

[Code of Federal Regulations]
[Title 33, Volume 3, Parts 200 to End]
[Revised as of July 1, 1999]
From the U.S. Government Printing Office via GPO Access
[CITE: 33CFR334.440]

[Page 512-514]

TITLE 33--NAVIGATION AND NAVIGABLE WATERS

PART 334--DANGER ZONE AND RESTRICTED AREA REGULATIONS--Table of Contents

Sec. 334.440 New River, N.C., and vicinity; Marine Corps firing ranges.

~~(a)~~ (a) Atlantic Ocean east of New River Inlet. The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105 deg. from latitude $34^{\circ}37'25''$, longitude $77^{\circ}10'35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^{\circ}34'15''$, longitude $77^{\circ}16'10''$; on the west by a line bearing 205 deg. from latitude $34^{\circ}32'37''$, longitude $77^{\circ}18'34''$, and on the northwest by the shore.

Note: All bearings in this section are referred to true meridian.

[[Page 513]]

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280 deg. to New River Light 70, thence 254 deg. to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232 deg. to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek 291 deg.30' to the south side of the mouth of Stone Creek.

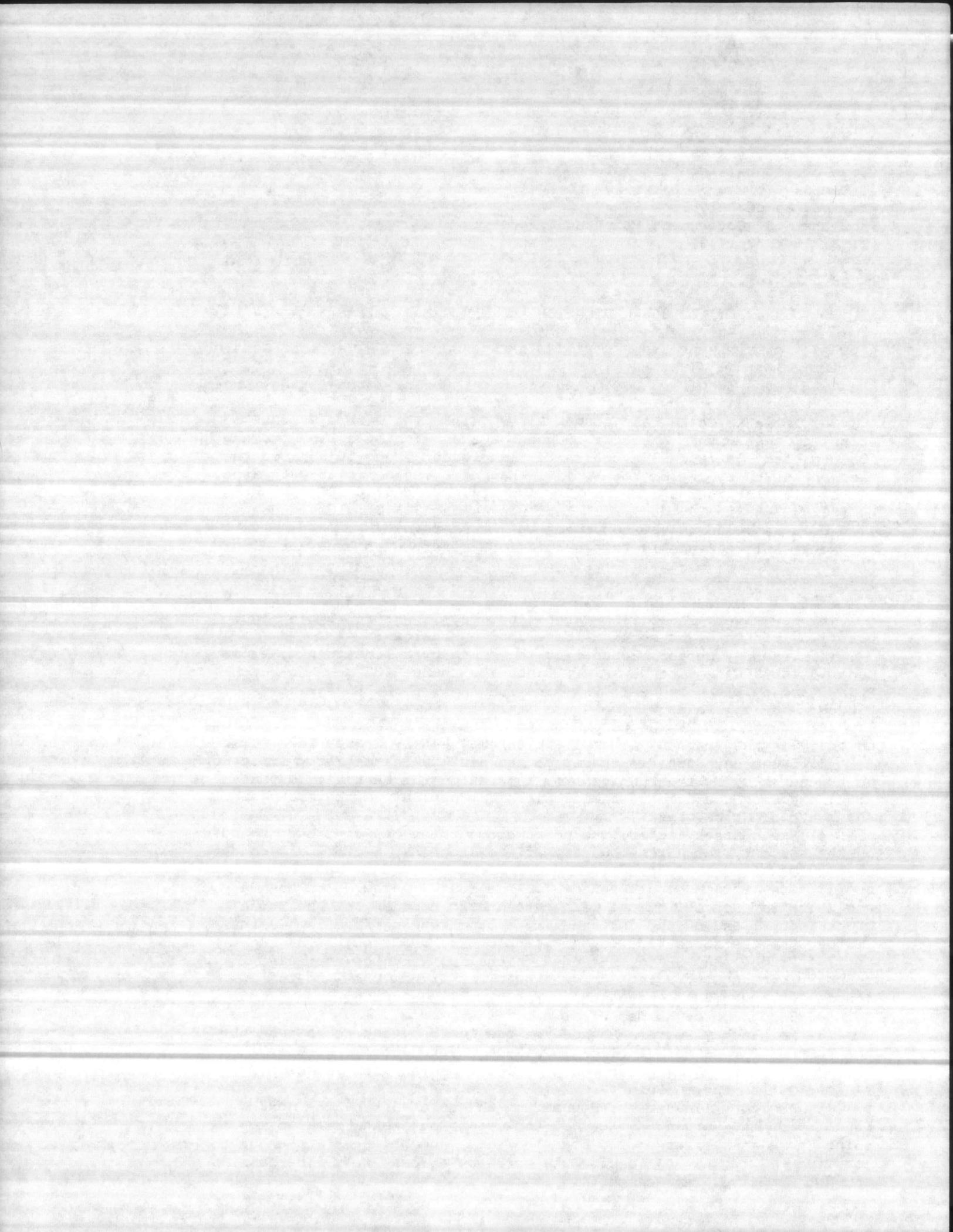
(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude 77 deg.26'.

(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113 deg. to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including French Creek up to longitude 77 deg.20'; and on the north by a line running from Hadnot Point 285 deg.30' to Holmes Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude 77 deg.22'; and on the northwest by a line running from Paradise Point 243 deg.30' to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude 77 deg.23'30"; and on the north by an east-west line passing through New River Day Beacon 41.



(c) The regulations. (1) No person shall enter or remain in the water in any closed section after notice of firing therein has been given. Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed. When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(2) Firing will take place both day and night at irregular periods throughout the year. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of this section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the U.S. Coast Guard and, in the case of the Atlantic Ocean sector, the Cape Fear Pilots Association at Southport, and the Pilots Association at Moorehead City, North Carolina. The Stone Creek sector may be closed without advance notice.

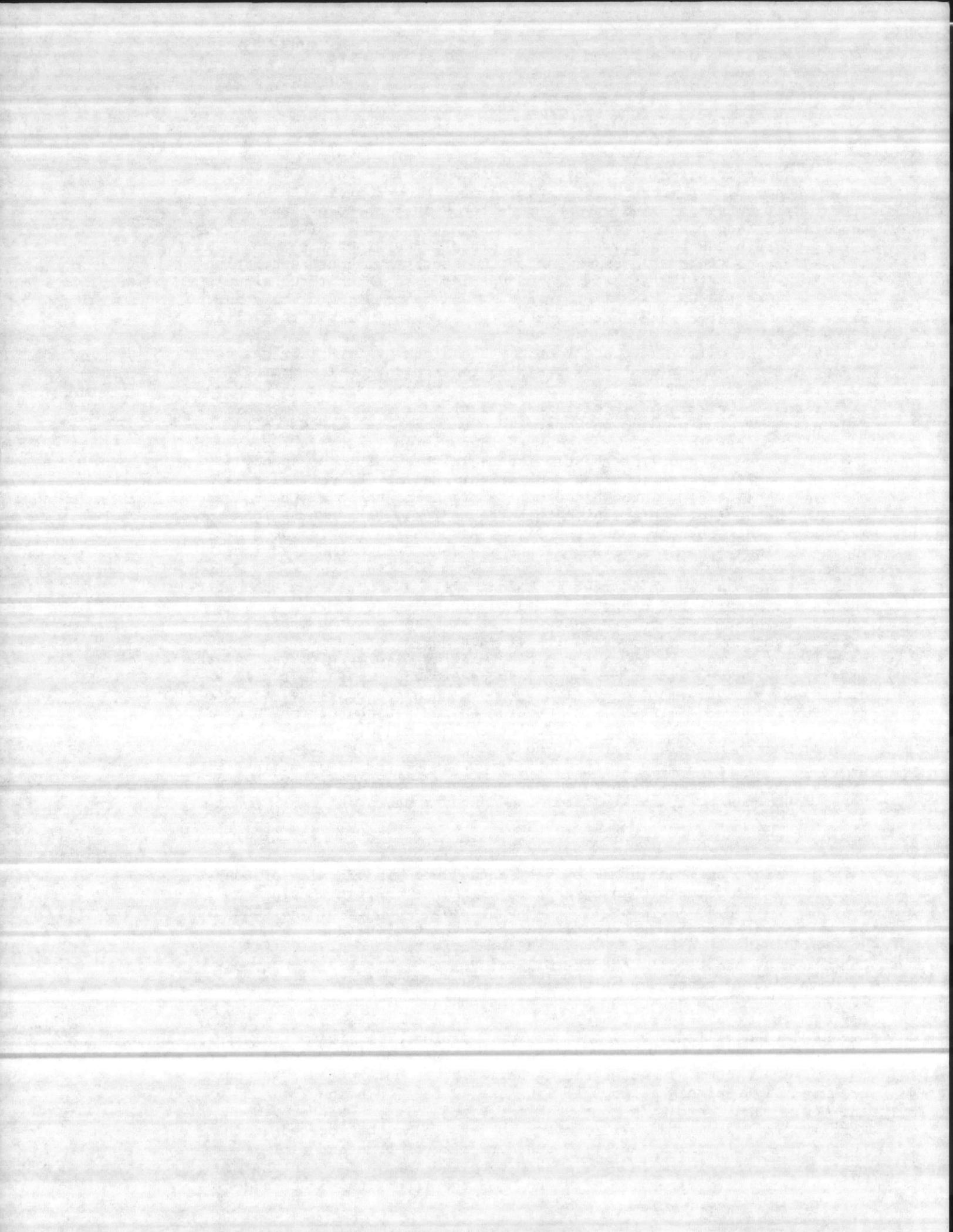
(4) Towers at least 50 feet in height will be erected near the shore at the northeast and southwest limits of the Atlantic Ocean sector, and towers at least 25 feet in height will be erected near the easterly shore at the upper and lower limits of each New River sector. On days when firing is to take place a red flag will be displayed on each of the towers marking the sector or sectors to be closed. These flags will be displayed by 8:00 a.m., and will be removed when firing ceases for the day. Suitable range markers will be erected indicating the bearings of the north and west limits of the Atlantic Ocean sector.

(5) During the night firing, red lights will be displayed on the towers; and, in the case of the Atlantic Ocean sector, searchlights will be employed as barrier lights to enable safety observers to detect vessels which may attempt to enter the danger zone.

[[Page 514]]

* (d) Target and bombing area in Atlantic Ocean in vicinity of Bear Inlet. (1) The water within an area described as follows: Beginning at latitude 34 deg. 37' 32", longitude 77 deg. 12' 03"; thence to latitude 34 deg. 36' 58" longitude 77 deg. 11' 25"; thence to latitude 34 deg. 37' 44", longitude 77 deg. 10' 35"; thence to 34 deg. 32' 27" longitude 77 deg. 06' 30"; thence to latitude 34 deg. 28' 55", longitude 77 deg. 15' 05"; thence to latitude 34 deg. 34' 50" longitude 77 deg. 15' 10"; thence to the point of beginning.

(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice.



Upon being so warned, all persons and vessels shall leave the area as quickly as possible by the most direct route.

* (e) Inland waters in the Browns Inlet area between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway--(1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian 77 deg.16'20" ^W thence by this meridian to latitude ⁸⁰⁴ deg.34'31"; and thence by a line bearing 44 deg. from this point until the line intersects Bear Creek.

(2) The regulations. (i) No person shall enter or remain in the waters of this area due the possibility of unexploded projectiles.

(ii) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies.

(iii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

(iv) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

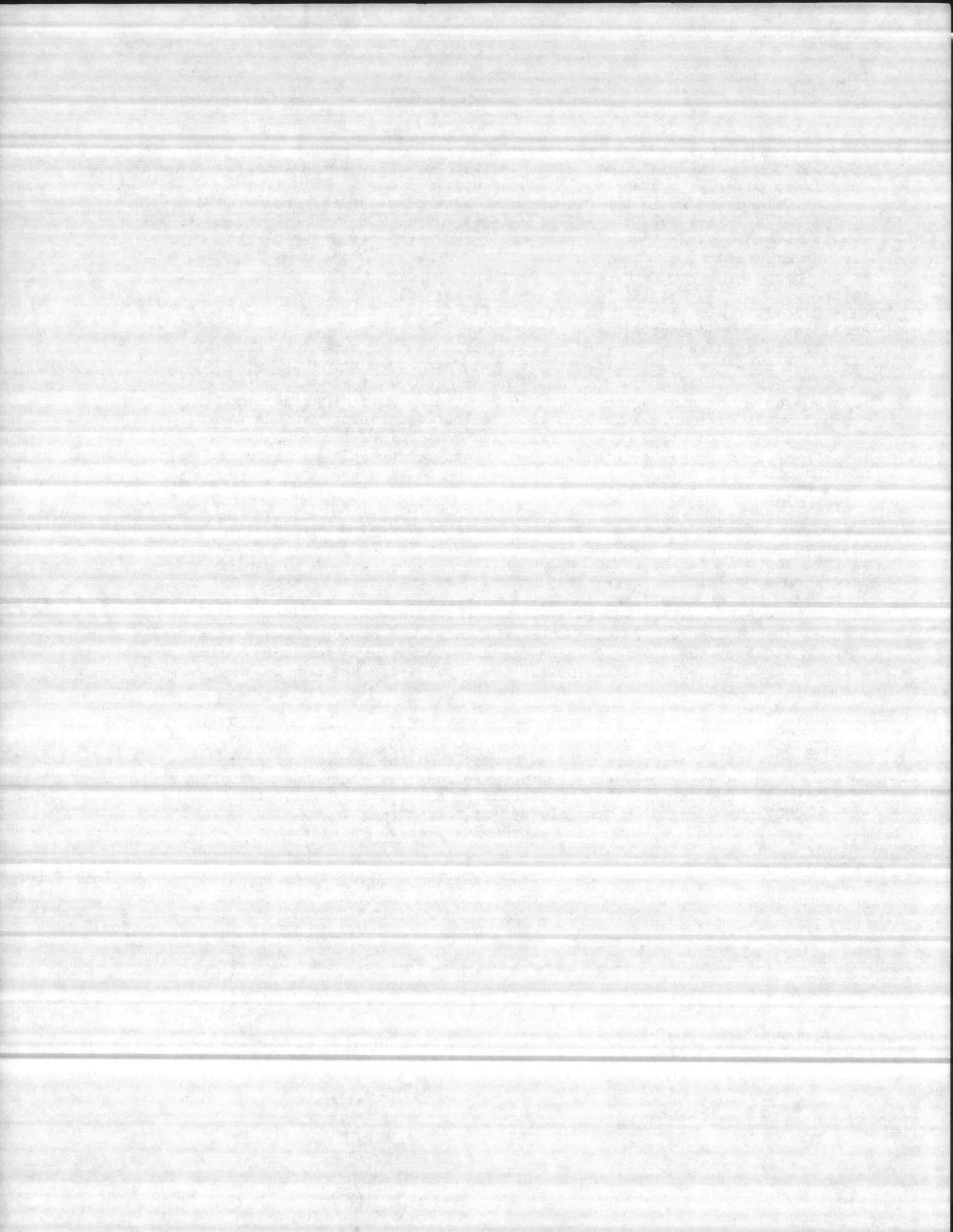
(v) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(vi) Warning of impending military use of the area will be contained in weekly Notice to Mariners.

(vii) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(f) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.

[26 FR 9673, Oct. 13, 1961, as amended at 48 FR 41160, Sept. 14, 1983. Redesignated at 50 FR 42696, Oct. 22, 1985, as amended at 62 FR 17553, Apr. 10, 1997]



[Code of Federal Regulations]
[Title 33, Volume 3, Parts 200 to End]
[Revised as of July 1, 1999]
From the U.S. Government Printing Office via GPO Access
[CITE: 33CFR334.450]

[Page 514-515]

TITLE 33--NAVIGATION AND NAVIGABLE WATERS

PART 334--DANGER ZONE AND RESTRICTED AREA REGULATIONS--Table of Contents

Sec. 334.450 Cape Fear River and tributaries at Sunny Point Army Terminal, Brunswick County, N.C.; restricted area.

(a) The area. That portion of Cape Fear River due west of the main ship channel extending from U.S. Coast Guard buoy No. 31A at the north approach channel to Sunny Point Army Terminal to U.S. Coast Guard buoy No. 23A at the south approach channel to Sunny Point Army Terminal and all waters of its tributaries therein.

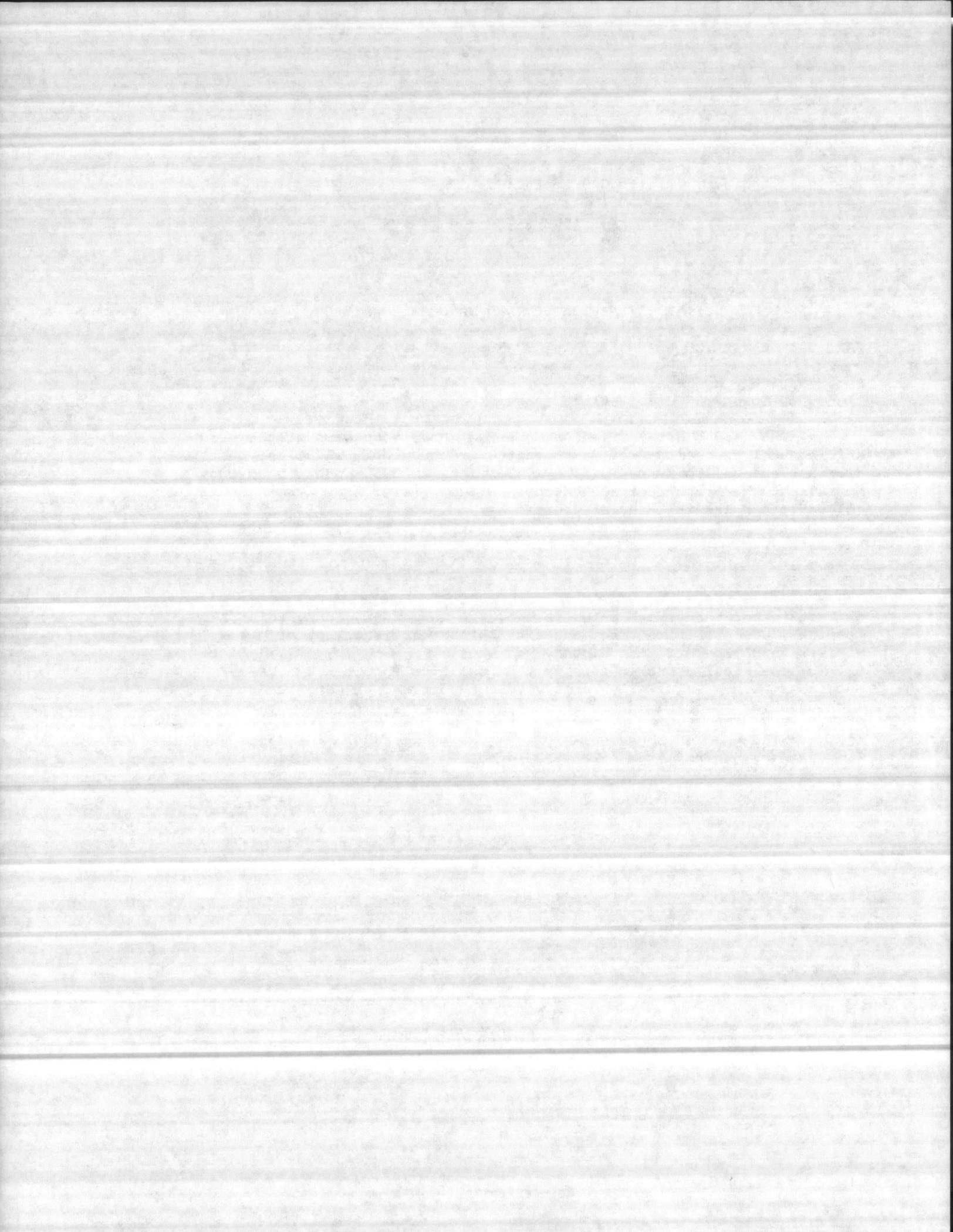
(b) Except in cases of extreme emergency, all persons or vessels of any size

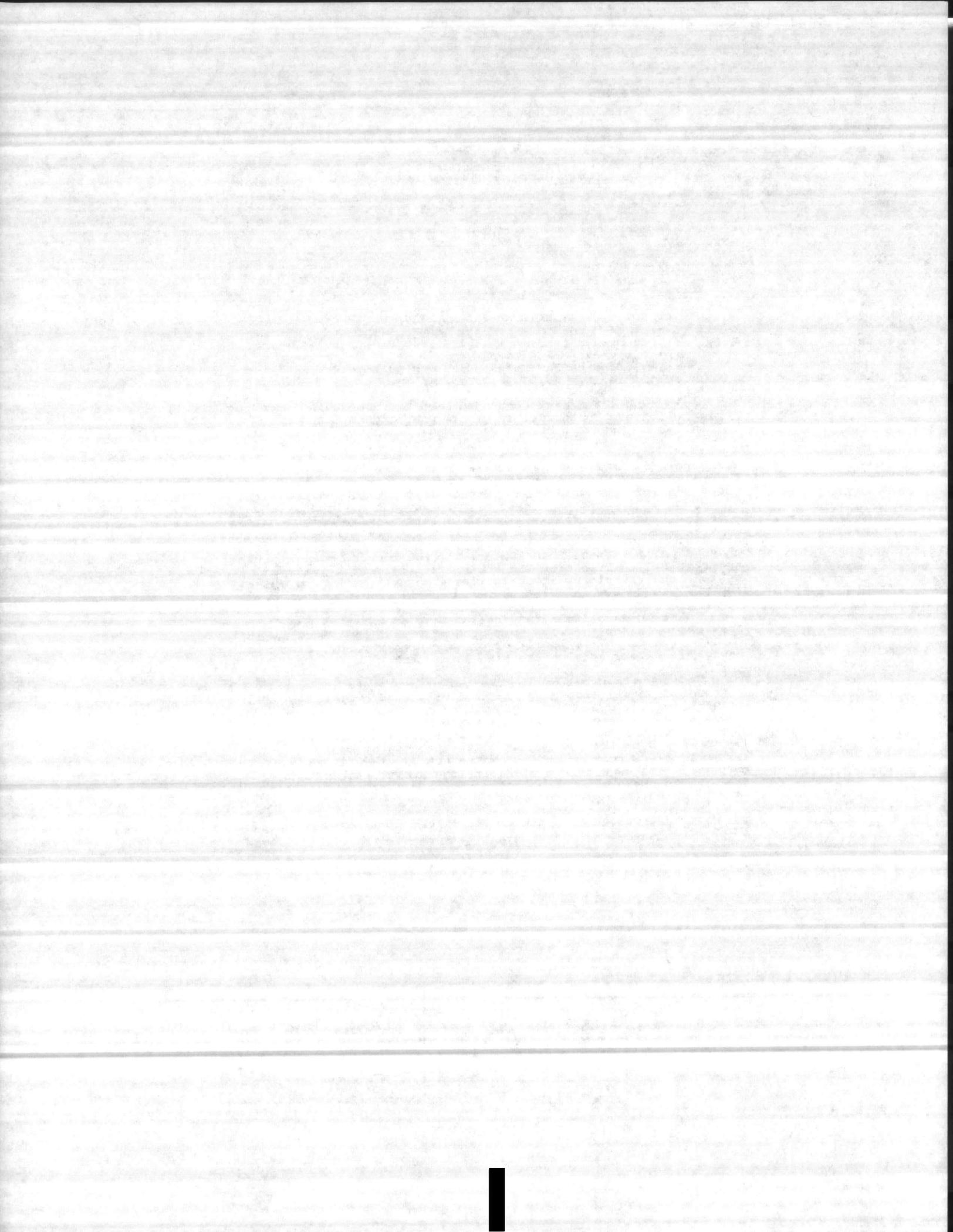
[[Page 515]]

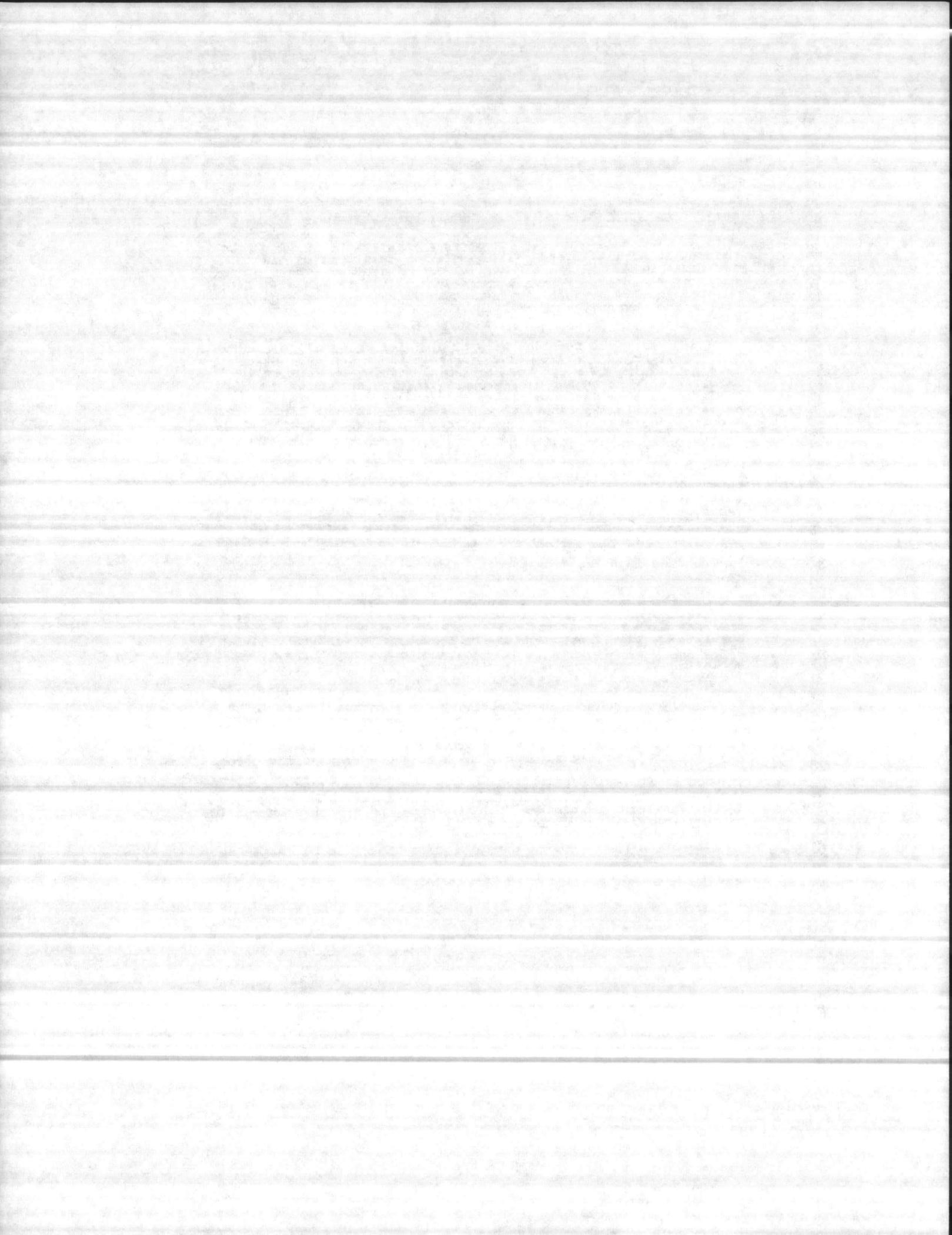
or rafts other than those authorized by the Commander, Sunny Point Army Terminal, are prohibited from entering this area without prior permission of the enforcing agency.

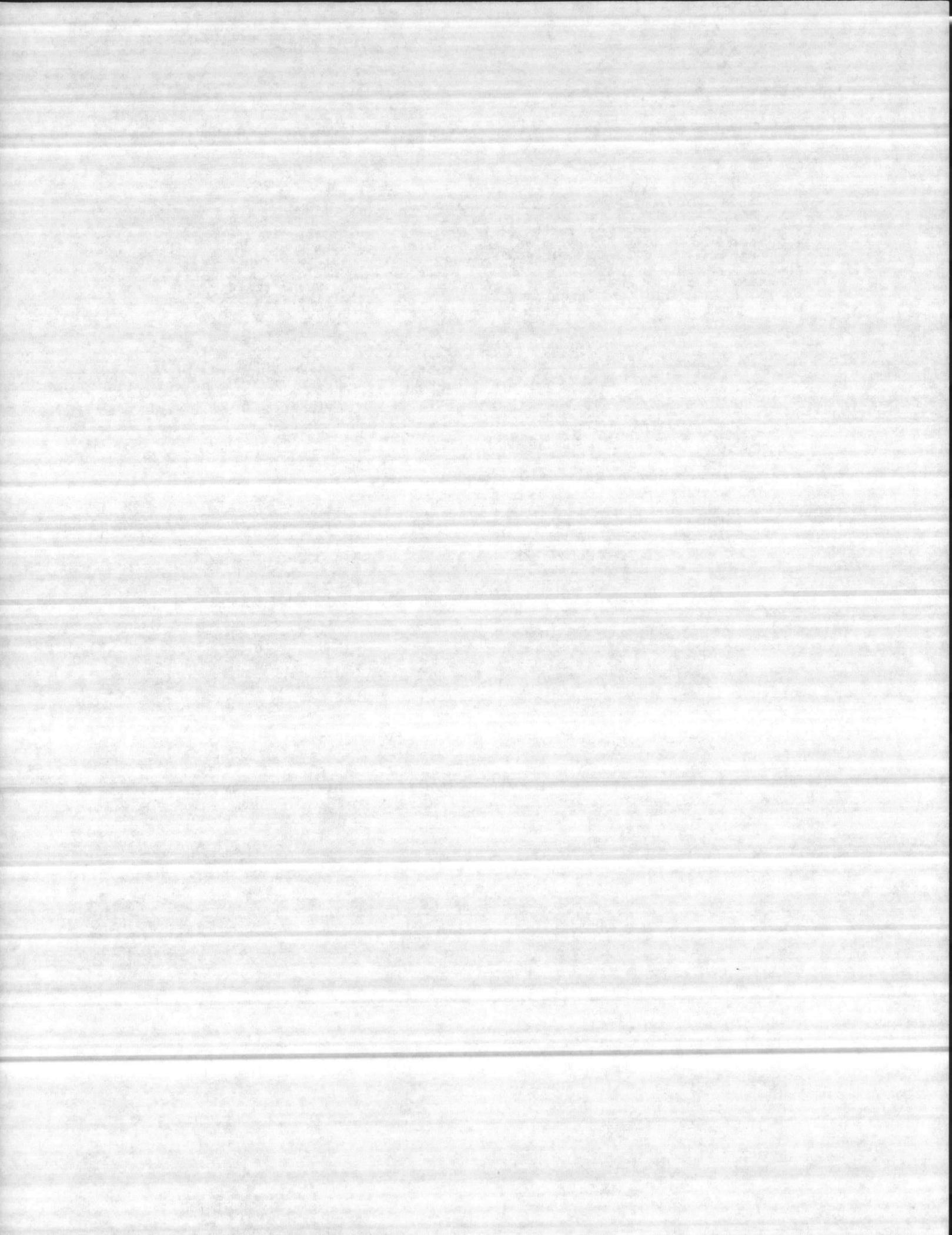
(c) The regulations in this section shall be enforced by the Commander, Sunny Point Army Terminal, Southport, North Carolina, and such agencies as he may designate.

[22 FR 9432, Nov. 26, 1957. Redesignated at 50 FR 42696, Oct. 22, 1985, as amended at 62 FR 17553, Apr. 10, 1997]









[Code of Federal Regulations]
[Title 33, Volume 3]
[Revised as of January 1, 2003]
From the U.S. Government Printing Office via GPO Access
[CITE: 33CFR334.440]

[Page 530-532]

TITLE 33 - NAVIGATION AND NAVIGABLE WATERS

CHAPTER II - CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY

PART 334 - DANGER ZONE AND RESTRICTED AREA REGULATIONS--Table of Contents

Sec. 334.440 New River, N.C., and vicinity; Marine Corps firing ranges.

(a) Atlantic Ocean east of New River Inlet. The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105[deg] from latitude 34[deg]37'25'', longitude 77[deg]10'35''; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude 34[deg]34'15'', longitude 77[deg]16'10''; on the west by a line bearing 205[deg] from latitude 34[deg]32'37'', longitude 77[deg]18'34'', and on the northwest by the shore.

Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280[deg] to New River Light 70, thence 254[deg] to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232[deg] to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek 291[deg]30' to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the

[[Page 531]]

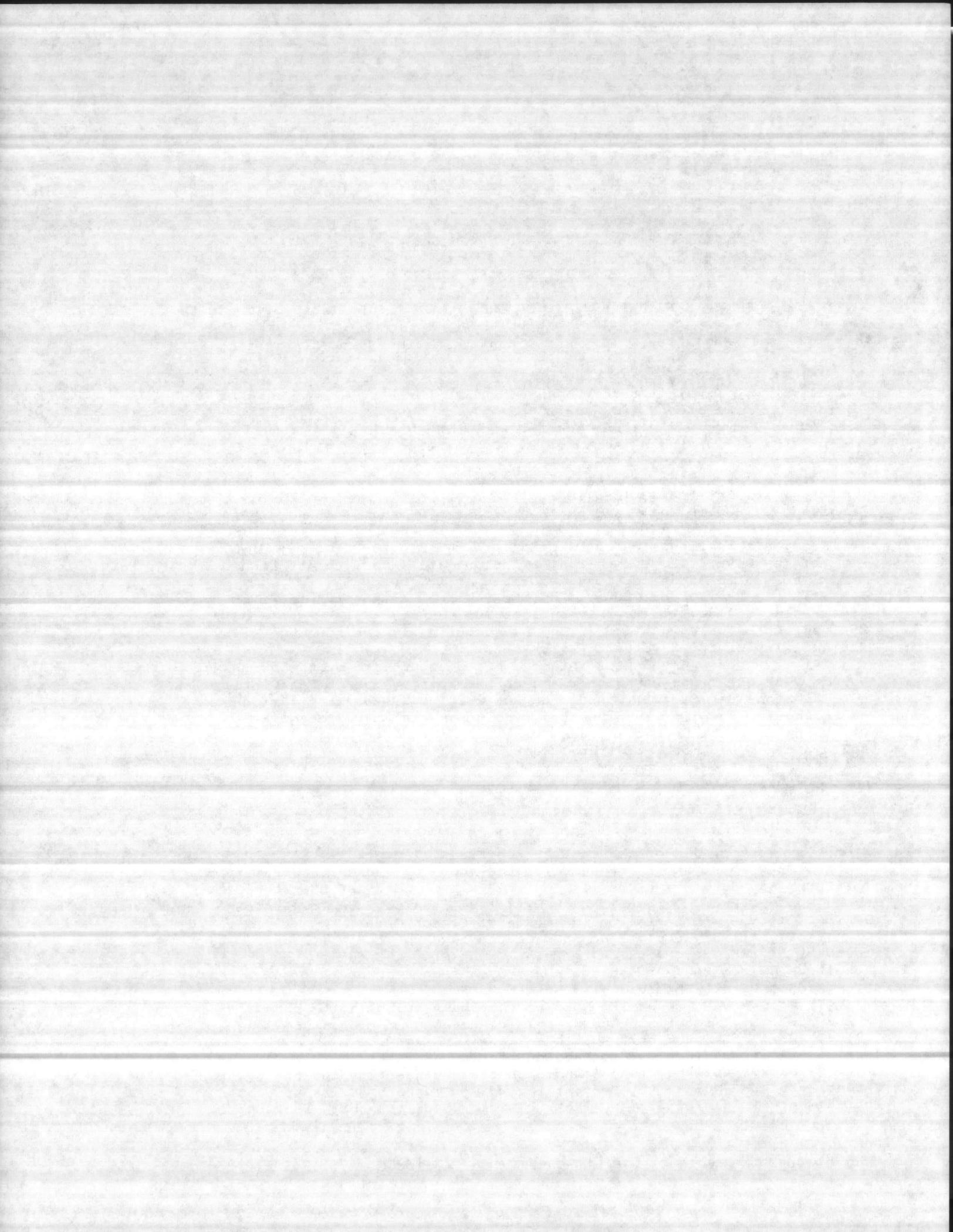
Stone Bay Sector; and on the east by longitude 77[deg]26'.

(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113[deg] to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including French Creek up to longitude 77[deg]20'; and on the north by a line running from Hadnot Point 285[deg]30' to Holmes Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude 77[deg]22'; and on the northwest by a line running from Paradise Point 243[deg]30' to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to



longitude 77[deg]23'30''; and on the north by an east-west line passing through New River Day Beacon 41.

(c) The regulations. (1) No person shall enter or remain in the water in any closed section after notice of firing therein has been given. Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed. When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(2) Firing will take place both day and night at irregular periods throughout the year. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of this section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the U.S. Coast Guard and, in the case of the Atlantic Ocean sector, the Cape Fear Pilots Association at Southport, and the Pilots Association at Moorehead City, North Carolina. The Stone Creek sector may be closed without advance notice.

(4) Towers at least 50 feet in height will be erected near the shore at the northeast and southwest limits of the Atlantic Ocean sector, and towers at least 25 feet in height will be erected near the easterly shore at the upper and lower limits of each New River sector. On days when firing is to take place a red flag will be displayed on each of the towers marking the sector or sectors to be closed. These flags will be displayed by 8:00 a.m., and will be removed when firing ceases for the day. Suitable range markers will be erected indicating the bearings of the north and west limits of the Atlantic Ocean sector.

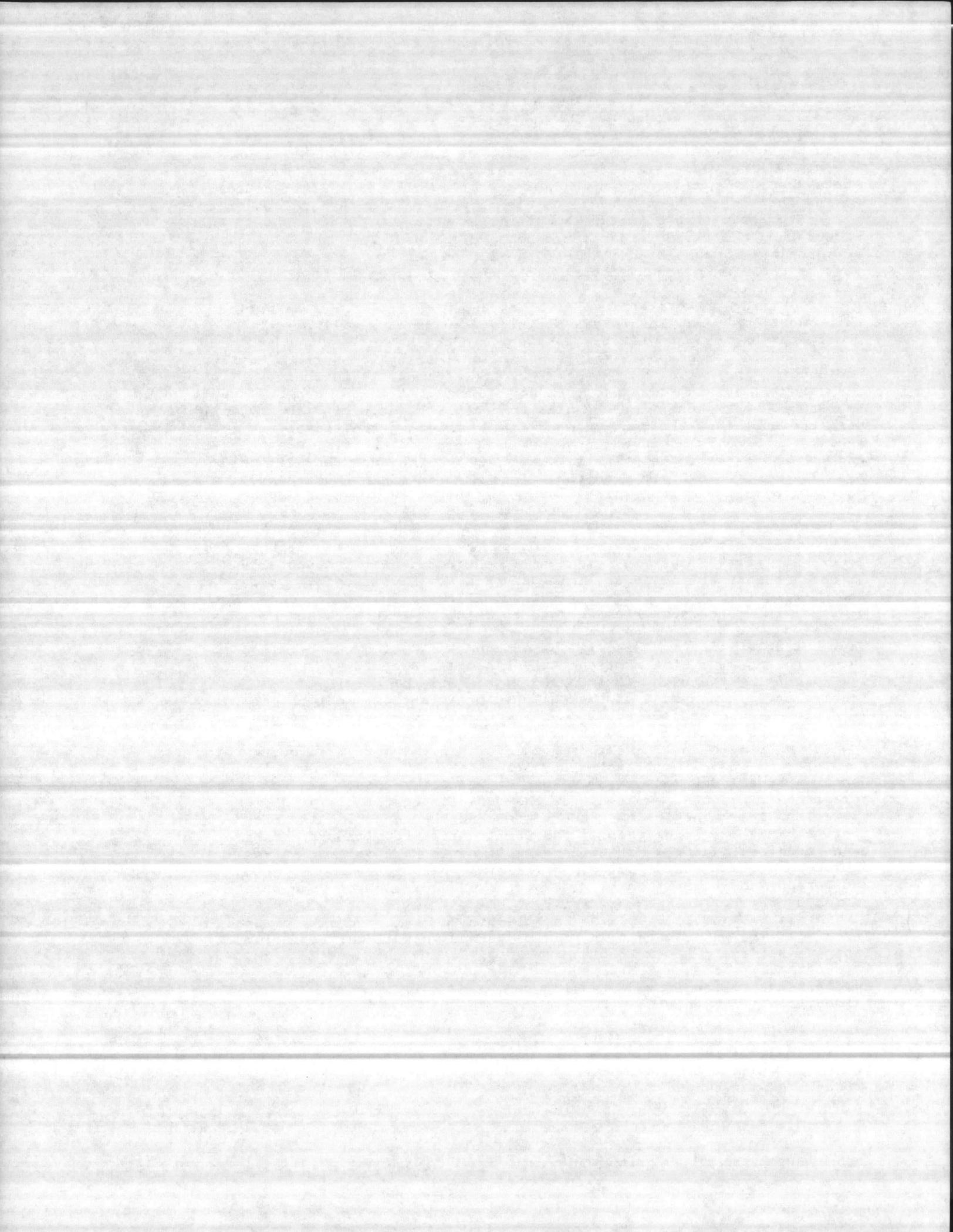
(5) During the night firing, red lights will be displayed on the towers; and, in the case of the Atlantic Ocean sector, searchlights will be employed as barrier lights to enable safety observers to detect vessels which may attempt to enter the danger zone.

(6) No person shall enter or remain within a 2 acre area surrounding a waterborne refueling training operation, in either the Grey Point Sector, Farnell Bay Sector, or Morgan Bay Sector as described in paragraph (b) of this section, for the duration of the training operation after a notice to conduct a waterborne refueling training operation has been published in the local notice to mariners and has been broadcast over the Marine Band radio network. The 2 acre area surrounding a waterborne refueling training operation will be patrolled and persons and vessels shall clear the area under patrol upon being warned by the surface patrol craft.

(d) Target and bombing area in Atlantic Ocean in vicinity of Bear Inlet. (1) The water within an area described as follows: Beginning at latitude 34[deg]37'32'', longitude 77[deg]12'03''; thence to latitude 34[deg]36'58'', longitude 77[deg]11'25''; thence to

[[Page 532]]

latitude 34[deg]37'44'', longitude 77[deg]10'35''; thence to 34[deg]32'27'', longitude



77[deg]06'30''; thence to latitude
34[deg]28'55'', longitude
77[deg]15'05''; thence to latitude
34[deg]34'50'', longitude
77[deg]15'10''; thence to the point of beginning.

(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Upon being so warned, all persons and vessels shall leave the area as quickly as possible by the most direct route.

(e) Inland waters in the Browns Inlet area between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway - (1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian 77[deg]16'20''; thence by this meridian to latitude 34[deg]34'31''; and thence by a line bearing 44[deg] from this point until the line intersects Bear Creek.

(2) The regulations. (i) No person shall enter or remain in the waters of this area due the possibility of unexploded projectiles.

(ii) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies.

(iii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

(iv) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

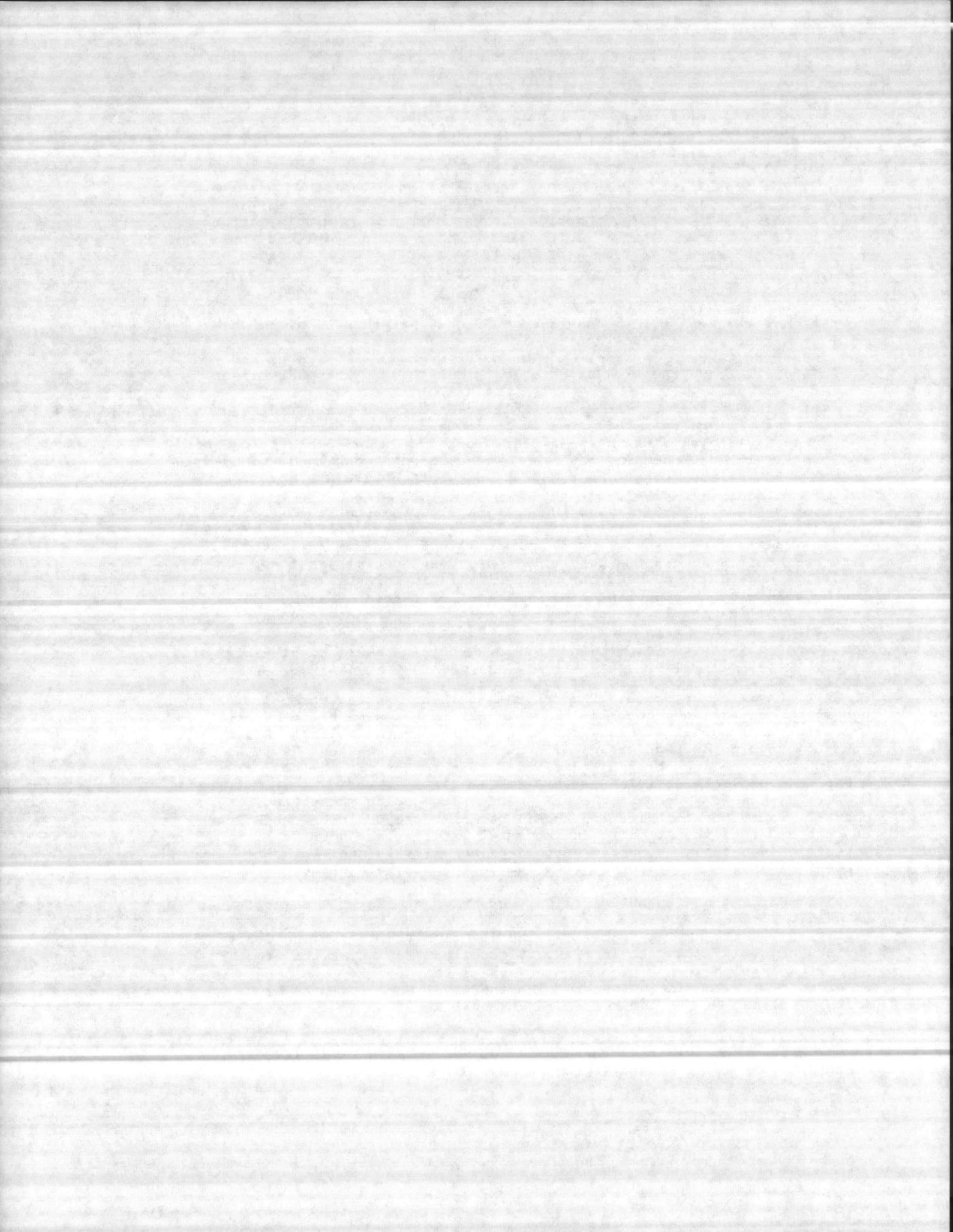
(v) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

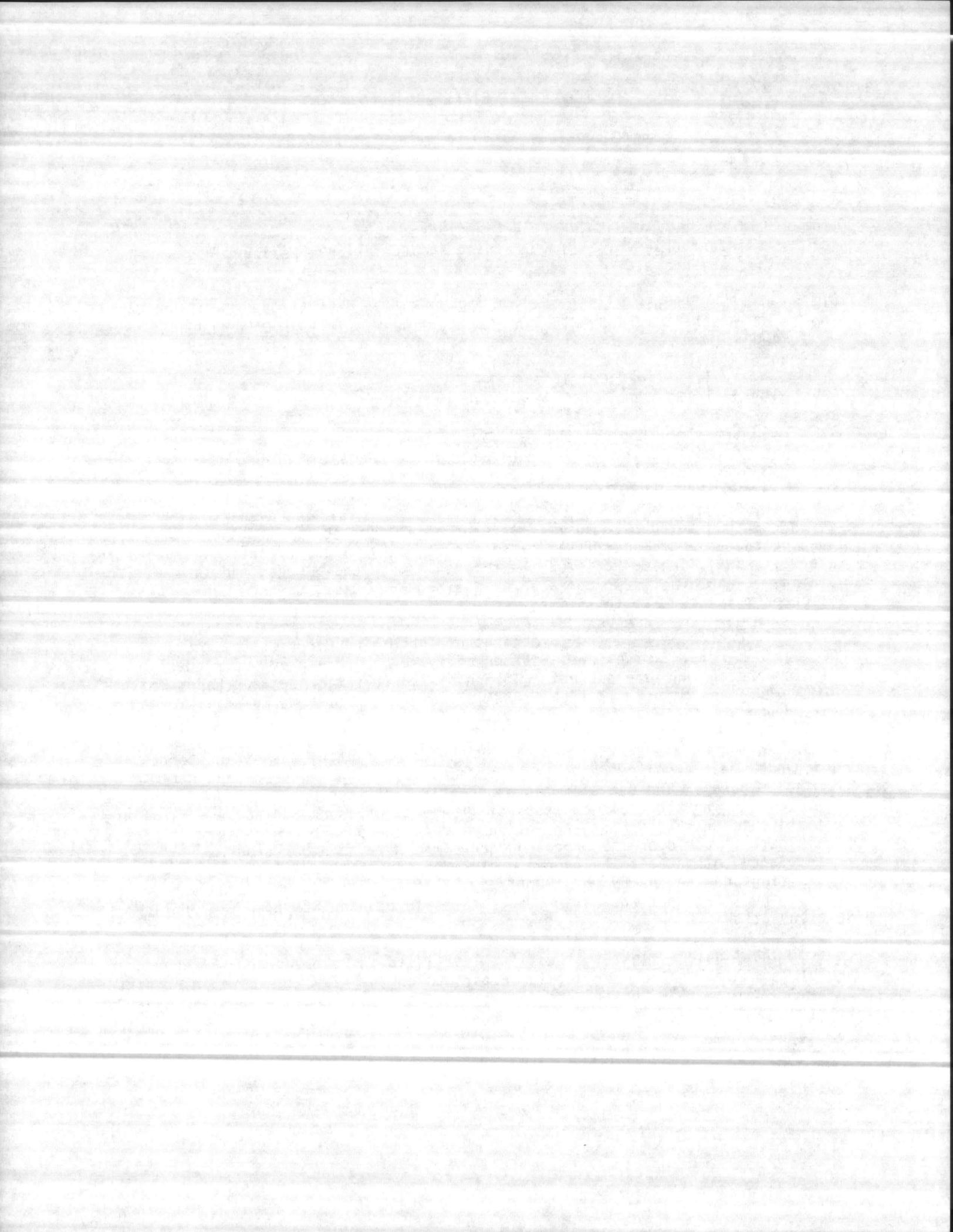
(vi) Warning of impending military use of the area will be contained in weekly Notice to Mariners.

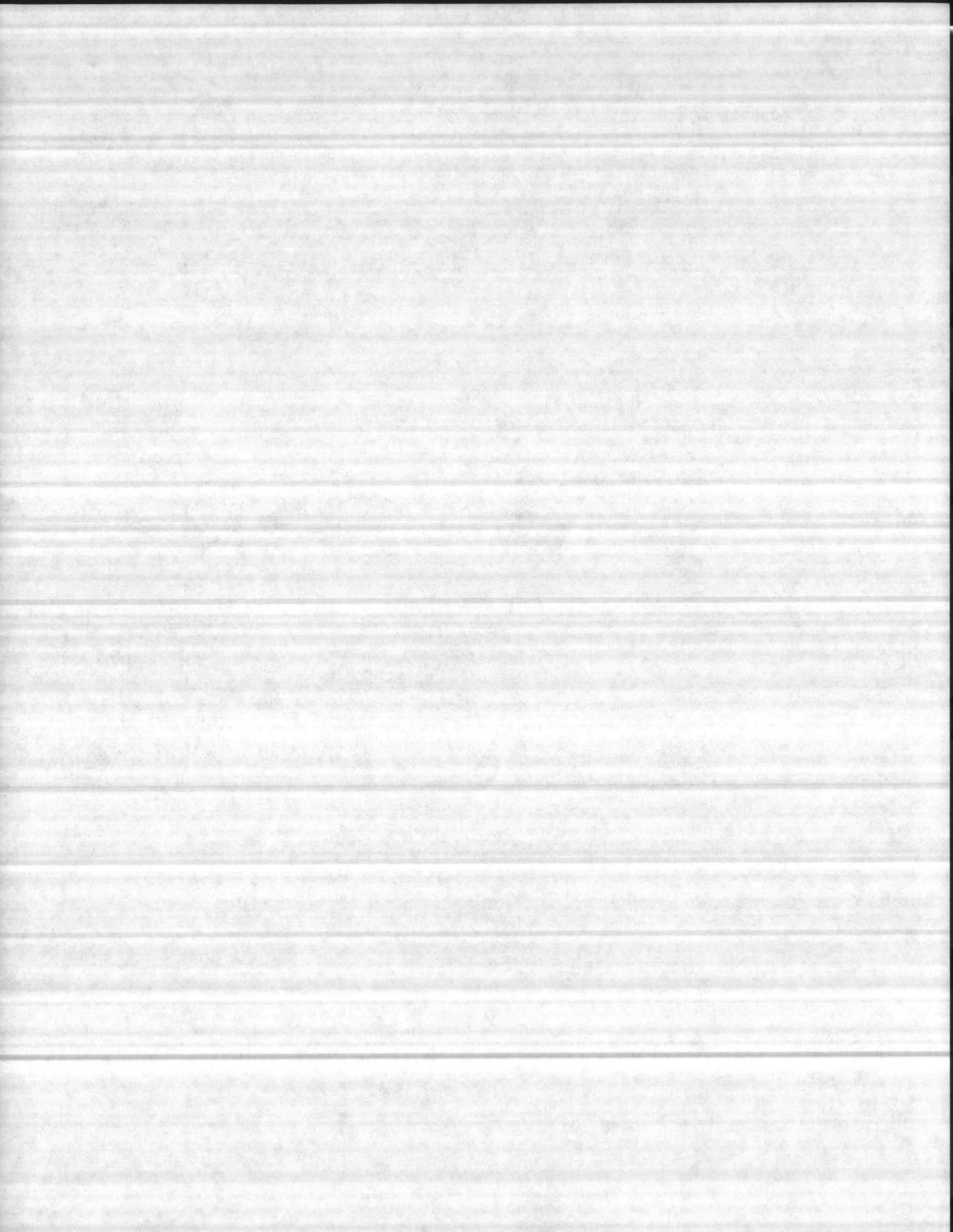
(vii) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(f) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.

[26 FR 9673, Oct. 13, 1961, as amended at 48 FR 41160, Sept. 14, 1983. Redesignated at 50 FR 42696, Oct. 22, 1985, as amended at 62 FR 17553, Apr. 10, 1997; 66 FR 15799, Mar. 21, 2001]









UNITED STATES MARINE CORPS

Range Control
Marine Corps Base
Camp Lejeune, North Carolina 28542

IN REPLY REFER TO:

11102

RCTL

7 Jan 87

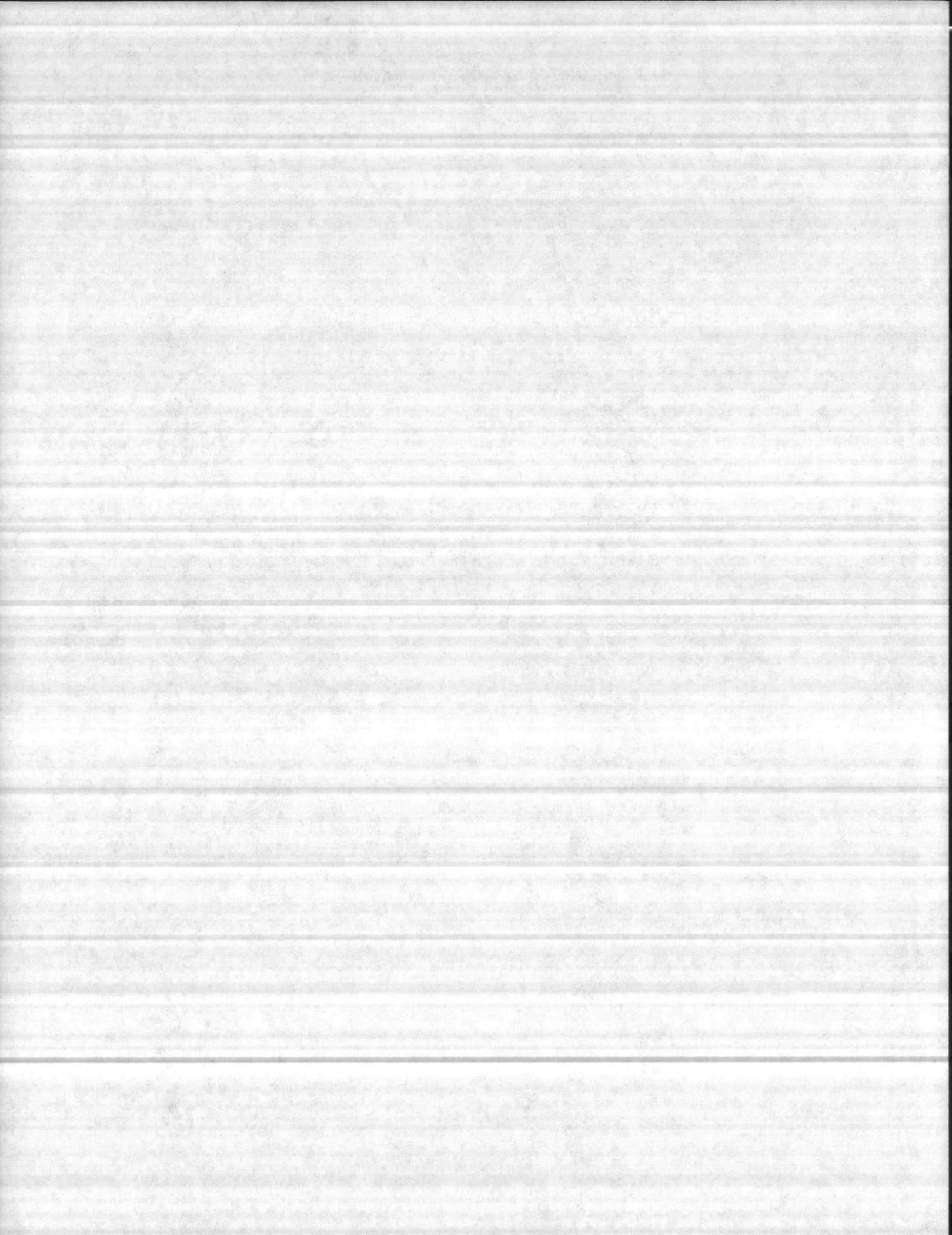
From: Assistant Chief of Staff, Training and Operations
To: Staff Judge Advocate

Subj: REQUEST FOR LEGAL ASSISTANCE TO PROMULGATE A NAVIGATION
REGULATION FOR THE ATLANTIC INTRACOASTAL WATERWAY IN THE
VICINITY OF CAMP LEJEUNE, NORTH CAROLINA

1. Current regulations, as published in Title 33, Code of Federal Regulations, allow vessels to proceed along established waterways "except during military training periods." A regulation that would allow military personnel to detain any traffic on the Intra-coastal Waterway for a period of time not to exceed one hour, is requested. This would allow sufficient time to cease any firing that would endanger any vessel proceeding on the waterway. Current regulations do not specifically allow this detention, but it has been practiced for many years.

2. This regulation would clarify the duration of any delay for a vessel traveling the Atlantic Intracoastal Waterway, and would grant specific authority to detain traffic. The publication of this regulation would limit inconvenience or possible hazard to those vessels using the waterway during periods of live fire.

J. A. SPEICHER



New River, N. C., and Vicinity; Marine Corps Firing Ranges.

(a) Marine Corps firing ranges at Marine Corps Base Camp Lejeune, North Carolina involving waterways are grouped into four major areas: (1) New River and its eight sectors, (2) Atlantic Ocean in vicinity of Bear and Brown Inlet, (3) Atlantic Ocean east of New River Inlet, and (4) Inland waters and the Atlantic Intracoastal Waterway between Bear Creek and Cedar Point. The boundaries and regulations for each area are described below. Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all water to the high waterline within eight sections described as follows:

(1) Traps Bay Sector. Bounded on the south by a line running from Cedar Point 286° to New River Light 70, thence 240° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232° to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek $287^{\circ} 30'$ to the south side of the mouth of Stone Creek.

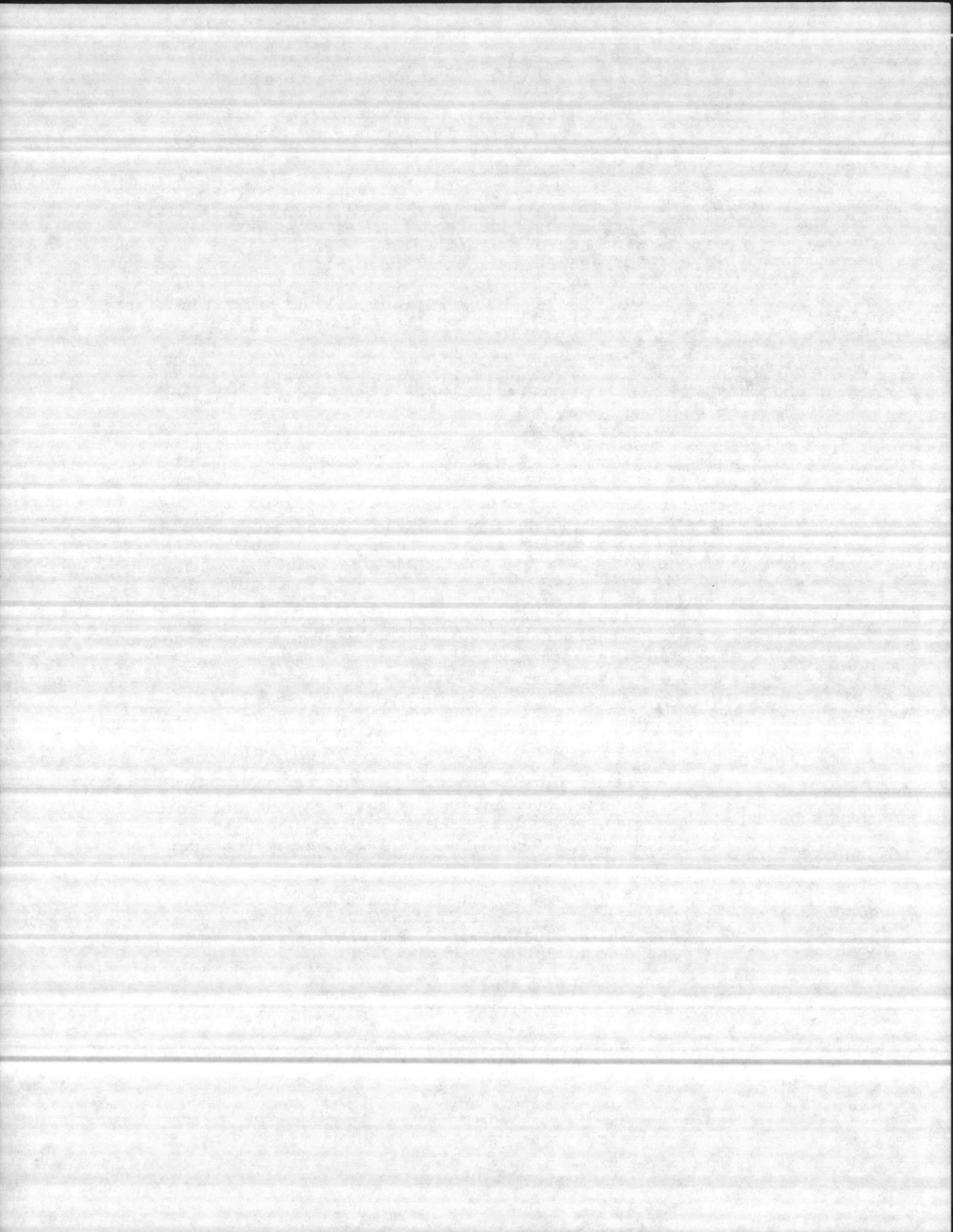
(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude $77^{\circ} 26'$.

(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 128° to the south side of the mouth of Frenchs Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including Frenchs Creek up to longitude $77^{\circ} 19'20''$; and on the north by a line running from Hadnot Point $285^{\circ} 30'$ to Holmes Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point 220° to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude $77^{\circ} 23'30''$; and on the north by an east-west line 100 meters south of New River Day Beacon 41.



(c) The regulations. (1) (i) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed.

(11) These firing signals will be red flags or streamers flown from flagpoles located at latitude $34^{\circ} 34'10''$, longitude $77^{\circ} 21'06''$ or latitude $34^{\circ} 34'08''$, longitude $77^{\circ} 21'26''$ for Traps Bay Sector; latitude $34^{\circ} 34'12''$, longitude $77^{\circ} 21'38''$ for Courthouse Bay Sector; latitude $34^{\circ} 35'40''$, longitude $77^{\circ} 26'11''$ for Stone Bay Sector; latitude $34^{\circ} 36'38''$, longitude $77^{\circ} 26'46''$ or latitude $34^{\circ} 36'19''$, longitude $77^{\circ} 26'25''$ or latitude $34^{\circ} 36'32''$, longitude $77^{\circ} 26'38''$ for Stone Creek Sector; latitude $34^{\circ} 39'04''$, longitude $77^{\circ} 20'38''$ for Grey Point Sector and/or latitude $34^{\circ} 39'54''$, longitude $77^{\circ} 21'24''$ for Farnell Bay Sector; and latitude $34^{\circ} 43'00''$, longitude $77^{\circ} 24'57''$ and latitude $34^{\circ} 43'00''$, longitude $77^{\circ} 24'45''$ for Morgan Bay/Jacksonville Sector.

When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

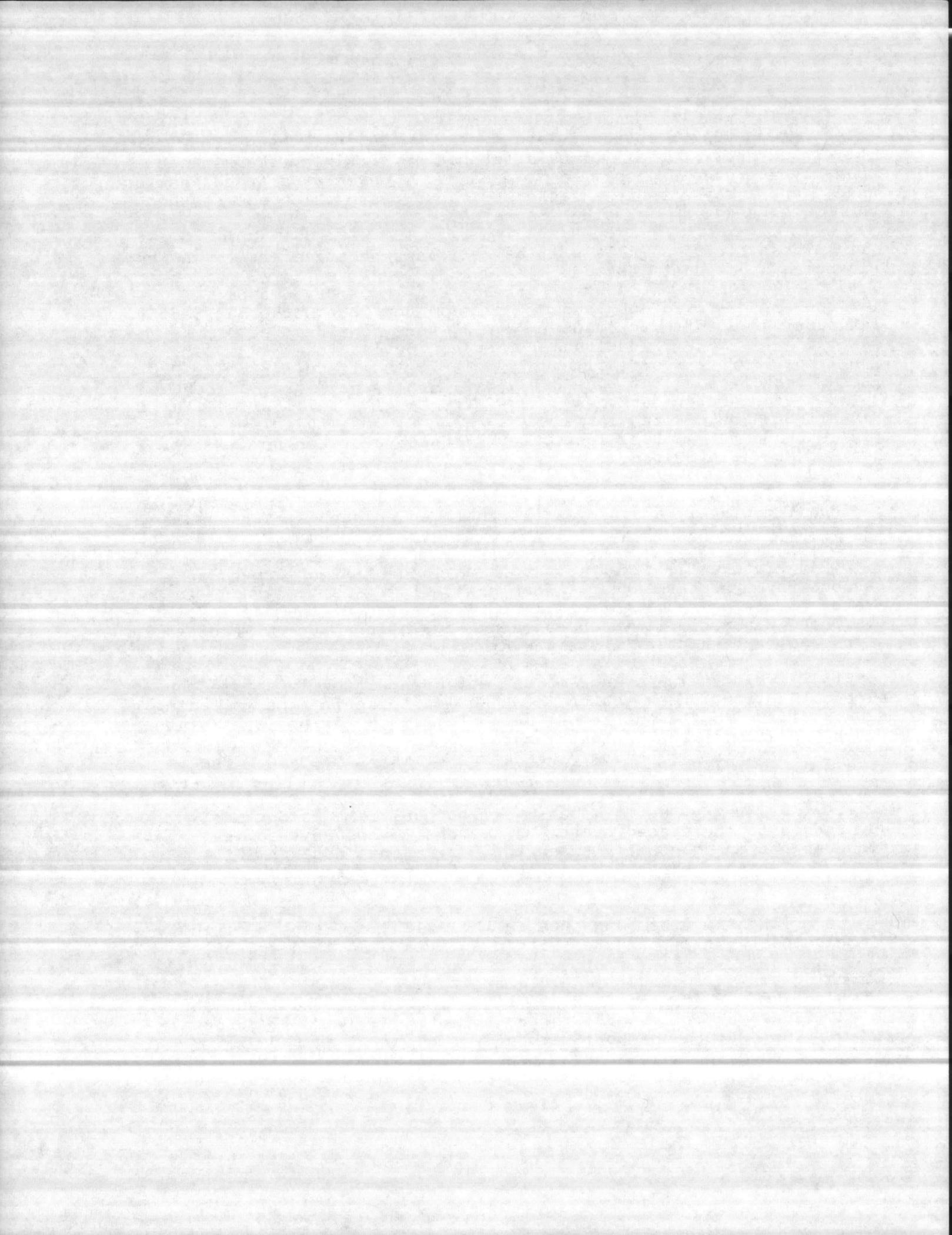
(2) Firing will take place both day and night at irregular periods throughout the year. When night firing is being done in any sector, flashing red lights will be illuminated at the applicable flagpoles described in the preceding regulations, or on warning signs that are erected in the New River.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the Notices to Mariners. The Stone Creek sector may be closed without advance notice.

(4) U. S. Navy safety boats will be positioned along the approaches to the closed sector or sectors to ensure that traffic does not inadvertently enter the Danger Area during military use. Boaters can expect a one hour delay before resuming transit.

(d) Target and bombing area in the Atlantic Ocean in vicinity of Bear Inlet - (1) the water within an area described as follows:

Beginning at latitude $34^{\circ} 37'32''$, longitude $77^{\circ} 12'03''$; thence to latitude $34^{\circ} 36'58''$, longitude $77^{\circ} 11'25''$; thence to latitude $34^{\circ} 37'44''$, longitude $77^{\circ} 10'35''$; thence to latitude $34^{\circ} 32'27''$, longitude $77^{\circ} 06'30''$; thence to latitude $34^{\circ} 28'55''$, longitude $77^{\circ} 15'05''$; thence to Onslow North Tower at latitude $34^{\circ} 34'50''$, longitude $77^{\circ} 15'10''$; thence to the point of the beginning.

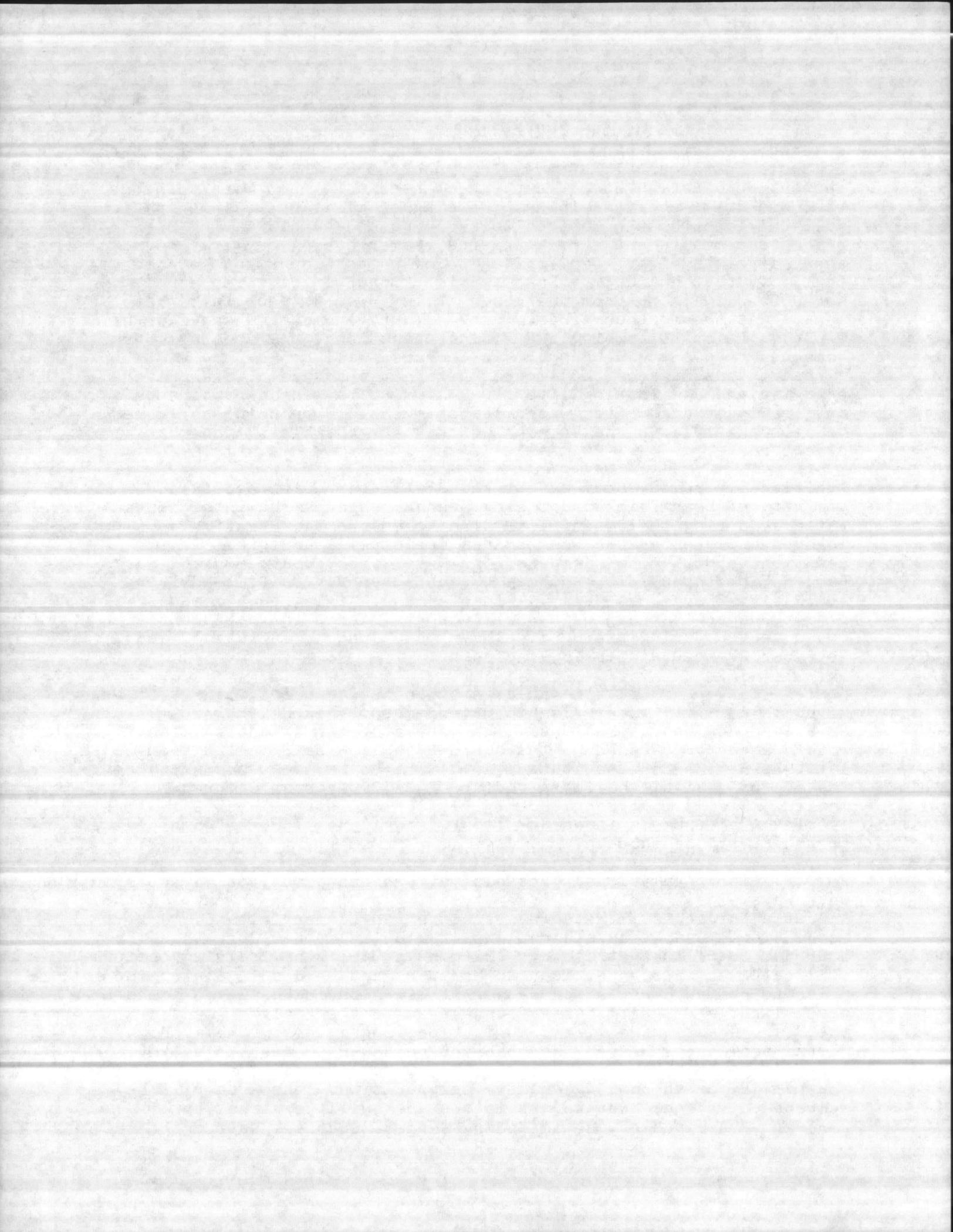


(2) The regulations. Vessels may proceed along established waterways except during military training periods at which times the Atlantic Intracoastal Waterway is closed to commercial and recreational use. Vessels can expect a delay of not more than one hour due to military training. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina; and from the observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach (Onslow North Tower). Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

Additionally, U. S. Navy safety boats will be positioned in the vicinity of Bear Creek and Onslow Beach Bridge on the Intracoastal Waterway during periods of live fire to ensure that traffic does not inadvertently enter the Danger Area during military use. In addition to Notice to Mariners, the Navy safety boats monitor Marine Band Radio, channel 16, and may be contacted for traffic advisory (call sign "Navy Boat Crew"). Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(e) Target and missile area in Atlantic Ocean in vicinity of New River Inlet - (1) The Atlantic Ocean east of New River Inlet within an area described as follows: The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105° from latitude $34^{\circ} 37' 25''$, longitude $77^{\circ} 10' 35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^{\circ} 34' 15''$, longitude $77^{\circ} 16' 10''$ and on the west by a line bearing 198° from latitude $34^{\circ} 31' 55''$, longitude $77^{\circ} 20' 20''$ and on the northwest by the shore.

(2) The regulations: Vessels may proceed along the established waterways except during military training periods at which time the Atlantic Intracoastal Waterway is closed to commercial and recreational use. Vessels can expect a delay of not more than one hour due to military training. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flagpole 40 feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina; and from the observation tower 40 feet in height located at the southern end of Onslow (Hurst) Beach (Onslow South Tower). Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft



Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire to ensure that traffic does not inadvertently enter the Danger Area during military use. In addition to Notice to Mariners, the Navy safety boats monitor Marine Band Radio, channel 16, and may be contacted for traffic advisory (call sign "Navy Boat Crew").

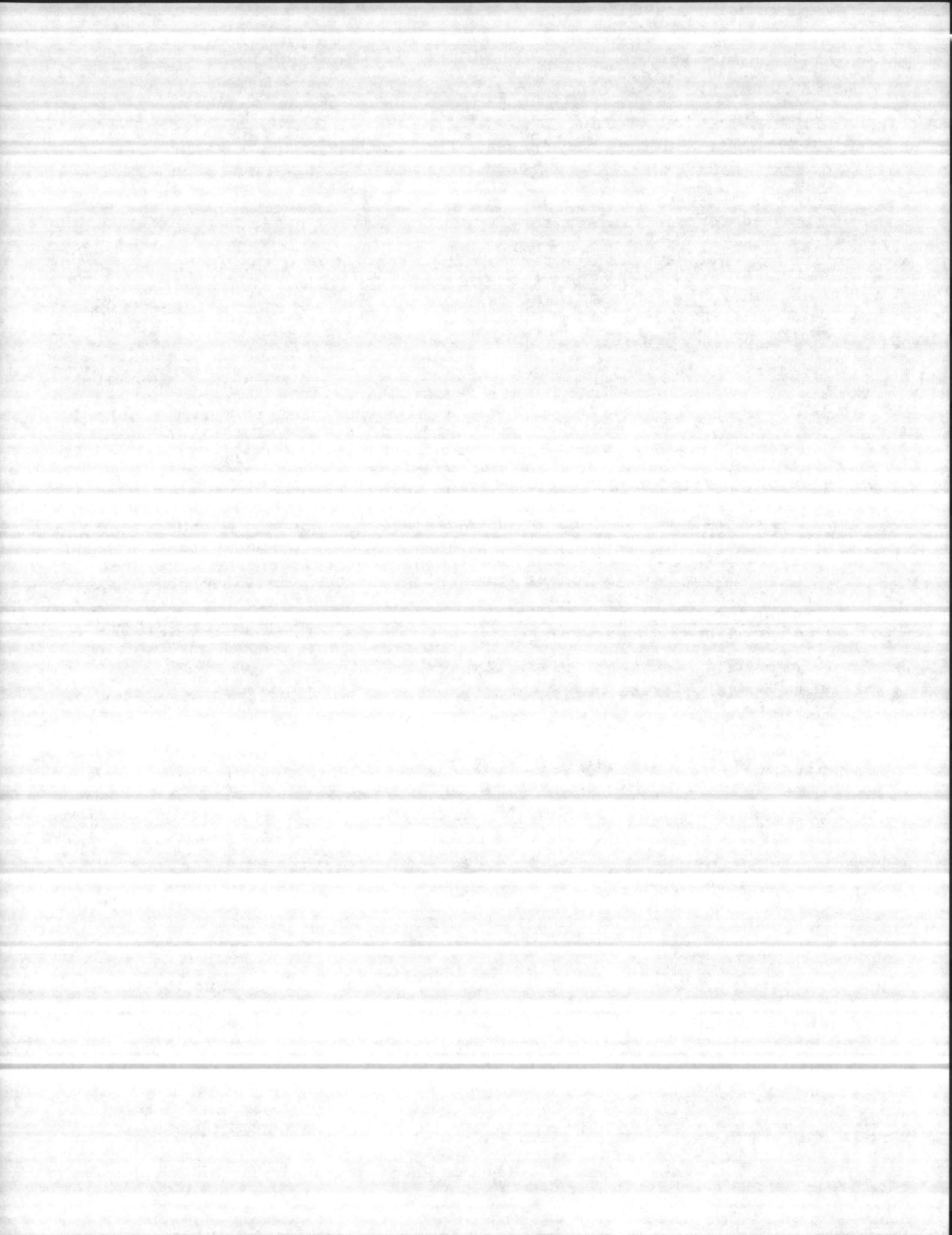
(ii) All navigable waters in the area between the south bank of Bear Creek and north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive, unexploded projectiles within the limits of this area.

(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean except during military training periods, at which times the channels are closed to commercial and recreational use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation except during military training periods, at which times they are closed to commercial and recreational use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(v) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(g) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representative.





UNITED STATES MARINE CORPS
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA 28542-5001

Green

IN REPLY REFER TO
11102
RCTL
7 Jan 87

From: Assistant Chief of Staff, Training and Operations
To: Staff Judge Advocate

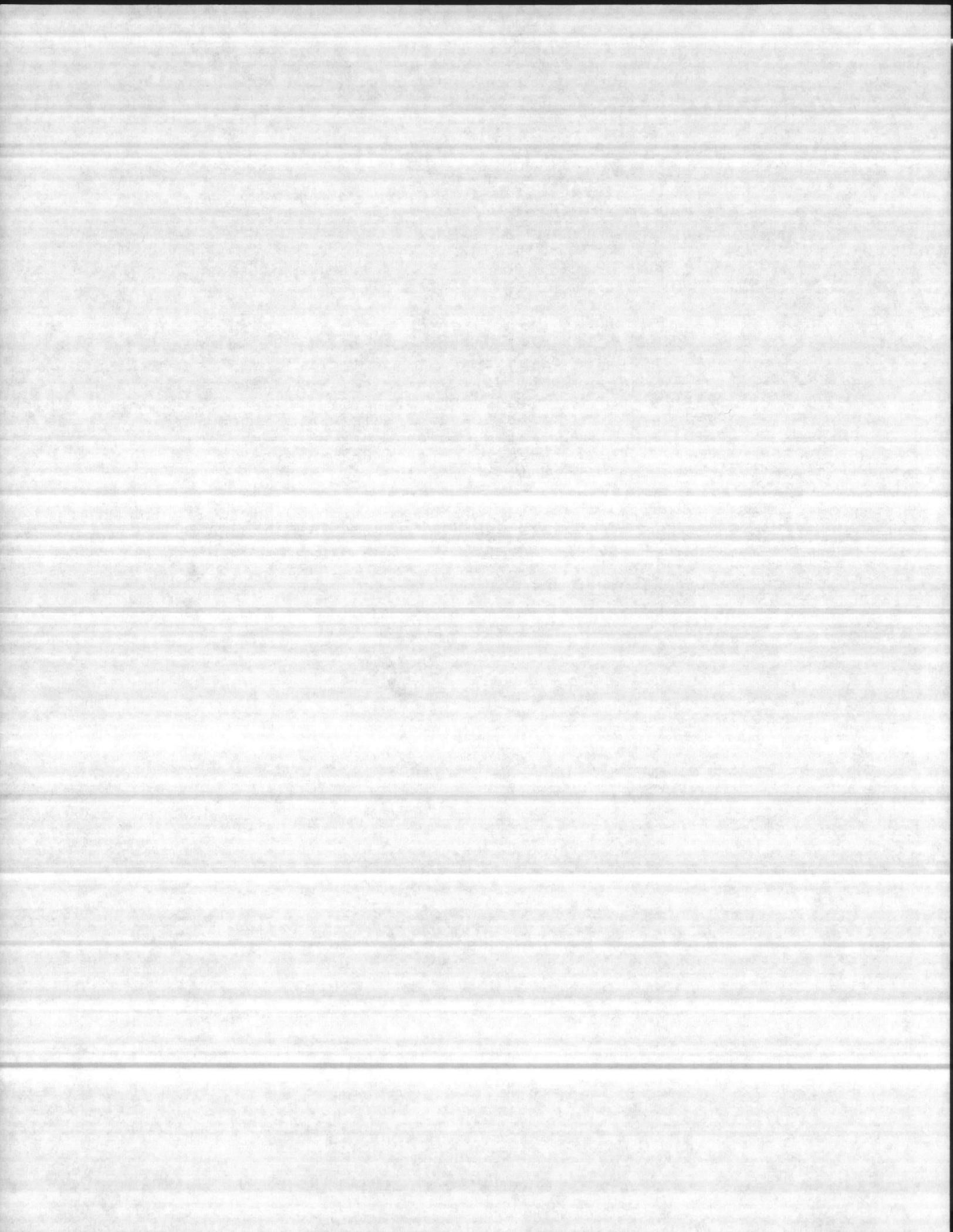
Subj: REQUEST FOR LEGAL ASSISTANCE TO PROMULGATE A NAVIGATION
REGULATION FOR THE ATLANTIC INTRACOASTAL WATERWAY IN THE
VICINITY OF CAMP LEJEUNE, NORTH CAROLINA

1. Current regulations, as published in the United States Coast Pilot, 24th Ed. 1986, Chapter 2 section 334.440, allow vessels to proceed along established waterways "except during military training periods." A regulation that would allow military personnel to detain any traffic on the Intracoastal Waterway for a period of time not to exceed one hour, is requested. This would allow sufficient time to cease any firing that would endanger any vessel proceeding on the waterway. Current regulations do not specifically allow this detention, but it has been practiced for many years.

2. This regulation would clarify the duration of any delay for a vessel traveling the Atlantic Intracoastal Waterway, and would grant specific authority to detain traffic. The publication of this regulation would limit inconvenience or possible hazard to those vessels using the waterway during periods of live fire.

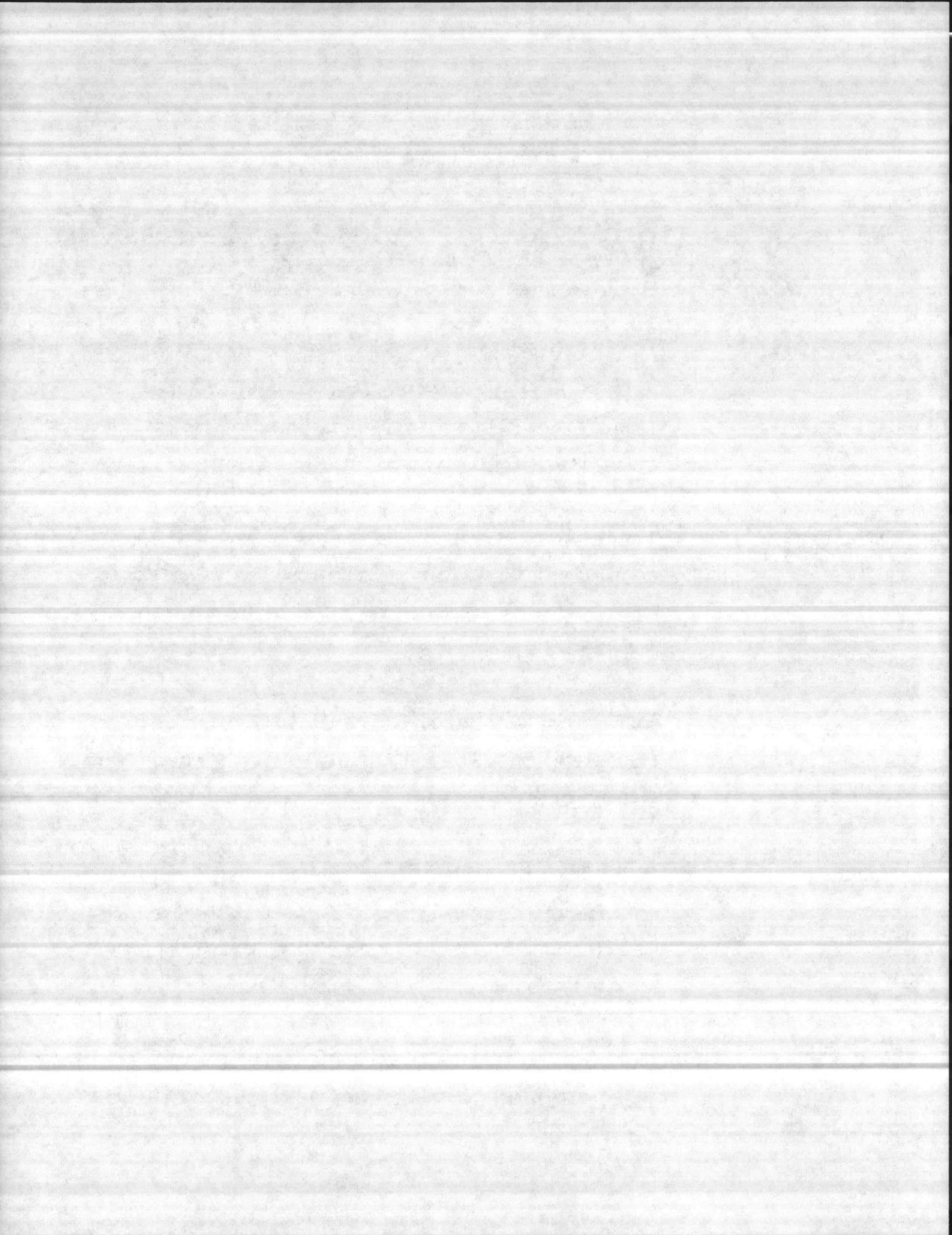
J. A. SPEICHER

REF A



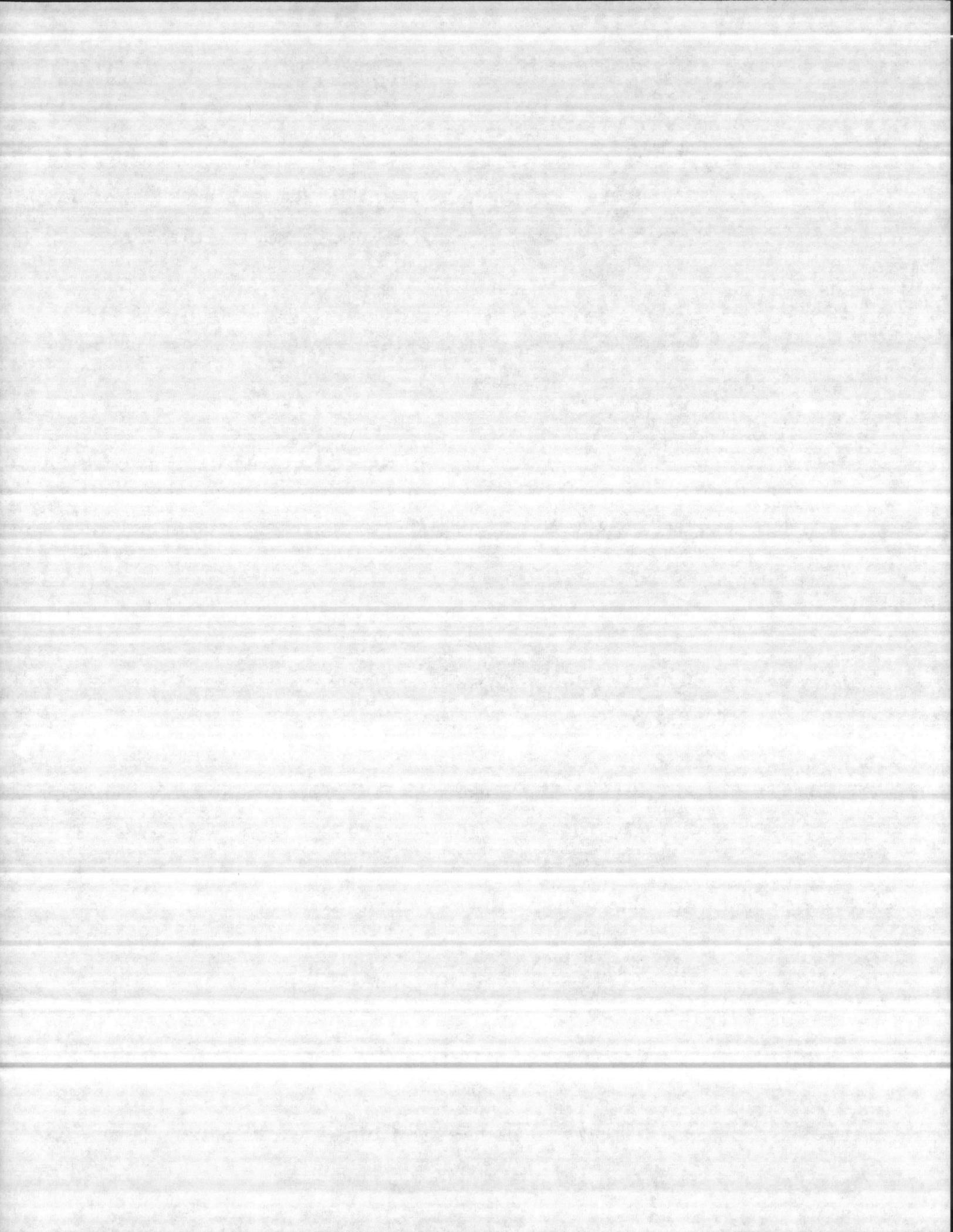
CHRONOLOGY

- AUG 1959 — LAST REVISION OF DANGER ZONE REGULATIONS
(ACTUALLY APPROVED IN 1961)
- JUN/JUL 84 — "BARRIER PLAN" PROPOSED FOR AIWW
- 17 SEP 84 — FIRST DISCUSSION OF PROCEDURES FOR CLOSING
AIWW — COL SPEICHER (NEWLY ASSIGNED TRAC OPS) AND
LTCAL CHORLE (NEWLY ASSIGNED [AUG 84] RANGE CONTROL
TO 2 NOV
— CURRENT PROCEDURES & POSSIBILITY OF EXTENDING 2 NOV
- 21 SEP 84 — TELEPHONE CALL LTCAL CHORLE TO MR HOLLIS —
AUTHORITY TO CLOSE CONFIRMED — PROCEDURES
REVIEWED — POSSIBILITY OF 2 HOUR CLOSURE NOT
UNREASONABLE
- 27 SEP 84 — RETL MEMO REVIEWS PREVIOUS DISCUSSIONS AND
PROPOSES 2 HOUR, 4 HOUR, AND LONGER THAN
4 HOUR CLOSURES
- 9 OCT 84 — TRANS OPS POSITION PAPER PROPOSES 2 HOUR, 4 HOUR
AND LONGER CLOSURES (CG WAS PROVIDED THE PAPER
AND AN ORAL BRIEF — ASKED FOR ADDITIONAL RESEARCH TO
BE COMPLETED
- OCT 84 — LOG ENTRIES OF "CANTALOUPE" INCIDENT — SNEAD'S
FERRY FISHING BOAT REPORTED IGNORING CLOSURES



- 26 OCT 84 - RCTL MEMO FOR THE CG - ADDITIONAL RESEARCH CONDUCTED - "BARRIER PLAN" TO BE DROPPED AND EXPANDED CLOSURE PURSUED - ENCLOSURE SHOWS BOTH TRAFFIC COUNT
- 29 OCT 84 - NOTES FROM CG PREPARE BRIEF FOR MIL AFFAIRS COMMITTEE DEVELOP PRESS RELEASES CG TO DECIDE WHEN TO IMPLEMENT
- DEC 84 - PROPOSAL FOR 2 & 4 HOUR CLOSURES - COSTS/BENEFITS
- 20 DEC 84 - CG'S Ltr to Earl HOUSE - "CANTALOUPE"

-
- 4 JAN 85 - RCTL ACTION BRIEF ON PROPOSED REWRITE OF COASTAL PILOT
- 18 JAN 85 - RCTL Ltr to US CORPS OF ENGINEERS WITH PROPOSED CHANGES (LATER RETURNED INFORMALLY FOR SOME CORRECTIONS)
- 15 FEB 85 - BRIEFING TO COUNTY COMMISSIONERS
- 22 FEB 85 - LTR FROM COUNTY COMMISSIONERS - "THANKS"
- MAR 85 - DRAFT PRESS RELEASES
- 4 APR 85 - RCTL Ltr to SJA FOR REVIEW OF PROPOSED CFR 33 / COASTAL PILOT REVISION



10 APR 85 - SJA COMMENTS ON REVISION

11 APR - SJA COMMENTS ON LIABILITY ARISING OUT OF CLOSURE

23 APR - LTR FROM CG TO SENATOR SPECTOR CONCERNING COMPLAINT FROM A CONSTITUTOR WHO WAS STOPPED ON THE WATERWAY

6 MAY - TRNG/OPS POSITION PAPER RECOMMENDS EXTENDED CLOSURE AND LETTER TO CORPS OF ENGINEERS WITH BACK-UP TABS

4 JUN - CG'S Ltr to CORPS OF ENGINEERS WITH FORMAL PROPOSAL TO CHANGE TITLE 33 USC FR PART 204

5 JULY - COE Ltr to CG

- * ① 1 HOUR CLOSURE CURRENTLY USED NOT AUTHORIZED
- ② 2 & 4 HOUR CLOSURES WITHOUT PRECEDENT
- ③ FORWARDED TO CHIEF OF ENGINEERS
- ④ ASKS US TO TAKE SEVERAL STEPS
- ⑤ WILL CONTINUE CURRENT PRACTICE UNTIL CHANGES TO CFR PROPOSED

22 JULY - NOTE FROM C/S TO PURSUE BUT LET HQMC KNOW

11 SEP 85 - DRAFT Ltr to CMC ASKING FOR ASSISTANCE

18 NOV 85 - CG Ltr to CMC (+) ASKING FOR ASSISTANCE

10 DEC 85 - COE Ltr to CG AFTER REVIEWING NEW RANGE CONTROL SOP;
POINTS OUT SOME ERRORS IN CITATION OF FEDERAL REGULATIONS AND
REMINDS US OF JULY Ltr - NO AUTHORITY TO STOP TRAFFIC IN A1WW

17 DEC 85 - CMC Ltr to CG - WE'RE WORKING ON IT

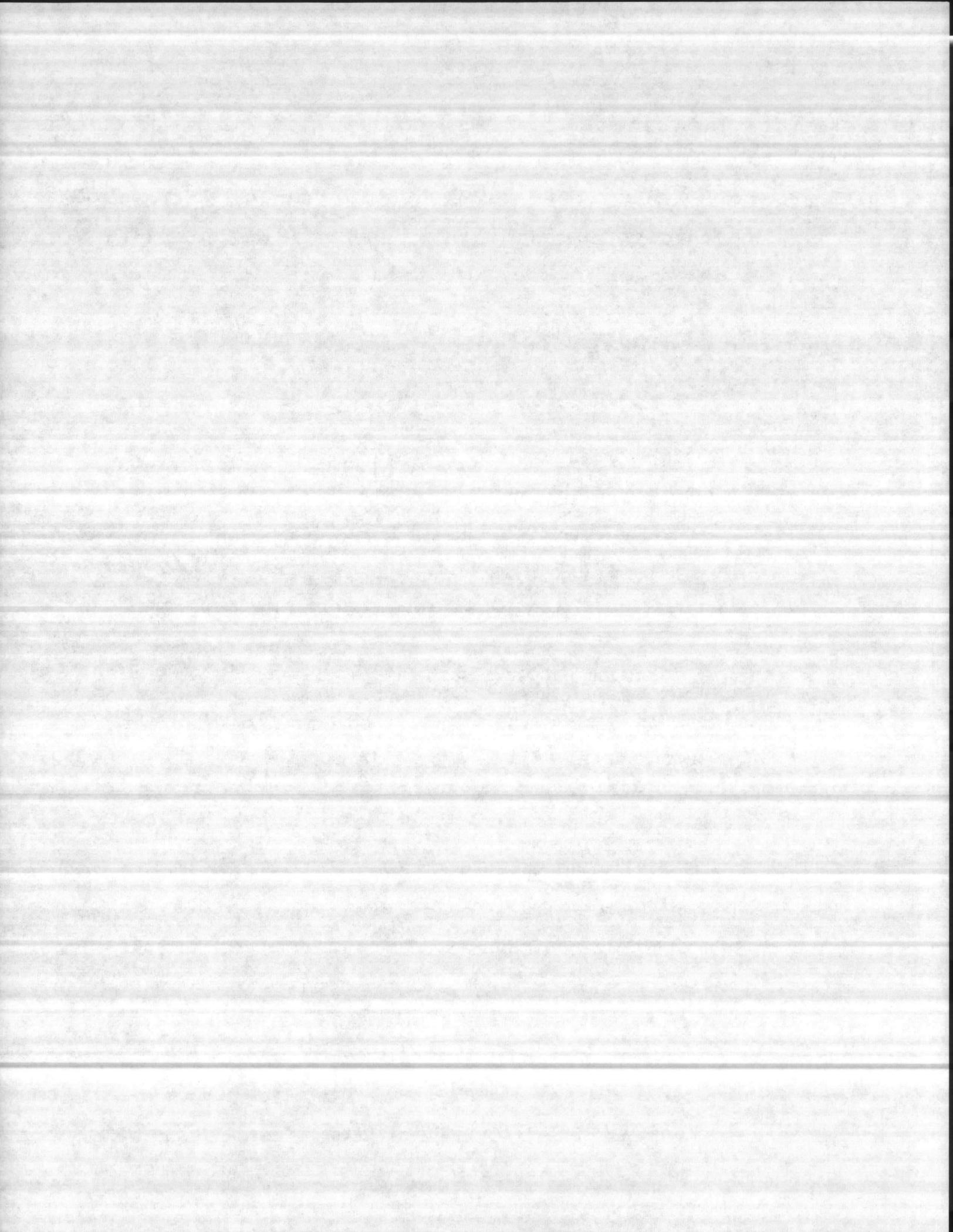
6 FEB 1986 - COUNSEL TO CMC COMMENT ON TAP ROUTE SHEET
- REMOVAL IS TO CHANGE CFR
- MAY CAUSE CONTROVERSY AND IMPACT ON OTHER PROJECTS
(LAND ACQUISITION AND CHERRY POINT MOA'S)
- WILL ALSO PURSUE INFORMALLY WITH COE HQ

21 FEB 86 - MEMO TO COE - WE'VE ASKED FOR HQ'S ASSISTANCE
WILL BE IN TOUCH TO EITHER ESTABLISH CURRENT PRACTICE OR
EXPANDED CLOSURES - CHANGES TO RANGE CONTROL SOP MADE

APR 86 - DISCUSSIONS WITH COE AND DETAILED REVIEW OF
PROPOSAL CALLS FOR MORE CORRECTIONS

FALL 86 - ATTEMPT TO REVIVE THE PROJECT - LAND ACQUISITION
NOW APPROVED BY CMC - DEVELOPMENT OF NEW RANGES
SHOULD USE REQUIREMENT FOR 2-4 HOUR CLOSURES -
NEED TO GET ON WITH GETTING THE CURRENT 1 HOUR
CLOSURE DOCUMENTED AND INTO THE CFR

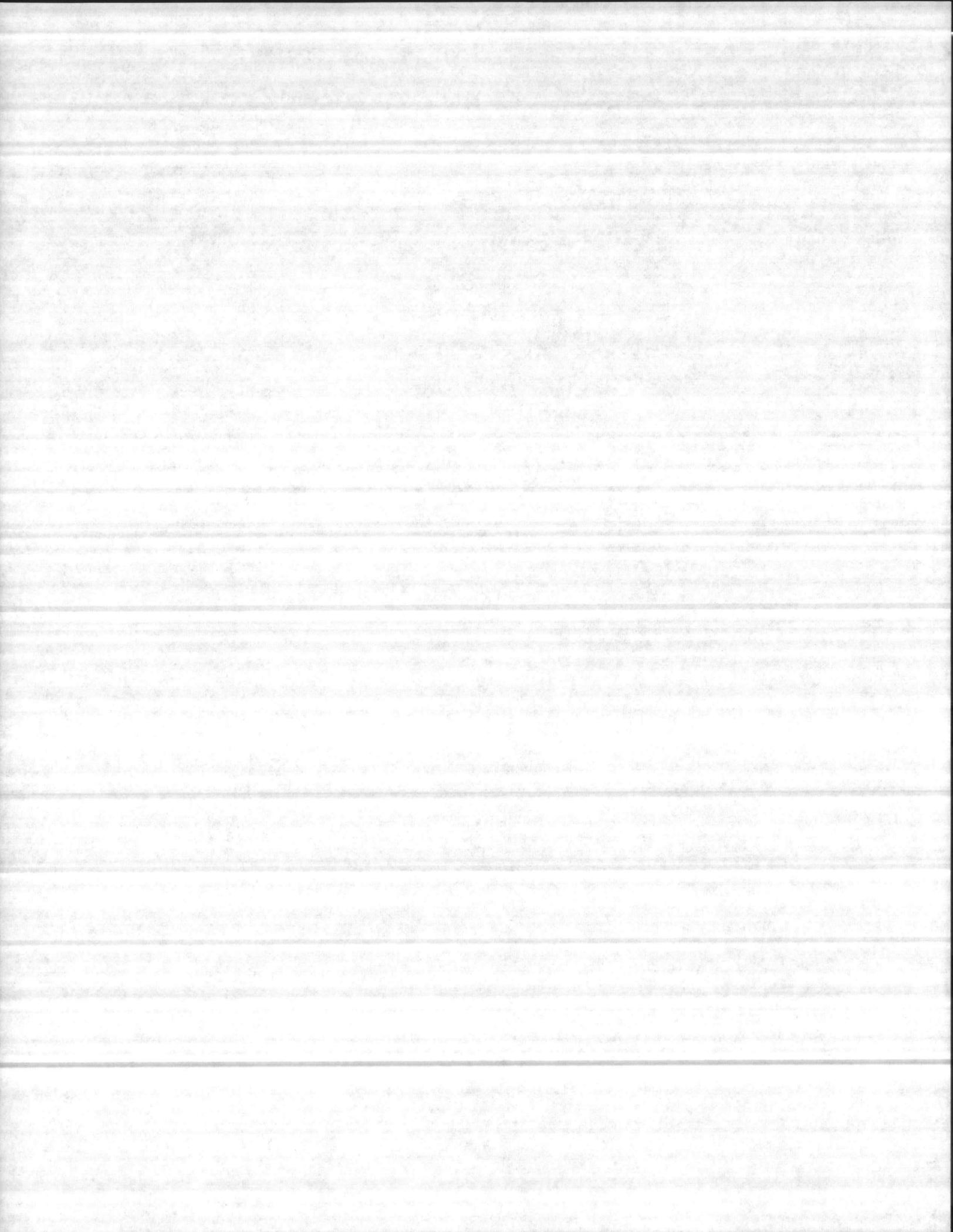
JAN 87 - NEW DRAFT WHICH CORRECTS ALL ERRORS AND ONLY
PROPOSES THE CURRENT 1 HOUR CLOSURE SENT TO SJA
FOR REVIEW AND CONCURRENCE



CHRONOLOGY (CONT'D)

30 MAR 87 - SJA Hr to TRNG/OPS

- ① INAPPROPRIATE TO TAKE ACTION NOW
- ② CMC STILL REVIEWING
- ③ RISK TO OTHER PROJECTS
- ④ SOME RISK OF LEGAL ACTION
- ⑤ RECOMMEND STATUS QUD DELAYS ONLY - 1 HOUR
BE CONTINUED
- ⑥ RECOMMEND NOT GOING FOR 1 HOUR DELAY BUT
WAITING TO SEE WHAT ACTION IS TAKEN ON REQUEST
FOR 2 & 4 HOUR DELAYS



THREAT ANALYSIS: AIWW CLOSURES

THREAT ATTACK ON MCB PRACTICE OF PERIODIC AIWW CLOSURES FOR OPERATIONAL TRAINING

POINTS OF VULNERABILITY G-5, G-6, G-7 AND BT-3 RANGES

THREAT SOURCE NORTH CAROLINA DEPARTMENT OF ENVIRONMENT, HEALTH AND NATURAL RESOURCES (DEHNR)

ORIGIN (1) DEHNR REQUEST THAT COE VALIDATE NEED FOR ALL SURFACE WATER DANGER ZONES (SWDZ) IN NORTH CAROLINA COASTAL WATERS AND COE COMPLIANCE THEREWITH (APRIL 1989)

(2) DEHNR COMMENT ON GSRA DEIS: "PROVIDE LEGAL AUTHORITY FOR AIWW CLOSURES" (OCT 1989)

STATE CAPABILITIES

(1) STIMULATE PUBLIC OUTCRY (PROBABLE)

(2) GENERATE FEDERAL/STATE POLITICAL PRESSURE (PROBABLE)

(3) PRECIPITATE COE CEASE AND DESIST ORDER (POSSIBLE)

(4) FILE LAW SUIT (POSSIBLE)

(5) PARTICIPATE IN ANY ATTEMPT TO CHANGE RULES (CERTAINTY)

STATE'S KNOWN OBJECTIVE

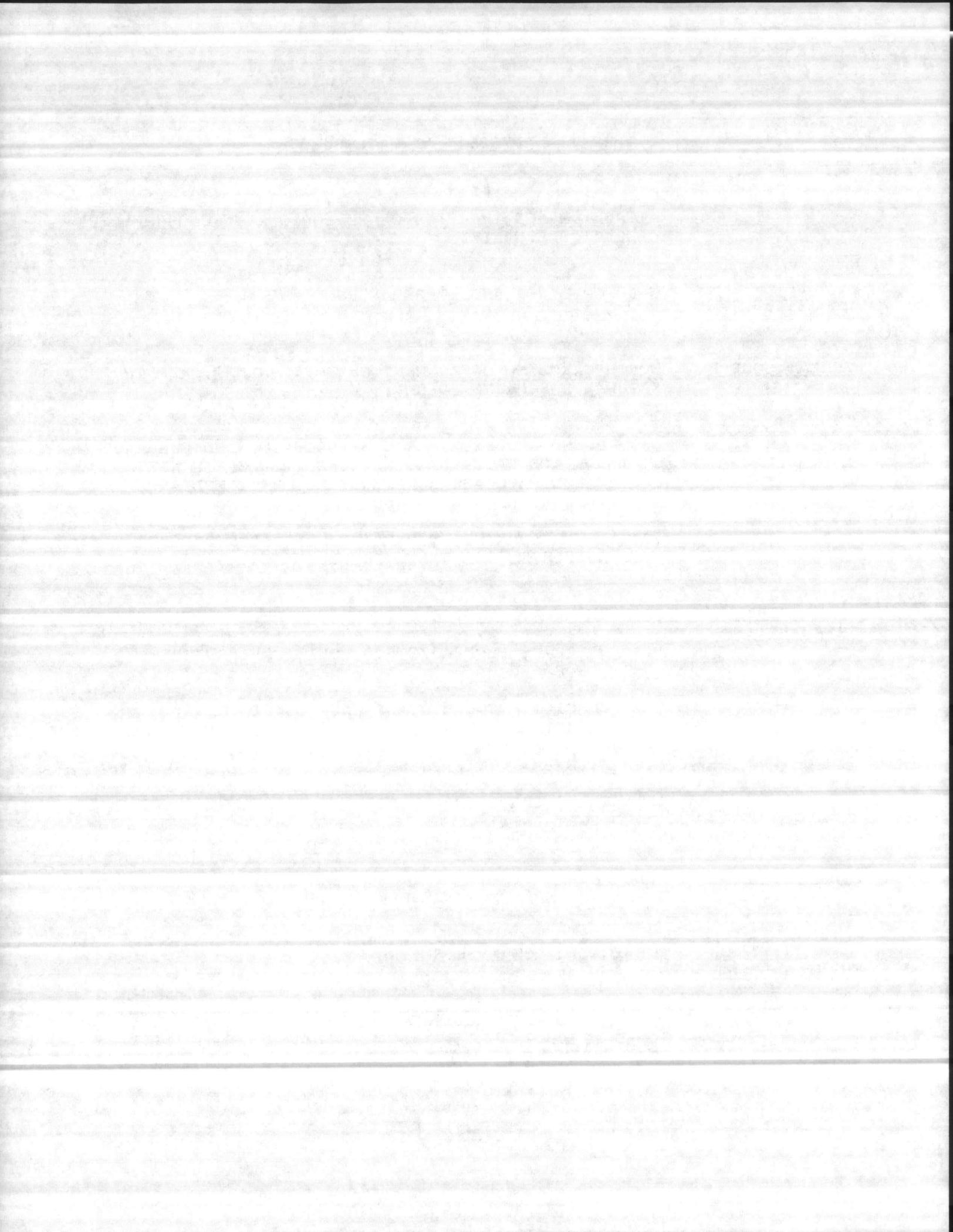
ROLL BACK OFF-BASE MILITARY OPERATIONAL TRAINING IMPACTS WHEREVER/WHENEVER POSSIBLE

CRITICAL TURNING POINT

PUBLICATION GSRA FEIS (FEB 90)

ULTIMATE AUTHORITY

US ARMY COE THROUGH ITS CODIFIED NATIONAL REGULATIONS



THREAT ANALYSIS: AIWW CLOSURES (2)

THE LAW

33 CFR SECTION 334.440(e)(i) ... "VESSELS MAY PROCEED THROUGH THE (AIWW) IN THE AREA (BETWEEN BEAR CREEK AND ONSLOW BEACH BRIDGE) WITHOUT STOPPING EXCEPT IN CASES OF EXTREME EMERGENCY"

WILMINGTON COE POSITION

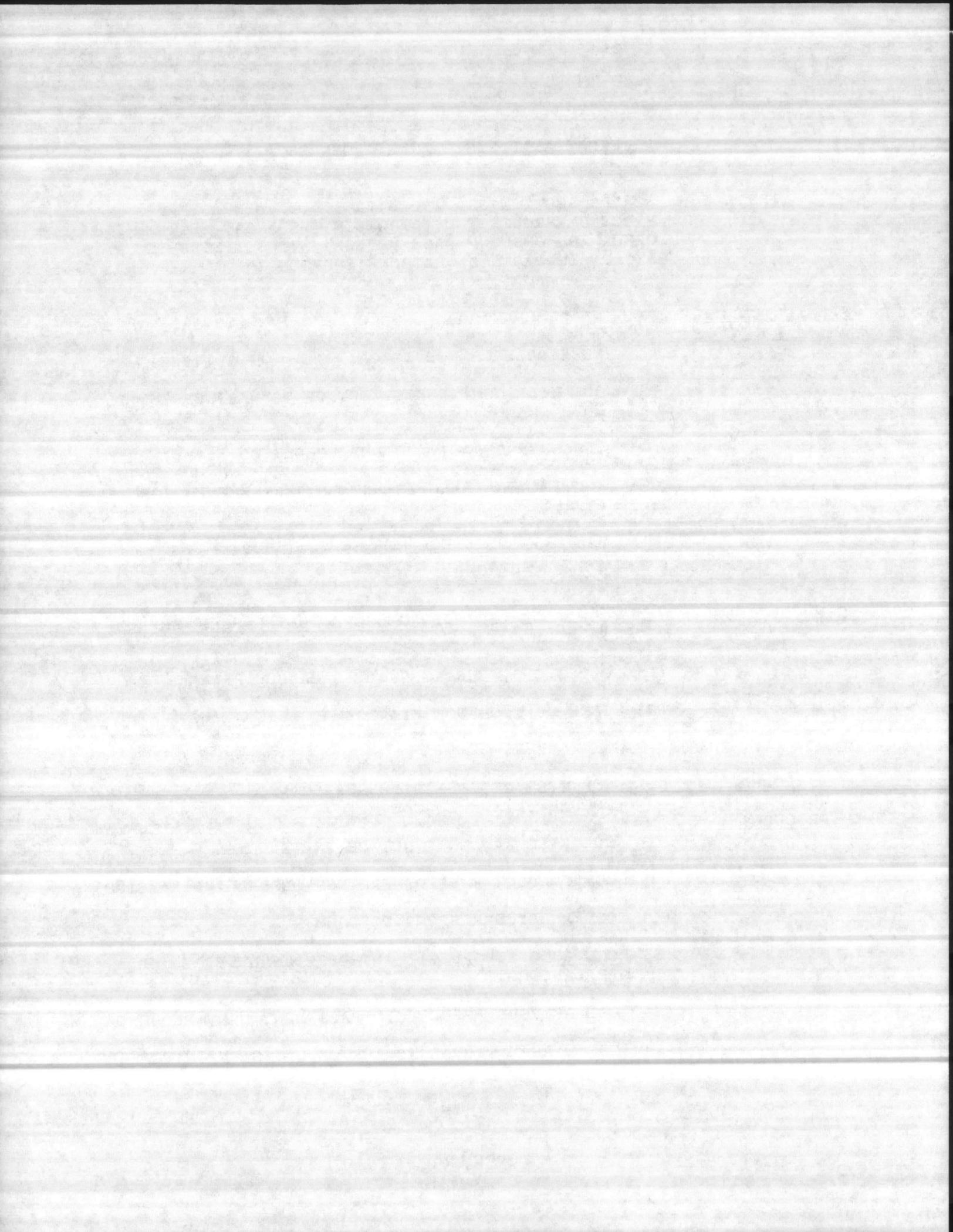
- (1) NO USMC AUTHORITY TO CLOSE AIWW (1985)
- (2) SEEK RULE CHANGE TO GAIN AUTHORITY (1985)
- (3) COE WILL CONTINUE TO NOTICE TO MARINERS UNTIL RULE CHANGE (1985)
- (4) CLOSURES OF ANY IWW UNPRECEDENTED (1985)
- (5) ROUTINE TRAINING IS NOT AN "EXTREME EMERGENCY" (1985)
- (6) VALIDATE NEED FOR MCB SWDZS (1989)

USMC OPTIONS

- (1) CONTINUE PERIODIC CLOSURES UNTIL SUED/ORDERED TO STOP
- (2) CLOSE G-5, G-6, G-7, BT-3 RANGES PERMANENTLY
- (3) SEEK RULE CHANGE VIA FORMAL RULEMAKING

FORMAL RULEMAKING PROCEDURES

- (1) MCB FILE REQUEST WITH SUPPORTING DOCUMENTATION TO COE
- (2) COE FILE NATIONAL NOTICE IN FED REG
- (3) COE CONDUCT PUBLIC HEARINGS (LOCAL AND RALEIGH)
- (4) COE ANALYZE/RESPOND TO COMMENTS
- (5) COE CONDUCT "PUBLIC INTEREST ANALYSIS" (BALANCING)
- (6) COE APPROVE/APPROVE IN PART/DENY USMC REQUEST
- (7) COE FILE NATIONAL NOTICE OF DECISION IN FED REG



THREAT ANALYSIS: AIWW CLOSURES (3)

RULEMAKING
DOWNSIDES

- (1) PROBABLE PUBLIC OUTCRY COULD SPILL OVER TO PENDING USMC PROJECTS
- (2) GENERATION OF POLITICAL OPPOSITION TO PENDING USMC PROJECTS
- (3) "SPECIAL INTEREST" NATIONAL ORGANIZATION BECOME INVOLVED/SUE
- (4) POSSIBLE TERMINATION OF CLOSURES DURING RULEMAKING
- (5) MAY LOSE CURRENT CLOSURE PRACTICES ALTOGETHER

PRECEDENT

LIMITED; EGLIN AFB/GULF INTRACOASTAL WATERWAY (CLOSURE FOR 2 HOURS/WEEK TO CONDUCT EQUIPMENT TESTS)

POTENTIAL
OUTCOMES

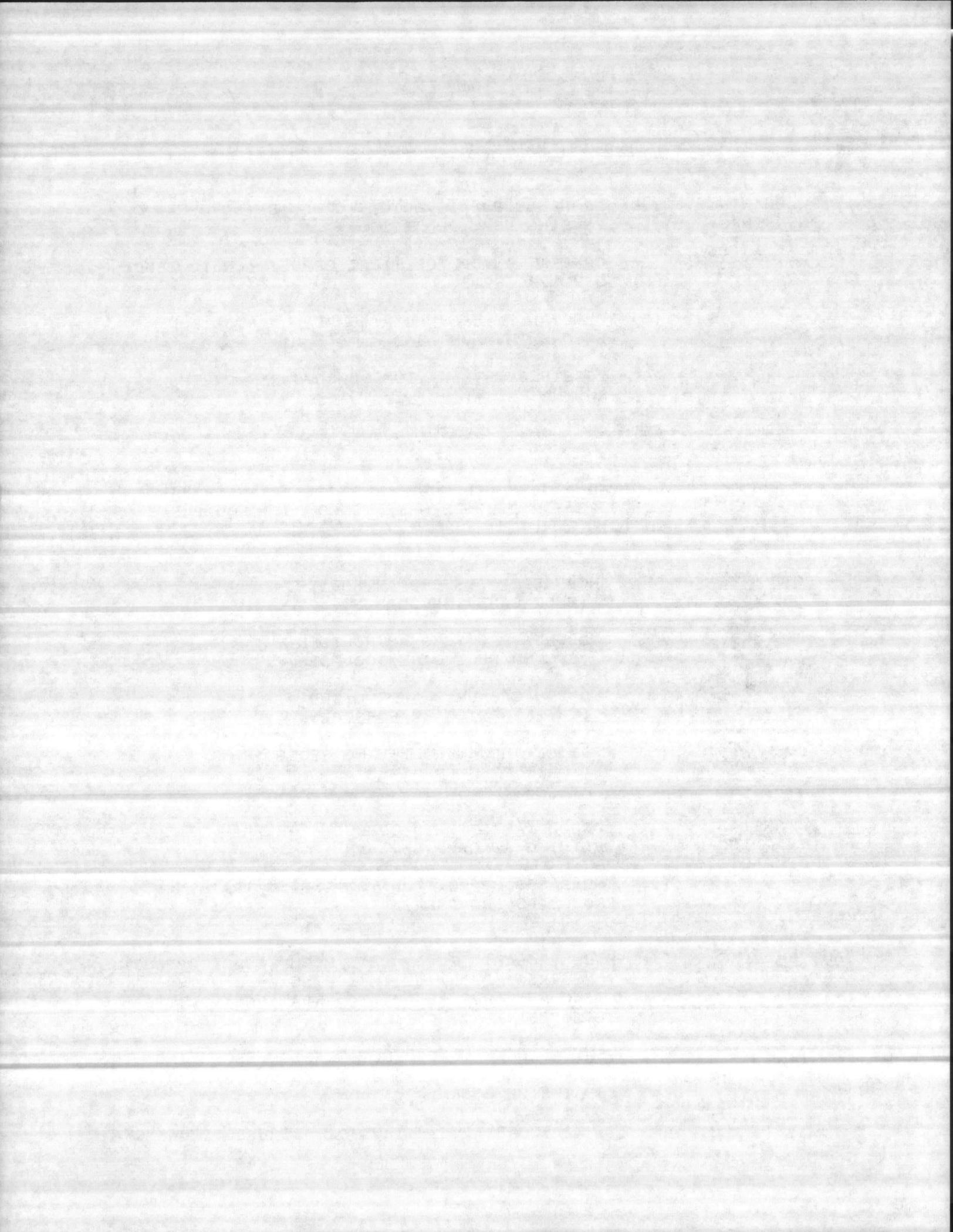
- (1) INCREASED CLOSURES AUTHORIZED (BEST CASE/IMPROBABLE)
- (2) CURRENT PRACTICES AUTHORIZED (SECOND BEST CASE/POSSIBLE)
- (3) REDUCED CLOSURES AUTHORIZED (THIRD BEST CASE/POSSIBLE)
- (4) LOSS OF ALL AUTHORITY TO CLOSE (WORST CASE/POSSIBLE)

POTENTIAL
TRAINING
IMPACTS

- (1) LOSS OF ABILITY TO CONDUCT TANK/AAV DIRECT FIRE TRAINING AT CAMP LEJEUNE
- (2) INCREASED OPPOSITION TO PENDING TRAINING PROPOSALS (EG GSRA)

BOTTOM LINE

- (1) HIGH PROBABILITY OF DETERMINED STATE OPPOSITION TO CURRENT PRACTICE IN SPRING 1990 WITH ATTENDANT ADVERSE PUBLIC RELATIONS/POLITICAL SPINOFFS
- (2) USMC ABILITY TO CONDUCT MISSION ESSENTIAL OPERATIONAL TRAINING ON G-5/G-6/G-7/BT-3 RANGES IS AT HIGH RISK
- (3) USMC PROBABILITY/EXTENT OF SUCCESS IS UNKNOWN



JFAC — LOG RUCKER

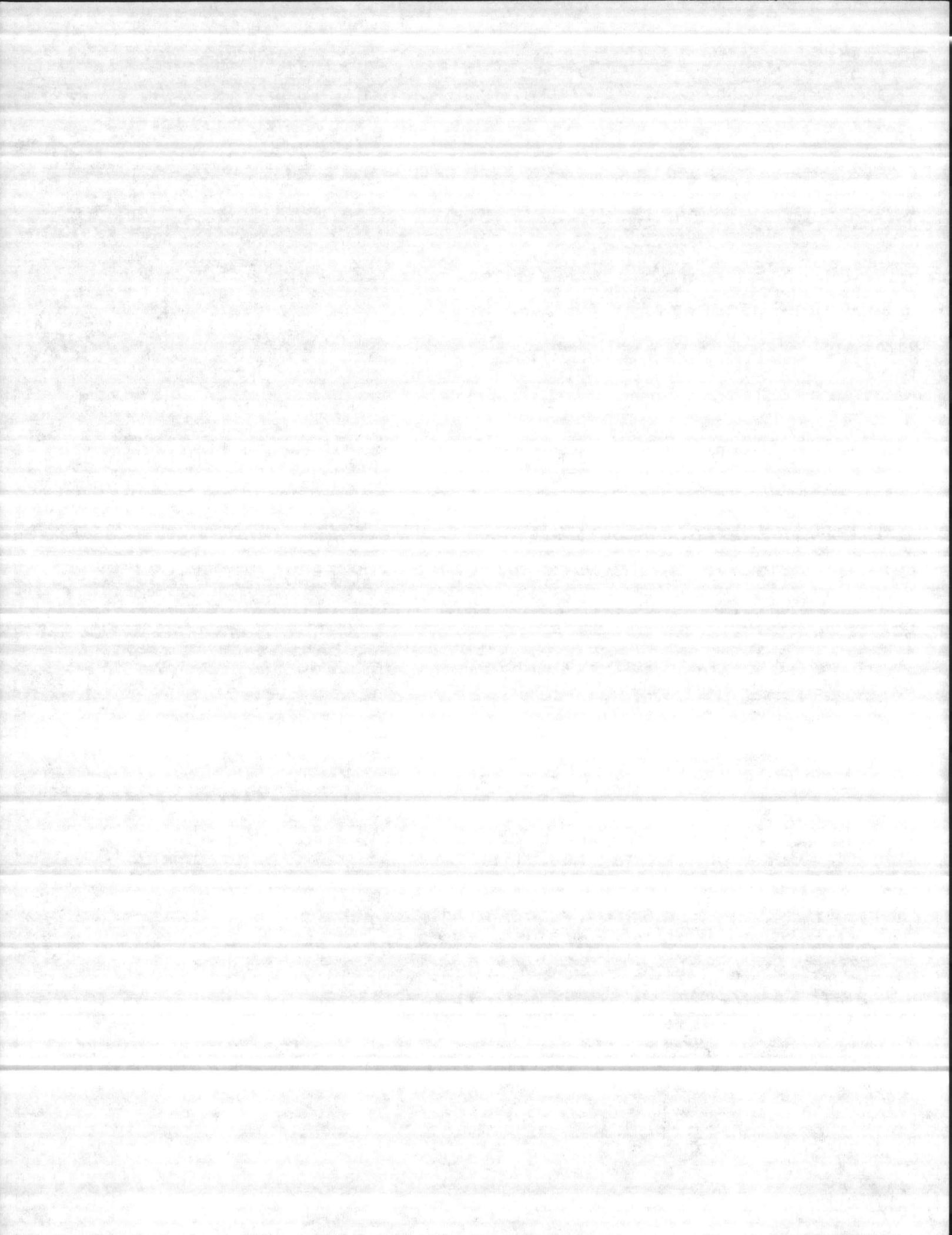
OK — TIME FOR SOME
PROGRESS — MIKE DINEEN &
COMPANY WENT OVER THE EXISTING
WORDING PRETTY CAREFULLY AND
HOPEFULLY HAVE FOUND ALL THE
GLITCHES

WITH LAAD ACQUISITION
ON TRACK WE DON'T NEED TO GO
IN FOR AN EXPANDED CLOSURE —
LINK WITH 90 DAYS NOTICE THE CORPS
CAN CLOSE FOR SPECIAL OPERATIONS

SO WE NEED TO DRAFT
THE CHANGES NECESSARY TO

- 1 — CORRECT EXISTING ERRORS (omissions
RE AIWW and Ocean
- 2 — INCLUDE PROVISION FOR UP TO
ONE HOUR DOWN ON AIWW

SJA CAN ASSIST TO GET IN SHAPE — THEN
COORDINATE W/ COE FOR THE PROCESS TO FOLLOW
— STATE & Fed AGENCIES INVOLVED, Fed' Record, hearings, etc
JTS



Other Information.

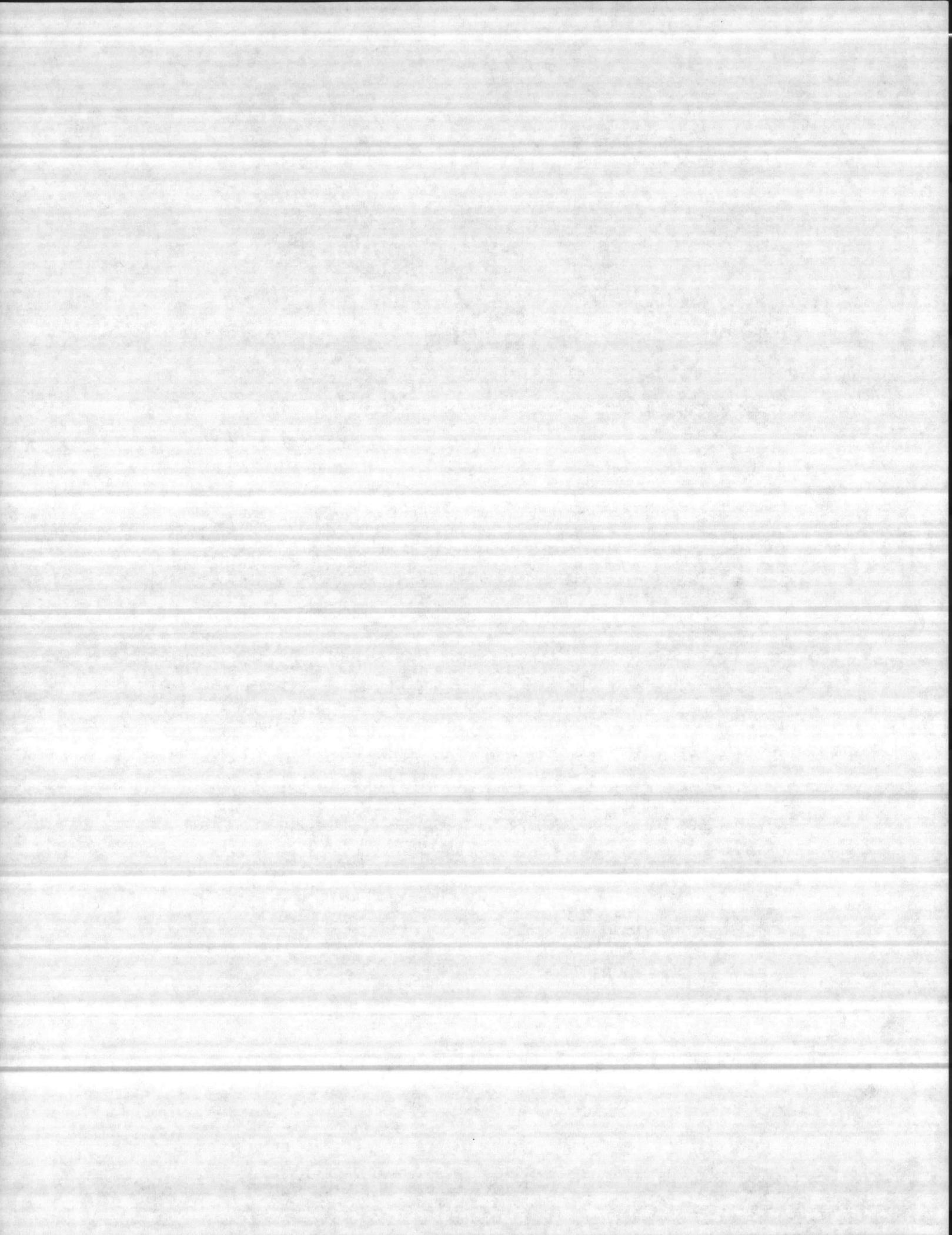
1. Prepare proposed change to 33CFR204.56
2. The Coast Guard at the Marine Safety Office in Wilmington will assist by verifying the locations we give by latitude and longitude.
Contact BMY K.M. Edwards comm. tel 343-4567
F.T.S. 671-4567
3. Mr. Cliff Wynefordner at the Army Corps of Engineers District Office in Wilmington, Regulatory Branch, stated that once his office receives the proposal with a cover letter, they will act to add the proposal to the Federal Register, and to publish it locally. He stated that the Coast Pilot would be changed to reflect the change to 33CFR.

Generally, "33CFR204.56" does not include the AIWW as a restricted area. The proposal must establish the AIWW as a restricted area.

Mr. Wynefordner also stated that the "Rivers and Harbors Act of 1917" covers the authority for establishing danger zones.

Cliff Wynefordner - FIS 343-4630
or Charles W. Hollis, Chief of Regulatory Branch.

Address: Regulatory Branch
Wilmington District Corps of Engineers
P.O. Box 1890 28402



Detailed Outline of Regulations

New River.

- 1) signals
 - i) firing signals
 - ii) location of signals
- 2) Night firing - Red lights
- 3) Notice to public
- 4) Safety boats - 1 hour delay

Atlantic {N-1 BT-3}

- proceed except during mil. use - AIWW closed during mil. trng.
- expect 1 hour delay
- public notice, and location of signals
- area will be searched by plane
- may also be warned by siren
- leave area on warning
- position of safety boats
- comm with safety boats
- dates limiting underwater explosions in Atlantic

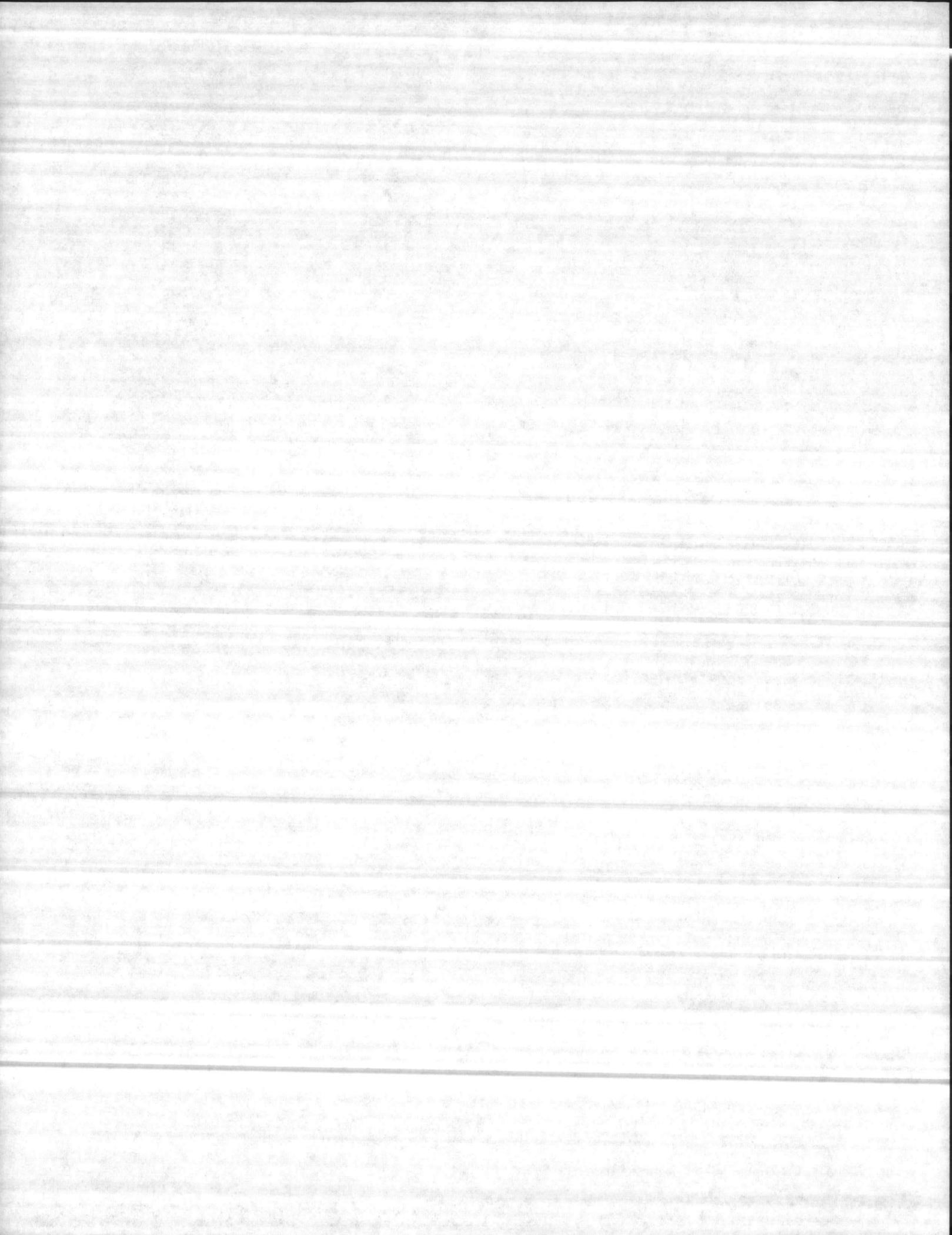
Atlantic {E-1}

same as above

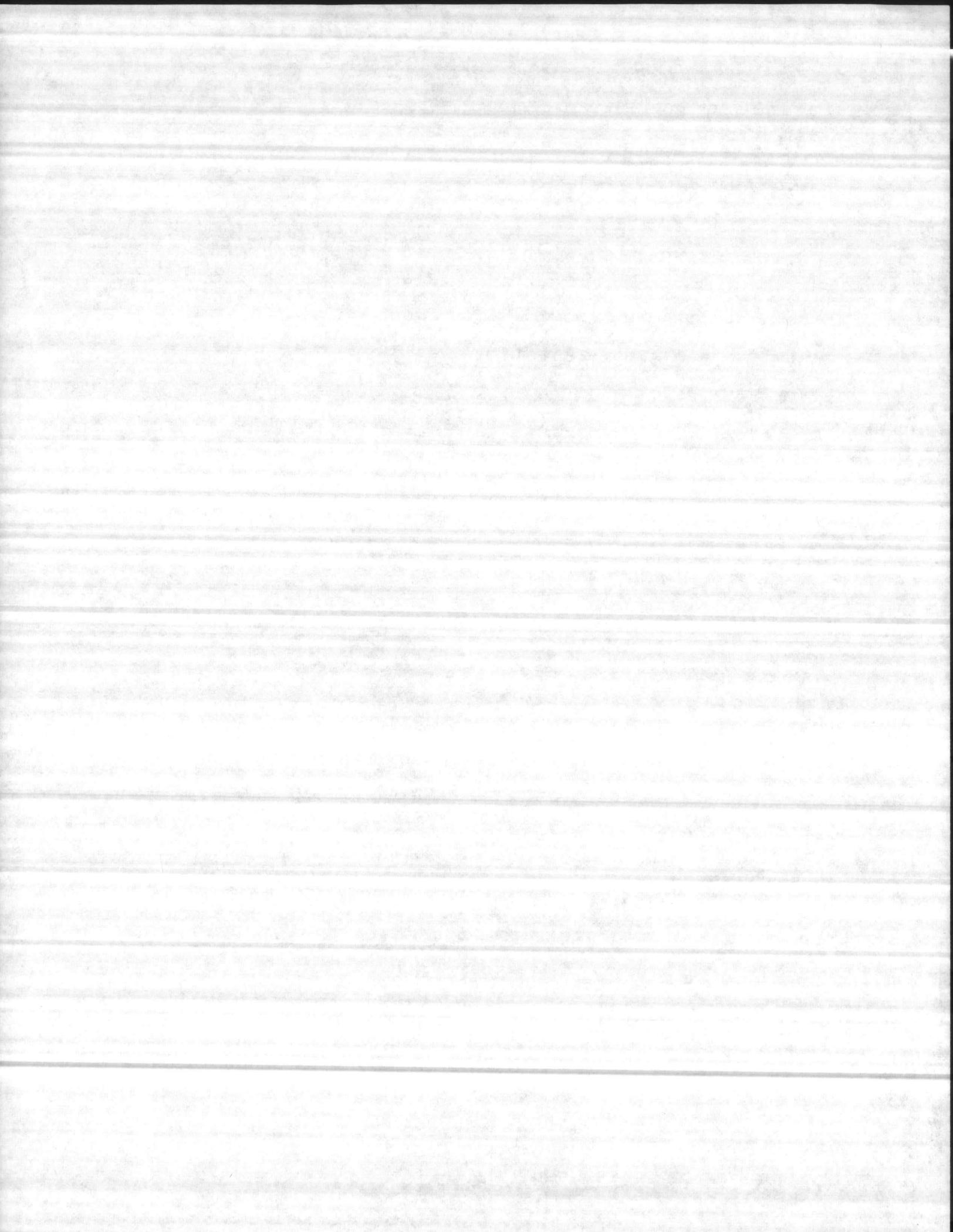
AIWW

i same as above except.

does not include dates limiting ~~bombing~~ underwater explosions in the Atlantic.



- ii Area between north bank of north connecting channel
and south bank of Bear Creek
closed at all times
- iii Area between north connecting channel and south
connecting channel
open except during military training.
- iv Area between south connecting channel and Onslow
Beach Bridge
open except during military training.
- v. CG MCB can authorize entry



Organization of the Proposal

(a) 4 major Areas

1

2

3

4

(b) New River Area - Boundaries 1-8

(c) New River Area - Regs 1-4

(d) Atlantic { N-1, BT-3 }

1. Boundaries

2. Regs

(e) Atlantic { E-1 }

1. Boundaries

2. Regs

(f) Inland { AIWW }

1. Boundaries

2. Regs.

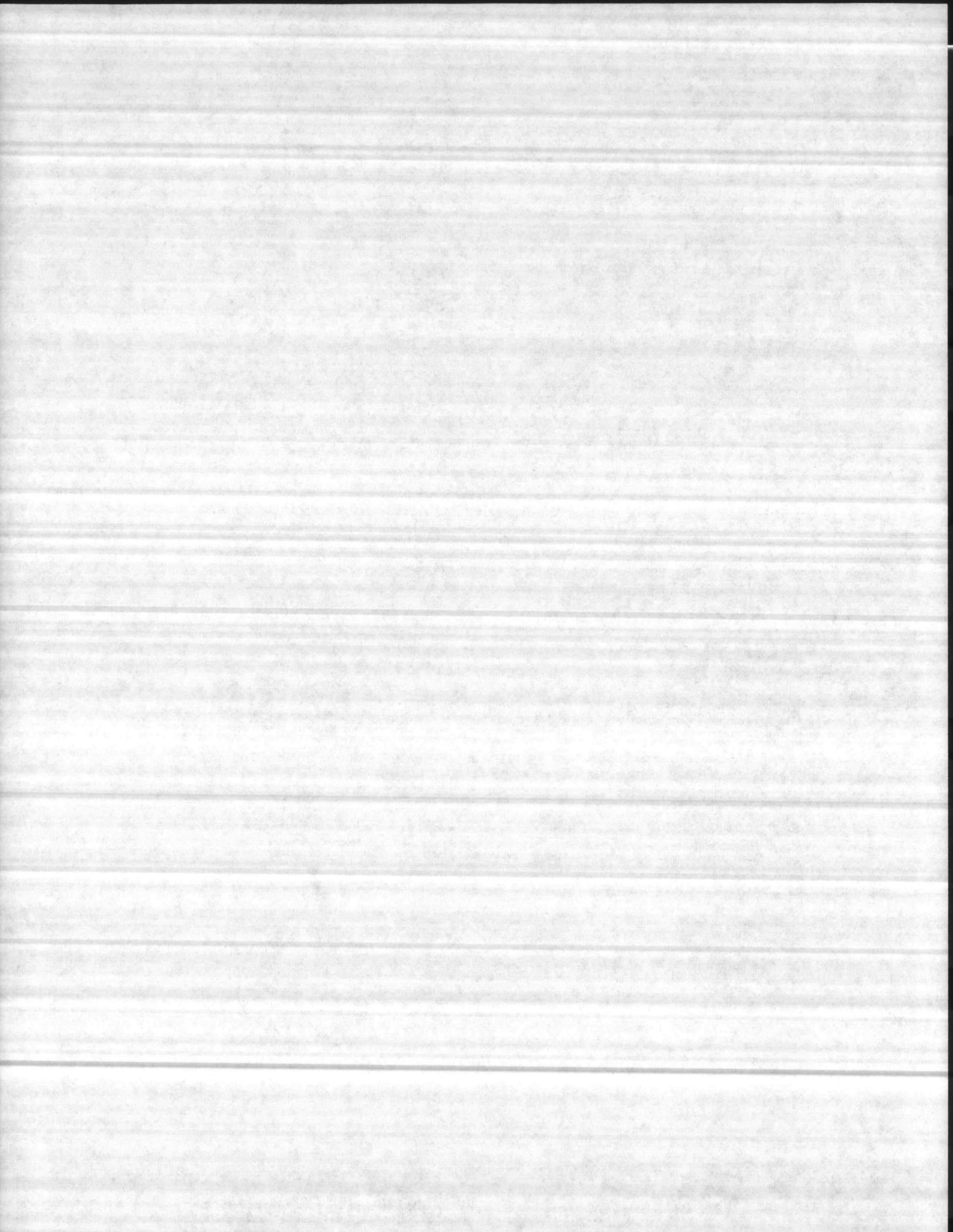
i

ii

iii

iv

(g) Enforcing Authority.



Organization of "33CFR 204.56"

(a) Atlantic Sector boundaries
(vic. New River Inlet)

(b) New River, sectors 1-8

(c) Regulations 1-5

(d) Atlantic Sector
(vic. Bear Inlet)

1. Boundaries

2. Regs.

(e) AIWW

(between Bear Creek and Onslow Beach Bridge)

1. Boundaries

2. Regs

i may proceed without stopping except in extreme emergencies.

ii

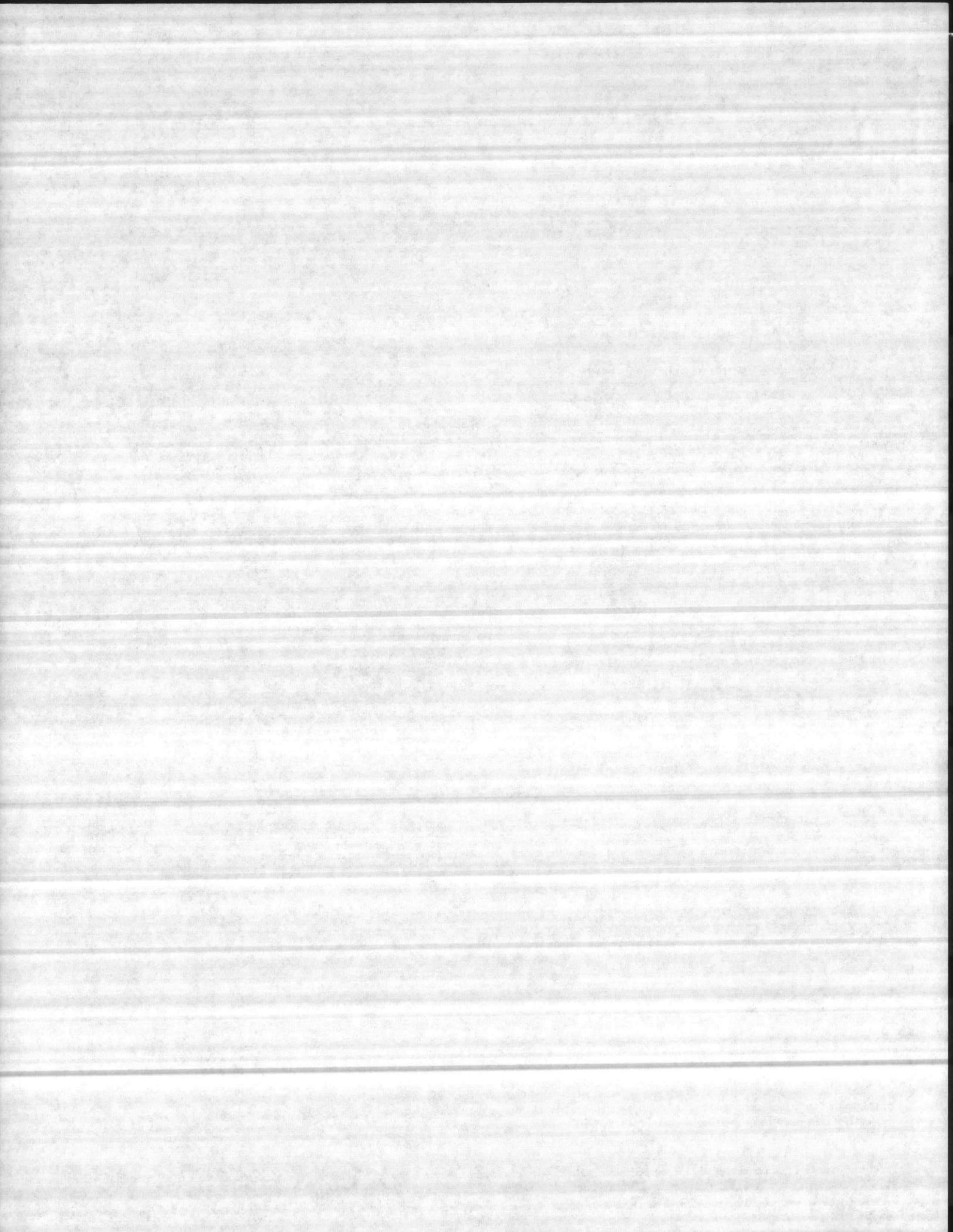
iii

iv

v

vi

(f) Enforcing Authority



Point of Contact - Corps of Engineers.

Mr. Cliff Wynefordner

Regulatory Branch

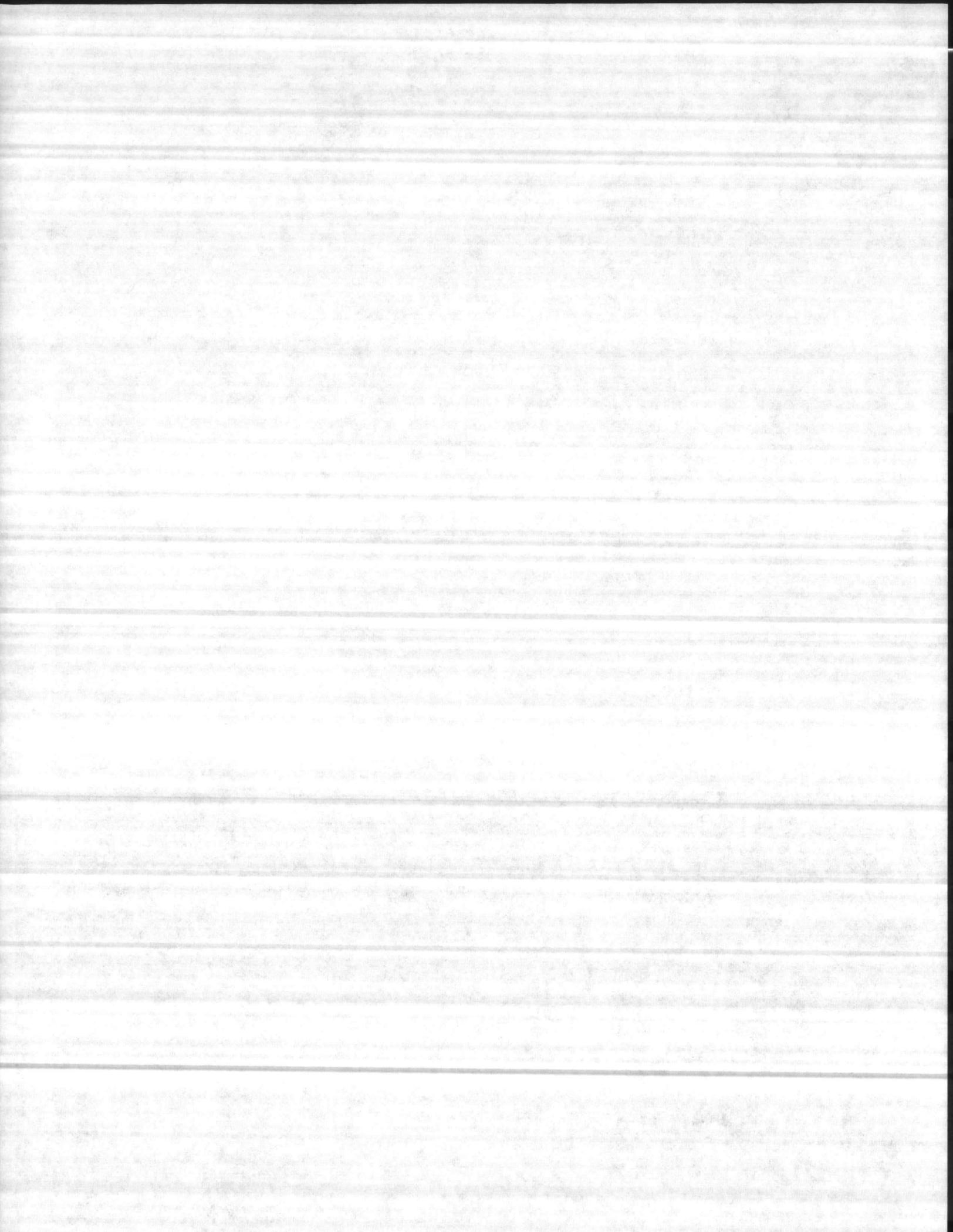
Army Corps of Engineers

Wilmington District Corps of Engineers

P.O. Box 1890 28402

96-919-343-4630

17 to Wilmington, to Business 17 to Front and Waters
St. behind federal building.





Apr 26

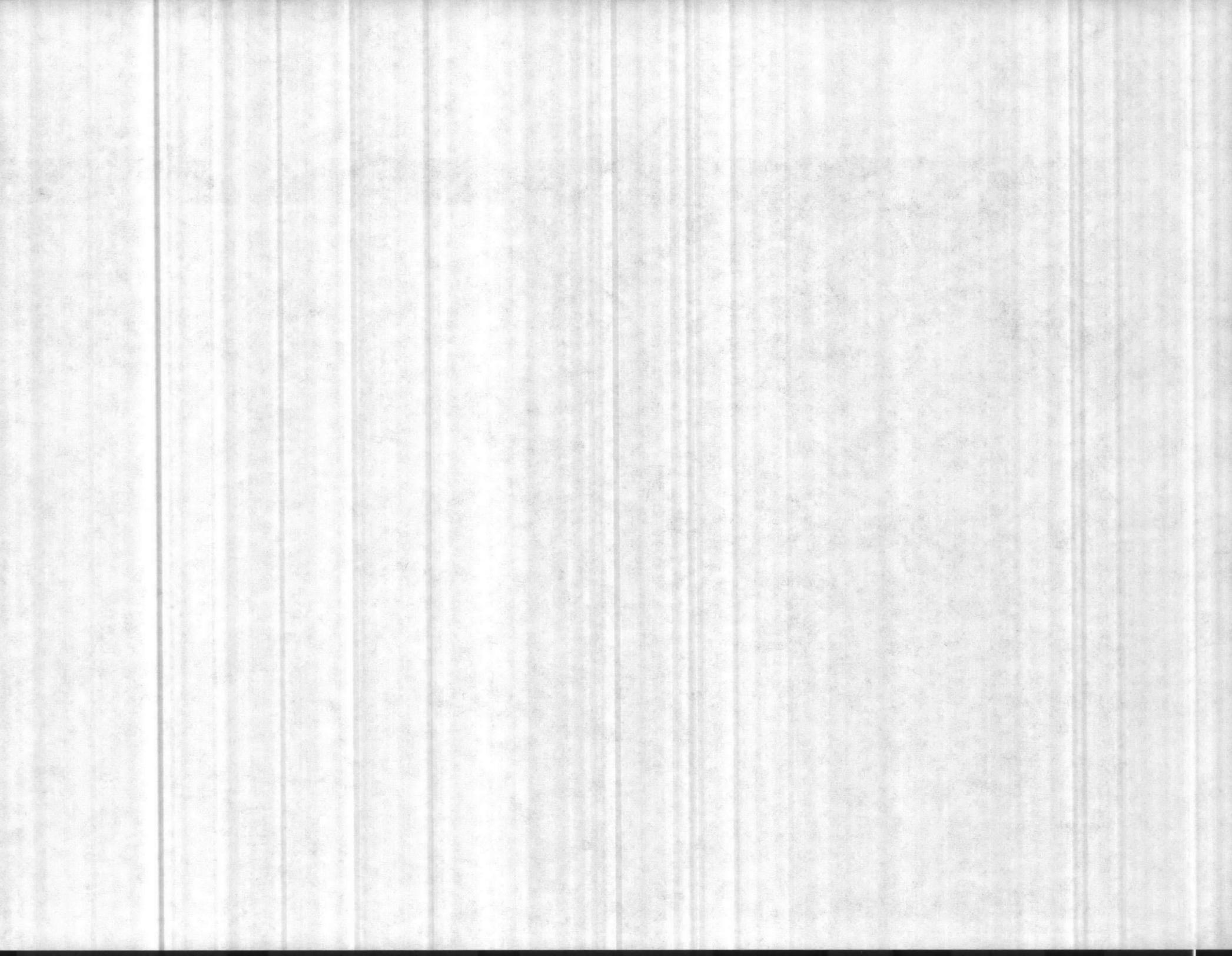
We made some careless errors in our proposal - we need to

- ① correct them
- ② double check all the coordinates against the map to make sure we don't carry any errors forward

See some other questions & comments

It appears to me we need 3 versions - this general version (cleaned up)

- a version that spells out the AIWW ~~changes~~ as 1 hour ^{delay}
- a version that indicates normal ~~changes~~ ^{delay} of 1 hour, 2-4 hours on occasion (20% of time)



COMPARISON OF THE UNITED STATES COAST GUARD PILOT AND THE PROPOSAL SUBMITTED BY CG MARINE CORPS BASE TO THE US ARMY CORPS OF ENGINEERS CONCERNING THE ATLANTIC INTRACOASTAL WATERWAY TRAFFIC CONTROL.

Para 204.56(a)

- Our proposal describes the four areas of activity at Marine Corps Base in a little better description than the Coast Guard. *shouldn't we show lat & long for whole area*
- Coast Guard describes the E-1 range. *should we include it?*

→ danger zone in Atlantic ocean which does not include part of E-1

Para 204.56(c)(1)

- Our proposal adds locations of flag poles for the New River sectors.

Para 204.56(c)(2)

- Our proposal deletes the reference to underwater explosives being restricted during the periods 1 May thru 5 June and 22 November thru 15 December and adds it in later in paragraph 204.56(e)(2).

- We add in this paragraph the flashing lights to be displayed in the New River sector during night firing periods.

*Para 204.56(c)(4)

- We deleted the requirement for fifty foot towers on the New River sector and the north and south limits of the Atlantic ocean sector. We did add the towers for the Atlantic ocean sector in paragraph 204.56(f)(2)(i).

*Para 204.56(c)(5)

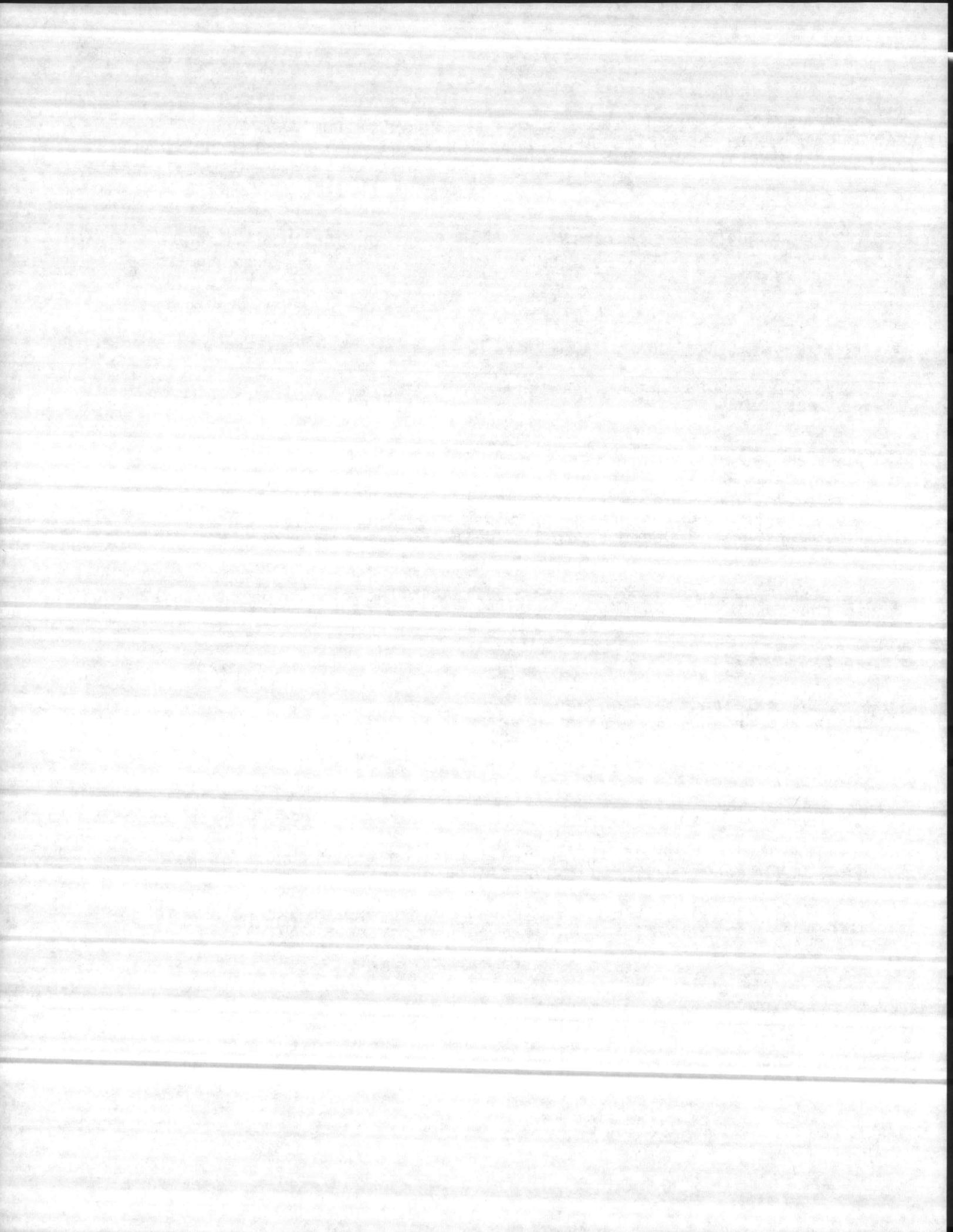
- We deleted the needs for red lights on those towers as well as need for search lights in the Atlantic ocean sector. *deleted in (c)(2)*

* This was an obvious oversight in our proposal and we should go with what the Coast Guard says in paragraph 204.56(c)(4) and 204.56(c)(5). *except we deleted some towers*

search lights are a good idea I suppose
In the proposal these paragraphs describe only the New River area - those paragraphs dealing with the Atlantic sectors give the positions of the towers.

Para 204.56(d)(1)

- We added the words "thence to Onslow North tower" for clarification - otherwise no real change in meaning.



we add the area may be searched by plane

Para 204.56(d)(2)

aircraft buzzing and

- We add the phrase that "watercraft may be warned by ~~station devices~~ *may also be warned by siren devices*

* - We add a statement concerning the Navy Safety Boats and their locations on the AIWW, and a statement about red lights at night illuminating the warning signs on the AIWW.

- We also add the statement about boaters can expect a delay before transiting.

* This addition does not belong in this paragraph, this paragraph in the Coast Guard Pilot refers to the New River sector and not the AIWW. *(d)(2) refers to N-1 and BT-3 area - waterway is closed for this.*

Para 204.56(e)(1)

d-1 - Atlantic Ocean vic Bear Inlet

- We added this paragraph describing the E-1 range, this is the same information that the Coast Guard puts in the first paragraph.

the sector described. does not include entire E-1 range

Para 204.56(e)(2)

it is actually a description of the entire danger area in the Atlantic Ocean.

- We added this paragraph stating the procedures to be followed concerning the E-1 range. We again stress may be searched and safety craft may be stationed in the New River Inlet.

may also be warned by sirens

may be warned by aircraft "buzzing"

- We add the statement covering the underwater explosives to this paragraph which was deleted previously.

what is the rationale behind these dates - they don't look like turtle nesting, or boat movements? Are the fishing periods??

Para 204.56(e)(2)(v) (in Coast Guard)

- Notice to Mariners

- Omitted in our proposal but we cover the Notice to Mariners in several paragraphs that we did add so it is not really deleted.

(from the structure of the regulations, this may need to be in each sect. m) notice to mariners - stated in (e)(2)

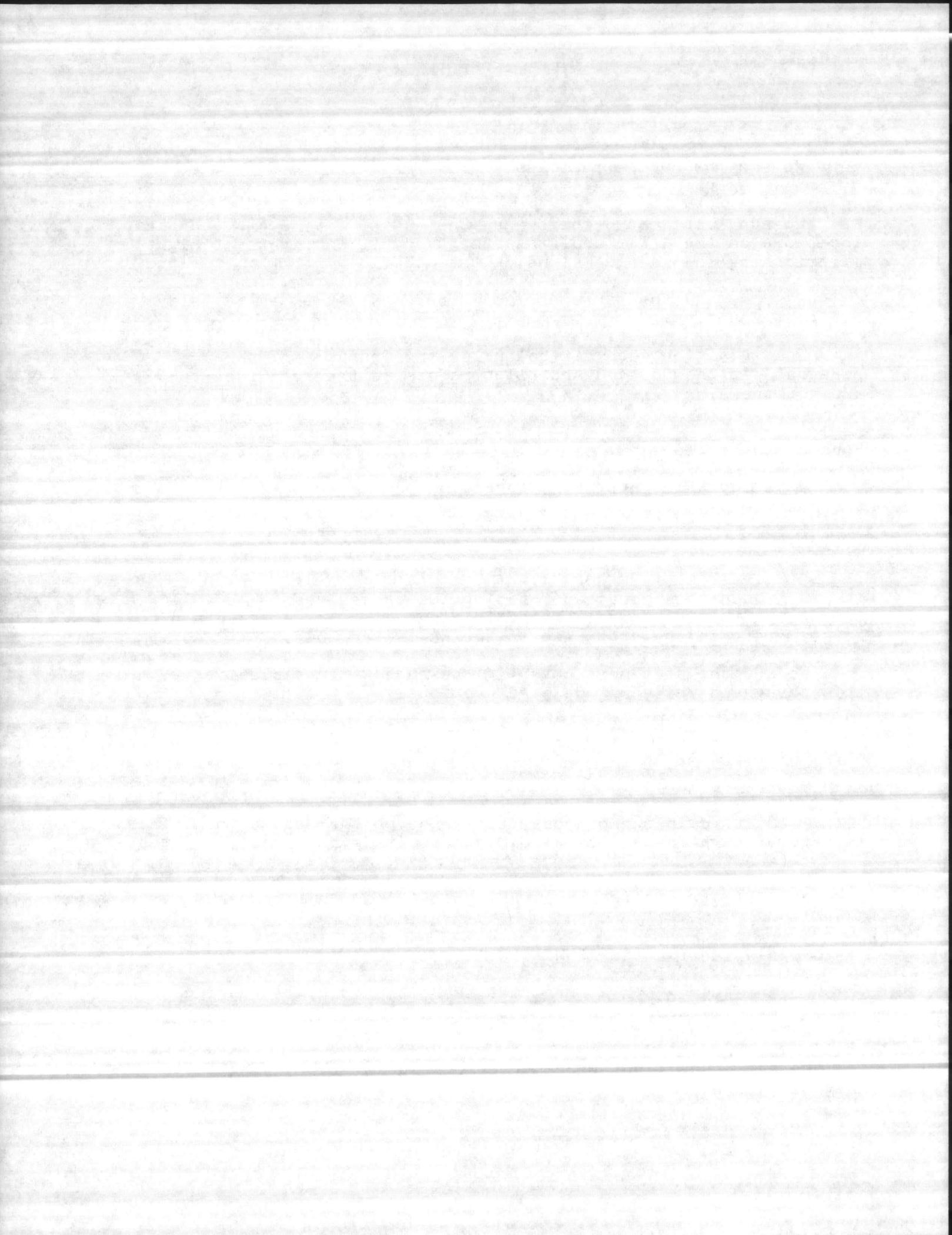
Para 204.56(f)(2)(1) (which is 204.56(e)(2)(1) in the Coast Guard's)

- Regulation for the AIWW

- In this paragraph we restrict traffic on the AIWW during periods of military training, the Coast Guard Pilot allows them to pass without stopping.

- We again spell out procedures for closing the AIWW with the Navy Boat crew.

- We again say the area may be searched by a plane.



- 7 - We again spell out procedures for closing the AIWW with the Navy Boat crew.
- 7 - We again say the area may be searched by a plane. *may be "bugged"*
- 7 - We again say craft may be warned by sirens.

Para 204.56(f)(2)(iii) (which is 204.56(e)(2)(iii))

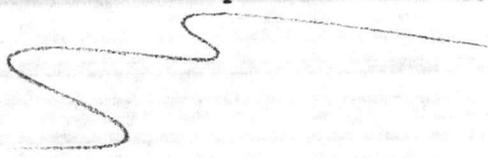
- 7 - We add a phrase which more clearly restricts movement thru banks channel and the north connecting channel during "military training periods." The Coast Guard paragraph wording is not as strong but essentially says the same thing.

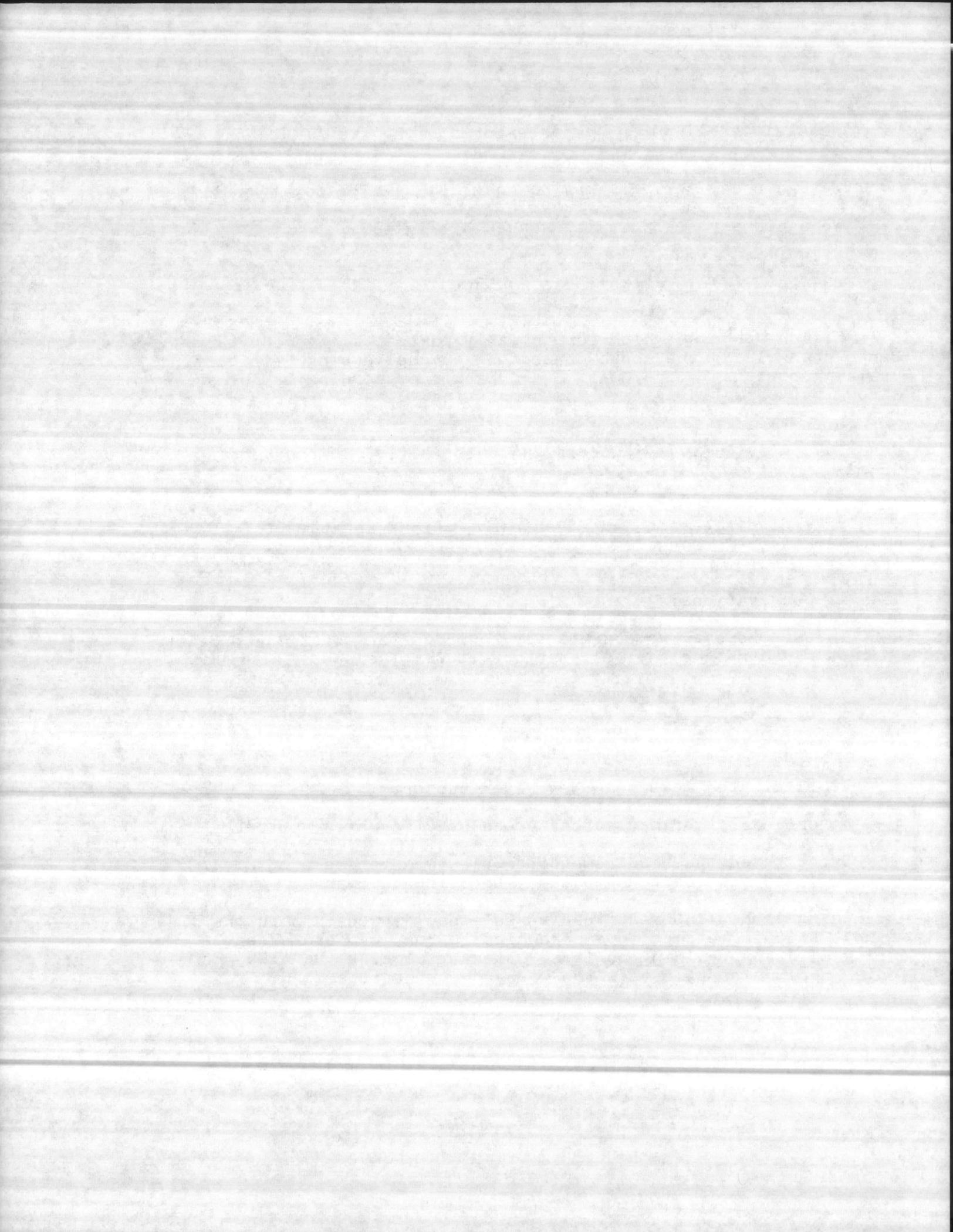
Para 204.56(f)(2)(iv) (which is 204.56(e)(2)(iv) in the Coast Guard)

- 7 - Same clarification and added restrictions as above for south connecting channel.

General Observations:

- In our proposal we essentially reworded the Coast Guard Pilot to better understand the four sectors at Camp Lejeune:
 - New River
 - BT-3/N-1
 - E-1
 - AIWW
- We eliminated towers in New River sector.
- More clearly defined safety procedures for each sector.
- Substituted the requirement for plane range sweep of BT-3/N-1, E-1, and AIWW sectors to a may be searched clause.
- Changed the statement that vessels could proceed thru the AIWW without stopping except in emergencies to "may proceed except during military training periods," thereby closing the AIWW for longer periods of time than the present one hour period.

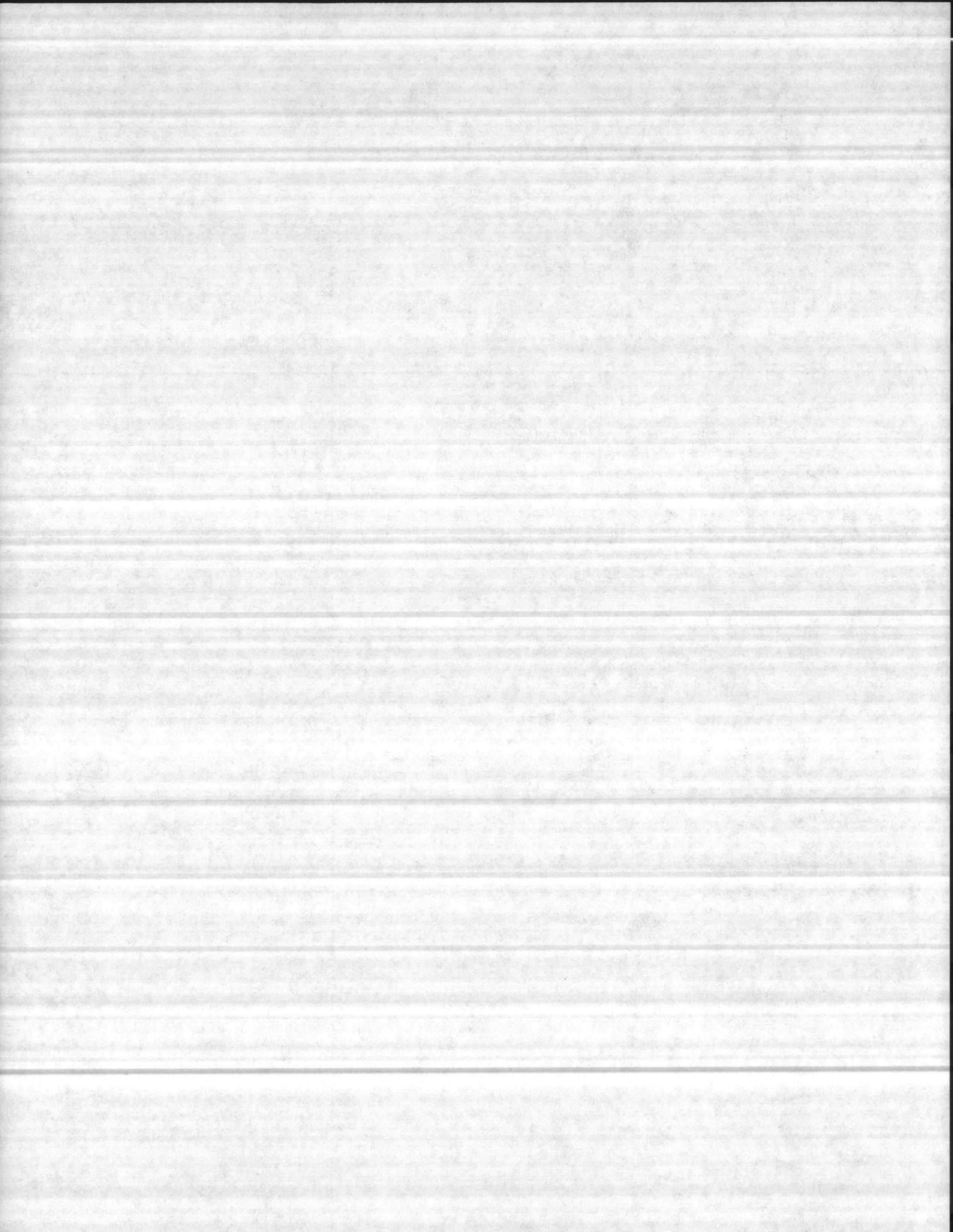




New River Sectors

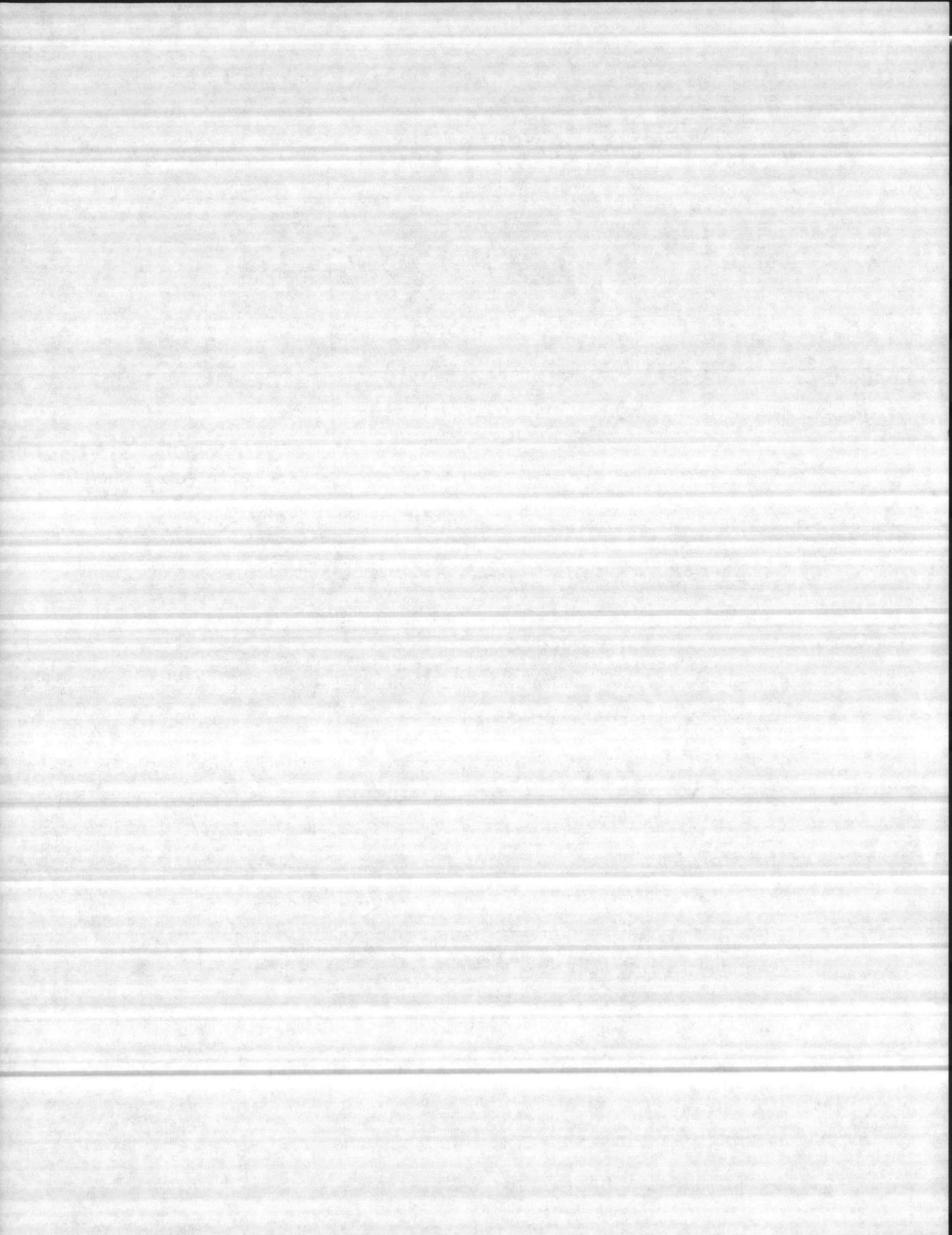
Coast Pilot	MAP	C. Proposal
	FARNELL BAY	
<p>Bounded on S. by NE boundary of Gray Point including French Creek up to $77^{\circ} 20'$ and on N. by line from Hadnot Pt $285^{\circ} 30'$ to Holmes Pt</p>	<p>NE boundary of Gray Point incorrect (see Gray Point) French Creek at $77^{\circ} 20'$ is not correct on MAP (Map shows $77^{\circ} 19' 17''$) Hadnot Pt to Holmes Pt is 287° on Map</p>	<p>Wallace Creek to long $77^{\circ} 20'$ not $77^{\circ} 2$ Wallace Creek should be French Creek, Paradise Pt should be Hadnot Point, Ragged Pt should be Holmes Pt, All other is from Coast Pilot</p>
	MORGAN BAY	
<p>Bounded on S. by N. boundary of Farnell Bay including Wallace Creek up to $77^{\circ} 22'$ and on NW by line from Paradise Pt $243^{\circ} 30'$ to Ragged Pt</p>	<p>Map shows Wallace Creek boundary at $77^{\circ} 21' 58''$ Map shows line from Paradise Pt to Ragged Pt at 220° not $243^{\circ} 30'$</p>	Same as Coast Pilot
	Jacksonville	
<p>Bounded on SE by NW boundary of Morgan Bay including SW Creek up to point at 200 ft in width and NE Creek up to longitude $77^{\circ} 23' 30''$ and on N. by east-west line passing through New River Beacon 41</p>	<p>E-W line on New River Day Beacon is shown on Map 200 M south of actual location</p>	Same as Coast Pilot

RUE



New River Sectors

Coast Pilot	MAP	C. Proposal
TRAP BAY		
<p>Bounded on South by line from Cedar Point 280° to NR Light 70 hence 254° to Hatch Point and on NW by line from Wilkins Bluff 232° to Hall Point</p>	<p>Map shows 286° to Light and 240° to Hatch Pt. (Map is to Far North of the light)</p> <p>line from Wilkin Bluff \rightarrow Hall Point ok at 232° ✓</p>	Same as Coast Pilot
COURTHOUSE BAY		
<p>Bounded on SE by NW boundary of Traps Bay and on west by Sneed Ferry Bridge.</p>	<p>Map shows west boundary to Far west of SF Bridge (240 m)</p>	Same as Coast Pilot
STONE BAY		
<p>Bounded on E. by SF Bridge</p> <p>by line from a point on the E. side of NR opposite the end of Sneed's Creek $291^\circ 30'$</p> <p>S. side of the mouth of Stone Creek</p>	<p>Far Boundary on East SFE Bridge boundary of E 240m.</p> <p>Map shows line from head of Sneed Creek $287^\circ 30'$ not $291^\circ 30'$ ✓</p>	Same as Coast Pilot
STONE CREEK		
<p>NW portion of Stone Bay bounded on S. by N. Boundary of Stone Bay and on East by longitude $77^\circ 26'$ ✓</p>	<p>N. Boundary of Stone Bay incorrect (see Stone Bay above)</p> <p>longitude $77^\circ 26'$ is marked wrong on map. (Map shows $77^\circ 25' 55''$)</p>	Same as Coast Pilot
GREY POINT		
<p>Bounded on S. by N boundary of Stone Bay on W. by E boundary of Stone Creek and on NE by line from Town Point 113° to south side of mouth of French Creek</p>	<p>N. boundary Stone Bay incorrect (see Stone Bay above)</p> <p>E. boundary of stone creek incorrect (see Stone Creek above)</p> <p>line from Town Pt 113° does not run to S. of mouth of French Creek</p>	Same as Coast Pilot



**THE FOLLOWING
DOCUMENT IMAGE(S)
WERE POOR QUALITY IN THE
ORIGINAL PAPER FORMAT**

**Confidential Records Management, Inc.
New Bern, NC
1-888-622-4425
9/08**

ately. (ii) The areas described in paragraph (b) (iii), (iv), and (v) of this section will be used as bombing, rocket firing, and strafing areas. Practice and dummy ammunition will be used. All operations will be conducted during daylight hours, and the areas will be open to navigation at night. No vessel shall enter these areas during the hours of daylight without special permission from the enforcing agency. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the areas upon being so warned shall leave the areas immediately.

(c) Enforcing agency. The regulations of this section shall be enforced by the Commander, Marine Corps Air Bases, East, Cherry Point, North Carolina, or his authorized representatives.

§ 204.56 New River, N.C., and vicinity; Marine Corps Firing Ranges. (a) Atlantic Ocean east of New River Inlet. The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105° from latitude 34°37'25", longitude 77°10'35"; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude 34°34'15", longitude 77°16'10"; on the west by a line bearing 205° from latitude 34°32'37", longitude 77°18'34", and on the northwest by the shore.

Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light 70, thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232° to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek 291°30' to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude 77°26'.

204.56 New River, N.C., and vicinity; Marine Corps Firing Ranges.

(a) Marine Corps firing ranges at Marine Corps Base Camp Lejeune, North Carolina involving waterways are grouped into four major areas; (1) New River and its eight sectors, (2) Atlantic Ocean in vicinity of Bear and Brown Inlet; (3) Atlantic Ocean east of New River Inlet, and (4) Inland waters and the Atlantic Intracoastal Waterway between Bear Creek and Onslow Beach Bridge. The boundaries and regulations for each area are described below. Note: All bearings in this section are referred to true meridian.

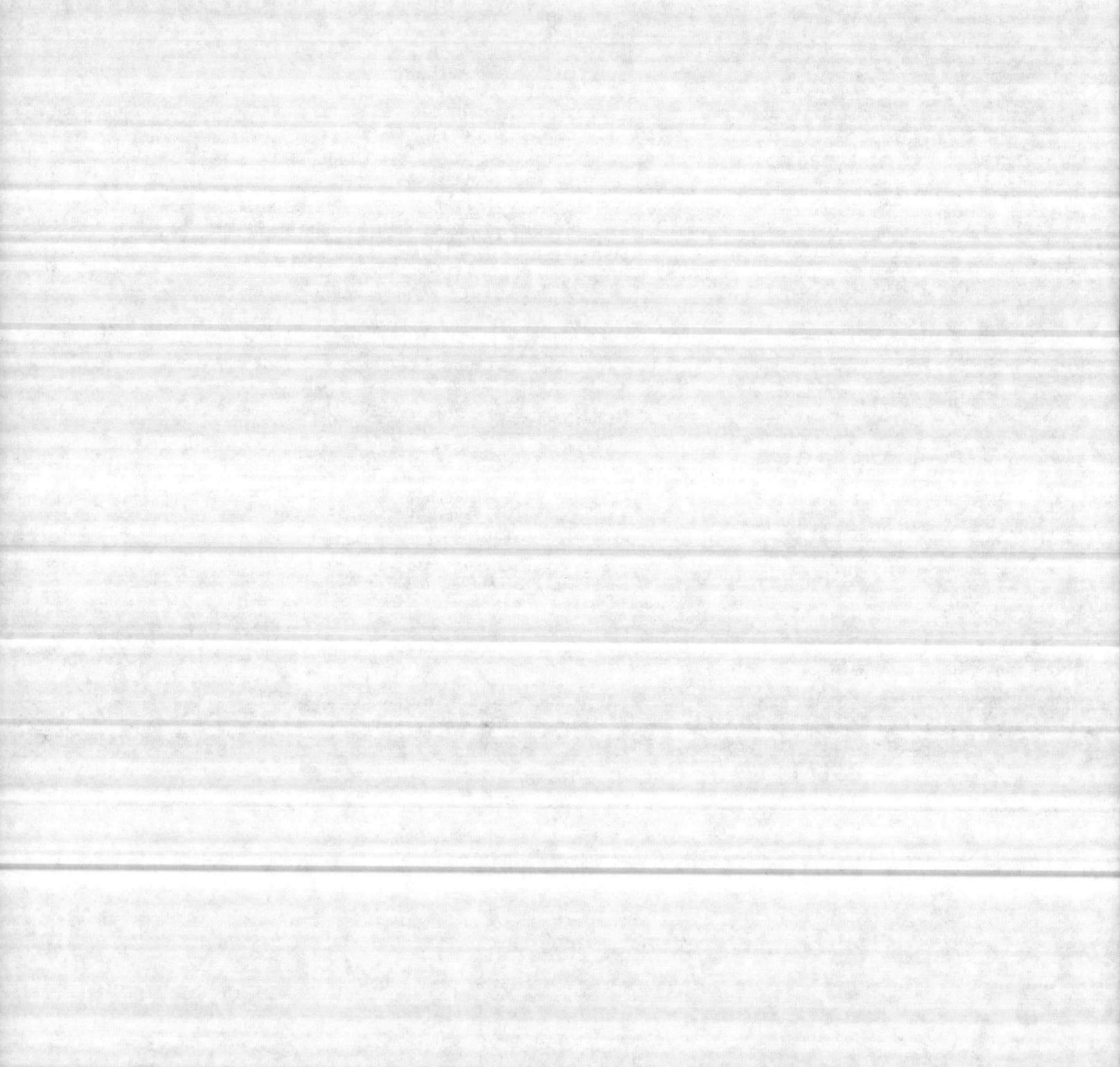
NEW RIVER SECTOR
(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

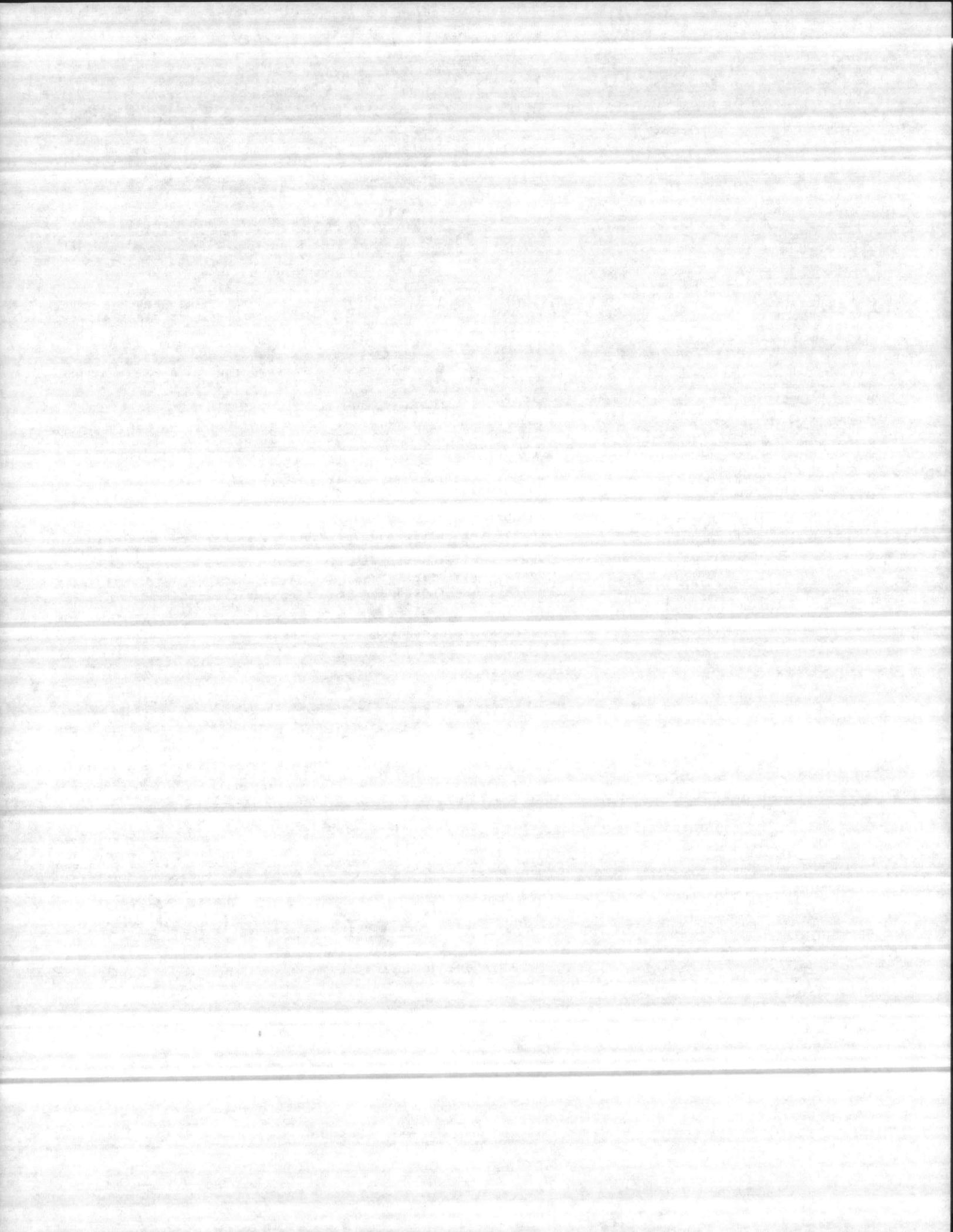
(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light 70, thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232° to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek 291°30' to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector and on the east by longitude 77°26'.





by aircraft "buzzing" of the impending
watercraft entering the area during live fire may
siren devices located atop the observation towers.
so warned, vessels shall leave the area as quickly as
possible by the most direct route.

Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffic does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning signs at either end of the Danger Zone along the Intracoastal Waterway. During military use, boaters can expect a periodic delay before resuming transit of the waterway.

with
AIWW

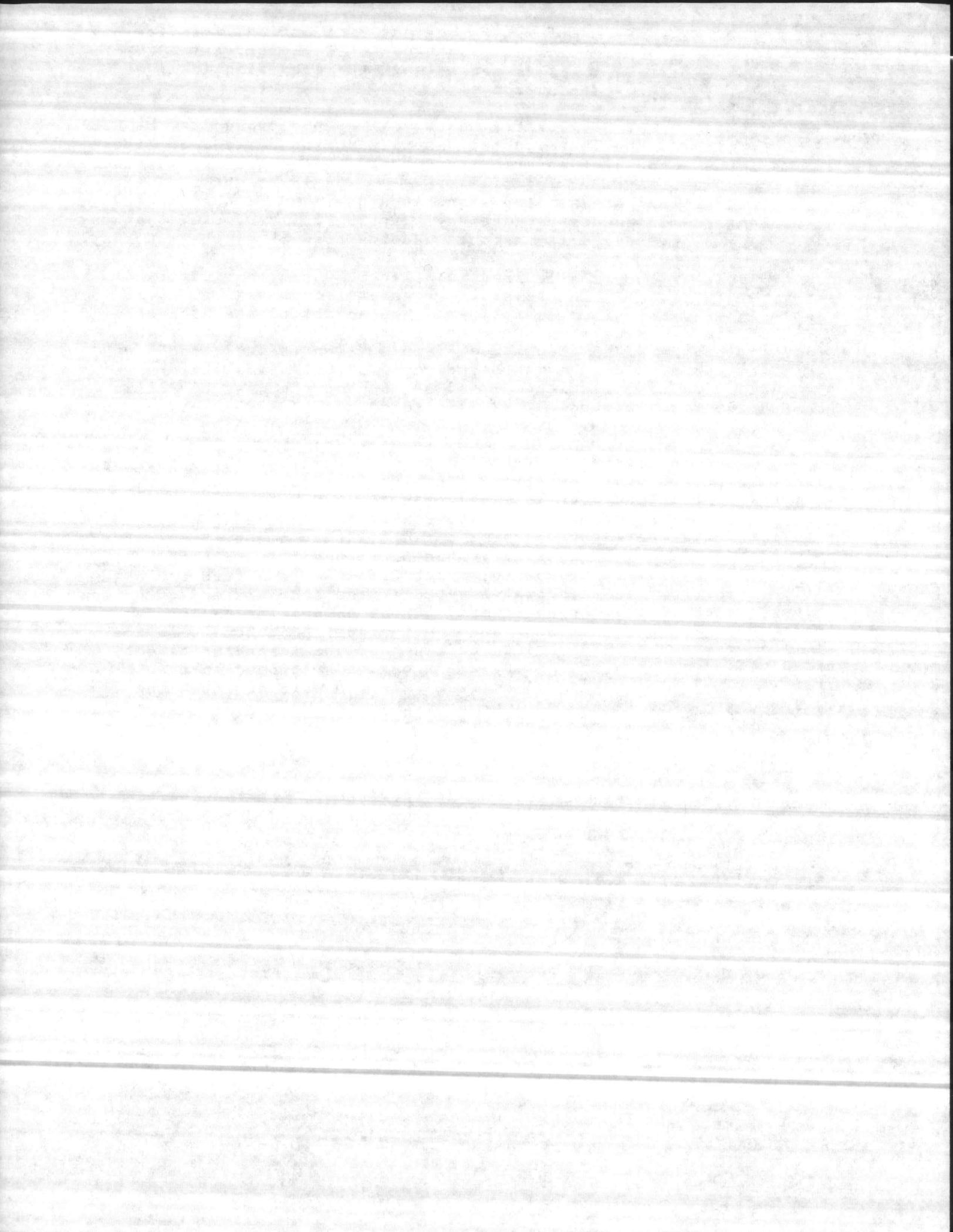
E-1

(e) Target and missile area in Atlantic Ocean in vicinity of New River Inlet - (1) The Atlantic Ocean east of New River Inlet within an area described as follows: The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105 from latitude $34^{\circ}37'25''$ longitude $77^{\circ}10'35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^{\circ}34'15''$, longitude $77^{\circ}16'10''$ and on the west by a line bearing 205 from latitude $34^{\circ}32'37''$, longitude $77^{\circ}18'34''$ and on the northwest by the shore.

(2) The Regulations: Vessels may proceed along the established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag-pole 40 feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the southern end of Onslow (Hurst) Beach (Onslow South Tower). Prior to bombing and firing operations, the area may be searched by plane. Watercraft in the area may be warned by aircraft "buzzing" of the impending target practice. Additionally, safety craft may be stationed in the vicinity of New River Inlet and Bear Inlet to warn of impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of the section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

AIWW

(f) Inland waters in the Browns Inlet areas between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway - (1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian $77^{\circ}16'20''$; thence by this meridian to latitude $34^{\circ}34'31''$; and thence by a line bearing 44 from this point until the line intersects Bear Creek.



(2) The regulations. (i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies.

(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of

nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(v) Warning of impending military use of the area will be contained in weekly Notice to Mariners.

(vi) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(f) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.

§204.80 Archers Creek, Ribbon Creek and Broad River, S.C.; U.S. Marine Corps Recruit Depot Rifle and Pistol Ranges, Parris Island. (a) During the periods when the rifle and pistol ranges on Parris Island are in use, the following areas will be restricted to navigation:

(1) At the rifle range. Archers Creek between Broad River and Beaufort River and Ribbon Creek from Broad Creek entrance. The area is inclosed by the following points:

- 32°21'40"N., 80°44'52"W.;
- 32°21'51"N., 80°44'38"W.;
- 32°21'54"N., 80°44'41"W.;
- 32°22'01"N., 80°44'21"W.;
- 32°22'08"N., 80°44'15"W.;
- 32°22'15"N., 80°44'07"W.;
- 32°22'17"N., 80°44'05"W.;
- 32°22'20"N., 80°43'52"W.;
- 32°22'17"N., 80°43'48"W.;
- 32°22'17"N., 80°43'47"W.;
- 32°21'44"N., 80°43'28"W.;
- 32°21'30"N., 80°43'13"W.;
- 32°20'55"N., 80°42'23"W.;
- 32°20'21"N., 80°42'24"W.;
- 32°20'06"N., 80°42'43"W.;
- 32°20'12"N., 80°43'01"W.;
- 32°20'18"N., 80°43'22"W.;
- 32°20'28"N., 80°43'33"W.;
- 32°20'30"N., 80°43'37"W.;
- 32°20'35"N., 80°43'41"W.;

and thence to point of beginning: 32°21'40"N., 80°44'52"W.

(2) At the pistol range. An area in Broad River inclosed by the following points:

- 32°20'09"N., 80°42'57"W.;
- 32°19'27"N., 80°42'27"W.;
- 32°18'57"N., 80°43'24"W.;
- 32°19'39"N., 80°43'54"W.;
- 32°20'00"N., 80°43'36"W.;
- 32°20'00"N., 80°43'15"W.;

The area will be adequately marked by red flags

(2) The regulations. (1) Vessels Atlantic Intracoastal Waterway in the area during training periods at which times the area is closed to commercial and recreational use. Training will be given through Notices to Mariners one hour prior to commencement a red day light or a red light at night, from a flare located at the U. S. Coast Guard Life Buoy located at the U. S. Coast Guard Life Buoy located at the northern end of Onslow Beach (North Tower) and from the observation tower in the area near Bear Creek (Bear Tower). During military operations, the area may be searched by aircraft and will be warned by aircraft "buzzing" practice. Watercraft entering the area will be warned by siren devices located atop the towers. When being so warned, vessels shall leave the area by the most direct route.

Additionally, U. S. Navy safety boats will be stationed at the SW limits on the Intracoastal Waterway for the purpose of ensuring that they do not tently enter the Danger Area during military operations. The firing of red lights will illuminate the Danger Zone along the Intracoastal Waterway. In addition to Notices to Mariners, Navy boats monitor Marine Band Radio, Channel 16 for traffic advisory (call sign "Navy 16").

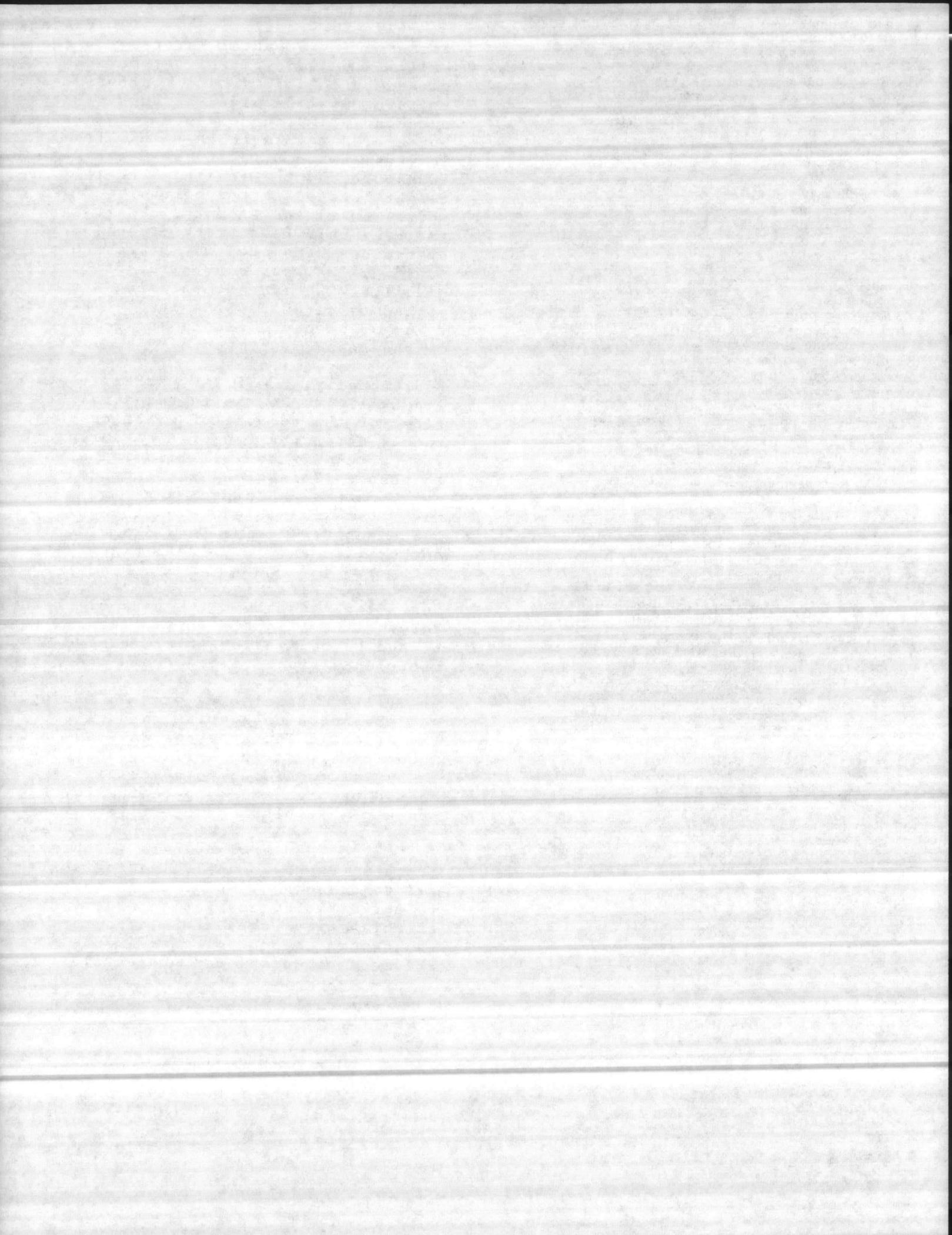
(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean except during military training periods. Training channels are closed to commercial and recreational use and should be used when proceeding through the area in the presence of unexploded projectiles lying in the area.

(iv) Navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation except during periods of military training. An unknown element of risk exists in this area due to the presence of unexploded projectiles.

(v) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

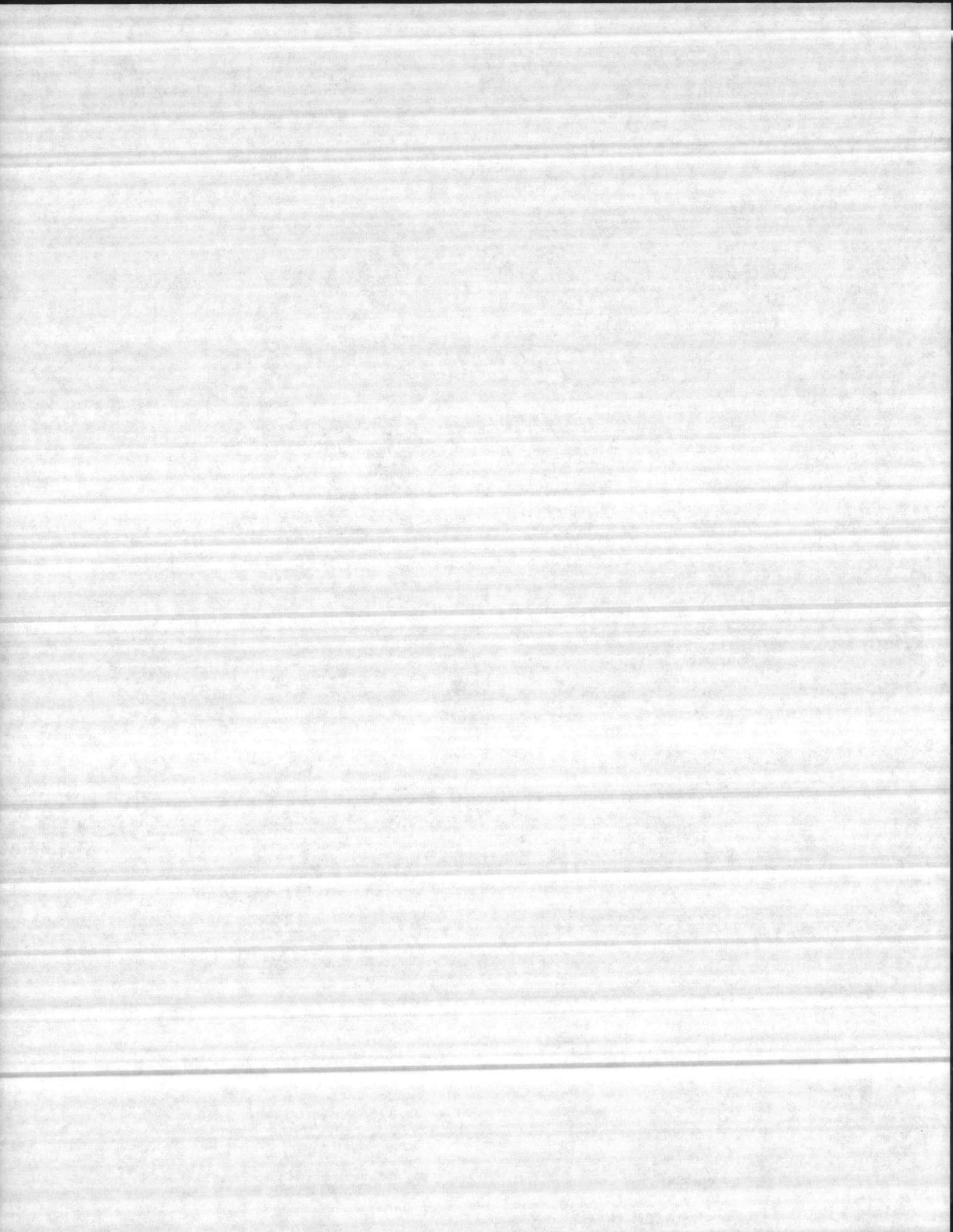
(g) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.



LAT/LONG

CONVERSION TO

GRID COORD.



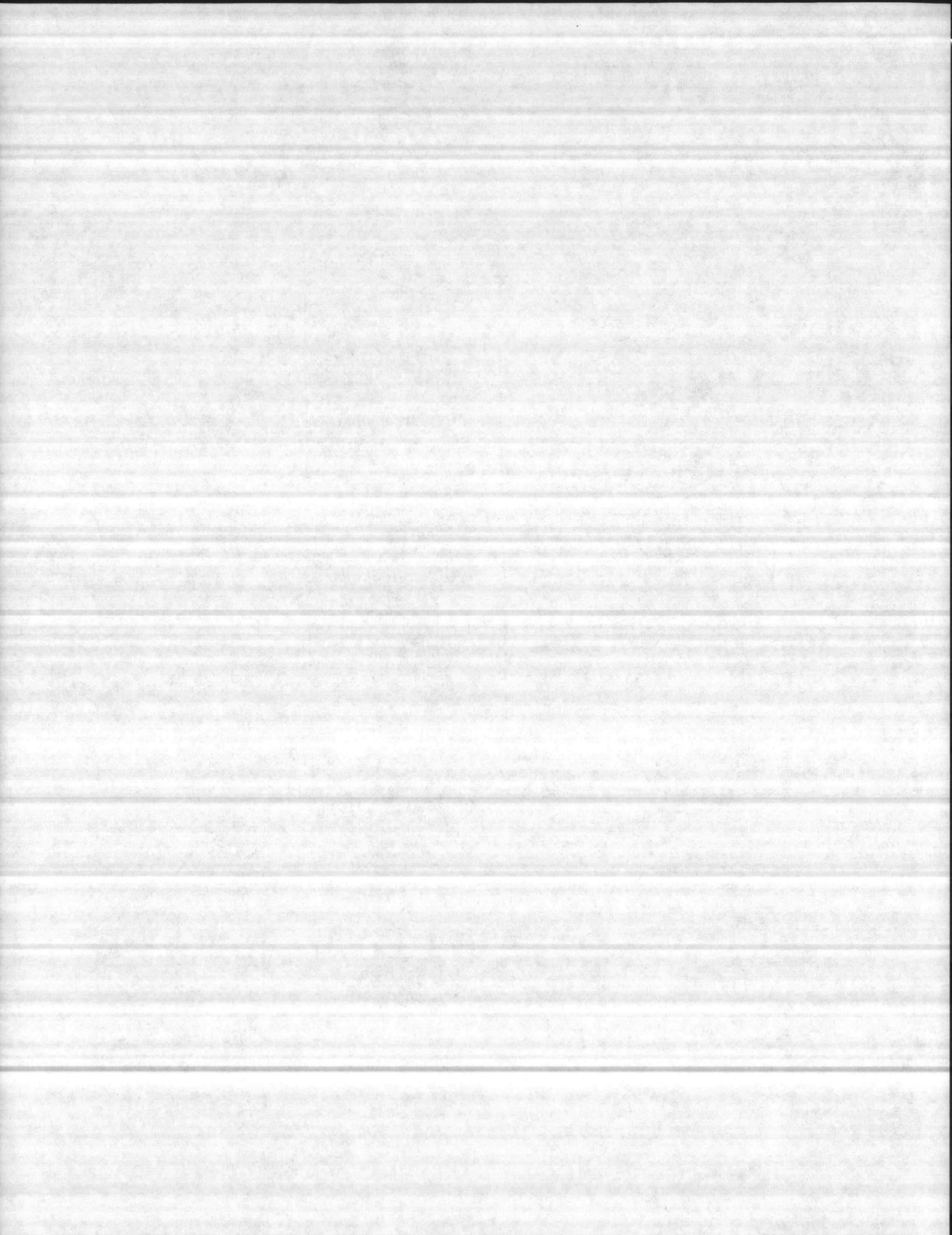
Existing Signs, location		Lat	GRID
1	Traps Bay long 77° 21' 38"	34° 34' 12"	834277 ✓
2	" " 77° 20' 57"	34° 34' 15"	845278
3.	Stone Bay 77° 24' 15"	34° 36' 05"	796514
4.	Grey Point 77° 22' 02"	34° 37' 41"	829342
5.	Spring Point 77° 21' 55"	34° 38' 33"	831358
6.	Town Point 77° 22' 36"	34° 40' 02"	822355
7.	Ragged Pt 77° 24' 16"	34° 42' 12"	798425
8	New River Light 77° 25' 10"	34° 43' 11"	784438
14	Stone Bay 77° 24' 12"	34° 35' 55"	797312
21	mumford Pt 77° 24' 45"	34° 43' 00"	791441 ✓
9	Traps Bay 77° 20' 46"	34° 33' 39"	84.8265
10	Traps Bay 77° 21' 03"	34° 33' 54"	844271
11	Stone Bay 77° 26' 07"	34° 36' 07"	768313
	Stone Creek 77° 25' 53"	34° 36' 43"	770325
13	mumford PT 77° 24' 30"	34° 43' 00"	795440

Light	Locations	Lat	GRID
14	Stone Bay 77° 24' 12"	34° 35' 55"	797312
15	Grey PT 77° 22' 02"	34° 37' 41"	829342

	Proposed location	of Flag Poles	GRID
16	Traps Bay 77° 21' 06"	34° 34' 10"	843276 ✓
17	D-30 77° 20' 38"	34° 39' 04"	852366 ✓
18	O-29 77° 21' 24"	34° 39' 54"	840382 ✓
19	mumford Pt 77° 24' 57"	34° 43' 00"	788442 ✓

	EXISTING FLAG	POLES	GRID
20	Hadnot PT 77° 22' 42"	34° 40' 34"	391823
21	mumford PT 77° 24' 45"	34° 43' 00"	791441
22	RR (DOL) 77° 26' 11"	34° 35' 40"	765306 ✓
23	RR (Stone land) 77° 26' 46"	34° 36' 38"	759322 ✓

	TL2'S	Lat	GRID
DZ Shark	77° 21' 13"	34° 30' 55"	840215
DZ Gator	77° 15' 25"	34° 33' 26"	930260



FLAG POLES:

TRAPS BAY 843276 *
COURTSE BAY 834277 *
STONE BAY 765306 # [REDACTED]
STONE CREEK 759322 #
GREY POINT 852366 *
FARNELL BAY 852366 * ‡ 840382 *
MORGAN BAY / JAXVILLE 788442 * ‡ 791441 *

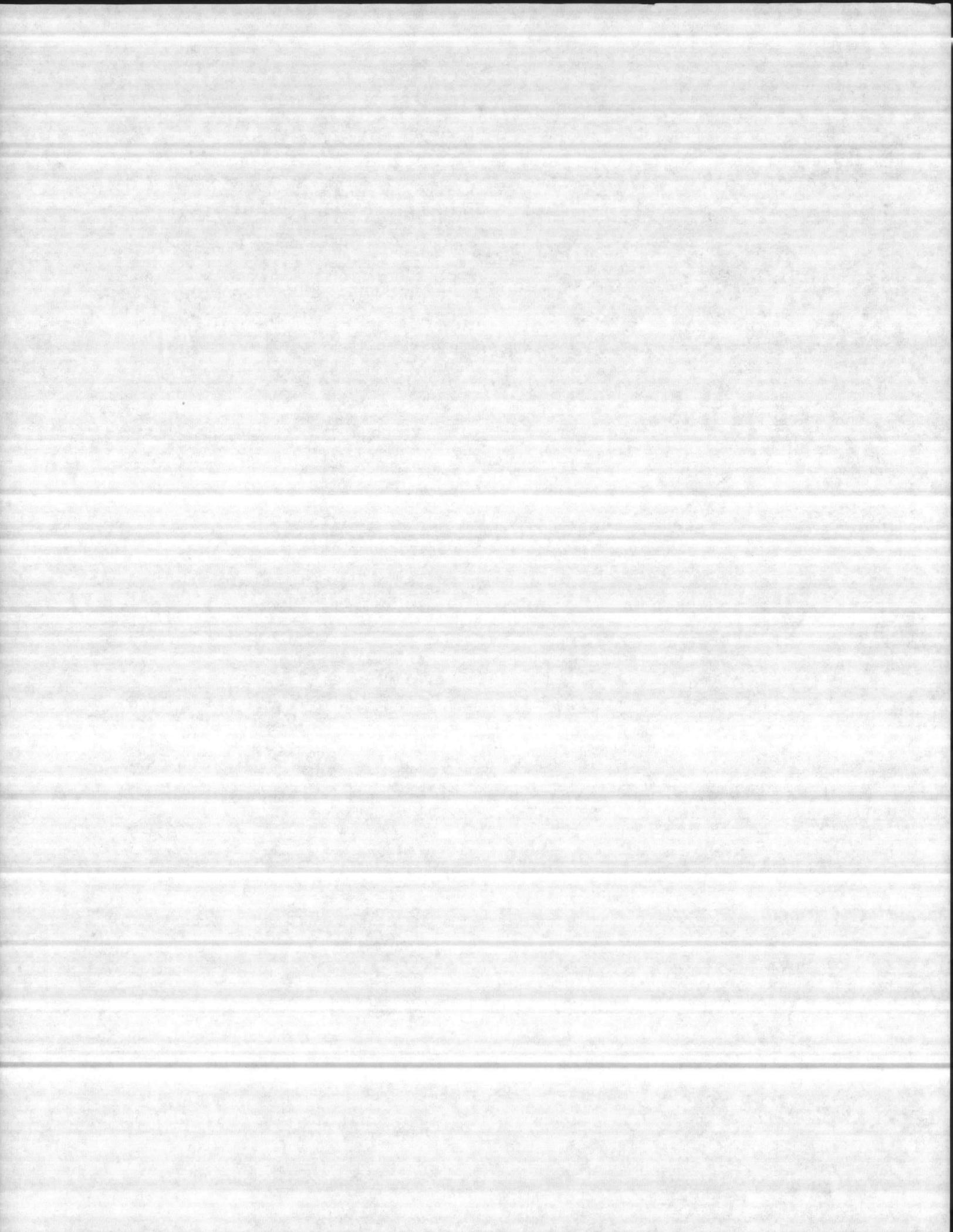
* = NEEDS FLAG POLE

★ = EXISTING SIGN

= EXISTING FLAG POLE

NOTE: ALL NEED RED LIGHTS
FOR NIGHT FIRING.

K-2 IMPACT
AREA ?



11000
TRNG/OPS
21 Feb 86

MEMORANDUM FOR THE DISTRICT ENGINEER, U. S. ARMY CORPS OF ENGINEERS,
WILMINGTON DISTRICT

From: Assistant Chief of Staff, Training and Operations, Marine
Corps Base, Camp Lejeune, North Carolina 28542-5001

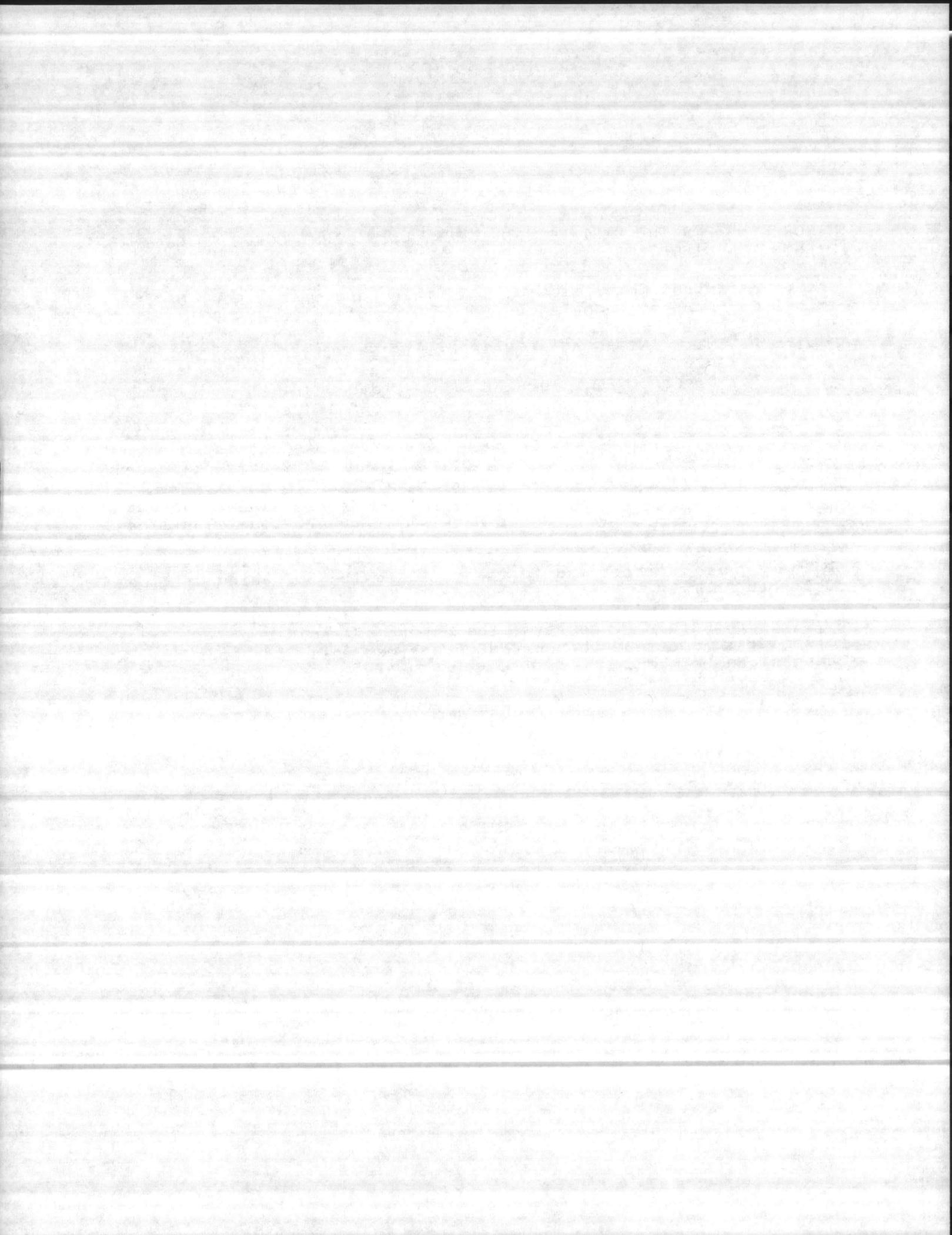
Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) District Engineer ltr SAWCO-E dtd 5 Jul 85
(b) District Engineer ltr SAWCO-E dtd 10 Dec 85

1. In response to reference (a) we have requested assistance from our headquarters in Washington, D. C. on this complex issue. As soon as we have their guidance we will be in touch with Mr. Hollis regarding the changes required to establish in law either the current practice or the expanded closures previously outlined.
2. The changes to our range regulations recommended in reference (b) have been incorporated in change #1 to the SOP which will be published shortly.
3. I appreciate your concern, the offers of assistance, and your agreement to continue the current practices until the appropriate changes can be made.

Respectfully,

J. A. SPEICHER
Colonel USMC





20 Feb

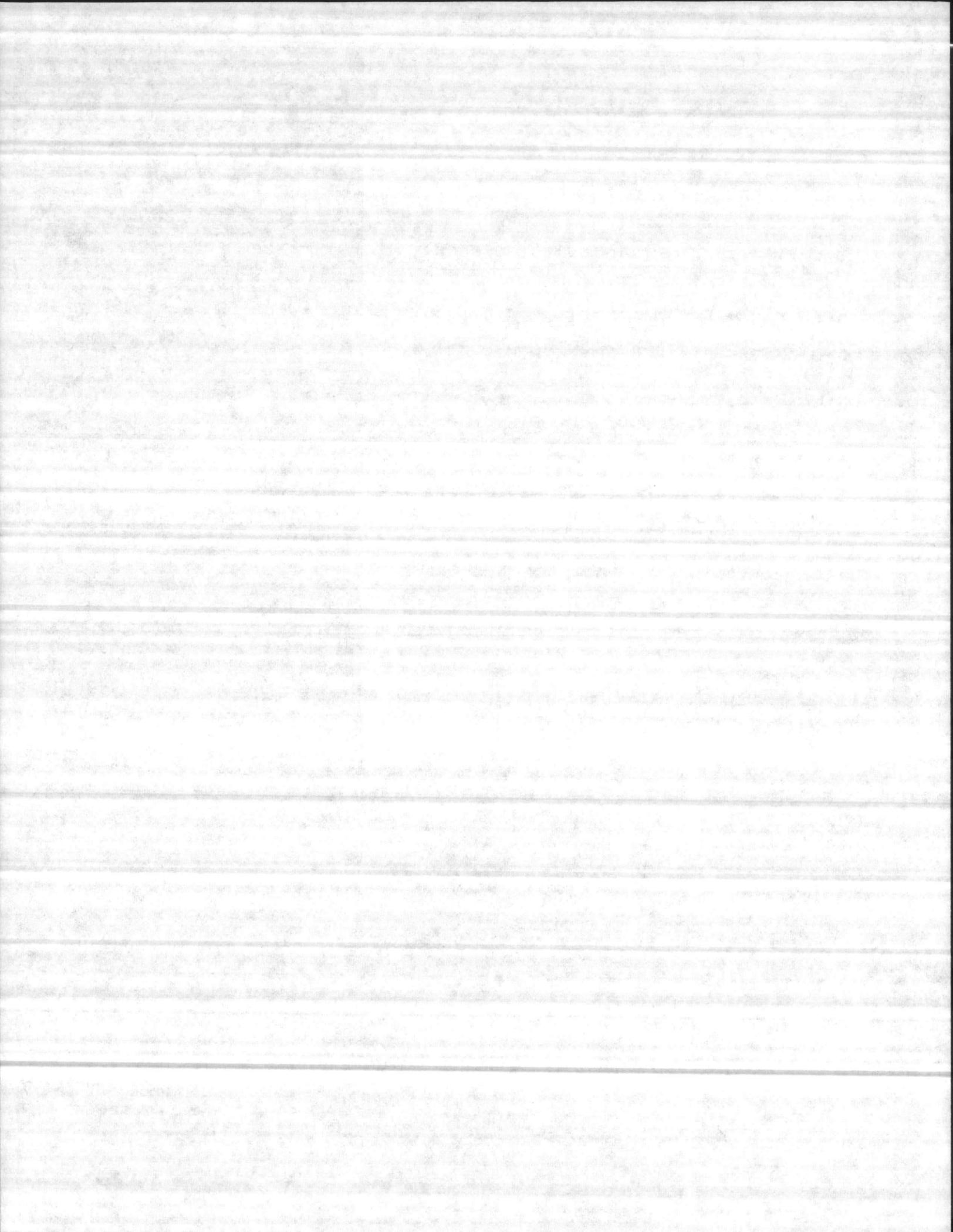
MEMORANDUM FOR THE RECORD

ON 20 FEB THESE LETTERS WERE
RETURNED BY THE COMMANDING GENERAL

MR PETER MURPHY, COUNSEL FOR THE
COMMANDANT, HAS FOUND OVER 60 INSTANCES
OF APPROVAL BY THE COE OF RESTRICTIONS
SIMILAR TO OR MORE STRINGENT THAN OURS
ON WATERWAYS

HE INTENDS TO CALL ON THE GOV'L
COUNSEL FOR THE ARMY COE AND/OR
ARMY TO DISCUSS THE PROBLEM - NEEDS
SOME MORE TIME

MEMO FROM ME TO DISTRICT ENGR
DIRECTED "WE'RE WORKING ON IT"
Sent 21 Feb 36 JAS



HEADQUARTERS, MARINE CORPS BASE, CAMP LEJEUNE

ACTION BRIEF

Date: 18 FEB 86

Staff Section: TRNG/OPS

Subj: ATLANTIC INTRACOASTAL WATERWAY

Ref: (a)
(b)

Problem: TO START ACTION ON INCORPORATING THE CURRENT PRACTICE OF ONE HOUR CLOSURES INTO LAW

Background/Discussion: CORPS OF ENGINEERS HAS HAD OUR REQUEST TO EXPAND THE CLOSURE IN ABEMARE SINCE THE AUTHORITY FOR EVEN ONE HOUR CLOSURES DOES NOT EXIST IN PRACTICE. THIS LETTER FORMALLY WITHDRAWS THE REQUEST FOR EXPANDED CLOSURE AND INDICATES WE WILL REQUEST THE ONE HOUR CLOSURE BE FORMALLY ADOPTED.

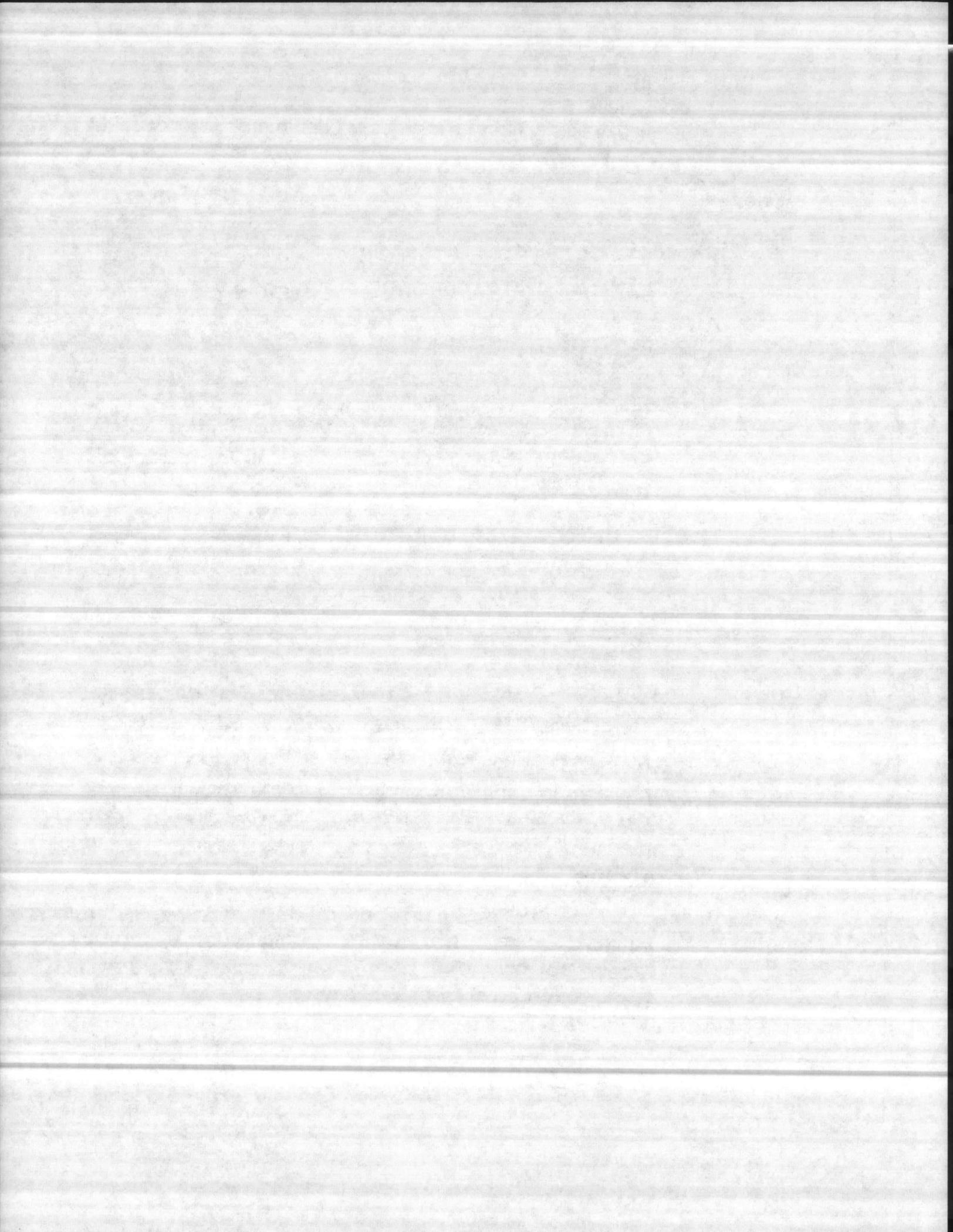
HQMC ASSISTANCE HAS ALSO BEEN REQUESTED ON THIS ISSUE. THIS LETTER INFORMS HQMC THAT WE PREFER TO DROP THE 2-4 HOUR CLOSURES FOR THE TIME BEING AND CONCENTRATE ON GETTING THE ONE HOUR CLOSURE INTO LAW.

Recommended Action:

SIGN TWO LETTERS

Very respectfully

Speiser
MOBC 5216/7





UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

IN REPLY REFER TO:
11102
TRNG/OPS

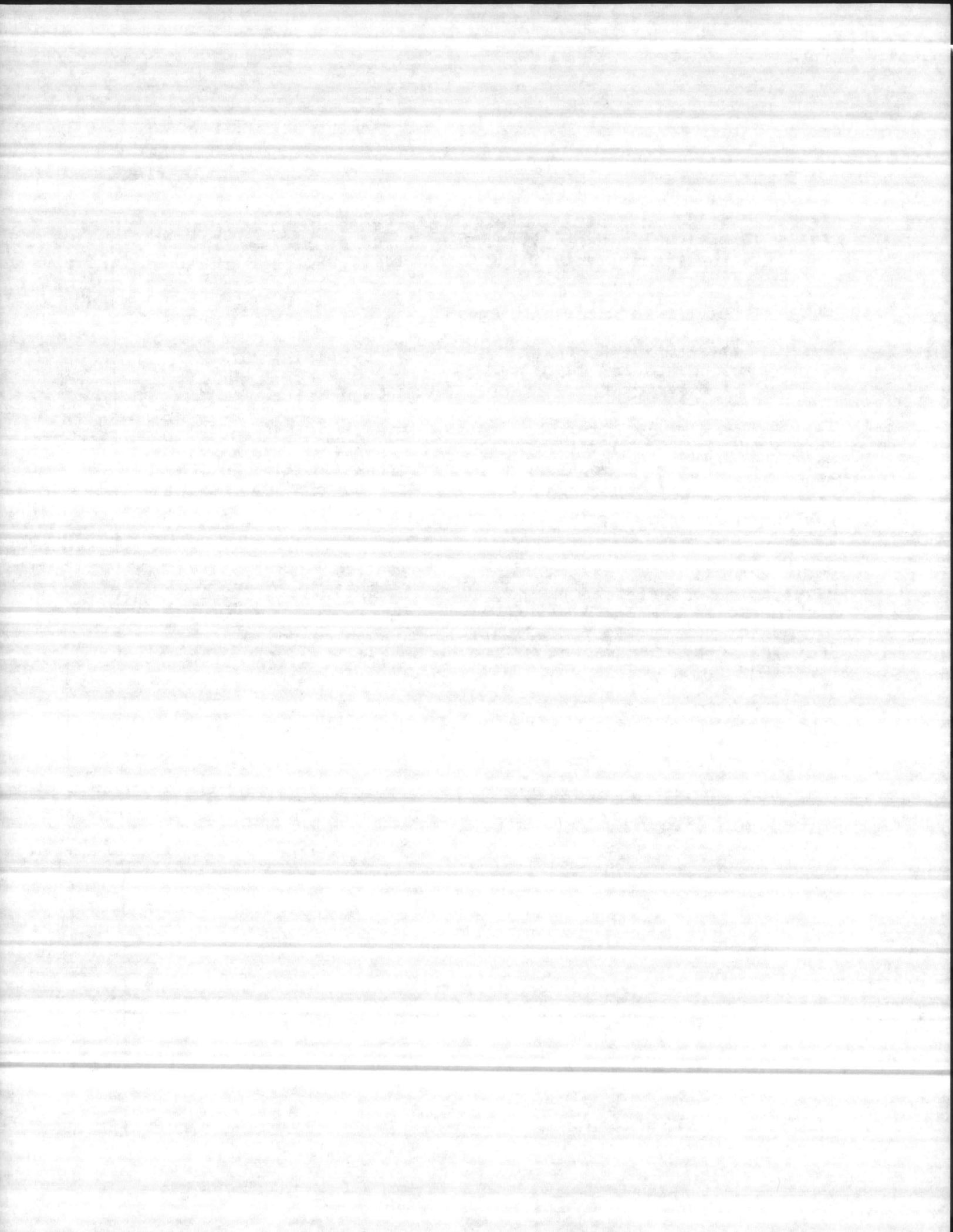
From: Commanding General, Marine Corps Base, Camp Lejeune
To: District Engineer, U. S. Army Corps of Engineers,
Wilmington District, P. O. Box 1890, Wilmington, NC
28402-1890

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) District Engineer COE ltr SAWCO-E dtd 5 Jul 85
(b) CG MCB ltr TRNG/OPS over 11102 dtd 4 Jun 85
(c) District Engineer COE ltr SAWCO-E dtd 10 Dec 85

1. In response to reference (a) the request contained in reference (b) for authority to expand closure of the waterway to two hour and four hour periods is hereby withdrawn. Further, the inaccuracies and inconsistencies in our Range Control SOP, outlined in reference (c), are being corrected and a change will be published shortly.
2. It is our intention to submit appropriate changes to 33 CFR 204 which will authorize the current and well-established practice of stopping traffic for no more than one hour, only during live firing and as announced to the public in advance. We have asked for assistance from our headquarters in Washington, D. C. in drafting these changes and will also contact Mr. Hollis for his expertise.
3. We appreciate your concern, the offers of assistance, and your agreement to continue the current practices until the appropriate changes can be made.

J. B. KNOTTS



11102
TRNG/OPS

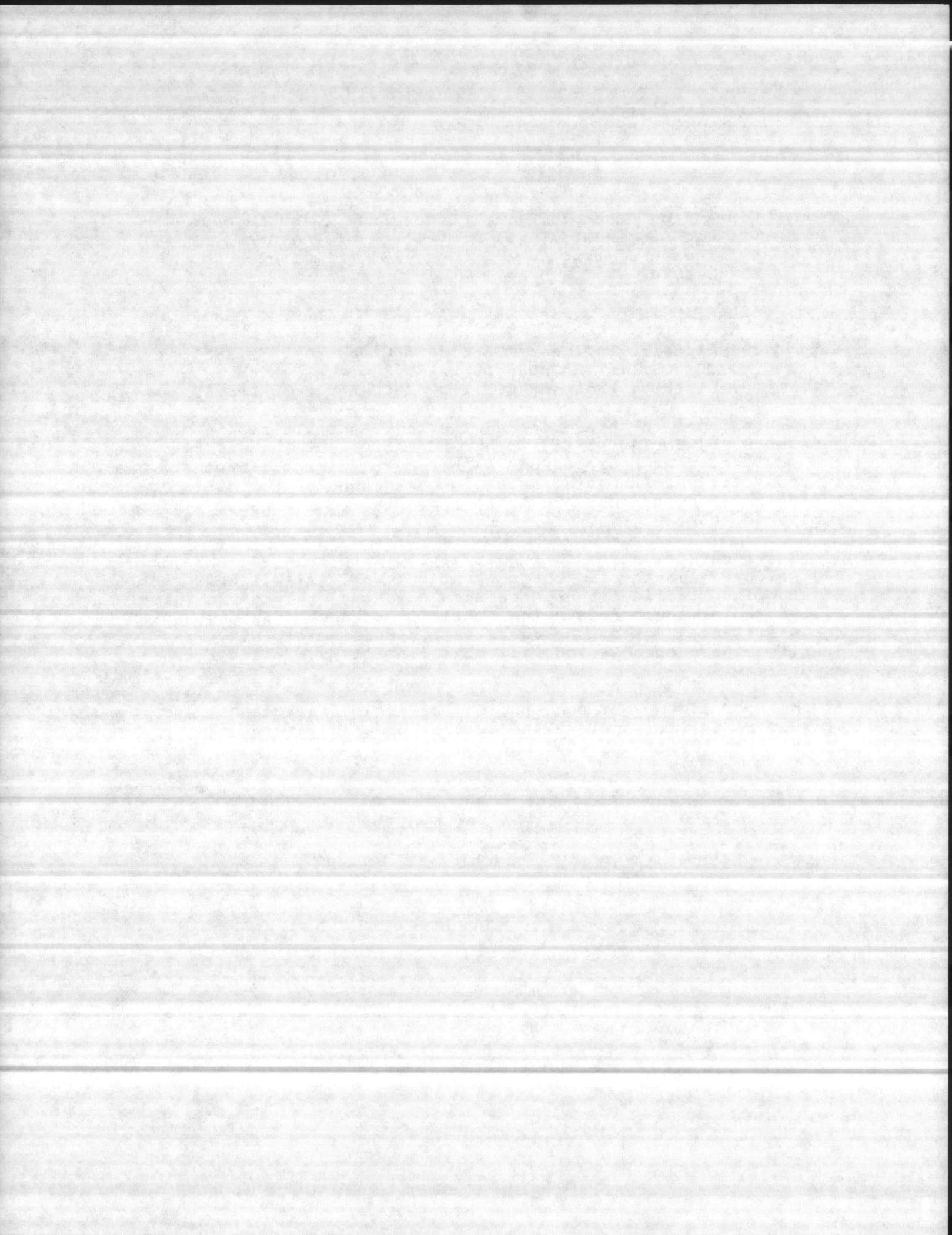
From: Commanding General, Marine Corps Base, Camp Lejeune
To: District Engineer, U. S. Army Corps of Engineers,
Wilmington District, P. O. Box 1890, Wilmington, NC
28402-1890

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) District Engineer COE ltr SAWCO-E dtd 5 Jul 85
(b) CG MCB ltr TRNG/OPS over 11102 dtd 4 Jun 85
(c) District Engineer COE ltr SAWCO-E dtd 10 Dec 85

1. In response to reference (a) the request contained in reference (b) for authority to expand closure of the waterway to two hour and four hour periods is hereby withdrawn. Further, the inaccuracies and inconsistencies in our Range Control SOP, outlined in reference (c), are being corrected and a change will be published shortly.
2. It is our intention to submit appropriate changes to 33 CFR 204 which will authorize the current and well-established practice of stopping traffic for no more than one hour, only during live firing and as announced to the public in advance. We have asked for assistance from our headquarters in Washington, D. C. in drafting these changes and will also contact Mr. Hollis for his expertise.
3. We appreciate your concern, the offers of assistance, and your agreement to continue the current practices until the appropriate changes can be made.

J. B. KNOTTS



11102
TRNG/OPS

From: Commanding General, Marine Corps Base, Camp Lejeune
To: District Engineer, U. S. Army Corps of Engineers,
Wilmington District, P. O. Box 1890, Wilmington, NC
28402-1890

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

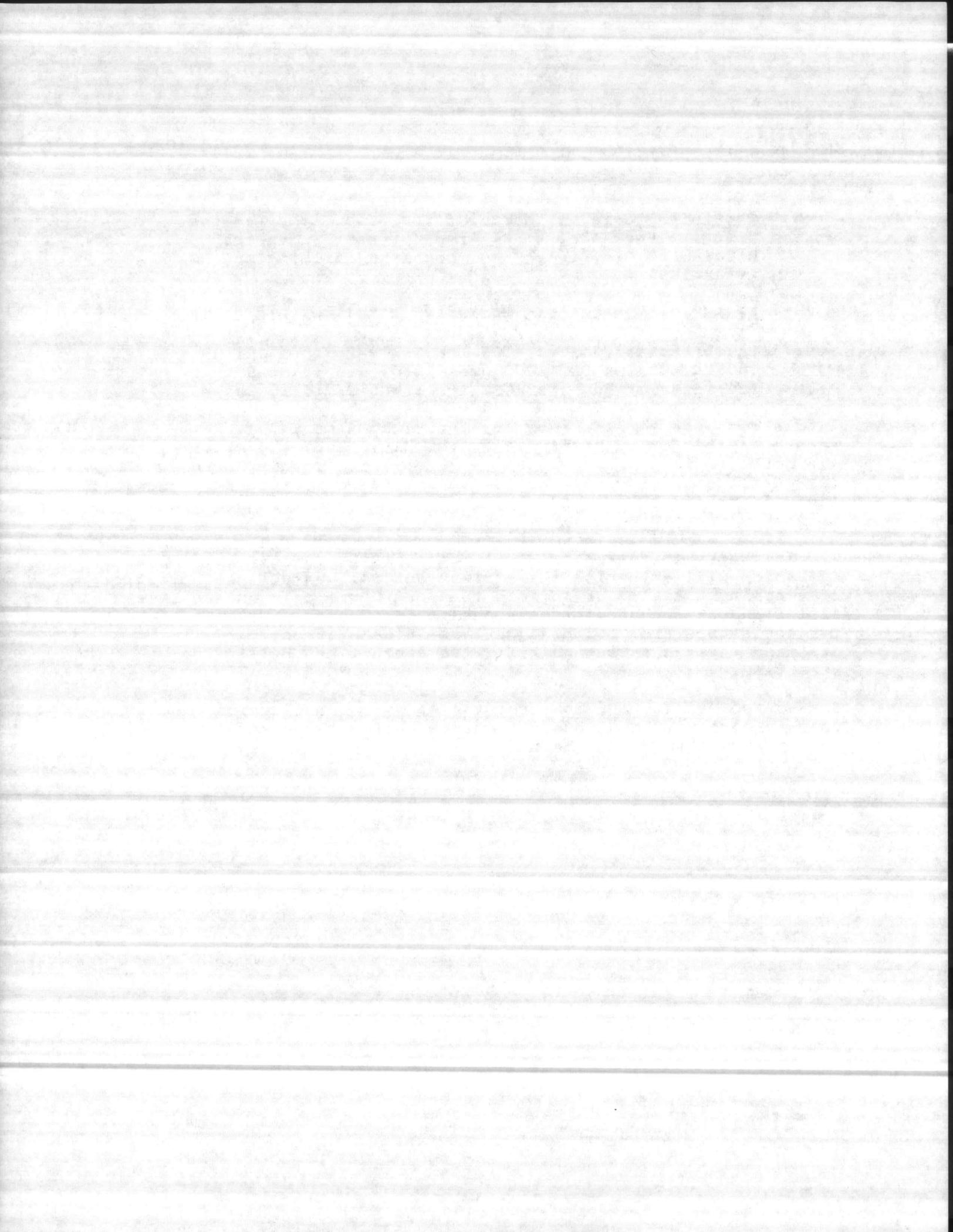
Ref: (a) District Engineer COE ltr SAWCO-E dtd 5 Jul 85
(b) CG MCB ltr TRNG/OPS over 11102 dtd 4 Jun 85
(c) District Engineer COE ltr SAWCO-E dtd 10 Dec 85

1. In response to reference (a) the request contained in reference (b) for authority to expand closure of the waterway to two hour and four hour periods is hereby withdrawn. Further, the inaccuracies and inconsistencies in our Range Control SOP, outlined in reference (c), are being corrected and a change will be published shortly.

2. It is our intention to submit appropriate changes to 33 CFR 204 which will authorize the current and well-established practice of stopping traffic for no more than one hour, only during live firing and as announced to the public in advance. We have asked for assistance from our headquarters in Washington, D. C. in drafting these changes and will also contact Mr. Hollis for his expertise.

3. We appreciate your concern, the offers of assistance, and your agreement to continue the current practices until the appropriate changes can be made.

J. B. KNOTTS





UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

IN REPLY REFER TO:
11102
TRNG/OPS

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Deputy Chief of Staff for Training, Headquarters, U. S.
Marine Corps, Washington, DC 20380-0001

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

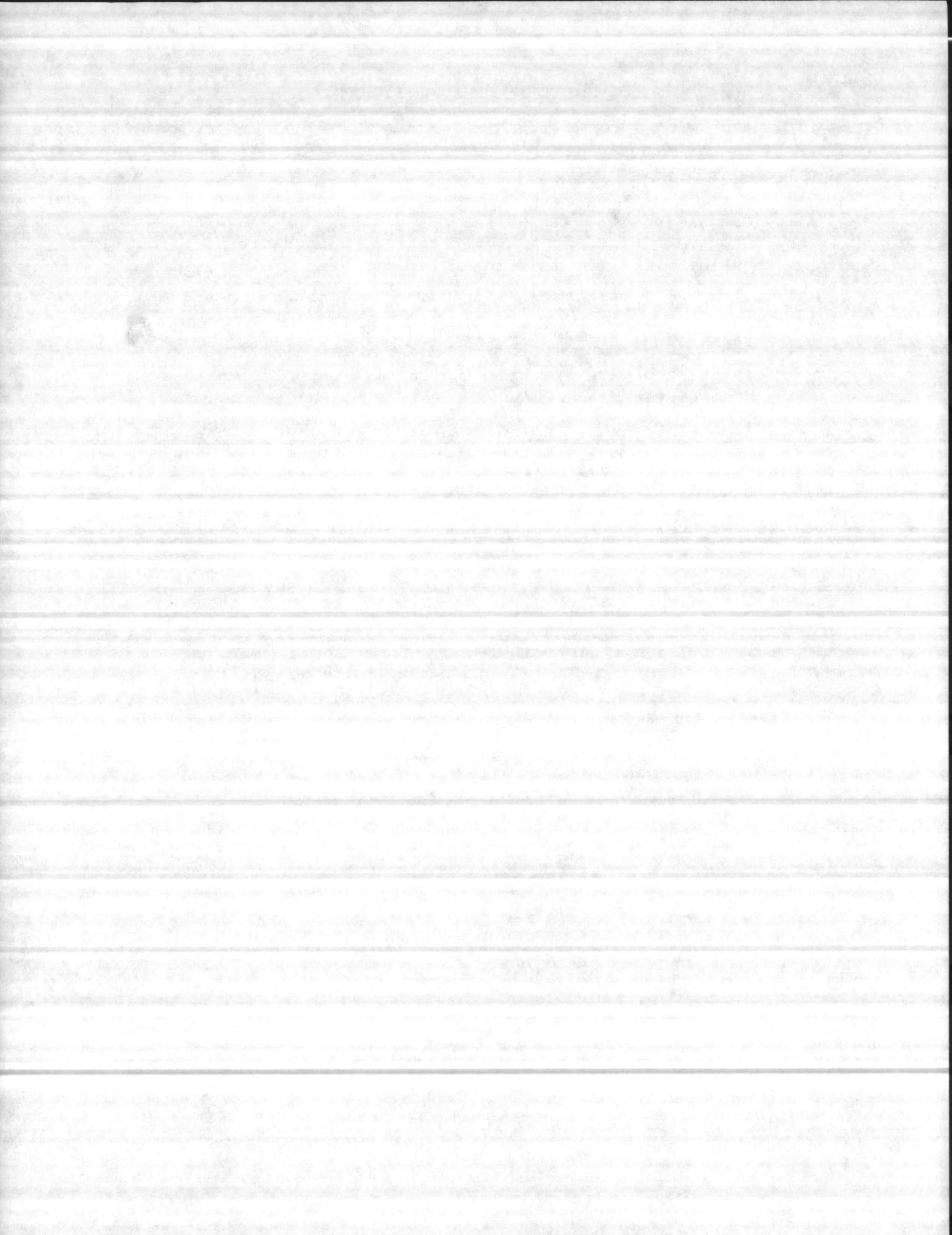
Ref: (a) CG MCB 1tr TRNG/OPS 11102 dtd 18 Nov 85

Encl: (1) Dept of the Army Wilmington Dist Corps of Engineers
ltr SAWCO-E dtd 10 Dec 85

1. The reference provided information on the current practice regarding closure of the waterway for one hour periods, and a proposal to expand these closures to two to four hours when certain types of live fire training were underway. Your assistance was requested in developing a strategy to ensure our current practice is continued with a high probability of obtaining authority for two hour and four hour closures.
2. In reviewing the materials forwarded to the Counsel for the Commandant on this matter, it was realized a copy of the enclosure had not been provided. This second letter from the Corps of Engineers suggests some changes to our Range Control SOP and reiterates their concern for delaying traffic without authority. The changes to the SOP are being made and will be published shortly.
3. We are prepared to withdraw the request for expanded closure times and concentrate on documenting and getting into law the current well-established, and generally accepted, practice of one hour closures, which has prevailed for at least 25 years.

J. B. KNOTTS

Copy to:
Counsel for the Commandant





DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

10 December 1985

IN REPLY REFER TO

SAWCO-E

SUBJECT: Standing Operating Procedure for Range Control Operations
(Range Control SOP)

Commanding General
Marine Corps Base
Camp Lejeune, NC 28542-5001

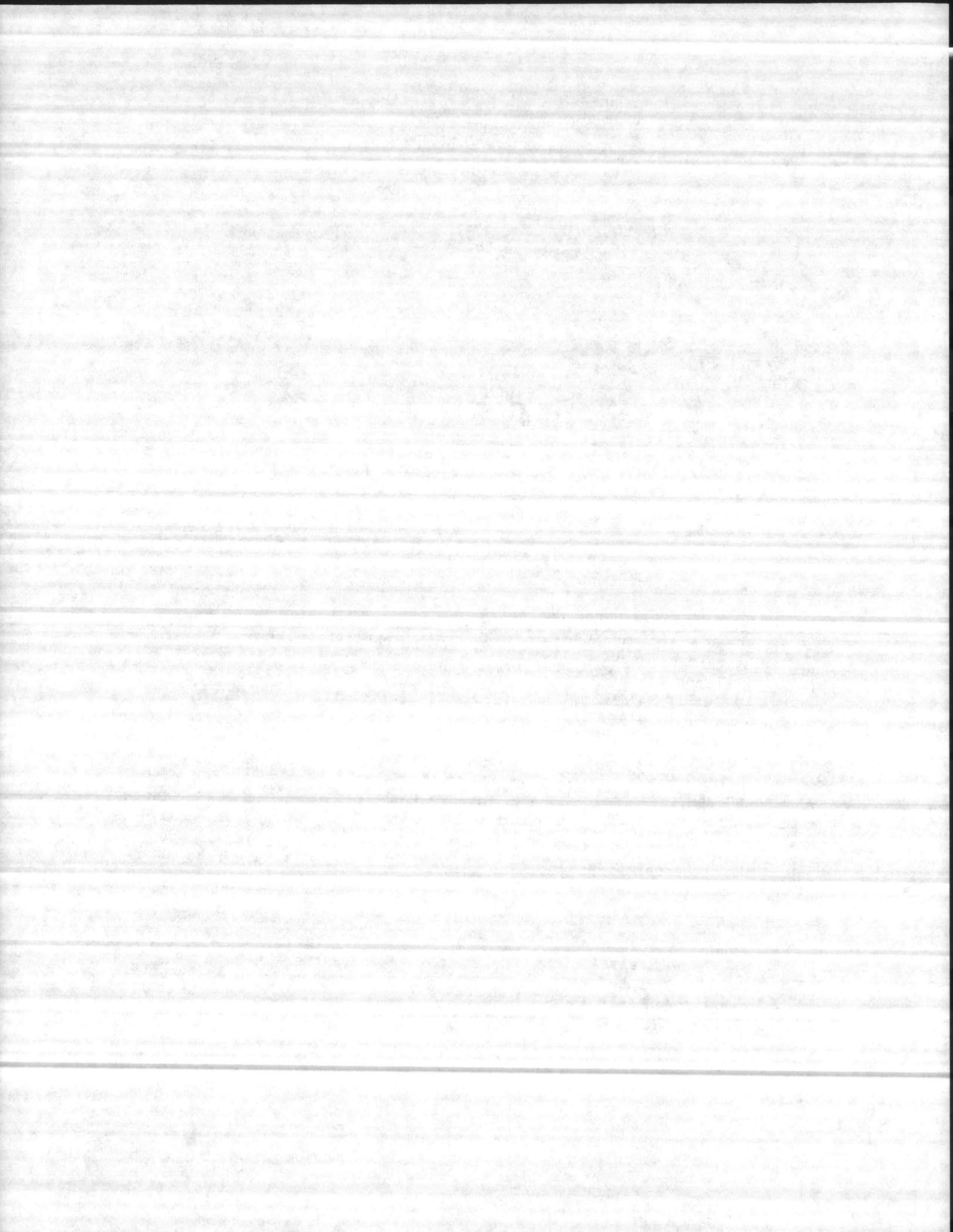
1. Reference:

- a. Your Base Order P11102.1K dated 11 Oct 1985 transmitting your revised Range Control SOP Manual BO P11102.1, effective 1 November 1985.
- b. Title 33, Code of Federal Regulations, subsection 204.56.
- c. SAWCO-E letter of 5 July 1985, subject: Atlantic Intracoastal Waterway (AIWW) Traffic Control.

2. Referenced revised Range Control SOP Manual has recently been received and reviewed by my staff and found to contain an incomplete quotation of Federal regulations that may cause confusion regarding navigation rights in the Atlantic Intracoastal Waterway (AIWW). Chapter 4, Section 4012 of the SOP, entitled NAVIGABLE WATERS cites the United States Coast Pilot 4 (USCP 4) as the source of Federal regulations describing restricted and danger zones within the navigable waters in the vicinity of Camp Lejeune, North Carolina. The Coast Pilot is not a Federal Regulation. It is an annual publication of the U.S. Department of Commerce for the purpose of providing a ready reference for guidance and assistance for all parties using or having an interest in the navigable waters within the region covered by the publication. Federal regulations are quoted in the Coast Pilot merely as a part of the guidance for particular areas. The actual regulations are found in Title 33 of the Code of Federal Regulations in subsection 204.56. The correct cite is "33 CFR 204.56." The Coast Pilot is also incorrectly referred to as a regulation in Appendix A, under the headings "Coast Pilot 4" and "Navigable Waters."

3. The applicable Federal regulations are not quoted completely nor paraphrased accurately in section 4012, paragraphs 1.a., b., c., or 2.a. resulting in a mistaken understanding that the Atlantic Intracoastal Waterway (AIWW) is included as a restricted area. In the CFR the regulations are arranged such that specific restricted areas are described and then followed

ENCLOSURE (1)

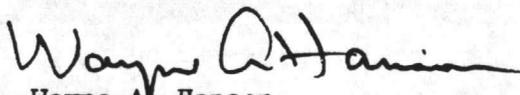


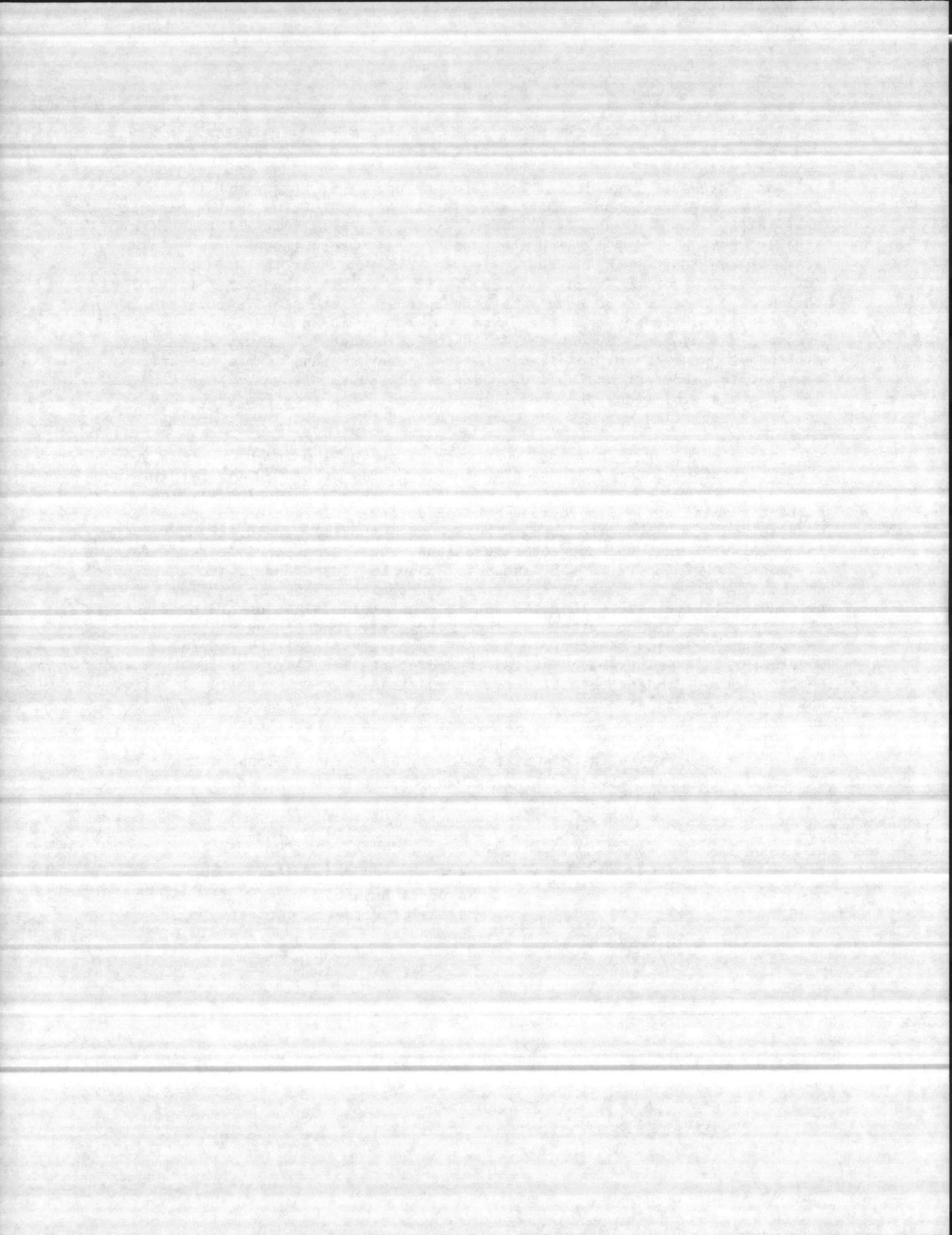
SAWCO-E

SUBJECT: Standing Operating Procedure for Range Control Operations
(Range Control SOP)

by particular regulations for that area. Within 204.56, paragraph (a) describes the "Atlantic Ocean east of New River Inlet," paragraph (b) describes the "New River" and the eight restricted sectors, and then paragraph (c) sets forth the regulations for those areas. Next, paragraph (d)(1) describes the target and bombing area in the Atlantic Ocean in the vicinity of Bear Inlet, and paragraph (d)(2) sets forth the regulations for that area. Finally, paragraph (e)(1) describes the "Inland waters in the Browns Inlet area between Bear Creek and the Onslow Beach Bridge over the Atlantic Intracoastal Waterway," and paragraph (e)(2) prescribes the regulations for that area. It should be noted that the channel of the AIWW is not specified as "restricted" in any of these areas; indeed, paragraph (e)(2)(i) states that "Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies." This exception of the AIWW is important and should be especially quoted in your Range Control SOP to avoid violations of Federal regulations by your officers who may routinely not allow vessels to proceed through the AIWW.

4. In my letter of 5 July 1985 reference c. above, I pointed out that your current routine closures of the AIWW for regularly scheduled firing exercises were not "extreme emergencies" and were therefore not authorized by the current regulations. I also requested additional information to assist us in processing your request to change the CFR to authorize your delay of vessels in the AIWW. Under the current regulations, you are responsible for enforcing all sections of 33 CFR 204.56, including assuring that vessels are not stopped in the AIWW except in cases of extreme emergencies. I have a similar responsibility to assure that the public rights of navigation are protected in all waters that are not otherwise regulated under Federal law or regulation. To continue to delay the traffic without authority places the Federal Government in a vulnerable position regarding the liability for the navigators costs or other damages resulting from the delays. In this regard, I believe that it is imperative that you pursue the necessary changes to the CFR to authorize your current practice of delaying the AIWW traffic for regularly scheduled firing exercises. As I pointed out in my earlier letter, I am prepared to assist you in this matter in any way I can. Please contact me or Mr. Charles W. Hollis, Chief of my Regulatory Branch.


Wayne A. Hanson
Colonel, Corps of Engineers
Commanding



11102
TRNG/OPS

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Deputy Chief of Staff for Training, Headquarters, U. S.
Marine Corps, Washington, DC 20380-0001

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

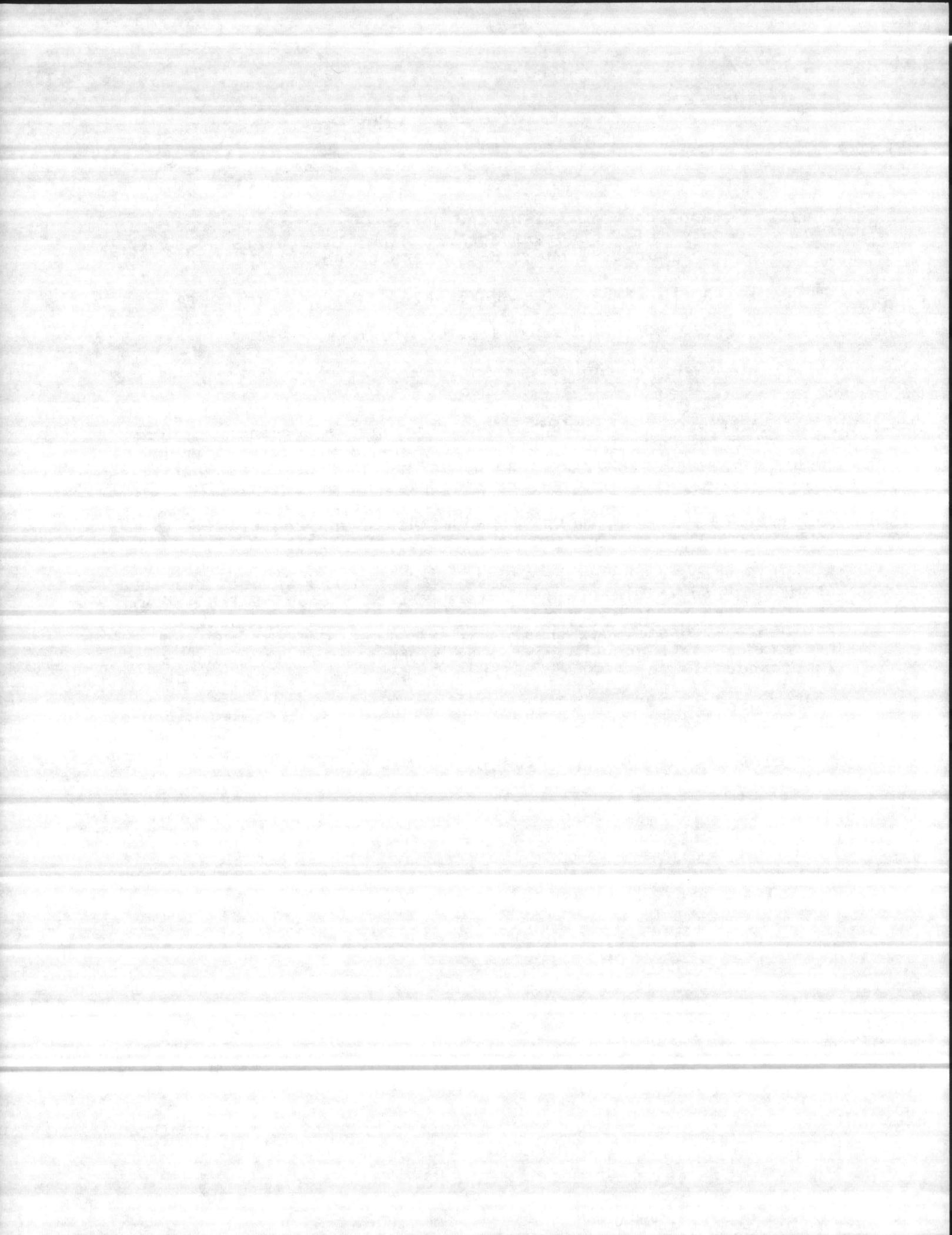
Ref: (a) CG MCB ltr TRNG/OPS 11102 dtd 18 Nov 85

Encl: (1) Dept of the Army Wilmington Dist Corps of Engineers
ltr SAWCO-E dtd 10 Dec 85

1. The reference provided information on the current practice regarding closure of the waterway for one hour periods, and a proposal to expand these closures to two to four hours when certain types of live fire training were underway. Your assistance was requested in developing a strategy to ensure our current practice is continued with a high probability of obtaining authority for two hour and four hour closures.
2. In reviewing the materials forwarded to the Counsel for the Commandant on this matter, it was realized a copy of the enclosure had not been provided. This second letter from the Corps of Engineers suggests some changes to our Range Control SOP and reiterates their concern for delaying traffic without authority. The changes to the SOP are being made and will be published shortly.
3. We are prepared to withdraw the request for expanded closure times and concentrate on documenting and getting into law the current well-established, and generally accepted, practice of one hour closures, which has prevailed for at least 25 years.

J. B. KNOTTS

Copy to:
Counsel for the Commandant



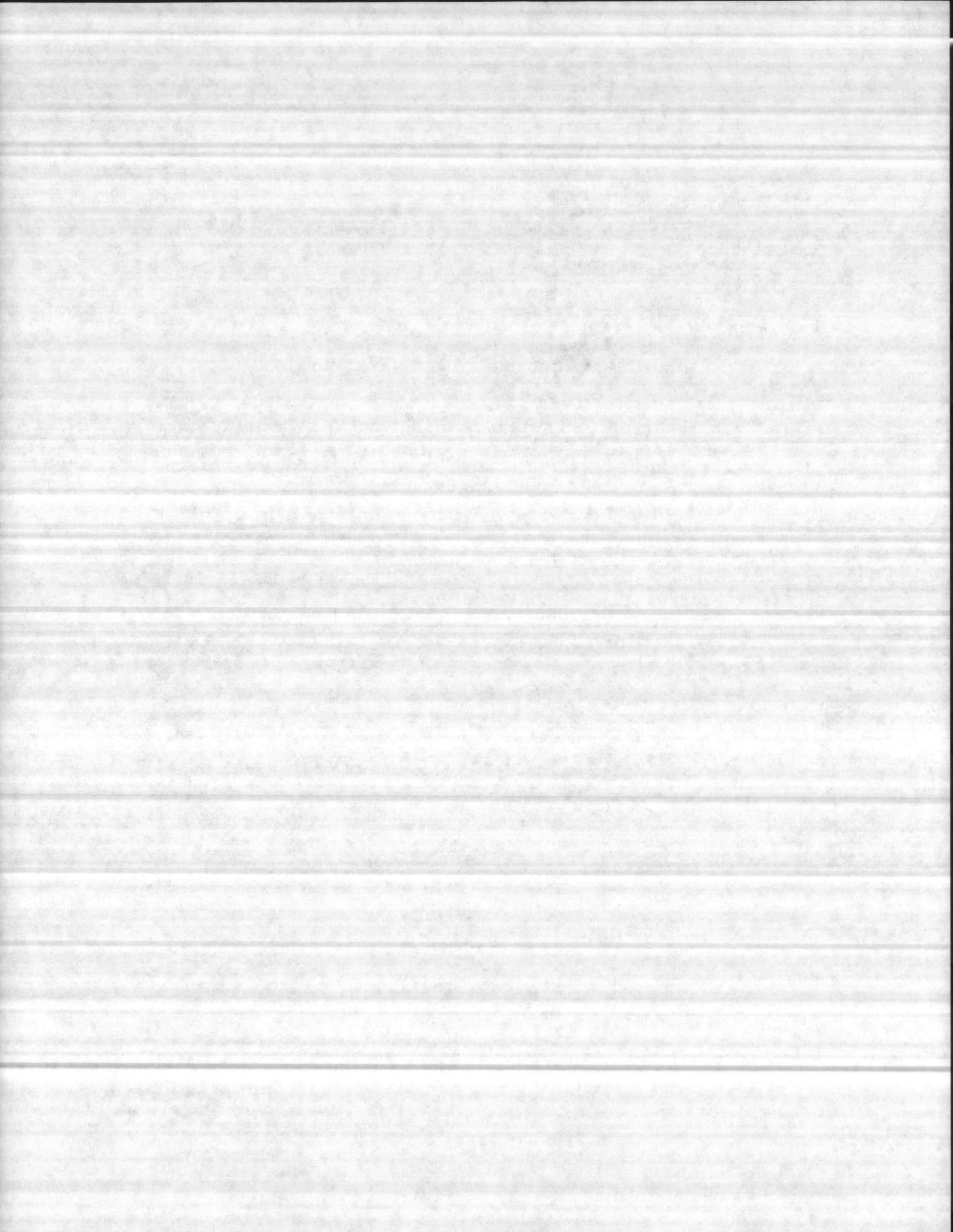
11102
TRNG/OPS

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Deputy Chief of Staff for Training, Headquarters, U. S.
Marine Corps, Washington, DC 20380-0001
Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL
Ref: (a) CG MCB 1tr TRNG/OPS 11102 dtd 18 Nov 85
Encl: (1) Dept of the Army Wilmington Dist Corps of Engineers
1tr SANCO-E dtd 10 Dec 85

1. The reference provided information on the current practice regarding closure of the waterway for one hour periods, and a proposal to expand these closures to two to four hours when certain types of live fire training were underway. Your assistance was requested in developing a strategy to ensure our current practice is continued with a high probability of obtaining authority for two hour and four hour closures.
2. In reviewing the materials forwarded to the Counsel for the Commandant on this matter, it was realized a copy of the enclosure had not been provided. This second letter from the Corps of Engineers suggests some changes to our Range Control SOP and reiterates their concern for delaying traffic without authority. The changes to the SOP are being made and will be published shortly.
3. We are prepared to withdraw the request for expanded closure times and concentrate on documenting and getting into law the current well-established, and generally accepted, practice of one hour closures, which has prevailed for at least 25 years.

J. B. KNOTTS

Copy to:
Counsel for the Commandant



11102
TRNG/OPS

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Deputy Chief of Staff for Training, Headquarters, U. S.
Marine Corps, Washington, DC 20380-0001

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) CG MCB 1tr TRNG/OPS 11102 dtd 18 Nov 85

Encl: (1) Dept of the Army Wilmington Dist Corps of Engineers
1tr SAWCO-E dtd 10 Dec 85

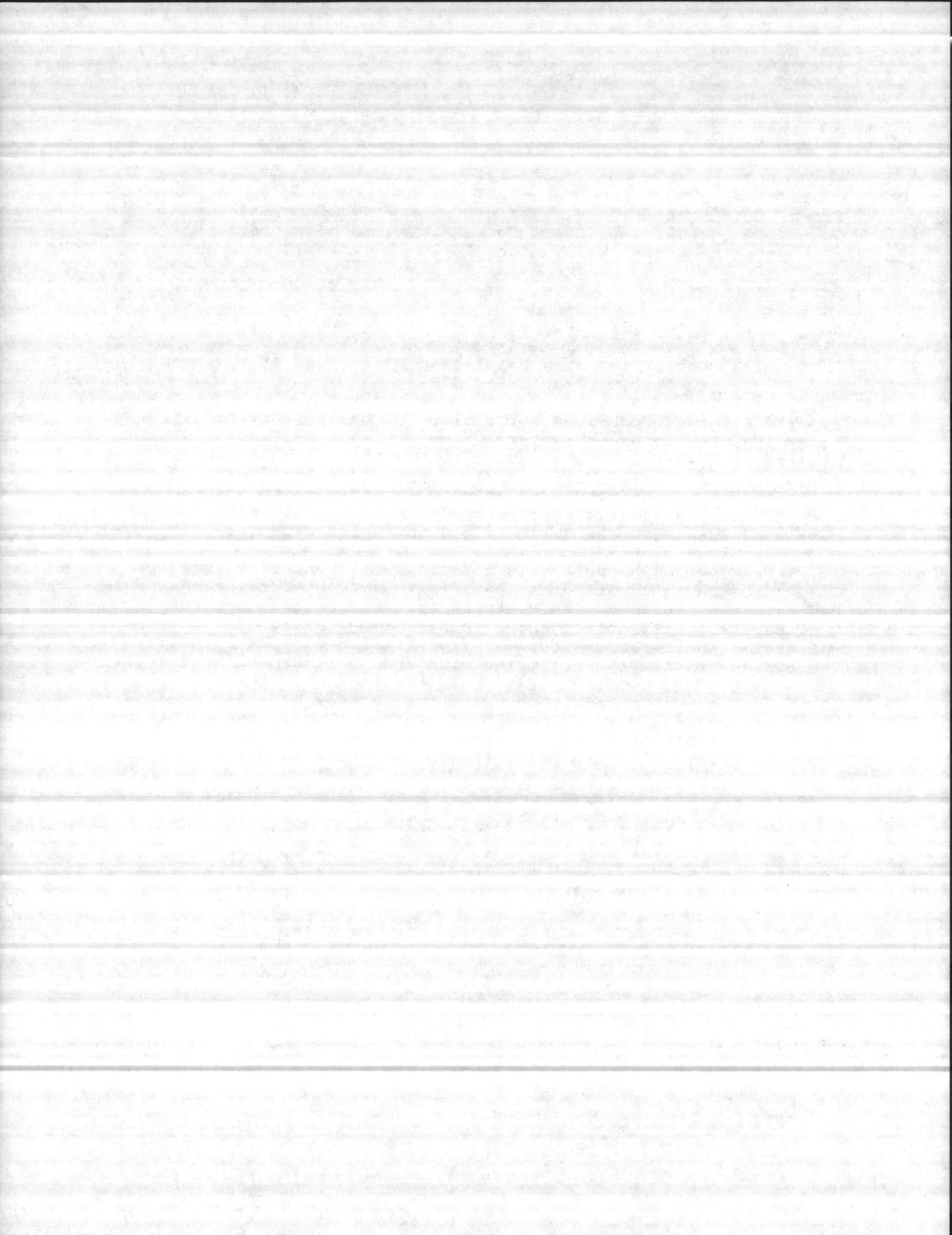
1. The reference provided information on the current practice regarding closure of the waterway for one hour periods, and a proposal to expand these closures to two to four hours when certain types of live fire training were underway. Your assistance was requested in developing a strategy to ensure our current practice is continued with a high probability of obtaining authority for two hour and four hour closures.

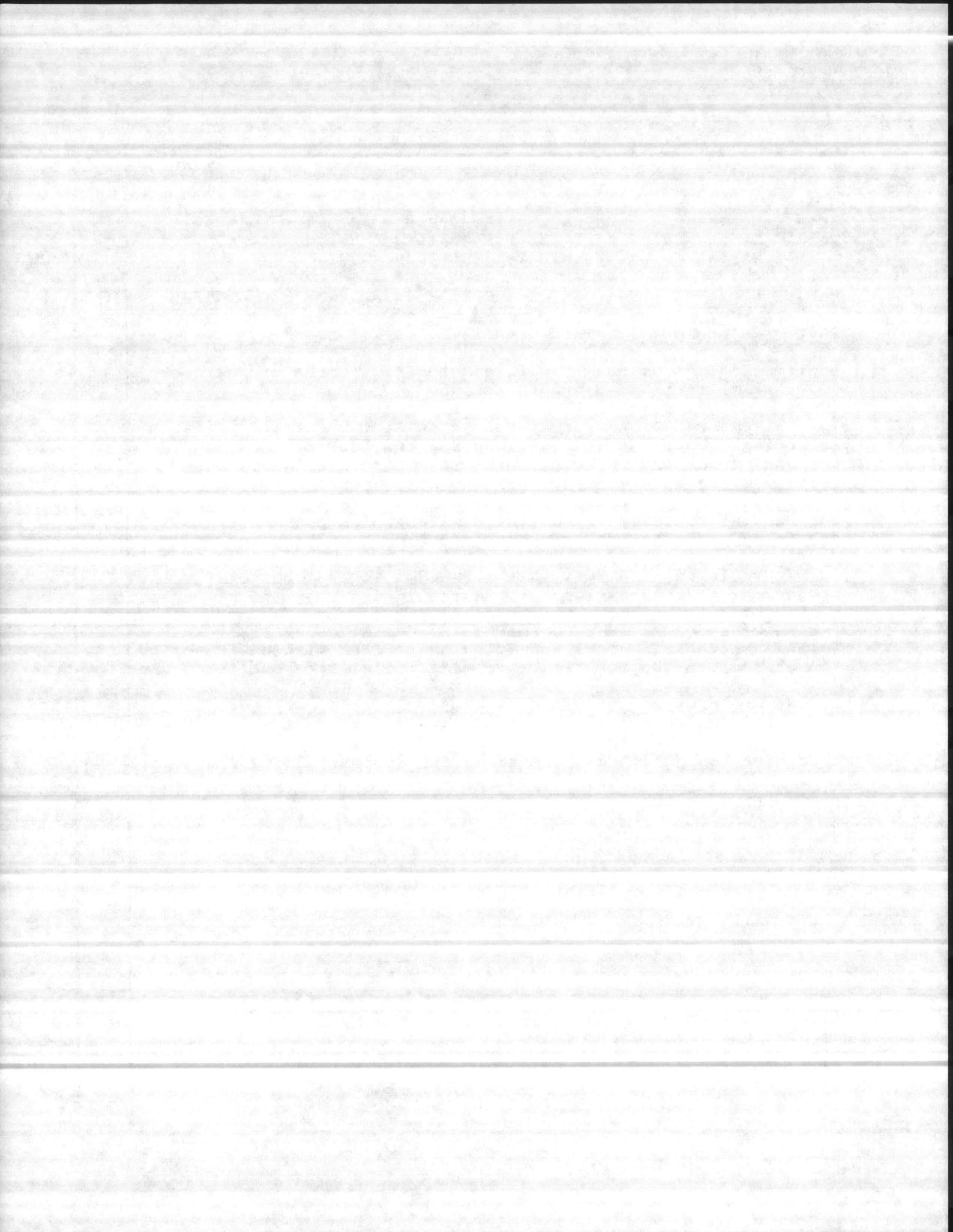
2. In reviewing the materials forwarded to the Counsel for the Commandant on this matter, it was realized a copy of the enclosure had not been provided. This second letter from the Corps of Engineers suggests some changes to our Range Control SOP and reiterates their concern for delaying traffic without authority. The changes to the SOP are being made and will be published shortly.

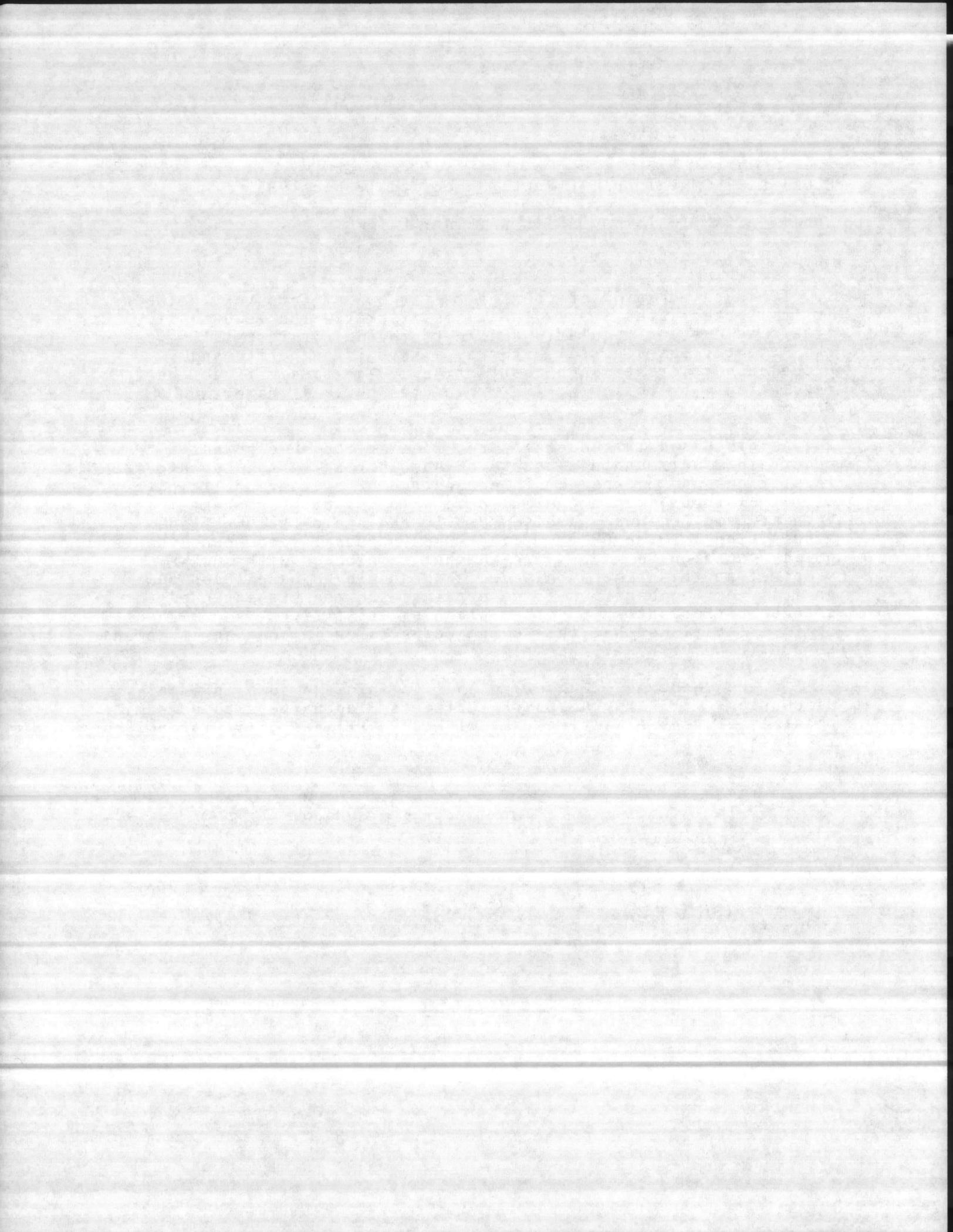
3. We are prepared to withdraw the request for expanded closure times and concentrate on documenting and getting into law the current well-established, and generally accepted, practice of one hour closures, which has prevailed for at least 25 years.

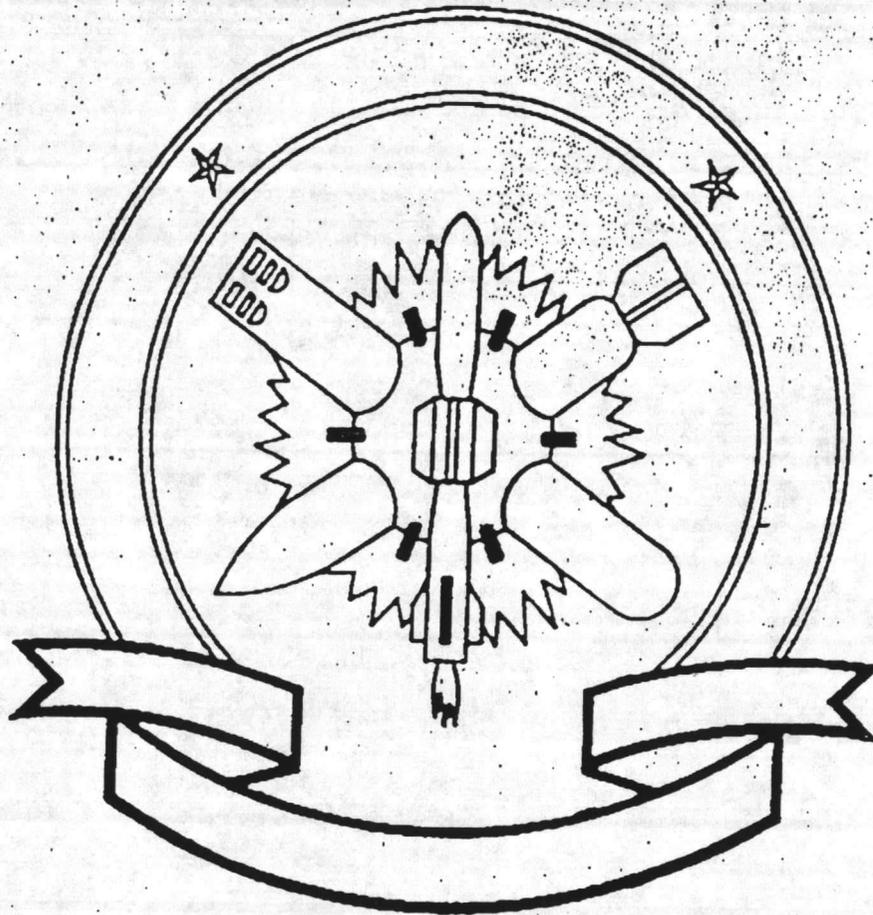
J. B. KNOTTS

Copy to:
Counsel for the Commandant









EOD Mobile Unit 2

FAX COVER SHEET

Commander,
From: EOD MOBILE UNIT TWO
2520 Midway Rd Ste 200
Norfolk, VA 23521-3324

Phone: 804-464-8470
FAX: _____

Point of Contact: CLARA ASHTON

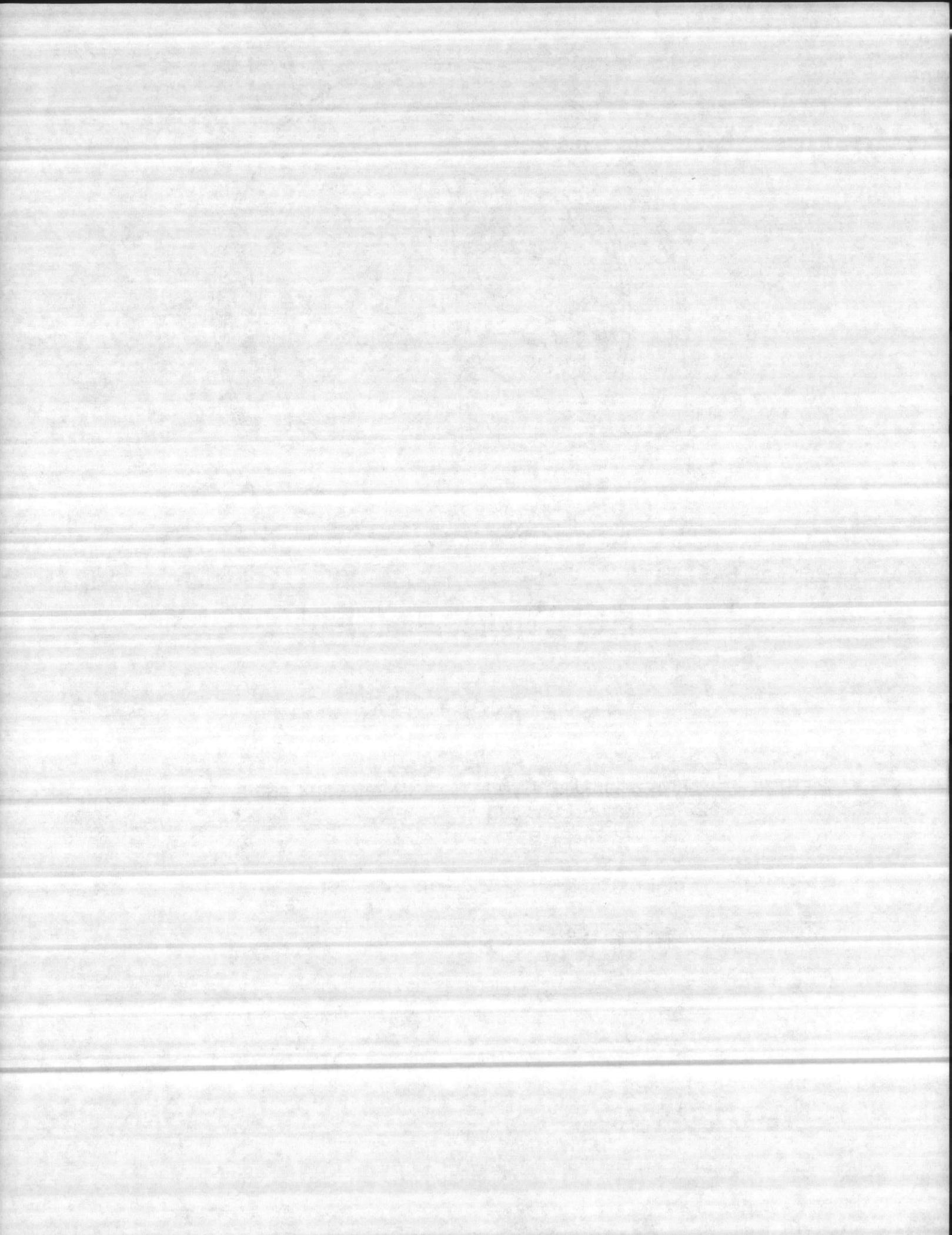
To: RANGE CONTROL

Attn: CLARA

Phone: 2102

FAX: (919) 451-1593

94 FEB 8
Remarks:



INTERCOASTAL WATERWAY ORDNANCE CLEARANCE

Personnel Listing

NAVY EOD PERSONNEL

KEY PERSONNEL:

Officer in Charge: CWO2 ASHTON
 Senior Navy Enlisted: ETCS(DV) ROOK
~~Senior Marine Enlisted: CPL GALUTZA~~
 Diving Medical Technician: HMCS(DV) WAGNER
 Equipment Management: GMM1(DV) SMITH

10 Jan 94 to 04 Feb 94

CWO2 Ashton, G.	GMM1 Smith, C.D.
ETSC Rook, D.P.	BM1 Griffiths, E.J.
HMCS Wagner, S.K.	ET2 Doak, J.R.
AO1 Gunter, J.R.	

10 Jan 94 to 21 Jan 94

OE2 Loutzenhiser, B.C.
 BM3 Hawik, E.J.
 BM2 Klinker, J.S.
 BM1 Meier, A.I.
 BM3 Wiffen, T.T.
 AO3 Hoerer, C.L.
 GMM1 Paulette, R.N.
 EMC Esposito, L.C.
 GMC Drew, J.A.
 BM1 Jones, R.K.
 GMM3 Pleskonko, S.M.
 MM1 Graves, R.A.
 BM2 Vandiver, W.D.

24 Jan 94 to 04 Feb 94

CWO2 Bubier, K.R.
 BMC McLloyd, J.R.
 EN1 Buck, J.D.
 EMC Gray, G.T.
 AMS1 Cooper, E.A.
 GMM1 Fischer, T.S.
 HT1 Doyel, D.E.
 BM2 Buhl, B.P.
 HTC Flemming, M.W.
 BM2 Williams, C.B.
 BM1 Green, M.D.

BOAT SUPPORT

<u>10-14 JAN</u>	<u>15-21 JAN</u>	<u>23-28 JAN</u>	<u>30 JAN - 04 FEB</u>
BM3 Horner, T.R.	BM3 Grasser, S.A.	BM3 Hollyfield, W.	EN2 Laws, D.L.
EN2 Roth, M.A.	EN2 Gilmartin, R.J.	EN2 Gilmartin, R.J.	BM3 Grasser, S.A.

MARINE SUPPORT

CPL Galutza	CPL Dorsey	ICPL Carlson	LCPL Jacoby
LCPL Eurtan	PFC Lutz	LCPL Howard	PFC Erickson

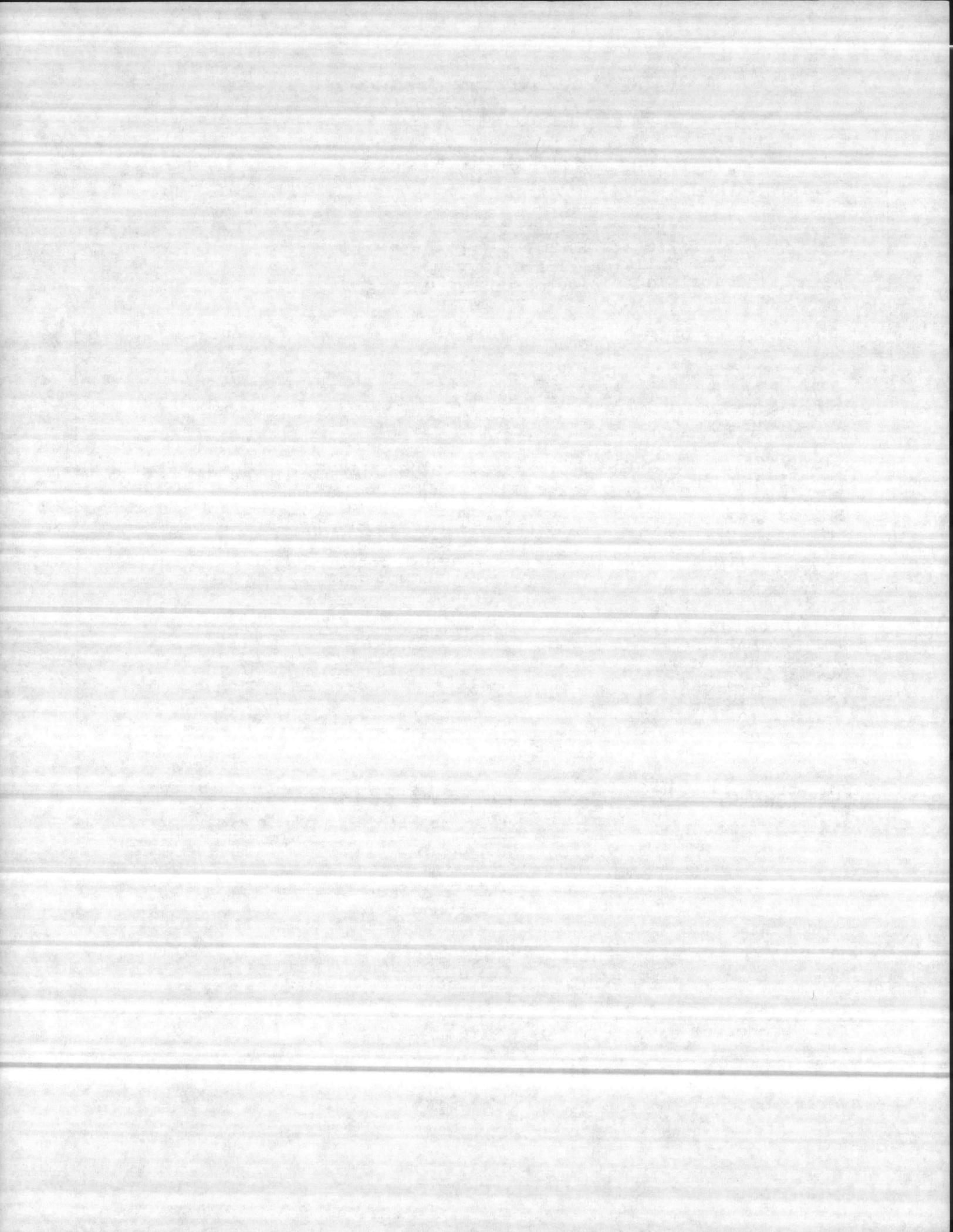
GUARD DUTY

PFC Patino	LCPL Coleman	PFC Robinson	LCPL Slater
LCPL Reyes	LCPL Bidwell	HN Pasto	LCPL Deroven

Total number of dives completed: 184

Total hours of bottom time: 210 hours 33 minutes

Average bottom time per dive: 2 hours





ATLANTIC
INTERCOASTAL
WATERWAY
CLEARANCE

10 JANUARY
TO
3 FEBRUARY
1994

94 JAN 7 10 10 AM '94

BY
CW02 GARRY ASHTON

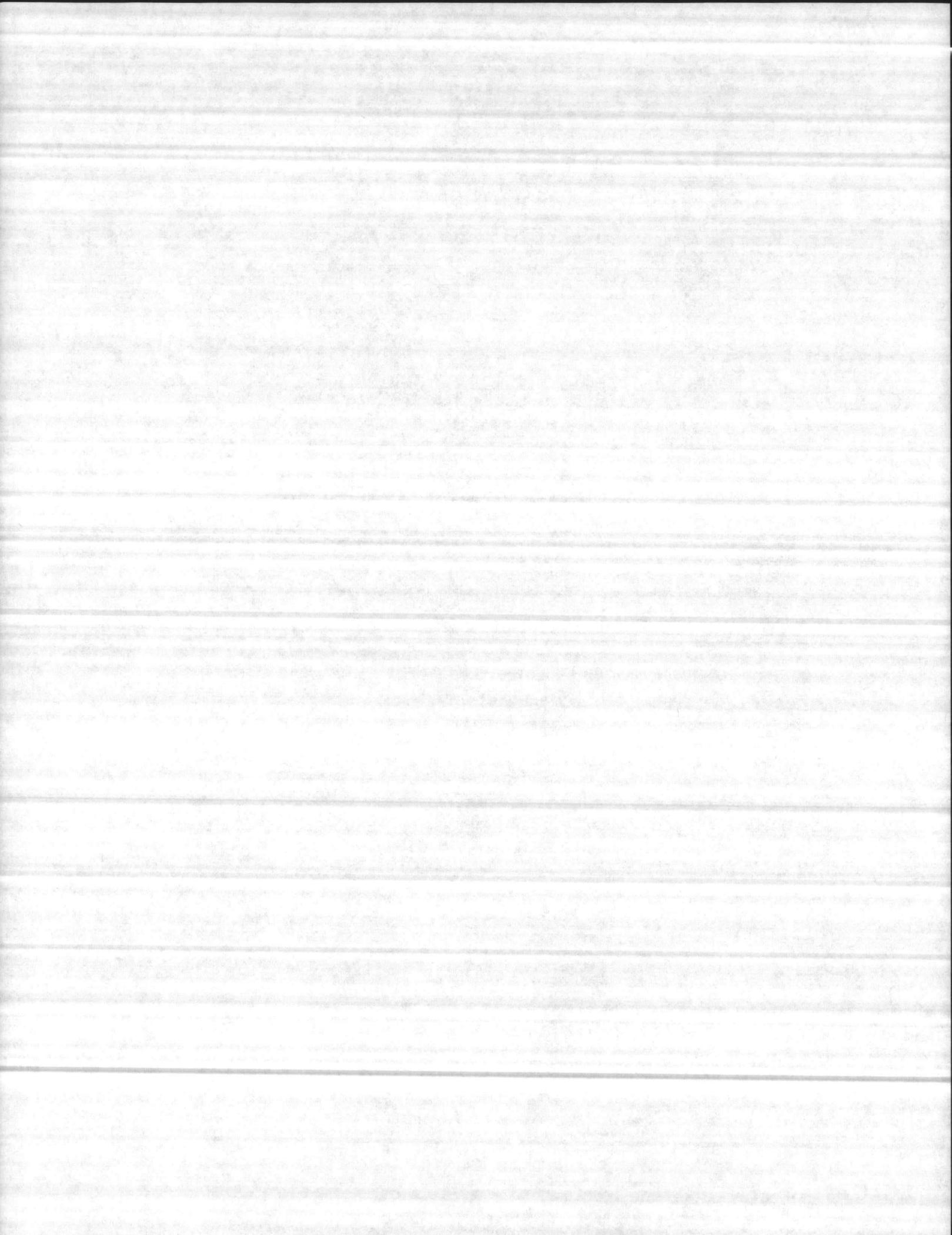
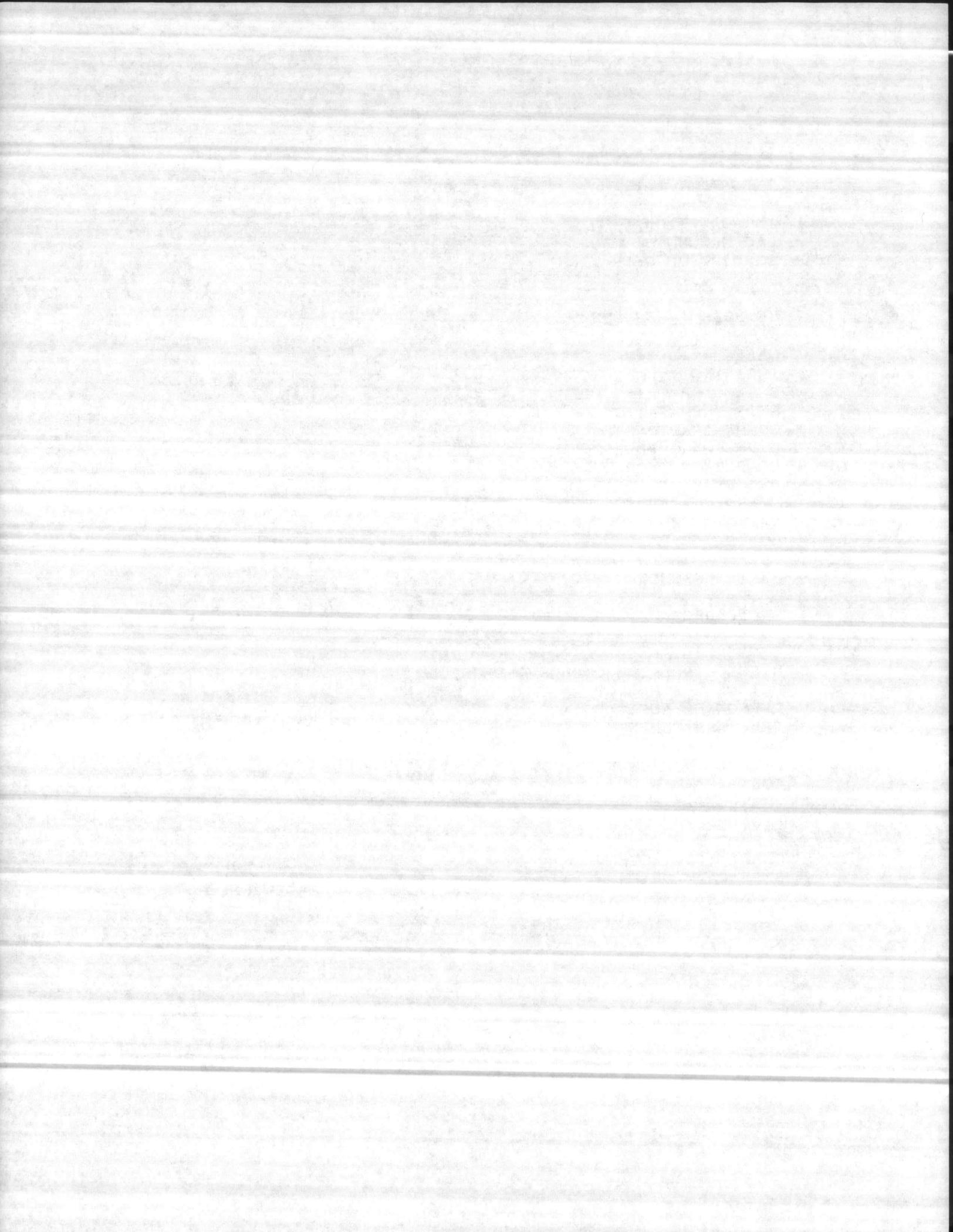


TABLE OF CONTENTS

<u>TOPIC</u>	<u>PAGE</u>
IMPORTANT FACTS	1
I. INTRODUCTION	2
II. BACKGROUND	2
III. CONCEPT OF OPERATION	2
 <u>METHODS / RESULTS</u>	
A. SAFETY	4
B. TRAINING	5
C. BASE CAMP ORIENTATION	5
D. SITE PREPARATION	7
E. COMMUNICATIONS	8
F. DIVING PROCEDURES	8
G. SEARCHING PROCEDURES	9
H. RECOVERY/DISPOSAL	12
I. EMERGENCY PROCEDURES	12
J. VEHICLES	13
K. BOATS	13
L. FUEL	14
M. BERTHING/CHOW	15
 <u>ENCLOSURES</u>	
1. LESSONS LEARNED	
2. MISSION RELATED CORRESPONDENCE	
3. POINTS OF CONTACT	
4. PERSONNEL ASSIGNED	
5. TEAM ASSIGNMENTS	
6. LOAD LIST	
7. OPERATION PICTURES	
8. CONTRACT MAP	
 <u>FIGURES</u>	
1. CHART 11541 OVERVIEW	3
2. BASE CAMP ORIENTATION	6
3. JACKSTAY ORIENTATION	11



INTERCOASTAL WATERWAY ORDNANCE CLEARANCE

KEY PERSONNEL:

Officer in Charge: CWO2 ASHTON
Senior Navy Enlisted: ETCS(DV) ROOK
Senior Marine Enlisted: CPL GALUTZA
Diving Medical Technician: HMCS(DV) WAGNER
Equipment Management: GMM1(DV) SMITH

Total number of dives completed: 184

Total hours of bottom time: 210 hours 33 minutes

Average bottom time per dive: 2 hours

Average air temp: 35 degrees

Average water temp: 43 degrees

Average current: 3 knots

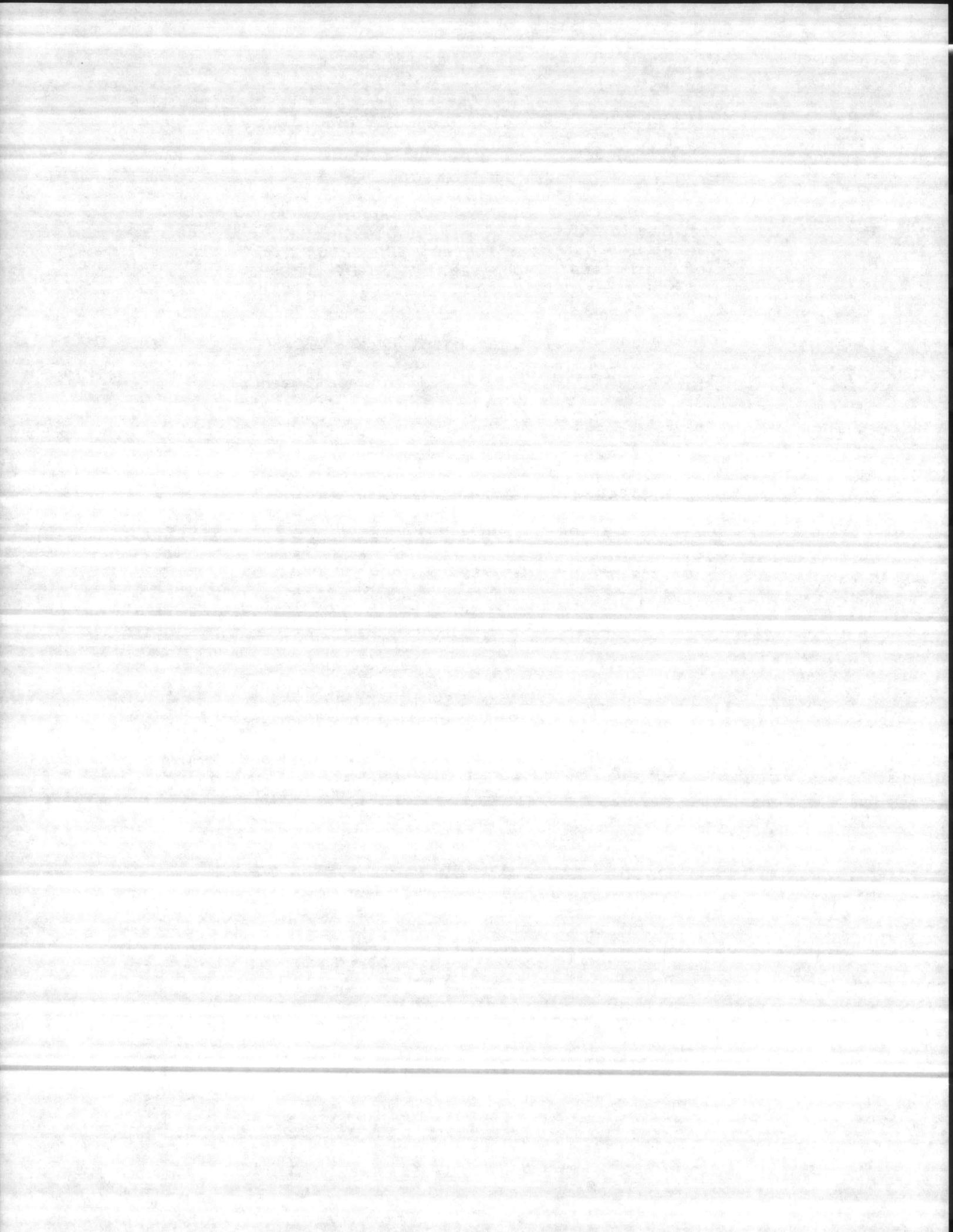
Area Searched: 195,000 square meters

Coldest air temp: 10 degrees with wind chill to 35 below (3 days)

Max Current: @ 5 knots

Ordnance Found: M490 105MM TP-T (2 each)
105MM HEP (1 each)
2.75" Rocket Warhead (1 each)

Hundreds of inert ordnance pieces were also found and removed
(i.e. body fragments, functioned fuze assemblies, tail booms,
etc.)



I. INTRODUCTION

EOD Mobile Unit TWO was tasked to provide underwater search support to the Army Corps of Engineers in conjunction with dredging of the Atlantic Intercoastal Waterway (AIWW). The purpose of this operation was to locate and remove any ordnance items prior to commencement of dredging. This clearance operation was conducted between 10 January 1994 and 3 February 1994 to minimize interruption of civilian traffic on the waterway and environmental impact on indigenous wildlife. The area searched lies between statute mile 235 and 240 of the Intercoastal Waterway as it passes through Camp Lejeune, North Carolina. EODMU TWO Detachment EIGHT was assigned as lead detachment for the duration of this operation to insure continuity during planning and execution. Other detachments and personnel were assigned by Mobile Unit TWO Operations Department.

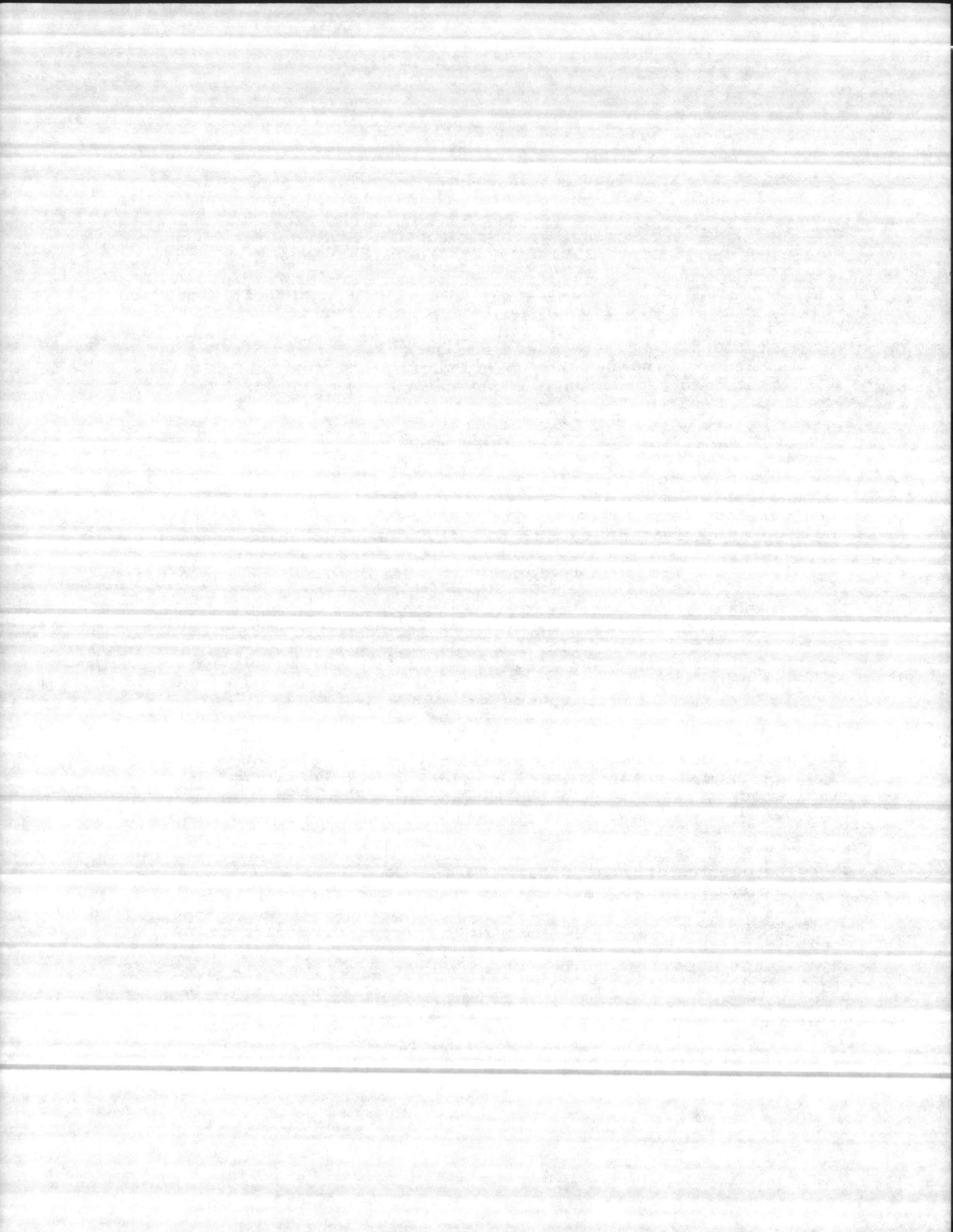
II. BACKGROUND

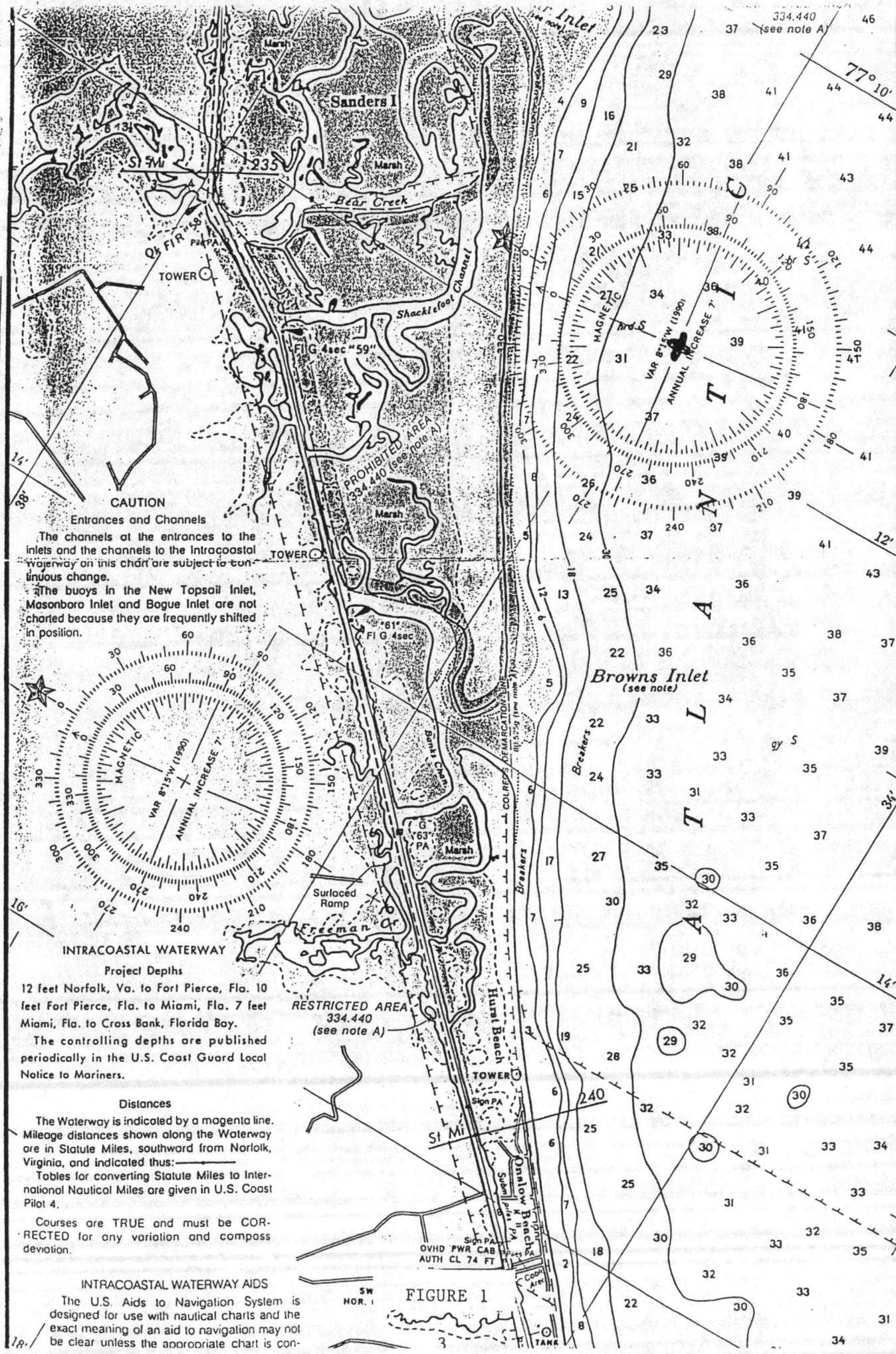
This was the third time EOD Mobile Unit TWO has gone to Camp Lejeune for ordnance clearance operations in support of the U.S. Corps of Engineers (USACE). The USACE is tasked with maintaining the AIWW at navigational depth and coordinates dredging operations as required. U.S. Navy EOD provides the underwater search capability for ordnance to facilitate safe dredging operations in the vicinity of Camp Lejeune live firing ranges. Although the three ranges between miles 235 and 240 have not been used for firing HE rounds in recent years, the possibility of finding live ordnance still exists. Figure 1 shows the area to be searched as taken from nautical chart 11541.

III. CONCEPT OF OPERATIONS

The extreme environmental conditions faced by personnel during this operation necessitated a rotational plan to avoid cold weather injuries from exposure. During milder periods the rotation was eliminated to allow maximum operating time.

During severely cold periods, four identical dive teams were used. Two of these dive teams were on the water at any given time. The other two teams were at base camp, rewarming, preparing gear, charging bottles etc. in preparation for their next on-water cycle. During the periods of milder temperatures, personnel were split into two teams, performing "blitz diving operations" during optimum windows and resting/rewarming during periods of difficult diving conditions. "Blitz diving" was the name given to the technique of splashing the maximum number of divers at one time. The norm was eight divers in the water working on different areas of the jackstay. The Intercoastal Waterway was scheduled by the USACE to be closed from 0800-1200 and 1300-1700 Monday through Friday for this operation. This schedule was adhered to as close as possible, however these windows were extended occasionally





CAUTION
Entrances and Channels
The channels at the entrances to the inlets and the channels to the Intracoastal Waterway on this chart are subject to continuous change.
The buoys in the New Topsail Inlet, Masonboro Inlet and Bogue Inlet are not charted because they are frequently shifted in position.



INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, Va. to Fort Pierce, Fla. 10 feet Fort Pierce, Fla. to Miami, Fla. 7 feet Miami, Fla. to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

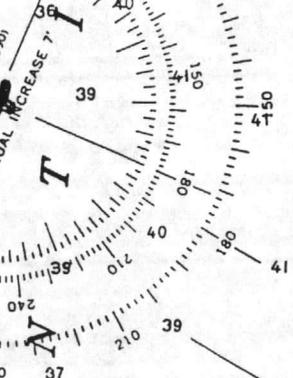
RESTRICTED AREA
334.440
(see note A)

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus: _____
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

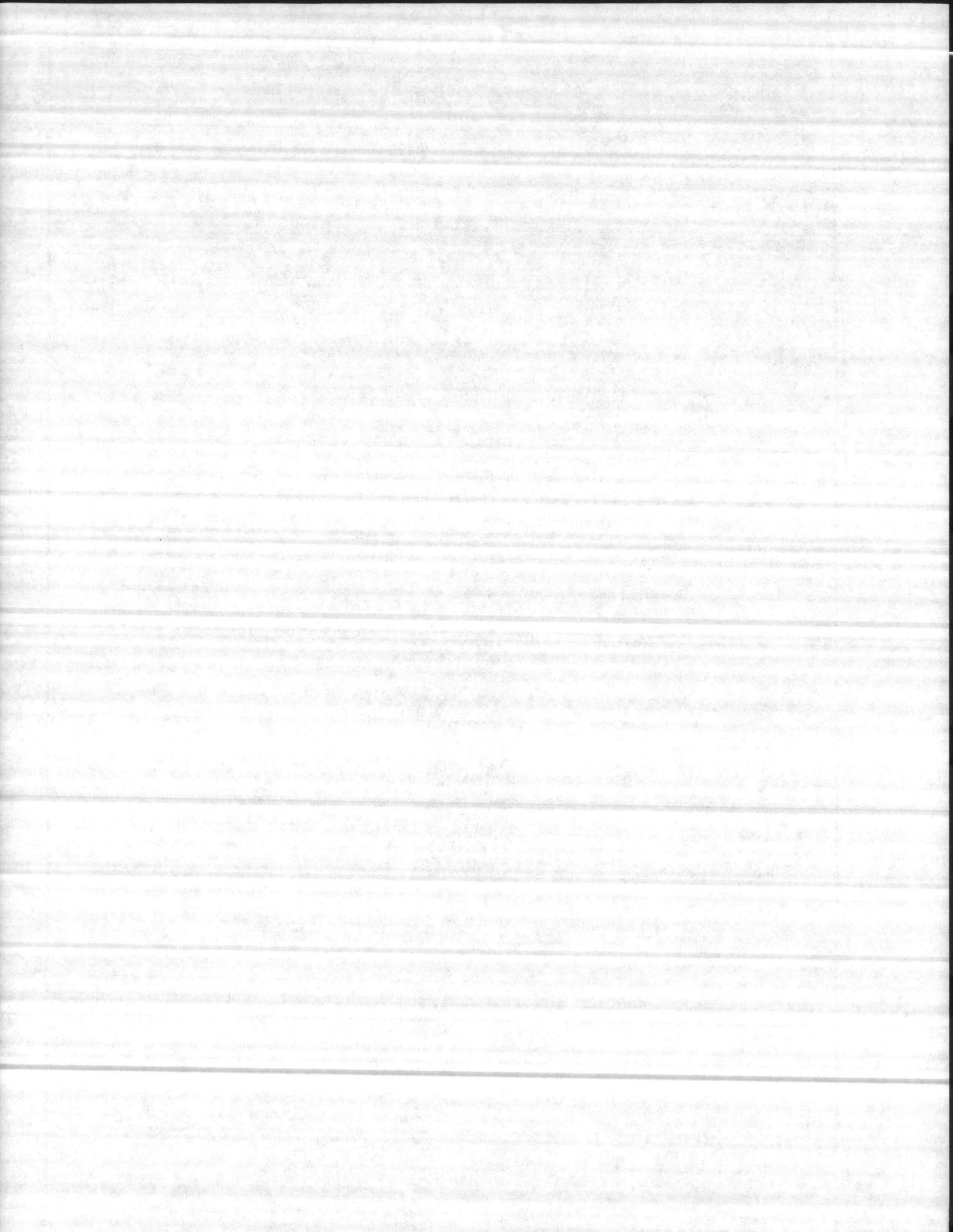
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is con-

FIGURE 1



SW HOR. I



to take advantage of optimum diving conditions. If a window was extended for diving, all waiting commercial traffic was allowed to pass through as soon as diving operations were terminated.

A separate jackstay boat operated as required to stay ahead of the divers.

A. SAFETY

As always, safety was given the highest priority during all phases of this operation. The uncertainty of the types of ordnance that would be encountered required strict adherence to applicable safety precautions. All personnel received a safety brief upon arrival at base camp to include general safety, emergency procedures and specific precautions generic to conditions encountered.

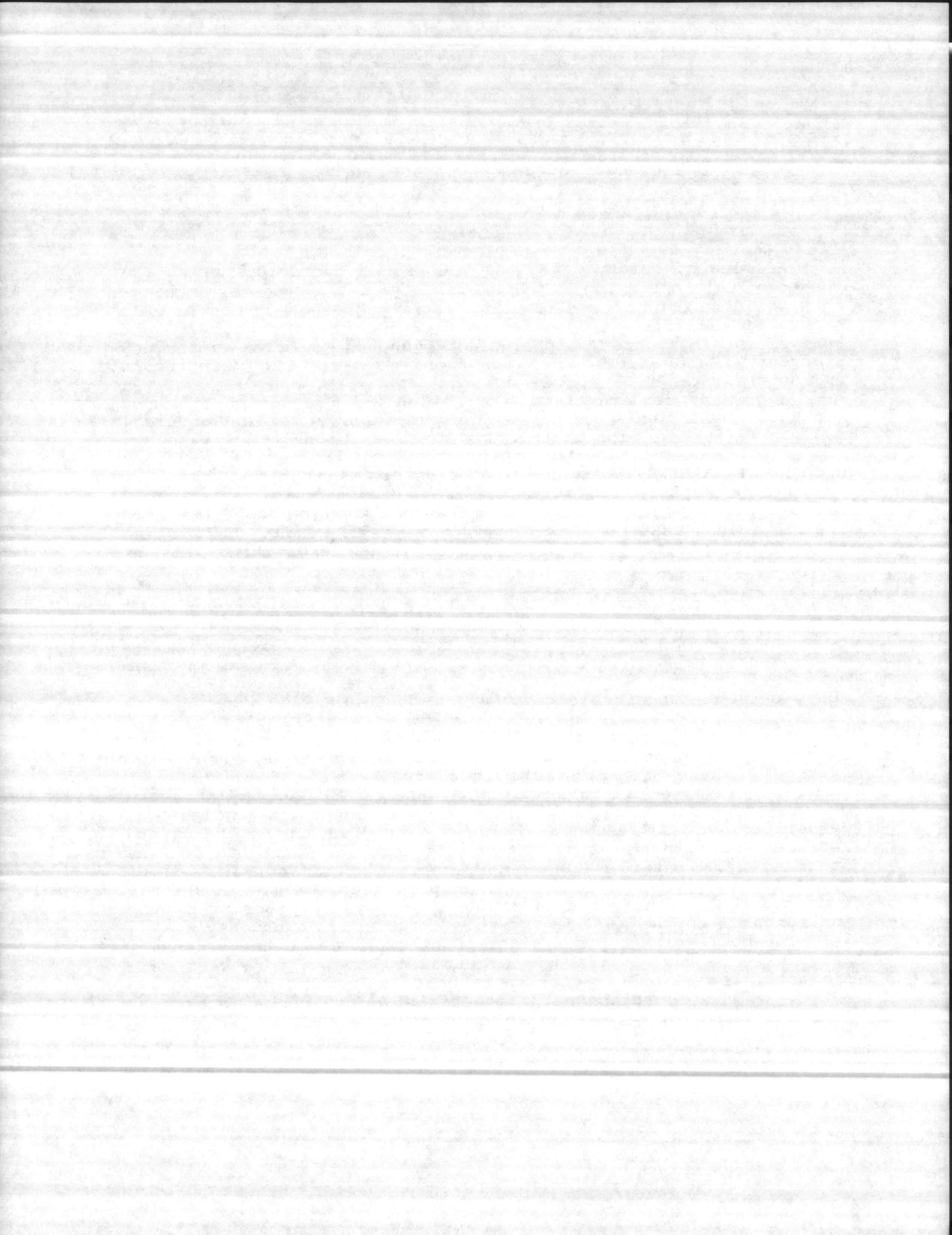
A primary concern on this operation was protection from the elements. All personnel received a brief from assigned medical representative on cold weather injuries, symptoms and treatment.

Another concern was the water current caused by tidal movement within the waterway. As anticipated divers worked in currents of up to five knots. Diving supervisors had to remain constantly alert to changing conditions and ceased operations at times, in their opinion, that the divers are unnecessarily endangered. **At no time was completion of a task allowed to outweigh the safety of personnel.**

RESULTS:

The emphasis placed on safety throughout this operation was evident in its safe and successful completion. There was one serious injury. A diver while trying to leave the surface in a heavy current had trouble getting down. During his struggles to leave the surface, he inadvertently came up under the boat and struck his head presumably on the outboard. The result was two lacerations on the right side of his head requiring twenty two stitches. There was no fault found on behalf of any of the personnel involved in this incident. What is noteworthy however, was the professional manner in which this incident was handled. All personnel involved responded exactly as briefed during the safety lectures, applying first aid enroute to the pier where medical was standing by. After evaluation of the wound and application of field dressing, the patient was transported to the base hospital. The thorough planning and briefing of emergency procedures were instrumental in the handling of this actual dive emergency.

The cold weather posed significant problems to the safety of personnel. Although sickness's caused by the temperatures were frequent, the biggest factor from the cold was the psychological effect it had on personnel. Concentration and mental acuteness declined as people became colder. Supervisors constant monitoring of individual performance insured that no situation was allowed to escalate to a dangerous level.



On several occasions, diving supervisors postponed diving operations because of temperatures, current, surface visibility, fatigue, etc. This type of conscientious supervision was directly responsible for the safe conduct of this operation.

B. TRAINING

Because of the duration of this operation and the rotation of personnel, it was impractical to conduct a consolidated pre-op training program. It was the responsibility of senior person of each work team to insure his people were adequately trained for the tasks assigned. The following training topics were provided to all hands:

- * Divers review of cold water diving procedures.
- * Operating procedures and limitations of the Mk 29 locator. In addition, inert ordnance items were available at base camp to facilitate practical training.
- * Familiarization training on the types of ordnance and fuzing combinations anticipated to be found was provided by local USMC EOD upon arrival at Camp Lejeune.

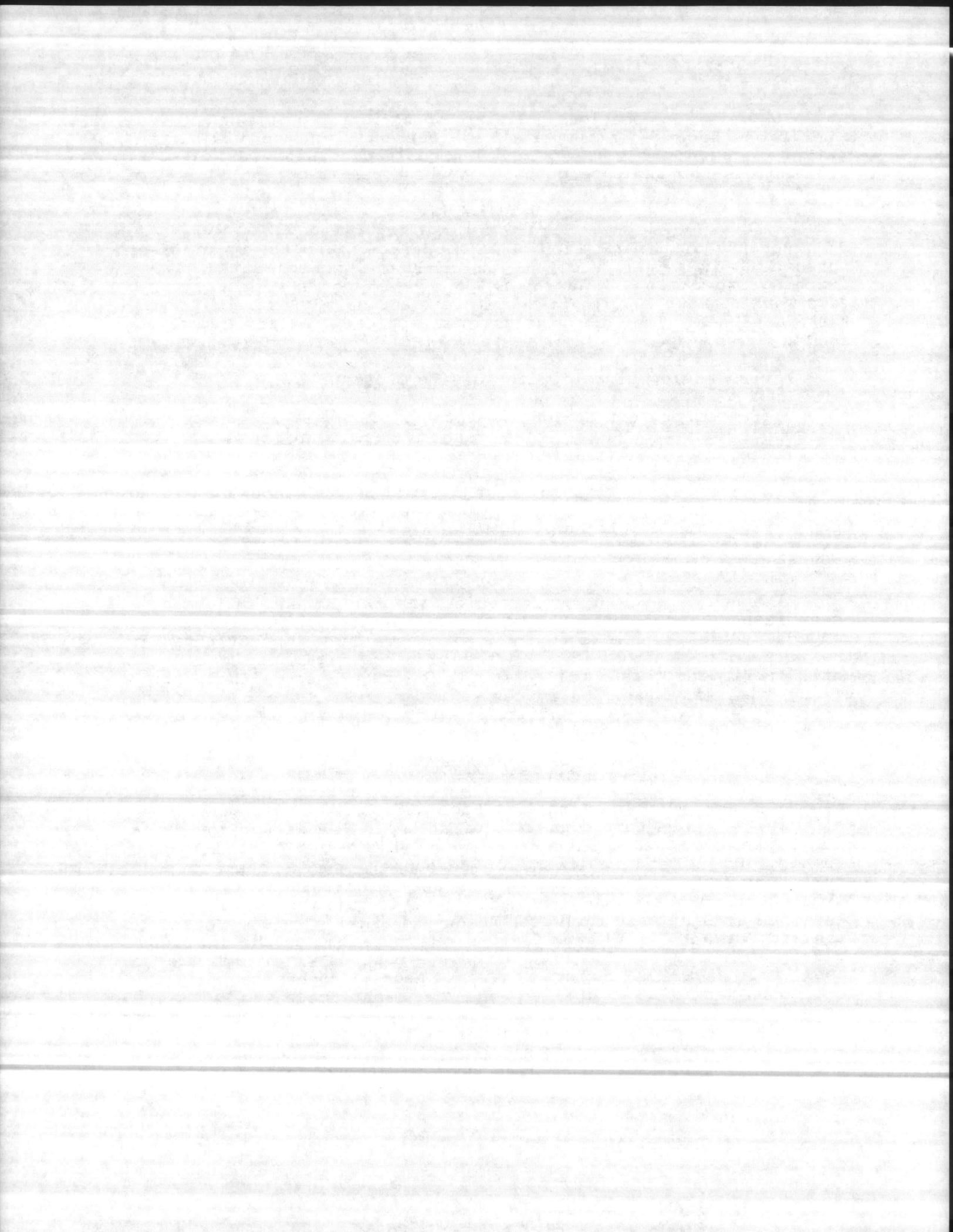
RESULTS:

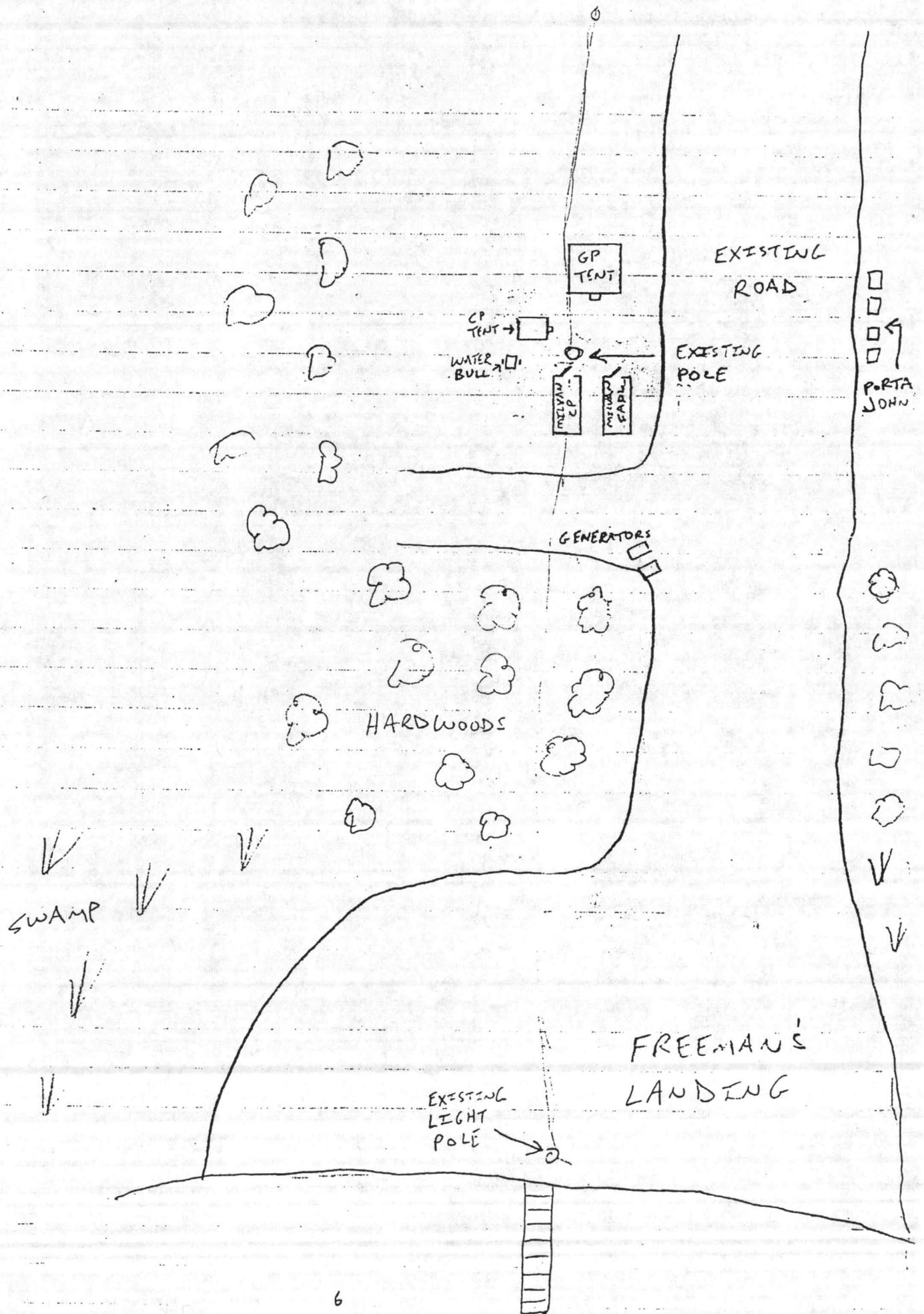
Although I was not comfortable with the amount of training accomplished before deploying to Camp Lejeune, this shortcoming was compensated for by fam dives and a procedural development phase at the work site. Actual work in the ordnance field did not start until proficiency was obtained in the practice area. The ability of all the individuals to improvise and adapt to the diverse and demanding environmental conditions encountered and still get the job done safely was remarkable.

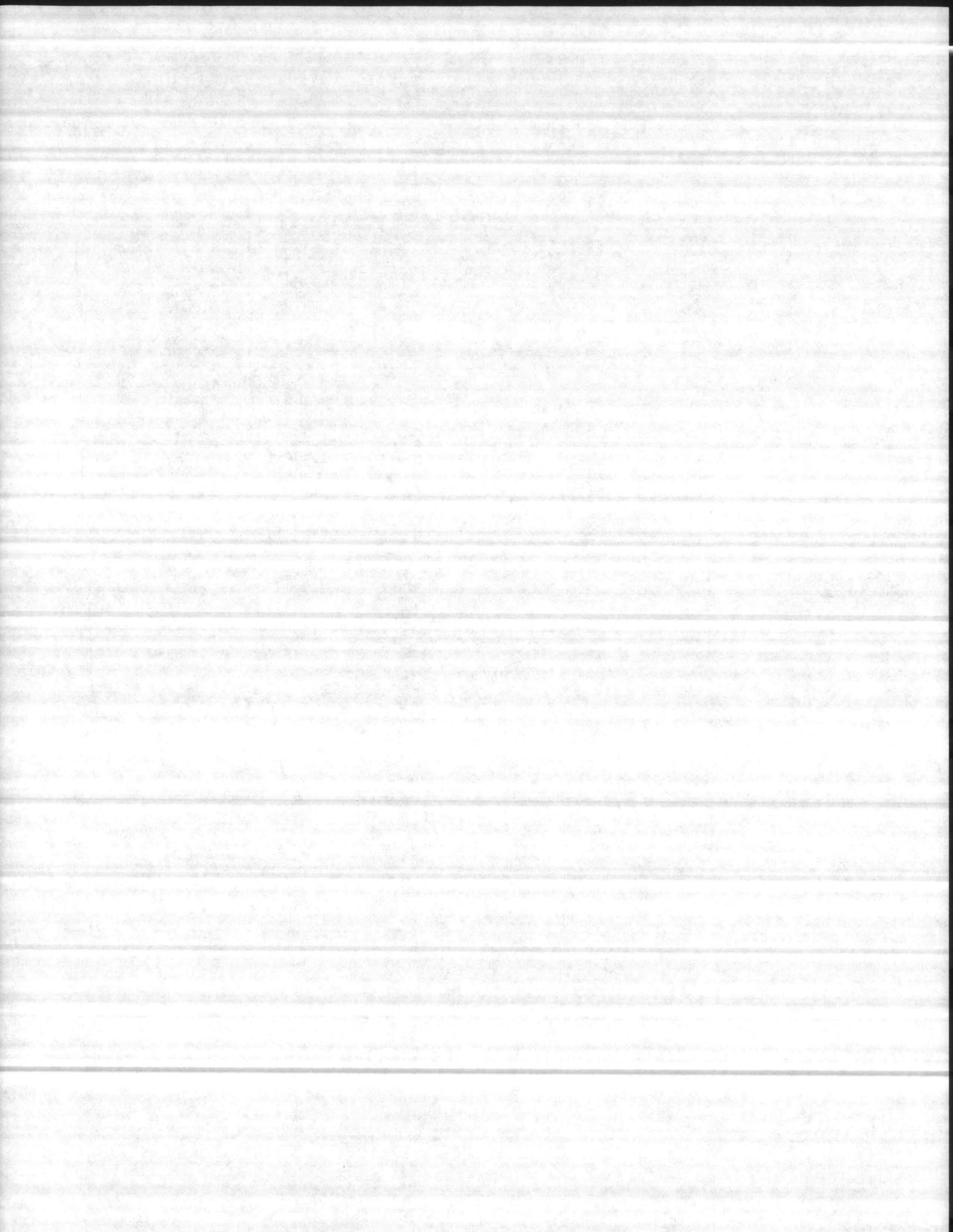
C. BASE CAMP ORIENTATION

Base Camp was established at Freeman's Creek Landing as shown in figure 2. Base Camp consisted of an empty Milvan for the CP, a FADL Milvan for scuba support, a general purpose tent for gear stowage, drying and rewarming of personnel, and a command post style tent for stowage and issue of controlled equipment. Three porta johns were also be provided. A water buffalo (potable) was stationed at Base Camp for water needs and rinsing of dive gear. A standard "street light" type fixture was installed on the telephone pole in base camp to facilitate predawn/postdusk work and add to base camp security during non-work hours. A branch landline telephone was also installed on the light pole for routine communications.

Base camp security was provided by assigned Marines from 1700-0700 each weekday and around the clock on weekends and the holiday. Sentry procedures were established by the OIC and senior enlisted







Marine in accordance with Camp Lejeune standing orders. Sentries were provided access to the landline phone communications and a Mobile Unit cellular phone for use in event of emergency.

RESULTS:

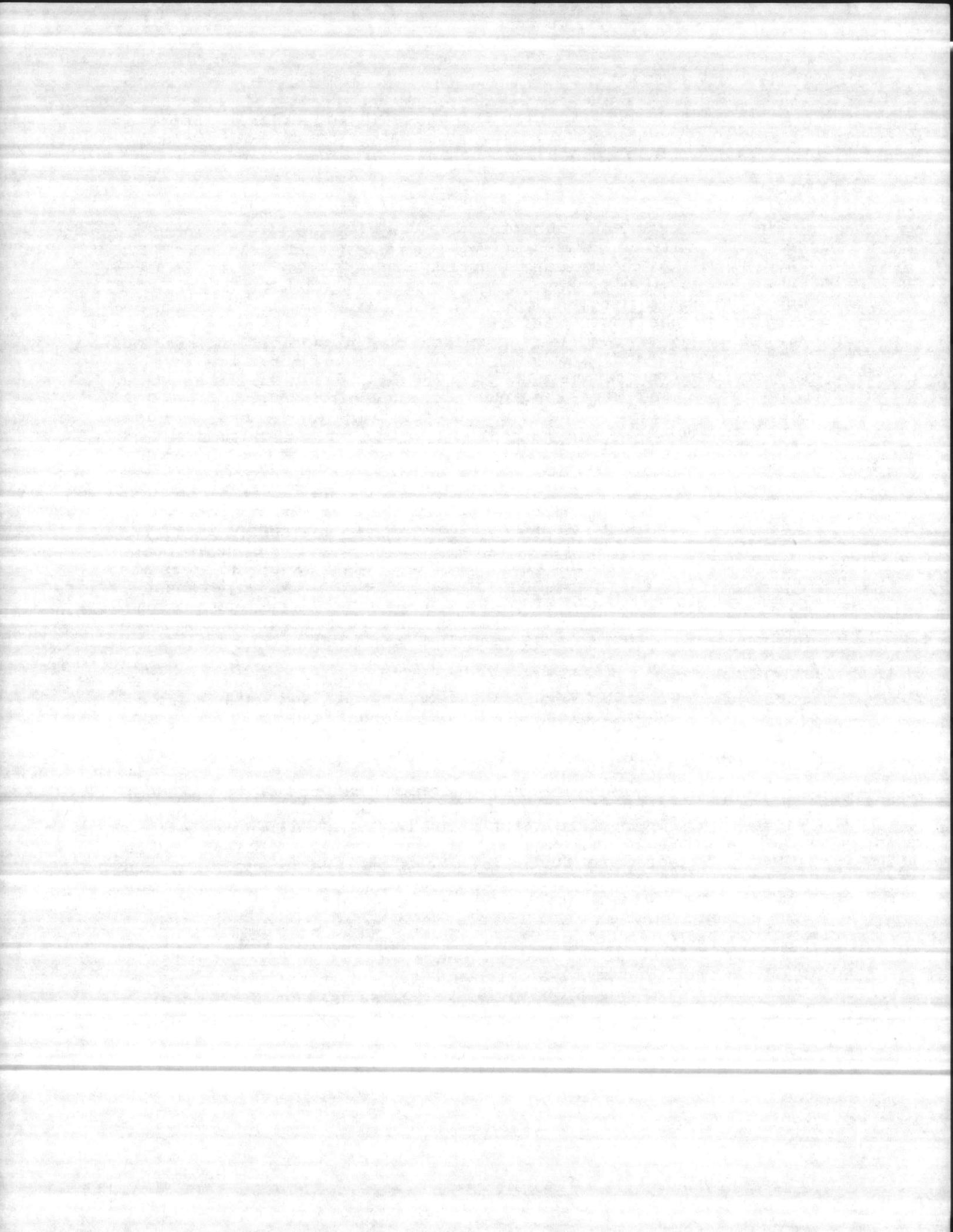
The base camp configuration was very workable as originally planned. The only addition was two generators that provided 220V 3 phase power for the milvans. During preop liaison trips to Camp Lejeune, we were told that 220V, 3 phase power was available at Freeman's Creek Landing. Upon setting up base camp it was revealed that although the power was 220V, it was not the required three phase. MEPS generators were provided on "no notice" by 8th ESB Support Company and provided power for the duration of the operation. The generators ran from 0700-1700 daily while base camp was functional and were secured in the evening and on weekends. Two generators were provided for load splitting and an operator was assigned throughout. The only negative aspect to the generators was the diesel exhaust during scuba charging operations. Because the generators were located at one end of base camp and the kerosene heaters in the GP tent were at the other, constant monitoring of fumes was required during all charging operations.

Assignment of support Marines for working and security was on a revolving basis. The senior Marine assigned for the duration of the operation was given the unenviable task of insuring an adequate number of Marines were assigned and for mustering Marine personnel. This evolved into a full time job as assignment of personnel to support our operation revolved through numerous commands who were often reluctant to give up personnel.

Location of Base Camp within the tree line proved to be an excellent choice. Protection from the elements during extreme weather was a key element in maintaining morale and enthusiasm throughout the operation and allowed for sustained productivity.

D.SITE PREPARATION

Previous AIWW operations demonstrated that one of the hardest evolutions was for boat operators to determine their location on the waterway and relay this information to the CP. In an effort to avoid this confusion, a system of marking the shoreline was developed. Stakes were posted on the shoreline every 50 meters along the area to be searched and sequentially numbered for easy identification. These stakes were also plotted on the master reference chart in the CP. By relaying the number of the stake, each search team's location could be accurately plotted. Also by spacing the stakes at 50 meters, each stake corresponded to a search sector and served as a reference to insure the jackstay boat maintained accurate positioning to avoid missing any of the search area.



RESULTS:

The stakes at 50 meter intervals along the bank proved to be as effective as hoped for. Primarily used by the jackstay team, their presence precluded any confusion as to location and proper placement of the standing legs. It took three people approximately 4 hours to originally measure and place the markers, which was a small investment for the assistance they provided.

In addition to the markers, the USACE was tasked to mark the start and finish of each search section using their equipment. This added insurance reverified our marks and insured that only the area to be dredged was actually searched.

The Navy Boat Crew provided security to shut down the waterway during diving operations, normally 0800-1200 and 1300-1700 daily.

E. COMMUNICATIONS

The primary means of communication during this operation was through use of handheld VHF radios. All boats carried a radio with them any time they left base camp to insure uninterrupted communications. In addition, Camp Lejeune Range Control provided one of their field radios in the CP to allow constant communication for verification of open/close ranges, closure of the waterway to boat traffic and medivac coordination if required. The landline phone installed at the CP was used for all onbase calls and the cellular phone issued by Mobile Unit TWO was reserved for calls offbase and back to the Mobile Unit.

RESULTS:

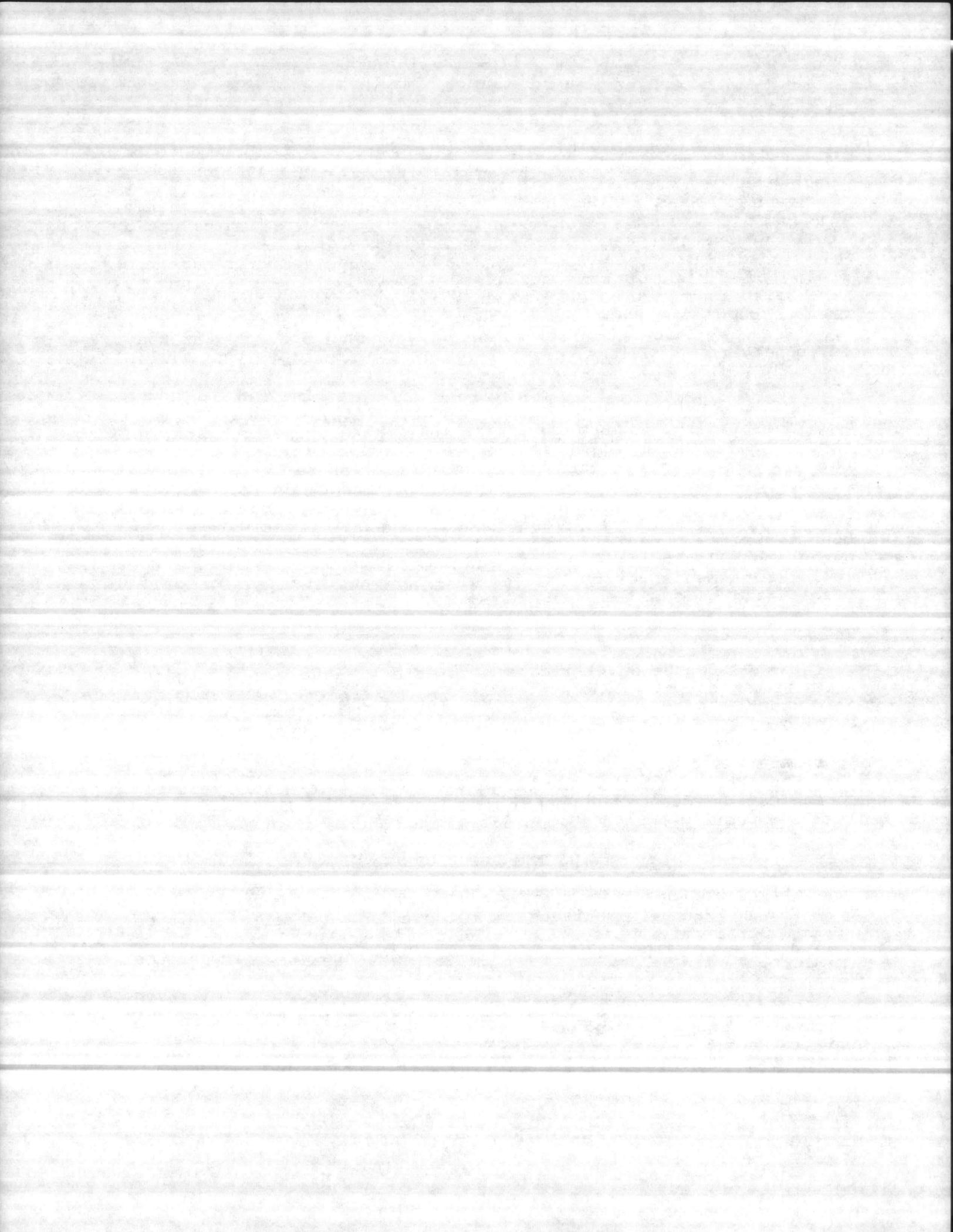
MX 300 handheld VHF radios were used extensively throughout this operation with complete success. The 22' Whalers each had hard mounted VHF radios and a base station VHF was installed at the CP milvan. This configuration provided satisfactory communications at all times, even at the far north end of the search, approximately 5 miles away.

The Range control radio proved inadequate for reliable communications due to the location of Freeman's Creek Landing. The landline phone was used to contact Range Control when required.

F. DIVING PROCEDURES

All diving operations were conducted in accordance the U.S. Navy Diving Manual. Waivers (enclosure 2) were obtained from NAVSEA OOC for diving scuba in currents in excess of one knot and for use of the weight vest to facilitate adequate weighting of the divers.

Two identical dive stations were normally working at any given time. Searching two sectors simultaneously reduced the overall time required to complete this operation. However, diving supervisor's had to remain alert at all times, especially when diving in adjoining sectors to avoid interfering with each others operation.



A dive brief was conducted in morning by each team leader and emphasized environmental hazards and emergency procedures for diving accidents.

RESULTS:

The diving conditions encountered were arduous by any standards. The average water temperature was 43 degrees with current running from slack to an estimated 5 knots. Coupled with the amount of lines in the water, using a locator and diving in areas of suspected live ordnance, it is a tribute to the professionalism of the individuals involved that only one injury occurred.

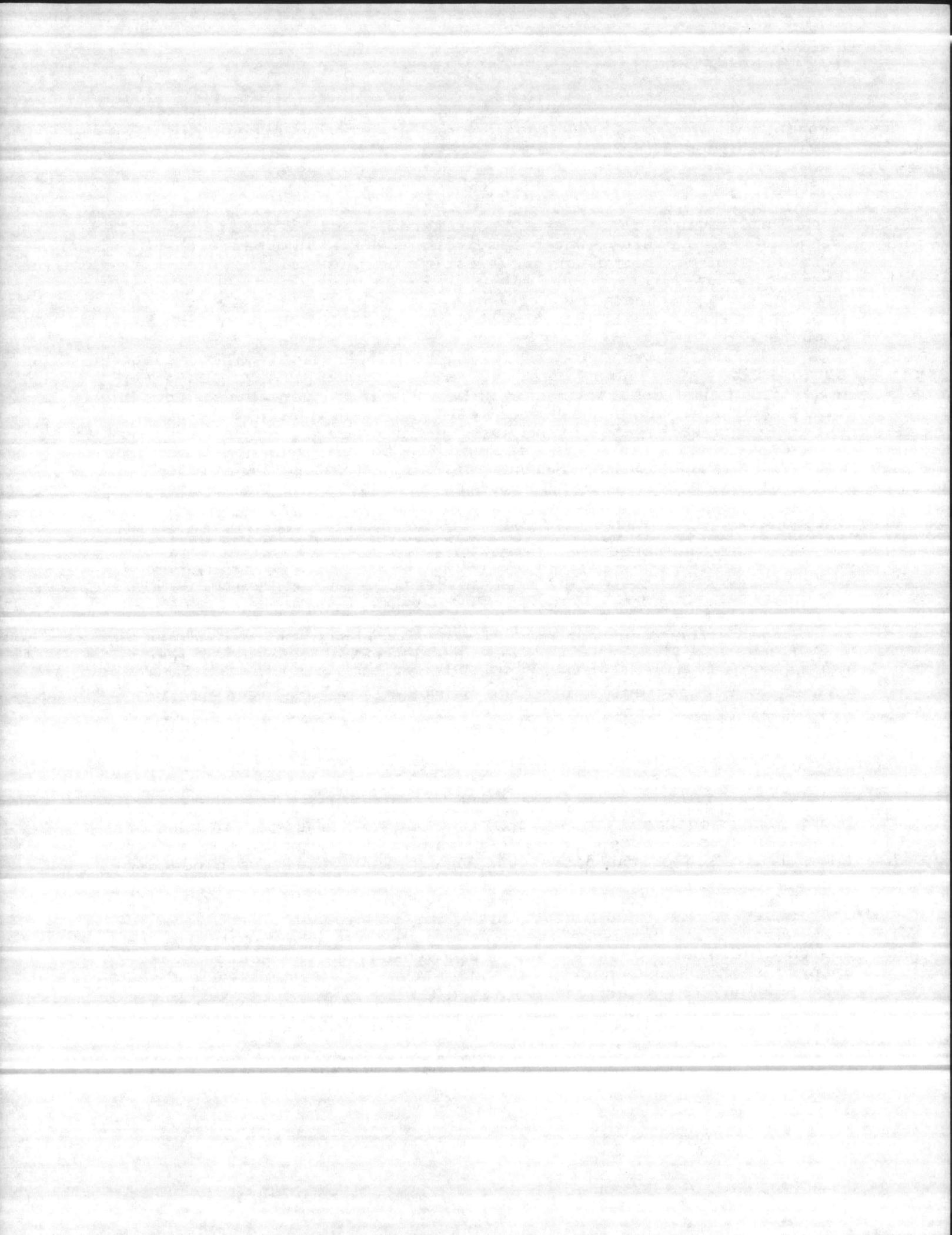
All divers wore wetsuits during this operation. The average bottom time of 2 hours was not excessive by divers accounts, however, on the days with extremely low air temperatures, bottom times had to be shortened because of the chilling of divers before entering the water and during surface intervals. The decision as to when to pull divers was left totally to the respective diving supervisors based on diver input and environmental conditions.

The Mk 1 Mod 0 drysuit weightvest used on this operation received excellent performance and human factor reviews by all personnel. The added security of not having to worry about unintentional tripping of a weight belt with 30-40 pounds of lead, plus the load distribution of this heavy weight were common positive comments about the vest. Several divers stated that they would prefer this vest to a conventional weight belt for everyday scuba operations.

The most serious problem during diving operations was not from the divers but from the surface support team. Warmth of these personnel in conditions reaching 10 degrees fahrenheit and wind chills to -32 degrees made these personnel extremely vulnerable. The use of submarine exposure suits, "moon boots", and Gortex gloves provided by the Mobile Unit proved adequate in most cases.

G. SEARCHING PROCEDURE

The original plan was a modified jackstay using two divers buddy lined together. Divers would deploy at the up current end of the jackstay and descended down the marker buoy line to the end of the running leg of the jackstay. Once oriented, divers proceeded down current, one diver searching a six foot lane with the Mk 29 locator. The second diver was signaled to investigate any contacts. Should the contact prove to be ordnance, attempts to I.D. were made. Ordnance items were marked with a float and the search continued. **Ordnance was not moved during the search phase.** Upon reaching the down current end of the jackstay, divers moved the running leg over one loop. Divers then surfaced, were recovered by the boat and taken back to the up current end of the jackstay where the procedure began again. Upon reaching the bottom on the up current end, the divers moved the running leg over one loop to match with the down current end. The result was a down



current search using lanes with the running leg as a guide. The basic configuration of the jackstay system is shown in figure 3.

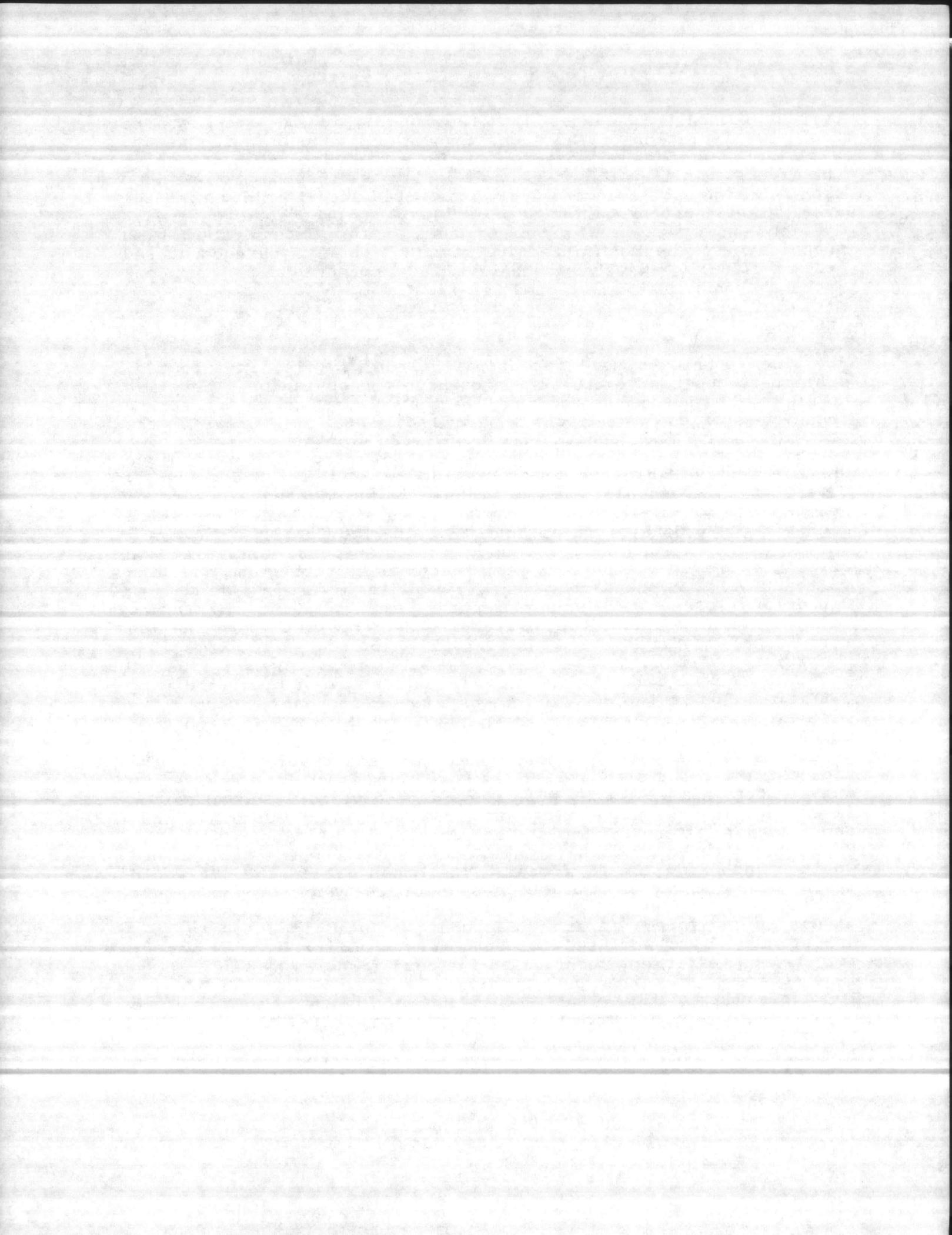
Another method planned for use in slack currents was to have the divers swim in both directions, moving the running leg one loop upon reaching each standing leg. This would result in covering the area in a "Z" pattern using standard jackstay procedures. The dive station supervisor would be responsible for determining which technique was the most effective based on conditions encountered and continually adjusted techniques as appropriate. A typical jackstay configuration is shown in figure 3.

RESULTS:

The techniques used for actual searching were, as expected, subject to constant evolution throughout the operation. There was no right or wrong way to accomplish a search area and the preferred technique varied with each team and dive set. A few of the techniques used included: having the divers swim downcurrent, then towing them back upcurrent on a makeshift sled. This technique while effective, had the drawbacks of numerous ups and downs by divers which eventually led to trouble clearing, and exposure of wet divers to freezing air temperatures during the tow which significantly reduced actual bottom time. The idea of recovering the divers into the boat for upcurrent transportation, although effective in mild weather, was eliminated as to tiring and chilling to the divers. A standard "Z" jackstay with divers swimming both directions worked well when currents were low. Also, by taking advantage of low tides, the areas to be searched that were shallow were done by individuals wading in hip boots or drysuits, significantly reducing the area to be swept by divers.

The extreme currents and very short windows of optimum diving conditions led to the development of another approach. During the last two weeks a new system known as "Blitz Diving" was adopted. Using search techniques above, blitz diving put the maximum number of divers in the water at good conditions and resting during the high currents. The standard "Blitz Dive" consisted of the dive sup and standby in a 22 footer with one set of divers. A second set of divers was loaded into a 470 with a coxswain (dive sup qualified) and a tender. Upon reaching the search sector, all dive sup checks were done with both boats together. When ready, one set of divers would splash from the 22 footer. The other set in the 470 would cross the waterway to the other side of the jackstay and start working back towards the middle. Because of the proximity of other divers in the immediate area that could be used in an emergency, one standby diver was used for both sets. "Blitz Diving" was by far the most efficient means given the conditions we had and placed less stress on all personnel involved.

One other detail that should not go unmentioned was line selection. Each component of the jackstay (i.e. running leg, standing legs, buoy lines) was made from a different type of line. The benefit in dark water with numerous lines around the divers was that any line grabbed could be immediately identified and reorientation of the divers proved much simpler.



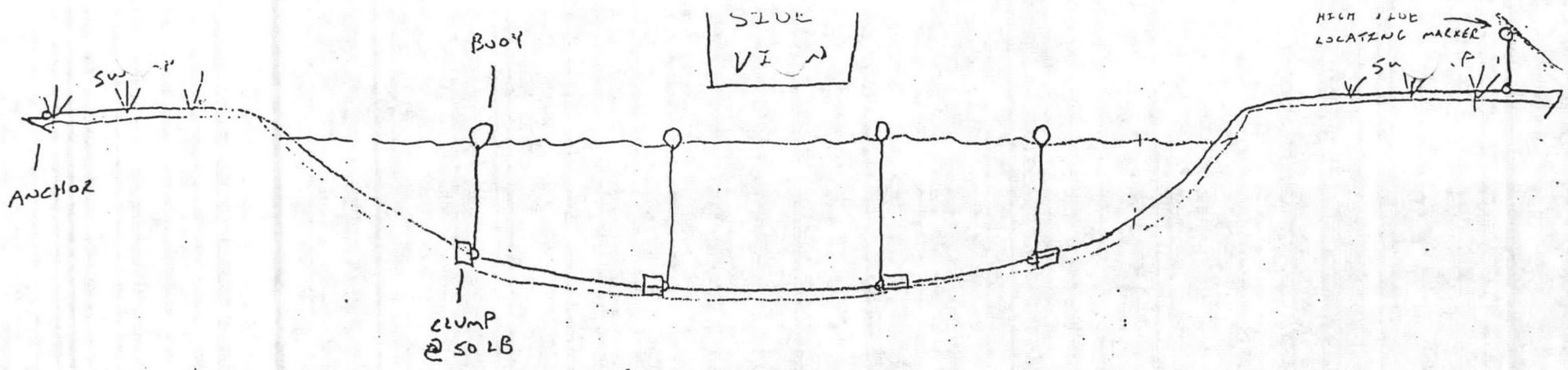
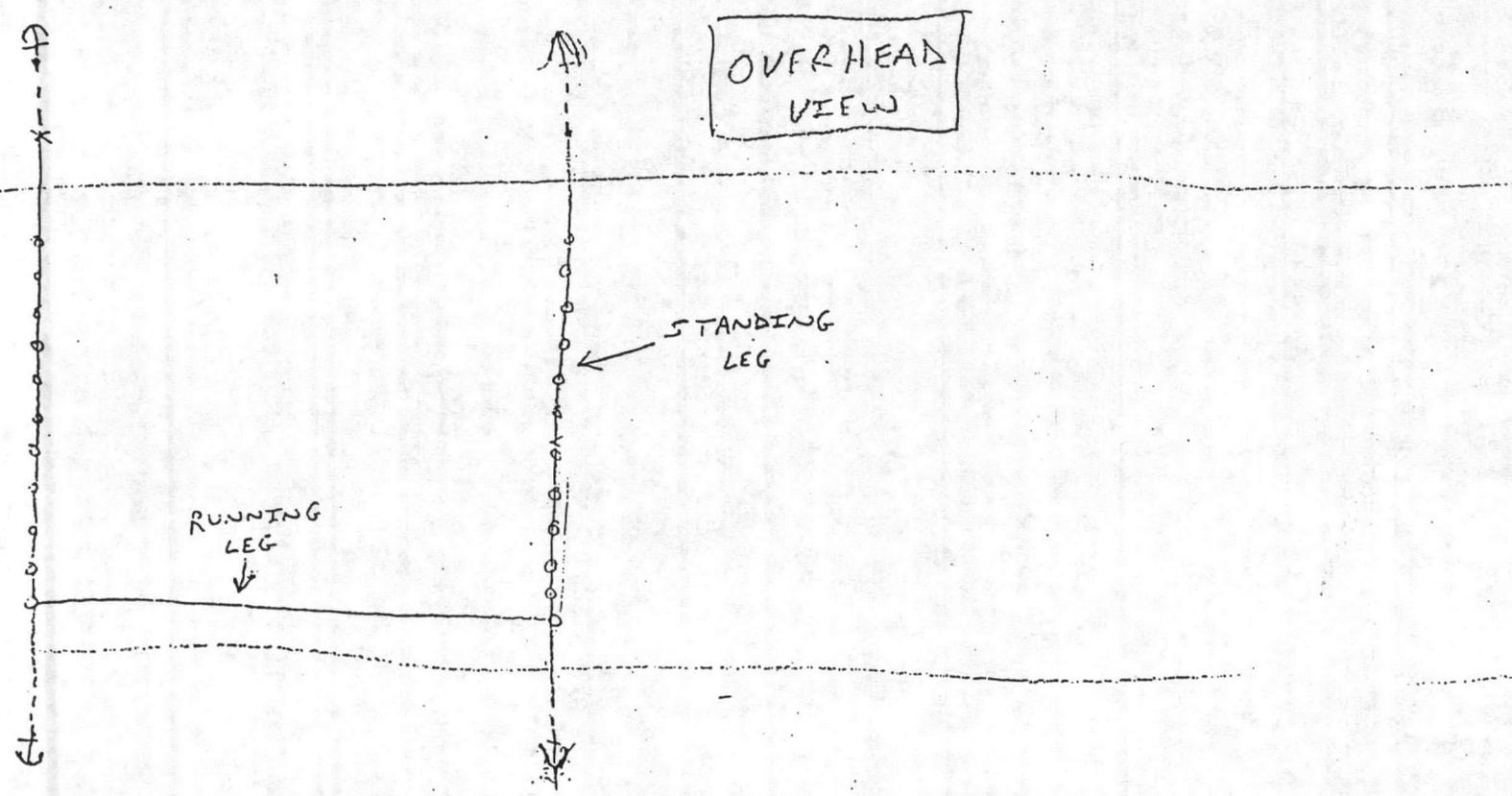
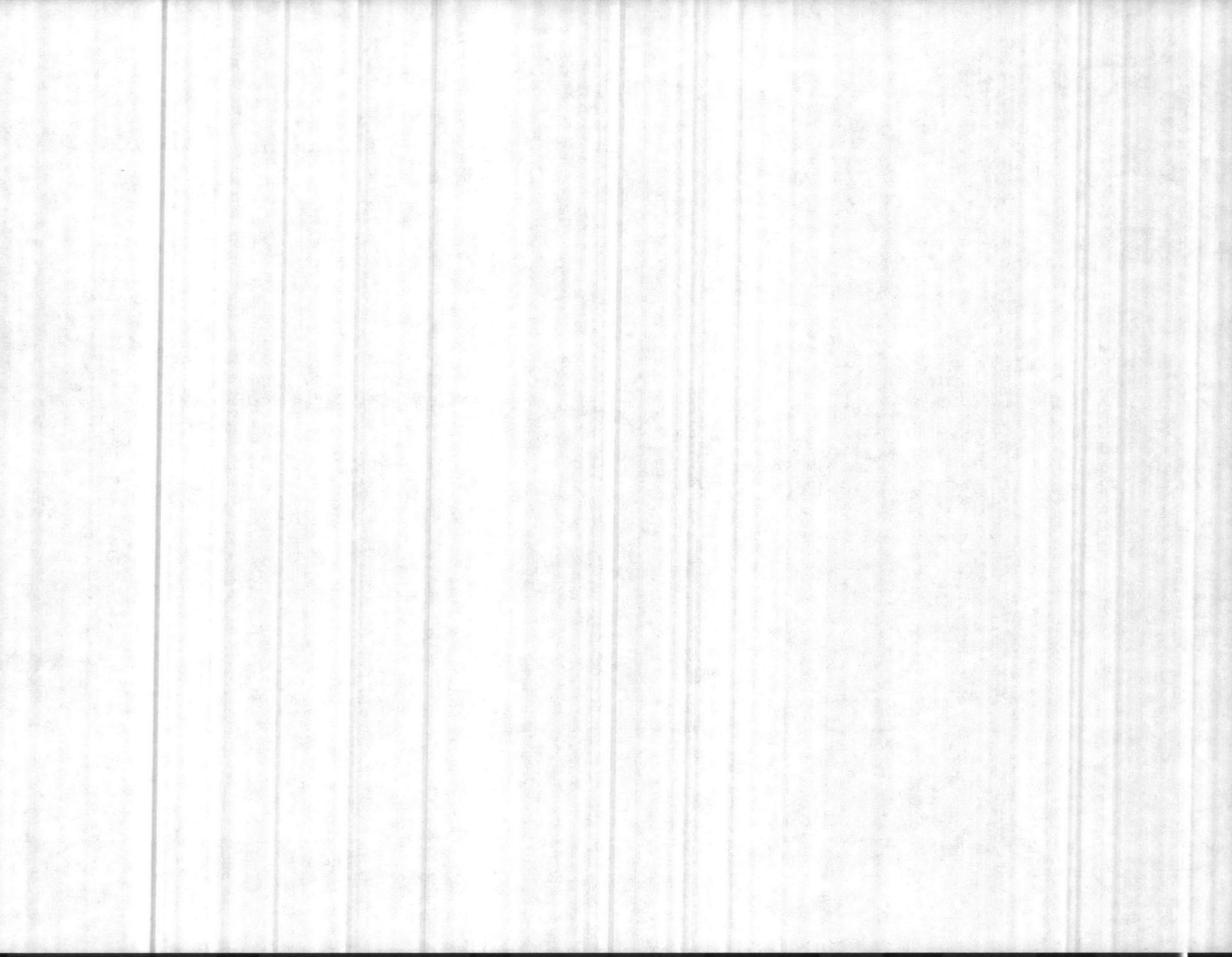


FIGURE 3

11





H. RECOVERY/DISPOSAL

It was planned that at the end of each workday, ordnance items discovered would be recovered and disposed of. Assuming positive identification of ordnance items would be nearly impossible in the expected conditions, all recoveries were to be by remote pulling of each item to the beach. Standard procedures for recovery were planned as follows: two divers would enter the water and return to the item with a pull line which has been fairled from the beach. They would attach the pull line to the item and return to the boat. Once back aboard, the boat would move to a safe distance, and when cleared, begin pulling the item to the beach. When the item was on the beach, USMC EOD would move in to make positive I.D. and commence disposition as appropriate. It was anticipated that due to location of the search area within normal impact ranges, all items recovered would be blown in place. USMC EOD would provide all demolition materials, range clearances, etc. for disposal operations. Actual detonation of items would be controlled through base camp and Range Control to insure an adequate safe area was maintained.

RESULTS:

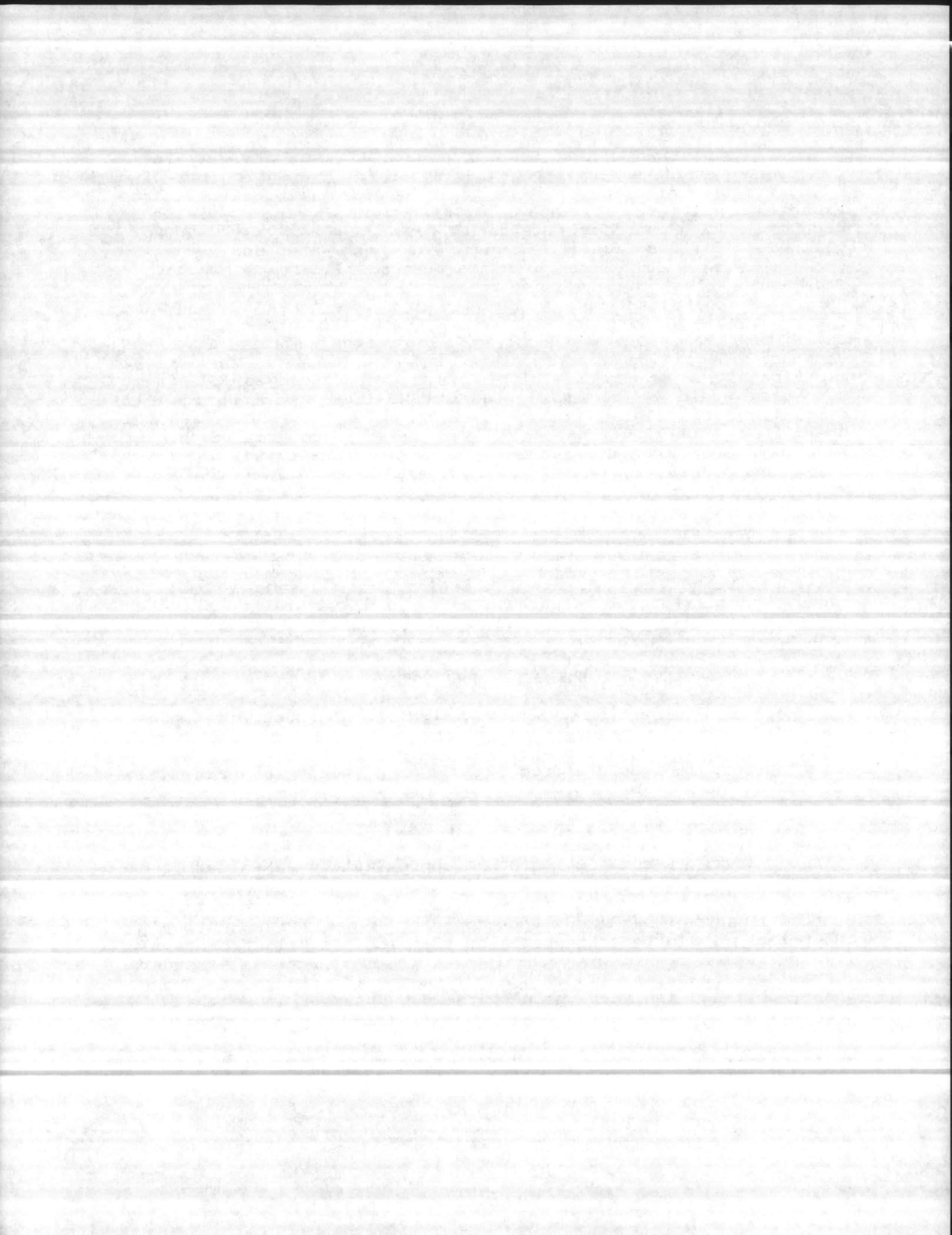
Although extensive planning went to this phase during the preop period, recovery/disposal proved to be relatively simple. The four items found: 2 each 105 HEAT rounds, 1 each 106 MM HEP round, and a 2.75" rocket warhead were all in wadable depth water at low tide. USMC EOD recovered and disposed of all items on the last day of the operation.

I. EMERGENCY PROCEDURES

Medical emergencies were designated in two categories: those that would require transport to a chamber and those that would require transport to a conventional medical facility. The Mobile Unit TWO corpsman would assume control of all injuries upon their arrival at Base Camp.

(a) Chamber Emergencies

Force Recon is located approximately 2 miles from Freeman's Creek Landing and has DMT's and a DMO assigned. For simplicity in an emergency, the Force Recon DMO would drive to Base Camp to supervise treatment. Upon approach of medivac helo, the DMO and patient would be transported to LZ Falcon (1 Mile from camp). Transportation would be coordinated through Recon's standard operating procedures. Their SOP called for air transport through the established medivac system to the duty chamber in Norfolk.



(b) Mechanical Injuries

Injuries were evaluated by the corpsman at Base Camp. Transportation to the base branch clinic or hospital would be implemented as required.

RESULTS:

As mentioned earlier, there was one serious mechanical injury incurred on this operation. However, proper prior planning, along with the professionalism of the people involved, proved itself out by the rapid application of first aid and smooth transition to transporting of the casualty. There cannot be enough emphasis placed on briefing and drilling of casualty procedures on an operation of this scale.

J. VEHICLES

A varying number of Mobile Unit vehicles were assigned to this operation. Two 3+3 trucks and a stake truck carried equipment and towed hard hull boats to Camp Lejeune. A Blazer towed the F470 trailer. A 15 passenger van was assigned for transportation of personnel to and from Camp Lejeune and for personnel shuttle on the base. A flat bed tractor trailer transported the two milvans to and from Camp Lejeune. Upon off load, the flat bed returned to Mobile Unit TWO until the operation is completed.

The van and trucks were used to shuttle personnel/equipment between Camp Lejeune and Little Creek on the weekends. POV's were authorized to be taken but were driven at the owners expense.

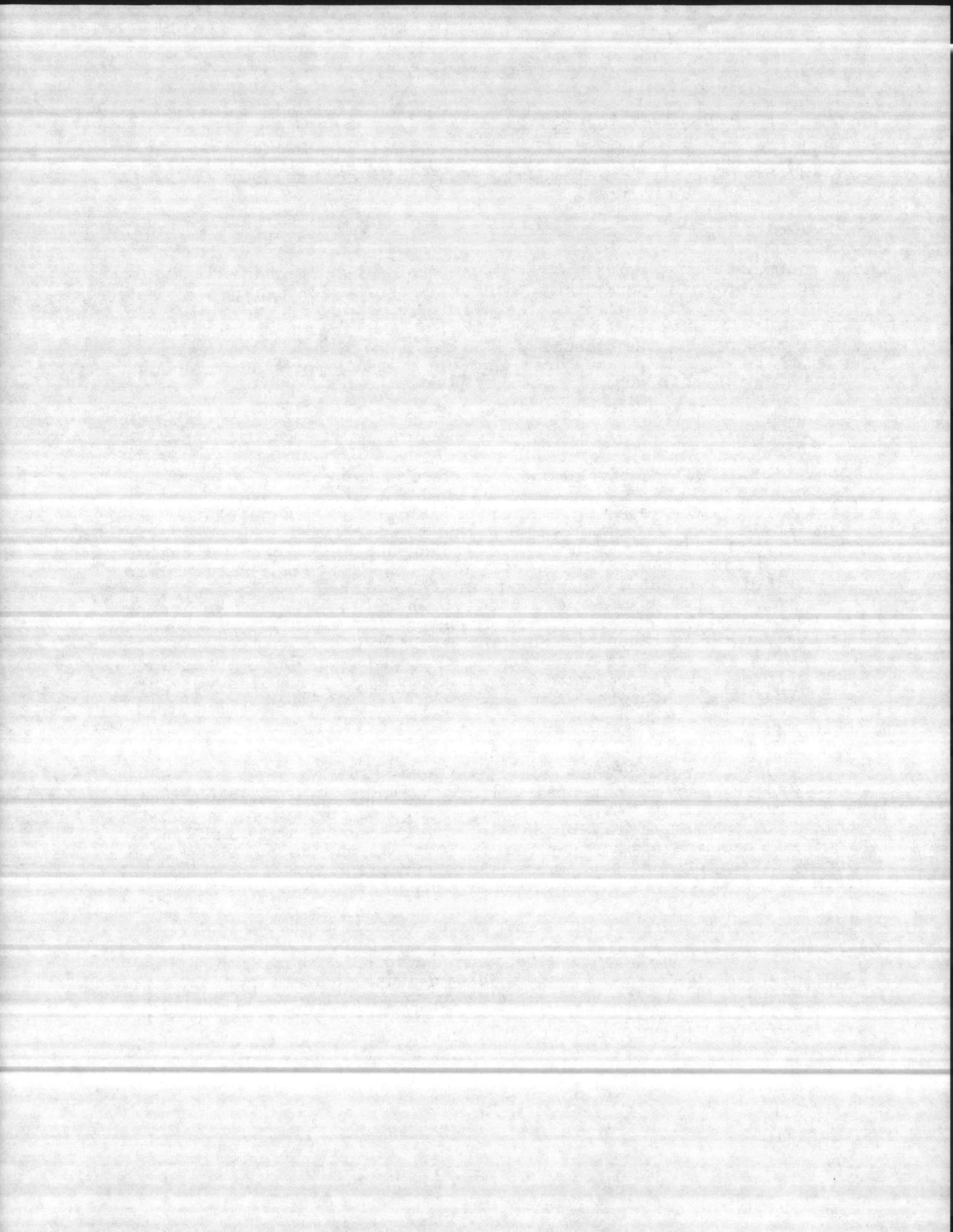
Military vehicles assigned to this operation were authorized for offbase travel for chow runs and shopping. Vehicles were not used for general purpose liberty.

RESULTS:

Trucks were switched out throughout the operation. Reasons included breakage, additional vehicles brought by MCM detachments, and requirements for vehicles to support other operations at Mobile Unit TWO. The guiding principle was to insure at least three vehicles capable of pulling the 22 footers, one to pull the F470 and Mk 5 trailer, and sufficient transportation of personnel to and from the jobsite was available every week.

K. BOATS

Six Mobile Unit boats were assigned to this operation. These consisted of three 22' Boston Whalers with a side cutout, two F470's and a Mk 5. The Whalers were drawn from the Boat Shop. The F470's will be provided by Detachment EIGHT and FORTY TWO. The Mk 5 was provided by MCM Det 52. A spare 25 HP motor was provided by the Boat Shop.



RESULTS:

The 22 footers provided an excellent dive platform for the conditions we encountered. The rubber boats were very well adapted to landing on the shores for jackstay work. A minimum of three 22 footers are required. Should by chance all three boats be up and running at the same time, the third was gainfully employed as a shuttle for bottles, swapout of personnel etc. The two F470's were used continuously during blitz diving. The Mk 5 proved to be the superior craft for the jackstay team based on the working space and speed while still maintaining a beaching capability.

The 22 footers required fuel on an average of once a week. This was done during down time as available. Extra cans were brought for the F470's and Mk 5 and were switched out and refilled as necessary.

All boats were rafted to the pier and left in the water at night. Base camp security personnel were briefed every evening on boat configuration and procedures for adjusting lines or emergency actions. On Friday afternoons, all boats were pulled from the water, thoroughly cleaned and flushed and stored on their trailers at the Navy Boat Crew's compound onbase. The Navy Boat Crew also allowed us to use their facilities for the repair of our 22 footers.

Diving operations were conducted from the 22 footers and when required, the F470's. An F470 and eventually the Mk 5 were used for the jackstay team to facilitate beaching.

Adequate maintenance and repair parts for foreseeable problems were brought from Mobile Unit TWO and were the responsibility of the assigned boat shop personnel.

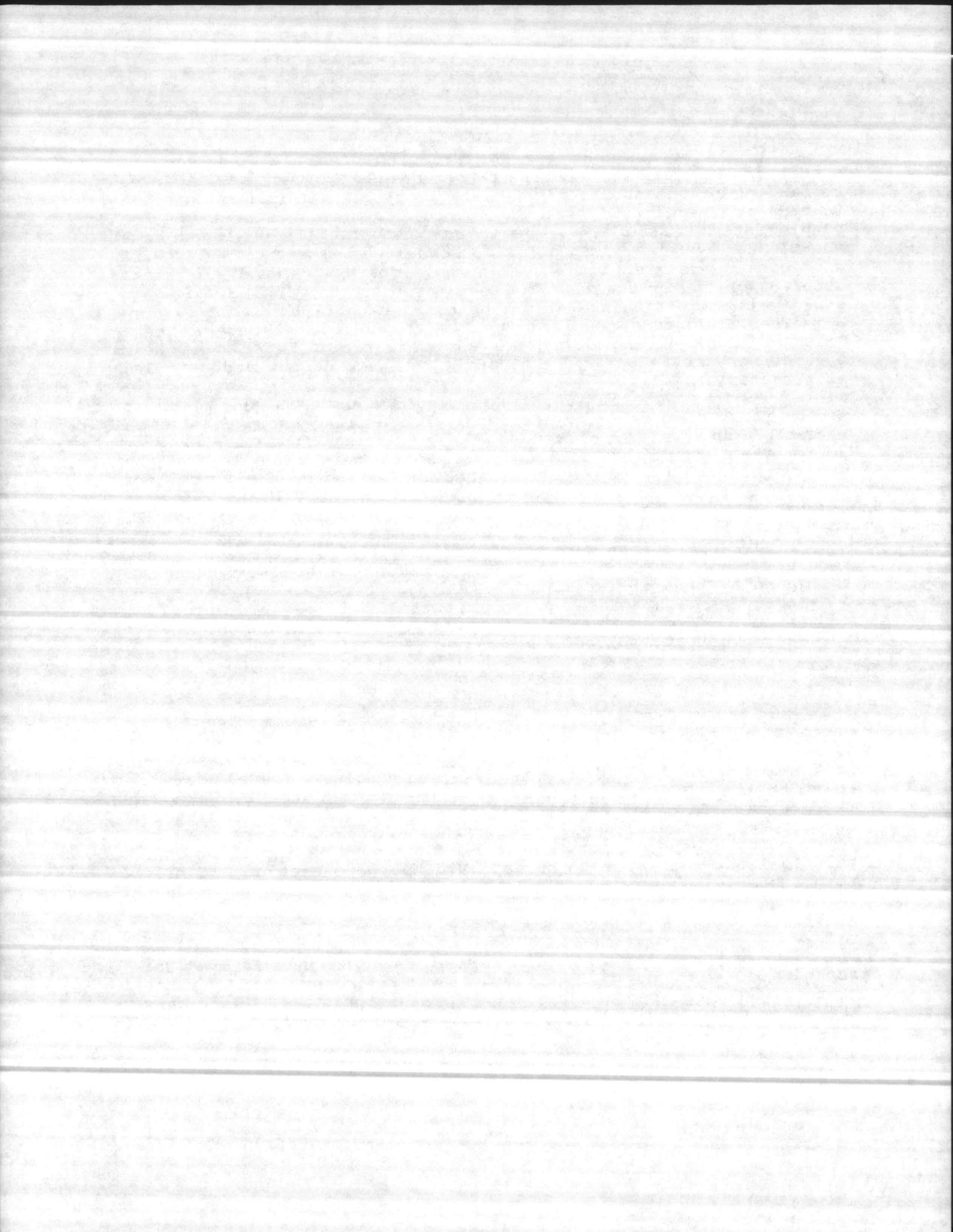
L. FUEL

All trucks were fueled at Monk's Corner Store located in Snead's Ferry, North Carolina. This was the closest station (about 12 miles) with diesel that accepted a government credit card.

Boats were fueled at Snead's Ferry Marina located at Swan Point on the AIWW. It was approximately a 7 mile run by water to the marina. This marina also accepted the government credit card and stocked a general supply of boating needs that may be required (i.e. oils, grease, hardware etc.). Procurement of any items other than fuel and oils were to be approved by the operation OIC prior to purchase.

RESULTS:

The boats and trucks were fueled as planned at Snead's Ferry. This worked well with no difficulties. Also, kerosene for the tent heaters was purchased at Snead's Ferry and stored in 8 jerry cans. The jerry cans required refilling approximately every 3 days.



The only additional fuel requirement was for the diesel generators. This was coordinated by calling fuel delivery services on base and paid for with a credit card issued by the base comptroller's office. Separate funds were transferred to Camp Lejeune by the USACE to cover this fuel account.

M. BERTHING/CHOW

A total of nine trailers and three cabanas were reserved at the Onslow Beach Recreation Area for personnel berthing for the duration of the operation. This provided adequate space for the 21 Mobile Unit TWO personnel assigned.

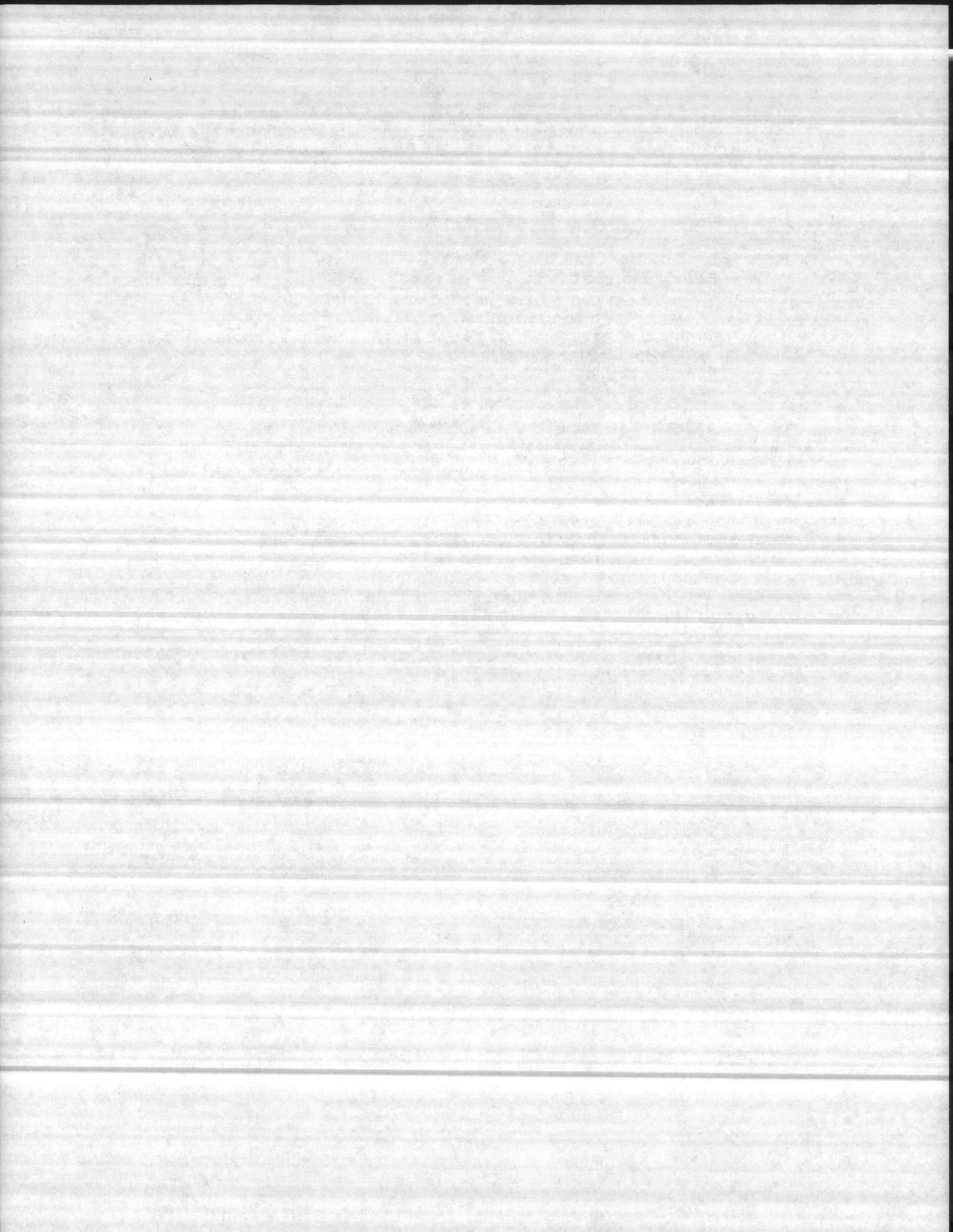
All personnel were provided per diem and were responsible for obtaining their own food and beverages.

RESULTS:

The trailers at Onslow Beach Recreation Area were very comfortable, close to the work site and very reasonably priced. Two men were berthed to a trailer and three individuals in single person cabanas. To obtain these facilities for official use requires direction from the CG Camp Lejeune and should be layed on at one of the first liaison meetings.

Each individual was paid per diem for chow and was responsible for their own messing. This is the only practical way to eat due the extensive and unpredictable work hours.

EODGRU TWO Medical provided hot chocolate and soup for daily use at base camp.



LESSONS LEARNED

*** Do not take anything for granted. Several major support items (i.e. personnel, power, crane support) that was obligated failed to materialize when we arrived at Camp Lejeune. Any asset that is obligated by staff personnel should be accompanied by a POC at the work center level and checked on personally. The verbal chain of command has proven to be weak.

*** An advance party from the nucleus detachment should travel to Camp Lejeune the week before start of work to establish base camp. This would allow adequate time to overcome any snafu's encountered.

*** Coordination of support bodies is extremely complicated because several units were tasked for different periods of time. It would be much simpler if one unit could be identified to be tasked with support for the duration of the operation.

*** Proper cold weather clothing is essential to the protection of personnel. Submarine exposure suits, heavy gloves, "moon boots" and waders as a minimum are essential to this operation.

*** Assignment of a Mobile Unit TWO medical representative to this operation is mandatory. Aside from the emergency medical requirements, daily sickcall for treatment of colds, mild squeezes, flu's, rashes etc. was absolutely necessary to keep personnel capable of working.

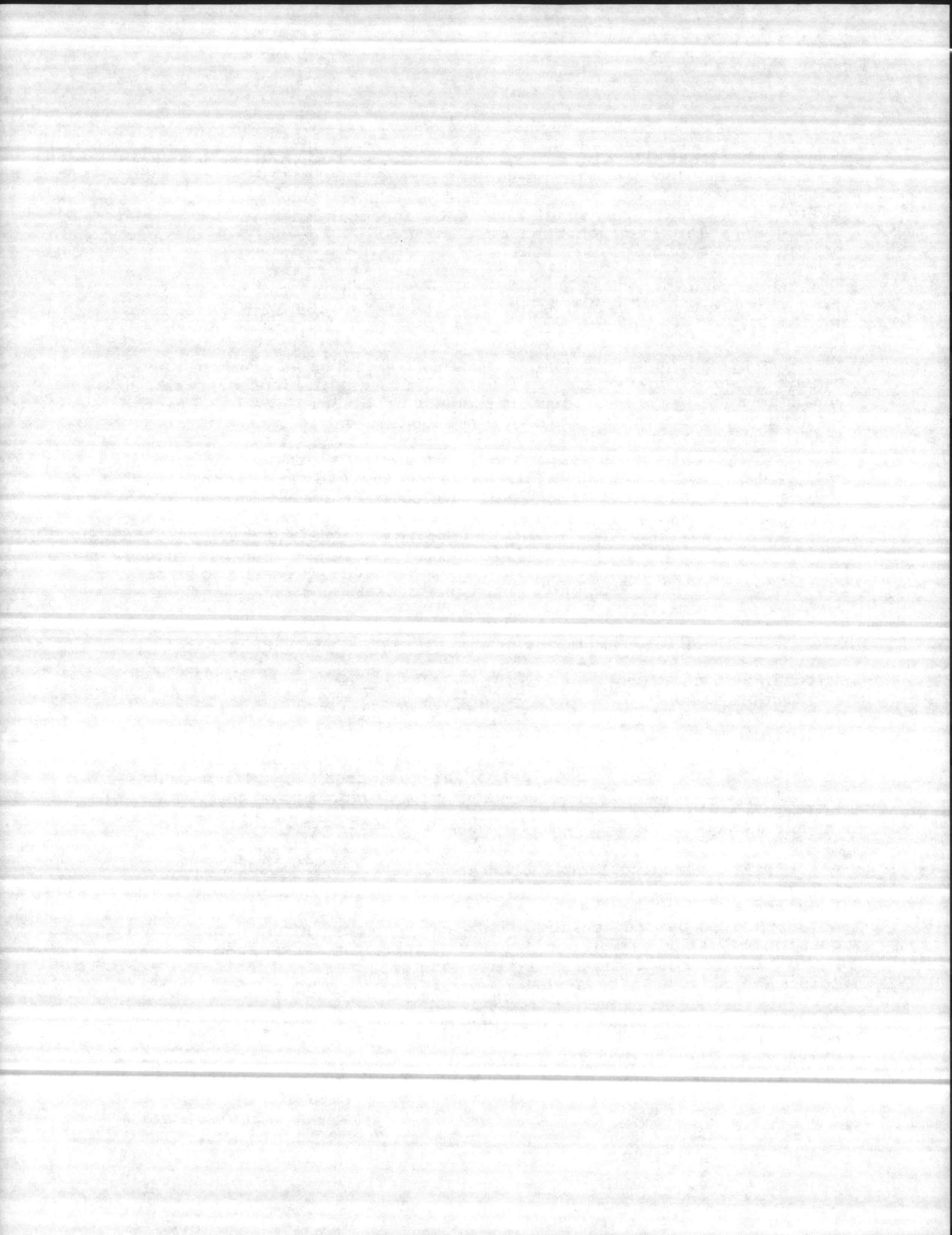
*** Assignment of one OIC who does nothing but coordinate all operations and support elements from base camp is critical. Any switching of this one focal point would remove all continuity and coordination.

*** Sixteen working divers is minimum for the amount of territory we covered in the conditions we had. Eighteen to twenty would provide for substitutes when personnel go into a non diving status for medical reasons. Should an excess of divers occur they can be used as boat drivers, jackstay rigging, and to allow personnel to rotate through a non diving day.

*** Leaving standing legs rigged and weighted across the waterway at night was a gamble. Jackstay legs took about an hour to rig and if pulled at night that time was lost the next morning. However, large barges passed through our area every night and would occasionally snag one of our jackstay lines. This resulted in loss of the time to reset the lines plus loss of the gear involved. The decision has to be addressed on a case by case basis.

*** Predicting when slack water would be proved almost impossible. Even though extremely accurate tidal information for the area was provided by the USACE, the number of inlets from the ocean, prevailing wind direction, moon phases, etc. made predictions in our op area more of a guess than reliable calculation.

Enclosure(1)



15 Dec 93

MEMORANDUM

From: Officer in Charge, Explosive Ordnance Disposal Mobile Unit
TWO Detachment EIGHT

To: Materiel Officer, Explosive Ordnance Disposal Mobile Unit
TWO

Subj: MATERIEL REQUEST

Ref: (a) COMEODGRUTWO msg 011300Z DEC 93

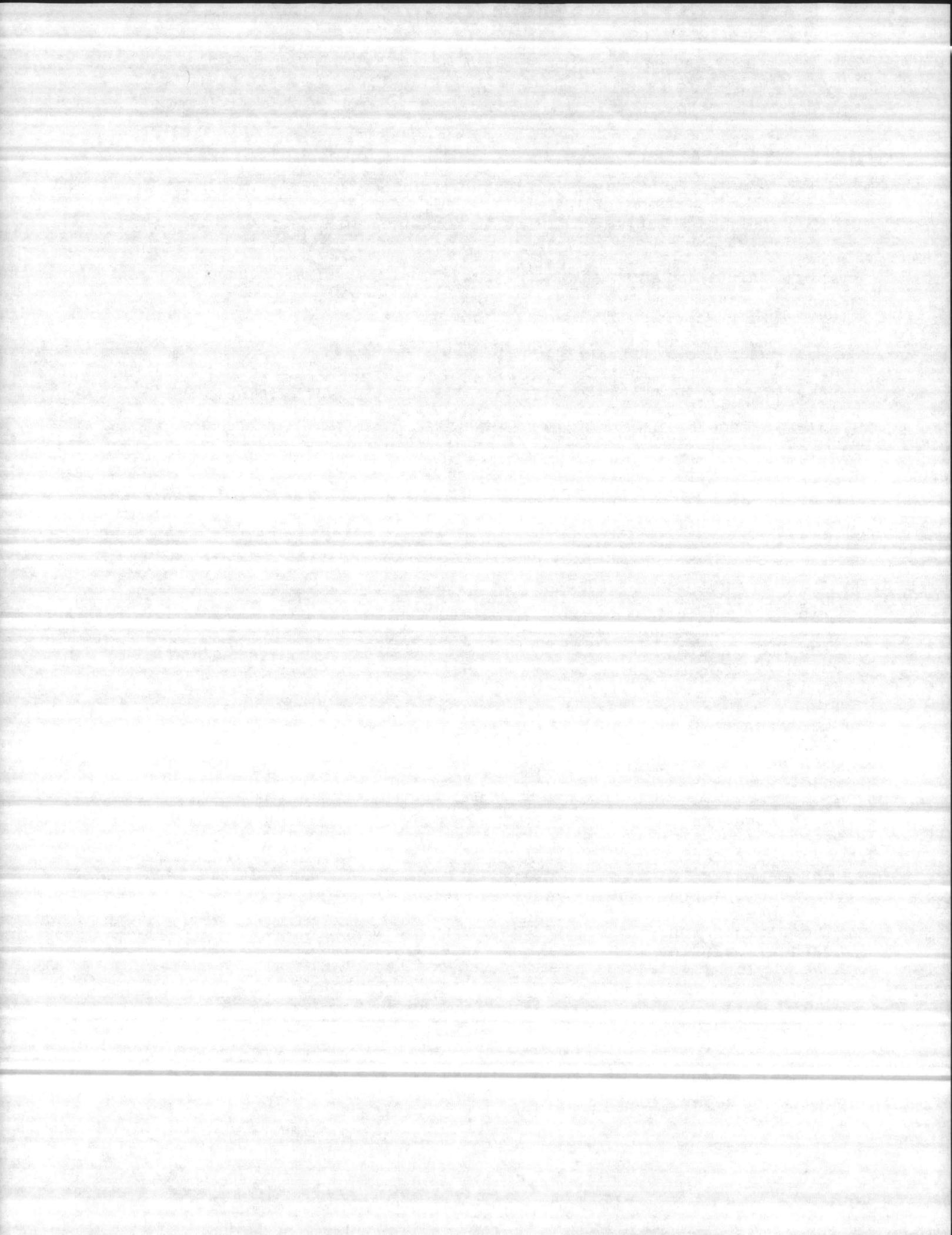
1. Reference (a) tasked Mobile Unit TWO to support the U.S. Army Corps of Engineer's dredging of the Intercoastal Waterway at Camp Lejuene from 10 January to 4 February 1994. After two liaison visits and initial planning of the operation, a list of materiel needs for this operation has been compiled.

2. Request that Mobile Unit TWO Materiel provide the following items on a temporary issue to Detachment EIGHT in support of this operation:

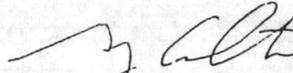
<u>Item</u>	<u>QTY</u>
Twin 80 Scuba Bottles	3
Single 80 Scuba Bottle	1
Hand Held Radios	6
Radio Waterproof Bags	5
Sandbags	100
Trashbags	1 box
Boat Anchors	13
Exposure Suits	12
Cold Weather Gloves	21
Cold Weather Boots	21
Mk 29 Locators	5
Mk 26 Locators	2
Datascope	1
Cressi Sub Scuba FFM	8
35MM Camera Film	6 rl
Polaroid Spectra Film	6 rl
Carabineers	25
Binoculars 7x50	2
Leather Work Gloves	12
Line, Nylon 1.5" cir.	1 rl
Line, Nylon .75" cir.	2 rl
Bungee Cord	1 rl
Inflatable Buoys	14

2. A list for Servmart and open purchase items will be submitted separately.

ENCLOSURE (2)

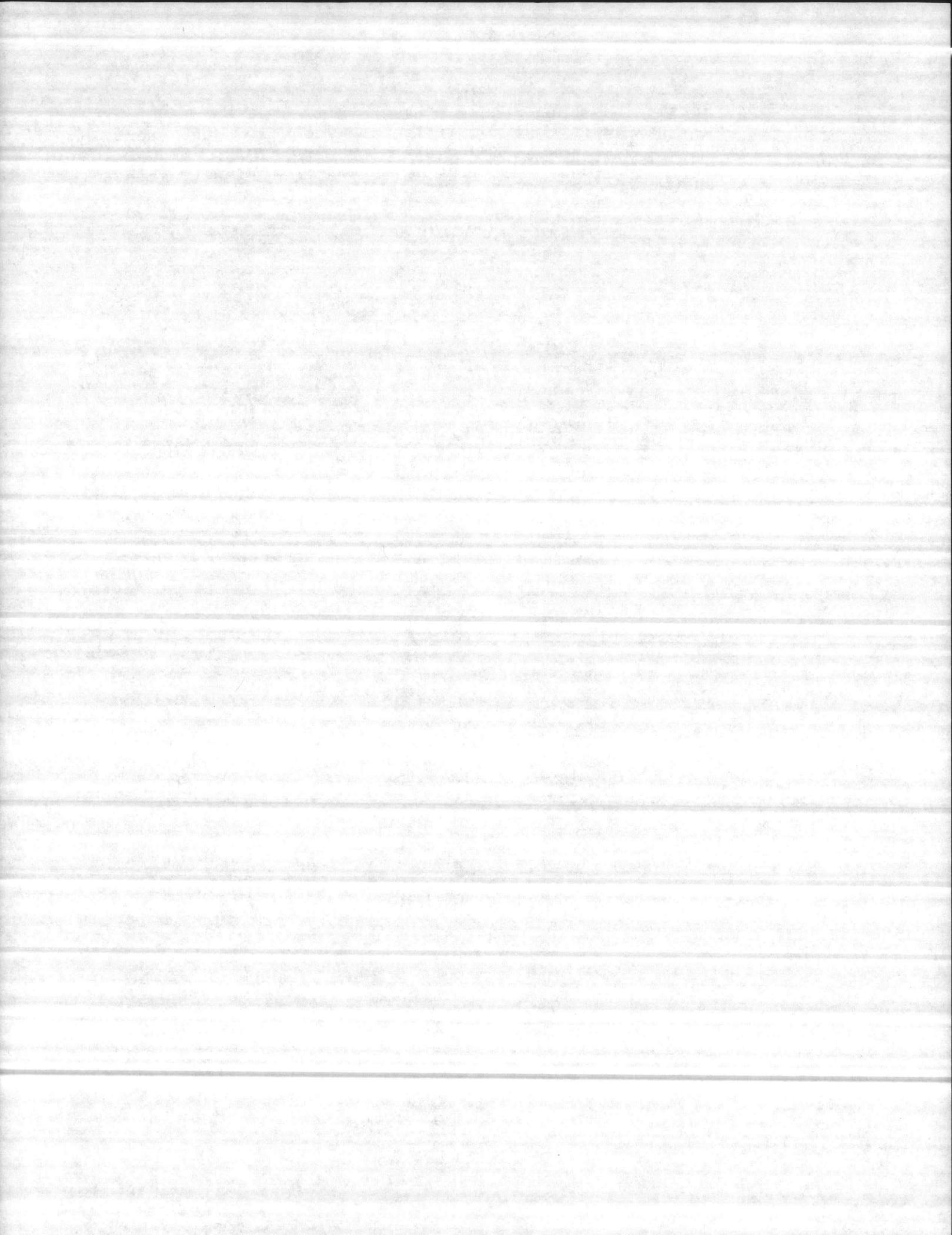


3. Every attempt has been made to make this list as complete as possible. However, additional requirements may occur as the start date approaches and will be forwarded to your department as soon as identified. Clothing, vehicle and boat requirements are being handled at the workcenter level.



G. ASHTON

Copy to:
File



16 Dec 93

MEMORANDUM

From: Officer in Charge, Explosive Ordnance Disposal Mobile Unit
TWO Detachment EIGHT
To: U.S. Army Corps of Engineers, Mr. Howard Varnam
Subj: MIPR ISO AIWW CLEARANCE OPERATION
Ref: (a) Our phoncon of 15 December 93

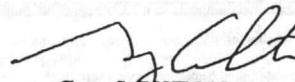
1. As discussed during reference (a), upon obtaining berthing availability, number of personnel required, fuel price information, etc., a more accurate projected cost for our operation can now be provided. The following breakdown of costs is provided for your information:

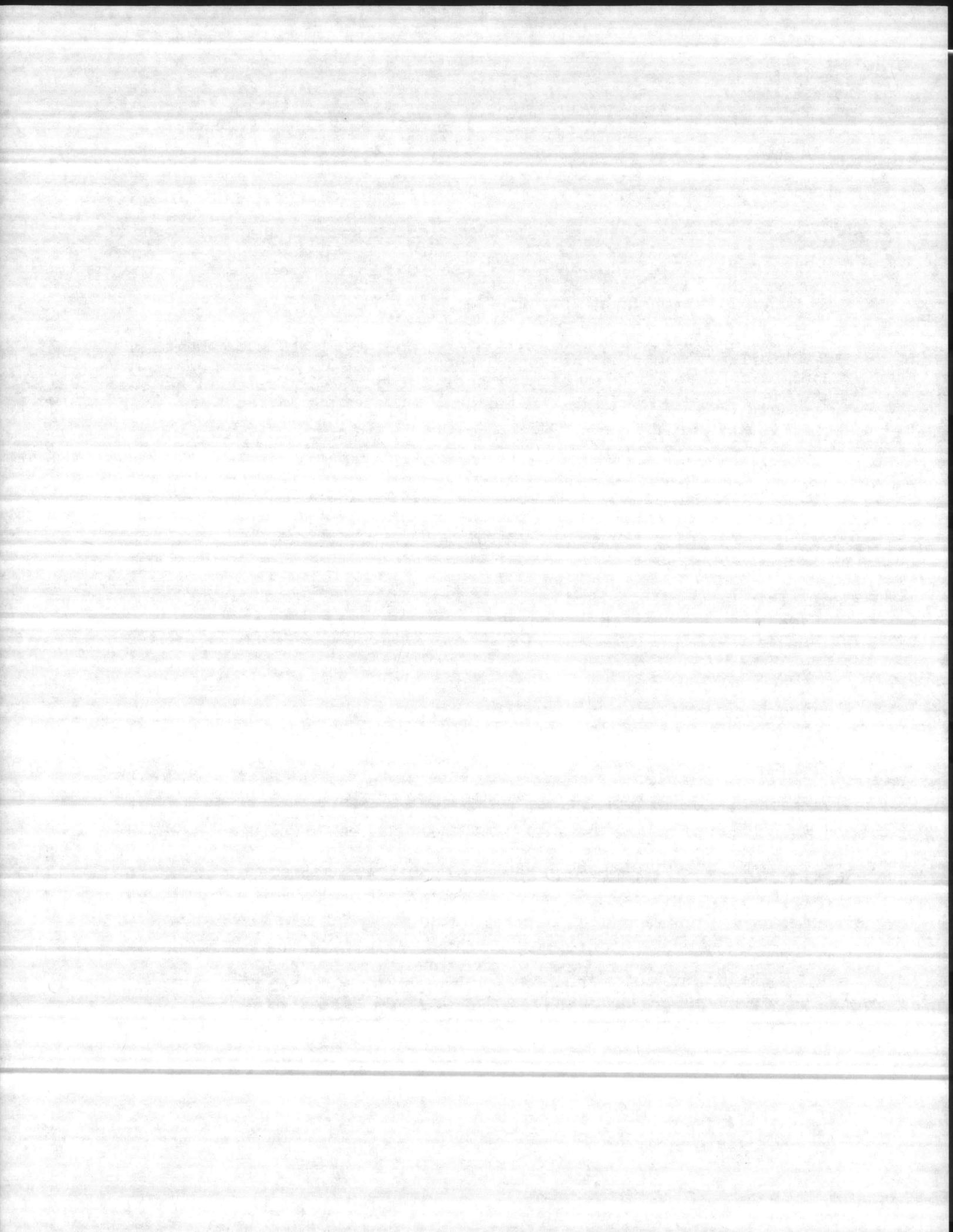
<u>ITEM</u>	<u>ESTIMATED COST</u>
BERTHING (9 trailers, 3 cabana's)	\$ 2886.00
FOOD (\$26/day x 21 men)	\$ 14,196.00
BOAT FUEL (3 Whalers, 2 inflatables)	\$ 1,150.00
TRUCK FUEL (5 Vehicles)	\$ 500.00
CONSUMABLES	\$ 5,000.00
TOTAL	<u>\$ 23,732.00</u>

NOTE: The above estimates are based on the clearance operation lasting 26 days (10 Jan - 4 Feb) with 19 actual workdays.

2. Every attempt has been made to make this estimate as accurate as possible. It should be understood however, that the actual cost may vary in either direction.

3. Request that MIPR Number CESAW-CO-94-11, dated 13 December 1993, be amended to transfer a total of \$ 30,000. It is anticipated that this amount will be sufficient for all funding requirements and allow a buffer for any additional expenses.


G. ASHTON



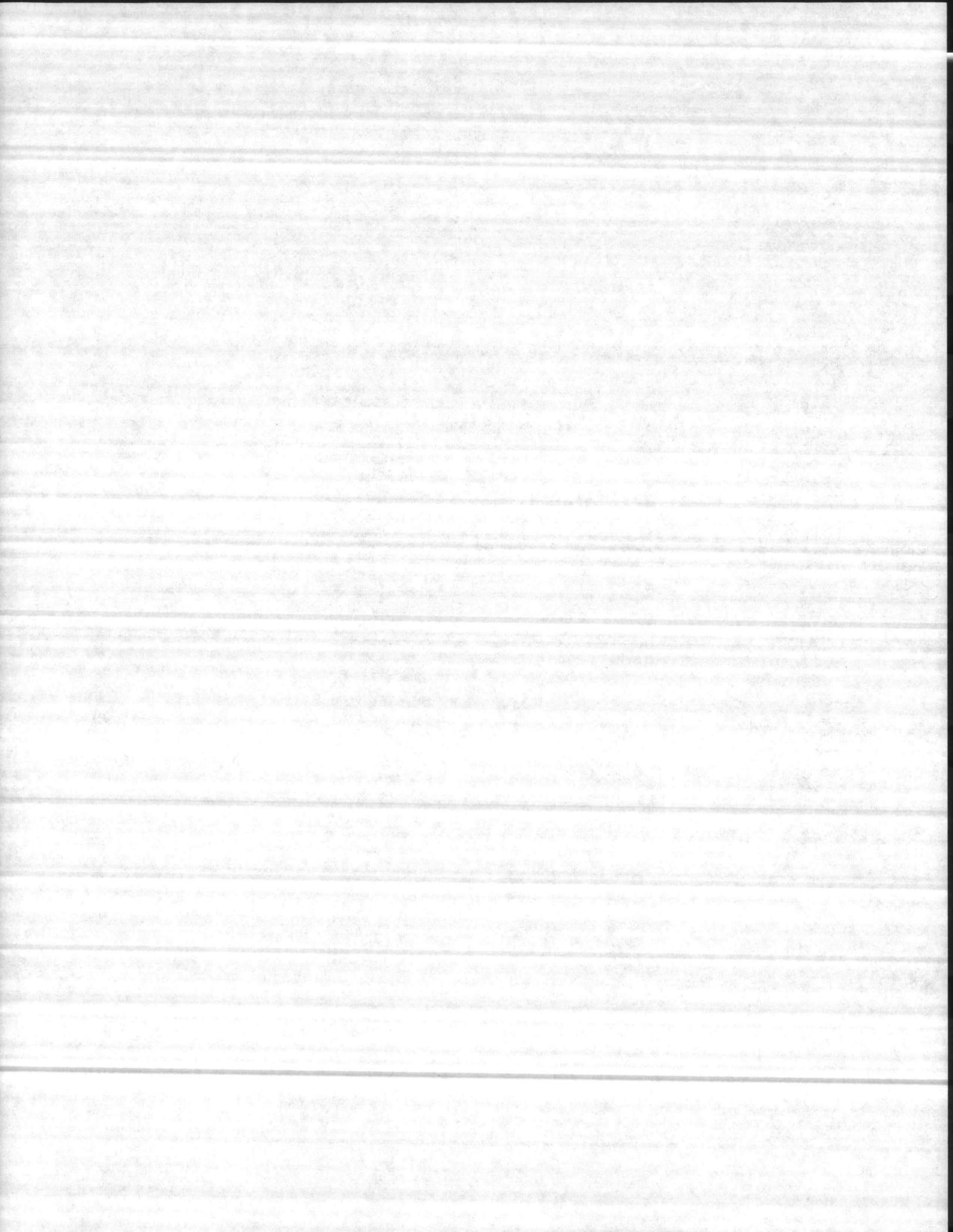
To: JJM@TSD1
Cc:
Bcc:
From: Deputy Range Control Officer@TSD1@MCB LEJEUNE
Subject: SUPPORT PERSONNEL FOR NAVY EOD SWEEP OF AIWW
Date: Thursday, March 10, 1994 10:11:46 EST
Attach:
Certify: Y
Forwarded by:

SIR,
AS REQUESTED THE FOLLOWING LISTING IS THE LOCAL MARINES WHO SUPPORTED
NAVY EOD. THEY ARE ALL FROM 2D FSSG.

RANK	NAME	SSN	MOS	UNIT
MGYSGT	CIAMPI, M.A.	[REDACTED]	3537	G-3 2D FSSG
CPL	FARRELL, J.C.	[REDACTED]	5811	HQSVCBN
CPL	REID, S.E.	[REDACTED]	4421	HQSVCBN
LCPL	CHENCHICK, R.C.	[REDACTED]	2531	HQSVCBN
LCPL	DOYLE, J.E.	[REDACTED]	5811	HQSVCBN
LCPL	GARCIA, F.R.	[REDACTED]	2542	HQSVCBN
LCPL	JOHNSON, D.A.	[REDACTED]	5811	HQSVCBN
LCPL	MORALES, J.	[REDACTED]	3423	HQSVCBN
LCPL	NEGRETE, A.A.	[REDACTED]	4421	HQSVCBN
LCPL	NEILSEN, R.A.	[REDACTED]	2531	HQSVCBN
PFC	CLEMENS, T.P.	[REDACTED]	2542	HQSVCBN
PFC	ELLIOT, M.H.	[REDACTED]	5811	HQSVCBN
PFC	THOMPSON, L.	[REDACTED]	2532	HQSVCBN
CPL	DORSEY, J.T.	[REDACTED]	1371	8ENGSP TBN
CPL	GALUTZA, D.M.	[REDACTED]	1371	8ENGSP TBN
CPL	DORSEY, D.K.	[REDACTED]	1341	8MTBN
LCPL	CARLSON, E.P.	[REDACTED]	3531	8MTBN
LCPL	JACOBY, W.E.	[REDACTED]	3051	8MTBN
LCPL	REYES, D.E.	[REDACTED]	3533	8MTBN.

R/S
DON

[REDACTED]

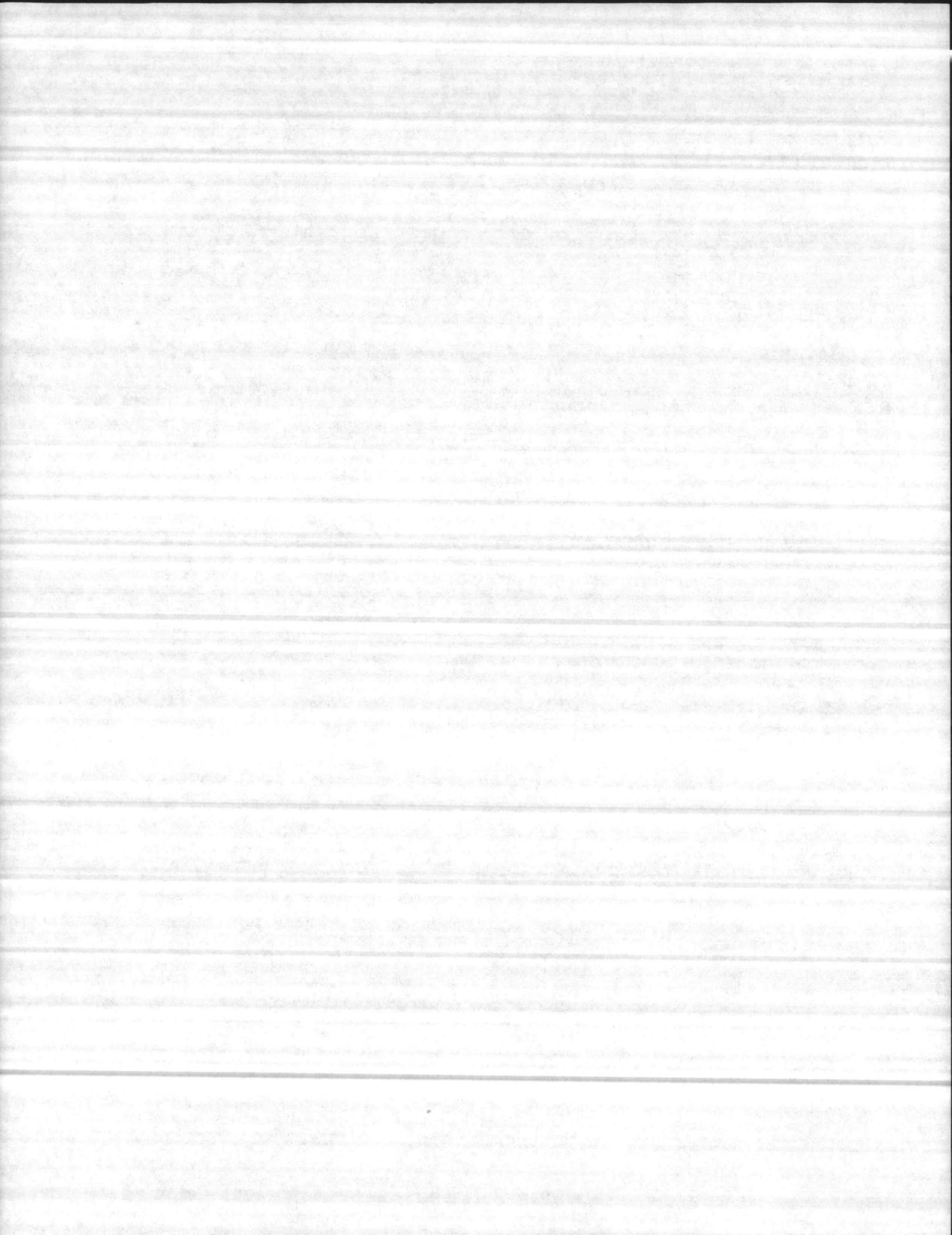


940307

Lt. Col. McDermott,

Here is some of the info you requested. It covers Navy EOD. We are working on the locals who supported. Need to get their initials & unit. Would you please provide RC with a copy of your letter for our files.

Thanks,
Don



16 Dec 93

MEMORANDUM

From: Officer in Charge, Explosive Ordnance Disposal Mobile Unit
TWO Detachment EIGHT
To: U.S. Army Corps of Engineers, Mr. Howard Varnam
Subj: MIPR ISO AIWW CLEARANCE OPERATION
Ref: (a) Our phoncon of 15 December 93

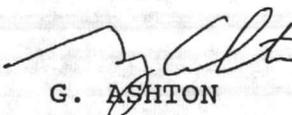
1. As discussed during reference (a), upon obtaining berthing availability, number of personnel required, fuel price information, etc., a more accurate projected cost for our operation can now be provided. The following breakdown of costs is provided for your information:

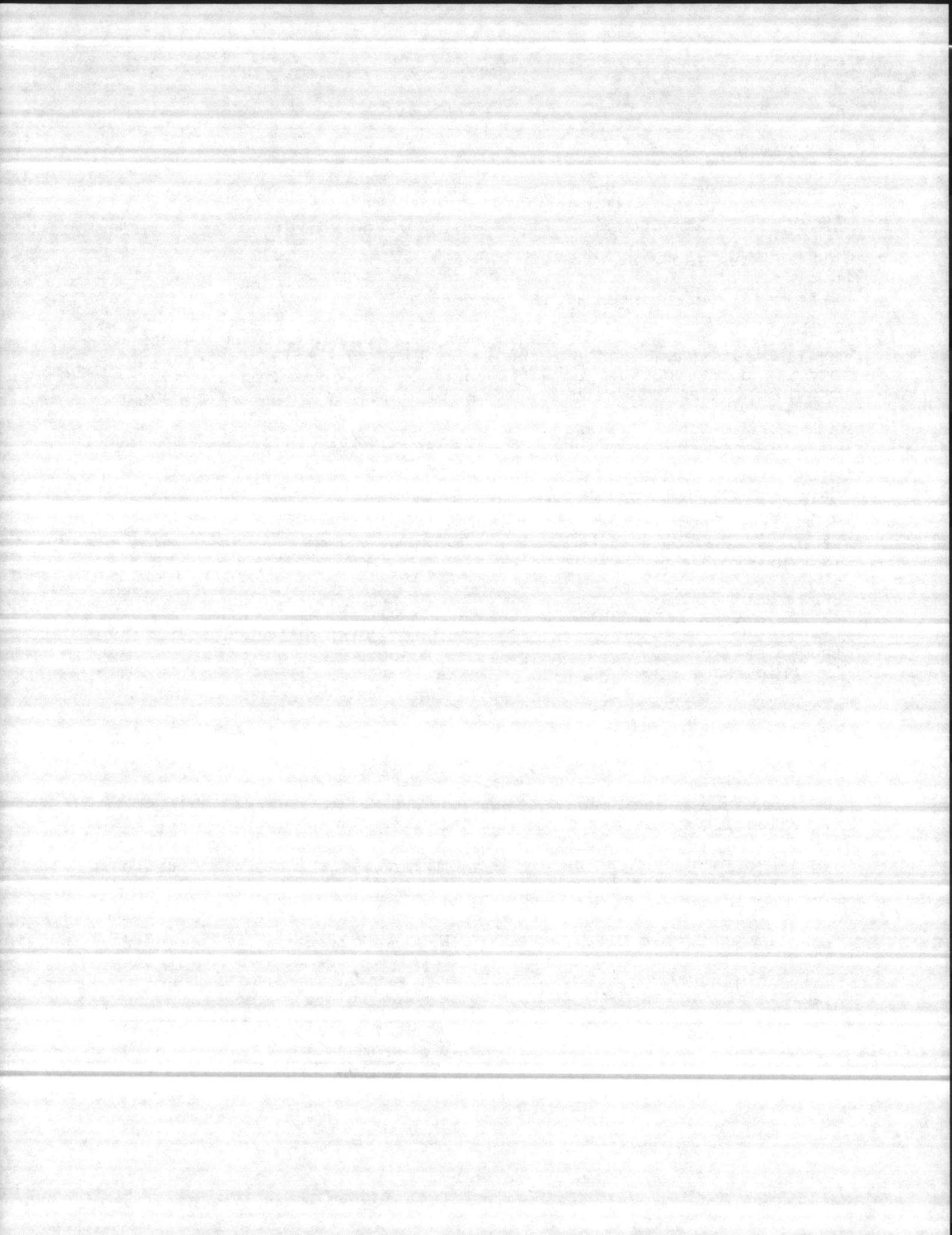
<u>ITEM</u>	<u>ESTIMATED COST</u>
BERTHING (9 trailers, 3 cabana's)	\$ 2886.00
FOOD (\$26/day x 21 men)	\$ 14,196.00
BOAT FUEL (3 Whalers, 2 inflatables)	\$ 1,150.00
TRUCK FUEL (5 Vehicles)	\$ 500.00
CONSUMABLES	\$ 5,000.00
TOTAL	<u>\$ 23,732.00</u>

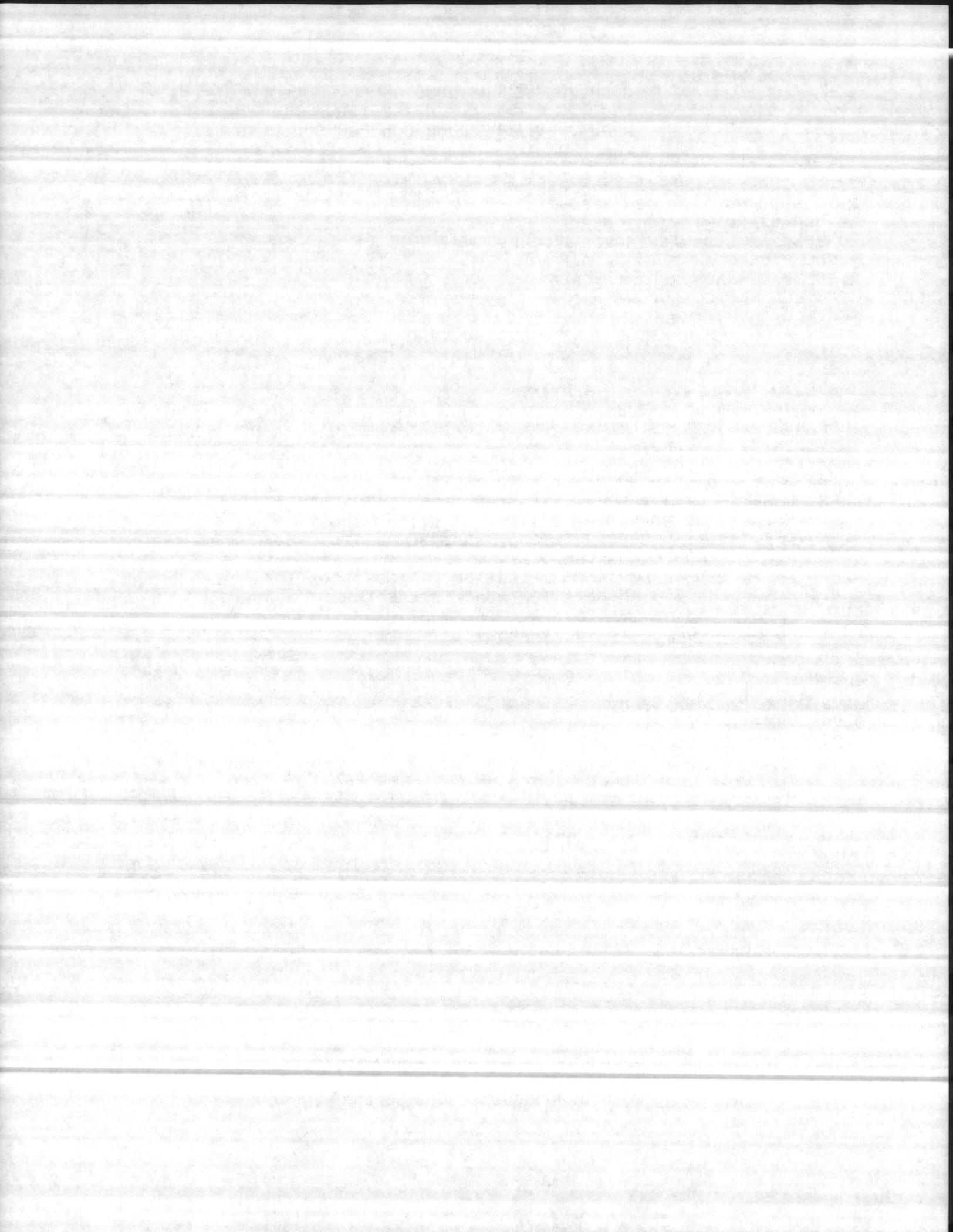
NOTE: The above estimates are based on the clearance operation lasting 26 days (10 Jan - 4 Feb) with 19 actual workdays.

2. Every attempt has been made to make this estimate as accurate as possible. It should be understood however, that the actual cost may vary in either direction.

3. Request that MIPR Number CESAW-CO-94-11, dated 13 December 1993, be amended to transfer a total of \$ 30,000. It is anticipated that this amount will be sufficient for all funding requirements and allow a buffer for any additional expenses.


G. ASHTON





UNCLASSIFIED

PTTUZYUW RUCOZBE0002 3351300-UUUU--RUCOSUU.

R UUUUU

F 011300Z DEC 93 ZYB

COMEODGRU TWO

TO CDR USAED WILMINGTON NC

EODMU TWO

INFO CNO WASHINGTON DC//N852F//

DA WASHINGTON DC

CINCLANTFLT NORFOLK VA//N3/N332/N533//

COMNAVSURFLANT NORFOLK VA//N32//

CG MCB CAMP LEJEUNE NC//BRCO/TRNG//

BT

UNCLAS //N08027//

MSGID/GENADMIN/COMEODGRU TWO/N3/DEC//

SUBJ/REQUESTED EOD SERVICES//

REF/A/RMG/CDR USAED WILMINGTON/100800ZNOV93/-/NOTAL//

REF/B/CON/COMEODGRU TWO/30NOV93//

REF/C/CON/COMEODGRU TWO/01DEC93//

REF/D/CON/COMEODGRU TWO/01DEC93//

REF/E/CON/COMEODGRU TWO/01DEC93//

NARR/REF A REQUESTED EOD SERVICES REF B TELCON BTWN COMEODGRU TWO MM1

COULTER/CNO CAPT GOESSLING REF C TELCON BTWN COMNAVSURFLANT LCDR

MURRAY/CINCLANTFLT LT JUSSILA REF D TELCON BTWN COMEODGRU TWO MM1

COULTER/COMNAVSURFLANT LCDR MURRAY REF E TELCON BTWN COMEODGRU TWO

MM1 COULTER/EODMU TWO LT FERRIS//

POC/COULTER/MM1/COMEODGRU TWO/N32/TEL:DSN 680-8463 EX 225

/TEL:COM (804) 464-8463//

RMKS/1. IRT REF A AND AS DISCUSSED IN REFS B THROUGH E COMEODGRU TWO
TAKES REF A FORAC.

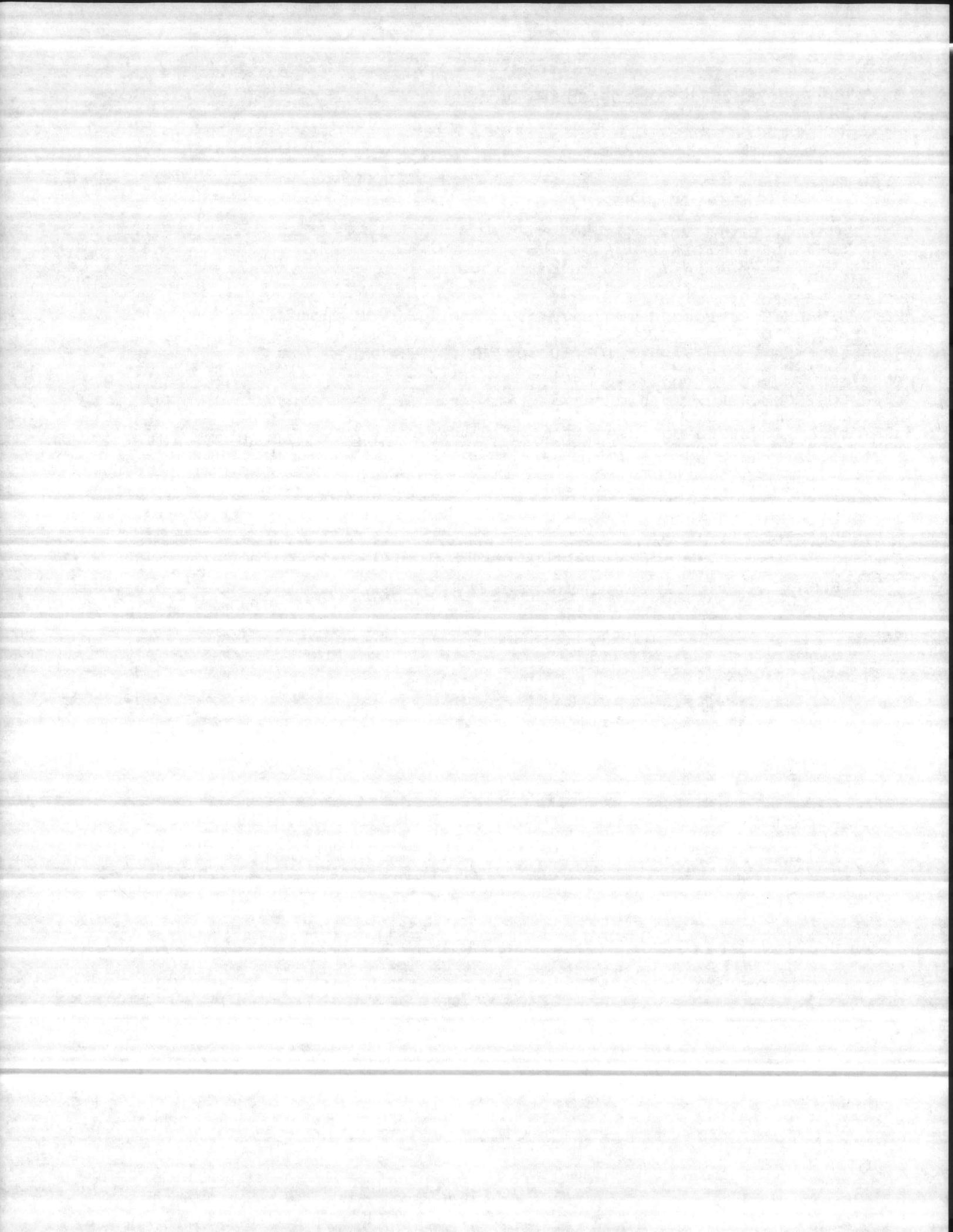
FOR EODMU TWO TAKE REF A FORAC DIRLAUTH ALCON//

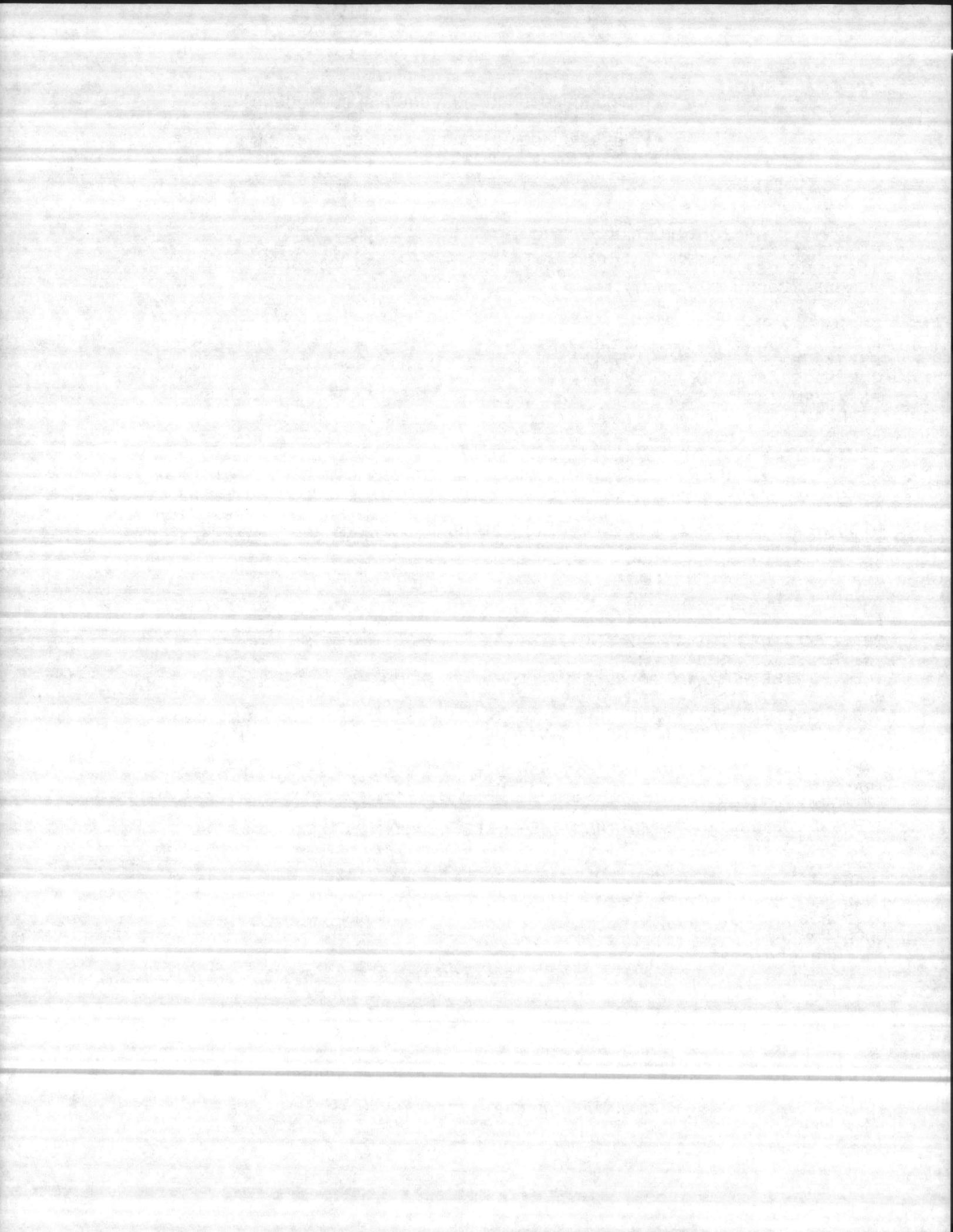
D

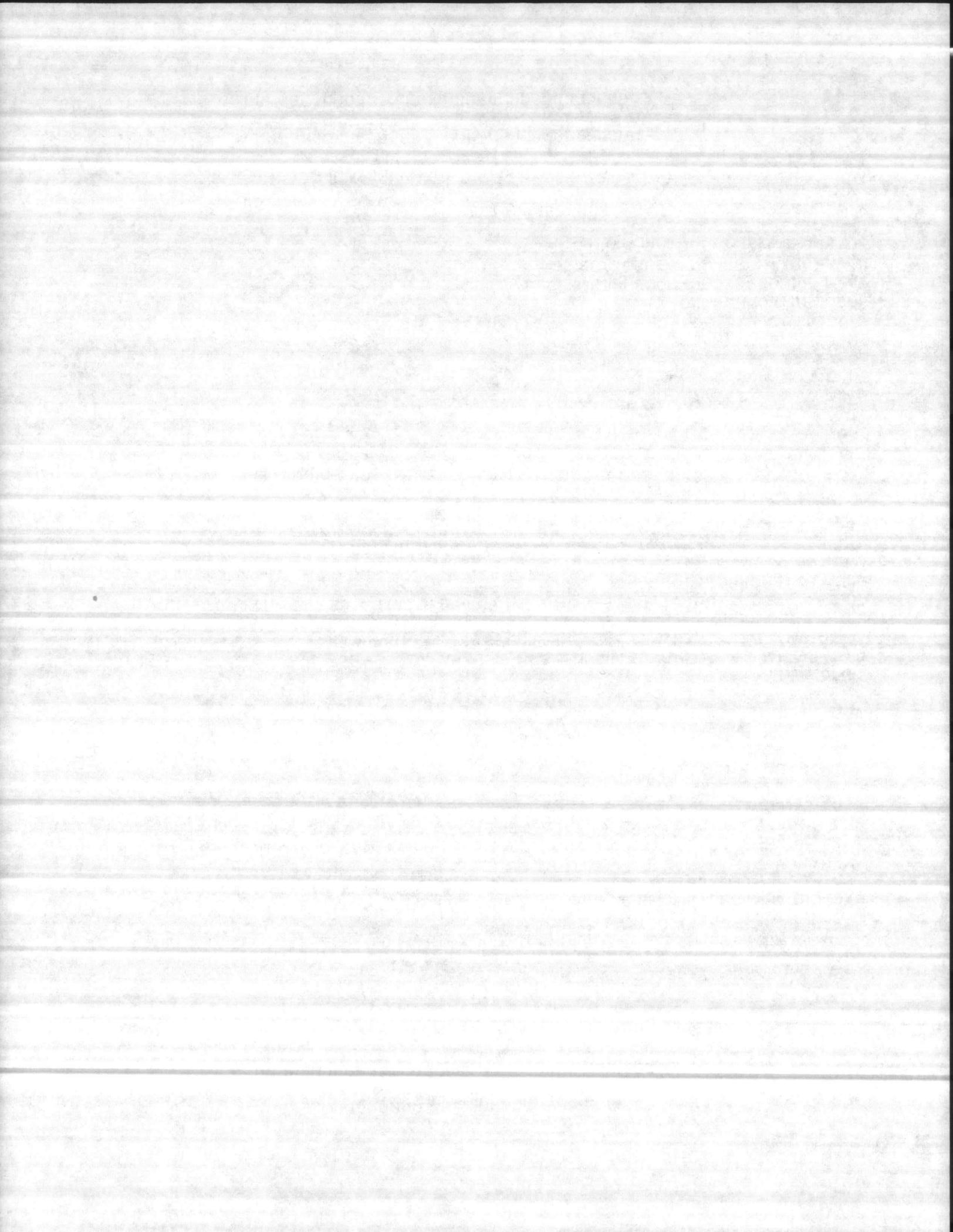
02

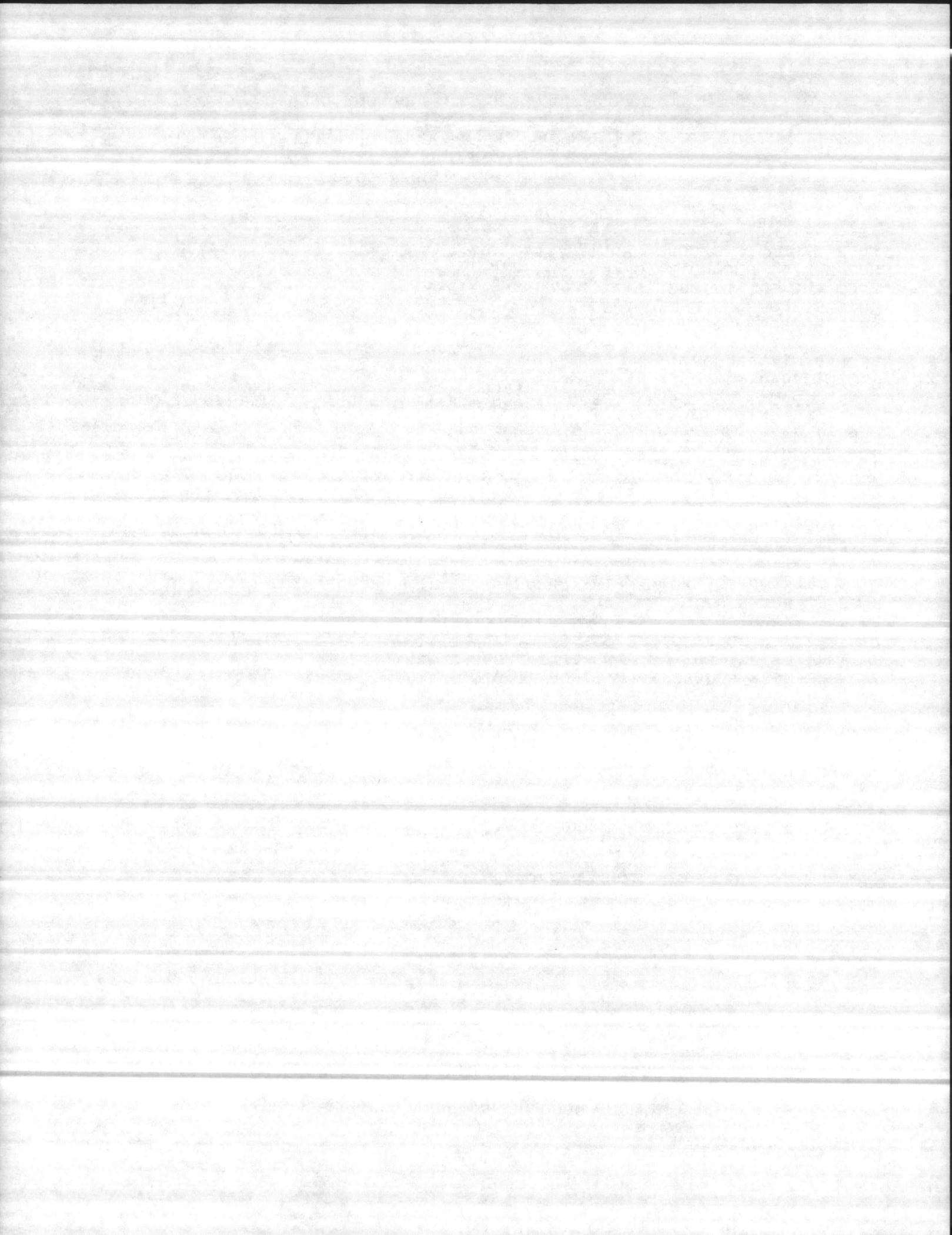
NNNN

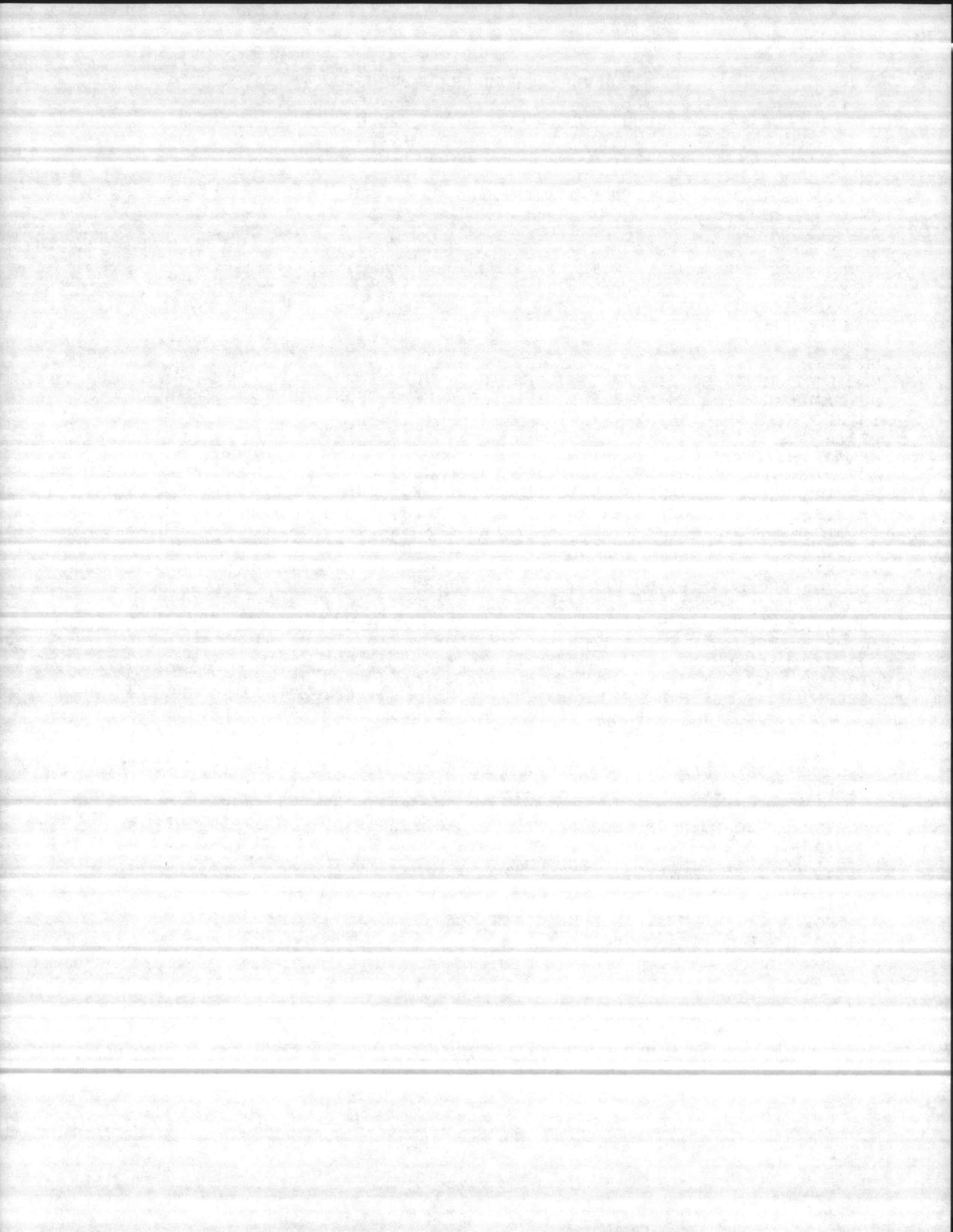
UNCLASSIFIED











UNCLASSIFIED

R UZYUW 3501200-UUUU--

Z UUUUU

R DDHMMZ MMM YY ZYB

FM EODMU TWO

TO COMNAVSEASYS COM WASHINGTON DC//OOC//

INFO COMEODGRU TWO

NAVEODTECHDIV INDIAN HEAD MD//CODE 45//

NAVEODFLT LAU INDIAN HEAD MD//

BT

UNCLAS //N03150//

MSGID/GENADMIN//

SUBJ/DIVING PROCEDURE WAIVER REQUEST//

REF/A/RMG/COMEODGRU TWO/011300ZDEC93/-/NOTAL//

REF/B/CON/EODMU TWO/16DEC93//

REF/C/DOC/NAVSEA 0994-LP-9010/15FEB93//

NARR/REF A IS TASKING MESSAGE, REF B IS TELCON BTWN EODMU TWO(CWO2

ASHTON) AND NAVSEA OOC(CDR HONEY), REF C IS NAVY DIVING MANUAL //

POC/ASHTON/CWO2/EODMU TWO DET EIGHT/-/TEL:(804)464-8470//

RMKS/1. REF A TASKED EODMU TWO TO PROVIDE ORDNANCE CLEARANCE SUPPORT

FOR U.S. ARMY CORPS OF ENGINEERS. ORDNANCE CLEARANCE IS A REQUIRED

PREREQUISITE TO DREDGING OF ATLANTIC INTERCOASTAL WATERWAY (AIWW)

AT CAMP LEJEUNE, N.C. IVO PREVIOUS OPERATIONS IN THIS AREA, ORIG

ANTICIPATES WATER CURRENTS IN EXCESS OF 4 KNOTS AND DEPTHS TO 15 FSW.

CONDITIONS WILL REQUIRE HEAVY WEIGHTING OF SCUBA DIVERS (40-50 LBS)

TO SAFELY ACCOMPLISH U/W ORDNANCE RELATED TASKS. ORIG BELIEVES SAFEST,

MOST PRACTICAL METHOD TO WEIGHT DIVERS IS THROUGH USE OF THE EOD

WEIGHT VEST CURRENTLY BEING REVIEWED BY NAVSEA FOR USE WITH THE MK 1

IC DRY SUIT.

2. AS DISCUSSED REF B, ORIG REQ AUTH TO CONDUCT DIVE OPERATIONS IN

CURRENT EXCEEDING MAX LIMITS ESTABLISHED IN REF C AND USE OF EOD

WEIGHT VEST TO PROVIDE SAFEST POSSIBLE WORKING CONDITIONS FOR DIVERS.

3. AIWW ORDNANCE CLEARANCE OP OCCURS EVERY TWO TO THREE YEARS.

4. WAIVER FOR HIGH CURRENT DIVING HAS BEEN REQUESTED AND RECEIVED IN

THE PAST IN CONJUNCTION WITH THESE OPS. WEIGHT VEST IS NEW EQUIPMENT

AND SHOULD GREATLY ENHANCE DIVER SAFETY IN THESE CONDITIONS. PRE OP

ERNG WILL INCLUDE SAFETY FOR THE CONDITIONS OF THIS WAIVER.//

T

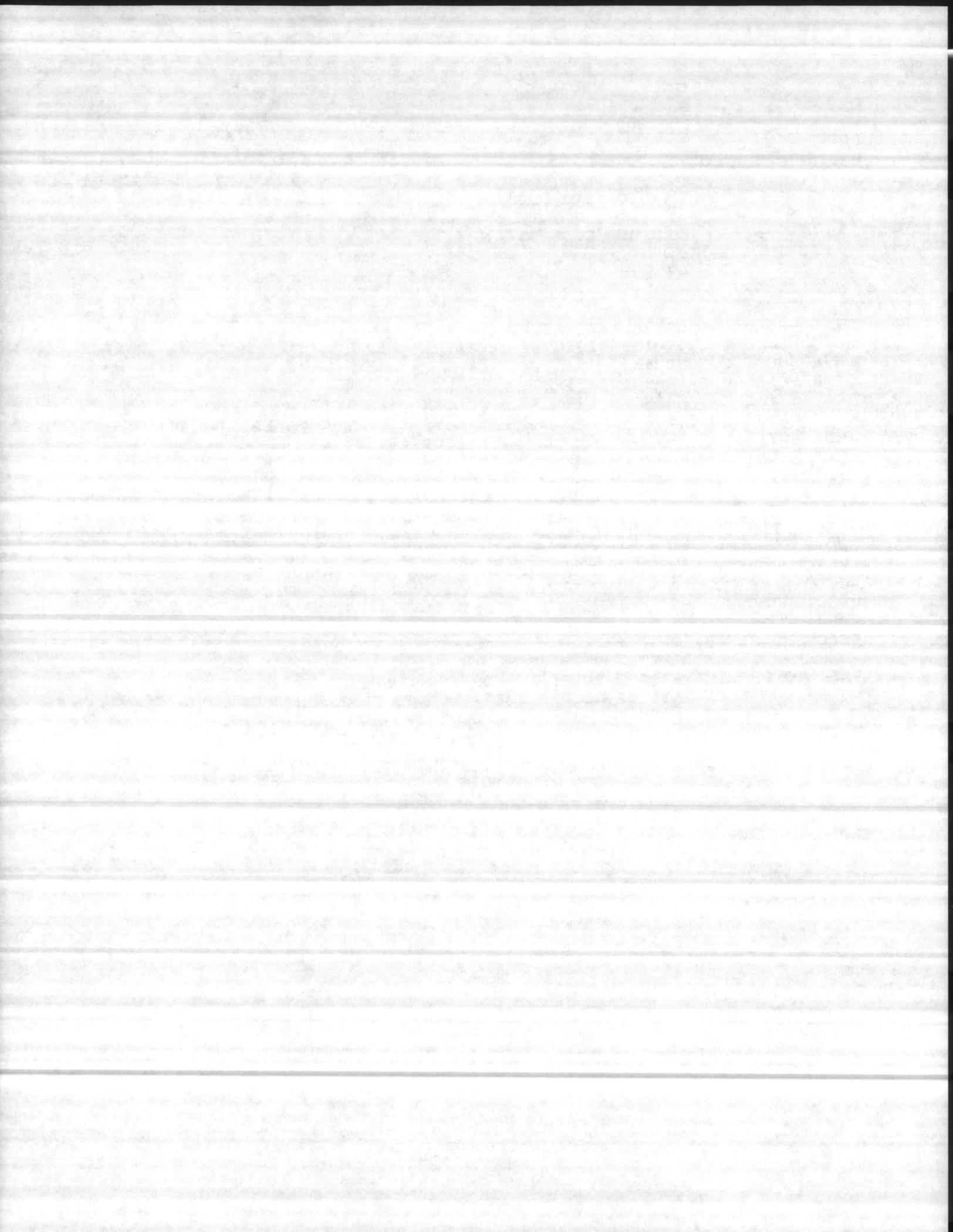
4020 [redacted] 12 DEC

703-607-2766

NNN

100 1000

100





DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HIGHWAY
ARLINGTON VA 22242-5160

IN REPLY REFER TO

3150
OPR 00C36
SER 00C3/3580
27 December 1993

From: Commander, Naval Sea Systems Command
To: Commanding Officer, Explosive Ordnance Disposal Mobile
Unit TWO

Subj: DIVING PROCEDURE WAIVER REQUEST

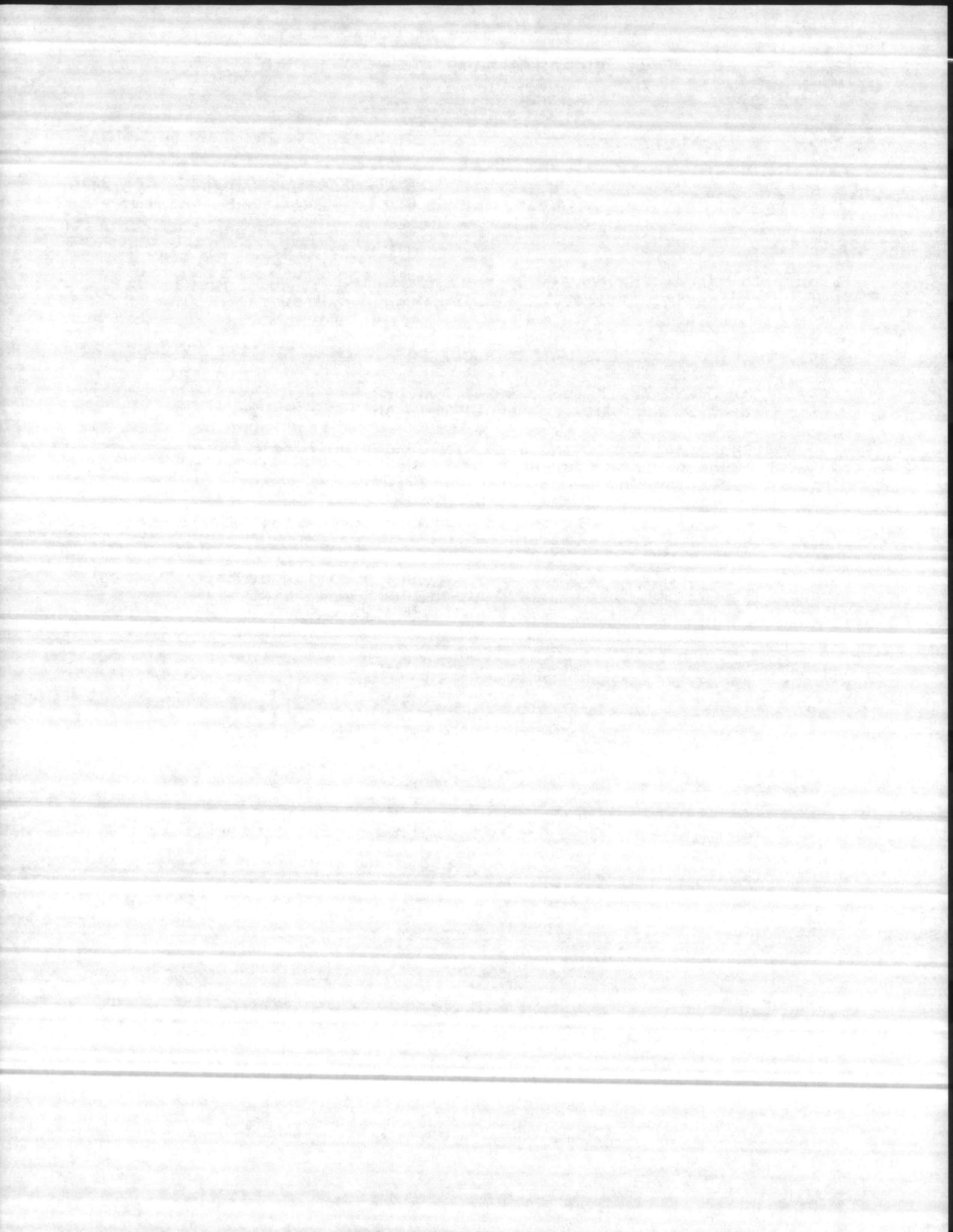
Ref: (a) EODMU TWO Message R 201040Z DEC 93
(b) U.S. Navy Diving Manual Vol. One, Rev. Three

1. Reference (a) requested a waiver of diving procedures to conduct SCUBA dives in currents in excess of four (4) knots. This waiver is approved subject to the following conditions:

a. All diving shall be conducted in strict compliance with reference (b).

b. Waiver is in effect only for the duration of the dredging operation in the AIWW, at Camp Lejuene, N.C.

Robert C. Whaley
Robert C. Whaley
By direction





DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HIGHWAY
ARLINGTON VA 22242-5160

IN REPLY REFER TO

10560
OPR 00C36
SER 00C/3024
06 January 1994

From: Commander, Naval Sea Systems Command
To: Commanding Officer, Explosive Ordnance Disposal Mobile
Unit TWO

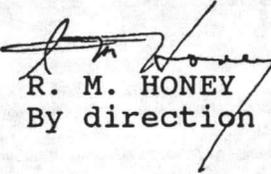
Subj: AUTHORIZATION TO USE EOD WEIGHT VEST

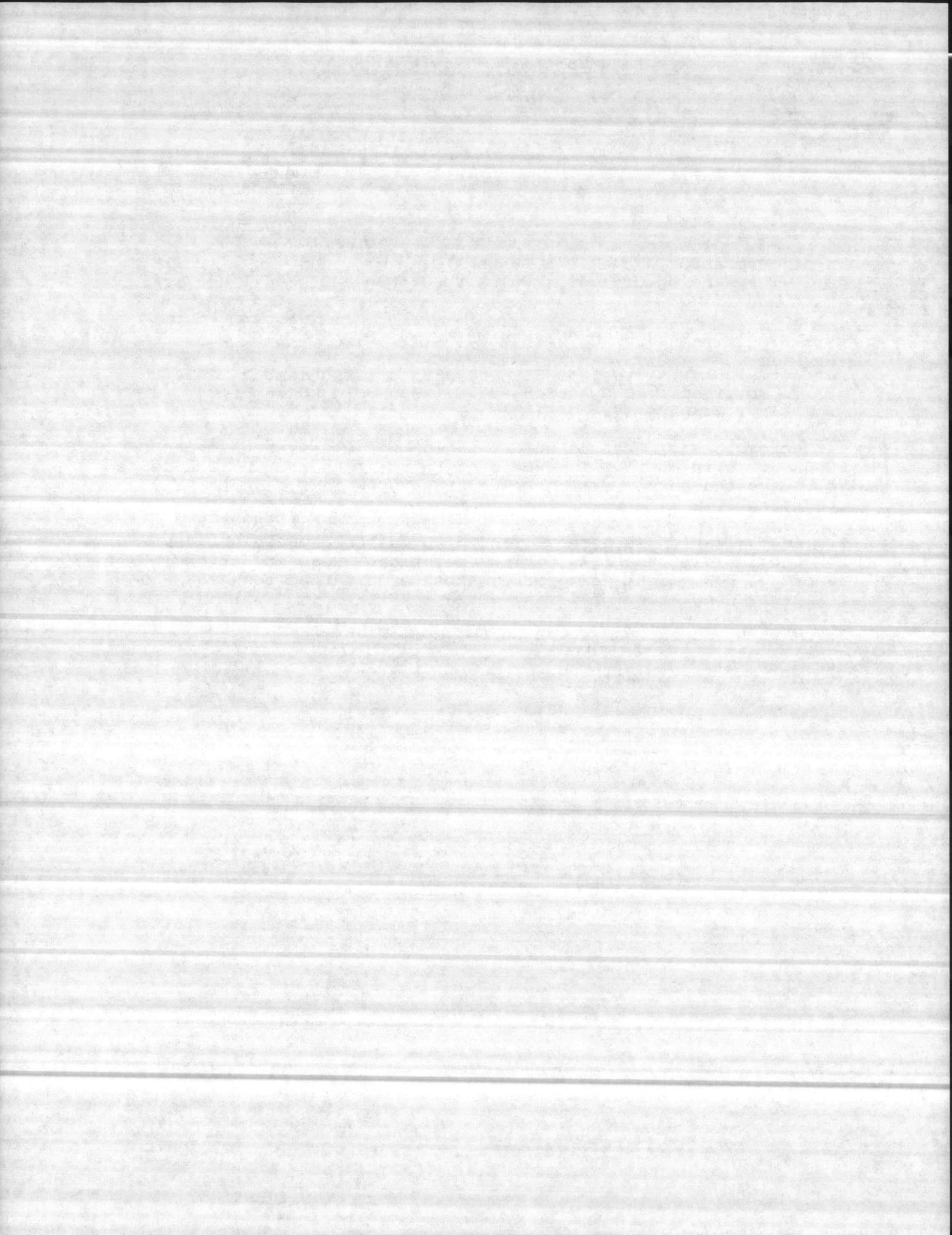
Ref: (a) NAVSEA ltr 3150 SER 00C/3580 of 27 December 1993
(b) Phoncon CWO Ashton EODMU TWO/NAVSEA 00C36 of 06
January 1994

1. Reference (a) granted authorization for a waiver to conduct SCUBA dives in current in excess of four (4) knots. Reference (b) requested authorization to use the EOD weight vest for this operation.

2. Authorization is hereby granted to use the EOD weight vest in conjunction with the AIWW diving operation. Request official report of EOD weight vest performance be forwarded to NAVSEA 00C following completion of diving operations.

3. NAVSEA POC is ENCM/MDV Roberts, Comm. (703)607-2766.


R. M. HONEY
By direction



POINTS OF CONTACT

U.S. ARMY CORPS OF ENGINEERS - (919) 251-4411

MR. HOWARD VARNAM - PROJECT MANAGER

CAMP LEJEUNE RANGE CONTROL - (919) 451-2102

MR. DON HASHHAGON - RANGE CONTROL OFFICER

MGYSGT THOMPSON - RANGE COORDINATOR

DIRECTOR OPERATIONS DIVISION CAMP LEJEUNE - (919) 451-1714

MAJ PETERSEN - OPERATIONS OFFICER

BASE EOD - (919) 451-0558

CAPT PETERNEL - OFFICER IN CHARGE

MGYSGT DUNCAN - SENIOR ENLISTED

NAVY BOAT CREW - (919) 451-5046

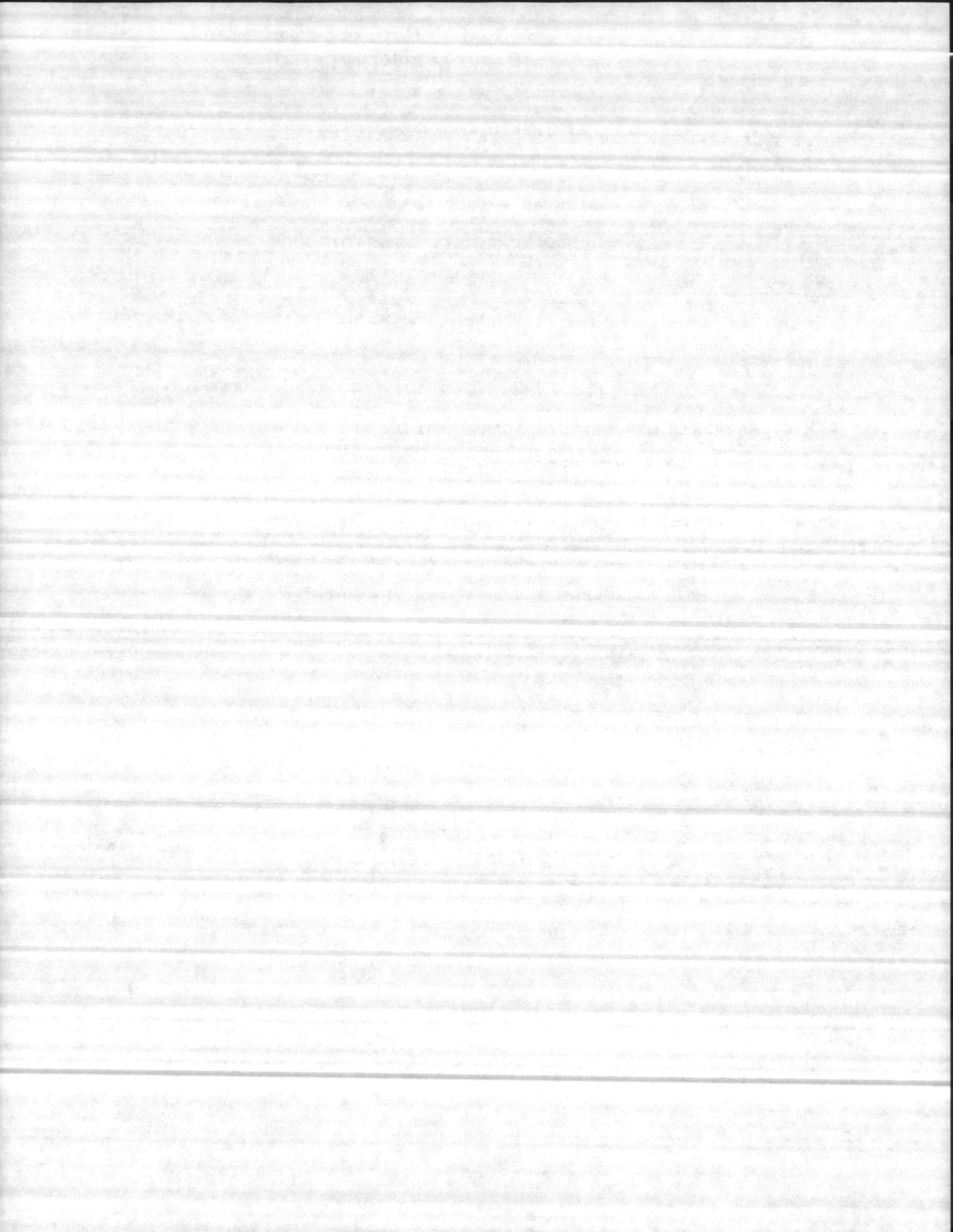
BMC GREGORY - LEADING CHIEF

BOQ RESERVATIONS - (910) 451-1385

BEQ RESERVATIONS - (910) 451-5262

BASE INFORMATION - (910) 451-1113

Enclosure (3)



PERSONNEL ASSIGNED

The following personnel were assigned to this operation on the dates indicated. .

10 January - 3 February

CWO2 ASHTON
ETCS ROOK
HMCS WAGNER
AO1 GUNTER

GMM1 SMITH
BM1 GRIFFITHS
ET2 DOAK

10 January - 21 January

OS2 LOUTZENHISER
BM3 HAWLK
BM2 KLINKER
BM1 MEIER
BM3 WHIFFEN
AO3 HOERER
GMG1 PAULETTE
BMC ESPOSITO
GMC DREW
BM1 JONES
GMG3 PLESKONKO
MM1 GRAVES (10-14 Jan)
BT2 VANDIVER (16-21 Jan)
LCDR JARDOT (16-21 Jan)

24 January - 3 February

CWO2 BUBIER
BMC McLLOYD
EN1 BUCK
EMC GRAY
AMS1 COOPER
GMG1 FISCHER
BM2 BUHL
BM1 GREEN
BM2 WILLIAMS
HTC FLEMING
HT1 DOYEL
AO3 METZLER

BOAT SHOP

10-14 January

BM3 HORNER
EN2 ROTH

16-21 January

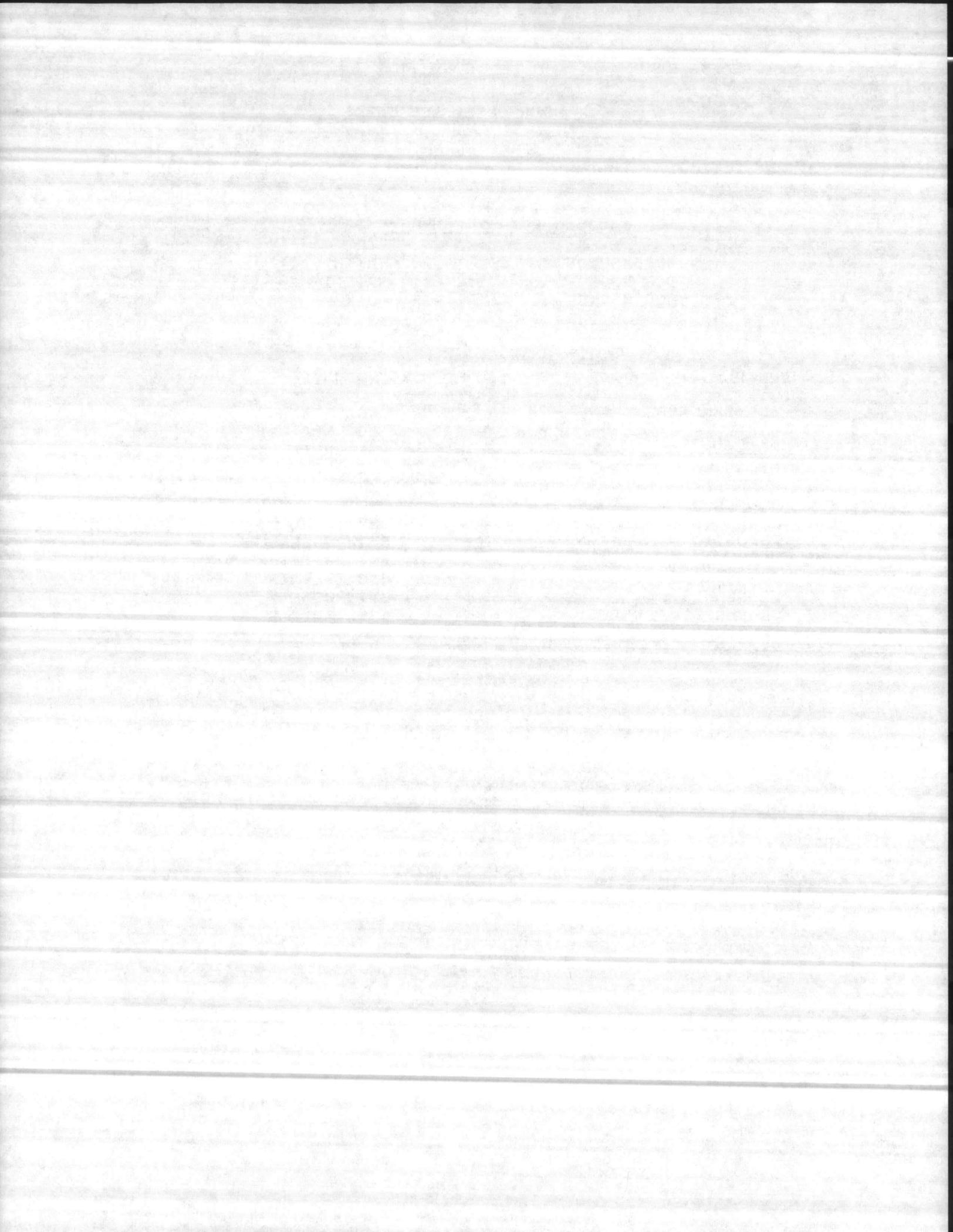
BM3 GRASSER
EN2 GILMARTIN

23-28 January

BM3 HOLLYFIELD
EN2 GILMARTIN

30 Jan-3 Feb

BM3 GRASSER
EN2 LAWS



TEAM ASSIGNMENTS

10 JANUARY - 21 JANUARY

TEAM 1A

BM1 JONES TL,DS
AO1 GUNTER DS
MM1 GRAVES/BT2 VANDIVER
GMG3 PLESKONKO
BM3 HORNER
MARINE

TEAM 1B

GMM1 SMITH TL,DS
BM1 GRIFFITHS DS
BM3 WHIFFEN
AO3 HOERER
MARINE
MARINE

JACKSTAY BOAT

ETCS ROOK
MARINE
MARINE
MARINE
MARINE

TEAM 2A

BMC ESPOSITO TL,DS
BM1 MEIER DS
BM2 KLINKER
ET2 DOAK
EN2 ROTH/EN2 GILMARTIN
MARINE

TEAM 2B

GMC DREW TL,DS
GMG1 PAULETTE DS
OS2 LOUTZENHISER
BM2 HAWLK
MARINE
MARINE

24 JANUARY - 3 FEBRUARY

TEAM 1A

EMC GRAY TL,DS
BMC McLLOYD DS
EN1 BUCK
GMG1 PAULETTE
BM3 HOLLYFIELD/BM3 GRASSER
MARINE

TEAM 1B

ETCS ROOK TL,DS
GMG1 FISCHER DS
HTC FLEMMING
AMS1 COOPER
MARINE
MARINE

JACKSTAYBOAT

GMM1 SMITH
MARINE
MARINE
MARINE
MARINE

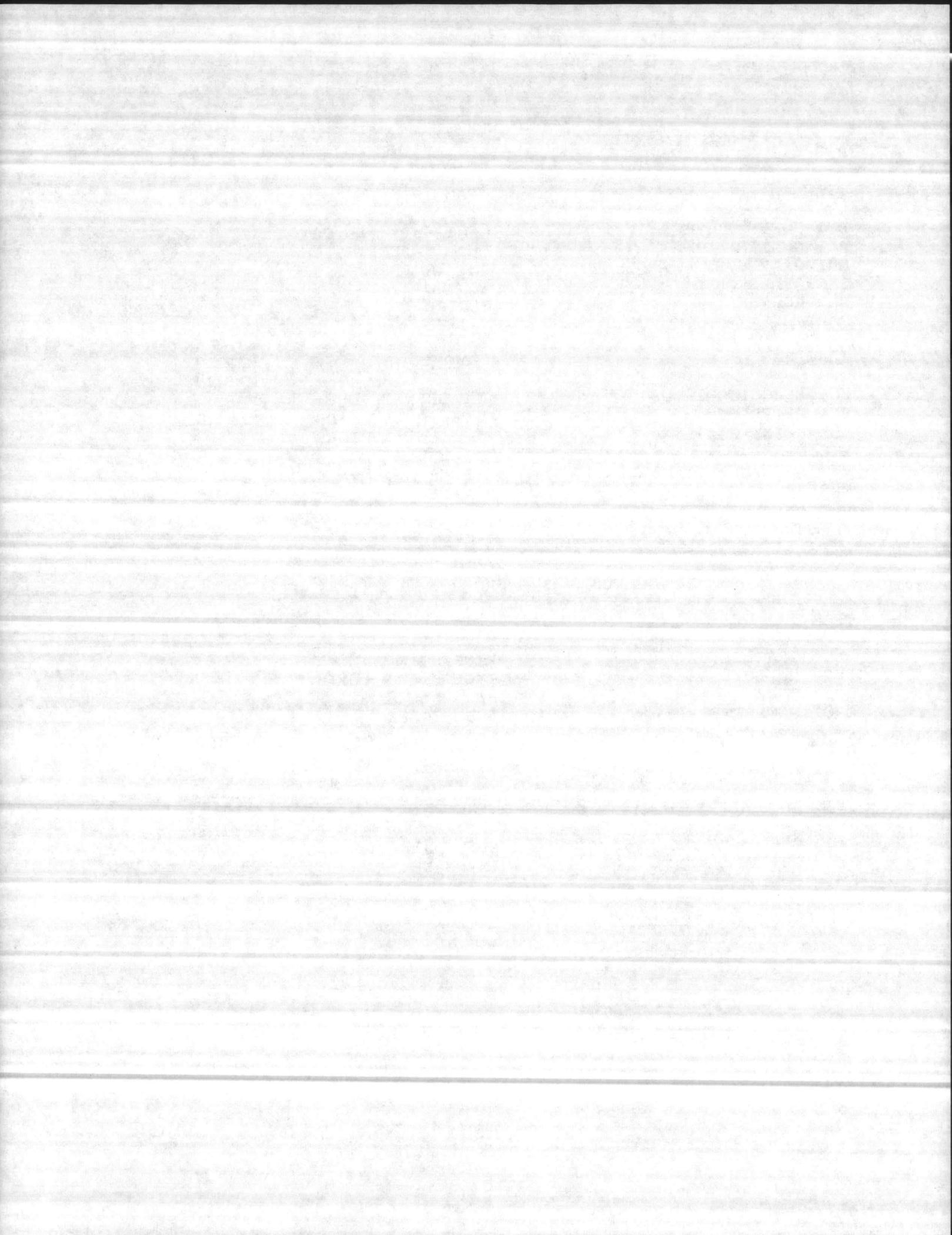
TEAM 2A

CWO2 BUBIER TL,DS
BM1 GRIFFITHS DS
BM1 BUHL
HT1 DOYEL
EN2 LAWS/EN2 GILMARTIN
MARINE

TEAM 2B

AO1 GUNTER TL,DS
BM1 GREEN
BM2 WILLIAMS
ET2 DOAK
MARINE
MARINE

Enclosure (5)



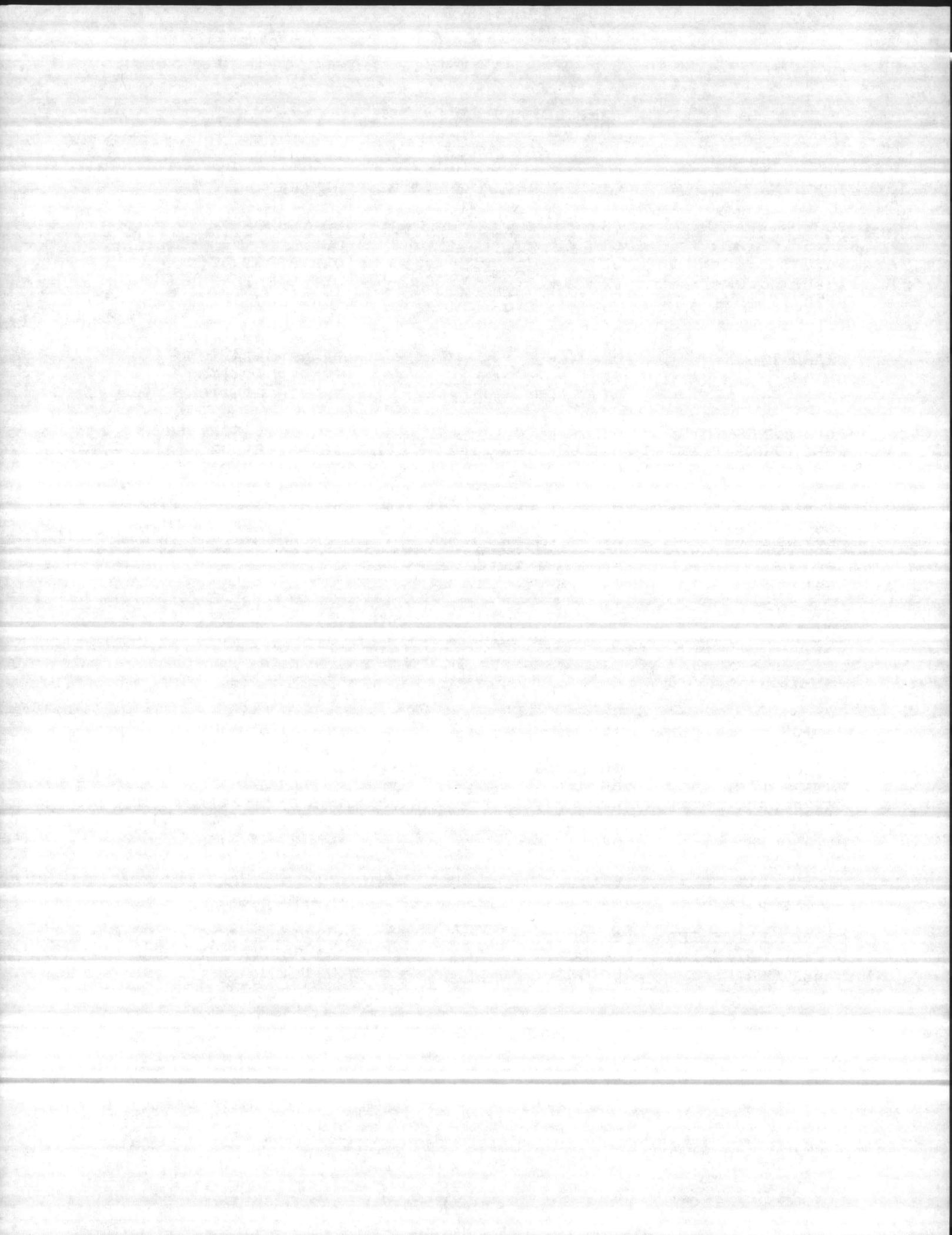
CAMP LEJEUNE LOAD LIST

BIG STUFF

<u>ITEM</u>	<u>QTY</u>	<u>LOADED</u>	<u>REMARKS</u>
BOSTON WHALER	03	_____	BOAT SHOP
Mk 5 ZODIAC	01	_____	MCM
F470	02	_____	DET 8/DET 42
25 HP MOTOR	02	_____	DET 8/DET 42
F470 TRAILER	01	_____	BOAT SHOP
3 X 3	02	_____	TRANSPORTATION
STAKE TRUCK	01	_____	TRANSPORTATION
BLAZER	01	_____	TRANSPORTATION
VAN	01	_____	TRANSPORTATION
FUEL TANKS (MIX)	04	_____	DET 8/42/BOAT SHOP
FUEL TANKS (RIX)	02	_____	DET 8/DET 02 (**)
RIX COMPRESSOR	02	_____	DET 8/DET 02 (**)
FADL	01	_____	DET 54
MILVAN	01	_____	MATERIAL
GENERATOR (BIG)	01	_____	DET 54 (IF NEEDED)
DRYING RACK	01	_____	COMPOUND
TABLE	02	_____	
CHAIRS	10	_____	

ELECTRONICS

<u>ITEM</u>	<u>QTY</u>	<u>LOADED</u>	<u>REMARKS</u>
GPS	02	_____	
RADIOS	10	_____	DET 8/ET SHOP
CHARGER (6 SLOT)	01	_____	ET SHOP
RADIO BATTERIES	10 (SPARE)	_____	ET SHOP
WATER PROOF BAG	05	_____	MATERIAL
MK 29 ORD. LOCATOR	06	_____	DET 8/MATERIAL
MK 26 ORD. LOCATOR	02	_____	DET 8/MATERIAL
DATASCOPE	02	_____	DET 8/ET SHOP
MULTIMETER	01	_____	
CAMERA KIT	01	_____	
CELLULAR PHONE	02	_____	OPS/MEDICAL
FLASHLIGHT	04	_____	
C-CELL BATTERIES	19 DOZ.	_____	SERVEMART
D-CELL BATTERIES	06 DOZ.	_____	SERVEMART
AA BATTERIES	06 DOZ.	_____	SERVEMART



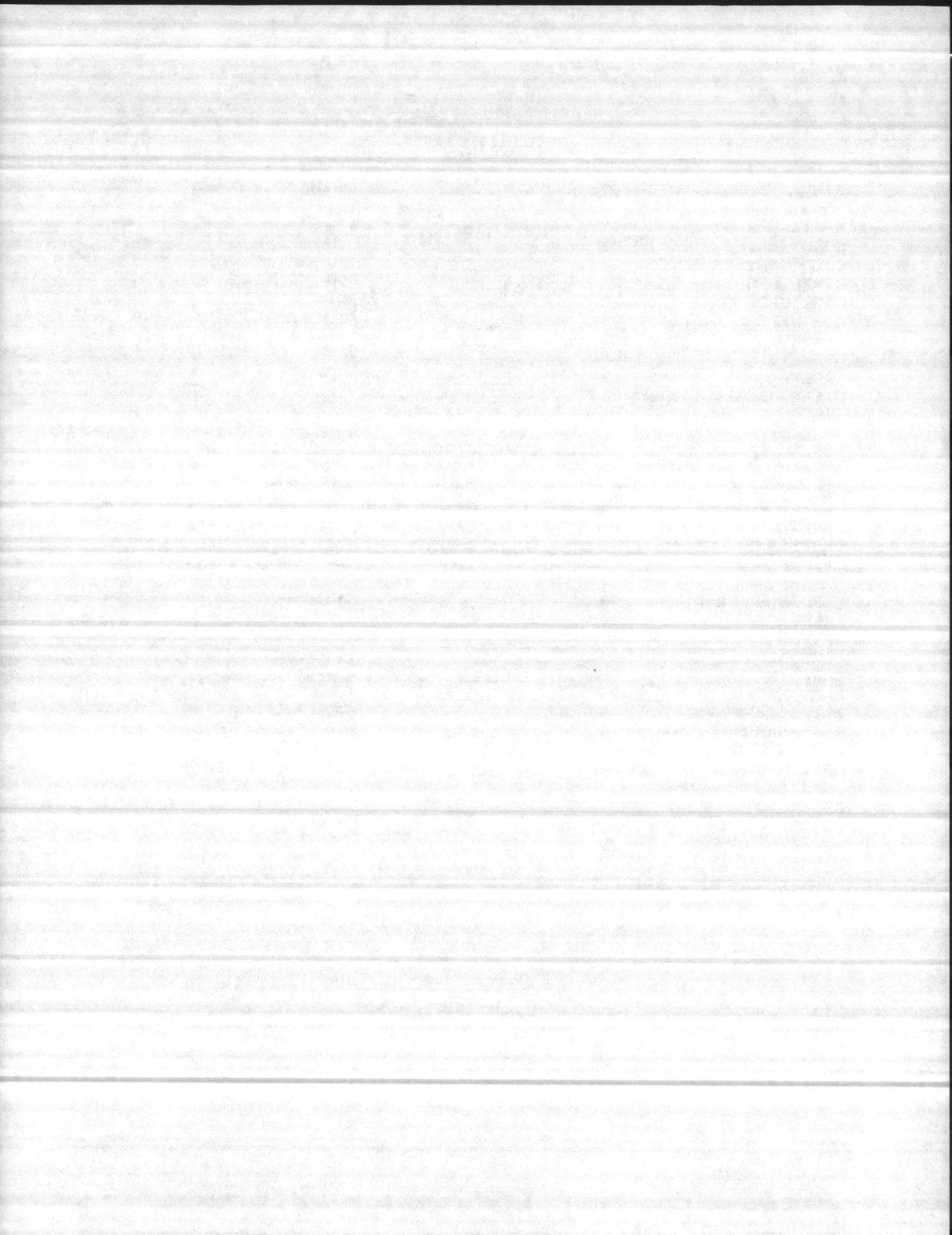
CAMP LEJEUNE LOAD LIST

CLOTHING

<u>ITEM</u>	<u>QTY</u>	<u>LOADED</u>	<u>REMARKS</u>
MUSTANG SUIT	18	_____	
COLD WEATHER GLOVES	21	_____	MATERIAL
COLD WEATHER BOOTS	21	_____	MATERIAL
BUFFALO SUITS	21	_____	MATERIAL
WORK GLOVES	12	_____	
HIP WADERS	08	_____	MATERIAL
FLACK JACKETS	05	_____	
HELMETS	05	_____	
WADERS	12	_____	MATERIAL
FIELD JACKET LINER	24	_____	

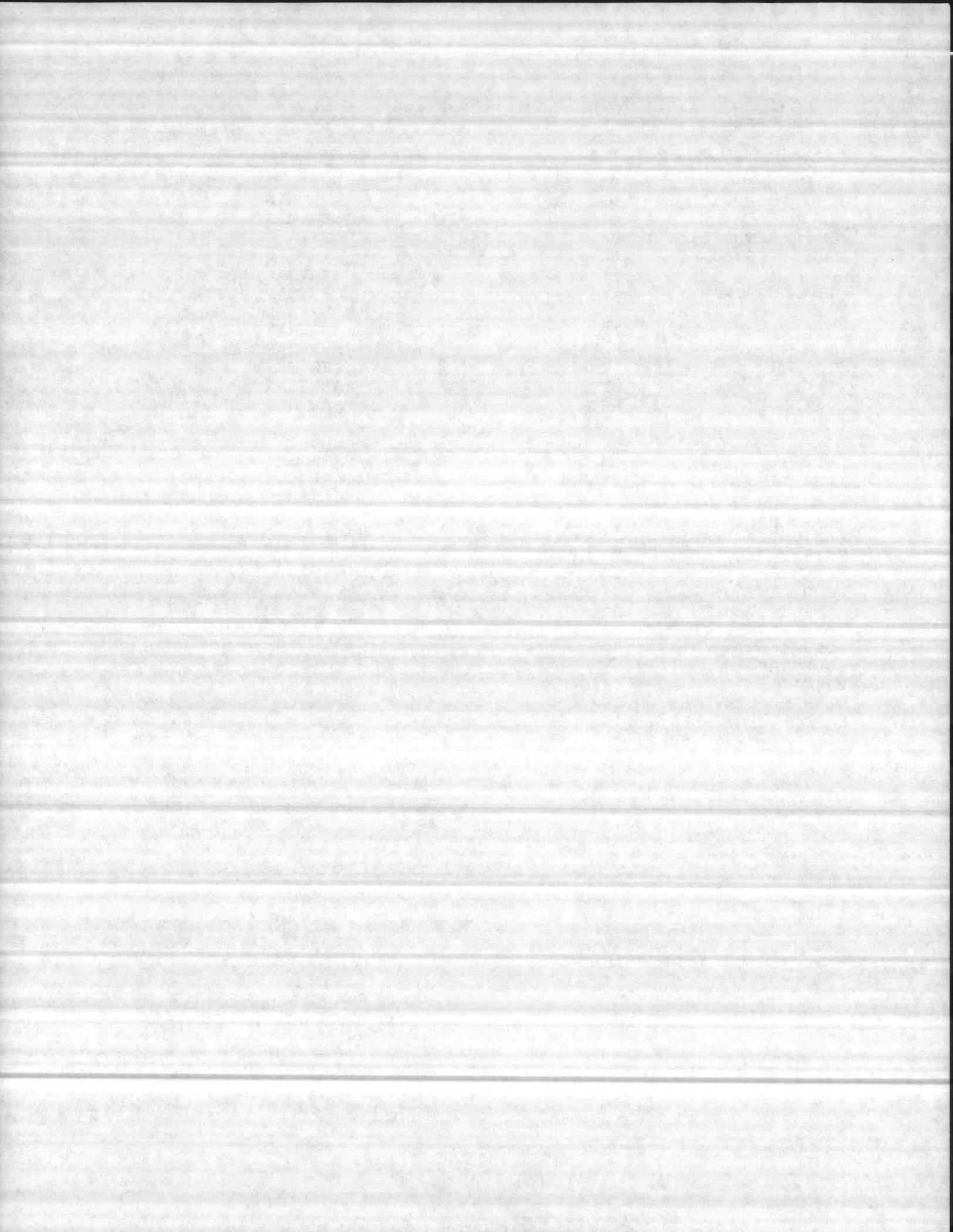
TOOLS/RIGGING EQUIPMENT

<u>ITEM</u>	<u>QTY</u>	<u>LOADED</u>	<u>REMARKS</u>
RED TOOL BOX	01	_____	
SHOVEL	04	_____	
AXE	01	_____	SERVMART
STAKES	12	_____	MCM
SLEDGE HAMMER	03	_____	SERVMART
SANDBAGS	100	_____	
TRIPOD	01	_____	DET 54
COME-ALONG	01	_____	ORDERED
CARABINEERS	50	_____	
SNAP HOOKS	24	_____	SERVMART
1 1/2" SAMPSON	06 ROLL	_____	MATERIAL
3/4" SAMPSON	06 ROLL	_____	DIVE LOCKER
BUNGEE CORD	01 ROLL	_____	SERVMART
SNATCH BLOCK	04	_____	MCM
SHACKLES	12	_____	VARIOUS SIZES
550 CORD	01 ROLL	_____	
COTTON SASH	01 ROLL	_____	DET 8
MARKER POLES	80	_____	SIMA
MARKER FLAGS	80	_____	SIMA
BOLT CUTTERS	01	_____	



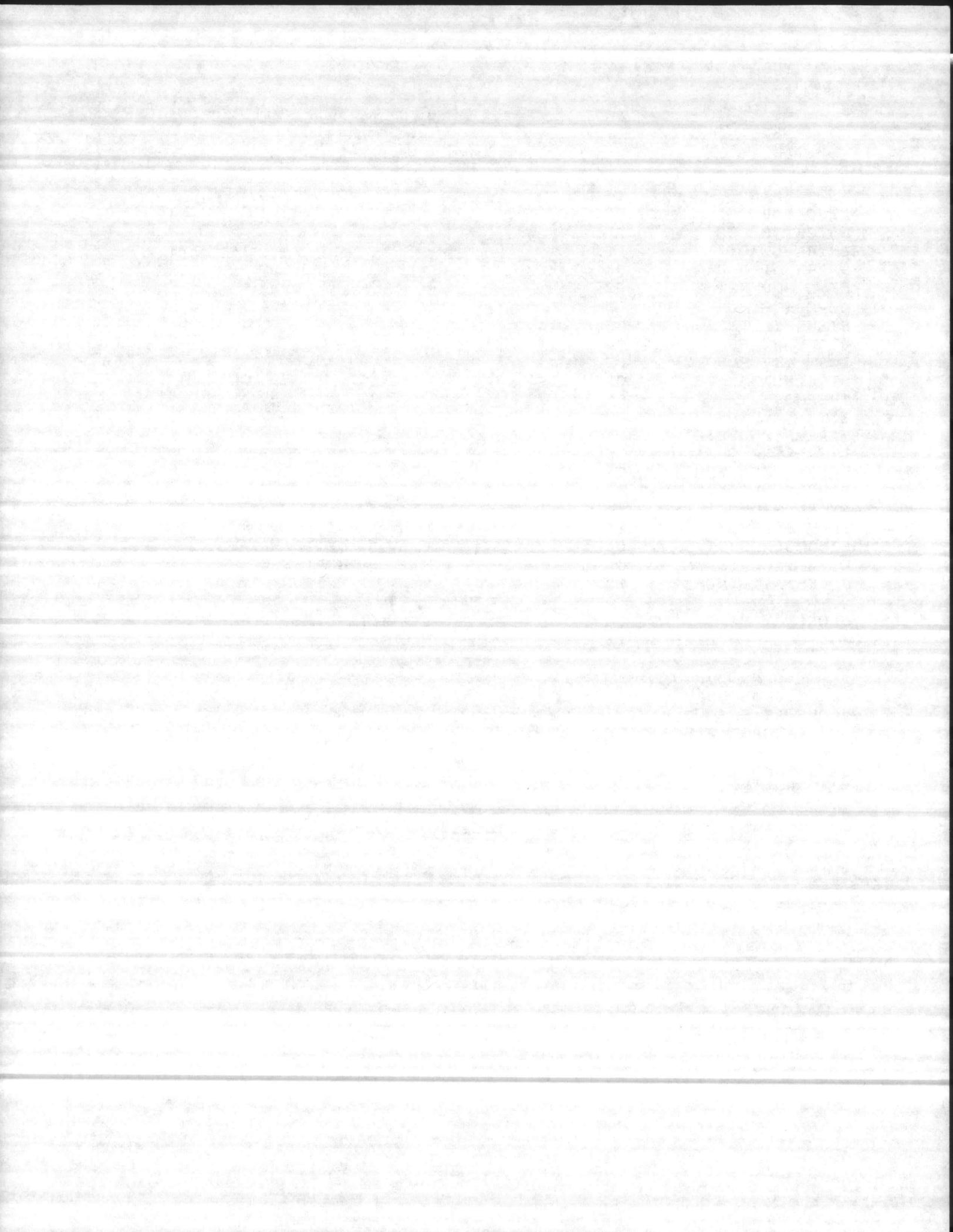
ADMIN SUPPLIES

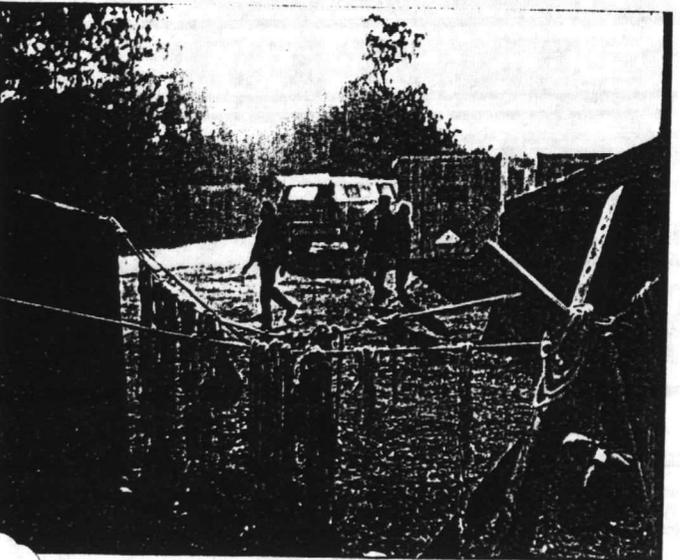
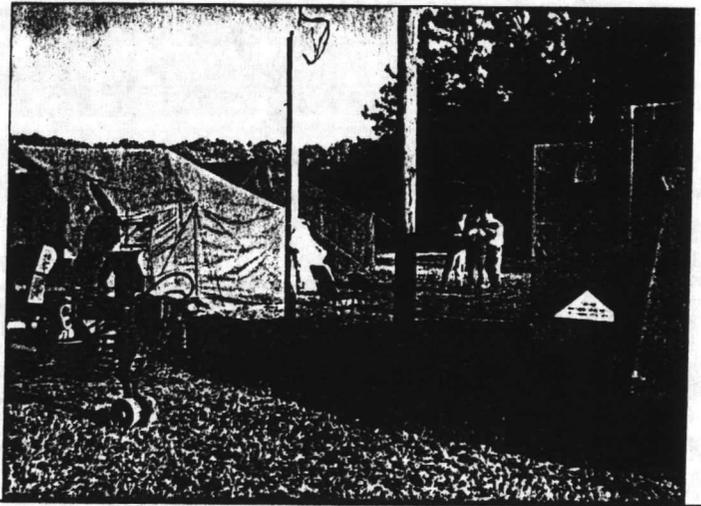
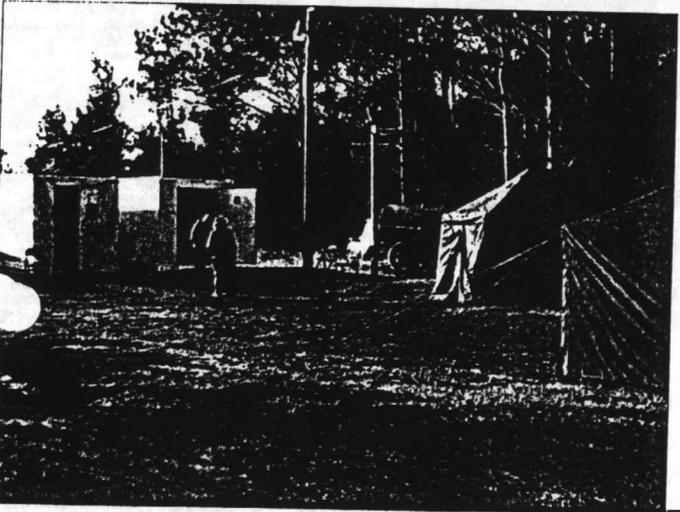
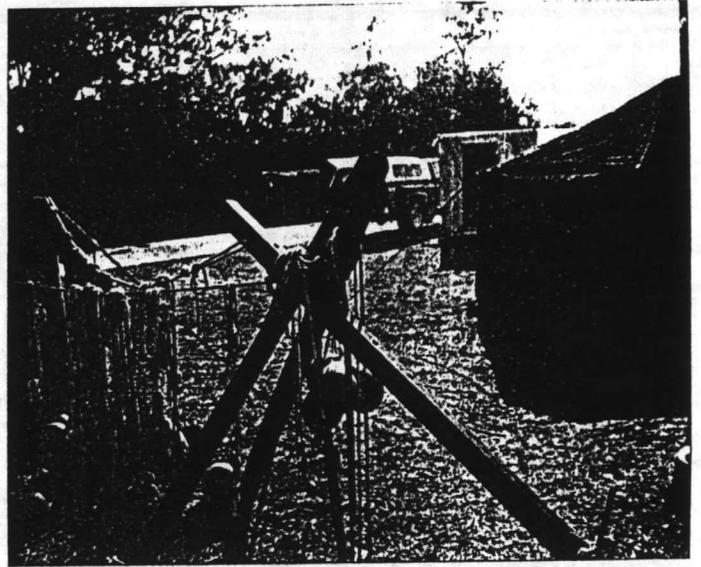
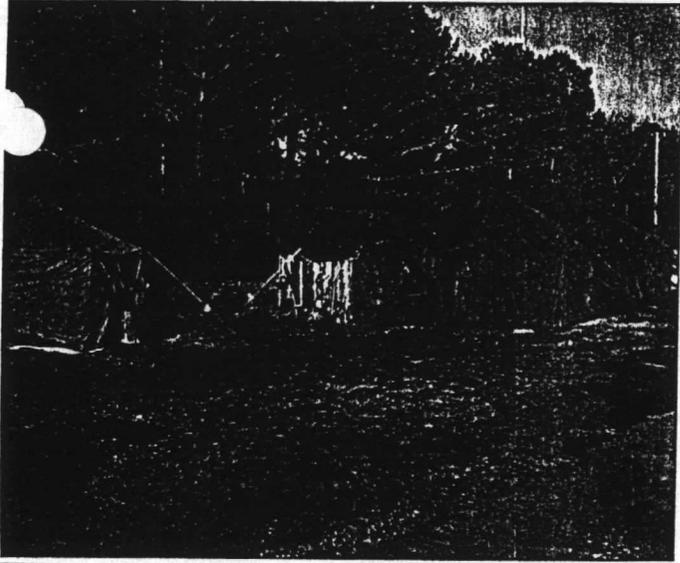
<u>ITEM</u>	<u>QTY</u>	<u>LOADED</u>	<u>REMARKS</u>
FILM 35MM	06	_____	SERVMART
FILM POLAROID	06	_____	SERVMART
TRASH BAGS	02 BOXES	_____	SERVMART
DMA CHARTS (11541)	04	_____	OPS
MAPS (809310)	06	_____	
LOCKS	10	_____	SERVMART
ORDNANCE TAPE	12	_____	SERVMART
ELECTRICAL TAPE	12	_____	SERVMART
MONOFILIMENT TAPE	12	_____	SERVMART
RAGS	BUNDLE	_____	SERVMART
PENS	02 BOXES	_____	SERVMART
PENCILS	02 BOXES	_____	SERVMART
NOTEBOOKS	06	_____	SERVMART
COFFEE		_____	
HOT CHOCOLATE		_____	MEDICAL
SOUP		_____	MEDICAL
PUSH PINS	01 BOX	_____	
CHARTING TOOLS		_____	DIVIDERS/PARALLELS
SCISSORS	02	_____	
LAMINATING PAPER	01 BOX	_____	
GREASE PENCILS	02 BOXES	_____	
SCRUB PADS	12	_____	
LIQUID SOAP	01 CAN	_____	
CAMP STOVE	02	_____	
COFFEE POTS (LARGE)	02	_____	
COFFEE POT (BETSY)	01	_____	
SOUP URN	02	_____	
2544's	04 PADS	_____	
DIVE SMOOTH LOGS	30	_____	
SAFETY CENTER ENV.	10	_____	
DIVE PLANNING SHEET	30	_____	



DIVE GEAR

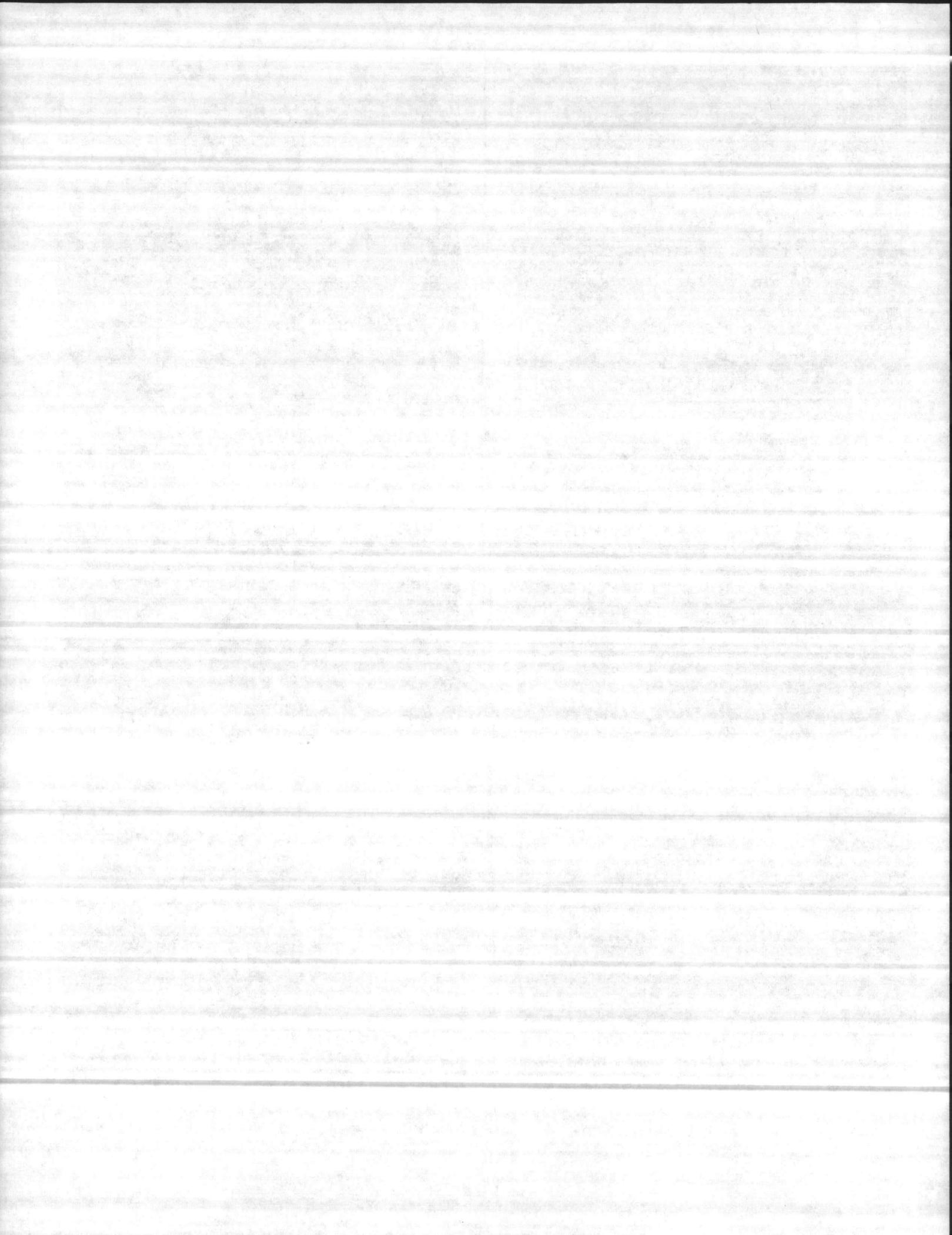
<u>ITEM</u>	<u>QTY</u>	<u>LOADED</u>	<u>REMARKS</u>
TWIN 80'S	16	_____	DET 8/54/DIVE LOCKER
SINGLE 80	02	_____	DET 8/DIVE LOCKER
WEIGHT BELTS	ALL	_____	
EXTRA LEAD	LOTS	_____	
SPARE DIVE BAG	01	_____	
DIVE SUP KIT	02	_____	DET 8/54
DIVE SUP BOARD	02	_____	DET 8/54
STANDBY LINE	02	_____	
BUDDY LINES	04	_____	
LOST DIVER BOUY	02	_____	
DIVE FLAGS	02	_____	
THERMOS	06	_____	
EXTRA CLUMPS	LOTS	_____	
MARKER BUOYS	14	_____	
EXTRA CARTS (BUOYS)	35	_____	ON ORDER
CRESSI SUB FFM	08	_____	DIVE LOCKER
PERSONNAL DIVE GEAR	ALL	_____	
EXTRA BUOYS	06	_____	
CLUMPS (50#)	24	_____	DIVE LOCKER
BINOCULARS	04	_____	DET 8/MATERIAL
LIFE JACKETS	06	_____	BOAT SHOP
JACKSTAY LINES	10	_____	IN BUCKETS
JACKSTAY BAGS	06	_____	
SEARCH LINE BUOY	02	_____	
ANCHORS	02	_____	
50 M SEARCH LINE	01	_____	
CLUMP BUOY	03	_____	
JACKSTAY SET-UP BAG	01	_____	
ANCHOR W/50' LINE	01	_____	
SLEDGE HAMMERS	02	_____	
COME-A-LONG	01	_____	
PULLEY	01	_____	
DRY SUITS W/UNDERWEAR	06	_____	

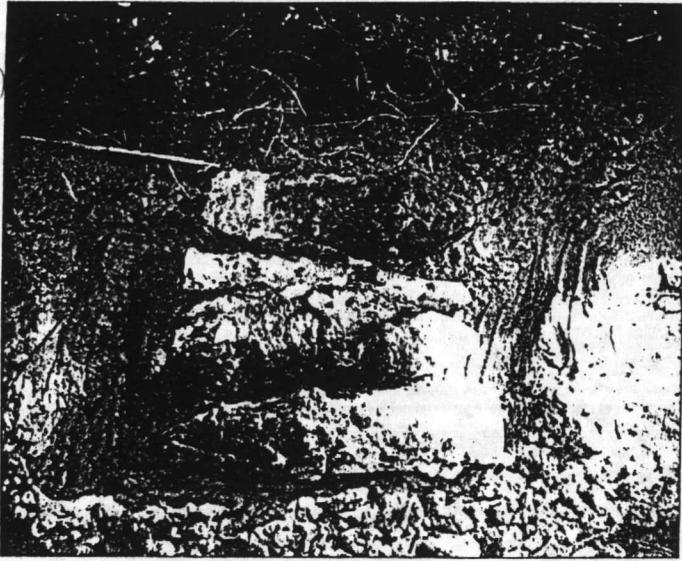




BASE CAMP

ENCLOSURE (7)

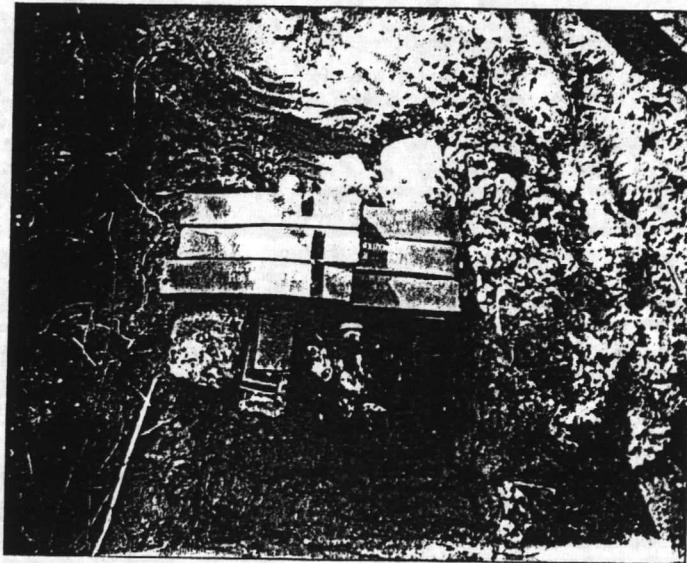




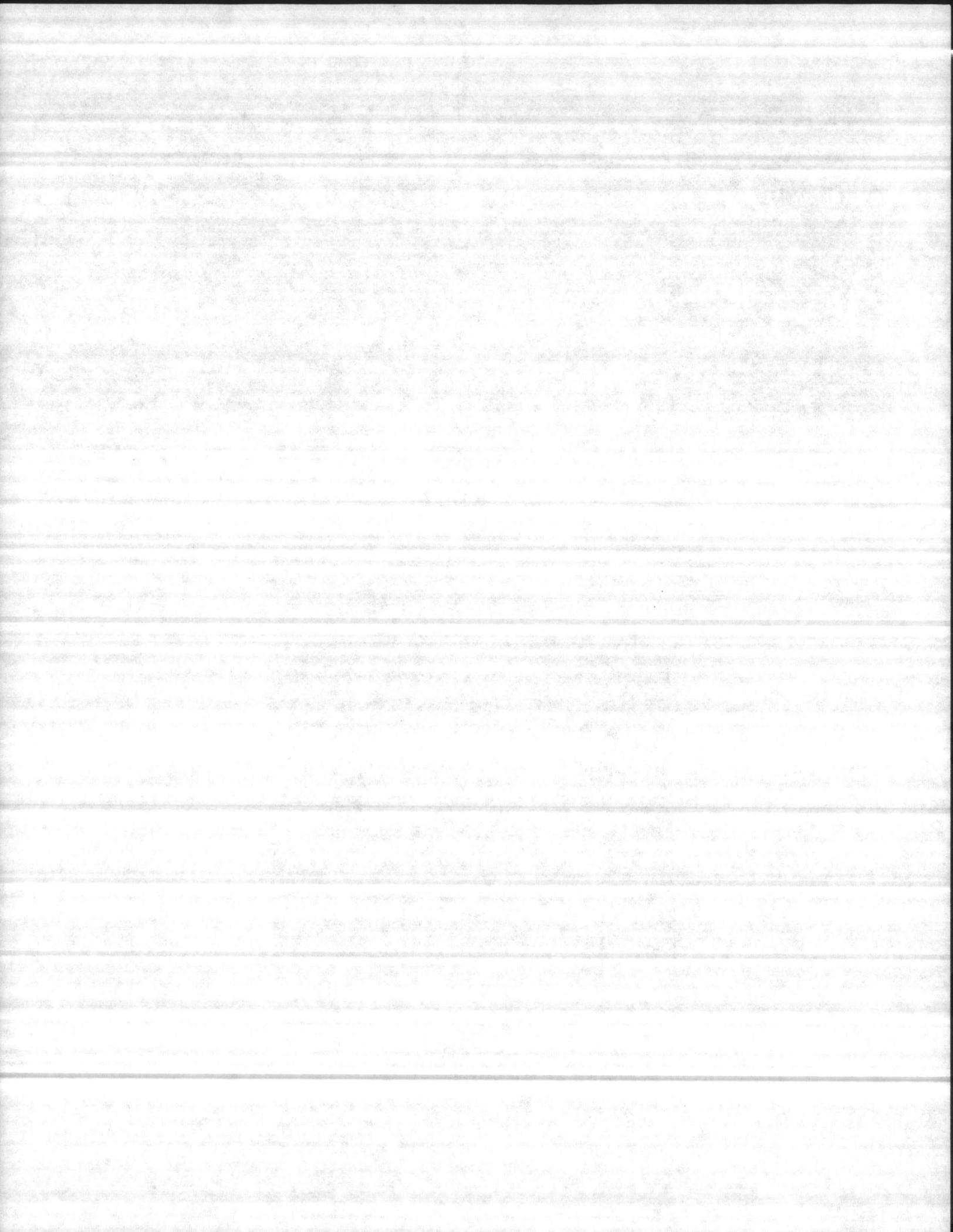
ITEMS FOUND IN WATER



ITEMS FOUND ON BEACH



DISPOSAL SHOT





DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, D.C. 20380-0001

UNCLASSIFIED

11000
TAP4301

17 DEC 1985

From: Commandant of the Marine Corps
To: Commanding General, Marine Corps Base, Camp Lejeune, North Carolina 28542-5001

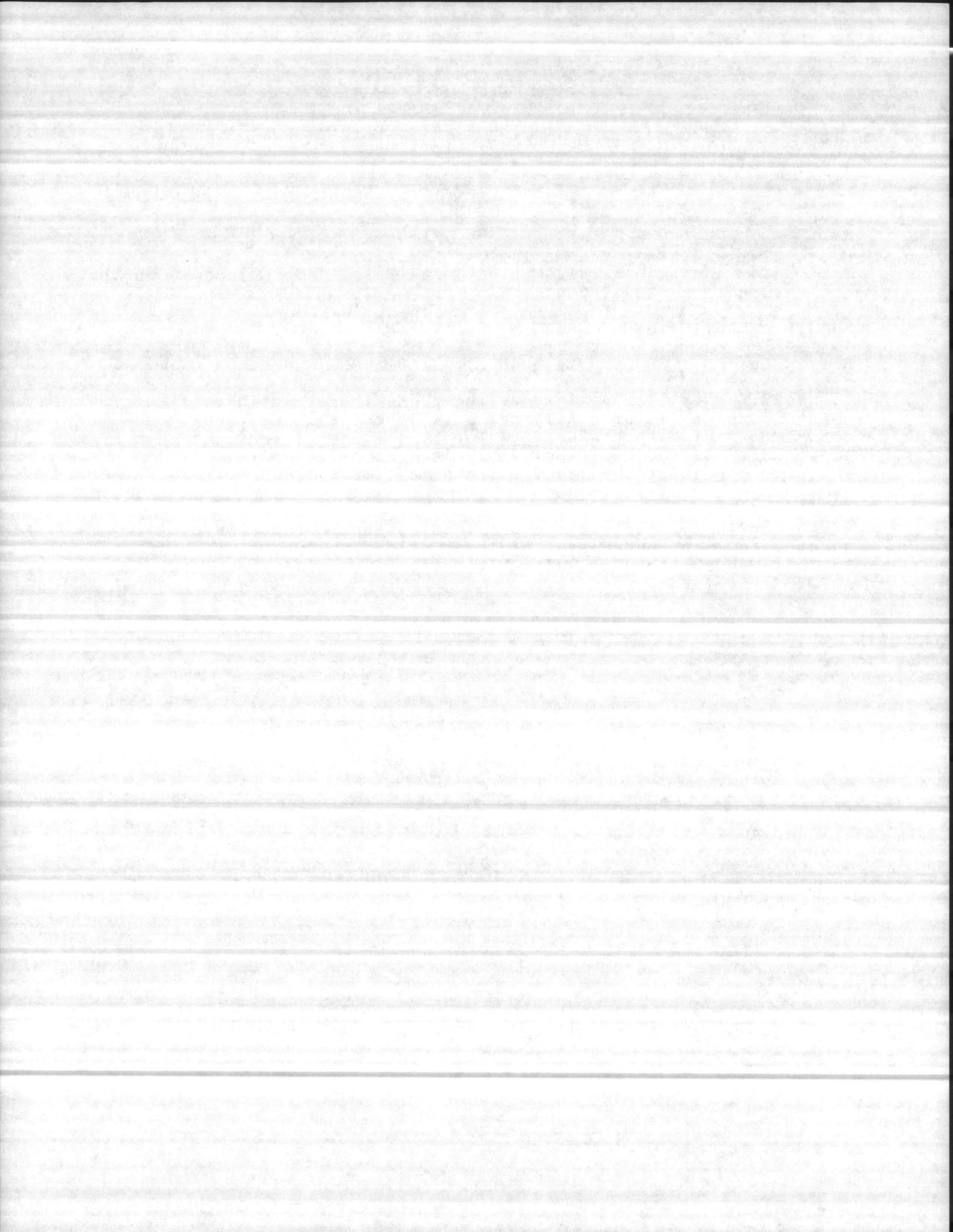
Subj: ATLANTIC INTERCOASTAL WATERWAY, TRAFFIC CONTROL

Ref: (a) CG, MCB Camp Lejeune ltr 11102 TRNG/OPS dtd 18 Nov 85

1. Your request for assistance regarding the atlantic coast inland waterway is presently being reviewed by the various departments within this Headquarters that could affect the situation. As you well know, this is a complicated issue; satisfactory solutions may require some time, because of the numerous agencies involved.

2. Accordingly, you will be provided appropriate periodic updates to keep you abreast of information. The point of contact in this Headquarters is Major Bill Smith, Training Department, AUTOVON 224-2404.

H. E. PIERPAN
Colonel, U. S. Marine Corps
Acting Director, Training Department for Training



SAWCO-E

10 December 1985

SUBJECT: Standing Operating Procedure for Range Control Operations
(Range Control SOP)

Commanding General
Marine Corps Base
Camp Lejeune, NC 28542-5001

1. Reference:

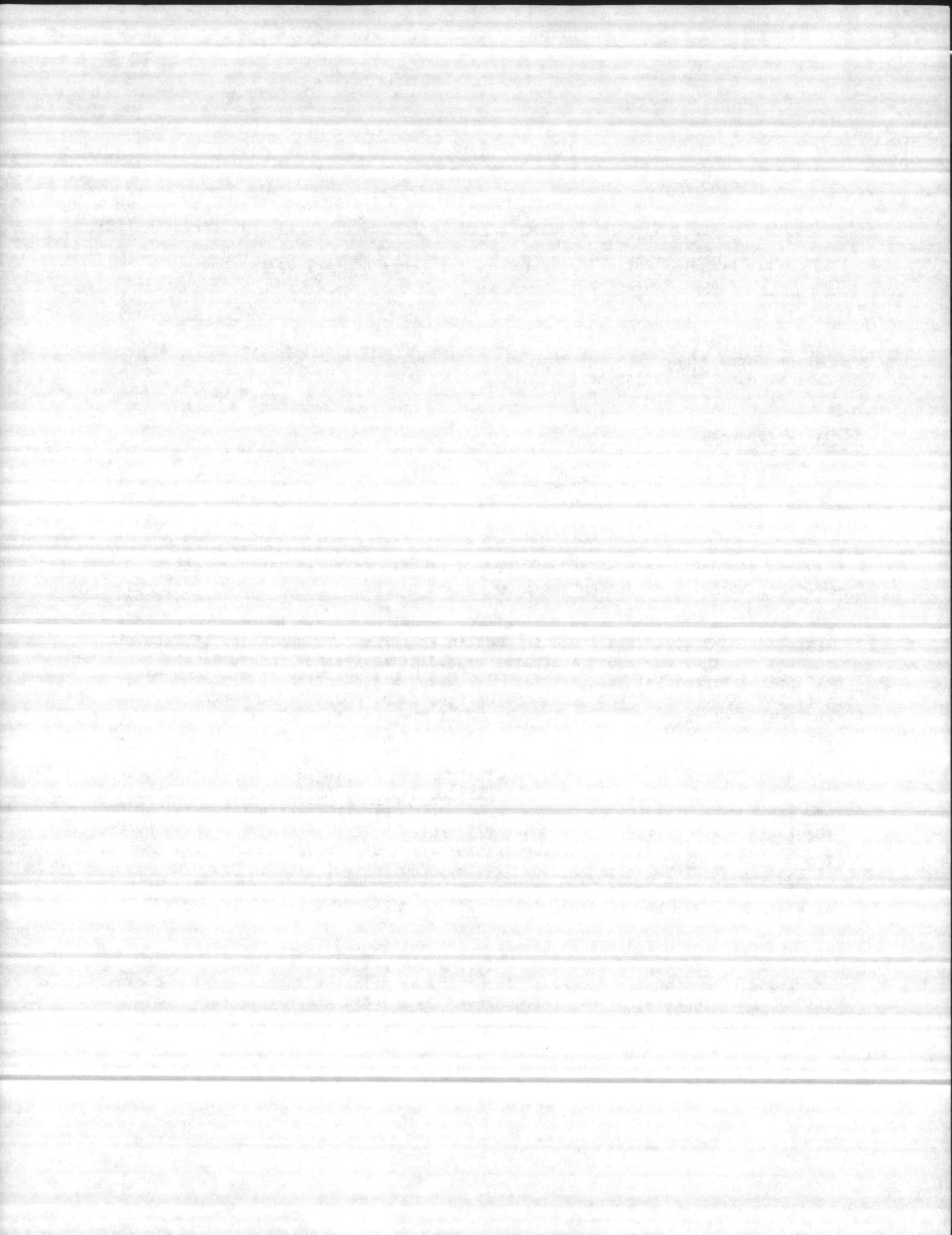
a. Your Base Order P11102.1K dated 11 Oct 1985 transmitting your revised Range Control SOP Manual BO P11102.1, effective 1 November 1985.

b. Title 33, Code of Federal Regulations, subsection 204.56.

c. SAWCO-E letter of 5 July 1985, subject: Atlantic Intracoastal Waterway (AIWW) Traffic Control.

2. Referenced revised Range Control SOP Manual has recently been received and reviewed by my staff and found to contain an incomplete quotation of Federal regulations that may cause confusion regarding navigation rights in the Atlantic Intracoastal Waterway (AIWW). Chapter 4, Section 4012 of the SOP, entitled NAVIGABLE WATERS cites the United States Coast Pilot 4 (USCP 4) as the source of Federal regulations describing restricted and danger zones within the navigable waters in the vicinity of Camp Lejeune, North Carolina. The Coast Pilot is not a Federal Regulation. It is an annual publication of the U.S. Department of Commerce for the purpose of providing a ready reference for guidance and assistance for all parties using or having an interest in the navigable waters within the region covered by the publication. Federal regulations are quoted in the Coast Pilot merely as a part of the guidance for particular areas. The actual regulations are found in Title 33 of the Code of Federal Regulations in subsection 204.56. The correct cite is "33 CFR 204.56." The Coast Pilot is also incorrectly referred to as a regulation in Appendix A, under the headings "Coast Pilot 4" and "Navigable Waters."

3. The applicable Federal regulations are not quoted completely nor paraphrased accurately in section 4012, paragraphs 1.a., b., c., or 2.a. resulting in a mistaken understanding that the Atlantic Intracoastal Waterway (AIWW) is included as a restricted area. In the CFR the regulations are arranged such that specific restricted areas are described and then followed



SAWCO-E

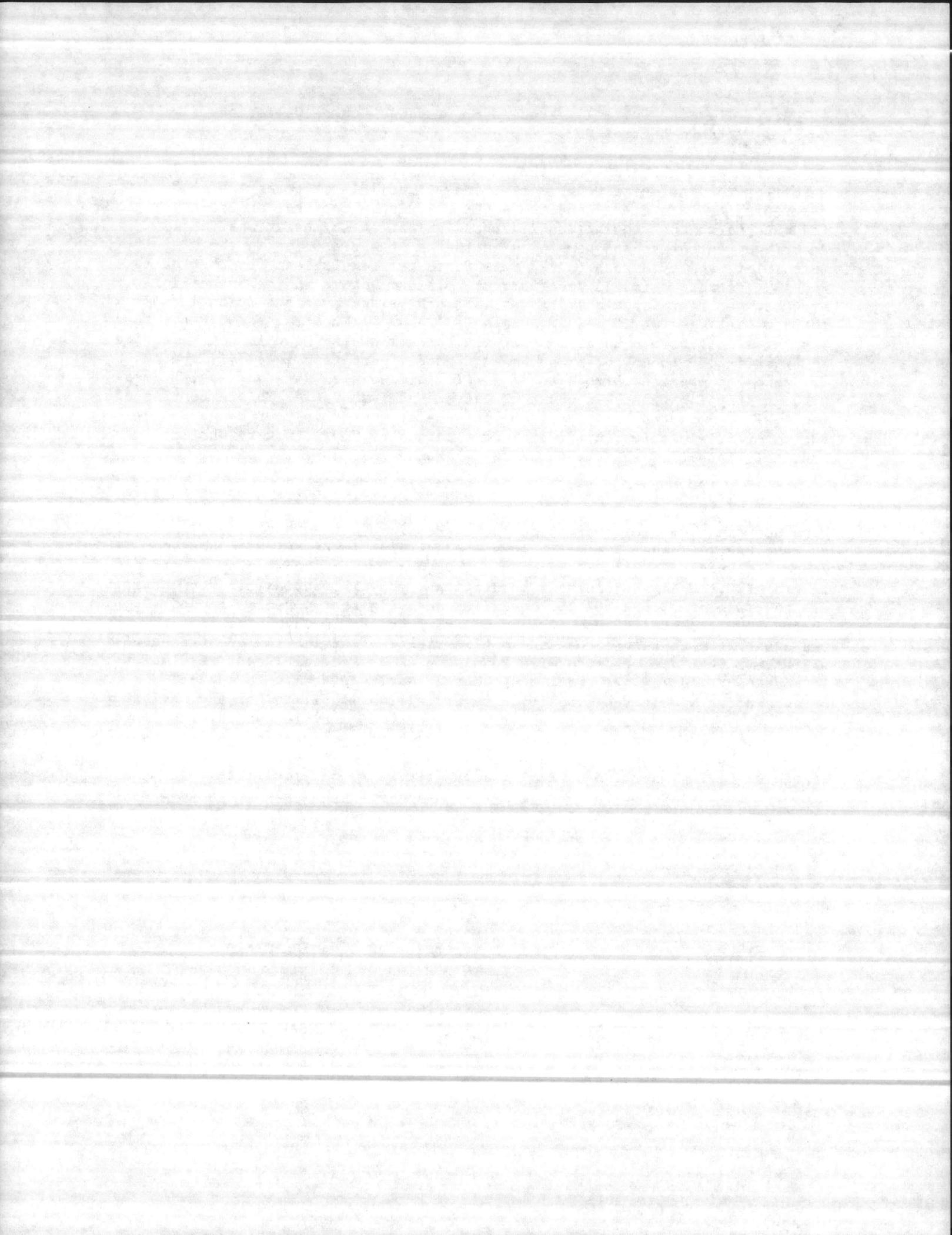
SUBJECT: Standing Operating Procedure for Range Control Operations
(Range Control SOP)

by particular regulations for that area. Within 204.56, paragraph (a) describes the "Atlantic Ocean east of New River Inlet," paragraph (b) describes the "New River" and the eight restricted sectors, and then paragraph (c) sets forth the regulations for those areas. Next, paragraph (d)(1) describes the target and bombing area in the Atlantic Ocean in the vicinity of Bear Inlet, and paragraph (d)(2) sets forth the regulations for that area. Finally, paragraph (e)(1) describes the "Inland waters in the Browns Inlet area between Bear Creek and the Onslow Beach Bridge over the Atlantic Intracoastal Waterway," and paragraph (e)(2) prescribes the regulations for that area. It should be noted that the channel of the AIWW is not specified as "restricted" in any of these areas; indeed, paragraph (e)(2)(i) states that "Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies." This exception of the AIWW is important and should be especially quoted in your Range Control SOP to avoid violations of Federal regulations by your officers who may routinely not allow vessels to proceed through the AIWW.

4. In my letter of 5 July 1985 reference c. above, I pointed out that your current routine closures of the AIWW for regularly scheduled firing exercises were not "extreme emergencies" and were therefore not authorized by the current regulations. I also requested additional information to assist us in processing your request to change the CFR to authorize your delay of vessels in the AIWW. Under the current regulations, you are responsible for enforcing all sections of 33 CFR 204.56, including assuring that vessels are not stopped in the AIWW except in cases of extreme emergencies. I have a similar responsibility to assure that the public rights of navigation are protected in all waters that are not otherwise regulated under Federal law or regulation. To continue to delay the traffic without authority places the Federal Government in a vulnerable position regarding the liability for the navigators costs or other damages resulting from the delays. In this regard, I believe that it is imperative that you pursue the necessary changes to the CFR to authorize your current practice of delaying the AIWW traffic for regularly scheduled firing exercises. As I pointed out in my earlier letter, I am prepared to assist you in this matter in any way I can. Please contact me or Mr. Charles W. Hollis, Chief of my Regulatory Branch.

Wayne A. Hanson
Colonel, Corps of Engineers
Commanding

SAWCO-EP/HOLLIS/abt
SAWCO/SHUFORD
SAWDX/BURCH
SAWDD/LTC WARREN
SAWDE/COL HANSON/sj
MAILROOM 12-11
SAWCO-E/FILES





UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

IN REPLY REFER TO

11102
TRNG/OPS

18 NOV 1985

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Deputy Chief of Staff for Training, Headquarters
U. S. Marine Corps, Washington, DC 20380-0001

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

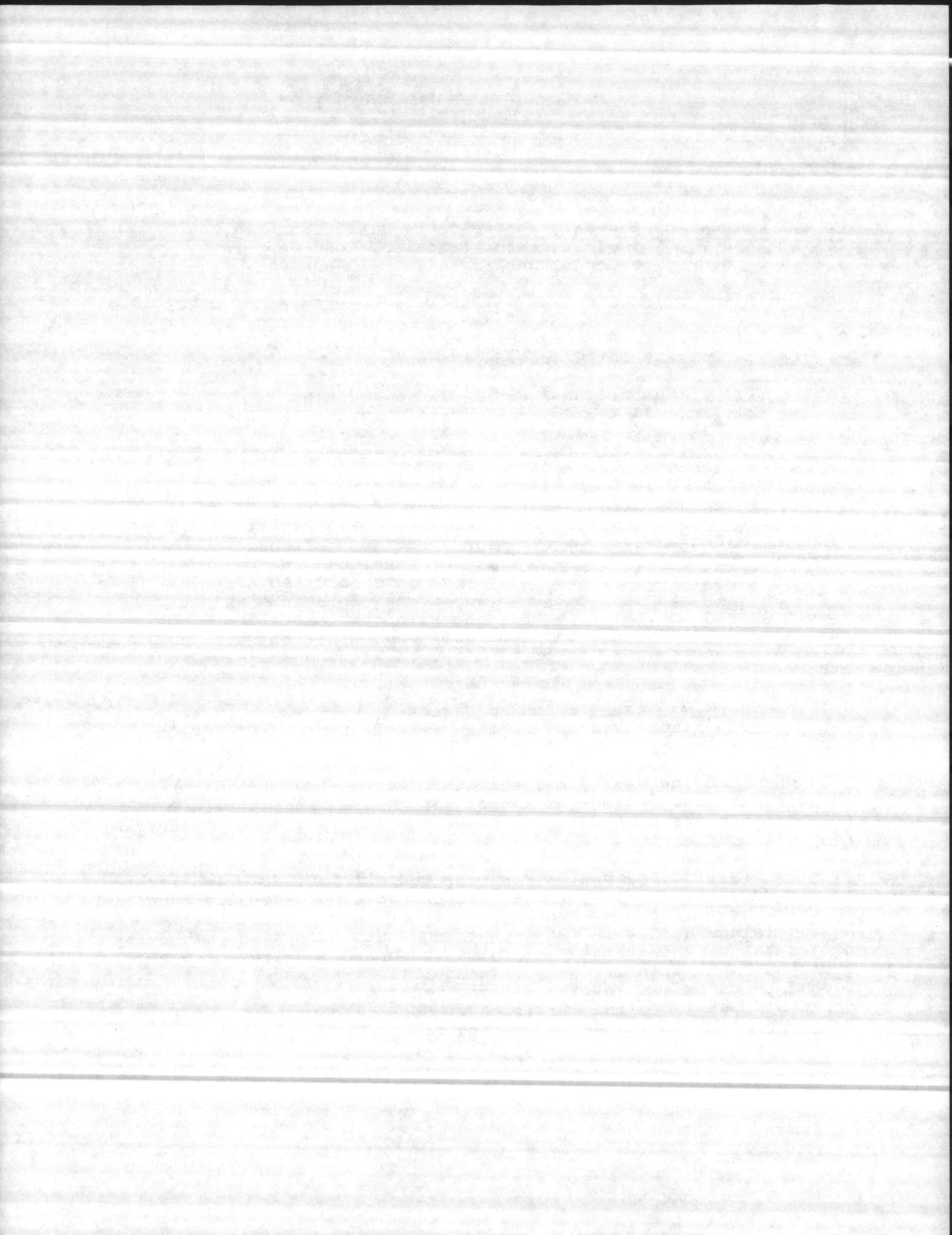
Ref: (a) Title 33 U S Code of Federal Regulations (U S
Coast Pilot 4 Section 204.5b)

Encl: (1) CG MCB ltr TRNG/OPS 11102 dtd 4 Jun 85
(2) Title 33 U S Code of Federal Regulations Section
204.5b (extracts)
(3) Dept of the Army Wilmington Dist Corps of Engineers
ltr SAWCO-E dtd 5 Jul 85

1. Since we have discussed the subject on the phone a couple of times I thought I would follow up with a letter spelling out the assistance you and your staff might provide. Although our current procedures for temporarily closing the waterway are not in immediate jeopardy, the initiative to extend the closures could backfire and bring the whole process to a halt with a severe impact on live fire training with the .50 caliber machine gun, the LAV's 25mm gun and tank main gun. The following paragraphs and enclosures provide the background and highlight our problem.

2. In June 1985, the Commanding General, Marine Corps Base, Camp Lejeune submitted a request to the District Engineer, Army Corps of Engineers in Wilmington, enclosure (1), which proposed an expanded closure of the AIWW. This proposed change to the reference, an enclosure to the letter, would allow the waterway to be closed for periods of two or four hours when certain types of live fire training were underway. Enclosure (2) is the current regulation.

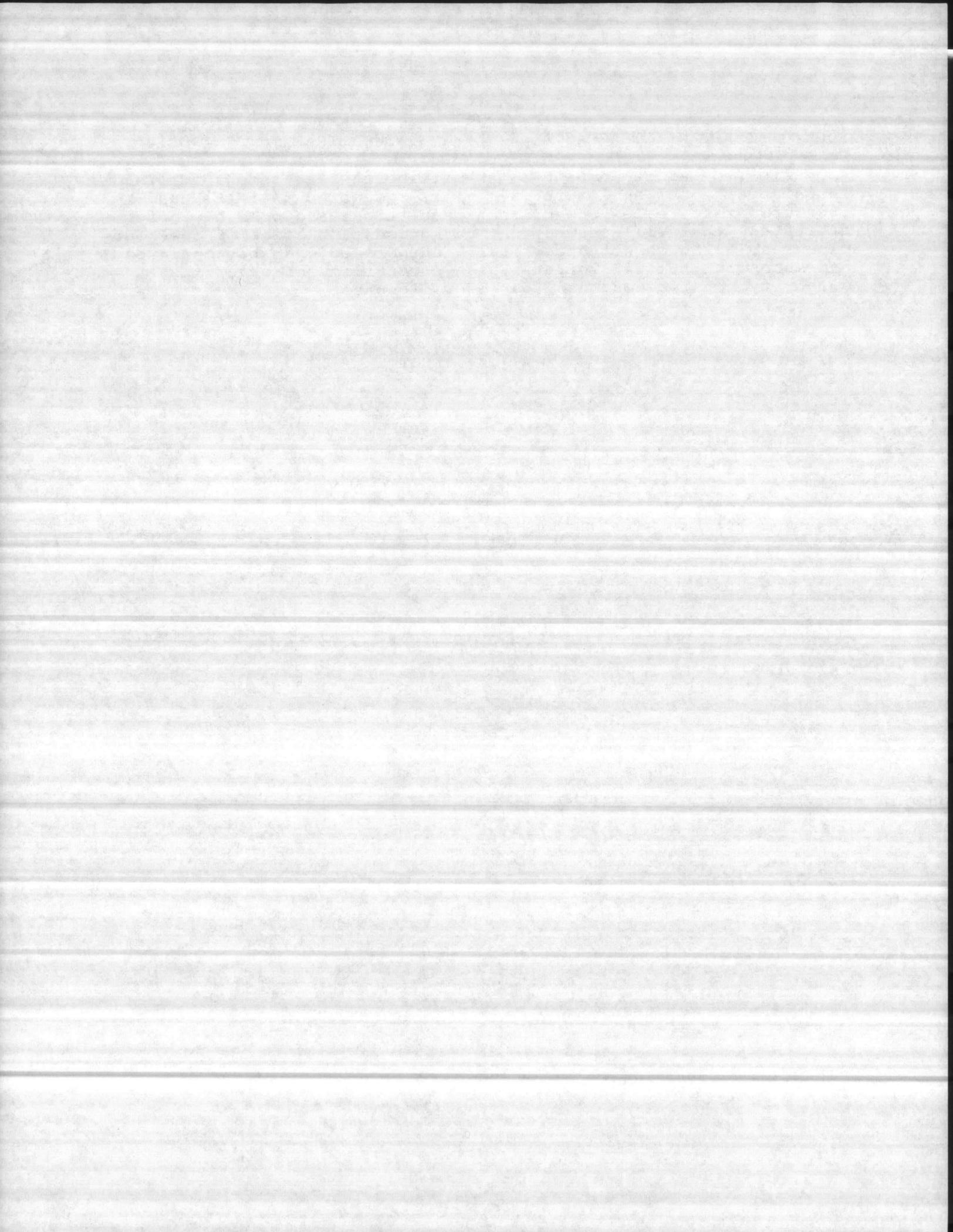
3. The District Engineer's response was not favorable (enclosure (3)). He pointed out that the reference did not actually authorize any closure of the AIWW except in extreme emergencies; however he agreed (since he has in fact supported these delays for many years) not to take any immediate action on the present policy of one-hour closures. Additionally he pointed out (1) that such closure may be beyond the authority of the Secretary of the Army and (2) that the State of North Carolina, Division of Coastal Management would need to be involved in the decision process.



Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

4. Prior to Marine Corps Base submitting the assessment outlined in paragraph 6 of enclosure (3), it is requested that the Headquarters staff review the current regulations and possibly offer a strategy that will ensure that our present practice of one-hour closures, although not specifically authorized, can be continued and secondly that will offer a high probability of obtaining authority for two-hour and four-hour closures.


J. B. KNOTTS

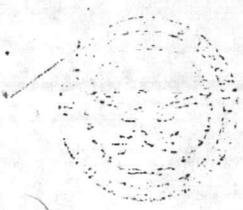


COL 0007

5857

UNITED STATES MARINE CORPS
Headquarters Battalion
Marine Corps Base
Camp Lejeune, North Carolina 28542-5010

DATE: 11 Sep 85
5100
ADJ



From: Commanding General, Marine Corps Base, Camp Lejeune N. C. 28542
To: Commandant of the Marine Corps (Code-T) Headquarters Marine Corps
Washington D. C.

Subj: ATLANTIC INTRA-COASTAL WATERWAY (AIWW) TRAFFIC CONTROL

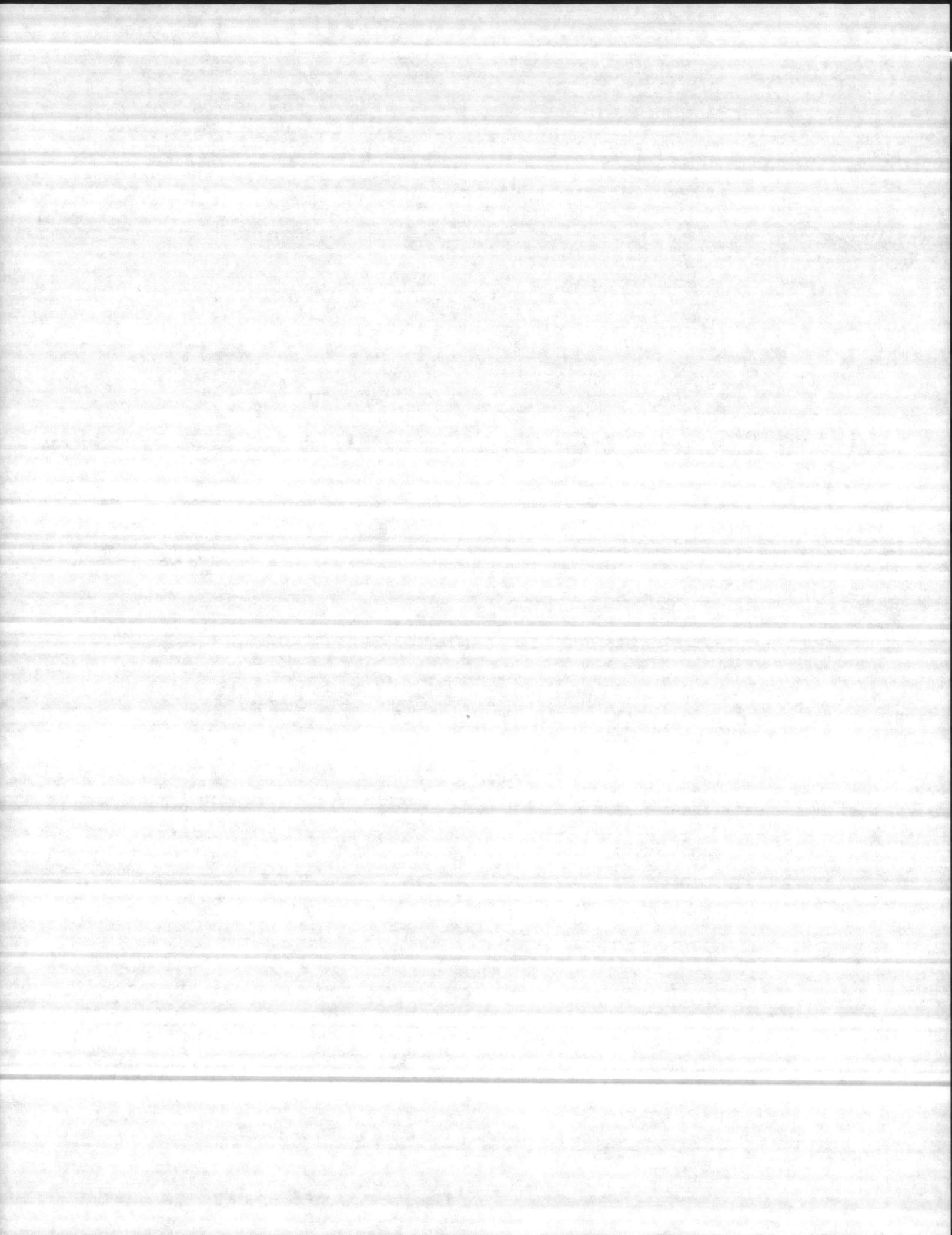
Ref: Title 33 U. S. Code of Federal Regulations, (U.S. Coast Pilot 4, section 204.5b)

Encl: (1) CG Marine Corps Base LTR, TRNG/OPS, 11102 dtd 4 Jun 85
(2) Department of the Army, Wilmington District, Corps of Engineers Ltr
SAMCO-E dtd 5 Jul 85
(3) Title 33 U. S. Code of Federal Regulations, Section 204.5b (extracts
as currently exist as of Jul 85)

1. In June 1985, The Commanding General, Marine Corps Base, Camp Lejeune submitted a request to the Army Corps of Engineers (enclosure 1). This letter proposed that the practice of closing the AIWW to water traffic for one hour be expanded to cover 2-4 hour periods of closure. Further, in order to allow for this proposal, a suggested change to the reference was included as an enclosure to the letter.

2. In July 1985, The Army Corps of Engineers responded in a not too favorable manner (enclosure 2). They pointed out that the reference ~~above~~ did not actually authorize any closure of the AIWW except in extreme emergencies. However they agreed not to take any immediate action on the present policy of one hour closures. Additionally they pointed out that the Public, State of North Carolina, and affected Federal Agencies would need to be involved in the decision process. Further the Corps of Engineers were unsure as to their authority to grant such a request.

3. Prior to Marine Corps Base following the recommendation of the Corps of Engineers as spelled out in paragraph 6 of enclosure 2, it is requested that your staff review the current regulations and possibly offer a course of action to take. It appears on the surface, at least, that the Corps of Engineers would be reluctant at best to authorize or ~~approve~~ our request for additional closure times for the AIWW.
C-0007



HEADQUARTERS, MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA

Date 22 July 65

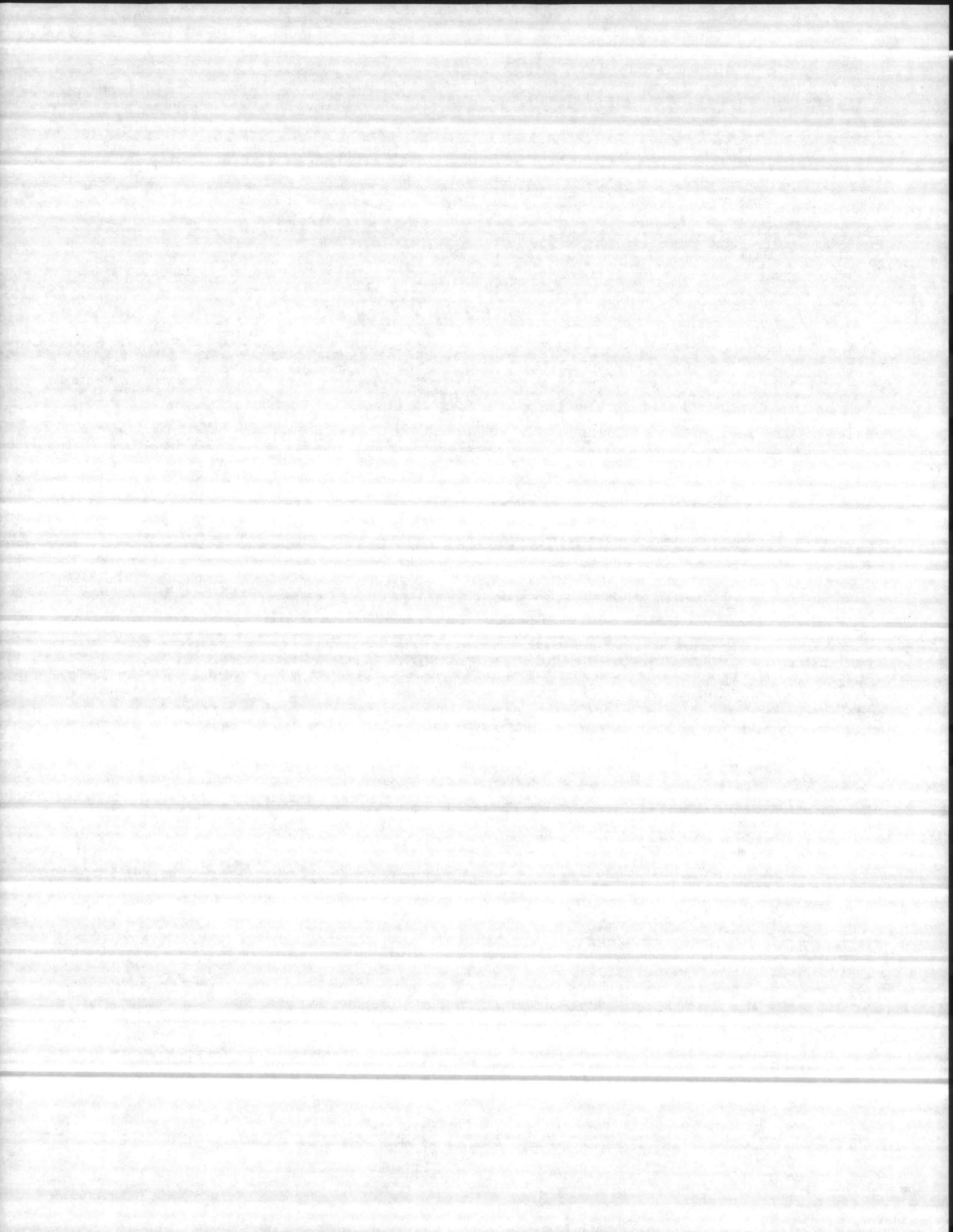
From: Chief of Staff
To: AC/S, TRNG/OPS
Subj: Inland Waterway

The CG has talked to Gen COOK (Code T) on the subject. He agrees with the approach we discussed last Friday, i.e.

Prepare the request for the waterway closing as proposed in the Wilmington Dist Corps of Engineer's letter dtd 5 July 65

When the package is ready, but before we submit it, send a copy to HQMC code T to insure they know what's coming down the pike and are positioning themselves to support us.

R/E





DEPARTMENT OF THE ARMY
ENGINEERING CENTER
WASHINGTON, NORTH CAROLINA 28402-1899

UNREPLY REFERRED

5 July 1985

SANCO-E

SUBJECT: Atlantic Intracoastal Waterway (AIW) Traffic Control

Commanding General
Marine Corps Base
Camp Lejeune, NC 28542-5001

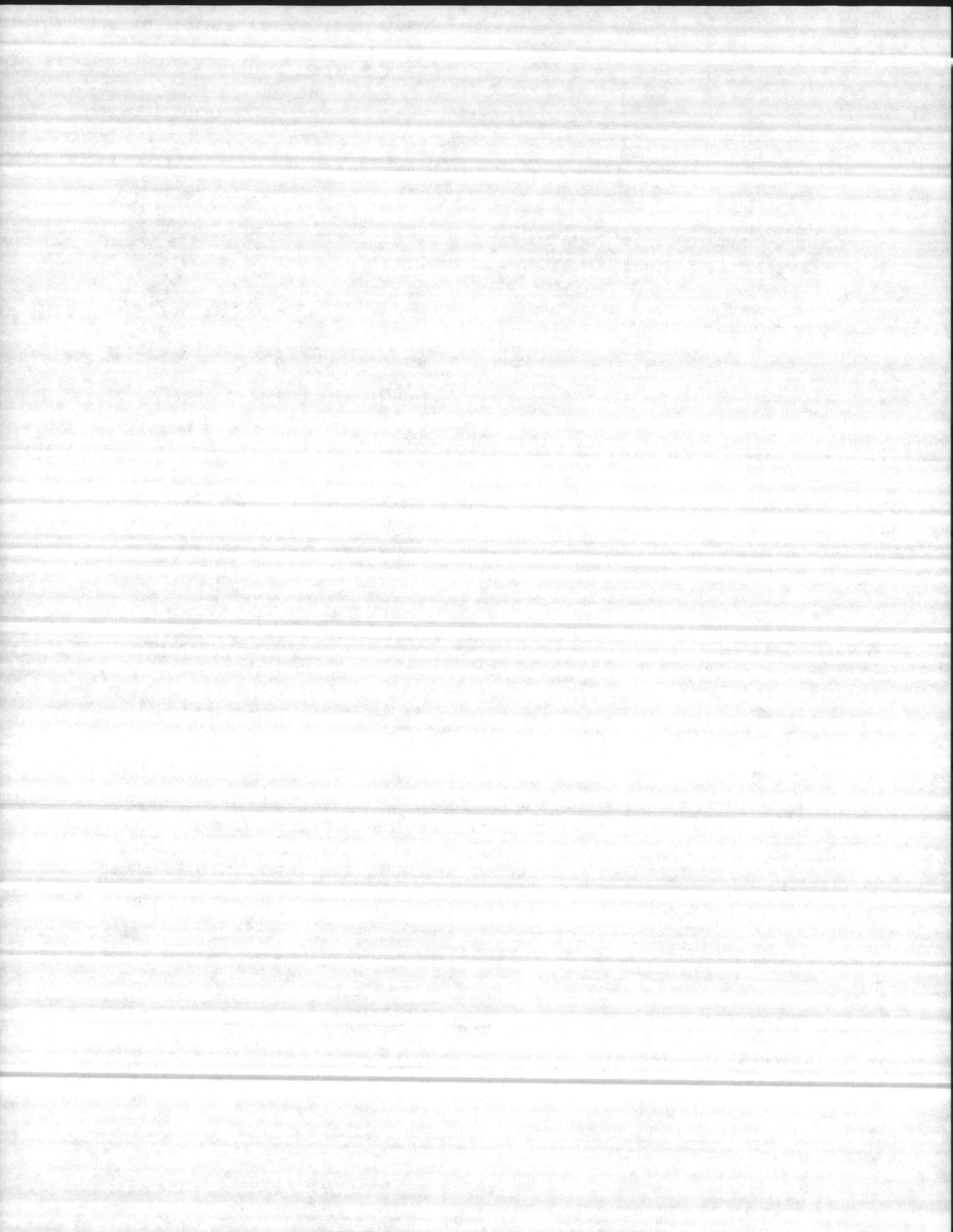
1. Reference:

- a. Your letter, TRNG/OPS, 11102, dated 4 June 1985, subject as above.
- b. Title 33 U.S. Code of Federal Regulations, Part 204 and Part 209.

2. This will acknowledge receipt of your request for changes to 33 CFR 204.56 that would include, if approved, the closure of the Atlantic Intracoastal Waterway (AIW) for periods of 2 and 4 hours on an essentially daily basis.

3. On 25 March 1985, in my office, this matter was discussed with members of your staff, LTC F. J. Cizerle and LTC Higginbotham. LTC Cizerle explained your current practice of delaying traffic on the AIW for an hour-on, hour-off basis during most weekdays throughout the year and the pending need to expand the on-off periods to 2 and 4 hours for 3 or 4 days each week for about 32 weeks each year. My staff and I expressed particular concern for two matters. First, the current hour-on/hour-off procedure is not authorized by the Federal Regulations which explicitly state "Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies" [33 CFR 204.56(e)(2)]. Second, your request for the effective closure of a Congressionally designated Federal navigation channel on a regular basis for significant periods of time is a proposal without precedent and one which must receive very careful consideration and review by the public, the State of North Carolina, and the affected Federal agencies.

4. We agreed during our 25 March 1985 meeting to take no immediate action regarding your current practice of delaying traffic on an hour-on/hour-off basis during your military exercises. It should, however, be clearly recognized that such delays do not constitute the "extreme emergencies" specified in the Code of Federal Regulations, are undertaken at the risk of the Marine Corps Base, Camp Lejeune, and are beyond the authority granted to you by the Secretary of the Army through his approval of the current regulations. Our file reflects the expressed intent of the Marine Corps to not delay traffic on the AIW when the regulations were requested in 1969 and approved in 1961. At the present time, we will continue to approve an



SANCO-E

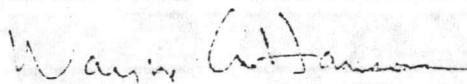
SUBJECT: Atlantic Intracoastal Waterway (AIWW) Traffic Control

expected delay of about 1 hour in passage through the area until any appropriate changes in 33 CFR 204 regarding your current request can be made.

5. Your proposal to expand the alternating AIWW closures to 2 and 4 hour periods is, as already stated, without precedent in Congressionally designated navigation channels. It is not entirely clear that the authority of the Secretary of the Army pursuant to the provisions of Chapter XIX of the Army Act of 9 July 1915 or of Section 7 of the River and Harbor Act of 3 August 1917 extends so far as to significantly curtail the free and unobstructed use by the public of a Federal navigation channel authorized and designated by the Congress for such use. I have referred this question, by copy of this letter, to the Office of the Chief of Engineers. It will also be necessary for you to certify to the North Carolina Division of Coastal Management (NCDOM) that this proposal is consistent with the North Carolina Coastal Management Plan. My receipt of a concurrence from the State with your certification will be necessary prior to any final action on your request.

6. It is requested that you furnish an assessment of each of the changes you have proposed. Such an assessment should include detailed discussion of the nature and severity of the restrictions on public use of the various areas, with special attention given to precise descriptions and discussions of the differences you envision from what is now prescribed in the Code of Federal Regulations. It is anticipated that the NCDOM will require similar details in order to properly evaluate the impact of your proposal. This detailed assessment will be necessary prior to our further action on your request. If there are questions regarding its content or degree of detail, you should contact Charles W. Hollis, Chief of my Regulatory Branch.

7. I am prepared to assist you in any way I can in meeting your needs and objectives consistent with the above procedures, our mandate in law, and authority granted to me by the Secretary of the Army.

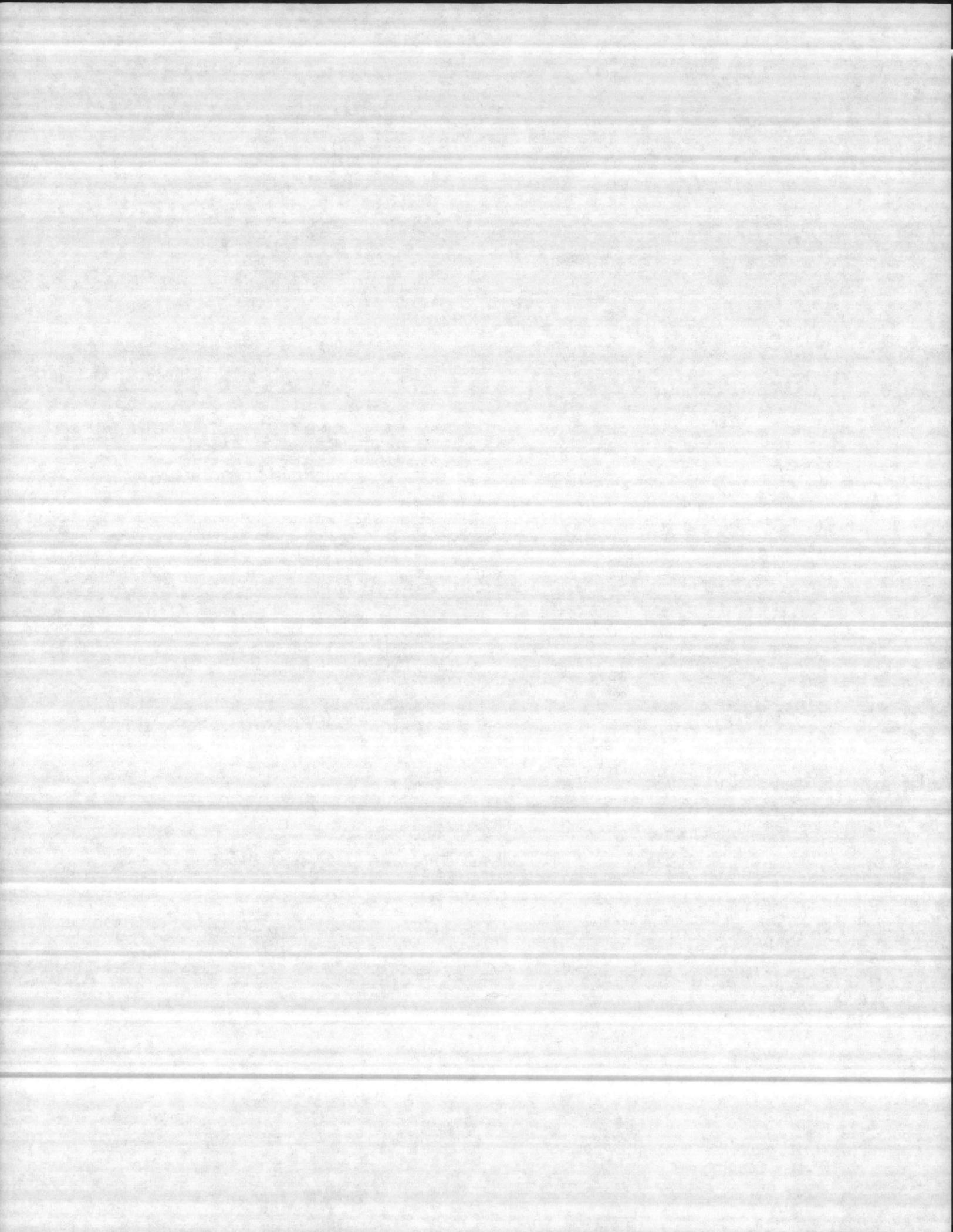


WAYNE J. HANSON
Colonel, Corps of Engineers
Commanding

CF w/incoming corres:

DAEN-CWO-N

Division of Coastal Management
North Carolina Department of
Natural Resources and
Community Development
P. O. Box 27687
Raleigh, NC 27611-7687





UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

file copy

IN REPLY REFER TO:

File →
ejw

TRNG/OPS
11102
4 June 1985

From: Commanding General, Marine Co
North Carolina
To: District Engineer, U.S. Army
District

ne,
Wilmington

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) Title 33 U. S. Code of Federal Regulations, Part 204

Encl: (1) Camp Lejeune Special Maps
(2) Title 33, U.S. CFR (U.S. Coast Pilot 4, Sec 204.56)
Revision

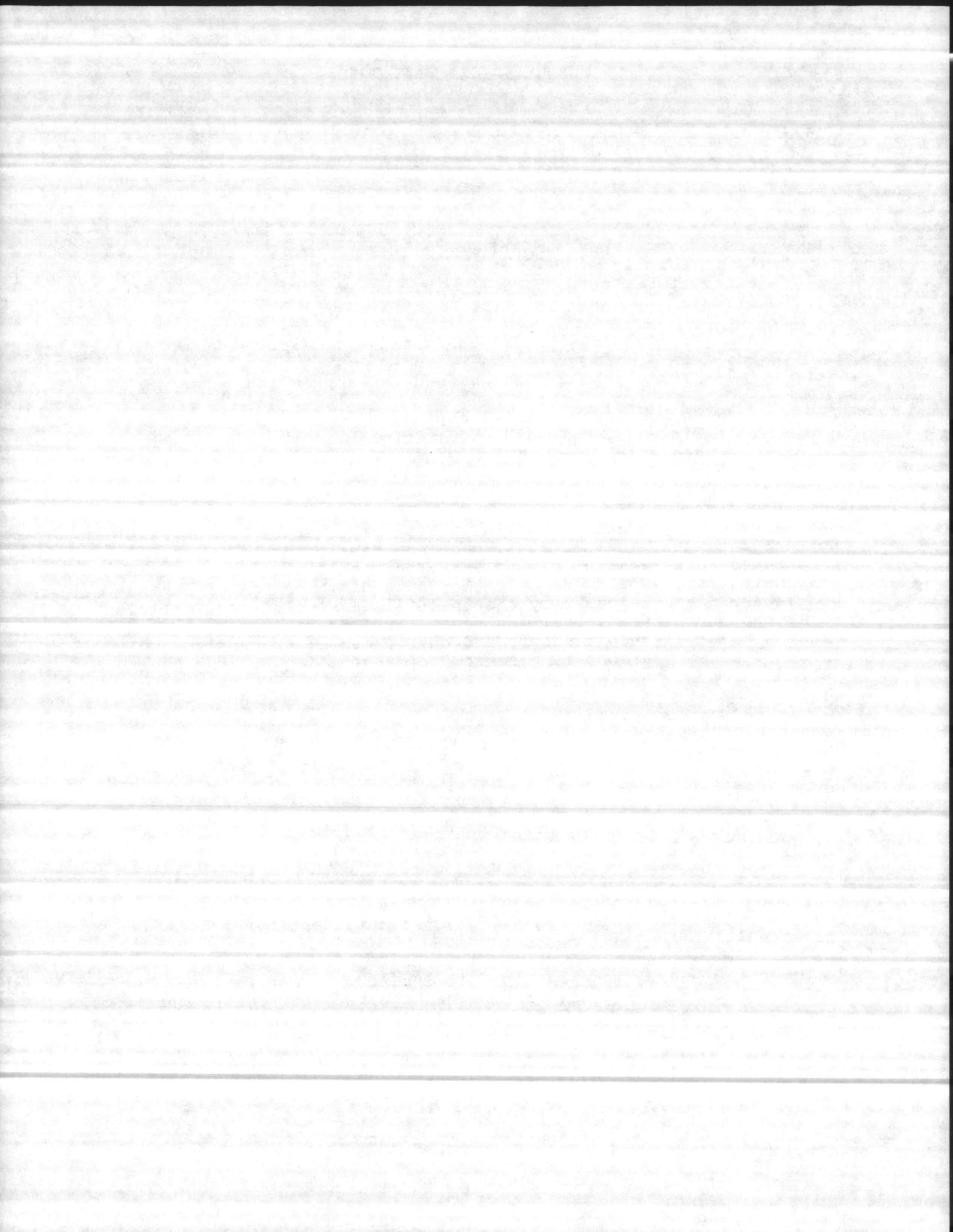
1. Marine Corps Base, Camp Lejeune is the world's most complete amphibious training base and the home of the Second Marine Division. Due in part to the ability to train with live ammunition on Camp Lejeune's ranges, Marines stationed here develop combat arms techniques which enable them to carry out their national defense responsibilities worldwide. As the Commanding General of Marine Corps Base, Camp Lejeune, my responsibilities include the efficient management of our many training ranges in a manner which ensures mission accomplishment, safety and environmental protection and which balances the competing needs and expectations of the general public.

2. The Atlantic Intracoastal Waterway in the Camp Lejeune vicinity separates the mainland from the tidal marshes and barrier islands. For four and one-half miles the Waterway actually crosses 3 training ranges used for live firing exercises for over forty years. These ranges support large caliber direct-fire (LCDF) weapons such as:

.50 cal machine guns, Dragon and TOW missiles,
105mm tank main guns, 25mm chain guns, and
artillery direct fire (105mm/155mm/8")

Enclosure (1) depicts the location of these ranges (G-5, G-6, G-7) and their surface danger zones (SDZ), which extend over the AIWW and into the Atlantic Coast Sector (ACS).

3. Over the years, the practice of closing the AIWW for one hour periods to allow safe, live firing has evolved and remains the current practice today. This closure is effected through Notices to Mariners, published by the U. S. Army Corps of Engineers (COE) in Wilmington, and physically by the Navy Boat Crews' range safety boats positioned in the AIWW at the north and south boundary of the SDZ (see map). That portion of the SDZ within the ACS is closed by Notices to Mariners and periodically patrolled by the Navy Boat Crew and U. S. Coast Guard craft from the Swansboro station.



TRNG/OPS
11102

4. The reference clearly delegates authority to close the ACS during live firing to the Commanding General, Marine Corps Base, Camp Lejeune. However, this same clear authority does not specify the AIWW. Nonetheless, requests for Notices of Closure have been accepted, published and through legal precedents, effectively closed the AIWW during live firing.

5. With recent, new LCDF weapon systems added to the Fleet Marine Force, utilization of these ranges has continued to increase; thereby highlighting the disruptive effect of going into a "check fire" every hour for an hour due to boat traffic on the AIWW. At present, no boat is delayed longer than one hour while traveling the AIWW, and unrestricted travel is permitted during non-military use.

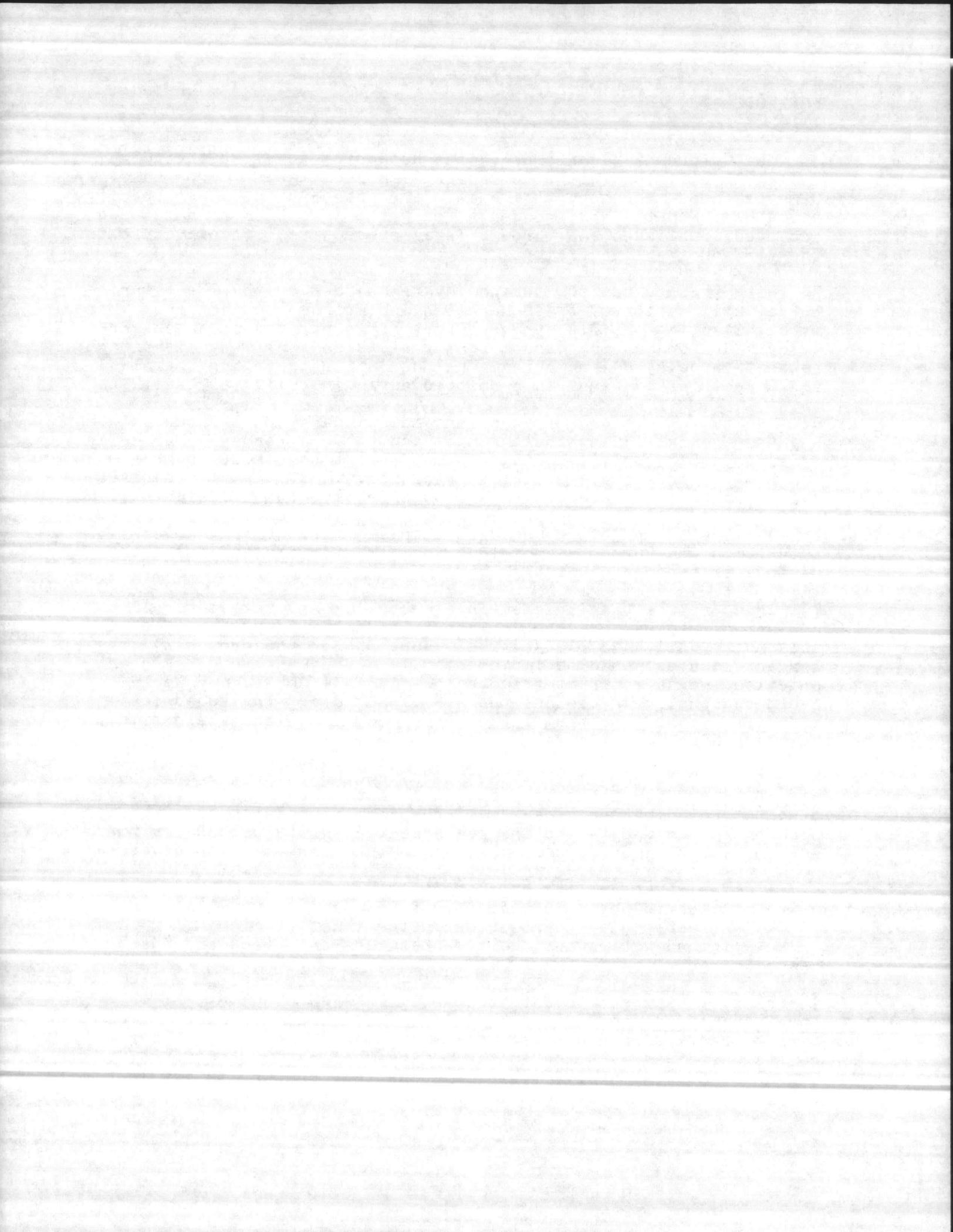
6. Due to the size, configuration and boundary encroachment of Camp Lejeune, repositioning these ranges and their attendant SDZs is infeasible. Similarly, sending units off post to conduct LCDF training is infeasible and cost prohibitive. Of the alternatives available to me to achieve more cost effective and efficient training when larger mechanized systems -- such as tanks, armored vehicles, and amphibious assault vehicles -- are firing live ammunition, the proposal to close the AIWW for two and four hour periods is the most suitable.

7. This proposal was briefed on site to you and several local community leaders from the Jacksonville/Onslow County area earlier this year. All have pledged their support for the proposal. These longer closures would be implemented less frequently than current practice, would occur at standard predictable hours, and would avoid seasonal peak uses of the AIWW. Moreover, the added cost effectiveness of the training under these conditions would save the taxpayer significant sums.

8. In order to implement this option, request the reference be clarified and rewritten as proposed at enclosure (2). In addition to providing for closures of the AIWW, the language of the proposal has been updated to include specific safety procedures for each of the Marine Corps firing ranges involving navigable waters:

- a. New River and its eight sectors,
- b. Atlantic Ocean in vicinity of Bear and Brown Inlet,
- c. Atlantic Ocean east of New River Inlet,
- d. Inland waters and the AIWW between Bear Creek and Onslow Beach Bridge.

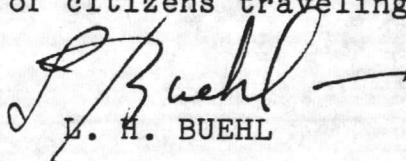
9. Finally, it is relevant to note Title 33 U.S. Code 3 specifically provides for regulations which prevent injuries from target practice on navigable waters such as the Atlantic Intra-coastal Waterway as being in the interest of national defense. There are approximately 76 published danger zones on navigable waters published in 33 Code of Federal Regulations, Part 204, and

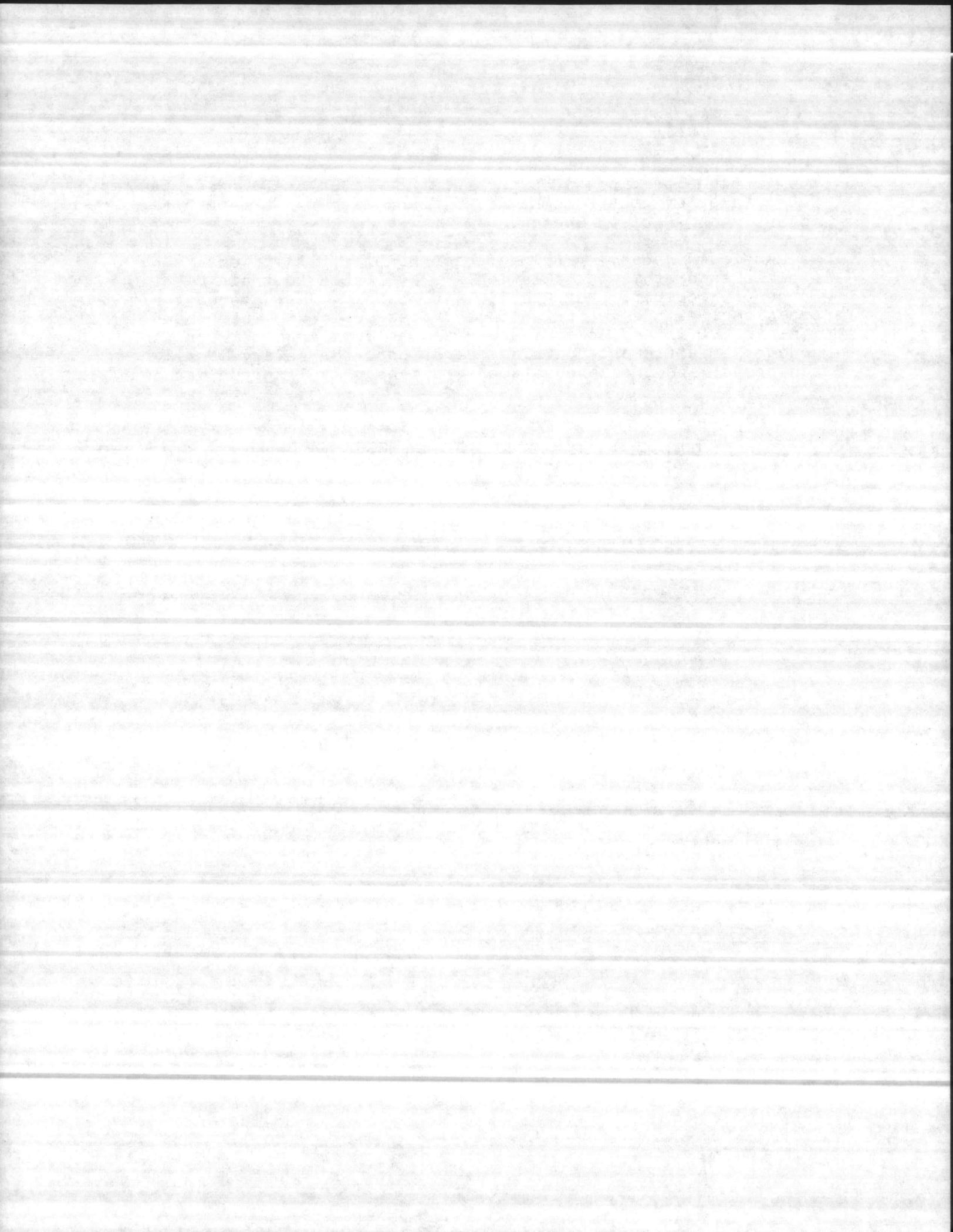


TRNG/OPS
11102

they include portions of such bodies of water as Delaware Bay, Chesapeake Bay, the Potomac River, Lake Michigan and both the Atlantic and Pacific Oceans.

As mentioned above, my primary responsibility is to ensure facilities of this installation are available to train Fleet Marine Forces for combat. Nevertheless, by closing the Waterway only occasionally in a manner which provides notice to interested mariners, I intend to strike a reasonable balance between the conduct of efficient training operations, the safety of all concerned, and the interests of citizens traveling the Waterway.


L. H. BUEHL



204.56 New River, N.C., and Vicinity; Marine Corps Firing Ranges. (a) Marine Corps firing ranges at Marine Corps Base Camp Lejeune, North Carolina involving waterways are grouped into four major areas; (1) New River and its eight sectors, (2) Atlantic Ocean in vicinity of Bear and Brown Inlet; (3) Atlantic Ocean east of New River Inlet, and (4) Inland waters and the Atlantic Intracoastal Waterway between Bear Creek and Onslow Beach Bridge. The boundaries and regulations for each area are described below. Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light 70° , thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232 to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek $291^{\circ} 30'$ to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude $77^{\circ} 26'$.

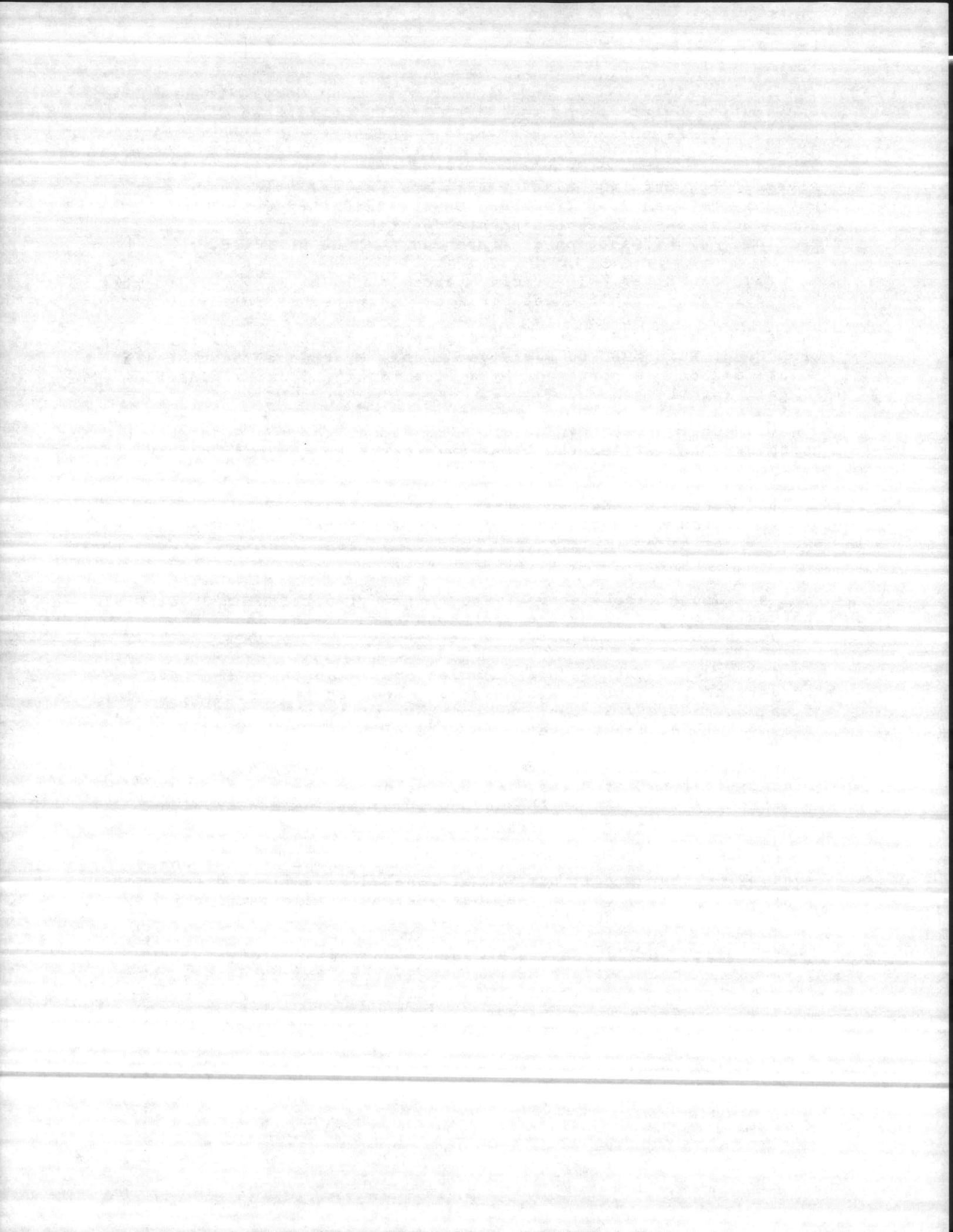
(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point $243^{\circ} 30'$ to Ragged Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point $243^{\circ} 30'$ to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude $77^{\circ} 23' 30''$; and on the north by an east-west line passing through New River Day Beacon 41.

(c) The regulations. (1) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed



204.56 New River, N.C., and Vicinity; Marine Corps Firing Ranges. (a) Marine Corps firing ranges at Marine Corps Base Camp Lejeune, North Carolina involving waterways are grouped into four major areas; (1) New River and its eight sectors, (2) Atlantic Ocean in vicinity of Bear and Brown Inlet; (3) Atlantic Ocean east of New River Inlet, and (4) Inland waters and the Atlantic Intracoastal Waterway between Bear Creek and Onslow Beach Bridge. The boundaries and regulations for each area are described below. Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light 70° , thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232° to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek $291^{\circ} 30'$ to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude $77^{\circ} 26'$.

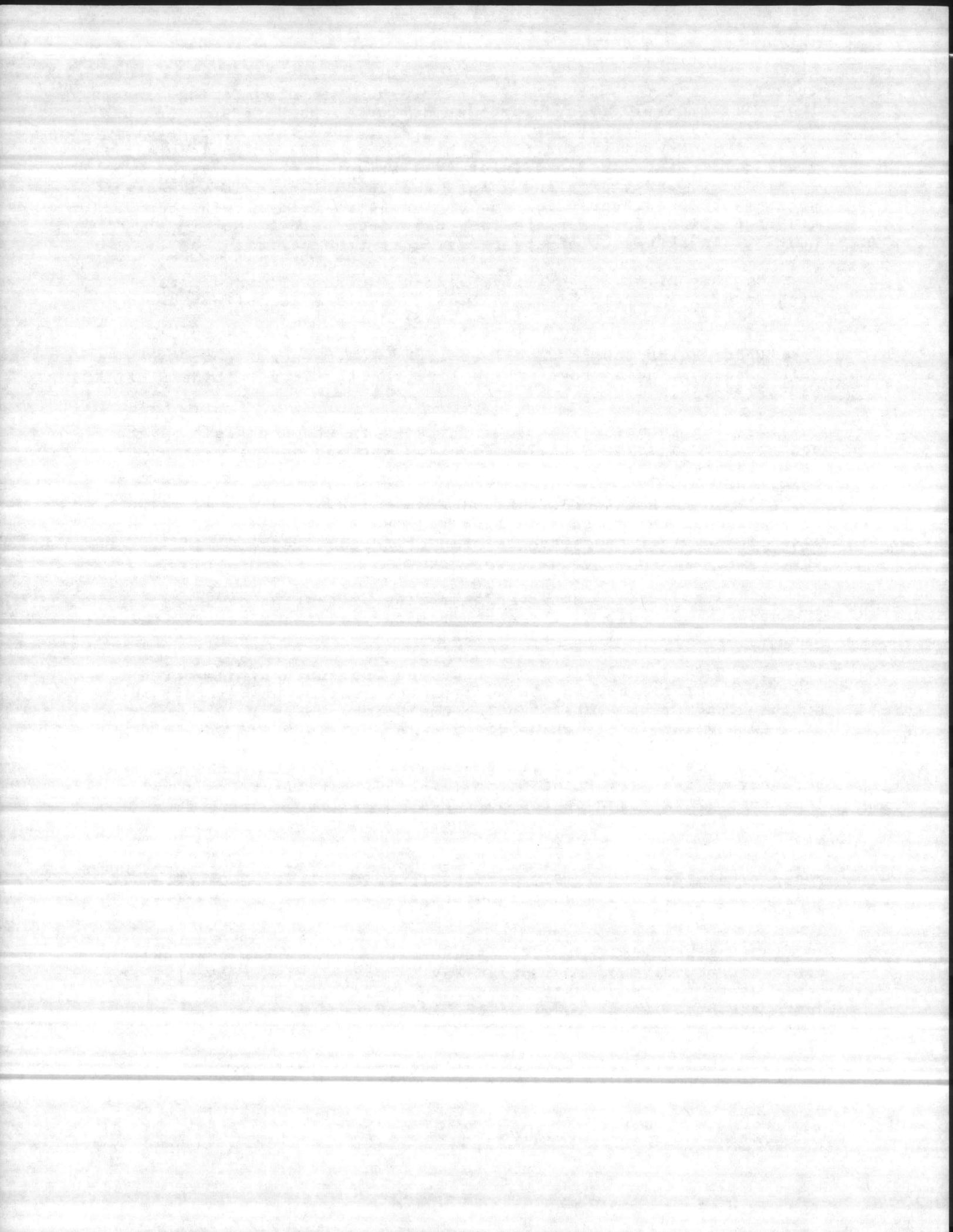
(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point $243^{\circ} 30'$ to Ragged Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point $243^{\circ} 30'$ to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude $77^{\circ} 23' 30''$; and on the north by an east-west line passing through New River Day Beacon 41.

(c) The regulations. (1) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed



sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed.

These firing signals will be red flags or streamers flown from flag poles located at latitude $34^{\circ} 34' 10''$, longitude $77^{\circ} 21' 06''$ for Traps Bay Sector; latitude $34^{\circ} 34' 12''$, longitude $77^{\circ} 21' 38''$ for Courthouse Bay Sector; latitude $34^{\circ} 35' 40''$, longitude $77^{\circ} 26' 11''$ for Stone Bay Sector; latitude $34^{\circ} 36' 38''$, longitude $77^{\circ} 26' 46''$ for Stone Creek Sector; latitude $34^{\circ} 39' 04''$, longitude $77^{\circ} 20' 38''$ for Grey Point Sector; latitude $34^{\circ} 39' 04''$, longitude $77^{\circ} 20' 38''$ and/or latitude $34^{\circ} 39' 54''$, longitude $77^{\circ} 21' 24''$ for Farnell Bay Sector; and latitude $34^{\circ} 43' 00''$, longitude $77^{\circ} 24' 57''$ and latitude $34^{\circ} 43' 00''$, longitude $77^{\circ} 24' 45''$ for Morgan Bay/Jacksonville Sector.

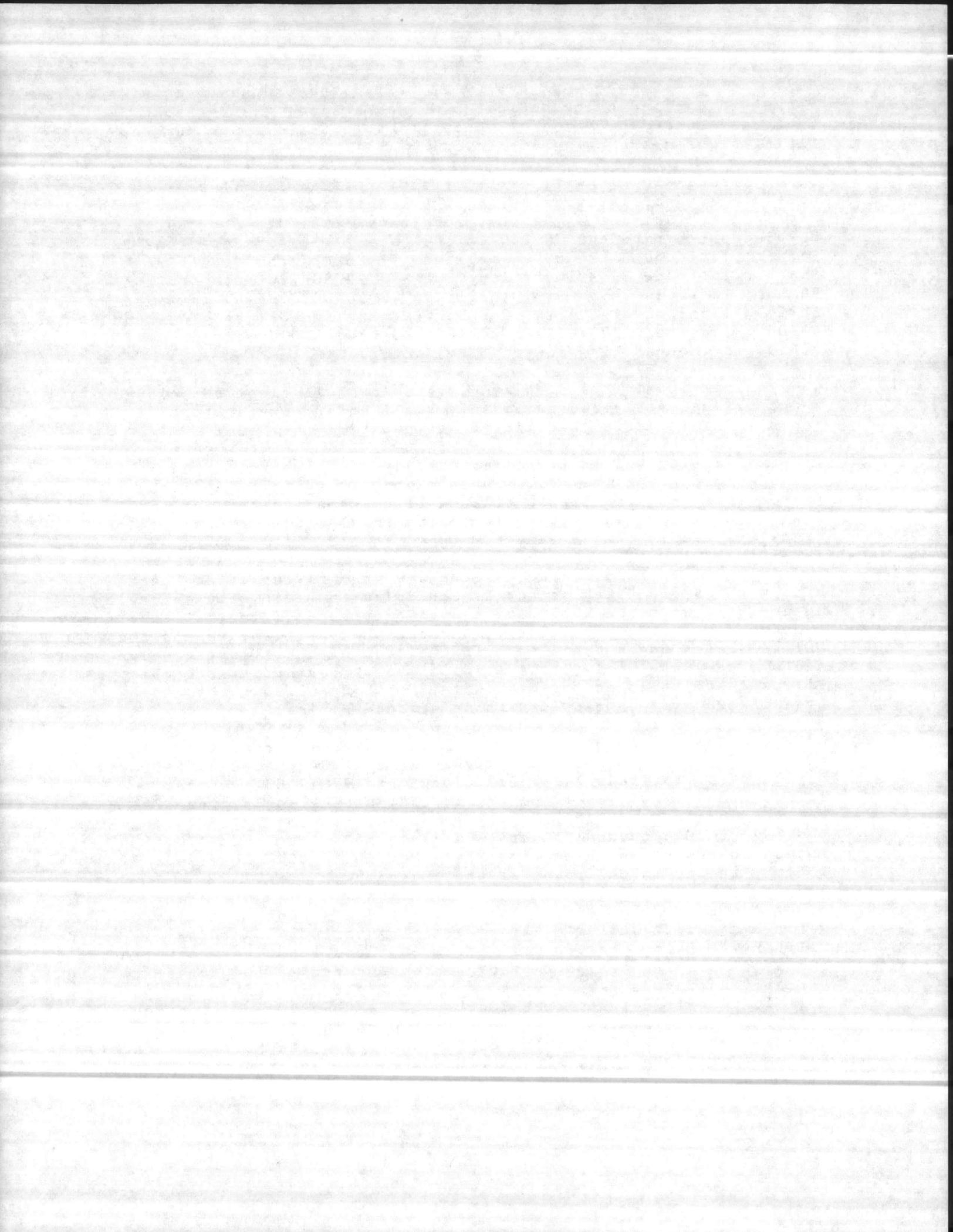
When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(2) Firing will take place both day and night at irregular periods throughout the year. When night firing is being done in any sector, flashing red lights will be illuminated at the applicable flag poles described in the preceding regulations, or on warning signs erected in the New River.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the United States Coast Guard and, in the case of the Atlantic Ocean sector, the Cape Fear Pilots Association at Southport, and the Pilots Association at Morehead City, North Carolina. The Stone Creek sector may be closed without advance notice.

(d) Target and bombing area in the Atlantic Ocean in vicinity of Bear Inlet - (1) the water within an area described as follows: Beginning at latitude $34^{\circ} 37' 32''$, longitude $77^{\circ} 12' 03''$; thence to latitude $34^{\circ} 36' 58''$, longitude $77^{\circ} 11' 25''$; thence to latitude $34^{\circ} 34' 44''$, longitude $77^{\circ} 10' 35''$; thence to latitude $34^{\circ} 32' 27''$, longitude $77^{\circ} 06' 30''$; thence to latitude $34^{\circ} 28' 55''$, longitude $77^{\circ} 15' 05''$; thence to Onslow North Tower at latitude $34^{\circ} 34' 50''$, longitude $77^{\circ} 15' 10''$; thence to the point of the beginning.

(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach (Onslow North Tower). Prior to bombing and



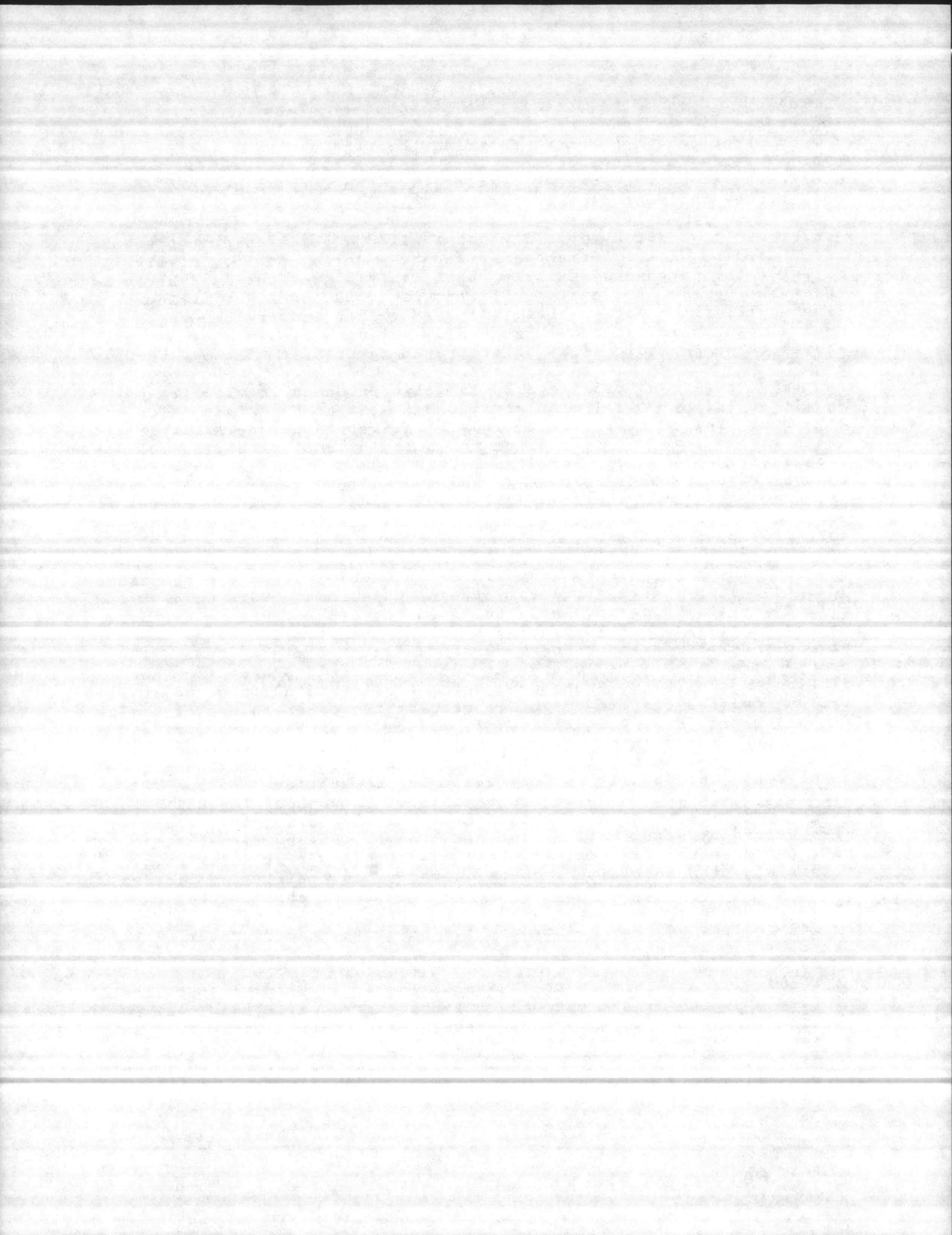
firing operations, the area may be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffic does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning signs at either end of the Danger Zone along the Intracoastal Waterway. During military use, boaters can expect a periodic delay before resuming transit of the waterway.

(e) Target and missile area in Atlantic Ocean in vicinity of New River Inlet - (1) The Atlantic Ocean east of New River Inlet within an area described as follows: The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105 from latitude $34^{\circ}37'25''$ longitude $77^{\circ}10'35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^{\circ}34'15''$, longitude $77^{\circ}16'10''$ and on the west by a line bearing 205 from latitude $34^{\circ}32'37''$, longitude $77^{\circ}18'34''$ and on the northwest by the shore.

(2) The Regulations: Vessels may proceed along the established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flagpole 40 feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the southern end of Onslow (Hurst) Beach (Onslow South Tower). Prior to bombing and firing operations, the area may be searched by plane. Watercraft in the area may be warned by aircraft "buzzing" of the impending target practice. Additionally, safety craft may be stationed in the vicinity of New River Inlet and Bear Inlet to warn of impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of the section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(f) Inland waters in the Browns Inlet areas between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway - (1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian $77^{\circ}16'20''$; thence by this meridian to latitude $34^{\circ}34'31''$; and thence by a line bearing 44



from this point until the line intersects Bear Creek.

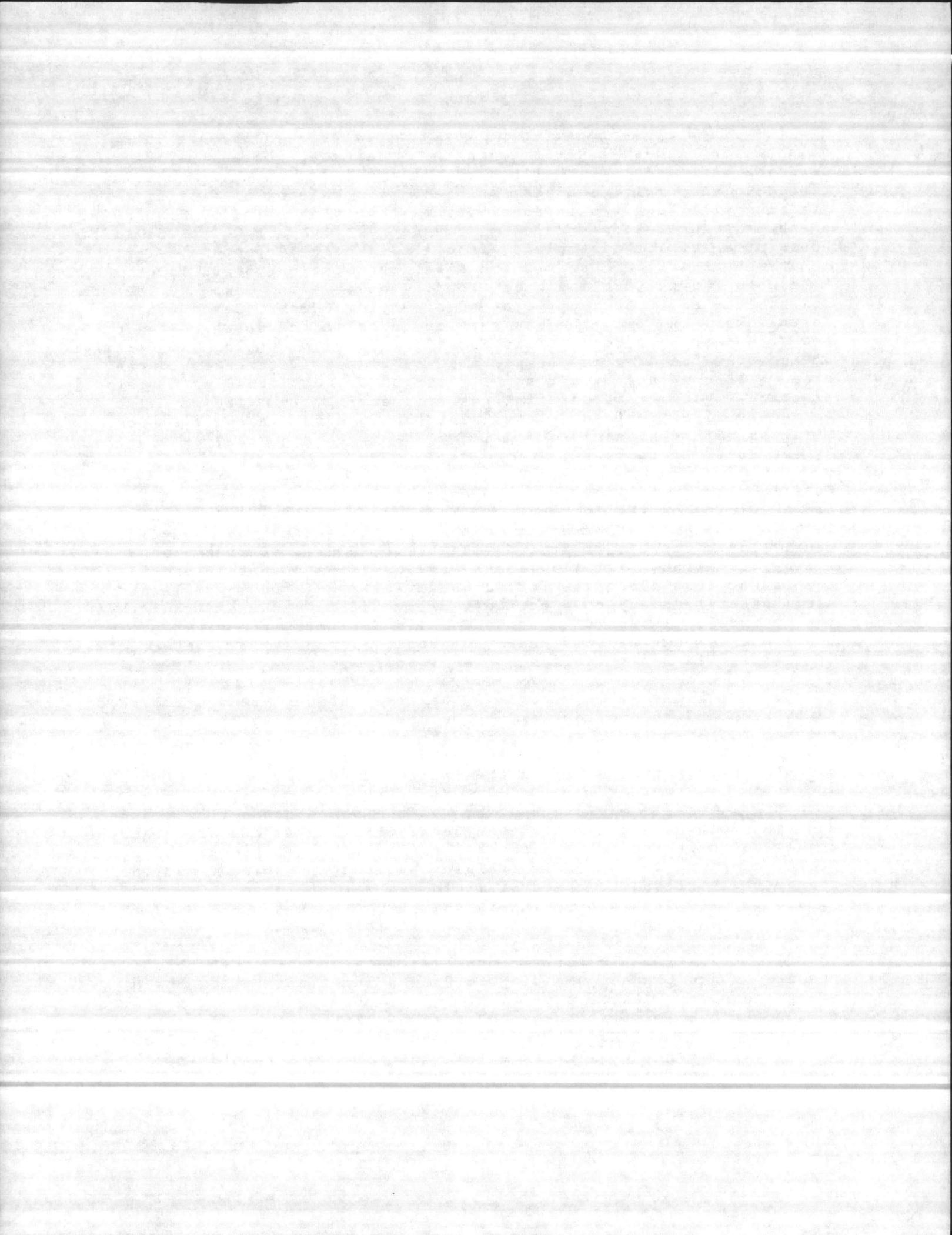
(2) The regulations. (i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area except during military training periods at which times the Atlantic Intracoastal Waterway is closed to commercial and recreational use. Warning of military training will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach (Onslow North Tower) and from the observation tower at the northern end of the area near Bear Creek (Bear Tower). Prior to bombing and firing operations, the area may be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation tower. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffic does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning signs at either end of the Danger Zone along the Intracoastal Waterway. During military use, boaters can expect a periodic delay before resuming transit of the waterway. In addition to Notices to Mariners, the Navy Safety boats monitor Marine Band Radio, Channel 16, and may be contacted for traffic advisory (call sign "Navy Boat Crew").

(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive, unexploded projectiles within the limits of this area.

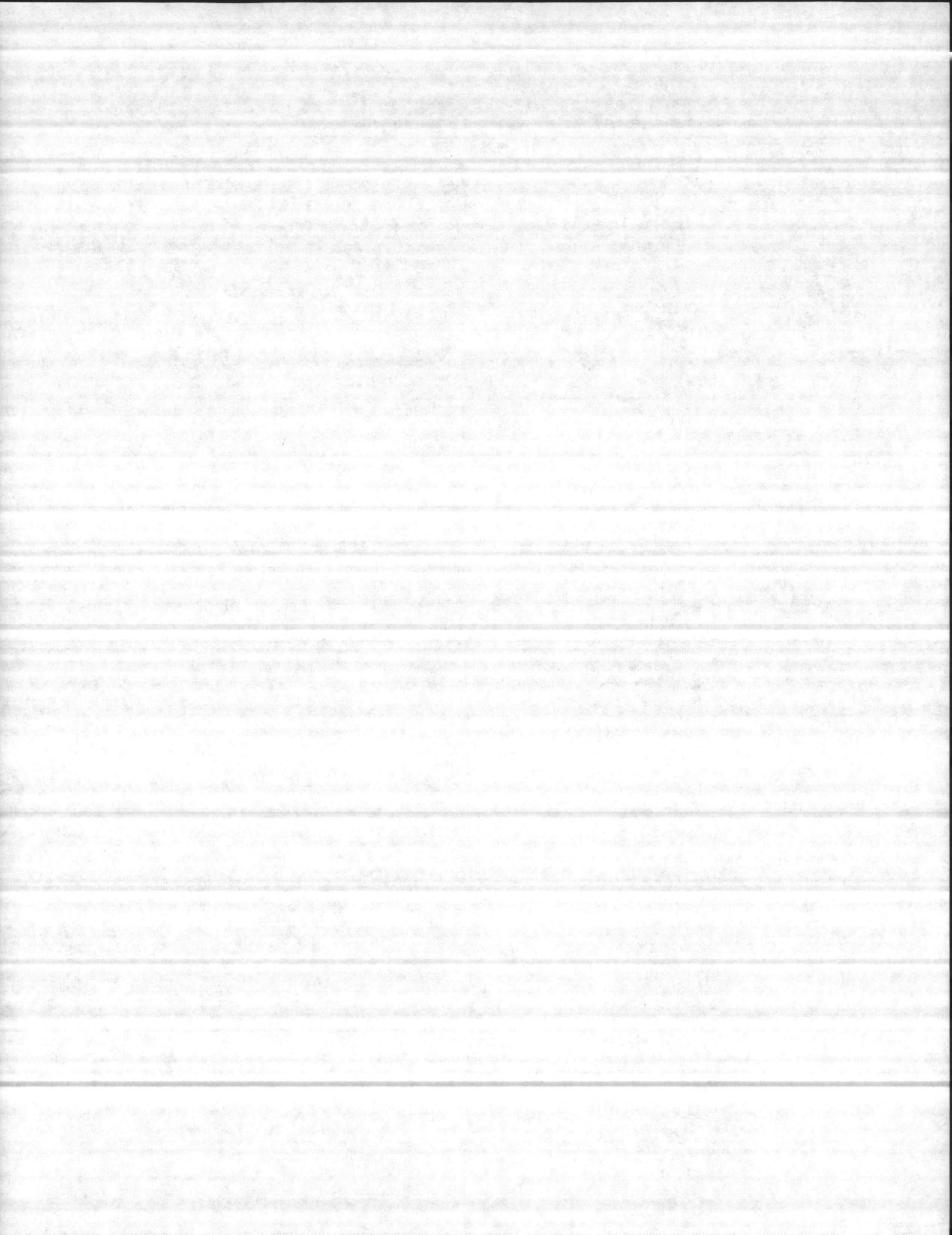
(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean except during military training periods, at which times the channels are closed to commercial and recreational use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation except during military training periods, at which times they are closed to commercial and recreational use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.



(v) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(g) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina or his authorized representatives.





UNITED STATES MARINE CORPS
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA 28542

IN REPLY REFER TO

TRNG/OPS
6 May 85

POSITION PAPER

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) Title 33 U.S. Code Paragraph 3 (U.S. Coast Pilot 4, Paragraph 204.56)

1. PROBLEM: To improve training time and efficiency of large caliber, direct fire (LCDF) weapons at Camp Lejeune.

2. WHY REQUIRED: Currently, the surface danger zones (SDZ) for ranges G-5, G-6, and G-7 extend south over the AIWW and into the Atlantic Coast Sector (ACS) as authorized in the reference. (See TAB A.) These are the only ranges authorized for large caliber, direct fire weapons: .50 cal MG, 105mm Tank Main Gun, 25mm LAV chain gun; artillery direct fire. Opening the AIWW after every 60 minute closure is overly restrictive to training with these weapon systems and is particularly counterproductive when firing on the move. Frequently, units do not complete training requirements due to range availability and/or, once at the range, inability to fire for the required hours.

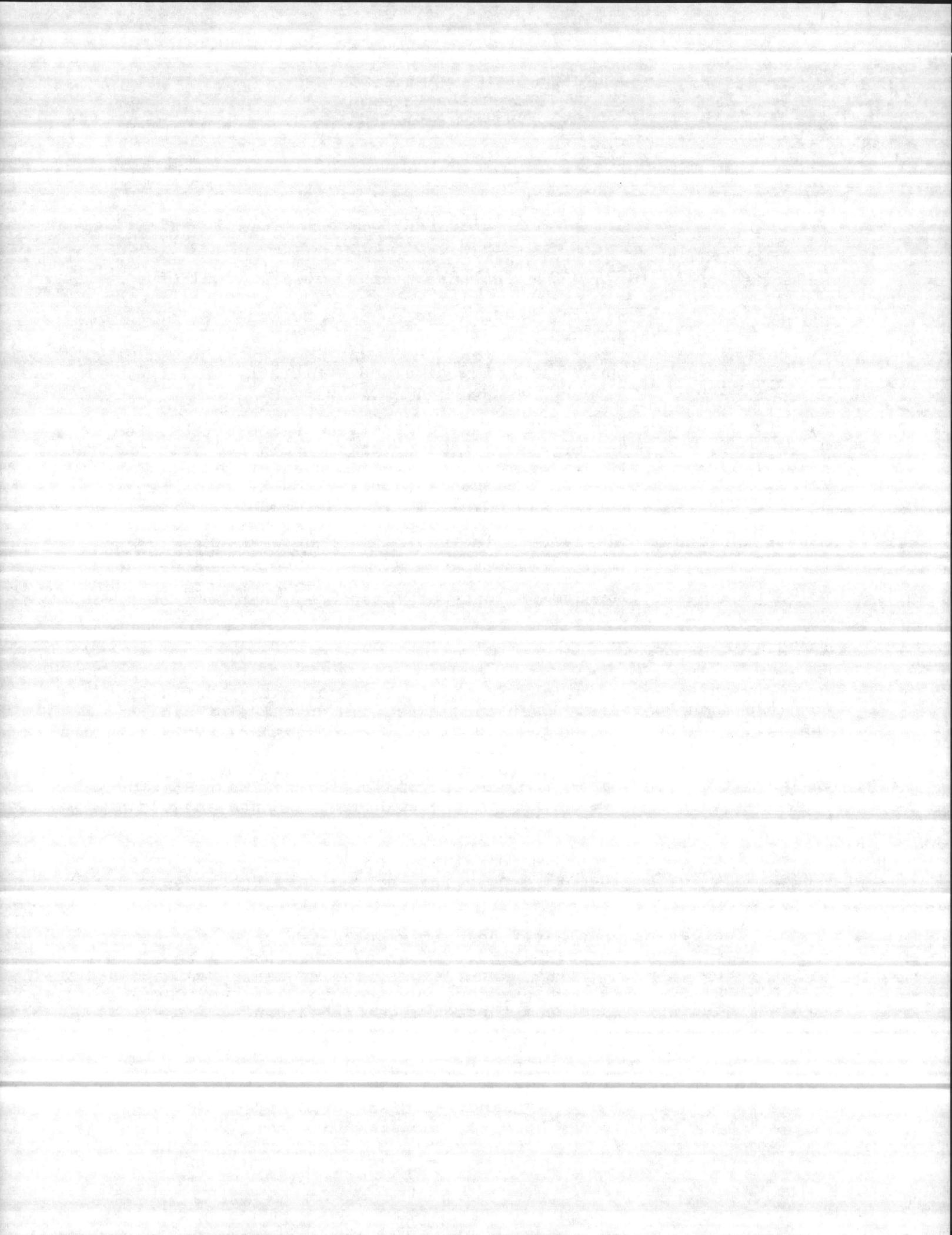
3. BACKGROUND

a. Ranges G-5, G-6, and G-7 have been active for LCDF weapons for more than 20 years. Over the years, the practice of closing the AIWW for one hour periods to allow live firing has evolved, and remains the current practice today. This closure is effected through Notices to Mariners, published by the U.S. Army Corps of Engineers (COE) in Wilmington, and physically by the Navy Boat Crews' range safety boats positioned in the AIWW at the north and south boundary of the SDZ. (TAB A).

b. That portion of the SDZ within the ACS is closed by Notices to Mariners and periodically patrolled by the Navy Boat Crew and U.S. Coast Guard craft from the Swansboro station.

c. The reference clearly delegates authority to close the ACS during live firing to the CG, MCB. However, this same authority does not apply to the AIWW. Nonetheless, the requests for Notices to Mariners, routinely sent by Range Control to U.S. Army COE, have been accepted, published and through legal precedence, effectively closed the AIWW during live firing.

d. With recent, new LCDF weapon systems added to the FMF inventory, utilization of the refurbished "G" ranges has continued to increase; thereby highlighting the disruptive effect of going into a "check fire" every hour for the AIWW traffic.



e. Local radio, television, and newspaper media have been informed of MCB operations over navigable waters and the Commanding General's ongoing examination of the subject.

f. Local community leaders have been given a tour and a briefing on the subject and have pledged their support for one of the alternative solutions: closure of the AIWW for 2 or 4 hour periods, depending upon type live firing training.

g. Both Range Control Officer and Staff Judge Advocate have discussed the expanded closure of the AIWW proposal with the COE District Engineer and his regulatory/legal branch. Cooperation and support have been assured.

h. During recent, past meeting of the Range Facility Management Committee all users have requested additional LCDF range time. TAB B summarizes annual LCDF range requirements.

i. Costs associated with supported units going off-base to accomplish LCDF weapons training are highlighted at TAB C.

4. COURSES OF ACTION

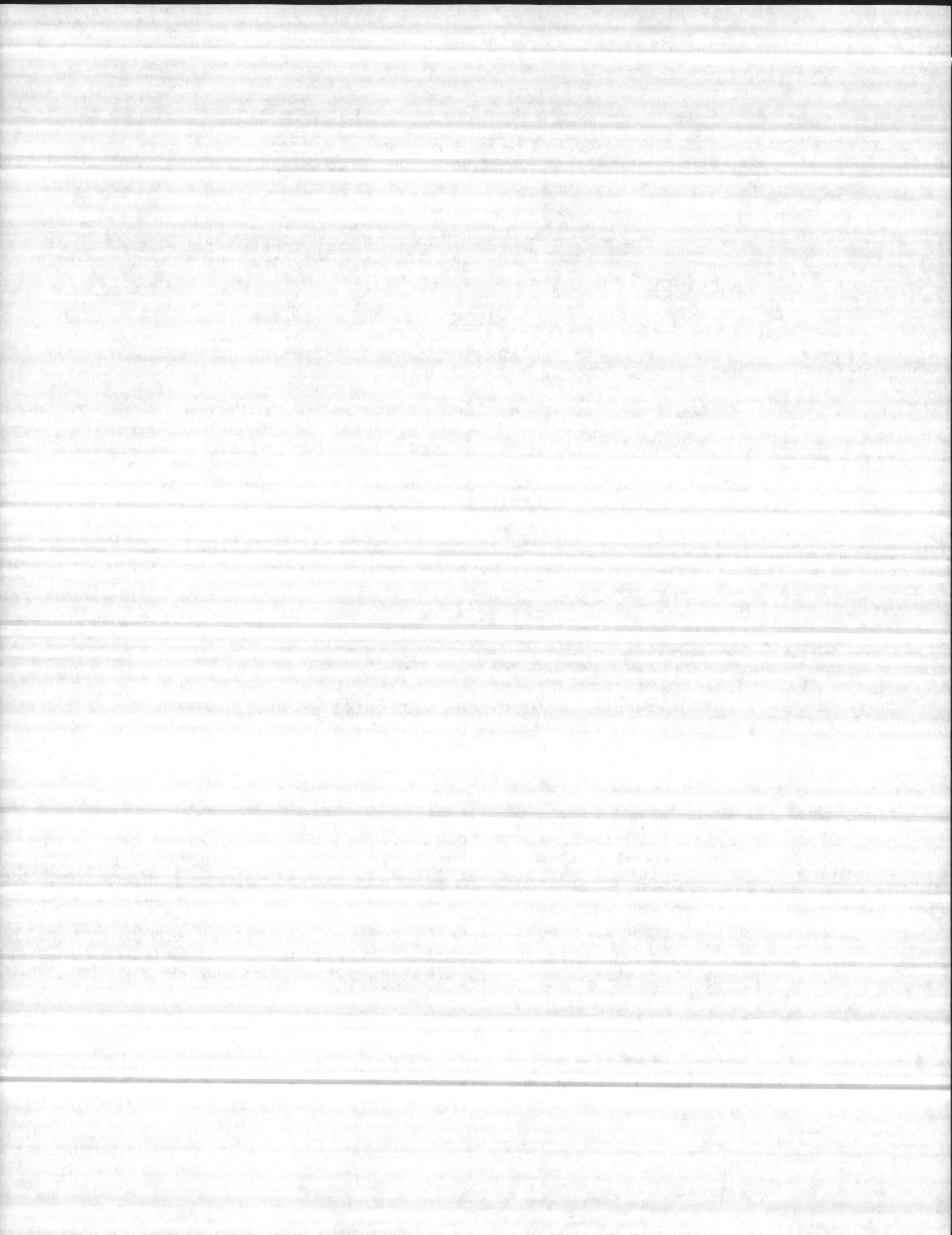
- a. Status Quo
- b. Increase Off-Base Firing
- c. Increase Closure Time of AIWW
- d. Construct New Ranges
- e. Discussion:

(1) COA A is dismissed as unsuitable (does not solve the problem) and unacceptable (not cost effective/not efficient training). This is well documented in unit after action reports, requests for more range time, or additional ranges for LCDF weapons.

(2) COA B is infeasible (cannot accomplish with own resources) and fails to accomplish the command mission of supporting fleet training where possible. This COA also does not solve the problem as stated. FMF unit training costs also render this COA unacceptable, as shown at TAB C.

(3) COA C, when effected, immediately solves the problem (suitable) with own resources (feasible) at no additional direct costs and does so efficiently and safely (acceptable). Based upon prior coordination and staffing of this proposal, the indirect costs, i.e., reaction, are evaluated as minimal.

(4) COA D will only partially solve the problem. Due to the extremely large SDZ required for LCDF weapons, available land within the base boundary will only support a .50 cal range. To ease the scheduling demand for G-5, 6, and 7, the Range Facility Management Committee (RFMC) (BO 11102.2) is studying locations for



an additional .50 cal range. However, even the addition of this range (FY 86) will not favorably impact training time/efficiency for the many other LCDF weapons. The only locations capable of supporting the SDZ required for tank and LAV main guns and artillery direct fire, remain the southern portion of the base with the SDZ extending south over the AIWW and into the ACS. Firing from the beach (south of the AIWW) provides no targets nor fire and maneuver training. COA D is infeasible, unsuitable, and only partially acceptable.

5. RECOMMENDED POSITION: Increase routine closure of the AIWW to two hours during .50 cal firing and four hours during main gun (tank/LAV) shoots. See TAB D proposed schedule.

6. POSITION OF OTHER AGENCIES

a. U.S.A. COE: COA C is reasonable, just and supportable. The review, approval and regulation amendment is projected to take six months.

b. Local Community: Following the tour and briefing, local community leaders endorsed support for (COA C) the proposal to increase closure times of the AIWW during LCDF.

c. Supported Units: Although an additional .50 cal range would provide more uninterrupted firing, it would not provide the extended distance needed for main guns/artillery direct fire (up to 18,500 meters). Additionally, any other .50 cal range has the disadvantage of closing needed training/maneuver areas during firing.

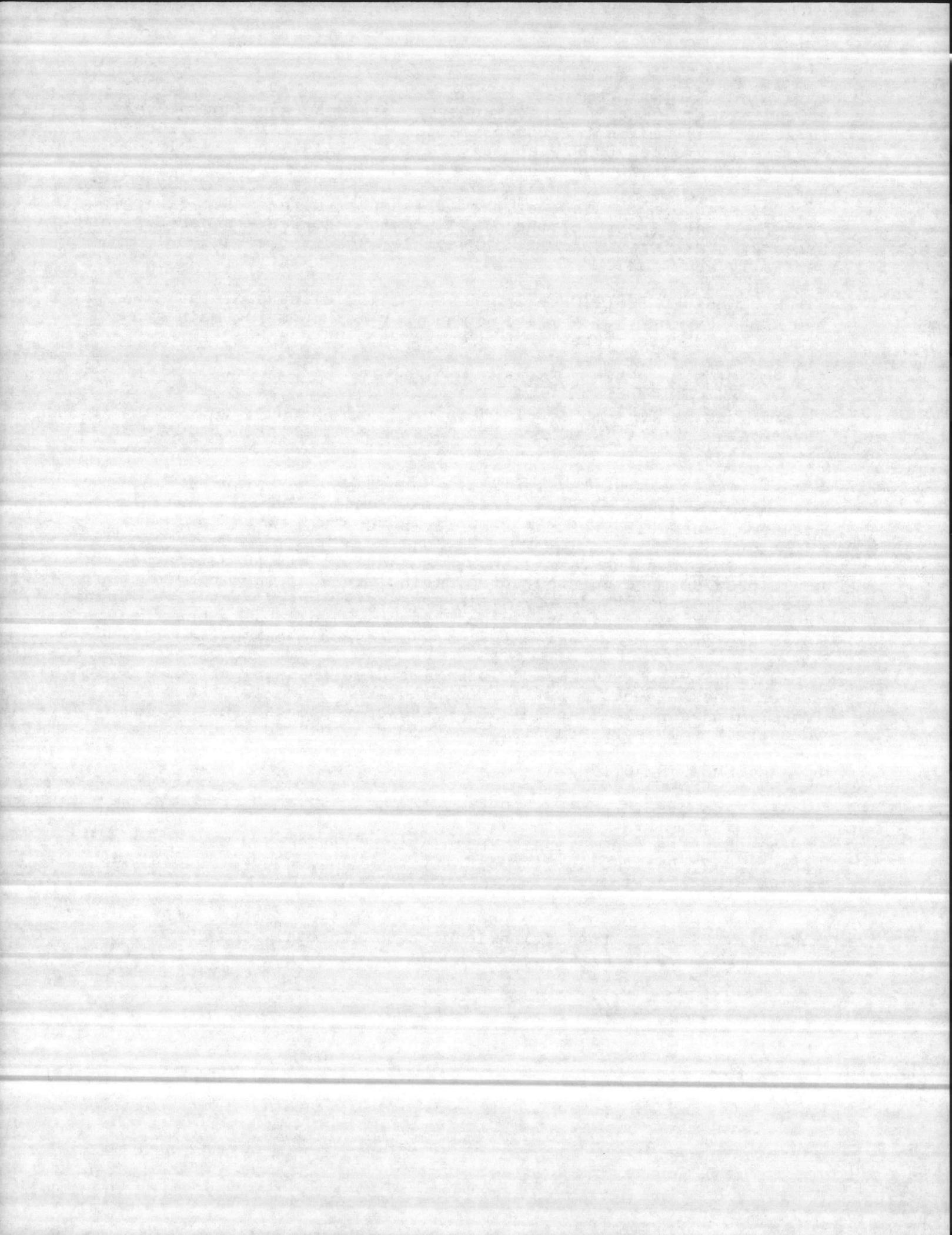
7. RATIONALE FOR RECOMMENDATION: Improved training efficiency and effectiveness -- both in the short and long run -- with minimum impact upon our civilian neighbors and/or supported units. Most adequately solves the problem and supports the MCB mission.

8. RECOMMENDED ACTION

a. Approve in concept, COA C.

b. Rewrite the governing regulation (Title 33 U.S. Code Paragraph 3, Part 204.56) to clarify the CG's authority to close the AIWW during firing.

c. Forward the rewrite under cover letter to the District Engineer, USA COE, for action leading to approval.



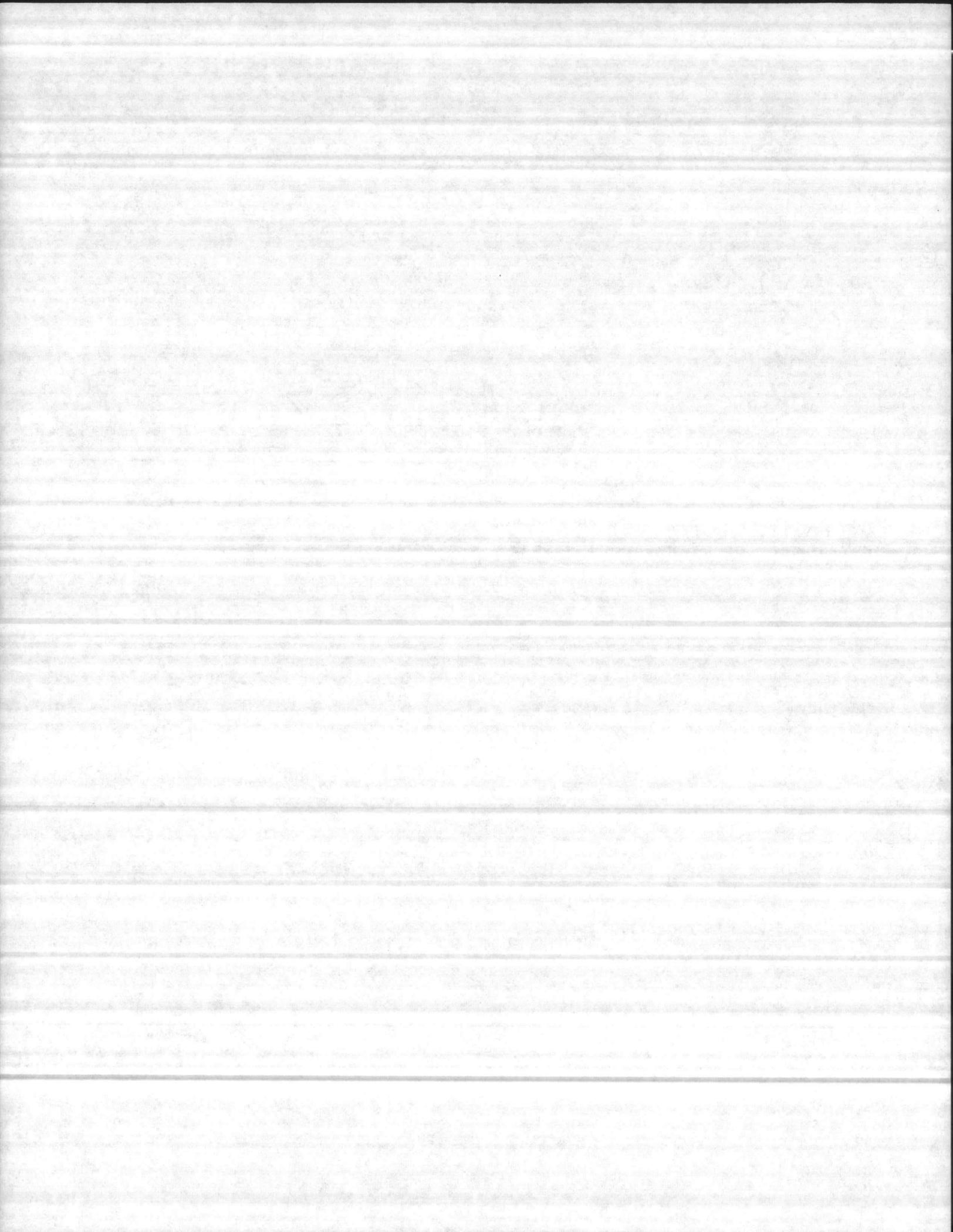
d. Continue the status quo pending formal change to the regulations.

J. A. Speicher
J. A. SPEICHER

Commanding General's
Decision

	Approved	Disapproved
8a.	<u>5/1</u>	_____
* 8b.	<u>5/1</u> 5	_____
** 8c.	<u>5/1</u> 5/1	_____
8d.	<u>5/1</u> 5/1	_____

* Revision draft at TAB E
** Letter for signature at TAB F



TAB B

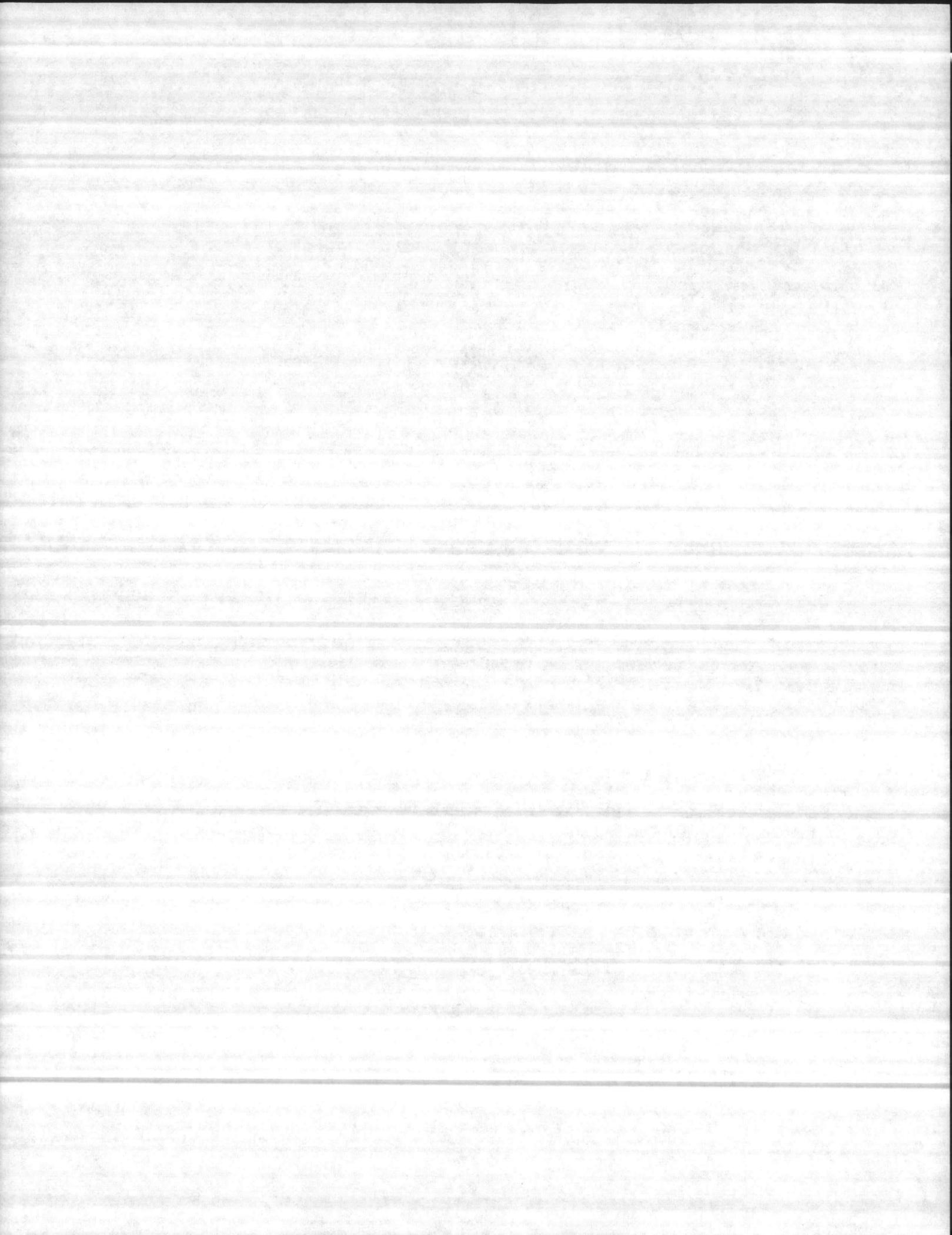
LCDF RANGE REQUIREMENTS (Annually)

UNIT	RANGE TIME: HOURS		RANGE TIME: DAYS		
	1 HR	2-4 HRS	1 HR	2-4 HRS	
MCAS (H) NR					
MAG 26	100	60	10	6	
MAG 29	100	60	10	6	
2d MAW					
MWHS-2	12	7	2	1	
3d LAAM	36	22	4	2	
WTS-27	36	22	4	2	
MCB					
ITS	204	106	20	11	
MCSSS	320	192	32	19	
FSSG	384	230	38	23	
2d MAR DIV					
REGTS(2,6,8)	880	530	88	53	
ARTY	240	192	24	19	Direct fire artillery
AAV	320	256	32	26	
LAV	800	640	80	64	COAX and 25mm
TANKS	1200	800	120	80	50CAL and 105mm
TOTALS:	4,632 hrs	3,117 hrs	463 days	312 days	

NOTES:

- 1) LCDF = .50 CAL MG unless specified otherwise
- 2) All figures include approx. 25% night firing
- 3) Not all training days are equal due to differing POI/qualif. requirements
- 4) 1 HR column = AIWW closed for one hour periods
- 5) 2-4 HRS column = AIWW closed for two and four hour periods
- 6) Comparisons:

A 365 day year	x 10 hr	training day	provides	3,650	range hours
" " " "	x 12 " " "	" " "	"	4,380	" "
" " " "	x 13 " " "	" " "	"	4,745	" "
(Mon-Fri) A 261 day year	x 12 " " "	" " "	"	3,132	" "
" " " "	x 13 " " "	" " "	"	3,393	" "
(Mon-SAT) A 313 " "	x 12 " " "	" " "	"	3,756	" "





UNITED STATES MARINE CORPS

Range Control
Marine Corps Base
Camp Lejeune, North Carolina 28542

IN REPLY REFER TO:

COSTS ASSOCIATED WITH OFF-BASE TRAINING

PROPOSAL: Expand one hour AIWW closure to two and four hours.

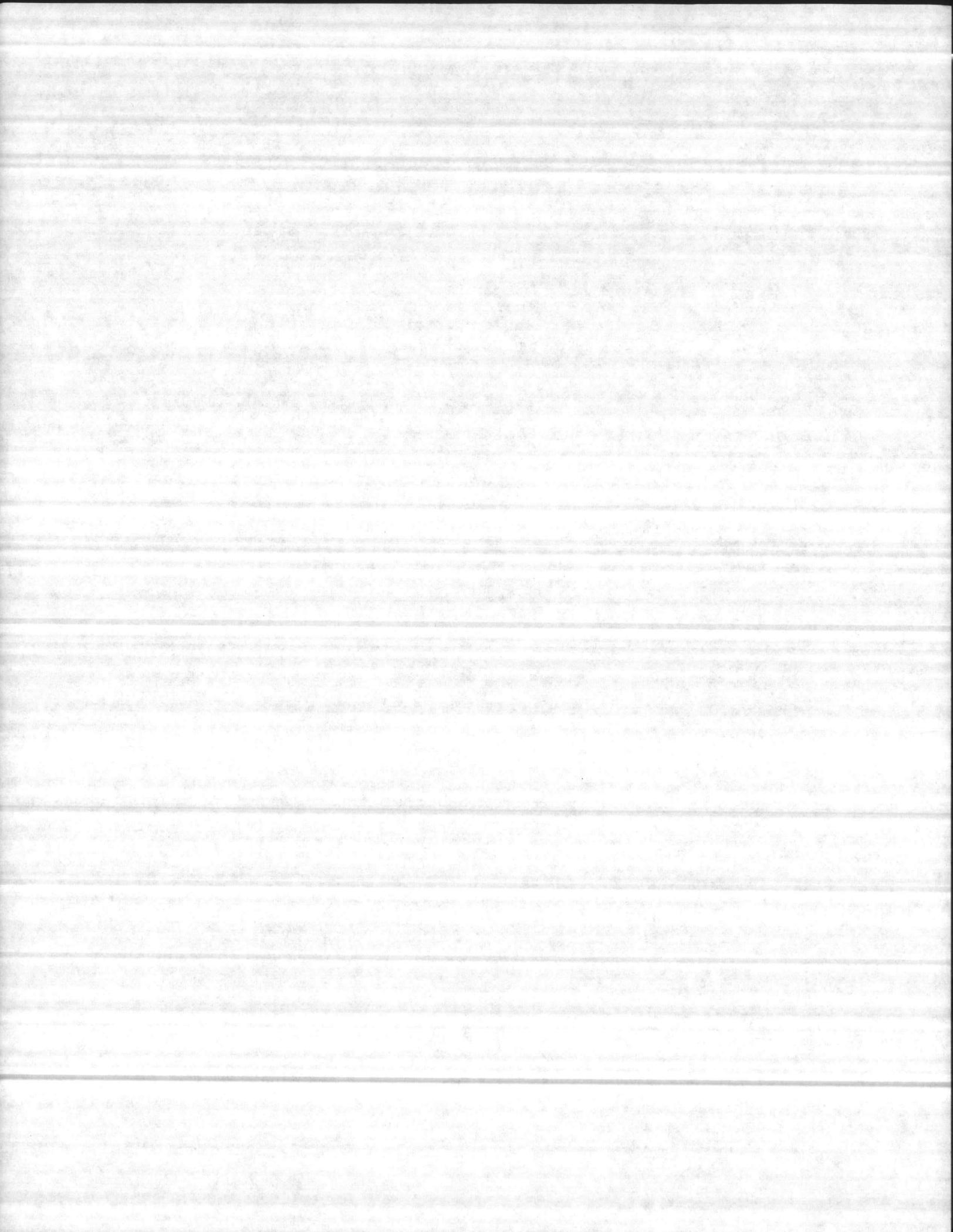
REQUIREMENTS: Increased Range Use
New Tank/LAV Gunnery Range
Improved Unit Firepower

BENEFITS: Improved Proficiency and Readiness
More Home Base Training
- Time Savings
- Money Savings
- Tank Battalion transportation costs to Ft. Pickett = \$250,000.00
- Battalion deployment to MCB 29 Palms = \$619,000.00

COSTS OF DELAY: Hourly Personnel Costs Due to AIWW Interruptions:
- Tank Company = \$1,460.00
- AMTRAC Company = \$2,284.00
- Inf Trng School = \$1,794.00
Downrange safety sweep (boats, helos, sentries) = \$2,100.00

AVERAGE DAILY COST OF FIELD TRAINING:
- Tank Battalion = \$17,815.65
- AMTRAC Battalion = \$29,908.15
- Infantry Battalion = \$3,998.71

.ENCLOSURE (2)



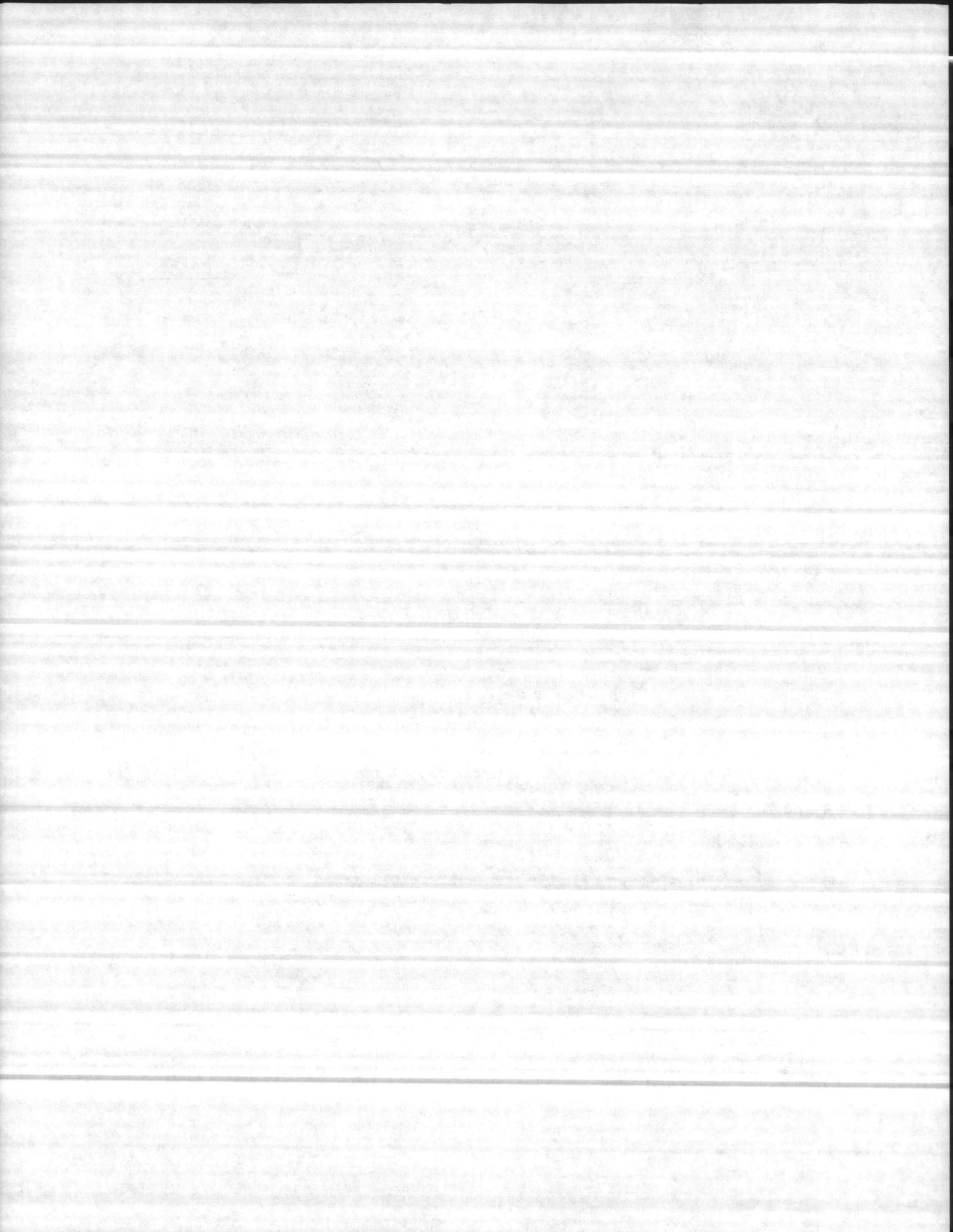
TAB D

SAMPLE PROPOSED CLOSURE SCHEDULE

<u>TRNG DAY</u>	<u>RANGE</u>	<u>RANGE FIRING TIMES</u>	<u>AIWW OPEN TIMES</u>
1 - Mon	G-5	08-10, 11-13, 14-16 20-22, 23-01, 05-07	OPEN TIMES WILL BE STANDARDIZED THROUGHOUT THE TRNG PERIOD 0700-0800 1300-1400 1600-1800 2200-2300 0300-0500
2 - Tue	G-5		
3 - Wed	G-6		
4 - Thur	G-6		
5 - Fri	G-6		
6 - Mon	G-6	0900-1300 (4hr)	
7 - Tue	G-6	1400-1600 (2hr)	
8 - Wed	G-6	1800-2200 (4hr)	
9 - Thur	G-6	2300-0300 (4hr)	
10 - Fri	G-6		

The above two week period represents a tank company training period through tank tables VIII and IX modified.

This standard training scenario would need to be repeated eight times a year for the Tank Battalion. Although 136 hours are scheduled for firing, several periods are expected to be completed earlier; thereby returning the AIWW to open traffic.





UNITED STATES MARINE CORPS
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA 28542

IN REPLY REFER TO
23 APR 1985

The Honorable Arlen Specter
United States Senate
Washington, DC 20510

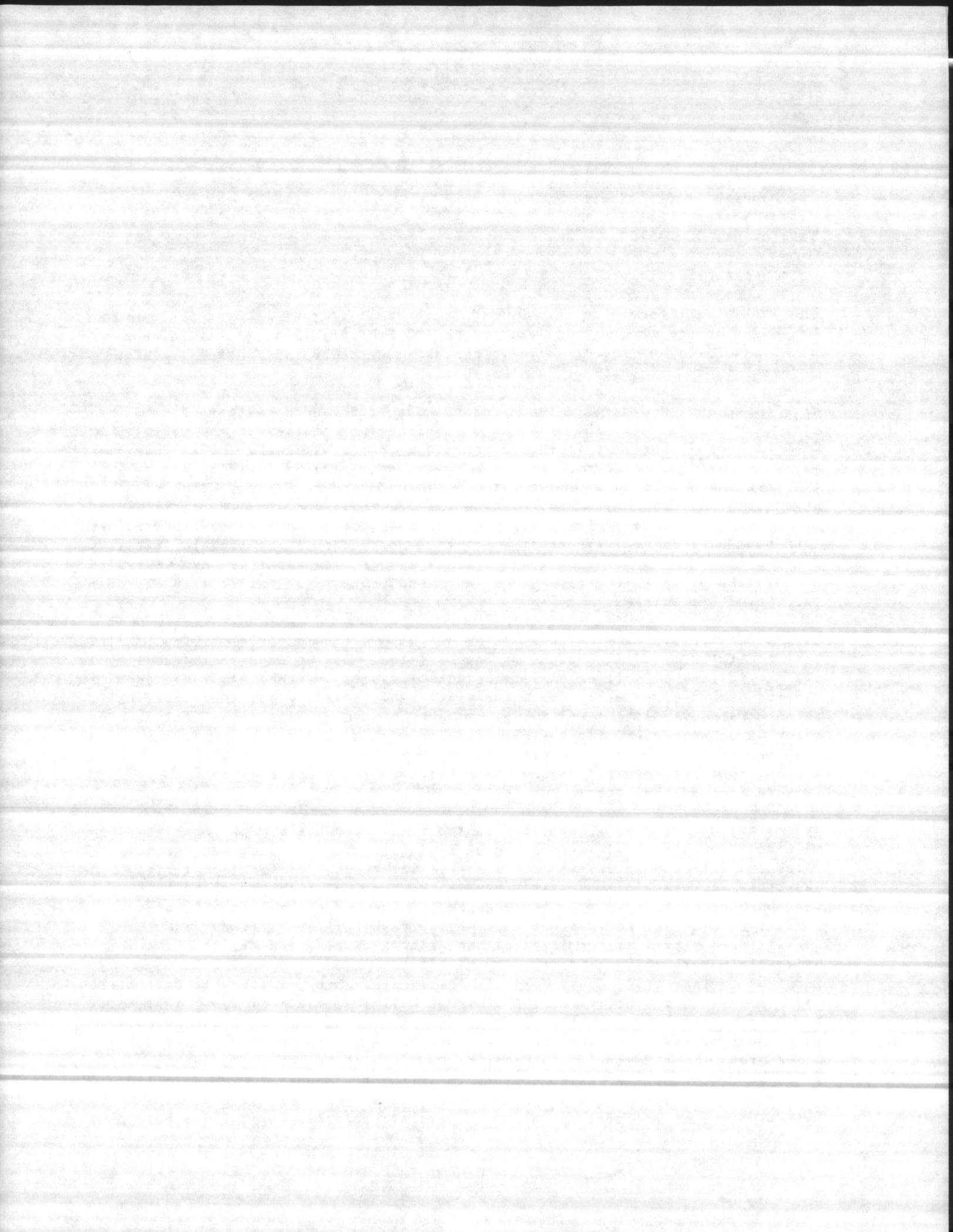
Dear Senator Specter:

The following information is provided in response to your inquiry on behalf of Mr. Byard Bridge who, in his letter dated 17 February 1985, expressed concern with the closing of the Atlantic Intracoastal Waterway for routine training purposes in the vicinity of Camp Lejeune.

Mr. Bridge outlined certain inconveniences he experienced navigating to and from Florida, in particular the practice of closing the Waterway in the vicinity of Camp Lejeune during live firing out to sea over the Waterway. He states the Marine Corps does not broadcast the closings on marine band radio, and there is a "conspiracy of silence" among the U.S. Coast Guard, U.S. Army Corps of Engineers, and Camp Lejeune concerning the closings. He also characterizes the closings as "unscheduled" and suggests plans to close the Waterway for two and four hour periods will exacerbate matters. He refers to the sizable territory owned by the Marine Corps between Virginia and Florida and asks why our training cannot take place elsewhere, and he recommends curtailing rather than expanding our use of the Waterway.

Marine Corps Base, Camp Lejeune is the world's most complete amphibious training base and the home of the Second Marine Division. Due in part to the ability to train with live ammunition on Camp Lejeune's ranges, Marines stationed here develop combat arms techniques which enable them to carry out their national defense responsibilities worldwide. As the Commanding General of Marine Corps Base, Camp Lejeune, my responsibilities include the efficient management of our many training ranges in a manner which ensures mission accomplishment, safety and environmental protection and which balances the competing needs and expectations of the general public.

The Atlantic Intracoastal Waterway in the Camp Lejeune vicinity separates the mainland from the tidal marshes and barrier islands. For four and one-half miles the Waterway actually crosses a training range used for live firing exercises for over forty years. This is the portion which occasionally closes for one hour periods as a safety measure for the general public. At present, no boat is delayed longer than one hour while traveling the Waterway, and unrestricted travel is permitted on the Waterway during non-military use. Mr. Bridge's impression of a "conspiracy of silence" among the Marine Corps, Army Corps of Engineers and Coast Guard is inaccurate. Every reasonable effort is made to publish the notice of the closings well in advance of the actual date. The Corps of Engineers' Notice to Mariners is sent to between 5,500 and 6,000 addressees weekly along the East Coast between Maine and Florida. The Coast Guard Group, Fort Macon, North Carolina, broadcasts on marine band channel 16 three times each day advising boaters to switch to channel 22 for detailed information on Waterway closings and other range uses. Swans Point Marina in Sneads Ferry, North Carolina, has closing notices available to the public on a



daily basis, as do numerous other marinas along the Waterway. Individuals may also obtain information on range uses and waterway closings by calling (804) 827-9225 or by writing the Commander, 5th Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, Virginia 23705. Rather than being "unscheduled," these closings are well planned and coordinated with other agencies and individuals having an interest in the Waterway.

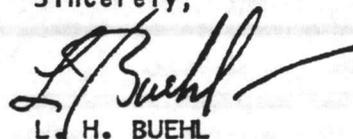
I am considering a request to the Director, Wilmington District, U.S. Army Corps of Engineers to close the Waterway for periods of two and four hours in order to achieve more cost effective training when our larger mechanized systems, such as tanks and amphibious assault vehicles, are firing live ammunition. If this alternative is implemented, matters would not necessarily be made "worse," as Mr. Bridge suggests, as longer periods of closure would be implemented less frequently than current practice, would occur at predictable hours, and would avoid seasonal peak uses of the Waterway. Moreover, the added cost effectiveness of the training under these conditions would save the taxpayer significant sums.

There are a number of Marine Corps installations on the East Coast. Each of them is, however, much smaller than Camp Lejeune, already intensively utilized, and unsuitable for the development of the type of artillery and tank gunnery ranges located here. Camp Lejeune is the only Marine Corps facility capable of meeting virtually all of the training needs of the Fleet Marine Force on the Atlantic Coast. Even if other Marine Corps facilities were available for training, the cost of moving men and materiel to those facilities would be prohibitive.

Finally, in regard to Mr. Bridge's suggestion that our use of the Waterway restricts commerce on navigable waters of the United States in a way the Congress never intended, it is relevant to note Title 33 U.S. Code §3 specifically provides for regulations which prevent injuries from target practice on navigable waters such as the Atlantic Intracoastal Waterway as being in the interest of national defense. There are approximately 76 published danger zones on navigable waters published in 33 Code of Federal Regulations, Part 204, and they include portions of such bodies of water as Delaware Bay, Chesapeake Bay, the Potomac River, Lake Michigan and both the Atlantic and Pacific Oceans.

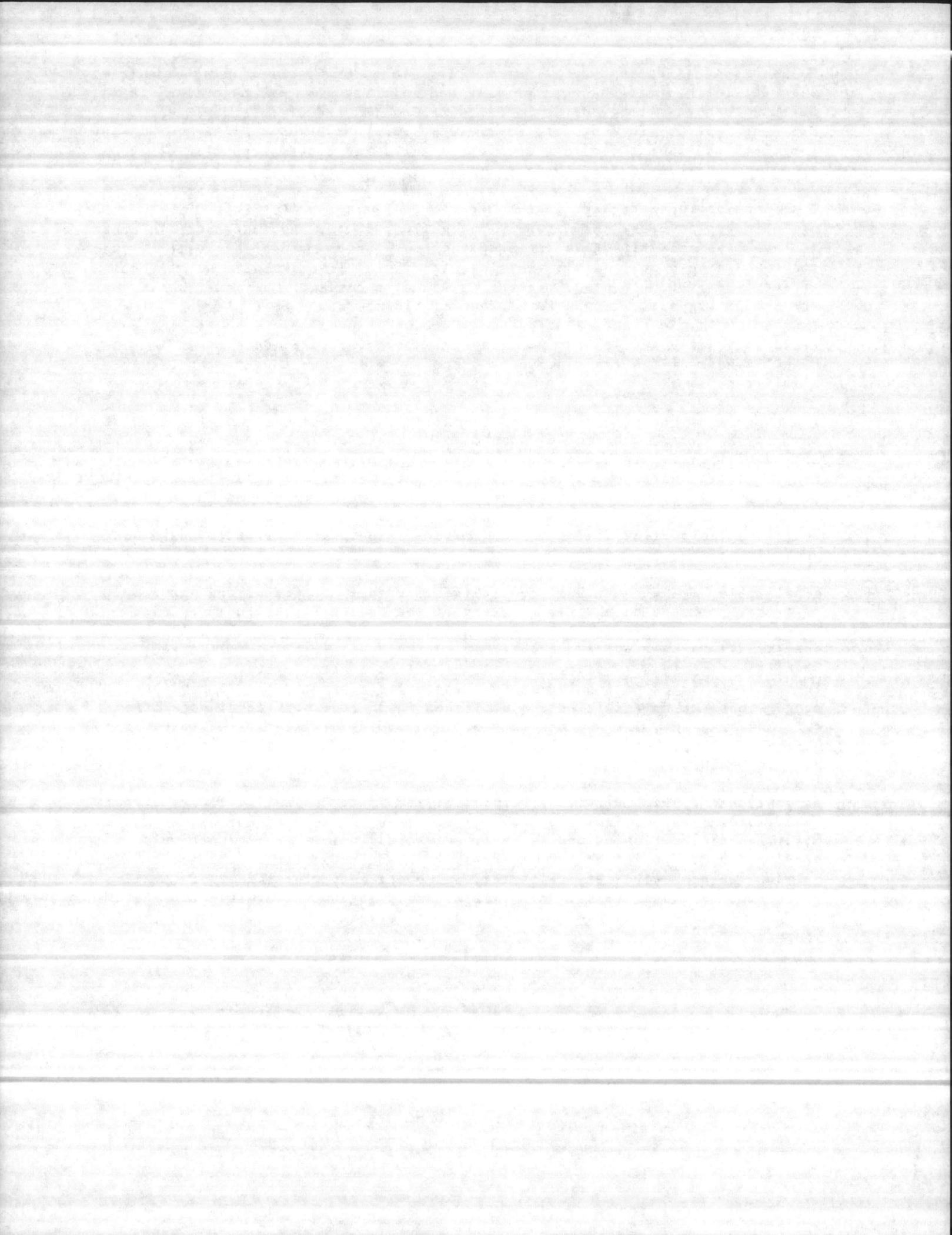
As mentioned above, my primary responsibility is to ensure facilities of this installation are available to train Fleet Marine Forces for combat. Nevertheless, by closing the Waterway only occasionally in a manner which provides notice to interested mariners, I intend to strike a reasonable balance between the conduct of efficient training operations, the safety of all concerned, and the interests of citizens traveling the Waterway. I regret Mr. Bridge's sense of inconvenience and trust this letter has been responsive to your concerns.

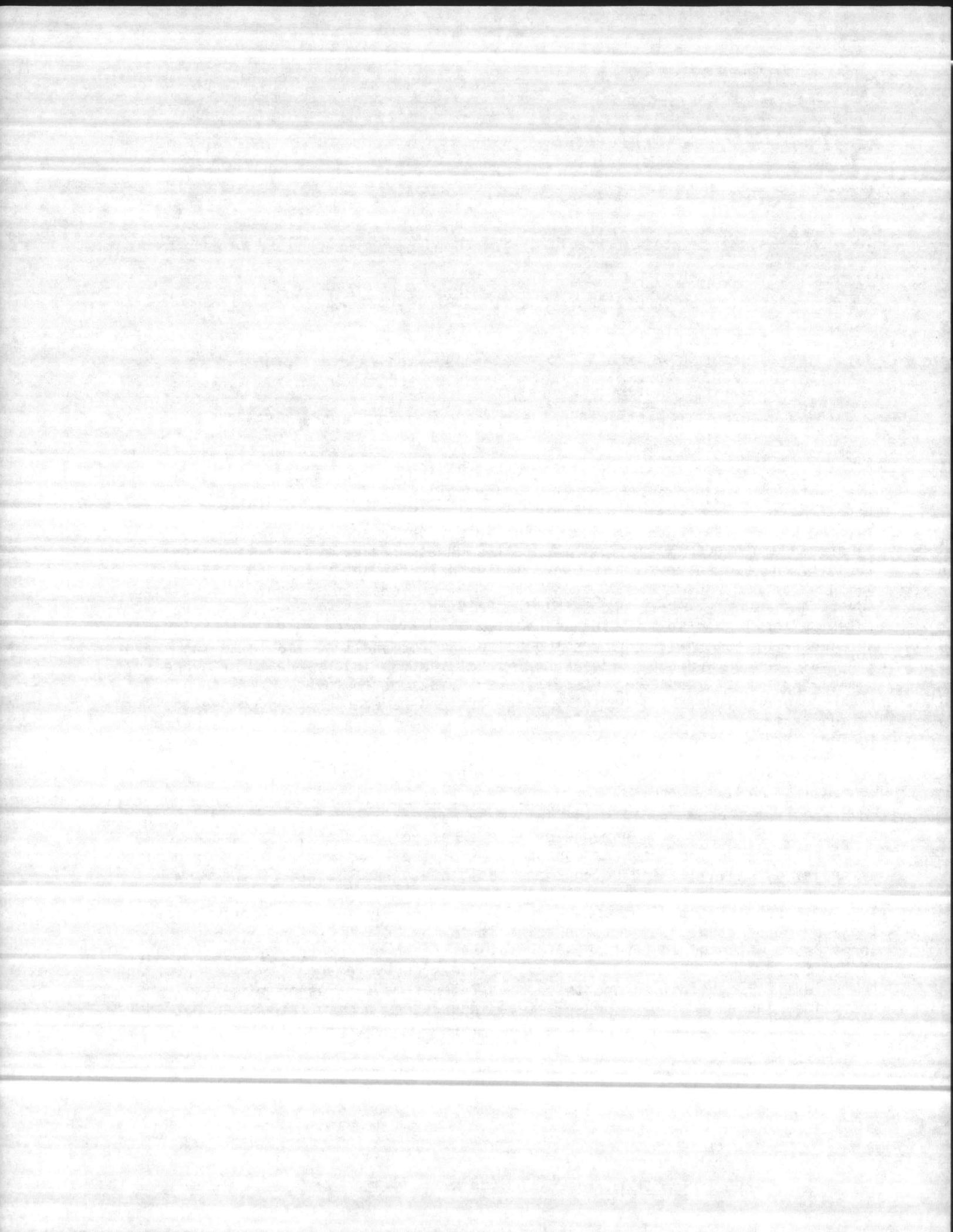
Sincerely,

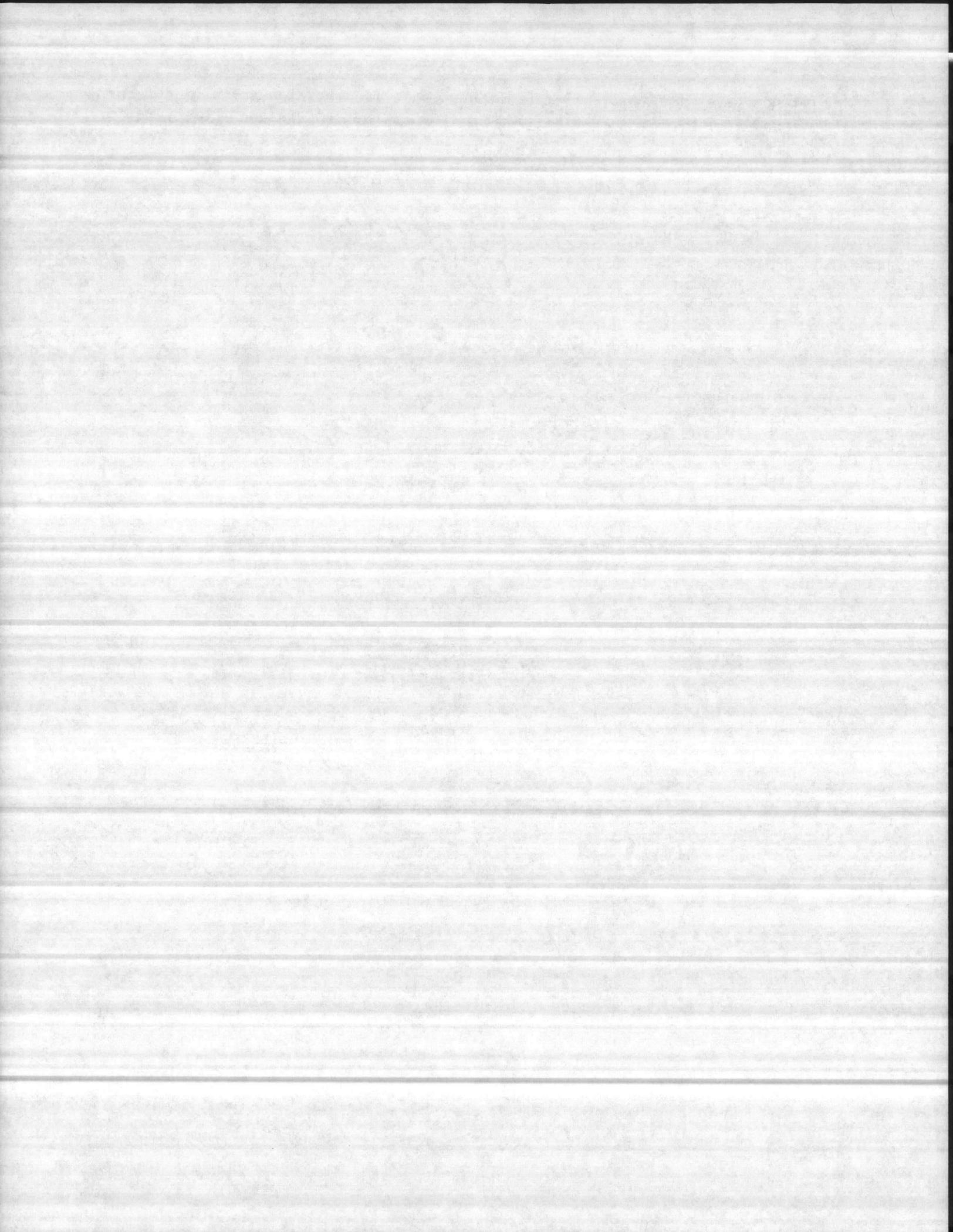


L. H. BUEHL

Major General, U.S. Marine Corps
Commanding General







A/WW

2d Div INPUT - request longer range times

.50 CAL REQMTS

UNITS/GUNS - REGTS
- AAUS

HRS or DAYS or WKS NEEDED 6-5/6 or 7 FOR EA. UNIT

Units/Guns x TRNG DAS (DAY/NIGHT REQMTS)

TRNG DAY POI (QUAL and/or REQUAL and/or FAM REQMTS) FOR EA UNIT

105 Tank GUN REQMTS

UNITS = 46.

HRS & DAYS a WK NEEDED 6-5/6 or 7 FOR EA UNIT

current = 3WKS 2x5/w/20. = 24 WKS.
Prop = 2WK x 2 x 4 = 16 WKS

Units x TRNG DAS (DAY/NIGHT REQMTS)

TRNG DAY POI (QUAL, REQUAL, FAM)

25MM Ch2in gun - LAV

UNITS

HRS, DAYS, WK NEEDED 6-5/6 or 7 FOR EA UNIT

Units x TD (Day/Night)

TD POI (QUAL, REQUAL, FAM)

155/8" DIRECT FIRE

UNITS/GUNS

HRS, DAYS, WK NEEDED 6-5/6 or 7 FOR EA

Units x TD (Day/Night)

TD POI

MAW: AVIATION - request longer range times

FW - Browns Island

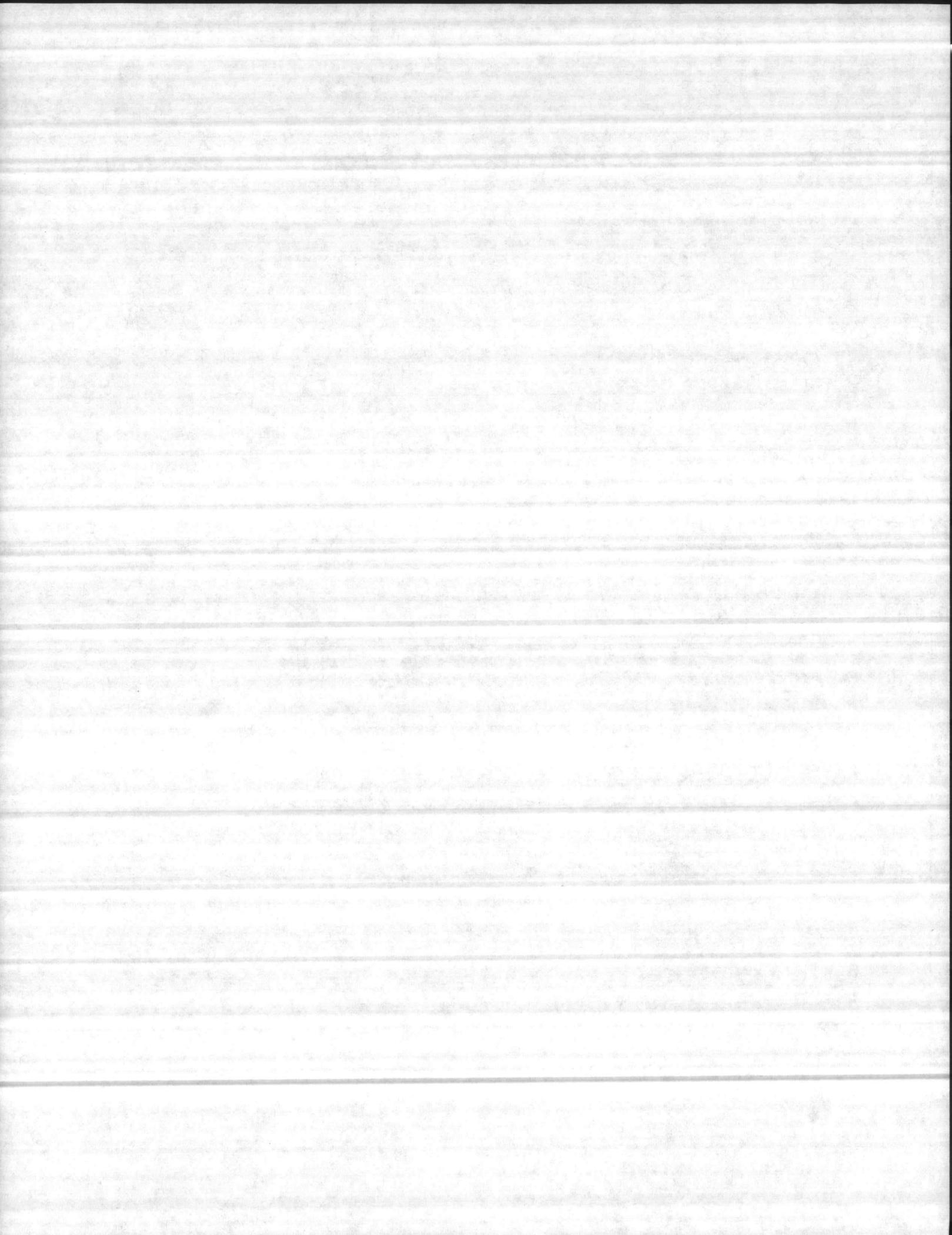
Helo - " " Guns, Rockets, TOW

2d FSSG INPUT - request longer range times

.50 CAL REQMTS

ITS - 50 CAL

MCSSS - 50 CAL



ISSUES

1 HR INTERVAL - disruption to trng, inefficiency, ineffective
 Range Time - availability, addtl time (dys) needed due to 1 HR intervals
 2-4 HR INTERVALS - reduced range time, more productive trng,
 better trng (more goals + higher scores), increased
 range availability

SCHEDULING - avoid snowbird transit periods (MAY, OCT, NOV)

LOST TRNG OPPORTUNITY

OFF-BASE TRNG - DUE TO: Range Availability, ineff/inefficient trng, inability to conduct major trng exercises (those involving more than 30-60 MINUTES of live trng at a time)

Show - a full days live trng is better than 2 or 3 days live firing in one hr intervals every other hour.

COSTS: Lost trng oport

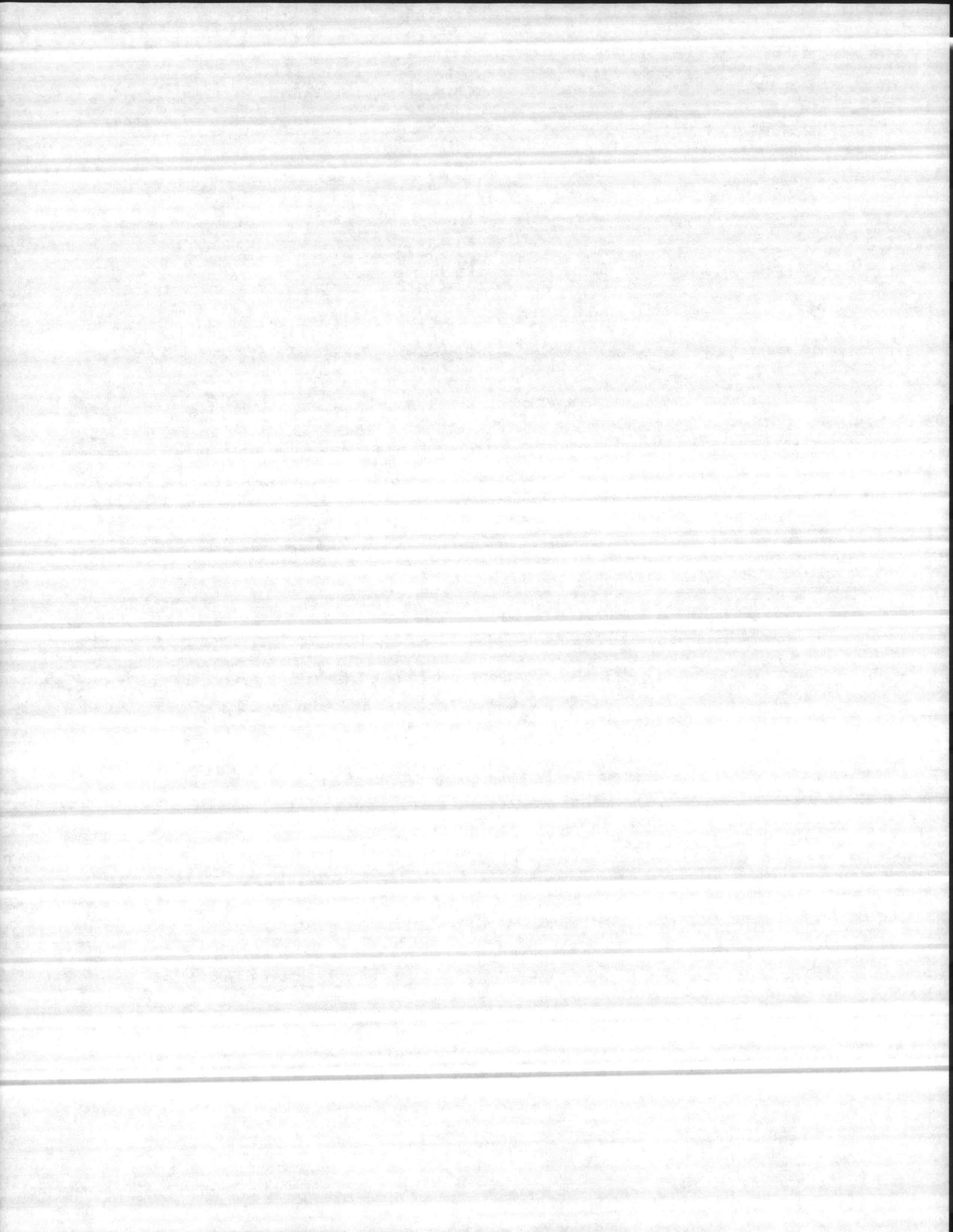
Ineffective/Inefficient/Nonproductive trng

Longer Trng periods to do same trng (quantify the # days needed

- ① OFF BASE
- ② AT CAM LET w/ 1HR PERIODS ON 6-5/6/7
- ③ AT CAM LET w/ 2-4 HR PERIODS 6-5/6/7)

Compute trng cost* (transp, TAD, meals, etc) of above ①, ②, ③

READINESS - effect upon



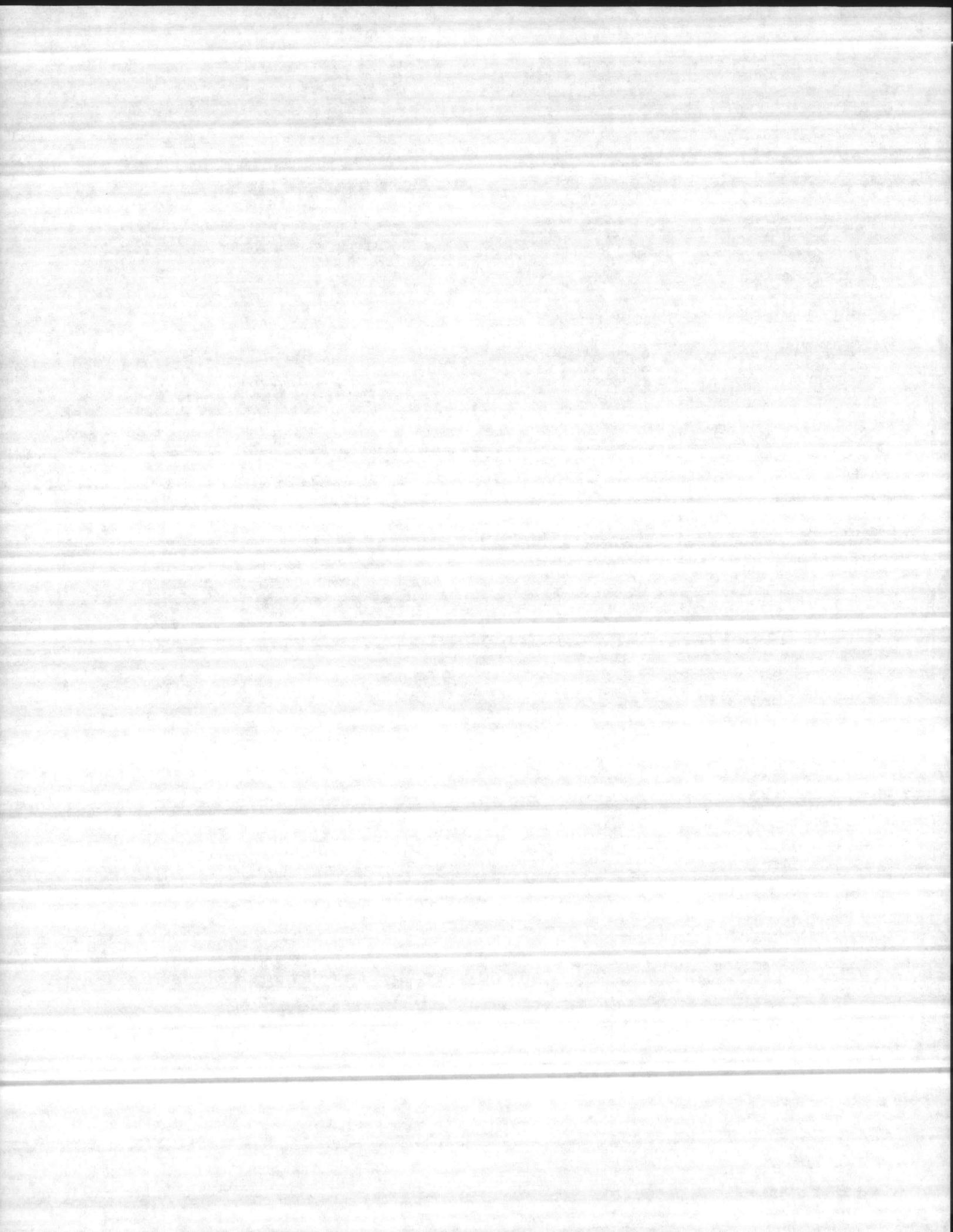
OPTIONS

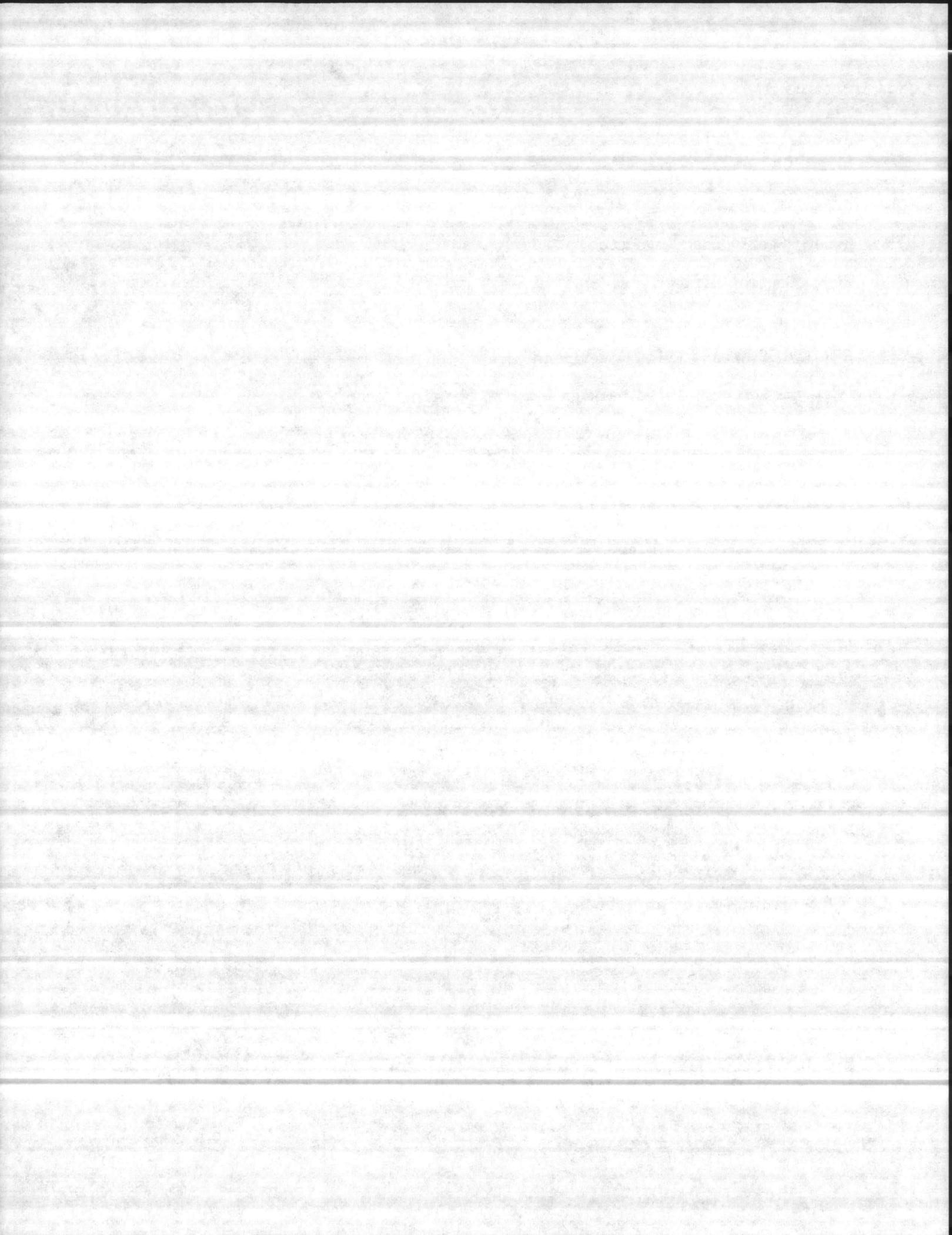
- ① STATUS QUO
- ② INCREASE OFF-BASE TRNG
- ③ INCREASE AIWW CLOSURE (G-5/6/7 RANGE TIME)
 - Ⓐ 2 HR
 - Ⓑ 4 HR
 - Ⓒ 6 HR

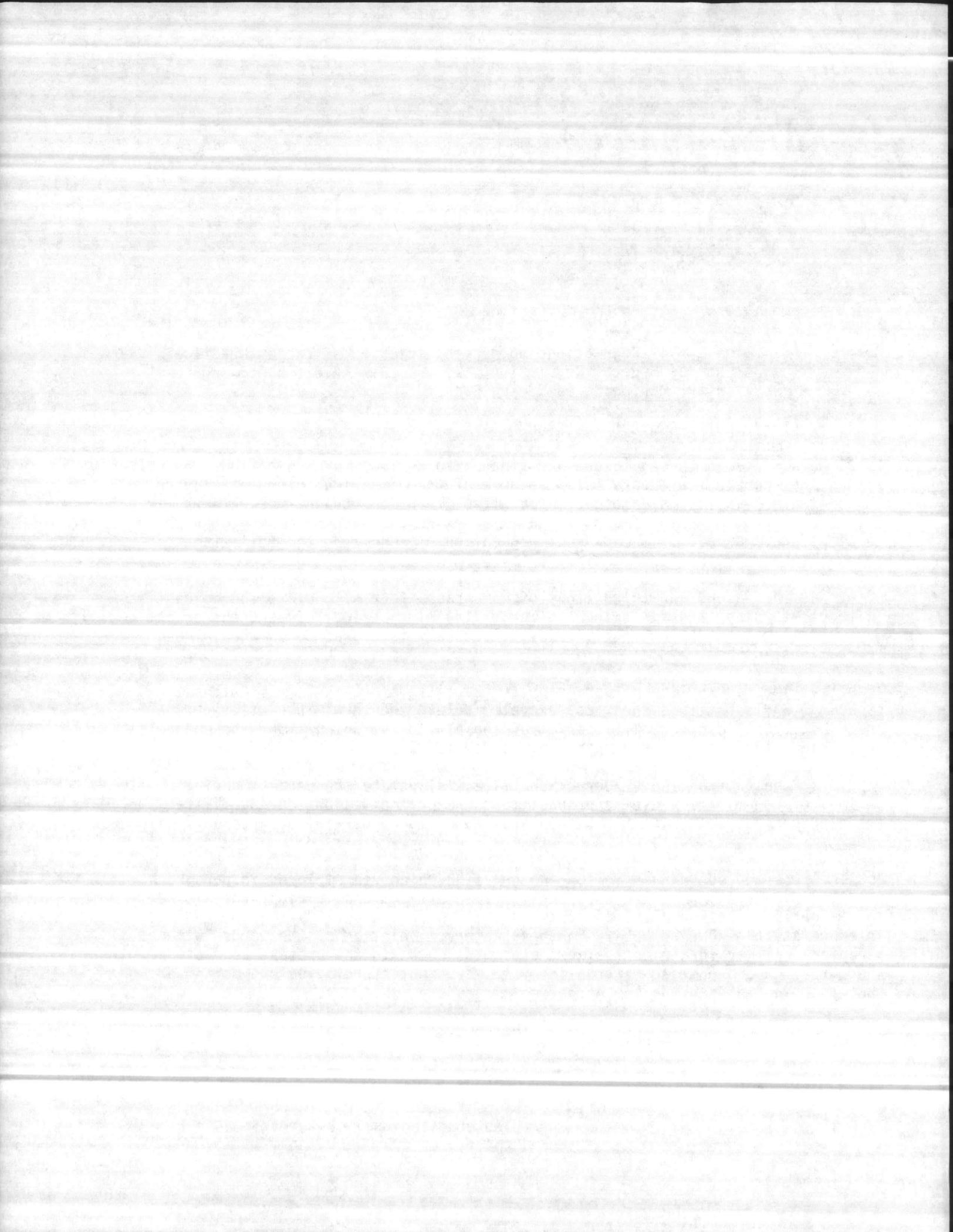
④ CONSTRUCT NEW RANGE FOR: .50 CAL (7000 METERS)

- 105MM TANK GUN (6500-18,300M)
- 25MM LAV GUN (7000-17,000M)
- 155/8" ARTY DIRECT FIRE (≈ 2000M)
- AIR ROCKETS, GUNS, TOW (SISOM)

- Ⓐ VRL
 - 1) N → S (NEW)
 - 2) S → N (L-5)
- Ⓑ FOX → G-10 (N, by Hwy 24 to G-10)
- Ⓒ J Area → G-10
- Ⓓ DOWNSLOW N. TOWER → Floating Targets









UNITED STATES MARINE CORPS

Range Control
Marine Corps Base
Camp Lejeune, North Carolina 28542

IN REPLY REFER TO:

5100
RCTL
4 Apr 85

From: Range Control Officer, Marine Corps Base, Camp Lejeune
To: Staff Judge Advocate (LtCol Mike Reardon), Marine Corps Base,
Camp Lejeune

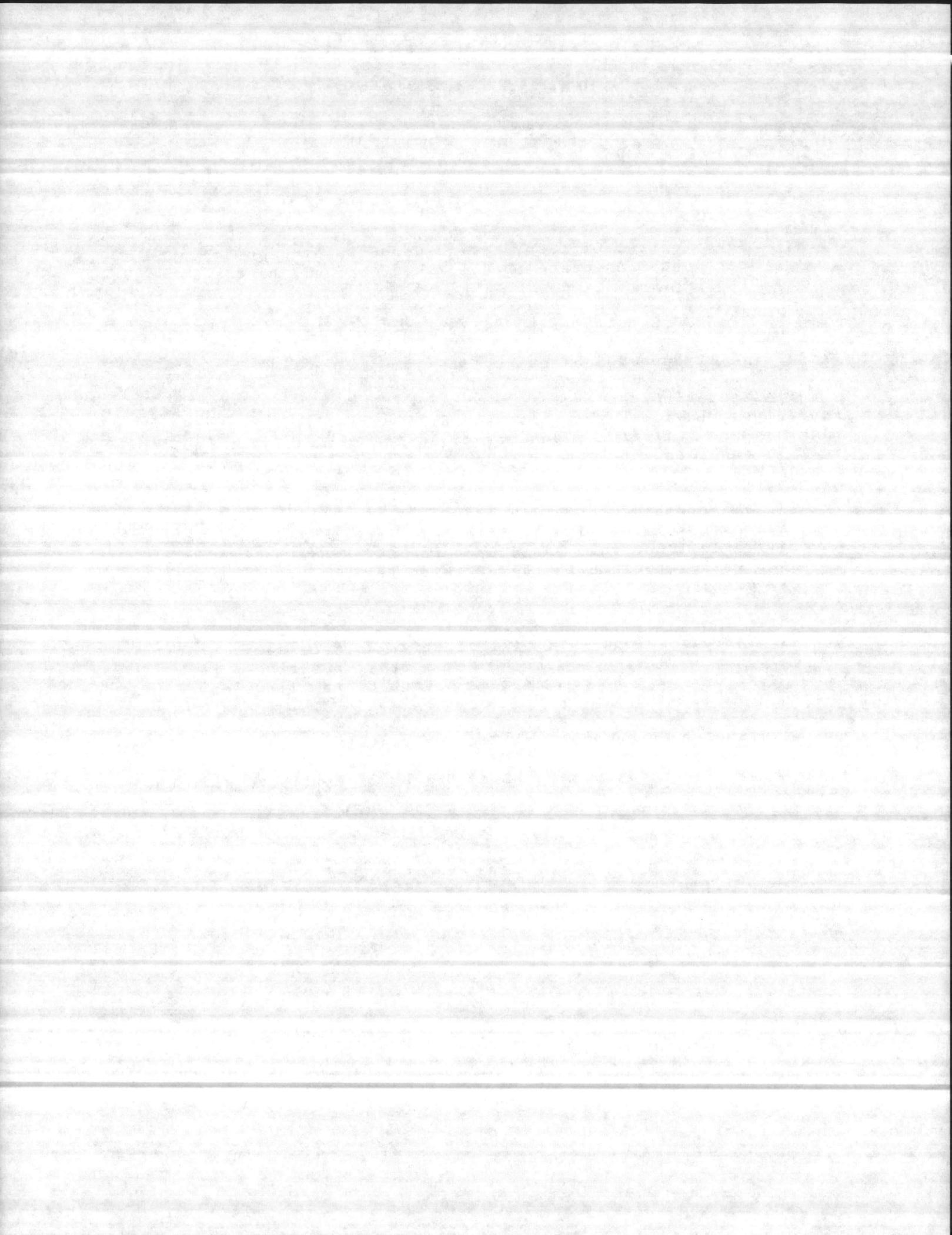
Subj: CFR 33/U.S. COAST PILOT 4 REVISION

Encl: (1) Proposed Subject Revision

1. Please review the enclosure and provide comments, recommendations, advice. This revision draft includes changes necessary to reflect current practices in the New River Sectors as well as the issue at hand -- extended (up to 4 hours) closures of the AIWW.
2. I have attempted to retain as much of the original format and language as possible. The topic of closing the AIWW may be too general/vague. However, based upon the CG's guidance to us, he did not want to be specific in the CFR with respect to the mechanics of the closures.
3. After I get your input -- and, incidentally, you may want to give Al Terrell a look -- I will re-write as necessary, prepare a proposed cover letter for the CG and a staff position paper. You will again see this before it goes to the CG to allow formal SJA chop.
4. My suspense dates are: a) Receive your input by 12 April, b) Re-write and draft supporting documents by 22 April, c) Submit all for staffing, and d) Submit all to C/S by 25 April (tickler due date).


E. J. CIZERLE

Copy to:
AC/S, Trng and Ops



204.56 New River, N.C., and Vicinity; Marine Corps Firing Ranges. (a) Marine Corps firing ranges at Marine Corps Base Camp Lejeune, North Carolina involving waterways are grouped into four major areas; (1) New River and its eight sectors, (2) Atlantic Ocean in vicinity of Bear and Brown Inlet; (3) Atlantic Ocean east of New River Inlet, and (4) Inland waters and the Atlantic Intracoastal Waterway between Bear Creek and Onslow Beach Bridge. The boundaries and regulations for each area are described below. Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light $70'$, thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff $232'$ to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek $291^{\circ} 30'$ to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude $77^{\circ} 26'$.

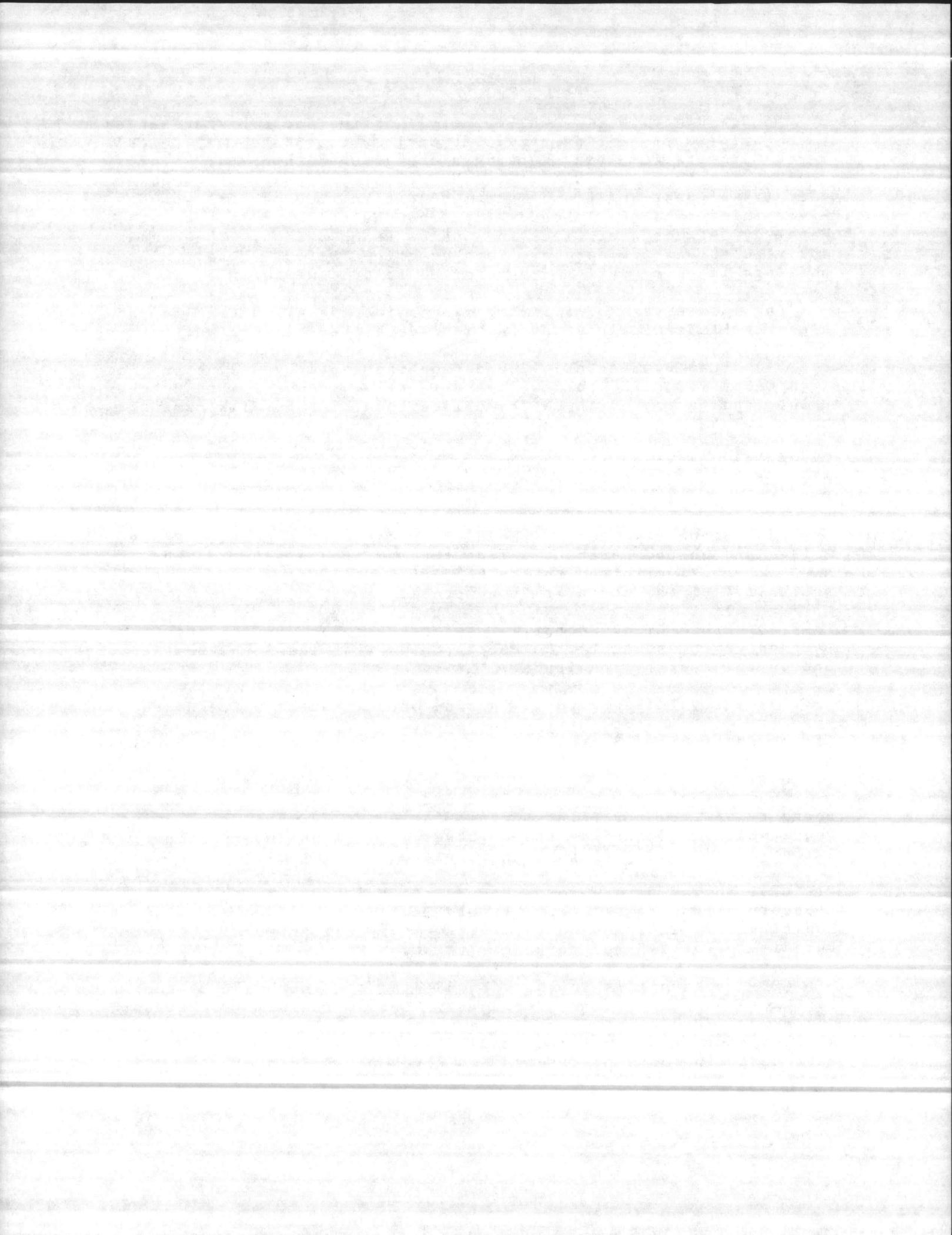
(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point $243^{\circ} 30'$ to Ragged Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude $77^{\circ} 22'$; and on the northwest by a line running from Paradise Point $243^{\circ} 30'$ to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude $77^{\circ} 23' 30''$; and on the north by an east-west line passing through New River Day Beacon 41.

(c) The regulations. (1) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed



sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed.

These firing signals will be red flags or streamers flown from flag poles located at latitude $34^{\circ} 34' 10''$, longitude $77^{\circ} 21' 06''$ for Traps Bay Sector; latitude $34^{\circ} 34' 12''$, longitude $77^{\circ} 21' 38''$ for Courthouse Bay Sector; latitude $34^{\circ} 35' 40''$, longitude $77^{\circ} 26' 11''$ for Stone Bay Sector; latitude $34^{\circ} 36' 38''$, longitude $77^{\circ} 26' 46''$ for Stone Creek Sector; latitude $34^{\circ} 39' 04''$, longitude $77^{\circ} 20' 38''$ for Grey Point Sector; latitude $34^{\circ} 39' 04''$, longitude $77^{\circ} 20' 38''$ and/or latitude $34^{\circ} 39' 54''$, longitude $77^{\circ} 21' 24''$ for Farnell Bay Sector; and latitude $34^{\circ} 43' 00''$, longitude $77^{\circ} 24' 57''$ and latitude $34^{\circ} 43' 00''$, longitude $77^{\circ} 24' 45''$ for Morgan Bay/Jacksonville Sector.

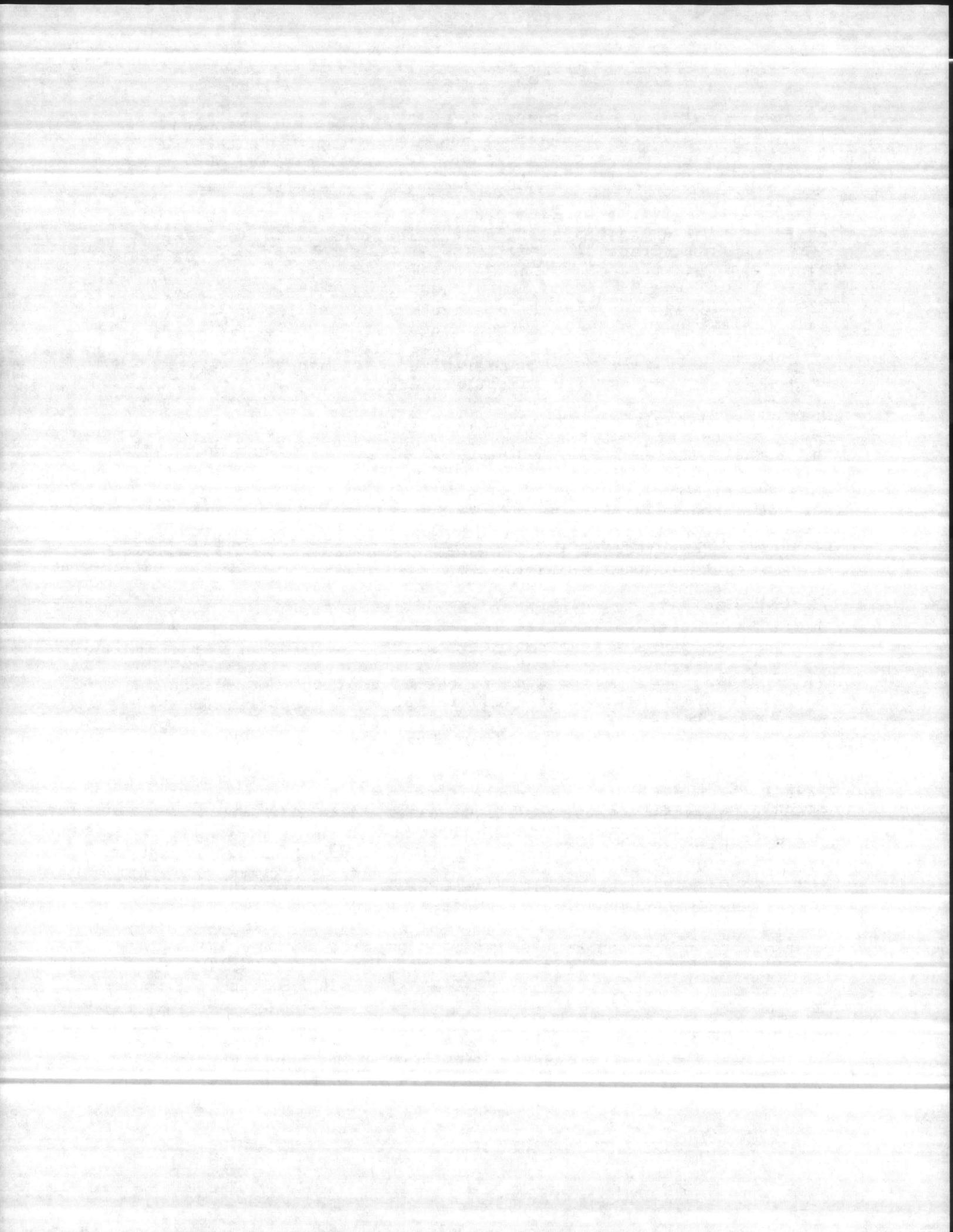
When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(2) Firing will take place both day and night at irregular periods throughout the year. When night firing is being done in any sector, flashing red lights will be illuminated at the applicable flag poles described in the preceding regulations, or on warning signs erected in the New River.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the United States Coast Guard and, in the case of the Atlantic Ocean sector, the Cape Fear Pilots Association at Southport, and the Pilots Association at Morehead City, North Carolina. The Stone Creek sector may be closed without advance notice.

(d) Target and bombing area in the Atlantic Ocean in vicinity of Bear Inlet - (1) the water within an area described as follows: Beginning at latitude $34^{\circ} 37' 32''$, longitude $77^{\circ} 12' 03''$; thence to latitude $34^{\circ} 36' 58''$, longitude $77^{\circ} 11' 25''$; thence to latitude $34^{\circ} 34' 44''$, longitude $77^{\circ} 10' 35''$; thence to latitude $34^{\circ} 32' 27''$, longitude $77^{\circ} 06' 30''$; thence to latitude $34^{\circ} 28' 55''$, longitude $77^{\circ} 15' 05''$; thence to Onslow North Tower at latitude $34^{\circ} 34' 50''$, longitude $77^{\circ} 15' 10''$; thence to the point of the beginning.

(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach (Onslow North Tower). Prior to bombing and



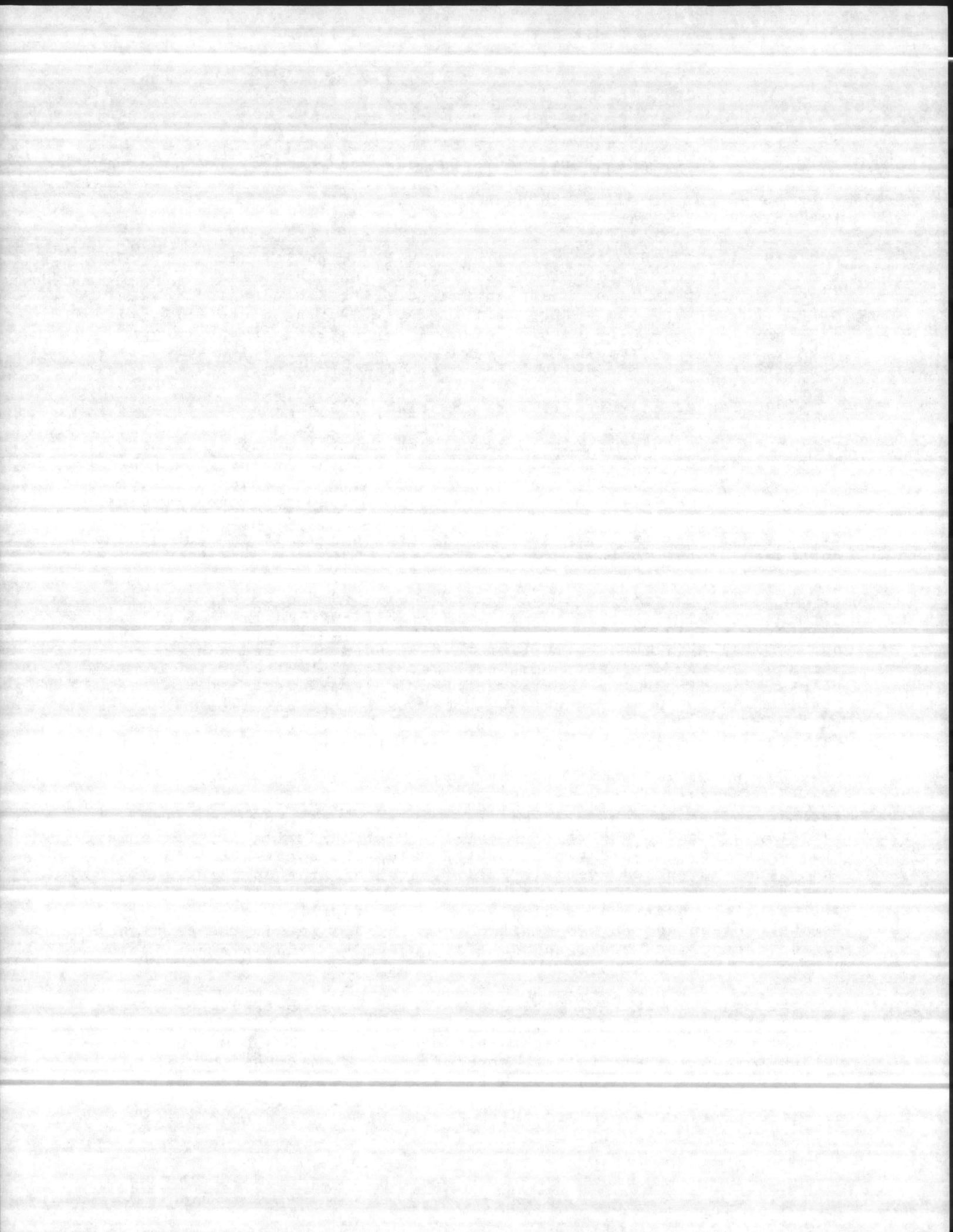
firing operations, the area may be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffic does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning signs at either end of the Danger Zone along the Intracoastal Waterway. During military use, boaters can expect a periodic delay before resuming transit of the waterway.

(e) Target and missile area in Atlantic Ocean in vicinity of New River Inlet - (1) The Atlantic Ocean east of New River Inlet within an area described as follows: The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105° from latitude $34^{\circ} 37' 25''$ longitude $77^{\circ} 10' 35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^{\circ} 34' 15''$, longitude $77^{\circ} 16' 10''$ and on the west by a line bearing 205° from latitude $34^{\circ} 32' 37''$, longitude $77^{\circ} 18' 34''$ and on the northwest by the shore.

(2) The Regulations: Vessels may proceed along the established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag-pole 40 feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the southern end of Onslow (Hurst) Beach (Onslow South Tower). Prior to bombing and firing operations, the area may be searched by plane. Watercraft in the area may be warned by aircraft "buzzing" of the impending target practice. Additionally, safety craft may be stationed in the vicinity of New River Inlet and Bear Inlet to warn of impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of the section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(f) Inland waters in the Browns Inlet areas between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway - (1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian $77^{\circ} 16' 20''$; thence by this meridian to latitude $34^{\circ} 34' 31''$; and thence by a line bearing 44°



from this point until the line intersects Bear Creek.

(2) The regulations. (i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except during military training periods. Warning of military training will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach (Onslow North Tower) and from the observation tower at the northern end of the area near Bear Creek (Bear Tower). Prior to bombing and firing operations, the area may be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

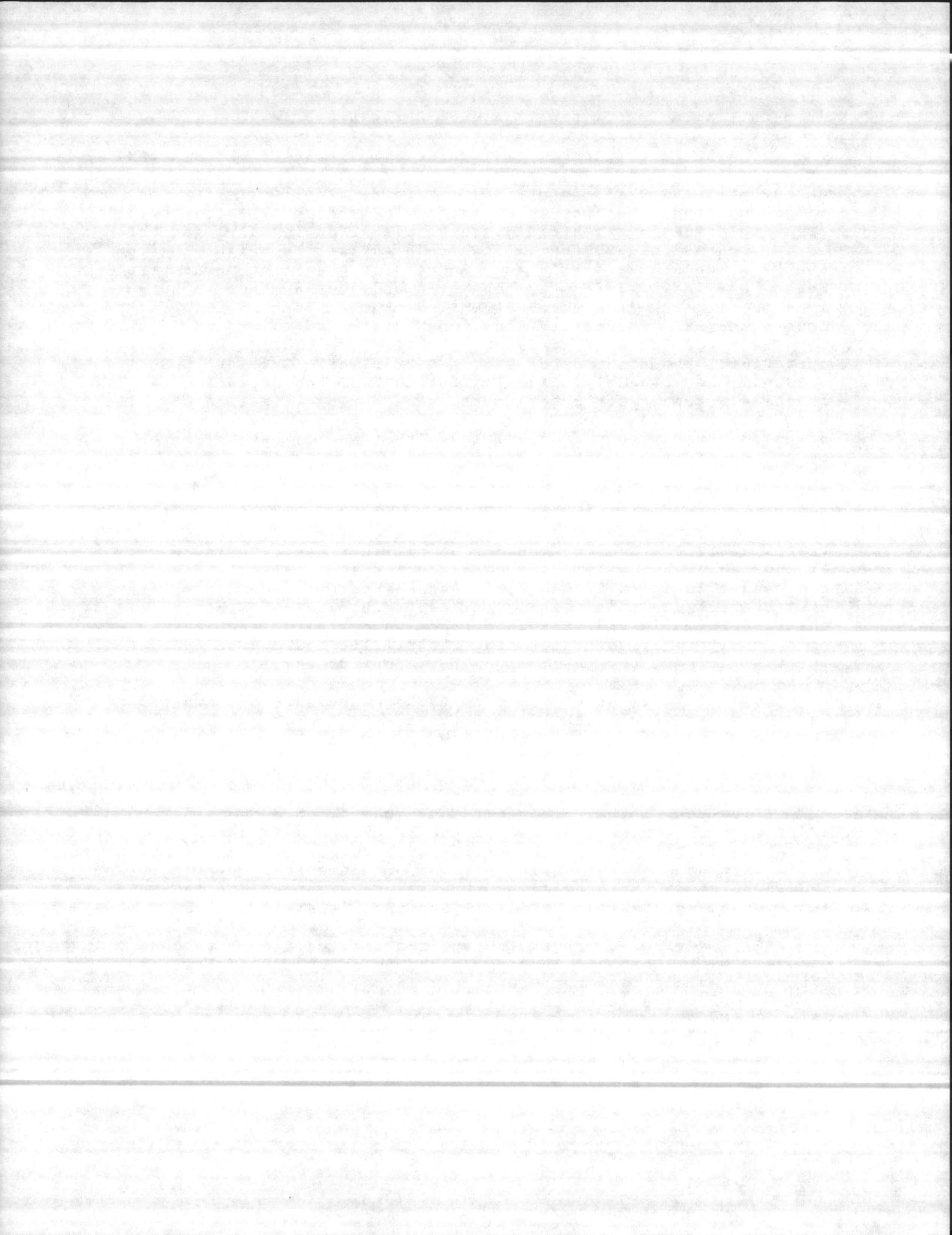
Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffice does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning signs at either end of the Danger Zone along the Intracoastal Waterway. During military use, boaters can expect a periodic delay before resuming transit of the waterway. In addition to Notices to Mariners, the Navy Safety boats monitor Marine Band Radio, Channel 16, and may be contacted for traffic advisory (call sign "Navy Boat Crew").

(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive, unexploded projectiles within the limits of this area.

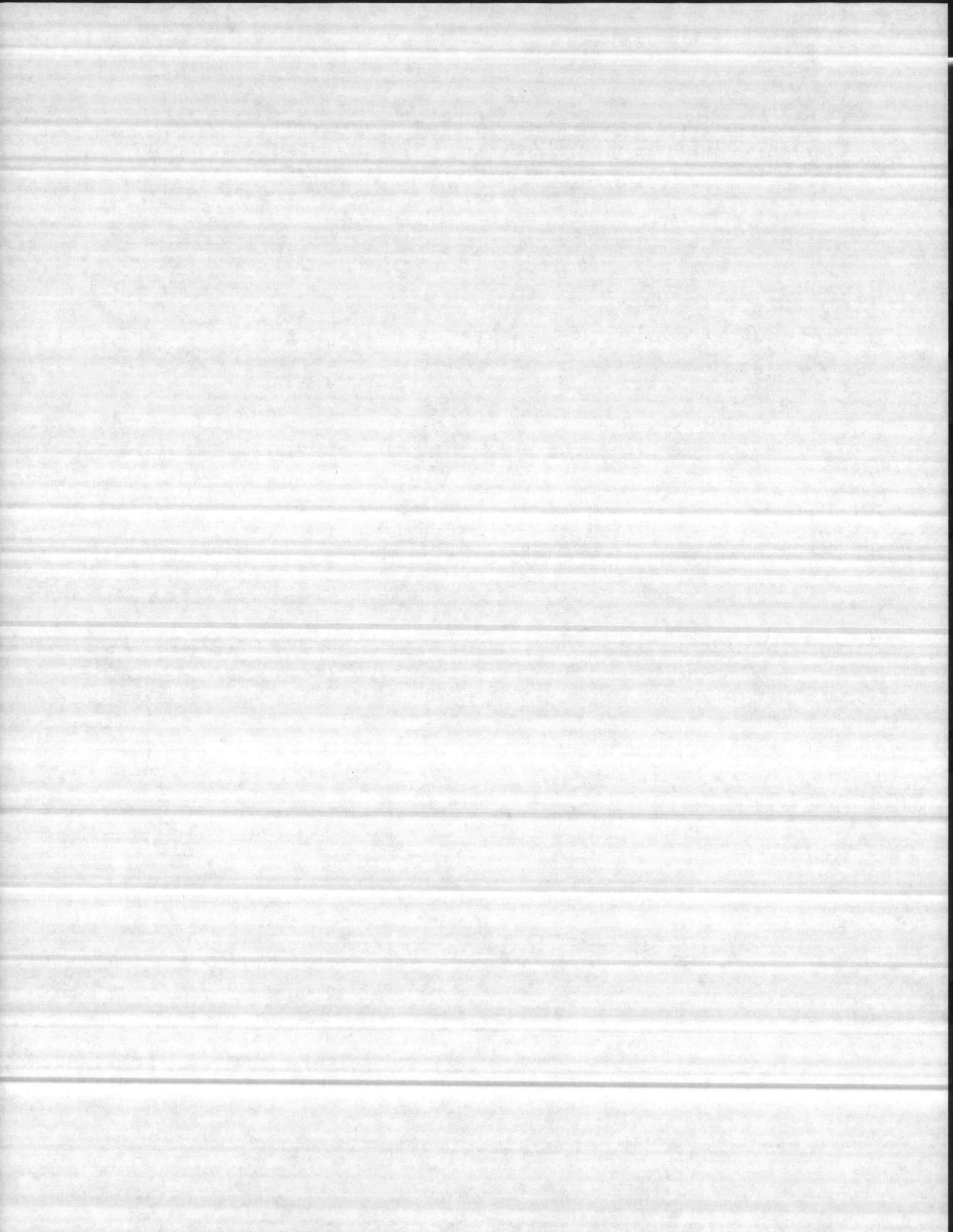
(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(v) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.



(g) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina or his authorized representatives.





Information From Marine Corps Base
CAMP LEJEUNE

Home of the 2nd Marine Division, 2nd Force Service Support Group
and 6th Marine Amphibious Brigade

Joint Public Affairs Office
Box 8438, Camp Lejeune, N.C. 28542-5000

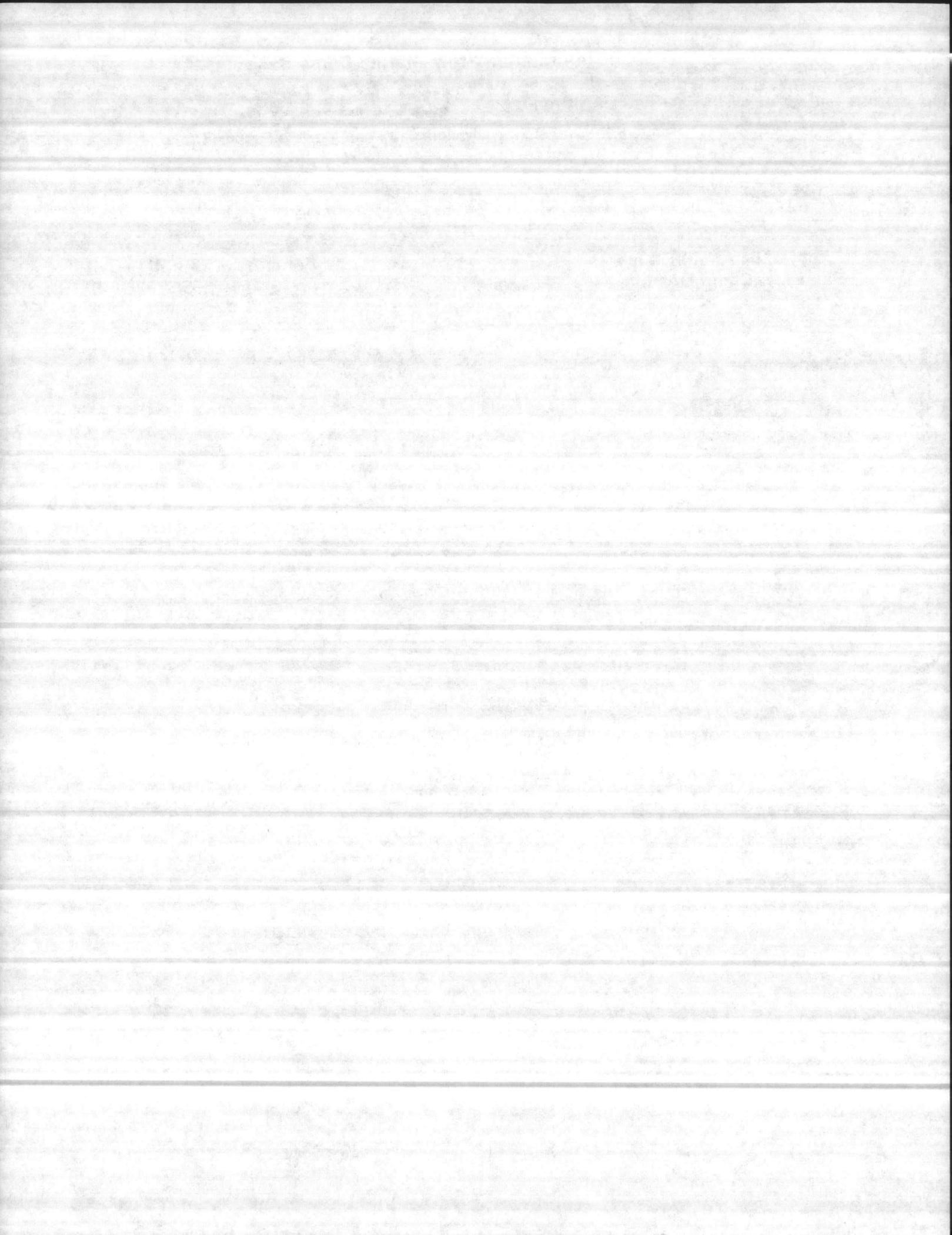
For more information call
(919) 451-5655/5782/1607

Release Number:

WATERWAY

CAMP LEJEUNE, N.C., March 19, 1985--The intercoastal waterway here will soon be closed for two to four hours during live fire training. The extended closures will take effect April 8, 1985.

Major General Louis H. Buehl, Commanding General, Marine Corps Base, made the decision to extend closure of the waterway based on a comprehensive staff study which indicated training efficiency and effectiveness could be improved. During a recent tour and briefing to county commissioners, MajGen. Buehl also indicated the change would result in substantial savings to the taxpayer and have minimal impact on local boat traffic.





Information From Marine Corps Base
CAMP LEJEUNE

Home of the 2nd Marine Division, 2nd Force Service Support Group
and 6th Marine Amphibious Brigade

Joint Public Affairs Office
Box 8438, Camp Lejeune, N.C. 28542-5000

For more information call
(919) 451-5655/5782/1607

Release Number:

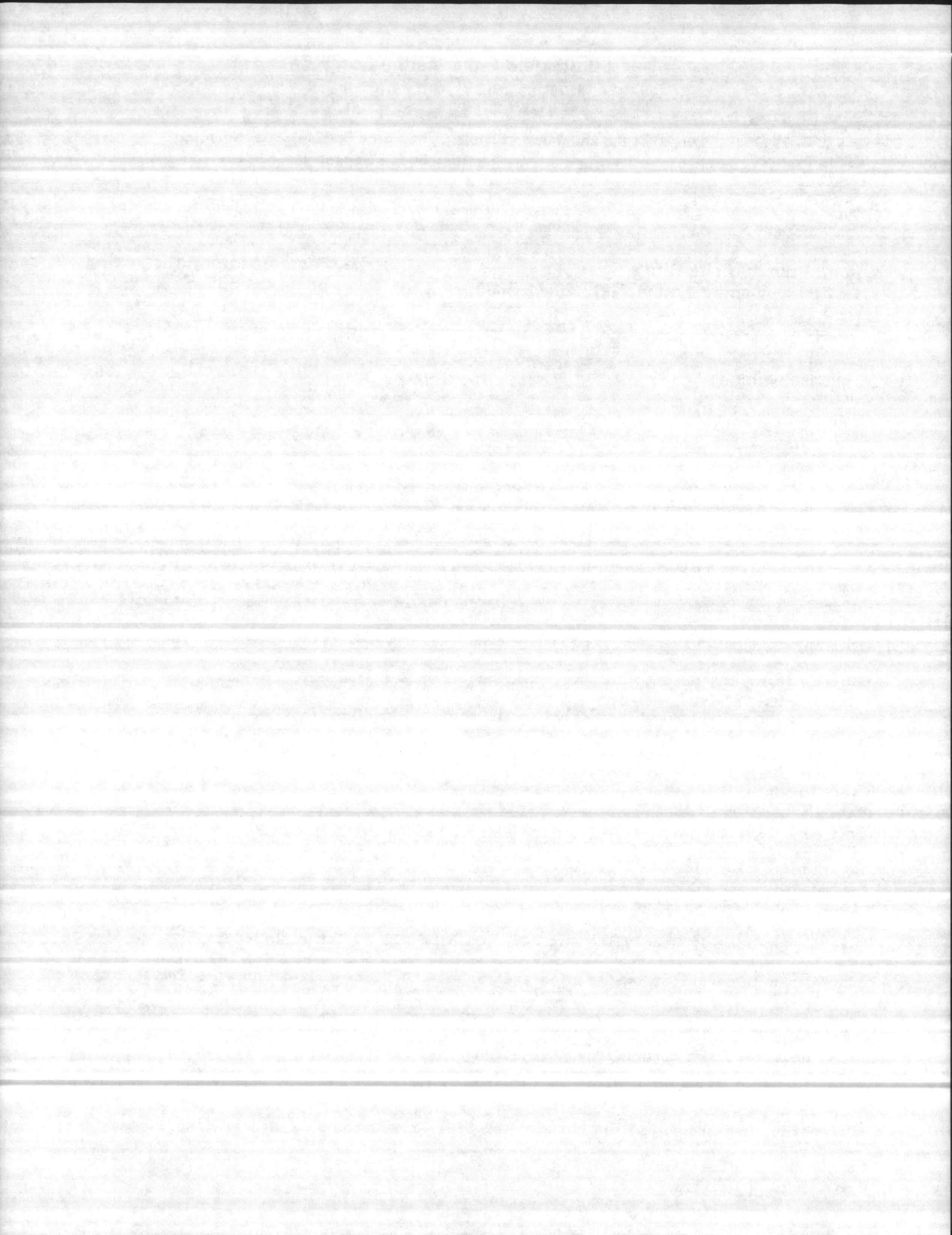
ROUGH DRAFT

INTERCOASTAL WATERWAY

Brigadier General Louis H. Buehl, Commanding General, Marine Corps Base, Camp Lejeune, announced today he is considering increasing the amount of time the intercoastal waterway is closed during live fire training aboard the base. While citing the need to improve training efficiency and effectiveness, Buehl said his proposal should have minimal impact on local boating.

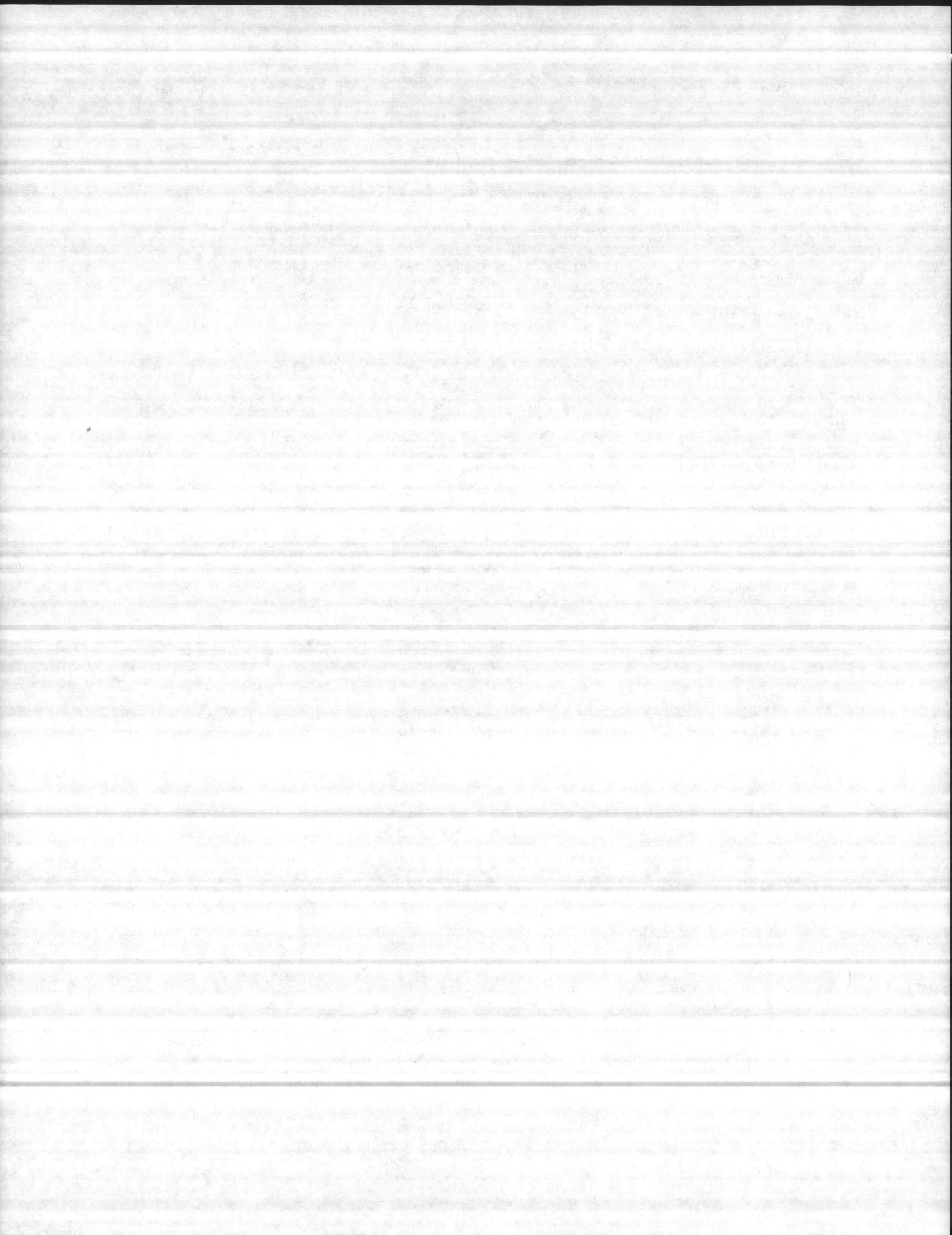
The general made the announcement at (a.m.) (p.m.) this (morning) (afternoon) while speaking to the Jacksonville Military Affairs Committee at a (regular) (special) meeting. He outlined a proposal which calls for closure of the waterway for two-hour periods when firing .50 caliber weapons and four-hour periods when firing main guns or conducting mechanized live fire scenarios. Buehl additionally stated the waterway could be closed for eight hours or more for special operations or training exercises scheduled at least 30 days in advance.

Under current danger zone regulations, the Marine Corps closes the waterway at one-hour intervals and publishes weekly firing notices to mariners. Firing notices are processed through the U.S. Army Corps of Engineers in Wilmington. Notices are also released to the news media by the base public affairs office.



Buehl explained to the committee that refurbishment of ranges aboard the base and increased useage of them by mechanized units has highlighted the problem of halting live fire training every hour while boats travel along the intercoastal waterway. Sounding a familiar theme, the general stressed the importance of military readiness and stated that live fire training has a positive corelation with combat proficiency.

Reemphasizing that existing danger zone regulations are to protect the public from dangers inherent in live fire training, Buehl concluded by affirming that the intercoastal waterway would not be closed without prior notice and that extended closings of four hours or more would be infrequent.



ON SLOW COUNTY

109 Old Bridge Street
Room 108
Jacksonville, N. C. 28540
Telephone (919) 347-4717

of the
y Manager

February 22, 1985

Brigadier General L. H. Buehl
Commanding General
Camp Lejeune Marine Corps Base
Camp Lejeune, North Carolina 28542

Dear General Buehl:

On behalf of the entire Board of County Commissioners I would like to thank you for being our host during the briefing session on February 15, 1985. Members of the Board appreciate your keeping them apprised of plans and proposals which impact the civilian community.

The information which you and your staff provided and the rationalization for the proposal will enable members of the Board to respond to their constituents whenever questions regarding this matter are raised. Personally, I found the briefing to be very informative, and I have a better understanding of the problems which you encounter when field firing exercises are frequently interrupted.

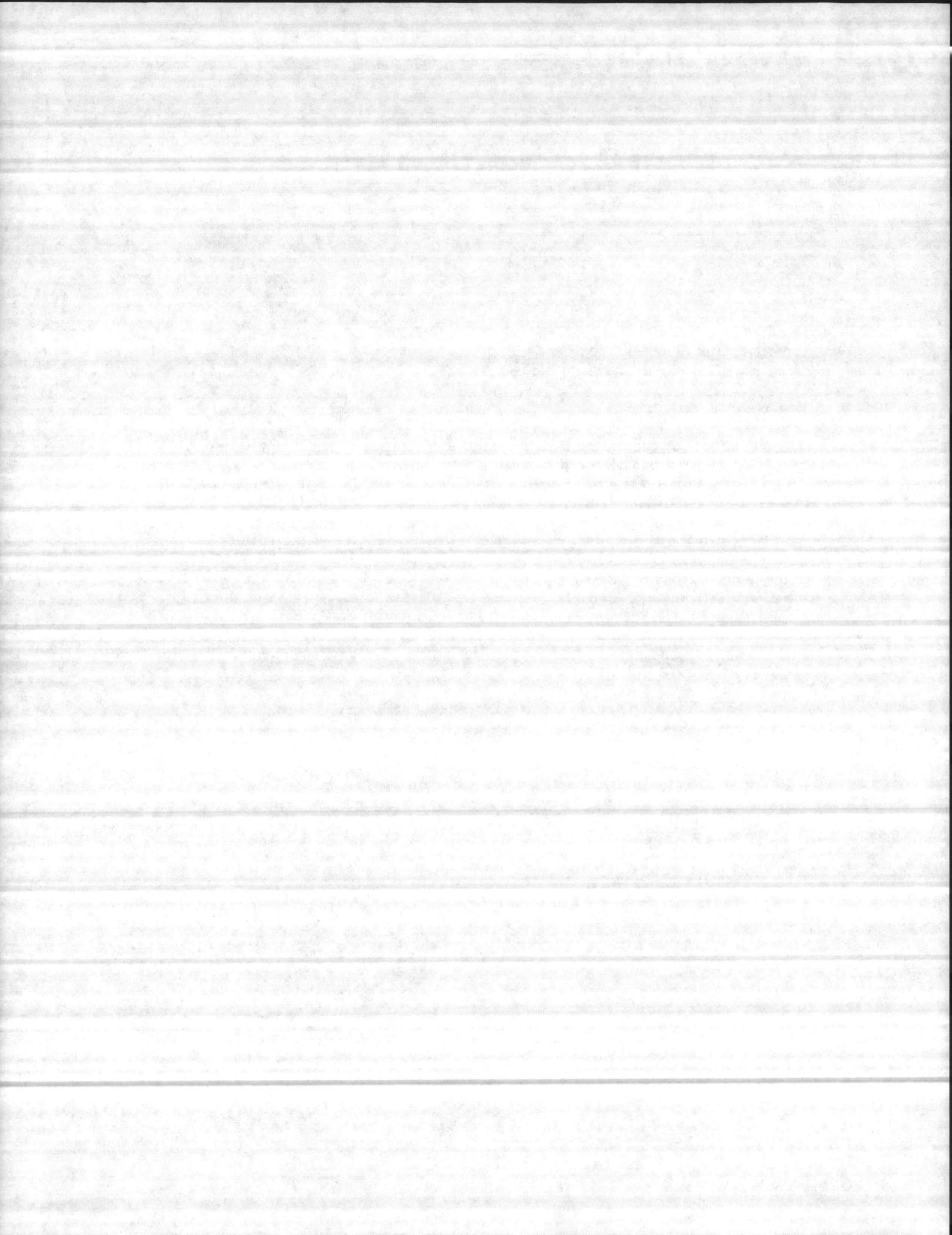
Again, we appreciate your hospitality and consideration in keeping local officials informed.

Sincerely yours,



R. G. Leary
County Manager/Finance Officer

RGL:bf



5100
RCTE
18 JAN 85

From: Range Control Officer
To: Chief Regulatory Branch, U.S. Army Corps of Engineers,
Wilmington, N. C. 28402

Subj: U.S. COAST PILOT 4, PARAGRAPH 204.56

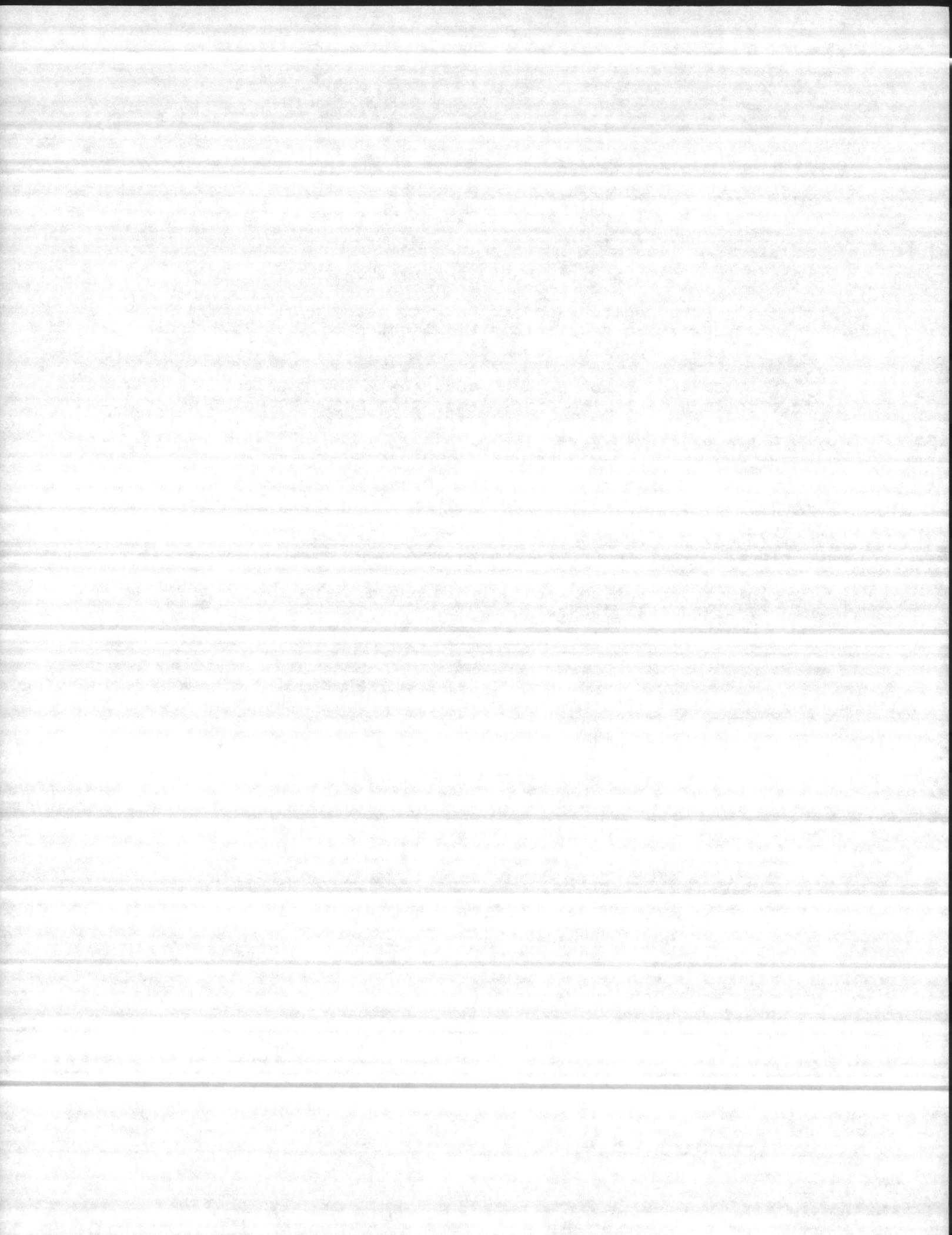
Encl: (1) Proposed Revision to USCP 4, paragraph 204.56
(2) Existing Regulations Highlighted to Show Revisions
(3) Map Depicting Proposal

1. The USCP 4 does not reflect accurately the physical and procedural safety actions of Marine Corps Base, Camp Lejeune, which are designed to ensure safety of waterborne traffic over the navigable waters within the Base's jurisdiction.

2. Request the revision to these regulations be approved and published in appropriate manuals. Two copies of enclosure (1) are provided: one is annotated to show proposed changes, the other is clear of markings. Enclosures (2) and (3) provide additional detail to facilitate review.

3. Point of contact concerning this proposal is the undersigned at autovon 484-5803/3065.

F. J. CIZERLE



204.56 New River, N.C., and Vicinity; Marine Corps Firing Ranges.
(a) Atlantic Ocean east of New River Inlet. The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105 from latitude $34^{\circ}37'25''$, longitude $77^{\circ}10'35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^{\circ}34'15''$, longitude $77^{\circ}16'10''$; on the west by a line bearing 205 from latitude $34^{\circ}32'37''$, longitude $77^{\circ}18'34''$, and on the northwest by the shore.

Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light 70, thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232° to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek $291^{\circ}30'$ to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude $77^{\circ}26'$.

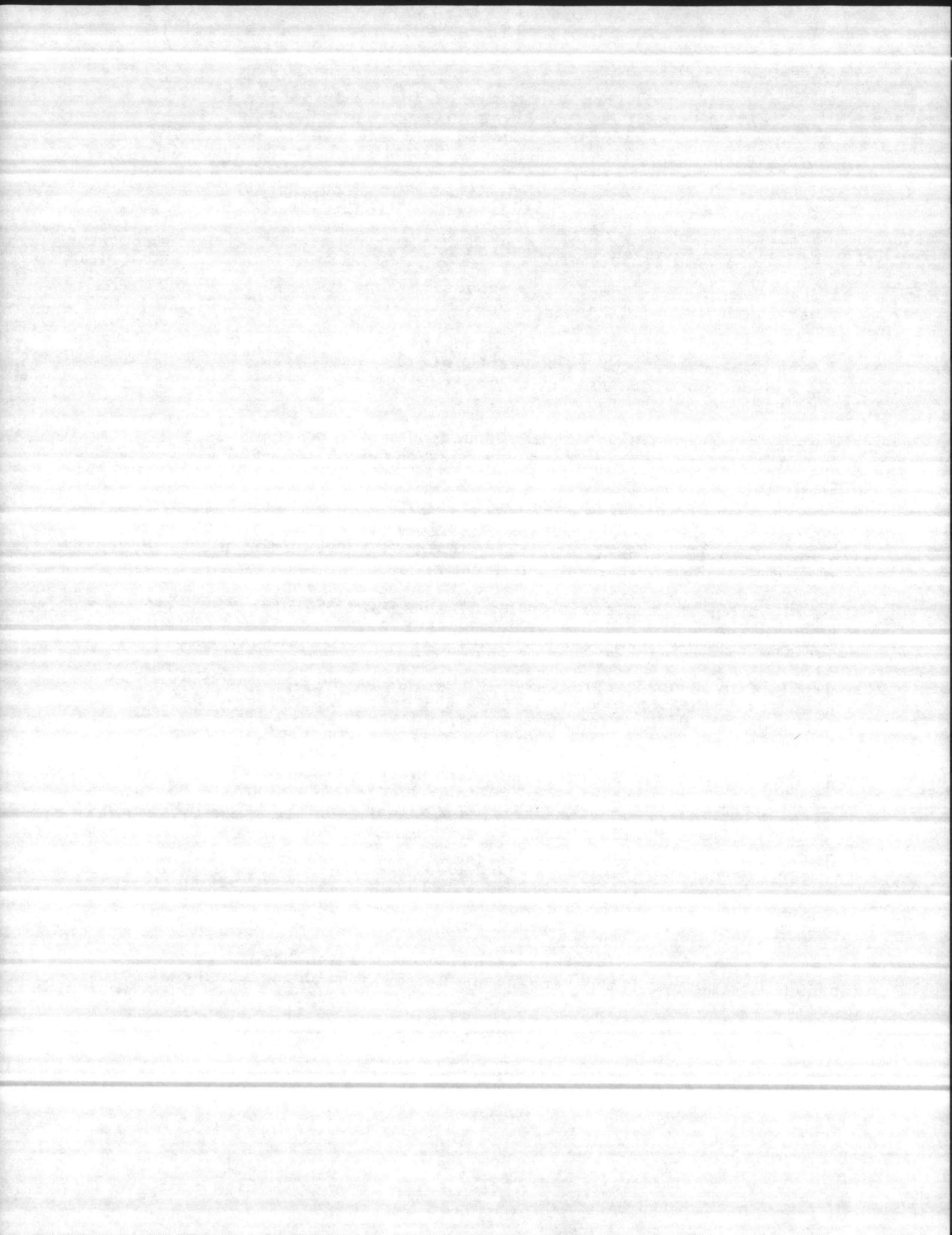
(5) Grey Pont Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey point Sector, including French Creek up to longitude $77^{\circ}20'$; and on the north by a line running from Hadnot Point $285^{\circ}30'$ to Holmes Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude $77^{\circ}22'$; and on the northwest by a line running from Paradise Point $243^{\circ}30'$ to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude $77^{\circ}23'30''$; and on the north by an east-west line passing through New River Day Beacon 41.

(c) The regulations. (1) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed



sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed.

These firing signals will be red flags or streamers flown from flag poles located at latitude 34°34'10", longitude 77°21'06" for Traps Bay Sector; latitude 34°34'12", longitude 77°21'38" for Courthouse Bay Sector; latitude 34°35'40", longitude 77°26'11" for Stone Bay Sector; latitude 34°36'38", longitude 77°26'46" for Stone Creek Sector; latitude 34°39'04", longitude 77°20'38" for Grey Point Sector; latitude 34°39'04", longitude 77°20'38" and/or latitude 34°39'54", longitude 77°21'24" for Farnell Bay Sector; and latitude 34°43'00", longitude 77°24'57" and latitude 34°43'00", longitude 77°24'45" for Morgan Bay/Jacksonville Sector.

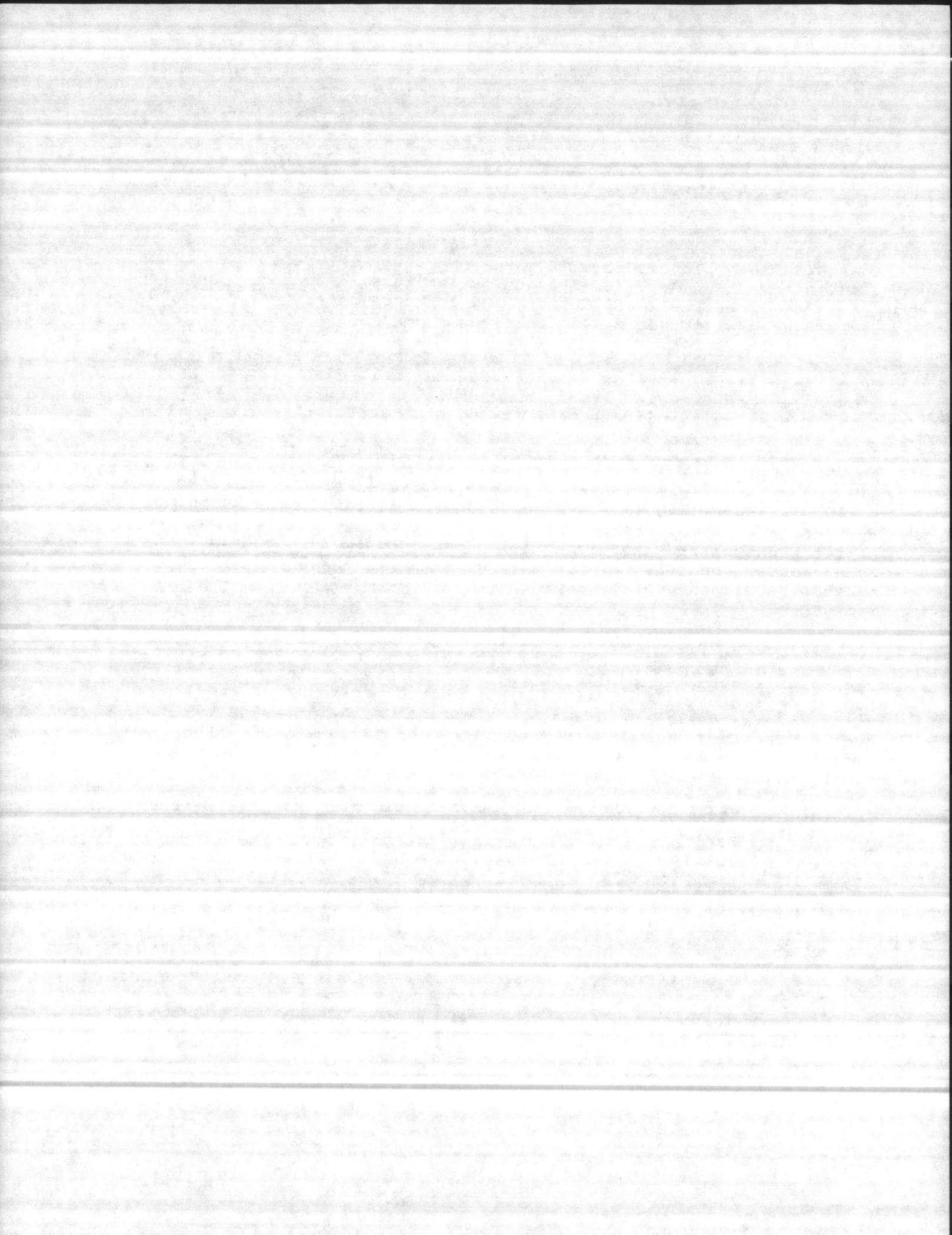
When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(2) Firing will take place both day and night at irregular periods throughout the year. When night firing is being done in any sector, flashing red lights will be illuminated at the applicable flag poles described in the preceding regulations, or on warning signs erected in the New River. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of the section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the United States Coast Guard and, in the case of the Atlantic Ocean sector, the Cape Fear Pilots Association at Southport, and the Pilots Association at Morehead City, North Carolina. The Stone Creek sector may be closed without advance notice.

(d) Target and bombing area in Atlantic Ocean in vicinity of Bear Inlet-(1) the water within an area described as follows: Beginning at latitude 34°37'32", longitude 77°12'03"; thence to latitude 34°36'58", longitude 77°11'25"; thence to latitude 34°37'44", longitude 77°10'35"; thence to latitude 34°32'27", longitude 77°06'30"; thence to latitude 34°28'55", longitude 77°15'05"; thence to latitude 34°34'50", longitude 77°15'10"; thence to the point of the beginning.

(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat



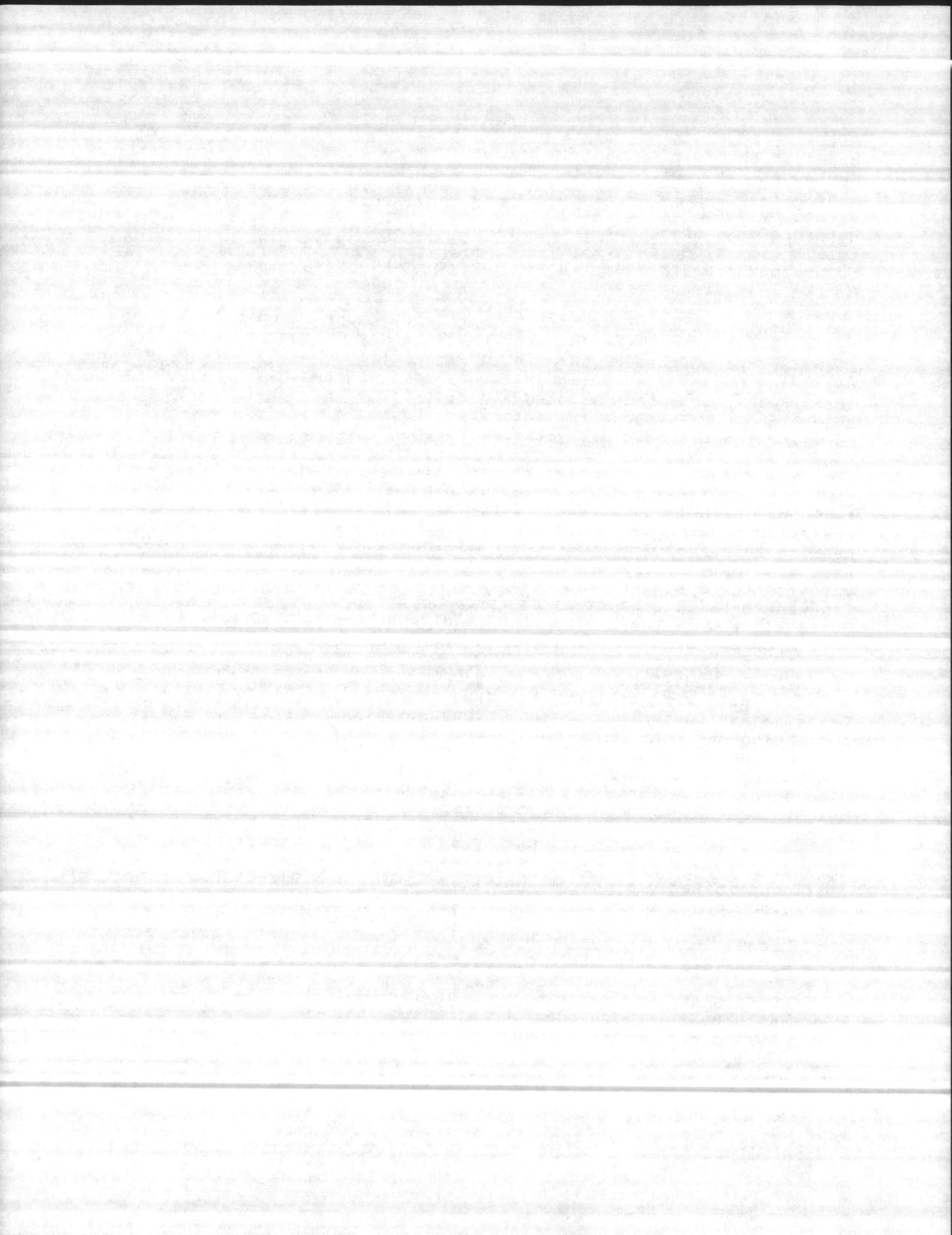
Station, Bogue Inlet, Swansboro, North Carolina, and from ^{the} observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire will also be warned, if possible by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route. *may*

Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits along the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffic does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning signs at either end of the Danger Zone along the Intracoastal Waterway. During military use, boaters can expect a periodic delay before resuming transit of the waterway.

(e) Target and missile area in Atlantic Ocean in vicinity of New River Inlet (1) The water within an area described as follows: Atlantic Ocean east of New River Inlet. The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105° from latitude 34°37'25" longitude 77°10'35"; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude 34°34'15", longitude 77°16'10" and on the west by a line bearing 205° from latitude 34°32'37", longitude 77°18'34" and on the northwest by the shore (see paragraph 204.56 Marine Corps Firing Ranges).

(2) The Regulations: Vessels may proceed along the established water ways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flagpole ⁴⁰ forty feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from ⁴⁰ observation tower ⁴⁰ forty feet in height located at the southern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Additionally, safety craft will be stationed in the vicinity of New River Inlet and Bear Inlet to warn of impending target practice. Watercraft entering the area during live fire will also be warned, if possible, by siren devices located atop the observation towers. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route. *may
may
may*

(f) Inland waters in the Browns Inlet area between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway (1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, and water therein contained, Atlantic Ocean, to the meridian 77°16'20"; thence by this meridian to latitude 34°34'31"; and thence by a line bearing 44° from this



point until the line intersects Bear Creek.

(2) The regulations. (i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except ~~in cases of extreme emergencies.~~
during periods of military use.

(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

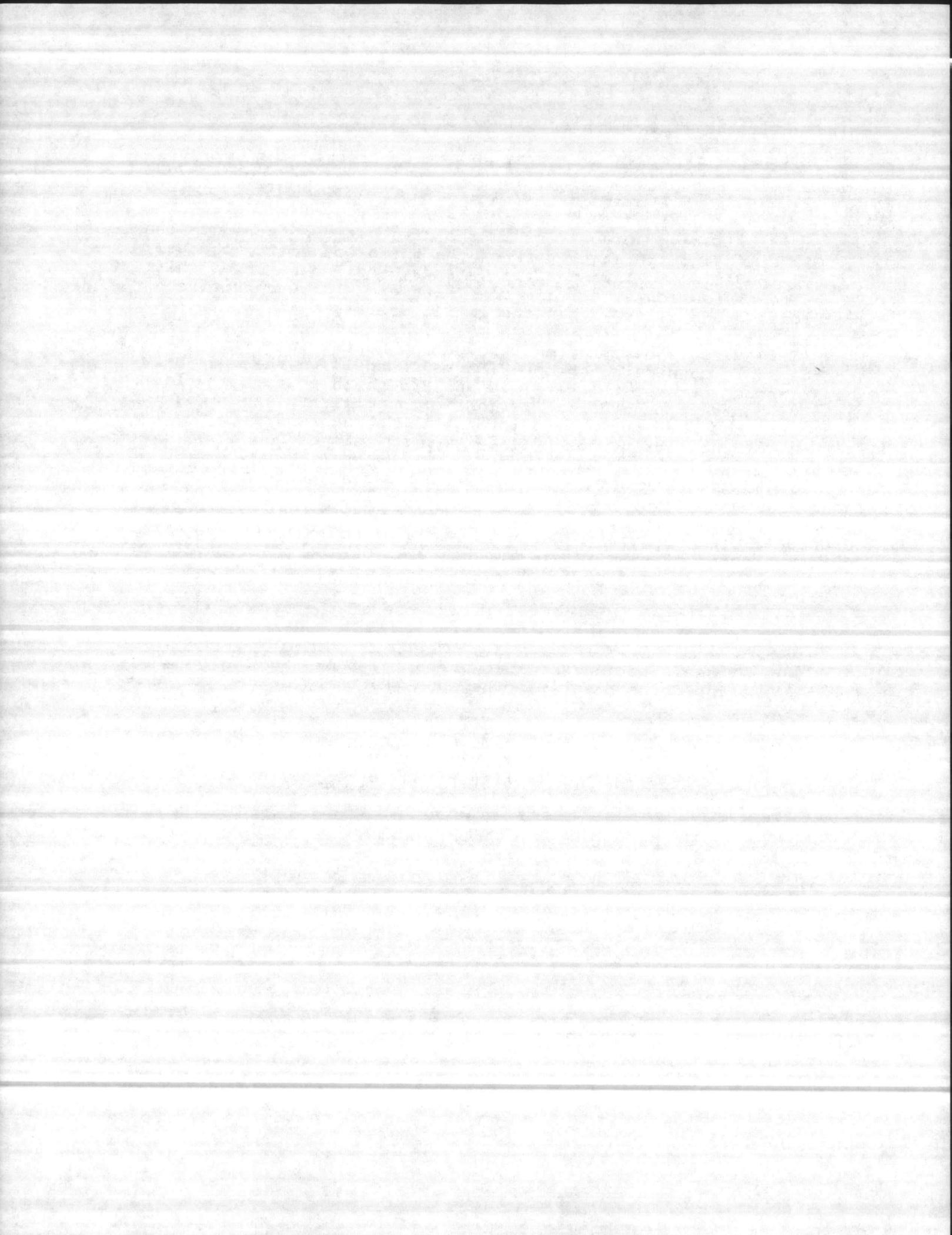
(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

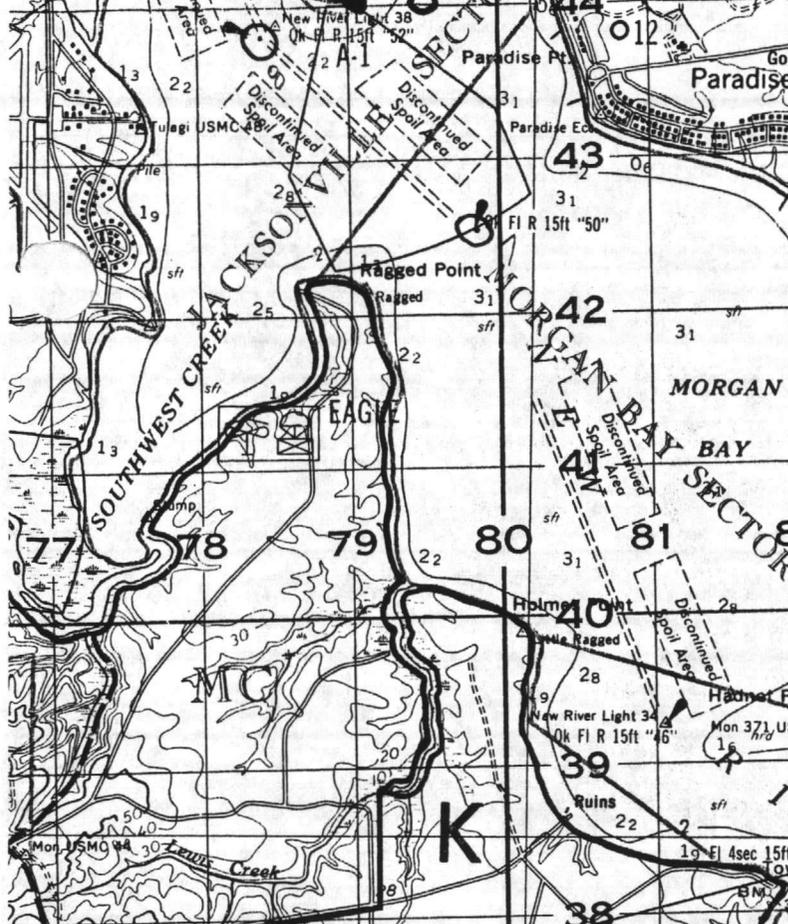
(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(v) Warning of impending military use of the area will be contained in weekly Notice to Mariners.

(vi) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(g) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina or his authorized representatives.





Previous editions usable

YOU WERE CALLED BY- YOU WERE VISITED BY-

OF (Organization) _____

PLEASE PHONE FTS AUTOVON

WILL CALL AGAIN IS WAITING TO SEE YOU

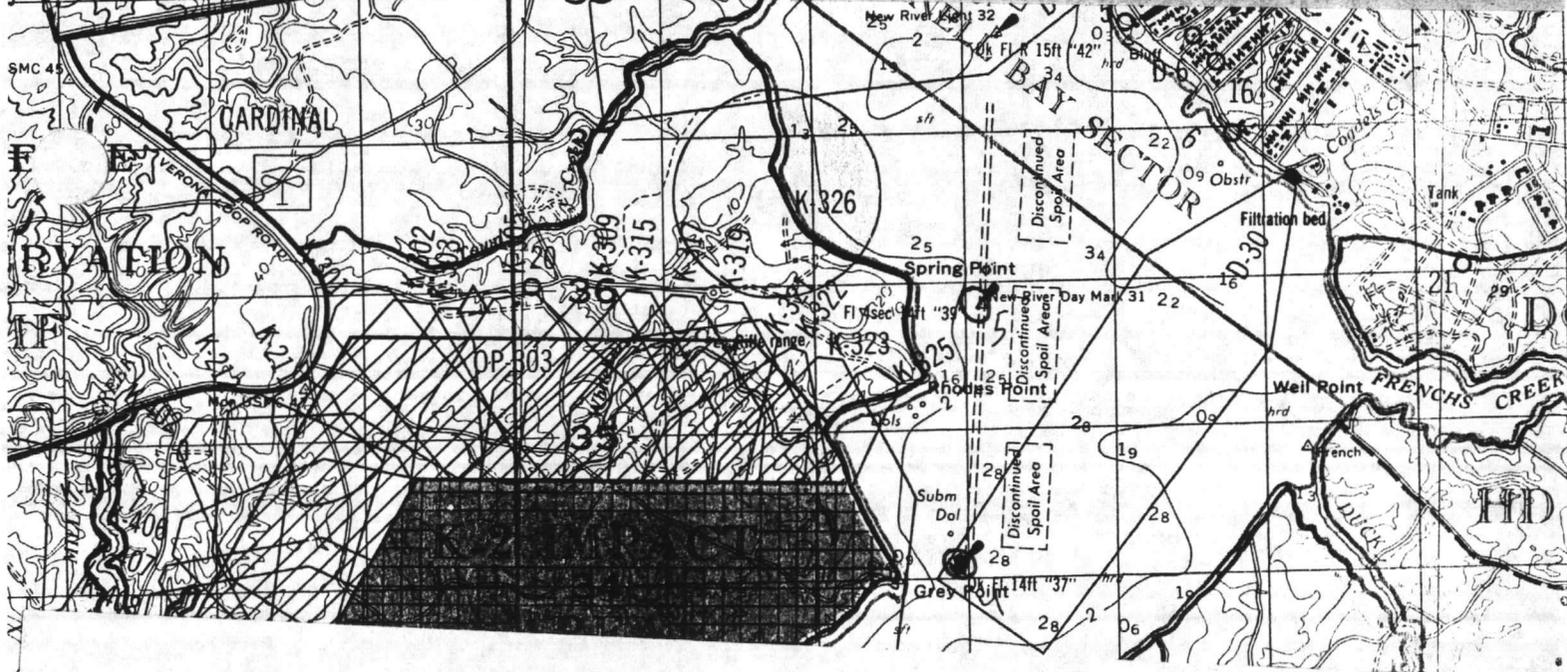
RETURNED YOUR CALL WISHES AN APPOINTMENT

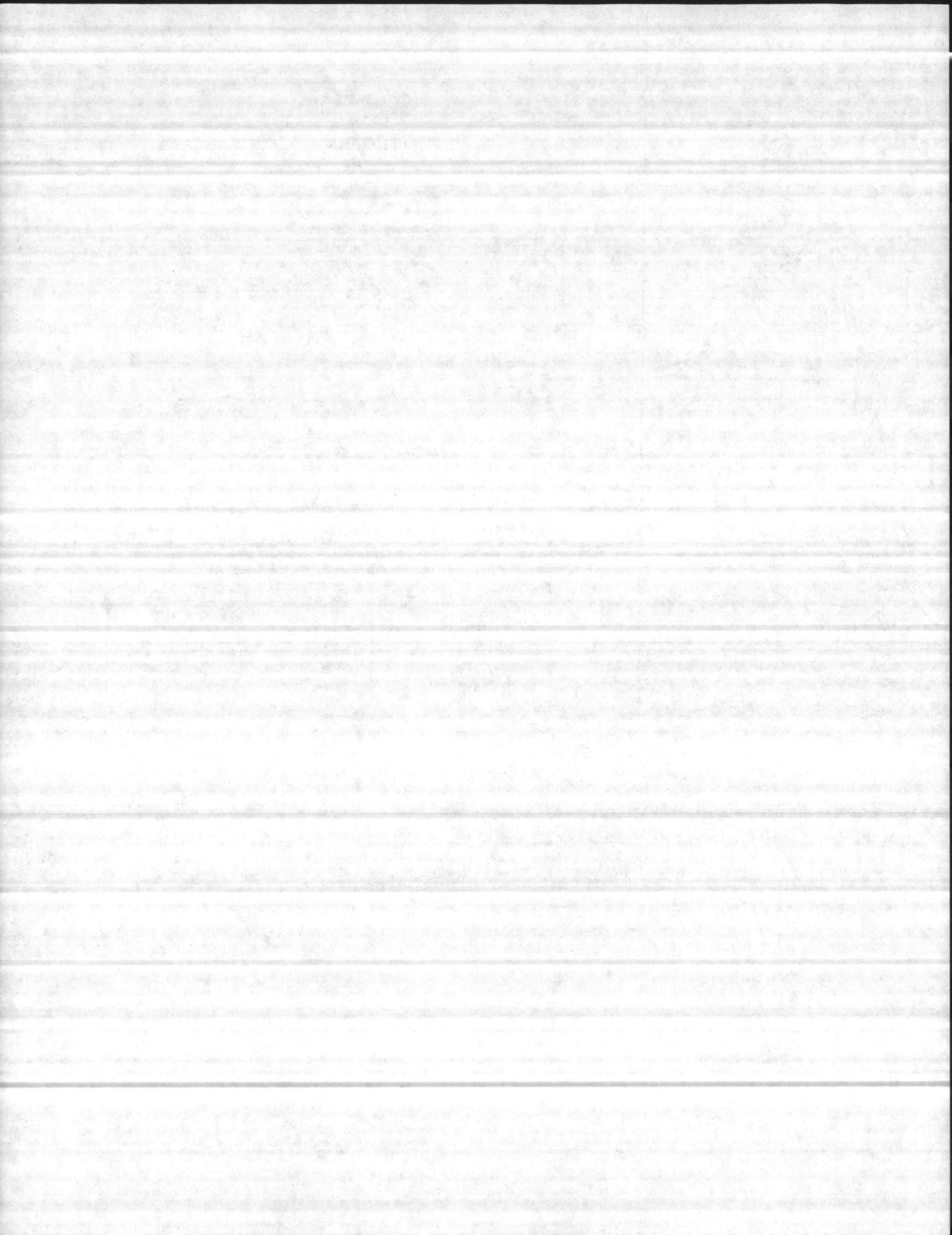
MESSAGE

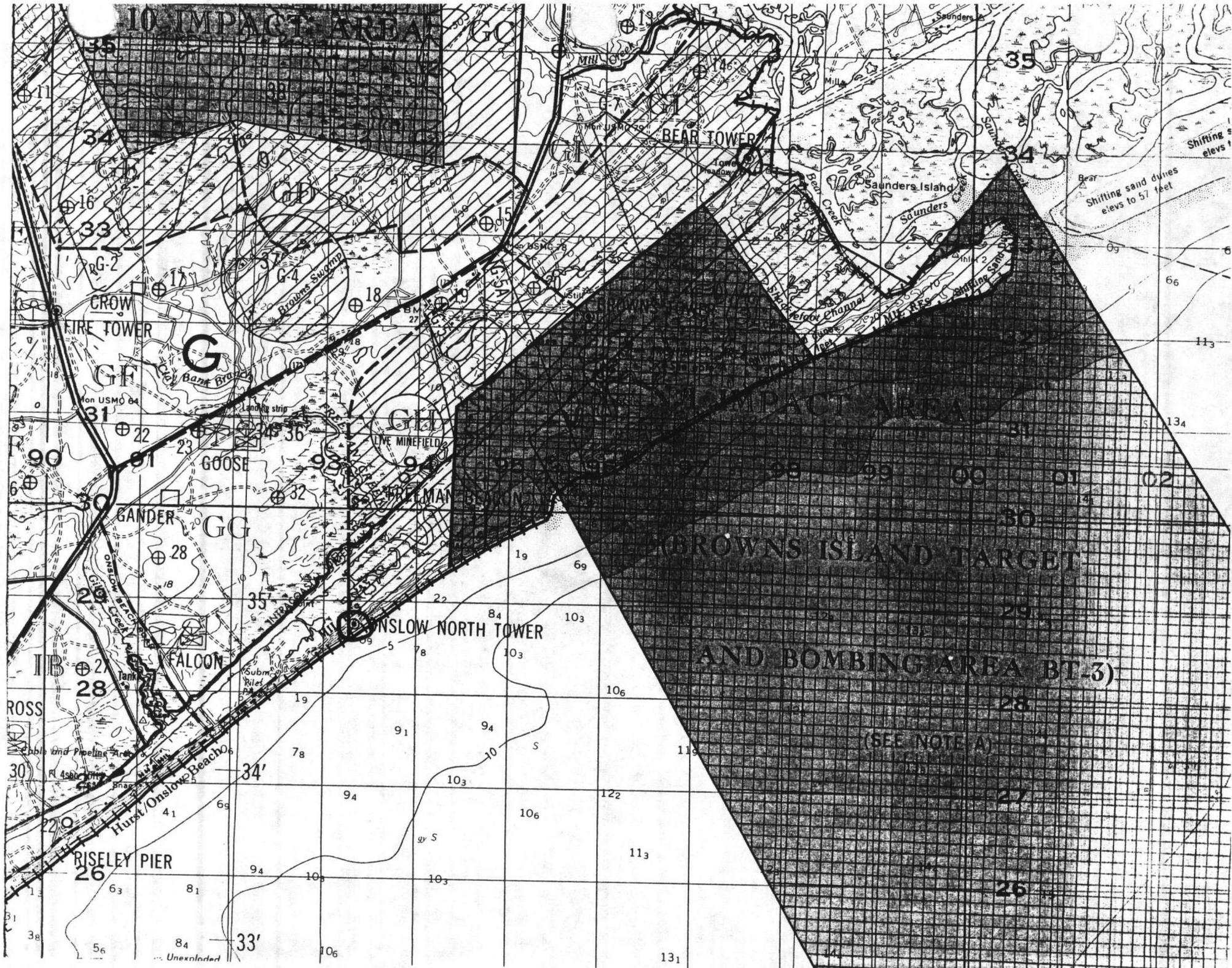
Location of existing signs
 Proposed location of new signs
 Light location
 Proposed location of flag poles
 Existing flag poles

RECEIVED BY	DATE	TIME

63-110 NSN 7540-00-634-4018 STANDARD FORM 63 (Rev. 8-81)
 Prescribed by GSA
 FPMR (41 CFR) 101-11.6
 * GPO : 1983 O - 381-529 (302)







10 IMPACT AREA

BEAR TOWER

CROW
FIRE TOWER

GOOSE

GANDER

FALCON

ONSLOW NORTH TOWER

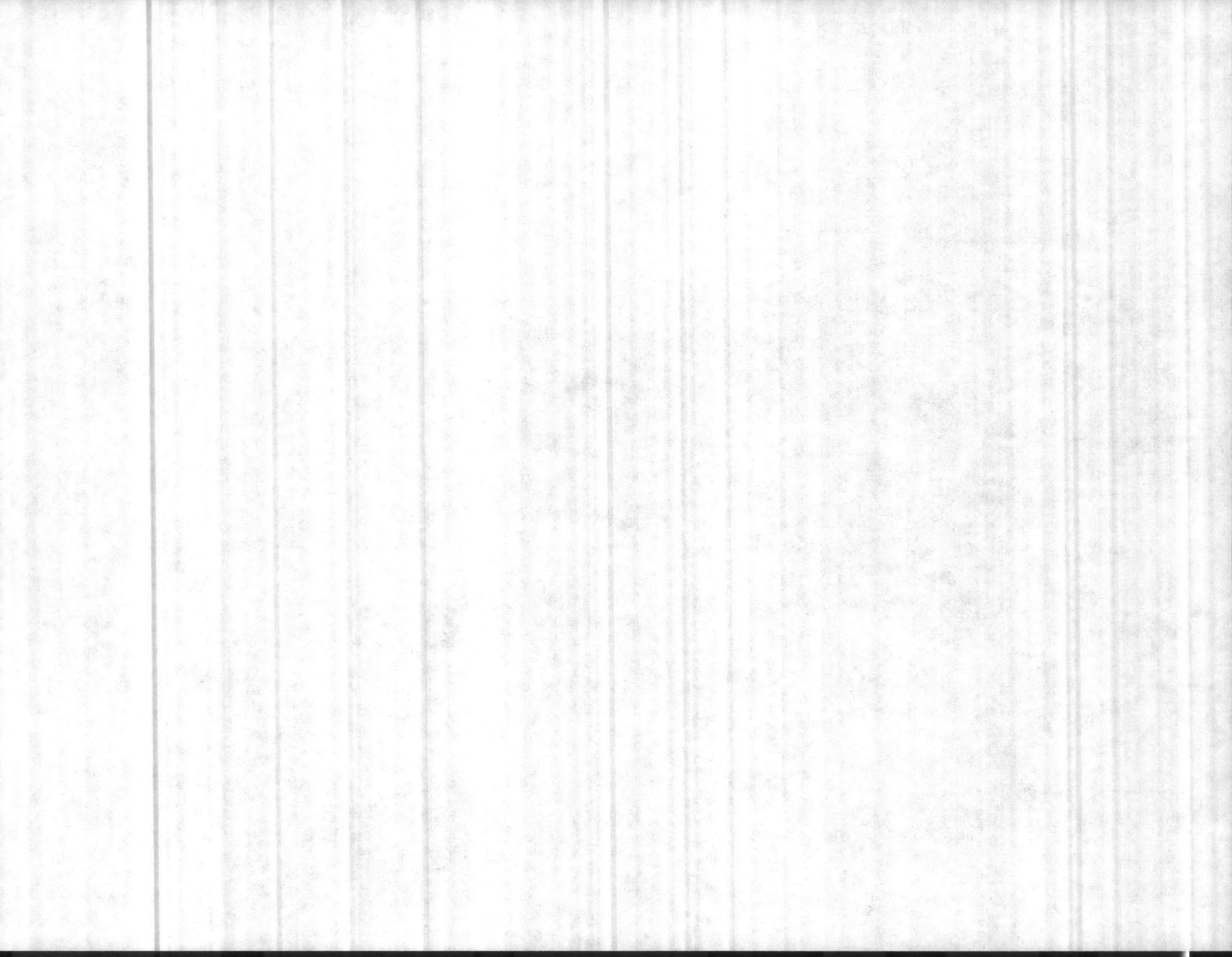
RISELEY PIER

CROWN'S ISLAND TARGET
AND BOMBING AREA (BT-3)

(SEE NOTE A)

Shifting sand dunes
elevs to 57 feet

Unexploded



HEADQUARTERS, MARINE CORPS BASE, CAMP LEJEUNE

ACTION BRIEF

Date: 4 Jan 85

Staff Section: RANGE CONTROL

Subj: SAFETY PROCEDURES FOR NEW RIVER, ATLANTIC OCEAN SECTOR, AIWW

Ref: (a) U. S. COAST PILOT 4, paragraph 204.56
(b)

Problem: The Base's physical and procedural safety actions are not in accord with the reference.

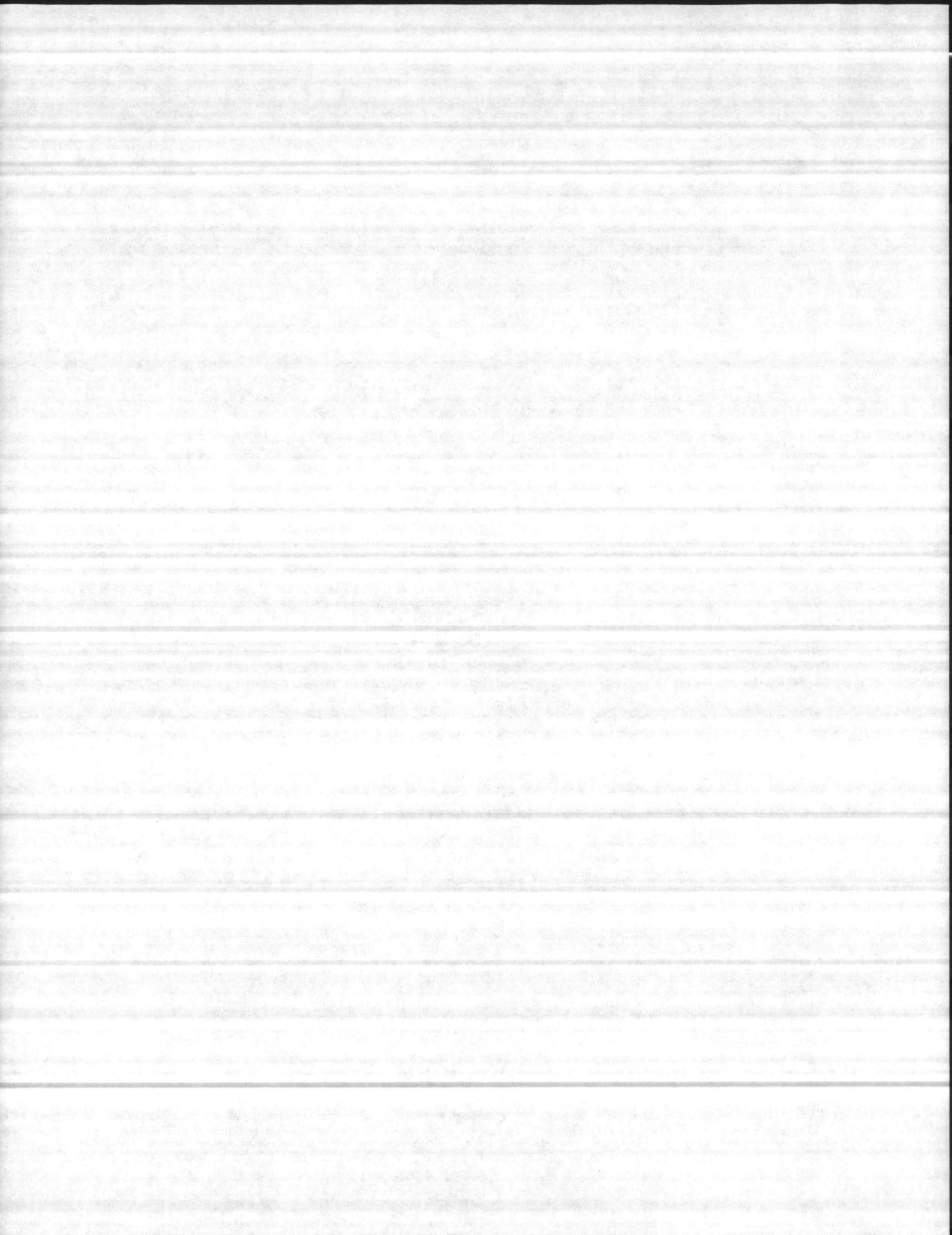
Background/Discussion: The reference is (should be) a reflection of actions taken/in effect by the CG, MCB to ensure safety to boat traffic on navigable waters. Input for the Coast Pilot comes from the enforcing agency (i.e., MCB, CLNC). The latitude in this judgemental area is widely given by the Regulatory Branch, USACOE, Wilmington, who sponsors changes/publications (Mr. Hollis). Based upon thorough review of safety needs and capabilities, the attached rewrite of the reference is provided for review. The enclosures provide additional background information.

Recommended Action: Approve proposal, which will be forwarded from Range Control Office, MCB, to Mr. Hollis.

DK — JMS

J. Cizerle
J. CIZERLE

MCBCL 5216/2





UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

IN REPLY REFER TO:

DEC 20 1984

1-327-2061

Mr. Earl House
East Coast Seafood
Box 277
Sneads Ferry, North Carolina 28460

Mr. House:

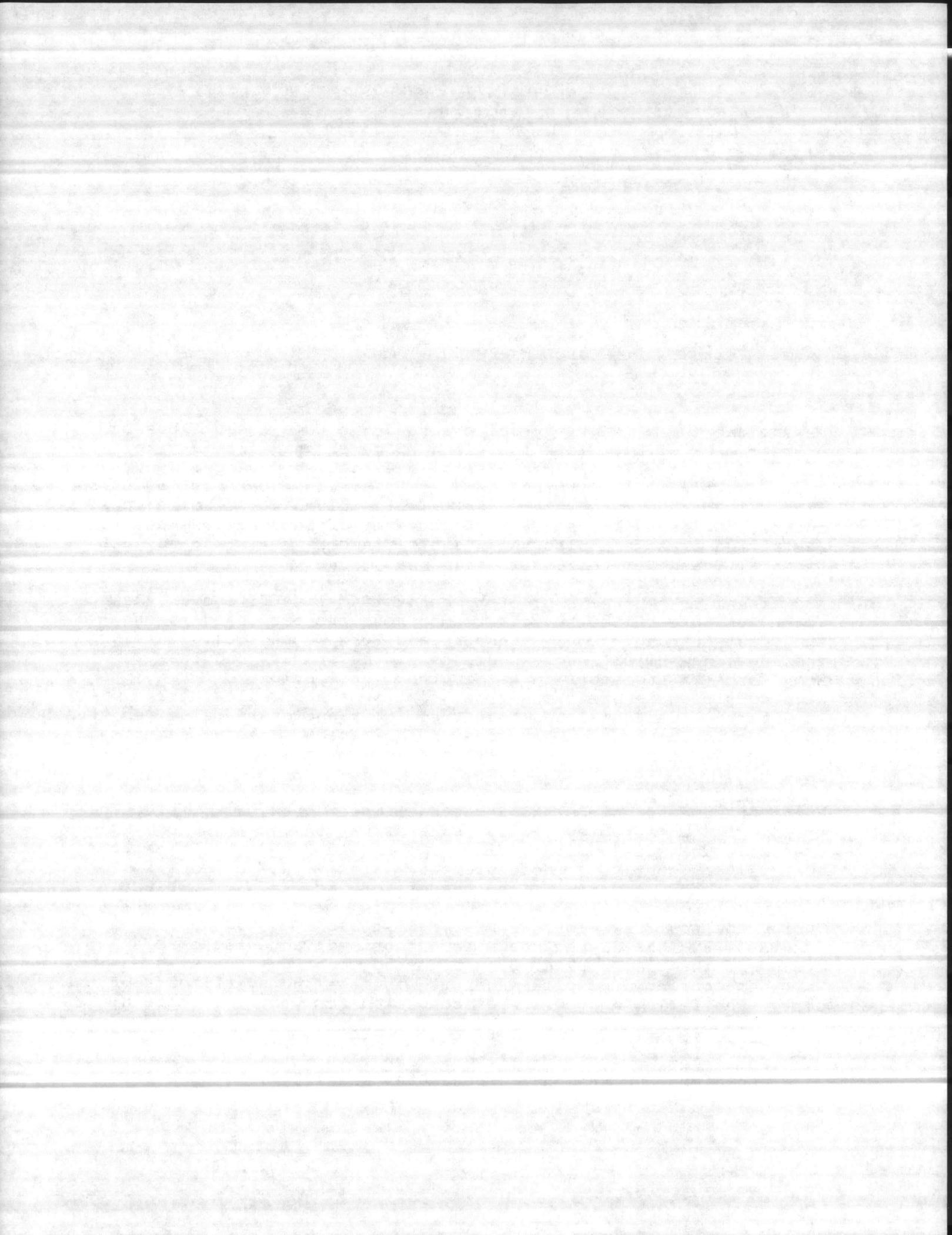
As you are aware, military units aboard the Camp Lejeune Base do a great deal of live fire training. Some of this firing takes place over the Atlantic Ocean into an established Danger Zone south, southwest of Browns Island. The precise area is, of course, listed in the United States Coast Pilot, Volume 4, Atlantic Coast sector, published by the U. S. Department of Commerce. These restricted areas are also shown and defined in the standard National Ocean Service Charts 11542 and 11541.

Additionally, two weeks prior to conducting live fire over the waterways, prescribed Notices to Mariners are published through the Coast Guard Station, Swansboro and Fort Macon, North Carolina; the local news media radio stations and newspaper; and the U. S. Army Corps of Engineers in Wilmington. Just prior to firing, red warning streamers are flown from Bear Tower and Onslow North Tower to alert all personnel and boat traffic; range guards also man these towers to ensure the impact area of the ocean is clear; and finally, helicopters visually inspect the area. All of this is designed for safety.

Whenever someone enters the downrange impact area, all firing and training is interrupted until a safe situation can again be assured. This disruption, delay, and reestablishment of a safe area is very costly to those military units -- all of whom are on a strict schedule with limited amounts of time and ammunition.

During the past few weeks, a boat registered in your name, "CANTALOUPE," has disregarded the authorized Danger Zone Regulations off the Onslow Beach/Browns Island coast on several occasions. This has continued despite numerous warnings and overflights of the boat. The following times are documented for your information:

Wednesday, 10 October 1984
Published Zone Closure: 0800-1700
Cantaloupe Intrusion: 0830-0845 and 1255-1335



Wednesday, 31 October 1984

Published Zone Closure: 1000-2200

Cantaloupe Intrusion: 1215-1245 (Note: When warned, boat members became obscene with helicopter crew and were belligerent to Coast Guard)

Thursday, 15 November 1984

Published Zone Closure: 0800-1700

Cantaloupe Intrusion: 1200-1430 (two incidents)

Of concern to all taxpayers is the dollar cost associated with these delays and lost training time. A one hour delay on the dates indicated above resulted in the following costs which represents waste or additional cost to the taxpayer.

Actual personnel costs for one hour (salaries of those military and civilian workers involved in training) equates to:

10 October	\$1,466.09
31 October	\$2,141.01
15 November	\$1,212.08

Cost to reestablish a safe area through helicopter and safety boat operations - \$615 each occurrence

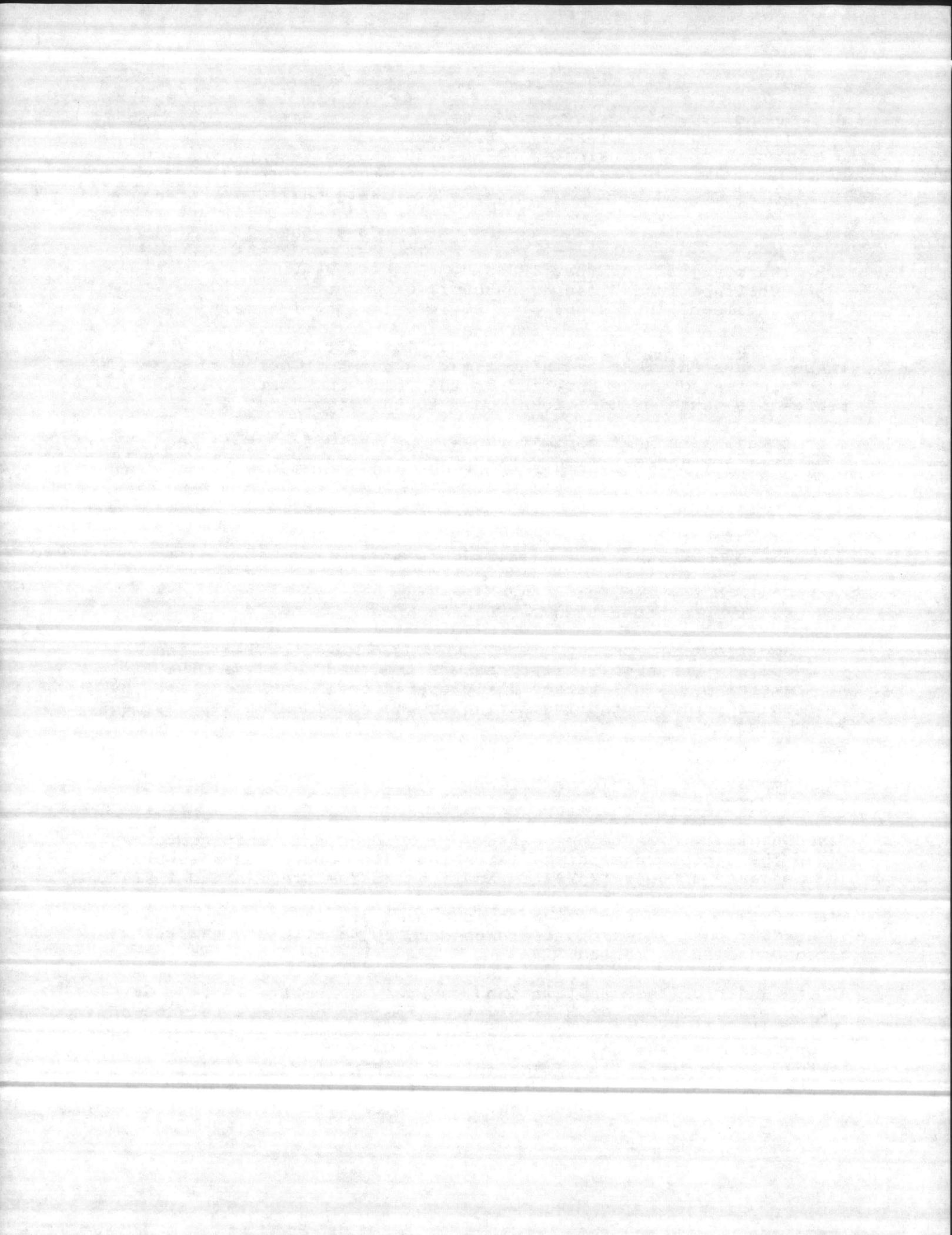
Additionally, on any given day there are several million dollars worth of military assets involved in these live fire exercises. The average daily operational costs to train the units involved in live firing on the dates cited were estimated to be:

Tank Battalion	-	\$18,858.83
Amphibious Vehicle Battalion	-	\$31,654.05
Infantry Battalion	-	\$ 4,232.73

Consequently, to waste an hour of operational time waiting to clear the danger zone on the dates indicated above would equate to the waste of over \$2,281 in addition to the other costs listed.

I am certain you would not want your business to be burdened with such additional and avoidable expenses; neither should the taxpayers' defense dollar be wasted.

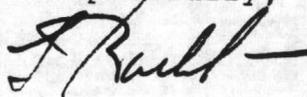
As commander of this installation, my responsibility is to provide for the safe conduct of military training; to strike a balance of this training with local environmental and community concerns, and to operate the base in a cost effective manner, maximizing the utility of the taxpayer's dollar. The open use of navigable waters under Marine Corps Base control by local and commercial fishermen provides ample access to waters when they are not restricted for military use.



You may not know Title 33, United States Code, section 3 and Title 33, Code of Federal Regulations, sections 204.56(a) through (g) empower the Commanding General of Camp Lejeune to enforce federal regulations to prevent injuries from target practice. Each willful violation of the regulations prohibiting entry into the target area during firing is punishable in U. S. District Court by confinement not to exceed six months or a fine not to exceed \$500.00. I am empowered to take whatever reasonable measures are necessary to enforce these regulations, to include detention and questioning of violators.

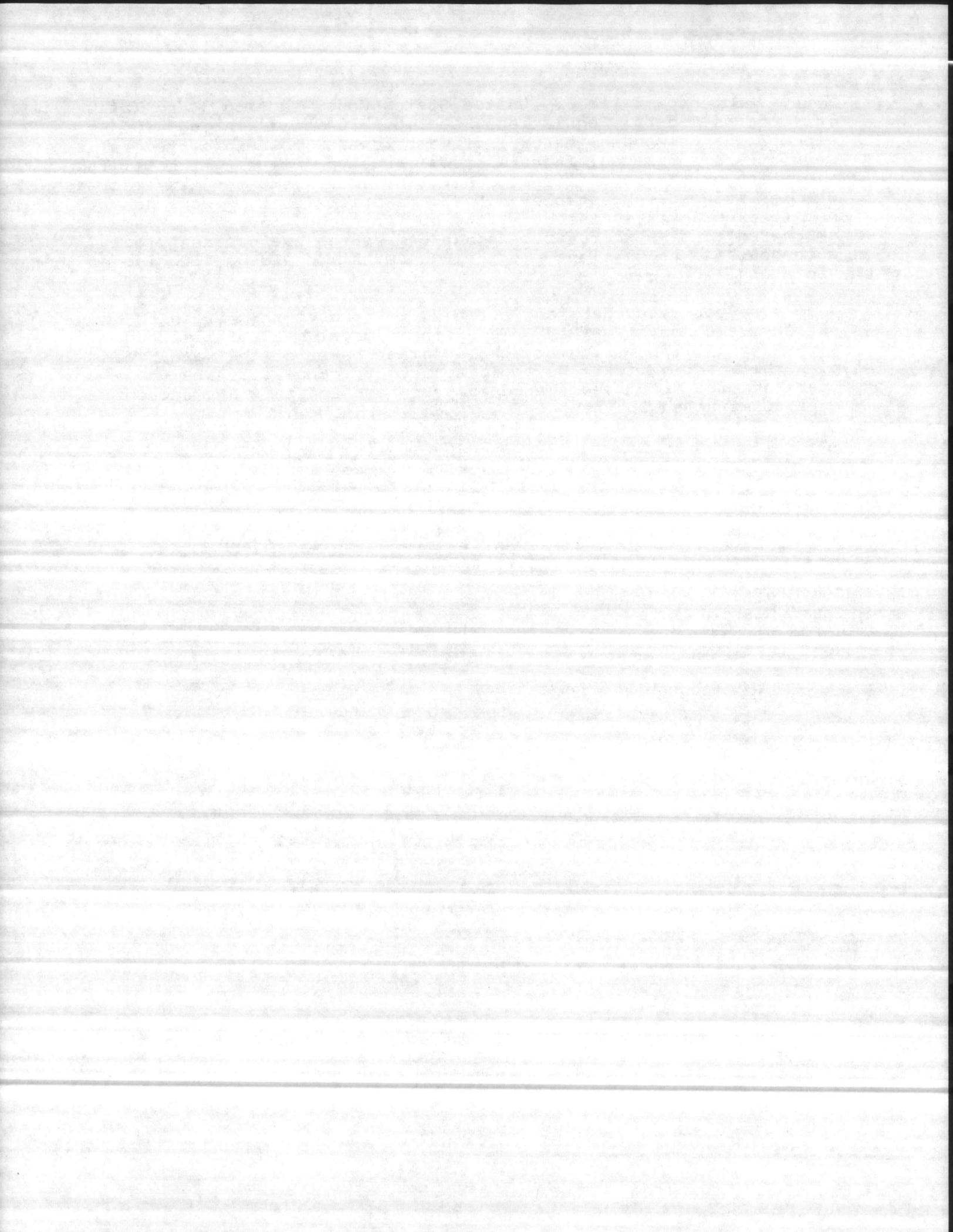
I am sure you can understand our need to conduct this training and our desire to do it safely. We expend a great deal of time and effort to publish firing notices so other users of the waters can plan their activities. We would appreciate cooperation by those operating the craft registered in your name and they are appropriately instructed in the future.

Respectfully,



L. H. BUEHL
Brigadier General, U. S. Marine Corps
Commanding

Copy to:
Coast Guard
Corps of Engineers
HQMC (LFL)



Buehl: Violations cost taxpayers

By Donna Long
Star-News Correspondent

JACKSONVILLE — The intrusion of boats into waters designated danger zones during military firing exercises is not only dangerous and illegal, but costs taxpayers thousands of dollars, according to the commanding general of Camp Lejeune.

Brig. Gen. Louis H. Buehl itemized the costs of such intrusions in a Dec. 20 letter sent to a Snead's Ferry fisherman. In the letter, Buehl said a fishing vessel the man owns "disregarded" danger zone regulations on "several occasions." He said the incidents occurred Oct. 10, Oct. 31 and twice on Nov. 15 in restricted waters off Onslow Beach and Browns Island.

As commanding general of Camp Lejeune, Buehl said, he is empowered to enforce federal regulations "to prevent injuries from target practice." He reminded the boat's owner that "each violation" of the regulations, which prohibit entry into a target area during firing, is punishable by up to six months confinement or a maximum fine of \$500.

Buehl did not respond to inquiries about why he did not cite the boat's owner for the alleged violations.

Capt. Craig Fisher of Lejeune's Joint Public Affairs said Tuesday, "Due to the

The cost of the four delays, including military and civilian salaries, totaled \$4,819.18.

personal nature of the correspondence, Gen. Buehl does not wish to comment on the matter."

Military units at Camp Lejeune conduct live firing exercises over the Atlantic Ocean in an established danger zone south-southwest of Browns Island. Two weeks before the firing, notices to mariners are published through the Coast Guard stations at Swansboro and Fort Macon, local news media and the Army Corps of Engineers in Wilmington.

Mariners are also alerted by red warning streamers flown at the Bear and Onslow North towers just before firing. The towers are manned by "range guards," who scout the waters for vessels. Marine helicopters fly over the impact area before firing begins.

Buehl said intrusions into restricted waters by one local fishing boat have continued "despite numerous warnings

and overflights of the boat." In the Oct. 31 incident, he said, "when warned, boat members became obscene with helicopter crew and were belligerent to Coast Guard."

Petty Officer J.C. Lewis of the Coast Guard Station in Swansboro said the Coast Guard did not issue a citation to the crew of the boat involved in the Oct. 31 incident. He said that although the Coast Guard can issue citations, the Marine Corps has jurisdiction inside the danger zone.

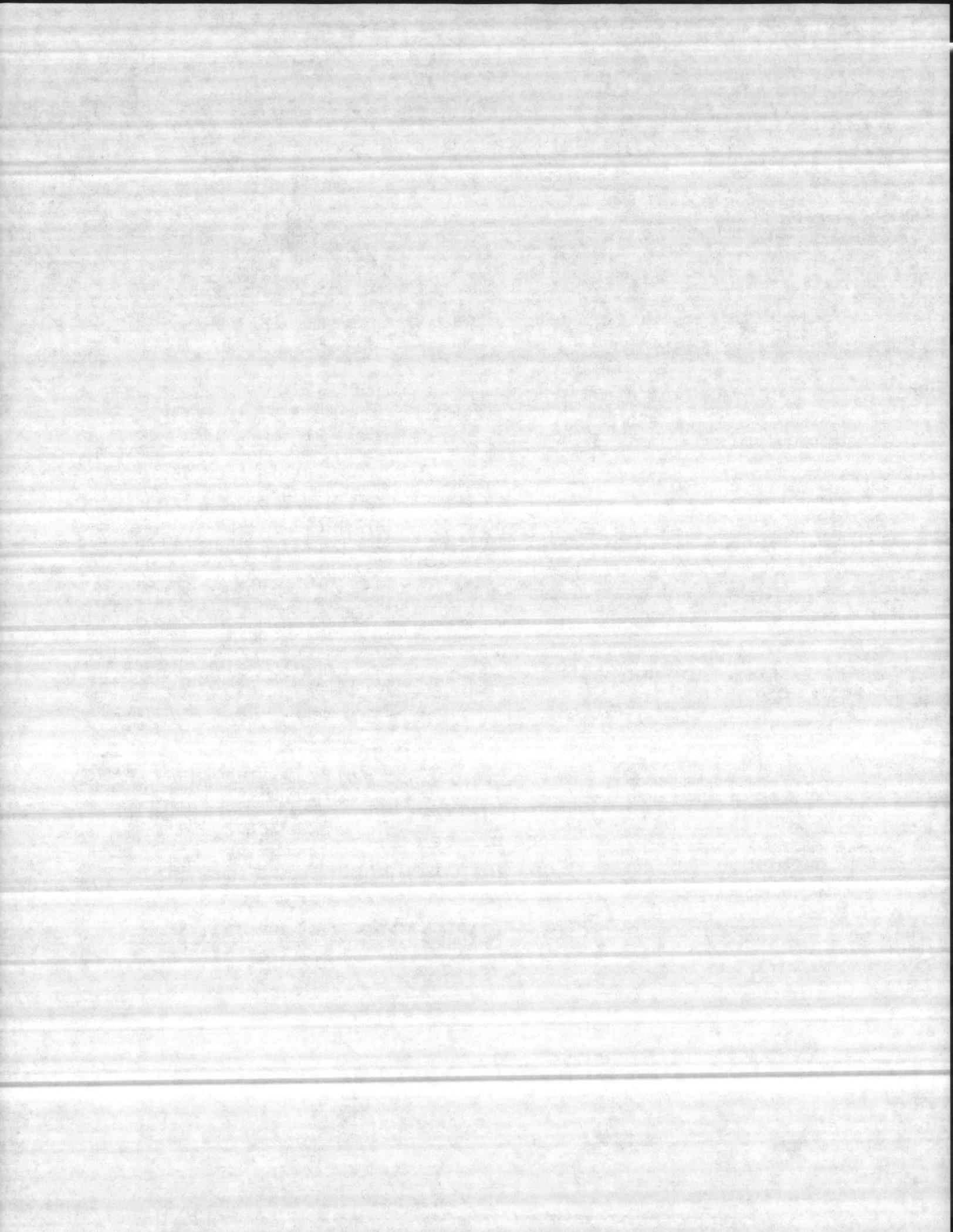
Lewis said the Coast Guard assists the Marines: "We tell the boats to leave the area and escort them out." Coast Guardsmen did not board the vessel during the Oct. 31 incident.

Lewis said disruptions and delays caused by the intrusions are "very costly."

"Whenever someone enters the down-range impact area, all firing and training is interrupted until a safe situation can again be assured," Buehl said.

The cost of the four delays, including military and civilian salaries, totaled \$4,819.18. Buehl said the use of helicopters and safety boats to re-establish a safe area costs \$615 per occurrence.

Buehl estimated that a lost hour of live-fire training would cost more than \$2,281.





UNITED STATES MARINE CORPS

Range Control
Marine Corps Base
Camp Lejeune, North Carolina 28542

IN REPLY REFER TO:

PROPOSAL: Expand one hour AIWW closure to two and four hours.

REQUIREMENTS: Increased Range Use
New Tank/LAV Gunnery Range
Improved Unit Firepower

BENEFITS: Improved Proficiency and Readiness
More Home Base Training

- Time Savings
- Money Savings
 - Tank Battalion transportation costs to Ft. Pickett = \$250,000.00
 - Battalion deployment to MCB 29 Palms = \$619,000.00

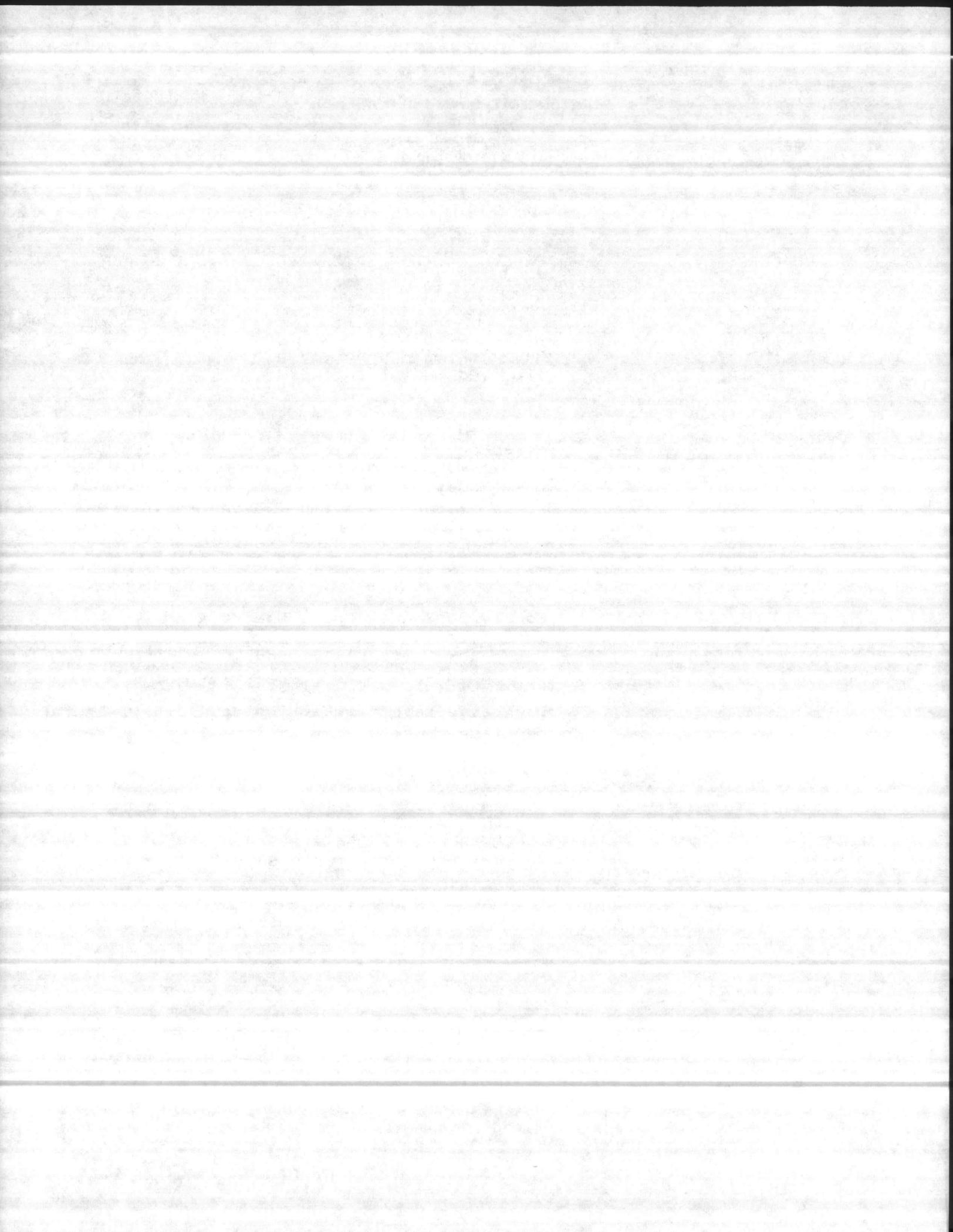
COSTS OF DELAY: Hourly Personnel Costs Due to AIWW Interruptions:

- Tank Company = \$1,460.00
- AMTRAC Company = \$2,284.00
- Inf Trng School = \$1,794.00

Downrange safety sweep (boats, helos, sentries) = \$2,100.00

AVERAGE DAILY COST OF FIELD TRAINING:

- Tank Battalion = \$17,815.65
- AMTRAC Battalion = \$29,908.15
- Infantry Battalion = \$3,998.71



TANKS, LAUS, AANS, 50 cal

ICW 1HR WAIT
CLEAR ACS

TK BN TO PICKETT TRANS = \$250,000
BN TO CAX 297 CAL = \$619,000
(11 BNS)

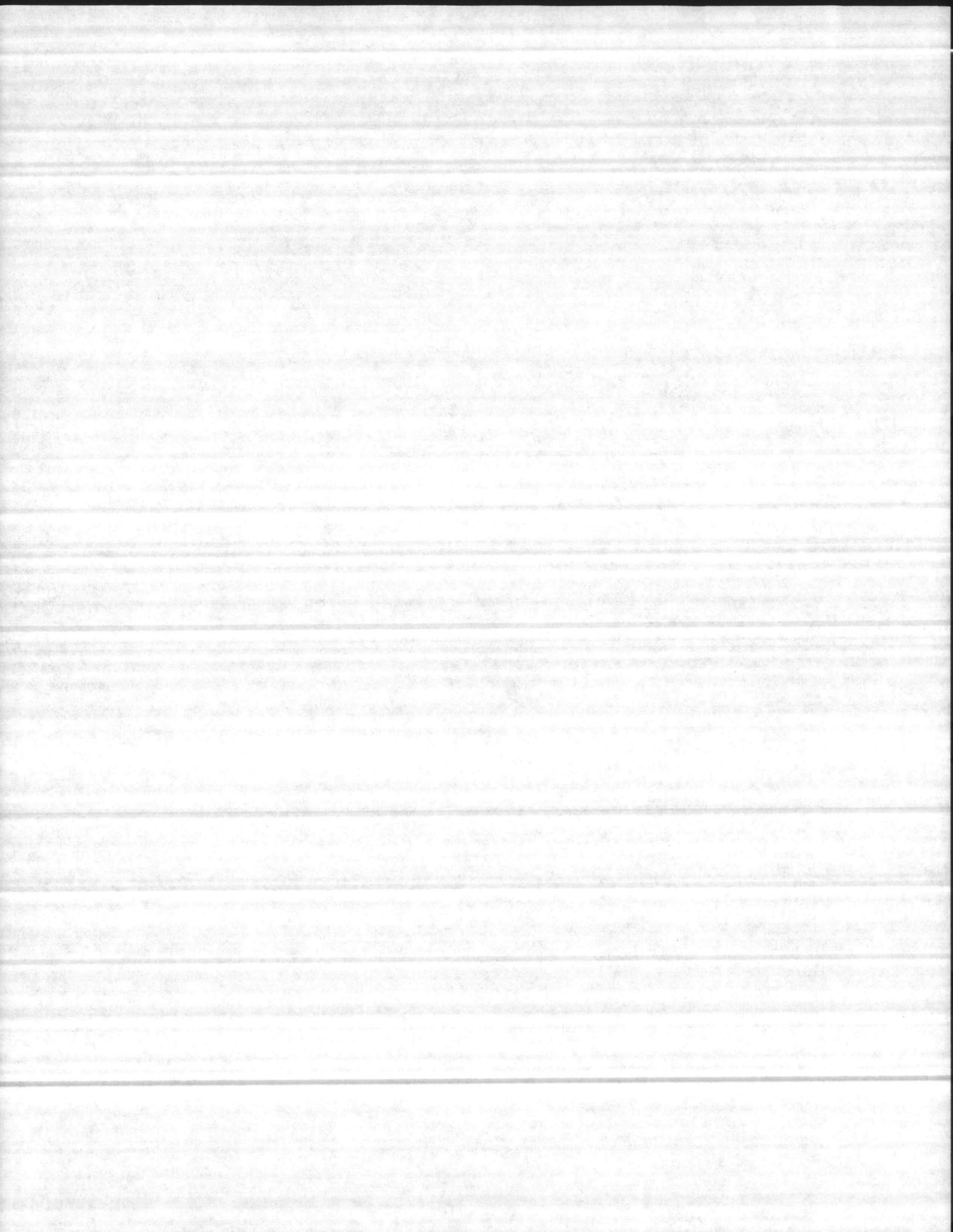
AIWW PERS COSTS FOR 1HR DELAY

TANK Co.	\$1,460.00	<i>reduces Efficiency learning lost opportunity</i>
AAU Co.	2,284.89	
ITS	1,794.00	
SATUNITS	2,100.00	
ASSETS		
MILLIONS +		Safety Sweep - \$615.00 est. 46 feet, maint, eq Boats - " " "

HQMC AVE DAILY TRNG COST IN FIELD

TANK BN \$17,815.65
AAU BN 29,908.15
INF BN 3,998.71

REGS - ACS open if not in mil zone
Notices req'd + Sweep
Flags/Lights



COST COMPUTATIONS FOR: AIWW BRIEF & EARL HOUSE LETTER

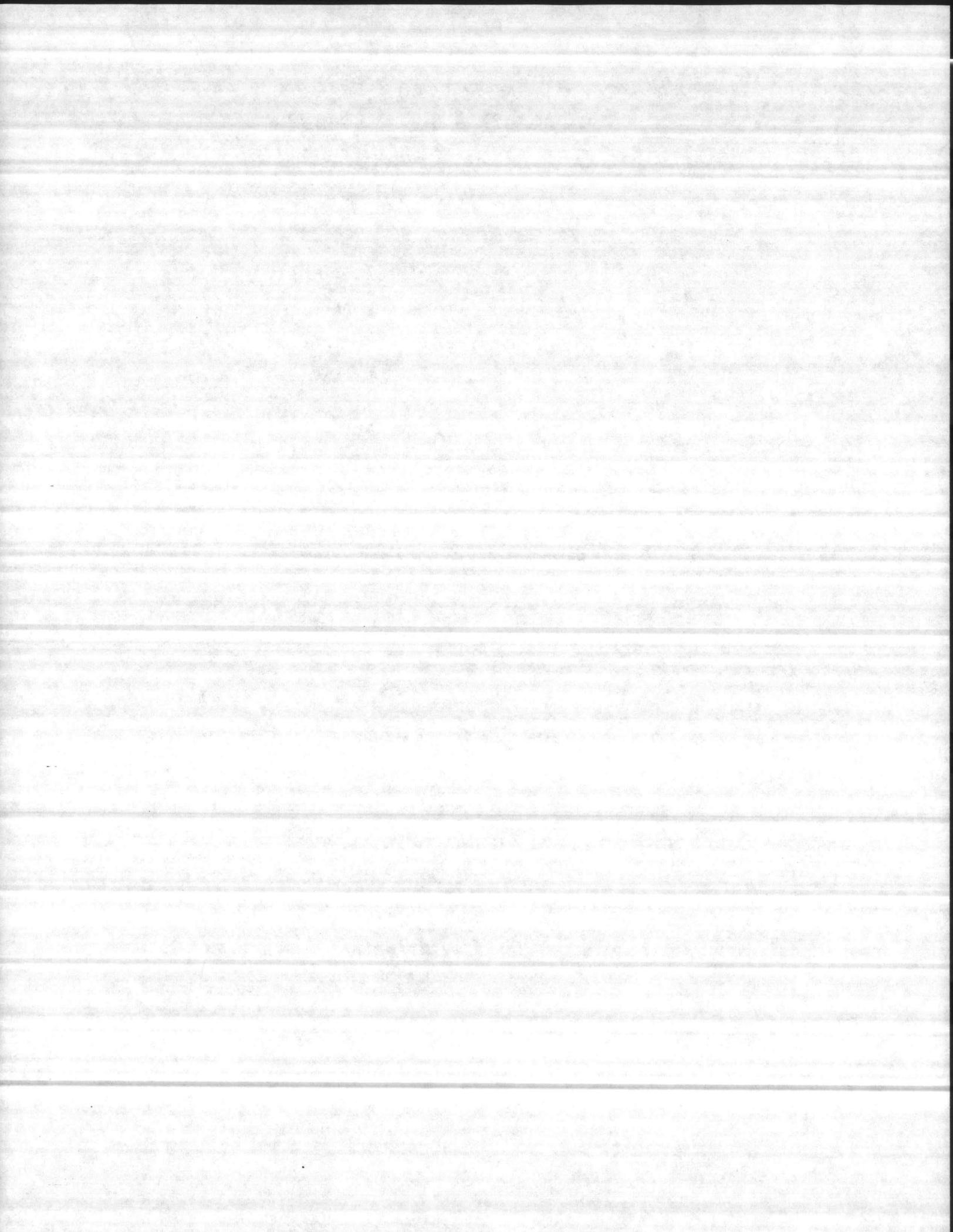
DATE	RANGE	UNIT TYPE	SIZE	HOURLY WAGE (STD. M.C. RATE TABLE)	
10 OCT 84	G-5	ITS .50 CAL	211	1 JLT	15.57
				10 GYSGT x 12.56 =	125.60
				200 PFC x 5.19 =	1038.00
					<u>\$ 1179.17</u>
	G-7	AAV .50 CAL + MGD	36		170.00
	6-5/7	HELO SWEEP AWCROW		2 CAPT 1 SGT	= 46.68
	"	RNGE OPERATORS		4x 9.99	= 39.96
	"	BOAT CREW		4x 7.57	= <u>30.28</u>
					<u>\$ 1466.09</u>

31 OCT 84	G-5	ITS .50 CAL	211	=	\$ 1179.17
	G-6	TANKS 105mm	109	=	844.92
	G-5/6	HELO SWEEP, RNG OP, BOAT CREW		=	<u>116.92</u>
					<u>\$ 2141.01</u>

15 NOV 84	G-7	3d LAAM .50 CAL + MGD	32	=	250.24
	G-6	TANKS 105mm	109	=	844.92
	G-6/7	HELO SW, RNG OP, BOAT CREW		=	<u>116.92</u>
					<u>\$ 1212.08</u>

ANY DATE	N-1/ST-3	OPERATING COST TO EST. IMPACT AREA SAFE =	
		CH-46 FUEL/HR	\$ 159.00
		A/C MAINT./HR	420.
		FLT EQ/HR	17.60
		BOAT FUEL/EQ	<u>18.90</u>
			<u>\$ 615</u>

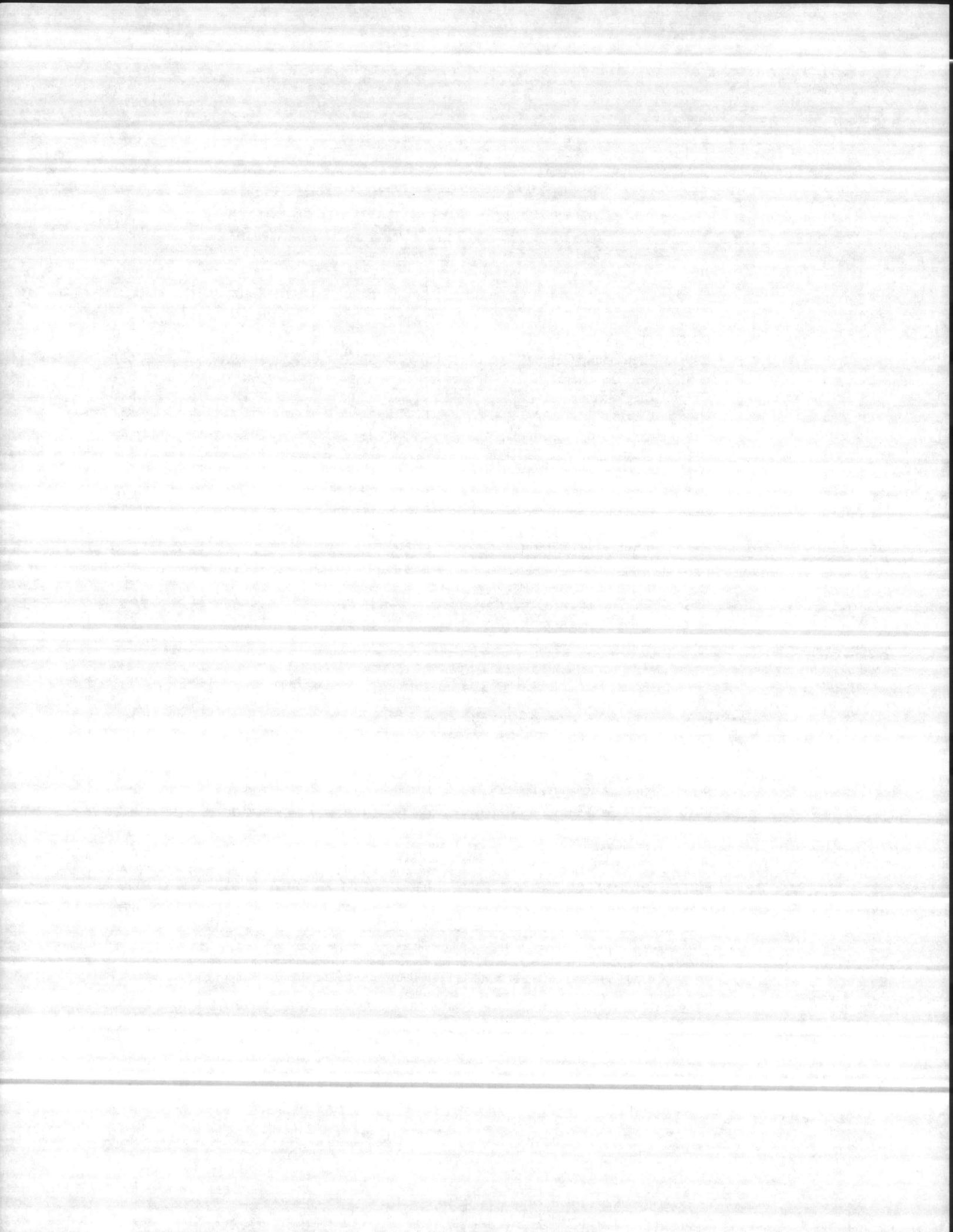
AVERAGE OF COSTS IN THE FIELD -- SOURCE IS M.C. COST FACTOR
 FIGURES FROM 1982 WERE ADJUSTED UP TO 1984 VALUES (FY 84);
 eg TANK BU 105mm = 1.251 = 19,858.83.



**MARINE CORPS COMPOSITE STANDARD MILITARY RATE TABLE
EFFECTIVE 1 JANUARY 1984***

Pay Grade	Rank or Grade	Hourly Rate	Daily Rate	Monthly Rate	Annual Rate
O-10	General	\$36.97	\$295.78	\$6,409	\$76,90
O-9	Lieutenant General	38.03	304.28	6,593	79,11
O-8	Major General	37.34	298.70	6,472	77,66
O-7	Brigadier General	33.95	271.58	5,884	70,61
O-6	Colonel	30.14	241.08	5,224	62,68
O-5	Lieutenant Colonel	25.73	205.84	4,460	53,51
O-4	Major	21.60	172.78	3,744	44,92
O-3	Captain	18.82	150.53	3,261	39,13
O-2	1st Lieutenant	15.57	124.56	2,699	32,38
O-1	2nd Lieutenant	11.27	90.17	1,954	23,44
<u>Warrant Officers</u>					
W-4	Chief Warrant Officer	20.61	164.91	3,573	42,87
W-3	Chief Warrant Officer	16.47	131.77	2,855	34,26
W-2	Chief Warrant Officer	14.64	117.12	2,538	30,45
W-1	Warrant Officer	12.74	101.91	2,208	26,49
<u>Enlisted Personnel</u>					
E-9	Sergeant Major/Master Gunnery Sergeant	18.00	144.06	3,121	37,45
E-8	First Sergeant/Master Sergeant	15.00	120.03	2,601	31,20
E-7	Gunnery Sergeant	12.56	100.48	2,177	26,12
E-6	Staff Sergeant	10.51	84.08	1,822	21,86
E-5	Sergeant	9.04	72.33	1,567	18,80
E-4	Corporal	7.57	60.54	1,312	15,74
E-3	Lance Corporal	6.31	50.48	1,094	13,12
E-2	Private First Class	5.75	45.97	996	11,95
E-1	Private	5.19	41.48	899	10,78

* These rates are effective 1 May 1984 for costing military personnel services. However, the rates are effective 1 January 1984 for recovering costs from non-Defense Federal agencies, Foreign Military Sales customers, non-Federal agencies (State and local governments), and from private parties where billing for military personnel services is appropriate.



	DIRECT TRNG	INDIRECT TRNG	TRNG BIDS	TOTAL
ITS →	1327	736	1126	6788 (FY81)
TOW PA 66			9216.00	
DRAGON PL 23			5100.00	
LAAW H-557			173.00	
50 CAL A-576		270	2.03	
105MM TK HEAT C-508			107.25	
PRAC C-514			80.97	
SABO C-518			115.00	
25 MM HEAT A-975			417.4	
PRAC A-966			3.48	
SABO A-976			30.56	
105MM ARTY HE C-445			98.05	
WP C-477			80.40	
155MM ARTY HE D-644			156.00	
WP D-550			106.00	
8 IN. ARTY HE D-624			200.00	
20 MM HE A-896			4.80	
2.75 ROCKET J-143			4112.00	

UH-1
 Fuel \$89/hr
 A/C Maint \$273/hr
 Flt Eq \$17.60/hr
 2 CAPTS @ \$18.82/hr each
 399.42

CH-46
 \$159.00
 420.00
 17.60
 (2x) \$18.82 ⁵⁶⁷⁹ 9.04
 615.42

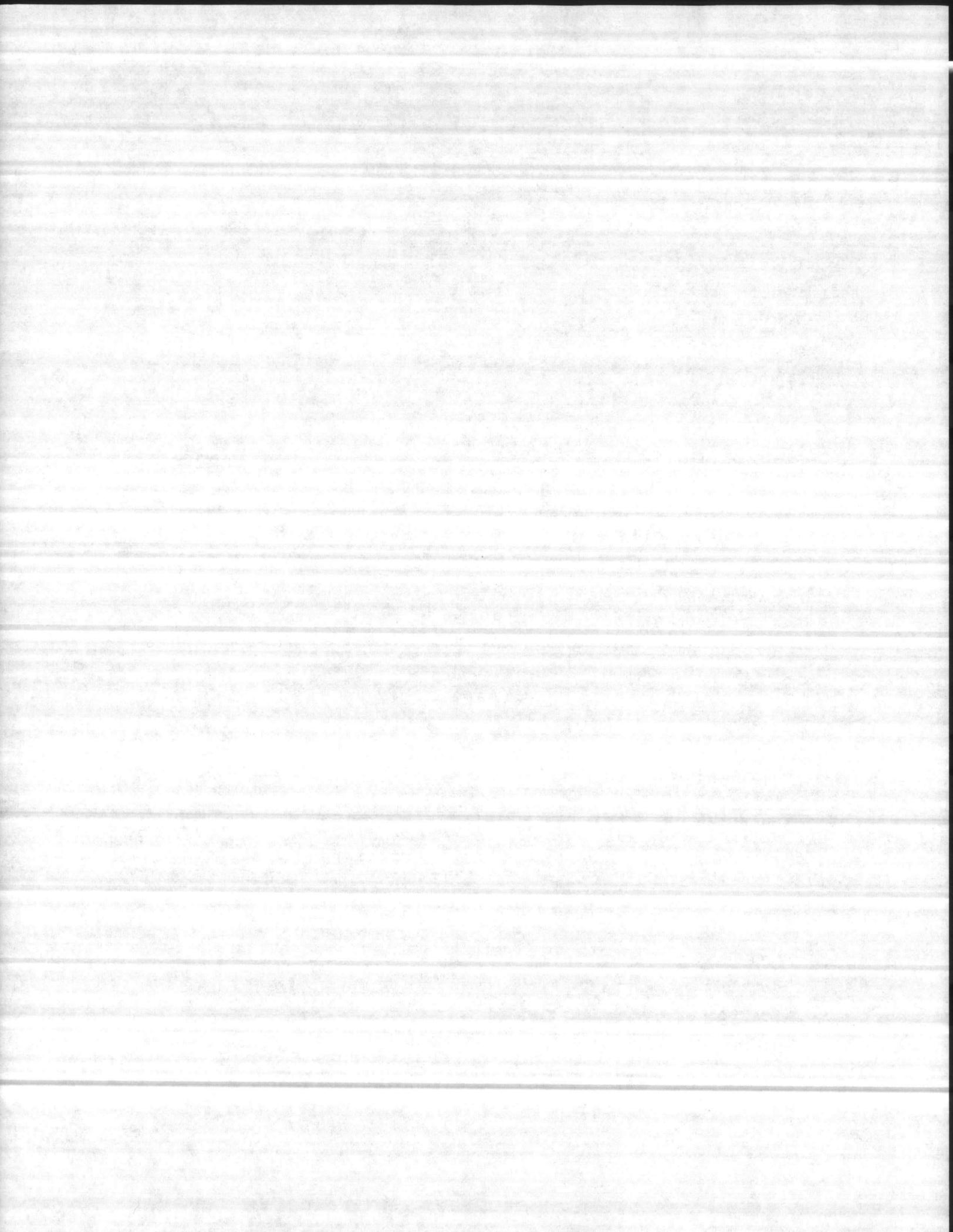
CH-53
 \$444
 \$350
 17.60
 2 (Capt) \$18.82 ²⁵⁰⁴ 9.04
 830.42

10/1/80
 6380/6285
 F1504L MME 29

10/1/80
 6380/6285
 F1504L MME 29

	Ave # of BFTD's	COST PER BFTD (FY82)	INFLATION FACTOR → FY84
INF BN	108	\$3,383	x 1.182 = 3998.71
ARTY BN	92	6,593	x 1.182 = 7792.93
TANK BN	106	15,075	x 1.182 = 17818.65
AAV BN	93	25,303	x 1.182 = 29908.15

CASE - Actual Cost - FRIF OPS \$619,000.00
 CASE - Budget Cost - 750,000.00 + M
 - 250,000.00 TOT





11-29-84

From: Commanding General

ACOS Tong & Agnes
VIA: C/S

Please prepare a
short briefing which
describes the problem
and what we propose
to do about it and when.

I want to see the briefing
for I intend it be
given to the appropriate
subcommittee of the Joint
military affairs Committee.
C/S - Call Mr. Hamilton
to set up.

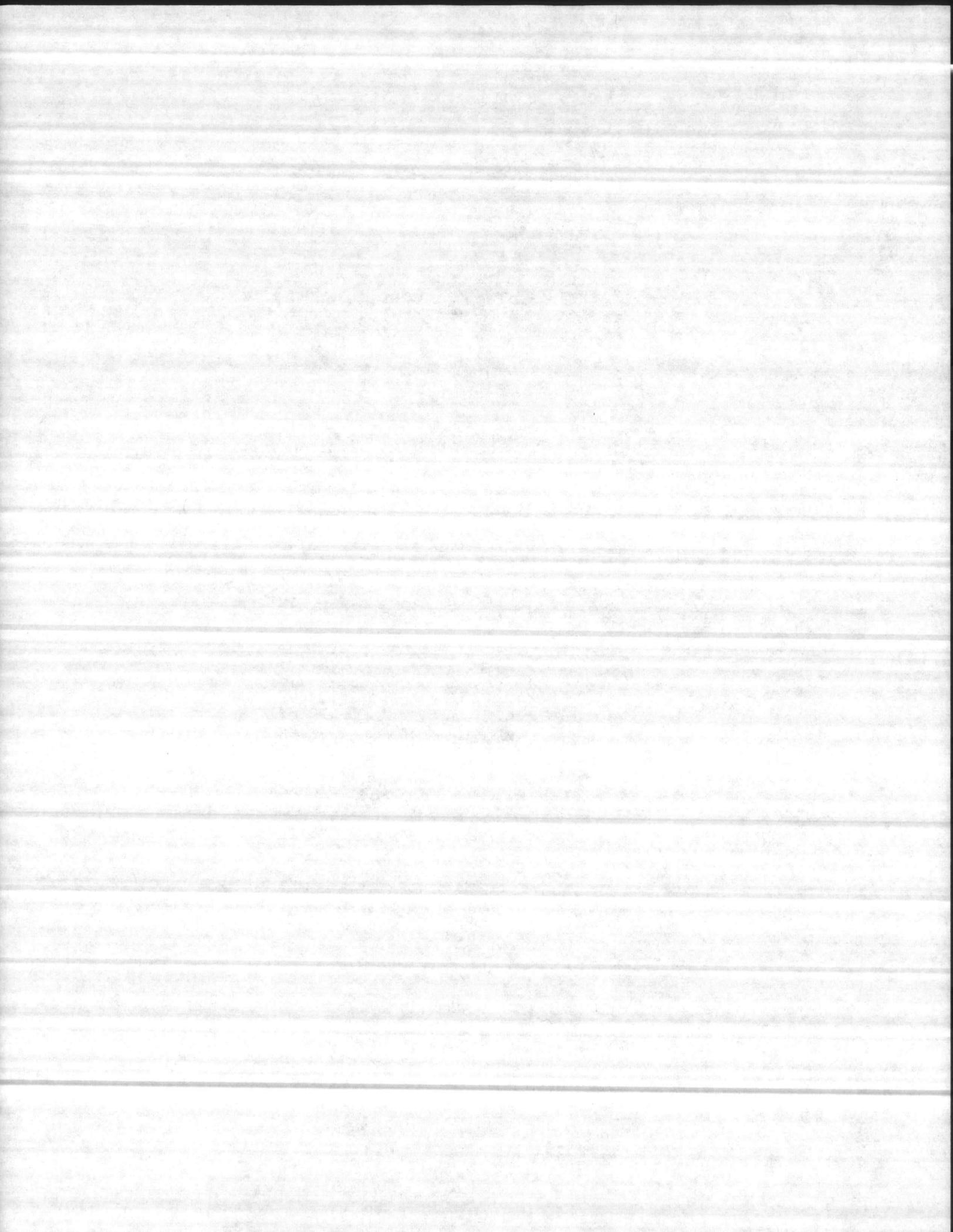
Let's make this committee,

relations program work
for us.

after the briefings. I
will consider when to
institute the changes.

DF

Cut JPAO in so
we can get the press
releases right before
the briefings. The
press releases to be
made concurrently
with the briefings.



3100
RCTL
26 Oct 1984

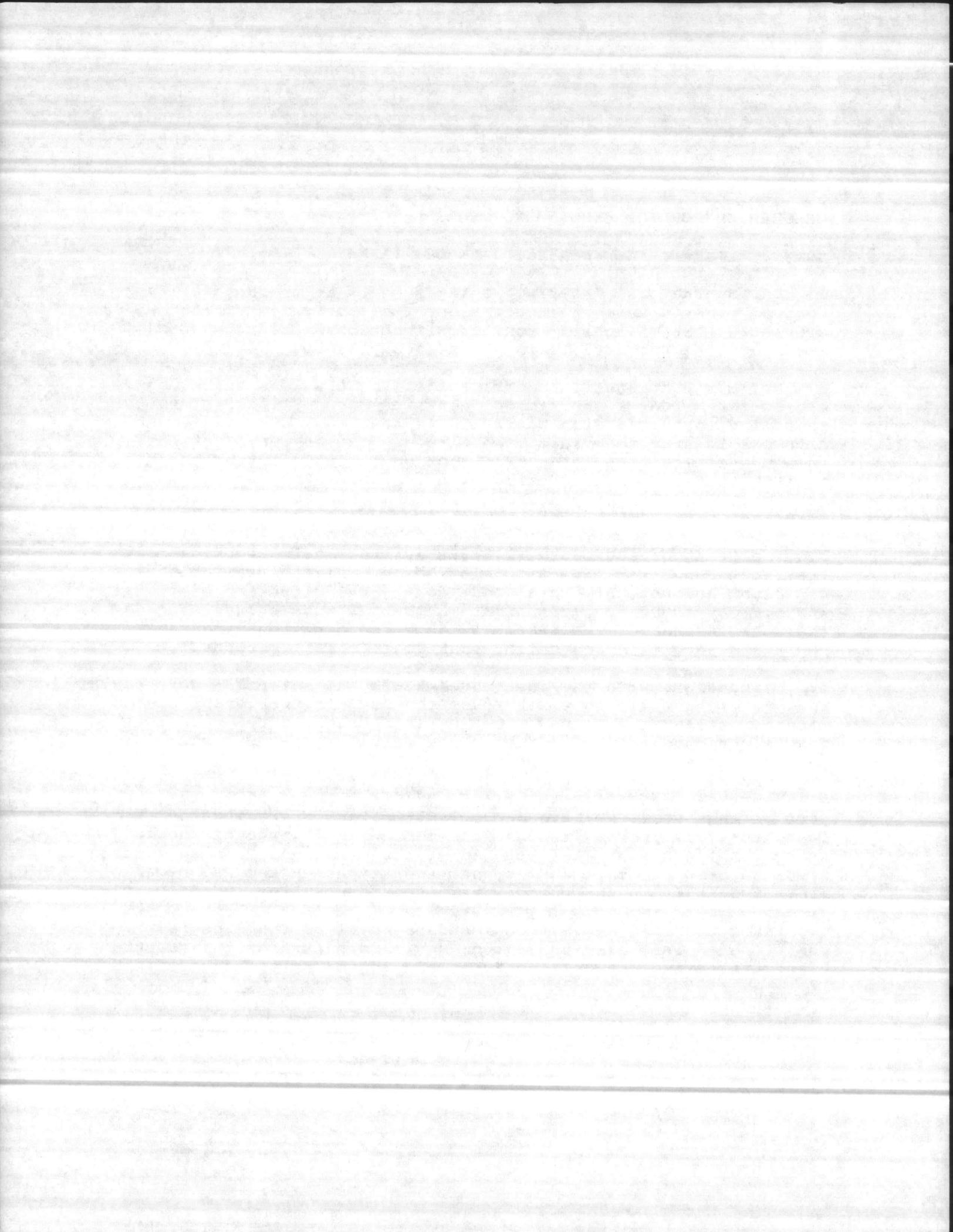
MEMORANDUM FOR THE COMMANDING GENERAL

Subj: Atlantic Intracoastal Waterway (AIWW)

1. During the oral briefing of the subject as proposed at Range Control, the CG asked that additional, historical staffing be completed. Specifically, contact with LtCol H. BOZARTH, USMC (retired) was suggested. This was accomplished.
2. Mr. BOZARTH vaguely remembers that the AIWW was infrequently closed for a "day's shooting." Sentries were utilized along the shoreline to try to stop boaters. As now, many disregarded these attempts to keep them safe. He agreed with the plans set forth in the subject Position Paper, and went on to suggest that the Base publish the appropriate Notices and implement the two or four hour closure. Finally, he concurred with the "barrier plan" and felt only the Corps of Engineers approval was necessary.
3. The graph at enclosure (1) portrays the last 12 months boat traffic through the AIWW at Onslow Beach Bridge. Available data can also show not only total boat count, but direction of travel, whether day (0600-1800) or night, number of tugs/barges, and day of the week throughout the year. Advance coordination with range users can avoid long closures during peak boat traffic periods.
4. Discussions with the past three RCO's and several RCDO's reveal that the ranges firing toward/over the AIWW in the recent past (approximately five years) were put into "check fire" each time a boat approached the SDZ. Due to low volume range use, this was not surfaced as a significant problem.
5. Since the AIWW "Barrier Plan" was first proposed in the early part of this year, we have had only 3 boaters disregard the MP Guard Boat and proceed through the channel. In each of these instances the boater was ticketed at the other end. These 3 cases occurred prior to this summer, and shortly after the PMO began providing an MP in the Guard Boat. Apparently, the "word" is out.
6. Based upon the above, recommend approval of the closure positions as initially presented; and elimination of the "Barrier Plan" initiative. (Position Paper and Action Brief attached).

F. J. CIZERLE
Range Control Officer

ENCL (1)
BOAT TRAFFIC



AIWW BOAT TRAF. C THRU ONSLOW BEACH BRIDGE

OCT 83 - ~~NOV 83~~ SEP 84

70

60

50

40

30

20

10

70

60

50

40

30

20

10

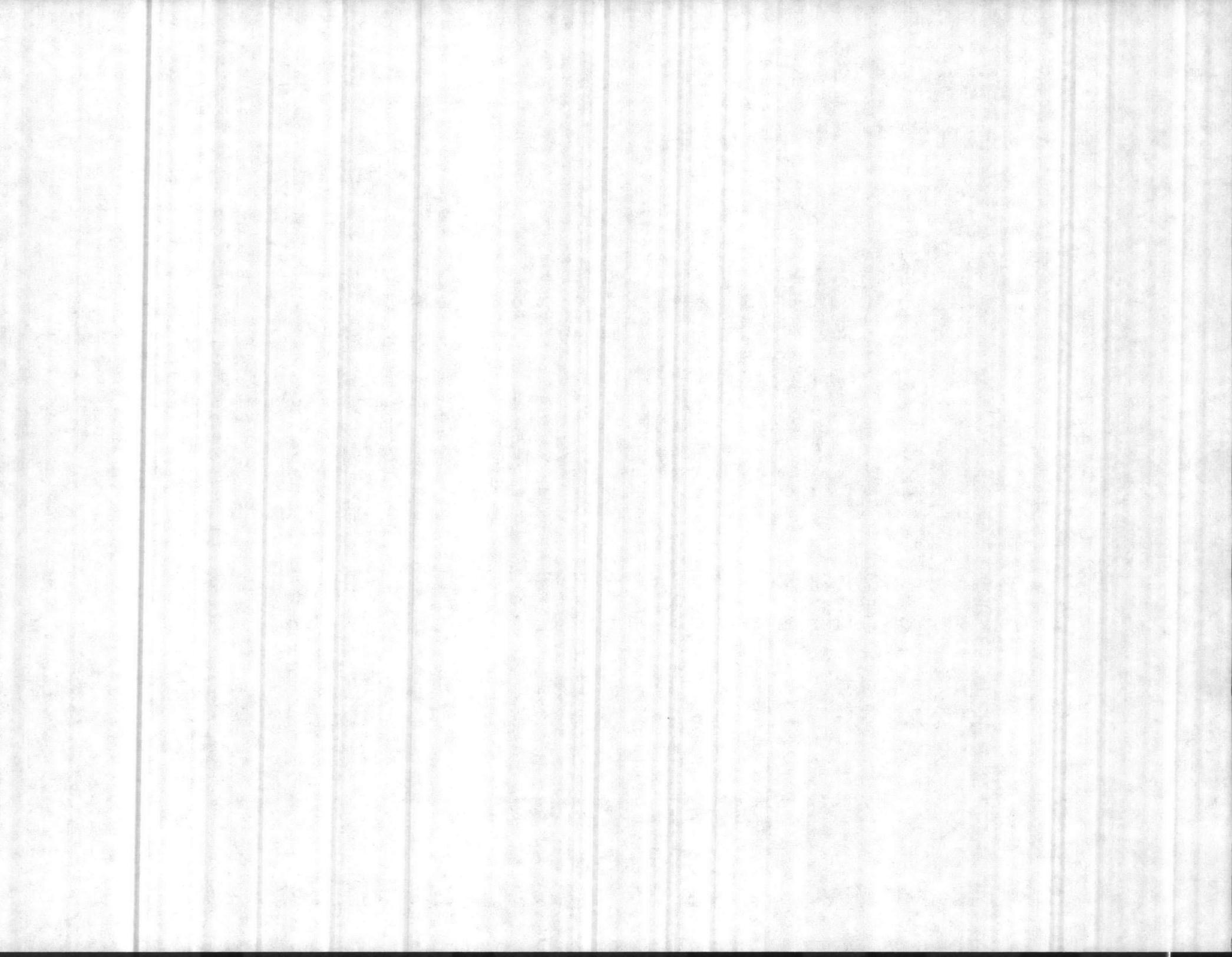
TOTAL
ADDITIONAL BOATS THRU AIWW 1600-0800 (NIGHT)
BOATS THRU AIWW 0800-1600 (DAY)

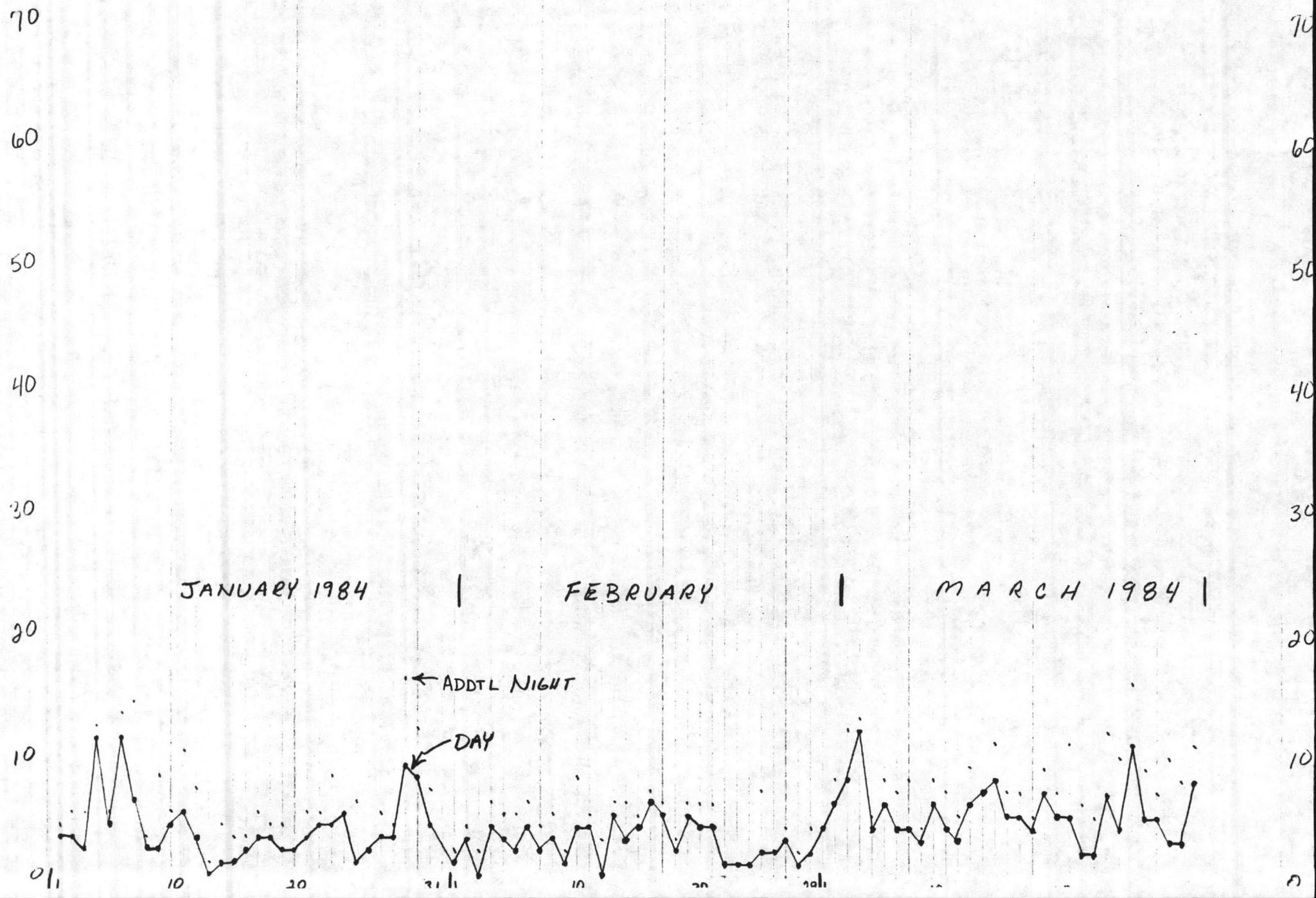
OCTOBER 1983

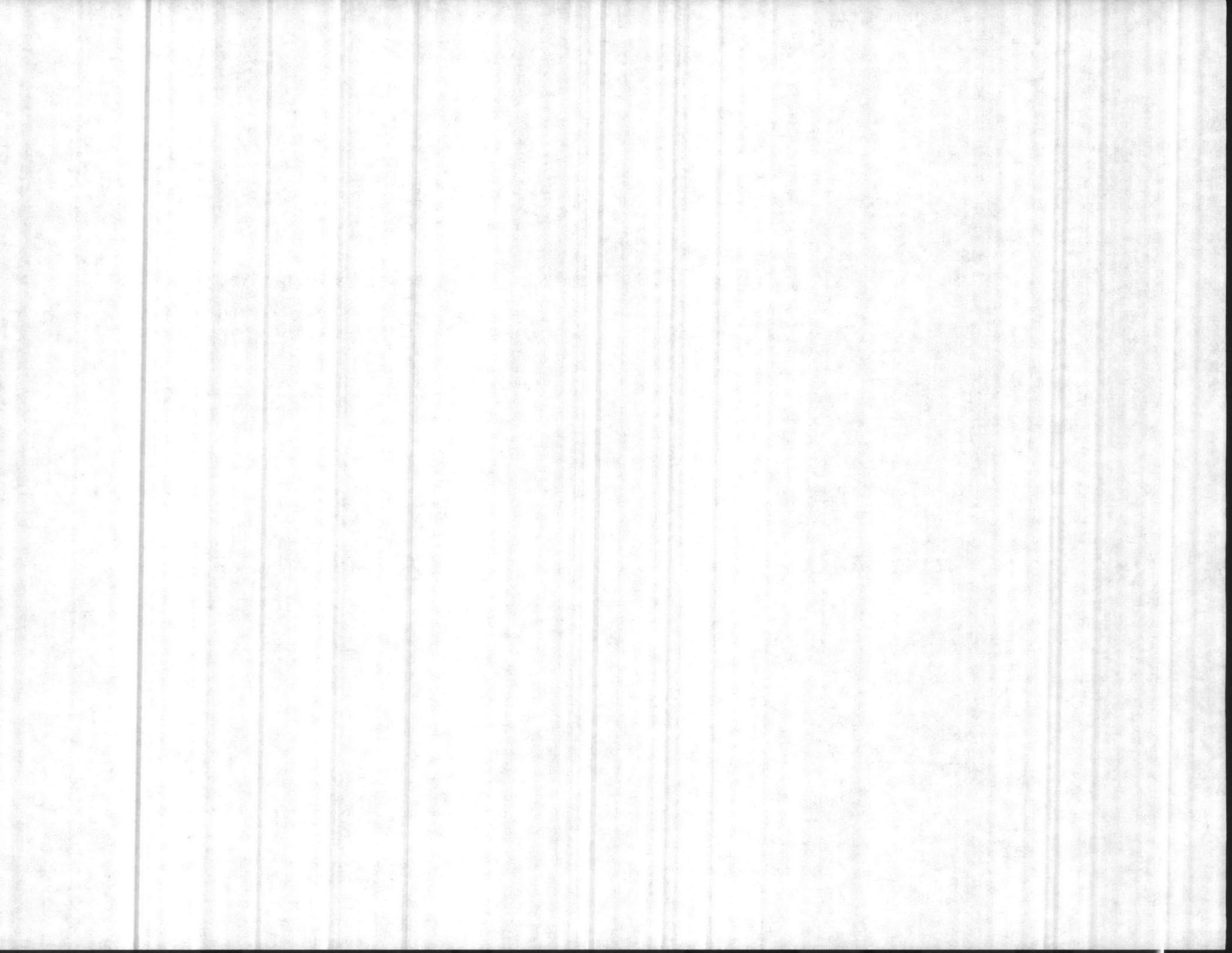
DECEMBER 1983

1 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210









70

60

50

40

30

20

10

0

70

60

50

40

30

20

10

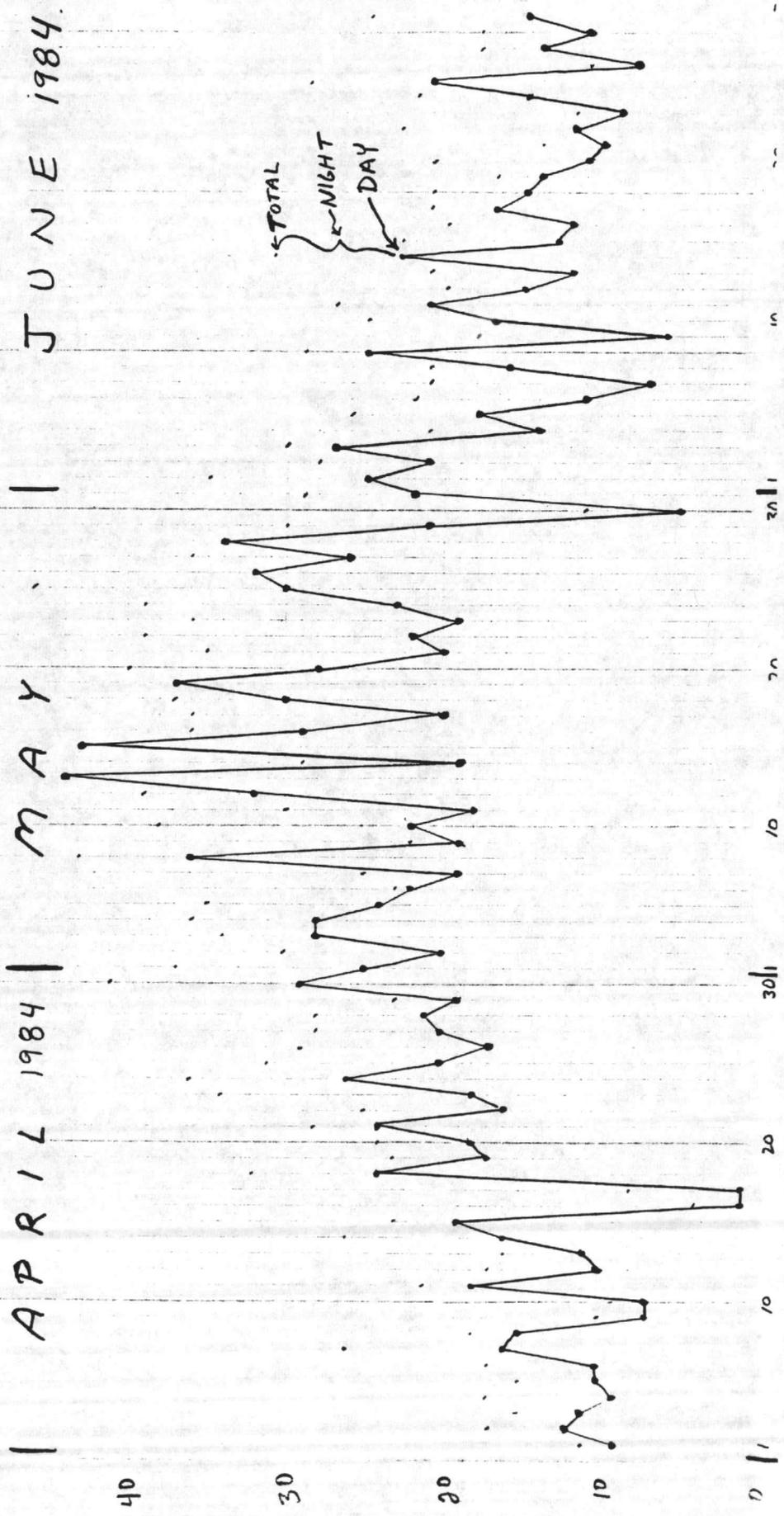
0

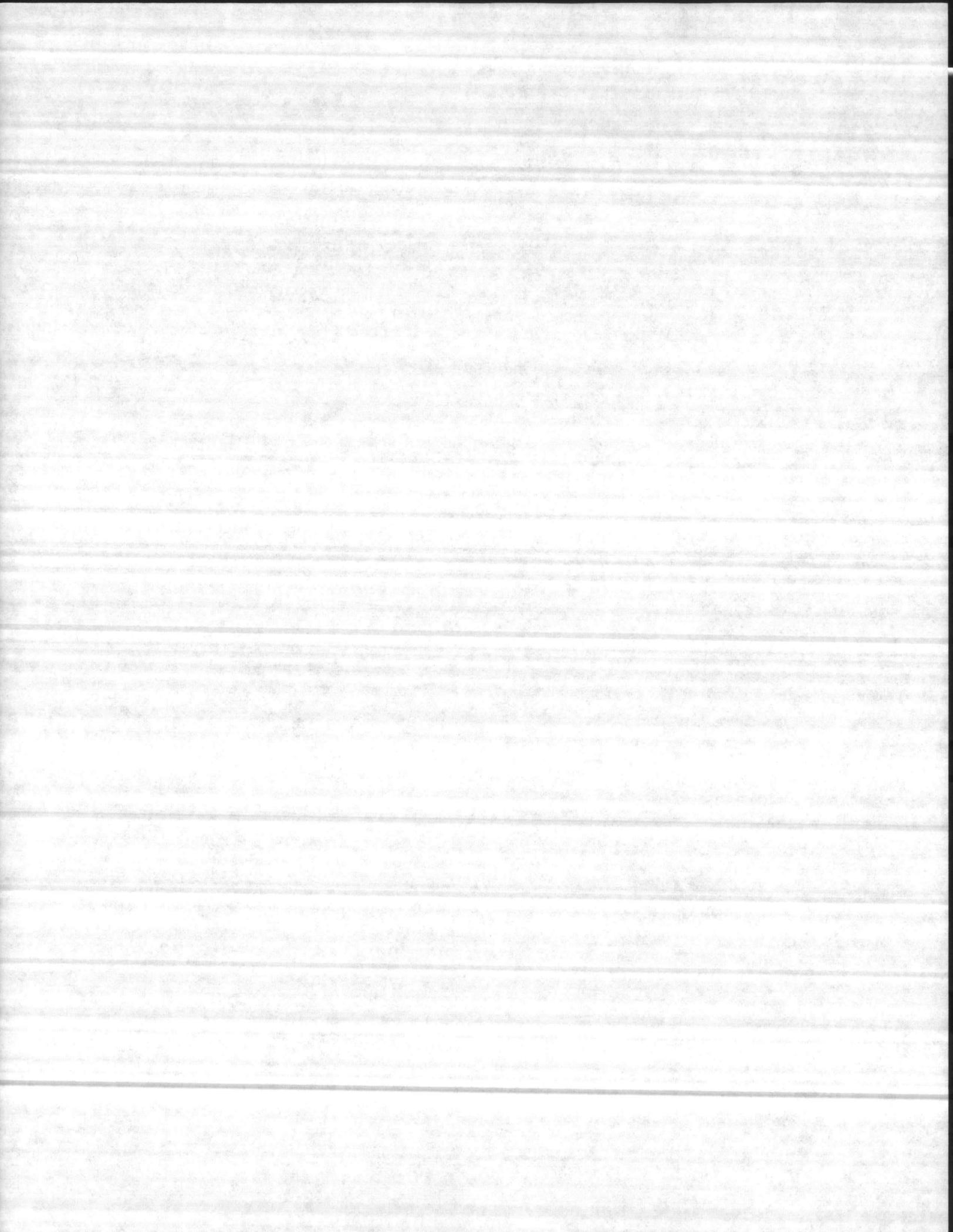
APRIL 1984

MAY

JUNE 1984

TOTAL
NIGHT
DAY





70

70

60

60

50

50

40

40

30

30

20

20

10

10

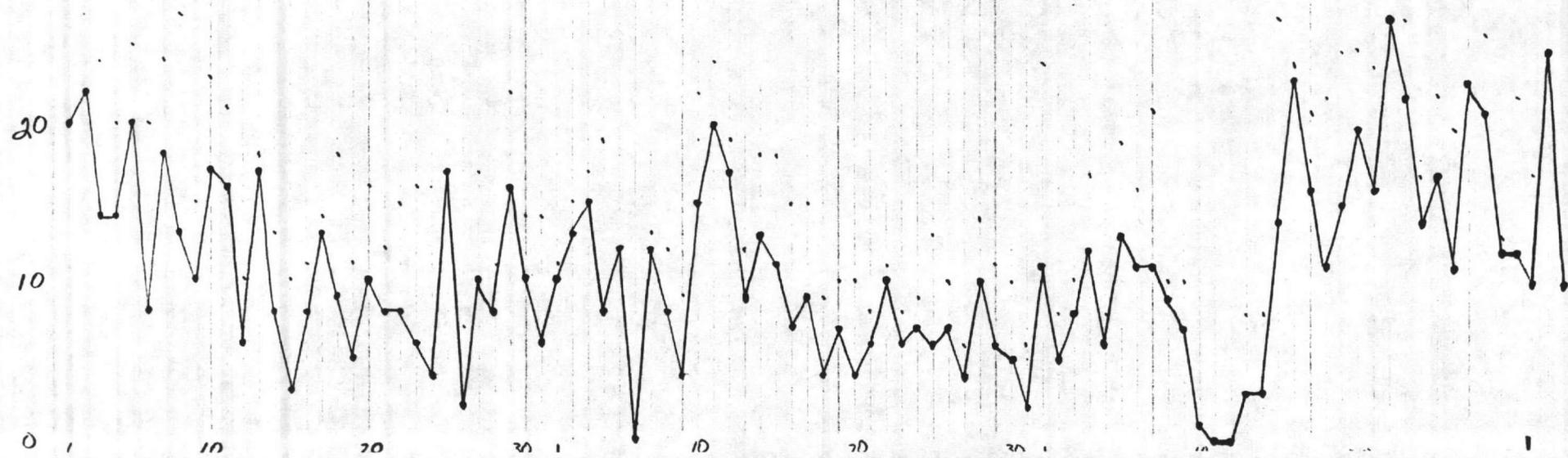
0

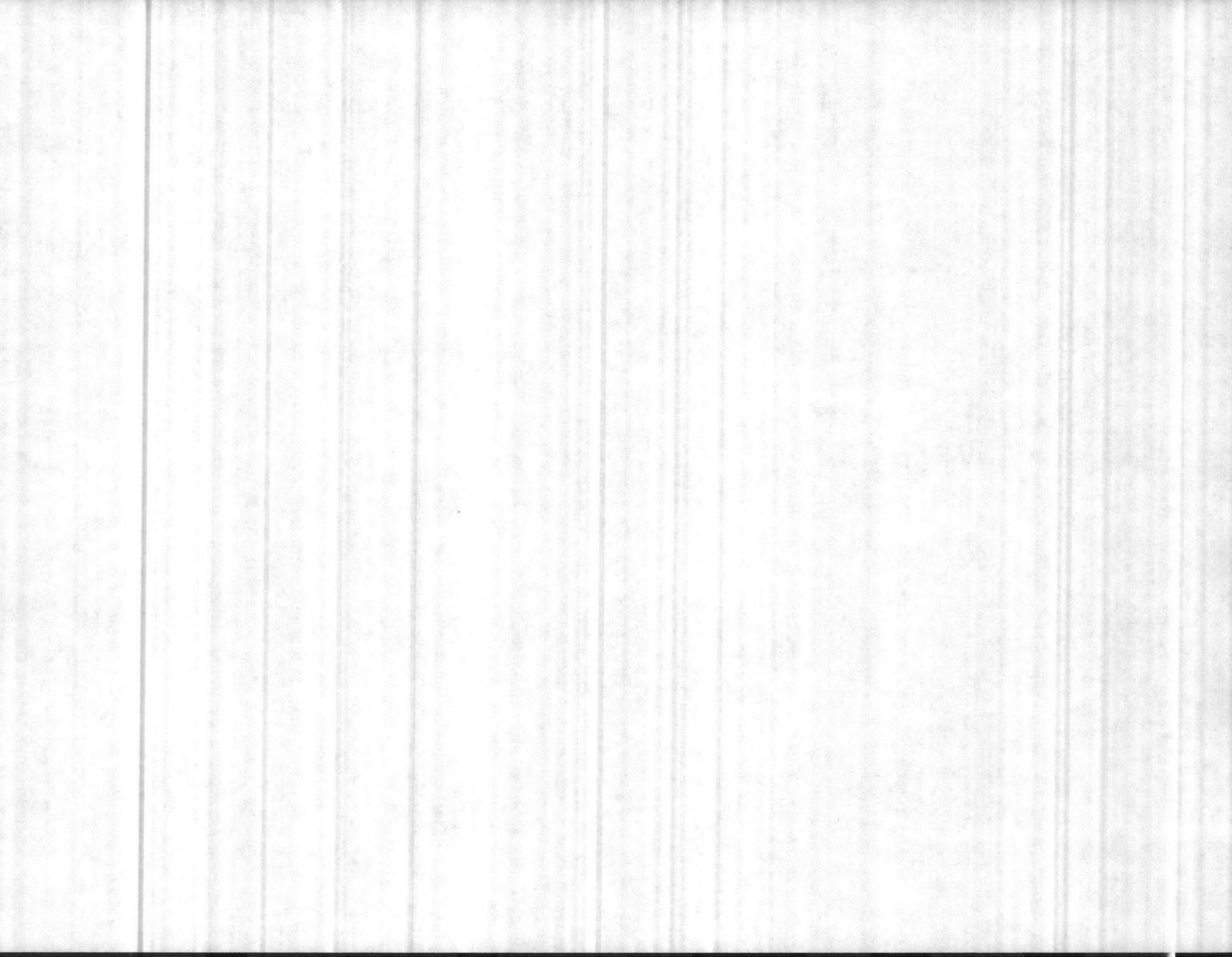
0

JULY 1984

AUGUST

SEPTEMBER 1984





10 OCTOBER 1984

RANGE CONTROL OFFICER LTCOL F.J. CIZERLE

RANGE CONTROL DUTY OFFICER 1STLT J. R. SIMMONS

1STLT R. A. LEPORATTI

2NDLT K. D. TAYLOR

0715 I, 2NDLT K. D. TAYLOR 307 76 2083/0802, HAVE ASSUMED THE DUTY AS ACDD.

0750 BASE RANGES ARE HOT: PMO/DJW BCD/JMS MCAS/VAB
MAG 28/TLH MAG 29/JC VL/RHB CHPT/GC

0800 AIR CLEARANCES FOR 11 OCT 84/GC

E

D

0400 - 1100 ∅

0400 - 1100 ∅

1100 - 2200 2,000

1100 - 2200 17,500

2200 - 0400 ∅

2200 - 0300 2,000

0300 - 0400 ∅

0830 RANGE SWEEP CONDUCTED AT N-1 IMPACT AREA.
RANGE BIRD REPORTS A FISHING BOAT WITH HULL NAME CANTALOUPE TO BE PULLING UP NETS AND MOVING TO THE SOUTHWEST OUT OF THE IMPACT AREA.

0920 G-7 REPORTS ~~A~~ ANOTHER BOAT CROSSING THE IMPACT AREA.

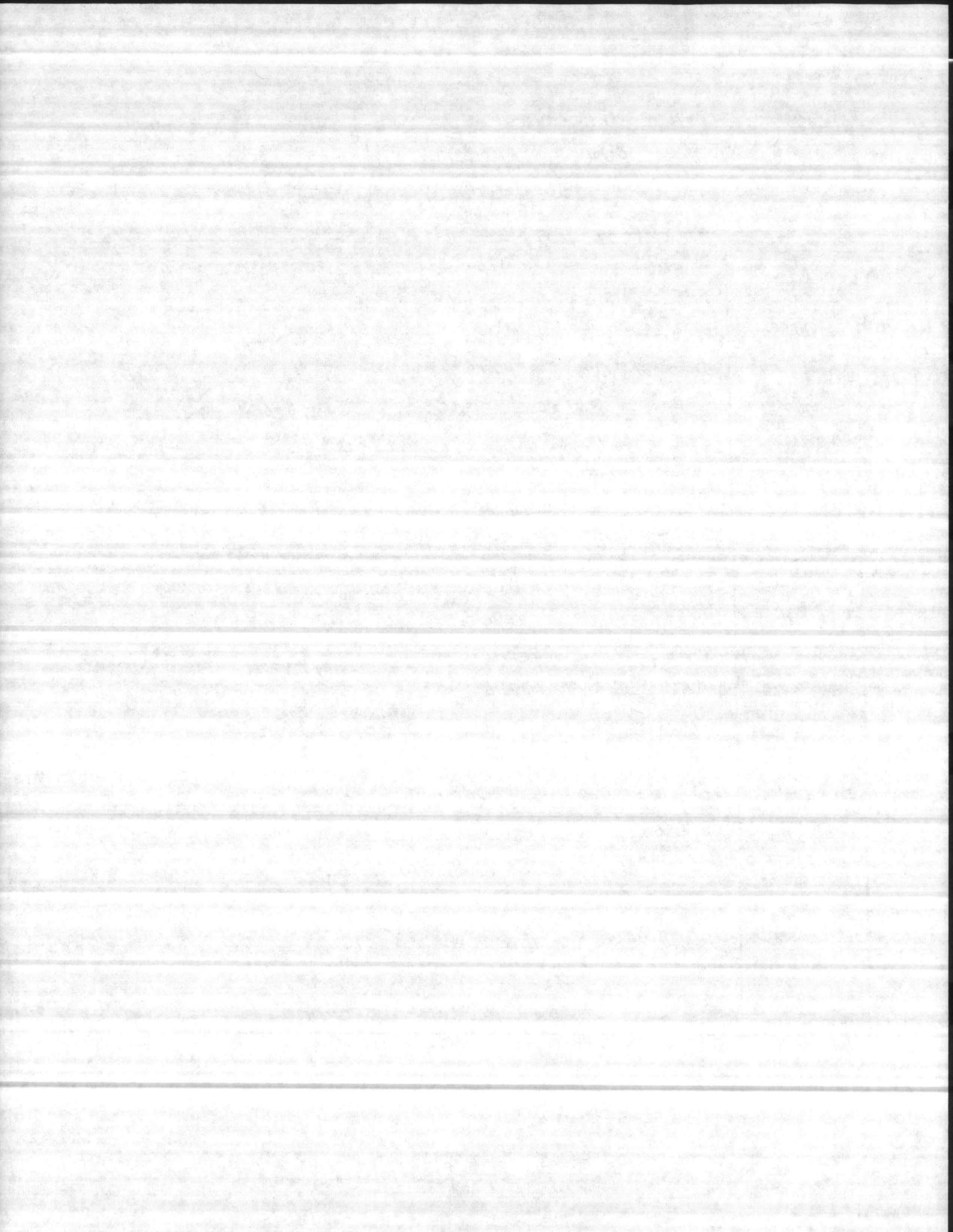
1015 G-7 IN CHECKPIRE TO ALLOW A BARGE TO PASS

1255 G-7 REPORTS A FISHING BOAT TO BE ENTERING THE IMPACT AREA.

1305 THE FISHING BOAT DROPPED NETS NEAR THE SAME PLACE CANTALOUPE WAS FOUND THIS MORNING. BLACKBURN ASKED LEGACY 22 TO RESPOND.

1325 LEGACY 22 REPORTS BOAT HULL NAME CANTALOUPE

1-327-2061



WEDNESDAY 31 OCT 84

RANGE CONTROL OFFICER LTCOL F. J. CIZERLE 12
RANGE CONTROL DUTY OFFICER 1ST LT J. R. SIMMONS
1ST LT R. A. LEPORATTI
2ND LT K. D. TAYLOR

0635 I, 2ND LT K. D. TAYLOR [REDACTED] 0802, HAVE ASSUMED THE DUTY AS RCDO. 1400

0735 BASE RANGES ARE HOT PMO/JS BCDI/CME MCAS/WCT 192
MAG 26/BWM MAG 29/CLJ VL/RAC CHPT/JC

0740 AIR CLEARANCES FOR 1 NOV 84/JC

E

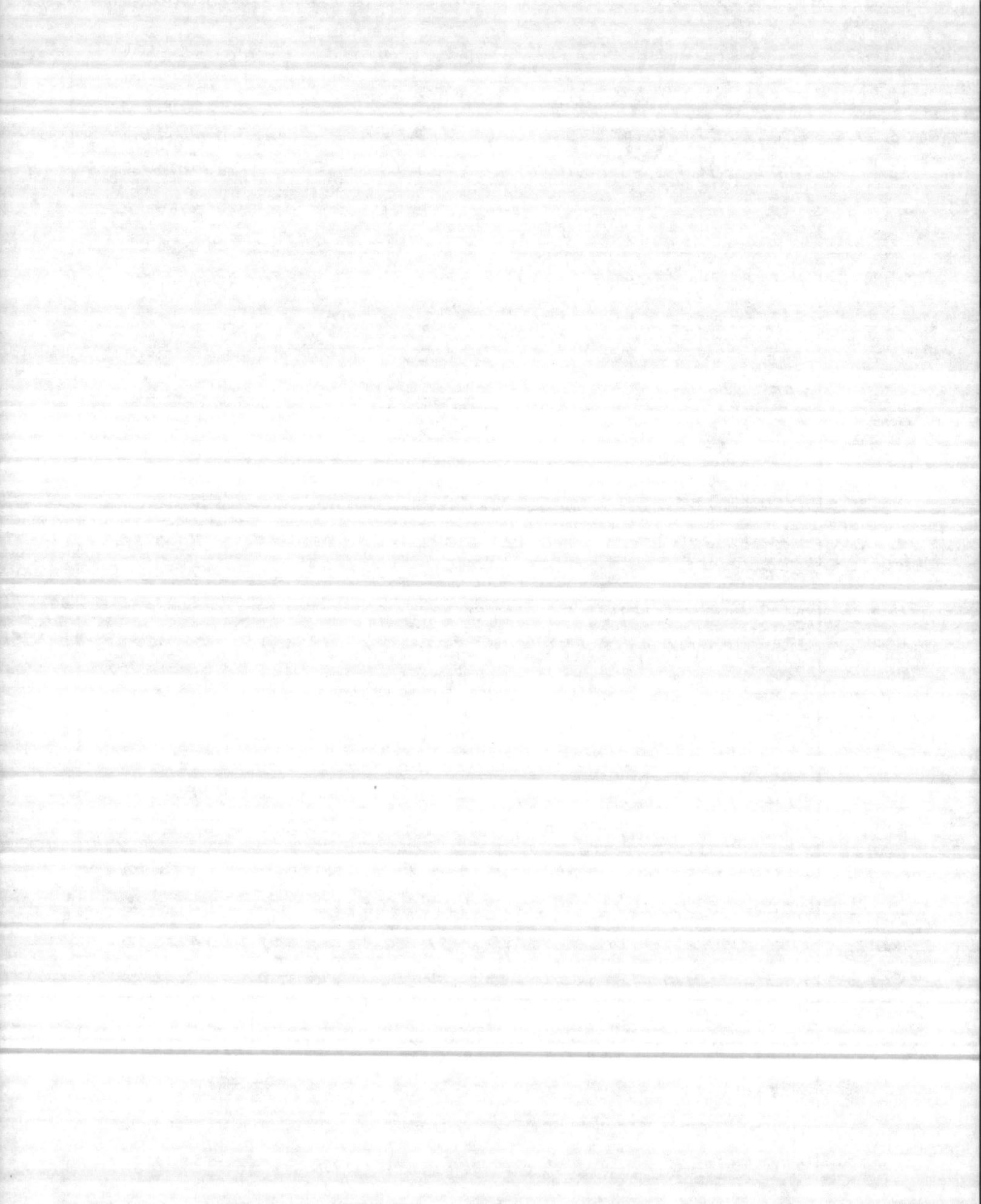
D

0500 - 1200	∅	0500 - 1200	∅
1200 - 2300	2000	1200 - 2300	17,500
2300 - 0500	∅	2300 - 0500	7,000

210

1215 KEVIN 05 REPORTED CANTALOUPE IN THE WATER OFF NI. IMPACT AREA. THIS COMMERCIAL FISHING BOAT HAS GIVEN BLACKBURN TROUBLE PREVIOUSLY. ONE EXAMPLE OF THIS IS LOGGED 10 OCT 84. KEVIN 05 CIRCLED CANTALOUPE TO GET HIM TO MOVE. KEVIN 05 SAID THE BOATS CREW WAS "FLYING HIM THE BIRD." THE GUARDBOATS CONTACTED CANTALOUPE ON MARINE RADIO. CANTALOUPE ARGUED WITH THEM BUT DECIDED TO DEPART THE ^{HOT} AREA. THE COASTGUARD AT SWANSBURG WAS NOTIFIED OF THIS AND ASKED TO TAKE ACTION.

1220 "D" CO 2D TANK BN REPORTED AN ABANDONED JEEP ON A TANK TRAIL AT GC 898 330. THE JEEP WAS STUCK IN THE MUD. TAC # 2509 USMC # 506300. BLACKBURN NOTIFIED DIVISION MOTOR T. WHO SAID THEY WOULD RESOLVE THE PROBLEM.



15 November 84

N

Range Control Officer
Range Control Duty Officer

LT. Col. F. J. Cizeile
1st Lt. R. A. Leparatti
1st Lt. J. R. Simmons
2nd Lt. K. D. Taylor

0620 I 1st Lt. R. A. Leparatti [redacted] / 0802 have assumed the duty as RCDO.

0715 Base Ranges are Ht: Pano / ^{WCP} / ^{Wimstang} / MCRAS / GG
BCDO / ^{Wright} mag 26 / DRD mag 29 / 45 CH PT / SM
K / ND

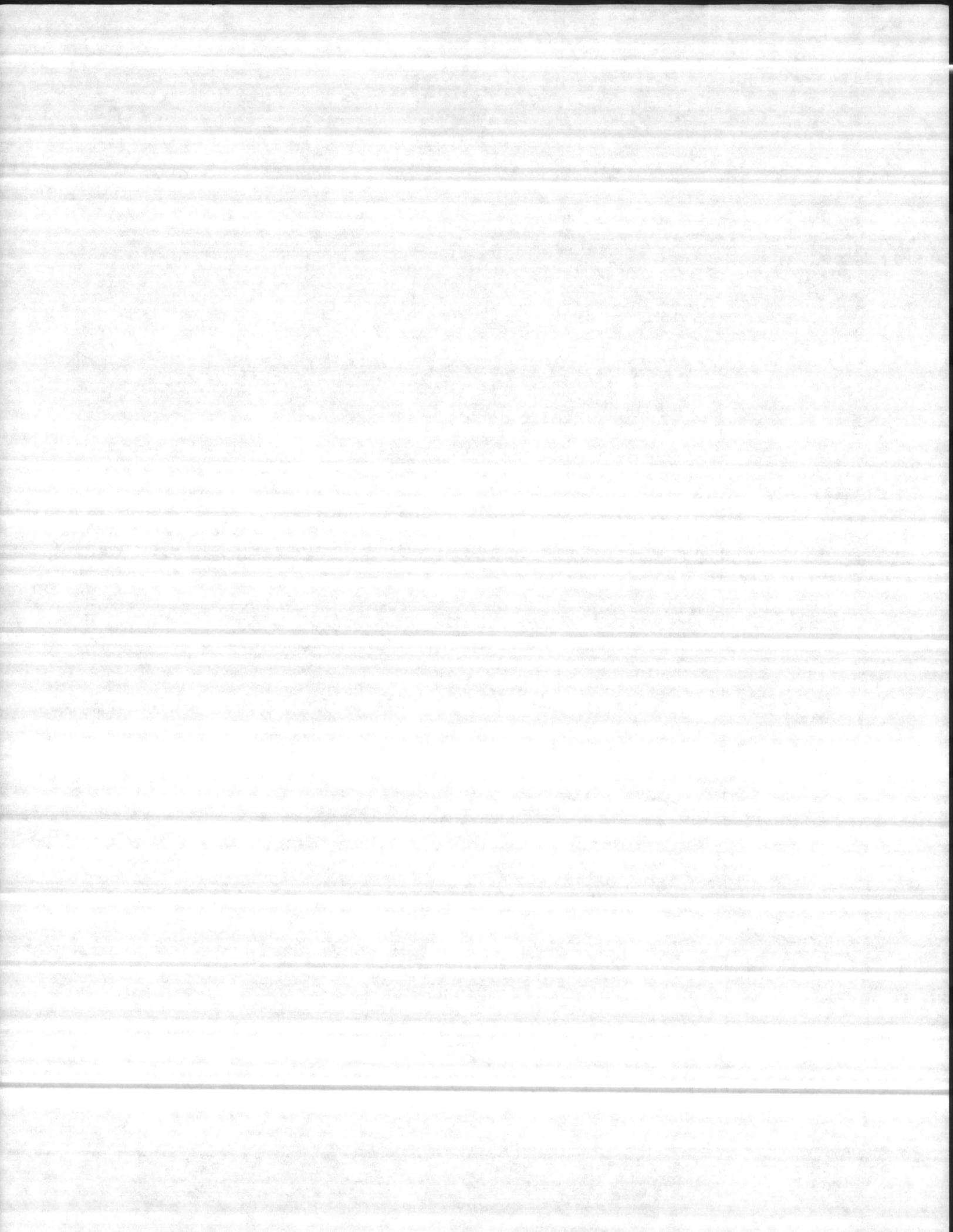
Air Clearances for 16 November 84 / GC

E	D
0500 - 1200 0	0500 - 1200 0
1200 - 0500 1, 0, 0, 0	1200 - 0500 1, 0, 5, 0, 0

1200 At this time G-6 reported three fishing vessels in the N-1 impact area. The vessels all were about 2 to 3 clicks off the coast in the middle of N-1 / BT-3. I directed Rugby 14 to try to get rid of the shrimp boats. Rugby diverted all three boats. The three boats were the "Canoe", "Cantaloupe", and "Miss Debra". This was the second time the "Cantaloupe" was in the impact area today.

1230 At this time G-6 reported that "^{Cantaloupe} ~~Miss Debra~~" pulled a U-turn as soon as the help left the area and returned back to the middle of the impact area.

1410 At this time I directed Dusty 22 to the BT-3 N-1 impact area. Dusty 22 reported



that "Cantaloupe" was in the middle of the impact area.

Range
Range

1517 BLAST FOCUS FOR 16 NOVEMBER 84

	0600 - 1000	1000 - 2000	2000 - 0600
BT-3	10	30	∅
G-10	10	30	∅
G-4A	10	30	∅
K-2	∅	15	∅

0645

0730

1637 BFD REPORTS FIRE CLASS III/KELLUM

1820 G-9 REPORTS AFIRE 175 METERS DOWN RANGE. BFD WAS NOTIFIED/KELLUM

2100 BASE RANGES ARE COLD PMO/JS BCD/JAL MCAS/WCH
MAG 26/WCA MAG 29/HPT VJ/JD CHPT/KR

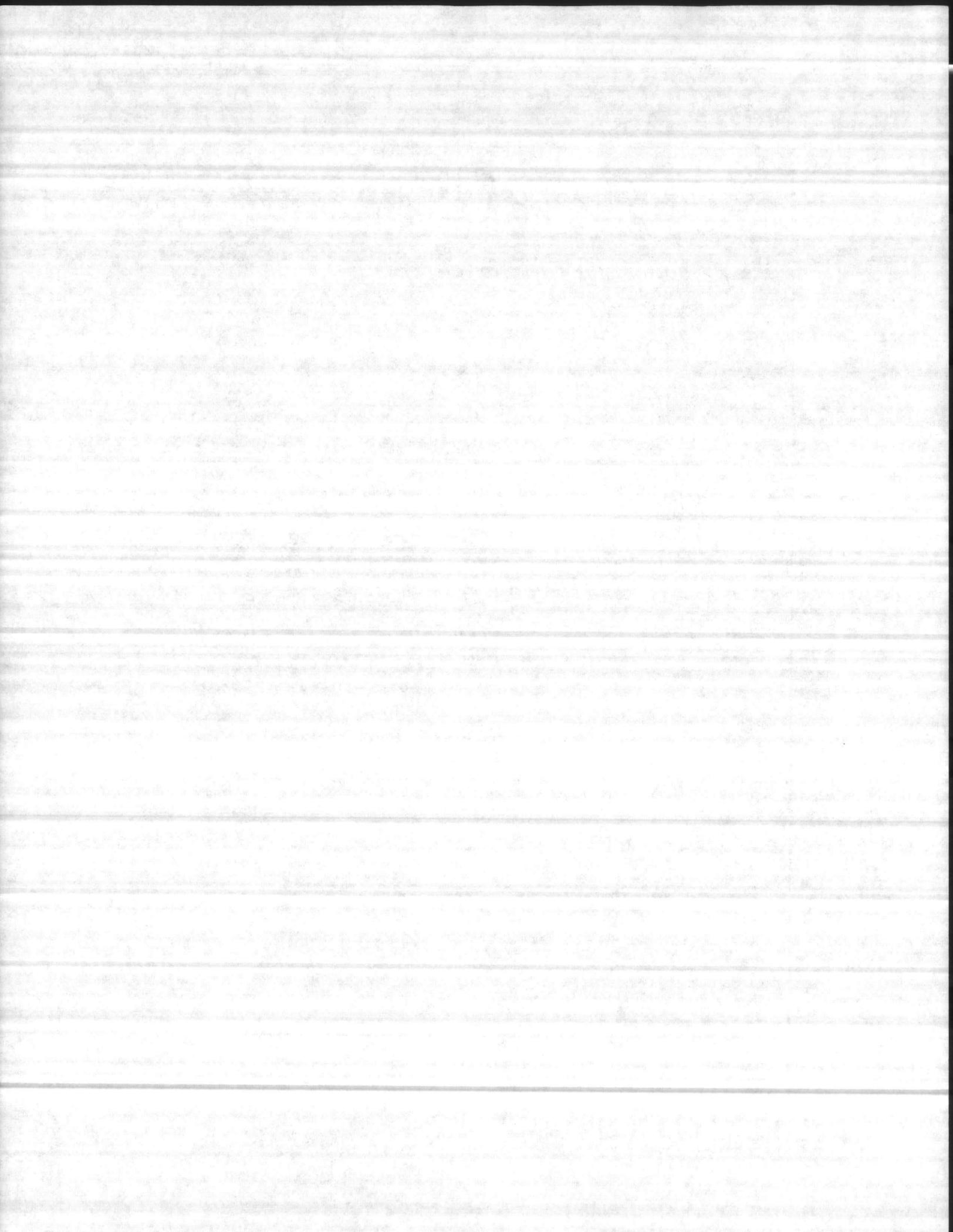
RESPECTFULLY SUBMITTED

Kevin D. Taylor

KEVIN D. TAYLOR

2NDLT USMC

KDT



HEADQUARTERS, MARINE CORPS BASE, CAMP LEJEUNE

Date: 9 Oct 84

POSITION PAPER

Staff Section: Assistant Chief of Staff, Training and Operations

Subj: ATLANTIC INTRACOASTAL WATERWAY (AIWW) TRAFFIC CONTROL

Ref: (a) U. S. Coast Pilot 4

1. PROBLEM: Interference to range operations on G-5, G-6, G-7 from boat traffic through the AIWW.

2. WHY REQUIRED: Opening the AIWW after every 60 minute closure is overly restrictive to training on ranges G-5, G-6, G-7. This is particularly counterproductive when Tanks, LVT's, or LAV's are trying to shoot on the move.

3. BACKGROUND:

a. Chapter 2 of the reference delegates the authority to close the AIWW during live firing to the CG, MCB.

b. Currently, the AIWW is closed for one hour periods during firing. This allows boat traffic to transit the AIWW after no more than an hour wait. The average transit time is 20 minutes, 30 minutes for barges.

c. The firing schedule, along with the requirement to wait for one hour, is published in weekly Firing Notices to Mariners by the base.

d. Since refurbishment of the "G" ranges, utilization has continued to increase; thereby highlighting the disruptive nature of going into a "check fire" every hour for the AIWW.

e. Most recently the following units have voiced concern over this disruption to training:

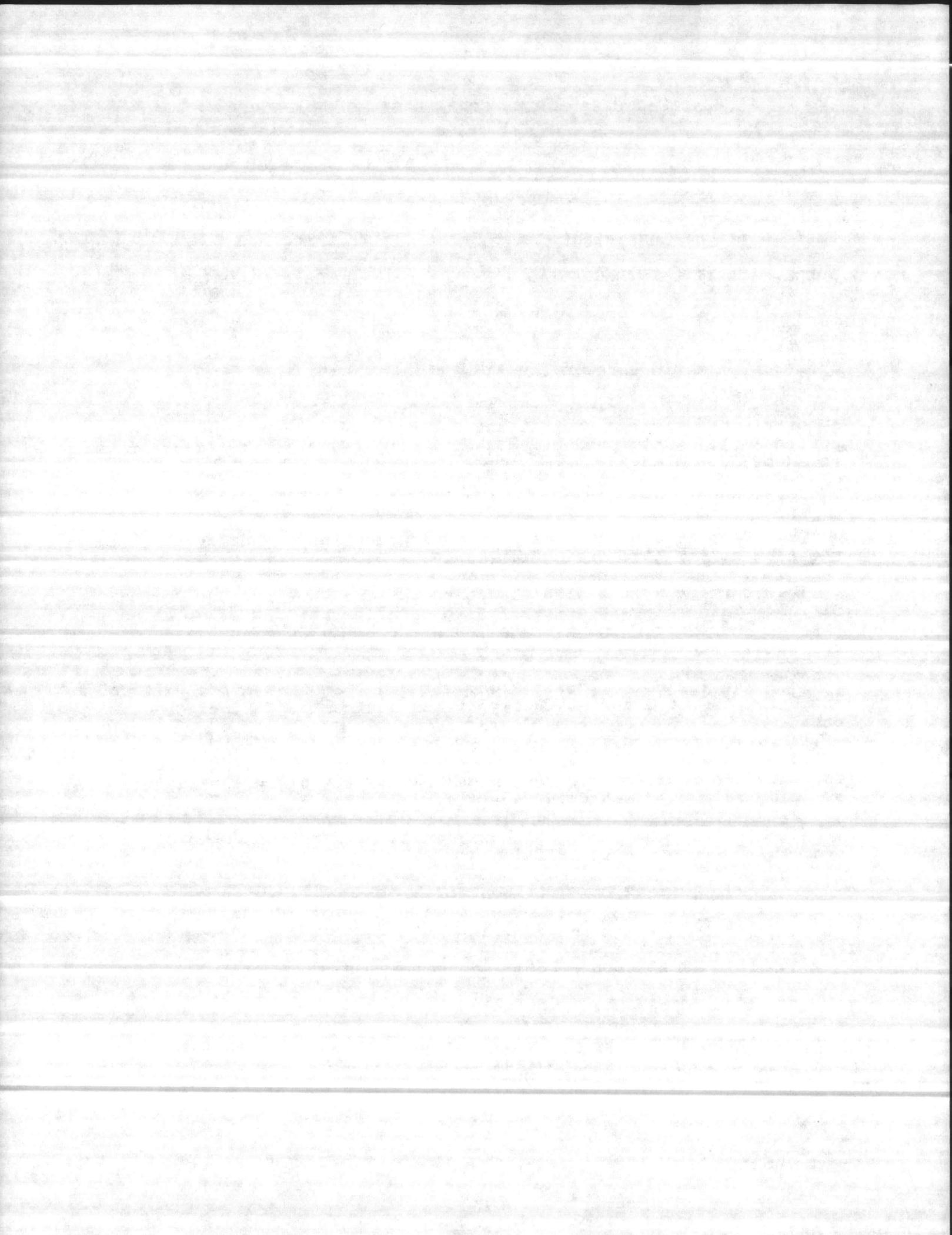
(1) 2d Tank Bn - firing tables VI - VIII

(2) 2d AAV Bn - .50 cal

(3) 2d LAV Bn - 25mm, .50 cal

(4) 2d MAW - .50 cal

(5) 2d MarDiv - .50 cal, Radio Controlled Miniature Aerial Target (RCMAT)



4. POSITION OF OTHER AGENCIES: During a conversation with Mr. Charles Hollis, Chief, Regulatory Branch, U. S. Army Corps of Engineers, Wilmington, N.C., Mr. Hollis confirmed the legality and authority of the CG, MCB, CLNC to close the AIWW during live firing. He is aware of our routine closures and receives and processes our Notices to Mariners. Similarly, he is aware of our local policy of opening the AIWW each hour and does not think closure for two hour periods unreasonable nor overly restrictive to boating -- as long as we specify such in the Notice. Furthermore, Mr. Hollis believes four hour closures for Tank, LVT, LAV operations to be acceptable if the frequency is not more than "a few times a month." Additionally, the AIWW can be closed for the entire day (or night) for special operations such as channel clearing by EOD or major exercises (Solid Shield, MCCRES, etc.). Thirty day advance notice would be required. Finally, he assured me that nearly all military bases have the same problems with boaters entering safety danger zones, and that our procedures were sound and reasonable.

5. RECOMMENDED MCB POSITION: Increase routine closure of AIWW to two hours during .50 cal firing and four hours during main gun (Tank/LAV) shoots.

6. RATIONALE: Improved training efficiency and effectiveness, with minimal impact upon our civilian neighbors.

7. RECOMMENDED ACTION: Effective 1 November 1984:

a. Routinely close the AIWW for two hour periods during scheduled .50 cal firing from G-5, G-6, or G-7.

b. Close the AIWW for four hour periods during scheduled Tank, LVT, or LAV exercises involving main guns or mechanized live firing scenarios.

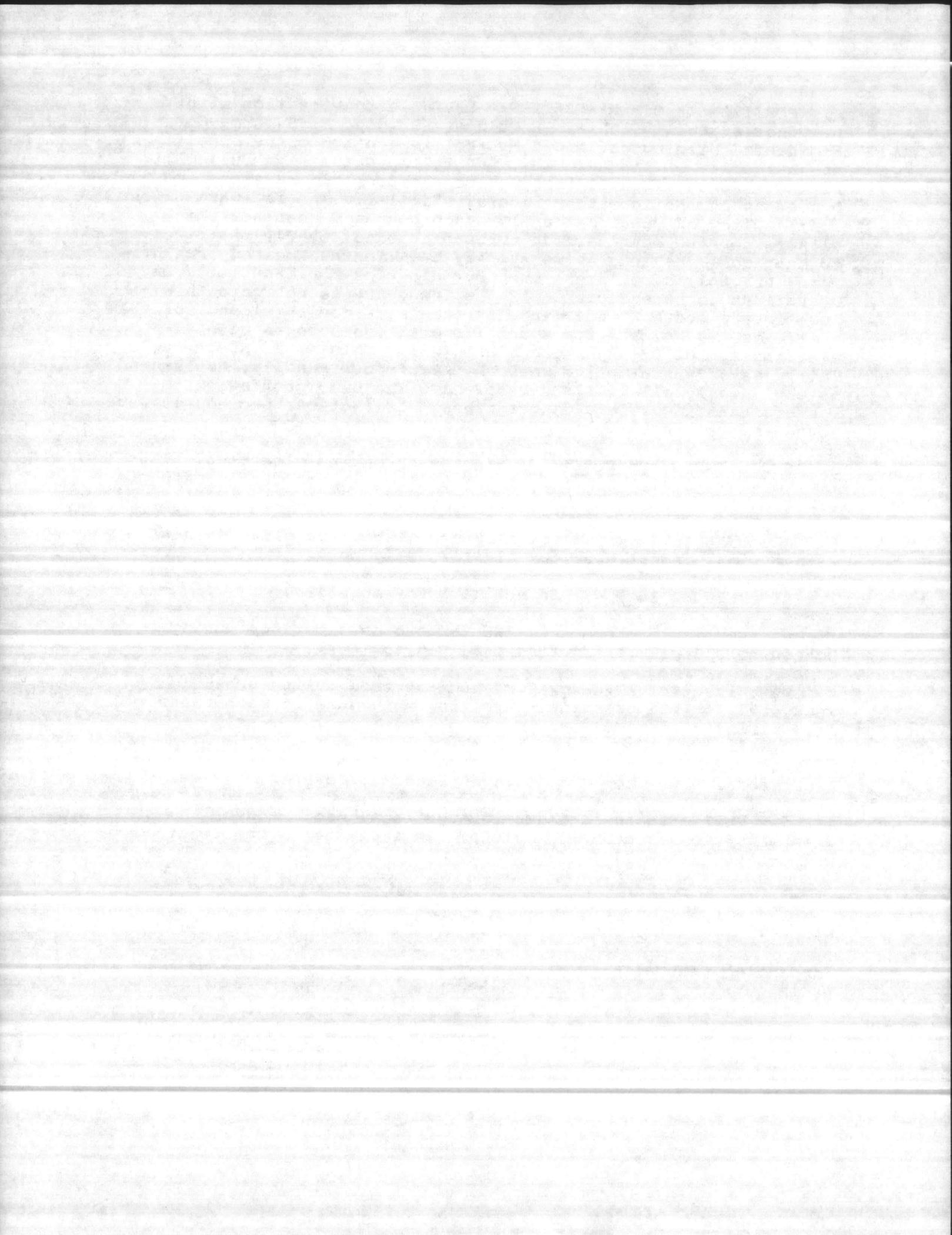
c. Close the AIWW eight hours or more for special training exercises/events when scheduled at least 30 days in advance.

d. Publicize the changes through local media and/or the Chamber of Commerce during October (in addition to the required Notices to Mariners).

J. A. SPEICHER

Commanding General's
Decision

	Approved	Disapproved
7a	_____	_____
7b	_____	_____
7c	_____	_____
7d	_____	_____



1500 Wed



Couple of weeks - get it
- To him prior to his visit
Thursday discuss them or
brief him Thursday and leave
paper with him.
JMS

8542

IN REPLY REFER TO
1500
RCTL
27 Sep 84

Frank

In view of the CG's reaction to our AIWW barricade, which changed nothing, would simply help enforce existing regulations, we need to run this by him as a "change in policy."

Action brief on same similar format OK such as

1. Background - Outline our auth to close the AIWW
2. Discussion - (a) Present procedures
(b) Problems encountered
(Here it would also be helpful to have/list discuss complaints from using units)

3. Recommendations
 - (a) 2 hr
 - (b) 4 hr
 - (c) Special cases 8 hours or more.

3-1 Decision has been made with Mr. C Chief and

approved disapproved 3-2 Proposals would be instituted

3a
3b
3c

PARENTS AND TEACHERS ORGANIZATION
LEJEUNE HIGH SCHOOL
CAMP LEJEUNE, NORTH CAROLINA 28542

1 Nov, and incorporated in revised Range regulatory, and accompanied by appropriate public affairs announcements

RCO) and Mr. CHARLES USA Corps of Eng, Wil,

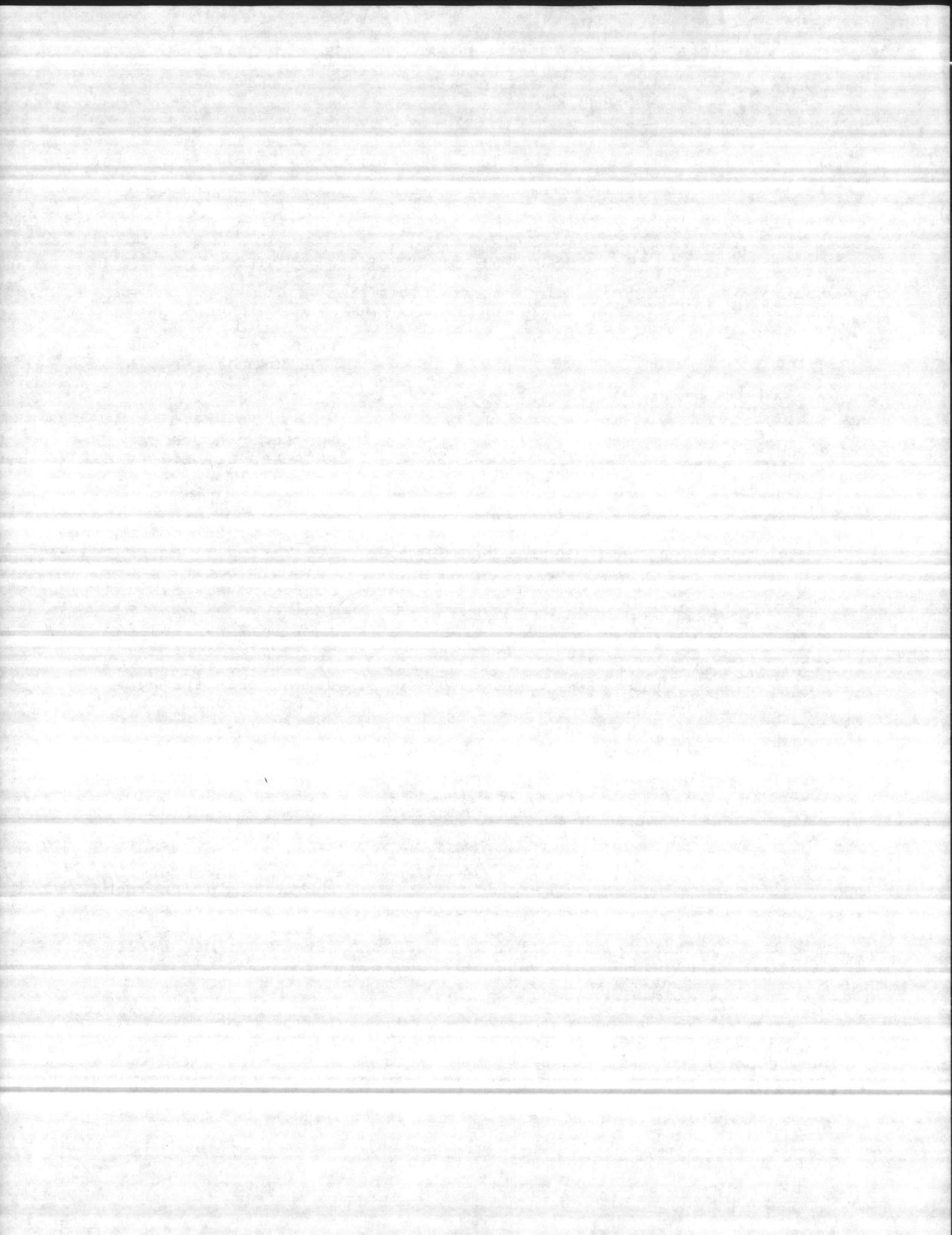
rning closure of the scussed. Agreement vague as to procedures T-3/N-1 Impact Area. guidance.

Authority of the Commanding ive firing -- as stated of our routine clo- to Mariners. Similarly, e AIWW each hour to for two hour periods nreasonable nor overly fy such in the notice, ur closures during f the frequency is not

he entire day (or night) ng by EOD or major notice should be given . He does not need the d in the MCB Range SOP.

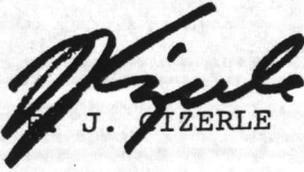
to close the AIWW (or the New River and/or any of its eight sectors). I will follow up on this and continue to work with him. Finally, he assured me that nearly all military bases have the same problems with boaters entering safety danger zones, and that our procedures were sound and reasonable.

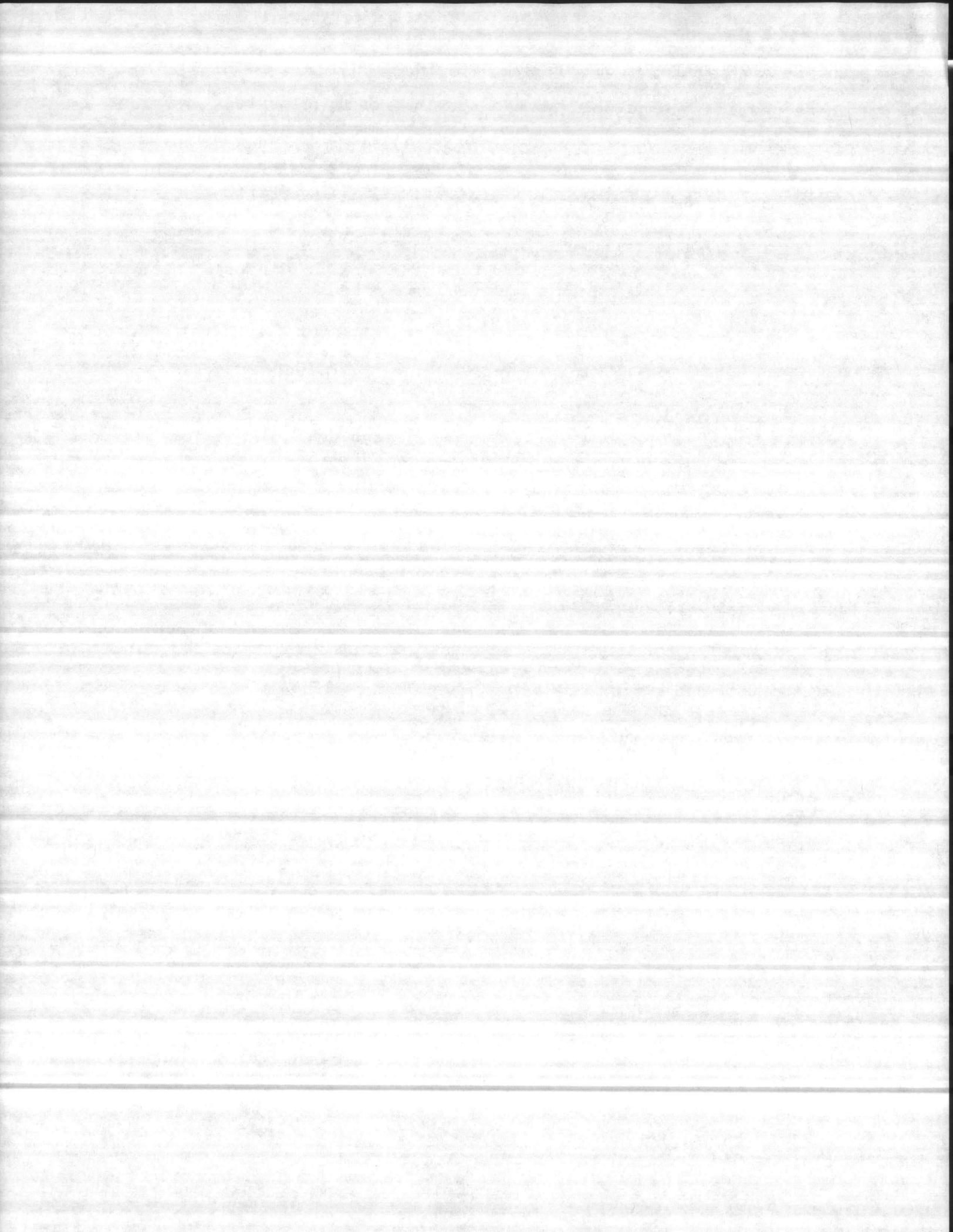
5. Action. With your concurrence I will initiate necessary action to close the AIWW for two hour periods for all firing of .50 cal and above; four hours for tanks/LVT/LAV exercises involving large caliber firing; and determine in advance needs to close the AIWW or New River for more than four hours. This action will require accurate advanced planning and execution by using units. The new Range SOP will reflect



Subj: AIWW TRAFFIC CONTROL

these new actions as well as the routine hourly closures.


J. CIZERLE



11102
RCTL

Jun/July 27
1984

From: Commanding General, Marine Corps Base, Camp Lejeune
To: District Engineer, U. S. Army Corps of Engineers, 308
Custom House, Wilmington, NC 28401

Subj: RESTRAINT DEVICE, INTRACOASTAL WATERWAY

Ref: (a) United States Coast Pilot (July 83) Para 204.56

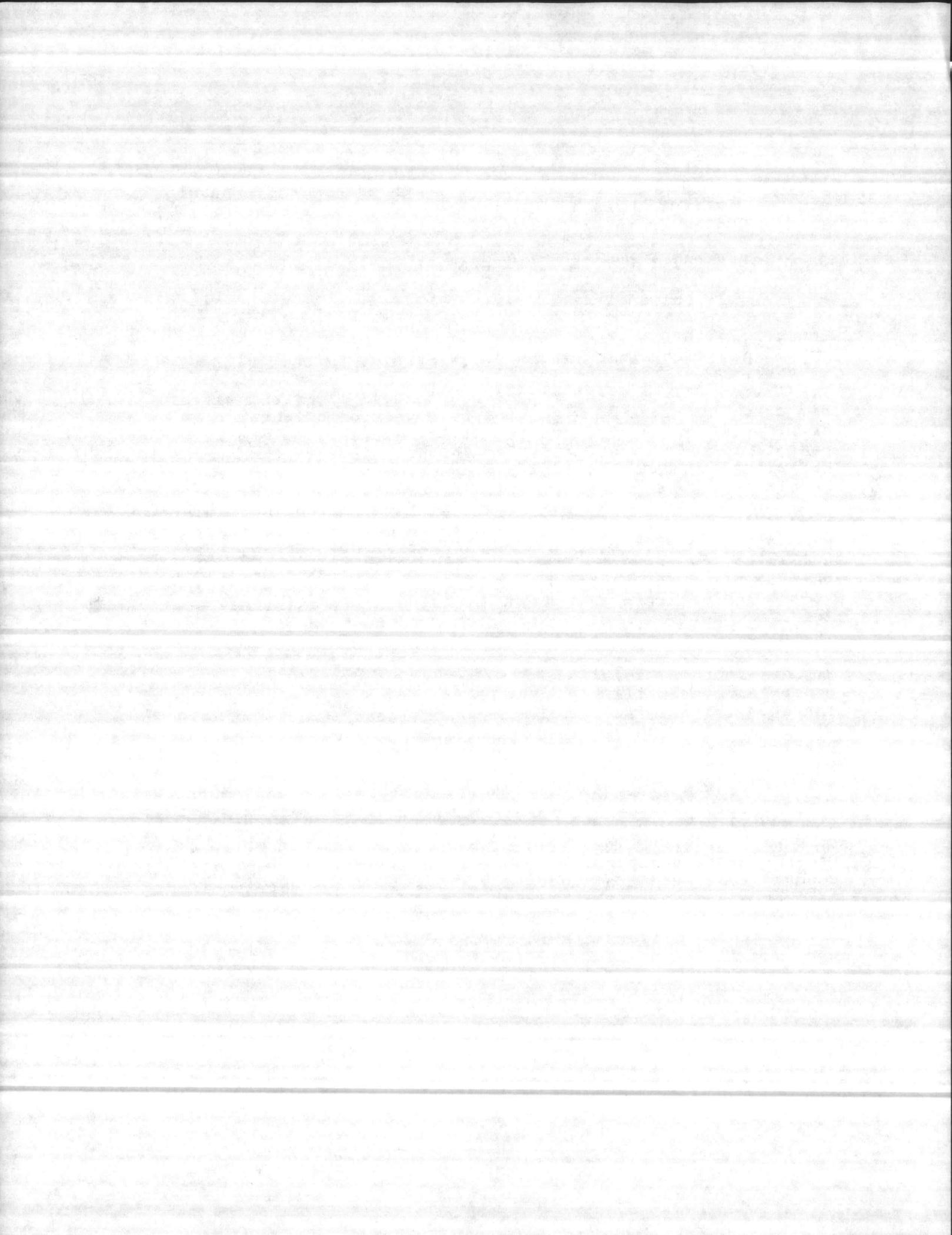
Encl: (1) Bridge Location
(2) Schematic Diagram of Restraint Device

1. Several "live fire" ranges are located along our eastern seaboard. Collocated with them is a section of the Intracoastal Waterway. For safety purposes it is necessary to prohibit the passage of water traffic during the operation of these ranges. Historically, Range Control has positioned flags and small boats at either end of the waterway to insure the safety of boatmen. This method has proved inadequate as some boatmen have disregarded these precautions and continued down the waterway necessitating a rapidly ordered "CEASE FIRE." Often, the unit utilizing the range is forced to terminate training, or in the case of aircraft, to return to base with unexpended ordnance aboard and no training. These evolutions are extremely costly in terms of manpower hours, fuel burn, and most importantly, lost training.

2. The proposed solution is to set four utility poles in concrete. One utility pole will be set on each bank of the Intracoastal Waterway at two separate locations. (See enclosure (1)). A line with fluorescent floating devices will be used as a barrier by extending it from one utility pole to the other. Two buoys will be used to warn boats of the barrier area. The buoys will contain a flag stand, flashing lantern, and an anchor chain. Warning signs will also be placed prior to the barriers. These signs will be turned over to cancel the "Barrier Ahead" at the completion of the live fire. The aforementioned barrier will provide passive restraint and greatly enhance our capability to conduct realistic training and still ensure the safety of our neighbors and water travelers. (See enclosure (2)).

3. Point of contact at this command is Captain T. B. HOWARD, ext. 3065/2102.

R. L. FORMANEK
Chief of Staff



U. S. ARMY ENGINEER DISTRICT, WILMINGTON
CORPS OF ENGINEERS
308 CUSTOMHOUSE
WILMINGTON, NORTH CAROLINA

SAWOP

20 August 1959

PUBLIC NOTICE

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has made application for revision of Danger Zone Regulations affecting navigable waters endangered by military artillery and bombing operations in the vicinity of Onslow Beach, Camp Lejeune, North Carolina.

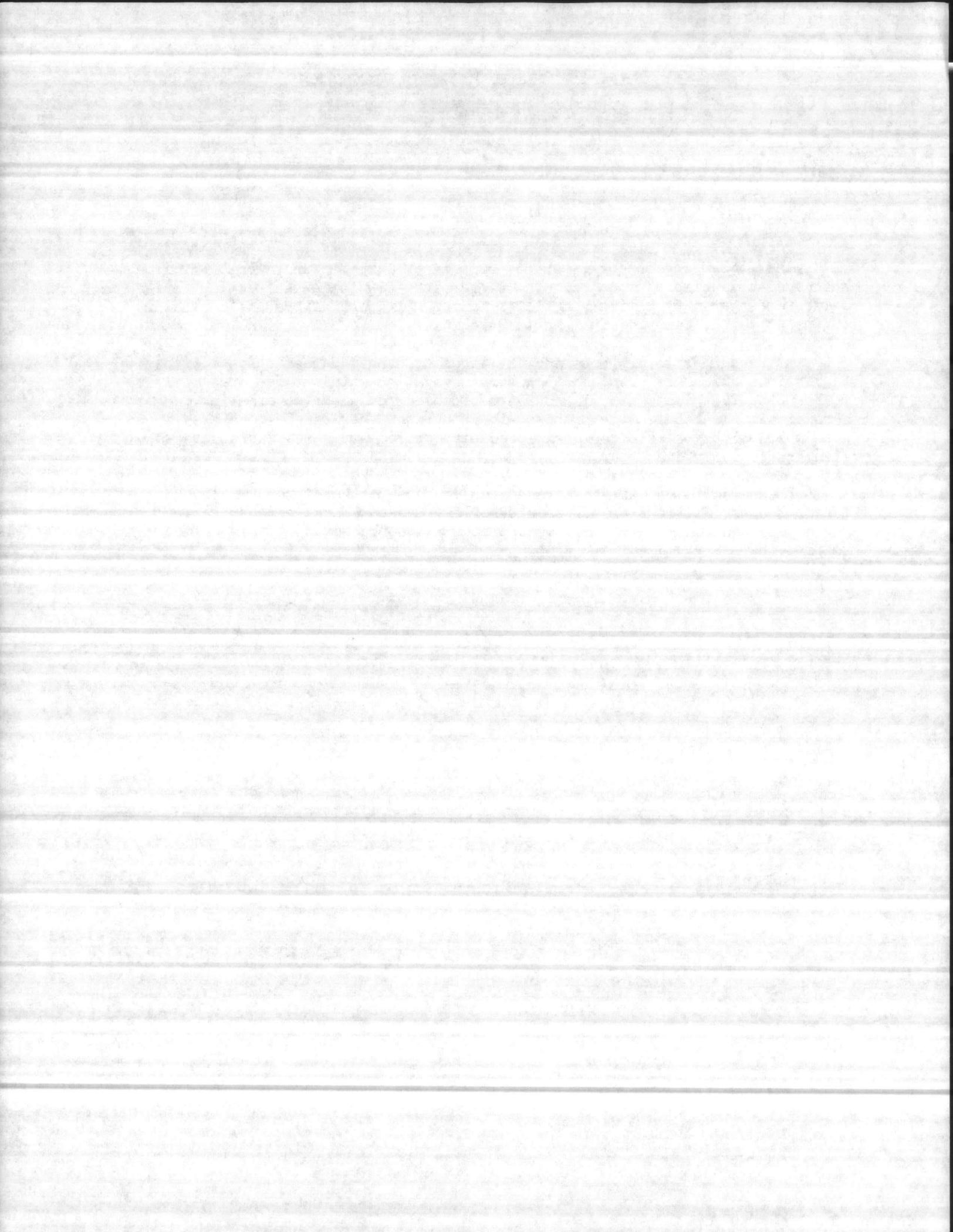
Attached hereto are maps showing areas of danger zones together with regulations which are proposed to govern navigation within these areas. It is to be noted that inclosures 1 and 2 are proposed revisions to existing danger zone areas. Inclosure 3 is proposed to establish a new danger zone area in an area where highly sensitive, unexploded projectiles are a serious hazard to life and property.

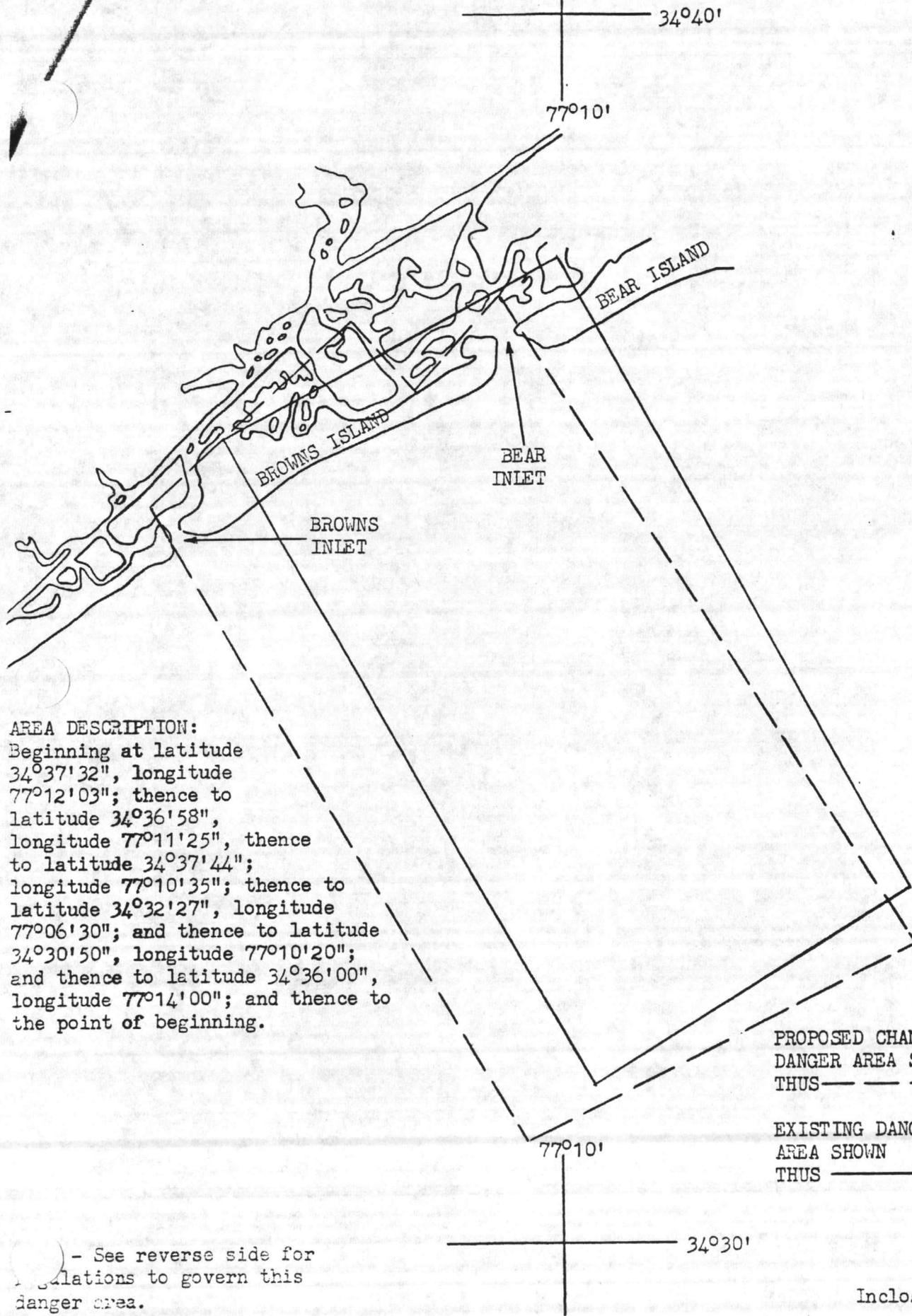
Please advise me if you have any objections to these proposed changes in Danger Zone Regulations or if you know of any person, firm, or association that may be opposed to this action. Objections will be received at this office until 21 September 1959.

3 Incls
Maps w/regulations

Leonard Edelman Major CE
H. C. ROWLAND, JR.
Colonel, Corps of Engineers
District Engineer

2 Incls 2 E





AREA DESCRIPTION:

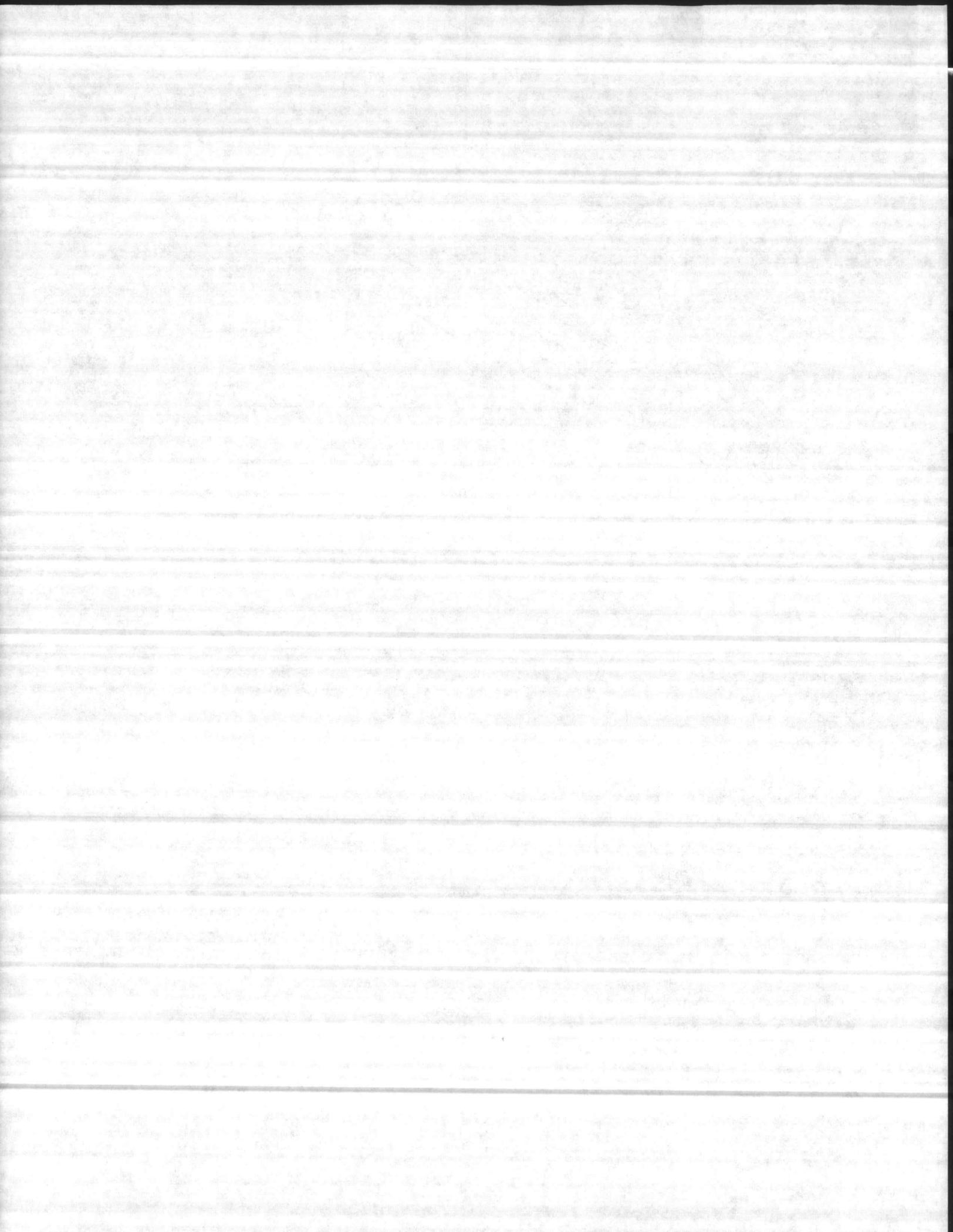
Beginning at latitude $34^{\circ}37'32''$, longitude $77^{\circ}12'03''$; thence to latitude $34^{\circ}36'58''$, longitude $77^{\circ}11'25''$, thence to latitude $34^{\circ}37'44''$, longitude $77^{\circ}10'35''$; thence to latitude $34^{\circ}32'27''$, longitude $77^{\circ}06'30''$; and thence to latitude $34^{\circ}30'50''$, longitude $77^{\circ}10'20''$; and thence to latitude $34^{\circ}36'00''$, longitude $77^{\circ}14'00''$; and thence to the point of beginning.

PROPOSED CHANGE TO
DANGER AREA SHOWN
THUS -----

EXISTING DANGER
AREA SHOWN
THUS —————

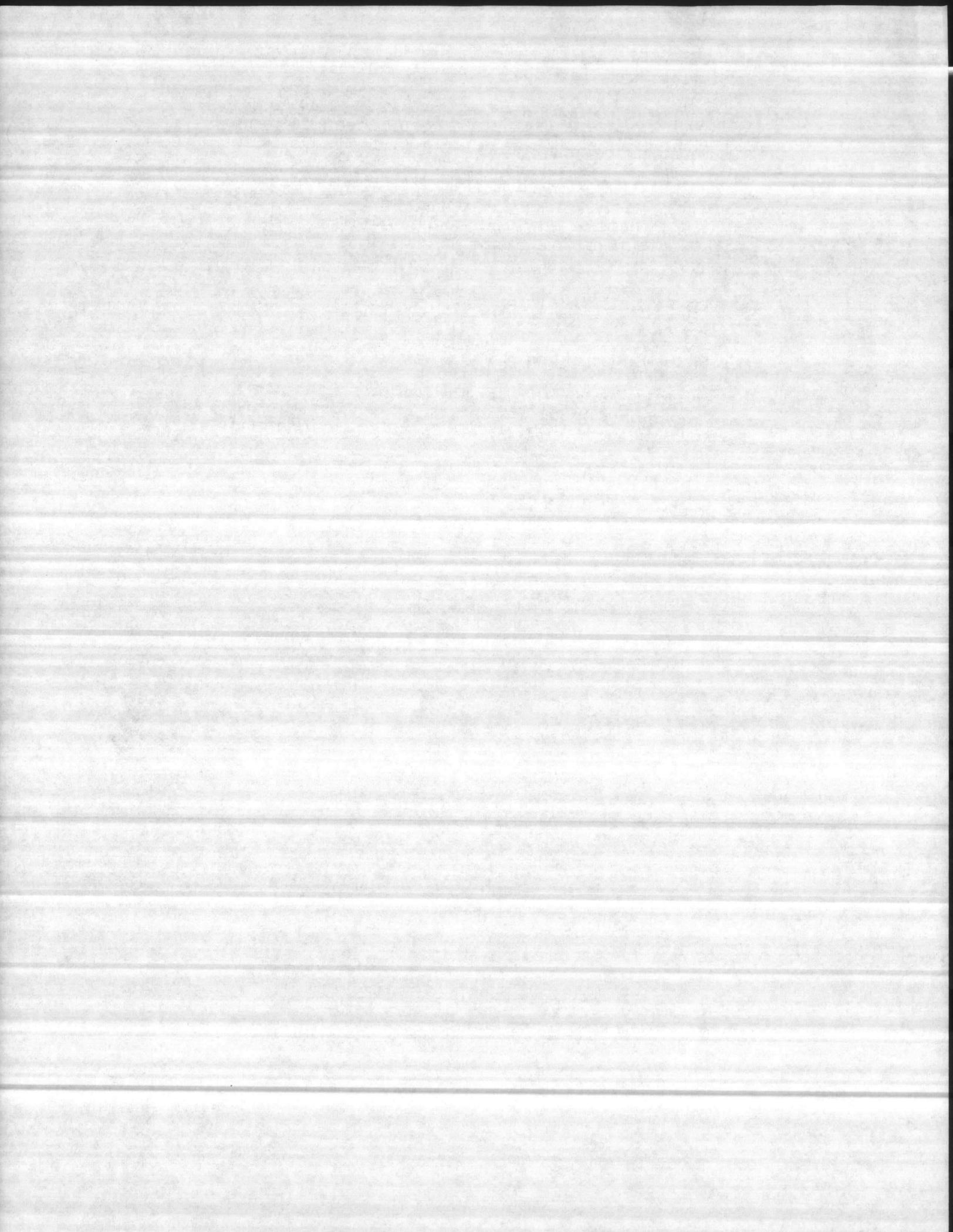
- See reverse side for regulations to govern this danger area.

Inclosure (1)



NORTH CAROLINA - Pamlico Sound, Bogue Sound, and adjacent waters -
Danger area for Marine Corps operations amended as follows:

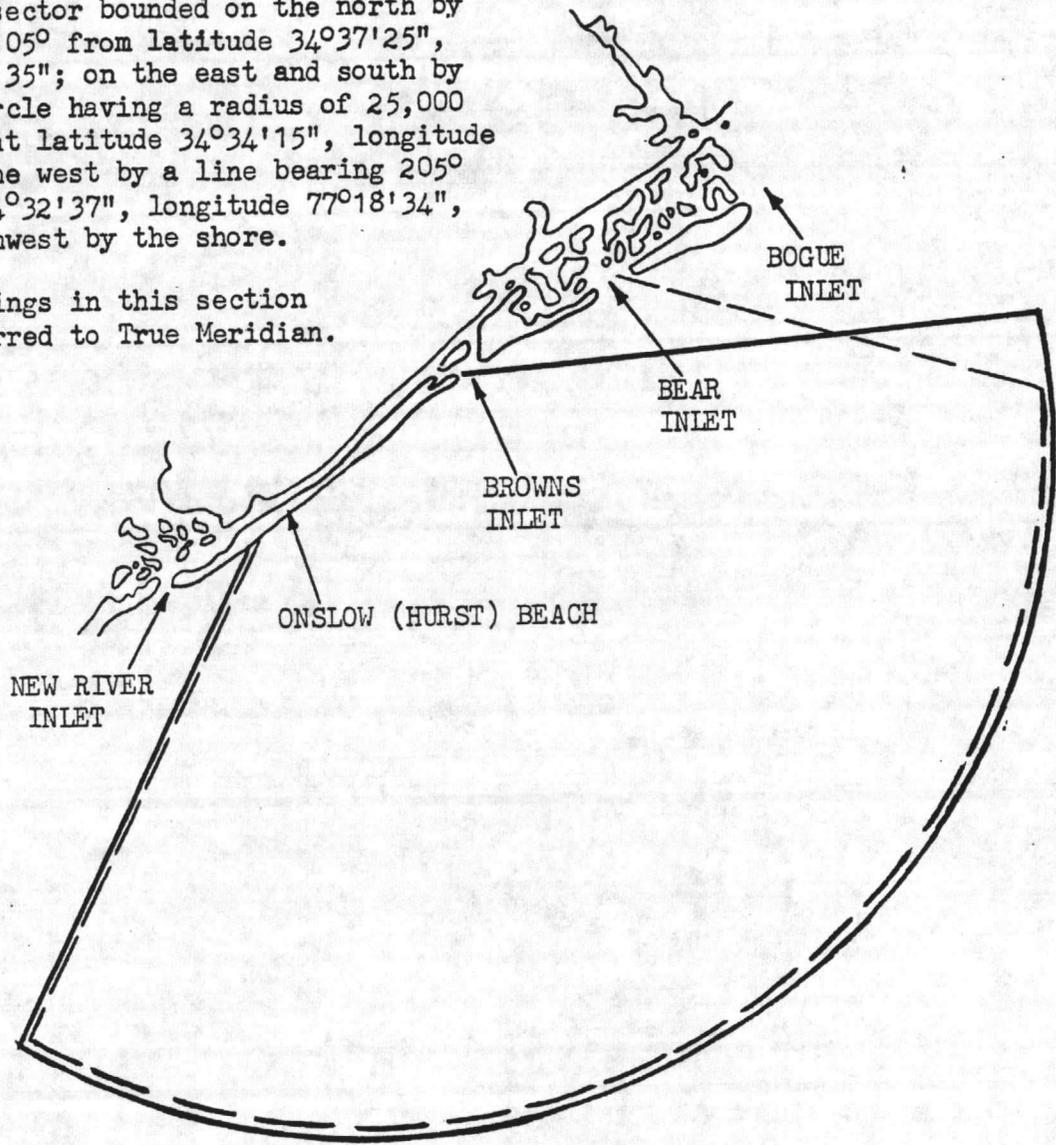
- (c) TARGET AND BOMBING AREA IN ATLANTIC OCEAN IN VICINITY OF BEAR INLET - (1) The following described area will be used as a target and bombing area by Naval Aircraft: Beginning at latitude $34^{\circ}37'32''$, longitude $77^{\circ}12'03''$; thence to latitude $34^{\circ}36'58''$, longitude $77^{\circ}11'25''$, thence to latitude $34^{\circ}37'44''$; longitude $77^{\circ}10'35''$; thence to latitude $34^{\circ}32'27''$, longitude $77^{\circ}06'30''$; and thence to latitude $34^{\circ}30'50''$, longitude $77^{\circ}10'20''$; and thence to latitude $34^{\circ}36'00''$, longitude $77^{\circ}14'00''$; and thence to the point of beginning.
- (2) THE REGULATIONS - No person is allowed to fish nor are any boats, except boats attached to and operated by the United States Government bases in the vicinity, allowed to operate in the Target and Bombing Area as described above.
- (3) ENFORCING AGENCY - The regulations in this section shall be enforced by the Commander, Marine Corps Air Base, Cherry Point, North Carolina, or his authorized representatives.



DRAWN FROM MAP AMS EDITION 1
SHEET NI 18-4 SERIES V501
SCALE 1:250,000

AREA DESCRIPTION: The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105° from latitude $34^\circ 37' 25''$, longitude $77^\circ 10' 35''$; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude $34^\circ 34' 15''$, longitude $77^\circ 16' 10''$; on the west by a line bearing 205° from latitude $34^\circ 32' 37''$, longitude $77^\circ 18' 34''$, and on the northwest by the shore.

NOTE: All bearings in this section are referred to True Meridian.

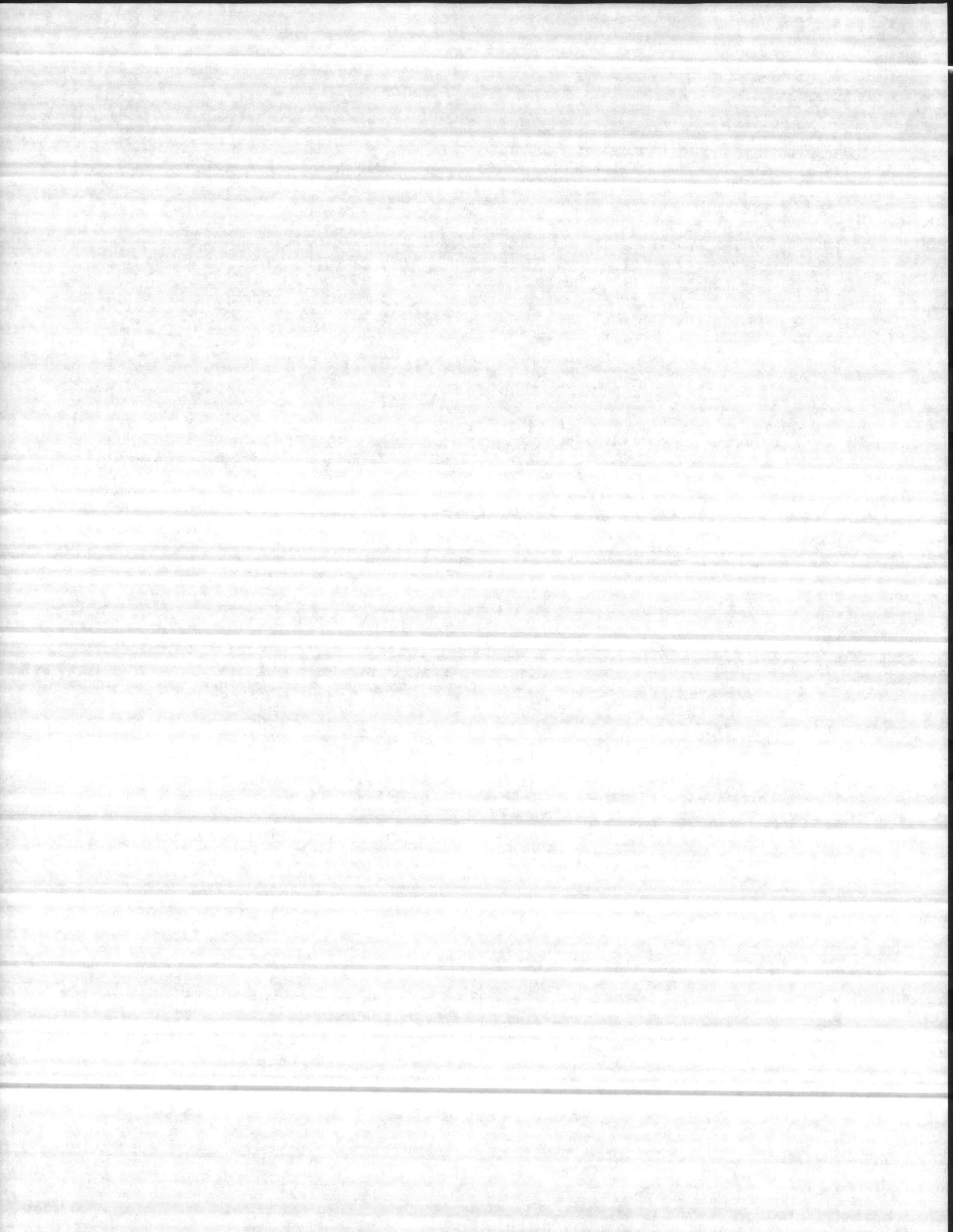


PROPOSED CHANGE TO
DANGER AREA SHOWN
THUS — — — — —

EXISTING DANGER AREA
SHOWN THUS —————

Note - See reverse side for regulations to govern this danger area.

Inclosure (2)



The regulations. - (1) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of the closed sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sector without restriction except when the firing signals are being displayed. When these signals are displayed, vessels shall clear the closed sector immediately and no vessels shall enter such sector until the signals indicate that firing has ceased.

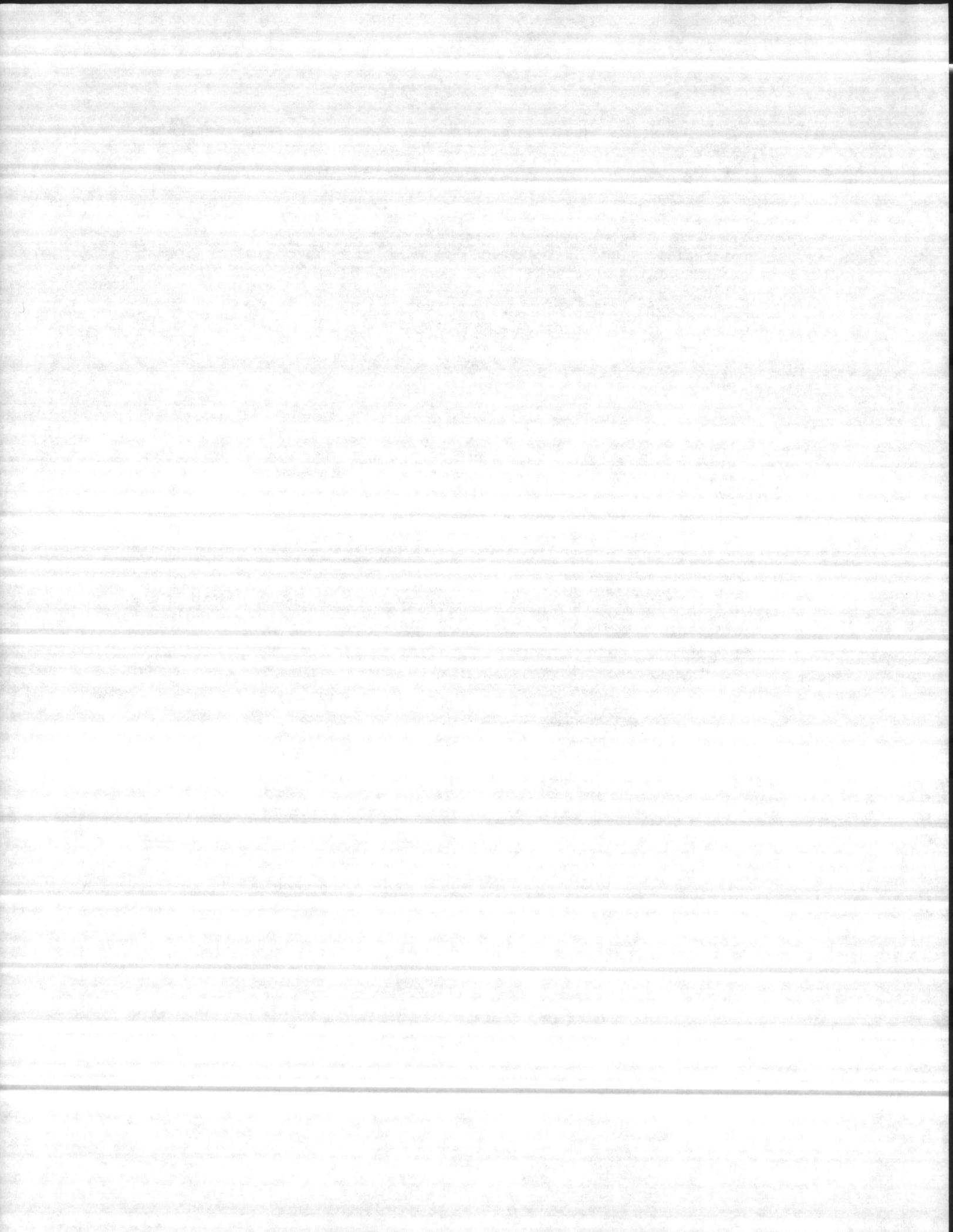
(2) Firing will take place both day and night at irregular periods throughout the year. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector during the periods May 1 to June 5, inclusive, and November 22 to December 15, inclusive.

(3) Two days in advance of the day when firing in the sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing through the public press and the United States Coast Guard and the Cape Fear Pilots Association at Southport and the Pilots Association at Morehead City, North Carolina.

(4) Towers at least 50 feet in height will be erected near the shore at the northeast and southwest limits of the Atlantic Ocean sector. On days when firing is to take place a red flag will be displayed on each of the towers marking the sector to be closed. These flags will be displayed by 8:00 a.m., and will be removed when firing ceases for the day. Suitable range markers will be erected indicating the bearings of the north and west limits of the Atlantic Ocean sector.

(5) During the night firing red lights will be displayed on the towers and searchlights will be employed as barrier lights to enable safety observers to detect vessels which may attempt to enter the danger zone.

(6) The regulations in this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, and such agencies as he may designate.



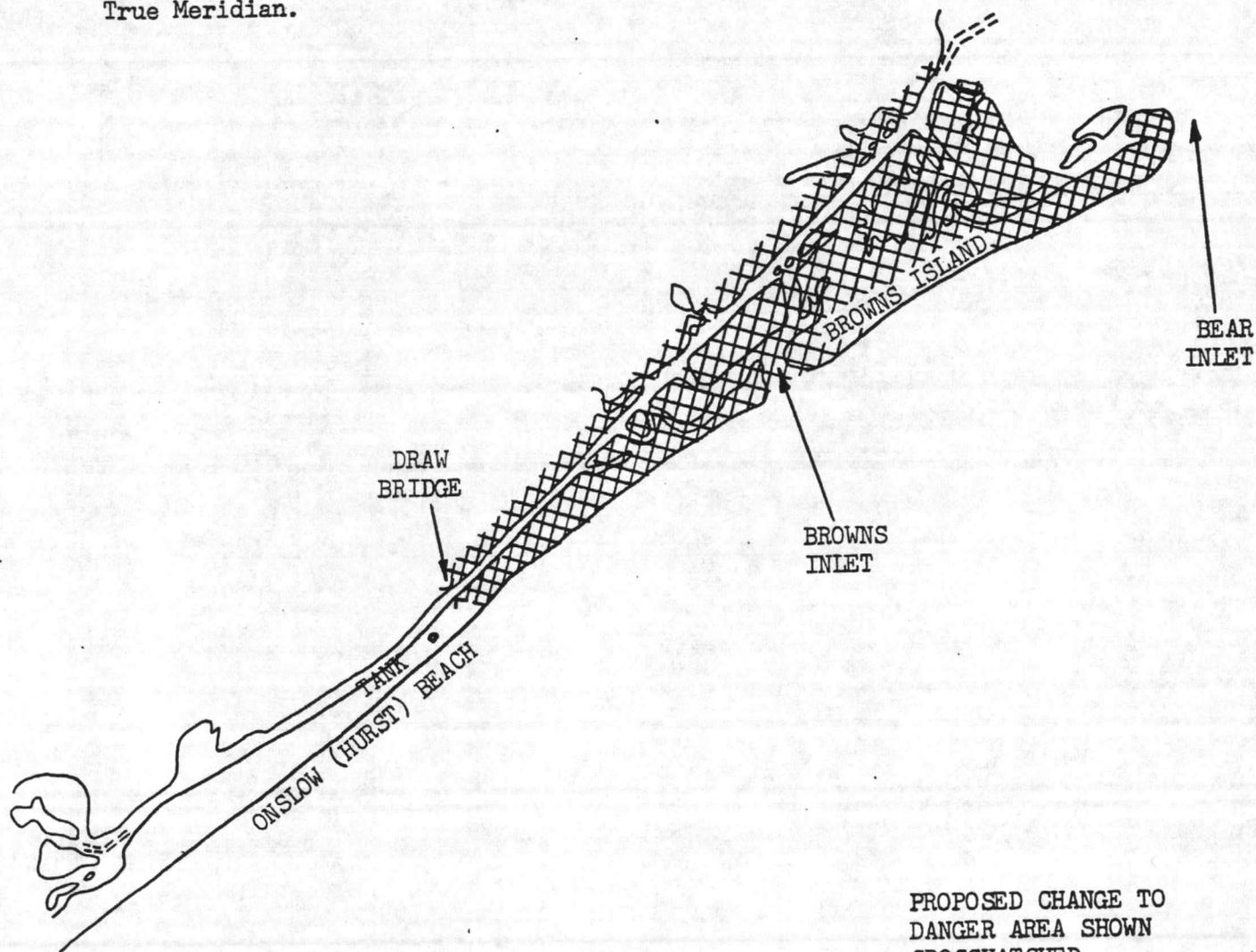
DRAWN FROM C & S CHART 1234
SCALE 1:80,000

34°40'

77°10'

AREA DESCRIPTION: The sector of the Atlantic coast, to include all inlets, streams, bays, and water, marshes, islands, banks, and shores therein contained, bounded on the north by Bear Creek, on the East and South by the Atlantic Ocean to the meridian 77°16'20"; thence by this meridian to latitude 34°34'31"; and thence by a line bearing 44° from this point until the line intersects Bear Creek.

NOTE: All bearings in this section are referred to True Meridian.



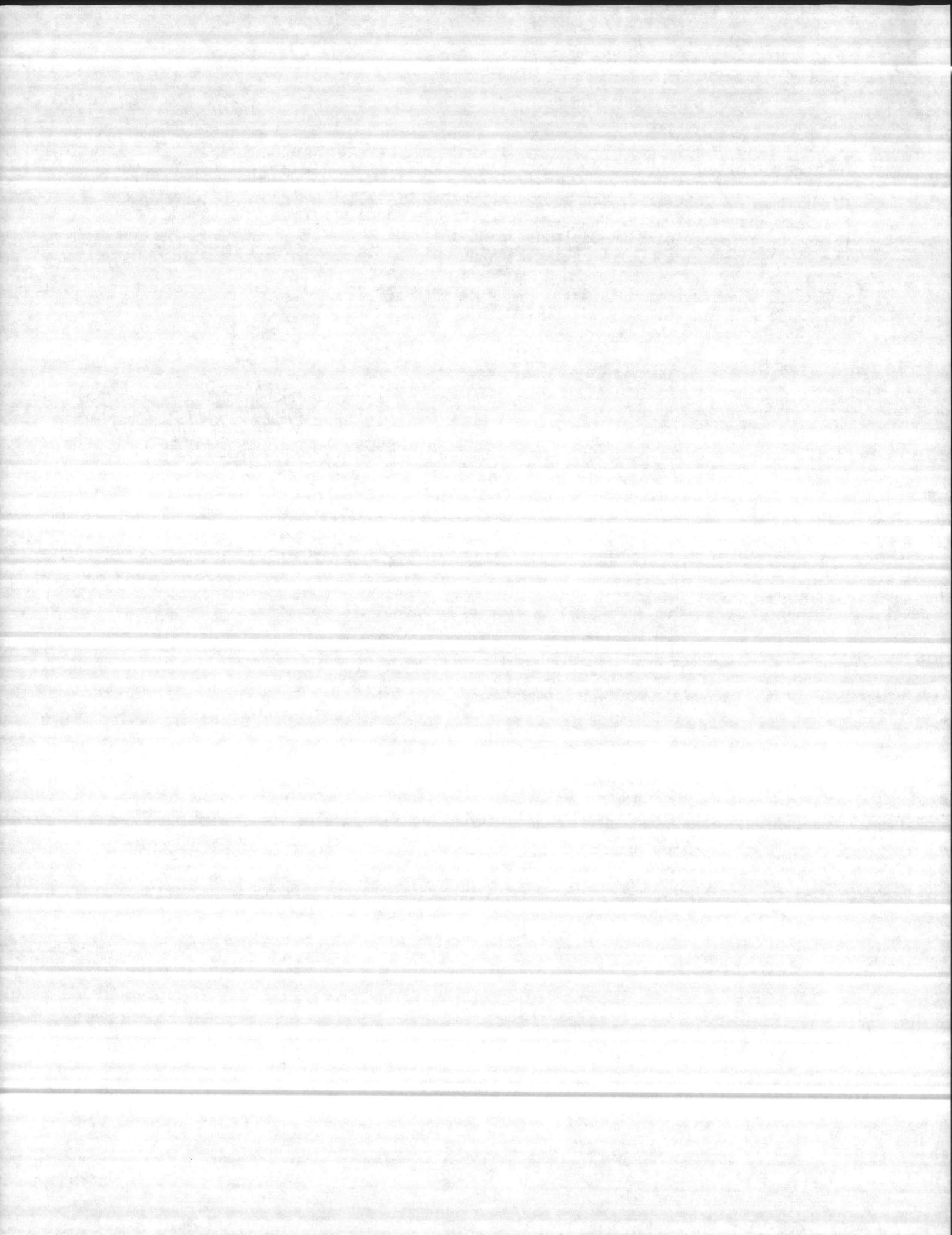
PROPOSED CHANGE TO
DANGER AREA SHOWN
CROSSHATCHED

77°20'

34°30'

Note - See reverse side for regulations
to govern the danger area

Inclosure (3)



ATLANTIC COAST SECTOR (Impact and danger area for aircraft bombing and cannon fires)

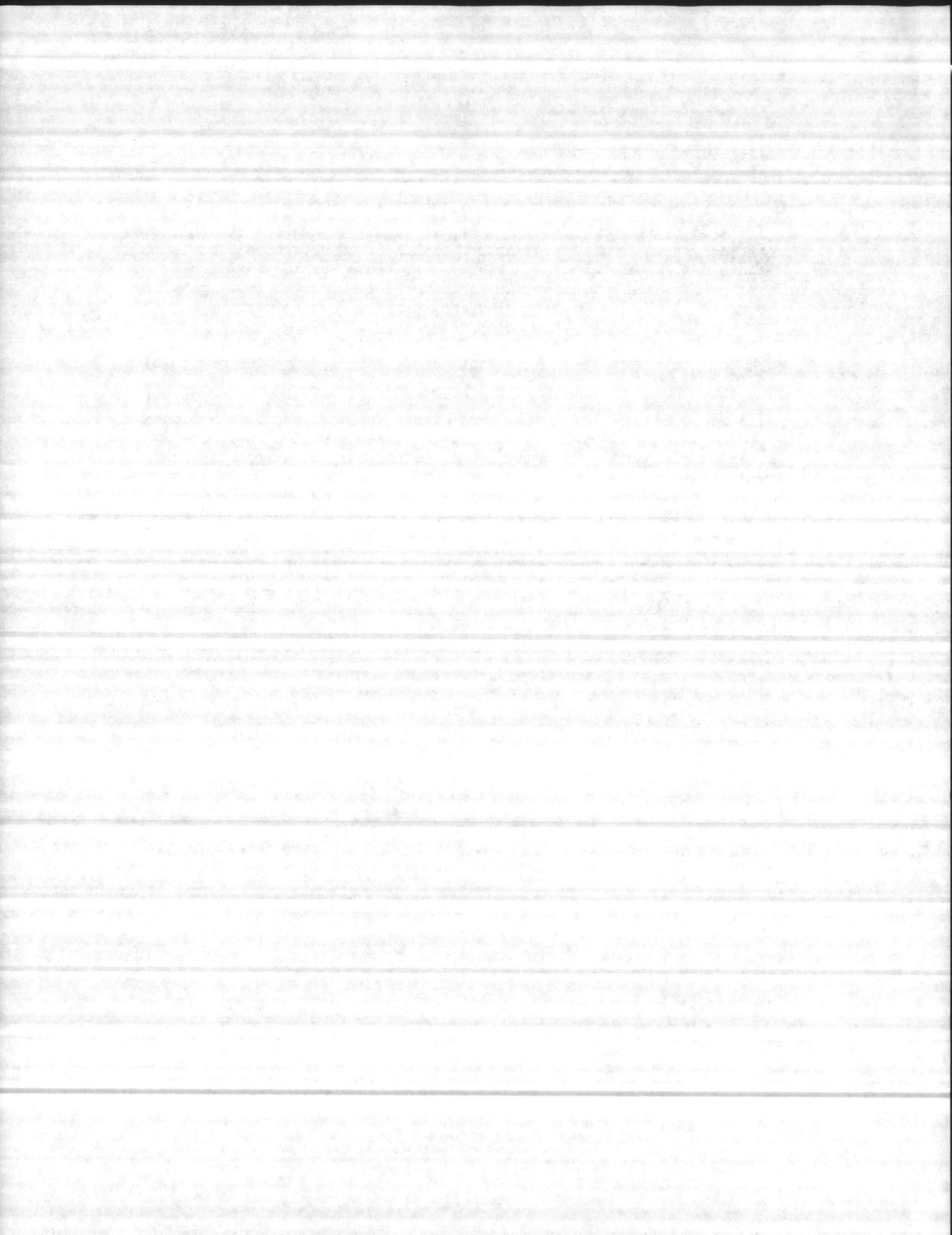
THE AREA. The sector of the Atlantic Coast, to include all inlets, streams, bays, and water, marshes, islands, banks, and shores therein contained, bounded on the North by Bear Creek, on the East and South by the Atlantic Ocean, to the meridian $77^{\circ}16'20''$; thence by this meridian to latitude $34^{\circ}34'31''$; and thence by a line bearing 44° from this point until the line intersects Bear Creek.

(NOTE: All bearings in this section are referred to true meridian)

THE REGULATIONS. (1) The waters included in the above areas shall be closed to navigation at all times except for through traffic proceeding along the Intracoastal Waterway or for vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina.

(2) No vessel shall attempt to anchor or land in this area due to the presence of duds and unexploded ordnance.

(3) The regulations in this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.



Public Notice dtd 20Aug59 re application by Commanding General, Marine Corps Base, Camp Lejeune, N. C. for revision of Danger Zone Regulations affecting navigable waters endangered by military artillery and bombing operations in the vicinity of Onslow Beach, Camp Lejeune, North Carolina.

LIST TO RECEIVE ALL PUBLIC NOTICES RE PERMITS

WASHINGTON, D. C.

Sen. Sam J. Ervin, Jr., Senate Office Building, Washington 25, D. C.
Sen. B. Everett Jordon, Senate Office Building, Washington 25, D. C.
Asst. Chief of Engrs for Civil Wks, Dept of the Army, ATTN: Oprs Div, Misc Civil Wks
Washington News Service, 1604 K. Street, NW
The American Waterway Operators, Inc., Suite 502, 1025 Conn. Ave., NW, Wash 6, D. C.
Association of American Railroads, Transportation Bldg., Wash 6, D. C. (2)
Hydrographer, Hydrographic Office, Dept of the Navy.

RALEIGH, N. C.

Honorable Luther H. Hodges, Governor of the State of North Carolina
N. C. State Ports Authority (2)
N. C. Wildlife Resources Commission
N. C. Department of Conservation & Development
News and Observer
N. C. State Highway Commission
U. S. Dept of the Interior, Bureau of Sport Fisheries & Wildlife, Branch of River
Basin Studies, 2404 Hillsboro Street
Dept of Administration Division, N. C. Department of Justice
~~Director, N. C. Dept of Water Resources, PO Box 9392~~

NORFOLK, VIRGINIA

Chief Engineer, Norfolk Southern Railway Company
Esso Std Oil Co of New Jersey, Supply & Transportation Dept, 8201 Hampton Blvd, Nfk 8
Texas Company, Marine Dept., PO Box 5116, South Norfolk, Va
Southern Transportation Company, 8400 Larrymore Avenue
Norfolk, Baltimore & Carolina Line, 937 East Water Street
Dept of Commerce, US Coast & Geodetic Survey, SE Dist Hqs, 102 W Olney Rd, Nfk 10
Commander, Fifth U. S. Coast Guard District

JACKSONVILLE, FLA.

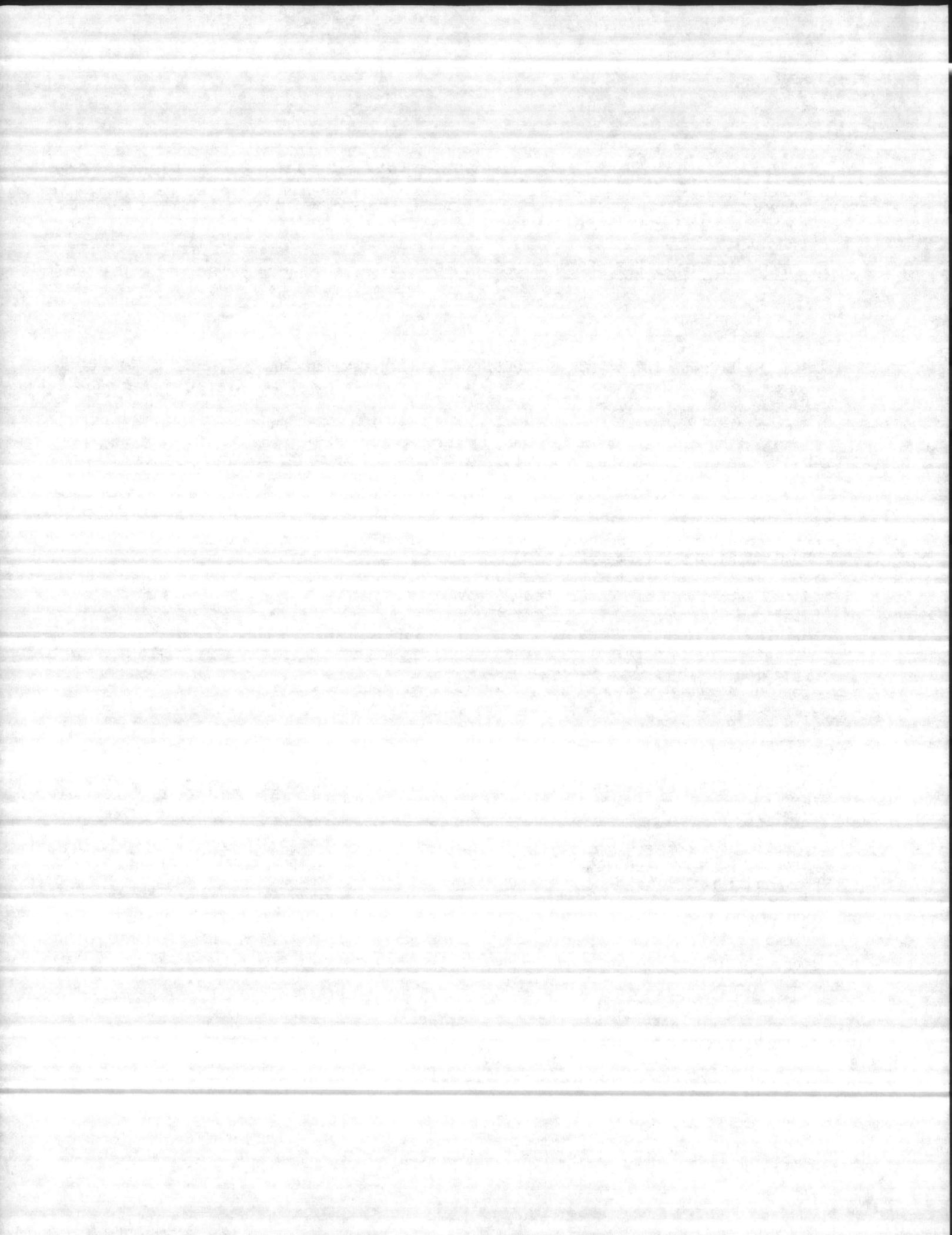
Logan Diving and Salvage, 309 Consolidated Building, Jacksonville 2, Fla.
Gulf Atlantic Towing Corporation, PO Box 4908, Jacksonville 1, Fla.

WILMINGTON, N. C.

N. C. State Highway Commission (6)
Parmele-Harrelson Dredging Corp., 242 Princess Street

NEW YORK, N. Y.

Continental Grain Co., 220 Produce Exchange, NY 4, NY, - ATTN: Coordination Dept.
CAPTAINS CLUB, Inc., 111 East 39th Street, NY 16, NY.



International Paper Company, Southern Kraft Division, Georgetown, South Carolina.
Outboard Boating Club of America, 307 North Michigan Avenue, Chicago, Illinois.
C. G. Willis, Inc., PO Box 128, Paulsboro, N. J. - ATTN: Mr. Jack Hogan.
Mr. John B. Quinn, 518 Sharpe Building, Lincoln, Nebraska.
S. C. Loveland Co Inc., 151 South Front Street, Philadelphia 6, Pennsylvania.
T. B. Hutcheson, Chief Engr., Seaborad Air Line Railroad Co., 3600 West Broad St.,
Richmond, Virginia.
Ben Wattenberg, Editor, RIVERS & HARBORS Magazine, 80 Lincoln Avenue, Stamford, Conn.
Division Engr, USA Engr Div, S. Atlantic, PO Box 1889, Atlanta, Ga., - ATTN: SADKO.
Keystone Steel Wire Company, Peoria, Illinois.

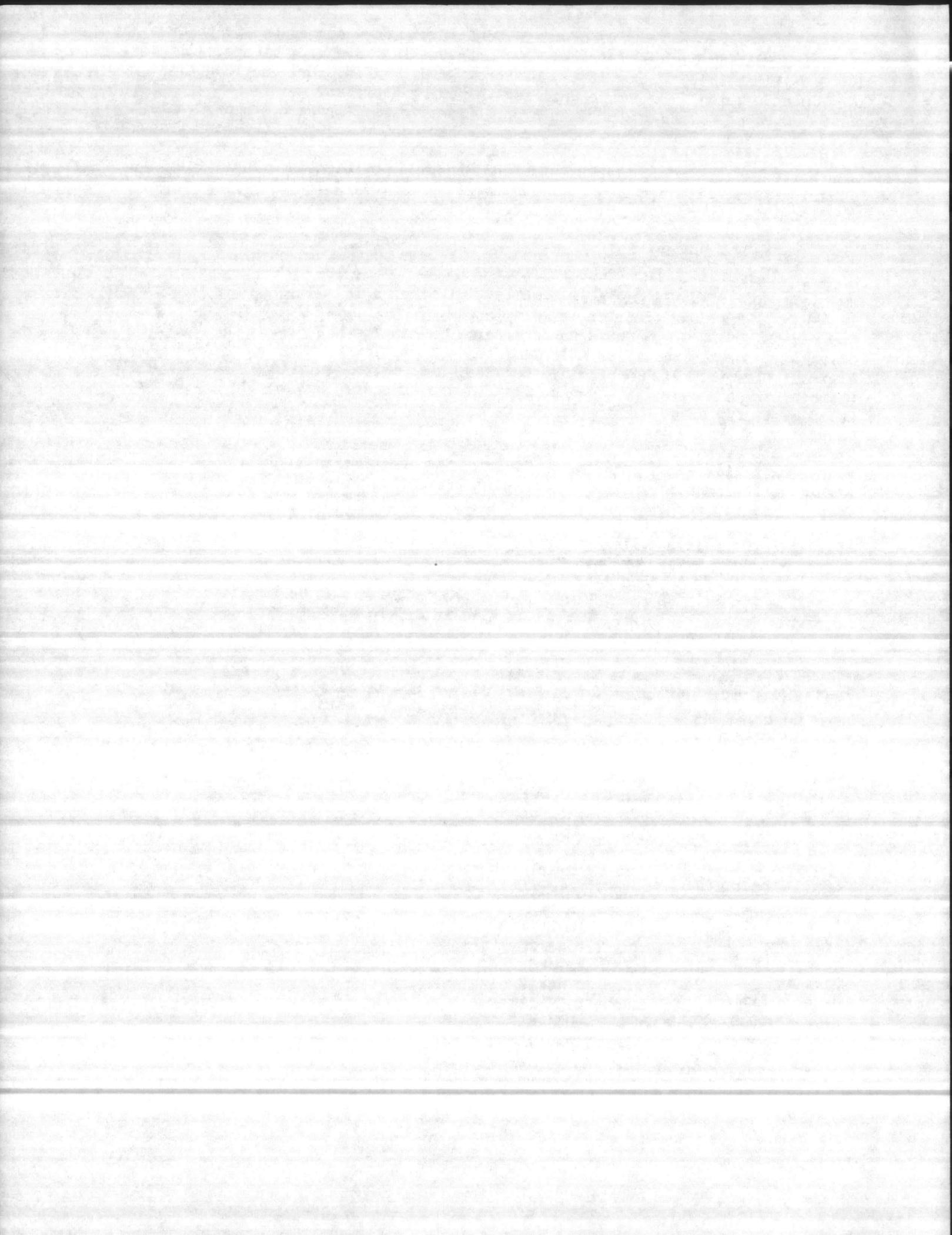
District Engineer, USA Engineer District, Wilmington, N. C.
Steve Wall, USA Engr District, Wilmington, N. C.
Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.
Commander, Service Force, US Atlantic Fleet, Dept of the Army, Washington 25, D. C.
Regional Director, Fish & Wildlife Service, Dept of the Interior, Atlanta, Georgia
Director, Fish & Wildlife Service, Dept of the Interior, Washington 25, D. C.
Chief of Staff, USAF, Washington 25, D. C. (2)
Commander, Third US Army, Fort McPherson, Georgia
Commandant, Fifth US Naval District, Norfolk 11, Virginia
Federal Aviation Agency, Region 2, PO Box 1689, Fort Worth 1, Texas
Fisheries Commissioner, Div of Commercial Fisheries, Morehead City, N. C.
Board of Education, State of North Carolina, Raleigh, N. C.
Commander, Marine Corps Air Base, Cherry Point, N. C. (2)
Wilmington Star-News, Wilmington, N. C.
Carteret County News, Morehead City, N. C.
State Port Pilot, Southport, N. C.
Honorable Graham A. Barden, House of Representatives, Washington 25, D. C.
Honorable Graham A. Barden, Representative in Congress, New Bern, N. C.

CAMP LEJEUNE, N. C.

Commanding General, Marine Corps Base
Public Mks Officer, Marine Corps Base, ATTN: Mr. Sabella (2)
Base Range Officer, Marine Corps Base, ATTN: Capt. Smith (2)

SWANBORO, N. C.

Mayor	Leslie E. Guthrie
Postmaster	Dexter Smith
Leary Stanley	Dr. J. P. Corbett
Bert Tolson	Harry Moore
John Littleton, Jr.	James T. Moore
Fitzhugh Littleton	W. O. Moore
John Wetherington	M. N. Lisk
J. C. Riggs	Craig Lisk
Tyre Moore	Charlie Baker
Mrs. Lina Smith	W. T. Casper
Kenneth Meadows	Ed Milstead
Carl Ward	Edward Hurst
R. L. Williams	John S. Jones
W. R. Dennis	E. B. Riggs
Burns Moore	Henry A. Tolson
Richard T. Riggs	Mr. A. D. Emmett, Dist Biologist, NC Wildlife Resources Commission
E. L. Milstead	

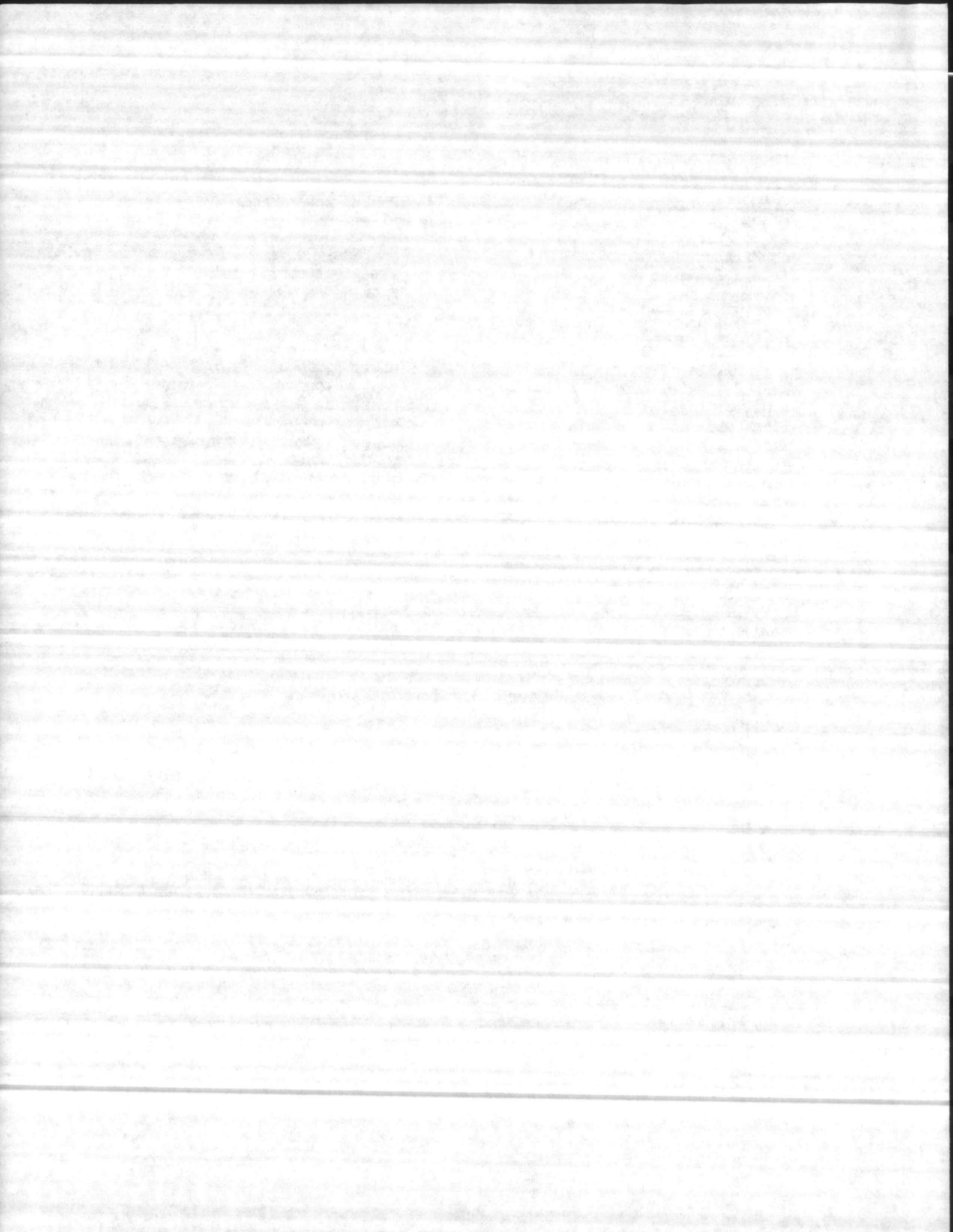


SNEADS FERRY, N. C.

Postmaster
Farlie Fulcher
Joe Millis
Willard J. Riggs
Grover Fulcher
E. J. Rhodes
George K. Shepard
Mart Fulcher
B. F. Millis
James W. Lewis
H. U. Justice
Alton Capps
Dave Millis
Bert Eden
Gwen Jenkins
Cyrus Lewis
Wilbur Shepard
R. B. Lewis
Clarence Rhodes
Odie Rhodes
Ed Lewis
Harry Lewis
Lonnie Everett
Arthur Everett
J. W. Hill
Ollie Marine
J. T. Fulcher
Buck Powell
Will Ansley

JACKSONVILLE, N. C.

Postmaster
Mayor
Chairman, Bd of Co. Coms, Onslow County
O. Z. Maultsby
Ramon H. Askew
E. W. Summersill
M. E. Day
Secretary, Chamber of Commerce
Fender V. Capps
Agent, Standard Oil Company
Agent, The Texas Company
Daily News
Mr. J. T. Gresham, Attorney at Law
Mr. Carl Venters
W. F. Justice, Clerk of Court, Onslow Co.



those portions of the proposed existing danger area which are in fact endangered by military target practice. Thus, in lieu of using a standard 25,000 yard danger zone fan, as authorized under present laws, the military will use only that portion of the navigable area which is in fact made dangerous by target practice. In certain instances, the type of ordnance impacted in the area requires the use of less than a 25,000 yard danger zone area, and at such times, only that portion will be excluded to navigation.

It is worthy of mention that the Commanding General has always invited requests to adjust the military training schedule so as not to unreasonably interfere with the food fishing industry. For example, target practice in the danger zone area is curtailed during the months of January, May and December, in the interests of the Menhaden Fishing Industry.

The Commanding General's proposal has been explained and discussed with interested parties. There appeared to be no protests to its establishment and adoption.

PROPOSAL NO. 3. As noted in Enclosure (3) to EXHIBIT "A", the Commanding General proposes the establishment of a new danger zone area and the adoption of appropriate regulations thereto. Establishment of the proposed danger zone area and adoption of the proposed regulations would exclude the use and navigation of Navigable Waters located in the proposed danger area. Navigable Waters of the Intra-Coastal Waterway would neither be interfered with nor impeded. In the interest of national defense and for the better protection of life and property, it is requested that the proposal be approved without qualification. More particularly, and in support of the Commanding General's proposal, the following information is submitted for consideration:

1. Except for a portion of the submerged lands of "Brown's Inlet", and subject to an easement for the Intra-Coastal Waterway, the United States of America, in 1941, condemned in fee simple, lands located within the proposed danger zone area, for the purpose of establishing a Marine Corps training area. (See EXHIBIT "C") As illustrated by EXHIBIT "B", the Marine Corps use of the area is primarily concerned with artillery target practice and aircraft bombing exercises. The nature of the Marine Corps lands at Camp Lejeune negate possible consideration of alternate areas which may be utilized for this purpose. It is essential to the fulfillment of the Marine Corps mission that the proposed danger zone area continue to be available for artillery and bombing exercises.

