASE OR SUBIC BAY NAVY BASE, PHILIPPINES. THE ALMOST DAILY C-141 AND C-5 FLIGHTS CURRENTLY SCHEDULED ARE AVAILABLE FOR MEDEVAC.

(MAY 87) (USS WILLAMETTE) A QUARANTINE DECLARATION IS NOT REQUIRED, BUT THE "DERAT" CERTIFICATE IS REQUESTED. THERE IS NO WASTES OR POLLUTION IN THE HARBOR AREA. SANITARY COMPLIANCE IN RESTAURANTS AND BARS ARE EXCELLENT.

F. GASOLINE. (MAY 87) (USS WILLAMETTE) GASOLINE IS AVAILABLE FOR GOVERNMENT VEHICLES ONLY.

G. PROVISIONS. (MAY 87) (USS WILLAMETTE) ARRANGEMENTS FOR PROVISIONS MUST BE MADE IN ADVANCE. GOOD QUALITY OF FFV AND BAKERY PRODUCT ARE AVAILABLE.

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H. GARBAGE DISPOSAL. (MAY 87) (USS WILLAMETTE) A DUMPSTER WAS PREPARED ON THE PIER AND PICKED UP DAILY FREE OF CHARGE. THE POC WAS NSF BASE OPERATIONS. TRASH WAS NOT REQUIRED TO BE SORTED, AND SEWAGE DISPOSAL WAS NOT AVAILABLE.

4. PERSONALIA

A. CALLS. (MAY 87) CALLS MAY BE MADE ON:

COMMANDING OFFICER, NAVAL SUPPORT FACILITY, DIEGO GARCIA  
THE BRITISH REPRESENTATIVE/COMMANDING OFFICER, ROYAL NAVY

B. HONORS. (MAY 87) DIEGO GARCIA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) (FICPAC) FOR THE PAST 200 YEARS, THE ISLAND HAS BEEN DEVOTED ALMOST EXCLUSIVELY TO COPRA PLANTATIONS WITH SMALL INTERRUPTIONS DURING WW I AND WW II. HOWEVER, DURING 1971, THE LAST PLANTATION OPERATION WAS TERMINATED, AND ALL CIVILIAN PERSONNEL WERE REMOVED FROM THE ISLAND. A LARGE DESERTED COPRA PLANTATION, LOCATED AT THE EAST POINT, PROVIDES AN INTERESTING HALF-DAY TOUR WHEN ARRANGED BY THE ISLAND REPRESENTATIVE. BASED ON BILATERAL AGREEMENTS BETWEEN THE UNITED KINGDOM AND THE UNITED STATES, THE U.S. SEABEE INVOLVEMENT IN DIEGO GARCIA BEGAN IN EARLY 1971 WHEN THE FIRST NAVAL CONSTRUCTION BATTALION (SEABEE) COMMENCED THE CONSTRUCTION OF A JOINTLY OPERATED U.S. NAVAL COMMUNICATION STATION. ALL BERTHING, ADMINISTRATION, AND PERSONNEL SUPPORT FACILITIES ARE LOCATED AT ECLIPSE POINT WITH CAMP CUMMINS (SEABEE CAMP), ADJACENT TO THE NAVCOMMSTA CANTONMENT SITE. THE MISSION OF THE HARBOR OPERATIONS DEPARTMENT IS TO PROVIDE INTEGRATED AND COORDINATED CONTROL OF ALL SHIPS, BOATS, LIGHTERAGE, AND WATERFRONT EVOLUTIONS AT DIEGO GARCIA.

B. LIBERTY. (MAY 87) (USS WILLAMETTE) ONE PETTY OFFICER FOR 50 PERSONNEL IS REQUIRED FOR SHORE PATROL. THE SENIOR SHORE PATROL OFFICER SHOULD REPORT TO NAVSUPFAC SECURITY OFFICER. A VEHICLE WITHOUT A DRIVER WAS PROVIDED. THE NEAREST LOCAL POLICE STATION IS JUST INSIDE THE BASE. THE EASTERN PORTION OF THE ATOLL IS OFF LIMITS. RECOMMENDED LIBERTY HOURS ARE 2200 FOR E-4/BELOW, 2300 FOR E-5/E-6, AND 2400 FOR E-7/ABOVE/OFFICERS. RECOMMENDED SIZE OF A LIBERTY PARTY IS 2,500. THE FLEET LANDING IS IN THE VICINITY OF THE SMALL BOAT BASIN, NEAR THE MAIN WHARF. SIX 50-FT WATER TAXIS WERE USED IN THE HARBOR.

C. CLUBS AND BARS. (MAY 87) (USS WILLAMETTE) THE OFFICER'S CLUB, CPO CLUB, ACEY-DUCEY CLUB (E5-E6), SEAMAN'S CLUB, AND 41 CLUB (E1-E4) OFFERED THEIR FACILITIES TO VISITING PERSONNEL. PRICES WERE REASONABLE, AND ALL DRINKS WERE AVAILABLE. BRIT CLUB ON BASE REQUIRES AN INVITATION BY BRITISH MEMBERS.

D. RESTAURANTS. (MAY 87) (USS WILLAMETTE) THE ABOVE-MENTIONED CLUBS HAVE DINING FACILITIES.

E. HOTELS. (MAY 87) (USS WILLAMETTE) THERE ARE NO HOTELS.

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F. ATHLETICS. (MAY 87) (USS WILLAMETTE) THERE ARE EXCELLENT ATHLETIC FACILITIES AND A SUPERB GYMNASIUM: A LIGHTED SOFTBALL FIELD, SWIMMING POOLS, LIGHTED TENNIS COURTS, BASKETBALL COURTS, VOLLEYBALL COURTS, RACQUETBALL COURTS, A WEIGHT ROOM, A SAUNA, AND BOWLING LANES. THE POC IS THE ATHLETIC DIRECTOR.

G. BEACHES. (MAY 87) (USS WILLAMETTE) YE'OLE SWIMMING HOLE IS LOCATED ONE MILE FROM THE WHARF. A BATH HOUSE, SNACKS, AND SHUTTLE BUSES ARE AVAILABLE.

H. CHURCHES. (MAY 87) THERE ARE A ROMAN CATHOLIC CHURCH (MASS 0730, 0900, 1030, SUNDAY) AND A PROTESTANT CHURCH (WORSHIP 1100, 1930, SUNDAY).

I. TRANSPORTATION. (MAY 87) (USS WILLAMETTE) BUSES ARE AVAILABLE TO THE PORT EVERY 20 MINUTES.

(DEC 85) (CTG 70.9) ALTHOUGH MOST BG SHIPS WERE MOORED, BOATING CAPABILITIES FROM ANCHOR WERE EXCELLENT. ABUNDANCE OF MIKE BOATS AND A SHORT RUN FROM ANCHORAGES CAN EASILY MOVE LIBERTY PARTIES ASHORE.

J. TOURS. (DEC 85) (CTG 70.9) A LIMITED TOURING (10 PERSONS PER PARTY FOR ABOUT 2 HOURS) TO THE ABANDONED COPRA PLANTATION IS AVAILABLE. A VEHICLE AND A PASS, SIGNED BY UK REPRESENTATIVE, ARE NEEDED TO GET TO THIS REMOTE BUT INTERESTING SITE.

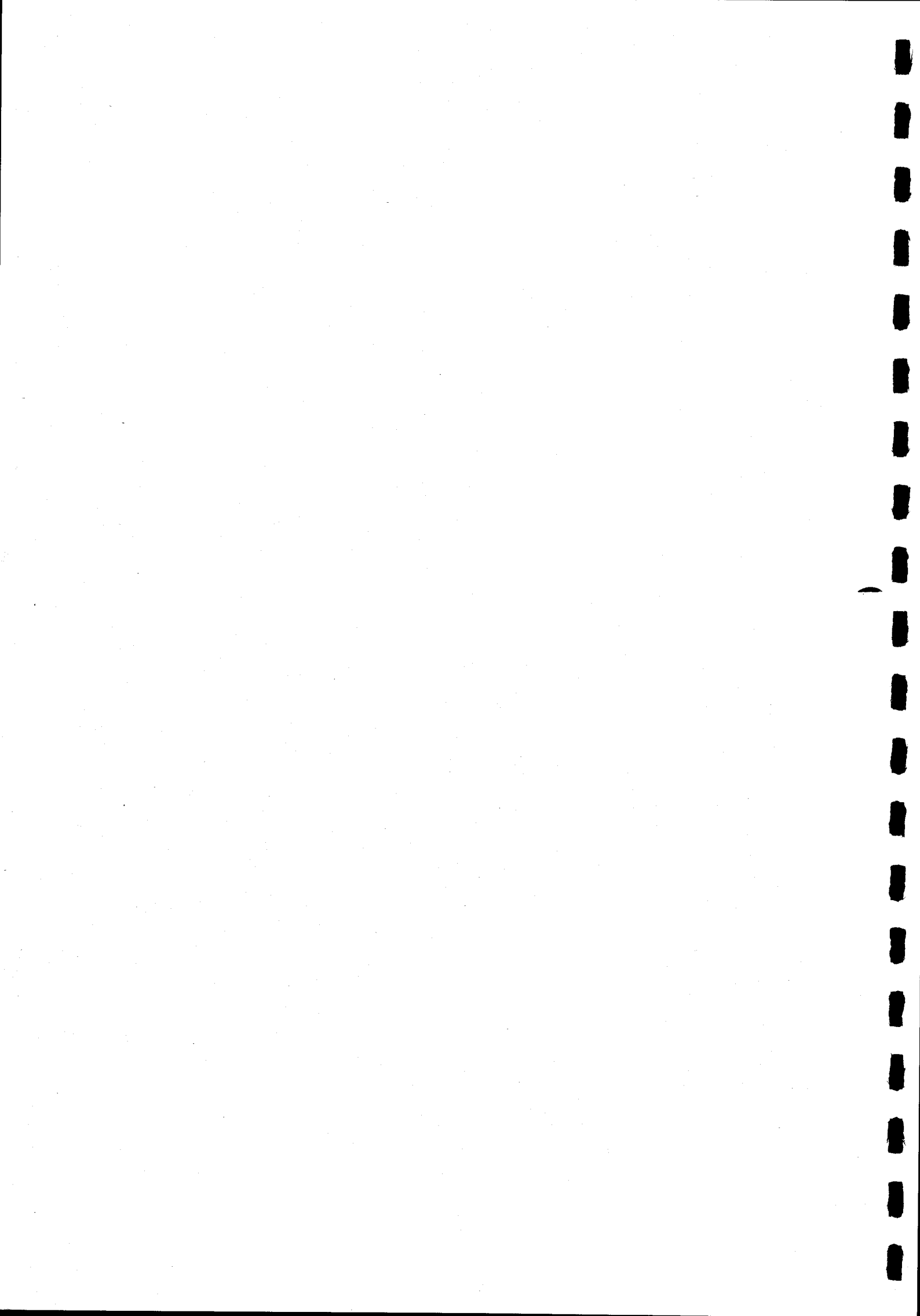
K. SHOPPING. (MAY 87) (USS WILLAMETTE) THE SHIP'S STORE AT DIEGO GARCIA WAS STOCKED WITH NECESSITIES. THE STARS AND STRIPES BOOK STORE WAS SUPERBLY STOCKED.

L. THEATER AND CINEMA. (MAY 87) (USS WILLAMETTE) THE BASE THEATER SHOWED THREE MOVIES PER NIGHT.

M. PHYSICAL SECURITY. (MAY 87) (USS WILLAMETTE) PHYSICAL SECURITY IS PROVIDED BY NAVAL SUPPORT FACILITY, DIEGO GARCIA, FOR 24 HOURS. PORT PATROL CRAFT AND DIVERS ARE AVAILABLE. WILLAMETTE WAS NOT REQUIRED TO PROVIDE OWN PHYSICAL SECURITY.

N. MISCELLANEOUS INFORMATION. (MAY 87) (USS WILLAMETTE) LOCAL UNIT OF CURRENCY IS U.S. DOLLAR.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, JUN 87.



PORT LOUIS, MAURITIUS

151. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) PORT LOUIS (20-10S/057-30E) IS LOCATED AT THE HEAD OF A BAY ON THE NORTHWEST COAST OF MAURITIUS. CORAL REEFS EXTEND AROUND MOST OF THE ISLAND, INCLUDING THE VICINITY OF THE PORT. THE PORT CONSISTS OF THE OUTER ROADSTEAD, THE OUTER HARBOR, AND THE INNER HARBOR AROUND WHICH THE CITY IS BUILT.

B. APPROACHES, LIGHTS, ETC. (NOV 86) (USS BREWTON/USS FLINT) PUB 171 (3RD ED 86), CHART 61592 (29 JUN 85 CORR NM 26/85), AND CHART 61591 (12 MAR 79 CORR NM 29/83) WERE USED. CHARTS WERE ADEQUATE; HOWEVER, THERE WAS NO TOWER LOCATED AT 20-09-05S/057-28-49E. GOOD RADAR WAS AVAILABLE AT 30 NM AS SHIPS APPROACHED ANCHORAGES FROM THE WEST/NORTH-WEST. GOOD VISUALS AT 12 NM USING GUNNERS QUOIN (19-57S/057-37E), PIETER BOTH (20-11S/057-34E), AND POINTE AUX CAVES LIGHT (28-11S/057-30E). APPROACH WAS MADE AT SUNRISE, BUT THE ABOVE THREE NAVAIDS WERE EASILY PICKED OUT DESPITE APPROACH DIRECTION FACING INTO THE SUN. ISLAND SILHOUETTE SHOWN ON PAGE 195 OF PUB 171 WAS PARTICULARLY HELPFUL. MARTELLO TOWER IS DIFFICULT TO SIGHT UNTIL 3-5 NM AWAY. THE WATER TOWER (20-08S/057-30E) WAS PARTICULARLY DIFFICULT TO LOCATE DUE TO TREES (IT IS RED AND WHITE VERTICALLY STRIPED). THE APPROACH INTO THE INNER HARBOR WAS COMPLETED USING THE WATER TOWER, SIGNAL TOWER (20-09S/057-29E), AND MARTELLO TOWER.

DURING DAYTIME, FORWARD AND AFTER RANGE ARE FAR APART IN BOTH HEIGHT AND DISTANCE SO THAT THEY SERVE ONLY AS GENERAL GUIDE INTO THE HARBOR FOR ANCHORAGES AND APPROACHES. ALL NAV LIGHTS ASHORE ARE EXTINGUISHED AT SUNRISE MAKING IT HARD TO SPOT NAV AIDS IN EARLY MORNING HAZE. RECOMMEND WAITING UNTIL SUN IS WELL ABOVE MOUNTAIN RIDGE TO PROVIDE GOOD VISIBILITY BEFORE MAKING APPROACH. CAVES POINT, LE POUCE, SIGNAL MOUNTAIN, CITADEL, AND SIGNAL STATION PROVIDED GOOD FIXES.

C. PILOTAGE. (NOV 86) (USS BREWTON/USS FLINT) PILOT BOATS EACH HAD GREEN DECK/WHITE HULL WITH NAMES "DORADE" AND "AUBREY". PILOTS BOARDED AT ANCHORAGE, ONE HALF MILE SEAWARD OF CHANNEL BUOYS. TUGS WERE AVAILABLE AND ARE NEEDED TO MOOR TO BUOY.

D. ENTRANCE. (JUN 87) CONSULT PUB 171.

E. CHANNEL. (JUN 87) CONSULT PUB 171.

F. ANCHORAGES. (NOV 86) (USS BREWTON/USS FLINT) BREWTON ANCHORED WITH FLINT OUTSIDE THE HARBOR FOR FOUR DAYS AWAITING BERTH IN THE INNER HARBOR WITH ADEQUATE DEPTH, AND THEN MOORED TO BUOYS AT QUARANTINE ANCHORAGE WITH ADEQUATE USING 5 LINES AFT AND 4 LINES FORWARD, WITH KEEL ANCHOR UNDERFOOT.

LINE HANDLING WHILE MOORING TO BUOYS AT THE QUARANTINE ANCHORAGE WAS ACCOMPLISHED USING SMALL ROW BOATS. COST FOR MOORING AND UNMOORING WAS US\$107.48 FOR EACH EVENT. A PILOT WAS USED FOR BOTH THIS EVENT AND BREWTON'S SUBSEQUENT UNMOORING IN ADDITION TO THREE TUGS. THE PILOT WAS VERY EXPERIENCED IN WORKING BOTH THE SHIP AND THE TUGS. TUGS REFERRED ONLY TO PUSH AND DID NOT MAKE UP THE SHIP.

G. WRECKS AND OBSTRUCTIONS. (NOV 86) ALTHOUGH THE SURROUNDING CORAL REEF HAS CLAIMED SEVERAL VESSELS, NEITHER THE REEFS NOR THE WRECKS

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PRESENT A MENACE TO NORMAL NAVIGATION OF SEAGOING SHIPS. NO BRIDGES OR OTHER HAZARDS ARE PRESENT IN THE INNER OR OUTER HARBOR.

H. TIDES AND CURRENTS. (NOV 86) (USS BREWTON/USS FLINT) TIDAL CURRENT INFORMATION IS SKETCHY AT BEST. SHIPS HAD TO MAKE CALCULATIONS OF SET AND DRIFT EARLY ON AND TRUST THOSE CALCULATIONS OVER PREDICTIONS MADE PRIOR.

I. WEATHER AND WINDS. (NOV 86) CONSULT PUB 171.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (NOV 86) CONSULT PUB 171.

B. FUEL, LUBE, AND DIESEL. (MAY 86) (USS MCCLUSKY) SHIP'S FUEL (F-76) WAS PROVIDED BY SHELL OIL CO. PRICE WAS US\$0.60/GAL. AVIATION FUEL WAS NOT ACCEPTABLE DUE TO LACK OF ANTI-ICING INHIBITOR AND ANTI-BACTERIAL ADDITIVE.

C. MECHANICAL HANDLING FACILITIES. (APR 81) SEVERAL TYPES OF CRANES ARE AVAILABLE FOR CARGO HANDLING IN THE PORT, INCLUDING ONE 16-TON ELECTRIC HAMMERHEAD RAILROAD CRANE WITH A LIFT HEIGHT OF 18 M (60 FT). A TOTAL OF 33 MOBILE CRANES ARE AVAILABLE TO HANDLE 3 TO 12 TONS. ALSO AVAILABLE ARE ONE 16-TON MOBILE CRANE, TWO 1-TON STEAM STIFF LEG CRANES, AND ONE FLOATING CRANE USED FOR DREDGING OPERATIONS. FOUR LIFTS AND TRUCK MOUNTED CRANES ARE AVAILABLE IN THE AREA OF QUAY D.

D. DRYDOCKS AND REPAIR FACILITIES. (APR 81) EXCELLENT REPAIR FACILITIES ARE LOCATED IN PORT LOUIS, INCLUDING A 15.2 X 129 M (50 X 425 FT) DRYDOCK WITH 6.1 M (20 FT) DEPTH OVER THE SILL AND A 15.8 M (52 FT) ENTRANCE. ELECTRIC WORK IS LIMITED DUE TO THE LACK OF 60 CYCLE EQUIPMENT, BUT SATISFACTORY MOTOR REWINDS ARE AVAILABLE THROUGH EGECO, LTD. SMALL ELECTRICAL PARTS CAN BE PROCURED AT REASONABLE PRICES THROUGH TAYLOR SMITH SHIPYARD.

E. WAREHOUSES AND STORAGE AREAS. (DEC 80) WAREHOUSES WITH AN ESTIMATED 46,350 SQ M (500,000 SQ FT) OF STORAGE SPACE ARE LOCATED IN THE VICINITY OF QUAY D. ADDITIONAL STRUCTURES ARE IN THE VICINITY OF THE WEST QUAY AREA. WAREHOUSES ARE CONSTRUCTED OF CONCRETE AND STEEL WITH METAL ROOFS.

F. STEVEDORES. (APR 81) STEVEDORES ARE AVAILABLE DURING DAYLIGHT HOURS ONLY. EACH GANG SIZE IS APPROXIMATELY 25 MEN.

G. PORT CAPACITY. (NOV 86) (USS BREWTON/USS FLINT) THE PORT CAN ACCOMMODATE TWO DD/CG AND ONE AFS TYPES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 81) THERE IS NO RAILROAD ON THE ISLAND OF MAURITIUS. VEHICLE ACCESS TO QUAY D CAN ACCOMMODATE TRUCK TRAFFIC. VIRTUALLY, ANY POINT ON THE ISLAND CAN BE REACHED BY ROAD. MOST ROADS ARE 2-LANE CONSTRUCTION ALTHOUGH 4-LANE EXPRESSWAY SERVICE IS AVAILABLE TO THE NORTH OF PORT LOUIS. MOST OF THE ROADS IN THE ISLAND'S INTERIOR ARE VERY NARROW AND CAN HANDLE ONLY ONE VEHICLE AT A TIME. REGULAR STEAMER SERVICE IS PROVIDED FROM THE UNITED

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KINGDOM AND FRANCE VIA SOUTH AFRICAN PORTS. MONTHLY SERVICE IS AVAILABLE FROM AUSTRALIA.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (APR 81) APPROXIMATELY 100 LIGHTERS OF THE NON-SELF-PROPELLED, 40-TON BARGE TYPE WERE OBSERVED. NONE OF THE LIGHTERS OBSERVED WERE EQUIPPED WITH BOOMS. ARRANGEMENT MUST BE MADE THROUGH SHIP'S CHANDLERS.

B. WATER. (NOV 86) (USS BREWTON/USS FLINT) WATER WAS AVAILABLE BY BARGE THROUGH BLYTH BROS AND COMPANY. SERVICE WAS RELIABLE, BUT WATER REQUIRED CHLORINATION. WATER WAS SOLD IN TONS. COST FOR 82 TONS WAS US\$446.49. BARGES CAME TWICE DAILY.

C. AIRFIELDS. (NOV 86) (USS BREWTON/USS FLINT) THE ONLY AIRPORT IS LOCATED AT PLAISANCE, 43 KM (26.7 MI) SOUTHEAST OF THE PORT. THE ASPHALT RUNWAY IS 2,590 M (8,498 FT) IN LENGTH AND IS ORIENTED 820-140. OPERATING HOURS IS 0800-1700. THE ISLAND IS SERVED BY BRITISH AIRWAYS, AIR FRANCE, AIR INDIA, ZAMBIA AIRWAYS, AND LUFTHANSA.

D. COMMUNICATIONS. (NOV 86) (USS BREWTON/USS FLINT) PORT CONTROL GUARDS CHANNEL 16 FOR 24 HOURS. COMMUNICATIONS WITH AMEMBASSY OFFICIALS AND THE SHIPS WERE FACILITATED BY PORTABLE VHF RADIOS, PROVIDED BY THE EMBASSY. THESE RADIOS REQUIRED TRANSFORMERS WHICH THE EMBASSY PROVIDED, BUT ELECTRICIAN ASSISTANCE WAS REQUIRED. TELEPHONE SERVICE WAS RELATIVELY INEXPENSIVE. OVERSEAS TELEPHONE SERVICE CENTER IS LOCATED IN THE EMBASSY BUILDING, TWO BLOCKS FROM THE CUSTOMS PIER. US\$31.00 FOR A 20-MINUTE CALL WAS CHARGED.

A US-3A AIRCRAFT FROM DIEGO GARCIA WAS GRANTED DIPLOMATIC CLEARANCE TO USE AIRFIELD LOCATED NEAR PLAISANCE TO DELIVER MAIL. USS FLINT'S CH-46 WAS ALSO GRANTED DIPLOMATIC CLEARANCE TO FLY INTO THE AIRFIELD TO PICKUP MAIL FOR DISTRIBUTION TO BOTH SHIPS. THIS IS THE PREFERRED ROUTING FOR MAIL. ROUTING THROUGH NORMAL CHANNELS REQUIRES THAT MAIL GO THROUGH FPO N.Y. TO EUROPE FOR FURTHER TRANSFER TO MAURITIUS.

E. MEDICAL. (AUG 82) (AFMIC) THE HEALTH AND SANITATION LEVEL IN MAURITIUS IS FAIR. MUNICIPAL WATER AND SEWAGE SYSTEMS WERE IN ALL BUT THE MOST REMOTE AREAS; HOWEVER, BREAKS IN WATER LINES INTRODUCE CONTAMINATION. MANY HEALTH PROBLEMS STEM FROM THE FACT THAT MAURITIUS IS ONE OF THE MOST DENSELY POPULATED RURAL SOCIETIES: OVERCROWDED HOUSING IS COMMON.

THE FREQUENT DEVASTATION OF THE ISLAND BY CYCLONES (DEC-APR SEASON) CAN WORSEN HEALTH CONDITIONS AS WELL. TYPHOID OUTBREAKS PEAK SUBSEQUENT TO STORM DAMAGE, WHICH, IN ADDITION TO BROKEN WATER AND SEWER LINES, LEAVES MANY PEOPLE HOMELESS, AND CROWDED TOGETHER IN TEMPORARY SHELTERS. STANDING WATER FROM CYCLONES FACILITATES VECTOR PROPAGATION; THUS, MALARIA RISK INCREASES FROM JANUARY THROUGH JUNE. P. VIVAX MALARIA PREDOMINATES; CHEMOPROPHYLAXIS IS RECOMMENDED. FRESH WATER STREAMS, PONDS, AND IRRIGATION DITCHES SHOULD BE AVOIDED, AS SCHISTOSOMIASIS IS ENDEMIC. PARATYPHOID, AMEBIASIS, SHIGELLOSIS, AND INFECTIOUS HEPATITIS MAY POSE A THREAT TO VISITING PERSONNEL. TUBERCULOSIS IS A SIGNIFICANT PROBLEM AMONG THE POPULACE. VENEREAL DISEASE RATES CAN BE HIGH; PROSTITUTION IS ACTIVE IN PORT LOUIS. PENICILLINASE-PRODUCING NEISSERIA

PORT LOUIS, MAURITIUS

GONORRHEA (PPNG) HAS BEEN DOCUMENTED.

UNDER NORMAL CIRCUMSTANCES, ADEQUATE MEDICAL CARE IS PROVIDED ON THE ISLAND DESPITE THE NEED TO IMPORT ALL PHARMACEUTICALS AND SUPPLIES, AND SUPPLIES, AND BRING IN MEDICAL PERSONNEL. THERE IS NO ADDITIONAL MEDICAL CAPABILITY DURING DISASTER CONDITIONS; HELP IS SOUGHT FROM OTHER COUNTRIES. MANY PRIVATE CLINICS AND SMALL HOSPITALS ARE REASONABLY CLEAN AND FAIRLY WELL EQUIPPED. NAVY PERSONNEL CAN BE TREATED AT THESE FACILITIES ALTHOUGH ELECTIVE SURGERY SHOULD BE EVACUATED OR POSTPONED. ALL TYPES OF SPECIALISTS ARE REPRESENTED ON THE ISLANDS. MANY OF WHOM HAVE RECEIVED GRADUATE TRAINING IN THE U.K. CLINIQUE DARNE, LOCATED IN NEARBY CUREPIPE IS ESPECIALLY RECOMMENDED. THIS 30-BED FACILITY HAS TWO OPERATING THEATERS, X-RAY, LABORATORY, PHARMACY, CARDIAC EQUIPMENT, OPHTHALMOLOGY EQUIPMENT, EMERGENCY ROOM, AND AMBULANCE. SHIPS MAY PREFER TO USE THEIR HELICOPTER OR A VAN WITH A POLICE ESCORT. ANY PHYSICIAN CAN ADMIT PATIENTS, THUS ALL SPECIALTIES ARE REPRESENTED. CONSULTATION APPOINTMENTS CAN BE MADE MONDAY THROUGH FRIDAY, 0900-1600, TEL: 86-1477/1478. OTHER FACILITIES RECOMMENDED INCLUDE THE PORT LOUIS' CIVIL HOSPITAL, TEL: 2-3201; AND THE CLINIQUE MARCIENNE, TEL: 4-3061. ROUTINE DENTISTRY WORK IS AVAILABLE AT THE HOSPITALS. THE U.S. EMBASSY CAN ANSWER SPECIFIC QUESTIONS ON HEALTH CARE IN MAURITIUS. THE NEAREST U.S. MILITARY HOSPITAL IS NRMIC SUBIC BAY, REPUBLIC OF THE PHILIPPINES.

(NOV 86) (USS BREWTON/USS FLINT) NEITHER QUARANTINE DECLARATION NOR "DERAT" CERTIFICATE IS REQUIRED.

STRONGLY RECOMMEND UTILIZING THE EMBASSY CLINIC AND VISITING HOSPITAL AND CLINICS BY MEDICAL PERSONNEL TO FAMILIARIZE WITH CARE AVAILABLE. SEVERAL MEMBERS COMMENTED HAVING DIARRHEA WHICH THEY CONTRIBUTED TO "BEER" CONSUMPTION. A COUPLE OF PEOPLE COMPLAINED OF STOMACH PROBLEMS AFTER EATING RAW SHELL FISH.

F. GASOLINE. (NOV 86) (USS BREWTON/USS FLINT) GASOLINE IS AVAILABLE FROM NUMEROUS COMMERCIAL STATIONS FOR US\$2.80 FOR 4 LITERS.

G. PROVISIONS. (NOV 86) (USS BREWTON/USS FLINT) BLYTH BROTHERS AND CO., LTD., PROVIDED ALL HUSBANDING AND CONTRACT SERVICES. A WIDE VARIETY OF VEGETABLES OF AVERAGE QUALITY AT REASONABLE PRICES WERE FOUND. COST OF 4,129 LB OF FFV WAS US\$4,771.00 AND WAS COORDINATED WITH KEN LEE SHIP-HANDLERS, TEL: 08-0202. HUSBANDING CHARGE WAS US\$1,221.37.

H. GARBAGE DISPOSAL. (NOV 86) (USS BREWTON/USS FLINT) WHEN ANCHORED OUTSIDE OF THE HARBOR, GARBAGE WAS DISPOSED BY BARGE AT 1300 DAILY. WHEN BREWTON MOORED TO BUOYS INSIDE THE HARBOR, THE BARGE WAS LEFT ALONGSIDE. WHILE THIS ARRANGEMENT WAS ADEQUATE, PRECAUTIONS WERE TAKEN TO PREVENT PESTS FROM COMING ABOARD.

4. PERSONALIA

A. CALLS. (NOV 86) (USS BREWTON/USS FLINT) CALLS MAY BE MADE ON:

PRIME MINISTER  
U.S. AMBASSADOR

GOVERNOR GENERAL  
MAYOR OF PORT LOUIS

EMBASSY PERSONNEL AND SELECTED GUESTS VISITED BREWTON.

B. HONORS. (NOV 86) (USS BREWTON/USS FLINT) PORT LOUIS IS NOT A



PORT LOUIS, MAURITIUS

SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) MAURITIUS, ISOLATED IN THE INDIAN OCEAN, CULTURALLY BELONGS TO NO ONE CONTINENT. THE POPULATION IS COMPRISED OF DESCENDANTS OF IMMIGRANTS FROM AFRICA, ASIA, AND EUROPE. THE DOMINANCE OF FRENCH CULTURE AMONG EDUCATED MAURITIANS RECALLS THE HISTORY OF FRENCH COLONIZATION, WHICH BEGAN IN THE 18TH CENTURY. SLAVES WERE IMPORTED FROM MADAGASCAR AND AFRICA TO WORK ON PLANTATIONS. AFTER THE BRITISH GAINED CONTROL AND FREED THE SLAVES EARLY IN THE 19TH CENTURY, INDIANS, BOTH HINDUS AND MUSLIMS, WERE RECRUITED AS INDENTURED LABORERS, BECAUSE BLACKS WERE NO LONGER WILLING TO WORK THE SUGARCANE FIELDS. IN ADDITION, A SMALL NUMBER OF CHINESE HAVE IMMIGRATED TO THE ISLAND, PRIMARILY TO ENGAGE IN TRADE.

ALTHOUGH THE ISLAND'S SOCIETY IS EXTRAORDINARILY HETEROGENEOUS AND INTENSE ETHNIC LOYALTIES EXIST, THERE APPEARS TO BE SOME UNDERSTANDING THAT ALL MUST LIVE TOGETHER AND THAT PARTITION OR THE IMPOSITION OF ONE CULTURE IS NOT POSSIBLE ON THE ISLAND. AS A RESULT, A DISTINCTIVE MAURITIAN CULTURAL IDENTITY IS SLOWLY BEGINNING TO EMERGE.

AFTER WWII, THE BRITISH GOVERNMENT ENCOURAGED MAURITIUS TO MOVE GRADUALLY TOWARD SELF-GOVERNMENT. IN 1967, A COALITION OF THE MAURITIAN LABOR PARTY, THE ALLIED MUSLIM ACTION COMMITTEE, AND THE INDEPENDENT FORWARD BLOCK WON AN OVERWHELMING MAJORITY IN THE LEGISLATIVE ASSEMBLY ELECTION IN A CONTEST, INTERPRETED LOCALLY AS A REFERENDUM ON INDEPENDENCE. ON MARCH 12, 1968, MAURITIUS BECAME AN INDEPENDENT NATION AND A MEMBER OF THE BRITISH COMMONWEALTH.

THE MAURITIAN ECONOMY IS HEAVILY DEPENDENT ON SUGAR. TEA, POTATOES, GREEN VEGETABLES, FRUITS, AND TOBACCO ARE ALSO GROWN, AND AN EXPORT PROCESSING ZONE IS BEING DEVELOPED FOR LIGHT INDUSTRIES.

(NOV 86) (USS BREWTON/USS FLINT) THE POPULATION IS ABOUT 5 MILLION (1984 EST.) AND RELIGIOUS MIXES ARE HINDU 70%, MUSLIM 10%, AND OTHERS 20% (MOSTLY CATHOLIC).

B. LIBERTY. (NOV 86) (USS BREWTON/USS FLINT) THE LOCAL POLICE REQUIRED TWO SAILORS FROM EACH SHIP FOR SHORE PATROL. SHORE PATROL WERE REQUIRED FROM 1800-2400 AND REPORTED TO THE POLICE STATION AT 1800. IN ADDITION, A BEACH GUARD WAS ESTABLISHED BETWEEN 0630-2400, STATIONED AT THE BOAT LANDING. RESPONSIBILITY WAS SHARED BY BOTH SHIPS. UNIFORM WAS CIVILIAN AS REQUESTED BY LOCAL OFFICIALS.

C. CLUBS AND BARS. (NOV 86) (USS BREWTON/USS FLINT) GYMKANA CLUB AND MARINE HOUSE OFFERED THEIR FACILITIES, AND INVITATIONS WERE REQUIRED. CLUBS PATRONIZED WERE:

TROU AUX BICHES CASINO, BEACHCOMBER HOTEL,	MODERATE PRICE	LOCAL LIQUOR
PALLADIUM, BETWEEN FLOREAL & PORT LOUIS	US\$7.00 COVER	" "
SAM'S, NEAR PORT LOUIS	US\$7.00 COVER	" "

D. RESTAURANTS. (NOV 86) (USS BREWTON/USS FLINT) THERE ARE NUMEROUS RESTAURANTS, BUT HOTEL RESTAURANTS ARE RECOMMENDED.

E. HOTELS. (NOV 86) (USS BREWTON/USS FLINT) MOST HOTELS' FEES INCLUDED BREAKFAST, LUNCH AND FREE ACCESS TO A VARIETY OF WATER SPORTS AVAILABLE AT EACH PARTICULAR HOTEL. FOR PERSONNEL WHO WERE NOT GUESTS AT

PORT LOUIS, MAURITIUS

THE HOTEL, A SMALL FEE WAS CHARGED TO ENTER THE GROUNDS, AND ADDITIONAL CHARGES WERE REQUIRED TO USE THEIR FACILITIES.

<u>NAME</u>	<u>EUROPEAN PLAN</u>	<u>MODIFIED AMERICAN PLAN</u>
	(BED/BREAKFAST)	(INCLUDES LUNCH OR DINNER)
	SINGLE/DOUBLE	SINGLE/DOUBLE
ST GERAN	NA/NA	900/814 RUPPEES
TOUESSROK	NA/NA	867/682
MERVILLE HOTEL	655/500 RUPPEES	865/710
ROYAL PALM	1,200/1,200	NA/NA
TROU AUX BICHES	740/1,255	870/1,515
LA PIROGUE	730/1,150	845/1,385
ISOLATED HOTELS		
LE CHALANO (BED ONLY)	480/480	590/670
PEARLE BEACH	437/276	552/368
LE MERIDIEN	850/1,400	850/1,400
URBAN AREA		
CONTINENTAL	390/450	480/630
CITY HOTEL (AMBASSADOR)	248/330	NA/NA
MANDARIN HOTELS (ROOM ONLY)	180/216	NA/NA
GOLD CREST	405/450	490/620
BUNGALOWS		
VERANDA	575/608	722/NA
CASUARINA	675/695	725/NA
VILLA CAROLINE	400/500	NA/NA
(BELIEVED TO BE PER PERSON)		

MERVILLE HOTEL OFFERS WATER SKIING, SWIMMING POOL, SNORKELING, WINDSURFING, DIVING, A BAR, AND A SMALL GIFT SHOP.

SAINT GERAN OFFERED WATER SKIING, SWIMMING POOL, SNORKELING, WINDSURFING, BAR, GOLF COURSE, POOL BAR, AND A FEW SMALL SHOPS, AND A CASINO.

GOLF - RESERVATIONS MUST BE MADE IN ADVANCE FOR ALL CLUBS. PRICES ARE IN RUPEES.

ST GERAN (TEL: 53-2825) 9 HOLES, GREEN FEES 100, CLUBS 100 (NEW) AND 60 (OLD), CADDY 10-25.

TROU AUX BICHES (TEL: 03-6562) 9 HOLES AND 18 HOLES, GREEN FEES 35 AND 50, CLUBS 25 AND 35, CADDY 20 AND 30.

GYMKHANA CLUB (TEL: 6-1404) 17 HOLES, GREEN FEES 65, CLUBS 10, CADDY (INCLUDED IN GREEN FEES).

SCUBA DIVING FACILITIES - LOGBOOK/CERTIFICATE MUST BE PRESENTED; OTHERWISE, DIVING IS LIMITED TO 10-12 METERS ONLY. FARES INCLUDE DIVING EQUIPMENT. ALL PRICES ARE IN RUPEES.

MERVILLE HOTEL (TEL: 03-8621) 255 FOR 2 HOURS.

TROU AUX BICHES (TEL: 03-6562) 200 FOR 2 HOURS.

LA PIROGUE HOTEL (TEL: 53-8441/2) 250 FOR 1-1.5 HOURS.

F. ATHLETICS. (NOV 86) (USS BREWTON/USS FLINT) SEE PARA 5E, HOTELS. SHIPS' PERSONNEL PLAYED SOFTBALL AGAINST AMEMBASSY USMC PERSONNEL. THE CREW PLAYED BASKETBALL AGAINST MAURITIUS POLICE.

G. BEACHES. (NOV 86) (USS BREWTON/USS FLINT) GRAND BAY, 15 MILES NORTH OF PORT LOUIS, IS GOOD FOR SNORKELING AND SURFING.

PORT LOUIS, MAURITIUS

H. CHURCHES. (APR 81)

CATHOLIC:	ST LOUIS CATHEDRAL	0800 (ENGLISH)
	ST ESPIRIT COLLEGE	0800 (ENGLISH, FRENCH) DAILY
	ST THERESE (CUREPIPE)	1000 (ENGLISH) DAILY
PRESBYTERIAN:	ST COLUMBIA	0930
ANGLICAN:	ST JAMES (PORT LOUIS)	0830, 1000 (ENGLISH, FRENCH)
LUTHERAN:	IN EAU COULEE	1000 (ENGLISH, FRENCH)
ADVENTIST:	PORT LOUIS, ROSE HILL	1130 SATURDAYS
HINDU, MUSLIM:		DAILY, RESTRICTIONS
BUDDHIST:	TEMPLES IN PORT LOUIS	DAILY

I. TRANSPORTATION. (NOV 86) (USS BREWTON/USS FLINT) WATER TAXI (20-25 PEOPLE MAX) COULD BE ARRANGED; HOWEVER, THEY WERE VERY SLOW. RUNS WERE 30-35 MINUTES ONE WAY IF ANCHORED OUTSIDE THE HARBOR AND ABOUT 10-15 MINUTES IF MOORED INSIDE THE HARBOR. COST FOR WATER TAXI SERVICES FOR 7 DAYS FROM 0630 TO 2400 WAS US\$4,152.67.

RENTAL CARS WITH DRIVER WERE AVAILABLE FOR EACH COMMANDING OFFICER.

BUSES WERE CHARTERED TO SHUTTLE SAILORS TO AND FROM MERVILLE HOTEL AT GRANDE BAY AND PORT LOUIS. COST WAS US\$1,396.00. BUS SCHEDULES WERE ARRANGED BUT DRIVERS PROVIDED TO BE UNRELIABLE.

TAXI SERVICE WAS READILY AVAILABLE AND SHOULD BE USED INSTEAD OF BUSES.

J. TOURS. (NOV 86) (USS BREWTON/USS FLINT) FORMAL TOURS WERE NOT UTILIZED BY SHIPS' PERSONNEL. TAXI DRIVERS GAVE INFORMAL TOURS TO THE VOLCANO MOUNTAINS AND OLD FORTS.

K. SHOPPING. (NOV 86) (USS BREWTON/USS FLINT) SWEATERS, WOODEN SAILING SHIP MODELS, AND PRESSED-FLOWER PRINTS WERE GOOD BUYS.

CUREPIPE	PRINTS, CLOTHES, & NICKNACKS	BARGAINING ACCEPTED
FLORE'AL STORE	SWEATERS AND BLANKETS	NO BARGAINING

SWEATERS OF 100% WOOL WERE SOLD FOR US\$12.00 - 15.00. BEAUTIFUL AND INEXPENSIVE MODEL SHIPS CANNOT BE BOUGHT ANYWHERE ELSE.

L. THEATER AND CINEMA. (DEC 80) LOCAL CINEMAS SHOW FILMS IN FRENCH OR WITH FRENCH SUB-TITLES. MOVIES FOR OFFICERS ARE SHOWN AT THE GYMKHANA CLUB AT VACOAS AT 2030 ON TUESDAYS AND THURSDAYS. FILMS ARE SHOWN AT THE MERCHANT NAVY CLUB ON A NON-SCHEDULED BASIS.

M. PHYSICAL SECURITY. (MAY 86) (USS MCCLUSKY) SECURITY MEASURES WERE WELL THOUGHT OUT AND EFFECTIVELY EXECUTED. A SECURITY BRIEFING WAS CONDUCTED ONBOARD UPON ARRIVAL AND WAS ATTENDED BY REPRESENTATIVES OF THE AMEMBASSY, MAURITIAN NAVY, POLICE, AND MARINE SECURITY FORCE. SUPPORT IN THIS AREA WAS OUTSTANDING. THE MAURITIAN POLICE IS A LARGE FORCE AND PROVIDED GUARDS AT THE BROW AND ENTRANCE TO THE PIER AREA. THEY WERE PRESENT IN FORCE AT ALL OFFICIAL FUNCTIONS. THE POLICE REQUESTED A SCHEDULE OF ANY TOURS OR OFFICIAL FUNCTIONS ONBOARD TO INSURE ADEQUATE SECURITY WOULD BE AVAILABLE. THERE WERE UNIFORMED POLICE LOCATED THROUGHOUT THE ISLAND WHO WERE ESPECIALLY SENSITIVE TO INSURING SAFETY OF U.S. PERSONNEL. HAD THERE BEEN ANY ANTI-AMERICAN DEMONSTRATION, THE CONSTANT POLICE PRESENCE WOULD HAVE HELPED TO THWART IT. SECURITY AT OFFICIAL

PORT LOUIS, MAURITIUS

FUNCTIONS, MANY OF WHICH WERE ATTENDED BY THE GOVERNOR GENERAL, PRIME MINISTER, AND U.S. AMBASSADOR WAS ESPECIALLY GOOD. THE MAURITIAN NAVY PROVIDED DAILY PATROLS AT THE ENTRANCE TO THE HARBOR.

N. MISCELLANEOUS INFORMATION. (NOV 86) (USS BREWTON/USS FLINT) THE EXCHANGE RATE ONBOARD WAS 12.83 RUPEES TO THE DOLLAR. THE EXCHANGE RATES IN PORT LOUIS RANGED FROM 11 TO 13 RUPEES TO THE DOLLAR. A TOTAL OF US\$65,000.00 WAS INITIALLY EXCHANGED BY CREW MEMBERS OF BOTH SHIPS. SHIPS ALSO HAD AN OPPORTUNITY TO EXCHANGE UNWANTED RUPEES BACK TO U.S. DOLLARS PRIOR TO LEAVING THE PORT.

LOCAL LAUNDRY SERVICE WAS SATISFACTORY. THE LAUNDRYMAN CAME ABOARD BY FIRST LIBERTY BOAT EACH DAY. PRICES WERE US\$1.00 FOR A SHIRT AND US\$2.00 FOR PANTS AND PAID ON DELIVERY.

THERE IS A MARINE ON DUTY 24 HOURS AT THE AMEMBASSY (TEL: 08-2347/08-2354/2-3218/2-3219). MARINE HOUSE WAS AVAILABLE TO SAILORS; HOWEVER, MAXIMUM CAPACITY WAS 40-50 DURING THE DAY. IT CONTAINS A SMALL BAR, PING-PONG TABLE, POOL TABLE, AND VCR/STEREO/TV. THE CREWMEN WHO VISITED MARINE HOUSE THOROUGHLY ENJOYED IT, AND THE MARINES APPRECIATED THE BUSINESS IN THEIR CLUB.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, JUN 87.

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VICTORIA, SEYCHELLES

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) PORT VICTORIA (04-37S/55-27E) IS LOCATED ON THE NORTHEASTERN COAST OF MAHE ISLAND. THE HARBOR IS A NATURAL ONE WITH IRREGULAR-SHAPED INNER AND OUTER HARBORS. THE OUTER HARBOR IS ENCUMBERED BY NUMEROUS REEFS AND SHOAL PATCHES. THE INNER HARBOR IS ENTERED THROUGH A CHANNEL IN THE COASTAL REEF WHERE DEPTHS ARE 12.8-20.1 M (42-66 FT). THERE ARE NO LIMITATIONS IN THE APPROACH; HOWEVER, THE LENGTH OF SHIPS ENTERING THE INNER HARBOR IS LIMITED TO 107 M (350 FT).

B. APPROACHES, LIGHTS, ETC. (APR 88) (USS LYNDE MCCORMICK) THE SHIP USED DMAHTC PUB 171 AND CHART 61542. CHART 61542 HAS BEEN ANTIQUATED BY ONGOING DREDGING AND CONSTRUCTION BUT REMAINS SAFELY USABLE. DREDGING AND BLASTING REPORTED BY THE HARBOR PILOT WAS CONFIRMED BY SHIP'S FATHOMETER AS FOLLOWS:

SHOAL VIC 04-36-38S/055-28-39E HAS BEEN DREDGED FROM EAST-WEST LINE THROUGH THE BUOY, SOUTH TO THE LIMIT OF THE SHOAL, TO AN EXCESS OF 10 M (32.8 FT).

SHOAL VIC 04-37-11S/055-27-48E HAS BEEN DREDGED IN ITS ENTIRETY TO A DEPTH OF 12 M (39 FT).

SHOAL NEAR NEW QUAY FROM 04-37-28S/055-27-51E 130°T FOR 110 M (361 FT), TO CONFORM WITH RECENT PIER EXTENSION, HAS BEEN DREDGED TO A DEPTH OF 12 M (39 FT).

SHOALS HAVE BEEN LANDFILLED FOR 410 M (1,345 FT) FROM THE NEW QUAY SHOREWARD IN CONJUNCTION WITH ONGOING EXPANSION OF PORT FACILITIES. NAVAIDS USED ARE VICTORIA LIGHTHOUSE (04-36-54S/055-28-7E), NORTH RADIO MAST (04-36-44S/055-27-29E), A SMALL BOX OFF SW CORNER OF ST ANNE ISLAND (04-36-43S/055-29-46E), ST ANNE ISLAND AEROBEACON (04-36-07S/055-29-46E), AND BOTH HARBOR RANGES.

FOR DISCREPANCIES TO CHART 61542 NOTED:

NO. 2 BEACON AT 04-37-03S/055-28.03E IS NOW RED NUN BUOY.

NO. 3 BEACON AT 04-36-05S/055-28.00E IS NOW A BLACK NUN BUOY.

NEITHER ST PAULS CATHEDRAL NOR THE CLOCK TOWER (VIC 04-37-16S/055-37-03E) ARE VISIBLE FROM THE HARBOR.

AEROBEACON AT 04-34.03S/055-27-51E IS NOT VISIBLE FROM THE HARBOR.

CHURCH SPIRE AT 04-35-21S/055-27.03E IS NOT VISIBLE FROM THE HARBOR.

WHITE-TOPPED ROCK AT 04-36-33S/055-27-32E IS NOT VISIBLE.

FOUR RADIO MASTS VIC PT CONAN (04-36-31S/055-27-34E) ARE NOT CHARTED.

TWO RADIO MASTS AT 04-36-45S/055-27-28E) ARE GREY SKELETAL TOWERS.

MONUMENT AT 04-37-04S/055-27-9E IS NOT VISIBLE FROM THE SEA.

TANKS LOCATED ON SW CORNER OF ST ANNE ISLAND HAVE BEEN REMOVED.

CHURCH SPIRE AT 04-37-49S/055-27-31E IS NOT VISIBLE FROM THE HARBOR.

C. PILOTAGE. (APR 88) (USS LYNDE MCCORMICK) PILOT IS MANDATORY TO ENTER THE HARBOR. HARBOR PILOT WAS PROFESSIONAL IN ALL RESPECTS AND SPOKE EXCELLENT ENGLISH. HE EMBARKED AT 300°T 1 NM FROM ST ANNE ISLAND. THE SHIP MOVED FROM ANCHORAGE TO THE PIER SECOND DAY IN PORT, USING TWO 2,000 HP TUGS. UPON DEPARTURE, A TUG BACKED DOWN ABRUPTLY, SNAPPING TATTLETALE ON LINE NO. 1 (UTILIZED AS TOW) AND NEARLY PARTED LINE. THE PILOT STATED THAT TUGS DO NOT HAVE THEIR OWN LINES.

D. ENTRANCE. (APR 88) (USS LYNDE MCCORMICK) ENTRANCE WAS CLEAR

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## VICTORIA, SEYCHELLES

WITH GOOD VISUAL BEARINGS. DEPTHS EXCEEDED CHARTED DEPTHS BY 3-6 M (10-20 FT).

E. CHANNEL. (APR 88) (USS LYNDE MCCORMICK) RANGE BEACONS MARK THE CHANNEL THROUGH THE SHOAL INFESTED AREA. PUB 171 PROVIDES CORRECT APPROACH (209.5°T). AFTER RANGE SHOULD BE PLOTTED VIC 04-38-29S/055-18-01E.

F. ANCHORAGE. (JAN 88) (USS KNOX) THE SHIP ANCHORED AT 04-36S/55-29E IN WATER OF 45.7 M (150 FT) DEPTH. SAND AND CORAL BOTTOM PROVIDED AN EXCELLENT HOLDING GROUND.

G. WRECKS AND OBSTRUCTIONS. (APR 88) CORAL REEFS ARE PREVALENT IMMEDIATELY OUTSIDE OF THE MARKED CHANNEL.

H. TIDES AND CURRENTS. (APR 88) (USS LYNDE MCCORMICK) CONSULT TIDE TABLES 1988 - CENTRAL AND WESTERN PACIFIC OCEAN AND INDIAN OCEAN.

I. WEATHER AND WINDS. (APR 88) (USS LYNDE MCCORMICK) CLIMATE IS TROPICAL WITH LITTLE SEASONAL VARIATION. TEMPERATURES WERE IN HIGH 26°C (80°F) THROUGHOUT THE SHIP'S STAY. USAF TRACKING STATION PERSONNEL DESCRIBED TEMPERATURES AS UNUSUALLY HOT. HIGH HUMIDITY MITIGATED BY COASTAL BREEZE, PARTICULARLY ON WEST COAST. BRIEF, SUDDEN RAINSHOWERS OCCURRED DAILY.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (APR 88) (USS LYNDE MCCORMICK) QUAYS FROM SOUTH TO NORTH ARE: NEW QUAY, VICTORIA QUAY, YACHT CLUB, AND TUNA QUAY. A QUAY UNDER CONSTRUCTION LIES NORTH OF TUNA QUAY. PREVIOUSLY REPORTED DRYDOCK CONSTRUCTION APPEARS ON GOING SOUTH OF NEW QUAY WHERE EXTENSIVE LANDFILL IS EVIDENT. BERTHING ALONG NEW QUAY HAS BEEN EXTENDED 110 M (361 FT) ALONG THE WATERFRONT. MCCORMICK WAS THE FIRST SHIP TO USE NEW PIER EXTENSION. THE PIER IS WELL CONSTRUCTED AND HAD EXCELLENT RUBBER FENDER PILINGS. NO CAMELS ARE REQUIRED. SHIPS WITH LOW FREEBOARD CAN EASILY USE OWN BROW. THE APRON, CURRENTLY 24 M (80 FT) WIDE, IS BEING EXPANDED AND CONCRETED. SHIPS BERTHING AT NEW QUAY OR VICTORIA QUAY ARE LIMITED TO 150 M (495 FT) LENGTH. LOADING IN THE PORT IS HEAVY, AS ONLY FOUR DEEP-WATER PIERSIDE BERTHS EXIST IN VICTORIA. COMMERCIAL REQUIREMENTS FOR PIERSIDE BERTHS FORCED MCCORMICK TO ANCHOR OUT ON THE FIRST DAY. ADEQUATE TURNING ROOM EXISTS FOR DD/FF SHIPS.

B. FUEL, LUBE, AND DIESEL. (APR 88) (USS LYNDE MCCORMICK) FUEL WAS AVAILABLE FROM PIERSIDE ONLY. F-76 WAS DELIVERED THROUGH A 6.35 CM (2.5 IN) HOSE AT THE RATE OF 350 GAL/MIN. FUELING EVOLUTION LASTED APPROXIMATELY 3.5 HRS. COST WAS US\$76,220.32 FOR 108,345 GAL (SOLD BY METRIC TON). FUELING WAS ARRANGED VIA LOGREQ TO AMEMBASSY WHO CONDUCTED LIAISON WITH PORT AUTHORITY. TWO-WEEK LEAD TIME WAS REQUIRED.

C. MECHANICAL HANDLING FACILITIES. (NOV 87) (USS BUCHANAN) ONE 8-TON CAPACITY CRANE IS ON VICTORIA PIER. NEW PIER AREA HAS FOUR OPERATING FORKLIFTS OF 1-2 TON CAPACITY.

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P7-2  
(CH-9)

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## VICTORIA, SEYCHELLES

D. DRYDOCKS AND REPAIR FACILITIES. (NOV 87) (USS BUCHANAN) NEW PORT AREA HAS A SMALL ELECTRIC MOTOR REWIRE FACILITY. SEYCHELLOIS NAVY DIVERS ARE AVAILABLE, AND ARRANGEMENTS WERE MADE VIA AMEMBASSY.

E. WAREHOUSES AND STORAGE AREA. (JAN 88) (USS KNOX) THERE ARE ONE SINGLE-STORY, CONCRETE, DRY STORAGE WITH 3,000 SQ FT FLOOR AREA AND ONE CONCRETE CONTAINER TRANSFERRING FACILITY WITH 10,000 SQ FT FLOOR AREA. THIRTY TO FIFTY CONTAINERS WERE LOCATED IN THE PIER AREA. ALL WERE OF VARIOUS COLORS AND SIZES. THE MAJORITY WERE FROM CTI.

F. STEVEDORES. (JAN 88) (USS KNOX) UNSKILLED LABORS ARE AVAILABLE 24 HOURS. THE SIZE OF GANGS VARIES.

G. PORT CAPACITY. (APR 88) (USS LYNDE MCCORMICK) VICTORIA CAN ACCOMMODATE NO MORE THAN TWO FF/DD TYPES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 88) (USS LYNDE MCCORMICK) MAHE ISLAND HAS 145 KM (90 MI) OF ASPHALT ROADWAY AND 69 KM (43 MI) OF TRANSFERABLE DIRT ROADS. MAHE CANNOT BE CIRCUMNAVIGATED BY AUTOMOBILE. LEFT-SIDE DRIVING IS IN EFFECT. OUTLYING ROADS ARE MOUNTAINOUS AND LACK GUARD RAILS. HAIRPIN TURNS PREDOMINATE. LOCAL DRIVERS ARE AGGRESSIVE. PEDESTRIANS HAVE LITTLE REGARD FOR AUTOMOBILES. DO NOT RECOMMEND VEHICLE RENTAL. THERE ARE NO RAILROADS IN SEYCHELLES.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAY 86) (USS MCCLUSKY) ONE UNPOWERED, STEEL, WATER BARGE (5,000 USGAL CAPACITY) IS AVAILABLE.

B. DREDGES AND MISCELLANEOUS CRAFT. (NOV 87) (USS BUCHANAN) ONE DREDGE, ONE PILOT VESSEL, AND THREE TUGS WERE IN THE INNER HARBOR.

C. WATER. (APR 88) (USS LYNDE MCCORMICK) CONSTANT PRESSURE WATER WAS PROVIDED FROM PIER SIDE BY 6.35 CM (2.5 IN) HOSE AT US\$300/10,000 GAL. BORDERLINE QUALITY WATER WAS BROMINIZED. THE POC WAS HUNT, DELTEL AND CO., LTD.

D. AIRFIELDS. (APR 88) (USS LYNDE MCCORMICK) SEYCHELLES INTERNATIONAL AIRPORT HAS A CONCRETE RUNWAY WITH A 130/310 ORIENTATION AND A DIMENSION OF 2,987 X 45.7 M (9,800 X 150 FT). THE AIRPORT WAS BUILT SPECIFICALLY TO BOOST TOURISM AND CAN HANDLE BOEING 747/AIRBUS A300 SERIES SIZE AIRCRAFT. AEROFLOT, AIR FRANCE, AIR INDIA, AIR MAURITIUS, BRITISH AIRWAYS, KENYA AIRWAYS, AND LUSTHANSA HAVE REGULAR SERVICE. AIR SEYCHELLES OFFERS REGIONAL SERVICE.

E. COMMUNICATIONS. (JAN 88) (USS KNOX) SHIPS ARE REQUIRED TO CONTACT RADIO SEYCHELLES 48 HRS PRIOR TO ARRIVAL TO CONFIRM ETA. RADIO SEYCHELLES TRANSMITS ON 8771.1 KHZ AND RECEIVES ON 8247.7 KHZ. KNOX EXPERIENCED DIFFICULTIES RECEIVING SEYCHELLES DUE TO THE LOW POWER OUTPUT OF THEIR TRANSMITTING STATION. KNOX WAS ABLE TO PASS INFORMATION TO RADIO SEYCHELLES VIA THE AMEMBASSY.  
THE AMEMBASSY HAS THREE NETS:

(1) E AND E NET OPERATES 0700-1530 LOCAL, MONDAY THRU FRIDAY.  
CALL SIGN FOR AMEMBASSY IS STATION 269 ON 11370 AND COVERS EAST AFRICA.

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(2) AFRECON NET OPERATES 0700-1530 LOCAL, MONDAY THRU FRIDAY. CALL SIGN FOR AMEMBASSY IS KQY-27 AND TRANSMITS ON 12300 AND RECEIVES ON 10170 AND COVERS SEVERAL AFRECON POSTS.

(3) TRACKING STATION NET OPERATES 24 HRS DAILY, 7 DAYS A WEEK. CALL SIGN FOR AMEMBASSY AND COMMUNICATIONS OFFICER IS "SHOOTING STAR". THE FOLLOWING FREQUENCIES ARE ASSIGNED:

CHANNEL 1 - 49.340 MHZ RX	49.960 TX
CHANNEL 2 - 49.360 MHZ RX	49.980 TX
CHANNEL 3 - 49.320 MHZ RX	49.940 TX

THE AMEMBASSY NORMALLY EMPLOYS CHANNEL TWO FOR ITS PURPOSES. THE AMEMBASSY WILL SUPPLY A SHIP WITH ONE EACH HN-56 PORTA MOBILE RADIO WITH PROGRAMMED FREQUENCIES. CALL SIGNS FOR PERSONNEL WILL BE PROVIDED WITH DELIVERY OF THIS RADIO.

CONUS CALLS CAN BE MADE THROUGH OPERATOR ASSISTANCE WITH 15-30 MINUTES WAITING TIME AT ALL MAJOR HOTELS AND THE CABLE AND WIRELESS OFFICE IN VICTORIA. THE SERVICE IS AVAILABLE 24 HRS, AND OPERATORS SPEAK ENGLISH. COLLECT CALLS CAN BE MADE FROM THE USAF TRACKING STATION VIA SATELLITE SWITCH TO ONIZUKA AFB IN SUNNYVALE, CA.

POST OFFICE AT THE USAF TRACKING STATION CAN BE USED FOR OUTGOING MAIL SERVICES ONLY.

F. MEDICAL. (APR 88) (USS MCCORMICK) GOVERNMENT HEALTH OFFICIALS BOARDED WITH A QUESTIONNAIRE FOR THE CO'S CERTIFICATION AS SOON AS ANCHORING EVOLUTION WAS COMPLETED. THE STANDARD OF LIVING ON MAHE IS FOR THE MOST PART LOW. MAHE IS NONETHELESS CLEAN, AND THE PEOPLE ARE HEALTHY. OPEN SEWAGE IN DOWNTOWN MAHE WAS OBSERVED. WATER IS PLENTIFUL AND CHLORINATED. REGIONAL COMMUNICABLE DISEASES DO NOT EXIST ON MAHE. ALTHOUGH PROSTITUTION IS NOT OBSERVED AS RAMPANT, PROMISCUOUS NATURE OF THE SOCIETY HAS MADE STANDARDS PREVALENT. SOCIALIZED MEDICINE IS A SOURCE OF SEYCHELLOIS PRIDE. VICTORIA HOSPITAL IS A GOVERNMENT FACILITY LOCATED APPROXIMATELY 1 MI FROM THE PIER. THE HOSPITAL PROVIDES COMPREHENSIVE MEDICAL CARE, INCLUDING SURGERY, IC, OUTPATIENT, OPTOMETRY, ETC. MOST WARDS ARE OPEN BAY/OPEN AIR TO TAKE ADVANTAGE OF NATURAL VENTILATION. THE HOSPITAL WAS CLEAN AND SERVICES ASSESSED BY USN M.D. AS SATISFACTORY. AN EMERGENCY APPENDECTOMY WAS TREATED AT A TOTAL COST OF US\$1,637.37. SURGICAL WARD HAS 75 BEDS WITH FOUR DOCTORS ASSIGNED (TWO UK, ONE SSR, ONE INDIAN). THE MEDICAL WARD HAS 75 BEDS WITH FOUR DOCTORS ASSIGNED. ONE RN AND ONE LVN ASSIGNED EACH WARD. ALL DOCTORS ARE ON FOREIGN CONTRACT. ONE DOCTOR PRESENT ON WEEKENDS. A DENTAL CASE WAS ARRANGED TO BE TREATED THROUGH AMEMBASSY BY A GERMAN NATIONAL (NFI). PHARMACEUTICALS ARE ALL IMPORTED. SALE/USE OF ILLICIT DRUGS/NARCOTICS WAS NOT IN EVIDENCE.

(JAN 88) (USS KNOX) THE HARBOR WAS RELATIVELY CLEAN ALTHOUGH IT IS APPARENT THAT THERE IS NO PROVISION FOR SEWAGE DISPOSAL FROM ANCHORED OR MOORED SHIPS. NO OPEN SEWERS RUNNING INTO THE HARBOR WERE SEEN, BUT IT CAN BE PRESUMED FROM THE LACK OF SEWAGE TREATMENT FACILITIES THAT THE LOCAL COMMUNITY CONTRIBUTES TO THE LEVEL OF ORGANIC WASTES IN THE HARBOR. INDUSTRIAL POLLUTANTS IN THE HARBOR WERE MINIMAL AND CONFINED MAINLY TO MINOR OIL FILMS FROM OUTBOARD ENGINES AND SMALL CRAFT. ALTHOUGH THERE ARE NUMEROUS VEHICLES IN PORT VICTORIA, THE WINDS AND RAIN PREVENT ANY ACCUMULATION OF SMOG. SHIP AND SMALL BOAT TRAFFIC CONSISTS OF VARIOUS MERCHANTS, CONTAINER SHIPS, FISHING VESSELS, AND LOCAL SMALL CRAFT.

GARBAGE AND TRASH ACCUMULATION IS MINIMAL IN THE PORT AREA. LITTER



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BASKETS ARE PROVIDED, AND THERE IS AN EFFECTIVE CLEAN UP AND DISPOSAL SERVICE. SEWAGE DISPOSAL IN THE CITY IS MODERN AND SANITARY, BUT IN THE OUTLYING AREAS IT IS MORE PRIMITIVE AND NOT HYGIENIC. THE FLY POPULATION IS LARGE AND NUMEROUS LARGE FLYING COCKROACHES WERE OBSERVED. THERE WERE REPORTS OF WILD DOGS IN THE BEACH AREA AT PORT GLAUD, BUT NO CONFIRMED INSTANCES OF RABIES NOR REPORTS OF WILD ANIMAL BITES. SANITARY COMPLIANCE IN RESTAURANTS AND BARS WAS GENERALLY VERY GOOD. NO STREET FOOD VENDORS WERE OBSERVED. ILLICIT DRUGS ARE AVAILABLE, BUT DRUG LAWS ARE TOUGH AND STRICTLY ENFORCED. U.S. SAILORS ARE A LIKELY TARGET FOR ATTEMPTED DRUG SALES, AND A FEW MEMBERS OF THE CREW WERE APPROACHED IN THE BEAU VALLON HOTEL. THE TYPE OF DRUGS OFFERED ARE UNKNOWN, AND NO PROBLEMS RESULTED FROM ATTEMPTED DRUG SALES. PROSTITUTION IS ILLEGAL IN THE SEYCHELLES AND THERE IS NO PROVISION FOR MEDICAL CHECK-UPS OR HEALTH CARDS. NONETHELESS, PROSTITUTION IS ABUNDANT IN THE HOTELS AND BARS. THERE IS APPARENTLY NO SOLICITATION IN THE STREETS.

G. GASOLINE. (APR 88) (USS LYNDE MCCORMICK) COMMERCIAL STATIONS ARE SCATTERED THROUGHOUT MAHE. PETROLEUM PRODUCTS ARE ALL IMPORTED AND THEREFORE EXPENSIVE. GASOLINE EXCEEDS US\$4.00/GAL.

H. PROVISIONS. (APR 88) (USS LYNDE MCCORMICK) GOOD QUALITY BUT EXPENSIVE BAKED GOODS WERE TAKEN ON BOARD. PRODUCE WAS FRESH BUT EVEN MORE EXPENSIVE; THEREFORE, THE SHIP DID NOT PURCHASE.

I. GARBAGE DISPOSAL. (APR 88) (USS LYNDE MCCORMICK) GARBAGE WAS PICKED UP THREE TIMES A DAY BY BARGE. COST WAS US\$100.00/DAY, AND THE POC WAS HUNT, DELTEL AND CO., LTD.

#### 4. PERSONALIA

A. CALLS. (JAN 88) (USS KNOX) CALLS WERE ARRANGED BY THE AMEMBASSY ON:

U.S. AMBASSADOR SEYCHELLES  
COMMODORE SEYCHELLES PEOPLE'S NAVY.

B. HONORS. (APR 88) VICTORIA IS NOT A SALUTING PORT.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 88) SEYCHELLES ISLANDS ARE LOCATED IN INDIAN OCEAN APPROXIMATELY 1,600 KM (1,000 MI) EAST OF KENYA. THEY ARE COMPOSED OF A DISTINCT COLLECTION OF GRANITES AND CORAL ISLANDS. MAHE IS A PRINCIPLE ISLAND WITH AN AREA OF 142 SQ KM (55 SQ MI) AND RISES SHARPLY FROM SEA LEVEL TO A MAXIMUM HEIGHT OF 914 M (3,019 FT).

(JAN 88) (USS KNOX) THE REPUBLIC OF SEYCHELLES GAINED INDEPENDENCE FROM GREAT BRITAIN JUNE 1976 BUT REMAINS A MEMBER OF THE BRITISH COMMONWEALTH. THE GOVERNMENT, A ONE-PARTY REPUBLIC, IS HEADED BY MR. FRANC ALBERT RENE WHO CAME INTO POWER ON JUNE 1977. VICTORIA IS A MINOR SEA PORT THAT ENJOYS ONE OF THE HIGHEST STANDARDS OF LIVING IN AFRICA. MAJOR INDUSTRIES INCLUDE TOURISM, FISHING, AGRICULTURE, SMALL-SCALE MANUFACTURING, AND THE EXPORT OF SPICES.

POPULATION (65,000-70,000) IS DISTRIBUTED AMONG 100 SMALL ISLANDS. THE MAIN ISLAND OF MAHE CONSISTS OF 65,244 (1985). RELIGIOUS MIXES ARE

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CATHOLIC, PROTESTANT, AND MUSLIM.

B. LIBERTY. (APR 88) (USS MCCORMICK) LIBERTY PARTIES FROM THE TWO SHIPS NUMBERED APPROXIMATELY 400 DAILY. USN PERSONNEL WERE REQUIRED TO BE IN TROPICAR WHITE UNIFORM UNLESS AT HOTELS IN WHICH REGISTERED GUEST OR AT THE BEACH. TWO SHORE PATROL TEAMS WERE SET UP, EACH MATCHED WITH A SEYCHELLOIS POLICE OFFICER (IN A REQUIRED RENTED JEEP AT US\$60.00/DAY, THE POC WAS TROPICAR). PERMANENT SHORE PATROL WAS ESTABLISHED AT BEAU VALLON HOTEL AT REQUEST OF MANAGEMENT DUE TO LARGE VOLUME OF LIBERTY PERSONNEL IN RESIDENCE. ROOM AND BOARD PROVIDED. BEACH GUARD WAS ESTABLISHED FIRST DAY WHILE ANCHORED AND TERMINATED BY MCCORMICK THEREAFTER. AMEMBASSY ARRANGED A CONTRACT FOR TWO WATER TAXIS WITH HUNT, DELTEL AND CO., LTD. THIRTY-PASSENGER BOAT COST US\$60.00/ TRIP AND 45-PASSENGER BOAT COST US\$70.00/TRIP. MCCORMICK PROVIDED SCHEDULES TO THE COMPANY REPS. AMEMBASSY ARRANGED BUS SERVICE WITH SEYCHELLES PUBLIC TRANSPORTATION CORPORATION FOR US\$25.00/HR. MCCORMICK PROVIDED SCHEDULES AND ROUTES (USAF TRACKING STATION AND BEAU VALLON HOTEL/CASINO). A SEDAN WAS RENTED FROM TROPICAR FOR US\$120.00/DAY WITH CHAUFFEUR. ADDITIONAL CHARGE APPLIED AFTER 1700.

THERE ARE NO OFF LIMITS ESTABLISHMENTS ON MAHE. THROUGHOUT THE SHIP'S VISIT, SEYCHELLOIS STRONGLY DEMONSTRATED THAT THEIR AMIABLE AND CAREFREE REPUTATION WAS WELL DESERVED. NONETHELESS, TRAVELING ALONE AT NIGHT THROUGH ISOLATED SECTIONS OF VICTORIA SHOULD BE DISCOURAGED.

C. CLUBS. (APR 88) (USS MCCORMICK) ALL LOCAL NIGHT SPOTS REQUIRE LONG TROUSERS AND COLLARED SHIRTS.

USAF TRACKING STATION SATELLITE CLUB WAS A SOURCE OF INEXPENSIVE BEER AND SANDWICHES, PURCHASED WITH NON-REFUNDABLE US\$20.00 COUPON BOOKS.

BARREL DISCOTHEQUE ON MARKET ST (VICTORIA) WAS A PREDOMINANTLY LOCAL ESTABLISHMENT. COVER CHARGE WAS 25 RUPEES. SEYBREW BEER WAS 10 RUPEES. LADY'S NIGHT WAS ON THURSDAY.

REEF HOTEL (ANSE AUX PINS) FEATURES LIVE MUSIC (ISLAND BEAT) ON WEEKENDS. IT IS A WATERFRONT/OPEN AIR CLUB, AND NO COVER CHARGE BEFORE 2100.

KATIOLO NIGHTCLUB (ANSE FAURE) WAS PERHAPS LARGEST AND CERTAINLY MOST POPULAR DISCOTHEQUE AMONG THE SEYCHELLOIS.

KAPATIA DISCOTHEQUE (POINTE CONAN) IS LOCATED IN THE BASEMENT OF LE SURCOUF HOTEL AND IS COMPARABLE IN ALL RESPECTS TO THE BARREL. IT IS 5 KM NORTH OF THE PIERS, BUT WORTH THE TAXI FARE. IT OPENS ONLY ON WEEKENDS.

BEAU VALLON HOTEL HOUSES THE ONLY CASINO ON MAHE.

D. RESTAURANTS. (JAN 88) (USS KNOX)

<u>NAME</u>	<u>PRICE</u>	<u>FOOD</u>	<u>LIQUOR</u>	<u>CLEANLINESS</u>
LOBSTER POT, VICTORIA	30-150 RP	SEAFOOD	ALL TYPES	EXCELLENT
KYOTO, ANSE ETOILE	50-200 RP	JAPANESE	"	"
PIRATES ARM, VICTORIA	29- 50 RP	SANDWICHES	"	"
L'AMIRAL, BEAU VALLON	30- 50 RP	PIZZA SAND.	"	"
LA PEARL NOIRE, BEAU VALLON HOTEL	70-200 RP	STEAK, FISH	"	FAIR

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MARIE ANTOINETTE, VICTORIA	20-120 RP	CREOLE	"	EXCELLENT
PIZZERIA, BEAU VALLON	20-60 RP	ITALIAN	"	FAIR

### E. HOTELS. (JAN 88) (USS KNOX)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>DINING &amp; BEVERAGE</u>
SHERATON	PORT GLAUD, MAHE	US\$50-200	YES
BEAU VALLON	BEAU VALLON BEACH	40-150	YES
CORAL STRAND	BEAU VALLON BEACH	40-100	YES
REEF HOTEL	ANSE AUX PINS MAHE	50-150	YES

F. ATHLETICS. (APR 88) (USS LYNDE MCCORMICK) THE SEYCHELLES OFFERS SOME OF THE MOST SCENIC SNORKELING/DIVING IN THE WORLD. EQUIPMENT AND TOURS CAN BE ARRANGED AT THE CORAL STRAND AND OTHER MAJOR HOTELS. THE SEYCHELLOIS ARE AVID AND FEROCIOUS VOLLEYBALL PLAYERS. HEAT AND ULTRAVIOLET EXPOSURE ARE MAJOR CONSIDERATIONS FOR ALL OUTDOOR RECREATION.

G. BEACHES. (APR 88) (USS LYNDE MCCORMICK) THE SEYCHELLES BOAST SOME OF THE MOST BEAUTIFUL BEACHES IN THE WORLD. AT VARYING TIMES OF THE DAY AND YEAR, UNDERTOW AND WAVES CAN BE FACTORS TO CONSIDER FOR RECREATIONAL SWIMMERS. MAJOR HOTELS OFFER A VARIETY OF WATERSPORTS. ANSE ROYALE AND ANSE NORDEST ARE TWO OF THE MOST SECLUDED AND BEAUTIFUL BEACHES ON MAHE. NOT ALL BEACHES HAVE A SOFT SAND BOTTOM, SO OLD TENNIS SHOES OR SWIM FINS CAN BE WORTHWHILE ACCESSORIES. SHARKS HAVE BEEN SPOTTED AT ANSE LA MOUCHE. BEACHES ARE TOPLESS, THERE ARE NO LIFEGUARDS.

H. CHURCHES. (APR 88) (USS LYNDE MCCORMICK) ST PAULS CATHEDRAL PROVIDED ANGLICAN/EPISCOPAL ENGLISH LANGUAGE SERVICES. CATHOLIC SERVICES WERE PROVIDED IN ENGLISH AND FRENCH AT THE ROYAL CATHEDRAL. A MOSQUE IS LOCATED ON RUE ALBERT, WELL BACK FROM THE STREET.

I. TRANSPORTATION. (APR 88) (USS LYNDE MCCORMICK) NUMEROUS TAXIS ARE AVAILABLE 24 HRS A DAY IN VICTORIA AND AT MAJOR HOTELS. CURRENT FARES ARE 10.5 RUPEES FOR THE FIRST KM AND 2.5 RUPEES EACH KM THEREAFTER (3.5 RUPEES DURING HOURS OF DARKNESS). TAXI FARE IS NEGOTIABLE AND IT IS BEST TO SETTLE ON FARE BEFORE ENTERING. BUSES ARE AN EXCELLENT SOURCE OF TRANSPORTATION. SAMPLE FARES: VICTORIA TO BEAU VALLON 3 RUPEES, VICTORIA TO ANSE ETOILE 2 RUPEES, VICTORIA TO TAKAMAKA 5 RUPEES, AND ANSE ETOILE TO BEAU VALLON (VIA GLACIS) 4 RUPEES. MAHE BECOMES DESOLATE VERY QUICKLY OUTSIDE THE CONFINES OF VICTORIA.

J. TOURS. (JUL 87) (USS OUELLET) SEVERAL TOURS WERE ARRANGED BY THE AMEMBASSY. ALL RECEIVED HIGH MARKS.

K. SHOPPING. (APR 88) (USS LYNDE MCCORMICK) THERE ARE NO CONSUMER BARGAINS ON MAHE. WITH THE APPLICATION OF MINOR EFFORT, TOURISTS MAY NONETHELESS FIND BEAUTIFUL SOUVENIRS AT NEGOTIABLE PRICES IN DOWNTOWN VICTORIA. SHELL JEWELRY CAN BE QUITE BEAUTIFUL AND TORTOISE SHELL BRACELETS ARE QUITE POPULAR. HOWEVER, KNIVES, PLANTS, AND TORTOISE SHELL ITEMS ARE NOT ALLOWED BY U.S. CUSTOMS. THERE IS AN OPEN AIR

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## VICTORIA, SEYCHELLES

MARKET IN THE CENTER OF TOWN WHICH PROVIDES MANY SUBJECTS FOR PHOTOGRAPHY AS WELL AS DELICIOUS FRESH FRUIT, TEA, COFFEE (CHICORY), LOCAL JAMS AND SPICES. COFFEE IN THE DOWNTOWN GROCERY IS AN EXCELLENT (STRONG) REP SOUTH AFRICA VARIETY. BEER, SODA, AND MINERAL WATER MAY ALSO BE PURCHASED IN THE GROCERY AT A GREAT SAVINGS OVER HOTEL PRICES (IF A DAY AT THE BEACH IS PLANNED AND THERE IS ACCESS TO A COOLER).

L. THEATER AND CINEMA. (MAY 80) MOVIES ARE SHOWN DAILY AT THE USAF TRACKING STATION. THE OLTAN THEATER, LOCATED IN THE PREMIER BUILDING IN VICTORIA, SHOWS ENGLISH-LANGUAGE MOVIES NIGHTLY.

M. PHYSICAL SECURITY. (NOV 87) (USS BUCHANAN) SEYCHELLES NAVY PATROLLED THE OUTER HARBOR FROM SUNSET TO SUNRISE, PROVIDING EXCELLENT WATERBORNE SECURITY. PIER ACCESS WAS CONTROLLED BY SECURITY GUARDS, REQUIRING POSITIVE ID PRIOR TO ENTRY.

N. MISCELLANEOUS INFORMATION. (APR 88) (USS LYNDE MCCORMICK) LOCAL UNIT OF CURRENCY IS THE RUPEE (SR). THE EXCHANGE RATE IN APR 88 WAS APPROXIMATELY SR4.5 TO US\$1.00. THE BEST RATE WAS GIVEN ABOARD SHIP FIRST DAY IN PORT (ARRANGED VIA LOGREQ TO AMEMBASSY). MONEY CHANGERS VISITED THE SHIP LAST FULL LIBERTY DAY (EASTER SUNDAY) TO EXCHANGE RUPEES FOR DOLLARS. BANKS WOULD ALSO CHANGE RUPEES BUT WERE ONLY OPEN FIRST TWO DAYS OF PORT VISIT DUE TO RELIGIOUS AND GOVERNMENT HOLIDAYS. GOVERNMENT BUILDINGS IN VICTORIA AND MILITARY CAMPS IN OUTLYING AREAS ARE CLEARLY MARKED, AND PHOTOGRAPHY IS PROHIBITED. SEYCHELLES PEOPLE'S DEFENSE FORCE (MARITIME) WAS BERTHED ON THE NORTH SIDE OF TUNA QUAY. ON THE ADVICE OF THE STATE DEPARTMENT, POLITICAL DISCUSSIONS ARE TO BE AVOIDED. AIDS IS MAJOR TOPIC OF DISCUSSION AMONG SEYCHELLOIS AND EUROPEAN TOURISTS ALIKE. RECOMMEND SHIP'S POLICY BE PROMULGATED IN ADVANCE. THE CREW MEMBERS REPORTED INFORMATION FROM TAXI CAB DRIVERS, BARTENDERS, ETC. THAT RUMOR COMMENCED IN MAHE TWO WEEKS PRIOR TO THE SHIP'S ARRIVAL THAT 65% OF MCCORMICK AND MERRILL CREW MEMBERS HAD AIDS. SHIP'S BALLCAPS ARE EXTREMELY VALUABLE ITEMS.

(JAN 88) (USS KNOX) THERE WERE NO REPORTS OF CONTACT BETWEEN U.S. PERSONNEL AND PERSONNEL OF EASTERN BLOC OR ARAB NATIONS. ALTHOUGH THE SALE AND USE OF NARCOTICS BRINGS STIFF PENALTIES IN THE SEYCHELLES, THERE WERE REPORTED CASES OF ATTEMPTED DRUG SALES. THERE WAS EXTENSIVE CONSTRUCTION ACTIVITY AT VICTORIA PIER WHICH INDICATES A POSSIBLE EXPANSION OF THE PORT FACILITY. HOLIDAYS ARE:

### OFFICIAL

NEW YEAR'S DAY - 1 & 2 JAN  
LABOR DAY - 1 MAY  
LIBERATION DAY - 5 JUN

### RELIGIOUS

GOOD FRIDAY - IAW CHURCH CALENDAR  
EASTER SATURDAY - CHURCH CALENDAR  
EASTER - IAW CHURCH CALENDAR  
CORPUS CHRISTY - IAW CHURCH CALENDAR  
ASSUMPTION - 15 AUG  
ALL SAINT'S DAY - 1 NOV  
IMMACULATE CONCEPTION - 8 DEC  
CHRISTMAS - 25TH DEC

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, (APR 88).

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## PORT DES GALETS, REUNION ISLAND

### 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (APR 88) PORT DES GALETS (20-55S/055-18E) IS LOCATED ON THE NORTHWEST COAST OF REUNION ISLAND. THE PORT CONSISTS OF A SETTLEMENT, AN INNER BASIN, AND AN OUTER HARBOR. IT IS LANDLOCKED AND IS WELL PROTECTED. THE EXTENSION OF PORT DES GALETS (20-54S/055-19E), NORTHEAST OF THE OLD PORT, IS ALSO A COASTAL PORT, PROTECTED BY TWO BREAKWATERS. IT CONSISTS OF OUTER AND INNER HARBORS.

B. APPROACHES, LIGHTS, ETC. (JUN 87) (USS OUELLET) THE SHIP USED DMAHTC PUB 171 (3RD ED 1986) AND CHART 61582 (MAY 1985, CORR 18 JUN 87). THE CHART IS ADEQUATE, AND NAVAIDS ARE AVAILABLE.

C. PILOTAGE. (JUN 87) (USS OUELLET) THE PILOT BOARDED APPROXIMATELY 1 NM OUTSIDE THE HARBOR ENTRANCE. HE SPOKE FAIR ENGLISH AND HANDLED THE SHIP WELL. ONLY ONE PILOT WAS STATIONED AT THE PORT. PILOT COST WAS US\$300.00.

D. ENTRANCE. (JUN 87) (USS OUELLET) THE HARBOR ENTRANCE RANGE MARKERS ARE VERY SMALL AND DIFFICULT TO SEE UNTIL 2 NM OUTSIDE THE HARBOR. TWO WHITE DIAMOND RANGES MARK CHANNEL LIMITS. A WHITE SQUARE WITH BLACK VERTICAL-STRIPE RANGE MARKS THE CHANNEL CENTER AND ALLOWS FOR THE PREVAILING NORTHEAST SET OUTSIDE THE CHANNEL.

E. CHANNEL. (JUN 87) (USS OUELLET) THE SHIP WAS UNABLE TO MAKE TURNS IN THE HARBOR WITHOUT TUG ASSISTANCE DUE TO THE SMALL HARBOR SIZE.

F. ANCHORAGES. (APR 86) (USS MCCLUSKY) WATER DEPTHS OFF SHORE DROP OFF RAPIDLY AND WOULD NECESSITATE ANCHORING UNCOMFORTABLY CLOSE TO SHORE.

G. WRECKS AND OBSTRUCTIONS. (APR 86) APPROACHES AND FAIRWAYS ARE CLEAR AND THERE ARE NO OVERHEAD OBSTRUCTIONS IN THE HARBOR.

H. TIDES AND CURRENTS. (JUN 87) (USS OUELLET) A STRONG NORTHEAST SET WAS NOTED ON THE APPROACH LEG. AT ONE POINT 124<sup>0</sup>T/10 KTS WAS REQUIRED TO MAINTAIN 102<sup>0</sup>T.

I. WEATHER AND WINDS. (APR 88) A TROPICAL CLIMATE UNDER THE INFLUENCE OF NORTHEAST AND SOUTHEAST TRADE WINDS GENERATES MONSOONS AND CYCLONIC ACTIVITY. MEAN ANNUAL TEMPERATURE IS 19<sup>0</sup>C (68<sup>0</sup>F). THE RAINY SEASON AT REUNION OCCURS FROM NOVEMBER THROUGH APRIL. MOST OF THE RAIN FALLS FROM DECEMBER THROUGH MARCH, ALSO IN ASSOCIATION WITH PASSING TROPICAL CYCLONES. THE ISLAND'S MOUNTAIN RANGE (MAXIMUM ELEVATION IS 8,000 FT) IS PERPENDICULAR TO THE SOUTHEASTERLY FLOW. THEREFORE, THE EAST SIDE OF THE ISLAND RECEIVES FREQUENT RAIN SHOWERS IN SOUTHEASTERLY FLOW WHILE THE WEST SIDE REMAINS RELATIVELY DRY. RAIN SHOWER ACTIVITY OVER REUNION IS GENERALLY DISCONTINUOUS AND SELDOM HEAVY.

### 2. BERTHING AND FACILITIES

A. MOORING, DOCKS, ETC. (JUN 87) (USS OUELLET) THE SHIP MOORED STARBOARD SIDE TO NORTH OF THE HARBOR ENTRANCE IN THE INNER BASIN.

B. FUEL, LUBE, AND DIESEL OIL. (JUN 87) (USS OUELLET) F-76 WAS

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## PORT DES GALETS, REUNION ISLAND

AVAILABLE AND PROCURED FROM THE FRENCH NAVY. FUELING WAS CONDUCTED FROM A BARGE, USING 6.35 CM (2.5 IN) NATO COUPLING.

C. MECHANICAL HANDLING FACILITIES. (APR 88) NO INFORMATION IS AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (APR 86) A 500-TON MARINE RAILWAY AND A PRIVATELY OWNED SHOP REPAIRS IN THE INNER BASIN. THE PRIVATE WORKSHOP HAS A SMALL FOUNDRY. THE LOCAL RAILROAD YARD CAN HANDLE LARGE CAST-IRON FORGINGS. IT HAS A FOUNDRY, REPAIR SHOP, CARPENTERS, COPPER SHOP, ELECTRIC SOLDERING SHOP, SAW MILL, AND A HAND-OPERATED JIB CRANE. TWO DIVERS ARE ALSO AVAILABLE IN THE PORT.

E. WAREHOUSES AND STORAGE AREAS. (APR 88) NO INFORMATION IS AVAILABLE.

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

G. PORT CAPACITY. (JUN 87) THE PORT COULD ACCOMMODATE TWO DD OR SMALLER TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (APR 88) NO INFORMATION IS AVAILABLE.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JUN 87) (USS MCCLUSKY) TWO LARGE TUGS ARE AVAILABLE, AND THE SHIP USED ONE ENTERING AND LEAVING THE PORT.

B. DREDGES AND MISCELLANEOUS CRAFT. (APR 88) NO INFORMATION IS AVAILABLE.

C. WATER. (JUN 87) (USS MCCLUSKY) POTABLE WATER REQUIRED BROMINATION. THE WATER HOOK UP WAS NOT COMPATIBLE WITH STANDARD U.S. FITTINGS AND REQUIRED MODIFICATION.

D. AIRFIELDS. (APR 86) (USS MCCLUSKY) ST DENIS/GILOT AIRFIELD IS LOCATED 20 MI NORTH OF THE PORT. IT HAS A CONCRETE RUNWAY WITH AN ORIENTATION OF 140/320 AND A LENGTH OF 2,670 M (8,760 FT). IT IS SERVED BY ONLY ONE AIRLINE (AIR FRANCE) WHICH PROVIDES ONLY ONE OR TWO FLIGHTS PER DAY.

E. COMMUNICATIONS. (JUN 87) (USS OUELLET) CHANNEL 16 WAS SUFFICIENT FOR ENTERING THE PORT. SMALL HARBOR AND SURROUNDING BUILDINGS PREVENTED USE OF HF COMMUNICATIONS.

F. MEDICAL. (JUN 87) (USS OUELLET) HEALTH CONDITIONS IN LA REUNION WERE EXCELLENT. THE FRENCH NAVY MEDICAL OFFICER MET THE SHIP UPON ARRIVAL.

THERE ARE MINIMAL ORGANIC MATERIAL IN THE PORT AREA AND MINIMAL INDUSTRIAL POLLUTANTS IN HARBOR WATER, BUT THERE IS NO ATMOSPHERIC POLLUTION. THE CITY IS CLEAN WITH A SMALL POPULATION OF FLIES/INSECTS. SANITARY COMPLIANCE IN RESTAURANTS AND BARS IS EXCELLENT. PROSTITUTION IS ILLEGAL AND NONE WAS NOTED. ILLICIT DRUG AVAILABILITY IS UNKNOWN.

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## PORT DES GALETS, REUNION ISLAND

G. GASOLINE. (APR 86) GASOLINE STATIONS ARE AVAILABLE.

H. PROVISIONS. (JUN 87) (USS OUELLET) A WIDE RANGE OF PROVISIONS WERE AVAILABLE BUT EXPENSIVE. THE QUALITY OF BAKERY GOODS AND FRESH FRUIT PROCURED WAS EXCELLENT.

I. GARBAGE DISPOSAL. (JUN 87) (USS OUELLET) DUMPSTERS WERE PROVIDED ON THE PIER AND WERE FREQUENTLY EMPTIED. TRASH DID NOT NEED TO BE SORTED.

#### 4. PERSONALIA

A. CALLS. (JUN 87) (USS OUELLET) CALLS MAY BE MADE ON:

COMMANDANT DE LA MARINE A' LA REUNION  
GENERAL COMMANDANT SUPERIEUR DES FORCES ARMES DANS LA ZONE  
SUD DE L'OCEAN INDIEN  
PRESIDENT DU COUNSEL GENERAL DE LA REUNION

THE SHIP HOSTED AN ORGANIZED SHIP VISIT. APPROXIMATELY 2,000 VISITORS/ DAY ATTENDED FOR THREE DAYS.

B. HONORS. (JUN 87) (USS OUELLET) PORT DES GALETS IS NOT A SALUTING PORT. FRENCH NAVY POSTED AN HONOR GUARD AT THE HARBOR ENTRANCE.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (APR 88) (FICPAC) THE FRENCH OVERSEAS DEPARTMENT OF REUNION (ILE DE LA REUNION) IS A SMALL ROUND ISLAND, SITUATED IN THE INDIAN OCEAN, ROUGHLY 44.8 KM X 70.4 KM (28 MI X 44 MI) IN SIZE.

REUNION WAS DISCOVERED IN 1528 BY THE PORTUGUESE, TOGETHER WITH MAURITIUS AND RODRIGUES ISLANDS WHICH FORM THE MASCARENE ARCHIPELAGO. THE FIRST INHABITANTS WERE FRENCH SETTLERS. IN 1764, THE KING OF FRANCE TOOK FORMAL POSSESSION OF THE ISLAND. SINCE 1790, THE ISLAND HAS HAD REPRESENTATION IN PARLIAMENT. IN 1832, A GENERAL COUNCIL WAS INSTITUTED AND ELECTED BY ALL MEN, WITHOUT DISTINCTION AS TO COLOR, TO HANDLE LAND MATTERS. IN 1946, REUNION BECAME A FRENCH OVERSEAS DEPARTMENT UNDER THE AUTHORITY OF A MAGISTRATE APPOINTED BY THE FRENCH MINISTER OF THE INTERIOR. LAWS APPLICABLE IN FRANCE ARE ALSO APPLICABLE IN REUNION. ALL REPRESENTATIVES ARE ELECTED BY UNIVERSAL SUFFRAGE.

ST DENIS IS THE CAPITAL OF LA UNION. RELIGIOUS MIX OF POPULATION ARE 20% MOSLEM, 79% CHRISTIAN, AND 1% OTHERS. PUBLIC PROJECTS ARE NOT RECOMMENDED BECAUSE THE POPULACE IS WELL TAKEN CARE OF BY FRANCE.

(JUN 87) (USS OUELLET) FRENCH SHIP "ALBATROS" IS HOMEPORTED AT PORT DES GALETS AND SERVED AS HOST SHIP FOR OUELLET.

B. LIBERTY. (JUN 87) (USS OUELLET) NO SHORE PATROL WAS REQUIRED.

C. CLUBS AND BARS. (JUN 87) (USS OUELLET) NIGHTCLUBS (DISCOS) FILLED UP AT APPROXIMATELY 2300 AND STAYED FULL UNTIL 0400 AND LATER. COVER CHARGE OF US\$8.00-10.00 WERE COMMON WHILE DRINKS AND BOTTLES WERE EXTREMELY EXPENSIVE (I.E. US\$8.00-10.00/MIXED DRINK AND US\$100.00/BOTTLE). LOCAL BARS WERE MORE AFFORDABLE (US\$1.00-2.00/BEER).

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## PORT DES GALETS, REUNION ISLAND

### D. RESTAURANTS. (APR 86) (USS MCCLUSKY)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>FOOD</u>	<u>LIQUOR</u>	<u>CLEANLINESS</u>
LE PICCOLO	ST GILLES	US\$12.00	ITALIAN	ALL	GOOD
CAFE DE BOURBON	ST GILLES	10.00	FRENCH/GK	ALL	GOOD
L'HOTEL THERME	CILAOS	10.00	FRENCH/GK	ALL	EXCELLENT
CHEZ GO	ST GILLES	8.00	FRENCH/GK	ALL	SATISFACTORY

### E. HOTELS. (JUN 87) (USS OUELLET)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>DINING/BEVERAGE</u>
CENTRAL	SAN DENIS	US\$40.00/NIGHT	YES
SAN DENIS	SAN DENIS	45.00/NIGHT	YES

F. ATHLETICS. (JUN 87) (USS OUELLET) MARINE DE LA REUNION ORGANIZED A SOCCER MATCH AGAINST THE FRENCH NAVY TEAM AND A BASKETBALL GAME AGAINST THE REUNION NATIONAL TEAM. THE BASKETBALL GAME WAS TELEVISED ON LOCAL TELEVISION WITH AN AUTOGRAPH SESSION AFTER THE GAME.

G. BEACHES. (JUN 87) (USS OUELLET) GOOD EUROPEAN BEACHES ARE 15-20 KM SOUTH OF PORT DES GALETS.

H. CHURCHES. (JUN 87) A ROMAN CATHOLIC CATHEDRAL IS LOCATED IN ST. DENIS. NUMEROUS CHAPELS MAY BE FOUND THROUGHOUT THE ISLAND.

I. TRANSPORTATION. (JUN 87) (USS OUELLET) TWO RENTAL CAR COMPANIES MET THE SHIP UPON ARRIVAL AND PROVIDED EFFICIENT, REASONABLY PRICED SERVICE. MARINE DE LA REUNION PROVIDED BUS TRANSPORTATION TO AND FROM ST DENIS; HOWEVER, MOST CREW MEMBERS PREFERRED TO USE RENTAL TRANSPORTATION. TRAFFIC MOVES ON THE RIGHT AND RENTAL CARS ARE RECOMMENDED. TAXIS AND PUBLIC TRANSPORTATION ARE EXPENSIVE AND INEFFICIENT.

J. TOURS. (JUN 87) (USS OUELLET) MARINE DE LA REUNION ARRANGED SEVERAL TOURS INTO THE MOUNTAINS. TOURS WERE WELL ATTENDED AND ARE HIGHLY RECOMMENDED.

K. SHOPPING. (JUN 87) SHOPPING IS NOT RECOMMENDED IN REUNION.

L. THEATER AND MOVIES. (APR 88) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (JUN 87) (USS OUELLET) THE SHIP PROVIDED A PIER SENTRY AT THE QUAY ENTRANCE TO LIMIT VEHICLE TRAFFIC. GOOD RELATIONS WERE EASILY ESTABLISHED WITH LOCAL POLICE.

N. MISCELLANEOUS INFORMATION. (JUN 87) (USS OUELLET) ALTHOUGH THE LANGUAGE BARRIER WAS FORMIDABLE AND PRICES WERE HIGH, MARINE DELA REUNION AND HOST SHIP "ALBATROS" WENT OUT OF THEIR WAY TO MAKE THE STAY ENJOYABLE AND ENTERTAINING. THE SHIP'S MEMORABILIA WAS HIGHLY COVETED AND IT IS RECOMMENDED THAT SHIPS STOCK UP ON BALLCAPS AND LIGHTERS.

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

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P8-4  
(CH-9)



AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 86) (FICPAC) AL BAHRAYN PORT COMPLEX IN KHAWR AL QULAYAH (AN EXTENSIVE INLET) CONSISTS OF THE FOLLOWING FACILITIES:

THE PORT OF AL MANAMAH (26°14'N/50°35'E), THE CAPITAL AND OLDEST PORT CITY, IS LOCATED ON THE NORTHWEST CORNER OF AL BAHRAYN PORT COMPLEX.

MINA SULMAN (26°12'N/50°37'E), A DRY CARGO PORT, IS LOCATED ON THE WEST SIDE OF AL BAHRAYN PORT COMPLEX.

SITRAH (26°10'N/50°37'E), A OIL PORT, IS LOCATED AT THE SOUTHWEST CORNER OF THE AL BAHRAYN PORT COMPLEX.

THE ARAB SHIPBUILDING AND REPAIR YARD (ASRY) IS LOCATED AT THE SOUTH-EAST APPROACH TO THE HARBOR.

AL BAHRAYN PORT COMPLEX IS HORSESHOE SHAPED AND GIVES ADEQUATE PROTECTION TO PORT FACILITIES LOCATED IN KHAWR AL QULAYAH.

B. APPROACHES, LIGHTS, ETC. (OCT 86) (FICPAC) CONSUT DMAHTC PUB 172 (3RD ED 1986) AND CHART 62413 (8TH ED 3 SEP 83, CORR NM 36/83).

(MAR 85) (USS TEXAS) THE APPROACH TO SITRAH ANCHORAGE HAS LIMITED NAVAIDS. COASTAL STRUCTURES OUTSIDE THE INNER HARBOR ARE FEW, AND THE COASTLINE GIVES A VERY POOR RADAR RETURN. GOOD VISUAL FIXES WERE NOT AVAILABLE UNTIL TEXAS PASSED BUOY 27, 6,000 YDS FROM THE ANCHORAGE. THE APPROACH CHANNEL IS WELL MARKED BY BUOYS. GOOD WATER EXISTS ON BOTH SIDES OF THE BUOYS EXCEPT IN THE VICINITY OF BUOY 17. BUOYS WERE CLEARLY MARKED, ACCURATELY CHARTED, AND GAVE GOOD RADAR RETURN ON THE SPQ-9 FIRE CONTROL RADAR. TRAFFIC WAS LIGHT TO MODERATE. BAHRAYN PORT CONTROL DOES NOT REQUIRE SHIPS TO REPORT POSITION OF ANCHORING NOR MAKE SPECIFIC BERTH ASSIGNMENTS. IT MAY CAUSE POSSIBLE CROWDING ALTHOUGH TEXAS DID NOT EXPERIENCE IT. NEAR THE CENTER OF THE ANCHORAGE, IN THE VICINITY OF 26°10'32"N/50°41'32"E, IS A YELLOW QUARANTINE BUOY THAT DOES NOT APPEAR ON THE HARBOR CHART. THE AREA, IN THE VICINITY OF 26°12'N/50°41'E THAT IS INDICATED AS UNDER RECLAMATION, IS IN FACT A SMELTING PLANT AND PIER COMPLEX. THERE IS ALSO AN ANCHORED SLUDGE TANKER, "WHITE BEACH" IN THE VICINITY OF 26°10'51"N/50°41'32"E. THE HARBOR BOTTOM, CONSISTING OF MORTAR LIKE SAND, PROVIDED GOOD HOLDING ONCE THE ANCHOR WAS SET.

NAVAIDS CAN BECOME EASILY OBSCURED BY HAZE, BLOWING SAND, AND SMOKE FROM THE SMELTING PLANT. SOOT WAS HEAVILY DEPOSITED ON THE SHIP FROM THE SMELTING PLANT.

C. PILOTAGE. (OCT 86) CONSULT PUB 172.

D. ENTRANCE. (OCT 86) CONSULT PUB 172.

E. CHANNEL. (OCT 86) CONSULT PUB 172.

F. ANCHORAGE. (MAR 85) (USS TEXAS) TEXAS ANCHORED IN SITRAH ANCHORAGE AT 26°10'43"N/50°41'40"E. ACTUAL DEPTH AT ANCHOR WAS 13 FT GREATER THAN THE CHARTED DEPTH. HARBOR SILTING DID NOT SEEM TO BE A PROBLEM.

AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

G. WRECKS AND OBSTRUCTIONS. (OCT 86) SEE CHART 62413.

H. TIDES AND CURRENTS. (OCT 86) (FICPAC)

PLACE	MEAN HIGHWATER		MEAN LOW WATER	
	<u>SPRINGS</u>	<u>NEAPS</u>	<u>SPRINGS</u>	<u>NEAPS</u>
AL MANAMAH	2.5	2.0	0.7	1.1
MINA SULMAN	2.4	1.9	0.6	1.0
SITRAH	2.2	1.7	0.3	0.8

(MAR 85) (USS TEXAS) CURRENTS AT SITRAH ANCHORAGE ARE WIND CURRENTS. TEXAS ANCHORED UNDER "SHAMAL WIND" CONDITIONS WITH WINDS FROM THE NW AT 25-30 KTS.

I. WEATHER AND WINDS. (OCT 86) (FICPAC) THE WEATHER CONDITION AND SPEED OF WINDS CHANGE AT SHORT NOTICE. THE PREVAILING WIND IS FROM THE NORTHWEST. OCCASIONALLY, IT IS NECESSARY TO SUSPEND BERTHING DURING ADVERSE WEATHER CONDITIONS. LOCAL WEATHER DURING THE PERIOD OF MAY THROUGH SEPTEMBER IS HOT AND VERY HUMID WITH TEMPERATURES UP TO 43°C (110°F). WEATHER DURING THE REMAINING MONTHS IS PLEASANT WITH TEMPERATURES BETWEEN 10°C (50°F) AND 26.7°C (80°F).

(MAR 85) (USS TEXAS) SITRAH ANCHORAGE IS UNSHELTERED AND TEXAS WAS EXPOSED TO THE FULL FORCE OF THE SHAMAL WINDS. WHILE TEXAS WAS AT ANCHOR, WINDS BACKED TO SOUTHEAST AND DROPPED TO ZERO KTS. BEFORE TEXAS DEPARTED, THE WINDS WERE AGAIN FROM THE NORTHWEST AT 18 KTS. BASED ON OBSERVATIONS, PREVAILING WINDS AT BOTH SITRAH AND IN THE PERSIAN GULF ARE FROM THE NORTHWEST AT THIS TIME OF THE YEAR.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (OCT 86) (FICPAC)

AL MANAMAH PORT FACILITY HAS SIX LIGHTER CRAFT QUAYS.

MINA SULMAN PORT HAS THE CAPACITY OF BERTHING UP TO 16 SHIPS AT A TIME. BERTHS 1 TO 10 CONSIST OF A TOTAL LENGTH OF QUAY OF 1,585 M (5,200 FT). BERTHS 1 AND 2 HAVE A DEPTH OF 8 M (26 FT). BERTHS 3 TO 14 HAVE A DEPTH OF 11 M (36 FT). BERTHS 15 TO 16 ARE CONTAINER BERTHS. NAVY SHIPS ARE NORMALLY BERTHED AT PIER 1.

SITRAH WHARF FACILITIES ARE OWNED AND OPERATED BY BAHRAIN PETROLEUM COMPANY (BAPCO) AND HAVE TWO OIL WHARVES WITH SIX BERTHS.

B. FUEL, LUBE, AND DIESEL OIL. (JUL 83) (USS BOWEN) AN ARRANGEMENT FOR FUEL IS MADE BY ADMINISTRATIVE SUPPORT UNIT (ADMINSUPU OR ASU) BAHRAIN. PRICES FOR FUEL OIL WILL VARY. FUEL WAS DELIVERED AT THE RATE OF 45,000 GAL PER HR THROUGH A 5 CM (2 IN) CONNECTION. PRICE OF LUBE OIL WAS US\$354 PER 55-GAL DRUM.

C. MECHANICAL HANDLING FACILITIES. (JUL 83) (USS BOWEN) FLOATING CRANES ARE AVAILABLE AT SITRAH ANCHORAGE. AUTOMOTIVE CRANES ARE AVAILABLE AT MINA SULMAN PIER. THE ARRANGEMENT WAS MADE THROUGH HUSBANDING AGENCY.

AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 86) (FICPAC) THERE ARE TWO SHIPYARDS WITHIN THE PORT FACILITY: THE BAHRAYN SLIPWAY CO., LTD, WHERE MAJOR SHIP REPAIRS CAN BE PERFORMED AT THE ARAB SHIPBUILDING AND REPAIR YARD (ASRY) DRYDOCK FACILITY WITH ITS 375 X 75 M (1,230 X 246 FT) DRYDOCK AND FOUR IN-WATER REPAIR QUAYS. THE BAHRAYN SHIPREPAIRING AND ENGINEERING CO. (BASREC), WHERE THREE SLIPWAYS AND TWO REPAIR QUAYS TO CONDUCT REPAIRS ON VESSELS UP TO 1,000 TONS.

E. WAREHOUSES AND STORAGE FACILITIES. (OCT 80) MINA SULMAN:

14 WAREHOUSES - 119,000 SQ M	OPEN - 360,000 SQ M
CONTAINER (COVERED) - 6,000 SQ M	OPEN - 120,000 SQ M
COLD STORAGE WAREHOUSE - 3,000-TON	

F. STEVEDORES. (OCT 86) NO INFORMATION IS AVAILABLE.

G. PORT CAPACITY. (OCT 80) TWO NAVY SHIPS CAN BE ACCOMMODATED DUE TO THE LIMITED FACILITIES.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 80) THE SITRA PORT AREA HAS EXCELLENT ROAD CONNECTIONS FROM THE BAPCO WHARVES TO ALL SIGNIFICANT LOCATIONS ON BAHRAIN ISLAND. THERE ARE NO RAILROADS ON THE ISLAND. MOST CARGO AND PASSENGER SHIPS CALL AT AL MANAMAH.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (OCT 80) BAPCO OPERATES THREE TUGS WITH FIRE FIGHTING CAPABILITY. THE GOVERNMENT OF BAHRAIN PORT DEPARTMENT (MINA SULMAN) OPERATES A TOTAL OF FIVE TUGS WITH FIRE FIGHTING CAPABILITY. SITRAH OPERATES FIVE TUGS AND THREE BARGES (ONE WATER AND TWO OIL). GREY MACKENZIE SHIPPING AGENCY OPERATES A WIDE VARIETY OF SHIPPING/TOWING CRAFT (TUGS, 16 FAST CREW BOATS, 4 LANDING CRAFTS, 8 COASTAL TANKERS, AND 3 BARGES).

B. WATER. (JUL 83) (USS BOWEN) WATER WAS TREATED WITH CALCIUM HYPOCHLORIDE. THE PRICE OF POTABLE WATER WAS US\$.06/GAL. THE RATE OF DELIVERY WAS 8,000 GAL/HR AND THE SIZE OF CONNECTION WAS 6.35 CM (2.5 IN).

(MAR 85) (USS TEXAS) OPEN WATER PERMITS THE USE OF EVAPORATOR TO MAKE POTABLE WATER AND FEED WATER.

C. AIRFIELDS. (OCT 86) (FICPAC) BAHRAIN INTERNATIONAL AIRPORT (26° 16.2'N/50°38.1'E) IS LOCATED ON THE NORTHEAST CORNER OF AL BAHRAYN PORT COMPLEX (MAHARRAQ). IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 120/300, A DIMENSION OF 3,962 X 60 M (13,000 X 197 FT), AND AN ELEVATION OF 1.8 M (6 FT). IT IS EQUIPPED WITH A ROTATION BEACON, APPROACH LIGHTS, AND HIGH INTENSITY RUNWAY LIGHTS. JET FUEL IS AVAILABLE.

D. COMMUNICATIONS. (OCT 80) THE ASU BAHRAIN IS THE PORT SERVICE OFFICER AND COMIDEASTFOR REP BAHRAIN.

AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

NAVY VESSELS, WHILE IN PORT BAHRAIN, MAY EMPLOY BRIDGE-TO-BRIDGE COMMUNICATIONS ON CHANNELS 6, 12, 13, AND 16. MINA SULMAN HARBOR MASTER'S OFFICE GUARDS CHANNEL 16 CONTINUOUSLY. U.S. MILITARY AND PERSONAL MAIL IS HANDLED THROUGH ASU BAHRAIN.

(JUL 83) (USS BOWEN) A MODERN COMMERCIAL TELEPHONE EXCHANGE IS LOCATED TWO BLOCKS EAST OF THE BAB AL BAHRAIN SQUARE WHICH IS THE MAIN ENTRANCE TO THE SQUARE. THEY STAY OPEN UNTIL 2400 AND ARE EXTREMELY RELIABLE. A WAITING TIME FOR CONUS CALLS IS 10 MINUTES TO ONE HOUR. SHIPS BERTHED ALONGSIDE CAN GET LANDLINES INSTALLED WHICH CONNECT WITH THE FLAGSHIP SWITCHBOARD.

SHIPS DELIVER OUTGOING MAIL TO ASU BAHRAIN. THE MAIL CLERK PICKS UP ALL INCOMING MAIL AT BAHRAIN INTERNATIONAL AIRPORT. POSTAL SERVICE IS AVAILABLE AT ASU BAHRAIN.

E. MEDICAL. (JUN 85) SEE P9/MED.

F. GASOLINE. (OCT 80) THERE ARE COMMERCIAL GASOLINE STATIONS IN AL MANAMAH. THERE ARE NO U.S. GOVERNMENT FACILITIES ON BAHRAIN. GASOLINE IS AVAILABLE IN BULK FROM BAPCO.

G. PROVISIONS. (OCT 80) ALL PROVISIONS WERE PROVIDED BY SHIP'S CHANDLER. FRUIT AND VEGETABLES ARE SHIPPED FROM LEBANON, SYRIA, AND AUSTRALIA. DRY PROVISIONS AND GOOD FISH ARE ALSO PROVIDED. RECOMBINED MILK AND ICE CREAM ARE READILY AVAILABLE.

H. GARBAGE DISPOSAL. (JUL 83) (USS BOWEN) GARBAGE IS COLLECTED DAILY ON THE PIER AND BY BARGE AT ANCHORAGE. THE POC IS A SHIP'S CHANDLER AT ANCHORAGE AND THE PORT AUTHORITY AT PIERSIDE.

4. PERSONALIA

A. CALLS. (OCT 80) CALLS ARE NORMALLY MADE ON COMIDEASTFOR AND CO OF THE FLAGSHIP WHILE IN PORT. THE FLAG AIDE WILL MAKE ARRANGMENTS. COMMANDING OFFICER OF VISITING SHIPS MAKE CALLS ON THE AMERICAN AMBASSADOR. ARRANGMENTS ARE MADE BY CO, ASU. COMIDEASTFOR WILL MAKE CALLS ON THE ROYAL FAMILY.

B. HONORS. (OCT 80) SITRA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (OCT 86) (FICPAC) BAHRAIN IS MADE UP OF A GROUP OF 33 ISLANDS ABOUT MIDWAY BETWEEN THE EAST COAST OF SAUDI ARABIA AND THE QATAR PENINSULA AND HAS A TOTAL AREA OF 400 SQ MI. BAHRAIN IS A MOSLEM STATE WITH A POPULATION OF ABOUT 393,000 (JUL 83), APPROXIMATELY 80% OF WHICH ARE MOSLEMS AND THE REMAINING 20% BEING EX-PATRIOTS, MADE UP OF ABOUT 30 NATIONALITIES. THE WEEKEND IS OBSERVED ON THURSDAY AND FRIDAY. BAHRAIN IS AN INTERNATIONAL TRADING, OIL, AND COMMUNICATIONS CENTER. OIL ROYALTIES PROVIDE BAHRAIN WITH ITS MAIN SOURCE OF REVENUE. BAHRAIN

AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

PETROLEUM COMPANY (BAPCO), FORMERLY A SUBSIDIARY OF CALTEX, OPERATES ONE OF THE LARGEST REFINERIES IN THE MIDDLE EAST NEAR SITRAH. ALUMINUM BAHRAIN (ALBA) IS THE SECOND LARGEST INDUSTRY WITH AN ANNUAL PRODUCTION OF MORE THAN 90,000 TONS OF ALUMINUM PRODUCTS.

IN AUG 1971, BAHRAIN DECLARED ITS INDEPENDENCE FROM THE UNITED KINGDOM. IN DEC 1971, BAHRAIN AND THE UNITED STATES SIGNED A STATIONING AGREEMENT, GOVERNING THE PRESENCE OF U.S. FORCES IN BAHRAIN. FROM 1949 UNTIL JUNE 1977, BAHRAIN WAS THE HOME PORT FOR COMMANDER MIDDLE EAST FORCE (MIDEASTFOR). THE OFFICIAL U.S. PRESENCE IN BAHRAIN INCLUDED A SMALL EMBASSY STAFF AND A CONTINGENT OF U.S. NAVY PERSONNEL AND THEIR DEPENDENTS ATTACHED TO ADMINISTRATIVE SUPPORT UNIT (ASU) BAHRAIN. THE NEW AGREEMENT, MADE IN JULY 1977, NO LONGER PERMITS COMIDEASTFOR TO USE BAHRAIN AS A HOME PORT BUT DOES ALLOW SHIPS OF MIDEASTFOR TO CALL ON BAHRAINI FACILITIES AND SHORE SUPPORT FACILITIES INTACT. THE ASU BAHRAIN PROVIDES SUPPORT TO VISITING U.S. NAVAL SHIPS.

B. LIBERTY. (JUL 83) (USS BOWEN) SHORE PATROL REQUIREMENTS ARE:

LESS THAN 50 LIBERTY PARTY: 1 E-6, 1 E-4/5  
50-100 LIBERTY PARTY: 1 E-7, 1 E-6, 2 E-4/5  
100-150 LIBERTY PARTY: 1 E-7, 1 E-6, 3 E-4/5  
ADD 1 E-4/5 FOR EVERY 25 MEN OVER 150

SHORE PATROL HEADQUARTERS ASHORE IS LOCATED AT THE ADMINISTRATIVE BUILDING AT ASU BAHRAIN. LIBERTY NORMALLY EXPIRES AT 0100 FOR NON-RATED PERSONNEL, 0200 FOR PETTY OFFICERS, AND 0730 FOR CPO'S AND OFFICERS. NO LIMIT IS ESTABLISHED REGARDING THE SIZE OF THE LIBERTY PARTY.

C. CLUBS AND BARS. (OCT 80) ASU CONSOLIDATED MESS (OPEN) OPERATES THE "TWO SEAS CLUB" FOR ALL MILITARY PERSONNEL STATIONED AT ASU. NON-MILITARY PERSONNEL ARE ALSO WELCOME BUT MUST BE SIGNED IN AND ESCORTED WHILE AT ASU. THE TWO SEAS CLUB OPERATES A PIZZA HUT WHICH OPENS AT THE SAME HOURS AS THE CLUB. THE HOURS OF OPERATION ARE AS FOLLOWS:

MAIN LOUNGE:	FRI - TUE	1530 - 2330
	WED - THU	1100 - 0030
OFFICER AND CPO LOUNGE:	FRI - TUE	1530 - 2330
	WED - THU	1530 - 0030

ENTERTAINMENT OFFERED BY THE CLUB INCLUDES PIPED-IN MUSIC, VIDEO MOVIES, DARTS, A PING-PONG TABLE, SHUFFLE BOARD, AND POOL TABLES. ASU OPERATES A RECREATION CENTER AND MOVIE THEATER.

(JUL 83) (USS BOWEN)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE (BAHRAIN DINAR)</u>
MANSOURI MANSION	3 MI FROM PORT MAIN GATE	1 BD PER DRINK
INFINITY DISCO	IN DELMONT HOTEL	2 BD PER DRINK

AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

D. RESTAURANTS. (OCT 80) ASU CONSOLIDATED MESS (OPEN) OPERATES A RESTAURANT WHICH IS OPEN DURING THE FOLLOWING HOURS:

BREAKFAST	0600 - 0730	SAT - THU
LUNCH	1100 - 1300	SAT - WED
DINNER	1700 - 1930	FRI - WED
BRUNCH	0900 - 1300	FRIDAYS ONLY

(JUL 83) (USS BOWEN)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE (US\$)</u>	<u>TYPE</u>	<u>LIQUOR</u>
TALK OF THE TOWN	NOT AVAIL	5-10	WESTERN	NO
MANSOURI	NOT AVAIL	5-10	"	YES

E. HOTELS (OCT 80) THERE ARE A NUMBER OF HOTELS IN THE MANAMA AREA: THE GULF, BAHRAIN HILTON, AL JIZIRA, LA VENDOME, AND RAMADA. PRICES DIFFER IN EACH HOTEL DEPENDING ON THE SERVICES AVAILABLE. THE PALACE INN (CLOSEST TO ASU) IS AIR-CONDITIONED AND HAS TV, DINING AREA, SWIMMING POOL, AND A LOUNGE/BAR. A 15% SERVICE CHARGE IS INCLUDED FOR ALL SERVICES RENDERED AT ALL THE HOTELS ON THE ISLAND.

F. ATHLETICS. (OCT 80) ASU OPERATES SWIMMING POOLS, A TENNIS COURT, HANDBALL/SQUASH COURTS, A BASKETBALL COURT, AND AN OUTDOOR RECREATION FACILITY WITH SHUFFLE BOARD, HOPSCOTCH, BAR-B-Q GRILLS, AND PICNIC AREA. COMPETITION IN OTHER SPORTS MAY BE ARRANGED THROUGH ASU BY UTILIZATION OF THE DOD-SPONSORED SCHOOL ATHLETIC FACILITIES ADJACENT TO ASU.

G. BEACHES. (OCT 80) THERE ARE THREE BEACHES ABOUT 10 MI SOUTH OF MANAMAH ON THE WEST COAST OF BAHRAIN ISLAND. THE AMIR'S BEACH IS OPEN TO EX-PATRIOTS, FAMILIES, AND WOMEN. ALCOHOLIC BEVERAGES ARE PROHIBITED. THE BAPCO BEACH IS OPEN TO MEMBERS OF BAPCO CLUB AND THEIR GUESTS ONLY. THE ZALLAQ BEACH IS OPEN TO THE GENERAL PUBLIC.

H. CHURCHES. (OCT 80) THERE ARE FOUR CIVILIAN CHURCHES IN THE MANAMAH AREA: SACRED HEART ROMAN CATHOLIC CHURCH, ST MARY'S SYRIAN ORTHODOX CHURCH, ST CHRISTOPHER'S CHURCH, AND NATIONAL EVANGELICAL CHURCH.

I. TRANSPORTATION. (OCT 80) ASU BAHRAIN OPERATES A MOTOR POOL WHICH MAINTAINS 19 VEHICLES (SEDAN, PICK-UPS, AND CARRYALLS).

J. TOURS. (OCT 80) THE ASU SPECIAL SERVICES CONDUCTS AN EXCELLENT TOUR OF BAHRAIN ARCHEOLOGICAL SITES, INCLUDING THE OLD PORTUGUESE PORT, BURIAL GROUNDS DATING BACK SEVERAL THOUSAND YEARS, AND THE ARCHEOLOGICAL MUSEUM. BAHRAIN'S CIVILIZATION DATES BACK TO THE DILMUN CIVILIZATION, 3800 BC WHEN IT WAS A TRADING NATION ON THE GULF LINKING MESOPOTAMIA AND INDIA. EARLY ARRANGEMENTS SHOULD BE MADE IN THE LOGREQ.

IN WINTER MONTHS ON FRIDAY AFTERNOONS, CAMEL RACES PROVIDE INTERESTING ENTERTAINMENT. THEY ARE HELD APPROXIMATELY 15 MI OUTSIDE MANAMAH ON AWALI ROAD.

AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

K. SHOPPING. (JUL 83) (USS BOWEN) GOOD BARGAINS ARE GOLD JEWELRY, CLOTHING (US\$1.25 PER SHIRT AND US\$1.50 FOR TROUSERS), CAMERAS, ELECTRONICS, BAHRAIN COFFEE POTS, AND IMPORTED ITEMS FROM INDIA AND PAKISTAN. MANY SHOPS ARE LOCATED IN THE "SUQ" OR SHOPPING DISTRICT OF DOWNTOWN MANAMAH.

L. THEATER AND CINEMA. (OCT 80) ASU BAHRAIN OPERATES A SMALL MOVIE THEATER. AWAL CINEMA IS MODERN AND OFTEN HAS ENGLISH LANGUAGE MOVIES.

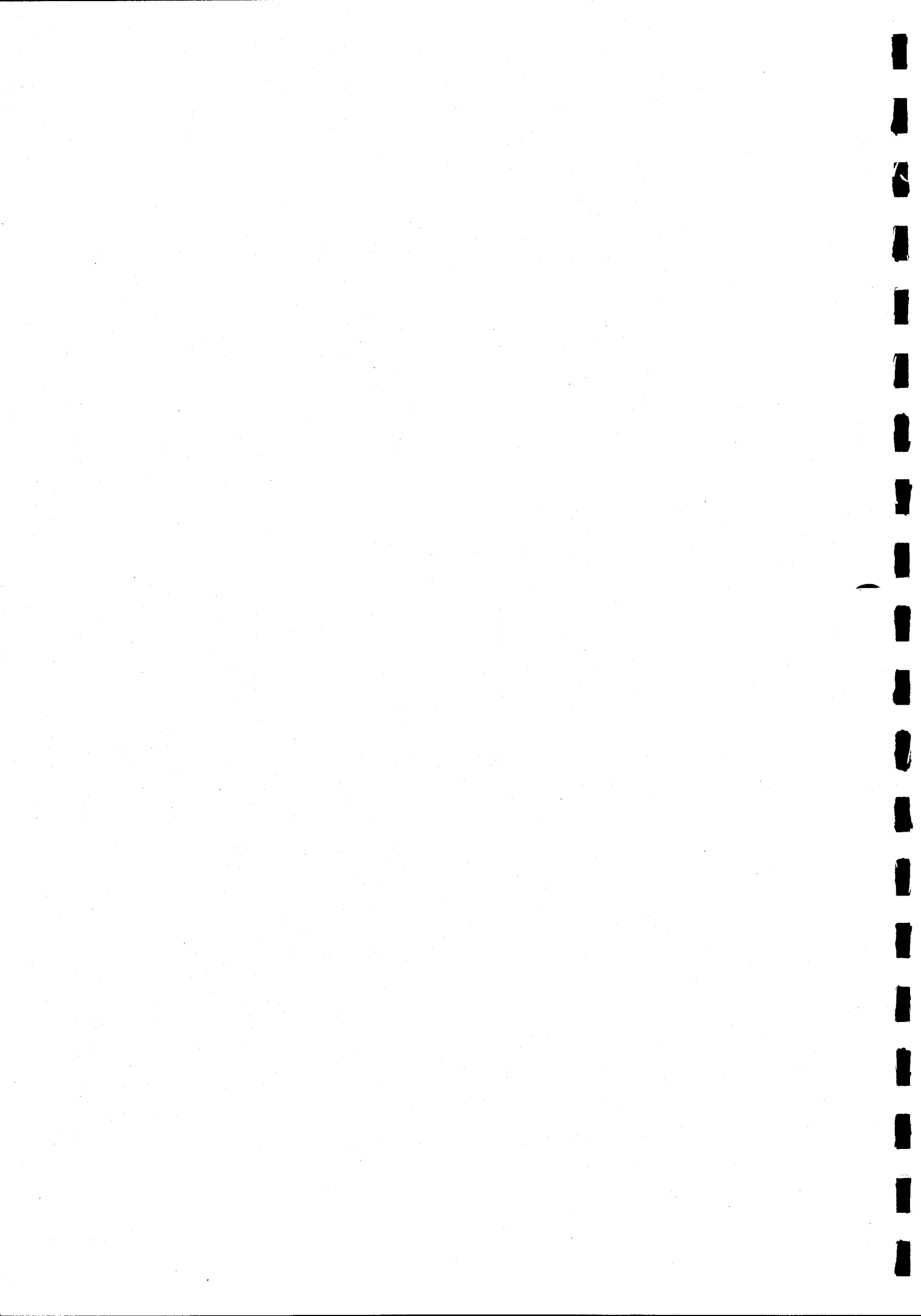
M. PHYSICAL SECURITY. (OCT 86) NO INFORMATION IS AVAILABLE.

N. MISCELLANEOUS INFORMATION. (JUL 83) (USS BOWEN) THE RATE OF EXCHANGE WAS ONE BAHRAIN DINAR (BD) EQUALS US\$2.65. THERE ARE NUMEROUS MONEY EXCHANGES LOCATED IN THE SUQ AREA.

A LAUNDRY TRUCK PROVIDES ONE-DAY SERVICE FOR WASHING AND DRY CLEANING. TAILORING SERVICES MUST BE ARRANGED THROUGH THE HUSBANDING AGENT.

TAKING PICTURES OF LOCAL RESIDENTS IS NOT RECOMMENDED WITHOUT FIRST REQUESTING PERMISSION.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (OCT 86).





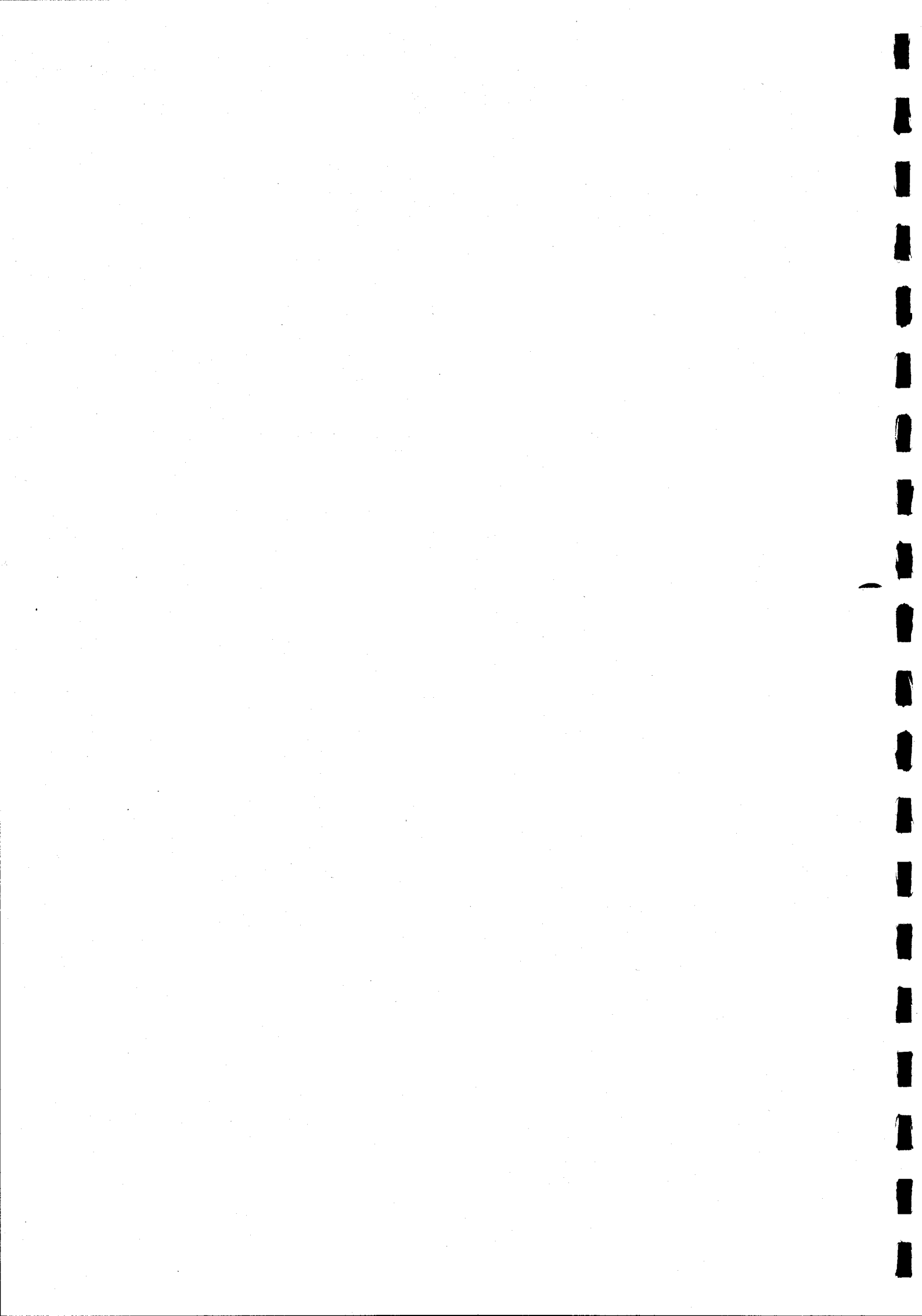
AL MANAMAH/SITRAH/MINA SULMAN, BAHRAIN

3. E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN SITRAH ARE POOR. URBAN AREAS ARE CROWDED, AND WATER SUPPLIES AND THE SEWAGE DISPOSAL SYSTEM ARE INADEQUATE. FOOD AND WATER MAY BE CONTAMINATED.

ENDEMIC ENTERIC DISEASES INCLUDE AMEBIASIS, TYPHOID AND PARATYPHOID FEVERS, SALMONELLOSIS, AND SHIGELLOSIS. OTHER PREVALENT DISEASES INCLUDE INFECTIOUS HEPATITIS, TUBERCULOSIS, AND SEXUALLY TRANSMITTED DISEASES, ESPECIALLY GONORRHEA. UPPER RESPIRATORY AND EYE INFECTIONS ARE ENDEMIC.

MEDICAL CARE IS AVAILABLE AT THE AL-SALMANIYAH MEDICAL CENTER (620 BEDS) IN AL MANAMAH. THIS IS THE LARGEST AND MOST MODERN MEDICAL FACILITY IN THE COUNTRY. ALL SERVICES ARE OFFERED EXCEPT NEUROSURGERY, NEUROLOGY, AND UROLOGY. PHYSICIANS ARE BRITISH/AMERICAN-TRAINED OR BOARD CERTIFIED. MEDICAL CARE IS ALSO AVAILABLE AT THE AMERICAN MISSION HOSPITAL (120 BEDS), OR ASU AT AL MANAMAH, WHICH MAINTAINS A WELL EQUIPPED CLINIC. PERSONNEL REQUIRING MEDICAL ATTENTION SHOULD CONTACT ASU MEDICAL DEPARTMENT REPRESENTATIVES. THEY WILL ASSIST IN OBTAINING NECESSARY HOSPITALIZATION, EVACUATION, LABORATORY TESTING, AND DENTAL CARE.

A PRATIQUE IS GRANTED TO VESSELS ON ARRIVAL PROVIDED A MESSAGE IS SENT IN ADVANCE GIVING DETAILS OF THE LAST BILL OF HEALTH, IF ANY, AND THE PRESENT HEALTH OF THE CREW.



DJIBOUTI, REPUBLIC OF DJIBOUTI

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (FEB 87) PORT DE DJIBOUTI (11-36N/43-08E) IS FORMED BY A PENINSULA LOCATED ON THE SOUTHERN SIDE OF THE ENTRANCE TO THE GULF OF TADJOURA AND WEST OF THE GULF OF ADEN. THE PORT IS COMPRISED OF A ROADSTEAD OUTER HARBOR, PARTLY PROTECTED BY REEFS AND DJIBOUTI PENINSULA; AND AN INNER HARBOR, PROTECTED BY BREAKWATERS, AN EXTENSIVE CORAL BANKS, AND THE AFRICAN MAINLAND. DEPTHS RANGE UP TO 10.4 M (34 FT).

B. APPROACHES, LIGHTS, ETC. (FEB 87) (FICPAC) CONSULT DMAHTC PUB 172 (3RD ED 1986) AND CHARTS 62092, 62093, AND 62094.

(JAN 87) (USS LASALLE) LASALLE ENTERED ONE HOUR PRIOR TO SUNRISE TO AVOID THE PILOT SHIFT CHANGE AND LOCAL WINDS THAT REPORTEDLY INCREASE BETWEEN 0800 AND 0900. NAVIGATION INTO DJIBOUTI WAS STRAIGHTFORWARD, UTILIZING THE LIGHTHOUSE AT RAS BIR (11-48.8N/42-21.7E). THIS WAS CLEARLY VISIBLE AND, WHEN USED IN CONJUNCTION WITH RADAR, PROVIDED EXCELLENT FIXES APPROACHING THE GULF OF TADJOURA. THE NAVAIDS ON ILE MUSHA (11-43.8N/43-12.7E) AND ILE MASKALI (11-42.8N/43-08.8E) WERE ALSO USED AND PROVIDED EXCELLENT FIXES. UPON TURNING TO THE RANGE COURSE OF 184, THE RANGE LIGHTS WERE EASILY SEEN. HOWEVER, DURING DAYLIGHT, THE RANGE IS DIFFICULT TO SEE DUE TO HAZE OVER LAND. CHART 62093 CAN BE CONSIDERED ADEQUATE WITH MANY OF THE PROMINENT AIDS. HOWEVER, POOR ANGULAR SEPARATION FOR VISUAL NAVIGATION, NECESSITATED THE USE OF BOTH RADAR AND VISUAL AIDS. POINTS ON CHART 62092 WHICH PROVIDED EXCELLENT RADAR FIXES INCLUDE: RAS BIR (11-58.8N/ 43-22.8E), CAP OBOCK (11-57.6N/ 43-17.3E), OBLLOL (11-54.1N/43-08.2E), RAS DUAN (11-48.7N/43-03.4E), ILE MUSHA (11-43.8N/43-12.7E), PLATEAU DU GD SIGNAL (11-43.7N/43-11.0E), ILE MASKALI (11-42.8N/43-08.8E), POINT OF LAND (11-37.4N/43-08.9E) AND POINT NOIRE (11-35.8N/43-04.7E). CAUTION SHOULD BE OBSERVED AT LOW TIDES AS THE CORAL REEFS CAN PRESENT A DISTORTED RADAR PRESENTATION. IN A NORTHEAST WIND, A SWELL FUNNELS THROUGH THE MUSHA ISLANDS CAUSING A STRONG SOUTHWEST SET. FLOATING AIDS, AS DEPICTED ON CHART 62093, APPEAR TO BE PLACED IN A HAPHAZARD MANNER. BUOY "0" (11-41.9N/43-08.4E) AND BUOY "2" (11-37.5N/43-07.4E) APPEARED TO BE OFF CHARTED POSITIONS BY AS MUCH AS 200 YDS. BUOY "1" (11-38.4N/43-07.4E) WAS MISSING, AND A SMALL YELLOW FLOAT MARKED ITS POSITION. DJIBOUTI IS A RELATIVELY EASY PORT TO ENTER AND DEPART.

C. PILOTAGE. (JAN 87) (USS LASALLE) PILOTING AND LINEHANDLING SERVICES CAN BE CONSIDERED MARGINAL. THE PILOT DID NOT DEMONSTRATE A GOOD UNDERSTANDING OF THE HARBOR AND WAS UNABLE TO EFFECTIVELY CONTROL THE ACTIONS OF THE TUG. DJIBOUTIAN PILOTS SHOULD BE USED IN AN ADVISORY CAPACITY ONLY, AS THEIR CONCEPT OF PILOTING A LARGE SHIP IS TO BE THE LINK BETWEEN SHIP AND TUG ONLY. COMMUNICATIONS BETWEEN THE PILOT AND THE TUG WAS BY HAND AND WHISTLE SIGNAL, AND IT WAS GENERALLY INADEQUATE, CAUSING THE PILOT TO LOSE CONTROL OF THE EVOLUTION. THE LINEHANDLERS DID NOT DIP THE EYE WHEN THE SHIP MOORED, CAUSING A SUBSTANTIAL DELAY IN CASTING OFF LINES WHEN GETTING UNDERWAY.

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- D. ENTRANCE. (FEB 87) CONSULT PUB 172.
- E. CHANNEL. (FEB 87) CONSULT PUB 172.
- F. ANCHORAGES. (FEB 87) CONSULT PUB 172.
- G. WRECKS AND OBSTRUCTIONS. (FEB 87) CONSULT PUB 172.
- H. TIDES AND CURRENTS. (FEB 87) CONSULT PUB 172.
- I. WEATHER AND WINDS. (FEB 87) CONSULT PUB 172.

2. BERTHING AND FACILITIES

- A, MOORINGS, WHARFAGE, ETC. (FEB 87) CONSULT PUB 172.

B. FUEL, LUBE, AND DIESEL OIL. (JAN 87) (USS LASALLE) 185,967 GALS OF GOOD QUALITY F-76 (FLASH POINT 178<sup>o</sup>F, BS&W LESS THAN .1%) WAS DELIVERED FROM A PIER CONNECTION. THE HOSE, WHICH WAS SUPPLIED BY THE FUEL OIL COMPANY, WAS NOT A NAVY LIGHTWEIGHT HOSE AND WAS DIFFICULT TO BEND INTO POSITION TO MATE WITH THE DECK RISER. FUEL WAS RECEIVED AT 60 PSI AT A PUMPING RATE OF 60,000 GALS PER HOUR. NEITHER BACK SUCTION NOR BLOWDOWN WERE AVAILABLE. UPON COMPLETION OF REFUELING, THE HOSE WAS GRAVITY DRAINED ONTO DRIP PANS ON THE PIER. THE PERSON, CONTROLLING THE PIER RISER, DID NOT SPEAK ENGLISH.

C. MECHANICAL HANDLING FACILITIES. (JAN 86) THERE ARE ONE GANTRY CRANE, ONE FLTG SHEARLEGS (55-TON CAPACITY), TWO LOCOMOTIVE JIB (15 & 25-TON CAPACITIES), ONE FLOATING JIB (70-TON CAPACITY), ONE FIX JIB, AND FOUR PORTAL JIBS IN THE PORT AREA.

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 86) THERE IS A MARINE RAILWAY WHICH IS 119 X 40 M (390 X 130 FT). SHIP REPAIR IS LIMITED TO MINOR HULL AND MACHINE REPAIRS.

E. WAREHOUSES AND STORAGE AREAS. (JAN 86) THERE ARE 18,580 SQ M (200,000 SQ FT) COVERED STORAGE, 32,374 SQ M (348,480 SQ FT) OPEN STORAGE, AND 2,265 CU M (80,000 SQ FT) REFRIGERATED STORAGE.

F. STEVEDORES. (FEB 81) THERE ARE ABOUT 400 STEVEDORES AT THE PORT, AND MORE COULD BE RECRUITED IF NECESSARY. STEVEDORES ARE AVAILABLE FOR DAY OR NIGHT OPERATIONS.

- G. PORT CAPACITY. (FEB 81) FOUR DD SIZE SHIPS CAN BE ACCOMMODATED.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (FEB 84) TWO 2-LANE BITUMINOUS SURFACED ROADS CLEAR THE PORT. ONE LEADS SOUTHEAST TO DJIBOUTI/AMBOULI AIRFIELD AND THE OTHER LEADS SOUTHWEST TO THE ETHIOPIAN BORDER.

DJIBOUTI, REPUBLIC OF DJIBOUTI

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (JAN 86) THERE ARE FOUR DIESEL-POWERED TUGS (600 HP, 1,000 HP, 1320 HP, AND 1500 HP), NUMEROUS LIGHTERS (65-250 TON CAPACITY), TWO WATER BARGES, AND FOUR POL BARGES.

B. DREDGES AND MISCELLANEOUS CRAFT. (FEB 87) NO INFORMATION IS AVAILABLE.

C. WATER. (JAN 87) (USS LASALLE) RECOMMEND ENTERING THE PORT WITH SUFFICIENT POTABLE WATER TREATMENT CHEMICALS. WHILE IN PORT, 126,000 GALS OF FRESH WATER WAS TAKEN ONBOARD FROM THE PIER AT THE RATE OF 100 GPM AT 30 PSI. CULTURES REVEALED THE PRESENCE OF ENTEROBACTER CLOACAE. AFTER TREATING TO 10 PPM FAC FOR THE DURATION OF THE PORT VISIT AND FOR 24 HOURS AFTER DEPARTURE, NO GROWTH WAS FOUND.

D. AIRFIELDS. (FEB 87) (FICPAC) THE DJIBOUTI/AMBOULI AIRFIELD IS LOCATED 5 KM (3 MI) SOUTH OF THE PORT. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 090/270 AND A DIMENSION OF 3,140 X 45.1 M (10,302 X 148 FT).

E. COMMUNICATIONS. (FEB 81) INITIAL RADIO CONTACT SHOULD BE MADE WITH DJIBOUTI MARINE ON 2716 KHZ, 156.8 AND 156.6 MHZ ONE HOUR PRIOR TO ENTERING THE PORT. STATION COTIERE DE DJIBOUTI TOWER CAN BE CONTACTED FOR HELO OPS ON 257.8 AND 118.1 MHZ. DUE TO THE LOCATION OF DJIBOUTI, IT IS EXTREMELY DIFFICULT TO SEND TRAFFIC ON SHIP-TO-SHORE FREQUENCIES. SATCOM IS HIGHLY DESIRABLE FOR THIS PORT.

TELEPHONE SERVICE IS AVAILABLE FROM BERTHS 4, 5, 6, 10, AND THROUGHOUT THE CITY. CONUS CALLS CAN BE MADE BETWEEN 1630-1700. GOOD INTERNATIONAL TELEGRAPH SERVICE IS AVAILABLE AT THE MAIN PORT OFFICE.

U.S. MAIL ARRIVES ON TIME, BUT BOTH INBOUND AND OUTBOUND FLIGHTS ARE EXTREMELY LIMITED. MAIL DELIVERY AND PICK-UP ARE ARRANGED VIA AMEMBASSY DJIBOUTI.

F. MEDICAL. (NOV 82) (AFMIC) THE HEALTH AND SANITARY CONDITIONS OF DJIBOUTI ARE STARTING TO SUFFER FROM THE LARGE INFLUX OF REFUGEES AND URBAN MIGRATION. DEPENDING ON THE AREA OF THE CITY, THE HEALTH AND SANITARY CONDITIONS CAN RANGE FROM POOR TO GOOD. DJIBOUTI LACKS A MODERN SEWERAGE SYSTEM AND MUST RELY ON CESSPOOLS AND SEPTIC TANKS. IN THE POOR DISTRICTS, INDISCRIMINATE WASTE DISPOSAL CAN BE OBSERVED. REFUSE IS COLLECTED IN LARGE OPEN BINS AND TAKEN BY TRUCK TO THE PUBLIC DUMP. TAP WATER IS BRACKISH AND SHOULD BE AVOIDED. LOCAL FOOD AND DRINK, WITH THE EXCEPTION OF THAT SERVED IN MAJOR RESTAURANTS AND HOTELS, SHOULD BE AVOIDED. WITHOUT PROPER ATTENTION TO GOOD SANITARY PRACTICES, DYSENTERIC DISEASES WILL PRESENT A MAJOR HEALTH PROBLEM. MALARIA IS ENDEMIC, AND APPROPRIATE PRECAUTIONS WILL BE NECESSARY. SPORADIC OUTBREAKS OF CHOLERA AND HEPATITIS HAVE BEEN REPORTED. VENEREAL DISEASES ARE RAMPANT AND POSE A SIGNIFICANT THREAT. DJIBOUTI IS ONE OF THE HOTTEST AREAS IN THE WORLD AND PRECAUTIONS WILL BE NECESSARY TO PREVENT HEAT INJURIES.

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ABOUT 90% OF THE LOCAL POPULATION CHEWS THE LEAVES OF THE CATA EDULIS PLANT, WHICH IS CLASSIFIED AS A STIMULATING NARCOTIC. THIS PLANT IS HABIT FORMING AND ITS USE CAN LEAD TO A MULTITUDE OF MEDICAL PROBLEMS.

THERE ARE TWO HOSPITALS IN DJIBOUTI, THE PELTIER HOSPITAL AND THE FRENCH MILITARY HOSPITAL. THE PELTIER HOSPITAL IS A 700-BED GENERAL CARE FACILITY WHICH OFFERS MEDICAL, SURGICAL, OB-GYN, ENT, DENTAL, PSYCHIATRIC, BLOOD BANK, X-RAY, AND LABORATORY SERVICES. THE QUALITY OF CARE IS GOOD. PRIVATE ROOMS WITH AIR CONDITIONING ARE AVAILABLE. AMBULANCE SERVICE IS AVAILABLE. THE FRENCH MILITARY HOSPITAL IS BETTER STAFFED AND EQUIPPED AND RECOMMENDED FOR USE OVER THE PELTIER HOSPITAL. IT IS A 120-BED GENERAL CARE FACILITY WITH MEDICAL, SURGICAL, OB-GYN, DENTAL, BLOOD BANK, X-RAY, AND LABORATORY CAPABILITIES. THIS FACILITY MAINTAINS A STAFF OF 10 FRENCH ARMY PHYSICIANS WHO ARE WELL TRAINED AND PROVIDE A GOOD QUALITY OF CARE. AMBULANCE SERVICE IS AVAILABLE. MOST PRIVATE PHYSICIANS RECEIVE THEIR TRAINING IN FRANCE AND ARE COMPETENT. MEDICAL SUPPLIES ON THE OPEN MARKET ARE MOSTLY OF FRENCH ORIGIN. THE FRENCH MILITARY MAINTAINS A MEDICAL SUPPLY WAREHOUSE IN THE CITY AND MAY BE A SOURCE OF RESUPPLY.

MEDEVAC'S ARE TO BE COORDINATED VIA AMEMBASSY. ALTHOUGH THE U.S. ARMY HOSPITAL IN FRANKFURT, GERMANY, GENERALLY IS UTILIZED FOR EMERGENCY MEDEVAC; NRMIC NAPLES, ITALY, ALSO IS AVAILABLE FOR LESS COMPLEX CASES.

A PRATIQUE IS REQUIRED.

(JAN 87) (USS LASALLE) THERE WERE 20 CASES OF MILD GASTROINTESTINAL DISEASE, BUT NONE REQUIRED WARD ADMISSION. SEVEN CASES OF GONORREHA HAVE BEEN CONFIRMED. PROPHYLACTICS ARE RECOMMENDED.

G. GASOLINE. (FEB 81) GASOLINE IS READILY AVAILABLE FROM NUMEROUS COMMERCIAL STATIONS.

H. PROVISIONS. (JAN 87) (USS LASALLE) FRESH FRUIT DELIVERED TO THE SHIP WAS BELOW STANDARD AND FROZEN. THE SHIP'S MEDICAL OFFICER FOUND IT TO BE UNACCEPTABLE. LOGREQ SHOULD SPECIFY THAT FFV SHOULD MEET U.S. STANDARDS.

G. GARBAGE DISPOSAL. (JAN 87) (USS LASALLE) ONE TRASH AND GARBAGE DUMPSTER WAS PROVIDED ON THE PIER BUT WAS ONLY EMPTIED ONCE A DAY. A SECOND DUMPSTER WAS REQUESTED, BUT IT WAS NOT PROVIDED. LOGREQ SHOULD SPECIFY THAT TRASH AND GARBAGE REMOVAL SHOULD BE MORE THAN ONCE A DAY.

4. PERSONALIA

A. CALLS. (JAN 87) (AMEMBASSY DJIBOUTI) CALLS MAY BE MADE ON:

PRIME MINISTER  
MINISTER OF COMMERCE, TRANSPORT,  
AND TOURISM

MINISTER OF DEFENCE  
MINISTER OF INTERIOR

MINISTER OF FOREIGN AFFAIRS  
COMMANDER OF FRENCH FORCES IN DJIBOUTI

DJIBOUTI, REPUBLIC OF DJIBOUTI

B. HONORS. (FEB 81) DJIBOUTI IS A SALUTING PORT, FROM 0800 UNTIL SUNSET. IF PRIOR ARRANGEMENTS HAVE BEEN MADE, PASSING HONORS MAY BE RENDERED BY MOORED FRENCH WARSHIPS.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (FEB 87) (FICPAC) DJIBOUTI IS THE CAPITAL AND CHIEF PORT OF THE REPUBLIC OF DJIBOUTI AND OCCUPIES A STRATEGIC POSITION ON THE GULF OF ADEN. THE MAJOR INDUSTRIES ARE TRANSIT TRADE AND PORT AND RAILWAY SERVICES. THERE IS SOME LIVESTOCK RAISING FOR EXPORT. THE PRINCIPAL EXPORTS ARE HIDES AND SKINS, CATTLE, AND TRANSIT OF COFFEE. IMPORTS ARE FOOD, MACHINERY, AND TRANSPORT EQUIPMENT. THE AREA IS ABOUT 9,000 SQ MI, AND THE POPULATION IS ESTIMATED TO BE 289,000 (1984).

AT THE OUTBREAK OF WW II, THE COLONY FOUND ITSELF IN AN EXTREMELY TENUOUS POSITION, WHICH BECAME WORSE AFTER THE FRENCH COLLAPSE IN THE SPRING OF 1940. FROM THE SUMMER OF 1941 TO EARLY 1942, THE BRITISH BLOCKADED DJIBOUTI IN AN EFFORT TO INDUCE THE COLONY TO RENOUNCE THE VICHY GOVERNMENT AND JOIN THE ALLIED CAUSE. DJIBOUTI COMPLIED IN DECEMBER 1942. IN A REFERENDUM OF 19 MARCH 1967, THE TERRITORY ELECTED TO REMAIN FRENCH AND CHANGE ITS NAME TO THE FRENCH TERRITORY OF THE AFARS AND THE ISSAS (THE TWO PRINCIPAL NATIVE TRIBES). THE REPUBLIC OF DJIBOUTI GAINED INDEPENDENCE ON 27 JUNE 1977.

B. LIBERTY. (JAN 87) (USS LASALLE) LIBERTY PARTIES AVERAGED 330 SAILORS PER DAY. LIBERTY EXPIRED AT 0100 DAILY FOR E-3 AND BELOW, 0200 FOR E-4 AND E-5, AND 0700 FOR E-6 AND ABOVE. THE CREW WAS WELL RECEIVED IN DJIBOUTI. LASALLE SAILORS AND FRENCH SAILORS INTERACTED FREELY THROUGHOUT THE VISIT. EACH PROVIDED THE OTHER WITH INFORMAL TOURS OF THEIR RESPECTIVE SHIPS AND OFTEN EXCHANGED MEMENTOS SUCH AS EMBLEMATIC ITEMS, SHIP'S BALL CAPS AND UNIFORM ITEMS.

C. CLUBS AND BARS. (JAN 87) (USS LASALLE) ALTHOUGH DJIBOUTI IS A MOSLEM COUNTRY, MOST HOTELS SERVE LIQUOR AND THERE ARE NUMEROUS BARS IN THE CITY.

D. RESTAURANTS. (JAN 87) MAJOR HOTELS HAVE DINING FACILITIES.

E. HOTELS. (JAN 87) (USS LASALLE) THE WARDROOM MAINTAINED AN ADMIN ROOM AT THE SHERATON HOTEL. CLEANLINESS AND SERVICE WAS CONSIDERED EXCELLENT.

F. ATHLETICS. (JAN 87) (USS LASALLE) LASALLE VOLLEYBALL TEAM MATCHED FRENCH NAVY, AND THE SCORE WAS LASALLE 3 - FRENCH 1. THE SCORE IN SOCCER GAME WAS FRENCH 4 - LASALLE 1. LASALLE MATCHED DJIBOUTIAN NATIONAL TEAM IN BASKETBALL, AND THE SCORE WAS LASALLE 114 - DJIBOUTI 59.

G. BEACHES. (MAR 85) (USS JOHN HANCOCK) KORUMBADO BEACH WAS A FINE SITE FOR SHIP'S PICNICS. THERE IS A SHELTERED AREA THAT MAY BE USED FOR

DJIBOUTI, REPUBLIC OF DJIBOUTI

A SMALL FEE PAYABLE AT THE BEACH. ALTHOUGH THE FRENCH NAVY COULD NOT PROVIDE BOATS FOR SNORKELING/DIVING TRIPS TO THE NEARBY ISLAND, AMEMBASSY MADE THEIR 23-FT BOAT, 9-PASSENGER CAPACITY, AVAILABLE.

H. CHURCHES. (FEB 81) THE FOLLOWING CHURCHES CAN BE FOUND IN DJIBOUTI: ST. JOAN OF ARC CATHEDRAL, CHAPEL OF NOTRE DAME OF LOURDES, PROTESTANT CHURCH, EASTERN ORTHODOX CHURCH, HAMUDI MOSQUE, AND BISHOP'S CATHOLIC CATHEDRAL.

I. TRANSPORTATION. (JAN 87) (USS LASALLE) DRIVERS FOR CAPTAIN'S AND CMEF CHIEF OF STAFF'S VEHICLES WERE UNRELIABLE AND WERE NOT AVAILABLE AT ALL TIMES. THERE WERE ISOLATED CASES OF TAXI DRIVERS CHARGING INFLATED PRICES. A FIRM PRICE SHOULD BE AGREED UPON BEFORE ACCEPTING TAXI SERVICES.

J. TOURS. (JAN 87) (USS LASALLE) THE ALL-DAY ISLAND EXCURSION WAS VERY WELL RECEIVED AND IS HIGHLY RECOMMENDED. THE POC FOR THIS TOUR WAS MR. KAMIL, TEL: 352947. AN AIRPLANE TOUR OF DJIBOUTI AND THE SURROUNDING COUNTRYSIDE WAS ARRANGED THROUGH THE SHIPS AGENT AT A COST OF APPROXIMATELY US\$28.00/PERSON FOR A ONE HOUR TOUR. THE PLANE FLEW OVER THE FILMING LOCATION FOR THE MOVIE "RETURN TO PLANET OF THE APES" AND AN INLAND LAKE THAT IS 300 FT BELOW SEA LEVEL.

K. SHOPPING. (JAN 87) (USS LASALLE) SHOPPING IN DJIBOUTI IS LIMITED TO TOKEN SOUVENIRS SUCH AS OSTRICH EGGS AND A SMALL SELECTION OF AFRICAN WOOD CARVINGS. BARGAINING WAS EXPECTED, AND PRICES SOMETIMES VARIED SIGNIFICANTLY FROM SHOP TO SHOP. THE "OFFICE DE TOURISM", LOCATED IN DOWNTOWN DJIBOUTI, HAS A WIDE SELECTION OF LOCAL HANDICRAFTS.

L. THEATER AND CINEMA. (MAR 83) (USS DONALD BEARY) (FEB 87) NO CURRENT INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (JAN 87) (USS LASALLE) SECURITY, PROVIDED AT THE PORT FACILITY, WAS SATISFACTORY. THE MAIN GATE TO THE PORT WAS CONTROLLED BY PORT AUTHORITY AND CUSTOM'S PERSONNEL, ONLY TWO OF WHICH WERE ARMED. LASALLE POSTED ONE PETTY OFFICER (E-5/6) AT THIS GATE DURING LIBERTY HOURS TO ASSIST IN IDENTIFYING SAILORS RETURNING FROM LIBERTY. NO HARBOR PATROL CRAFT WERE NOTED. SECURITY SWIMMERS WERE NOT REQUESTED.

.50 CAL MOUNTS ON THE PORT AND STARBOARD QUARTERS AND THE FORECASTLE M-14 WATCH WERE MANNED. EACH STATION HAD SOUND-POWERED PHONE COMMUNICATIONS TO THE QUARTERDECK.

N. MISCELLANEOUS INFORMATION. (JAN 87) (USS LASALLE) SHIP'S STORE AND POST OFFICE WERE OPENED TO EMBASSY PERSONNEL DAILY. FRENCH LANGUAGE SPEAKING CREWMEMBERS SHOULD BE IDENTIFIED AND USED WHEN DEALING WITH VENDORS/FUEL COMPANY PERSONNEL.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, (FEB 87).



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AL AQABAH, JORDAN

## 1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (DEC 87) (FICPAC) THE PORT OF AL AQABAH (29-31N/35-00E) IS AN OPEN ROADSTEAD LOCATED ON THE NORTHEAST SIDE OF THE HEAD OF THE GULF OF AQABA. A 183 M (600 FT) CURVE EXTENDS 365-1,825 M (1,200-6,000 FT) FROM THE SHORE LINE, FORMING A NARROW ANCHORAGE SHELF. THE RECENT HIGH DENSITY OF ANCHORED SHIPS IN THE HARBOR INDICATES INCREASED COMMERCIAL USE OF THE PORT WITH CORRESPONDING DEMANDS FOR LIMITED SPACE.

B. APPROACHES, LIGHTS, ETC. (NOV 87) (USS HAWES) THE SHIP USED DMAHTC PUB 172 (3RD ED 1986) AND CHARTS 62220 (5TH ED 24 NOV 84)/62222 (2ND ED 25 MAY 85).

EXCELLENT VISUAL AND RADAR NAVIGATION WAS AVAILABLE IN THE PORT OF AQABA. FOLLOWING VISUAL AIDS WERE USED:

ELIAT AERO BEACON 29-33-27N/034-57-16E

RADIO MAST 29-32-21N/034-59-17E

MINARET (GREEN TOP) 29-30-31N/034-59-49E

VISUAL AIDS EXTINGUISHED:

LIGHTHOUSE FL 10S 64M 21NM 29-29-57N/034-54-44E

RECOMMEND NAVIGATING STRAIT OF TIRAN (ENTERPRISE PASSAGE) ONLY DURING DAYLIGHT. NAVIGATION AIDS BLEND IN WITH SHORE LINE ON NORTHBOUND TRANSIT. SONAR WAS USED TO ASSIST IN PILOTING. WRECKS ARE ACCURATELY PLOTTED ON CHARTS AND WERE ALSO USED IN PILOTING.

C. PILOTAGE. (NOV 87) (USS HAWES) PILOTS WERE ASSESSED AS EXCELLENT. ALTHOUGH FFG-7 PARTICULARS WERE NOT KNOWN PRIOR TO ARRIVAL, SHIP HANDLING CHARACTERISTICS WERE EASILY EXPLAINED AND UNDERSTOOD.

D. ENTRANCE. (NOV 84) (USS LASALLE) THE SHIP TRANSITED STRAITS OF TIRAN VIA ENTERPRISE PASSAGE DURING DAYLIGHT HOURS. VISUAL FIXES ON APPROACH WERE FAIR WHILE RADAR WAS VERY GOOD. FIXES WERE EXCELLENT WHILE IN THE PASSAGE WITH BUOYS AND WRECKS EASILY SIGHTED AND IDENTIFIED. THE WRECK AT 28-01N/034-29E DID NOT CUT WELL. VISUAL FIXES DETERIORATED RAPIDLY AFTER LEAVING THE PASSAGE. THE GULF OF AQABA TRANSIT PRESENTED LITTLE DIFFICULTY.

E. CHANNEL. (DEC 87) NO INFORMATION IS AVAILABLE.

F. ANCHORAGE. (NOV 87) (USS HAWES) THE SHIP ANCHORED IN 78.6 M (258 FT) OF WATER (ANCHORAGE NO. 4) WITH 246.9 M (810 FT) OF CHAIN. HOLDING GROUND WAS GOOD WITH SAND/CORAL BOTTOM. ANCHORAGE AREAS WERE RELATIVELY SMALL DUE TO SHARP DROP OFF OF BOTTOM.

G. WRECKS AND OBSTRUCTIONS. (NOV 84) THREE PROMINENT WRECKS (GORDON REEF, NABQ, SHORA AL MANQATA) ARE NOTED IN CHARTED POSITIONS.

H. TIDES AND CURRENTS. (NOV 84) VARIATIONS FROM THE TIDE DATUM ARE:

MHWS 1.1 M (3.6 FT)

MHWN 1.3 M (4.3 FT)

MLWS NO SIGNIFICANT DATA AVAILABLE

MLWN " " " "

TIDES ARE MIXED WITH A PRONOUNCED DIURNAL VARIATION. TIDAL CURRENTS ARE GENERALLY WEAK AND ATTAIN A SPEED OF ONLY 1 KNOT. HOWEVER, THREE OR FOUR

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TIMES PER YEAR DURING THE WINTER SEASON, SOUTHERN WINDS MAY CAUSE HIGH WAVES WHICH COULD POSE A THREAT TO MARINERS AT ANCHOR IN THE NORTHERN PORTION OF THE GULF OF AQABAH.

I. WEATHER AND WINDS. (DEC 87) CONSULT PUB 172.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (DEC 87) CONSULT PUB 172.

B. FUEL, LUBE, AND DIESEL OIL. (NOV 87) (USS HAWES) REFUEL ONLY AS ABSOLUTELY NECESSARY. ALTHOUGH FUEL IS OF EXCELLENT QUALITY, ONLY EXACT AMOUNT REQUESTED WAS AVAILABLE BY GRAVITY FED FROM TANKS ON SHORE. DFM MUST BE MANUFACTURED TO USN SPECIFICATIONS. JP-5 IS AVAILABLE, BUT ADDITIONAL BERTH SHIFT IS REQUIRED TO TAKE ON JP-5.

C. MECHANICAL HANDLING FACILITIES. (DEC 87) (FICPAC) ABOUT 80 MOBILE CRANES (UP TO 120-TON CAPACITY), OVER 100 FORKLIFTS (2-35 TON CAPACITIES), STRADDLE CARRIERS, TRACTORS, AND TRAILERS ARE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (DEC 87) (FICPAC) THERE IS A WORKSHOP FOR THE BUILDING OF FISHING BOATS AND LANDING CRAFT AND IT IS ALSO EQUIPPED FOR MINOR REPAIRS, REPLACING PLATES, AND WELDING. THERE IS A SLIPWAY [145 M (476FT) LONG] FOR REPAIR AND MAINTENANCE OF THE PORT FLEET OF LIGHTERS AND OTHER HARBOR CRAFT.

E. WAREHOUSES AND STORAGE. (DEC 87) (FICPAC) TOTAL STORAGE AREAS IN THE MAIN PORT ARE 45,200 SQ M (486,545 SQ FT) TRANSIT SHEDS, 22,600 SQ M (243,272 SQ FT) OF SEMI-COVERED SHEDS, 291,400 SQ M (3,136,706 SQ FT) OF OPEN STORAGE AREA. IT ALSO HAS 24 POWER POINTS TO CATER FOR REFRIGERATED CONTAINERS.

F. STEVEDORES. (SEP 80) THERE ARE 12 TO 14 HIGHLY EFFICIENT 20-MAN GANGS AVAILABLE FOR AROUND THE CLOCK WORK.

G. PORT CAPACITY. (DEC 87) NO INFORMATION IS AVAILABLE.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (NOV 82) AL AQABAH IS CONNECTED BY TWO WELL-SURFACED HIGHWAYS. ONE LEADS NORTH 178 KM (110.6 MI) TO AS SAFI. THIS HIGHWAY CONNECTS WITH THE NATIONAL HIGHWAY NETWORK TO AMMAN WHICH THEN GOES ONWARD TO BOTH IRAQ AND SAUDI ARABIA THROUGH THE INTERIOR OF JORDAN. THE SECOND HIGHWAY LEADS TO HAQL, SAUDI ARABIA, AND CONNECTS TO OTHER ROADWAYS WITHIN THAT COUNTRY.

3. SERVICE, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (SEP 80) NUMEROUS CARGO LIGHTERS ARE AVAILABLE. LIGHTERS ARE STEEL/WOOD BARGES POWERED BY HARBOR YTMS'S AND YTL'S. SOME LIGHTERS OBSERVED HAVE BEEN FLUSH-DECK BARGES BUT NOT EQUIPPED WITH BOOMS. THEY ARE OF FAIR QUALITY.

B. WATER. (DEC 84) (USS LASALLE) FRESH WATER WAS AVAILABLE IN LIMITED QUANTITIES ALONGSIDE THE PIER.

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C. AIRFIELDS. (DEC 87) (FICPAC) AQABAH INTERNATIONAL IS LOCATED 3 KM (1.9 MI) NORTHWEST OF THE COAST GUARD PIER. THE ASPHALT RUNWAY HAS AN ORIENTATION OF 020-200 AND A DIMENSION OF 3,000 X 45 M (9,843 X 148 ST). TO USE THE FIELD, CONTACT USDAO AMMAN, JORDAN.

D. COMMUNICATIONS. (NOV 87) (USS HAWES) THE SHIP REQUESTED AND RECEIVED CLEARANCE ON 2.4 MHZ (BOAT CONTROL) AND ON 243.0 MHZ (MAD-COORD WITH RJAF) DURING IN PORT.

E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN AQABA ARE FAIR. THERE ARE SEVERE WATER SHORTAGES AND CONCOMITANT SANITARY PROBLEMS. LOCAL FOOD AND WATER ARE CONTAMINATED.

PREVALENT DISEASES INCLUDE MENINGITIS, TRACHOMA, HELMINTHIASIS, RABIES, AND SEXUALLY TRANSMITTED DISEASES. BECAUSE OF MARGINAL SANITARY PRACTICES, ENTERIC DISEASES SUCH AS HEPATITIS, DYSENTERIES, AND TYPHOID AND PARATYPHOID FEVERS, ARE AN EVER-PRESENT THREAT.

MEDICAL CARE IS AVAILABLE AT AQABAH REGIONAL FIELD HOSPITAL (70 BEDS) (MILITARY), AND AQABAH HOSPITAL (20 BEDS) (CIVILIAN). ALTHOUGH BOTH FACILITIES ARE CONSIDERED INADEQUATE BY WESTERN STANDARDS, THE MILITARY HOSPITAL IS SUITABLE FOR EMERGENCY TREATMENT. THIS FACILITY CAN PROVIDE LIMITED MEDICAL, SURGICAL, X-RAY, LABORATORY, AND DENTAL SERVICES. A HYPERBARIC CHAMBER AND AMBULANCE SERVICE ARE ALSO AVAILABLE. MOST JORDANIAN PHYSICIANS ARE WELL-TRAINED AND SPEAK SOME ENGLISH. MEDICAL SUPPLIES ARE USUALLY OF WESTERN ORIGIN. THE U.S. ARMY HOSPITAL IN FRANKFURT, GERMANY, IS UTILIZED FOR EMERGENCY MEDEVAC SITUATIONS, AND THE NAVAL HOSPITAL, NAPLES, ITALY, IS AVAILABLE FOR LESS COMPLEX CASES. MEDEVAC'S SHOULD BE COORDINATED VIA THE AMERICAN EMBASSY IN AMMAN.

A PRATIQUE IS REQUIRED.

F. GASOLINE. (SEP 80) THERE ARE SEVERAL COMMERCIAL GAS STATIONS IN AQABAH (ESSO AND MOBIL).

G. PROVISIONS. (NOV 87) (USS HAWES) FFV WERE AVAILABLE AND HAWES PURCHASED US\$1,434.50 WORTH OF FRESH PROVISIONS.

H. GARBAGE DISPOSAL. (NOV 87) (USS HAWES) DISPOSAL SERVICE WAS AVAILABLE AND THE SHIP PAID US\$401.54.

#### 4. PERSONALIA

A. CALLS. (NOV 84) (USS LASALLE) CALLS MAY BE MADE ON:

COMMANDER, SOUTHERN MILITARY AREA  
PRESIDENT OF AQABA REGIONAL AUTHORITY  
GOVERNOR OF AQABA  
COMMANDER, ROYAL JORDANIAN COAST GUARD  
DIRECTOR OF PORT AUTHORITY

B. HONORS. (SEP 80) AL AQABAH IS NOT A SALUTING PORT.

#### 5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (DEC 87) (FICPAC) AL AQABAH PORT COMPLEX IS

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LOCATED AT VARIOUS POINTS ALONG THE 25 KM (15.5 MI) OF JORDANIAN COASTLINE ON THE NORTHEASTERN PART OF THE GULF OF AQABAH. THE PORT COMPLEX, ONLY ABOUT 4 KM (2.5 MI) SOUTHEAST OF ELIAT, ISRAEL, IS OVER 240 KM (149 MI) SOUTHWEST OF AMMAN, JORDAN'S CAPITAL CITY. AL AQABAH, JORDAN'S ONLY MARITIME PORT, ALSO HAS BEEN USEFUL AS A TRANSIT FACILITY FOR IMPORTED COMMODITIES BOUND FOR SYRIA, IRAQ, SAUDI ARABIA, AND KUWAIT. SHIPPING FIND IT CHEAPER AND QUICKER TO DISCHARGE SUEZ CANAL TRANSIT CARGO AT AL AQABAH AND THEN TRANSPORT IT OVERLAND TO COUNTRIES OF THE PERSIAN GULF. AL AQABAH HAS BEEN ESSENTIAL TO IRAQ SINCE THE CLOSURE OF ALL IRAQI SEAPORTS ON THE NORTHERN PERSIAN GULF.

THE PORT COMPLEX IS ADMINISTERED BY THE AQABAH PORTS CORPORATION, A DEPARTMENT OF THE JORDANIAN MINISTRY OF TRANSPORTATION. PRINCIPAL IMPORTS INCLUDE MACHINERY, FOODSTUFFS, TRANSPORT MANUFACTURED ITEMS, AND MILITARY-RELATED CARGO FOR JORDAN AND CLIENT AREA STATES. ABOUT 20% OF JORDAN'S IMPORTS ORIGINATE IN OTHER ARAB COUNTRIES AND 19% FROM THE EUROPEAN ECONOMIC COMMUNITY (EEC). OTHER IMPORTANT IMPORT SOURCES INCLUDE THE UNITED KINGDOM, THE UNITED STATES, AND COMMUNIST BLOCK COUNTRIES. EXPORTS INCLUDE PHOSPHATE, POTASH, FERTILIZER, AND AGRICULTURAL PRODUCTS; OVER 75% OF THESE EXPORTS GO TO OTHER ARAB COUNTRIES AND ABOUT 13% IS SENT TO VARIOUS COMMUNIST BLOC NATIONS.

SINCE THE IRAN-IRAQ WAR BEGAN IN SEP 1980, AL AQABAH HAS BECOME EVEN MORE IMPORTANT. THE ESTIMATED MILITARY PORT CAPACITY OF THE PORT IS SUBSTANTIAL AND IS EXPECTED TO BECOME ONE OF THE PRINCIPAL TRANSSHIPMENT PORTS OF THE ARAB WORLD.

B. LIBERTY. (NOV 87) (USS HAWES) RJCG REQUESTED TWO SHORE PATROL PERSONNEL IN ADDITION TO BEACH GUARD AND LIAISON OFFICER. SHORE PATROL WAS ACCOMPANIED ON INFREQUENT ROUNDS BY RJCG. FLEET LANDING WAS LOCATED AT RJCG BASE IN CLOSE PROXIMITY TO DOWNTOWN AND PROVIDED A 24-HR CONTROLLED ACCESS TO THE LIBERTY PARTY ASSEMBLY AREA. RJCG GATE GUARDS WERE ARMED. RJCG OFFICERS WERE PRESENT AT THE BEACH GUARD FOR LIAISON AND PROBLEM RESOLUTION. PHONE ACCESS, WATER, AND HEAD FACILITIES WERE PROVIDED TO BEACH GUARD PERSONNEL.

C. CLUBS AND BARS. (DEC 87) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (NOV 82) THE AQABAH HOLIDAY INN HAS AMERICAN AND JORDANIAN FOOD. LIQUOR IS AVAILABLE.

E. HOTELS. (SEP 80) THE FOLLOWING HOTELS ARE RECOMMENDED.

<u>NAME</u>	<u>LOCATION</u>	<u>DINING AVAIL</u>
AQABAH HOLIDAY INN	AQABAH WATERFRONT	YES
AQABAH (MARINA)	" "	YES
AL-KHAZAR	AQABAH	NO
MARIMAR	"	YES

F. ATHLETICS. (SEP 80) THERE ARE NO TURFED ATHLETIC FIELDS IN AQABAH. THERE ARE NUMEROUS SAND/DIRT AREAS SUITABLE FOR SOFTBALL, SOCCER, ETC. SEVERAL HOTELS OFFER FRESH-WATER POOLS.

G. BEACHES. (SEP 80) THE AQABAH HOLIDAY INN BEACH IS 1 KM (0.6 MI) WEST OF VICTORIA PIER. BATH HOUSES, SNORKELING, SAIL SURFING, AND SNACKS

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ARE AVAILABLE ON THE BEACH. CAUTION SHOULD BE EXERCISED WHEN USING THE BEACH, AS IT IS LESS THAN 2 KM (1.2 MI) FROM THE ISRAELI BORDER.

AQABAH MARINA, 9 KM (5.5 MI) WEST OF VICTORIA PIER, HAS THE SAME TYPES OF FACILITIES AVAILABLE AS THE BEACH OF HOLIDAY INN. THIS IS ALSO VERY CLOSE TO THE ISRAELI BORDER.

H. CHURCHES. (SEP 80) THE AQABAH ANGLICAN CHURCH HAS SATURDAY SERVICES AT 2000 AND SUNDAY SERVICES AT 0800 AND 1000.

I. TRANSPORTATION. (SEP 80) ALTHOUGH NO PUBLIC BUS SERVICE HAS BEEN NOTED, TAXIS ARE AVAILABLE 0700 TO MIDNIGHT. SERVICE IS AVAILABLE ANY PLACE IN AQABAH. DRIVER'S LICENSES ARE CONSPICUOUSLY DISPLAYED IN CABS.

J. TOURS. (APR 84) (USS JOHN L HALL) JORDANIAN OFFICIALS ARRANGED AND UNDERWROTE A TOUR TO THE CITY OF PETRA, JORDAN, WHICH WAS WITHOUT QUESTION THE HIGHLIGHT OF THE CREW'S VISIT. FOR A MINIMAL FEE OF 2 JORDANIAN DINARS TO COVER A HORSEBACK RIDE AND LUXURY BUSES ACCOMPANIED BY A JORDANIAN ARMY OFFICER AS ESCORT/INTERPRETER (THE JORDANIAN ARMY GENEROUSLY PROVIDED). FROM AQABAH, THE TRIP TAKES APPROXIMATELY ONE AND A HALF HOURS, BUT WITHOUT HESITATION, THE SHIP STRONGLY RECOMMENDS ARRANGING FOR PETRA TOURS FOR ANY SHIP VISITING AQABAH.

K. SHOPPING. (APR 84) (USS JOHN L HALL) POPULAR SOUVENIRS WERE BURNOOSES (ARAB HEAD GEAR), DECORATIVE SAND BOTTLES, AND GOLD.

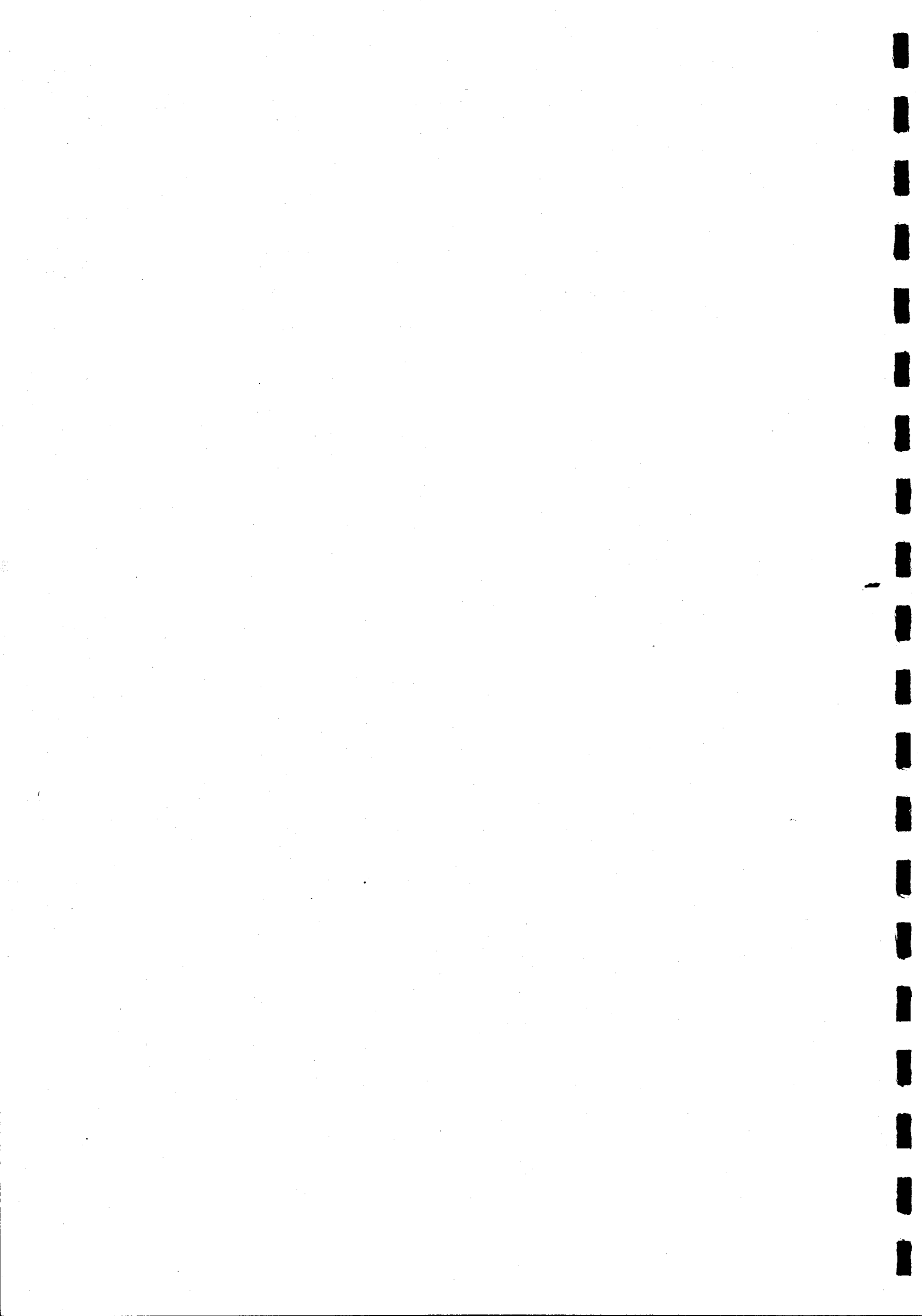
L. THEATER AND CINEMA. (DEC 87) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (NOV 87) (USS HAWES) THE SHIP MAINTAINED TWO ARMED TOPSIDE ROVERS. ONE ON 0-2 LEVEL AND THE OTHER ON FLIGHT DECK. ANCHOR WATCH WAS ABLE TO ALERT QUARTERDECK FROM FORECASTLE IF NECESSARY. ESTIMATE THREAT LEVEL WAS VERY LOW.

ROYAL JORDANIAN COAST GUARD (RJCG) PROVIDED PORT SECURITY DURING NORMAL OPERATIONS AND CONTINUOUS SURVEILLANCE OF ANCHORAGE/TERRITORIAL WATERS BY THE PATROL VESSELS.

N. MISCELLANEOUS INFORMATION. (NOV 87) (USS HAWES) VISIT WAS ENJOYED BY CREWMEMBERS WITH TOUR OF PETRA BEING DECIDEDLY THE HIGHLIGHT. FUTURE VISITS BY FFG'S ARE HIGHLY RECOMMENDED. IT IS FURTHER RECOMMENDED THAT THE DAY OF ARRIVAL BE ESTABLISHED AS THE DAY TO CONDUCT REFUELING AND ASSOCIATED BERTH SHIFTS. SINCE DAYLIGHT TRANSIT OF TIRAN STRAITS IS PERMITTED, THE DAY OF DEPARTURE SHOULD HAVE NO ACTIVITIES EXCEPT GETTING UNDERWAY.

COMPILED BY: MRS. KAY DeVAUL, 23PD, FICPAC, DEC 87.



MOMBASA, KENYA

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (JUN 87) THE PORT OF MOMBASA (04-04S/39-41E) IS COMPOSED OF FOUR INDIVIDUAL HARBORS CONTAINED WITHIN TWO ARMS OF AN INLET OF THE INDIAN OCEAN. THE 2.4 KM (1.5 NM) WIDE ENTRANCE OF THE INLET LIES BETWEEN THE SHORELINES AT RAS MWA INSINGO AND MACKENZIE POINT. THE ARMS ARE FORMED BY CHANNELS ON EITHER SIDE OF MOMBASA ISLAND. THE EASTERN ARM, INCLUDING THE OLDER MOMBASA HARBOR AND PORT TUDOR, IS NARROW AND CONGESTED AND IS PRIMARILY USED BY DHOWS (ARABIAN SAILING VESSELS) AND SMALL COASTERS. THE WESTERN ARM INCLUDES KILINDINI HARBOR AND PORT REITZ AND CAN BE USED BY LARGE SHIPS.

B. APPROACHES, LIGHTS, ETC. (MAY 87) (COMCRUDESGRU 5) DMAHTC 171 (3RD ED 1986) AND CHART 61211 (6TH ED 8 FEB 84, CORR JUL FEB 86) WERE UTILIZED.

(MAY 87) (USS VANDEGRIFT) THE SHIP MADE A NW APPROACH AND SATNAV WAS ACCURATE FOR THE ENTIRE TRANSIT TO APPROACHES. THE APPROACH WAS MADE IN COLUMN FORMATION BEHIND USS BARBEY AND USS CALLAGHAN WITH THE INTENTION TO INTERCEPT PORT ENTRY RANGE LINE (310T BEARING) AT 2 NM FROM RAS SERANI. THE FORWARD RANGE WAS THE SHORT, BLACK & WHITE HORIZONTALLY STRIPED TOWER NEAR THE EDGE OF THE CLIFF WITH A WHITE EXTENSION DROPPING OVER THE CLIFF. THE AFT RANGE WAS MEDIUM SIZE, WHITE TOWER (NOT TO BE CONFUSED WITH A GREY CEMENT SIGNAL TOWER OR A BLACK & WHITE STRIPED TOWER, BOTH OF WHICH WERE TALLER THAN RANGE MARKERS AND WERE IN THE SAME VICINITY). THE WINDS WERE 210T AT 15 KTS, SET AND DRIFT WERE 018T AT 4 KTS. THE WIND AND CURRENT HAD A PRONOUNCED EFFECT ON SHIP-HANDLING UNTIL THE SHIP WAS BETWEEN THE FIRST AND SECOND FAIRWAY BUOYS. NAVAIDS WERE DISCERNIBLE AT 10 NM.

C. PILOTAGE. (MAY 87) (USS VANDEGRIFT) PILOTAGE IS COMPULSORY. THE PILOT BOAT APPROACHED THE SHIP APPROXIMATELY 2 NM EAST OF BUOYS 1 AND 2. THE PILOT SPECIFICALLY REQUESTED THE MIDSHIP'S LADDER, STBD SIDE AT 8 KTS. THE HARBOR PILOT SPOKE EXCELLENT ENGLISH AND WAS PROFICIENT IN SHIP CONTROL. THE PILOT WAS VERY HELPFUL IN POINTING OUT RANGES, WHICH WERE SIMPLE STONE TOWERS OR MARKERS. KILINDINI HARBOR RANGE (BRNG LINE 343T) WAS ESPECIALLY DIFFICULT TO DISCERN. THE FORWARD RANGE IS A SMALL, WHITE, BOX-LIKE STRUCTURE ON TOP OF A BUILDING AT RAS MCHANGAMWE. (DO NOT CONFUSE WHITE PYLON IN WATER FORWARD OF RANGE AS PART OF THE RANGE.) THE AFT RANGE WAS A WHITE TOWER ON A HILL BEHIND A BUILDING.

VANDEGRIFT DEPARTED PORT WITHOUT PILOT OR TUGS, AS NEITHER HAD ARRIVED BY THE SCHEDULED DEPARTURE TIME. DESPITE LACK OF TUG OR PILOT, VANDEGRIFT NAVIGATED THE HARBOR WITHOUT DIFFICULTY. HIGH SEAS CAUSED NOTICEABLE SURF NEAR REEFS, BUT THE EFFECT ON SHIP HANDLING WAS MINIMAL.

(MAY 87) (USS MARS) THE PILOT WAS EXTREMELY CAPABLE AND SPOKE GOOD ENGLISH. THE PILOT RETAINED POSITIVE CONTROL OF THE TWO TUGS USED DURING THE ENTIRE EVOLUTION. HE UTILIZED AN ASSISTANT WHO CONTROLLED THE LINE-HANDLING BOAT OPERATIONS. MARS MOORED DURING A MAXIMUM FLOOD AND MAINTAINED A 1/3 AHEAD BELL TO HOLD POSITION. WHISTLE SIGNALS WERE USED TO CONTROL THE LINE-HANDLING BOAT. THE PILOT ADVISED AGAINST USING THE ANCHOR CHAIN TO MOOR TO THE BUOY. THE PORT ANCHOR WAS DROPPED UNDER FOOT AFTER MOORING.

(MAY 87) (USS CALLAGHAN) WHEN MOORING, THE PILOT HAD DIFFICULTY COORDINATING THE TUGS AND DID NOT APPEAR CONFIDENT DURING MANEUVERS, AS HE REACTED TO THE CURRENTS, TUGS, AND WINDS. THE PILOT DID NOT RESPOND

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WELL TO THE SITUATION OR TO SUGGESTIONS AND DIRECTIONS.

THE PILOT/TUGS PROVIDED FOR CALLAGHAN'S GETTING UNDERWAY WERE AN HOUR LATE ARRIVING IN SPITE OF PRIOR CONFIRMATIONS. UNLIKE THE FIRST PILOT, THE PILOT FOR DEPARTURE WAS VERY COMPETENT.

D. ENTRANCE. (MAY 87) (USS CALLAGHAN) A STRONG NORTHEASTERLY CURRENT OF UP TO 4 KTS WAS NOTED ON THE APPROACH TO MOMBASA.

E. CHANNEL. (MAY 87) (USS VANDEGRIFT) VISUAL AIDS WERE WELL MARKED ON THE CHART AND WERE PLENTIFUL THROUGHOUT THE HARBOR. THE PASSAGE THROUGH KILINDINI HARBOR WAS UNCONTESTED. THE HARBOR APPEARED WELL ORGANIZED WITH APPROXIMATELY 20 MERCHANT VESSELS MOORED EITHER TO PIERS OR BUOYS. SMALL CRAFT TRAFFIC WAS MODERATE AND CABLE AND FERRY CROSSINGS WERE WELL MARKED. THE REEF AREAS WERE MARKED WITH BUOYS AND WERE WELL KNOWN BY PILOTS. A SEPARATE WHARF PILOT BOARDED IN THE VICINITY OF RAS KIGANGONE. VANDEGRIFT AND BARBEY MOORED AT BERTH 13, KIPEVA WHARF.

F. ANCHORAGES. (MAY 87) (USS CALIFORNIA) CALIFORNIA ANCHORED AT 040605S/39-32-02E, USING THE KEEL ANCHOR WITH 90 FATHOMS OF CHAIN ON DECK. THE CORAL AND SAND BOTTOM PROVIDED GOOD HOLDING GROUND EVEN WITH WINDS FROM 16-20 KTS GUSTING TO 35 KTS. LIGHTED NAVAIDS WERE AVAILABLE AT NIGHT, BUT CORRELATION OF LIGHT TO OBJECT WAS REQUIRED AT SUNSET TO DISTINGUISH THEM FROM BACKGROUND LIGHTING.

G. WRECKS AND OBSTRUCTIONS. (MAY 87) CONSULT CHART 61211.

H. TIDES AND CURRENTS. (MAY 87) (USS VANDEGRIFT) THE INFORMATION AVAILABLE ON THE CHART WAS ADEQUATE.

I. WEATHER AND WINDS. (MAY 87) (COMCRUDESGRU 5) THE TROPICAL WEATHER CONDITIONS EXPERIENCED DURING THE MOMBASA IN-PORT PERIOD WERE CONSISTENT. THE TWO MAJOR EXCEPTIONS WERE WIND SPEED, WHICH WAS GOVERNED BY SIGNIFICANT LAND/SEA BREEZES, AND COMBINED SEA HEIGHT. WINDS WERE PREDOMINATELY SOUTH-SOUTHWESTERLY AT 12-20 KTS DURING THE MORNING HOURS, INCREASING TO 18-26 KTS AND BACKING TO THE SOUTHEAST DURING THE AFTER-NOON/EVENING. COMBINED SEAS WERE COMPOSED OF A DOMINANT SOUTHEASTERLY 4-6 FT, 6-8 SECOND PERIOD SWELL ALONG WITH THE EFFECTS OF THE LAND/SEA BREEZES. SCATTERED RAINSHOWERS AND THUNDERSHOWERS WERE EXPERIENCED DAILY, PARTICULARLY OVER INLAND AREAS. REPORTS FROM PERONNEL PARTICIPATING IN SAFARIS INDICATED THAT MODERATE/HEAVY PRECIPITATION WAS EXPERIENCED DAILY FROM 0500-0900 LOCAL AND 1500-2200 LOCAL. ON 4 MAY 1987, STRONG DOWNDRAFT WINDGUSTS ASSOCIATED WITH TOWERING CUMULUS CLOUDS BROUGHT GALE FORCE WINDS WITH VISIBILITY LESS THAN 1 NM IN MODERATE/HEAVY RAIN. THE MEAN MAXIMUM TEMPERATURE FOR THE IN-PORT PERIOD WAS 85°F, THE MEAN MINIMUM WAS 82°F, AND THE MEAN RELATIVE HUMIDITY WAS 77%.

## 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAY 87) (USS HALSEY) HALSEY MOORED STBD SIDE TO, HEADING NW AT THE SE END OF MBARAKI WHARF WITH USS STEIN OUT-BOARD. MBARAKI WHARF IS A CONCRETE PIER 1,032 FT LONG. LEAD LINE SOUNDINGS WERE TAKEN ALONG HALSEY'S BERTH AT LOW WATER. THEY WERE (SE CORNER OF THE WHARF) 42 FT AFT, 44 FT MIDSHIPS, AND 50 FT FWD (APPROXIMATELY IN THE MIDDLE OF THE WHARF). RECOMMEND ADDITIONAL SOUNDINGS BE



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MADE FOR THE NW END OF THE WHARF.

(MAY 87) (USS VANDEGRIFT) NO STEAM OR ELECTRICAL POWER WAS AVAILABLE AT BERTH 13, KIPEVA WHARF. CAMELS WERE AVAILABLE BUT WERE VERY EXPENSIVE.

B. FUEL, LUBE, AND DIESEL OIL. (MAY 87) (USS BARBEY) FUEL WAS AVAILABLE FROM SHIMANZI FUELING PIER AND BY BARGE FROM THE SOUTHERN OIL COMPANY.

(MAY 87) (USS MARS) FUEL WAS PURCHASED AT A COST OF US\$0.65 PER GALLON.

C. MECHANICAL HANDLING FACILITIES. (MAY 87) (VANDEGRIFT) THE SHIP USED A STEAM-POWERED FLOATING CRANE WITH A 10-FT MAXIMUM RADIUS. COSTS ASSOCIATED WITH CRANE RENTAL WERE:

- (1) TUG AND PILOT TO DELIVER
- (2) A GANG TO OPERATE LIFT (EACH LIFT ADDITIONAL COST)
- (3) PORT AUTHORITY SURCHARGE FOR USE OF A CRANE
- (4) EXPECT TOTAL COST TO BE ABOVE AND BEYOND THAT IS NORMALLY CHARGED. THE CRANE WAS ARRANGED THROUGH THE LIAISON OFFICER AND ARRIVED 24 HOURS LATE. FORKLIFTS WERE AVAILABLE THROUGH THE HUSBANDING AGENT AND WERE VERY EXPENSIVE.

(MAY 87) (USS BARBEY) NUMEROUS PIER CRANES WERE AVAILABLE AT KENYA PORT AUTHORITY BERTHS. THE MINIMUM SIZE AVAILABLE WAS 5 TON, AND THE MAXIMUM WAS 7 TON. CONTAINER CRANES WERE AVAILABLE AT KPA BERTHS 16 & 17. ONE 6-TON FORKLIFT AND TWO 2 1/2 TON FORKLIFTS WERE ALSO AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (OCT 86) THERE ARE THREE SHIPYARDS (ONE PRINCIPLE AND TWO MINOR) AND SEVERAL SMALL REPAIR SHOPS. MOST HULL AND ENGINE REPAIRS CAN BE EFFECTED. MAJOR UNDERWATER REPAIRS ARE LIMITED BY THE 2,500 TON HAULING CAPACITY AND 97.5 M (320 FT) LENGTH, 15.2 M (50 FT) BEAM LIMITATIONS OF THE LARGEST RAILWAY IN THE PORT.

E. WAREHOUSES AND STORAGE AREAS. (MAY 87) (USS BARBEY) NUMEROUS WAREHOUSES ARE AVAILABLE IN KENYA PORT AUTHORITY AREA. BONDED STORAGE IS AVAILABLE BY THE TON OR CUBIC METER.

F. STEVEDORES. (MAY 87) (USS VANDEGRIFT) STEVEDORES ARE AVAILABLE DURING THE DAY AND ARE ARRANGED THROUGH THE HUSBANDING AGENT. THE COST OF HIRING UNSKILLED LABOR IS HIGH.

G. PORT CAPACITY (MAY 87) (COMCRUDESGRU 5) THE PORT CAN ACCOMMODATE A CARRIER BATTLE GROUP - CV, CVN, AOR, AFS, DD, DDG, FF, FFG, CG, CGN.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAY 87) (USS BARBEY) THE KENYA PORT AUTHORITY AREA HAS A RAIL TERMINUS WITH SIDINGS AT EACH WAREHOUSE/BERTH.

(OCT 86) THREE PRINCIPAL ROADS CLEAR THE PORT. ONE ASPHALT ROAD LEADS NORTHWARD TO LAMU. ANOTHER ASPHALT ROAD LEADS SOUTHWARD TO THE KENYA/TANZANIA BORDER TOWN OF LINGA. THE THIRD ASPHALT ROAD LEADS TO THE NORTHWEST FROM MOMBASA'S MAKOPA CAUSEWAY.

ONE RAIL LINE CLEARS THE PORT VIA THE MAKOPA CAUSEWAY HEADING NORTHWEST. THIS LINE, THE MAIN LINE OF THE KENYA GOVERNMENT CORPORATION "KENYA RAILWAYS", GOES TO VOI, NAIROBI, NAKURU, ELDORET, BUNGOMA, AND THEN INTO UGANDA.

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AS THE PRINCIPAL PORT FOR EAST AFRICA, MOMBASA IS WELL SERVED BY SCHEDULED CARGO VESSELS. MANY EUROPEAN AND ORIENTAL LINES REGULARLY CALL AT THE PORT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAY 87) (USS BARBEY) THERE ARE 10-15 LIGHTERS AVAILABLE FOR SERVICING BUOYS AND ANCHORAGES.

B. WATER. (MAY 87) (USS HALSEY) WATER AT MBARAKI WHARF WAS ADVERTISED AS HAVING CONSTANT PRESSURE. HOWEVER, THERE WAS A WATER SHORTAGE, AND CONTINUOUS WATER FLOW COULD NOT BE RELIED UPON AS A RESULT OF LOW SEASONAL RAINFALL. WATER PRESSURE WAS GENERALLY VERY LOW. HALSEY ORDERED 24-HOUR "ON DEMAND" FRESH WATER SERVICE WHICH WAS PROVIDED AT A COST OF US\$65.00 PER DAY. WATER WAS ALSO AVAILABLE ON A PREARRANGED DELIVERY SCHEDULE, BUT THE HUSBANDING AGENT ADVISED AGAINST THIS, AS IT IS UNRELIABLE. THE WATER RECEIVED FROM THE PIER REQUIRED SHIPBOARD TREATMENT. THE WATER WAS DELIVERED BY PIPE WITH METRIC FITTINGS. CONVERSION TO A STANDARD 2.5 IN CONNECTION WAS PROVIDED WITH THE SERVICE.

WATER WAS PROVIDED TO WILLAMETTE AT ANCHORAGE BY LIGHTER. THE LIGHTER WAS STEEL WITH A 200-TON CAPACITY WHICH COULD PROVIDE WATER AT A RATE OF 6,000 GAL/HR WITH A 2.5 IN CONNECTION. THE LIGHTER WAS IN FAIR CONDITION. SERVICE RELIABILITY WAS GOOD ON WEEKDAYS BUT UNPREDICTABLE ON THE WEEKEND. CLOSE LIAISON WAS REQUIRED TO ENSURE ADEQUATE SERVICE. THE WATER WAS NOT TREATED PRIOR TO DELIVERY, AND WATER TEMPERATURES OF 96°F WERE TOO HOT FOR BROMINATOR TO REACH 2.0 PPM FACTOR. SHIP'S FORCE UTILIZED CALCIUM HYPOCHLORITE BATCH TREATMENT TO ACHIEVE 2.0 PPM.

(MAY 87) (USS CALLAGHAN) THE SHIP UTILIZED HER EVAPORATORS TO MAKE WATER AND SUPERCHLORINATED IT TO MEET DRINKING STANDARDS.

C. AIRFIELDS. (JUN 87) (FICPAC) MOI INTERNATIONAL AIRPORT IS LOCATED AT 04-01.9S/39-35.6E AND HAS TWO RUNWAYS:

030/210	3,350 X 45 M (10,991 X 148 FT)	ASPHALT
150/330	1,260 X 40 M ( 4,134 X 118 FT)	ASPHALT

FOR PERMISSION TO USE THE AIRPORT, CONTACT THE AMCONSUL.

D. COMMUNICATIONS. (MAY 87) ( COMCRUDESGRU 5) THE HARBOR CONTROL CAN BE CONTACTED BY BTB CHANNEL 12 BY CALL SIGN "MOMBASA PORT CONTROL". SHIPS ARE REQUIRED TO CONTACT AEMB NAIROBI (CALL SIGN "165") 24 HOURS PRIOR TO ARRIVAL AND AFTER DEPARTURE. PORTABLE RADIOS WERE USED TO COMMUNICATE WITH THE SHIP.

CONUS CALLS CAN BE MADE AT MISSION TO SEAMAN (0730-2330) AND ALL MAJOR HOTELS (24 HRS) WITH A WAITING TIME OF 5 MINUTES. OPERATOR ASSISTANCE IS NECESSARY, AND OPERATORS SPEAK ENGLISH.

DAILY MAIL FLIGHTS WERE PROVIDED AT MOMBASA AIRPORT.

E. MEDICAL. (MAY 87) (USS VANDEGRIFT) NEITHER QUARANTINE DECLARATION OR DERAT CERTIFICATION WERE REQUIRED. THE HARBOR WAS APPARENTLY FREE OF ORGANIC WASTE AND OTHER POLLUTANTS. MINOR ATMOSPHERIC POLLUTION CAUSED BY SHIP TRAFFIC AND AUTO EXHAUST WAS OBSERVED. MOMBASA CITY HAD NO APPARENT PROBLEMS WITH GARBAGE ACCUMULATION BUT HAD A HEAVY FLY CONCENTRATION. REPUTABLE RESTAURANTS AND BARS COMPLIED WITH EUROPEAN

MOMBASA, KENYA

SANITATION STANDARDS, BUT STREET FOOD VENDORS SHOULD BE AVOIDED. THE CREWMEMBERS SUFFERED MINOR DIFFICULTIES WITH DIARRHEA. ILLICIT DRUGS WERE READILY AVAILABLE, BUT NO PROBLEMS ENCOUNTERED. PROSTITUTION IS COMMON AND PRACTICED OPENLY.

ONE POSSIBLE SEIZURE PATIENT WAS TAKEN TO THE MOMBASA GENERAL HOSPITAL. FACILITIES AND TREATMENT WERE CONSIDERED ADEQUATE.

(DEC 86) (CTG 70) LOCAL PROSTITUTES ARE USING GREEN HEALTH CARDS, CLAIMING TO BE FREE OF DISEASE. THESE CARDS DO NOT INCLUDE A CHECK FOR THE AIDS VIRUS. AS MANY AS 60% OF THE PROSTITUTES HAVE BEEN REPORTED AS HAVING THE AIDS VIRUS. MALARIA IS ALSO A SIGNIFICANT HEALTH HAZARD.

F. GASOLINE. (MAY 87) (COMCRUDESGRU 5) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (MAY 87) (USS VANDEGRIFT) THE U.S. NAVAL REPRESENTATIVE WILL CONTRACT WITH THE HUSBANDING AGENT FOR FFV AND OTHER PROVISIONS. THE HUSBANDING AGENT WAS VENUS MARITIME LTD. FRESH FRUIT AND VEGETABLES RECEIVED WERE SATISFACTORY AND WERE SOAKED IN A CHLORINE SOLUTION.

H. GARBAGE DISPOSAL. (MAY 87) (USS MARS) GARBAGE PICK-UP WAS ACCOMPLISHED BY A SMALL BOAT WHICH TIED UP AT THE FANTAIL FROM 0830-1630 DAILY. THE COST WAS US\$126.00 PER DAY. A DIRTY OIL WASTE BARGE WAS ACQUIRED FOR FOUR DAYS FOR DISCHARGE OF BILGES AND OILY WASTE PRODUCTS. TOTAL COST WAS US\$2,065.00. IT IS RECOMMENDED THAT THIS REQUIREMENT BE REVIEWED, AS CONTRACTOR PERSONNEL PUMPED LARGE QUANTITIES OF WASTE INTO THE CHANNEL INSTEAD OF THE BARGE TANKS.

4. PERSONALIA

A. CALLS. (MAY 87) (COMCRUDESGRU 5) CALLS MAY BE MADE ON:

PROVINCIAL COMMISSIONER  
COMMANDER, KENYA NAVY  
HIS WORSHIP THE MAYOR  
COAST PROVINCIAL POLICE  
SR. SUPERINTENDENT PORT POLICE  
MANAGER, MARINE OPERATION, KENYA PORT AUTHORITY  
U.S. CONSUL

B. HONORS. (MAY 87) (COMCRUDESGRU 5) MOMBASA IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (JUN 87) (FICPAC) MOMBASA, THE SECOND LARGEST CITY IN KENYA, IS THE MAJOR PORT AND NAVAL BASE. IT IS ALSO THE MAIN GATEWAY TO KENYA AND UGANDA. IT HAS A POPULATION OF 600,000 (1980 CENSUS), OF WHICH MORE THAN HALF ARE AFRICANS, WITH LESSER NUMBERS OF INDIANS, ARABS, AND EUROPEANS. MOMBASA, WHICH INCLUDES THE HARBOR OF KILININI, IS THE COASTAL TERMINUS OF THE EAST AFRICAN RAILWAY AND HARBOR SYSTEM. IT IS A MUNICIPALITY WHICH COMPRISES AN ISLAND OF 14.2 SQ KM (5.5 SQ MI) AND A MAINLAND AREA OF 40.6 SQ KM (15.75 SQ MI).

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IN THE 15TH CENTURY, VASCO DA GAMA LANDED AT MOMBASA. THE PORTUGUESE, REALIZING MOMBASA WAS TOO RICH A PRIZE TO BE IGNORED, ORGANIZED SEVERAL STRONG EXPEDITIONS AGAINST THE AREAS AND ADDED MOMBASA TO THEIR DOMAIN IN 1528. IN ORDER TO PROTECT THEMSELVES AGAINST COUNTER-ATTACKS, THEY BUILT PORT JESUS, WHICH STILL STANDS AT THE SOUTHERN TIP OF MOMBASA ISLAND. IN 1730, AFTER REPEATED ATTACKS OVER TWO CENTURIES, THE AREAS FINALLY OUSTED THE PORTUGUESE AND MANAGED TO RETAIN CONTROL OF MOMBASA UNTIL LATE IN THE 19TH CENTURY. AFTER A PERIOD AS A BRITISH POSSESSION, KENYA BECAME INDEPENDENT ON 12 DECEMBER 1964.

B. LIBERTY. (MAY 87) (COMCRUDESGRU 5) FIVE OFFICERS, FOUR E-5 IN WHITES AND SIX E-5/ABOVE IN CIVILIAN CLOTHES RODE BUSES FOR CVBG LIBERTY PARTIES. ALSO, ONE OFFICER AND TWO E-5'S/ABOVE WERE ASSIGNED TO THE POLICE STATION HQ FROM 1800-0600. THE SENIOR SHORE PATROL OFFICER REPORTED TO THE AMCONSULATE. SHORE PATROL HEADQUARTERS WAS AT THE FLEET LANDING. THERE WAS NO CURFEW IN EFFECT.

FIVE DIFFERENT BOATS (60-500 PAX) WERE RENTED FROM THE VENUS MARITIME LTD AT APPROXIMATELY US\$74,000.00.

C. CLUBS AND BARS. (MAY 87) (COMCRUDESGRU 5)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>TYPES LIQUOR</u>
SUNSHINE	MOMBASA	INEXPENSIVE	BEER, WINE, AND MIXED
NEW FLORIDA	"	"	" " "
BORA BORA	NORTH BEACH	HIGH COVER	" " "
STARION	" "	"	" " "
BREAKERS	" "	"	" " "
CASTLE HOTEL	DOWNTOWN MOMBASA	INEXPENSIVE	" " "

THERE ARE SEVERAL CASINOS LOCATED IN MOMBASA AT VARIOUS HOTELS.

D. RESTAURANTS. (MAY 87) (COMCRUDESGRU 5)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>FOOD</u>	<u>LIQUOR</u>	<u>CLEANLINESS</u>
TAMARIND	NORTH BEACH	MODERATE	SEAFOOD	YES	GOOD
LIBRAS	" "	"	MISC.	"	"
CAPRI	DOWNTOWN	"	CONTINENTAL	"	"
HONG KONG	"	"	CHINESE	"	"

STREET VENDORS SHOULD BE AVOIDED.

E. HOTELS. (MAY 87) (COMCRUDESGRU 5)

<u>NAME</u>	<u>LOCATION</u>	<u>PRICE</u>	<u>DINING/BEVERAGE</u>
NYALI BEACH	ALL HOTELS LISTED	MODERATE	IN MOST HOTELS.
WHITE SANDS	HERE AND OTHER,	"	
SEVERIN SEA	FOUND ON NORTH AND	"	
SERENA	SOUTH SHORES.	"	
INTERCONTINENTAL PLAZA BAMBURI			

MOMBASA, KENYA

THE BILLING PROCEDURES UTILIZED BY THE INTERCONTINENTAL HOTEL, LOCATED ON THE NORTH BEACH, WERE EXTREMELY POOR. DISCREPANCIES WITH REGARD TO THE RENTING OF ROOMS AND TELEPHONE CHARGES WERE ESPECIALLY PREVALENT. THE CREWMEMBERS REPORTED TELEPHONE CALLS, WHICH NO CONNECTION WAS MADE, WERE BILLED FOR ACCOUNTS THAT HAD PREVIOUSLY BEEN PAID IN FULL. IT IS RECOMMENDED THAT FUTURE VISITORS SHOULD EXERCISE CAUTION WHEN DEALING WITH THIS HOTEL.

F. ATHLETICS. (MAY 87) (COMCRUDESGRU 5) GOLF COURSES, TENNIS COURTS, SOCCER FIELDS, SWIMMING POOLS, AND VOLLEYBALL NETS ARE READILY AVAILABLE. COMPETITIONS OF SOCCER, VOLLEYBALL, BASKETBALL, AND CRICKET WILL BE ARRANGED WITH LOCAL TEAMS. PICNIC/PARTY AREAS ARE AVAILABLE, AND SUPPLIES CAN BE OBTAINED.

G. BEACHES. (MAY 87) (COMCRUDESGRU 5) NORTH BEACH (US\$10-15 BY TAXI) AND SOUTH BEACH (US\$20-30 BY TAXI) ARE THE BEST BEACHES, AND MANY HOTELS ARE LOCATED. SNORKELING AND WIND-SURFING ARE AVAILABLE.

H. CHURCHES. (MAY 87) SEVERAL DENOMINATIONS ARE REPRESENTED IN THE MOMBASA AREA. A LISTING OF ENGLISH-LANGUAGE SERVICES WILL BE PROVIDED ON ARRIVAL. THE CHAPLAIN OF THE "MISSION TO SEAMEN" GIVES INDIVIDUAL COUNSELING FOR THE CREWS.

I. TRANSPORTATION. (MAY 87) (COMCRUDESGRU 5) TAXI CABS WERE PLENTIFUL ALTHOUGH EXPENSIVE. THEY WERE NOT METERED; THEREFORE, PRIOR BARGAINING WAS A MUST. BUSES WERE CONTRACTED BY SHIPS. RENTAL OF VEHICLES WAS NOT AUTHORIZED DUE TO THE REQUIREMENT OF A SPECIAL LICENSE.

J. TOURS. (MAY 87) (COMCRUDESGRU 5) ALL SAFARI'S (TSAVO EAST AND WEST, AMBOSELI, MILINDI, AND MT. KILIMANJARO) AND THE NIGHT TRAIN TO NAIROBI (US\$18.00 ONE-WAY DOUBLE OCCUPANCY AND RETURN NEXT DAY - CLUB CAR AND SLEEPER BERTHS) WERE VERY REASONABLE. THE POC FOR SAFARI TOURS WAS SPECIAL SERVICES, AND THE TRAIN TO NAIROBI WAS BY OWN ARRANGEMENTS.

K. SHOPPING. (MAY 87) (COMCRUDESGRU 5) STORES ARE FOUND EVERYWHERE. WOOD CARVINGS ARE SOLD NEAR THE FLEET LANDING. MANY VENDORS WILL BARGAIN OR TRADE FOR BALLCAPS, SHOES, T-SHIRTS, AND ANYTHING. VENDORS ARE VERY RELENTLESS, SOMETIMES PUSHY OR OBNOXIOUS. BARGAIN ITEMS ARE WOOD CARVINGS, CLOTHING, AND GEM STONES. IVORY, WEAPONS, AND ANIMAL SKINS ARE NOT ALLOWED BY U.S. CUSTOMS.

L. THEATER AND CINEMA. (MAY 83) THERE ARE SIX CINEMAS IN MOMBASA WHICH GENERALLY HAVE TWO SHOWS EACH EVENING AT 1900 AND 2130. FOUR OF THEM SHOW EXCLUSIVELY ENGLISH LANGUAGE MOVIES.

M. PHYSICAL SECURITY. (MAY 87) (COMCRUDESGRU 5) 24-HOUR PIER SECURITY WAS PROVIDED BY THE ARMED KENYAN SECURITY FORCE. SHIP'S OWN SECURITY WERE: REGULAR BOW/STERN/QUARTERDECK WATCHES WERE SET. WATERLINE SECURITY LIGHTS AND FRIENDSHIP LIGHTS WERE RIGGED. FLIGHT DECK LIGHTS WERE ENERGIZED, AND A FORKLIFT WAS LEFT IN THE CENTER OF THE FLIGHT DECK TO PREVENT LANDING. THE FLEET LANDING WAS CONTROLLED BY A 24-HR BEACH DETACHMENT WITH RADIO COMMUNICATIONS TO THE SHIP'S QUARTERDECK.

PORT SECURITY PROVIDED BY THE KENYAN POLICE WAS EXCELLENT.

MOMEASA, KENYA

N. MISCELLANEOUS INFORMATION. (MAY 87) (COMCRUDESGRU 5) CURRENCY EXCHANGE SERVICES WERE PROVIDED BY THE COMMERCIAL BANK OF AFRICA. THE EXCHANGE RATE WAS 15.66-16.00 SHILLINGS TO THE DOLLAR. CURRENCY WAS CHANGED BACK AT THE END OF STAY.

(MAY 87) (USS MARS) MONEY EXCHANGE WAS ARRANGED THROUGH KUSLO WITH THE COMMERCIAL BANK OF AFRICA. BANK REPRESENTATIVES DELIVERED FUNDS TO THE SHIP'S DISBURSING OFFICE AND SUBSEQUENTLY PICKED UP THE REMAINING SHILLINGS. THIS SERVICE COST US\$440.00.

APPROXIMATELY 20 CREWMEMBERS SPENT A DAY PAINTING THE ST. AUGUSTINE SCHOOL.

COMPILED BY: MRS. KAY DeVAUL, 22PD, FICPAC, JUN 87.

PORT SUDAN, SUDAN

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 86) (FICPAC) PORT SUDAN (19°36'N/37° 14'E) IS LOCATED MID-WAY ON SUDAN'S RED SEA COAST. THE HARBOR CONSISTS OF A NARROW, NATURAL INLET EXTENDING TO THE NW WITH A SHORT ARM EXTENDING TO THE WEST. IT IS GIVEN NATURAL PROTECTION BY THE PORT SUDAN PENINSULA. FACILITIES ARE VERY MODERN AND IN GOOD CONDITION.

B. APPROACHES, LIGHTS, ETC. (MAR 84) (USS BOONE) DMAHTC PUB 172 AND CHARTS 62143/62142 WERE USED FOR NAVIGATION AND WERE CONSIDERED VERY GOOD. BOONE APPROACHED PORT SUDAN FROM APPROXIMATELY 40 NM EAST SOUTHEAST OF THE HARBOR ENTRANCE. HINDI GIDER, MARKED BY A LIGHT VISIBLE FOR 10 NM, IS THE OUTERMOST LIMIT OF SEVERAL REEFS AND SHOALS IN THE SOUTHERN APPROACH. DUE TO A HEAVY MORNING HAZE AND LIGHT BLOWING SAND, VISIBILITY WAS EXTREMELY POOR WHICH LIMITED THE USEFULNESS OF THE LIGHT. HOWEVER, ONCE HINDI GIDER LIGHT WAS LOST, THE LIGHT ON SANGANEB REEF BECAME VISIBLE AND THE SHIP WAS ABLE TO ACCURATELY DETERMINE ITS POSITION THROUGH THE USE OF RUNNING FIXES. RADAR PILOTING PROVED TO BE ALMOST NON EXISTANT DUE TO THE LOW FLAT LAND.

C. PILOTAGE. (MAR 84) (USS BOONE) THE PILOT BOARDED THE SHIP IN THE POSITION INDICATED ON THE CHART, SOUTHWEST OF WINDGATE REEF, BUT WAS USED ONLY TO DETERMINE WHERE OUR BERTHING ASSIGNMENT WAS. NO TUGS WERE USED ALTHOUGH TWO WERE STANDING BY. IT IS INTERESTING TO NOTE THAT THE PILOT ALSO RECOMMENDED AGAINST USING TUGS. HE ACKNOWLEDGED THAT TUGS HAVE ONLY TWO SPEEDS: FULL AHEAD AND FULL ASTERN.

THE PILOT WAS AN HOUR LATE IN BOARDING. THIS APPEARED TO BE COMMON PRACTICE.

D. ENTRANCE. (MAR 84) (USS BOONE) THE ENTRANCE INTO PORT SUDAN IS WELL MARKED BY SEVERAL BEACONS ON BOTH SIDES. ON THE RANGE COURSE OF 305°T, THE POSITION OF THE SHIP CAN BE ACCURATELY DETERMINED EVEN THOUGH BOTH RANGES ARE HARD TO SEE DUE TO THE LARGE AMOUNT OF DUST IN THE AREA. THE RANGES ARE PAINTED RED AND ARE HARD TO DISTINGUISH DUE TO BLOWING SAND, LARGE SHIPS, AND NUMEROUS CRANES IN THE AREA. VERY LITTLE DIFFICULTY WAS ENCOUNTERED REACHING THE PASSAGE THROUGH THE REEFS AND INTO THE HARBOR.

E. CHANNEL. (MAR 84) (USS BOONE) SEE PARA 1D.

F. ANCHORAGES. (OCT 86) CONSULT PUB 172.

G. WRECKS AND OBSTRUCTIONS. (MAR 84) (USS BOONE) WRECKS WERE ON THE PORT SIDE ENTERING FROM SEAWARD, BUT THE BEACONS ACCURATELY MARK THEIR LOCATION.

H. TIDES AND CURRENTS. (COT 86) CONSULT PUB 172.

I. WEATHER AND WINDS. (MAR 84) (USS BOONE) MARINERS SHOULD BE PRE-

## PORT SUDAN, SUDAN

PARED TO DEAL WITH 20-25 KT WESTERLY WINDS WHICH COMMENCED SHORTLY AFTER SHIP WAS MOORED AND PERSISTED FOR THE DURATION OF THE VISIT.

### 2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAR 84) (USS BOONE) BOONE MOORED AT BERTH 16. THE LENGTH OF THE BERTH WAS 122 M (400 FT) AND THE DEPTH 13.7 M (45 FT). NEITHER STEAM NOR ELECTRICITY WAS AVAILABLE. THERE IS A CONSTRUCTION PROJECT UNDERWAY IN THE AREA OF BERTH 16 TO ENLARGE IT'S CAPACITY. BERTH 16 IS NOW ALMOST COMPLETED TO IT'S FULL LENGTH. THE CHART INDICATES A BREAK BETWEEN BERTHS 15 AND 16. THIS BREAK IS NOW ONE CONTINUOUS PIER.

B. FUEL, LUBE, AND DIESEL OIL. (MAR 84) (USS BOONE) SHELL OIL CO. DELIVERED 12,000 GAL OF FUEL THROUGH A 10.16 CM (4 IN) FLANGE. SHELL OIL PERSONNEL HAD TO BE CONVINCED BY MILITARY LIAISON PERSONNEL THAT A U.S. GOVERNMENT'S CHECK WAS ACCEPTABLE PAYMENT.

C. MECHANICAL HANDLING FACILITIES. (OCT 86) (FICPAC) THERE ARE PORTAL JIB CRANES (5-15 TON), MOBILE CRANES FOR CONTAINERS, AND A HEAVY-LIFT MOBILE CRANE (75 TON). THERE IS NO FLOATING CRANE. NEARLY 100 FORKLIFTS ARE AVAILABLE TO STEVEDORES.

D. DRYDOCKS AND REPAIR FACILITIES. (JUN 83) THERE IS NO SHIPYARD AT PORT SUDAN; ONLY MINOR REPAIRS ARE AVAILABLE.

E. WAREHOUSES AND STORAGE. (OCT 86) NO INFORMATION IS AVAILABLE.

F. STEVEDORES. (JAN 80) STEVEDORES ARE PLENTIFUL AND ARE HIRED IN GANGS OF 50.

G. PORT CAPACITY. (MAR 84) (USS BOONE) PORT SUDAN CAN ACCOMMODATE FOUR DD/FF/CR TYPE SHIPS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (OCT 86) (FICPAC) A NARROW-GAGE, SINGLE-TRACK LINE RUNS TO ATBARA WHERE IT CONNECTS WITH THE MAIN TRANSPORTATION SYSTEM. A TWO-LANE, BITUMINOUS-SURFACED ROAD CLEARS TO KHARTOUM. PORT SUDAN IS SERVED BY SEVERAL STEAMSHIP LINES. MOST SHIPS TRANSITING THE SUEZ CANAL TO INDIA AND SOUTH AFRICA CALL AT PORT SUDAN.

### 3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (DEC 78) THERE ARE FIVE 1,000 HP TUGS, THREE OF WHICH ARE EQUIPPED WITH FIRE AND SALVAGE PUMPS. THERE IS A SELF-PROPELLED WATER BARGE. MODERN TUGS ARE AVAILABLE FOR HARBOR WORK AND FOR OCCASIONAL DEEP SEA TOWAGE.

B. WATER. (MAY 80) POTABILITY OF WATER IS QUESTIONABLE.



PORT SUDAN, SUDAN

C. AIRFIELDS. (OCT 86) (FICPAC) PORT SUDAN AIRFIELD IS LOCATED ABOUT 8 KM (5 MI) SOUTH OF PORT SUDAN. IT HAS AN ASPHALT RUNWAY WITH AN ORIENTATION OF 180/360 AND A DIMENSION OF 2,000 X 29.9 M (6562 X 98 FT). SUDAN AIRWAYS AND ETHIOPIAN AIRWAYS OFFER SERVICES TO ATBARA, IEDAK, KHARTOUM, ASMARA, ADDIS ABABA, CAIRO AND EUROPE.

D. COMMUNICATIONS. (MAR 84) (USS BOONE) THE PORT CONTROL CAN BE CONTACTED ON CHANNELS 16 AND 12 WITH A CALL SIGN "PORT SUDAN CONTROL". SHIPS IN PORT ARE NOT REQUIRED TO GUARD ANY FREQUENCIES.

CONUS CALLS CANNOT BE MADE FROM PORT SUDAN. MAIL SERVICE IN PORT SUDAN IS NOT RECOMMENDED.

E. MEDICAL. (JUN 85) SEE P14/MED.

F. GASOLINE. (MAR 84) (USS BOONE) GASOLINE IS READILY AVAILABLE.

G. PROVISIONS. (MAR 84) (USS BOONE) FRESH FRUIT AND VEGETABLES WERE AVAILABLE BUT WERE EXPENSIVE AND OF POOR QUALITY. NO HUSBANDING WAS AVAILABLE. INDIVIDUAL VENDORS CONDUCTED BUSINESS WITH THE SHIP. BOONE ORDERED TOMATOES, LETTUCE, EGGS, AND WATERMELONS FROM LOCAL VENDORS. ONLY WATERMELON WERE ACCEPTED DUE TO POOR CONDITION OF THE PRODUCE. EGGS HAD NOT BEEN WASHED OR REFRIGERATED.

H. GARBAGE DISPOSAL. (MAR 84) (USS BOONE) GARBAGE DISPOSAL WAS PROVIDED BY LIGHTER TWICE PER DAY FROM MIMSHAD TRADING AND AGENCIES ENTERPRISES AT US\$40.00 PER PICK-UP. THE GARBAGE BOAT WOULD LEAVE THE VICINITY IMMEDIATELY AFTER RECEIVING PAYMENT. THE GARBAGE MAN TOOK U.S. DOLLARS. PAYMENT TO LOCALS COULD NOT BE MADE BY GOVERNMENT CHECK. MOST WANTED TO BE PAID IN LOCAL CURRENCY.

4. PERSONALIA

A. CALLS. (MAR 84) (USS BOONE) CALLS MAY BE MADE ON:

COMMISSIONER RED SEA PROVINCE  
COMMANDER RED SEA MILITARY AREA AND AIR DEFENSE COMMANDER  
COMMANDER, SUDANESE NAVY  
CHIEF OF POLICE  
GM DEPUTY SEA PORTS CORPORATION

THE U.S. AMBASSADOR AND SUDANESE ARMY AND NAVY PERSONNEL VISITED BOONE.

B. HONORS. (MAR 84) (USS BOONE) PORT SUDAN IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (OCT 86) (FICPAC) PORT SUDAN, BUILT BY THE BRITISH IN 1905, IS THE MAJOR SEAPORT FOR THE REPUBLIC OF SUDAN AND THE HOMEPORT FOR MOST SUDANESE NAVY SHIPS. IT IS THE COUNTRY'S ONLY DEEPWATER

PORT SUDAN, SUDAN

MARITIME PORT, HANDLING VIRTUALLY ALL OF SUDAN'S INTERNATIONAL TRADE. PRINCIPAL IMPORTS ARE FOOD PRODUCTS, BEVERAGES, TEXTILES, AND PETROLEUM PRODUCTS. COTTON, PEANUTS, AND OTHER AGRICULTURAL PRODUCTS ARE THE CHIEF EXPORTS.

THE POPULATION OF PORT SUDAN IS APPROXIMATELY 450,000 (YR UNKNOWN) AND RELIGIOUS MIX ARE ISLAM IN NORTHERN PART OF COUNTRY AND CHRISTIANITY IN SOUTHERN SUDAN.

B. LIBERTY. (MAR 84) (USS BOONE) THE CHIEF OF POLICE REQUESTED LIBERTY EXPIRE AT DARK. THIS WAS DUE TO PERSONNEL SECURITY CONSIDERATIONS AND THE FACT THAT THERE IS NOTHING TO DO IN PORT SUDAN AFTER DARK, OVERALL, LIBERTY IN PORT SUDAN, OUTSIDE OF ORGANIZED FUNCTIONS, IS VIRTUALLY NON-EXISTENT. FOOD AND DRINK OFF THE ECONOMY ARE UNPALATABLE. "SOUVENIRS" ARE PRIMITIVE AND UNSANITARY. SUBJECTS FOR PHOTOGRAPHY ARE LIMITED BY AVAILABILITY AND LOCAL TABOOS.

C. CLUBS AND BARS. (MAR 84) (USS BOONE) CLUBS WHICH OFFER FACILITIES TO VISITING PERSONNEL WERE PORT SUDAN OFFICERS' CLUB (OFFICERS ONLY) AND THE INTERNATIONAL CLUB (PRIVATE). THIS IS A DRY PORT.

D. RESTAURANTS. (MAR 84) (USS BOONE) RED SEA HOTEL AND PALACE HOTEL IN PORT SUDAN OFFER SUDANESE FOOD AT US\$15.00-30.00.

E. HOTELS. (MAR 84) (USS BOONE) RED SEA HOTEL AND PALACE HOTEL IN PORT SUDAN OFFER A ROOM US\$60.00/NIGHT.

F. ATHLETICS. (MAR 84) (USS BOONE) SWIMMING WAS AVAILABLE AT THE RED SEA CLUB (OFFICERS), RED SEA HOTEL, AND SEAMAN'S CLUB. POOLS WERE FILLED WITH SALTWATER FROM HARBOR. COMPETITION FOR BASKETBALL/VOLLEYBALL CAN BE ARRANGED BY MILITARY LIAISON OFFICER.

G. BEACHES. (MAR 84) (USS BOONE) A SWIMMING BEACH WAS AVAILABLE 30 MI FROM PORT SUDAN. THERE WERE NO FACILITIES.

H. CHURCHES. (MAR 84) (USS BOONE) THERE ARE A ROMAN CATHOLIC CHURCH, AN ENGLISH MISSION CHURCH, A GREEK ORTHODOX CHURCH, AND VARIOUS ISLAMIC TEMPLES.

I. TRANSPORTATION. (MAR 84) (USS BOONE) TRANSPORTATION CONSISTED OF TWO LAND ROVERS, A SEDAN (WHEN REQUIRED), TWO 50-MAN BUSES, AND A 25-MAN SHUTTLE BUS. THERE WERE NO CHARGES FOR ANY TRANSPORTATION.

J. TOURS. (MAR 84) (USS BOONE) THERE WERE TWO TOURS TO SUAKIN, AN ANCIENT AND HISTORIC CITY 32 MILES SOUTH OF PORT SUDAN. A SHUTTLE WAS ALSO AVAILABLE TO TAKE THE CREW TO TOWN AND BACK.

K. SHOPPING. (MAR 84) (USS BOONE) VARIOUS SIZES OF LOCAL KNIVES, IVORY, SEMI-PRECIOUS STONES, JEWELRY, AND POOR QUALITY CLOTHES WERE AVAILABLE IN THE DOWNTOWN MARKET.

PORT SUDAN, SUDAN

L. THEATER AND CINEMA. (MAR 84) (USS BOONE) ALL MOVIES ARE IN ARABIC WITH NO ENGLISH SUBTITLES. MOVIE HOUSES ARE NOT RECOMMENDED DUE TO UNSANITARY CONDITIONS.

M. PHYSICAL SECURITY. (MAR 84) (USS BOONE) THE PORT AREA IS SURROUNDED BY A FENCE AND THERE IS A SECURITY GUARD PRESENT.

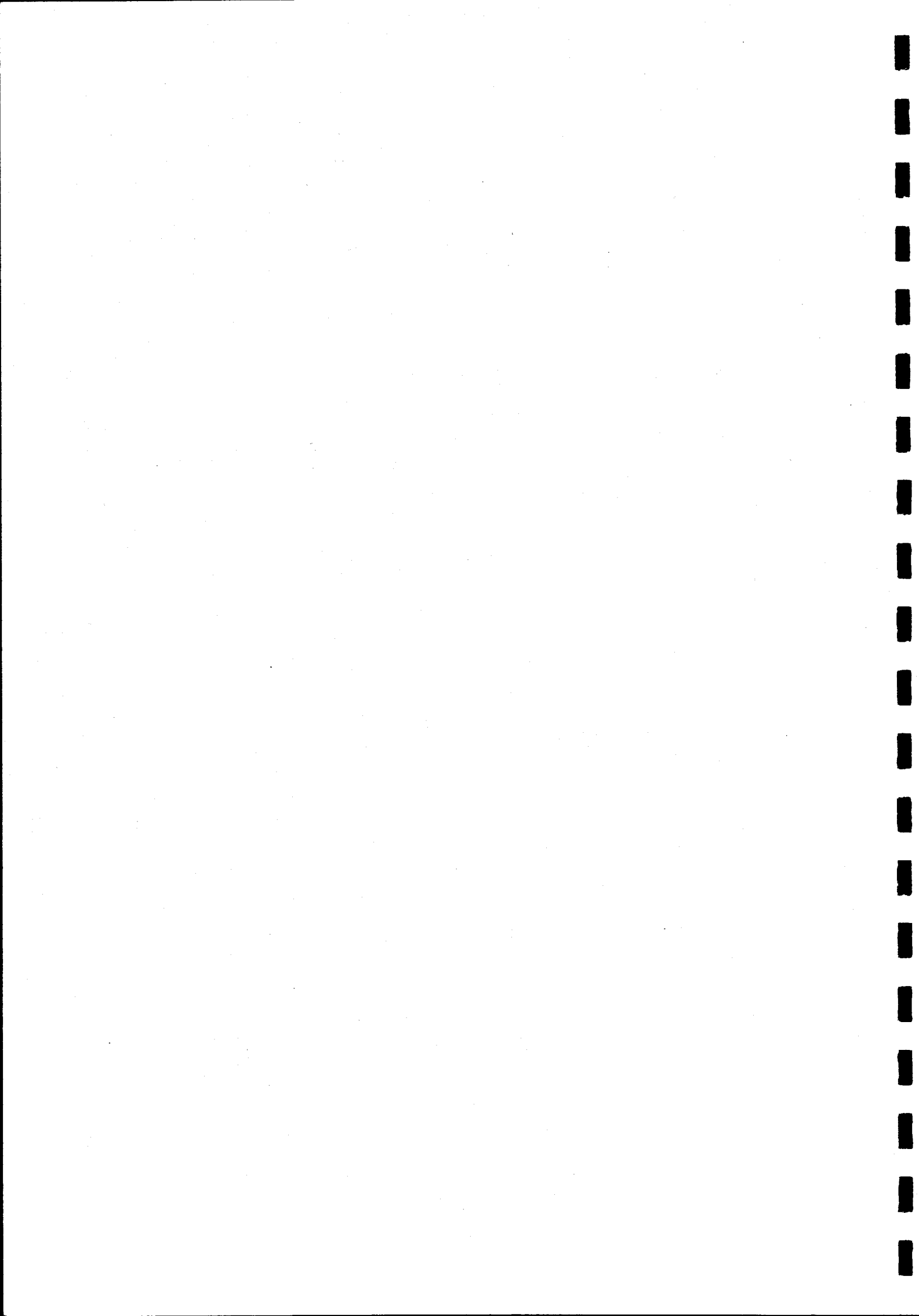
N. MISCELLANEOUS INFORMATION. (MAR 84) (USS BOONE) LOCAL CURRENCY IS THE SUDANESE POUND (LS), AND THE OFFICIAL EXCHANGE RATE WAS 1.78 LS = US\$1.00 IN MAR 84. THE DISBURSING OFFICER EXCHANGED CURRENCY AT THE LOCAL BANK; SUBSEQUENTLY, EXCHANGE WAS CONDUCTED ON BOARD FOR THE CREW.

PHOTOGRAPHY OF MILITARY BUILDINGS OR EQUIPMENT IS PROHIBITED. LOCAL MOSQUES SHOULD BE CONSIDERED OFF LIMITS.

LIAISON WITH USDAO KHARTOUM, SUDAN, PROVED VERY HELPFUL. EARLY AND CONTINUED CONTACT WITH THEIR OFFICE IS ESSENTIAL. BASED ON BOONE'S EXPERIENCE, PROCUREMENT OF FRESH PRODUCE IS NOT RECOMMENDED. ADDITIONALLY, BOONE DID NOT TAKE ON ANY WATER IN PORT SUDAN, AS IT WAS UNPOTABLE WITH LARGE PARTICULATE MATTER.

THE STARK CONTRAST WITH THE AMERICAN WAY OF LIFE IS AN EYE OPENER FOR ALL OBSERVERS AND PARTICULARLY AN EFFECTIVE SOURCE OF AMERICAN PATRIOTIC INSPIRATION FOR THE YOUNG, UNTRAVELLED SAILORS.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (OCT 86).



PORT SUDAN, SUDAN

3. E. MEDICAL. (JUN 85) (AFMIC) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN PORT SUDAN ARE POOR. SECTIONS OF THE CITY HAVE ACCESS TO A SEWERAGE SYSTEM THAT EMPTIES RAW SEWAGE DIRECTLY INTO THE HARBOR. OTHER AREAS USE BUCKETS AND SEPTIC TANKS. INDISCRIMINATE WASTE DISPOSAL AND OPEN DRAINAGE DITCHES ARE COMMON. GARBAGE PICKUP IS SPORADIC AND THERE IS OPEN DUMPING IN VACANT LOTS. WATER IS NOT POTABLE. FOOD SANITATION STANDARDS ARE POOR AND LOCALLY PRODUCED FOOD MAY BE CONTAMINATED.

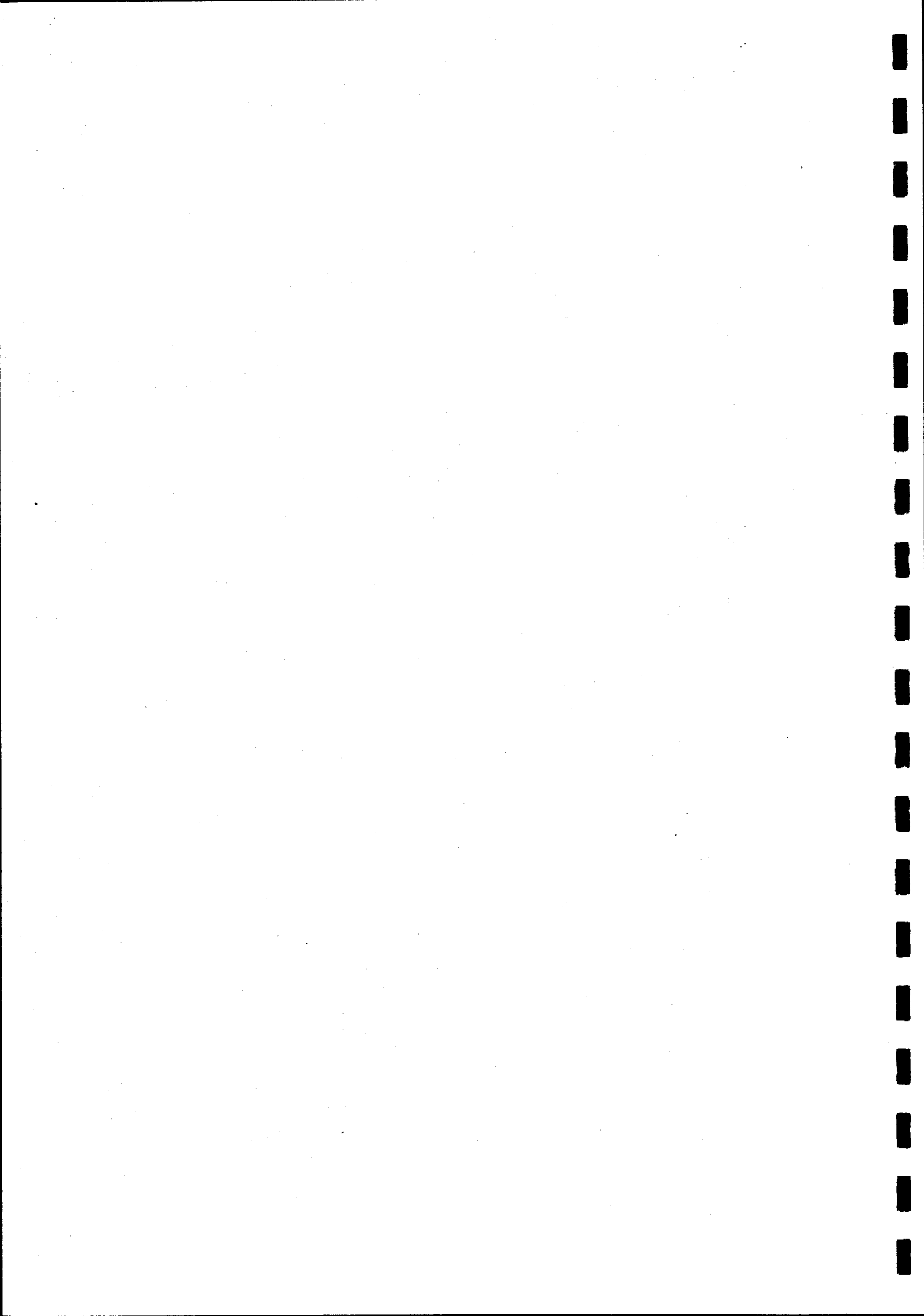
THE INCIDENCE OF DYSENTERY (SALMONELLA, SHIGELLA, COLIFORM, VIRAL, AND PARASITIC) IS HIGH. SUDAN IS PLAGUED WITH A CHOLERA OUTBREAK EACH SUMMER (APRIL THROUGH AUGUST) WHICH LOCAL OFFICIALS IDENTIFY AS "GASTRITIS" FOR PRESS PURPOSES. OTHER PREVALENT DISEASES INCLUDE MENINGITIS, TYPHOID AND PARATYPHOID FEVERS, LEISHMANIASIS, SCHISTOSOMIASIS, TRACHOMA, TYPHUS, RABIES, TUBERCULOSIS, MALARIA, AND SEXUALLY TRANSMITTED DISEASES. OTHER HEALTH THREATS INCLUDE INTENSE HEAT FROM MAY THROUGH SEPTEMBER.

MEDICAL SERVICES ARE AVAILABLE AT PORT SUDAN MILITARY HOSPITAL (120 BEDS), 2 KM SOUTH OF THE FLAMINGO BAY NAVAL BASE, AND THE GOVERNMENT HOSPITAL (600 BEDS). BOTH FACILITIES LACK ADEQUATE STAFFING, SANITATION, AND MODERN EQUIPMENT; HOWEVER, THE MILITARY HOSPITAL IS THE BETTER OF THE TWO. SERVICES INCLUDE MEDICAL, SURGICAL, ENT, AND DENTAL. LABORATORY AND X-RAY SERVICES ARE AVAILABLE, BUT CAPABILITY IS LIMITED. THE GOVERNMENT HOSPITAL IS A GENERAL FACILITY WHICH OFFERS MEDICAL, SURGICAL, OB/GYN, OPHTHALMOLOGY, AND DENTAL SERVICES. AN OPERATING THEATER IS AVAILABLE BUT IS POORLY EQUIPPED AND UNSANITARY. X-RAY AND LABORATORY SERVICES ARE AVAILABLE BUT ARE RESTRICTED TO BASIC PROCEDURES. ANTISEPTIC TECHNIQUES AND GENERAL SANITARY CONDITIONS ARE POOR. MEDICAL SUPPLIES ARE LIMITED AT BOTH FACILITIES.

THE U.S. ARMY HOSPITAL, FRANKFURT, GERMANY, IS USUALLY UTILIZED FOR EMERGENCY MEDEVAC SITUATIONS, AND THE NAVAL FACILITY IN NAPLES, ITALY IS AVAILABLE FOR LESS COMPLEX CASES. ALL MEDEVACS SHOULD BE COORDINATED THROUGH THE AMERICAN EMBASSY IN KHARTOUM.

LOCAL HEALTH AUTHORITIES BOARD SOON AFTER ARRIVAL AND REQUEST THAT A LOCAL HEALTH QUESTIONNAIRE BE COMPLETED. A MEDICAL QUARANTINE FORM IS ALSO REQUIRED.

P14/MED  
(CH-5)



PORT SUEZ (AS SUWAYS), EGYPT

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (AUG 86) (FICPAC) THE PORT COMPLEX AT SUEZ (AS SUWAYS), CONSISTING OF SEVEN SEPARATE INSTALLATIONS, IS LOCATED WIDELY ON THE NORTHERN AND WESTERN SIDES OF SUEZ BAY AT THE HEAD OF THE GULF OF SUEZ. SUEZ BAY, SEMICIRCULAR IN SHAPE, IS ABOUT 11 KM (6.8 MI) LONG AND 8 KM (5 MI) WIDE. CENTRAL DEPTHS RANGE FROM 11 TO 18.5 M (36 TO 60.7 FT). THE HARBOR IS WELL PROTECTED TO THE WEST BY HIGH HILLS AND ON THE NORTH AND EAST BY LOW SANDY SHORES. HOWEVER, IT IS OPEN TO THE SOUTH. BUR IBRAHIM AND THE PETROLEUM BASIN ARE PROTECTED BY BREAKWATERS.

B. APPROACHES, LIGHTS, ETC. (AUG 86) (FICPAC) CONSULT DMAHTC PUB 172 (3RD ED 86), CHART 62193 (13TH ED 25 MAY 85), AND CHART 62194 (4TH ED 2 FEB 85).

(MAY 86) (COMCRUDESGRU 3) NAVIGATION OF GULF OF SUEZ IS NOT DIFFICULT, BUT IT REQUIRES ATTENTION AND PREPARATION. THE TRAFFIC SEPARATION SCHEME (TSS) PROVIDES PRESCRIBED LANES. THE MERCHANT TRAFFIC CONFORMED. OIL PLATFORMS ARE PRESENT IN LARGE NUMBERS. ALTHOUGH MANY ARE NOT CHARTED, SEVERAL WERE USED TO DEVELOP FIXES. RADAR NAVIGATION IS GENERALLY GOOD. SHIPS FOUND DISTINCT LANDMARKS IDENTIFIED IN PUB 172 USEFUL. THE CURRENTS WERE AS OUTLINED IN PUB 172. RECOMMEND THIS TRANSIT BY DAY IF POSSIBLE BECAUSE PRESENCE OF GAS FLAMES AND BACKGROUND LIGHTING FROM OIL PLATFORMS WOULD MAKE NIGHT NAVIGATION MORE DIFFICULT.

APPROACHED SUEZ BAY AT DUSK. RADIO CONTACT WITH "SUEZ CONTROL" ON CHANNEL 16 TO PASS REPORTS (REQUIRED IN PUB 172) WAS UNSUCCESSFUL FOR MOST SHIPS UNTIL ABEAM DEEP-WATER ANCHORAGE, SOUTH OF CONRY ROCK BUOY. SUEZ DISPATCHER HAD DIFFICULTY (POOR ENGLISH) UNDERSTANDING SHIP DESIGNATIONS. SHIPS HAD TO SPELL OUT NAME AND TYPE. THE PHONETIC ALPHABET WAS NOT UNDERSTOOD. RECOMMEND CV REPORT INFORMATION FOR ALL SHIPS IN COMPANY ONCE COMMUNICATIONS IS ESTABLISHED.

CANAL TRANSIT WAS OVERALL UNEVENTFUL. THE CONVOY WAITED APPROXIMATELY THREE HOURS IN BITTER LAKES FOR SOUTHBOUND TRAFFIC TO CLEAR. CVN/AOE REMAINED AT BARE STEERAGE WAY OR DIW WHILE CRUISERS/FRIGATES ANCHORED. ALL SHIPS FOUND WATER DEPTHS GREATER THAN CHARTED. THE INITIAL CANAL PILOTS WERE REPLACED AT LAKE TIMSAH BY PILOTS WHO TOOK SHIPS TO NORTH END. THE CANAL IS PROMINENTLY MARKED EVERY KILOMETER AND SEQUENTIALLY NUMBERED. CONNING WAS FAIRLY EASY, REQUIRING OOD ONLY TO STAY IN THE CENTER. THERE WERE NO SHARP TURNS. THE CONVOY ENCOUNTERED HIGH WINDS (25-30 KTS) FOR LAST 3-4 HRS. BLOWING SAND REDUCED VISIBILITY TO BETWEEN A FEW HUNDRED YARDS AND ONE MILE. BLOWING SAND (APRIL/MAY PHENOMENON) DID NOT CLEAR UNTIL AFTER ENTERING MEDITERRANEAN. CONVOY TRANSITED AT 10 KTS DESPITE LOW VISIBILITY. RADAR WAS EFFECTIVE FOR MARKING SHIP AHEAD.

THE PILOTS CHANGED AGAIN ABEAM PORT SAID. CONVOY SLOWED FOR EXCHANGE. SOME SHIPS WERE REQUIRED TO STOP (CLOSING SHIP AHEAD). HIGH WINDS CAUSED SOME CONTROL PROBLEMS FOR LARGER SHIPS DURING SLOW DOWN. RECOMMEND FUTURE CONVOYS OPEN RANGE BETWEEN SHIPS DURING LAST 5 MILES TO ACCOMMODATE CHAIN REACTION AS LEAD SHIPS SLOW. THE CANAL EMPTIED INTO A WELL MARKED CHANNEL LEADING TO DEEP WATER. PILOTS ARE NOT NEEDED HERE BUT REQUIRED BY CANAL RULES.

PORT SUEZ (AS SUWAYS), EGYPT

CHART 56082 (15TH ED) DISPLAYS NORTHERN SECTION OF THE CANAL ONLY. CHART 56083 IS LISTED FOR SOUTHERN SECTION. THE LATTER CHART HAS NOT BEEN DISTRIBUTED NOR IS IT LISTED IN DMA CATALOG. THE CHART (14TH ED) CONTAINS ENTIRE CANAL. IT IS RECOMMENDED TO VERIFY CHART'S EDITION.

C. PILOTAGE. (AUG 86) SEE PUB 172, PARAGRAPHS 1B AND 1D.

D. ENTRANCE. (MAY 86) (COMCRUDESGRU 3) BATTLE GROUP (BG) UNDERWAY AS "SPECIAL CONVOY". PILOTS BOARDED IN VICINITY OF CONRY ROCK. NAVIGATION HERE WAS VERY DIFFICULT. NUMEROUS LIGHTED SHIPS AT ANCHOR AND LIGHTS ASHORE OBSCURED ALL NAVAIDS EXCEPT SINGLE LIGHT ON GREEN ISLAND AND NEWPORT ROCK CHANNEL BUOYS. ANCHORED SHIPS FURTHER COMPLICATED ALREADY DIFFICULT RADAR NAVIGATION PICTURE. IT IS SUGGESTED THAT WHILE AT ANCHORAGE, SHIPS "SET" CONRY ROCK BUOY, WHICH REPRESENTS ONLY DANGER BEFORE ENTERING CHANNEL. WHEN ABEAM CONRY ROCK, NEWPORT ROCK CHANNEL BUOYS APPEAR RED TO PORT, GREEN TO STBD. THESE, ALONG WITH GREEN ISLAND LIGHT, WERE AIDS USED TO PASS THROUGH CHANNEL. NIGHT VISION DEVICES WERE USEFUL. PILOTS BOARDED EACH SHIP AS IT PASSED CONRY ROCK. PILOTS GENERALLY FLUENT IN ENGLISH AND ALL WERE HIGHLY QUALIFIED.

E. CHANNEL. (AUG 86) CONSULT PUB 172.

F. ANCHORAGES. (MAY 86) (COMCRUDESGRU 3) ALL SHIPS WERE INITIALLY DIRECTED TO ANCHOR NORTH OF CONRY ROCK AND SOUTH OF ENTRANCE TO NEWPORT ROCK CHANNEL. ALTHOUGH DIRECTIONS WERE STATED AS ANCHOR 1.5 NM NORTH OF CONRY ROCK OR 1 NM SOUTH OF NEWPORT ROCK CHANNEL ENTRANCE BUOYS, AREA WAS HEAVILY CONGESTED WITH LARGE MERCHANT SHIPS ANCHORED RANDOMLY IN BOTH PILOT AREA AND PROHIBITED ANCHORAGE AREA. BG EVENTUALLY ANCHORED AT "V" SERIES WHERE NO OTHER SHIPS WERE PRESENT. THIS IS THE BEST OPTION FOR GROUPS SINCE IT PROVIDES ORDERLY UNDERWAY EVOLUTION AND ALLOWS OTC TO ARRANGE TRANSIT ORDER.

G. WRECKS AND OBSTRUCTIONS. (AUG 86) CONSULT PUB 172.

H. TIDES AND CURRENTS. (JAN 85) TIDES ARE SEMIDIURNAL.

MHWS	1.9 M (6.2 FT)	MLWS	0.4 M (1.3 FT)
MHWN	1.6 M (5.2 FT)	MLWN	0.7 M (2.3 FT)

TIDAL CURRENTS ARE NORTHWARD THROUGH THE GULF WHILE THE TIDE IS RISING AT SUEZ AND SOUTHWARD WHILE THE TIDE IS FALLING. MAXIMUM CURRENT VELOCITY IN MIDCHANNEL IS 0.75 M (2.5 FT)/SEC AT SPRINGS AND 0.25 M (.82 FT)/SEC AT NEAPS. THE CIRCULATION IN THE BAY IS COUNTERCLOCKWISE.

SWELLS ARE: SUMMER - CALM  
WINTER - 1% OF WAVES IN 0.3-2 M (0.9-6.6 FT) RANGE.

I. WEATHER AND WINDS. (JAN 85) CLIMATE IS GENERALLY HOT AND ARID WITH AN ALMOST CONSTANTLY CLEAR SKY WITH SEASONAL VARIATIONS. MEAN RAINFALL IS 27 MM (1 IN), MOSTLY DURING THE WINTER.



PORT SUEZ (AS SUWAYS), EGYPT

NORTHERLY WINDS ARE PREVALENT IN THE GULF OF SUEZ MOST OF THE YEAR; BUT DURING WINTER, WINDS OCCASIONALLY ARE FROM SOUTH. MEAN ANNUAL TEMPERATURE IS 23°C (73°F).

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (AUG 86) CONSULT PUB 172.

B. FUEL, LUBE, AND DIESEL OIL. (JAN 84) FUEL, LUBE, AND DIESEL OIL CAN BE DELIVERED BY BARGE.

C. MECHANICAL HANDLING FACILITIES. (JAN 85) THERE ARE 34 FLOATING CRANES AVAILABLE FROM SUEZ CANAL AUTHORITY (UP TO 500-TON CAPACITY). THERE ARE TWO FLOATING CRANES AT PORT (50-TON AND 80-TON CAPACITIES).

D. DRYDOCKS AND REPAIR FACILITIES. (JAN 84) SUEZ SHIPYARD CO. OPERATES A DRYDOCK. THE MEASUREMENTS ARE 141 X 21 X 6.7 M (462 X 69 X 22 FT).

E. WAREHOUSES AND STORAGE AREAS. (JAN 84) BOTH OPEN AND CLOSED STORAGE FACILITIES ARE AVAILABLE.

F. STEVEDORES. (JAN 84) STEVEDORES ARE AVAILABLE.

G. PORT CAPACITY. (JAN 84) THERE IS A LENGTH RESTRICTION OF 137 M (449 FT) TO ALLOW VESSELS TO SWING WITHIN PORT IBRAHIM.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (JAN 84) BUR IBRAHIM, THE PORT FOR SUEZ, IS CONNECTED TO THE CITY BY A CAUSEWAY ON WHICH THERE IS A RAILROAD.

3. SERVICES, LOGISTICS, AND OPERATION

A. LIGHTERAGE. (JAN 85) TUGS, LIGHTERS, AND BARGES ARE AVAILABLE.

B. WATER. (JAN 85) POTABLE WATER IS AVAILABLE FROM BUR IBRAHIM.

C. AIRFIELDS. (MAY 79) THERE ARE NO USABLE AIRFIELDS IN THE AREA.

D. COMMUNICATIONS. (JAN 81) THE HARBOR CONTROL CAN BE CONTACTED ON CHANNEL 16, AND CHANNEL 16 MUST BE GUARDED WHILE IN PORT. THERE ARE TELEPHONE/TELEGRAPH SERVICE AND SHIP-TO-SHORE RADIO IN SUEZ.

E. MEDICAL. (JUN 85) SEE P17/MED.

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

G. PROVISIONS. (MAY 79) PROVISIONS CAN BE ARRANGED VIA LOGREQ TO USDAO, CAIRO, AND EGYPT.

PORT SUEZ (AS SUWAYS), EGYPT

H. GARBAGE DISPOSAL. (MAY 79) THERE IS NO DUMPING ALLOWED IN THE HARBOR OR THE CANAL. NO FURTHER INFORMATION IS AVAILABLE.

4. PERSONALIA

A. CALLS. (AUG 86) NO INFORMATION IS AVAILABLE.

B. HONORS. (MAY 79) PORT SUEZ IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (AUG 86) SUEZ IS STRATEGICALLY LOCATED FOR THE DEVELOPMENT OF BOTH OCEAN AND LOCAL SHIPPING. IT HAS DIRECT SEA ACCESS TO SAUDI ARABIA, THE PERSIAN GULF, EAST AFRICA, AND THE FAR EAST BY WAY OF THE RED SEA AND ACCESS TO THE MEDITERRANEAN SEA AND ATLANTIC OCEAN THROUGH THE SUEZ CANAL. IT IS THE PRINCIPAL PORT FOR RECEIVING IMPORTS FROM THE SOUTHERN TRADE ROUTES, PRIMARILY WHEAT FROM AUSTRALIA. THE CAIRO AREA IS THE PRIMARY CONSUMER OF THE WHEAT AND MANUFACTURED GOODS FROM ASIA.

SUEZ PORT AND THE SUEZ CANAL WERE CLOSED FROM JUNE 1967 TO LATE 1974, FOLLOWING THE 1967 ARAB-ISRAELI WAR. THERE WAS MUCH WAR DAMAGE IN THE SUEZ AREA, AND RECOVERY WAS FAIRLY SLOW DURING THE 1970'S. HOWEVER, THE YEARS OF PLANNING AND CONSTRUCTION ACTIVITY ARE FINALLY RESULTING IN INCREASED PORT CAPACITY.

B. LIBERTY. (AUG 86) NO INFORMATION AVAILABLE.

C. CLUBS AND BARS. (AUG 86) NO INFORMATION AVAILABLE.

D. RESTAURANTS. (AUG 86) NO INFORMATION AVAILABLE.

E. HOTELS. (AUG 86) NO INFORMATION AVAILABLE.

F. ATHLETICS. (AUG 86) NO INFORMATION AVAILABLE.

G. BEACHES. (AUG 86) NO INFORMATION AVAILABLE.

H. CHURCHES. (AUG 86) NO INFORMATION AVAILABLE.

I. TRANSPORTATION. (AUG 86) NO INFORMATION AVAILABLE.

J. TOURS. (AUG 86) NO INFORMATION AVAILABLE.

K. SHOPPING. (AUG 86) NO INFORMATION AVAILABLE.

L. THEATER AND CINEMA. (AUG 86) NO INFORMATION AVAILABLE.

N. PHYSICAL SECURITY. (AUG 86) NO INFORMATION AVAILABLE.

M. MISCELLANEOUS INFORMATION. (AUG 86) THE OFFICIAL CURRENCY IS THE EGYPTIAN POUND.

PORT SUEZ (AS SUWAYS), EGYPT

3. E. MEDICAL. (JUN 86) ENVIRONMENTAL SANITATION PRACTICES AND PUBLIC HEALTH CONDITIONS IN PORT SUEZ ARE FAIR. TREATED WATER SUPPLIES ARE AVAILABLE IN AMPLE QUANTITIES. THE MUNICIPAL SEWERAGE SYSTEM TREATS SOME SEWAGE BUT DISCHARGES THE REMAINING UNTREATED EFFLUENT INTO THE BAY OF SUEZ. THE HOT, DRY CLIMATE WITH ACCOMPANYING SANDSTORMS MAY CAUSE HEAT INJURIES, EYE PROBLEMS, AND RESPIRATORY DISEASES. LOCALLY PRODUCED FOOD MAY BE CONTAMINATED.

PREVALENT DISEASES INCLUDE SHIGELLOSIS, AMEBIC DYSENTERY, SALMONELLOSIS, TYPHOID AND PARATYPHOID FEVERS, AND OTHER BACILLARY AND VIRAL DIARRHEAS. FILARIASIS AND RIFT VALLEY FEVER ARE ENDEMIC. A LARGE STRAY DOG POPULATION IS THE SOURCE OF A SIGNIFICANT RABIES PROBLEM. SEXUALLY TRNMITTED DISEASES ARE PRESENT.

MEDICAL CARE IS AVAILABLE AT THE GOVERNMENT HOSPITAL (350 BEDS). SERVICES INCLUDE MEDICAL, SURGICAL, X-RAY, AND LABORATORY. THE QUALITY OF CARE IS UNKNOW.

THE U.S. ARMY HOSPITAL, FRANKFURT, GERMANY IS USUALLY UTILIZED FOR EMERGENCY MEDEVAC SITUATIONS AND THE NAVAL FACILITY IN NAPLES, ITALY, IS AVAILABLE FOR LESS COMPLEX CASES. ALL MEDEVACS SHOULD BE COORDINATED THROUGH THE U.S. EMBASSY OR ITS COMPONENT OFFICES.

A PRATIQUE AND CERTIFICATION OF DERATIZATION ARE REQUIRED.

P17/MED  
(CH-4)



MORONI, COMOROS

1. NAVIGATIONAL INFORMATION

A. DESCRIPTION OF PORT. (OCT 86) (FICPAC) MORONI (11°42'S/43°15'E) IS LOCATED ON THE WEST SIDE OF GRANDE COMORE ISLAND. THE PORT IS SITUATED AT THE HEAD OF MORONI BAY AND CONSISTS OF A SMALL HARBOR, WHICH IS PROTECTED BY A BREAKWATER, AND AN OPEN ROADSTEAD. LOCAL TIME IS ZULU PLUS THREE.

B. APPROACHES, LIGHTS, ETC. (OCT 86) (FICPAC) CONSULT DMAHTC PUB 171 (3RD ED 1986) AND CHARTS 61310 (1ST ED 20 MAR 82, CORR NM 12/82)/61311 (3RD 13 MAR 82, CORR NM 49/84).

(MAR 85) (USS JASON) THE CHARTS WERE NOT ADEQUATE. BRITISH ADMIRALTY CHART 2066 (23RD ED, NOV 1956) 1:12,000 SCALE IS RECOMMENDED. DIFFERENCES IN NAVIALDS NOTED FROM CHART 61311 WERE:

AERO R BN Q 24M 11NM DISPLAYS A STEADY RED LIGHT.

R MAST IS IN POSITION, SHOWN AS WATER TOWER.

CONTROL TOWER IS 150 YDS NORTH OF CHARTED POSITION.

ILOT SOUAZOU QR 19M 8NM LT ON MINARET PROVIDE A GOOD RANGE.

C. PILOTAGE. (MAR 85) (USS JASON) PILOTS WERE NOT AVAILABLE. A CIVILIAN MASTER, HIRED BY THE GOVERNMENT TO RUN A COASTAL STEAMER, APPEARED TO HAVE GOOD KNOWLEDGE OF THE HARBOR.

D. ENTRANCE. (MAR 85) (USS JASON) JASON REMAINED UNDERWAY ON NW-SE LEGS 2,000 YDS OFFSHORE DUE TO THE NARROW SHELF (500-800 YDS WIDE), A SHARP BOTTOM DECLINE CLOSE TO SHORE, AND POOR HOLDING GROUND IN ANCHORAGE.

E. CHANNEL. (MAR 85) (USS JASON) SMALL BOATS CAN APPROACH THE SOUTH QUAYWALL ON A 150°T HEADING. AT HIGH TIDE, THE MAXIMUM DRAFT FOR GOING ALONGSIDE IS 3.04 M (10 FT). BOATS WITH DRAFTS UP TO 0.91 M (3 FT) CAN ENTER THE HARBOR AT ANY TIME EXCEPT AT LOW WATER SPRINGS.

F. ANCHORAGES. (MAR 85) (USS JASON) HOLDING GROUND IS REPUTED TO BE POOR DUE TO LAVA ROCK BOTTOM. HOWEVER, CARGO VESSELS DO ANCHOR AND HAVE NO SIGNIFICANT REPORTED PROBLEMS DURING MODERATE WEATHER. PROTECTION IS POOR, ESPECIALLY DURING NW WINDS OF THE NORTHERN MONSOON (DEC-MAR). THE BEST ANCHORAGE IS AT 11°41'49"S/43°43'07"E (THE ONLY ANCHORAGE AVAILABLE FOR VESSELS GREATER THAN 5,000 TONS). SMALLER VESSELS MIGHT BE ABLE TO ANCHOR IN THE NEAR VICINITY. THE POOR HOLDING GROUND COUPLED WITH THE SHARP DECLINE IN DEPTH 500 YDS FROM SHORE LIMITS A SECURE ANCHORAGE FOR SHIPS OVER 5,000 TONS. A MERCHANT MASTER FAMILIAR WITH THE AREA INDICATED HE HAD ANCHORED A 27,000-TON SHIP OF 8.2 M (27 FT) DRAFT AT THE ABOVE ANCHORAGE FOR SEVERAL DAYS WITH NO PROBLEM. DISTANCE FROM ANCHOR SWING CIRCLE TO SHOAL WATER WAS 100-200 YDS. SHIPS SHOULD HAVE PROPULSION POWER AVAILABLE ON SHORT NOTICE DUE TO PROXIMITY TO SHOAL WATER.

G. WRECKS AND OBSTRUCTIONS. (MAR 85) (USS JASON) NONE NOTED.

MORONI, COMOROS

H. TIDES AND CURRENTS. (MAR 85) (USS JASON) INFORMATION PUBLISHED IN THE TIDE TABLES WAS ACCURATE.

I. WEATHER AND WINDS. (MAR 85) (USS JASON) WEATHER AND WINDS ARE CORRECTLY DESCRIBED IN PUB 171. JASON EXPERIENCED CALM SEAS AND LIGHT WINDS FROM THE WEST, WITH ONE HEAVY BRIEF RAIN SHOWER AND LIGHTENING AT NIGHT.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (FEB 85) (USDAO ANTANANARIVO MA) THE HARBOR IS VERY SMALL AND CAN RECEIVE ONLY BOATS AND SMALL SHIPS WHICH DO NOT EXCEED 700 METRIC TONS GROSS WEIGHT. THE PIER IS 100 X 15 M (328 X 49 FT).

B. FUEL, LUBE, AND DIESEL. (FEB 85) (USDAO ANTANANRIVO MA) FUEL IS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES. (MAR 85) (USS JASON) A SMALL TRUCK MOUNTED CRANE MAY BE AVAILABLE.

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 85) (USS JASON) NONE.

E. WAREHOUSES AND STORAGE FACILITIES. (MAR 85 (USS JASON) NONE.

F. STEVEDORES. (MAR 85) (USS JASON) MANPOWER AVAILABLE WAS USED FOR MANUAL CARGO HANDLING. SKILL LEVEL IS UNKNOWN.

G. PORT CAPACITY. (MAR 85) (USS JASON) MORONI CAN ACCOMMODATE ONE TO THREE FF/DD TYPE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 85) (USS JASON) A TWO-LANE ROAD ALONG THE COAST AND ONE INLAND ROAD ARE OBSERVED.

(FEB 85) (USDAO ANTANANARIVO MA) COMMERCIAL TRAFFIC IS LIMITED TO ONE FRENCH FREIGHTER EVERY TWO MONTHS.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAR 85) (USS JASON) SMALL BOATS WITH CONEX BOXES 8 X 8 X 10 FT MOUNTED ON BOATS ARE USED TO FERRY CARGO.

B. WATER. (MAR 85) (USS JASON) WATER WAS NOT AVAILABLE.

C. AIRFIELDS. (MAR 85) (USS JASON) ICONI, 500 YDS SOUTH OF THE QUAY, HAS ONE CONCRETE RUNWAY (NORTH/SOUTH) WHICH IS NORMALLY USED FOR SMALL PRIVATE AIRCRAFT. IT WAS APPARENTLY USED FOR AIRCRAFT UP TO C54 SIZE IN THE PAST. IT IS RESERVED FOR PRESIDENTIAL OR OTHER SPECIAL USE.

FLIGHTS FROM JEDDAH ARRIVE TUESDAY 1400 AND DEPART SUNDAY 1330.  
FLIGHTS FROM JOHANNESBURG ARRIVE SUNDAY 1225 AND DEPART TUESDAY 1500.

MORONI, COMOROS

OTHER FLIGHTS MAY BE AVAILABLE.

D. COMMUNICATIONS. (MAR 85) (USS JASON)

<u>CHANNEL</u>	<u>FREQUENCY (MHZ)</u>	<u>PRI</u>	<u>USE</u>
16	156.800	1	DISTRESS, SECURITY
12	156.600	1	HARBOR TO SHIPS, SHIPS TO HARBOR
14	156.700	2	
11	156.550	3	
13	156.650	4	
10	156.500	9	
6	156.300	1	SHIP TO SHIP
8	156.400	2	
10	156.500	3	
13	156.650	4	

NOTES: 1. CHANNEL 16 IS USED ONLY FOR DISTRESS, SECURITY, OR AN INITIAL CALL.

2. THE MORONI MARITIME STATION IS OPEN:

(a) VHF - DAILY 0800-1200, 1500-1800 LOCAL EXCEPT SUNDAY.

(b) SSB (6219/6 AMD 9251.1 KHZ) - DAILY 0800-0815, 1700-1715 LOCAL EXCEPT SUNDAY.

COMMERCIAL TELEPHONE - OVERSEAS CALLS CAN BE MADE FROM THE CENTRAL POST OFFICE DURING NORMAL WORKING HOURS BUT SHOULD ONLY BE MADE IN EMERGENCIES DUE TO THE LANGUAGE PROBLEM.

MAIL - THERE IS NO MAIL SERVICE AVAILABLE FOR USN SHIPS.

E. MEDICAL. (MAR 85) SEE P19/MED.

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

G. PROVISIONS. (MAR 85) (USS JASON) FFV WERE AVAILABLE FROM VENDORS WHO SELL TO MERCHANT VESSELS. THE QUALITY OF FOOD IS GENERALLY POOR, AND THE QUANTITY WAS LIMITED TO 250 KILOGRAMS. ALL VEGETABLES SHOULD BE THOROUGHLY CHECKED FOR PESTS, WASHED IN BROMINE SOLUTION, SOAKED IN CHLORINE SOLUTION, AND THOROUGHLY COOKED.

H. GARBAGE DISPOSAL. (MAR 85) (USS JASON) NONE.

4. PERSONALIA

A. CALLS. (MAR 85) (USS JASON) CALLS ARE ARRANGED BY USDAO AND MAY BE MADE ON:

MINISTRE D'ETAT

SECRETAIRE GENERAL

GOUVERNEUR NGAZIDJA

MINISTRE AFFAIRES ESTRANGERS

COMMANDANT F.A.C.

COMMANDANT GENDARMERIE

COMMANDANT GARDE PRESIDENTIELLE

FRENCH AMBASSADOR

MORONI, COMOROS

SHIP RECEIVED A LIMITED NUMBER OF VISITORS DUE TO UNDERWAY STATUS.

B. HONORS. (MAR 85) (USS JASON) MORONI IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (OCT 86) MORONI IS THE CAPITAL OF THE FEDERAL ISLAMIC REPUBLIC OF COMOROS WHICH CONSISTS OF THREE ISLANDS: GRANDE COMORE, ANJOUAN, AND MHOELI. THE SMALL CITY OF MORONI IS LOCATED AT THE FOOT OF A 7,000 FT, STILL ACTIVE VOLCANO CALLED KARTHALA.

THE COMOROS IS ONE OF THE WORLD'S POOREST AND LEAST DEVELOPED NATIONS. AGRICULTURE IS THE DOMINANT ECONOMIC ACTIVITY, YET MOST FOOD HAS TO BE IMPORTED. PRIOR TO ITS INDEPENDENCE, FRENCH AID ALLOWED THE COMOROS TO RUN ON A PERMANENT TRADE DEFICIT AND A LARGE BUDGETARY DEFICIT STATUS. WHEN FRANCE WITHDREW ITS ECONOMIC SUPPORT IN 1975, COMOROS WAS LEFT VIRTUALLY BANKRUPT. FINANCIAL AND FOOD AIDS WERE PROVIDED BY THE UN, ARAB ORGANIZATIONS, AND PRC. IN 1977, THE ECONOMY WAS FURTHER STRAINED BY THE INFLUX OF 16,000 COMORAN REFUGEES FROM MADAGASCAR AND BY A VOLCANIC ERUPTION. FOLLOWING THE COUP IN 1978, RELATIONS WITH FRANCE IMPROVED AND AID WAS ONCE AGAIN FORTHCOMING. THE ECONOMY IS BASED ON EXPORTS OF YLANG-YLANG ESSENCE (USED IN MAKING PERFUME), VANILLA, CLOVES, AND COPRA.

AS OF MARCH 1980, THERE WERE 356,142 PEOPLE LIVING IN THE COMORO ISLANDS, OF WHICH 190,000 LIVE ON GRANDE COMORE AND 15,000 IN MORONI. THE PEOPLE ARE OF MIXED BANTU AND ARAB STOCK AND SPEAK A DIALECT OF SWAHILI.

THE RELIGIOUS MIX IS 86% SHIRAZI MOSLEM AND 14% ROMAN CATHOLIC. PICTURE-TAKING OF PEOPLE, ESPECIALLY FEMALES, IS USUALLY NOT PERMITTED DUE TO RELIGIOUS REASONS. PERMISSION SHOULD BE REQUESTED FIRST. TEASING OR THE PROPOSITION OF COMORAN FEMALES SHOULD BE AVOIDED. THE MOSQUES SHOULD NOT BE ENTERED BY NON-MOSLEM PERSONNEL WITHOUT A SPECIFIC INVITATION. PUBLIC DISPLAY OF DRUNKENNESS SHOULD BE AVOIDED.

B. LIBERTY. (MAR 85) (USS JASON) ONE OFFICER OR CPO, ONE ENLISTED FOR EVERY 50 MEN ASHORE ARE REQUIRED FOR SHORE PATROL; HOWEVER, IT IS NEGOTIABLE WITH LOCAL AUTHORITIES. THE LOCAL ARMED FORCES PROVIDED A LIMITED NUMBER OF CARS AND DRIVERS FOR SHORE PATROL. THE SHORE PATROL OFFICER SHOULD REPORT TO THE BEACH GUARD. A BEACH GUARD IS HIGHLY RECOMMENDED TO PROVIDE ASSISTANCE AND INFORMATION TO THE CREW. LIBERTY BOATS WERE NOT AVAILABLE. LIBERTY HOURS EXPIRED AT MIDNIGHT. EITHER UNIFORM (WHITE) OR CIVILIAN ATTIRE WAS APPROPRIATE FOR LIBERTY. THE RECOMMENDED SIZE OF A LIBERTY PARTY IS NO MORE THAN 250.

C. CLUBS AND BARS. (FEB 85) (USDAO ANTANANARIVO MA) THE COMOROS IS AN ISLAMIC COUNTRY AND IT IS ILLEGAL FOR AN ESTABLISHMENT TO SELL ALCOHOLIC BEVERAGES TO COMORAN MUSLIMS. EACH OF THE THREE PRINCIPAL HOTELS, HOWEVER, HAS A SMALL BAR. BELGIAN AND SOUTH AFRICAN BEER, AND A MODEST SELECTION OF HARD LIQUOR AND WINE, ARE AVAILABLE AT ALL THREE. BEER IS REASONABLY PRICED, BUT HARD LIQUOR IS EXPENSIVE.

THERE ARE NO NIGHT CLUBS/DISCOTHEQUES IN MORONI.



MORONI, COMOROS

(MAR 85) (USS JASON) ALCOHOLIC BEVERAGE "ABSINTHE" SHOULD BE AVOIDED.

D. RESTAURANTS. (MAR 85) (USS JASON)

<u>NAME</u>	<u>LOCATION</u>	<u>COUISINE</u>
LA GRILLADE	OCEAN ROAD NEAR MOUNTAINS	UNK
L'ISLAM	CENTER OF TOWN	MUSLIM (NO LIQUOR)
BABOU	NEAR BELGIUM CONSULATE	HINDU (NO LIQUOR)
LA VANILLE	CLOSE TO AL CAMAR	SNACKS

(FEB 85) (USDAO ANTANANARIVO MA) THERE ARE ONLY THREE ACCEPABLE RESTAURANTS IN MORONI: THE YLANG-YLANG, COELACANTHE, AND ITSANDRA HOTELS. CUISINE IS FRENCH AND PRICES ARE MODERATE. THE COELACANTHE IS PROBABLLY THE BEST.

E. HOTELS. (MAR 85) (USS JASON)

<u>NAME</u>	<u>LCATION</u>	<u>PRICE</u>	<u>CUISINE</u>
HOTEL YLANG YLANG	3 MI SOUTH OF PIER OCEANFRONT	DINNER - US\$18	FRENCH, LOCAL.
HOTEL ITSANDRA	5 MI NORTH OF PIER OCEANFRONT	INEXPENSIVE	FRENCH, LOCAL.
COELACANTHE	OCEAN ROAD NEAR SEA	UNK	UNK
MALOUDJA	40 MI NORTH MORONI	UNK	UNK

F. ATHLETICS. (MAR 85) (USS JASON) THERE ARE ONE BASKETBALL COURT AND ONE SOCCER FIELD. MAJOR HOTELS HAVE TENNIS COURTS. COMPETITIONS WITH LOCAL TEAMS ARE NOT AVAILABLE.

(FEB 85) (USDAO ANTANANARIVO MA) SCUBA DIVING IS AVAILABLE THROUGH THE COELACANTHE HOTEL FOR QUALIFIED PERSONNEL.

G. BEACHES. (MAR 85) (USS JASON) SOME BEACHES APPEARED TO BE NICE BUT WERE NOT CLOSELY OBSERVED

H. CHURCHES. (OCT 86) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (MAR 85) (USS JASON) SHIP'S VEHICLES CANNOT BE OFFLOADED. USE OF THE AIRPORT FOR HELICOPTER LANDING COULD PROBABLY BE ARRANGED. TAXIS WERE THE ONLY TRANSPORTATION AVAILABLE. THEY WERE NOT METERED AND BARGAINING WAS NECESSARY. PERSONNEL SHOULD BE CAUTIONED THAT TAXI DRIVERS WILL TAKE ADVANTAGE OF THEM, ESPECIALLY LATE AT NIGHT. PRICE SHOULD BE 125 FRANCS TO TOWN, 150 FRANCS TO THE HOTEL ITSANDRA.

J. TOURS. (MAR 85) (USS JASON) A SAFARI TOUR CAN BE ARRANGED FOR SMALL GROUPS THROUGH COMORES TOUR SERVICES (2-3,000 FRANCS/PER PERSON).

K. SHOPPING. (MAR 85) (USS JASON) BARGAINS ARE GOLD JEWELRY,

MORONI, COMOROS

SEMI-PRECIOUS STONES, SEASHELLS, AND CARVED ARTICLES. SHOPS ARE LOCATED IN VENDREDI AND MEDINA SQUARES, AND BARGAINING IS AN ACCEPTED PRACTICE.

L. THEATER AND CINEMA. (MAR 85) (USS JASON) THERE IS ONE THEATER, BUT THE MOVIES ARE IN FRENCH.

M. PHYSICAL SECURITY. (MAR 85) (USS JASON) THE PORT AREA IS SURROUNDED BY A 10-FT FENCE. THERE IS A SMALL MILITARY FACILITY ADJACENT TO THE PIER.

N. MISCELLANEOUS INFORMATION. (MAR 85) (USS JASON) THE RATE OF CURRENCY EXCHANGE WAS 508 COMORAN FRANCS TO US\$1.00. THE CURRENCY EXCHANGE WAS CONDUCTED ONBOARD BY THE BANQUE COMMERCIALE DE MORONI AND CURRENCY WAS CHANGED BACK AT THE END OF THE PORT VISIT WITHOUT ANY DIFFICULTY. THERE WERE NO LOCAL LAUNDRIES.

USS JASON WAS THE FIRST U.S. NAVY SHIP TO VISIT GRANDE COMORE AND FOUND THE LOCAL POPULACE TO BE VERY FRIENDLY, TOLERANT, AND HELPFUL. LANGUAGE PRESENTS A BARRIER, THOUGH MOST COMORANS SPEAK FRENCH AND SOME SPEAK BROKEN ENGLISH. BOTTLED DRINKS WERE SAFE FOR CONSUMPTION, BUT THE SHIP MUST PROVIDE WATER FOR THE BEACH GUARD, SHORE PATROL, AND WORKING PARTIES. THE COMORAN PEOPLE APPEAR QUIET AND RESERVED, SO ANY MISCONDUCT ASHORE WILL BE EVEN MORE VISIBLE. PUBLIC DRUNKENNESS IS NOT TOLERATED BY LOCAL AUTHORITIES AND NOT APPRECIATED AMONG GUESTS.

JASON REPAIRED THE DIESEL ENGINES ON THE ONLY INTER-ISLAND CARGO BOAT, THE DIESEL GENERATOR AT MORONI'S MAJOR POWER PLANT, MOVIE PROJECTORS, AND PROVIDED MISCELLANEOUS ADDITIONAL ASSISTANCE AND SUPPLY SUPPORT. IN ADDITION, MEDICAL AND DENTAL SUPPLIES AND LECTURES WERE PROVIDED TO THE LOCAL HOSPITAL.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, 474-5285, (OCT 86).

MORONI, COMOROS

3. E. MEDICAL. (OCT 86) GENERAL HEALTH CONDITIONS ARE POOR. WIDESPREAD AND CHRONIC MALNUTRITION EXISTS. THE MOST SERIOUS DISEASE IS MALARIA WHICH IS THE MAJOR CAUSE OF DEATH. OTHER SERIOUS ILLNESSES INCLUDE TUBERCULOSIS, LEPROSY, VENEREAL DISEASE, GASTROENRITIS, AND PARASITIC DISEASES.

(FEB 85) (USDAO ANTANANARIVO MA) MORONI IS A MALARIA ENDEMIC AREA AND ALL PERSONNEL SHOULD TAKE WEEKLY CLOROQUINE PROPHYLAXIS ONE WEEK BEFORE AND THREE WEEKS AFTER ARRIVAL. THERE IS ALSO AN UNKNOWN BUT CONFIRMED INCIDENCE OF CLOROQUINE-RESISTANT MALARIA. IF POSSIBLE, THE SHIP SHOULD STOCK FANSIDAR AND SHIP'S MEDICAL OFFICERS SHOULD FAMILIARIZE THEMSELVES WITH SYMPTOMS AND TREATMENT OF CLOROQUINE-RESISTANT STRAINS OF MALARIA.

(MAR 85) (USS JASON) MORONI HAS ONE HOSPITAL, EL MARUF, CENTRAL MORONI, (400 BEDS), STAFFED BY ONE AMERICAN GENERAL SURGEON, TWO FRENCH SURGEONS, ONE FRENCH OPHTHAMOLOGIST, ONE COMORAN PEDIATRICIAN, FOUR COMORAN GENERAL PRACTITIONERS, ONE FRENCH GYNECOLOGIST, AND TWO NURSE ANESTHETISTS. THE DENTAL CLINIC IS EQUIPPED WITH MODERN DENTAL UNITS AND X-RAY EQUIPMENT BUT IS PLAGUED BY POOR SANITATION AND STERILIZATION CONDITIONS AS WELL AS A SHORTAGE OF SUPPLIES. THE DENTIST, DR ABOULHAKIN (TRAINED IN FRANCE), AND HIS ASSISTANCE TREAT AN AVERAGE OF 50 PEOPLE A DAY. THERE IS NO EMERGENCY FACILITIES. THE HOSPITAL HAS A LIMITED LABORATORY FACILITY WITH ONE BACTERIOLOGIST AND ONE MEDICAL TECHNICIAN.

HEALTH AND SANITATION OF PORT

ORGANIC MATERIAL - MODERATE AMOUNT OF RAW SEWAGE IN THE BAY AND BATHING WATER.

INDUSTRIAL, ATMOSPHERIC POLLUTION - NONE.

SMALL BOAT TRAFFIC - MODERATE AMOUNT OF FISHING AND CARGO BOATS.

GENERAL IMPRESSION OF CITY CONDITIONS

GARBAGE ACCUMULATION - NO COLLECTION SITES, GARBAGE THROWN AWAY HAPHAZARDLY.

SEWAGE REMOVAL - ENGLISH/FRENCH HOMES AND HOTELS HAD SEPTIC TANKS, THE REST OF THE POPULATION USED PITS.

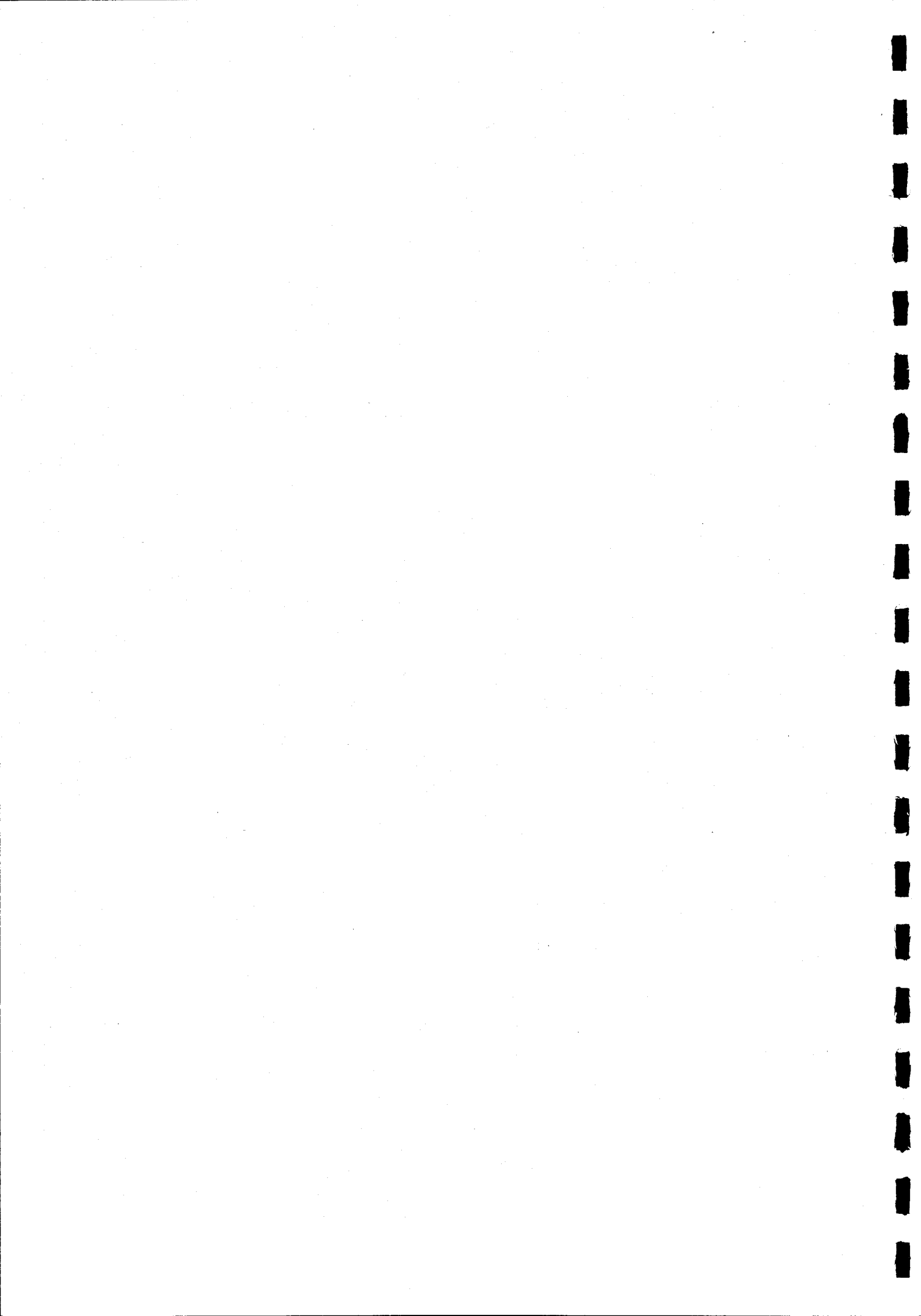
INSECTS - A HEAVY POPULATION OF MOSQUITOS AND FLIES PREDOMINATE.

STRAY ANIMALS - NO RABIES.

SANITARY COMPLIANCE - MAJOR HOTELS COMPLY; STREET VENDORS, UNKNOWN; AND OPEN AIR MARKETS DO NOT.

ILLICIT DRUGS - MARIJUANA IS CHEAP AND WIDELY AVAILABLE.

PROSTITUTION - NONE OBSERVED.



MUTSAMUDU, COMOROS

1. NAVIGATIONAL INFORMATION.

A. DESCRIPTION OF PORT. (OCT 86) MUTSAMUDU (12°10'S/44°24'E) IS LOCATED ON THE WEST COAST OF ANJOUAN ISLAND. IT IS AN OPEN ROADSTEAD PORT WITH A SHALLOW CORAL REEF EXTENDING 200-500 YDS OFFSHORE. SMALL BOATS MAY DIRECTLY APPROACH THE PIER AT ANY TIME. PROTECTION IS POOR, ESPECIALLY DURING NW WINDS OF THE NORTHERN MONSOON (DEC-MAR).

B. APPROACHES, LIGHTS, ETC. (OCT 86) (FICPAC) CONSULT DMAHTC PUB 171 (3RD ED 1986) AND CHARTS 61310 (1ST ED 20 MAR 82, CORR NM 12/82)/61311 (3RD 13 MAR 82, CORR NM 49/84).

(MAR 85) (USS JASON) PUB 171 HAS VERY LITTLE INFORMATION ON MUTSAMUDU, AND CHARTS 61310/61311 ARE NOT ADEQUATE. BRITISH ADMIRALTY CHART 2066 (1:20,000 SCALE, 23RD ED, NOV 1956) IS RECOMMENDED. GOOD FIXES USED WERE A TANK AT 12°08'33"S/44°25'22"E, POINT MIRONTSI TANGENT, AND QFL WHITE LIGHT AT 12°09'50"S/44°23'55"E.

C. PILOTAGE. (MAR 85) (USS JASON) PILOTS WERE NOT AVAILABLE.

D. ENTRANCE. (MAR 85) (USS JASON) JASON REMAINED UNDERWAY 2-3,000 YDS OFF SHORE DUE TO NARROW SHELF AVAILABLE (700-900 YDS) FOR ANCHORAGE.

E. CHANNEL. (MAR 85) (USS JASON) THERE IS NO CHANNEL.

F. ANCHORAGES. (MAR 85) (USS JASON) HOLDING GROUND IS REPUTED TO BE POOR DUE TO LAVA BOTTOM. THE BEST ANCHORAGES ARE INDICATED ON CHART 61311. POOR HOLDING GROUND COUPLED WITH A SHARP DECLINE IN DEPTH PRECLUDES SECURE ANCHORAGE FOR SHIPS OVER 5,000 TONS ALTHOUGH A MERCHANT MASTER INDICATED HE HAD ANCHORED A 27,000 TON VESSEL OF 27 FT DRAFT FOR SEVERAL DAYS IN MODERATE WEATHER.

G. WRECKS AND OBSTRUCTIONS. (MAR 85) (USS JASON) NONE NOTED.

H. TIDES AND CURRENTS. (MAR 85) (USS JASON) ADD 15 MINUTES TO THE TIDAL INFORMATION FOR MORONI TO TIME OF HIGH/LOW TIDES.

I. WEATHER AND WINDS. (MAR 85) (USS JASON) THEY ARE CORRECTLY DESCRIBED IN PUB 171. JASON EXPERIENCED CALM SEAS AND LIGHT WINDS FROM THE WEST.

2. BERTHING AND FACILITIES

A. MOORINGS, DOCKS, ETC. (MAR 85) (USS JASON) TWO MOORING BUOYS ARE AVAILABLE AT 12°09'50"S/44°23'27"E AND 12°09'52"S/44°23'20"E. A WHARF IS USED FOR SMALL BOATS ONLY. THE MINIMUM DEPTH AT SEAWARD END IN LOW TIDE IS 4 M (13 FT).

B. FUEL, LUBE, AND DIESEL. (MAR 85) (USS JASON) FUEL IS NOT AVAILABLE.

MUTSAMUDU, COMOROS

C. MECHANICAL HANDLING FACILITIES. (MAR 85) (USS JASON) NONE OBSERVED.

D. DRYDOCKS AND REPAIR FACILITIES. (MAR 85) (USS JASON) NONE OBSERVED.

E. WAREHOUSES AND STORAGE FACILITIES. (MAR 85) (USS JASON) NONE OBSERVED.

F. STEVEDORES. (MAR 85) (USS JASON) NONE OBSERVED.

G. PORT CAPACITY. (MAR 85) (USS JASON) MUTSAMUDU CAN ACCOMMODATE TWO DD'S.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION. (MAR 85) (USS JASON) THE COASTAL ROADS EXTEND IN BOTH DIRECTIONS FROM THE PORT.

3. SERVICES, LOGISTICS, AND OPERATIONS

A. LIGHTERAGE. (MAR 85) (USS JASON) SMALL BOATS, MOUNTING SMALL CONEX BOXES (8 X 8 X 10 FT), WERE OBSERVED.

B. WATER. (MAR 85) (USS JASON) THE WATER AVAILABLE DOES NOT MEET U.S. STANDARDS.

C. AIRFIELDS. (OCT 86) A SMALL AIRPORT IS LOCATED APPROXIMATELY 3 MI NORTHEAST OF THE PORT.

D. COMMUNICATIONS. (MAR 85) (USS JASON) CHANNEL 16 WAS USED FOR INITIAL CALLS. RECOMMEND HAVING FRENCH-SPEAKING TACCOM.

OVERSEAS CALLS CAN BE MADE FROM THE POST OFFICE DURING NORMAL WORKING HOURS BUT SHOULD ONLY BE MADE IN EMERGENCIES DUE TO THE LANGUAGE BARRIER.

THERE IS NO MAIL SERVICE AVAILABLE TO USN SHIPS. INDIVIDUALS MAY TAKE THEIR CHANCES WITH THE LOCAL POSTAL SYSTEM.

E. MEDICAL. (MAR 85) SEE P20/MED.

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

G. PROVISIONS. (MAR 85) (USS JASON) FRESH FRUIT AND VEGETABLES ARE AVAILABLE, BUT QUALITY IS GENERALLY POOR. THEY SHOULD BE THOROUGHLY CHECKED FOR PESTS, WASHED WITH BROMINE SOLUTION, SOAKED IN CHLORINE SOLUTION, AND COOKED THOROUGHLY.

H. GARBAGE DISPOSAL. (MAR 85) (USS JASON) NONE.

4. PERSONALIA

A. CALLS. (MAR 85) (USS JASON) CALLS ARE ARRANGED BY THE U.S. DEFENSE

MUTSAMUDU, COMOROS

ATTACHE AND MAY BE MADE ON THE GOVERNOR OF ANJOUAN.

JASON RECEIVED VERY FEW VISITORS DUE TO HER UNDERWAY STATUS AND THE SHORT PERIOD OF VISIT.

B. HONORS. (MAR 85) (USS JASON) MUSTAMUDU IS NOT A SALUTING PORT.

5. PORT VISIT INFORMATION

A. GENERAL INFORMATION. (MAR 85) (USS JASON) ANJOUAN ISLAND, KNOWN AS THE PEARL OF THE COMOROS DUE TO ITS RELIEF AND VEGETATION, IS THE SECOND LARGEST OF THE THREE COMOROS ISLANDS AT 424 SQ KM (164 SQ MI). THE HIGHEST POINT ON ANJOUAN ISLAND IS MTINGUI AT 1,574 M (5,164 FT). MUTSAMUDU IS THE CAPITAL OF ANJOUAN ISLAND.

AGRICULTURE EMPLOYS 80% OF THE ACTIVE POPULATION. CULTIVATED PRODUCE INCLUDES CEREALS (RICE, MAIZE), ROOT PLANTS (TARO, MANIOC, IGNAME, SWEET POTATO), VEGETABLES (AMBRE VADES), AND FRUITS (BANANA, COCONUT, TOMATO, MANGO, PINEAPPLE). COCONUT PLANTATIONS COVER 35% OF THE ARABLE LAND AND CONTAIN 2,020,000 TREES. THERE ARE 25,000 SQ M OF FOREST. THREE THOUSANDS TONS OF FISH ARE CAUGHT AND CONSUMED ANNUALLY. THERE ARE NO LARGE HERDS OF LIVESTOCK - FARMERS AVERAGE TWO HEAD OF CATTLE. THE VERY SMALL INDUSTRIES INCLUDE PERFUME DISTILLERIES, A SAWMILL, WOOD SHOPS, PRINT SHOPS, SODA DRINK FACTORIES, SOAP FACTORIES, AND SANDAL FACTORIES.

ANJOUAN ISLAND IS BY FAR THE MOST DENSELY POPULATED ISLAND. AS OF MARCH 1980, THERE WERE 356,142 PEOPLE LIVING IN THE COMORO ISLANDS, OF WHICH 150,000 LIVE ON ANJOUAN AND 10,000 IN MUTSAMUDU.

THE RELIGIOUS MIX IS 86% SHIRAZI MOSLEM AND 14% ROMAN CATHOLIC.

B. LIBERTY. (MAR 85) (USS JASON) ONE OFFICER OR CPO AND ONE ENLISTED PERSONNEL FOR EVERY 50 MEN ASHORE ARE REQUIRED FOR SHORE PATROL. THE SHORE PATROL OFFICER SHOULD REPORT TO THE BEACH GUARD. LIBERTY ATTIRE IS EITHER UNIFORM (WHITE) OR CIVILIAN ATTIRE. THE RECOMMENDED LIBERTY HOURS ARE 1600 TO 0001, AND THE SIZE OF LIBERTY PARTY IS NO MORE THAN 250. BEACH GUARD IS HIGHLY RECOMMENDED TO PROVIDE FURTHER ASSISTANCE AND INFORMATION TO THE CREW. THE CREWS ON LIBERTY SHOULD STAY WITH A GROUP. LIBERTY BOATS ARE NOT AVAILABLE.

C. CLUBS AND BARS. (OCT 86) NO INFORMATION IS AVAILABLE.

D. RESTAURANTS. (OCT 86) NO INFORMATION IS AVAILABLE.

E. HOTELS. (OCT 86) NO INFORMATION IS AVAILABLE.

F. ATHLETICS. (OCT 86) NO INFORMATION IS AVAILABLE.

G. BEACHES. (OCT 86) NO INFORMATION IS AVAILABLE.

H. CHURCHES. (OCT 86) NO INFORMATION IS AVAILABLE.

I. TRANSPORTATION. (MAR 85) (USS JASON) TAXIS ARE THE ONLY

MUTSAMUDU, COMOROS

TRANSPORTATION AVAILABLE. THEY ARE NOT METERED AND BARGAINING IS NECESSARY. PERSONNEL SHOULD BE CAUTIONED THAT TAXI DRIVERS WILL TAKE ADVANTAGE OF THEM, ESPECIALLY AT NIGHT. THE PRICE FOR 5 KM SHOULD BE 150 COMORAN FRANCS.

J. TOURS. (OCT 86) NO INFORMATION IS AVAILABLE.

K. SHOPPING. (MAR 85) (USS JASON) BARGAINS ARE GOLD JEWELRY, SEMI-PRECIOUS STONES, SEASHELLS, AND CARVED WOODEN ARTICLES.

L. THEATER AND CINEMA. (OCT 86) NO INFORMATION IS AVAILABLE.

M. PHYSICAL SECURITY. (MAR 85) (USS JASON) THE PORT AREA IS SURROUNDED BY A FENCE WITH A POLICEMAN PRESENT.

N. MISCELLANEOUS INFORMATION. (MAR 85) (USS JASON) THE RATE OF CURRENCY EXCHANGE WAS 508 COMORAN FRANCS TO US\$1.00. CURRENCY EXCHANGE WAS CONDUCTED ON BOARD AND CURRENCY WAS CHANGED BACK WITH NO DIFFICULTY AT THE END OF THE STAY.

PICTURE-TAKING OF PEOPLE, ESPECIALLY FEMALES, IS OFTEN NOT PERMITTED DUE TO RELIGIOUS REASONS. MOSQUES SHOULD NOT BE ENTERED BY NON-MOSLEM PERSONNEL.

JASON CREWMEMBERS VISITED AND CLEANED THE GRAVESITE OF DR. ESSON, THE FIRST U.S. REPRESENTATIVE TO COMOROS. MEDICAL HANDCLASP MATERIALS WERE PROVIDED TO THE HOSPITAL.

USS JASON WAS THE FIRST U.S. NAVY SHIP TO VISIT ANJOUAN SINCE 1879. DURING THE FIVE HOUR STAY IN MUSTAMUDU, THE LOCAL POPULATION WAS VERY FRIENDLY AND HELPFUL. THE ISLAND'S GOVERNOR HOSTED A RECEPTION FOR THE COMMANDING OFFICER AND 40 OF THE CREW. LANGUAGE PRESENTED A BARRIER, THOUGH MOST COMORANS SPEAK SOME FRENCH AND A FEW SPEAK BROKEN ENGLISH. BOTTLED DRINKS WERE THE ONLY BEVERAGE SAFE FOR CONSUMPTION. THE COMORAN PEOPLE ARE QUIET AND RESERVED, SO THAT ANY MISCONDUCT ASHORE IS VERY VISIBLE.

COMPILED BY: MRS. KAY DeVAUL, GS-7, 22PD, FICPAC, (OCT 86).



MUTSAMUDU, COMOROS

3. E. MEDICAL. (MAR 85) (USS JASON) GENERAL HEALTH CONDITIONS ARE POOR. WIDESPREAD AND CHRONIC MALNUTRITION EXISTS. PREVALENT COMMUNICABLE DISEASES ARE MALARIA (HIGH PERCENTAGE OF RESISTANT STRAIN), FILARIASIS, VENEREAL DISEASE (RESISTANT), TRICHURIS, HEPATITIS A, LEPROSY, AND TUBERCULOSIS.

MUTSAMUDU HAS ONE HOSPITAL (NAME UNKNOWN) WHICH IS STAFFED BY A GENERAL SURGEON, A PEDIATRICIAN, AN ITALIAN LEPROSY SPECIALIST, AND A OBSTETRICIAN/GYNECOLOGIST.

HEALTH AND SANITATION OF PORT

ORGANIC MATERIAL - MODERATE AMOUNT OF RAW SEWAGE IN THE BAY.  
INDUSTRIAL, ATMOSPHERIC POLLUTION - NONE.  
SMALL BOAT TRAFFIC - MODERATE.

GENERAL IMPRESSION OF CITY CONDITIONS

GARBAGE ACCUMULATION - NO COLLECTION SITES, GARBAGE WAS THROWN AWAY HAP-  
HAZARDLY.  
SEWAGE REMOVAL - WESTERN HOMES AND HOTELS HAD SEPTIC TANKS, THE REST OF  
THE POPULATION USED PITS.  
INSECTS - A HEAVY CONCENTRATION OF FLIES AND MOSQUITOS.  
STRAY ANIMALS - NO RABIES.  
SANITARY COMPLIANCE - UNKNOWN.  
ILLICIT DRUGS - MARIJUANA IS CHEAP AND WIDELY AVAILABLE.  
PROSTITUTION - NONE OBSERVED.

P20/MED  
(CH-5)

