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This report contains unprocessed information. Plans and procedures evolved or modified as a result of this report.

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1. COUNTRY: Trust Territory of the Pacific Islands (TTPI)	8. REPORT NUMBER: 5 332 0003 71
2. SUBJECT: Coast and Landing Beach Information on Pagan (Mariana Islands) and Ponape (Caroline Islands)	DATE OF REPORT: 22 January 1971
3. ISC NUMBER:	10. NO. OF PAGES: One
4. DATE OF INFORMATION: 23 Dec 70 & 2 Dec 70	11. REFERENCES: (a) DIRM 2C1
5. PLACE AND DATE OF ACO: Ponape - 2 Dec 70 Pagan - 23 Dec 70	12. ORIGINATOR: CINCPACREP GUAM/TTPI; COMNAVANTAS, Office of the ACOS for Intel (N2)
6. EVALUATION: SOURCE <u>B</u> INFORMATION <u>2</u>	13. PREPARED BY:
7. SOURCE: USS WEXFORD COUNTY (LST-1168)	14. APPROVING AUTHORITY: E. L. BENNETT CDR, USN ACOS for Intelligence

15. SUMMARY: (Leave Blank)

(U) Attachments (1) and (2) are forwarded in accordance with reference (a).

EVALUATION OF THIS IR IS REQUESTED.

16. DISTRIBUTION BY ORIGINATOR:  DIA	17. DOWNGRADING DATA:  GROUP-4 Downgraded at 3-year intervals; Declassified after 12 Years.  Authority of CNO (OP-009) - CNIC On 1/30/76 By JCR	18. ATTACHMENT DATA:  1. USS WEXFORD COUNTY LST1168 Beaching Report, ser 027 of 2 Dec 70. 2. USS WEXFORD COUNTY LST1168 Beaching Report, ser 026 of 23 Dec 70.
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DD FORM 1396  
1 SEP 62  
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REPLACES DA FORM 1040, 1 APR 60,  
OPNAV FORM 8820 (REV 20-1)  
AF FORM 112, JUL 61, WHICH MAY BE  
USED UNTIL 1 JAN 63

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USCGC (US-1168) Serial 927

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H.O. 6020

Position (lat) 7°-00'-02"W (Long) 152°-12'-14"E

Distance 3,207 yds from reference point  
Point of Interest (lat) 7°-00'-02"W (Long) 152°-12'-14"E

2. Hydrographic conditions:

Date	Time	State of Tide	Type of Surf	Wind Force	Sea
02DEC70	0936L	+1.0	Calm	Light	6/10 Calm
	1049L	+1.0	Calm	Light	6/10 Calm

3. Beach Approach: Course 040° (E) Speed 4 kts

a. Site where actually beached: (lat) 6°-59'-11"E (Long) 152°-12'-14"E

b. Nature of critical features such as least depth encountered in reaching beach, crooked channel (in terms of maximum length of ship or radius):

Harbor area is spotted with numerous coral reefs. In channel is clearly marked with buoys and stick markers. A 90° turn to port with a run of less than 100 yds is required to reach the beaching site.

c. Location of critical feature (bearings): Course 040° 6040.

Numerous buoys marking the entrance and the crooked channel are present although not shown on the chart. They clearly indicate the existence of shoal waters. The location of all buoys was being located passing Pt. M. as a reference point.

Buoy	Bearing	Range
21	253	3470 yds
22	251	3320 yds
23	249	2956 yds
24	246	2675 yds
25	244	3110 yds
26	234	2000 yds
27	220	2150 yds

d. Navigational aids associated with these features or prominent land features: Except as stated above, as charted

4. Stern anchor used: No X Yes Scope 150

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5. Drift

Drift: Before beaching: \_\_\_\_\_ After beaching: \_\_\_\_\_  
Forward 7'5" Aft 13'5" Forward 7'2"  
Run before beaching 6' BY THE STERN

6. Towing: Type cargo EA Buoyage EA # of buoys \_\_\_\_\_

7. Cargo distribution EA

8. Deckings: Bow Ramp \_\_\_\_\_ Midships \_\_\_\_\_ Aft \_\_\_\_\_  
Deck Beaching 2 Aftath. 7 Bath. 12 Bath.

9. If not ramp, distance to water's edge from end of deck \_\_\_\_\_  
ft.

Maximum depth between ramp and water's edge: EA

10. Navigational aids: (ranges, buoys, landmarks, etc.) Malaga Peak, Buoy passage light, Beacon at (lat) 07°-03'-40"N (long) 155°-11'-40"E.

11. Beach information:

a. Estimate length and width of beach. Length of beach was limited to approx 100 ft due to a large floating barge on the left flank width is unlimited.

b. Traversability (inside beach gradient, wheeled vehicles, etc. (OBS))

Tracked (OBS) (Indicate whether estimate or observation).

c. Access roads Several unpaved roads lead to beaching site.

d. Stairs, ramps or other facilities (dolphin, derrick, etc.)

Left flank of beach has a long floating barge which is used by large tankers to on/off load petroleum products.

12. General Remarks:

Evaluation, including comments and recommendations concerning stability of beach; obstacles; surf conditions; current; engines/rudder required to maintain headings; etc. WALORD COURSE passed through Tokaj passage on an initial heading of 045° at 10 kts due to high wind and considerable crabbing numerous course changes were required. Transit of the passage with winds over 10 kts is not recommended.

Once inside the reef the ship anchored in 20 fathoms of water and sent the Executive officer and First Lieutenant to the beach by LCVP to conduct a survey and mark the channel.

After conferring with personnel on the beach the survey team returned to the ship. Marking of the shoal areas was not necessary due to newly installed buoys.

Due to the high gradient at the runway beaching site it was decided to beach at a more suitable location where deep draft ships off loaded supplies.

The beaching site is located at a logistic staging area just East of the southern end of the runway. The beach was somewhat limited by the presence of a floating barge on the left flank.

An approximate 90° turn to port is required upon approaching the beaching site. The ship beached on a course of 040° and a speed of 4 kts. Two thirds ahead on both engines was required to

APPROXIMATE POSITION

Direction and amount out of the harbor

Direction and amount

The small boats located on the shore  
have been removed or marked by buoys. The area  
for navigation. The minimum depth recorded was  
was located just off the floating barge at the

Submitted: \_\_\_\_\_

\_\_\_\_\_

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LST BEACHING REPORT FORM

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SHIP: USS WENFORD COUNTY (LST-1143) SERIAL: 12 REG: 1143

1. Beach/LST Loading Ramp Name Pagan Island Country

a. Chart Reference: H.O. 3084

b. Beach Center: (lat) 18° 07' 57" N (long) 145° 45' 55" W

Bearing 319°T Distance 300yds from reference point Bandeera Pt. at (lat) 18°07'55"N (long) 145°45'49"W

2. Hydrographic conditions:

	Date	Time of tide	State & Height	Type & Height	Wind	Sea	Dir	State	Dir
Beaching	<u>23NOV70</u>	<u>1326</u>	<u>1.5</u>	<u>4-6ft.</u>	<u>10kts</u>	<u>035°</u>	<u>3-4ft.</u>	<u>035°</u>	
Retracting		<u>1645</u>	<u>1.6</u>	<u>4-6ft.</u>	<u>3kts</u>	<u>020°</u>	<u>3-4ft.</u>	<u>020°</u>	

3. Beach Approach: Course 150°T Speed: 10 kts

a. Site where actually beached: (lat) 18°07'57"N  
(long) 145°45'55"W

b. Nature of critical features such as least depth encountered in reaching beach, crooked channel (in terms of maximum length of ship or radius):

Approach must be made into a small bay with an opening of approximately 600 yards. The entrance is restricted on both sides by rock formations.

c. Location of critical feature (bearings): All were taken after beaching. (a) Bandeera Point bearing 319°T range 300 yds; (b) Rock formation on port side of entrance bearing 044°T range 320 yds;

d. Navigational aids associated with these features or prominent land features: Bandeera Pt - no others available other than tangents.

4. Stern anchor used: NO  Yes  Scope (ft) 720ft

5. Trim/Draft  
Draft: before beaching After Beaching  
Forward 8'2" Aft 13'11" Forward 6'0" Aft 12'5"  
Trim before beaching 5'9" by the stern

6. Loading: Type cargo Construction equipment; pallets  
tonnage 200 ST % fuel on board 75%

a. Cargo distribution Tank Deck/Main ~~CONFIDENTIAL~~

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Soundings:	Low Ramp	Middle	High
After Beaching	6'	21'	27'

8. If wet ramp, distance to waters edge from end of ramp. Minimum depth between ramp and waters edge: 2

9. Navigational aids: (ranges, buoys, landmarks, etc.) Air strip is located directly behind the beach. It has a prominent direction and has an orange wind sock at the end of the strip.

10. Beach information:

a. Estimate length and width of beach: 400 yds long, 100 yds wide

b. Trafficability (include beach gradient) Whiffle wheelbarrow: UNSAT (OBS)  
Tracked Fairly (OBS) (Indicate whether estimate or observation).

c. Access roads Only small dirt road available

d. Piers, ramps or other facilities (dolphin, deadman, etc.) None available

11. General Remarks:

Evaluation, including comments and recommendations concerning: Stability of beach; obstacles; surf conditions; current; engines/rudder required to maintain headings; etc. Upon arrival Pagan Island one of the ship's boats was sent into the beach to study the beaching site and surf conditions. This was necessary primarily because radio communications with the Air Force Rep (call sign "DISTAD REP PAGAN", freq: 7350 primary and 5205 secondary) were not established. This procedure is highly recommended in any case due to the difficult entrance to the beach and possible unsatisfactory surf conditions. No beach markings were available.

Two actual beachings were made. The first was aborted due to unsafe surf conditions which caused the ship to pound heavily on the beach. This first beaching was made near the left flank of the beach which has a somewhat less steep gradient and better accessibility than the right flank.

The second beaching attempt was at the center of the small beach. Again pounding was severe. Retraction was accomplished without taking the stern anchor in and the ship was twisted over to the right flank of the beach. Surf conditions and pounding was somewhat less on the right flank possibly due to some protection by Bandaera Pt. Do not beach any further SW than the white house located on the right flank on the beach.

In the opinion of this Commander the approach should be made as close as possible to the rock formation on the left flank of the bay entrance, dropping the stern anchor when stern is abeam of rocks or about 200 yds. from the beach. When clear of the rocks right hand rudder should be used to attain a position on the right side of the bay and then left hand rudder in order to obtain the correct beaching position. Speed should be between

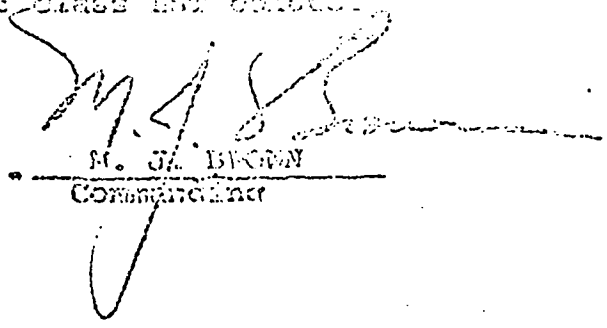
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... knots in order to... a sound beaching... and...  
ship control. The position of the stern...  
... It must be off the port quarter of...  
... off the right flank of the beach...  
... and a small beachwater/plex...  
... proceeding into the bay.

Due to adverse beach gradient...  
... as possible in order to accomplish...  
... ballast tank forward as much as possible...  
... capability of this... was limited due to...  
... full load. All ahead 7-10 knots and left rudder...  
... in order to maintain beaching position.

It is not recommended that L156 class...  
... operations at this beach.

Submitted



M. J. BROWN  
Commander

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