

FILE FOLDER

DESCRIPTION ON TAB:

ATWW

Closure

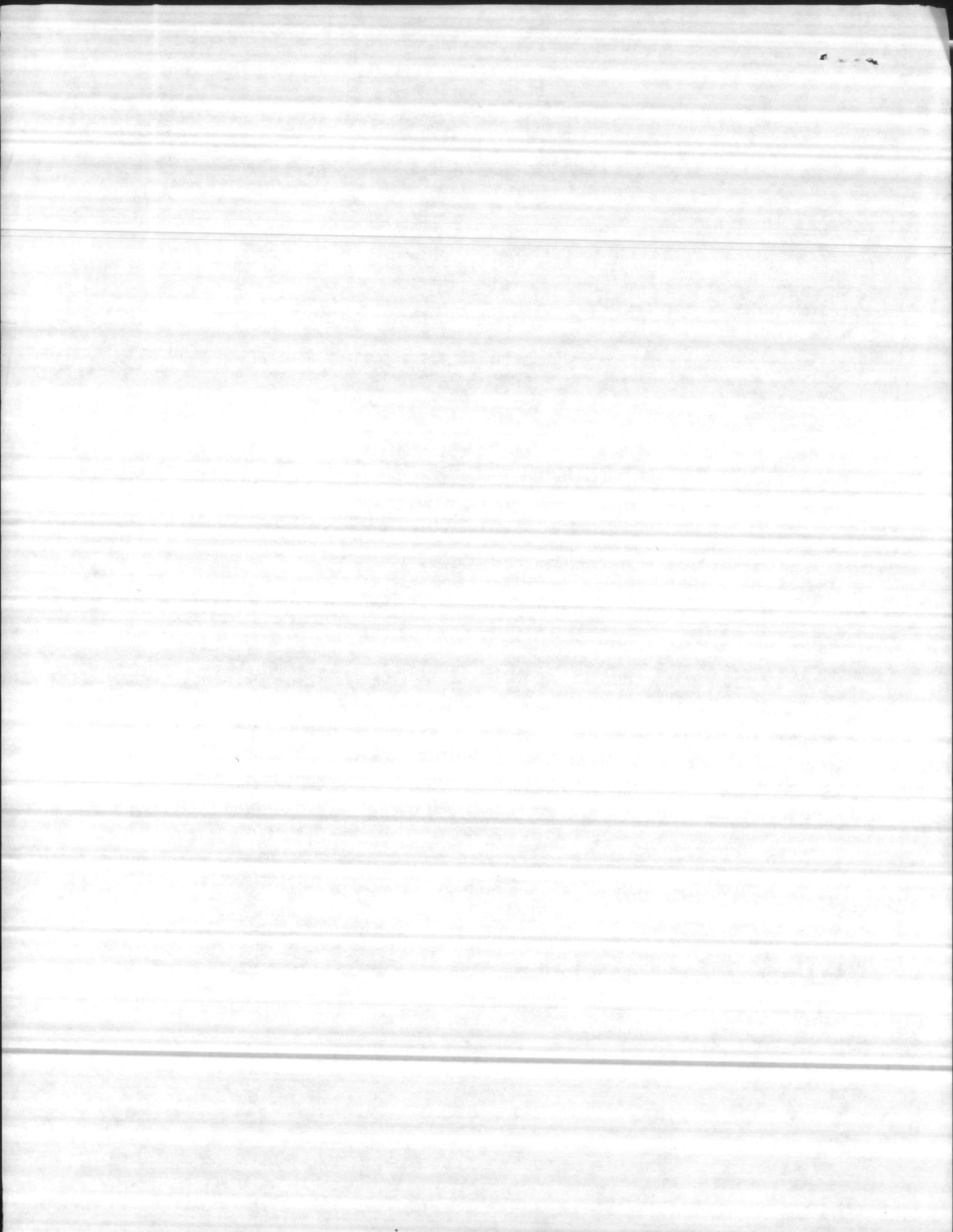


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UNITED STATES MARINE CORPS
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA 28542

IN REPLY REFER TO

TRNG/JRM/irh
11000
12 March 1984

MEMORANDUM

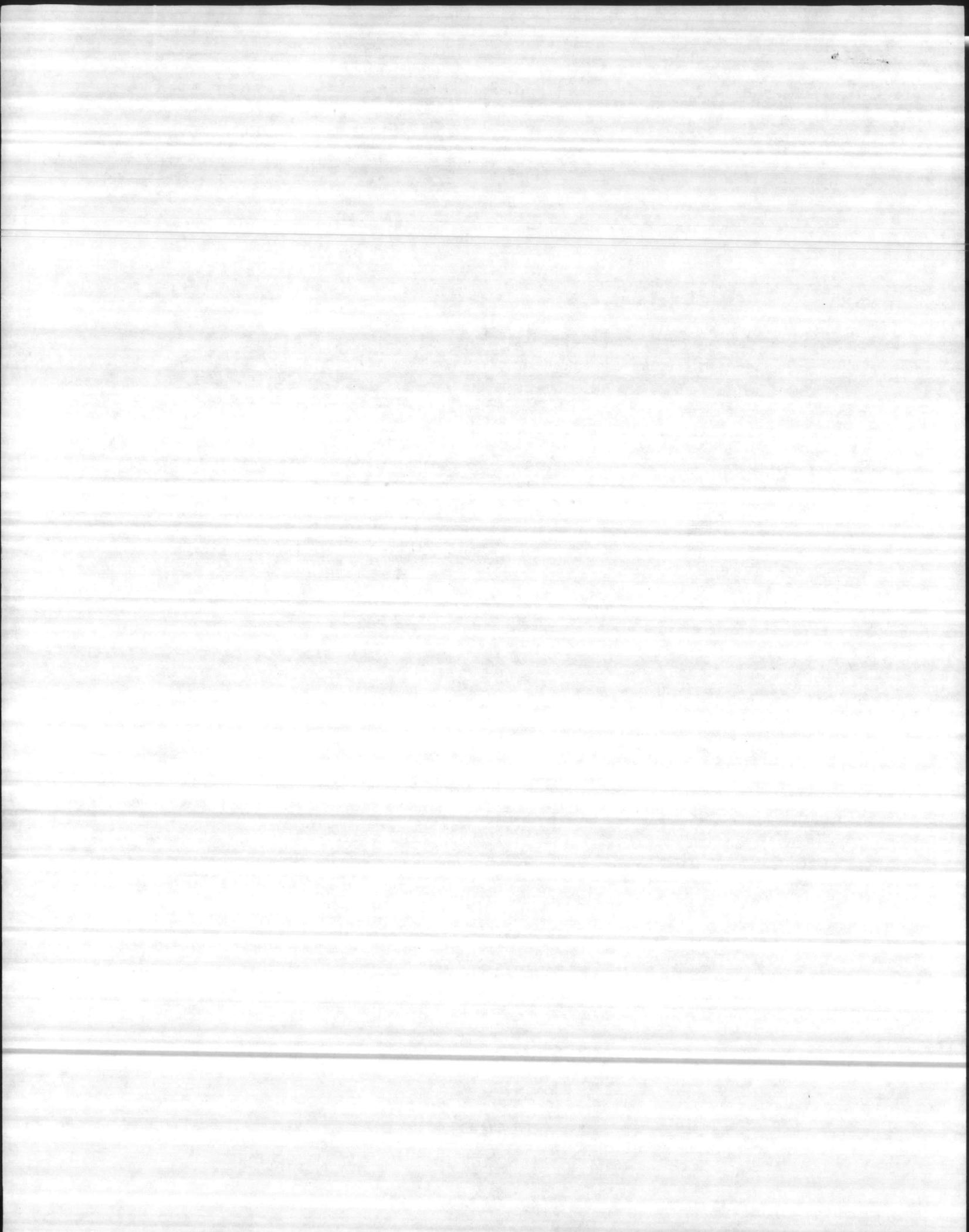
From: Assistant Chief of Staff, Training
To: Staff Judge Advocate

Subj: Intracoastal Waterway

Encl: (1) Range Control Officer ltr TFAC/KWZ/irh over 11000 of 6 Mar 84;
same subj

1. The enclosure was drafted as the result of a conversation between the Commanding General and the Range Control Officer. It proposes a meeting for guidance on several issues.

J. R. McElroy, Jr.
J. R. MCELROY, JR.





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

IN REPLY REFER TO
TFAC/KWZ/irh
11000
6 March 1984

From: Range Control Officer
To: Chief of Legal Affairs

Subj: Intracoastal Waterway

Ref: (a) United States Coast Pilot, Vol 4 §204.56
(b) 41160 Federal Register/Vol 48, No. 179 dtd Wednesday, September 14, 1983/Rules and Regulation
(c) AR 385-63/MCO P3570.1A
(d) BO 11102.1J

Encl: (1) Camp Lejeune Special Map, Approaches to New River, Stock Number V-742, SCELEJEUNE, 5th ed, September 25, 1976 (Showing the N-1 Impact Area (Browns Island Target and Bombing Area BT-3))

1. According to reference (a), the Commanding General, Marine Corps Base, Camp Lejeune is the enforcing agency for the regulations described.
2. Reference (b) amends the area described in reference (a). See the enclosure.
3. Reference (c) governs the rules and regulation on live firing ranges.
4. Reference (d) is the SOP for range regulations.
5. The following questions arise that needs your attention.

A. Arresting Authorities

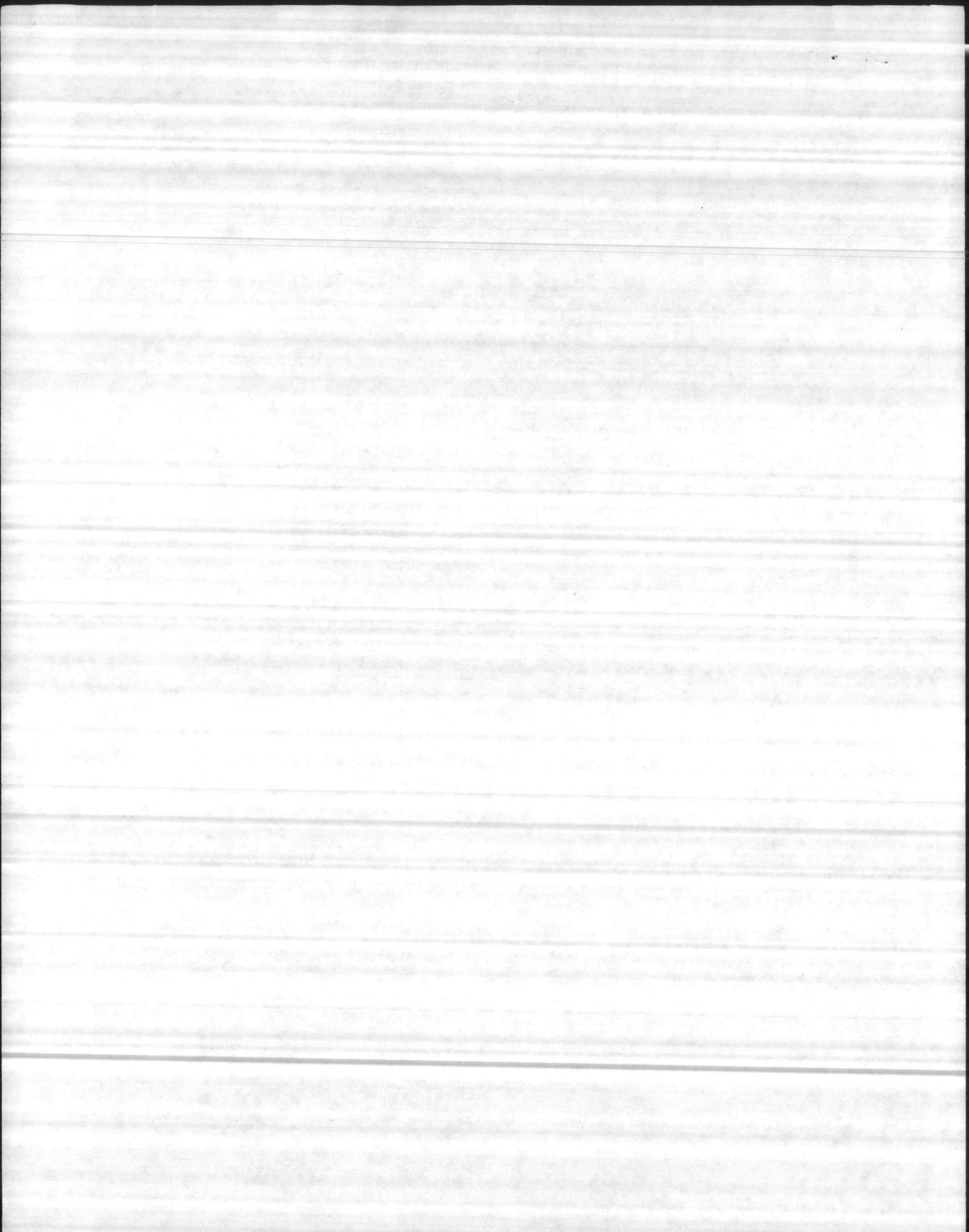
Who are the Commanding General's representatives? Do these representatives have to be in writing and school trained? What authority do they actually have? Can they detain or apprehend civilians? Do they or should they have the ability to use deadly force?

B. Violation of Regulation

Once someone is detained, what are they charged with? What is the maximum fine or penalty if found guilty? What is normally given? What is the proper procedure?

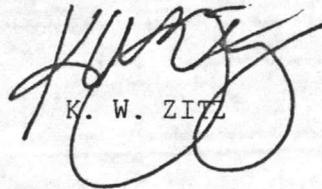
C. Liabilities

If someone is injured in these restricted areas, what is the Commanding General's and the Marine Corps' responsibility? How aggressive can the enforcement program be to keep unauthorized personnel out?

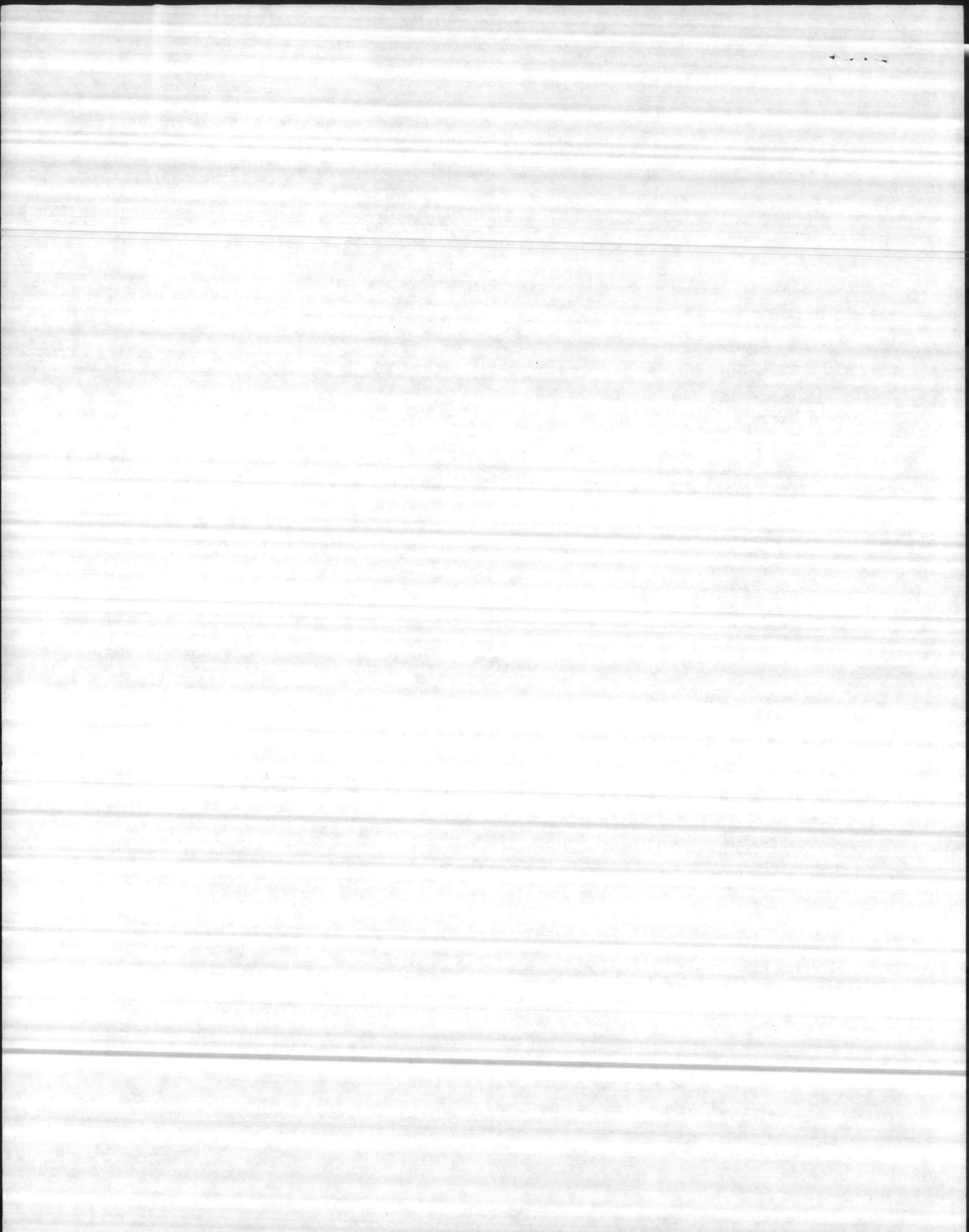


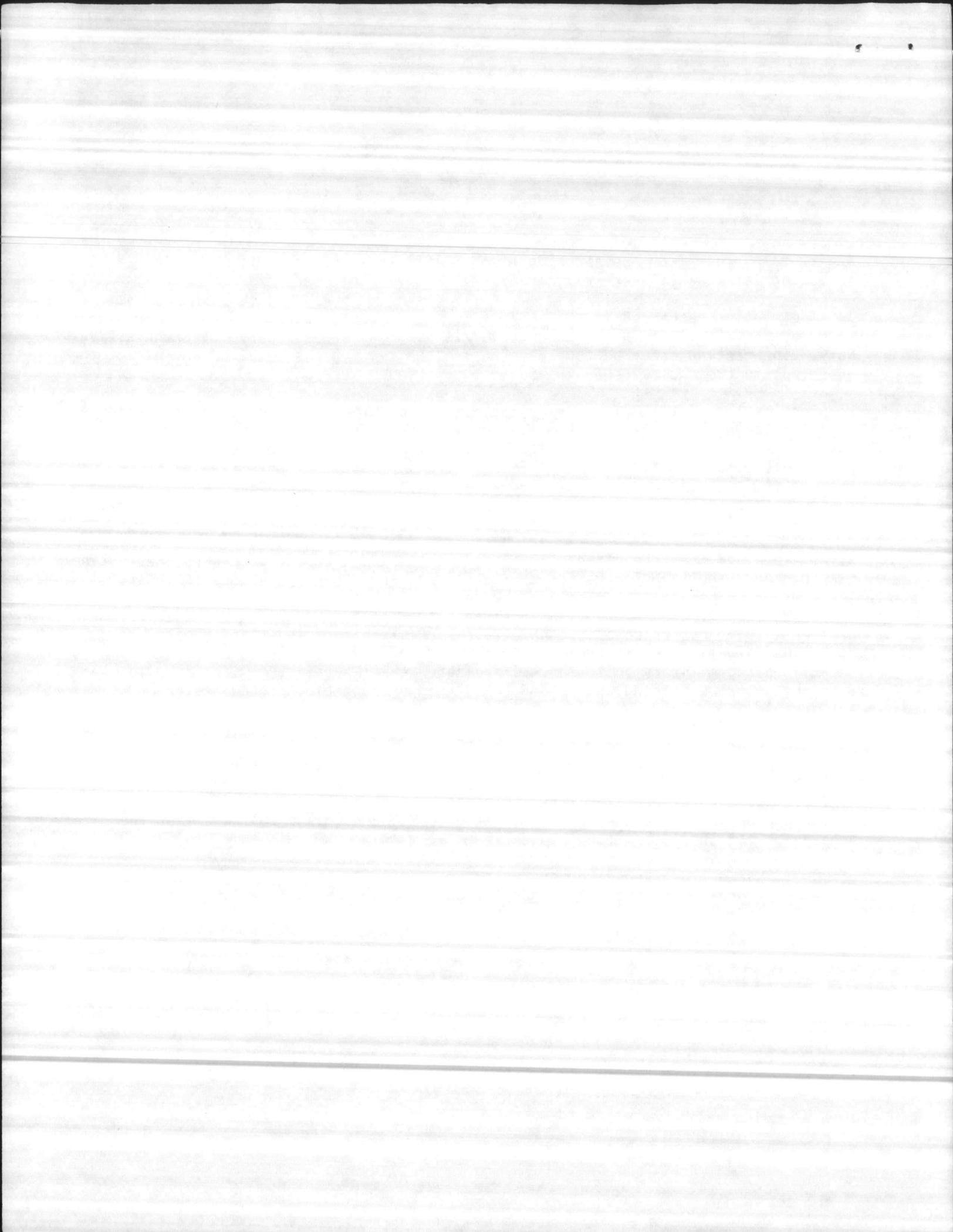
Subj: Intracoastal Waterway

6. It is requested that you assign someone to meet with this office to discuss these questions and any others that will arise. Point of contact this command is LTCOL Zitz or LT Curry, extension 5803/3065.



K. W. ZITZ







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

IN REPLY REFER TO

TRNG/JRM/irh
11000
12 March 1984

MEMORANDUM

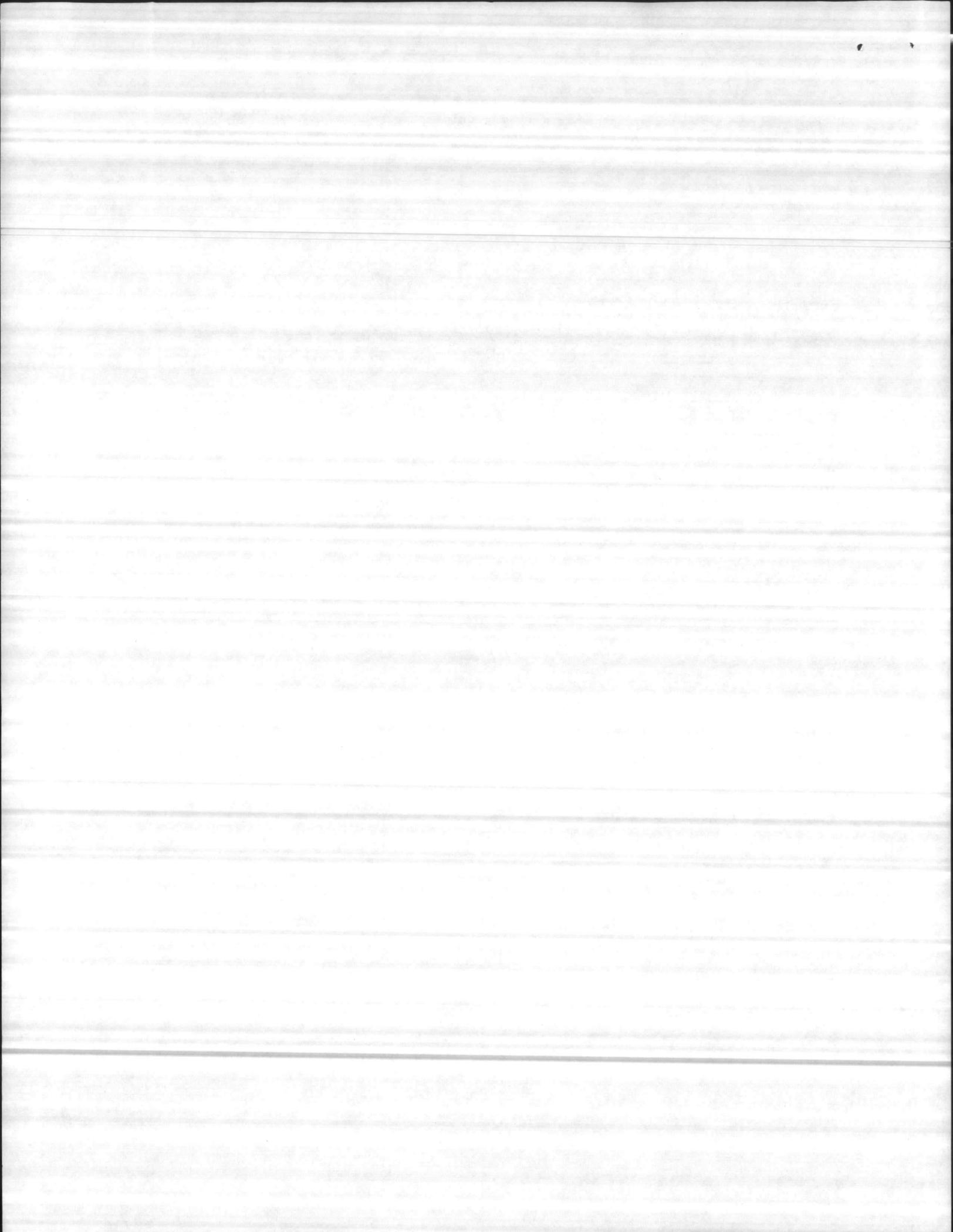
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J. R. MCELROY, JR.





CAMP LEJEUNE, NORTH CAROLINA 28542

IN REPLY
TFAC/KWZ/irh
11000
6 March 1984

From: Range Control Officer
To: Chief of Legal Affairs

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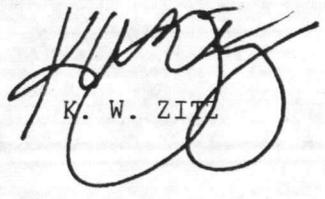
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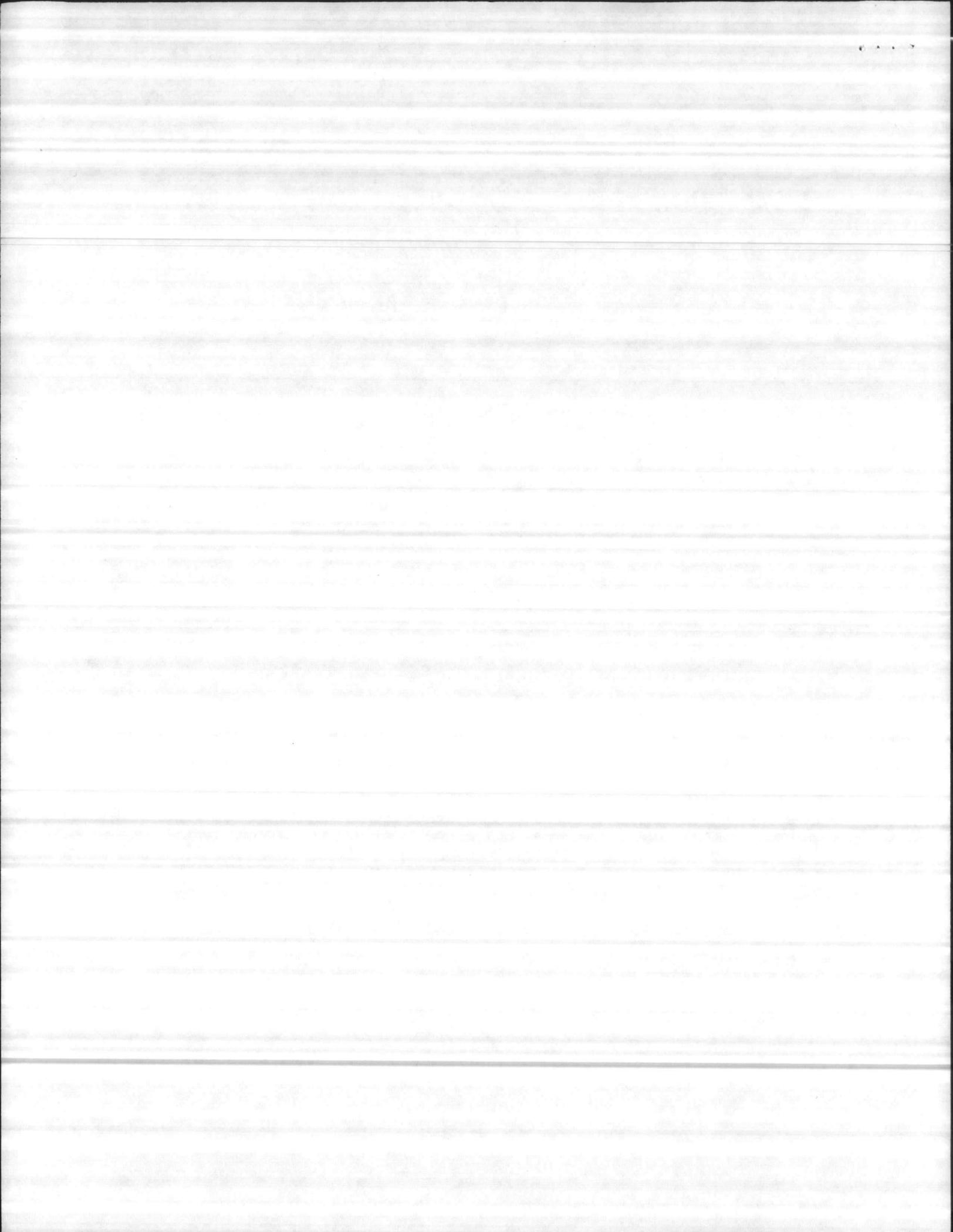
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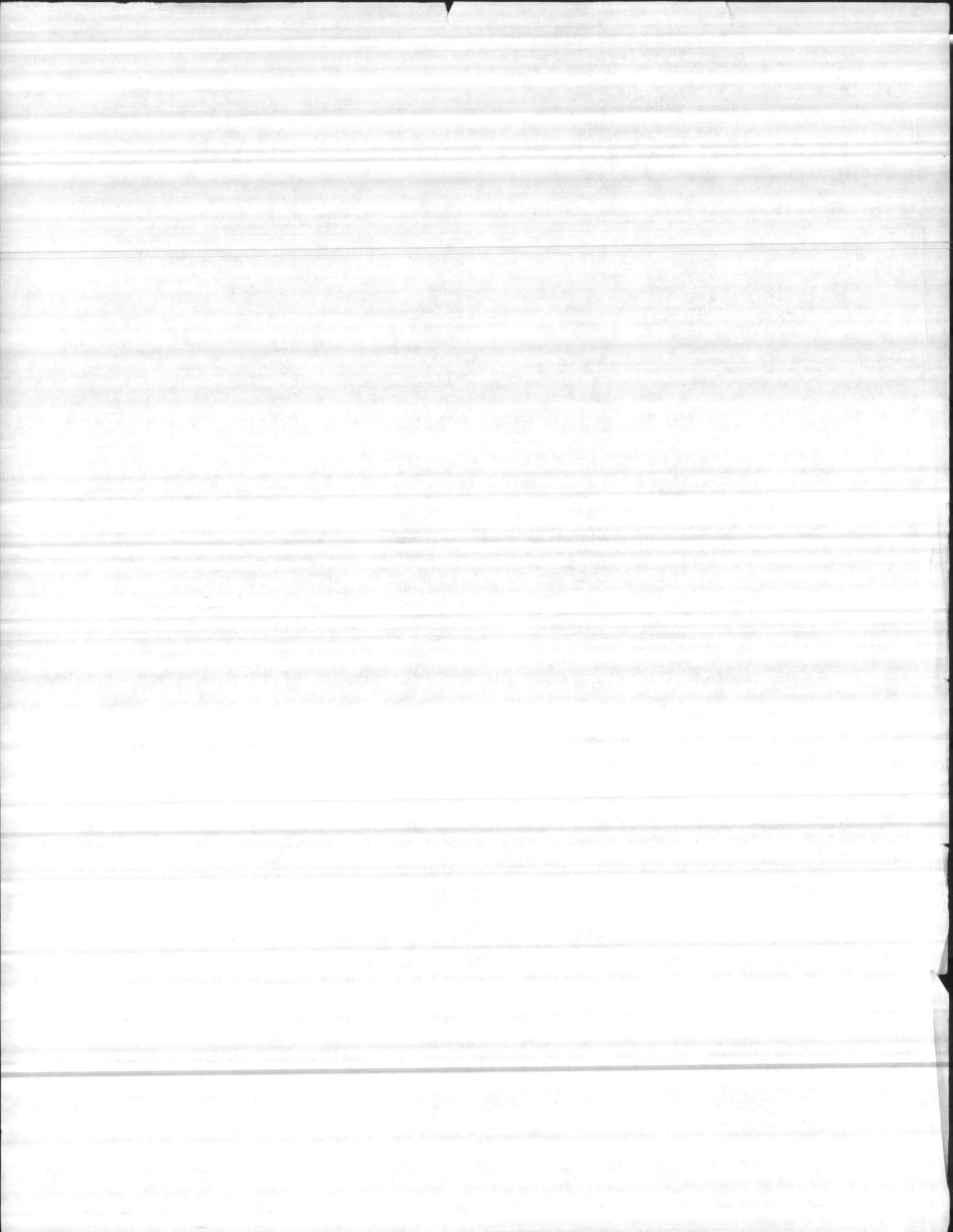
Subj: Intracoastal Waterway

6. It is requested that you assign someone to meet with this office to discuss these questions and any others that will arise. Point of contact this command is LTCOL Zitz or LT Curry, extension 5803/3065.



K. W. ZITZ







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

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4. Reference (d) is the SOP for range regulations.
5. The following questions arise that needs your attention.

A. Arresting Authorities CG stated:

Who are the Commanding General's representatives? Do these representatives have to be in writing and school trained? ^{NO} What authority do they actually have? Can they detain or apprehend civilians? Do they or should they have the ability to use deadly force?

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If someone is injured in these restricted areas, what is the Commanding General's and the Marine Corps' responsibility? How aggressive can the enforcement program be to keep unauthorized personnel out?

① MPs or ② GAME WARDENS

MIL: UCMJ

CIV CITE THEM W/ MAGISTRATE'S TICKET

MP ISSUES TICKET TO INDIV.

YES, ESPECIALLY W/ THE LOCAL GOBS.

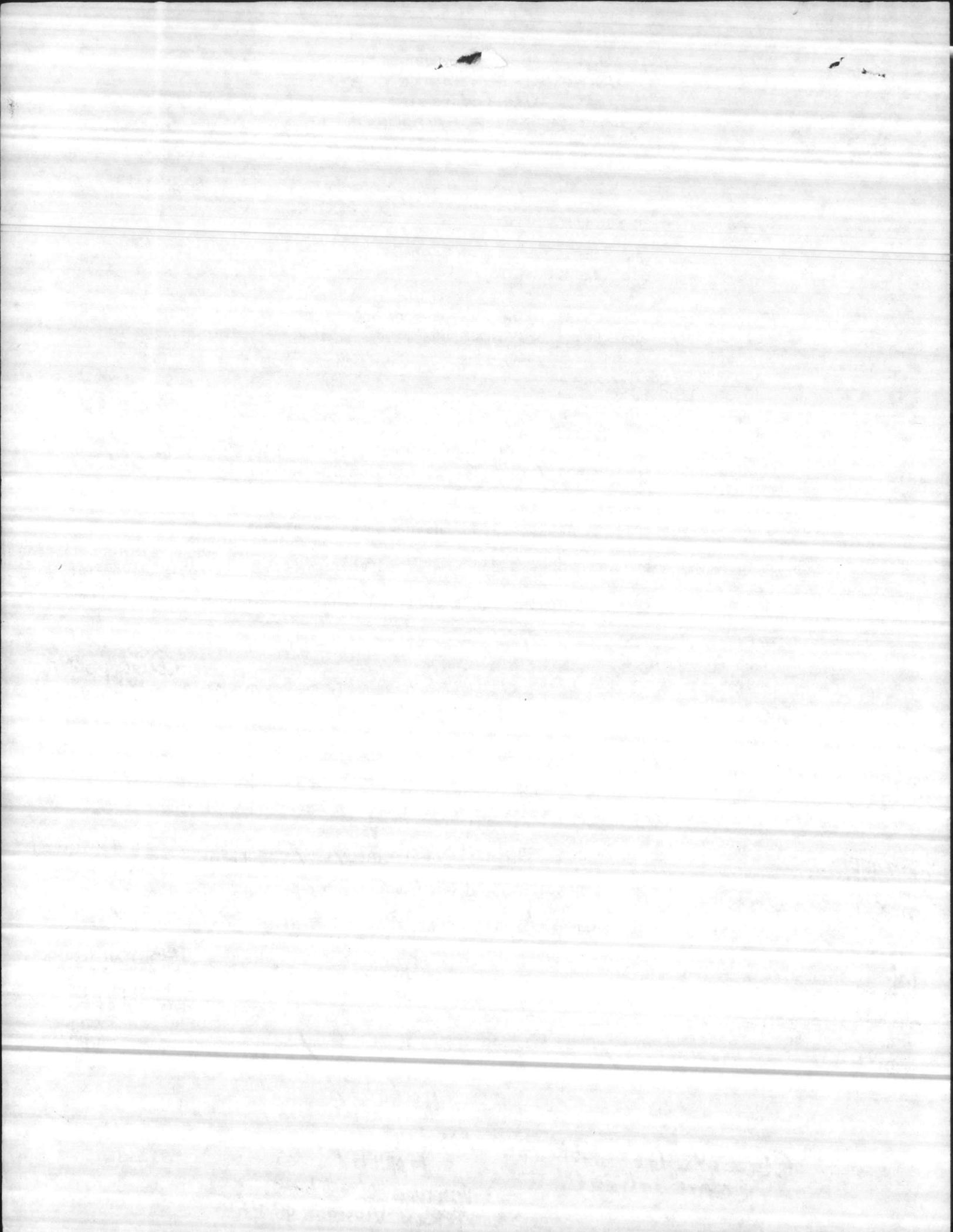
6 MOS or 5000 or both

HAVE NEVER GIVEN A TICKET YET.

TRESPASSING ON US GOV'T PROPERTY; FAILURE TO OBEY POSTED SAFETY BOAT

CG SAYS GO AFTER 'EM. CLEAN IT UP!

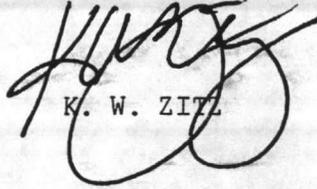
US GOV'T HAS FULL LIABILITY WHETHER OR NOT PERSON VIOLATES OR NOT



TFAC/KWZ/irh
11000

Subj: Intracoastal Waterway

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K. W. ZITZ

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.

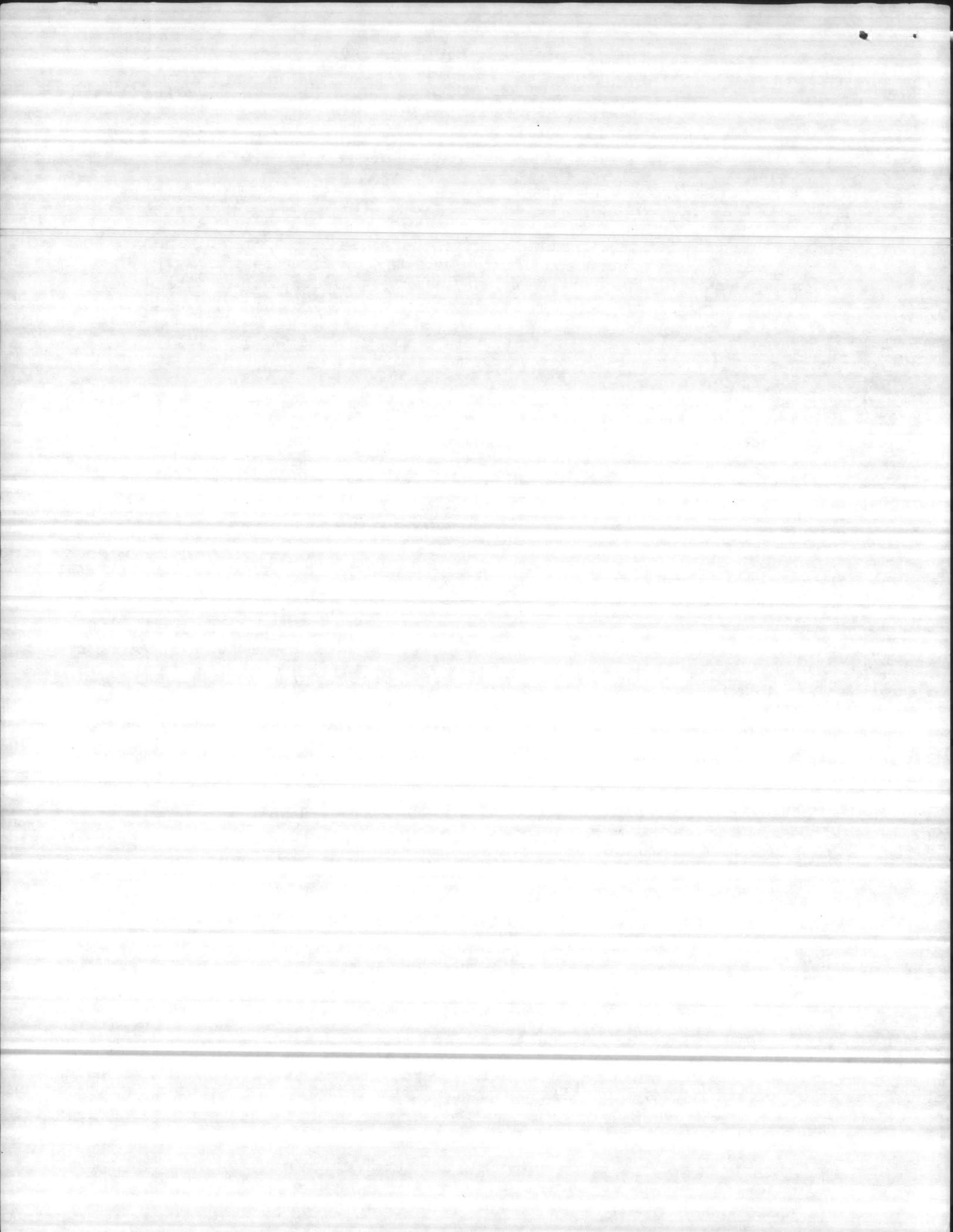
Attached hereto are maps showing areas of danger zones together with regulations which are proposed to govern navigation within these areas. It is to be noted that inclosures 1 and 2 are proposed revisions to existing danger zone areas. Inclosure 3 is proposed to establish a new danger zone area in an area where highly sensitive, unexploded projectiles are a serious hazard to life and property.

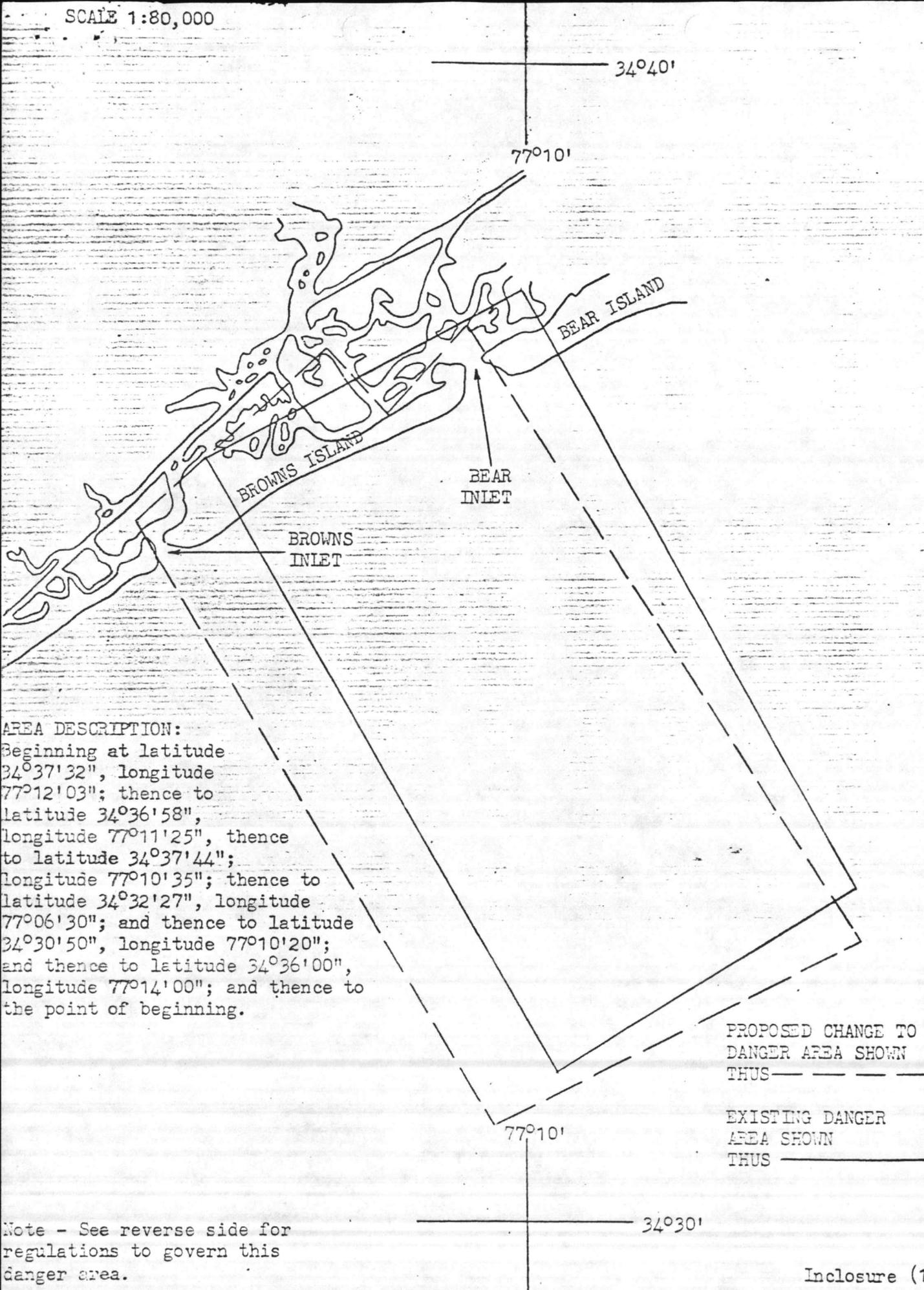
Please advise me if you have any objections to these proposed changes in Danger Zone Regulations or if you know of any person, firm, or association that may be opposed to this action. Objections will be received at this office until 21 September 1959.

3 Incls
Maps w/regulations

Leonard Edelman Majors
H. C. ROWLAND, JR.
Colonel, Corps of Engineers
District Engineer

Incl. 2 E



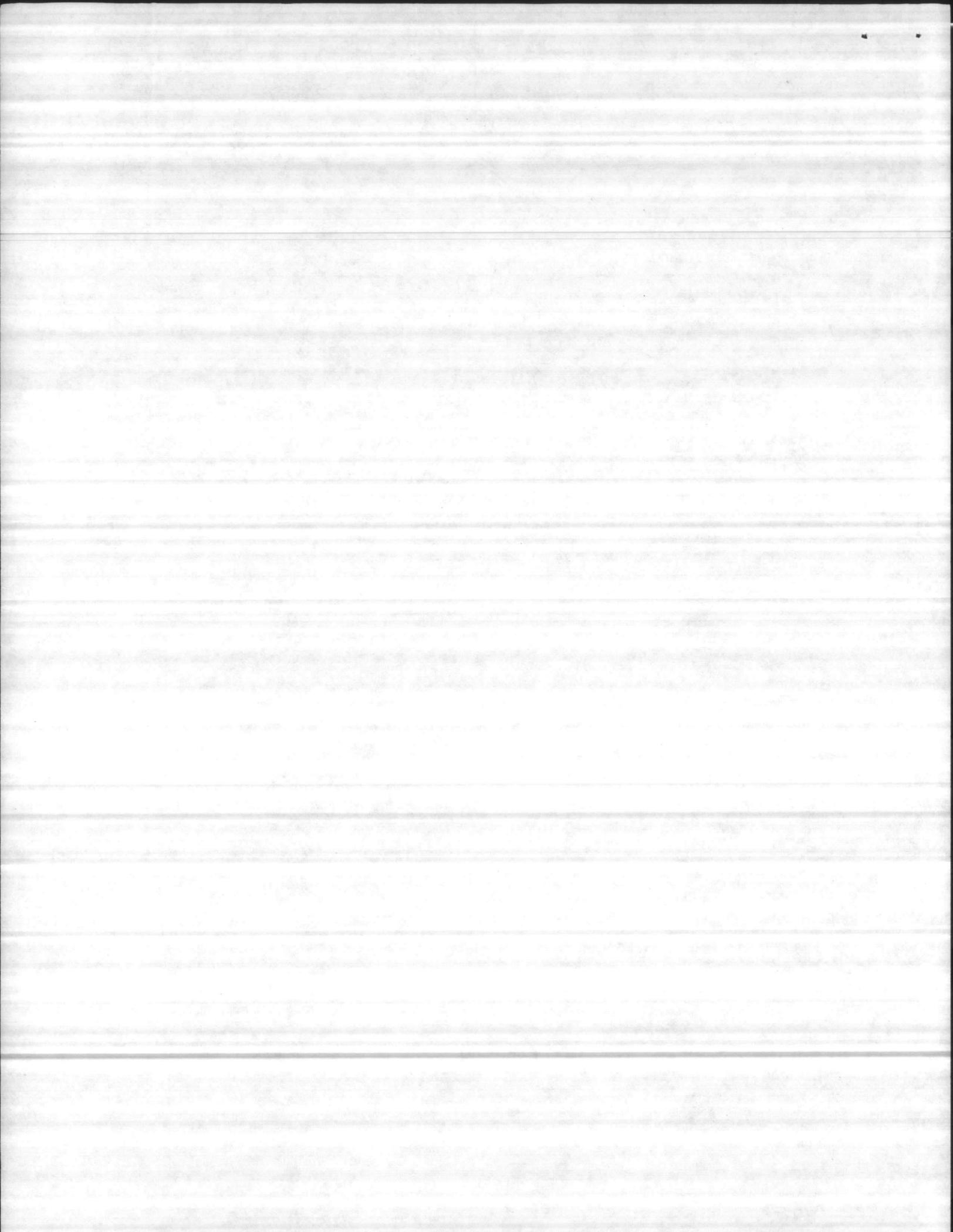


AREA DESCRIPTION:
 Beginning at latitude
 34°37'32", longitude
 77°12'03"; thence to
 latitude 34°36'58",
 longitude 77°11'25", thence
 to latitude 34°37'44";
 longitude 77°10'35"; thence to
 latitude 34°32'27", longitude
 77°06'30"; and thence to latitude
 34°30'50", longitude 77°10'20";
 and thence to latitude 34°36'00",
 longitude 77°14'00"; and thence to
 the point of beginning.

PROPOSED CHANGE TO
 DANGER AREA SHOWN
 THUS ————

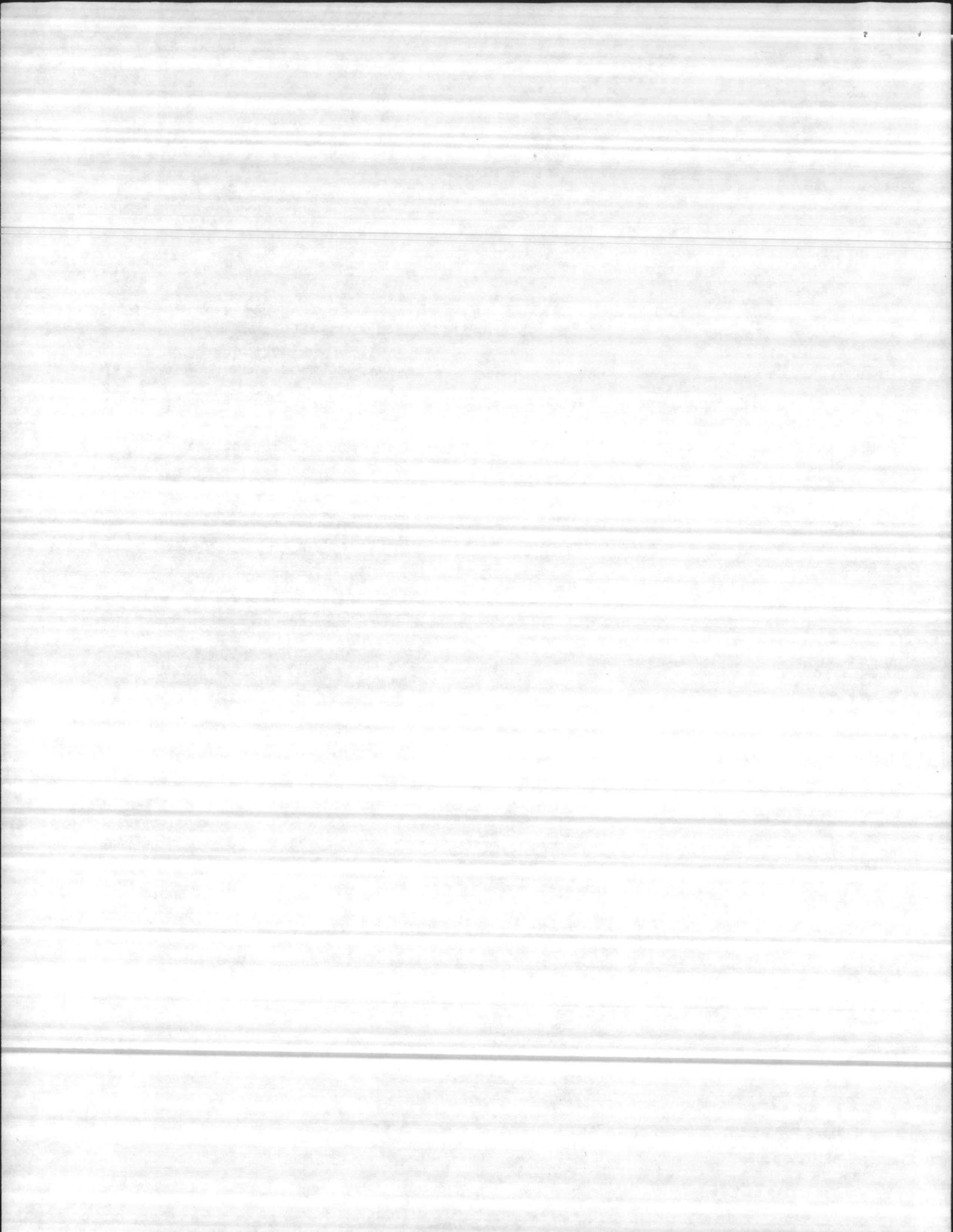
 EXISTING DANGER
 AREA SHOWN
 THUS ————

Note - See reverse side for
 regulations to govern this
 danger area.



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.

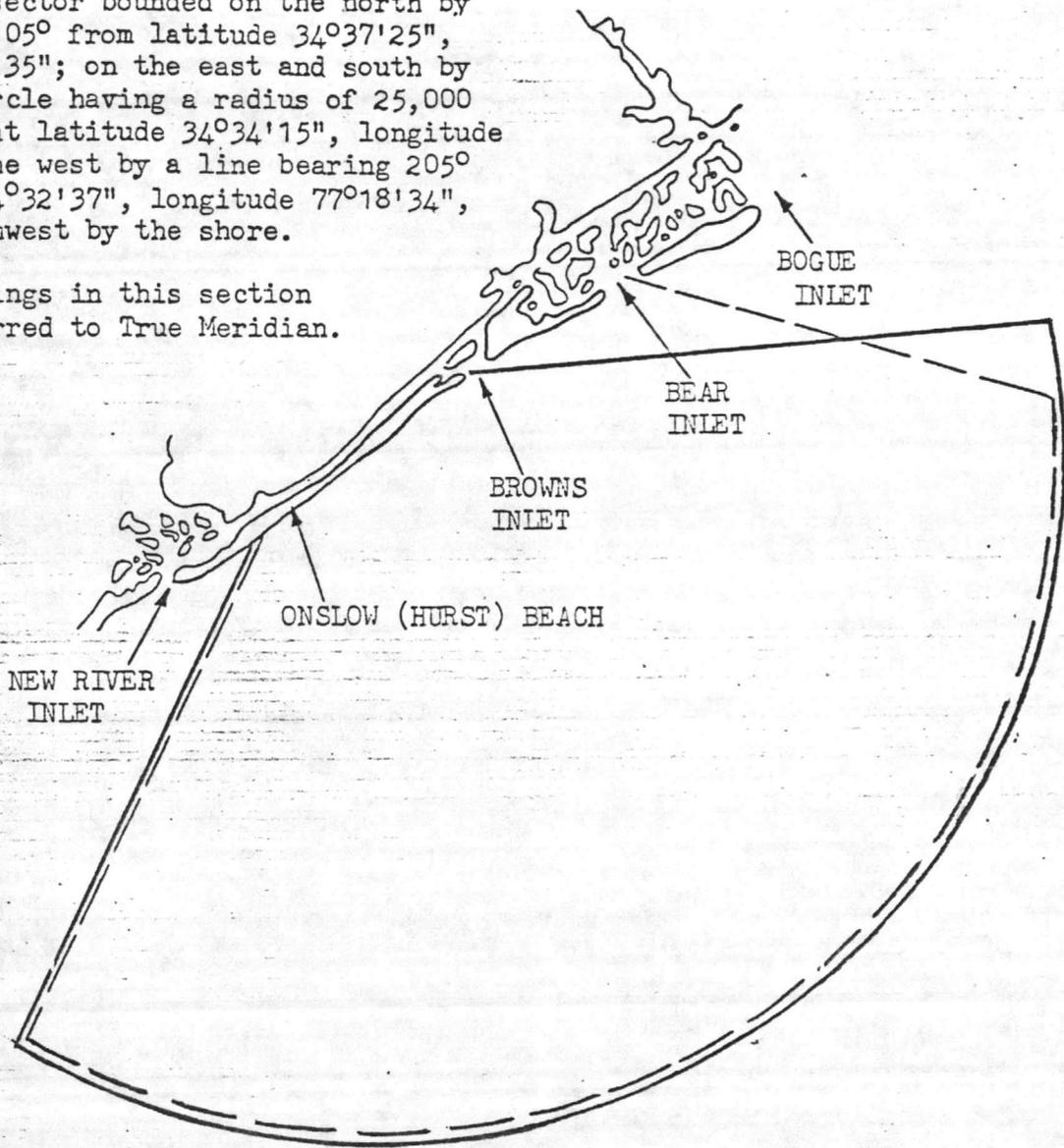


DRAWN FROM MAP AMS EDITION 1
 SHEET NI 18-4 SERIES V501
 SCALE 1:250,000

34°45'

AREA DESCRIPTION: 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.



77°00'

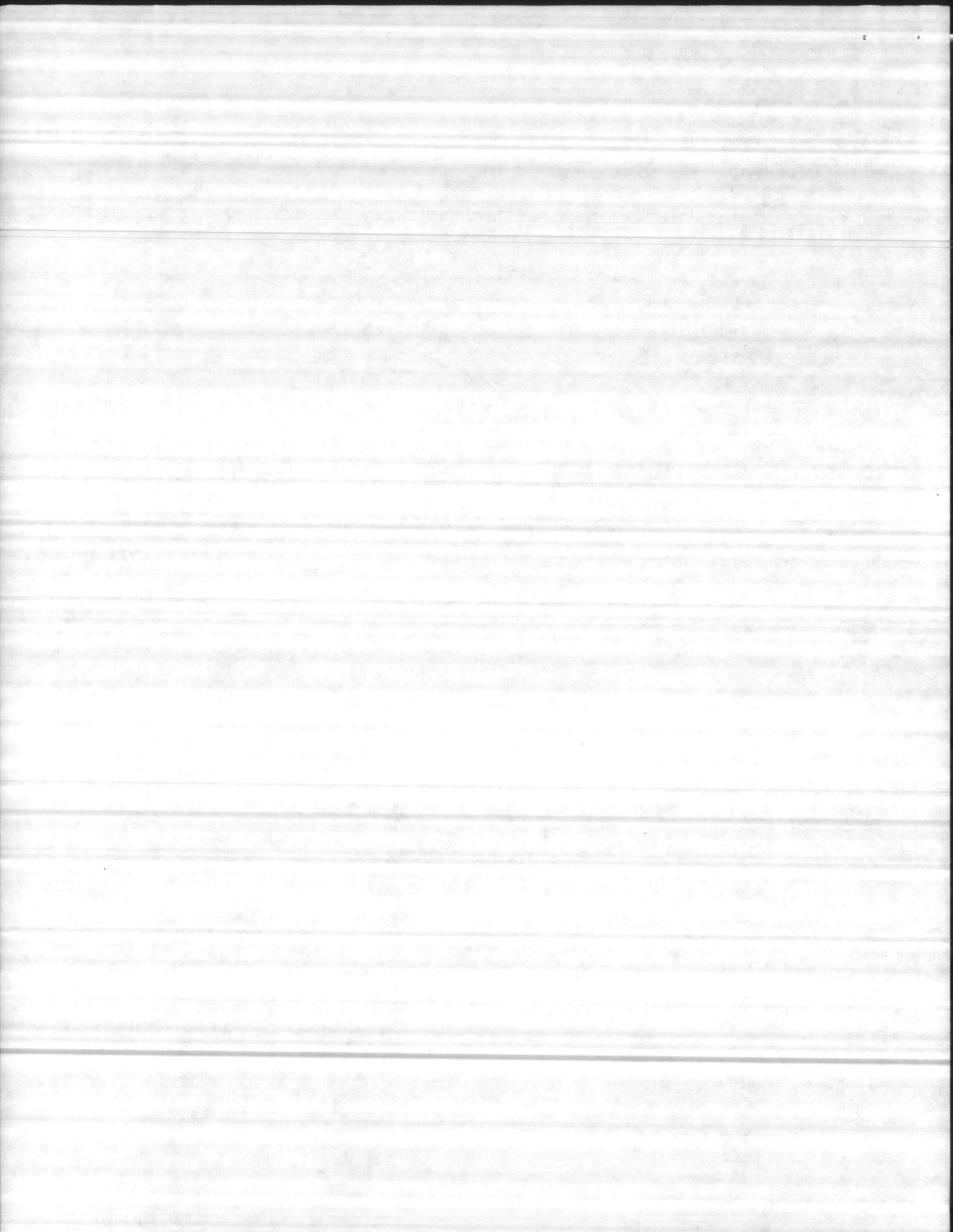
PROPOSED CHANGE TO
 DANGER AREA SHOWN
 THUS ————

EXISTING DANGER AREA
 SHOWN THUS ————

77°15'

34°15'

Note - See reverse side for regulations to govern this danger area.



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.

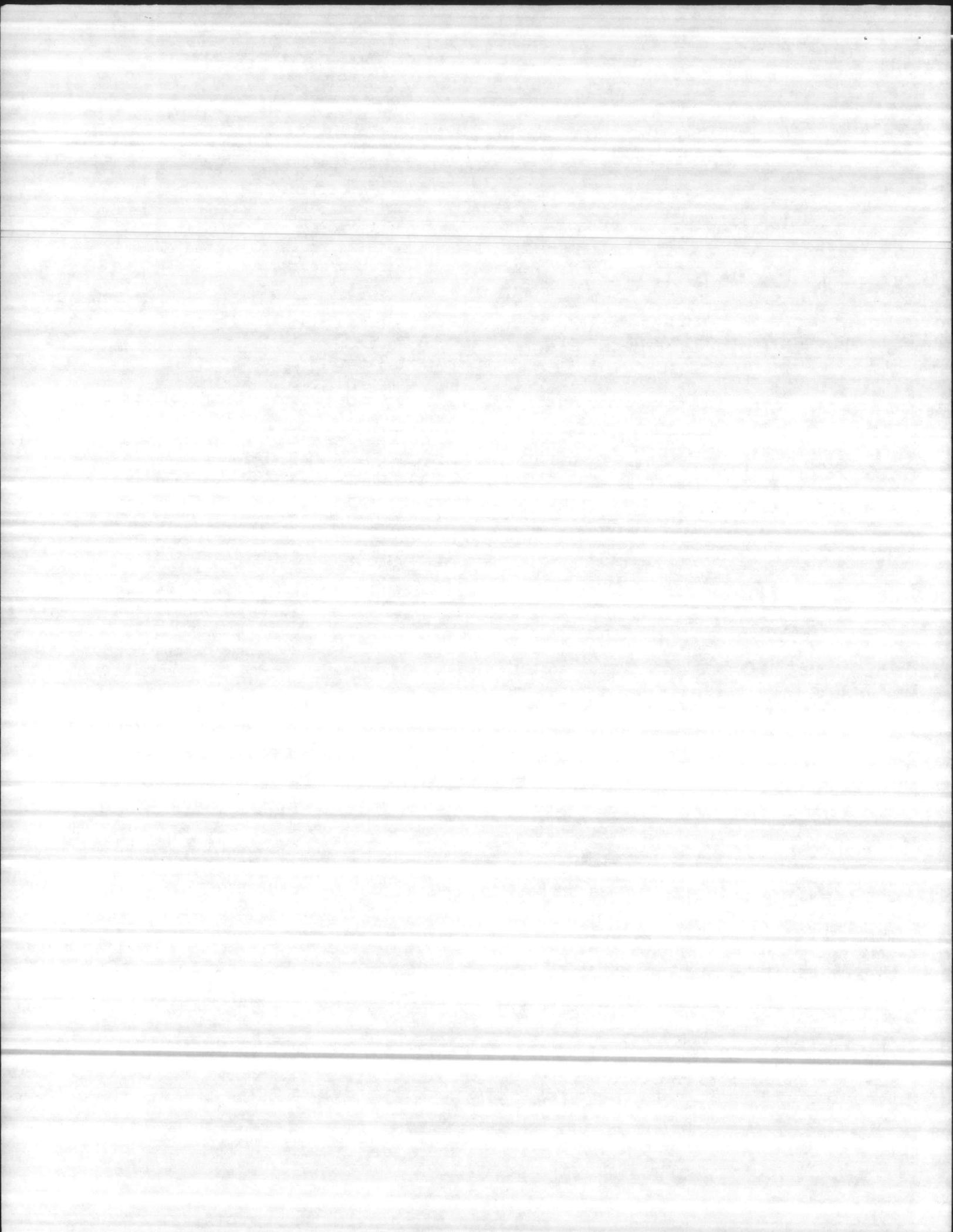
(2) Firing will take place both day and night at irregular periods throughout the year. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector during the periods May 1 to June 5, inclusive, and November 22 to December 15, inclusive.

(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.



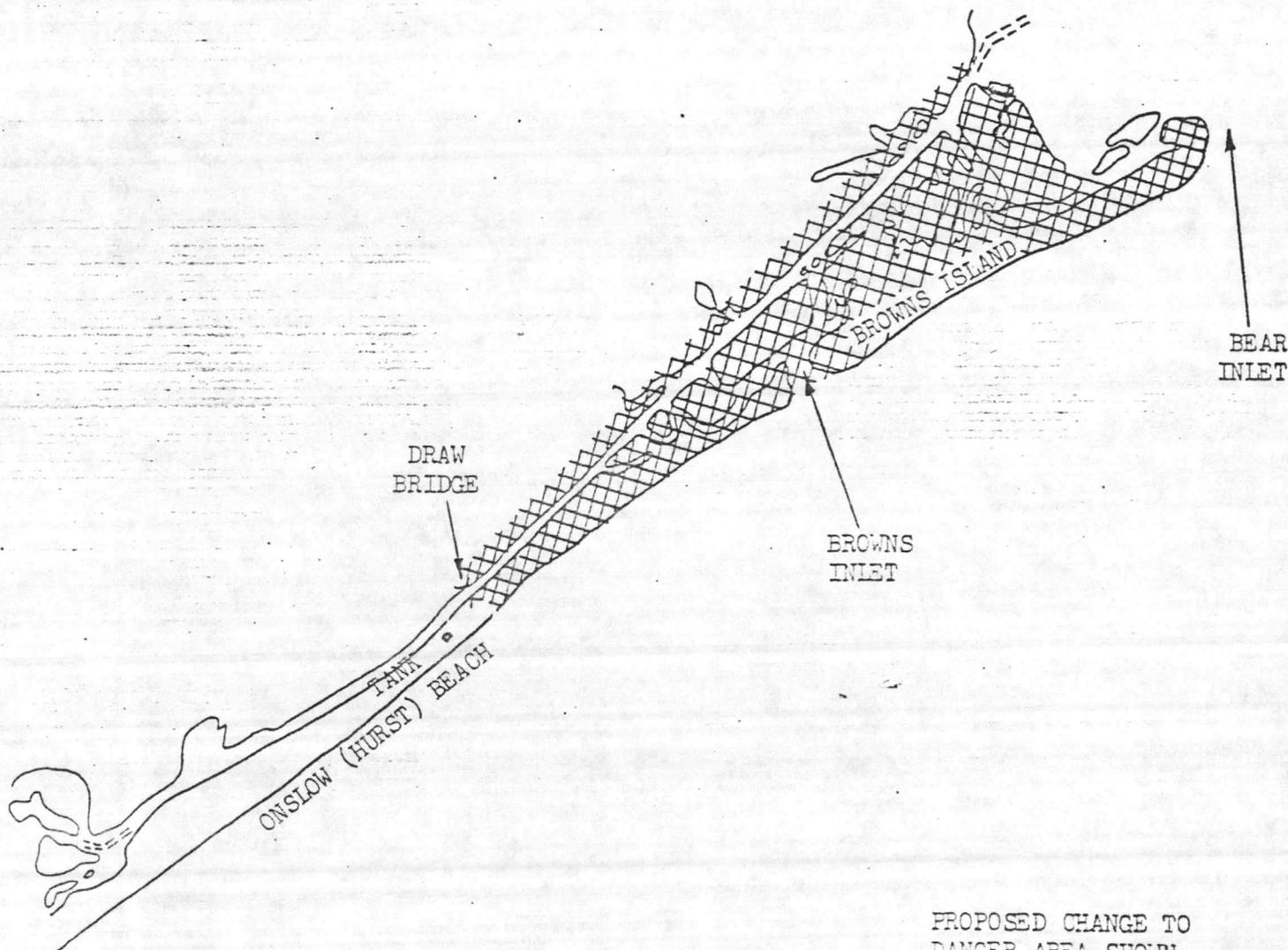
DRAWN FROM C & S CHART 1234
SCALE 1:80,000

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.



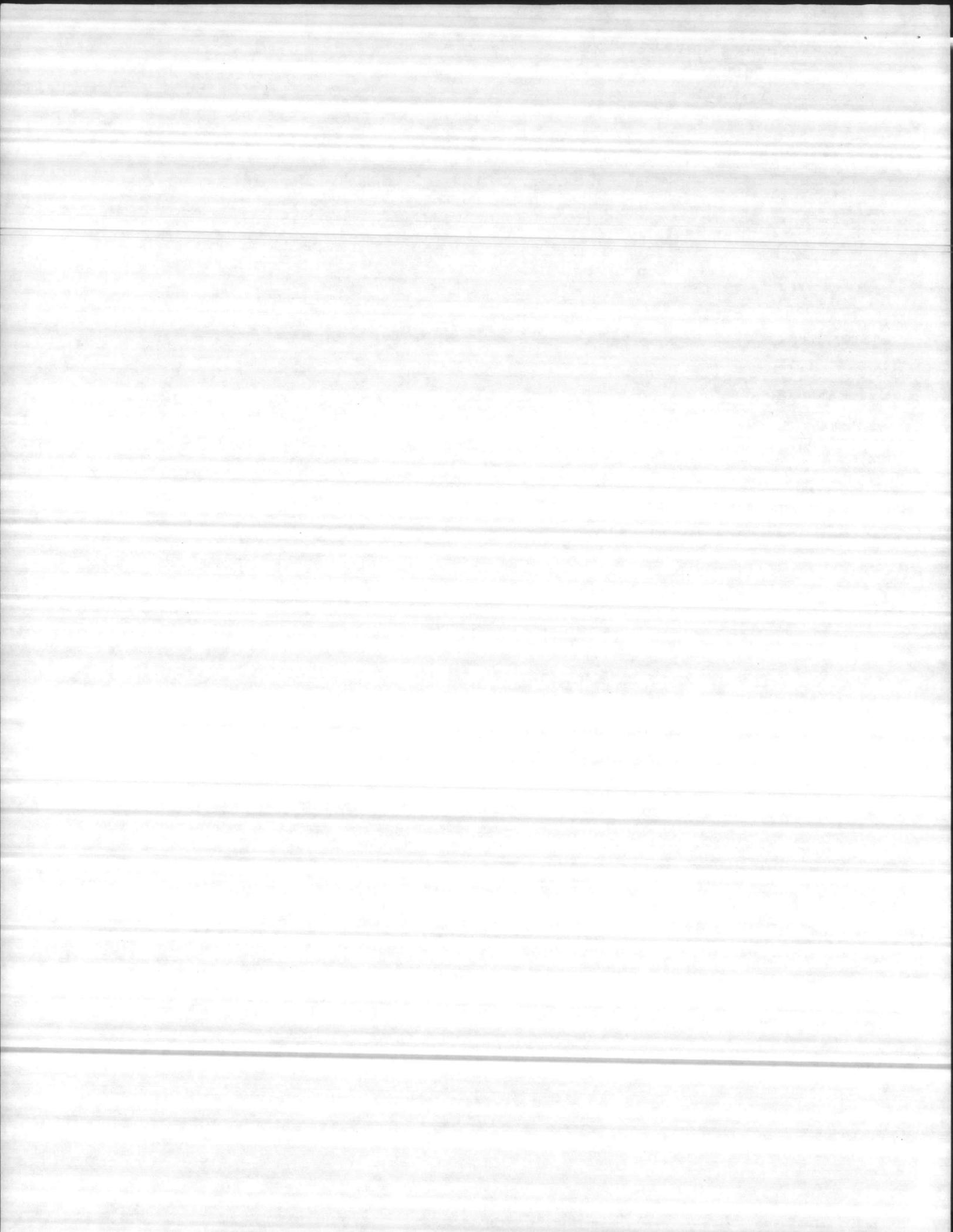
PROPOSED CHANGE TO
DANGER AREA SHOWN
CROSSHATCHED

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)

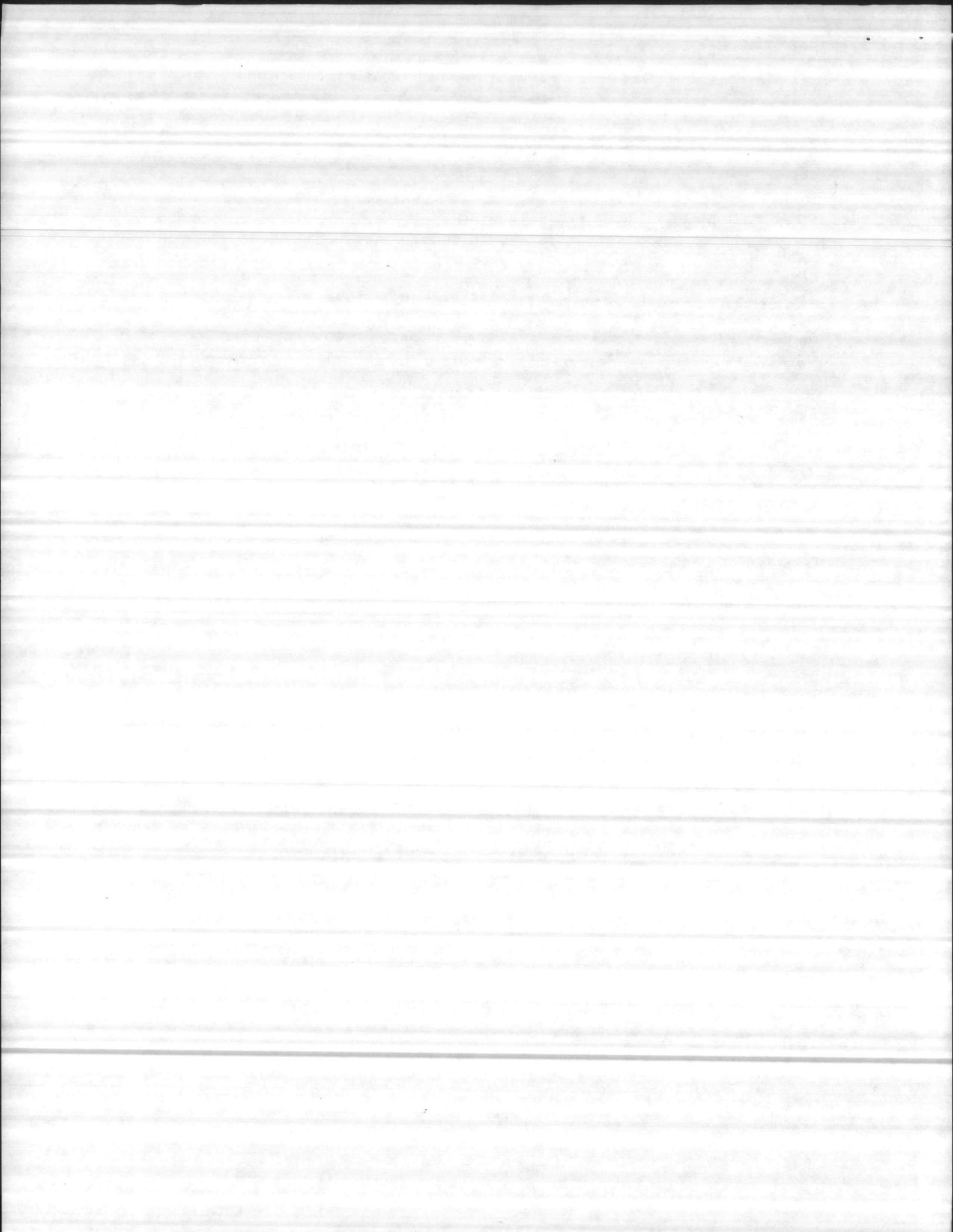
THE AREA. The sector of the Atlantic Coast, to include all inlets, streams, bays, and water, marshes, islands, banks, and shores therein contained, bounded on the North by Bear Creek, on the East and South by the Atlantic Ocean, to the meridian $77^{\circ}16'20''$; thence by this meridian to latitude $34^{\circ}34'31''$; 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 Jordan, 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.

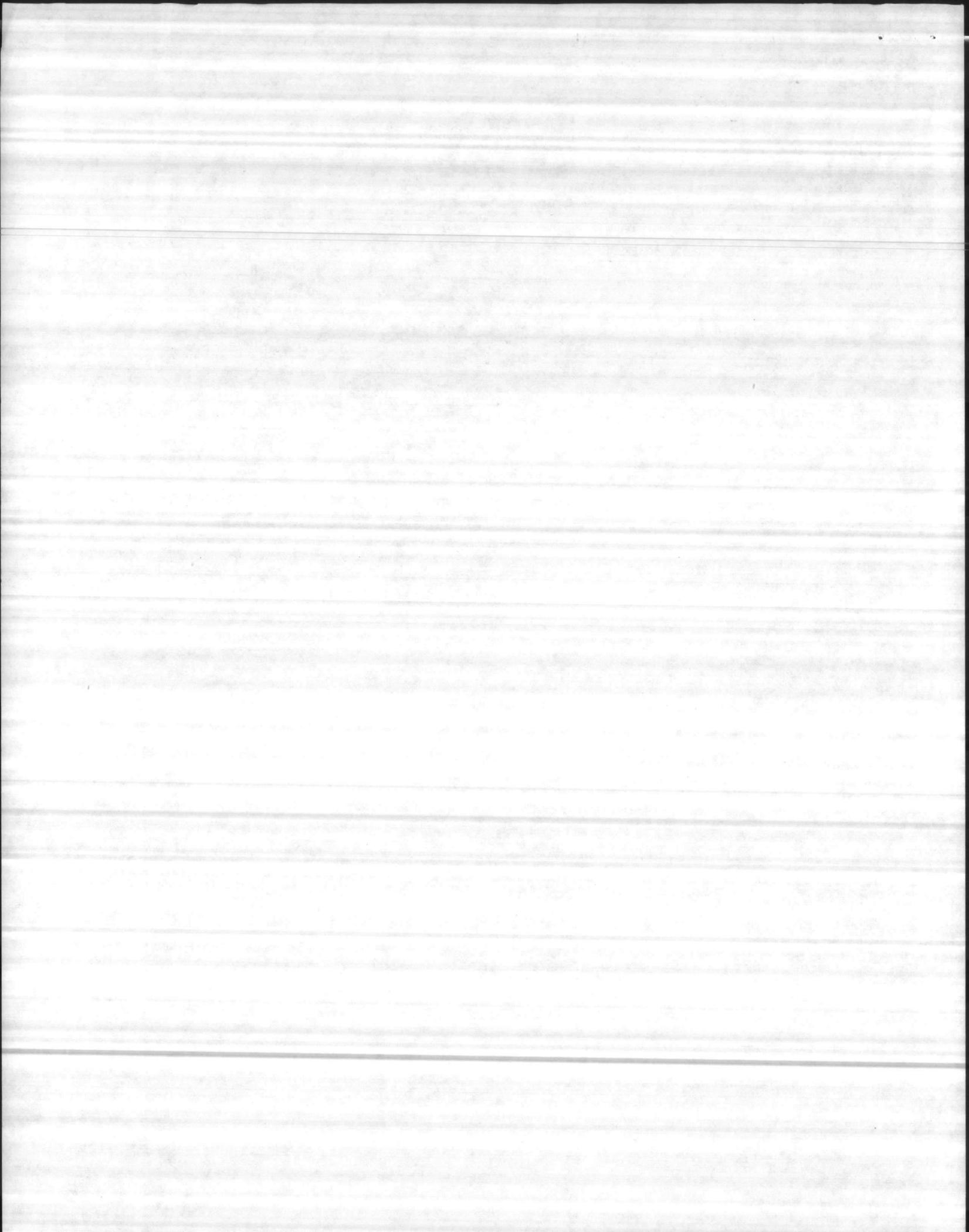
Logan Diving and Salvage, 309 Consolidated Building, Jacksonville 2, Fla.
Gulf Atlantic Towing Corporation, PO Box 4908, Jacksonville 1, Fla.

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.

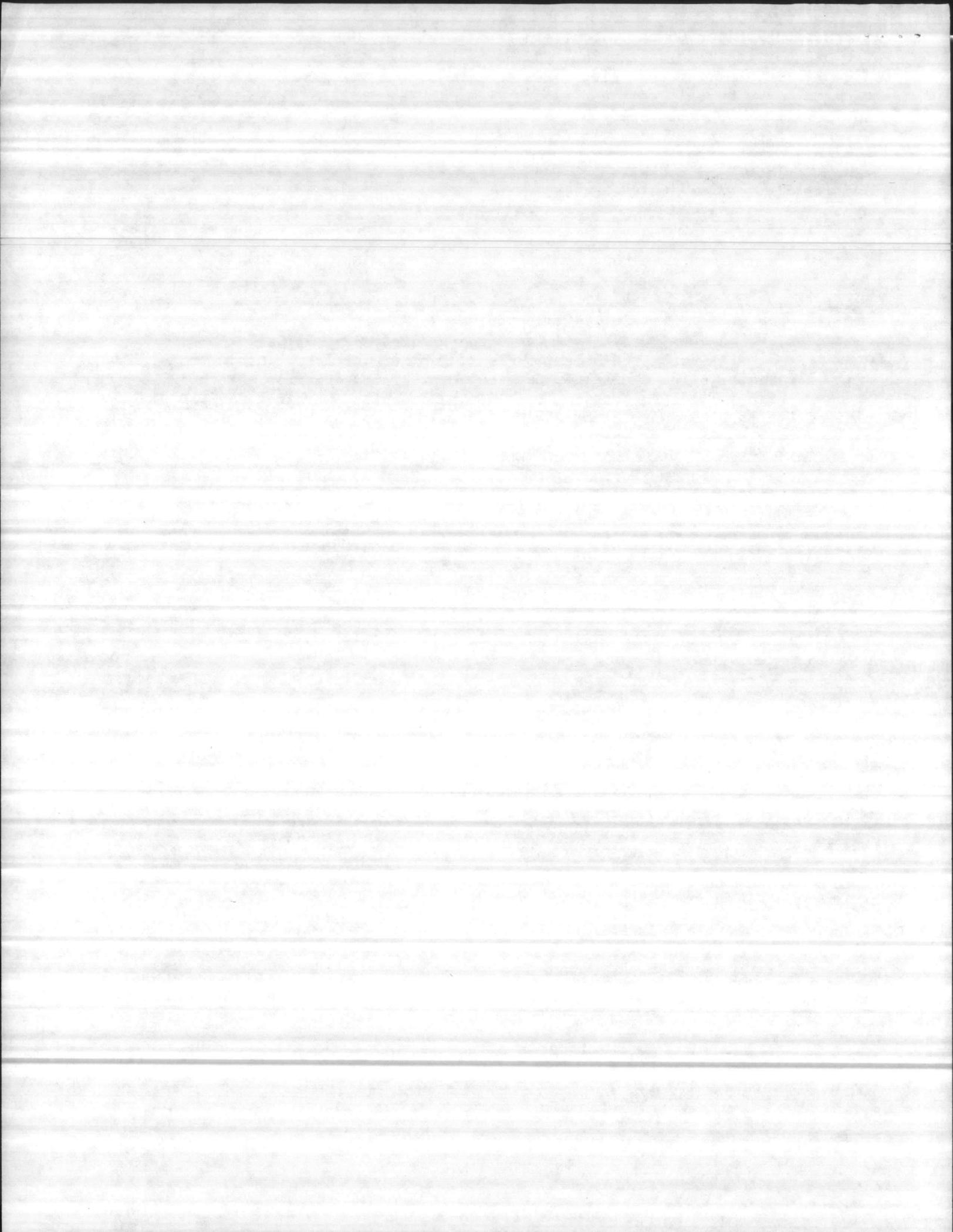
District Engineer, USA Engineer District, Wilmington, N. C.
Steve Wall, USA Engr District, Wilmington, N. C.
Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.
Commander, Service Force, US Atlantic Fleet, Dept of the Army, Washington 25, D. C.
Regional Director, Fish & Wildlife Service, 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)

SWANSFORD, N. C.

Mayor	Leslie E. Guthrie
Postmaster	Dexter Smith
Leary Stanley	Dr. J. P. Corbett
Bert Tolson	Harry Moore
John Littleton, Jr.	Jesse T. Moore
Fitzhugh Littleton	W. O. Moore
John Wetherington	M. E. Lisk
J. C. Riggs	Craig Lisk
Tyre Moore	Charlie Baker
Mrs. Lina Smith	V. T. Casper
Kenneth Meadows	Ed Milstead
Carl Ward	Edward Hurst
H. 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	

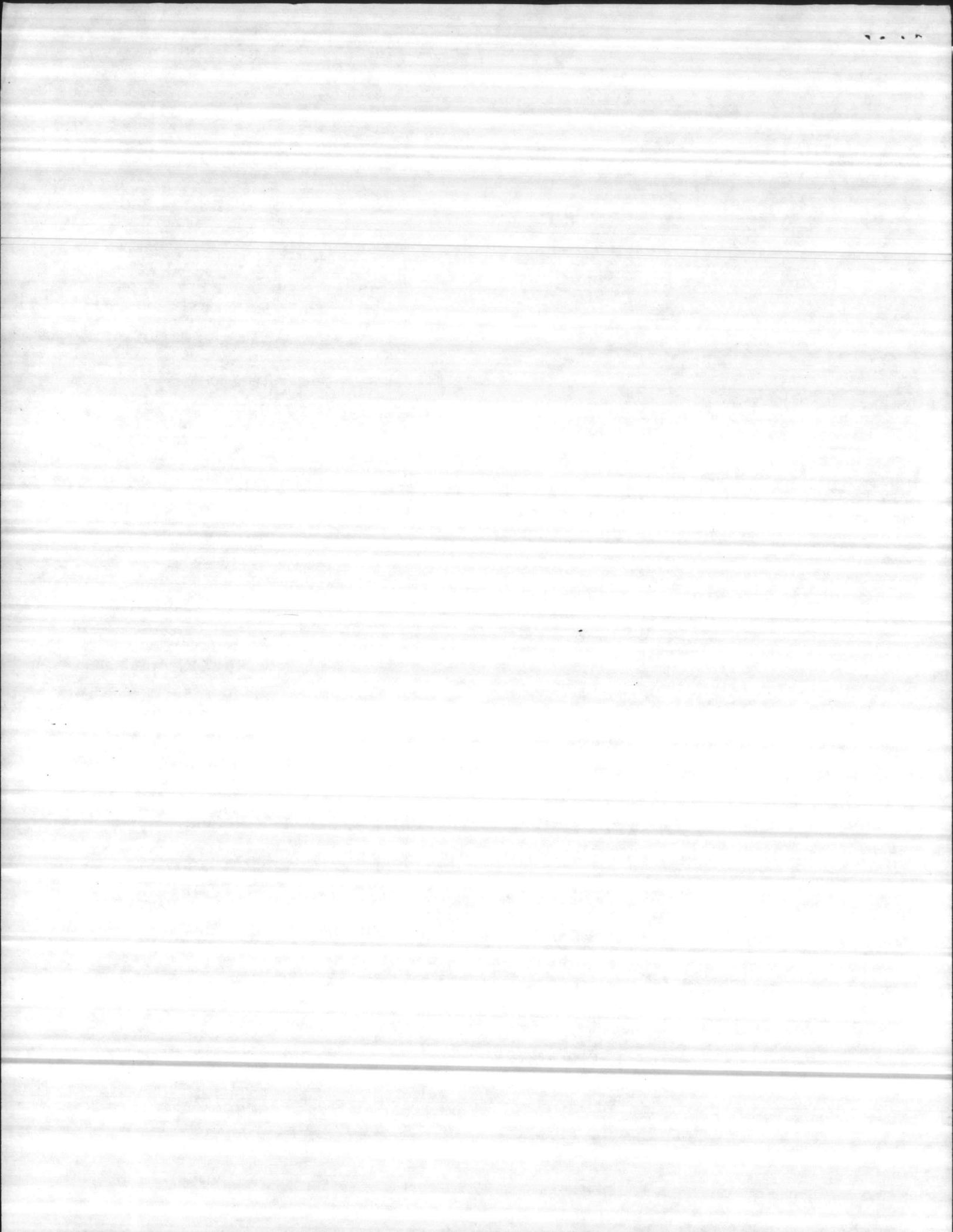


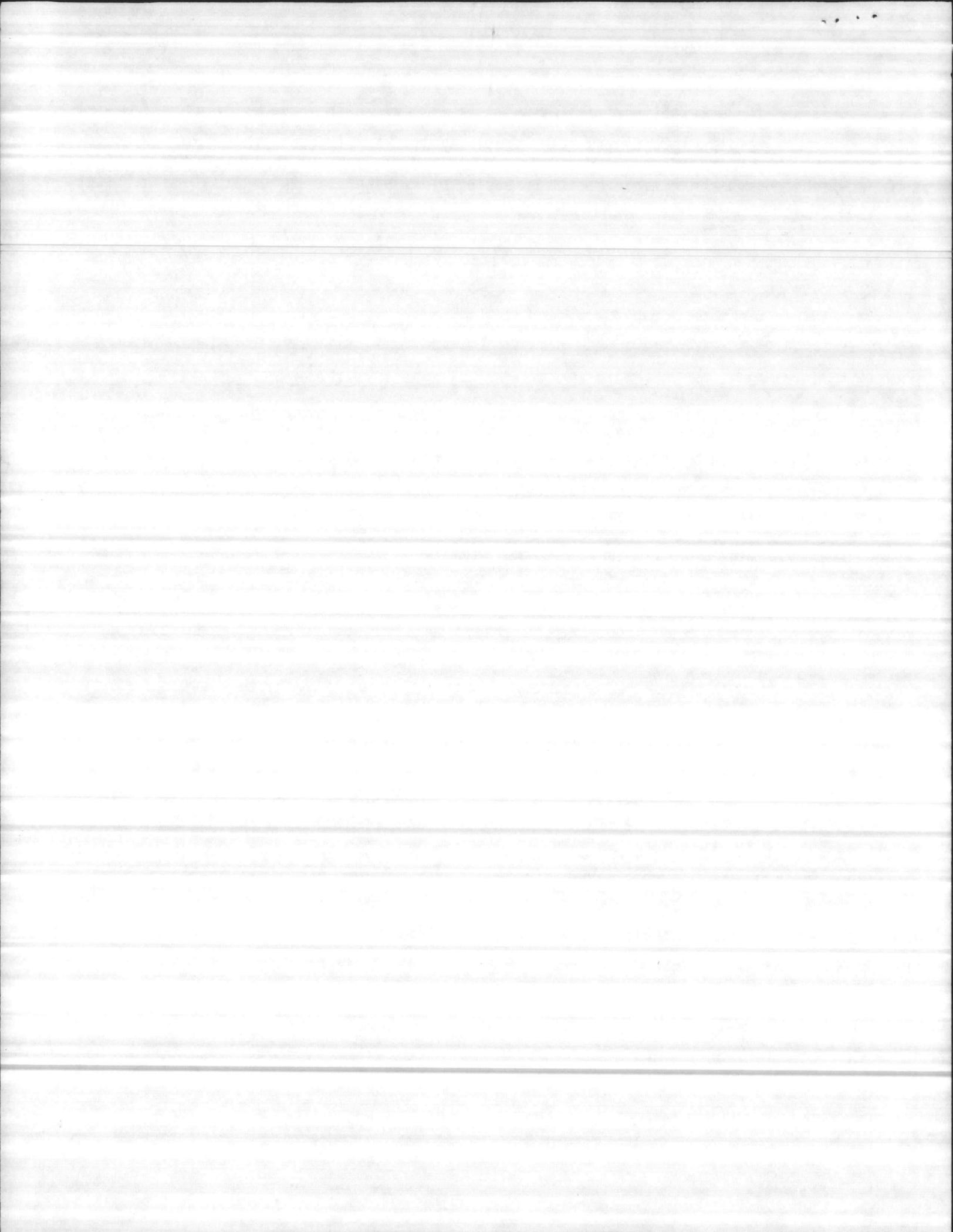
SNEADS FERRY, N. C.

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
Owen 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. Comm, Onslow County
G. E. Maulsby
Ramon H. Askew
E. W. Summersill
H. 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.







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

IN REPLY REFER TO

5800

SJA

3 JUL 1984

The Honorable John P. East
United States Senate
Washington, D. C. 20510

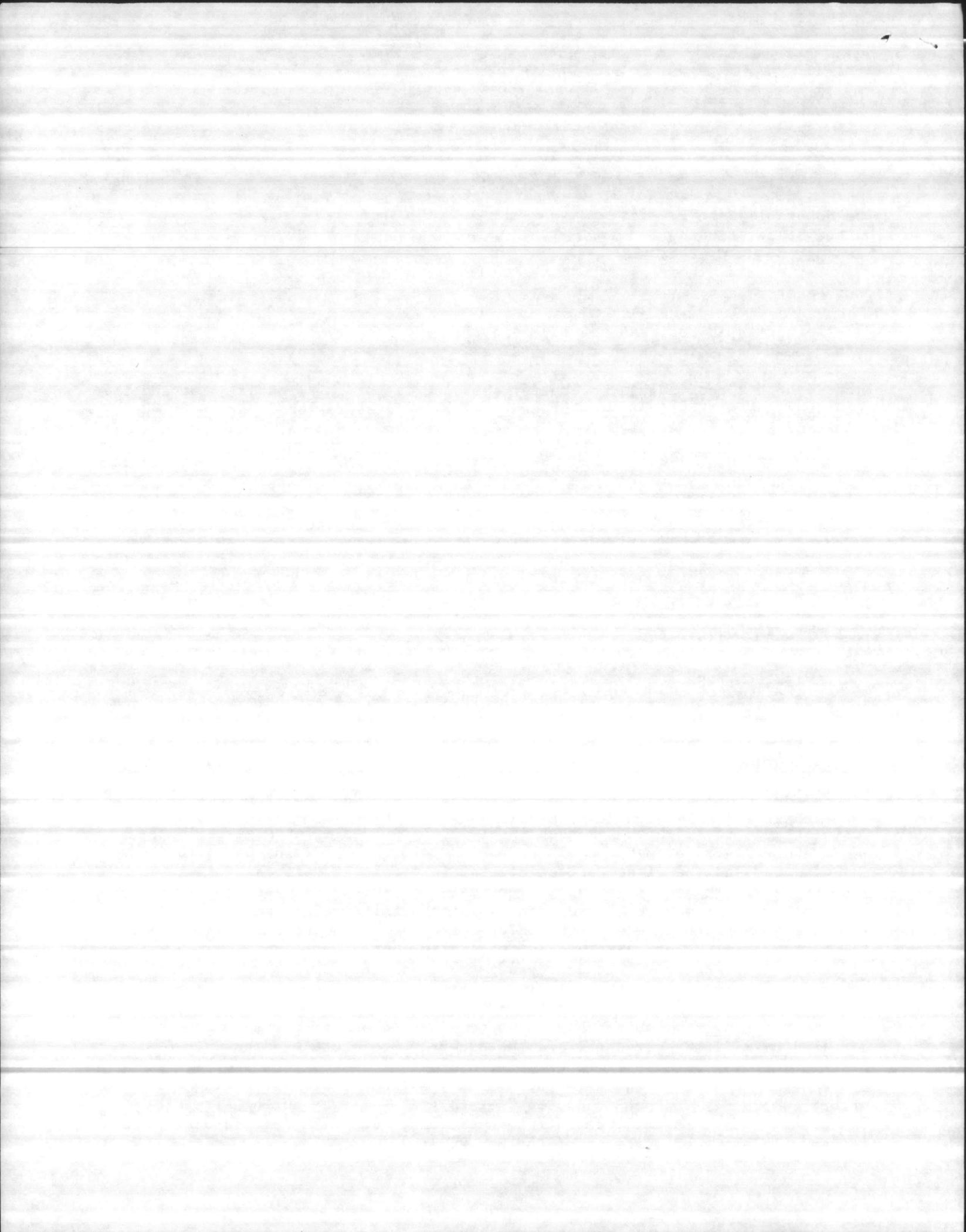
Dear Senator East:

This letter is in response to your June 27, 1984 inquiry concerning proposed law enforcement jurisdiction on the New River.

Because of his continuing concern for the security of this installation and the relative ease with which unauthorized persons might enter or depart portions of this Base from the New River, my predecessor in command asked the District Engineer, U.S. Army Corps of Engineers, at Wilmington, North Carolina to publish a navigation regulation for the waters of the New River adjacent to Marine Corps Base, Camp Lejeune, which would increase base security in waters of the New River contiguous to Marine Corps property. The statutory authority to implement such a regulation has been used to monitor boating traffic in navigable waters adjacent to other military installations throughout the country. The requested regulation will allow military personnel to prevent unauthorized persons from using the river in order to enter or depart Marine Corps property without permission between the hours of sunrise and sunset. The public's commercial and recreational uses of the river, as presently exercised, will not be significantly affected or limited.

The navigation regulation requested for the New River may not be implemented by the Army Corps of Engineers without the public first having had an opportunity to comment on it. At the same time that a formal notice is published in the Federal Register, the District Engineer will request public comment through the local media.

The navigation regulation which I am seeking should not be confused with an existing artillery and bombing danger zone regulation, published by the Army Corps of Engineers, which has been in effect both on the Intracoastal Waterway and the New River for many years, and which permits the Marine Corps to close the waterway and the river to boating traffic for brief periods of time while live firing exercises are being conducted. Neither the Intracoastal Waterway nor the New River may be closed without prior public notice, and every precaution is taken to ensure the safety of boaters who enter the danger zone. The Intracoastal Waterway is closed frequently, but recent training requirements at Camp Lejeune have made it unnecessary to close the New River to boating traffic. The purpose of the existing danger zone regulation is to protect members of the public from the dangers inherent to live firing exercises. Persons who knowingly enter the danger zone during a live firing exercise may be detained by military personnel and subsequently prosecuted in the United States District Court. Because of repeated violations of the danger zone regulation and changing training requirements, military personnel are now making a greater effort to protect the public on the Intracoastal Waterway during live fire exercises, and it is anticipated future exercises may also require occasional, temporary closing of portions of the New River.

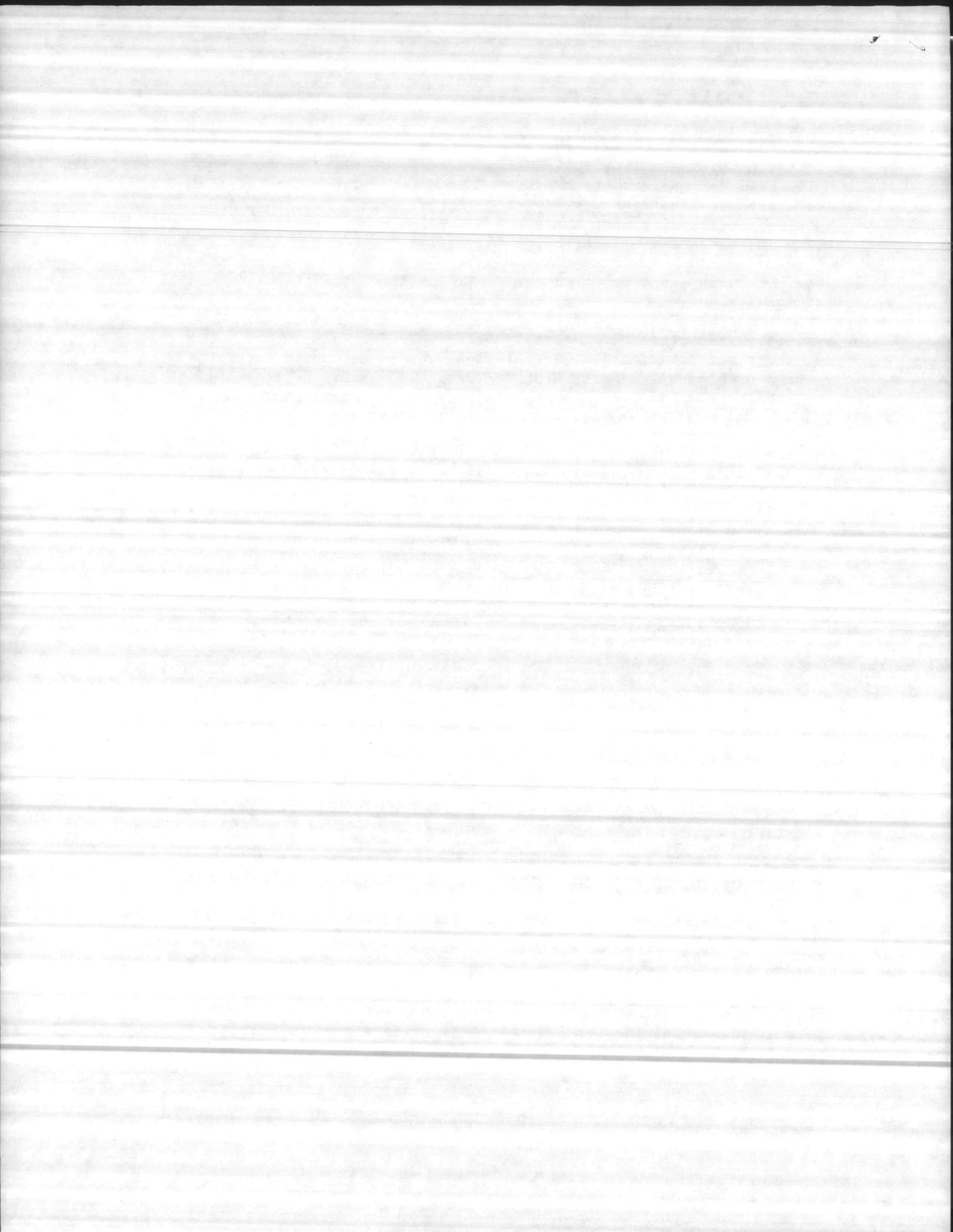


Earlier this year, reporters from a local newspaper staged a simulated terrorist attack on this installation. They admitted entering the Base in a motor vehicle, and one reporter entered the quarters of the Commanding General of the Second Marine Division from the river after representing her boat had broken down in the water off Paradise Point. This episode, when considered in the broader context of current world-wide terrorist activities, points up the need to provide security for public property, Marines and their dependents, and civilian employees and visitors at this Base.

I agree with your description of the New River as an important commercial and recreational resource for the citizens of Onslow County. The proposed regulation has been narrowly drafted to prevent interference with the use and enjoyment of that resource. Military personnel, for example, will not actively patrol the river to enforce the regulation, which will apply within 500 feet from the shoreline only during hours of darkness when there is relatively little use of the river. Additionally, military law enforcement personnel will not be called upon to make a subjective determination that a person has entered the restricted area with an intent to trespass on Marine Corps property. Only two circumstances will warrant a nighttime detention or investigation. The first will be when persons are observed actually entering or departing Marine Corps property through the restricted area by vessel. The second will be when vessels are actually observed operating in the restricted area without showing the Coast Guard-required lights, or which are showing their lights but are not hunting, fishing, shell fishing, crabbing or simply proceeding through the area. The individual observing and reporting the trespassers will maintain visual contact with them until a patrol craft can arrive from its dock to investigate. Consequently, enforcement of the requested navigation regulation under either of these circumstances should not have a measurable impact on commercial or recreational activities in the New River.

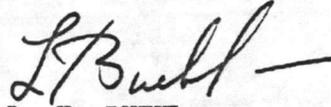
With respect to access to the navigable creeks that feed into the New River, the requested regulation will not have the effect of closing them to boaters, hunters or fishermen of any type, even in those places where the width of the creek is such that a vessel is necessarily within 500 feet of a shore or a dock. Because the requested regulation does not contain a general prohibition against entry into the 500 foot zone, properly lighted vessels which are either proceeding through the restricted area or are engaged in legitimate commercial or recreational activities that are not observed discharging or picking up passengers on Marine Corps property will continue to have the freedom to navigate both the creeks flowing through Marine Corps property to the New River and the New River itself.

I wish to emphasize the navigation regulation now being requested for the New River, as opposed to the danger zone regulation already in effect, will not permit the closing of the New River and should have no discernible impact on boaters, hunters, or fishermen of any type. Its primary purpose is to permit military law enforcement personnel to detain on the river those persons who use the river to enter or depart Marine Corps property unlawfully. Prior to requesting this regulation, representatives of this command met with representatives of the Onslow County Sheriff's Department to explain the purpose and the anticipated operation and effect of the regulation, but they did not seek informal concurrence from the Sheriff or from any other local elected official or potential user group.

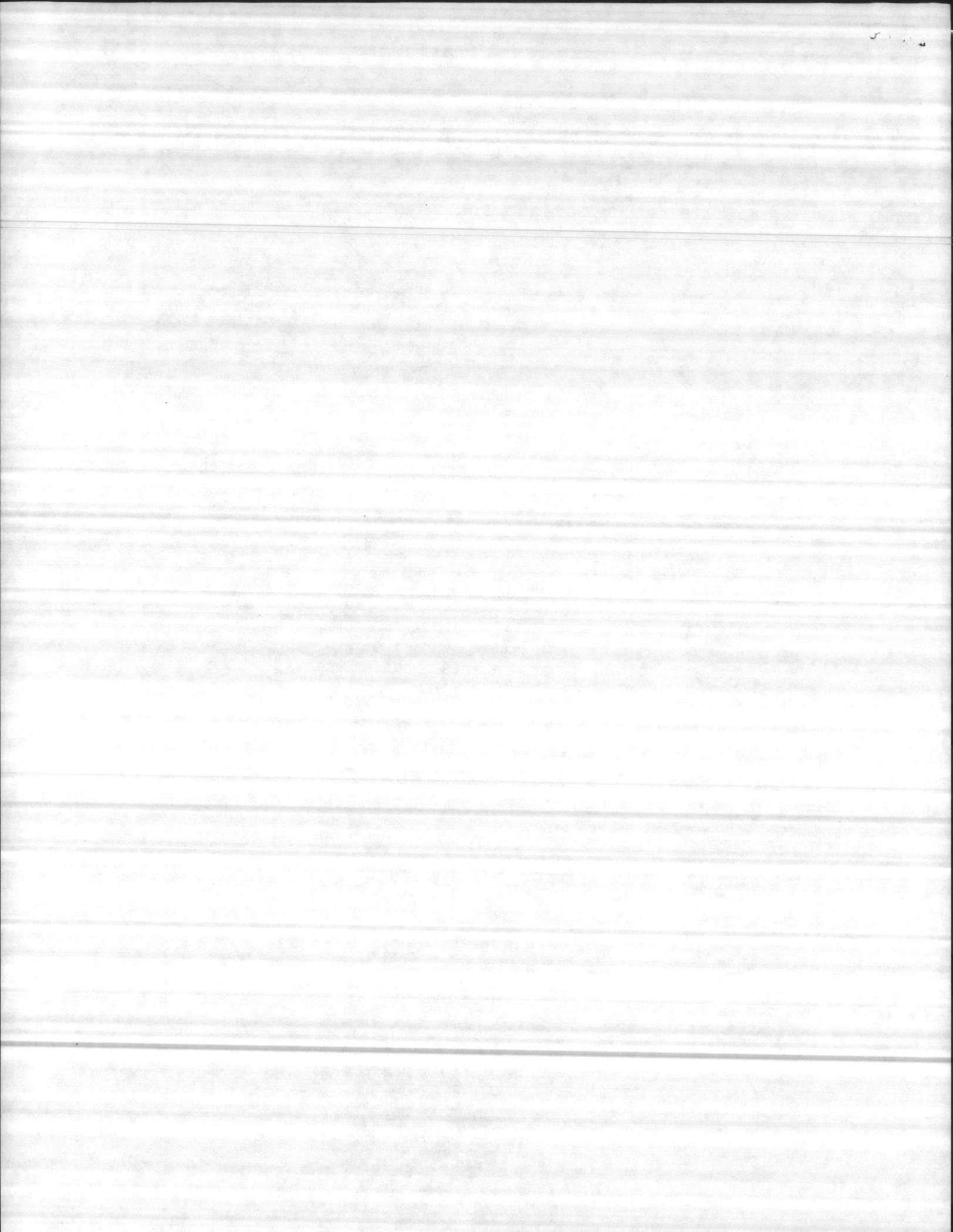


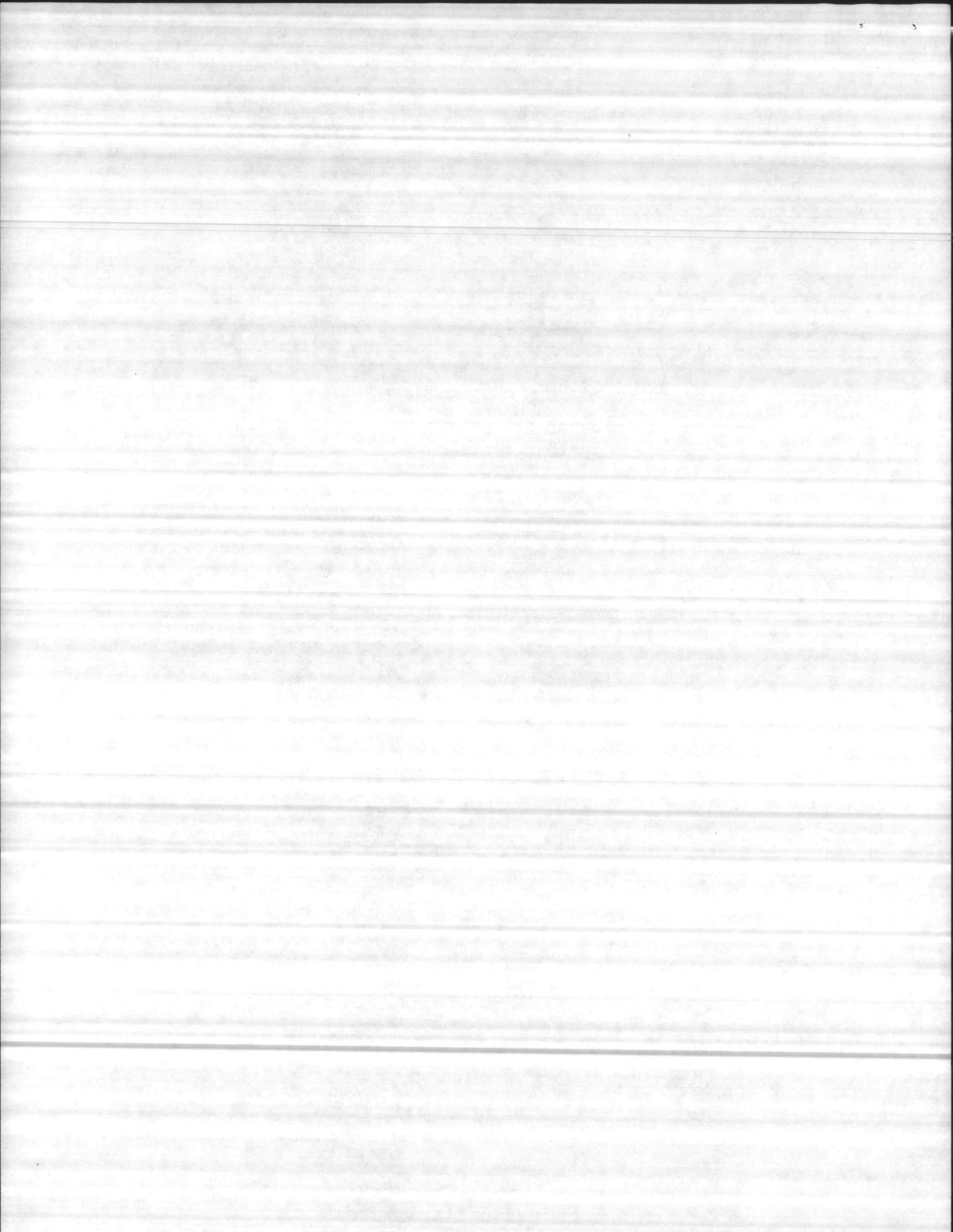
I trust this letter answers your questions concerning the requested navigation regulation. Please be assured I will be pleased to respond to other questions you may have.

Sincerely,

Handwritten signature of L. H. Buehl in cursive script, followed by a horizontal line.

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





207. New River and tributaries at Marine Corps Base, Camp Lejeune, NC, and Marine Corps Air Station (Helicopter), New River, NC; restricted area.

(a) The Areas

(1) That portion of the New River above Shell Point at latitude $34^{\circ} 33' 12''$, longitude $77^{\circ} 21' 3''$ to Pollocks Point at latitude $34^{\circ} 34' 45''$, longitude $77^{\circ} 23' 58''$ and east of the cleared channel;

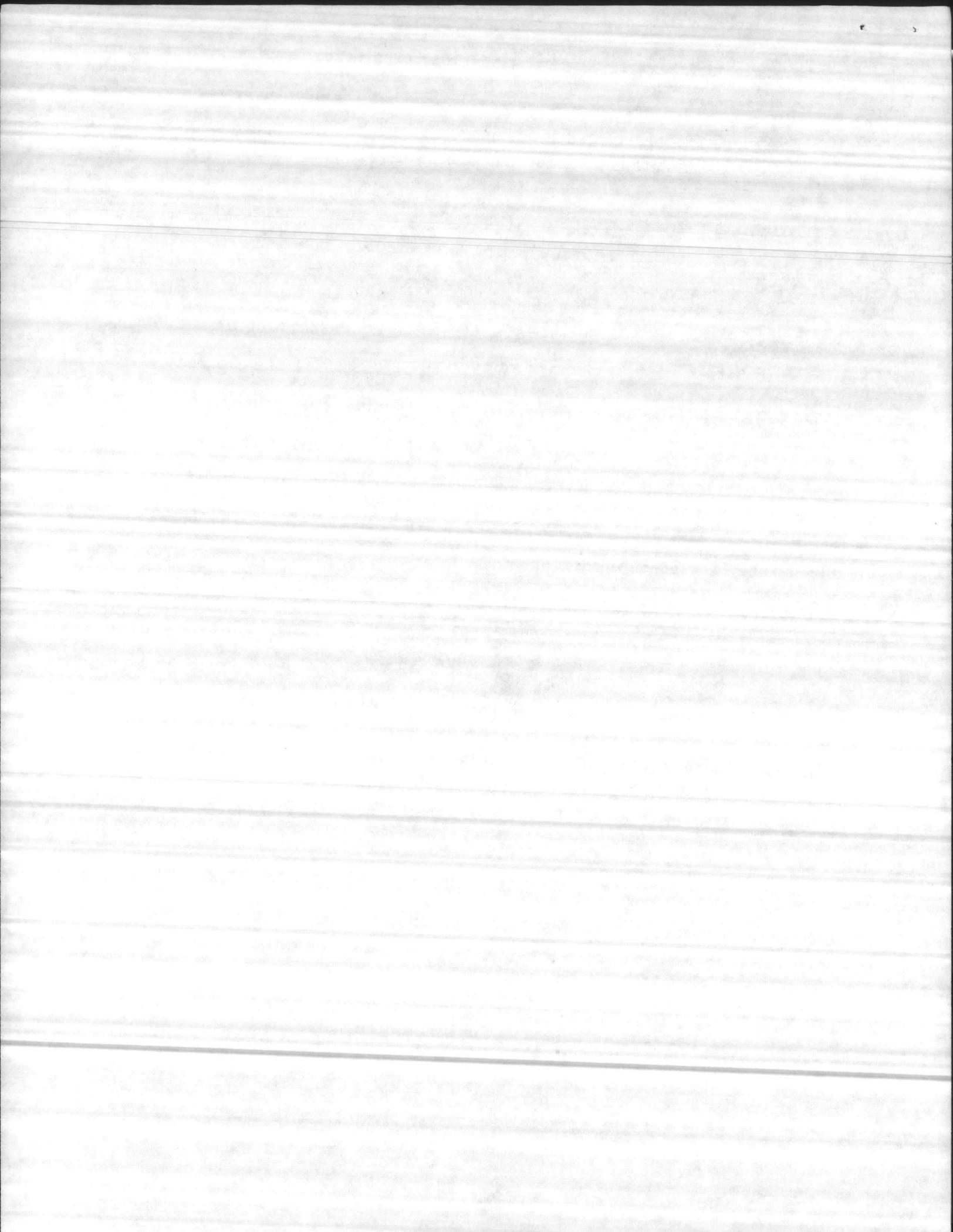
(2) The New River above Pollocks Point at latitude $34^{\circ} 34' 45''$, longitude $77^{\circ} 23' 58''$ to the cable area at $34^{\circ} 44' 7''$, longitude $77^{\circ} 25' 50''$ north of Jacks Point;

(3) Frenchs Creek east of longitude $77^{\circ} 20' 20''$.

(4) Howard Bay, Mile Hammock Bay, Salliers Bay

(b) The Restrictions

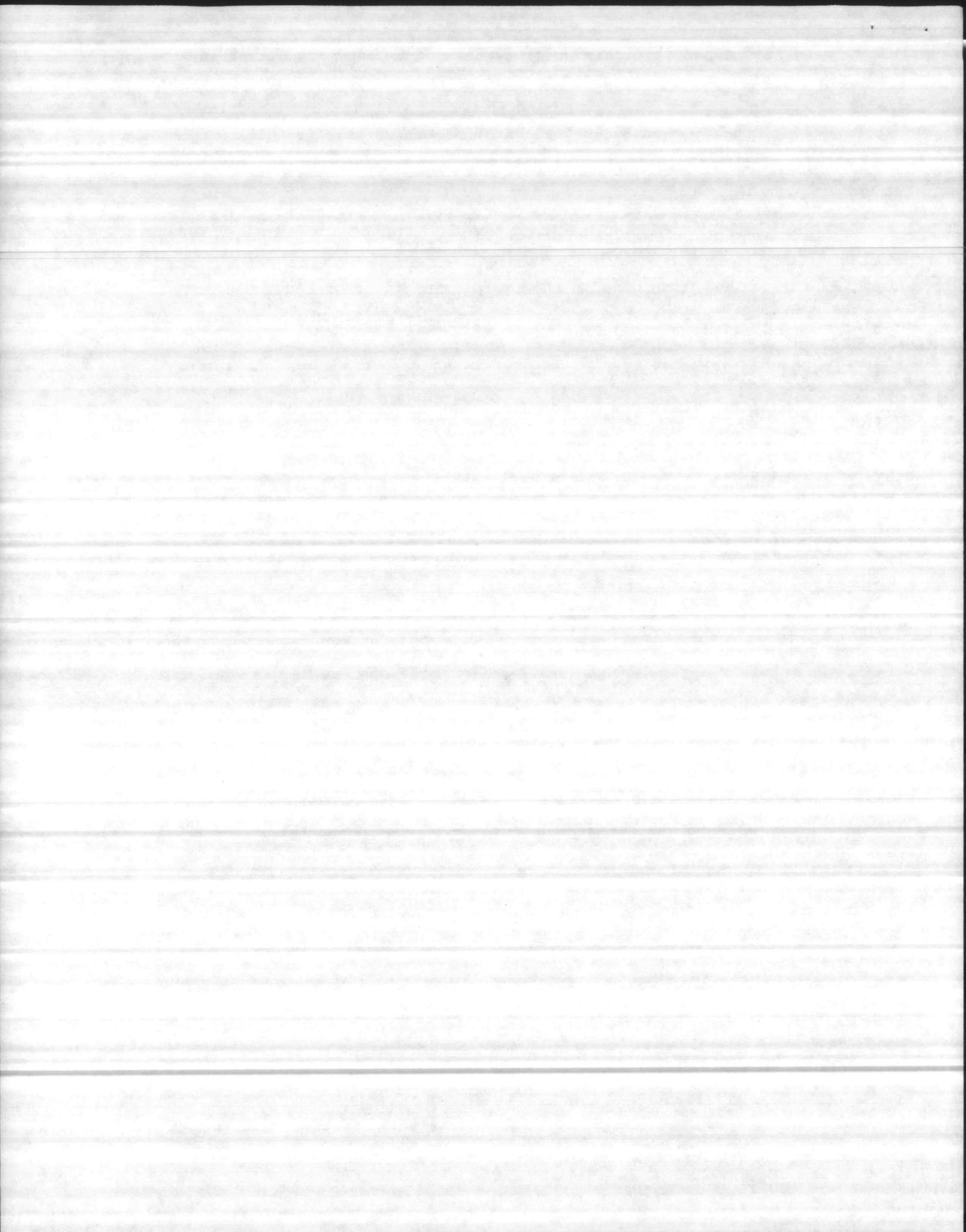
(1) In the area described in paragraph (a)(1) - (4), no person in the water and no vessel, boat or watercraft shall approach or remain within 500 feet of the shore or any pier owned by the United States between the hours of sunset and sunrise, unless that person, vessel, boat or watercraft is showing all lights required by then current United States Coast Guard

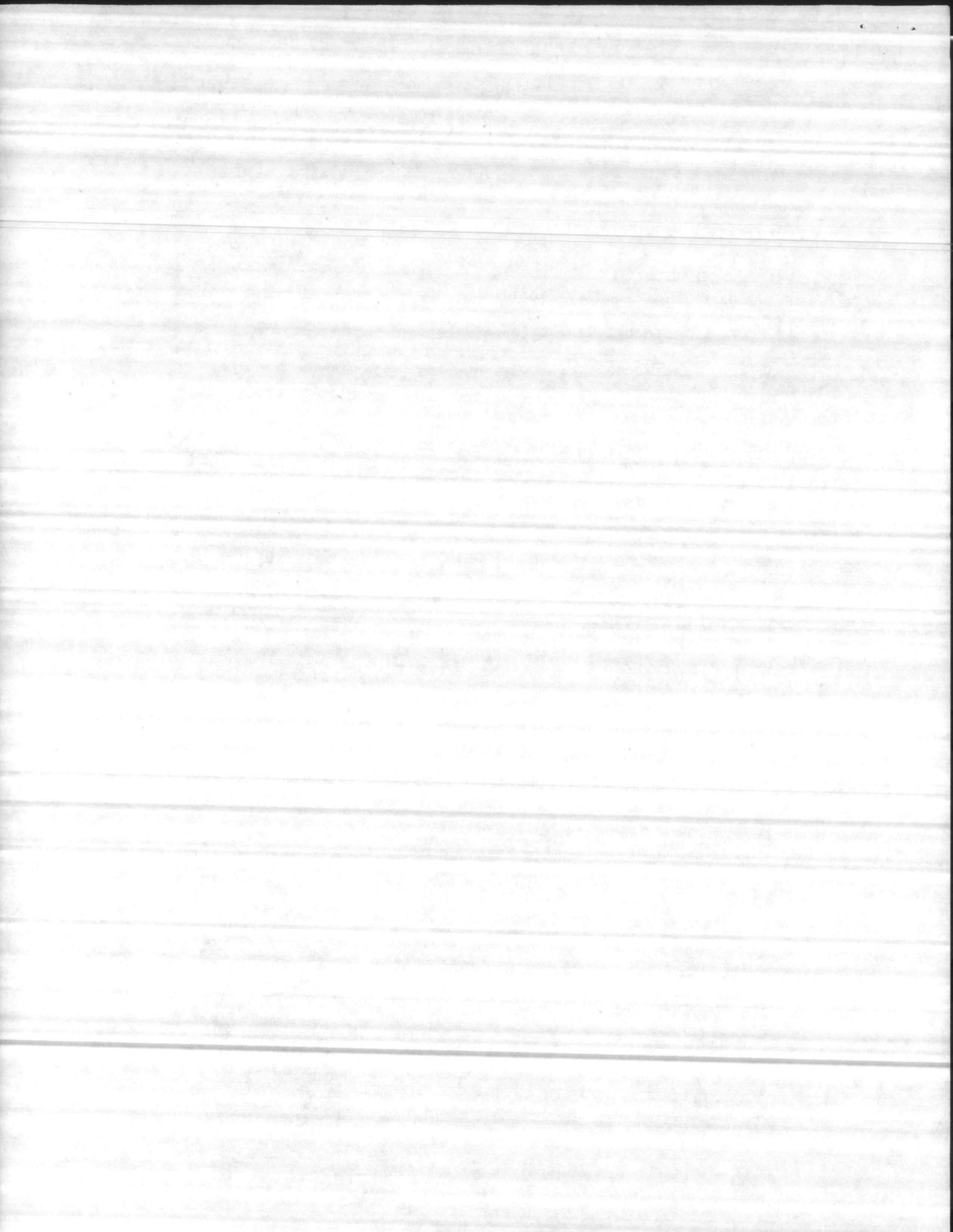


regulations and is either underway between two points not within the 500 feet of the shore or any pier owned by the United States, or is actually engaged in the act of hunting, fishing, shell fishing or crabbing, or unless authorized by the Commanding General or otherwise excepted from the operation of this restriction.

(2) Nothing in this regulation is to be construed to restrict or in any way or to interfere with the enforcement authority or activities of any other federal, state or local agency in the areas described in paragraph (a). Nor shall anything in this regulation be construed as giving any person permission to enter upon the confines of Marine Corps Base, Camp Lejeune, North Carolina, or Marine Corps Air Station (Helicopter), New River, North Carolina, except that civilian persons may continue to use the beach areas known as "Ski Beach" on Northeast Creek and Town Point on the New River for recreational purposes between the hours of sunrise and sunset subject to such rules and regulations as may be prescribed by the Commanding General.

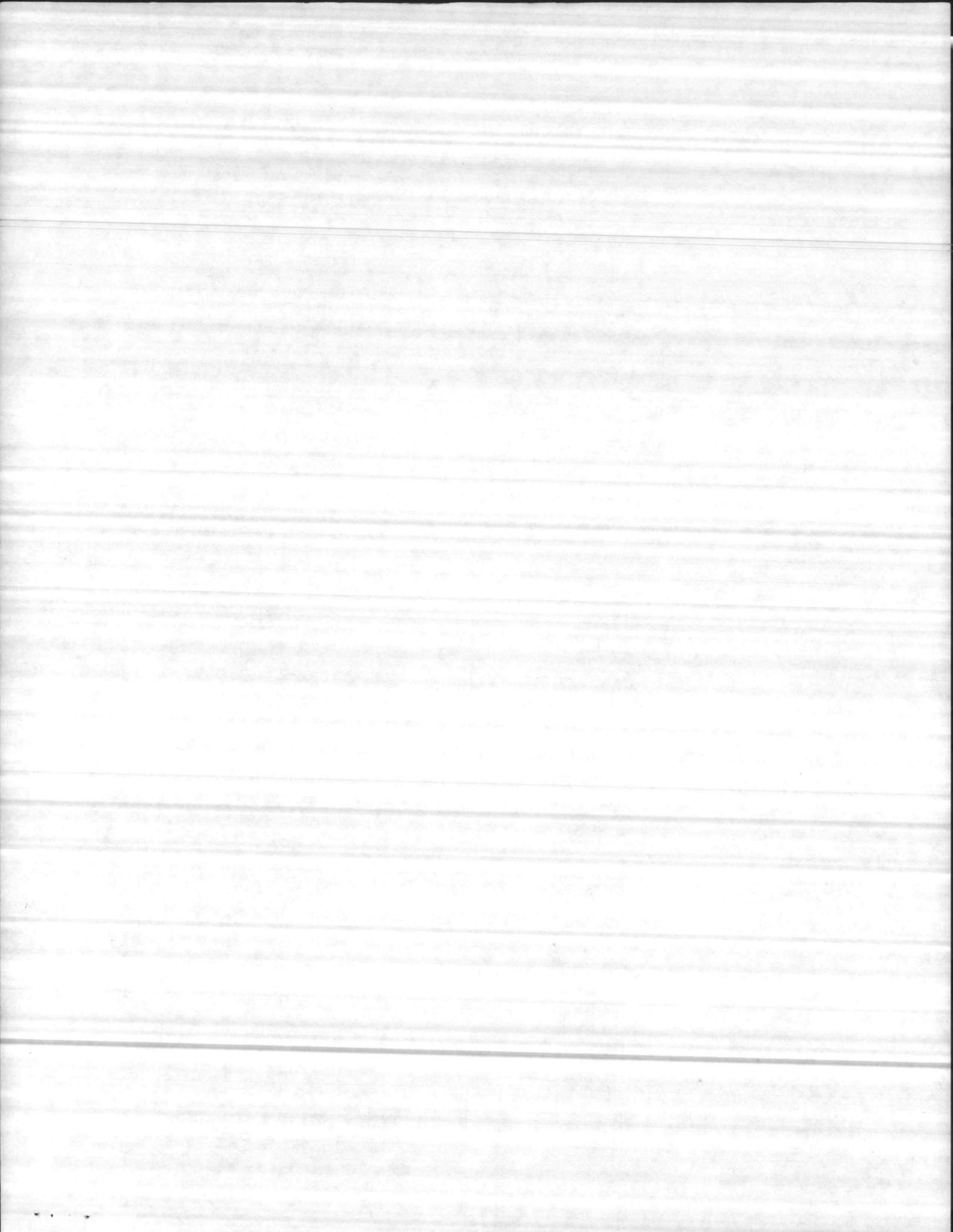
(c) Enforcing Agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives, in waters contiguous to the Base, and by the Commanding Officer, Marine Corps Air Station (Helicopter), New River in waters contiguous to the Air Station.

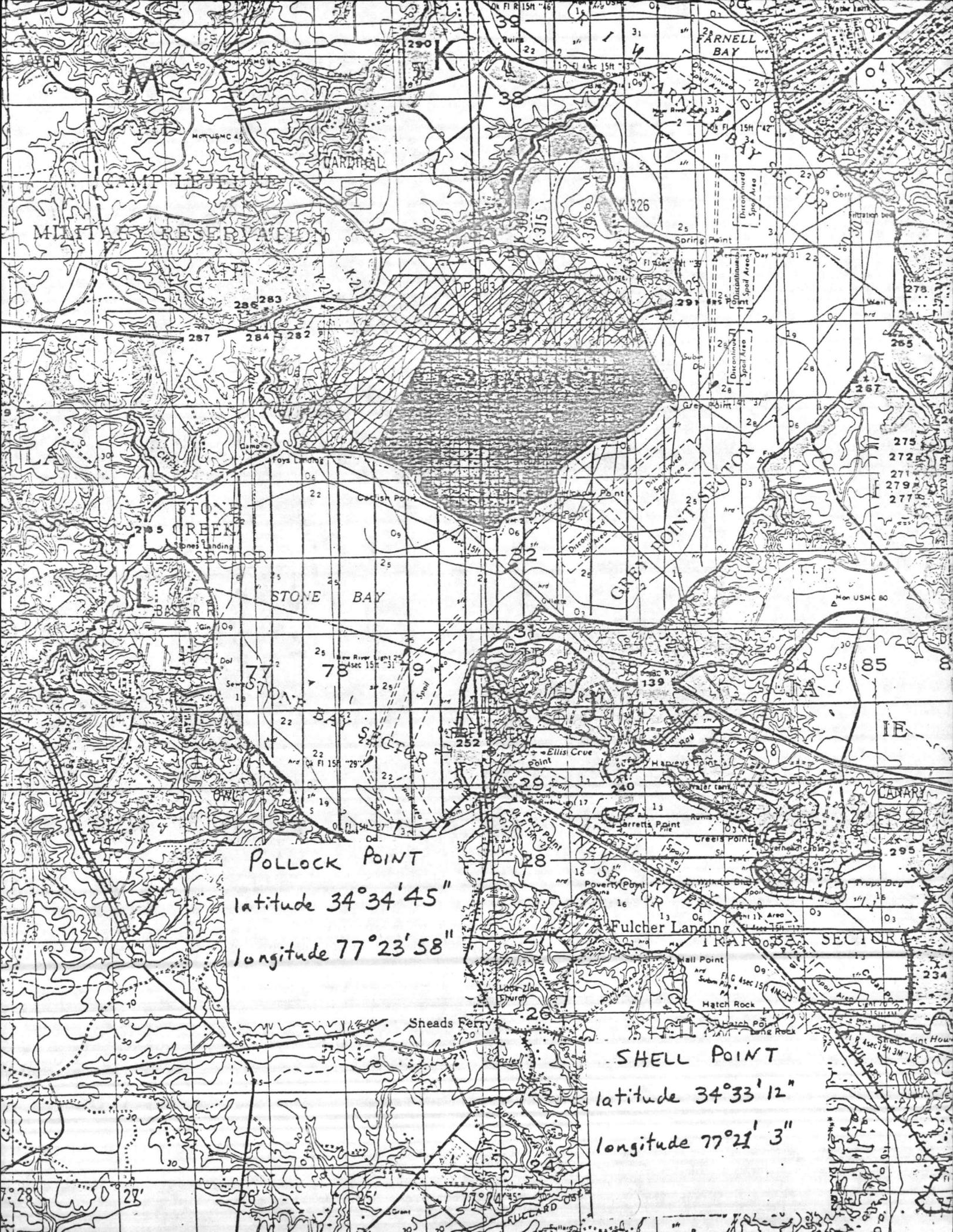




“Cable” Point
(No. of Jack's Pt.)
latitude 34°44' 7"
longitude 77°25' 50"

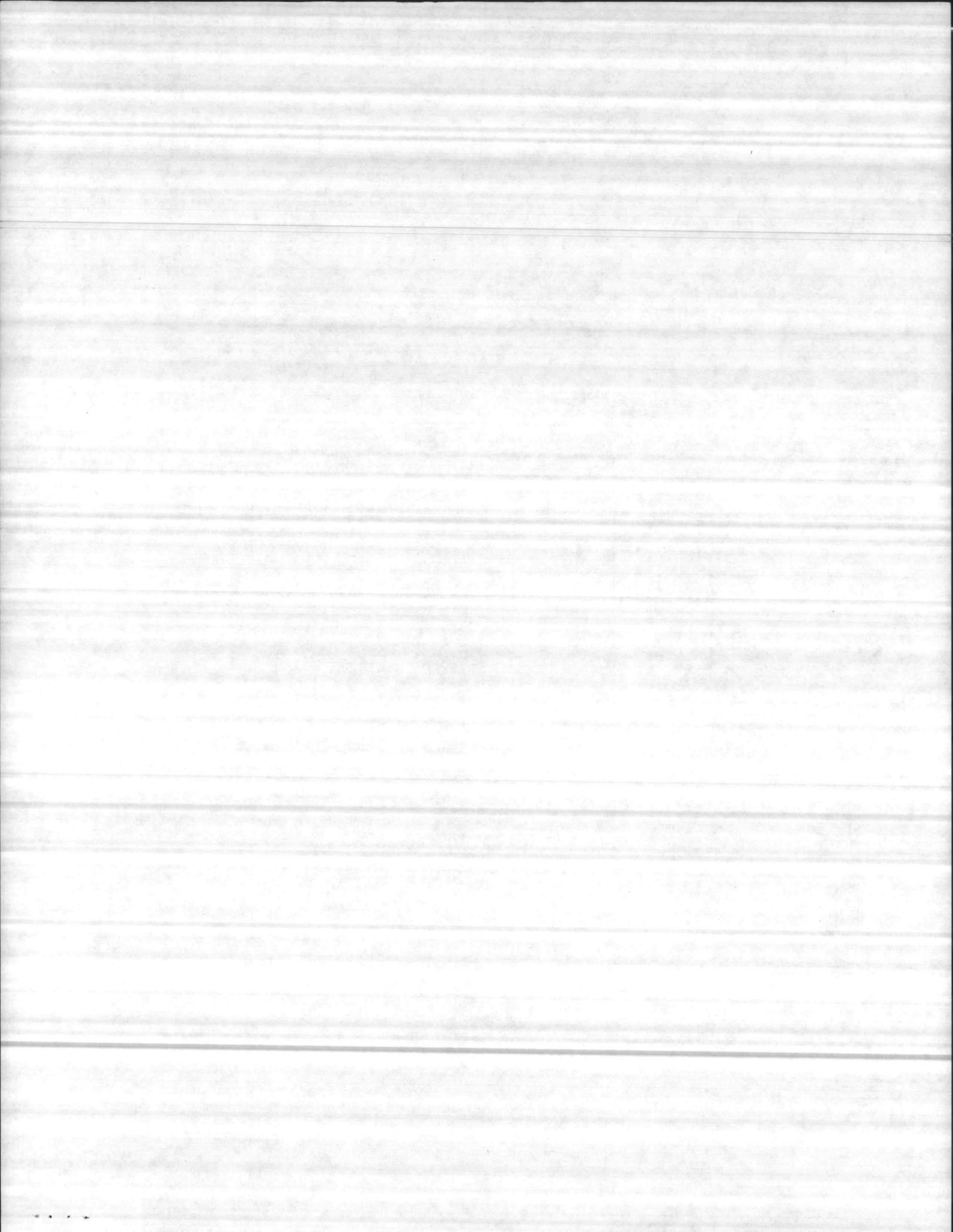






POLLOCK POINT
latitude $34^{\circ}34'45''$
longitude $77^{\circ}23'58''$

SHELL POINT
latitude $34^{\circ}33'12''$
longitude $77^{\circ}21'3''$





Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE:
ROOM 404
CANNON HOUSE OFFICE BUILDING
202-225-3415

DISTRICT OFFICE:
FEDERAL BUILDING
ROOM 306
GOLDSBORO, NORTH CAROLINA 27530
919-736-1844

July 26, 1984

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

Dear General Buehl:

As indicated in my letter of June 22, information provided by you and General Fulham did much to clarify proposed changes in enforcement authority on New River.

Since that time, however, I have continued to receive both verbal and written expressions of concern from individuals, organizations and local officials about this proposal. In addition to this, I have now been advised that while opportunity for public comment will be provided for, that a public hearing may not be held as had earlier been indicated.

The questions that continue to be asked of me are, "What has changed? Why after all these years, has it now become necessary for this additional authority to be sought?" Based on information provided me, I must confess, I cannot answer these questions.

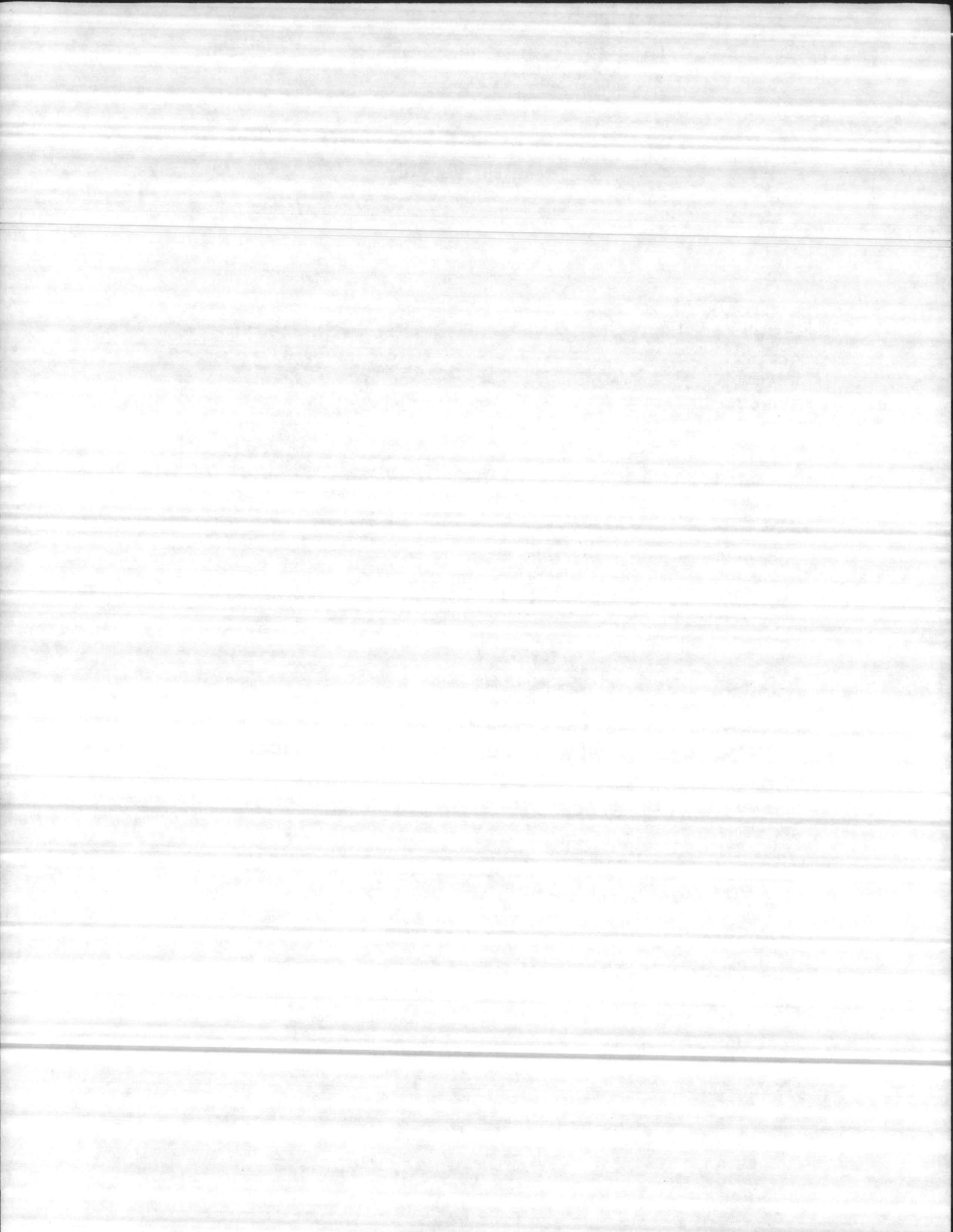
Knowing of your interest in maintaining a good community relationship and realizing your responsibility for Base security, it appears that it would serve a most useful purpose if a public meeting could be arranged. Such a meeting would give local residents an opportunity to be heard, as well as an opportunity for the Base Command to provide, to the public and to me, the rationale for the proposed changes. It would be my intention to be represented at such a meeting if it is arranged.

Your consideration of, and comments on this suggestion will be appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Charlie Whitley".

Charles O. Whitley
Member of Congress



Pender/Duplin/Lejeune

1B

Phosphate bill may be washed up, 6B

Marine commander presses for increased security

By Ray Belew
Staff Writer

Gaining jurisdiction over the New River would give the Marine Corps the kind of security found at other military bases, Camp Lejeune's new commander says. That security, he said, has been "absent in the past."

Marine Corps control over the New River would have little effect on the public's use of the waterway for fishing, boating and other forms of recreation, Brig. Gen. Louis H. Buehl III said Thursday in Wilmington.

"The purpose here is to announce a zone that all can see that will allow us to provide the kind of security ... that has been absent in the past," Buehl said in a news conference in the office of Wilmington Mayor William Schwartz.

"This kind of security has been the ambient condition in almost every other base in North Carolina and for some reason or other we haven't gotten around to doing just this sort of thing" at Camp Lejeune, Buehl said.

Buehl, who took command of Camp Lejeune June 13, said he is still learning about security and op-

Brig. Gen. Louis H. Buehl III, who took command of Camp Lejeune June 13, said he is still learning about security and operations at the base.

erations at the base. He said he has "heard talk" about plans for a gate across the waterway, but wants to wait until he is fully informed before discussing it in detail.

The commandant said full infor-

mation can be obtained through the hearings required before the Marines can obtain jurisdiction over the New River from the Army Corps of Engineers. He added, "I will be glad to furnish a flying team of

speakers — experts — on just that subject to anybody who wants to hear about it."

"Basically, we aren't going to do anything differently than we're doing right now," Buehl said. The jurisdiction will allow the Marines to establish a zone on the river where officials can investigate suspicious activities.

Buehl said little will be changed in security procedures for U.S. 17 and N.C. 172, the highways that run through the base.

"I am, as you are, a citizen of the United States and we are not a gar-

ison state," he said. "There are ammo dumps on that base. It would be pretty foolish to allow free access to an ammo dump."

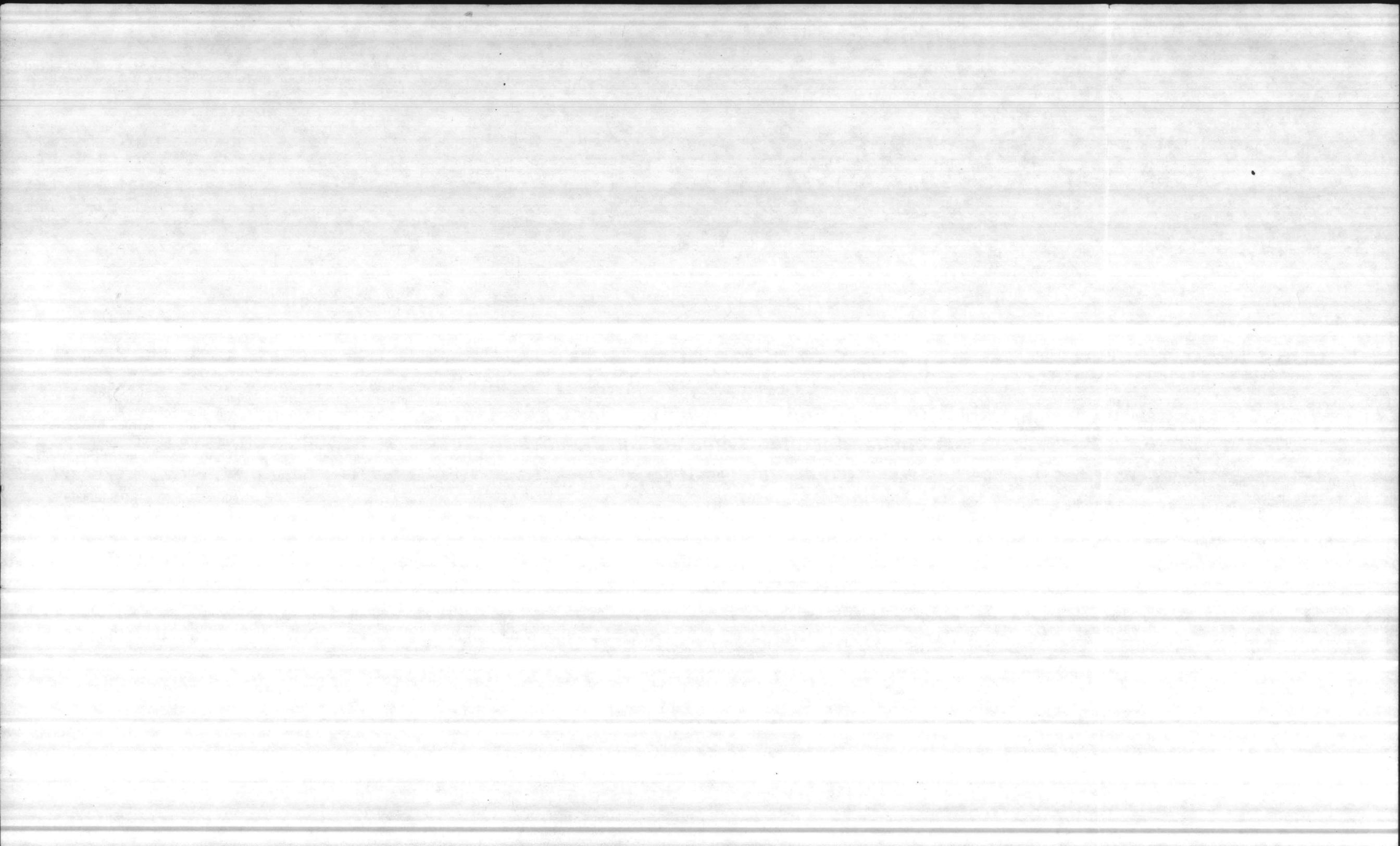
He said the Marines will provide the security that prudent citizens expect.

On another note, Buehl said recent approval of \$36 million worth of construction by the U.S. House of Representatives could provide a big economic boost to the region.

"Somebody is going to have to do the building," he said. "There are opportunities for anybody who wants to do business with DOD (Department of Defense)."

N.C. legislators say workload too heavy





HEADQUARTERS, MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA

Date 12 Oct 84

From: Chief of Staff

To: AC/S, Training

Subj: Closing the Inland Waterway during firing

1. The CG needs a brief prepared that could be delivered to the local civil groups (e.g. chamber of commerce) which explains what we're planning to ask for, to better close the inland waterway during firing. It should include a training aid that shows what the physical equipment used will look like and how it will function. Might ring the SJA in on the preparation of the brief. Plan on you, or one of your folks giving the brief to the CG and thereafter to whoever he wants to hear it.

R/F

Copy to:

SJA



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 Aerial Target (RCMAT)

*not the problem here * this is basic correct regulation become a practice*

Recommend approval
7 ms

REPORT OF THE BOARD OF DIRECTORS OF THE COMPANY FOR THE YEAR 1911

THE BOARD OF DIRECTORS OF THE COMPANY HAS THE HONOR TO REPORT THAT THE YEAR 1911 HAS BEEN A YEAR OF PROGRESS AND GROWTH.

THE FINANCIAL STATEMENT OF THE COMPANY FOR THE YEAR 1911 IS HEREBY SUBMITTED TO THE STOCKHOLDERS.

THE BOARD OF DIRECTORS HAS THE HONOR TO ACKNOWLEDGE THE COOPERATION AND ASSISTANCE OF THE STOCKHOLDERS.

THE BOARD OF DIRECTORS HAS THE HONOR TO THANK THE STOCKHOLDERS FOR THEIR FAITHFUL SUPPORT.

THE BOARD OF DIRECTORS HAS THE HONOR TO SIGN THIS REPORT.

RESPECTFULLY,
THE BOARD OF DIRECTORS

BY: _____

CHIEF EXECUTIVE OFFICER

THE BOARD OF DIRECTORS HAS THE HONOR TO SIGN THIS REPORT.

RESPECTFULLY,
THE BOARD OF DIRECTORS

BY: _____

CHIEF EXECUTIVE OFFICER

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RESPECTFULLY,
THE BOARD OF DIRECTORS

BY: _____

CHIEF EXECUTIVE OFFICER

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RESPECTFULLY,
THE BOARD OF DIRECTORS

BY: _____

CHIEF EXECUTIVE OFFICER

THE BOARD OF DIRECTORS HAS THE HONOR TO SIGN THIS REPORT.

RESPECTFULLY,
THE BOARD OF DIRECTORS

BY: _____

CHIEF EXECUTIVE OFFICER

THE BOARD OF DIRECTORS HAS THE HONOR TO SIGN THIS REPORT.

RESPECTFULLY,
THE BOARD OF DIRECTORS

BY: _____

CHIEF EXECUTIVE OFFICER

POSITION STATEMENT

1. The position of the Department is that the work of the year 1954 has been completed in accordance with the programme of work approved by the Council in 1953.

2. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

3. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

4. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

5. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

6. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

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11. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

12. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

13. The work of the Department has been carried out in accordance with the programme of work approved by the Council in 1953.

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.

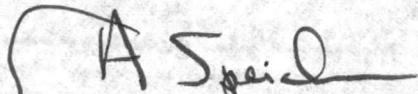
7. RECOMMENDED ACTION: Effective 1 ~~November~~ ^{December} 1984: JMS

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	_____	_____

File
in AIWW
File

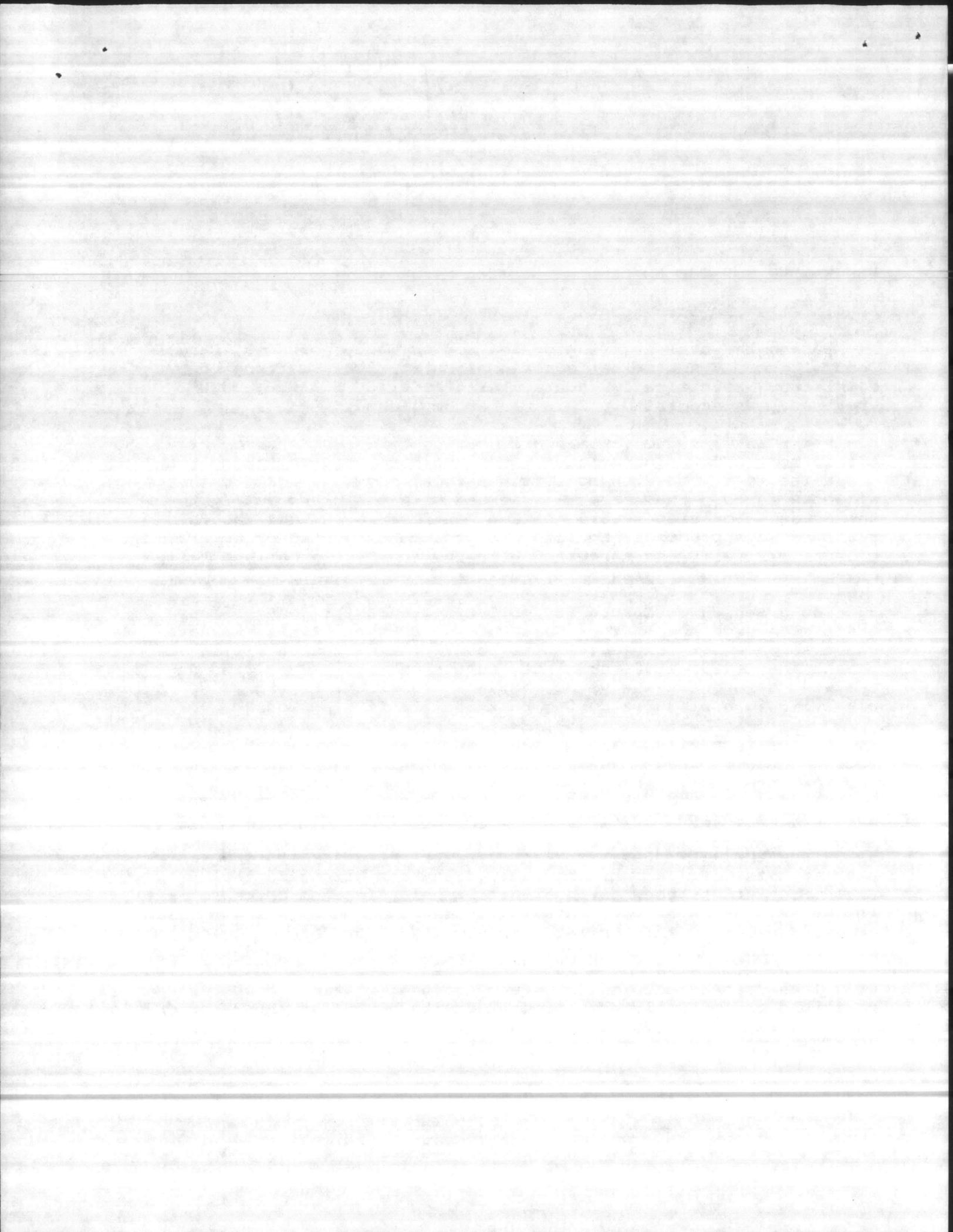
3100
RCTL
26 Oct 1984

MEMORANDUM FOR THE COMMANDING GENERAL

Subj: Atlantic Intracoastal Waterway (AIWW)

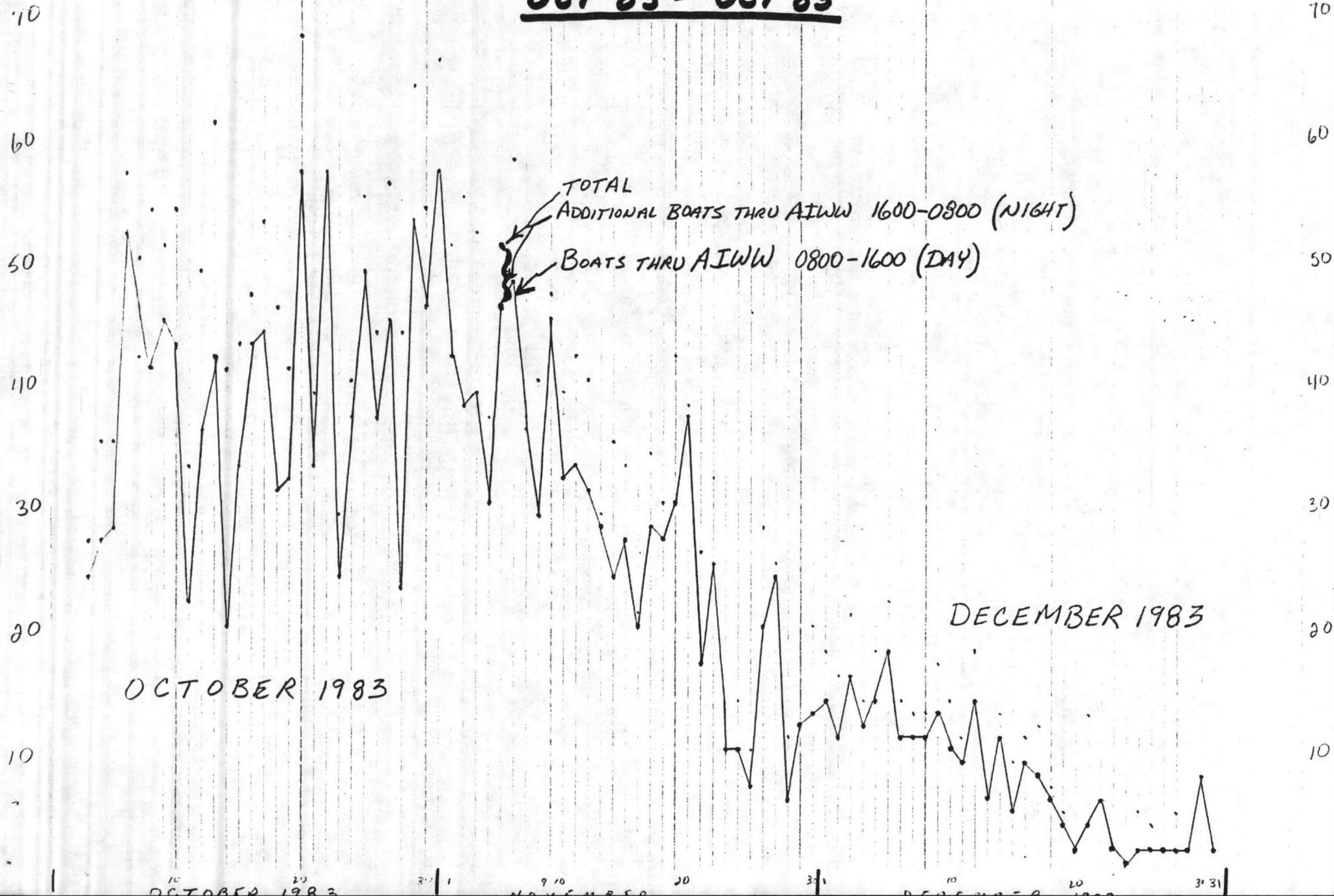
1. During the oral briefing of the subject as proposed at Range Control, the CG asked that additional, historical staffing be completed. Specifically, contact with LtCol H. BOZARTH, USMC (retired) was suggested. This was accomplished.
2. Mr. BOZARTH vaguely remembers that the AIWW was infrequently closed 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).

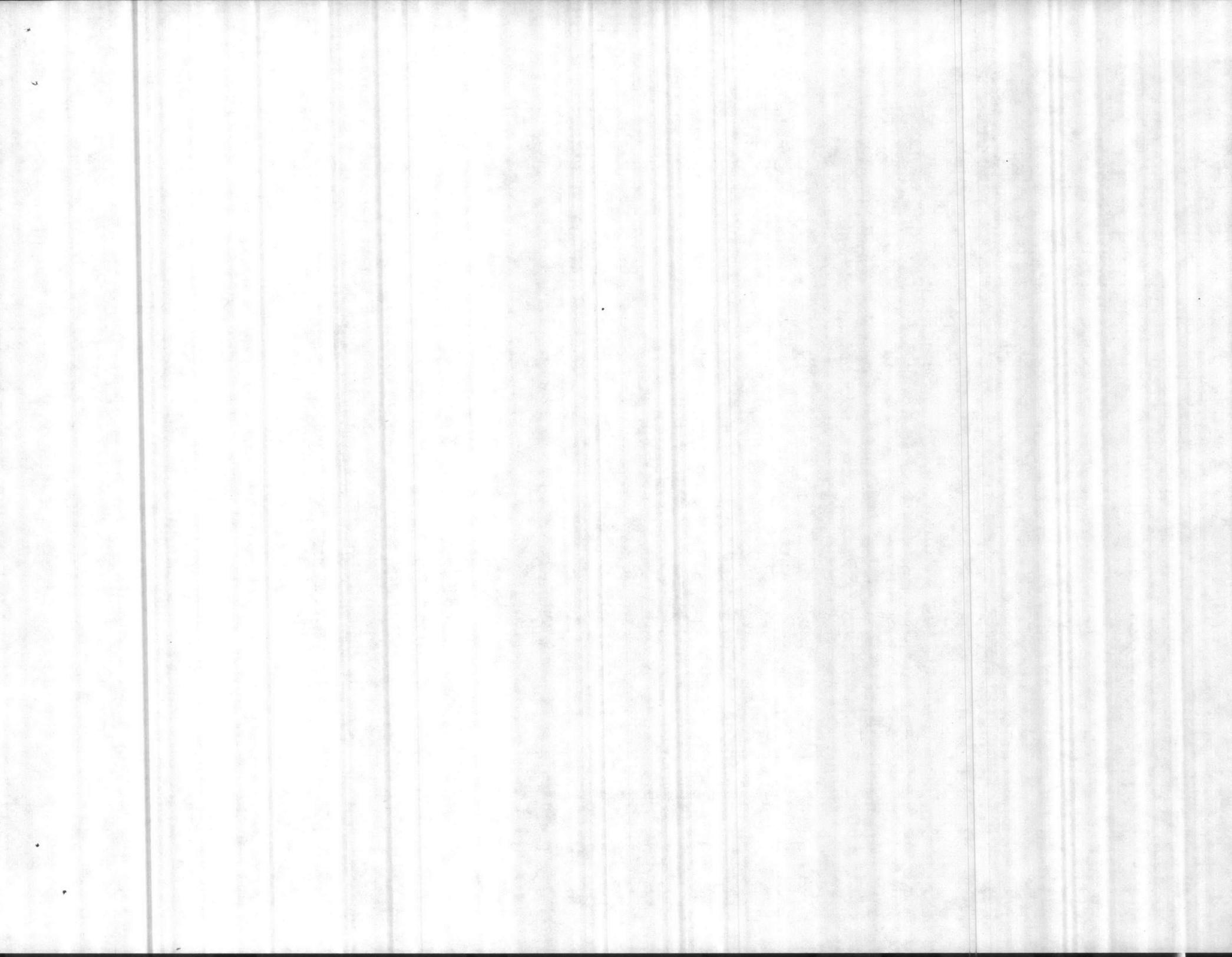
F. J. CIZERLE
Range Control Officer



AIWW BOAT TRAFFIC THRU ONSLOW BEACH BRIDGE

OCT 83 - OCT 83





70

60

50

40

30

20

10

0

70

60

50

40

30

20

10

0

JANUARY 1984

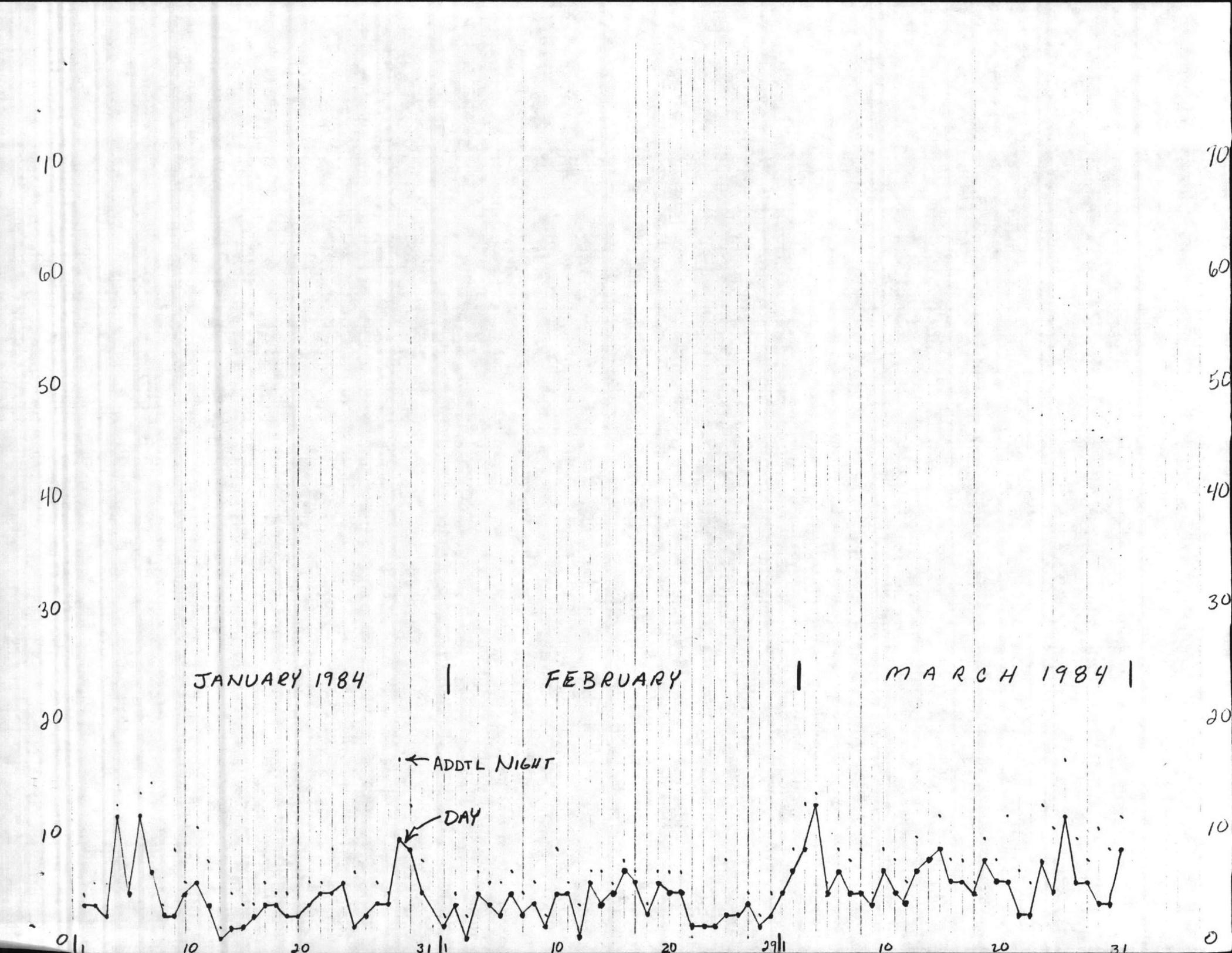
FEBRUARY

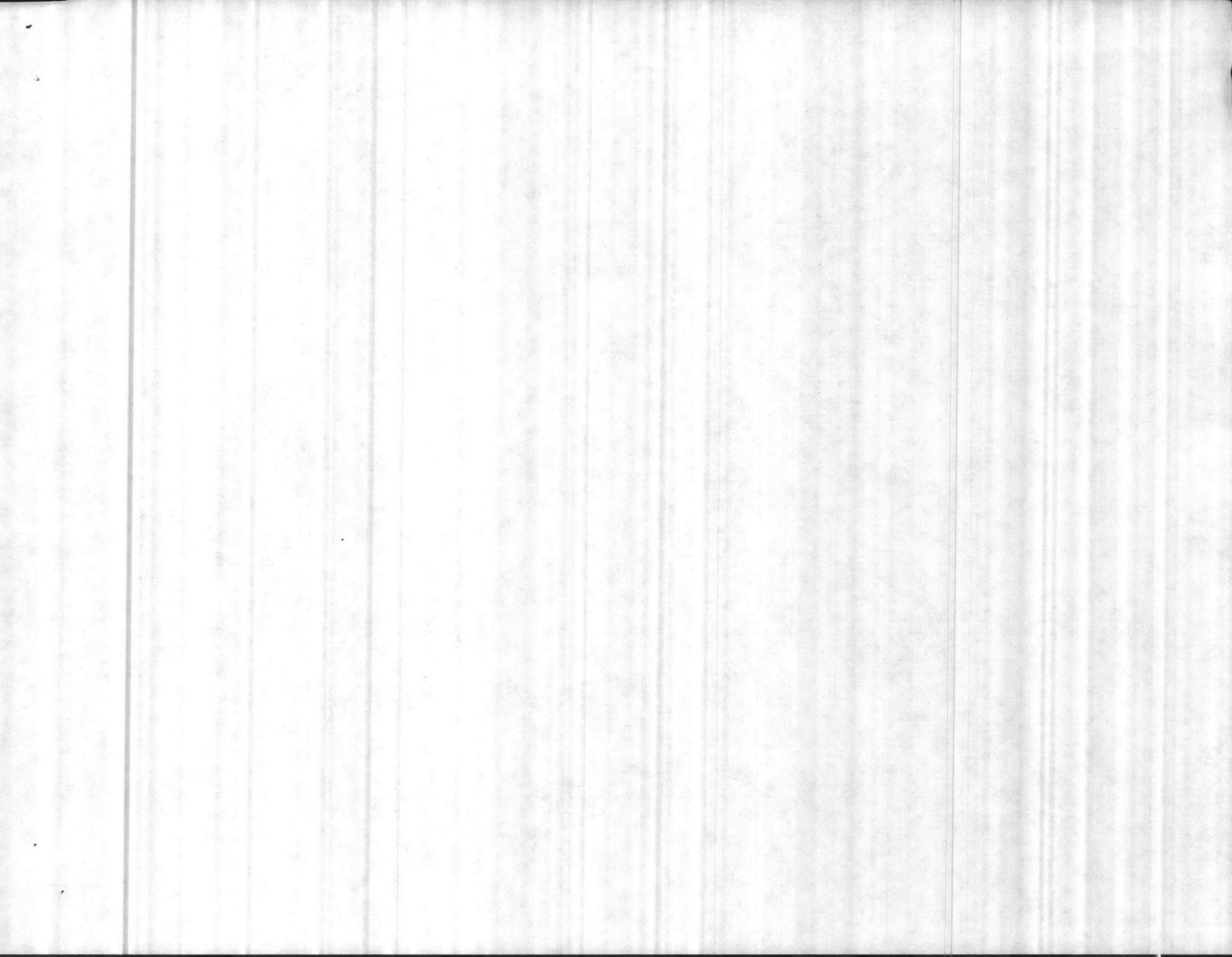
MARCH 1984

← ADDTL NIGHT

← DAY

1 10 20 31 1 10 20 31 1 10 20 31





70

60

50

40

30

20

10

0

70

60

50

40

30

20

10

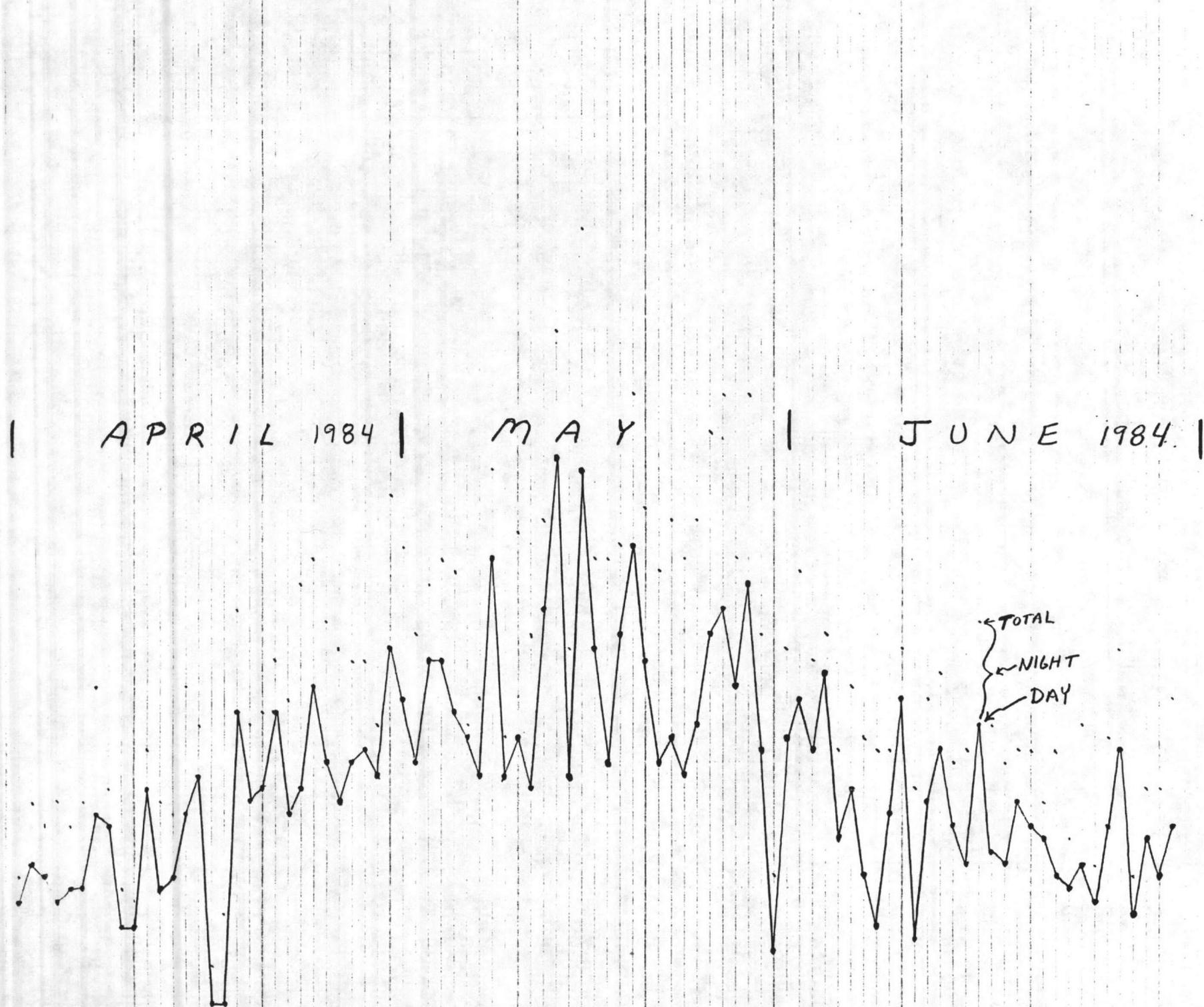
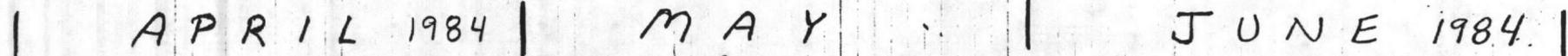
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APRIL 1984

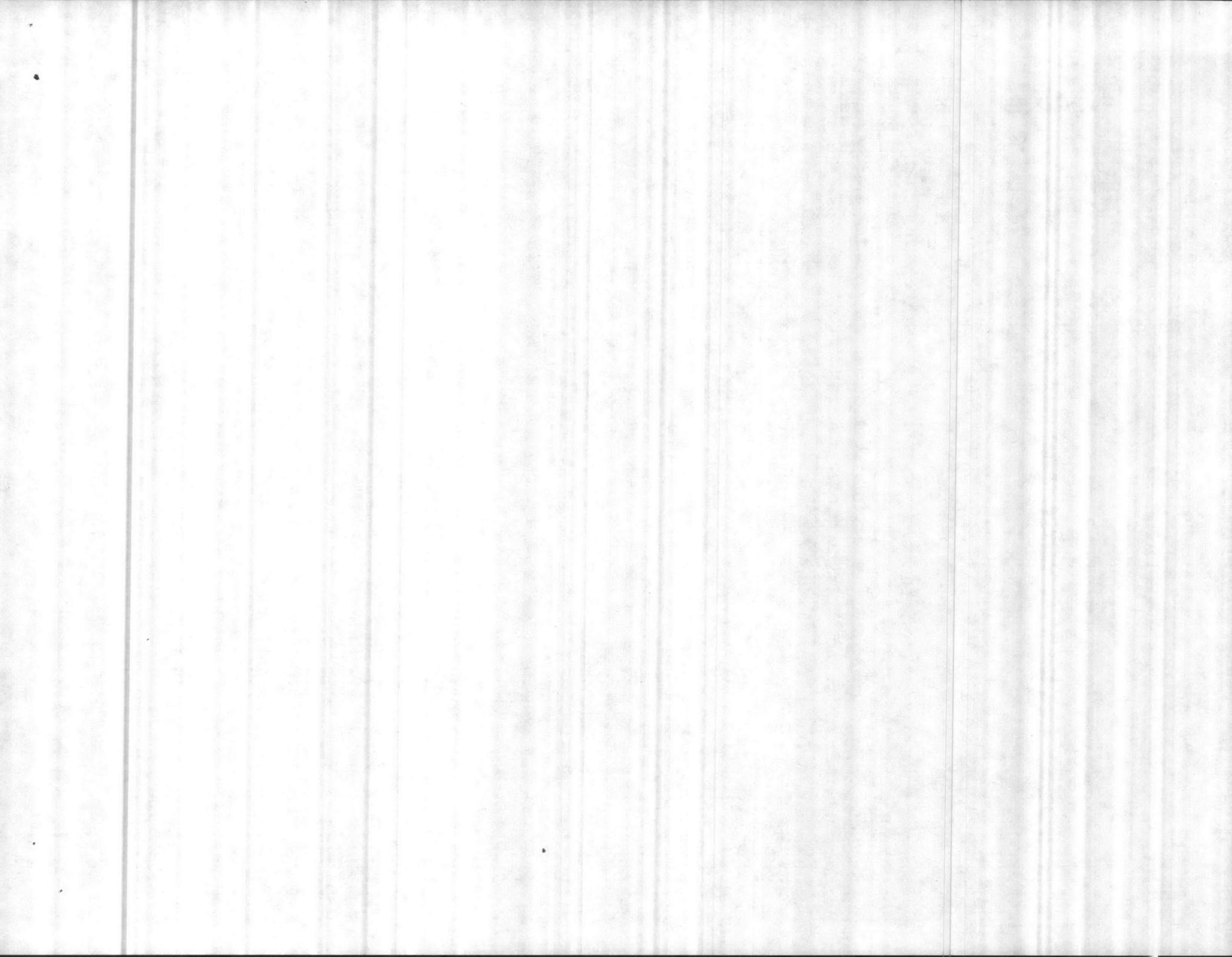
MAY

JUNE 1984

TOTAL
NIGHT
DAY



Month	Day	Temperature (°F)
April	1	9
April	2	12
April	3	11
April	4	9
April	5	10
April	6	10
April	7	16
April	8	16
April	9	7
April	10	7
April	11	18
April	12	10
April	13	11
April	14	19
April	15	1
April	16	1
April	17	24
April	18	18
April	19	19
April	20	24
April	21	17
April	22	18
April	23	26
April	24	20
April	25	18
April	26	20
April	27	21
April	28	19
April	29	29
April	30	25
April	31	20
May	1	28
May	2	28
May	3	24
May	4	22
May	5	36
May	6	19
May	7	32
May	8	44
May	9	19
May	10	43
May	11	29
May	12	20
May	13	30
May	14	37
May	15	28
May	16	20
May	17	22
May	18	20
May	19	23
May	20	30
May	21	32
May	22	26
May	23	34
May	24	21
May	25	34
May	26	5
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May	30	27
May	31	21
June	1	27
June	2	14
June	3	18
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June	11	15
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June	28	15



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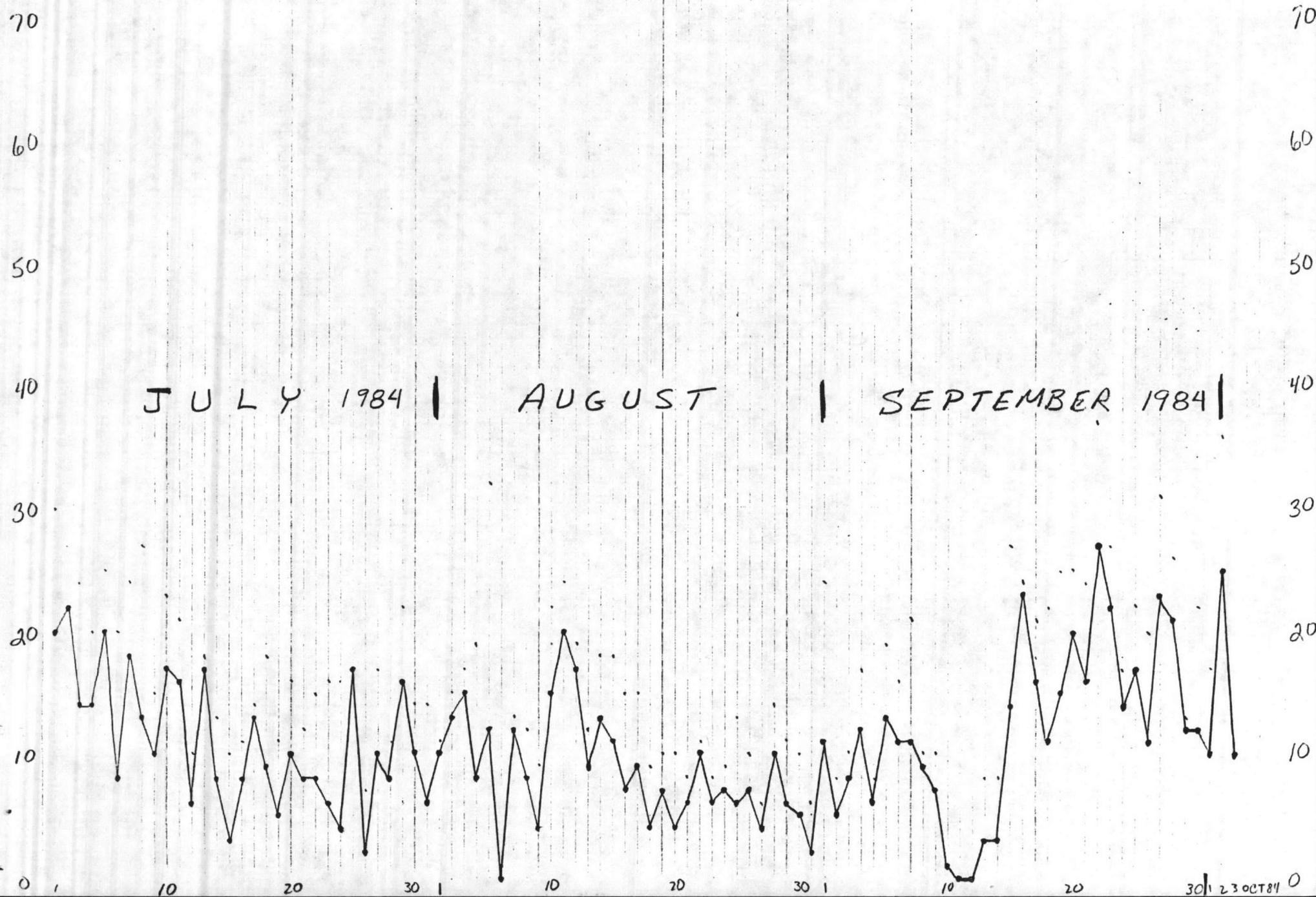
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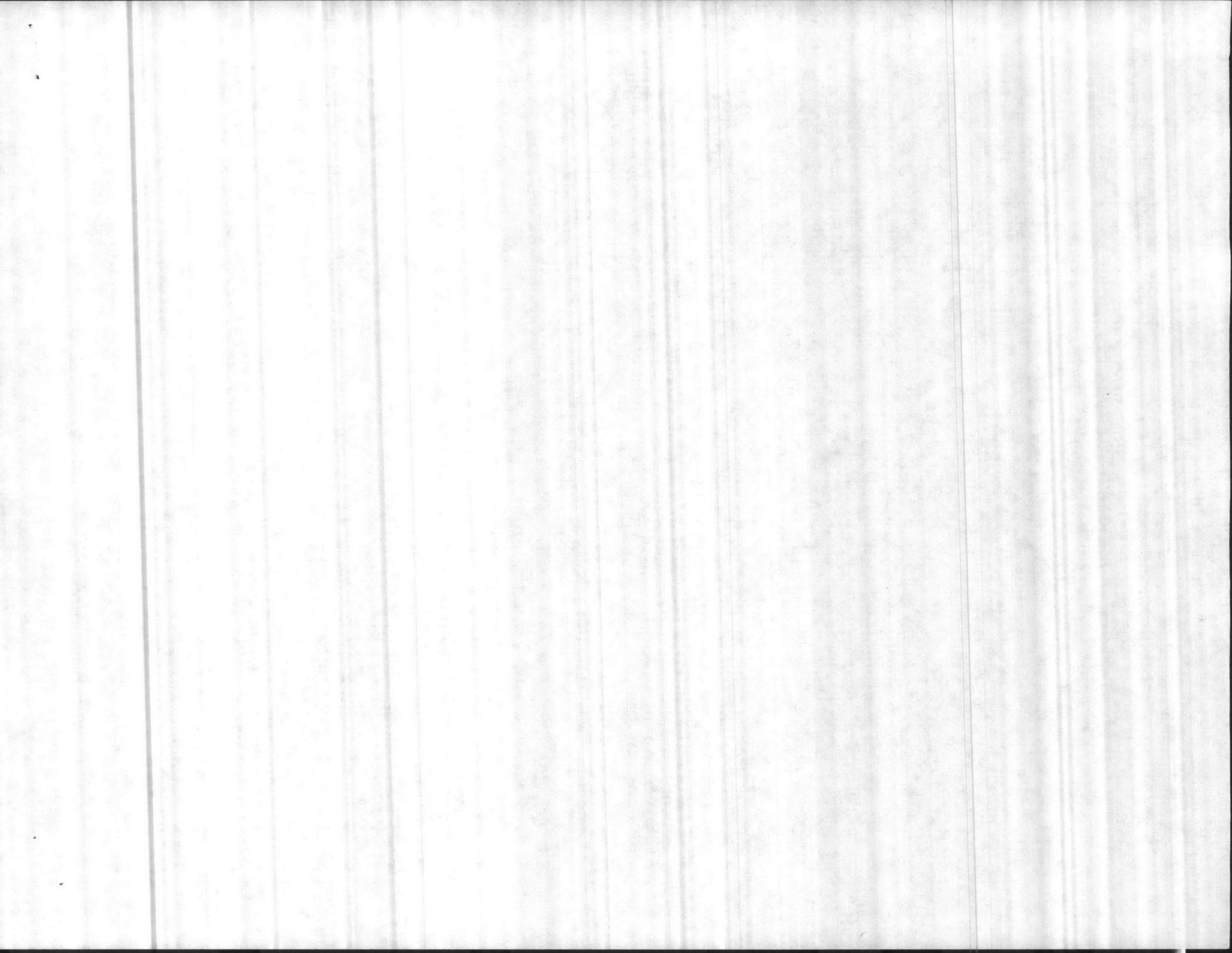
J U L Y 1984

A U G U S T

S E P T E M B E R 1984



30 | 23 OCT 84 0



11102
RCTL

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

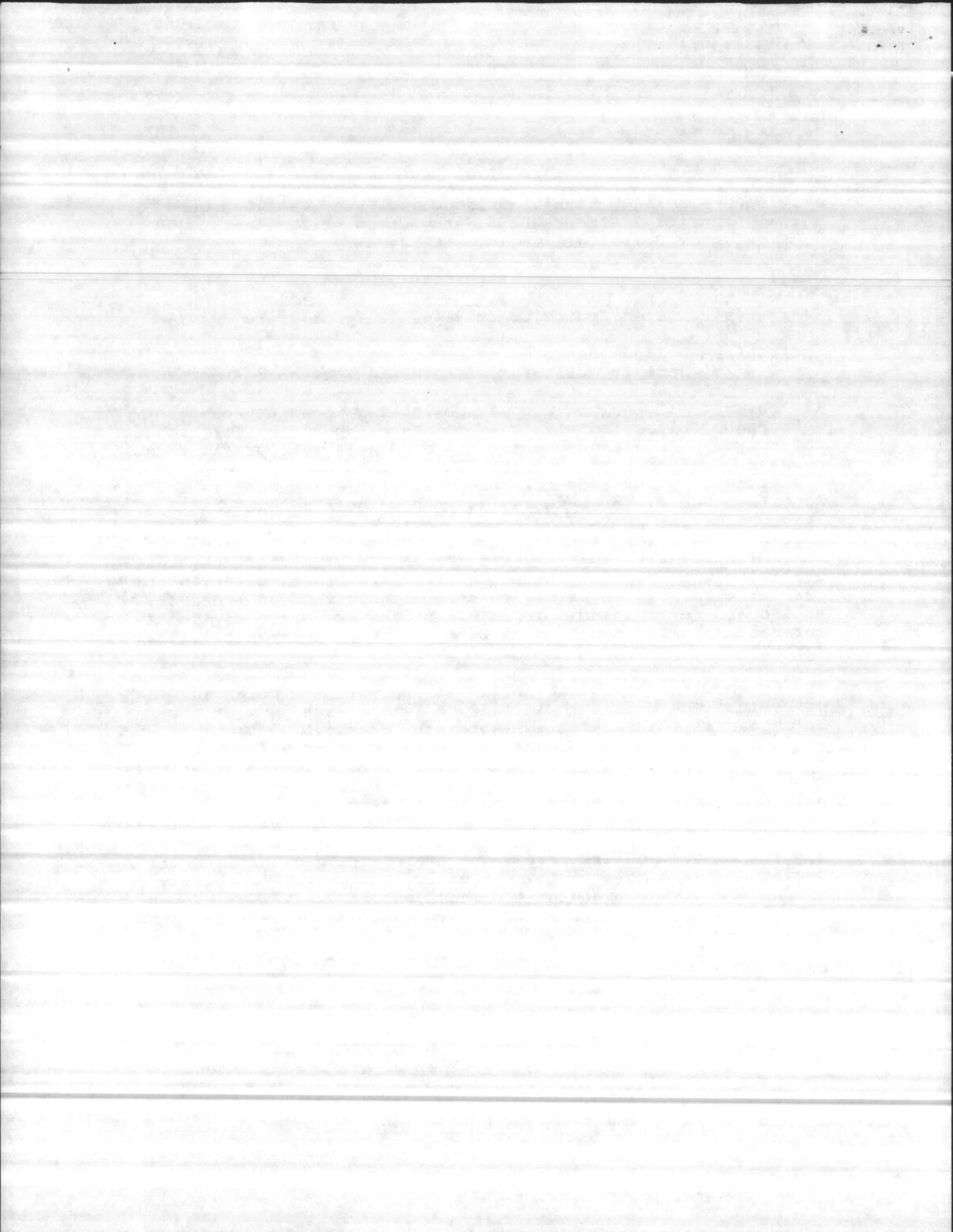
Encl: (1) Bridge Location
(2) Schematic Diagram of Restraint Device

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



TRNG AIDS NEEDED

1. Large map of area (small scale)
or schematic/sketch showing
AIWW and 2 sites.

2. Artist's conception/sketch of
the buoys/barriers.

1. + 2. should be about 3' x 4' or
poster board size.

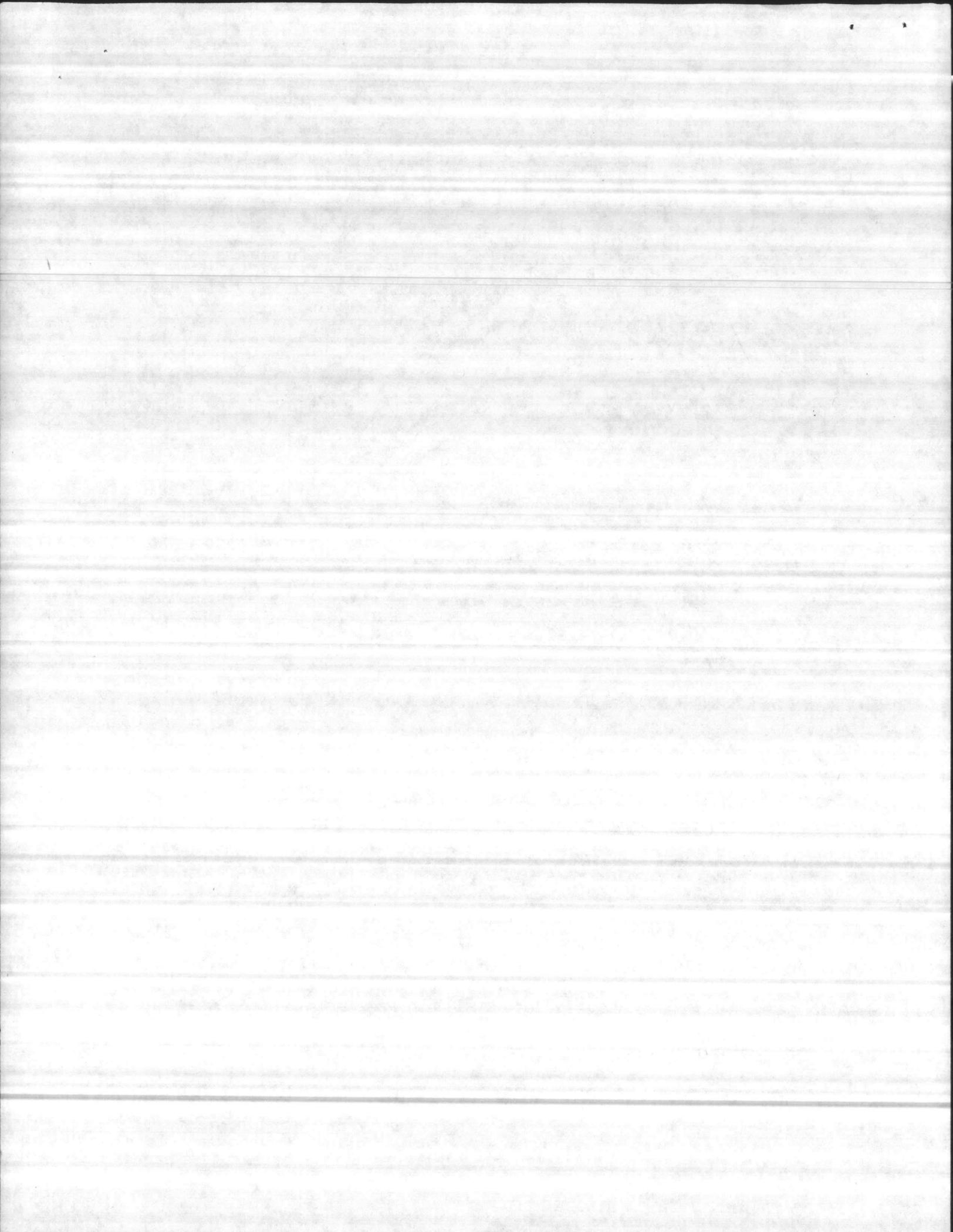
3. Briefing chart with info as shown
on next sheet (lettering should be
readable from about 15'). Standard

briefing chart paper should do.
lettering may be free hand (if
neat + attractive) or machine lettered.

4. Need to see by Thursday 4 OCT 84
- will be avail. for addtl guidance
or clarification as needed.

L Holgate

RCC



ATLANTIC INTRACOASTAL WATERWAY

DANGER ZONE REGULATIONS

The Area: Navigable waters between Bear Creek and Onslow Beach Bridge - includes all inlets, streams, bays, and waters

The Regulations: • Vessels may proceed without stopping during non-military use. Caution required due to possibility of unexploded projectiles in the area of the AIWW.

• Warnings of military use will be contained in weekly Notice to Mariners.

• The Commanding General, MCB, CLNC may restrict traffic in the AIWW or New River during military use, after proper advance notices are published.

The Procedures: • Advance Notices of firing times & areas made to:

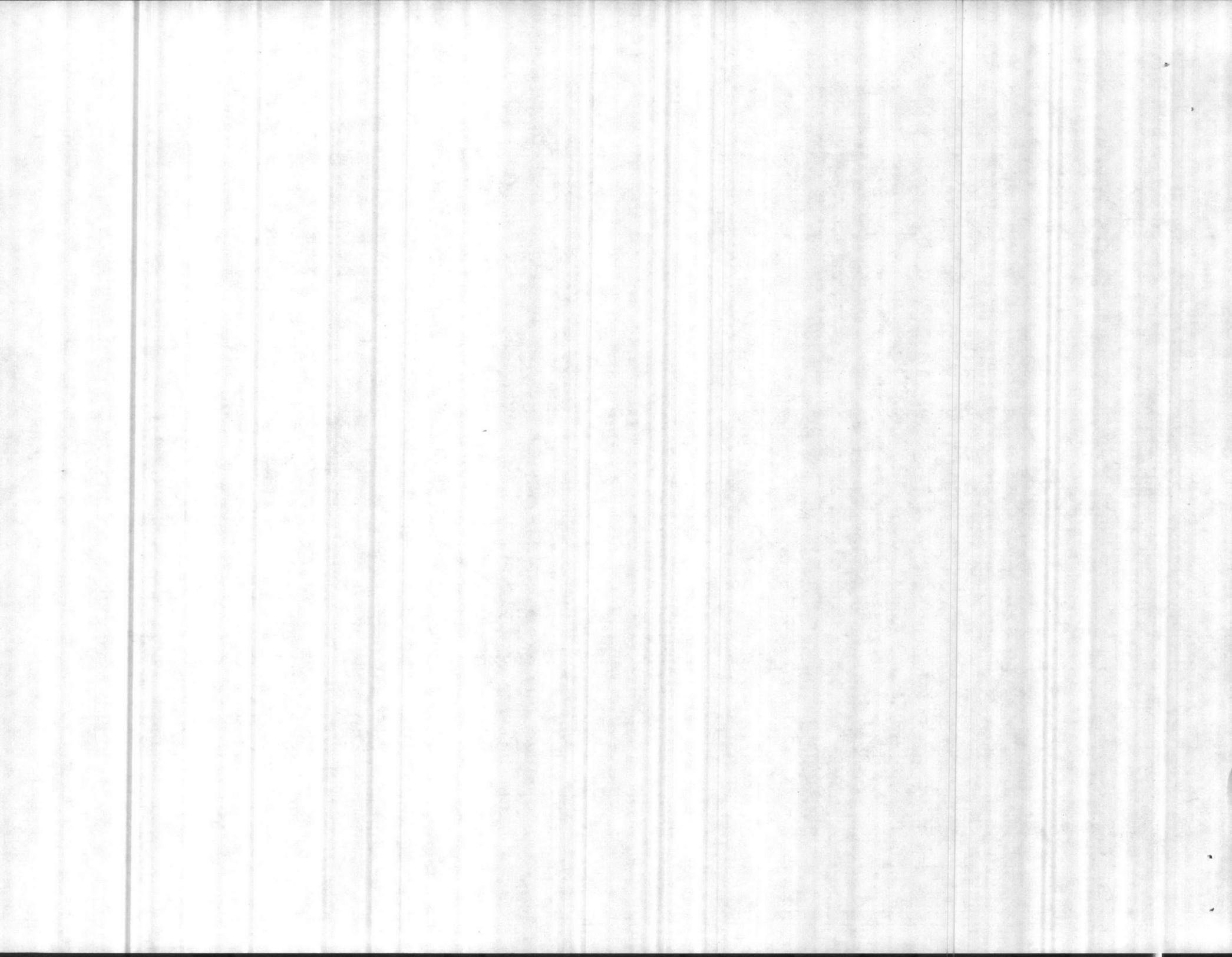
- * Mariners
- * Armen
- * Coast Gd Sta. Swansboro NC
Bas: Ft. Macon NC
- * Daily News, WIL MORNING STAR, &
Local Radio (WILZ, WENS, WTNC) by JPAO
- * US. Army DIST ENGINEER, WIL NC
- * Local Military Units

• Small boats positioned at each end of AIWW for safety and periodic closure.

• Range guards in towers to watch for entry into the danger zone -- order immediate cease fire.

• Helo visual sweep/clearing of danger zone before firing begins.

The Proposal: Passive restraint line and warning buoys to improve safety to boaters.





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

*Send
to your info/
command before I
sign it.
G/S Don't sign off until you brief C of C. Please have briefings prepared for my review.*

From: Commanding General, Marine Corps Bas
To: District Engineer, U. S. Army Corps
Custom House, Wilmington, NC 28401

Subj: RESTRAINT DEVICE, INTRACOASTAL WATER

Ref: (a) United States Coast Pilot (July

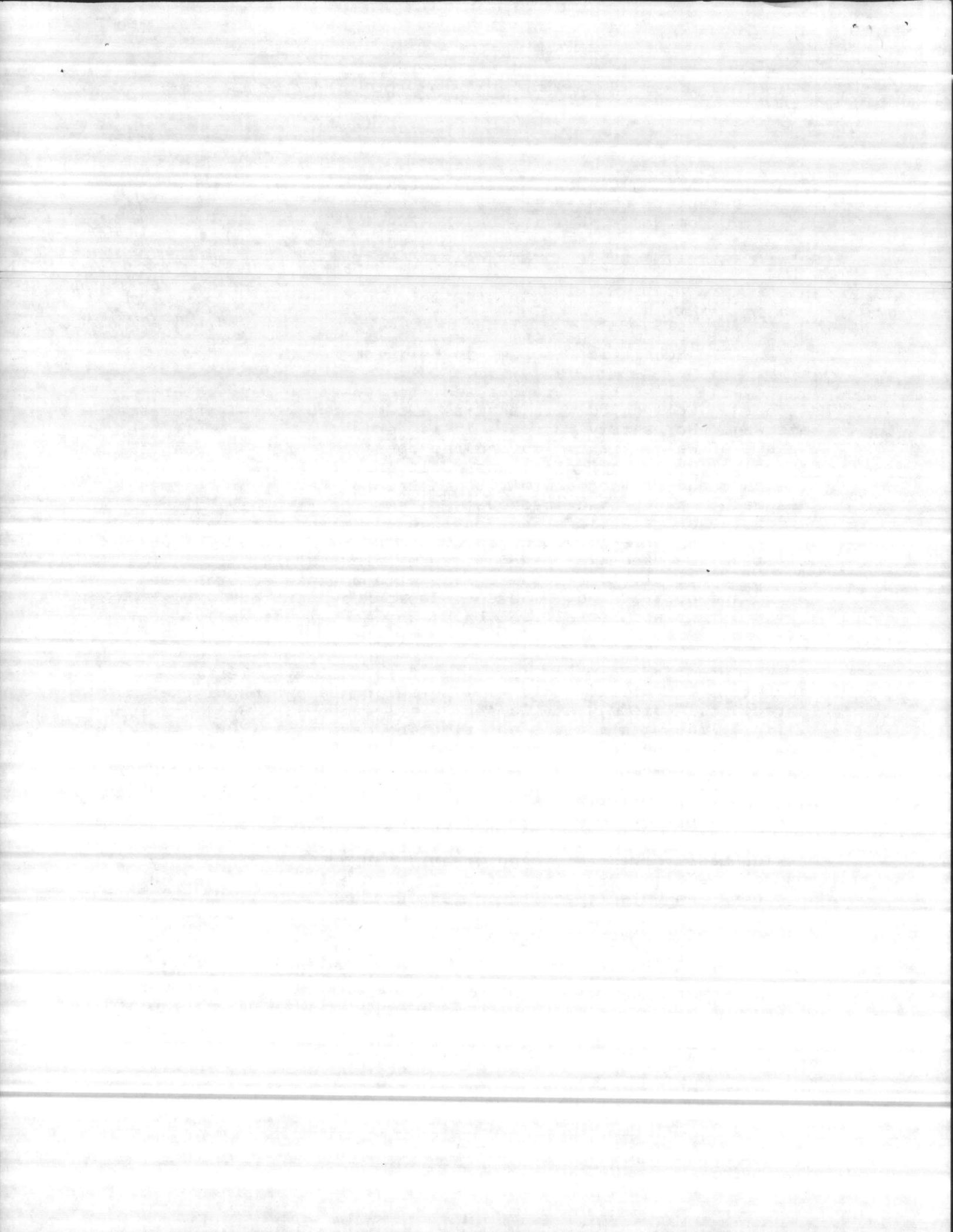
Encl: (1) Bridge Location
(2) Schematic Diagram of Restraint Device

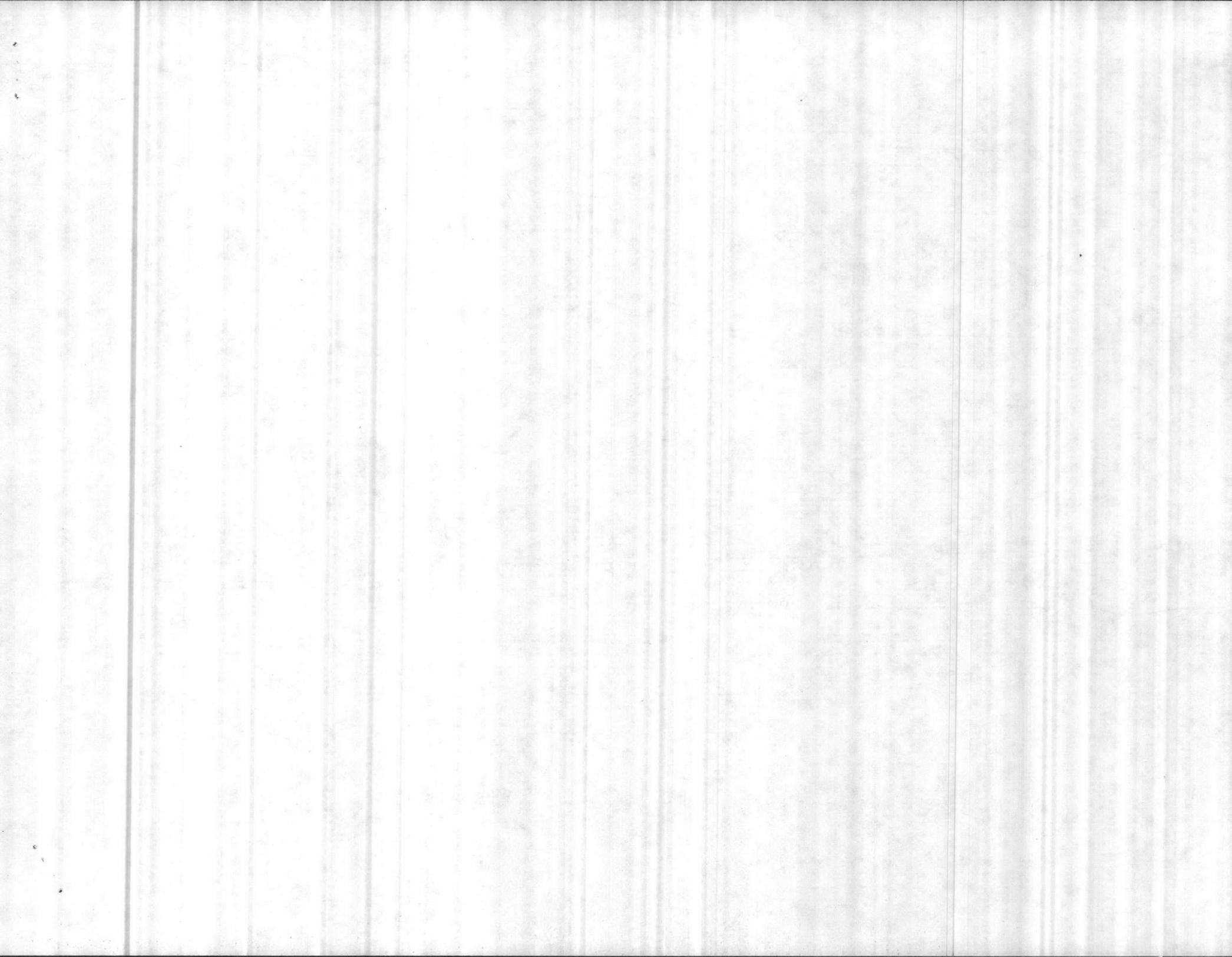
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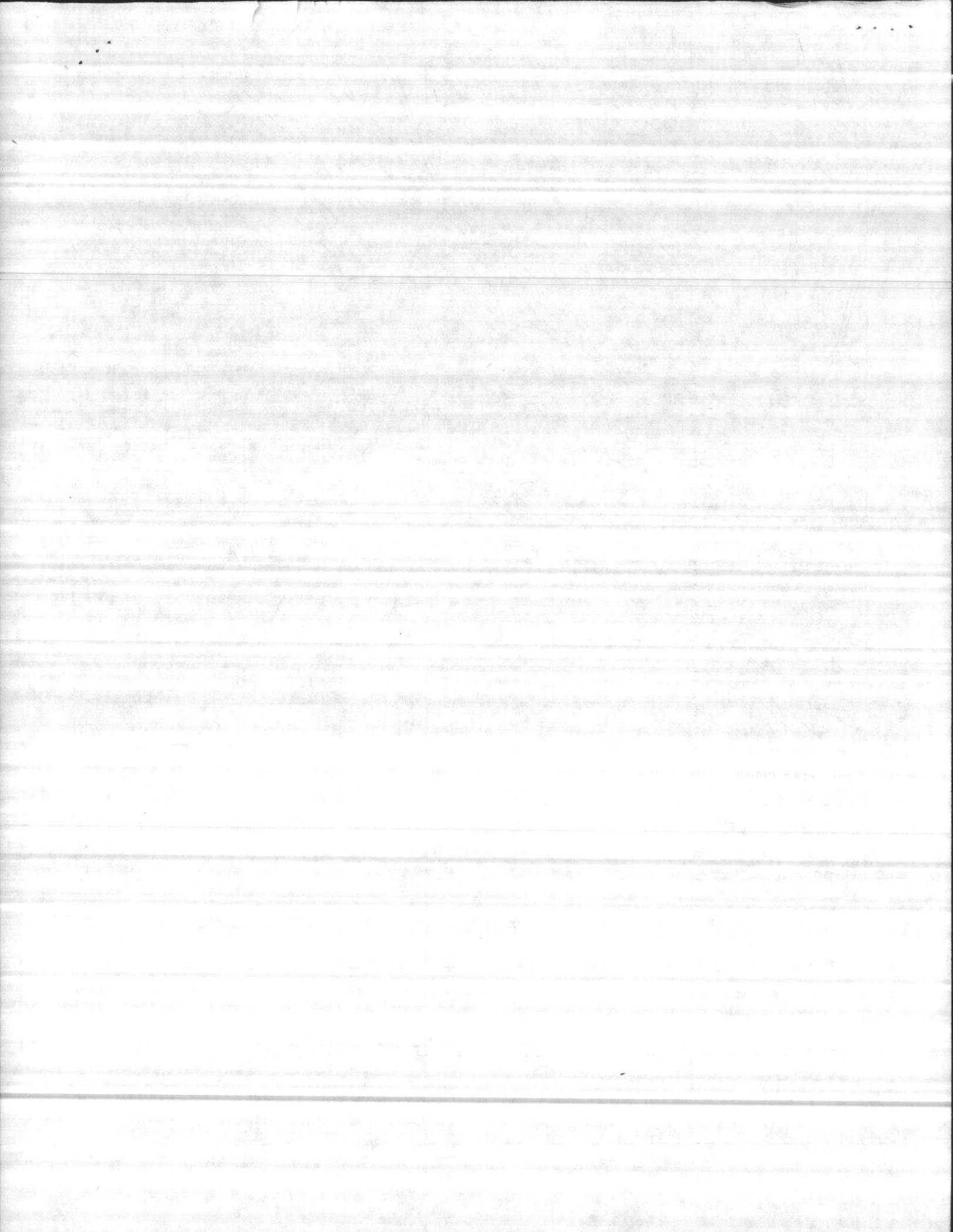
2. The proposed solution is to set four utility poles in concrete. One utility pole will be set on each bank of the Intracoastal Waterway at two separate locations. (See enclosure (1)). A line with fluorescent floating devices will be used as a barrier by extending it from one utility pole to the other. 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









State briefs

Marines' proposal to affect waterway

Special to The News and Observer

CAMP LEJEUNE — Marine officials are considering closing the section of the Intracoastal Waterway that runs through Camp Lejeune for longer periods to make better use of the base's bombing ranges.

The idea is expected to face opposition from commercial fishermen and pleasure boaters who often crowd the waterway, said local civic and business leaders who were briefed on the plan Friday.

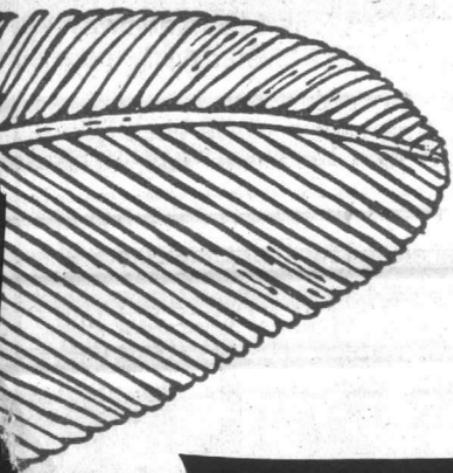
The Marines close a section of the waterway for up to an hour when exercises require that they fire over the waterway into an ocean bombing range. Brig. Gen. Louis H. Beuhl III, base commander, told Onslow officials Friday that he is considering expanding the time the waterway is closed for firing exercises to two to four hours.

"The proposal would increase usage of the Camp Lejeune (bombing) ranges and therefore reduce costly (training) deployments away from home base," said Gunnery Sgt. John Simmons, a Camp Lejeune spokesman.

SIZES



Master Card — Visa — Choice — Amer. Express — Burton's Charge





COMMANDING GENERAL
Marine Corps Base
Camp Lejeune, North Carolina 28542

Mr. N. Boyd Tisdale
313 New Bridge Street
P. O. Drawer 1006
Jacksonville, NC 28541-1006

Dear Mr. Tisdale:

Thank you for your letter of 26 February. Your comments relative to my recent selection are ~~greatly~~ appreciated; ~~and~~ you are correct when you say there is much left to be accomplished.

I am glad you found the Intracoastal Waterway trip informative. It was good to have the leadership of our community on board.

~~I~~ ^{After my} reviewed your memorandum, ^{the minor changes reflected in} ~~and feel~~ the enclosed proposal would more clearly define the situation. Since

↪ I ~~will~~ plan to attend the Board of Directors' meeting on 6 March, ^{prior distribution of the memorandum} may assist in any discussion.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5700 SOUTH CAMPUS DRIVE, CHICAGO, ILL. 60637

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USA TODAY
Mar 18 1973

NORTH CAROLINA

JACKSONVILLE — Tiff looms in waterway shutdown:
A proposal to close a section of the Intracoastal Waterway — that runs through Camp Lejeune — for 2-4 hours to make better use of the base's bombing range is being considered by Marine officials. It's now closed for about an hour. Commercial and pleasure boaters are expected to oppose it.



CHARLES ZUTES, 75
Company executive
Brighton, N.Y.

They served their country proudly, but there probably aren't any survivors. It's been so many years that there's

HEADQUARTERS, MARINE CORPS BASE, CAMP LEJEUNE

RCTL
18 Mar 85

POSITION PAPER

Subj: Expanded Closure Periods of the Atlantic Intracoastal
Waterway (AIWW)

Ref: (a) U.S. Coast Pilot 4

1. PROBLEM

- To develop a policy for closing the AIWW for two and/or four hour periods during live fire training at ranges G-5, G-6, and G-7.

2. WHY REQUIRED

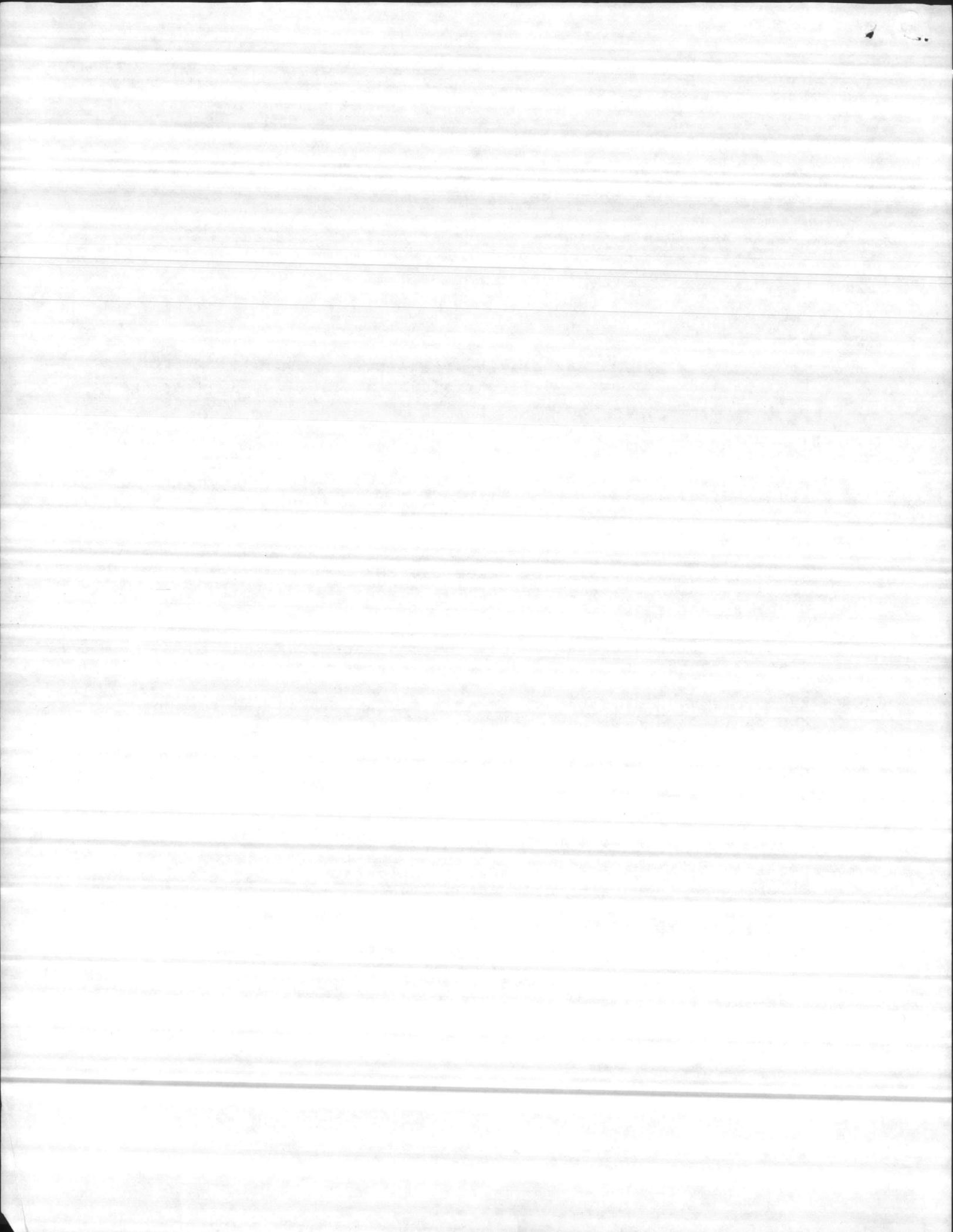
- Current one hour closures are counterproductive, uneconomical, and inefficient for large caliber (.50+) weapons.

3. BACKGROUND

- Chapter 2 of the reference delegates the authority to close the AIWW during live firing to the Commanding General, Marine Corps Base.
- High utilization of the "G" ranges continues; as does the disruptive nature of opening the AIWW hourly.
- Radio, television, and newspaper media have been informed of MCB operations over navigable waters and the Commanding General's ongoing examination of the subject.
- Local community leaders have been given a tour and a briefing on the subject.

4. POSITION OF OTHER AGENCIES

- Feedback from the local community following the tour and briefing has been favorably supportive.
- U.S. Army Corps of Engineers, Wilmington, North Carolina district concurs with the proposal before the Commanding General.
- Tank Battalion can reduce their training time on G-5/6 from three weeks to two weeks per tank company with the proposed closures listed in paragraph 7, below.



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

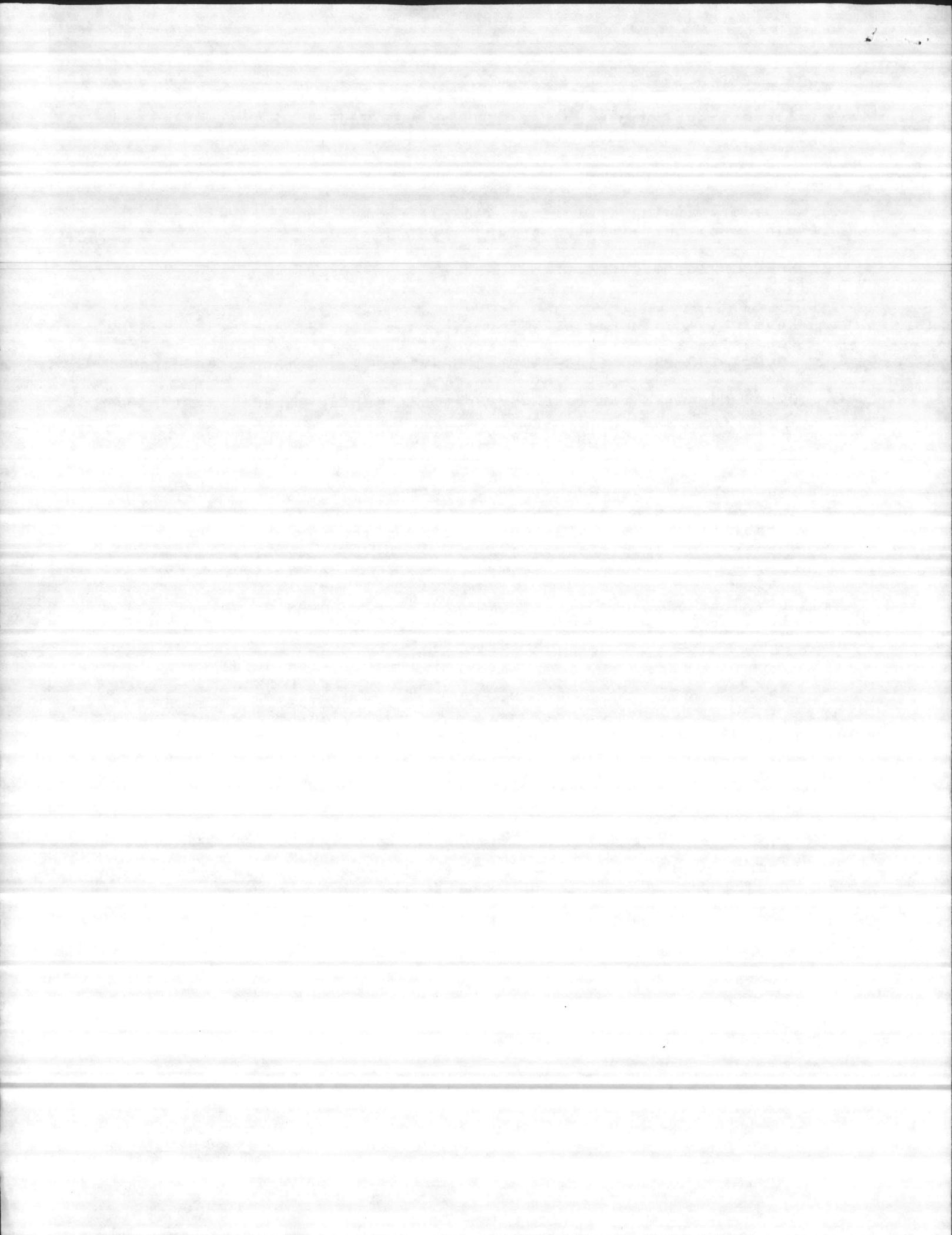
- Improved training efficiency and effectiveness, with minimal impact upon our civilian neighbors.

7. RECOMMENDED ACTION Effective 8 April 1985 -- decision required by 25 March for Notice to Mariners.

- Routinely close the AIWW for two hour periods during scheduled .50 cal firing from G-5, G-6, G-7 (Authorized periods: 0800-1000, 1100-1300, 1400-1600, 2000-2200, 2300-0100, 0500-0700).
- Close the AIWW for four hour periods during scheduled TANK, LVT, or LAV exercises involving main guns or mechanized live firing scenarios (Authorized periods: 0900-1300, 1800-2200, 2300-0300).
- Require the training unit to adhere to the above schedules. In concert with Tank Battalion, the primary user of G-5/6, establish the following standard schedule for their eight annual gunnery periods, each two weeks in length:

TRNG DAY	RANGE	RANGE FIRING TIMES	AIWW OPEN TIMES
1-Mon	G-5	{08-10, 11-13, 14-16, 20-22, 23-01, 05-07	AIWW OPENING WILL BE STAND- ARDIZED THROUGH- OUT 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	0900-1300	
6-Mon	G-6	1400-1600	
7-Tue	G-6	1800-2200	
8-Wed	G-6	2300-0300	
9-Thur	G-6		
10-Fri	G-6		

- Since the proposal has been well publized, only the mechanics need be published. In addition to the Notice to Mariners, distribute the attached news release.

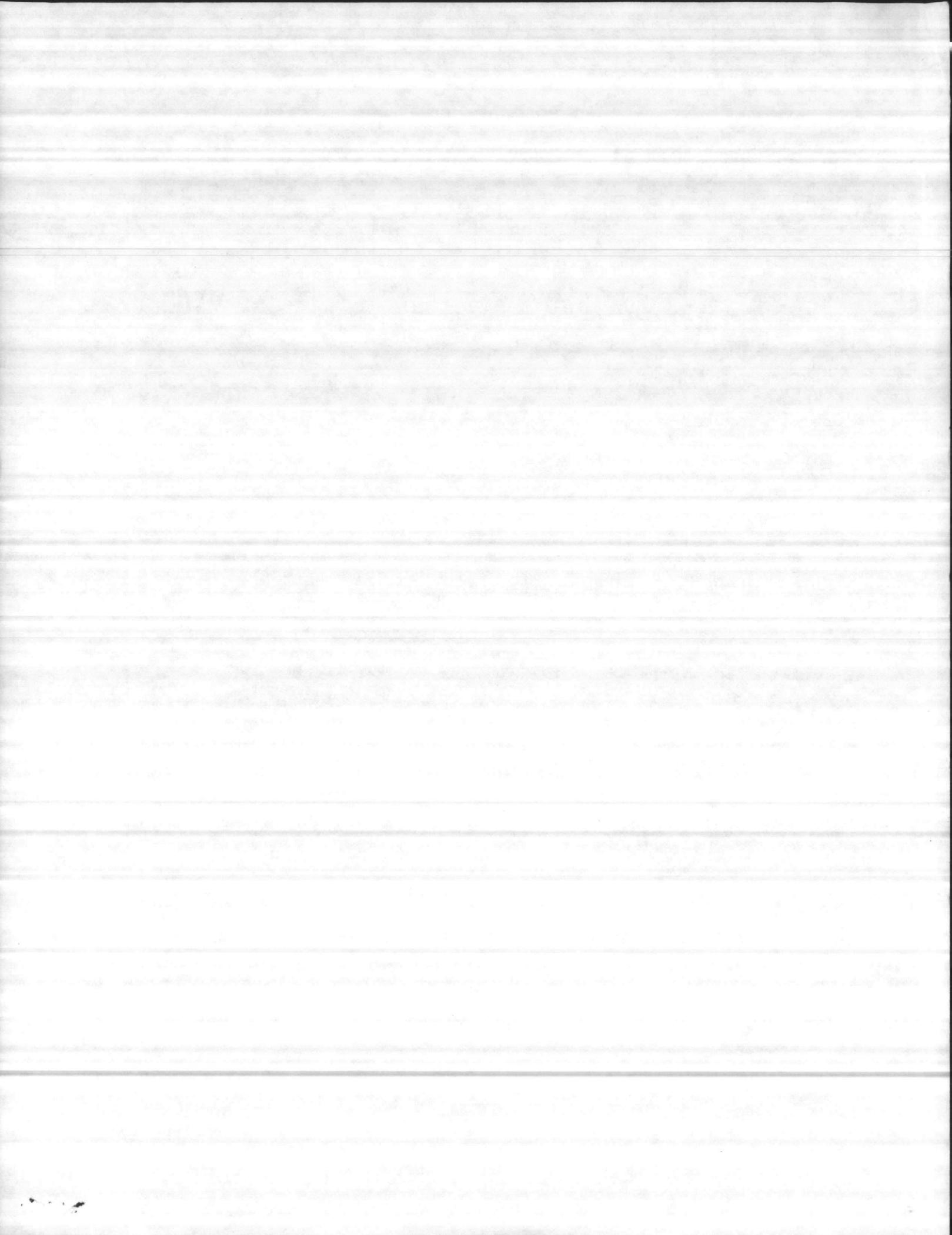


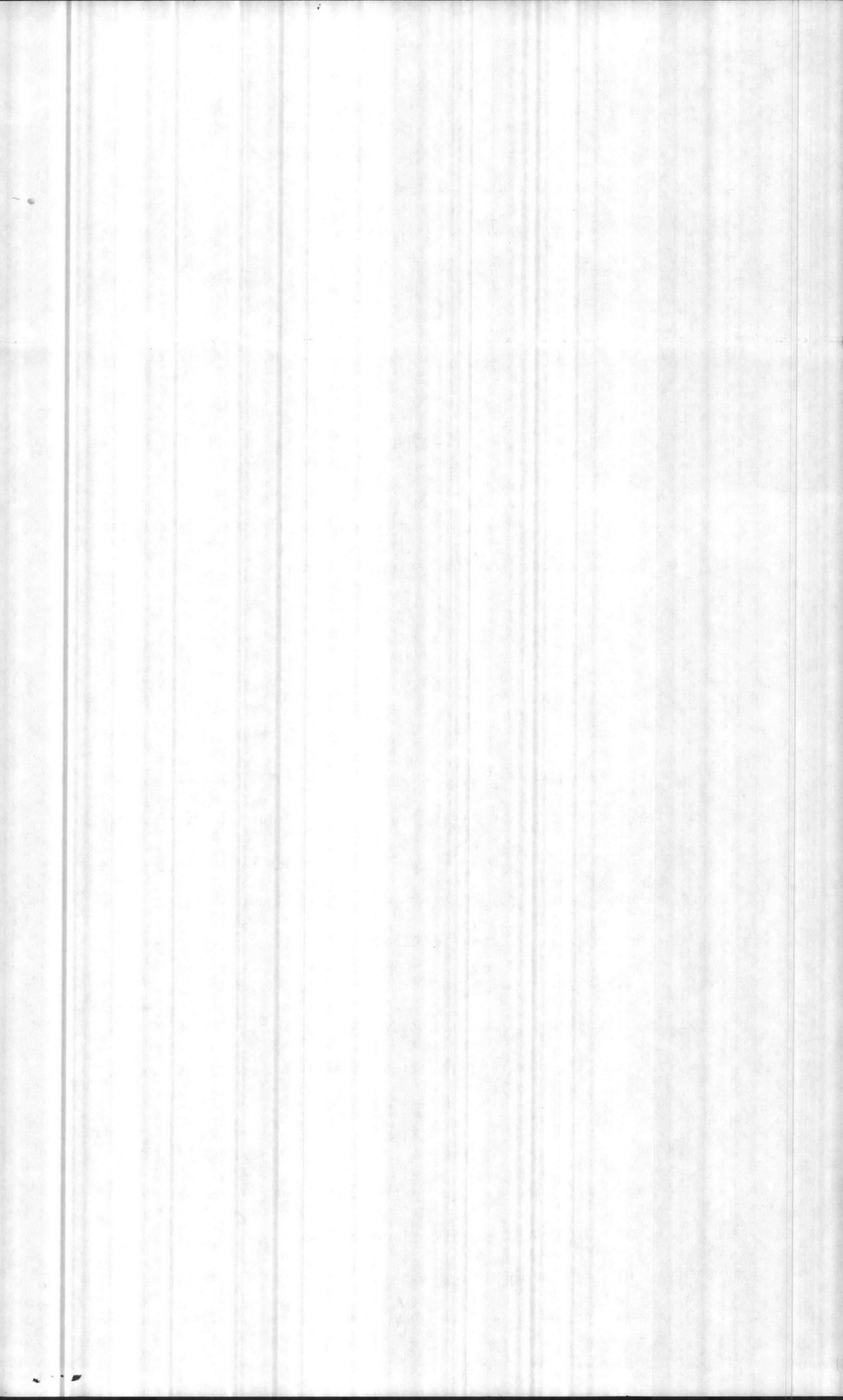
Commanding General
Decision

Approved

Disapproved

7a. _____
7b. _____
7c. _____
7d. _____





AC/S Training
Deputy *JAC*

DEPARTMENT OF THE ARMY
Wilmington District, Corps of Engineers
Post Office Box 1890
Wilmington, North Carolina 28402-1890

SAWCO-E

March 29, 1985

NOTICE TO MARINERS OF TEMPORARY CLOSURE
ATLANTIC INTRACOASTAL WATERWAY (AIWW)
CAMP LEJEUNE, NORTH CAROLINA

Colonel Wayne A. Hanson, District Engineer, U. S. Army Corps of Engineers, Post Office Box 1890, Wilmington, North Carolina 28402-1890, in accordance with his authority under Title 33, Code of Federal Regulations, Section 209.180, has approved a request from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, for the TEMPORARY CLOSURE OF THE ATLANTIC INTRACOASTAL WATERWAY to all vessel traffic from 2200 hours May 8, 1985 until 2200 hours May 10, 1985. The area of the closure extends approximately from mile 240.7 to mile 241.9. This corresponds to Camp Lejeune Special Map grid coordinates 917278 to 902266.

The purpose of this closure is in support of the Solid Shield 85 joint military exercises, which, in this area, will involve the use of Military personnel and equipment in the placement of a temporary floating bridge across the AIWW.

All mariners are hereby advised to schedule the movement of vessel traffic so as to avoid the affected section of the AIWW during this period. Vessels approaching the area during this period will be stopped except in cases of extreme emergency.

L. Warren
L. Warren
Lieutenant Colonel,
Corps of Engineers
Deputy District Engineer

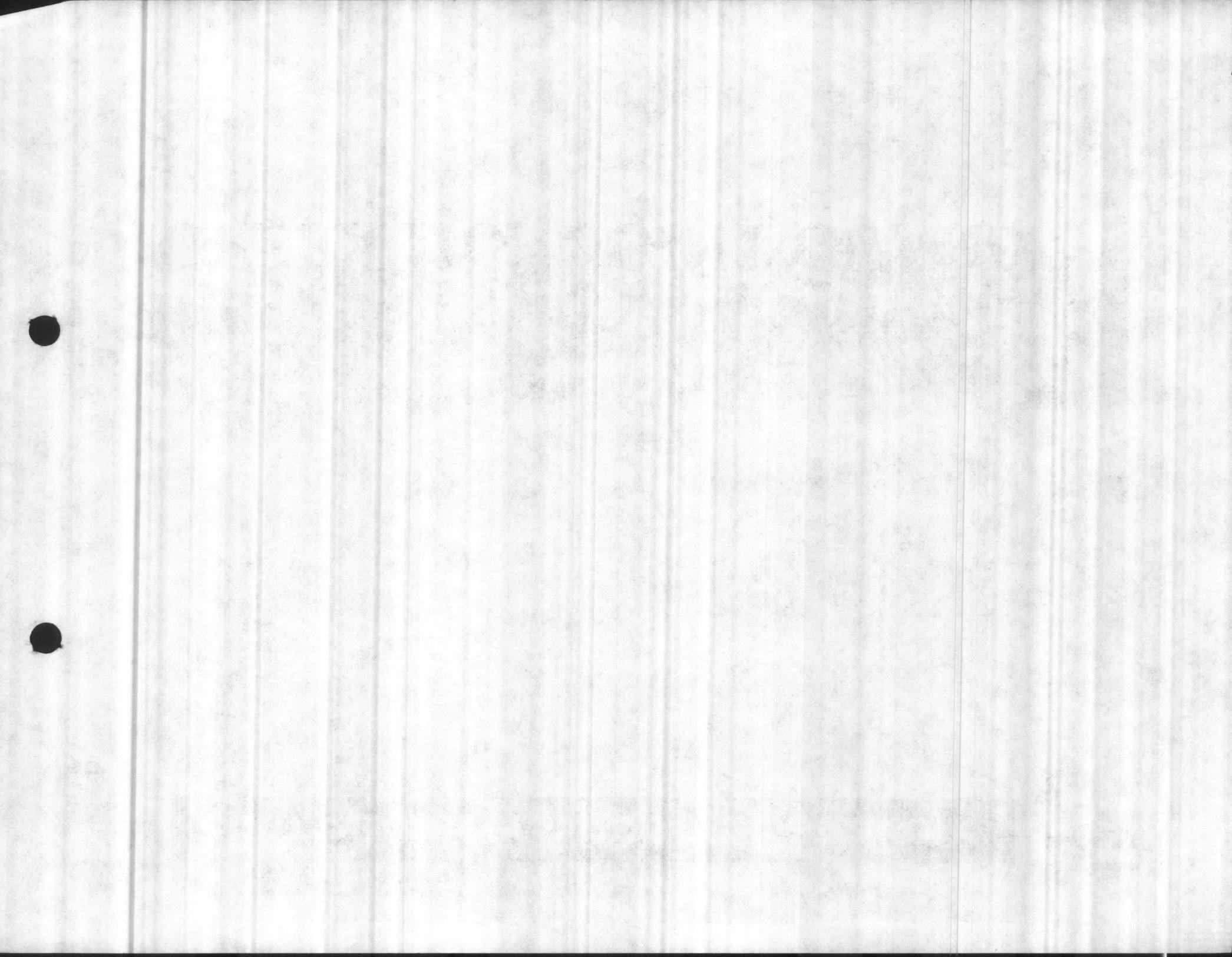




8th Engineer Support Battalion



**Bridge Company Participation in
OPERATION JOINT GUARD**





8th Engineer Support Battalion

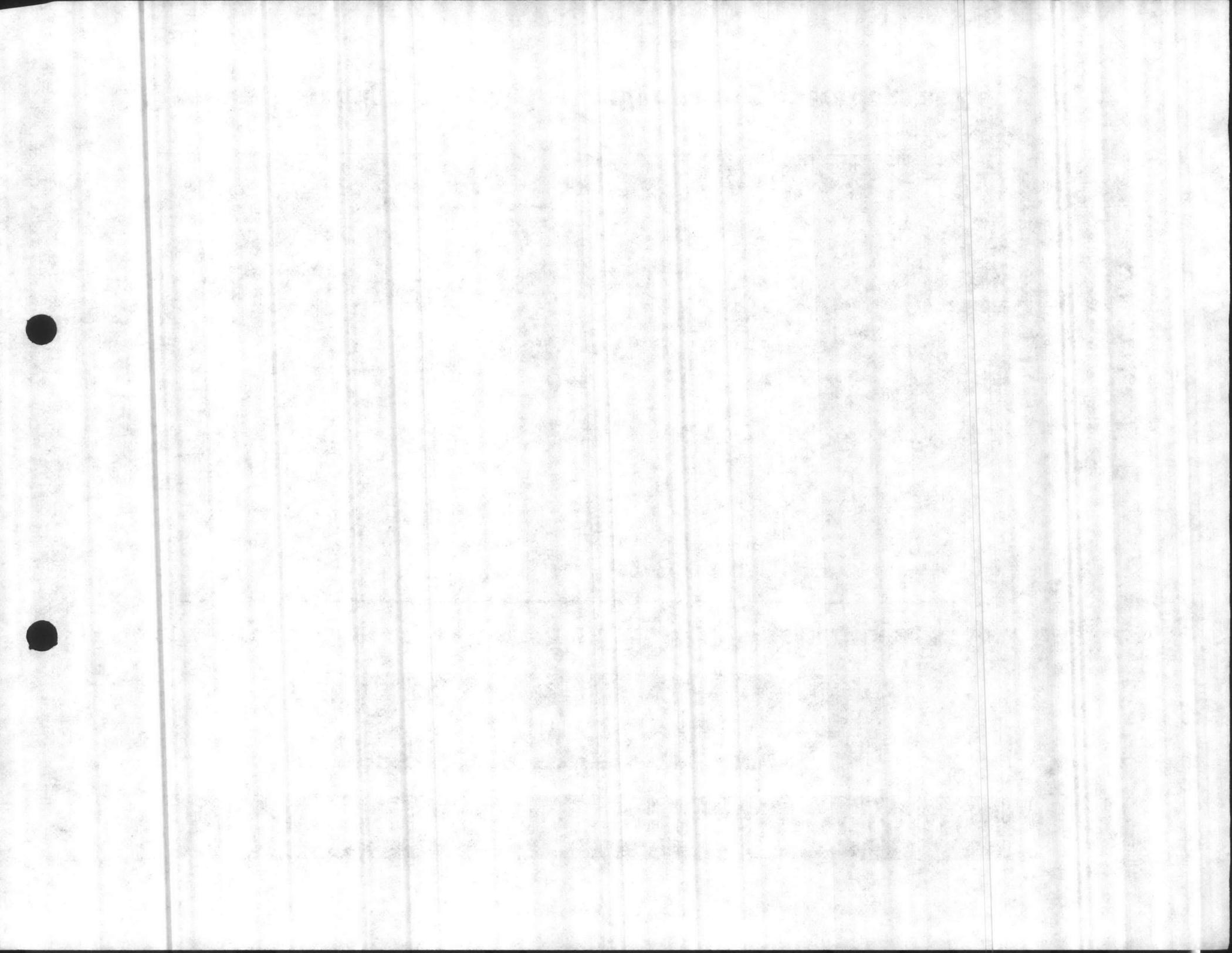


AFB MISSIONS

O/O conduct contingency rafting and float bridging operations at Slav-brod



O/O conduct contingency bridging and/or rafting operations at Zupanja



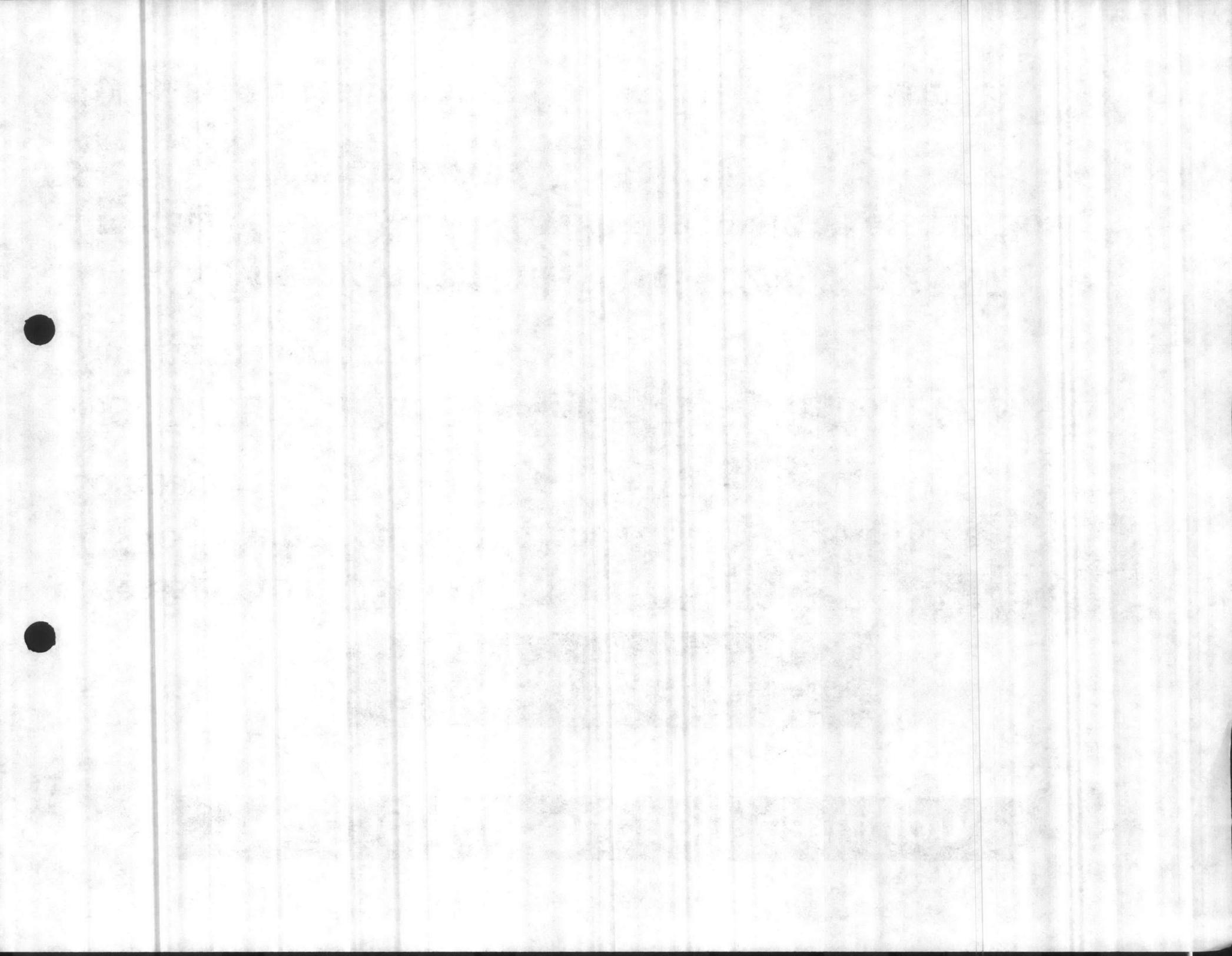


8th Engineer Support Battalion



Background

- Message from USCINCEUR (DTG 070633Z APR 97) to JCS requesting sourcing of one Assault Float Bridge Company
- USCINCEUR Joint Engineer Working Group, 17 Apr 97 - Vaihingen Germany
- USACOM deployment order DTG 222058Z APR 97 directing MARFORLANT with supplying an assault float bridge company from Aug 97 - July 98.
- Bridge Co OPCON Engr TF (TF Eagle, U.S. Army)

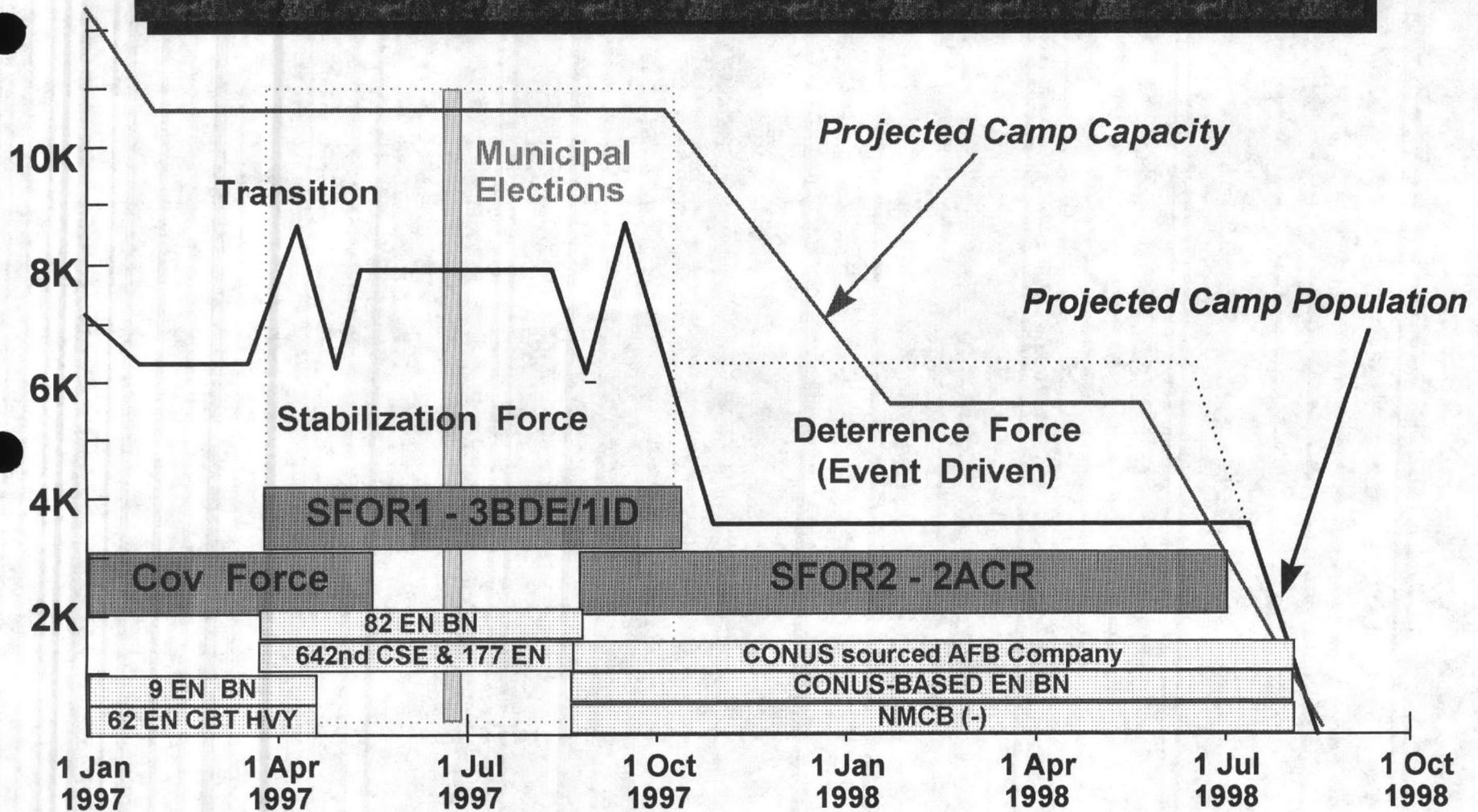


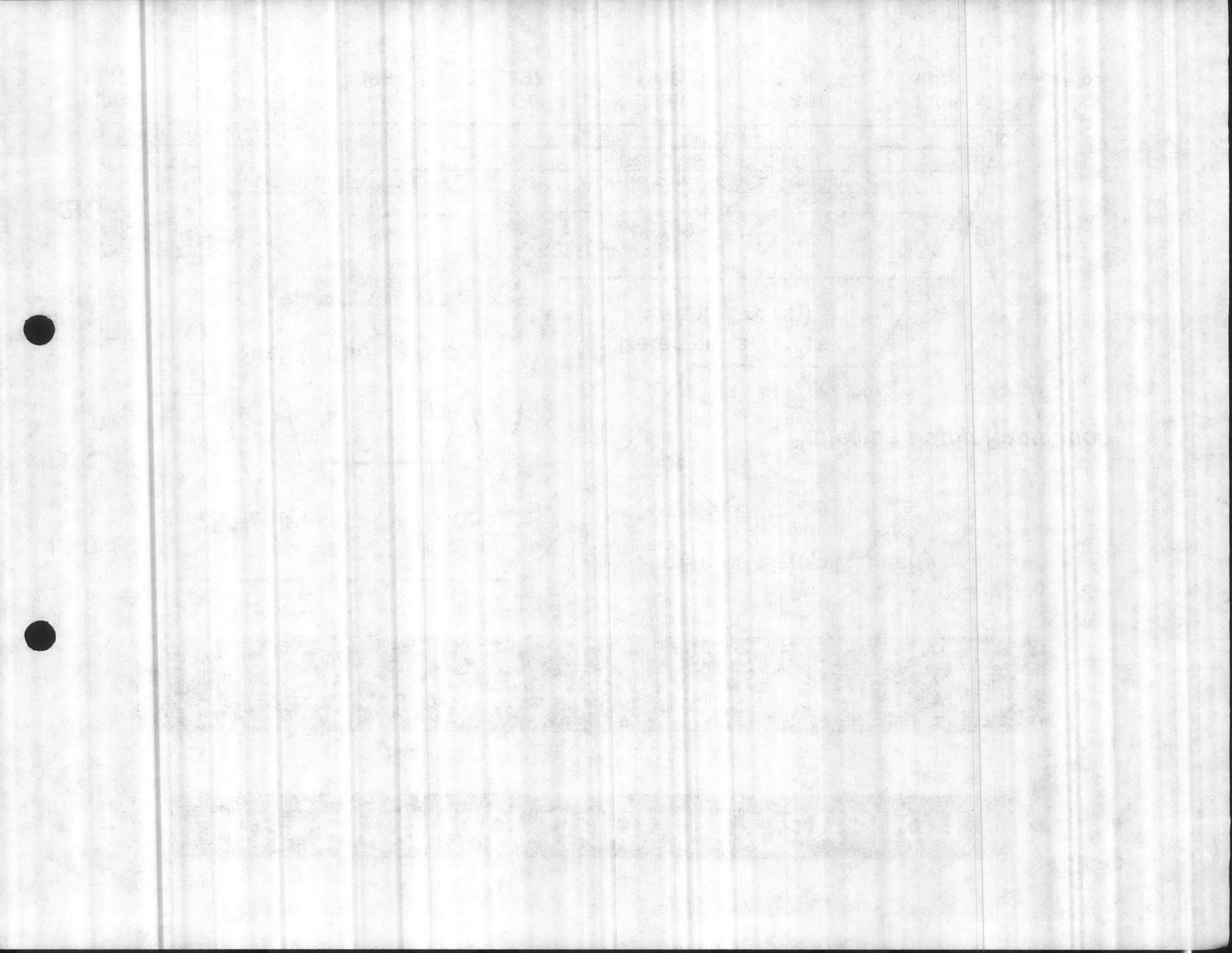


8th Engineer Support Battalion



SFOR1/2 Transition Timeline



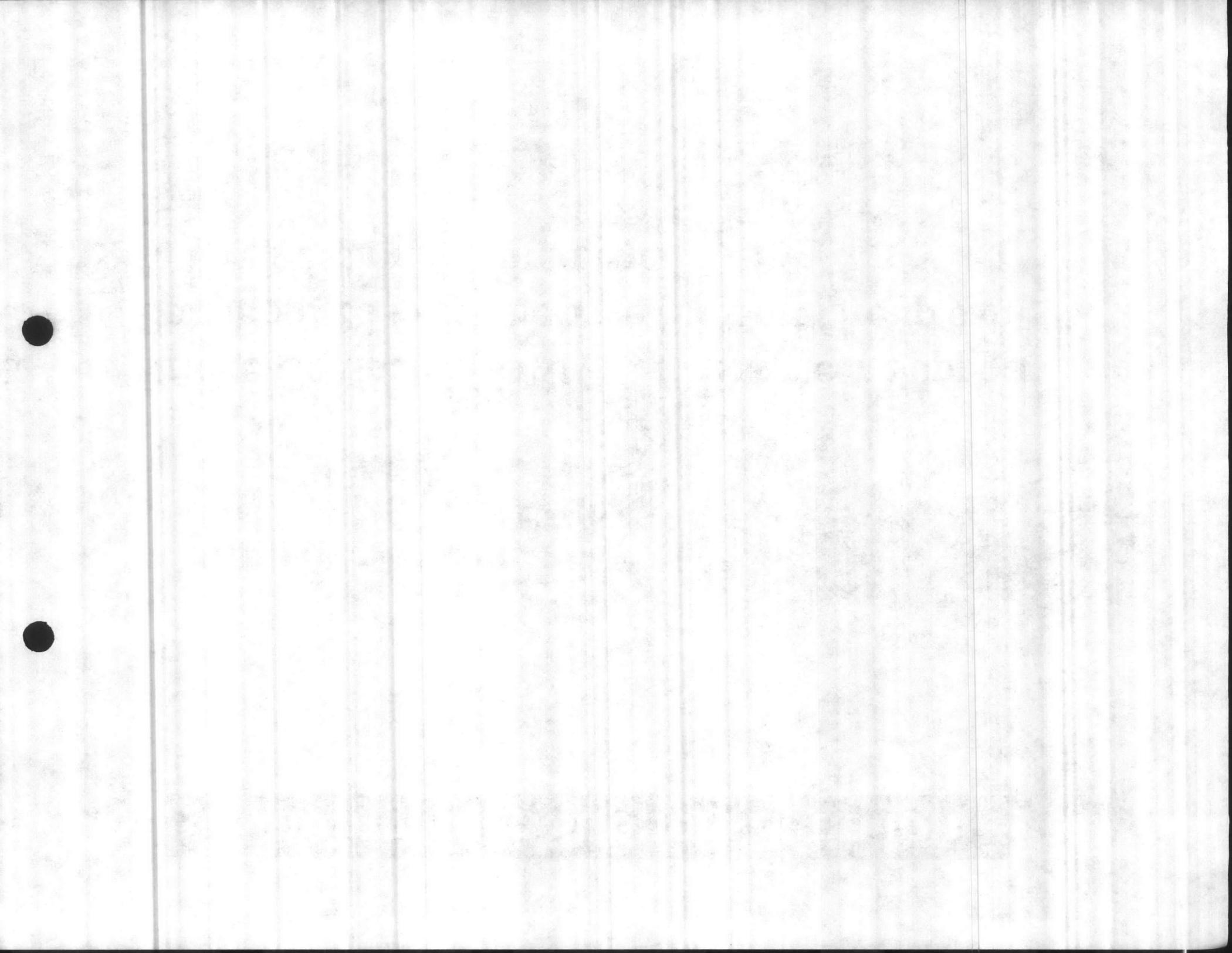




8th Engineer Support Battalion



Bridge Company (REIN), 8th Engineer Support Battalion, 2d Force Service Support Group can satisfy mission requirements.



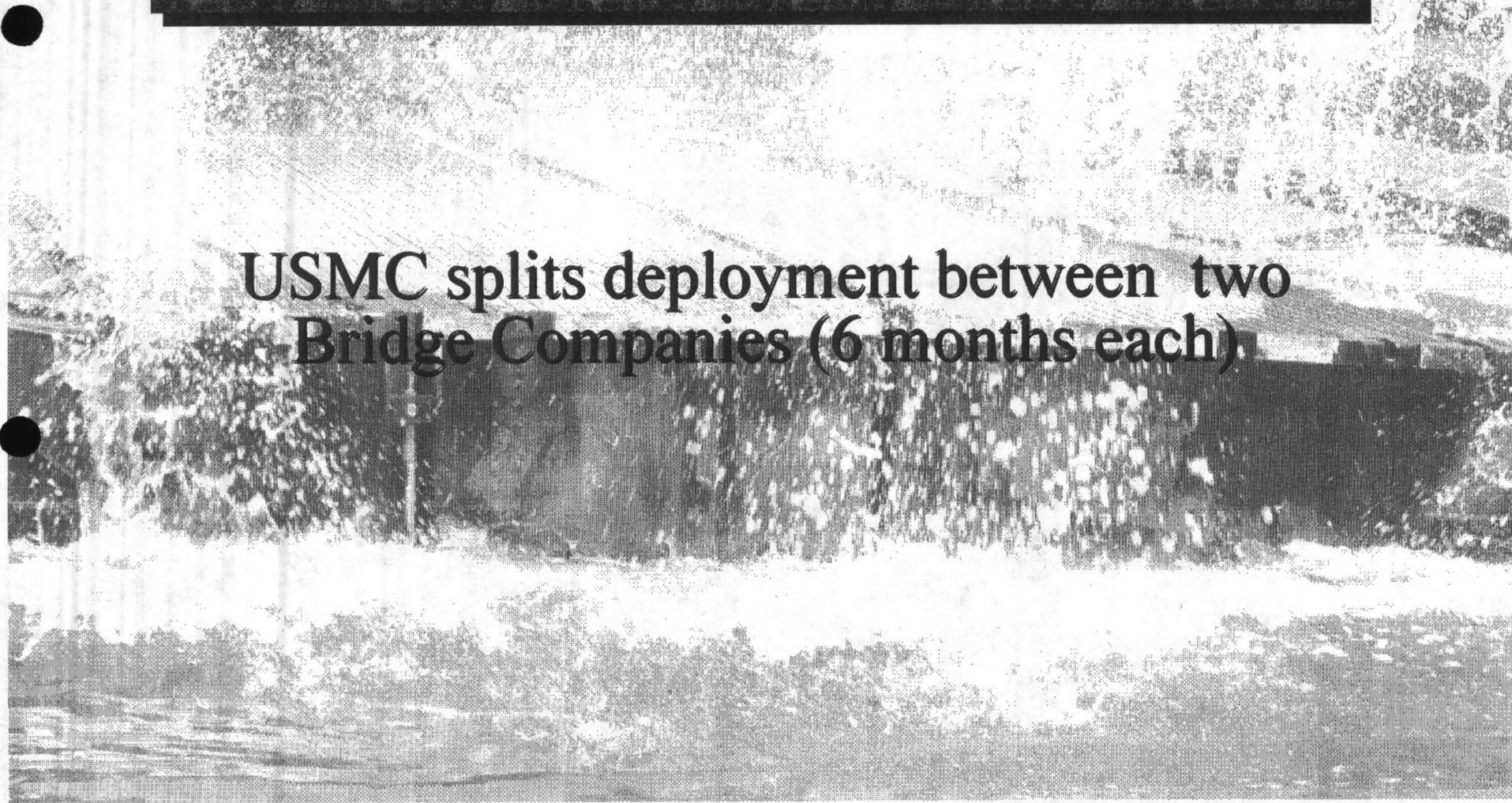


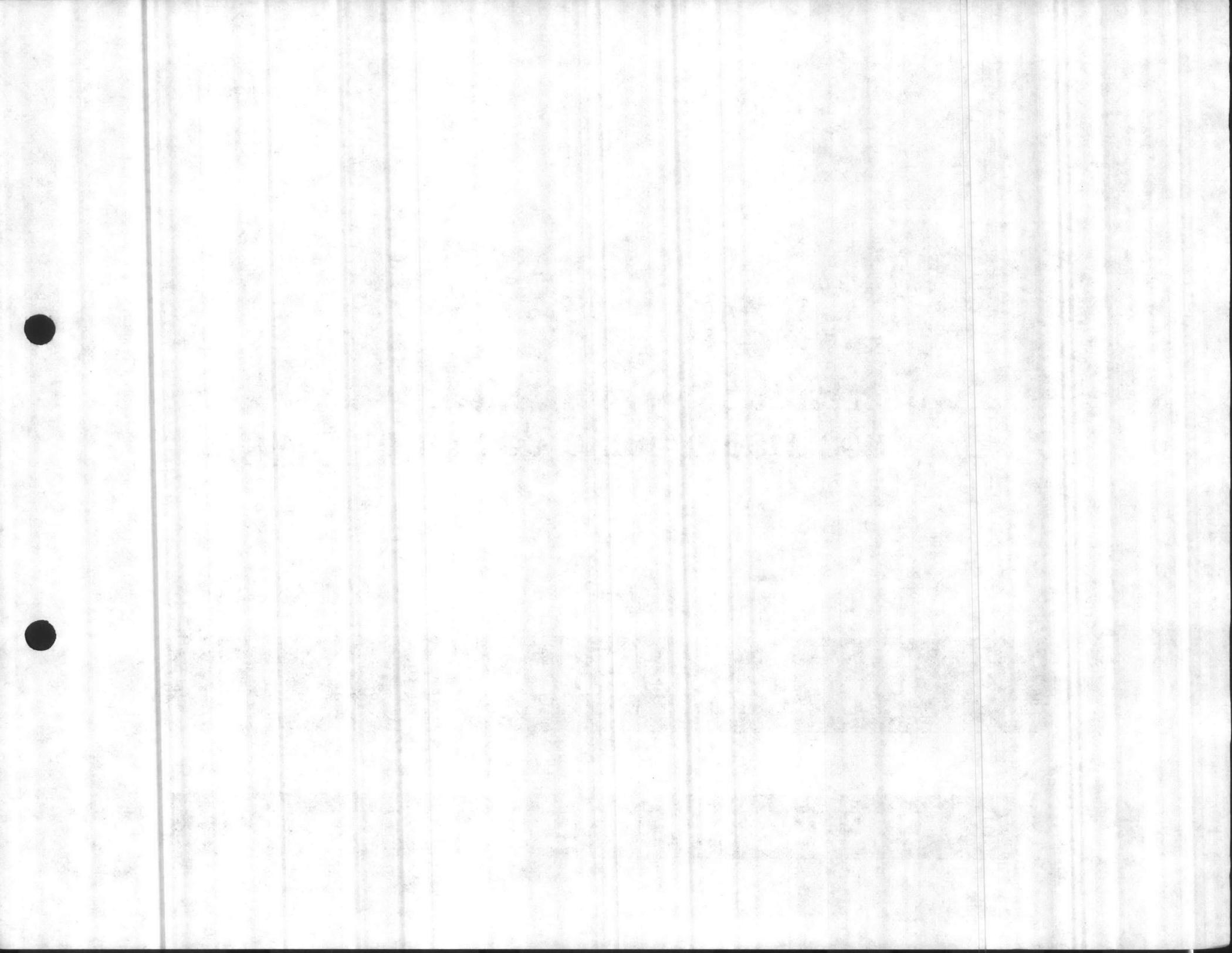
8th Engineer Support Battalion



Deployment

USMC splits deployment between two
Bridge Companies (6 months each)







8th Engineer Support Battalion



USMC vs US Army T/O Comparison

USMC Bridge Co (Rein)

US Army AFB Co

Officers

Enlisted

Officers

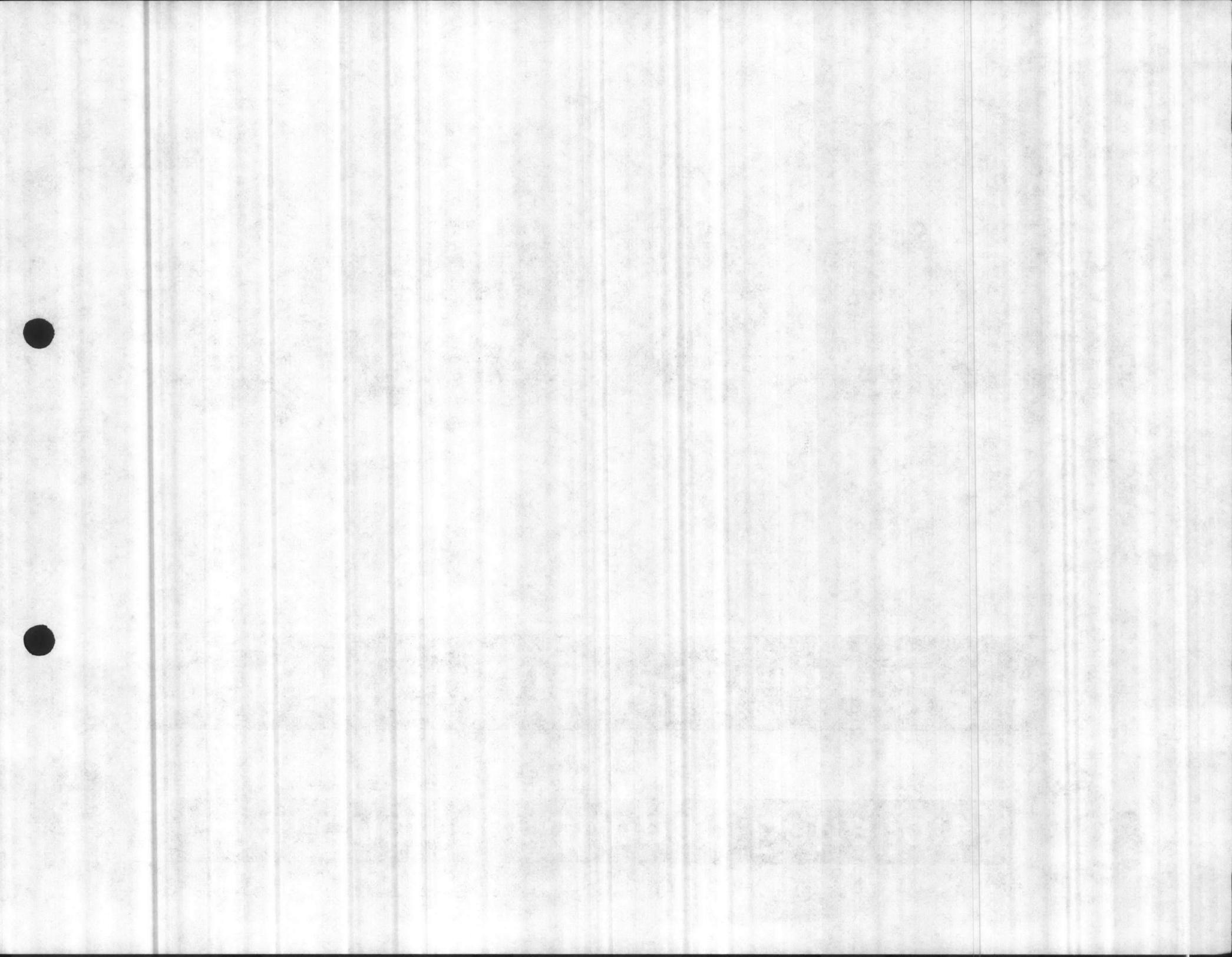
Enlisted

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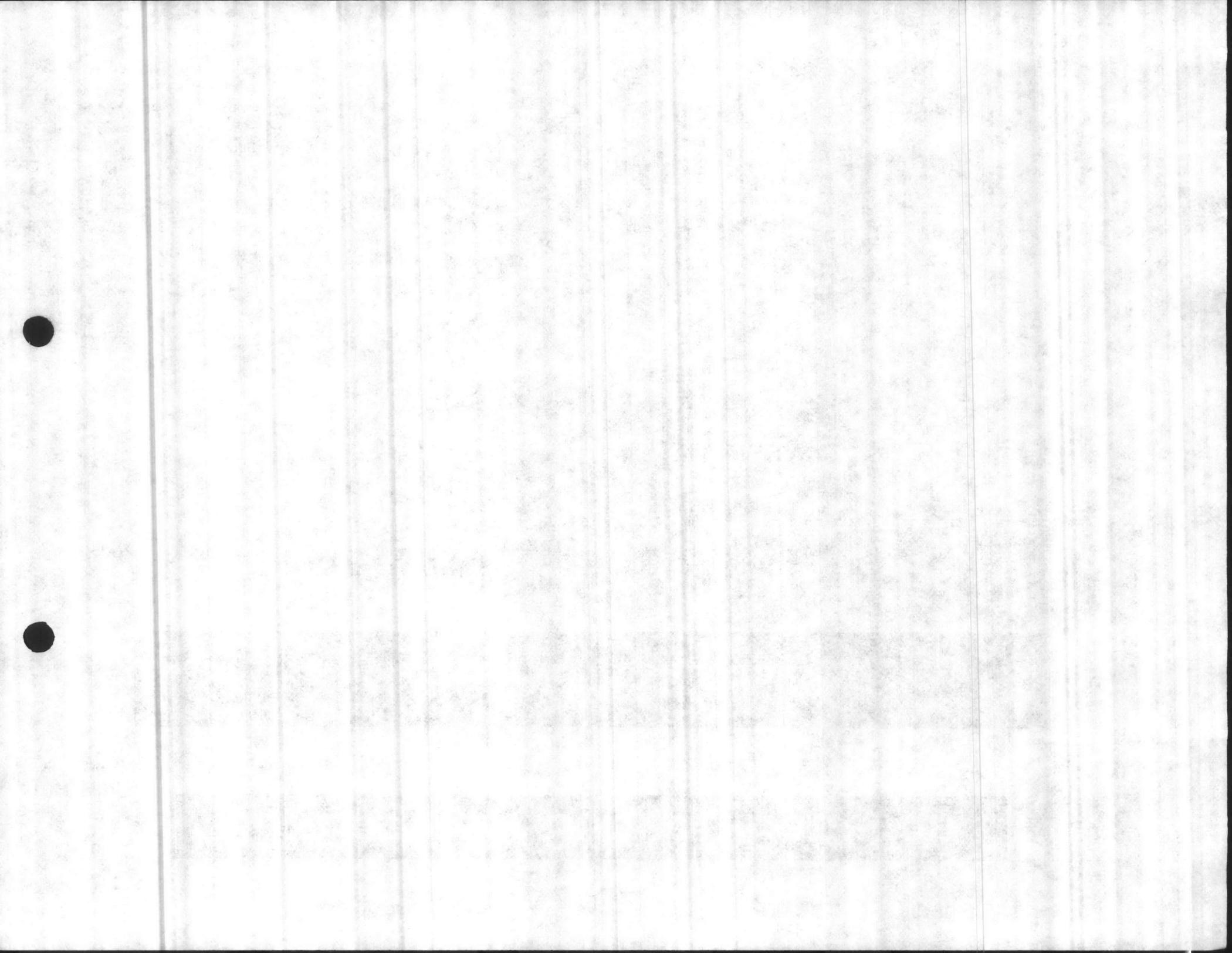
8th Engineer Support Battalion



Current MOS Shortfalls



<u>MOS</u>	<u>Total</u>
1371	30
3531	11
1342	6
3043	1
3536	1
3534	2
4066	2





8th Engineer Support Battalion



Manning - Total Force

● **Engineer School**

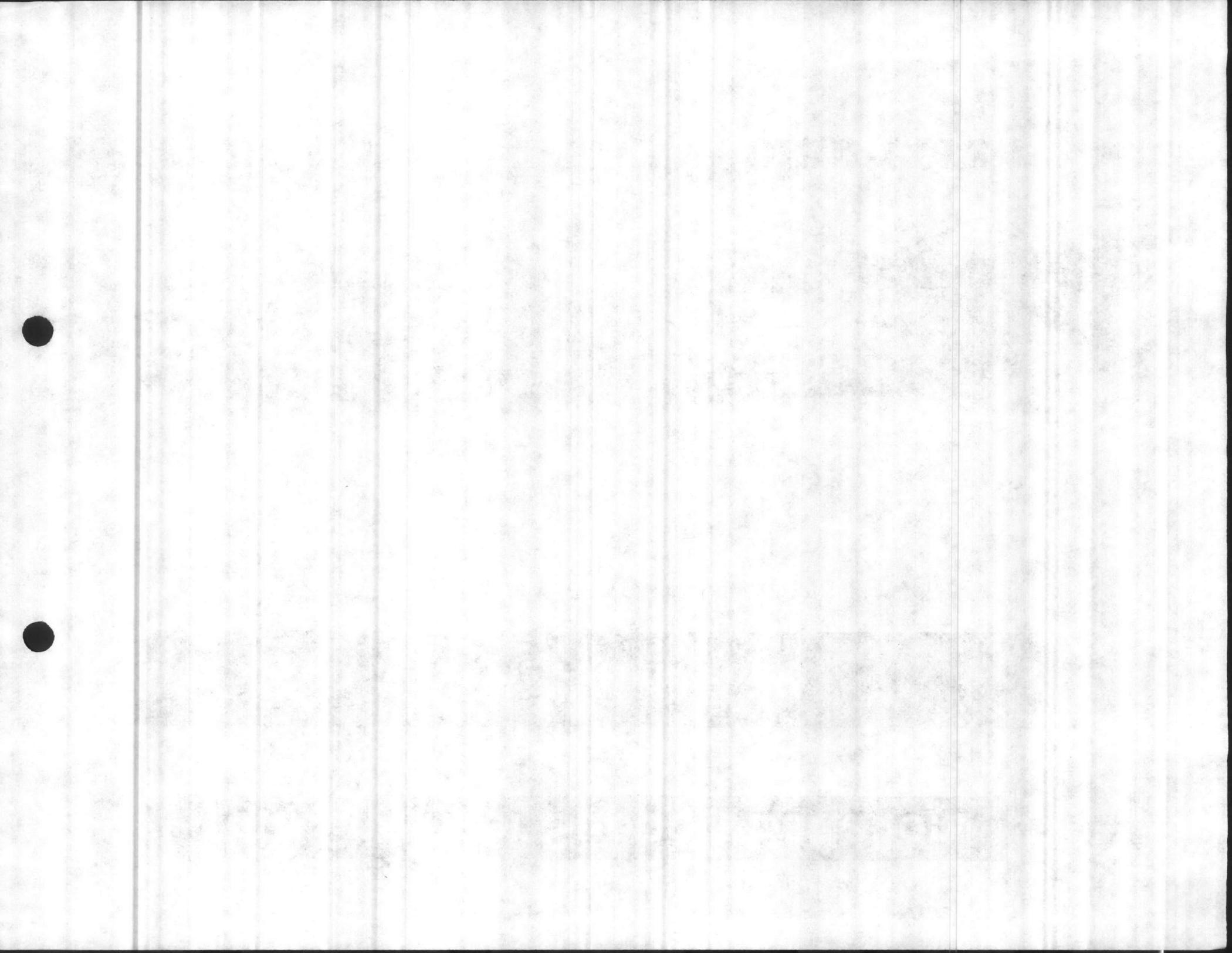
● **MEF**

Reservists

Class BC-

SNCO's/NCO's

Volunteers





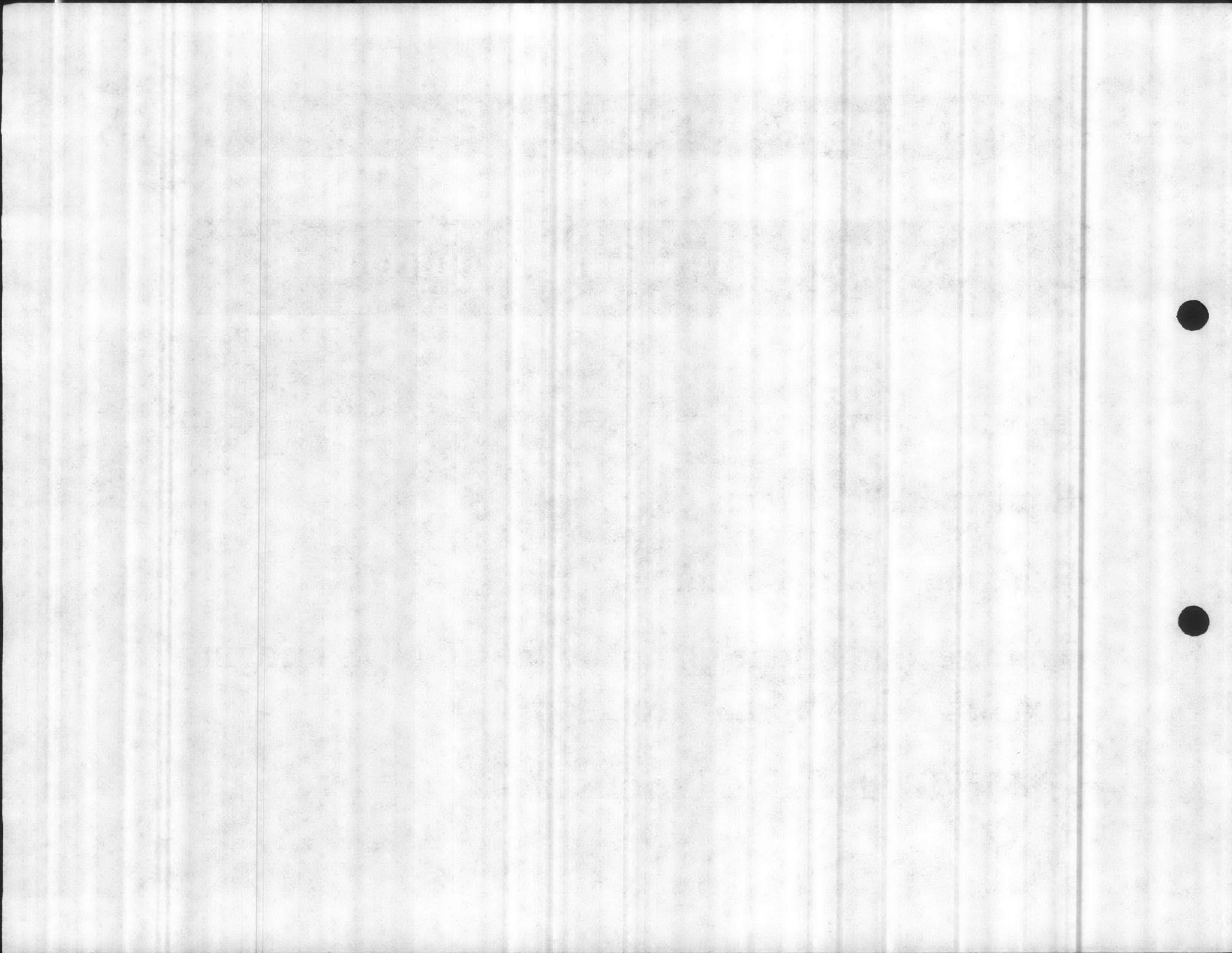
8th Engineer Support Battalion



Pre Deployment Training Requirements

- Theater Commander requirements
- Equipment / Systems compatibility
- Bridging mission training
- Train second bridge company for CONUS bridging capability and February rotation
- USMC/Battle Skills/Terrorism/etc..



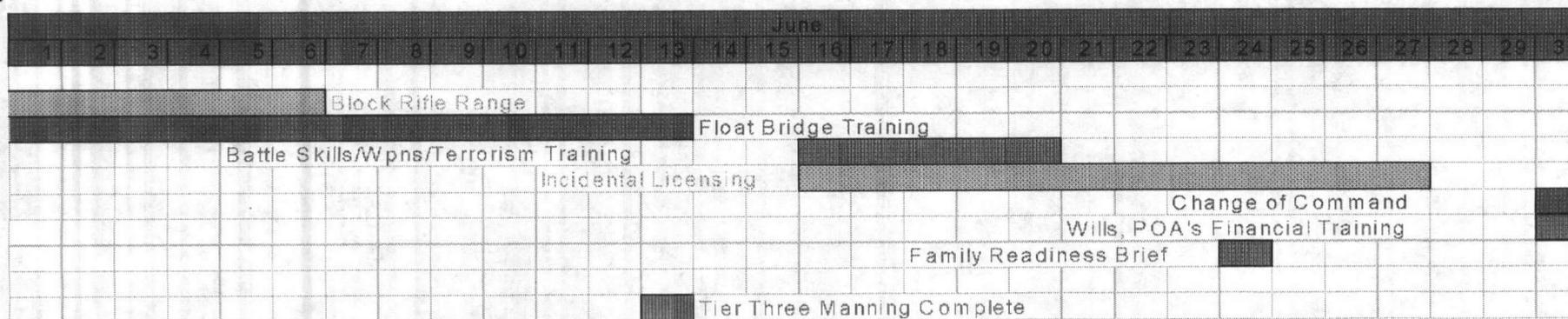
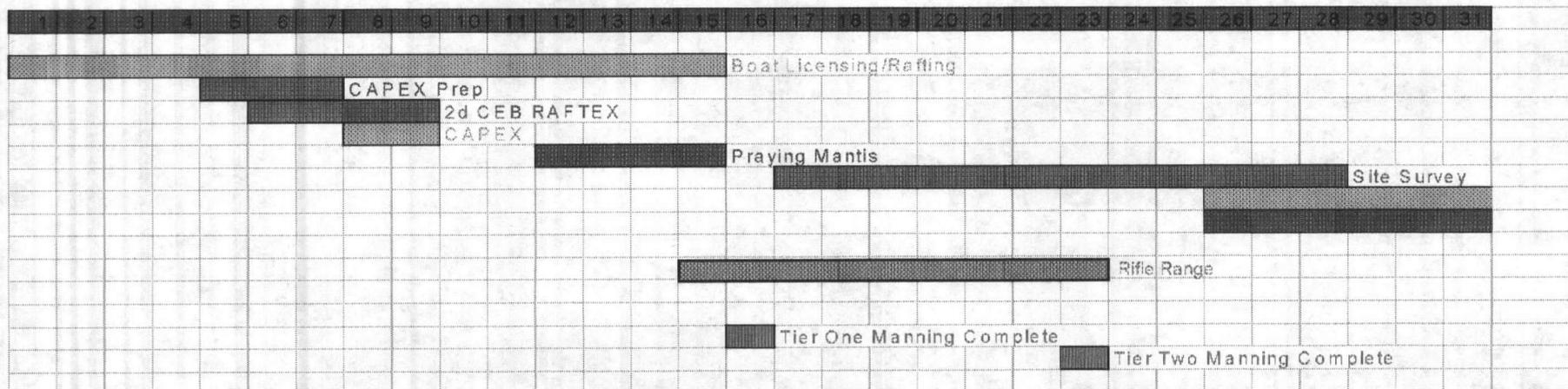


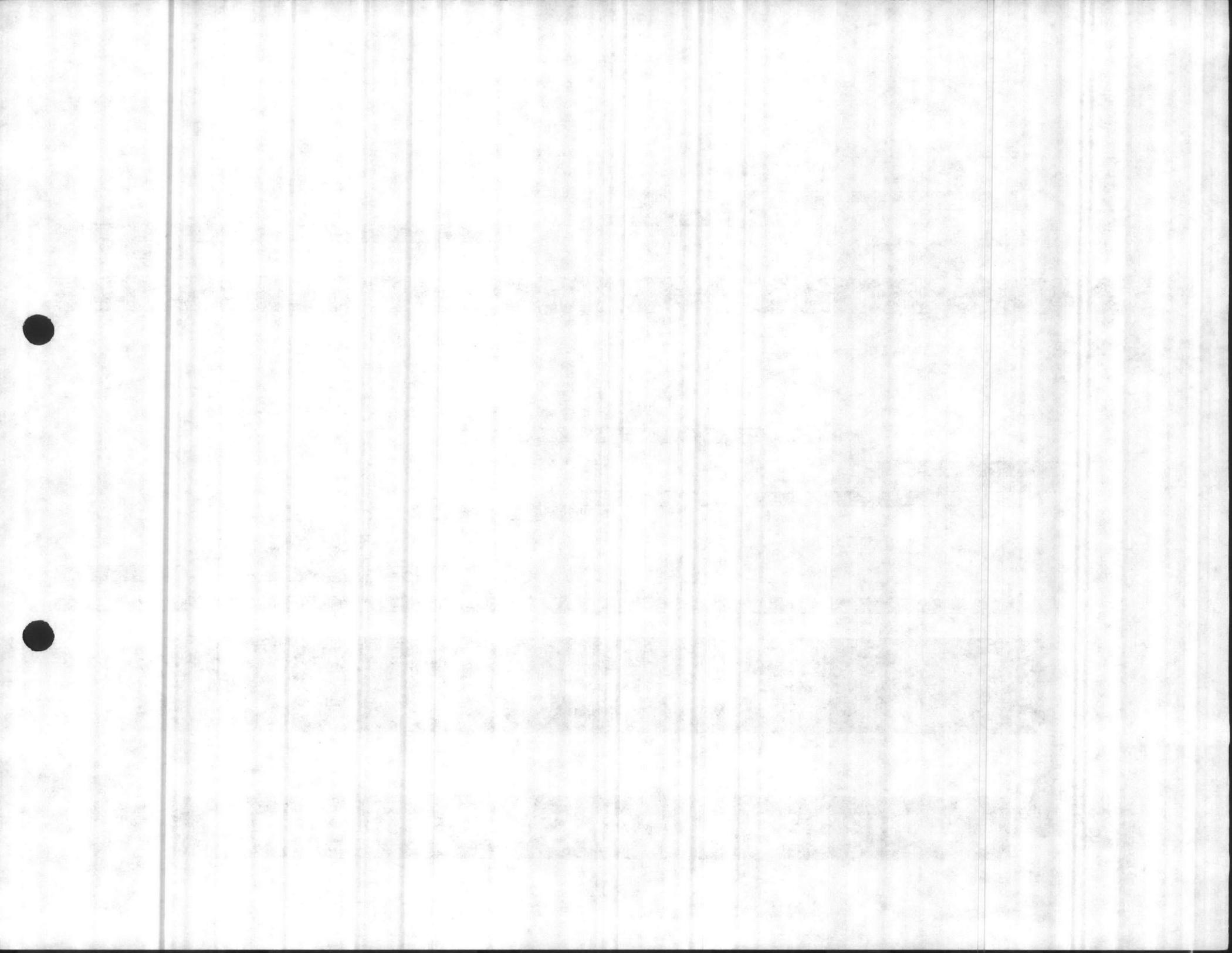


8th Engineer Support Battalion



Training Timeline



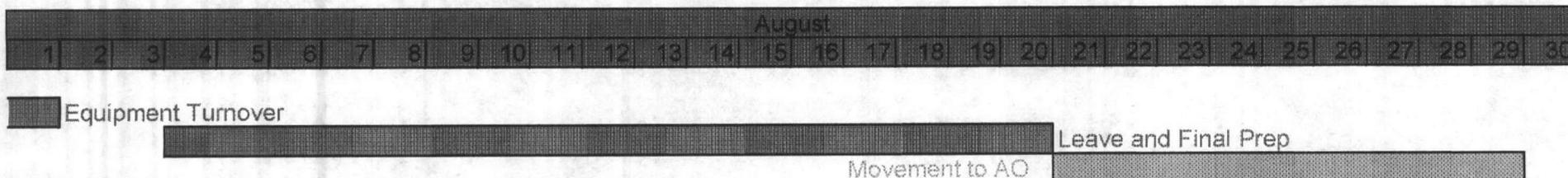
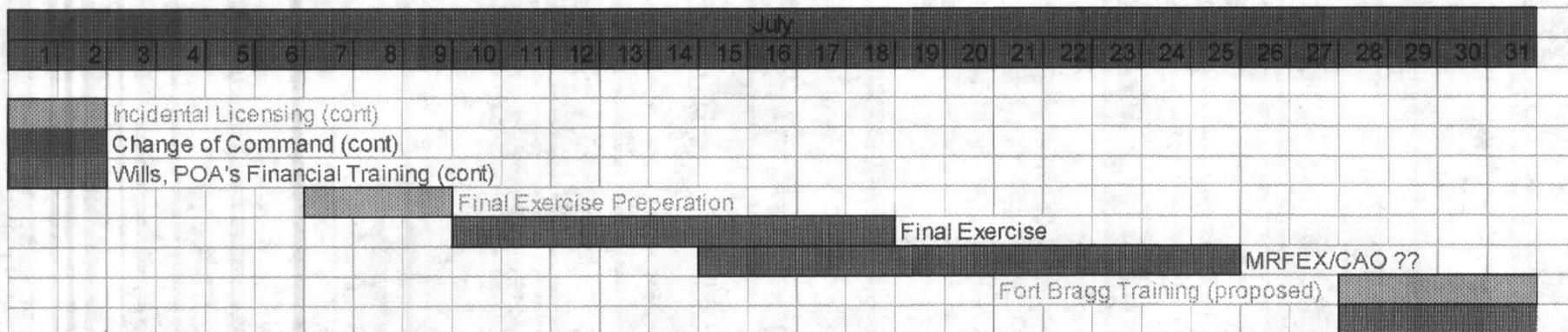


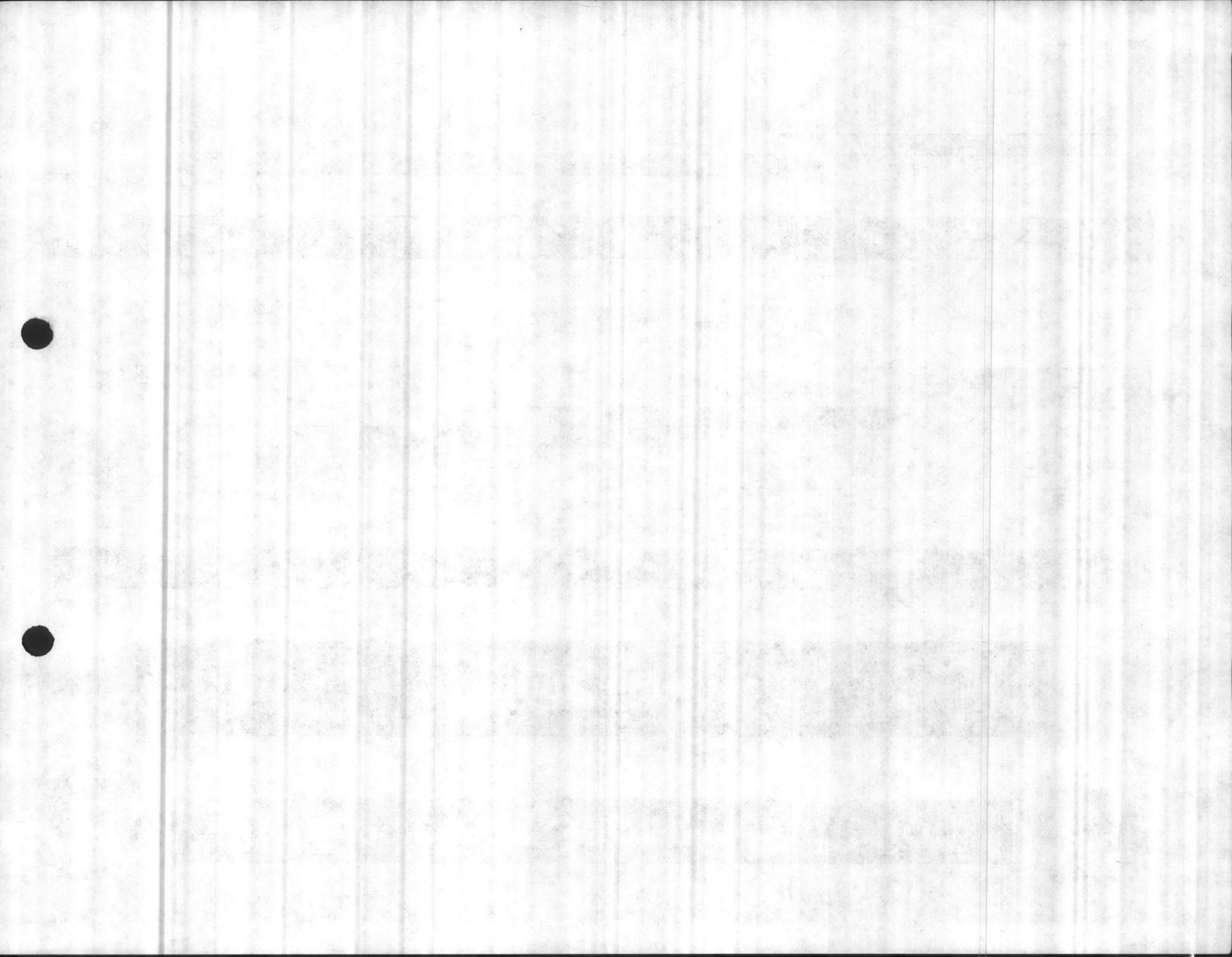


8th Engineer Support Battalion



Training Timeline







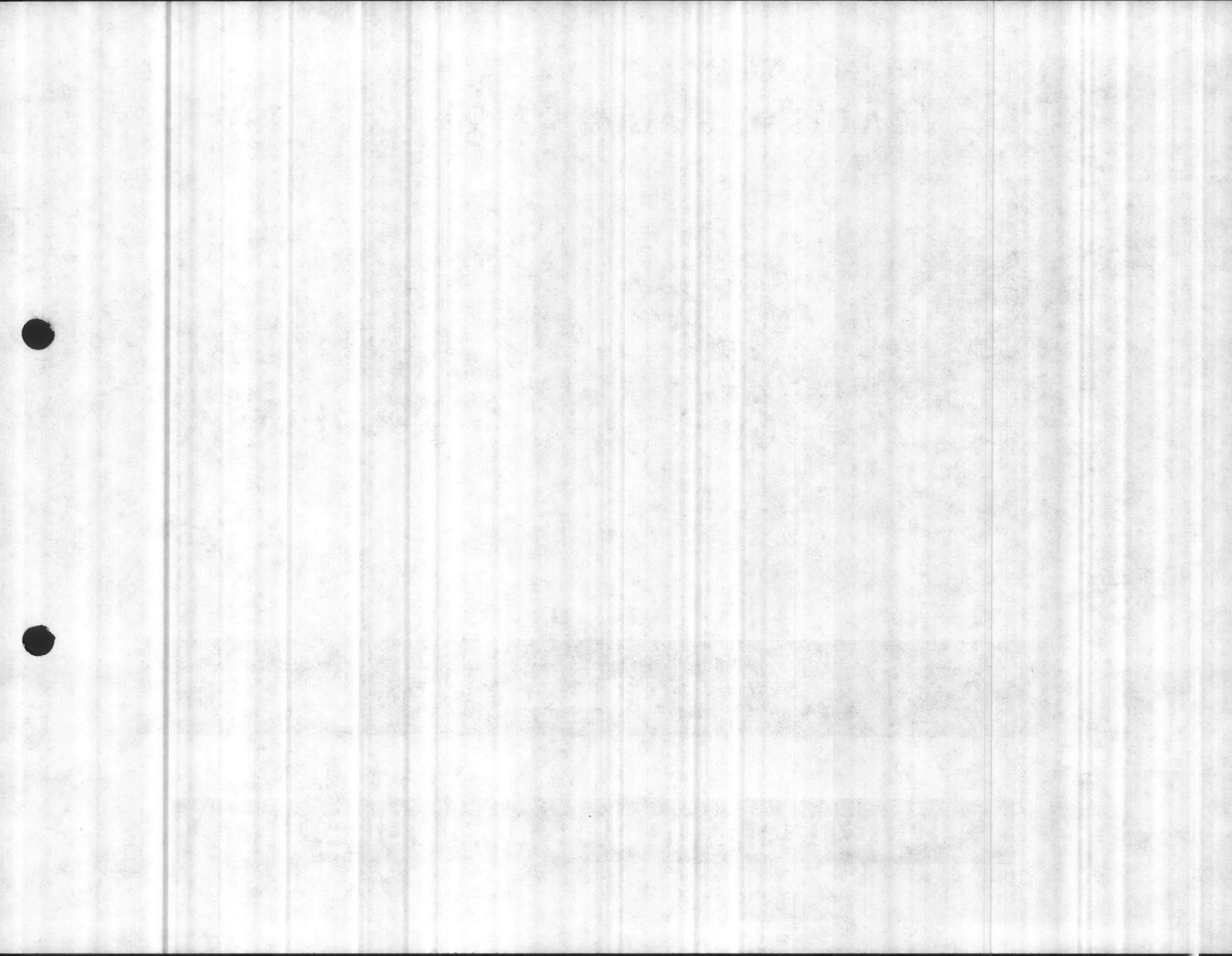
8th Engineer Support Battalion



TPFDD

- PAX 165
- Short tons * 49

* Verify on 18-28 May site survey



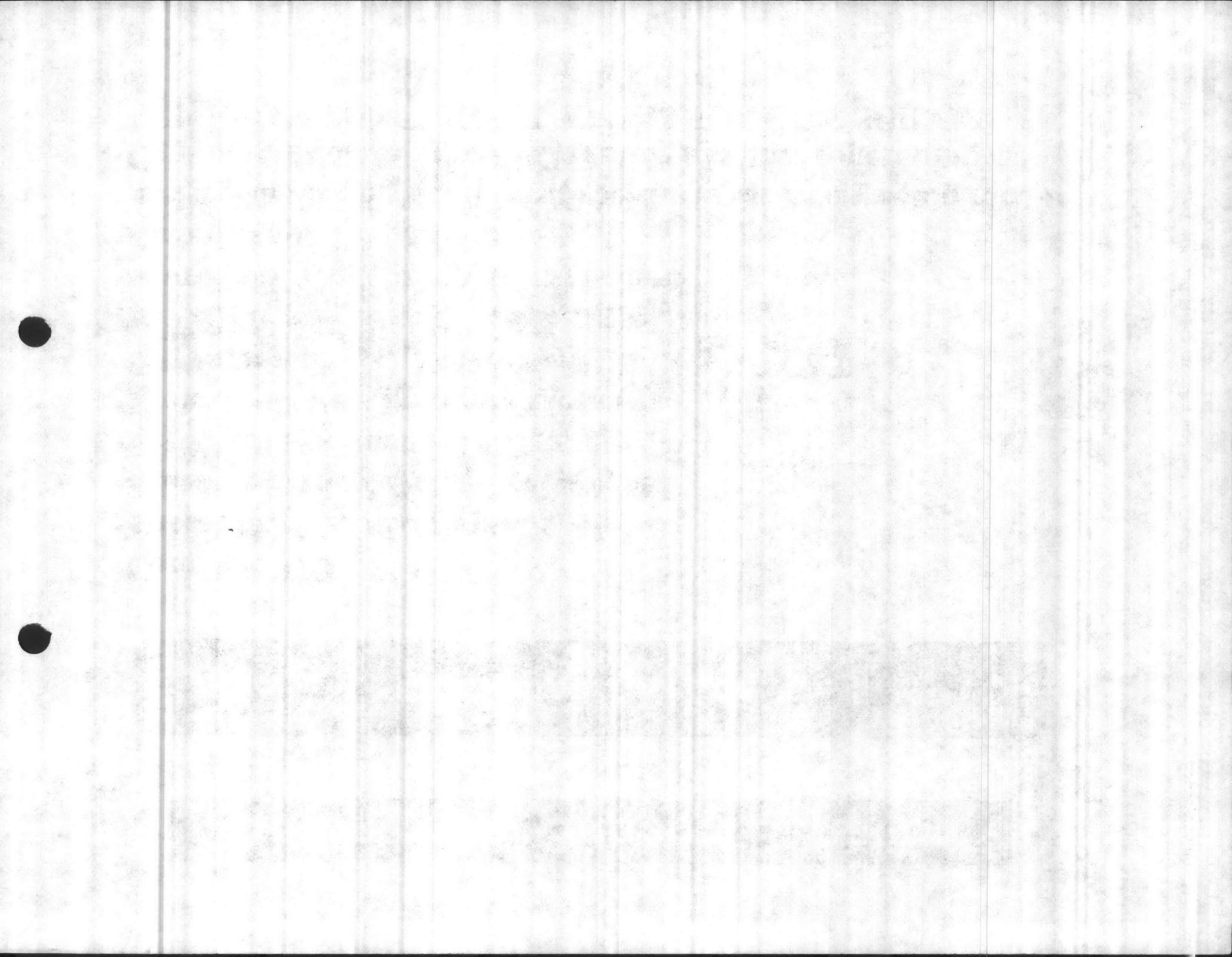


8th Engineer Support Battalion



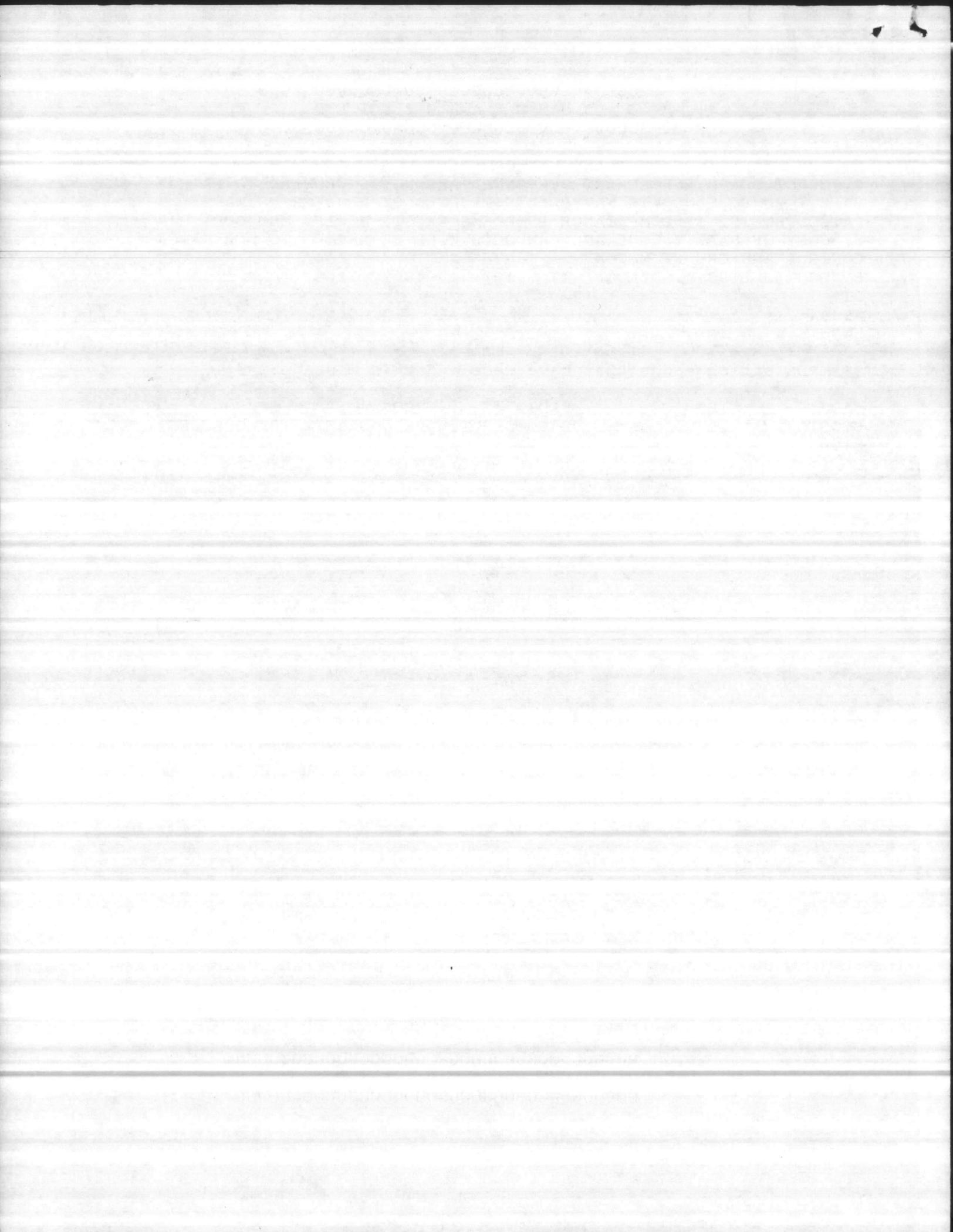
Staff Support Required

- **Complete T/O**
- **Threat brief /ROEs/Maps**
- **Schedule predeployment training at Ft. Bragg**
- **Battle skills/weapons package**
- **5 ton Incidental Operators Licensing**
- **Integration or exclusion of MRF-EX/CAO/TCAT**
- **TPFDD Development**
- **Source US Army bridge transporters**
- **Embarkation Preparation**
- **Assist establishing standards/procedures for Army equip turn-in**
- **Communication Equipment Training and Inneroperability**
- **EEIs FROM FUNCTIONAL AREAS FOR SITE SURVEY**



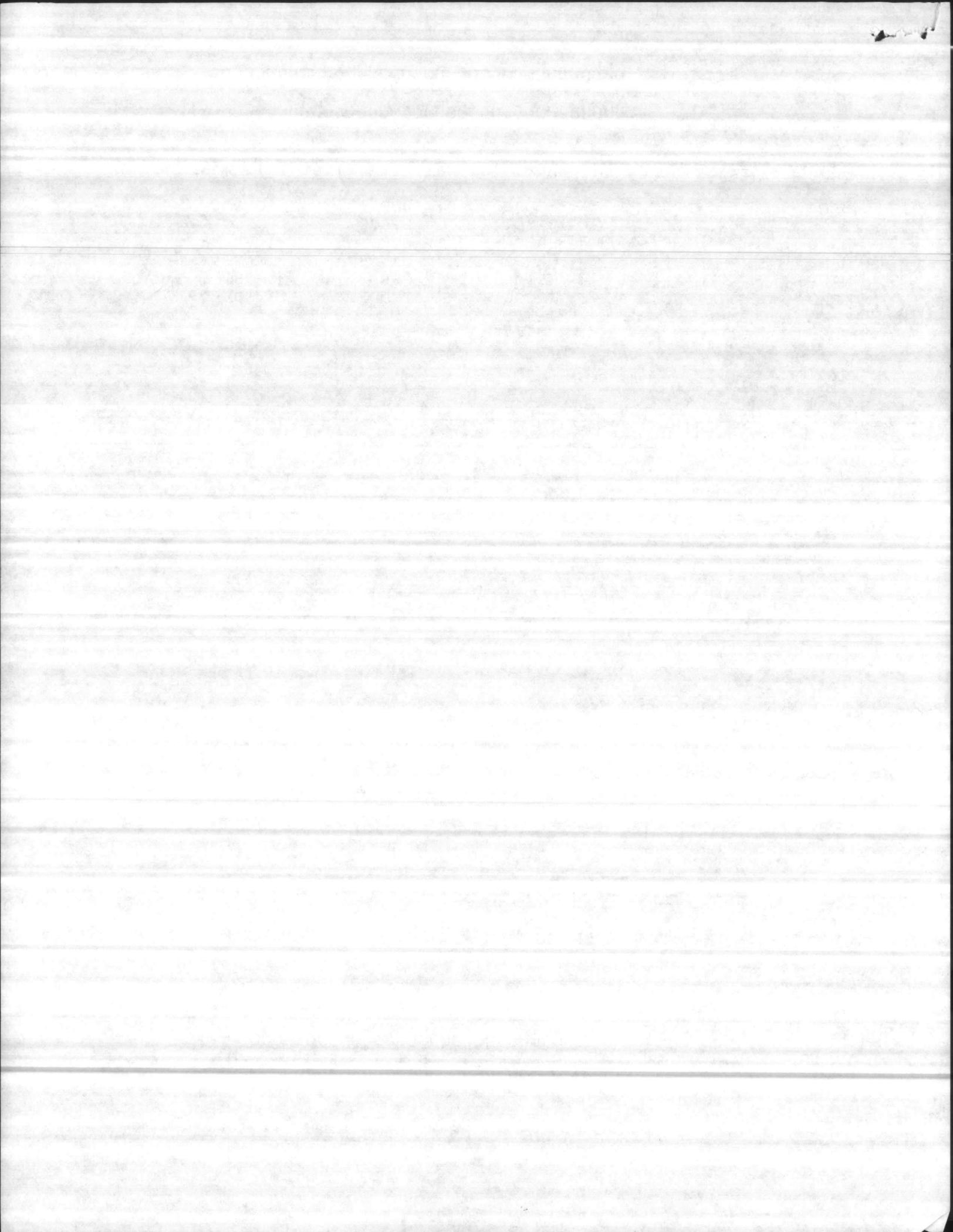


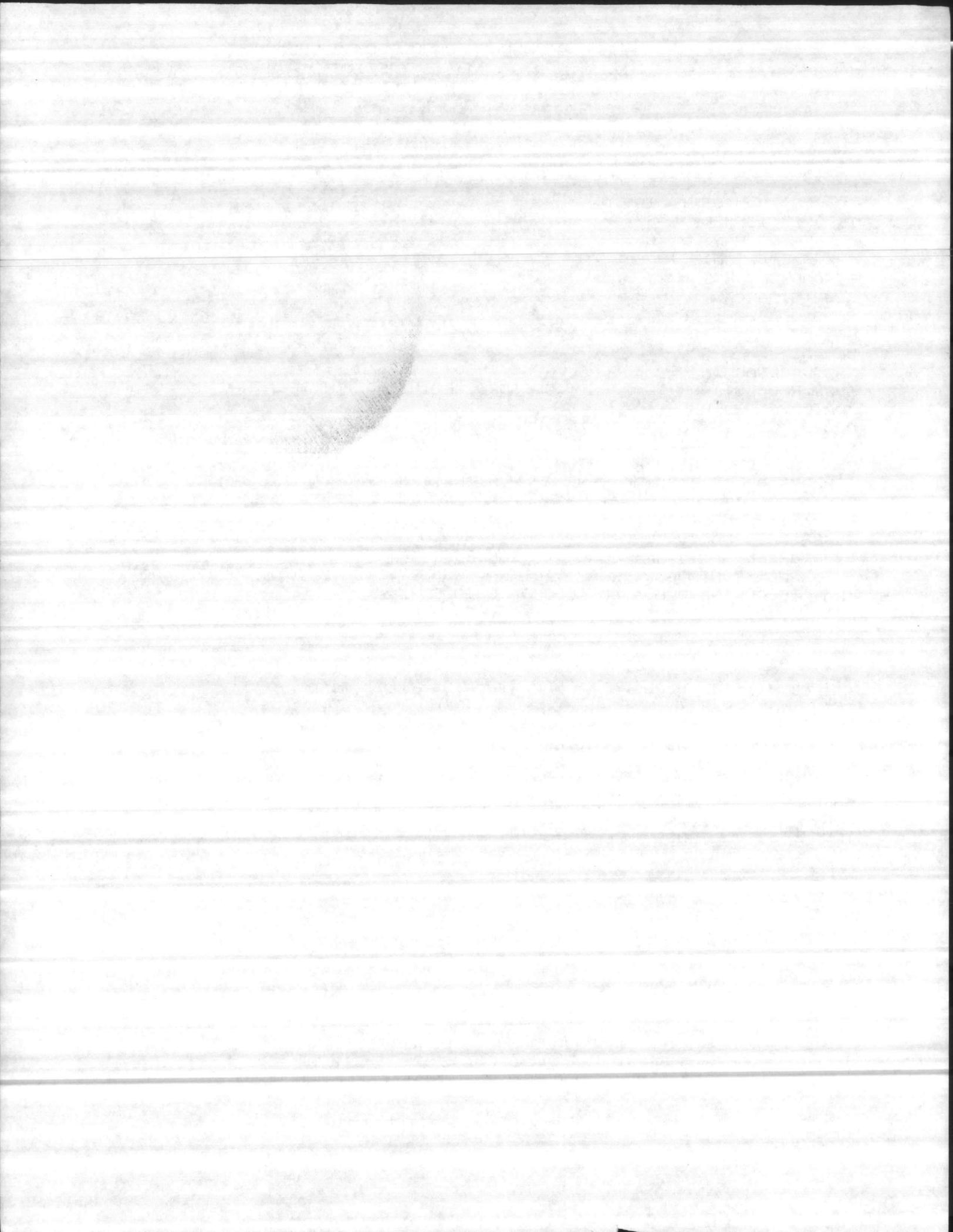
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UNITED STATES MARINE CORPS
8TH ENGINEER SUPPORT BATTALION
2D FORCE SERVICE SUPPORT GROUP
U.S. MARINE CORPS FORCES, ATLANTIC
PSC BOX 20131
CAMP LEJEUNE, NORTH CAROLINA 28542-0131

IN REPLY REFER TO:

1000
S-3
2 Jun 97

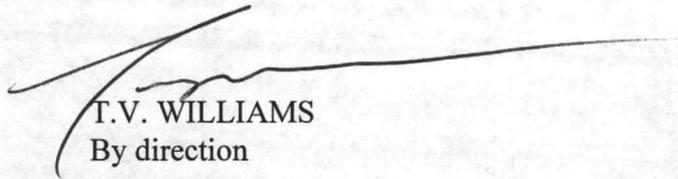
From: Commanding Officer, 8th Engineer Support Battalion
To: Commanding General, Marine Corps Base (Attn:Range Control)

Subj: **CLOSURE OF INTRACOSTAL WATERWAY**

Encl: CO, Bridge Co ltr 1000 Bg/Blf dtd 7 Feb 97

1. Request closure of the Intracostal Waterway in order to facilitate work-ups for OPERATION JOINT GUARD. Enclosure (1) provides justification. Additionally, Bridge Company "A", 6th Engineer Support Battalion will be conducting their annual training at that time; They will participate in this training opportunity which will enhance their readiness for their potential role in supporting OPERATION JOINT GUARD. Dates of closure of the intracostal waterway are 23 or 25 June 1997. This will be in addition to the 21 or 23 July 1997 which was submitted earlier.

2. POC is MSgt V.J. Urban at ext 1450.


T.V. WILLIAMS
By direction

2 JUN 97 11 46



CHINA

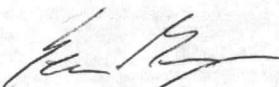
UNITED STATES MARINE CORPS
Bridge Company
8TH Engineer Support Battalion
2ND Force Service Support Group
Fleet Marine Force, Atlantic
Camp Lejeune, North Carolina 28542

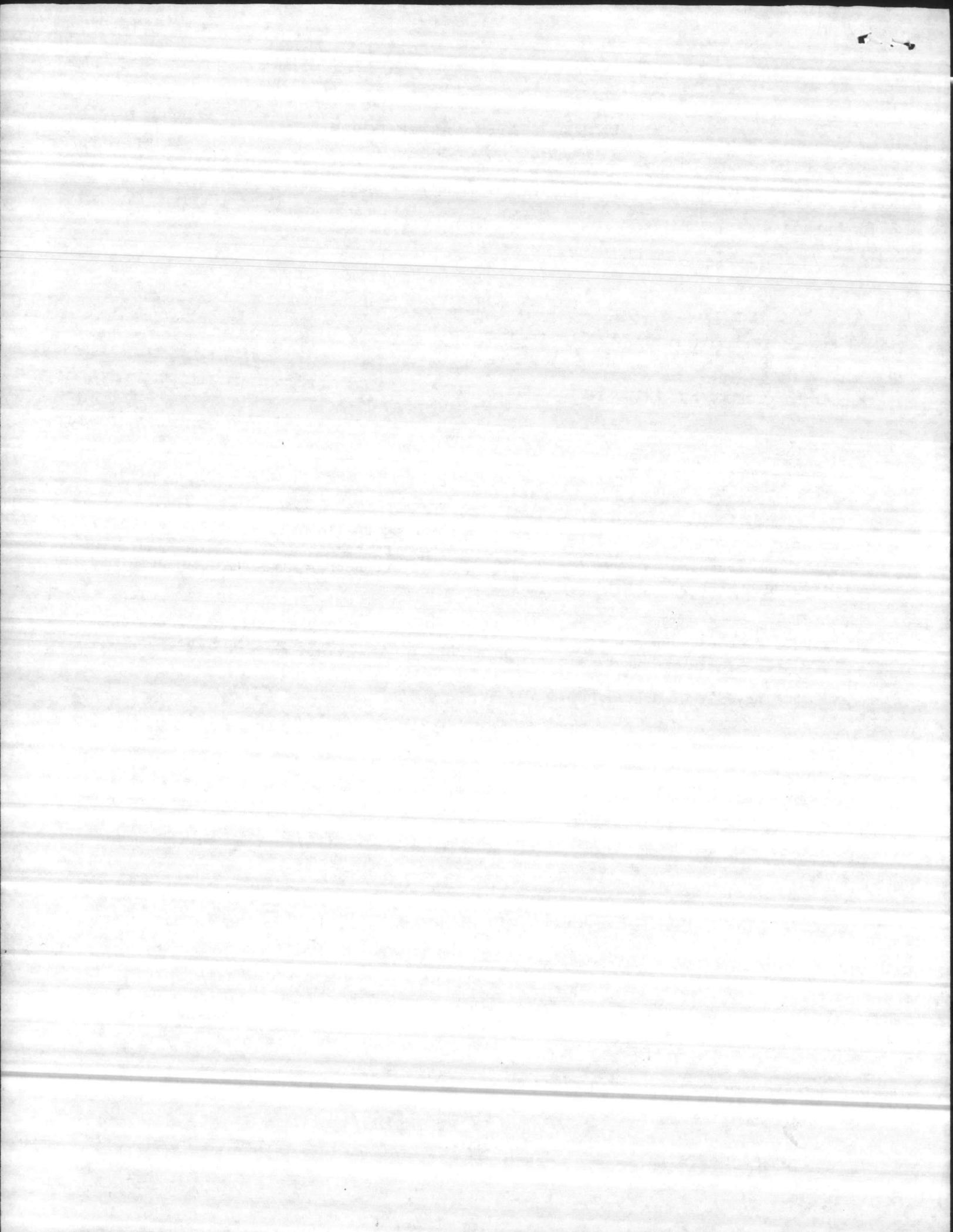
1000
Bg/Blf
07FEB97

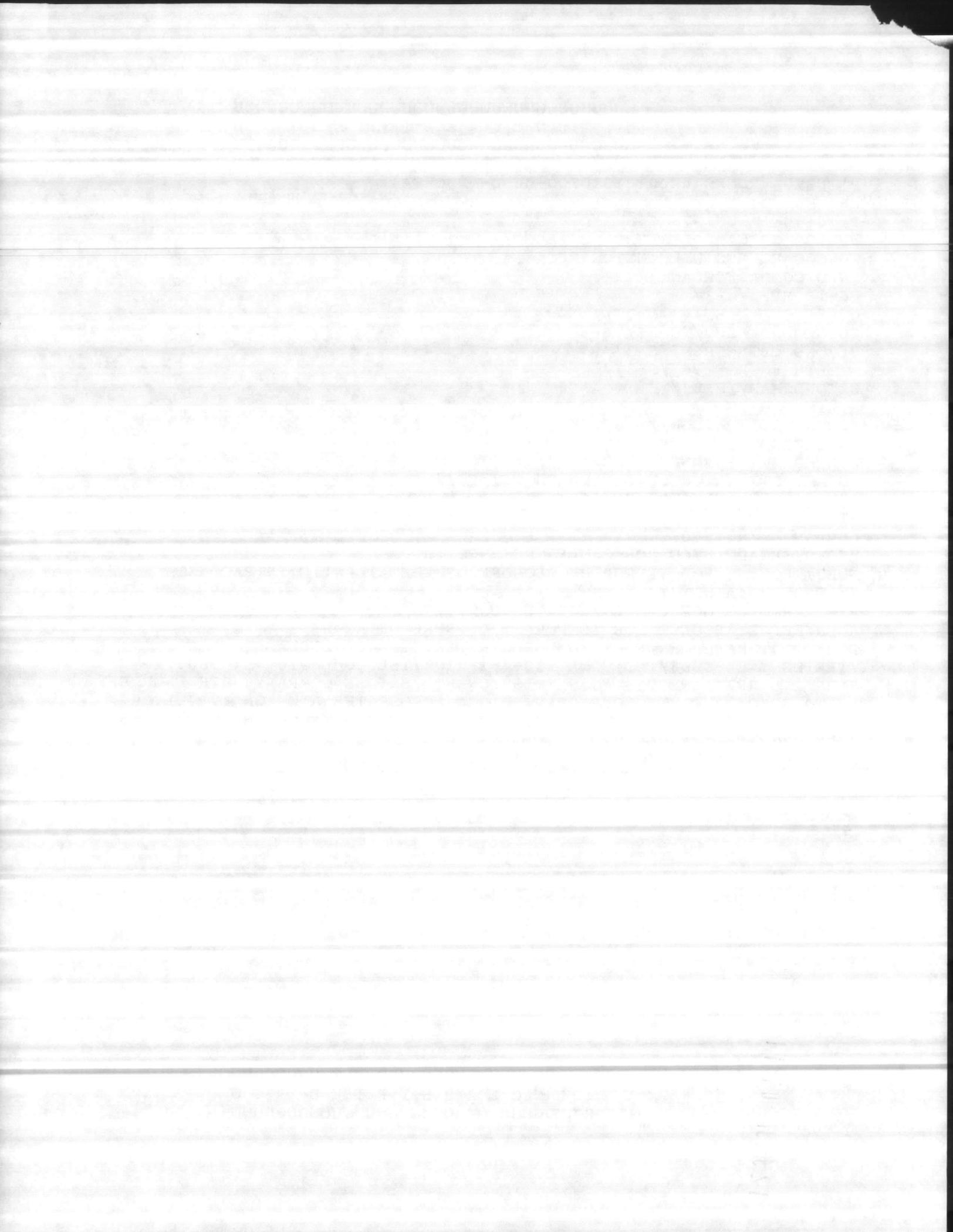
From: Executive Officer
To: S-3 (Attn: MSgt. Urban)

Subj: CLOSURE OF INTRACOASTAL WATERWAY

1. Closing the ICW is essential to the training of Reserve personnel. We plan to construct a 24-Bay continuous span bridge across the Waterway in vicinity of LZ Albatross.
2. The continuous span ribbon bridge is the most challenging and most vital bridging mission faced by this Company. Also, the currents of the ICW provide opportune training challenges. There is simply no better place to conduct bridging operations aboard Camp Lejeune.
3. Plan is to construct, lengthen, disassemble, reassemble, and anchor the bridge. These tasks are the basics of bridge operation but can only be completed by closing the ICW.
4. POC is SSGT Wilson, 1402.


S.K. MANGAN





To: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Cc: LTCOL JAMES M JENNINGS@G 4@2D MAR DIV
Bcc:
From: CAPT MATTHEW E TRAVIS@CEB BN@2D MAR DIV
Subject: re: LINE CHARGE
Date: Friday, June 20, 1997 12:24:14 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

SIR,

DATE/TIME: 5 SEP 0630-1100 (H-HOUR IS 1000 FOR THE LANDING)

BACK-UP DAY (CASE OF WEATHER): 6 SEP 0630-1100

SCHEME OF MANEUVER IS:

MCAC 1 LAUNCHES FROM SHIP 0630
MCAC OPS 0700-0900

IF ALL GOES AS PLANNED, THE SHOTS WILL GO BETWEEN 0730-0900

(6) TOTAL LINE CHARGES WILL BE FIRED FROM MCAC 2 IN THE SURF ZONE VICINITY
SOUTH TOWER, E-1 RANGE

THE FPC FOR THE ACTD DEMO I IS 1 JUL IN NORFOLK, VA; AT THAT MTG THE TIME
SKED WILL BE FINALIZED; I DON'T SEE ANY REASON WHY IT SHOULD CHANGE

AS YOU CAN SEE FROM MY REQUESTED TIMES, I ADDED SOME ADDTL TIME AS A BUFFER

PLS CALL IF YOU HAVE QUESTIONS

THX, CAPT TRAVIS

TO THE HONORABLE JUDGE OF THE COURT OF COMMONS
IN PARLIAMENT ASSEMBLED

THE PETITION OF THE

MEMBERS OF THE HOUSE OF COMMONS

IN PARLIAMENT ASSEMBLED

SHETHING THAT

THEY HAVE THE HONOR TO PRESENT TO YOUR LORDSHIPS

A PETITION OF THE

MEMBERS OF THE HOUSE OF COMMONS

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A PETITION OF THE

MEMBERS OF THE HOUSE OF COMMONS

IN PARLIAMENT ASSEMBLED

SHETHING THAT



UNITED STATES MARINE CORPS
2D MARINE REGT 2D MAR DIV
PSC BOX 20093
CAMP LEJEUNE NC 28542-0093

IN REPLY REFER TO:

1500
S3/rjr
5 Jun 97

From: Commanding Officer, 2d Marine Regiment
To: Director, Training Support Division , Marine Corps Base, Camp Lejuene (Range Control)
Via: Commanding General, 2d Marine Division (G-3)
Subj: **REQUEST FOR TEMPORARY CLOSURE OF THE ATLANTIC
INTRACOSTAL WATERWAY (AIWW)**

1994
Ref: (a) PhoneCon between Captain Travis , S-3, 2d Combat Engineer Battalion, and Mr. Don Hashagen, Range Control, MCB, CLNC, on 3 Jun 97.

1. Request to close AIWW for inert line charge shot (4 total shots) . During TCAT, 9-18 July, ISO Training required to rehearse breaching procedures for the ACTD demo I. Specific date/time of the shot will be during a 6 hour block, 0800-1400 on 10 Jul 97 at E-1 Range, South Onslow Beach.

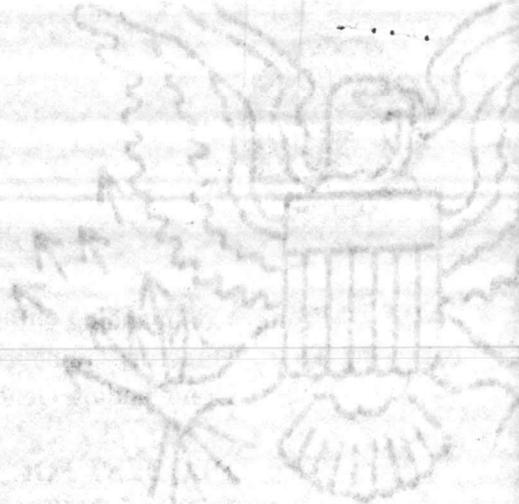
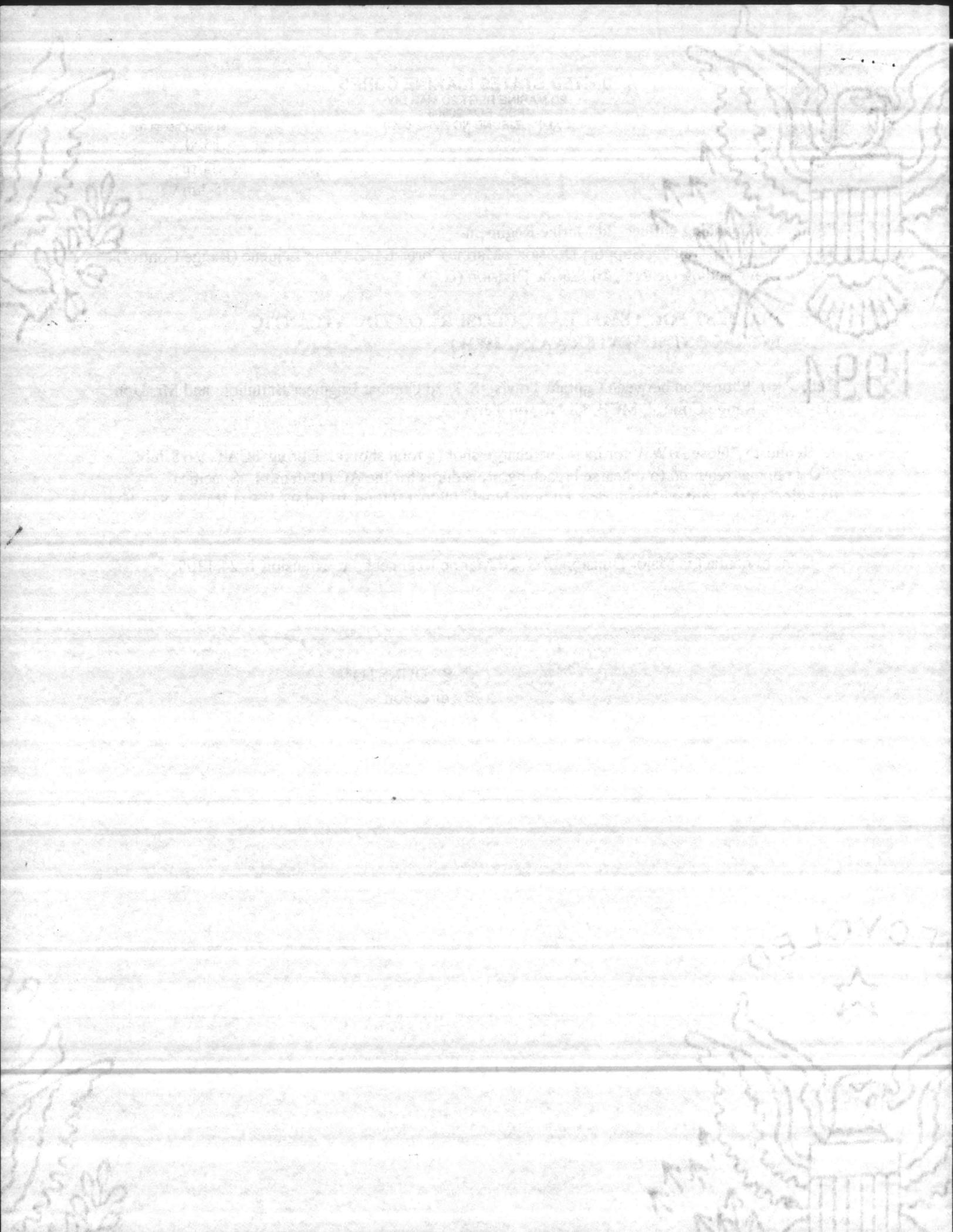
2. Point of contact is Major Dunston, S-3, 2d Marine Regiment , at extension 1424/1305.

A handwritten signature in cursive script, reading "C. S. Dunston", is positioned above the typed name.

C. S. DUNSTON

By direction

RECYCLED



1981

ENCLOSURE



New River Inlet, NC
 Tide Predictions (High and Low Waters)
 NOAA, National Ocean Service

December 1997

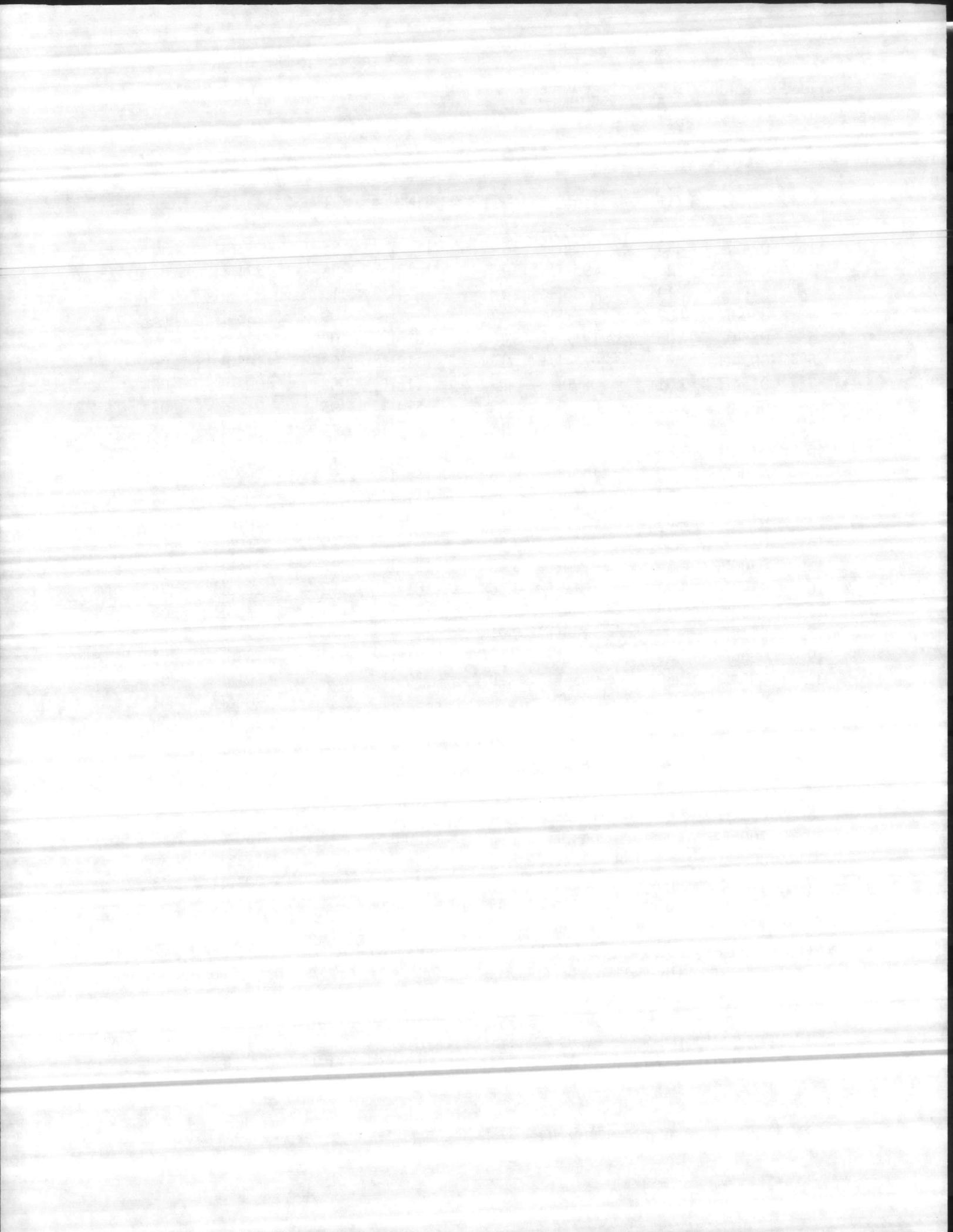
Standard Time

	TIME	HGT	TIME	HGT	TIME	HGT	TIME	HGT
1	0242L	-.35	0912H	3.14	1530L	-.35	2136H	2.59
2	0324L	-.29	0954H	3.18	1612L	-.28	2218H	2.67
3	0406L	-.19	1036H	3.19	1654L	-.19	2306H	2.75
4	0500L	-.07	1124H	3.17	1742L	-.09	2354H	2.83
5	0554L	.06	1218H	3.13	1830L	.00		
6	0054H	2.92	0654L	.17	1312H	3.06	1930L	.06
7	0154H	3.01	0800L	.23	1418H	3.00	2030L	.08
8	0254H	3.11	0912L	.22	1524H	2.95	2130L	.03
9	0406H	3.24	1018L	.14	1630H	2.93	2236L	-.05
10	0506H	3.36	1124L	.00	1730H	2.94	2330L	-.16
11	0606H	3.47	1224L	-.15	1830H	2.94		
12	0030L	-.27	0654H	3.53	1318L	-.28	1924H	2.94
13	0118L	-.34	0748H	3.54	1406L	-.36	2012H	2.92
14	0212L	-.37	0836H	3.50	1454L	-.39	2106H	2.88
15	0300L	-.34	0924H	3.40	1542L	-.38	2148H	2.82
16	0342L	-.26	1012H	3.26	1624L	-.32	2236H	2.75
17	0430L	-.15	1054H	3.10	1712L	-.23	2324H	2.66
18	0518L	-.02	1136H	2.91	1754L	-.14		
19	0006H	2.58	0600L	.10	1218H	2.72	1836L	-.07
20	0054H	2.50	0654L	.19	1306H	2.54	1918L	-.02
21	0148H	2.45	0748L	.23	1354H	2.38	2006L	-.01
22	0236H	2.42	0842L	.21	1448H	2.24	2054L	-.04
23	0330H	2.42	0942L	.14	1542H	2.14	2148L	-.11
24	0418H	2.46	1036L	.01	1636H	2.09	2236L	-.21
25	0512H	2.52	1124L	-.15	1724H	2.08	2324L	-.32
26	0554H	2.62	1212L	-.31	1812H	2.11		
27	0006L	-.44	0642H	2.73	1300L	-.45	1854H	2.19
28	0054L	-.54	0724H	2.84	1342L	-.56	1948H	2.30
29	0136L	-.61	0806H	2.96	1424L	-.62	2030H	2.43
30	0224L	-.63	0854H	3.05	1506L	-.63	2118H	2.57

BOGUE INLET TIDES: SUBTRACT 3 MIN FOR HIGH TIDE TIME. SUBTRACT 0.8 FT FROM HIGH TIDE HT. SUBTRACT 2 MIN FOR LOW TIDE TIME. NO HT CORRECTION FOR LOW TIDE.

NEW TOPSAIL TIDES: ADD 4 MIN FOR HIGH TIDE TIME. ADD 43 MIN FOR LOW TIDE TIME. NO HT CORRECTION FOR HIGH OR LOW TIDES HT.

* NOTE: It is currently Standard Time. Therefore, the times shown above are correct.





UNITED STATES MARINE CORPS

2D MARINE DIVISION
PSC BOX 20003
CAMP LEJEUNE NC 28542-0003

IN REPLY REFER TO:

22 Oct 97 06 10

G-3T

22 Oct 97

FIRST ENDORSEMENT on CO, 6th Mar ltr 1000 dtd 21 Oct 97

From: G-3 Training Officer, 2d Marine Division, II Marine Expeditionary Force

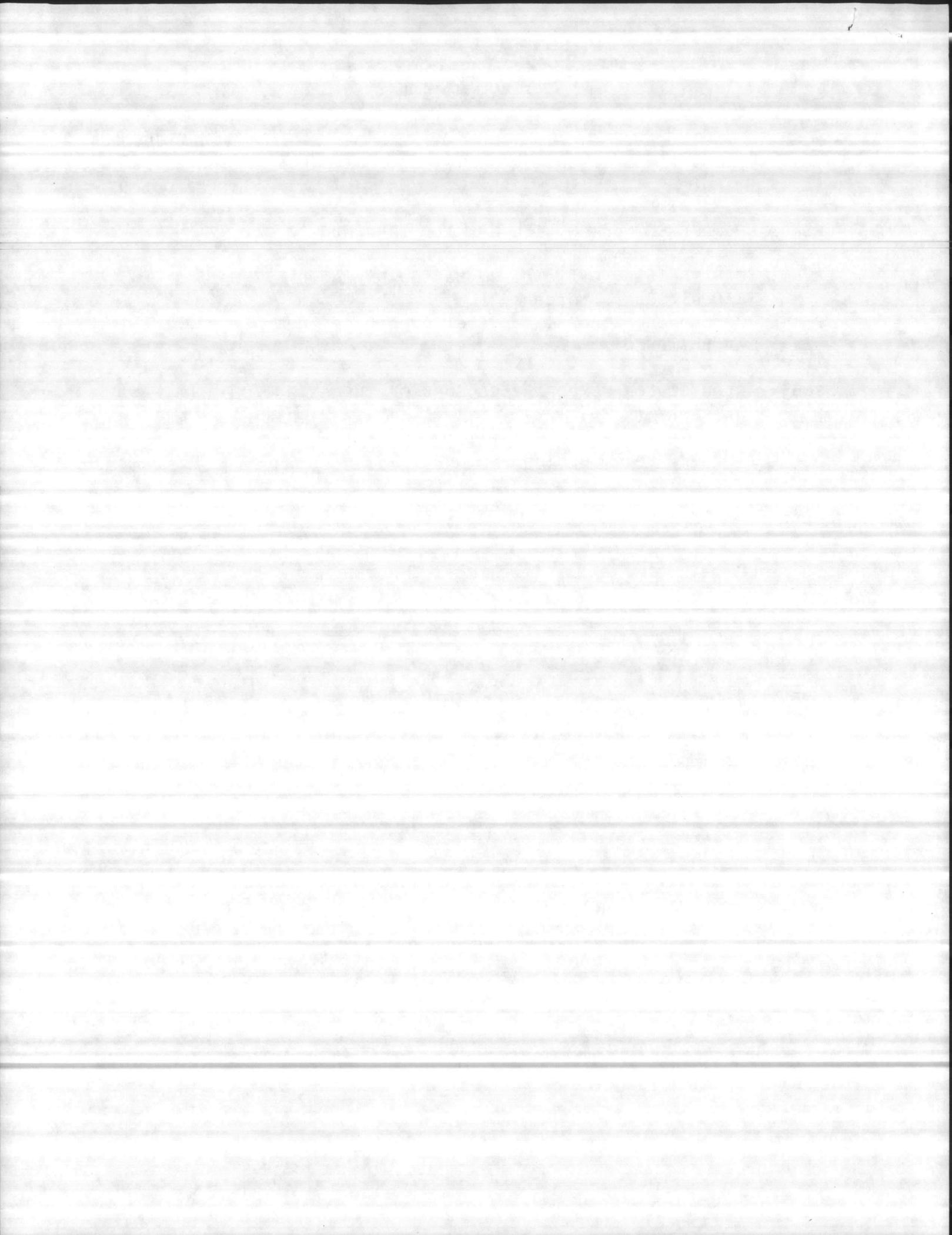
To: Commanding General, Marine Corps Base, Camp Lejeune NC
(Attn: BRCO)

Subj: REQUEST FOR TEMPORARY CLOSURE OF THE ATLANTIC INTRACOASTAL WATERWAY (AIWW)

1. Forwarded, recommending approval.

A handwritten signature in black ink, appearing to read "G. T. Roper", is written above the printed name.

G. T. ROPER





UNITED STATES MARINE CORPS

6TH MARINES 2D MAR DIV
PSC BOX 20097
CAMP LEJEUNE NC 28542-0097

IN REPLY REFER TO:

1000
S-3/as
21 Oct 97

From: Commanding Officer, 6th Marine Regiment (S-3)
To: Commanding General, Marine Corps Base, Camp Lejeune North Carolina (Attn: Base Range Control Officer (BRCO))
Via: Commanding General, 2d Marine Division

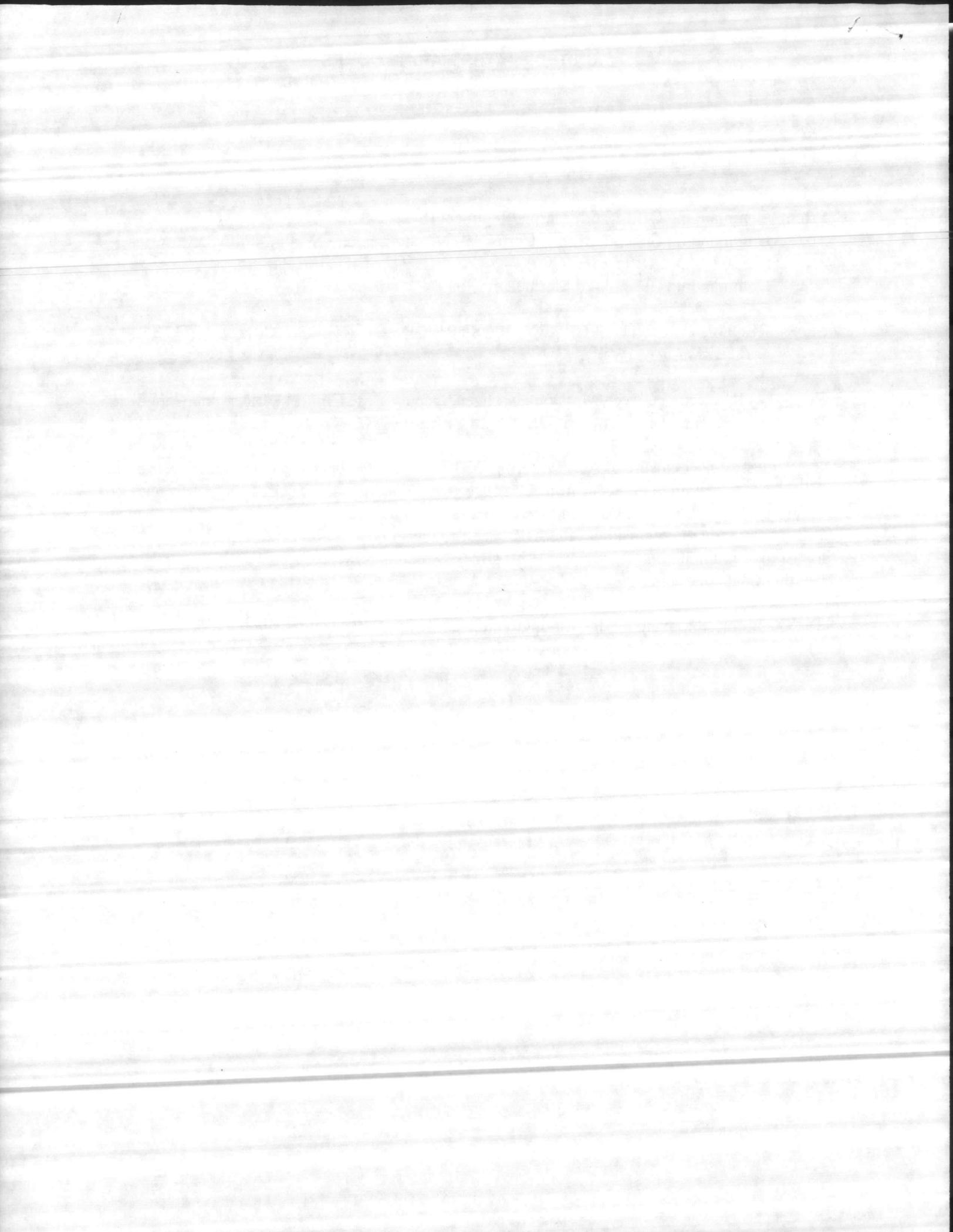
Subj: REQUEST FOR TEMPORARY CLOSURE OF THE ATLANTIC INTRACOASTAL WATERWAY (AIWW)

Ref: (a) Phonecon between Mr. Don Hashagen, Deputy Base Control Officer, and Capt M.E. Travis, Assistant Operations Officer, 2d CEB, of 971020

1. Request subject closure of AIWW during TCAT 98-1, 9-18 Dec, to facilitate tactical training. This phase of training will occur from 14-16 Dec, and it is during this period that Obstacle Clearing Detachments (OCDs) will land and simulate minefield breaching on the beach. This will require temporary closure of the AIWW to fire inert line charges. Expect period of closure to last maximum 30 minutes vicinity H-hr, D-day, which is projected for 0600-1200, 14-16 Dec pending tidal condition.
2. POC at this command is Maj Talkington or Capt Knippenburg at ext. 3060/3056.

A handwritten signature in black ink, appearing to read "R.E. Talkington".

R.E. TALKINGTON
By direction.





UNITED STATES MARINE CORPS

MARINE CORPS BASE

PSC Box 20004

Camp Lejeune, North Carolina 28542-0004

IN REPLY REFER TO:

1500

BRCO

23 Oct 97

From: Range Control Officer

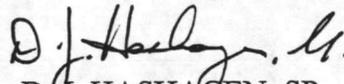
To: Commanding Officer, 6th Marines, 2d Marine Division, PSC Box 20097, Camp Lejeune, North Carolina 28542-0097 (Attn: S-3)

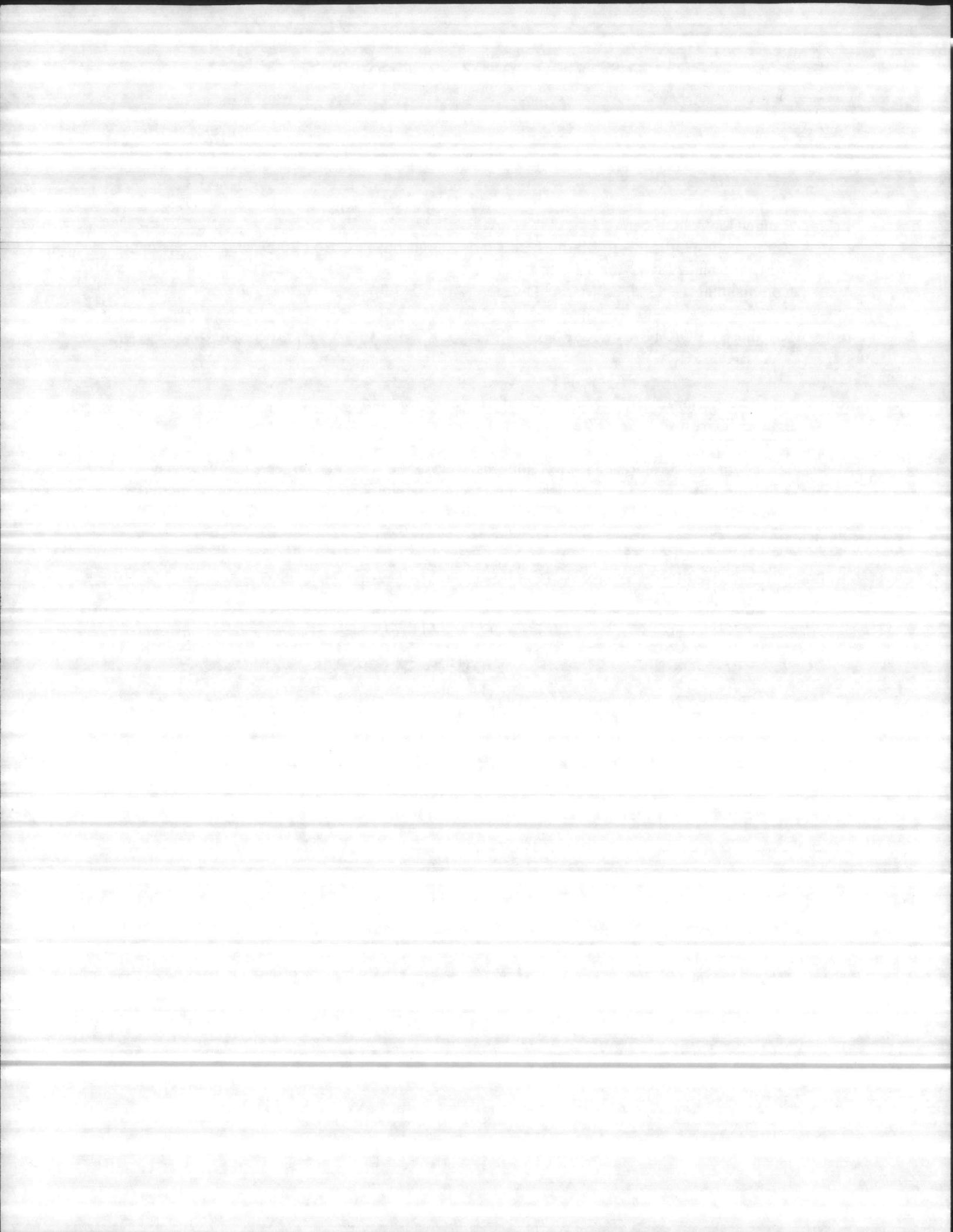
Via: Commanding General, 2d Marine Division (Attn: G-3T)

Subj: REQUEST FOR TEMPORARY CLOSURE OF THE ATLANTIC INTRACOASTAL WATERWAY (AIWW)

Ref: (a) CO 6th Mar ltr 1000 over S-3/as of 21 Oct 97 w/endorsement
(b) CG MCB msg 231402Z 23 Oct 97

1. Request contained in reference (a) to temporarily close the Atlantic Intracoastal Waterway (AIWW) in support of Type Commanders Amphibious Training (TCAT) 98-1 has been submitted to the Marine Safety Office, U. S. Coast Guard, Wilmington, NC for approval. Reference (b) applies.
2. Point of contact at Range Control is Don Hashagen at extension 2102/5803.


D.J. HASHAGEN, SR.
Deputy



To: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Cc:
Bcc:
From: maj jeffrey e lister@g 3@2d mar div
Subject: re: fwd: THE BRIDGES OF ONSLOW COUNTY
Date: Monday, November 17, 1997 11:49:26 EST
Attach: ATTRIBS.BND
Certify: Y
Priority: Normal
Defer until:
Expires:
Forwarded by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE

Forwarded to: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
LTCOL DARRYL B PATTON@TSD1@MCB LEJEUNE
cc:
Forwarded date: Monday, November 17, 1997 12:32:11 EST
Comments by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Comments:

GENTS,
FYI. I KNOW THIS WILL ESCALATE IF COA IS PRESSED.
R/S,
JTH

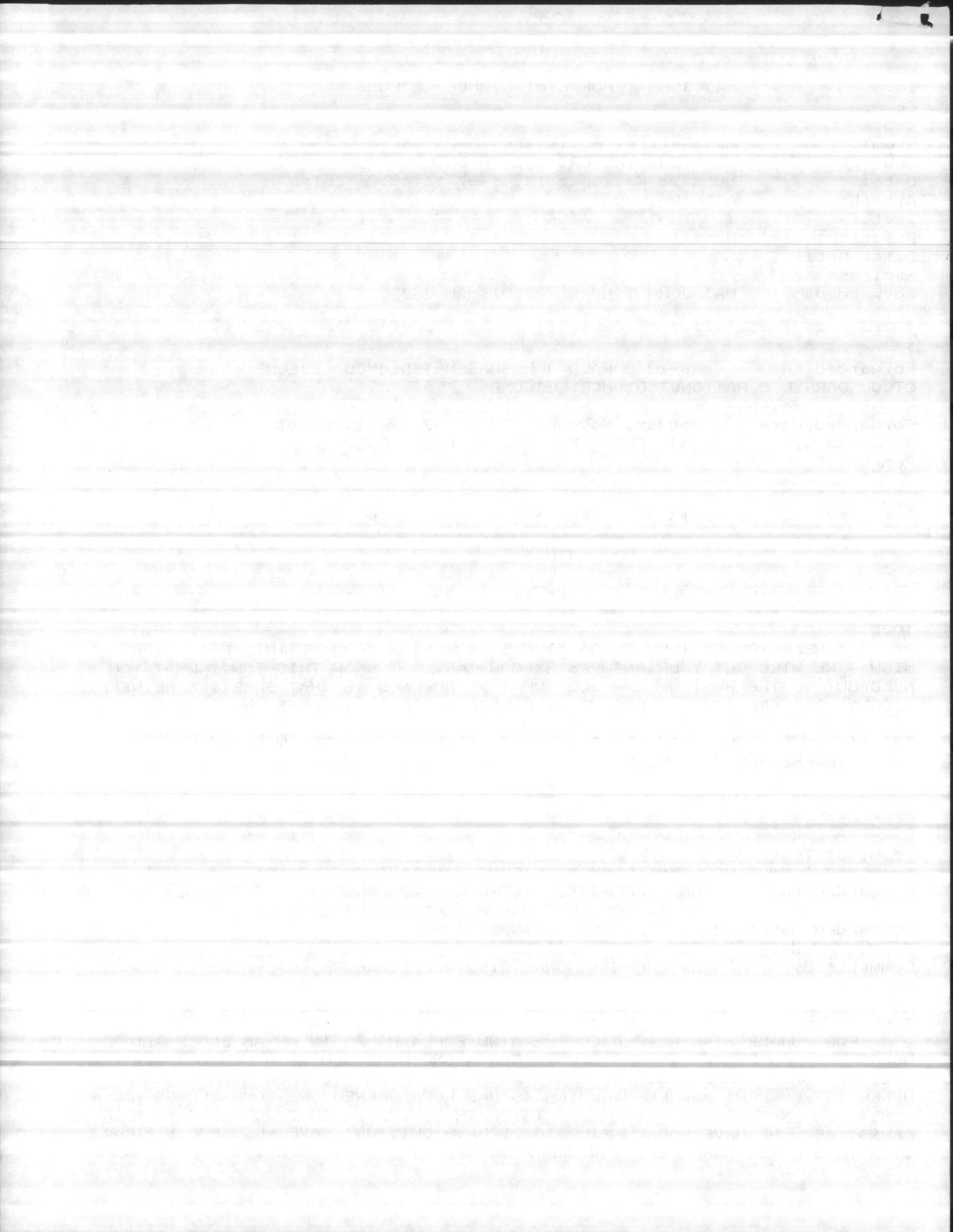
[Original Message]

TODD,
I HEAR YOU BROTHER. COA #1 HAS VERY HIGH COMMAND INTEREST. VERY HIGH. WE WILL GET YOUR ANSWERS BY COB TMRW. I KNOW THIS ISN'T WHAT YOU NEED BUT IS THE BEST WE CAN DO. WHAT WE DO KNOW IS THAT SOMETIME BETWEEN 1200 15 DEC AND 1200 16 DEC WE WILL NEED TO CROSS 4 TANKS AND 15 LAVS. I'M NOT SURE IT MATTERS BUT OUR THINKING IS THAT THERE WILL BE ALOT LESS BOAT TRAFFIC ON A WEEKDAY IN DEC THAN SPRINGTIME. I'LL KEEP WORKING THIS WITH YOU. THANKS FOR YOUR HELP.

S/F
JEFF

Original Text
From MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE, on 11/17/97 10:18:
Forwarded to: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
cc: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Forwarded date: 11/17/97 10:18
Forwarded date: Time not available
Comments by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Comments:

JEFF,
FOR PURPLE STAR WE CLOSED THE AIWW FOR 4 HOURS IN AN AM BLOCK AND 4 HOURS IN A PM BLOCK. IT WAS OPENED FOR A ONE HOUR BLOCK TO FLUSH TRAFFIC. THE 5TH COAST GUARD DISTRICT WANTS A THIRTY DAY NOTICE FOR AIWW CLOSURE UNDER THE CURRENT AGREEMENT WHICH IS ONE HOUR OPENED/ONE HOUR CLOSED AND A NINETY DAY NOTICE FOR ANYTHING OUTSIDE THIS WINDOW. THIS DOES NOT MEAN WE CANNOT ASK. WE HAVE HAD LUCK UP TO 21 DAYS OUT, BUT HAVE ALSO HAD REFUSALS. WITH THIS LARGE "WHAT IF" I WOULD RECOMMEND COA-2. IF COA 1 IS THE CHOICE



WE NEED THE INFO I STATED OVER THE PHONE ASAP.

R/S,

JTH

----- [Original Message] -----

Original Message date: 11/17/97 08:09
Original from: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
Original to: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
HORND OG,

HEY MAN I NEED A FAVOR, THE CG WANTS A RIVER CROSSING WITH THE DECEMBER TCAT. BEFORE WE GO DOWN A ROAD THAT LEADS NO WHERE, WHICH ONE OF THE THREE BELOW LISTED OPTIONS IS DOABLE AS FAR AS RANGE CONTROL IS CONCERNED?

S/F
JEFF

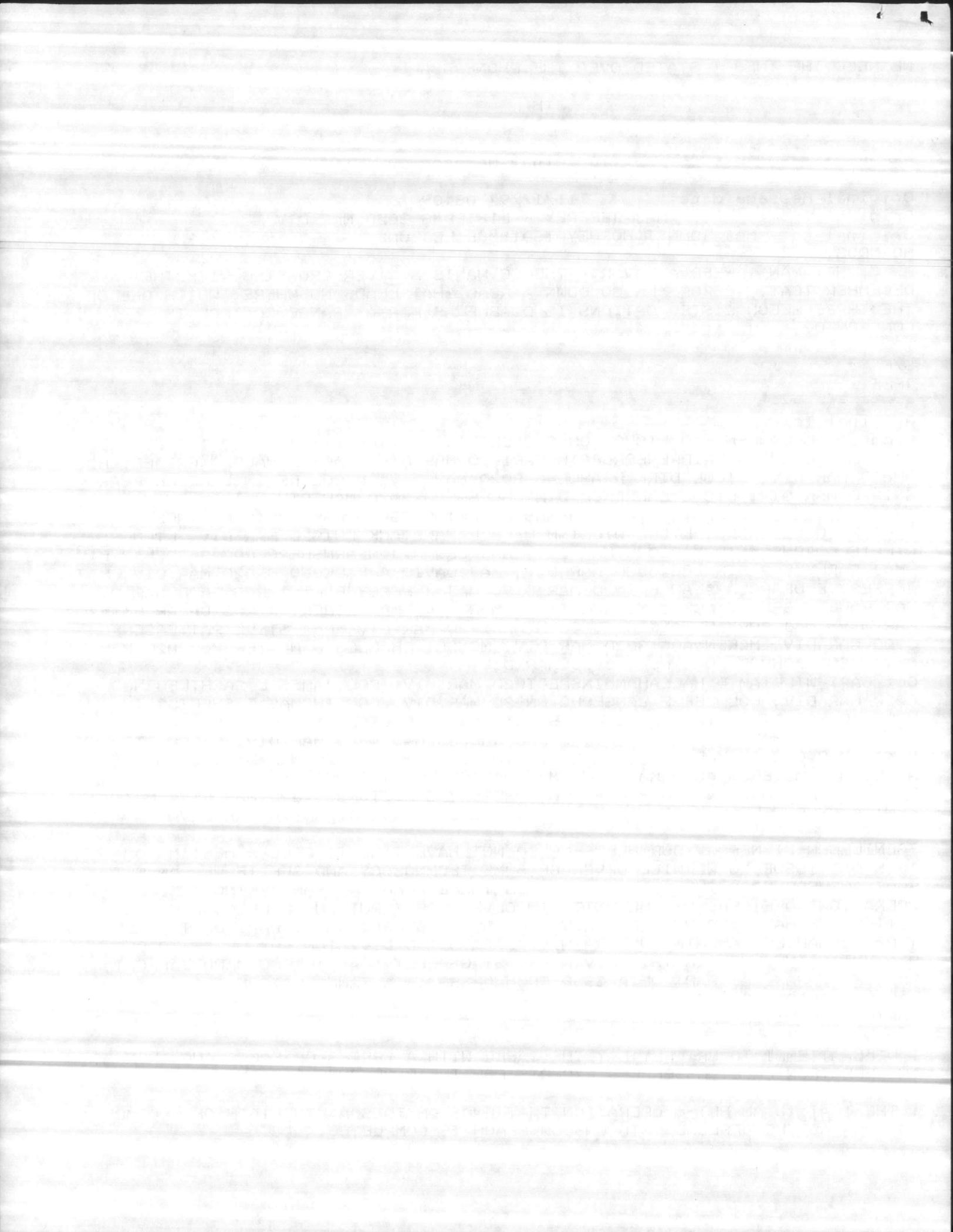
Original Text

From LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV, on 11/14/97 19:14:
To: CAPT BRENT A KNIPPENBERG@6TH MAR1@2D MAR DIV, CAPT RONALD A GRIDLEY@HQ BN@2D MAR DIV, LTCOL DIRK R AHLE@G 3@2D MAR DIV, LTCOL KEVIN L KELLEY@LAR BN1@2D MAR DIV, LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV, LTCOL THOMAS F THALER@G 3@2D MAR DIV, LTCOL THOMAS G BARTON@G3@2D FSSG, LTCOL VINCENT PONTANI@G3@2D FSSG, LTCOL WILLIAM H CALLAHAN@TANK BN1@2D MAR DIV, LTCOL WILLIE C JONES@6TH MAR1@2D MAR DIV, MAJ BRIAN J HEARNSBERGER@C G@2D MAR DIV, MAJ CARLYLE P BINNS@G 3@2D MAR DIV, MAJ DAVID A FALK@HQ BN@2D MAR DIV, MAJ JEFFERY E DEAROLPH@LAR BN1@2D MAR DIV, MAJ JEFFREY E LISTER@G 3@2D MAR DIV, MAJ PAUL D GREATSINGER@SML CRAFT1@2D MAR DIV, MAJ ROBERT R KOSID@LAR BN1@2D MAR DIV, MAJ RORY E TALKINGTON@6TH MAR1@2D MAR DIV, MAJ STEVE PATTERSON@G 3@2D MAR DIV, MCKENNA@G 3@2D MAR DIV, MGYSGT CHARLES F MUTTERS@G 3@2D MAR DIV, SSGT JOHN F MULLINS@G 3@2D MAR DIV
Cc: CAPT WILLIAM D HALLAHAN@INSPECT@2D MAR DIV, COL JAMES L SACHTLEBEN@C G@2D MAR DIV, COL LEE F LANGE@HQ BN@2D MAR DIV, COL THOMAS E SHEETS@6TH MAR1@2D MAR DIV, LTCOL DANIEL L SICKINGER@INSPECT@2D MAR DIV, LTCOL GARY R OLES@G 3@2D MAR DIV, LTCOL KENNETH E JACOBSEN@G 4@2D MAR DIV, LTCOL STEPHEN R KACZMAR@G 2@2D MAR DIV, LTCOL TIMOTHY G LEARN@G 6@2D MAR DIV, LTCOL WILLIAM A MEIER@G 4@2D MAR DIV, MAJ DANIEL S ROGERS@8TH MAR@2D MAR DIV, MAJ ERIC H CARLSON@G 3@2D MAR DIV, MAJ GREGORY G KOZIUK@G 2@2D MAR DIV, MAJ KENT A CHURCHILL@G 4@2D MAR DIV, MAJ STEVEN D MIEIR@G 6@2D MAR DIV

GENTLEMEN- I NEED YOUR HELP--WE DO NOT HAVE TIME TO CALL A MEETING ON THIS ONE ISSUE--SO WE WILL LEVERAGE SOME TECHNOLOGY AND SEE IF WE CAN GET SOME ANSWERS FROM THE DUTY EXPERTS IN THESE AREAS. I AM ASKING THE OPERATIONS OFFICERS OF THE UNITS INVOLVED FOR INPUT ON THREE COURSES OF ACTION WE HAVE DRAWN FOR A RIVER CROSSING OPERATION AS PART OF THE THE TYPE COMMANDERS AMPHIBIOUS TRAINING (TCAT) AND DIVISION CPX OF 13-18 DEC 97. UNITS INVOLVED IN THIS RIVER CROSSING---RLT-6 AS THE COMMAND ELEMENT. BRIDGE COMPANY AS PART OF A CSSD FROM (FSSG). A TANK PLATOON FROM RLT-6, LAR BATTALION AS GCE OF RLT-6, SMALL CRAFT COMPANY, AS THE SECURITY ELEMENT DURING THE RIVER CROSSING.

I WILL ATTEMPT TO BRIEFLY LAY THE TABLE WITH A SERIES OF FACTS AND THEN ASK THE ELECTRONICALLY ASSEMBLED EXPERTS FOR THEIR RECOMMENDATIONS.

1.THE TCAT IS AN RLT-6 OPERATION THAT ENDS ON TUESDAY THE 16TH OF DECEMBER AS SOON AS THE OFFLOAD ONTO ONSLOW BEACH IS COMPLETED.



2. THE CPX CURTAIN GOES UP THE MORNING OF THE 16TH WITH THE 8TH MARINE REGIMENT STARTING THE CPX AT DAVIS AIRFIELD IN GSR AREA WHERE THEY JUST COMPLETED AN AIRFIELD SEIZURE, WHILE RLT-6 CONTINUES THE GENERAL OFFLOAD AT ONSLOW BEACH. THIS IS ALL WRITTEN INTO THE CPX SCENARIO.

3. WHEN GENERAL OFFLOAD IS COMPLETE, (SOMETIME PM 16 DEC) 6TH MARINES STAFF MOVES TO LZ DODO AND BEGINS ACTIVE STAFF PARTICIPATION IN THE DIV CPX WHILE THE MAJORITY OF THE REMAINDER OF THE REGIMENT MOVES TO A LIVE FIRE RANGE/ FIRE SUPPORT EXERCISE (LAR/TANKS/2/10).

4. HERE IS THE RUB--BEFORE 6TH MARINES JOINS THE DIVISION FOR THE CPX--- AND BEFORE THE TANK AND LAR UNITS BEGIN THEIR FIRE SUPPORT EXERCISE, THEY HAVE BEEN TASKED TO PERFORM A RIVER CROSSING OF THE LANDED MECHANIZED FORCES. (1 LAR COMPANY/1 TANK PLATOON). THIS OPERATION IS PART OF BOTH THE TCAT AND DIVISION CPX AS WELL AND WILL BE WRITTEN INTO THE DIV CPX SCENARIO AS PER THE CG'S DESIRES. --THE ANTICIPATED TIME FOR THIS RIVER CROSSING IS AM ON 16 DECEMBER--

I AM LOOKING FOR THE MOST SUPPORTABLE COURSE OF ACTION BY THE MAJOR PLAYERS ALREADY LISTED.

COA-1 USE BRIDGE COMPANY ASSETS TO CROSS FROM ONSLOW BEACH ACROSS THE ICW BECAUSE THE REGULAR BRIDGE IS NOTIONALLY BLOWN. WHILE THIS IS OCCURRING--SMALL CRAFT COMPANY (SCCO) ASSETS PROVIDE SECURITY IN THE ICW TO THE NEWLY LANDED VULNERABLE FORCE--

PROS-- THIS OPTION FITS INTO THE TACTICAL PLAY OF THE PROBLEM--MAKES SENSE.--SCCO BOATS CAME IN ON AN EARLIER SERIEL/WAVE

CONS--CAN BRIDGE CO SUPPORT THIS?AND HOW LONG WOULD THIS OP TAKE?

- NOT MUCH ROOM FOR SCCO TO WORK IN ICW

- HOW LONG CAN WE BLOCK ICW BOAT TRAFFIC--IS IT TOO LATE FOR

NOTAM?

COA-2 USE BRIDGE COMPANY ASSETS TO "PUSH" RLT-6 MECH ASSETS ACROSS ICW VICE BUILDING A BRIDGE.

PROS--STILL MAKES TACTICAL SENSE IN THE PLAY OF THE TCAT/CPX AS WE ARE TRYING TO GET OFF THE BEACH.

DOES NOT TIE UP ICW PERMANENTLY--

MAY HAVE TO DO THIS WITH TANKS ANYHOW, BECAUSE THEY ARE NOT CLEARED TO GO OVER NEW OB BRIDGE

CONS- SLOWER METHOD OF GETTING TANKS AND LAV'S ACROSS ICW

COA-3 CONDUCT A CROSSING BETWEEN WEIL AND RHODES POINT IN THE NEW RIVER.

PROS- GIVES SCCO A BETTER WORKOUT

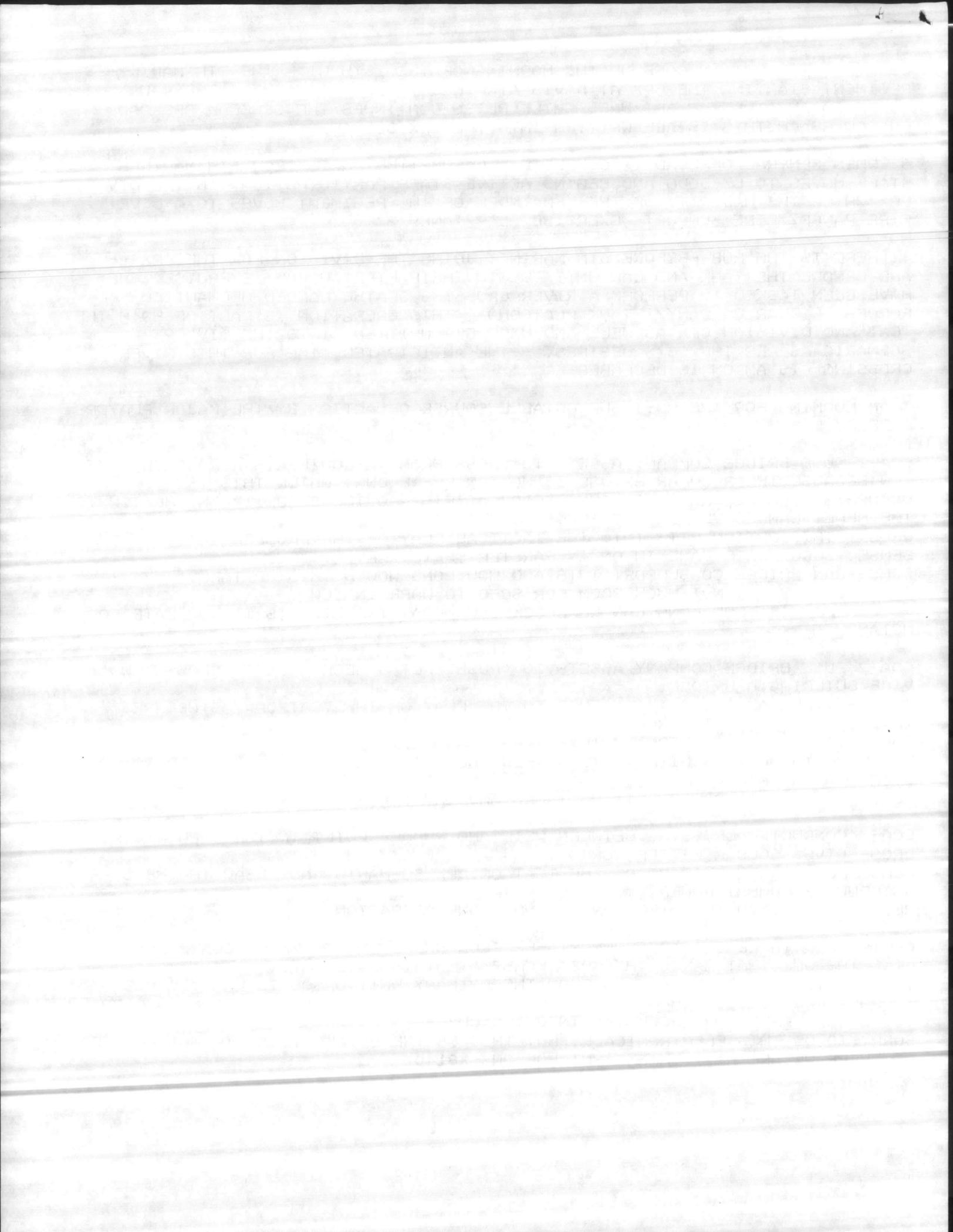
CONS- NOT CURRENTLY PART OF THE TCAT OR CPX SCENARIO (NOT NEAR THE BEACH BUILDUP OF COMBAT POWER)

BECOMES A DISTINCTLY DIFFERENT STAND ALONE OPERATION

GENTS--ALL THREE COA ARE SUPPORTABLE FROM WHERE I SIT--WHILE COA-2 LOOKS LIKE THE ONE THAT MAKES THE MOST SENSE AT THIS LATE DATE.

THE QUESTION I NEED ANSWERED FROM THE PRIMARY UNIT OPSOS IS WHAT IS MOST SUPPORTABLE BY YOU. WHEN I GET YOUR INPUT I WILL PRESENT A RECOMMENDED COA TO LTCOL. AHLE FOR INCLUSION INTO THE CPX---

SORRY TO DO THIS ELECTRONICALLY--BUT THIS IS THE QUICKEST WAY TO GET AN IDEA OF WHERE WE ARE AT---THANKS--NICHOLSON X8140



To: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Cc:
Bcc:
From: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
Subject: fwd: THE BRIDGES OF ONSLOW COUNTY
Date: Monday, November 17, 1997 8:09:34 EST
Attach: ATTRIBS.BND
Certify: Y
Priority: Normal
Defer until:
Expires:
Forwarded by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE

Forwarded to: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
cc: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Forwarded date: Monday, November 17, 1997 10:18:23 EST
Comments by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Comments:

JEFF,

FOR PURPLE STAR WE CLOSED THE AIWW FOR 4 HOURS IN AN AM BLOCK AND 4 HOURS IN A PM BLOCK. IT WAS OPENED FOR A ONE HOUR BLOCK TO FLUSH TRAFFIC. THE 5TH COAST GUARD DISTRICT WANTS A THIRTY DAY NOTICE FOR AIWW CLOSURE UNDER THE CURRENT AGREEMENT WHICH IS ONE HOUR OPENED/ONE HOUR CLOSED AND A NINETY DAY NOTICE FOR ANYTHING OUTSIDE THIS WINDOW. THIS DOES NOT MEAN WE CANNOT ASK. WE HAVE HAD LUCK UP TO 21 DAYS OUT, BUT HAVE ALSO HAD REFUSALS. WITH THIS LARGE "WHAT IF" I WOULD RECOMMEND COA-2. IF COA 1 IS THE CHOICE WE NEED THE INFO I STATED OVER THE PHONE ASAP.

R/S,
JTH

[Original Message]

HORNDOG,

HEY MAN I NEED A FAVOR, THE CG WANTS A RIVER CROSSING WITH THE DECEMBER TCAT. BEFORE WE GO DOWN A ROAD THAT LEADS NO WHERE, WHICH ONE OF THE THREE BELOW LISTED OPTIONS IS DOABLE AS FAR AS RANGE CONTROL IS CONCERNED?

S/F
JEFF

Original Text

From LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV, on 11/14/97 19:14:
To: CAPT BRENT A KNIPPENBERG@6TH MAR1@2D MAR DIV, CAPT RONALD A GRIDLEY@HQ BN@2D MAR DIV, LTCOL DIRK R AHLE@G 3@2D MAR DIV, LTCOL KEVIN L KELLEY@LAR BN1@2D MAR DIV, LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV, LTCOL THOMAS F THALER@G 3@2D MAR DIV, LTCOL THOMAS G BARTON@G3@2D FSSG, LTCOL VINCENT PONTANI@G3@2D FSSG, LTCOL WILLIAM H CALLAHAN@TANK BN1@2D MAR DIV, LTCOL WILLIE C JONES@6TH MAR1@2D MAR DIV, MAJ BRIAN J HEARNSBERGER@C G@2D MAR DIV, MAJ CARLYLE P BINNS@G 3@2D MAR DIV, MAJ DAVID A FALK@HQ BN@2D MAR DIV, MAJ JEFFERY E DEAROLPH@LAR BN1@2D MAR DIV, MAJ JEFFREY E LISTER@G 3@2D MAR DIV, MAJ PAUL D GREATSINGER@SML CRAFT1@2D MAR DIV, MAJ ROBERT R KOSID@LAR BN1@2D MAR DIV, MAJ RORY E TALKINGTON@6TH MAR1@2D MAR DIV, MAJ STEVE PATTERSON@G 3@2D MAR DIV, MCKENNA@G 3@2D MAR DIV, MGYSGT CHARLES F MUTTERS@G 3@2D MAR DIV, SSGT JOHN F MULLINS@G 3@2D MAR DIV

Cc: CAPT WILLIAM D HALLAHAN@INSPECT@2D MAR DIV, COL JAMES L SACHTLEBEN@G@2D MAR DIV, COL LEE F LANGE@HQ BN@2D MAR DIV, COL THOMAS E SHEETS@6TH MAR1@2D MAR DIV, LTCOL DANIEL L SICKINGER@INSPECT@2D MAR DIV, LTCOL GARY R OLES@G 3@2D MAR DIV, LTCOL KENNETH E JACOBSEN@G 4@2D MAR DIV, LTCOL STEPHEN R KACZMAR@G 2@2D MAR DIV, LTCOL TIMOTHY G LEARN@G 6@2D MAR DIV, LTCOL WILLIAM A MEIER@G 4@2D MAR DIV, MAJ DANIEL S ROGERS@8TH MAR@2D MAR DIV, MAJ ERIC H CARLSON@G 3@2D MAR DIV, MAJ GREGORY G KOZIUK@G 2@2D MAR DIV, MAJ KENT A CHURCHILL@G 4@2D MAR DIV, MAJ STEVEN D MIEIR@G 6@2D MAR DIV

GENTLEMEN- I NEED YOUR HELP--WE DO NOT HAVE TIME TO CALL A MEETING ON THIS ONE ISSUE--SO WE WILL LEVERAGE SOME TECHNOLOGY AND SEE IF WE CAN GET SOME ANSWERS FROM THE DUTY EXPERTS IN THESE AREAS. I AM ASKING THE OPERATIONS OFFICERS OF THE UNITS INVOLVED FOR INPUT ON THREE COURSES OF ACTION WE HAVE DRAWN FOR A RIVER CROSSING OPERATION AS PART OF THE THE TYPE COMMANDERS AMPHIBIOUS TRAINING (TCAT) AND DIVISION CPX OF 13-18 DEC 97. UNITS INVOLVED IN THIS RIVER CROSSING---RLT-6 AS THE COMMAND ELEMENT. BRIDGE COMPANY AS PART OF A CSSD FROM (FSSG). A TANK PLATOON FROM RLT-6, LAR BATTALION AS GCE OF RLT-6, SMALL CRAFT COMPANY, AS THE SECURITY ELEMENT DURING THE RIVER CROSSING.

I WILL ATTEMPT TO BRIEFLY LAY THE TABLE WITH A SERIES OF FACTS AND THEN ASK THE ELECTRONICALLY ASSEMBLED EXPERTS FOR THEIR RECOMMENDATIONS.

1. THE TCAT IS AN RLT-6 OPERATION THAT ENDS ON TUESDAY THE 16TH OF DECEMBER AS SOON AS THE OFFLOAD ONTO ONSLOW BEACH IS COMPLETED.
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3. WHEN GENERAL OFFLOAD IS COMPLETE, (SOMETIME PM 16 DEC) 6TH MARINES STAFF MOVES TO LZ DODO AND BEGINS ACTIVE STAFF PARTICIPATION IN THE DIV CPX WHILE THE MAJORITY OF THE REMAINDER OF THE REGIMENT MOVES TO A LIVE FIRE RANGE/ FIRE SUPPORT EXERCISE (LAR/TANKS/2/10).
4. HERE IS THE RUB--BEFORE 6TH MARINES JOINS THE DIVISION FOR THE CPX--- AND BEFORE THE TANK AND LAR UNITS BEGIN THEIR FIRE SUPPORT EXERCISE, THEY HAVE BEEN TASKED TO PERFORM A RIVER CROSSING OF THE LANDED MECHANIZED FORCES. (1 LAR COMPANY/1 TANK PLATOON). THIS OPERATION IS PART OF BOTH THE TCAT AND DIVISION CPX AS WELL AND WILL BE WRITTEN INTO THE DIV CPX SCENARIO AS PER THE CG'S DESIRES. --THE ANTICIPATED TIME FOR THIS RIVER CROSSING IS AM ON 16 DECEMBER--

I AM LOOKING FOR THE MOST SUPPORTABLE COURSE OF ACTION BY THE MAJOR PLAYERS ALREADY LISTED.

COA-1 USE BRIDGE COMPANY ASSETS TO CROSS FROM ONSLOW BEACH ACROSS THE ICW BECAUSE THE REGULAR BRIDGE IS NOTIONALLY BLOWN. WHILE THIS IS OCCURRING--SMALL CRAFT COMPANY (SCCO) ASSETS PROVIDE SECURITY IN THE ICW TO THE NEWLY LANDED VULNERABLE FORCE--

PROS-- THIS OPTION FITS INTO THE TACTICAL PLAY OF THE PROBLEM--MAKES SENSE.--SCCO BOATS CAME IN ON AN EARLIER SERIEL/WAVE

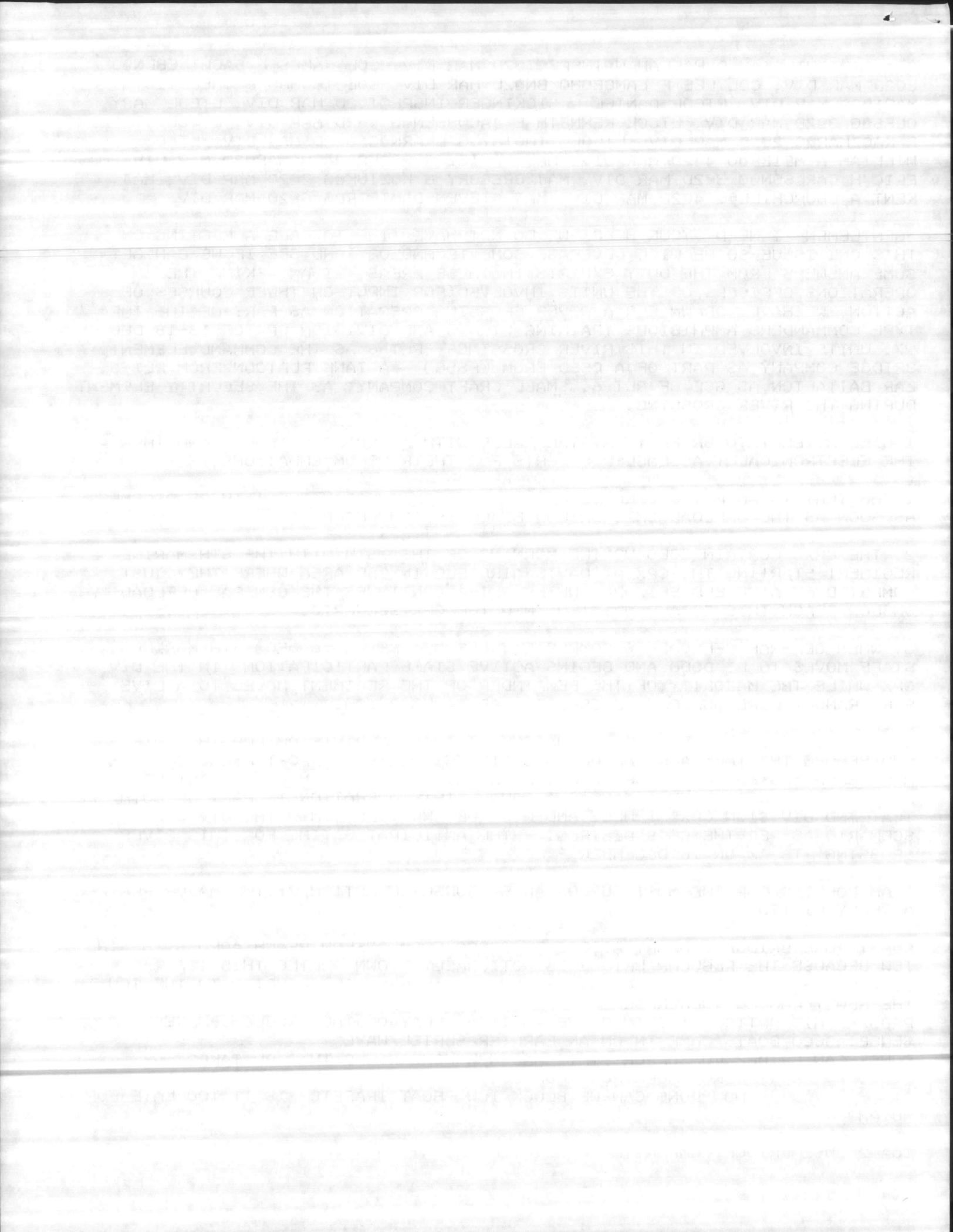
CONS--CAN BRIDGE CO SUPPORT THIS?AND HOW LONG WOULD THIS OP TAKE?

- NOT MUCH ROOM FOR SCCO TO WORK IN ICW

- HOW LONG CAN WE BLOCK ICW BOAT TRAFFIC--IS IT TOO LATE FOR

NOTAM?

COA-2 USE BRIDGE COMPANY ASSETS TO "PUSH" RLT-6 MECH ASSETS ACROSS ICW



VICE BUILDING A BRIDGE.

PROS--STILL MAKES TACTICAL SENSE IN THE PLAY OF THE TCAT/CPX AS WE ARE TRYING TO GET OFF THE BEACH.

DOES NOT TIE UP ICW PERMANENTLY--

MAY HAVE TO DO THIS WITH TANKS ANYHOW, BECAUSE THEY ARE NOT CLEARED TO GO OVER NEW OB BRIDGE

CONS- SLOWER METHOD OF GETTING TANKS AND LAV'S ACROSS ICW

COA-3 CONDUCT A CROSSING BETWEEN WEIL AND RHODES POINT IN THE NEW RIVER.

PROS- GIVES SCCO A BETTER WORKOUT

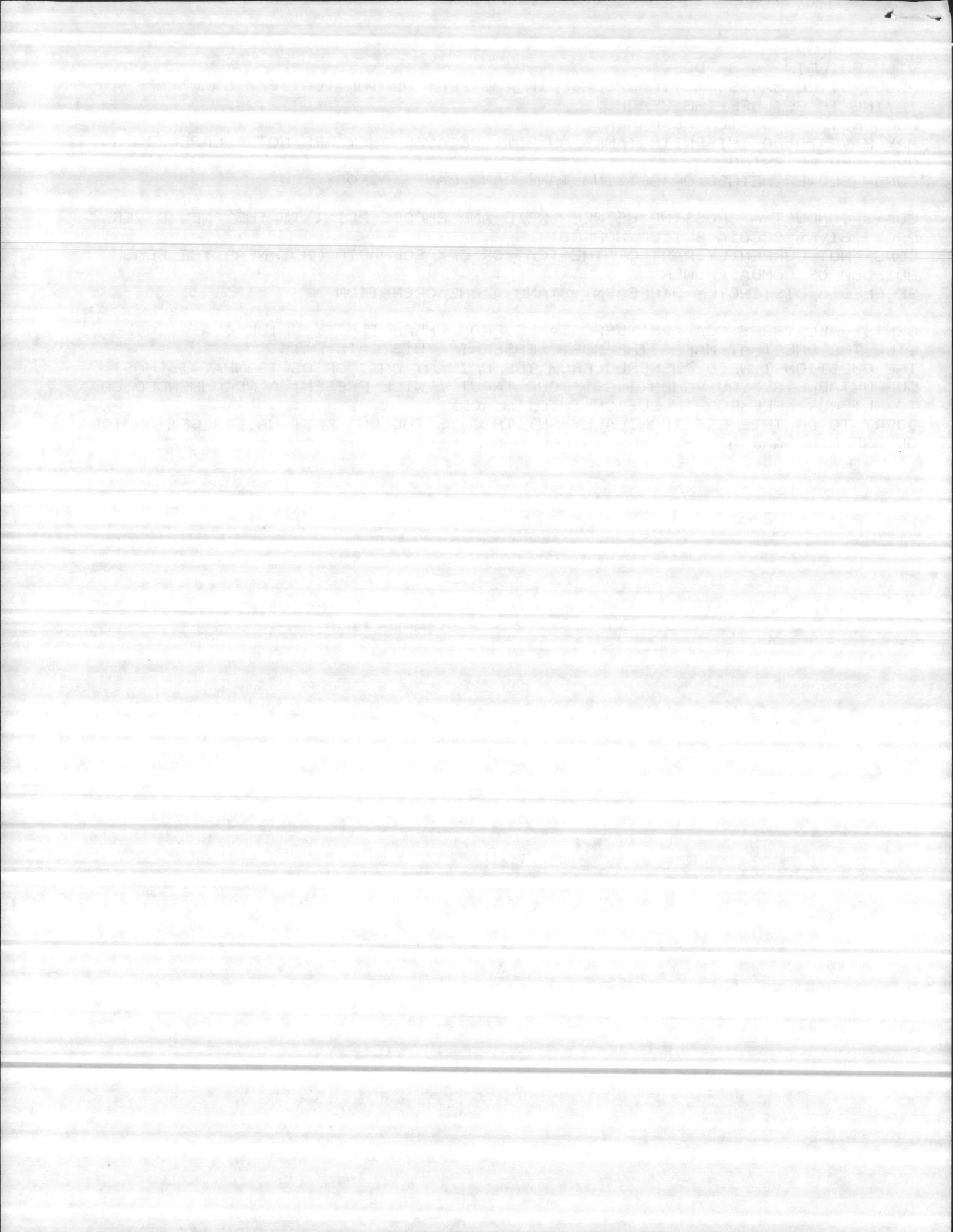
CONS- NOT CURRENTLY PART OF THE TCAT OR CPX SCENARIO (NOT NEAR THE BEACH BUILDUP OF COMBAT POWER)

BECOMES A DISTINCTLY DIFFERENT STAND ALONE OPERATION

GENTS--ALL THREE COA ARE SUPPORTABLE FROM WHERE I SIT--WHILE COA-2 LOOKS LIKE THE ONE THAT MAKES THE MOST SENSE AT THIS LATE DATE.

THE QUESTION I NEED ANSWERED FROM THE PRIMARY UNIT OPSOS IS WHAT IS MOST SUPPORTABLE BY YOU. WHEN I GET YOUR INPUT I WILL PRESENT A RECOMMENDED COA TO LTCOL. AHLE FOR INCLUSION INTO THE CPX---

SORRY TO DO THIS ELECTRONICALLY-BUT THIS IS THE QUICKEST WAY TO GET AN IDEA OF WHERE WE ARE AT---THANKS--NICHOLSON X8140



To: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Cc:
Bcc:
From: maj jeffrey e lister@g 3@2d mar div
Subject: re: fwd: THE BRIDGES OF ONSLOW COUNTY
Date: Monday, November 17, 1997 12:56:39 EST
Attach: ATTRIBS.BND
Certify: Y
Priority: Normal
Defer until:
Expires:
Forwarded by:

MR HASHAGEN,

I UNDERSTAND THE REQUIREMENT FOR THE INFORMATION AND ITS IMPORTANCE. AM DOING ALL THAT I CAN TO GENERATE IT AS QUICK AS POSSIBLE. I APPRECIATE YOUR HELP AND PATIENCE.

S/F
MAJ LISTER

Original Text

From GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE, on 11/17/97 12:54:
Forwarded to: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
cc: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Forwarded date: 11/17/97 12:54
Comments by: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Comments:

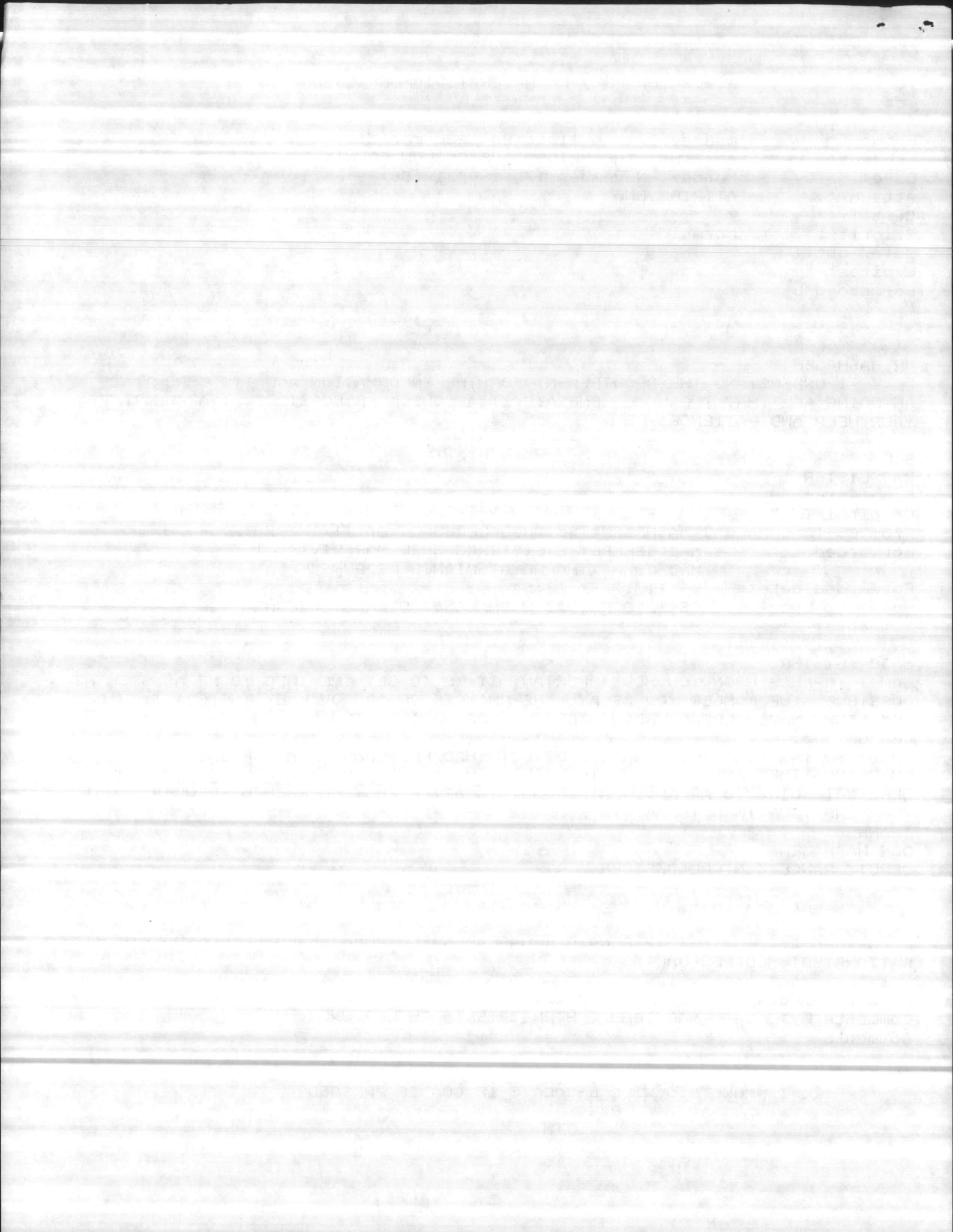
MAJOR LISTER,
CAN'T IMPRESS UPON YOU HOW IMPORTANT IT IS TO GET THE INFO TO ME AS SOON AS POSSIBLE. THE LONGER YOU DELAY, THE CHANCES OF APPROVAL BY THE COAST GUARD DIMINISH. HAVE ALREADY REQUESTED CLOSURE OF THE AIWW FOR THE INERT LINE CHARGE SHOOT DURING TCAT. DID THAT ON 23 OCT. HAD PROBLEMS WITH THE LAST TCAT CHANGING TIMES AND DATES UP TO ABOUT A WEEK OUT. COAST GUARD TOLD ME THEY WERE NOT GOING TO APPROVE LATE REQUESTS AFTER THAT GO AROUND. REQUEST THAT YOU SEND YOUR INFO TO ME VIA E-MAIL.
THANKS,
DON HASHAGEN
DEPUTY RANGE CONTROL OFFICER

=====
Forwarded to: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNELTCOL DARRYL B PATTON@TSD1@MCB LEJEUNE
cc:
Forwarded date: 11/17/97 12:32
Comments by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Comments:

GENTS,

FYI. I KNOW THIS WILL ESCALATE IF COA IS PRESSED.

R/S,
JTH



----- [Original Message] -----

Original Message date: 11/17/97 11:49
Original from: maj jeffrey e lister@g 3@2d mar div
Original to: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
TODD,

I HEAR YOU BROTHER. COA #1 HAS VERY HIGH COMMAND INTEREST. VERY HIGH. WE WILL GET YOUR ANSWERS BY COB TMRW. I KNOW THIS ISN'T WHAT YOU NEED BUT IS THE BEST WE CAN DO. WHAT WE DO KNOW IS THAT SOMETIME BETWEEN 1200 15 DEC AND 1200 16 DEC WE WILL NEED TO CROSS 4 TANKS AND 15 LAVS. I'M NOT SURE IT MATTERS BUT OUR THINKING IS THAT THERE WILL BE ALOT LESS BOAT TRAFFIC ON A WEEKDAY IN DEC THAN SPRINGTIME. I'LL KEEP WORKING THIS WITH YOU. THANKS FOR YOUR HELP.

S/F
JEFF

Original Text

From MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE, on 11/17/97 10:18:
Forwarded to: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
cc: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Forwarded date: 11/17/97 10:18
Comments by: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
Comments:

JEFF,

FOR PURPLE STAR WE CLOSED THE AIWW FOR 4 HOURS IN AN AM BLOCK AND 4 HOURS IN A PM BLOCK. IT WAS OPENED FOR A ONE HOUR BLOCK TO FLUSH TRAFFIC. THE 5TH COAST GUARD DISTRICT WANTS A THIRTY DAY NOTICE FOR AIWW CLOSURE UNDER THE CURRENT AGREEMENT WHICH IS ONE HOUR OPENED/ONE HOUR CLOSED AND A NINETY DAY NOTICE FOR ANYTHING OUTSIDE THIS WINDOW. THIS DOES NOT MEAN WE CANNOT ASK. WE HAVE HAD LUCK UP TO 21 DAYS OUT, BUT HAVE ALSO HAD REFUSALS. WITH THIS LARGE "WHAT IF" I WOULD RECOMMEND COA-2. IF COA 1 IS THE CHOICE WE NEED THE INFO I STATED OVER THE PHONE ASAP.

R/S,
JTH

----- [Original Message] -----

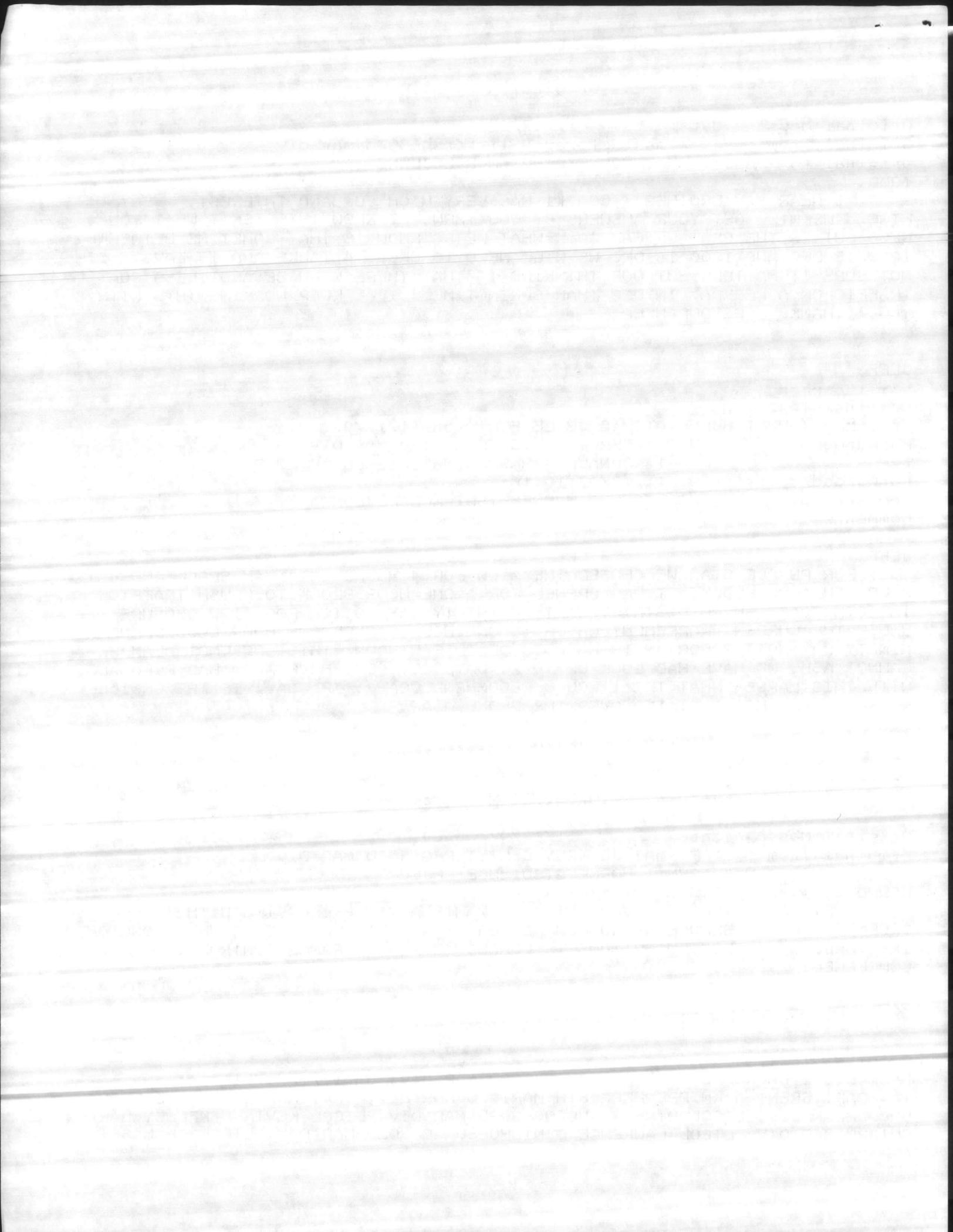
Original Message date: 11/17/97 08:09
Original from: MAJ JEFFREY E LISTER@G 3@2D MAR DIV
Original to: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
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HEY MAN I NEED A FAVOR, THE CG WANTS A RIVER CROSSING WITH THE DECEMBER TCAT. BEFORE WE GO DOWN A ROAD THAT LEADS NO WHERE, WHICH ONE OF THE THREE BELOW LISTED OPTIONS IS DOABLE AS FAR AS RANGE CONTROL IS CONCERNED?

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To: CAPT BRENT A KNIPPENBERG@6TH MAR1@2D MAR DIV, CAPT RONALD A GRIDLEY@HQ BN@2D MAR DIV, LTCOL DIRK R AHLE@G 3@2D MAR DIV, LTCOL KEVIN L KELLEY@LAR BN1@2D MAR DIV, LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV, LTCOL THOMAS F



THALER@G 3@2D MAR DIV, LTCOL THOMAS G BARTON@G3@2D FSSG, LTCOL VINCENT PONTANI@G3@2D FSSG, LTCOL WILLIAM H CALLAHAN@TANK BN1@2D MAR DIV, LTCOL WILLIE C JONES@6TH MAR1@2D MAR DIV, MAJ BRIAN J HEARNSBERGER@C G@2D MAR DIV, MAJ CARLYLE P BINNS@G 3@2D MAR DIV, MAJ DAVID A FALK@HQ BN@2D MAR DIV, MAJ JEFFERY E DEAROLPH@LAR BN1@2D MAR DIV, MAJ JEFFREY E LISTER@G 3@2D MAR DIV, MAJ PAUL D GREATSINGER@SML CRAFT1@2D MAR DIV, MAJ ROBERT R KOSID@LAR BN1@2D MAR DIV, MAJ RORY E TALKINGTON@6TH MAR1@2D MAR DIV, MAJ STEVE PATTERSON@G 3@2D MAR DIV, MCKENNA@G 3@2D MAR DIV, MGYSGT CHARLES F MUTTERS@G 3@2D MAR DIV, SSGT JOHN F MULLINS@G 3@2D MAR DIV

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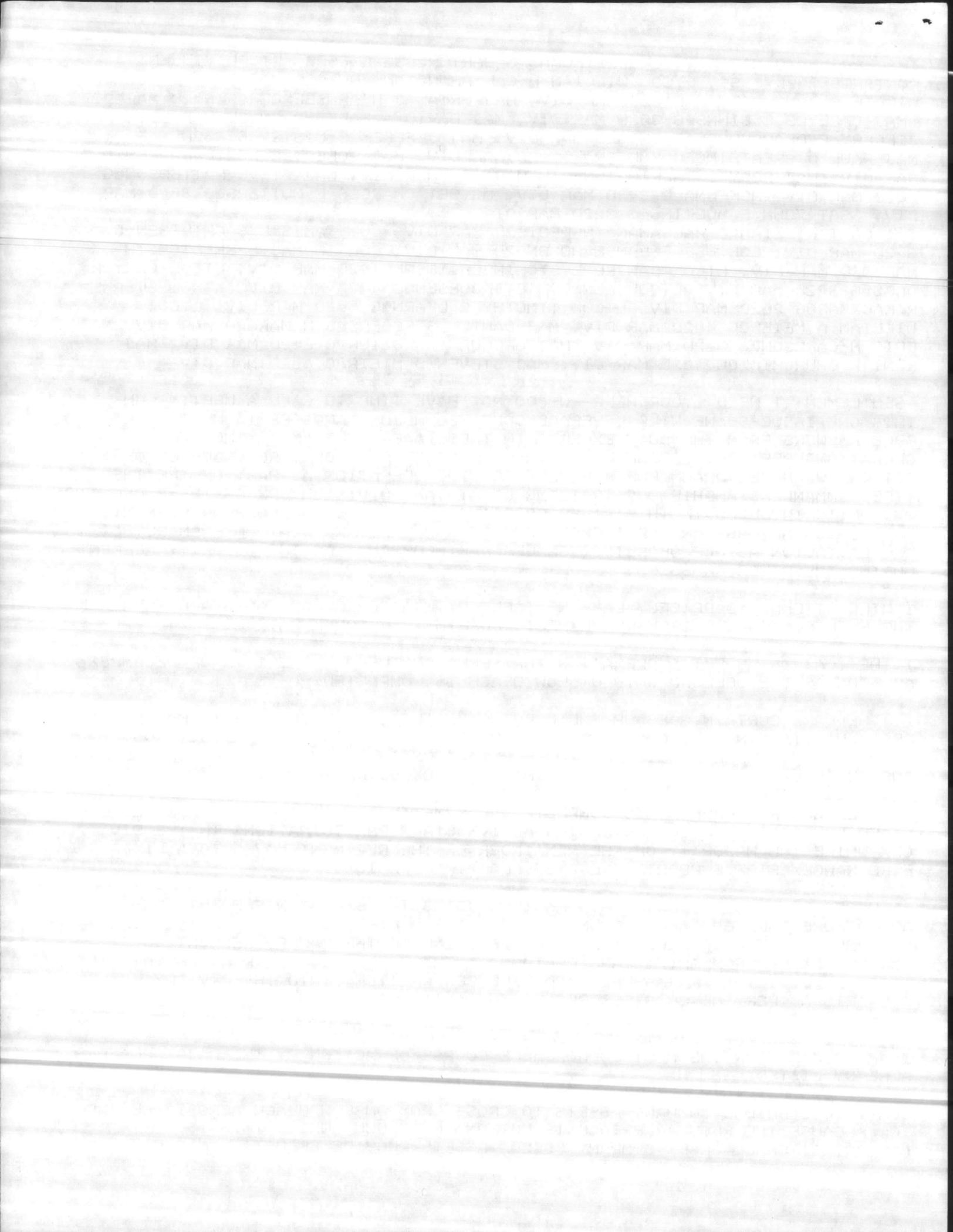
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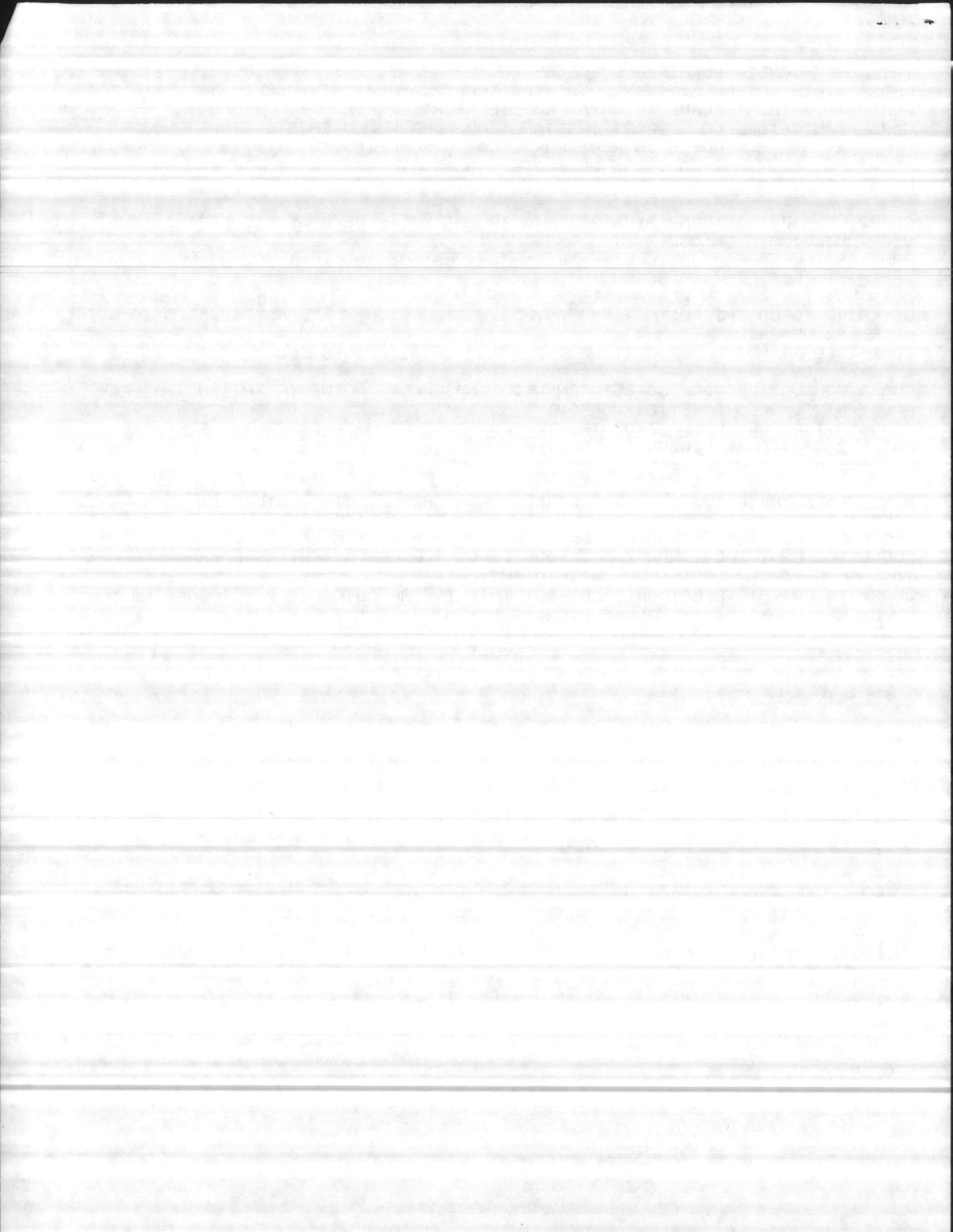
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SORRY TO DO THIS ELECTRONICALLY-BUT THIS IS THE QUICKEST WAY TO GET AN IDEA OF WHERE WE ARE AT---THANKS--NICHOLSON X8140



To: LTCOL GARY R OLES@G 3
Cc: CAPT MATTHEW E TRAVIS@CEB BN,CAPT RONALD A GRIDLEY@HQ BN,COL JAM
ES L SACHTLEBEN@
C G,COL LEE F LANGE@HQ BN,COL ROBERT B NELLER@G3@II MEF,COL THOM
AS E SHEETS@6TH
MAR1,GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE,LTCOL DIRK R AHLE@
G 3,LTCOL JOHN E
WISSLER@CEB BN,LTCOL JOHN P LOPEZ@G 4,LTCOL KEVIN L KELLEY@LAR
BN1,LTCOL THOMAS
F THALER@G 3,LTCOL THOMAS G BARTON@G3@2D FSSG,LTCOL WILLIAM H C
ALLAHAN@TANK BN1
,LTCOL WILLIE C JONES@6TH MAR1,MAJ BRIAN J HEARNSBERGER@C G,MAJ
JEFFERY E DEAROL
PH@LAR BN1,MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE,MAJ JOSEPH F AUGUS
TINE_III@CEB BN,
MAJ KEVIN J HAGENBUCH@10TH MAR5,MAJ MICHAEL R RICHARDS@G3@II MEF
,MAJ PAUL D GREA
TSINGER@SML CRAFT1,MAJ ROBERT R KOSID@LAR BN1,MAJ RORY E TALKING
TON@6TH MAR1,MAJ
STEVE PATTERSON@G 3

Bcc:
From: LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV
Subject: re: fwd: REQUEST FOR BRIDGE COMPANY SUPPORT
Date: Monday, November 24, 1997 13:34:07 EST
Attach: ATTRIBS.BND
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

GENTLEMEN-- WE ARE REQUESTING THAT THE RIVER CROSSING OCCUR FROM 1100-1500
TUESDAY DEC 16 1997. WE HAVE COORDINATED THESE TIMES WITH THE FSSG. THESE
ARE THE HOURS WE ARE ASKING FOR THE (ICW) TO BE CLOSED. THE CROSSING MAY
ONLY TAKE HALF OF THIS TIME (OR LESS), BUT THIS IS WHAT WE ARE REQUESTING
BASED UPON A WORST CASE SCENARIO.. WE BELIEVE THAT BECAUSE IT IS A WEEKDAY
IN DECEMBER, THERE WILL NOT BE MUCH BOAT TRAFFIC ON THE ICW. THIS 4 HOUR
BLOCK DOES NOT INCLUDE CONSTRUCTION TIME-- BECAUSE DURING MOST OF THE
BRIDGE CONSTRUCTION TIME- BOATS CAN STILL PASS. THE FOUR HOUR BLOCK IS
DEFINED AS "THAT TIME IN WHICH THE RIVER IS CLOSED TO THE PASSAGE OF ALL
WATERCRAFT CROSS TRAFFIC". IF ANY PORTION OF THE CONSTRUCTION TIME CLOSES
THE RIVER- IT WILL COUNT AGAINST OUR 4 HOUR BLOCK. AGAIN TO
UNDERSCORE-----WE ARE ONLY MOVING 4 TANKS, A SECTION OF TOW HMMVW'S, AND
17 LAV'S ACROSS THE ICW RIBBON BRIDGE, SO IT MAY NOT TAKE MUCH TIME AT ALL.
PLEASE CALL IF THERE ARE ANY QUESTIONS---NICHOLSON

Original Text

From LTCOL GARY R OLES@G 3@2D MAR DIV, on 11/24/97 13:13:
Larry,

Thought this would interest you.... Gary

From GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE, on 11/24/97 12:50 PM:
To: MAJ MARK D MCGRAW@G3@II MEF, MAJ MICHAEL R RICHARDS@G3@II MEF
Cc: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE, MAJ JEFFREY E LISTER@G 3@2D MAR DIV,
LTCOL GARY R OLES@G 3@2D MAR DIV

To: LT COL GARY R OLESSE
Cc: CAPT MATTHEW E TRAVIS, CAPT RONALD A GRIDLEY, BN, COL
ES J SACHTLER, BN, COL ROBERT B NELLE, BN, COL
AS E SHEETS, BN, COL DONALD J HASKEN, BN, COL DIRK R
G 3, LT COL JOHN E
BN1, LT COL THOMAS
F THALER, 3, LT COL THOMAS G BARTON, BN, LT COL WILLIAM H
ALANSTANK BN1
LT COL WILLIE C JONES, BN1, MAJ BRIAN J HEARNBERGER, G, MAJ
JEFFERY E DEAROL
PHLAR BN1, MAJ JOHN T HORNEY, BN1, MAJ JOSEPH F AUGU
TINE III, BN1
MAJ KEVIN J HAGENBUCH, BN1, MAJ MICHAEL R RICHARDS, BN1
MAJ PAUL D GREA
TSINGER, BN1, MAJ ROBERT R KOSIDAR, BN1, MAJ RORY E TALLING
TOMBETH, MAJ, MAJ STEVE PATTERSON

Bcc:
From: LT COL LAWRENCE D NICHOLSON, 302D MAR DIV
Subject: Yes fwd: REQUEST FOR BRIDGE COMPANY SUPPORT
Date: Monday, November 24, 1997 13:44:07 EST
Attach: ATTRIBS.BND
Priority: N
Priority: (Normal)
Order until:
Expires:
Forwarded by:

GENTLEMEN-- WE ARE REQUESTING THAT THE RIVER CROSSING OCCUR FROM 1100-1200
TUESDAY DEC 16 1997. WE HAVE COORDINATED THESE TIMES WITH THE F30. THERE
ARE THE HOURS WE ARE ASKING FOR THE (LOCK) TO BE CLOSED. THE CROSSING MAY
ONLY TAKE HALF OF THIS TIME (OR LESS), BUT THIS IS WHAT WE ARE REQUESTING
BASED UPON A WORST CASE SCENARIO. WE BELIEVE THAT BECAUSE IT IS A WEDNESDAY
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From: LT COL GARY R OLESSE, 302D MAR DIV, ALEXANDRIA VA 22304
Thought this would interest you... Gary
From: G2-12 DONALD J HASKEN, BN, COL DIRK R
Cc: MAJ JOHN T HORNEY, BN1, MAJ JOSEPH F AUGU, MAJ JEFFERY E LISTER, 302D MAR DIV
LT COL GARY R OLESSE, 302D MAR DIV

GENTLEMEN,
DON'T KNOW WHO AT II MEF G-3 IS HANDLING THE REQUEST ADDRESSED IN CG 2D
MARDIV
MESSAGE DTG 210310Z, BUT IF MCB IS TO REQUEST CLOSURE OF THE AIWW IT NEEDS
TO
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AT LEAST 90 DAYS NOTICE. HAVE GOTTEN A FEW APPROVED UNDER 90 DAYS, BUT AS
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AIWW?

ANY HELP YOU COULD PROVIDE WOULD BE APPRECIATED.

DON

GENTLEMEN,

DON'T KNOW WHO AT IIR MEET IS HANDLING THE REQUEST ADDRESSED IN CG 25

MARDIV

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AIWV?

ANY HELP YOU COULD PROVIDE WOULD BE APPRECIATED.

DON

To: LTCOL GARY R OLES@G 3
Cc: CAPT MATTHEW E TRAVIS@CEB BN,CAPT RONALD A GRIDLEY@HQ BN,COL JAMES L SACHTLEBEN@
ES L SACHTLEBEN@ C G,COL LEE F LANGE@HQ BN,COL ROBERT B NELLER@G3@II MEF,COL THOMAS E SHEETS@6TH
AS E SHEETS@6TH MAR1,GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE,LTCOL DIRK R AHLE@
G 3,LTCOL JOHN E WISSLER@CEB BN,LTCOL JOHN P LOPEZ@G 4,LTCOL KEVIN L KELLEY@LAR
BN1,LTCOL THOMAS F THALER@G 3,LTCOL THOMAS G BARTON@G3@2D FSSG,LTCOL WILLIAM H C
ALLAHAN@TANK BN1 ,LTCOL WILLIE C JONES@6TH MAR1,MAJ BRIAN J HEARNSBERGER@C G,MAJ
JEFFERY E DEAROL PH@LAR BN1,MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE,MAJ JOSEPH F AUGUSTINE_III@CEB BN,
TINE_III@CEB BN, MAJ KEVIN J HAGENBUCH@10TH MAR5,MAJ MICHAEL R RICHARDS@G3@II MEF
,MAJ PAUL D GREATSON@6TH MAR1,MAJ
TSINGER@SML CRAFT1,MAJ ROBERT R KOSID@LAR BN1,MAJ RORY E TALKING
STEVE PATTERSON@G 3

Bcc:
From: LTCOL LAWRENCE D NICHOLSON@G 3@2D MAR DIV
Subject: re: fwd: REQUEST FOR BRIDGE COMPANY SUPPORT
Date: Monday, November 24, 1997 13:34:07 EST
Attach: ATTRIBS.BND
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

GENTLEMEN-- WE ARE REQUESTING THAT THE RIVER CROSSING OCCUR FROM 1100-1500 TUESDAY DEC 16 1997. WE HAVE COORDINATED THESE TIMES WITH THE FSSG. THESE ARE THE HOURS WE ARE ASKING FOR THE (ICW) TO BE CLOSED. THE CROSSING MAY ONLY TAKE HALF OF THIS TIME (OR LESS), BUT THIS IS WHAT WE ARE REQUESTING BASED UPON A WORST CASE SCENARIO.. WE BELIEVE THAT BECAUSE IT IS A WEEKDAY IN DECEMBER, THERE WILL NOT BE MUCH BOAT TRAFFIC ON THE ICW. THIS 4 HOUR BLOCK DOES NOT INCLUDE CONSTRUCTION TIME-- BECAUSE DURING MOST OF THE BRIDGE CONSTRUCTION TIME- BOATS CAN STILL PASS. THE FOUR HOUR BLOCK IS DEFINED AS "THAT TIME IN WHICH THE RIVER IS CLOSED TO THE PASSAGE OF ALL WATERCRAFT CROSS TRAFFIC". IF ANY PORTION OF THE CONSTRUCTION TIME CLOSES THE RIVER- IT WILL COUNT AGAINST OUR 4 HOUR BLOCK. AGAIN TO UNDERSCORE-----WE ARE ONLY MOVING 4 TANKS, A SECTION OF TOW HMMV'S, AND 17 LAV'S ACROSS THE ICW RIBBON BRIDGE, SO IT MAY NOT TAKE MUCH TIME AT ALL. PLEASE CALL IF THERE ARE ANY QUESTIONS---NICHOLSON

Original Text
From LTCOL GARY R OLES@G 3@2D MAR DIV, on 11/24/97 13:13:
Larry,
Thought this would interest you.... Gary

From GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE, on 11/24/97 12:50 PM:
To: MAJ MARK D MCGRAW@G3@II MEF, MAJ MICHAEL R RICHARDS@G3@II MEF
Cc: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE, MAJ JEFFREY E LISTER@G 3@2D MAR DIV,
LTCOL GARY R OLES@G 3@2D MAR DIV

GENTLEMEN,
DON'T KNOW WHO AT II MEF G-3 IS HANDLING THE REQUEST ADDRESSED IN CG 2D
MARDIV
MESSAGE DTG 210310Z, BUT IF MCB IS TO REQUEST CLOSURE OF THE AIWW IT NEEDS
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ANY HELP YOU COULD PROVIDE WOULD BE APPRECIATED.

DON

GENTLEMEN,

DON'T KNOW WHO AT 11 MET G-3 IS HANDLING THE REQUEST ADDRESSED IN CG 20

MARDI

MESSAGE DIG 210102, BUT IF MCB IS TO REQUEST CLOSURE OF THE WINDY IT NEED

TO

BE DONE TODAY. DON'T KNOW IF THE COAST GUARD WILL APPROVE IT AS THEY

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ANY HELP YOU COULD PROVIDE WOULD BE APPRECIATED.

DON

To: MAJ MARK D MCGRAW@G3@II MEF
MAJ MICHAEL R RICHARDS@G3@II MEF
Cc: MAJ JOHN T HORNEY@TSD1@MCB LEJEUNE
MAJ JEFFREY E LISTER@G 3@2D MAR DIV
LTCOL GARY R OLES@G 3@2D MAR DIV
Bcc:
From: GS-12 DONALD J HASHAGEN@TSD1@MCB LEJEUNE
Subject: REQUEST FOR BRIDGE COMPANY SUPPORT
Date: Monday, November 24, 1997 12:50:24 EST
Attach:
Certify: Y
Priority: Normal
Defer until:
Expires:
Forwarded by:

GENTLEMEN,
DON'T KNOW WHO AT II MEF G-3 IS HANDLING THE REQUEST ADDRESSED IN CG 2D MARDIV
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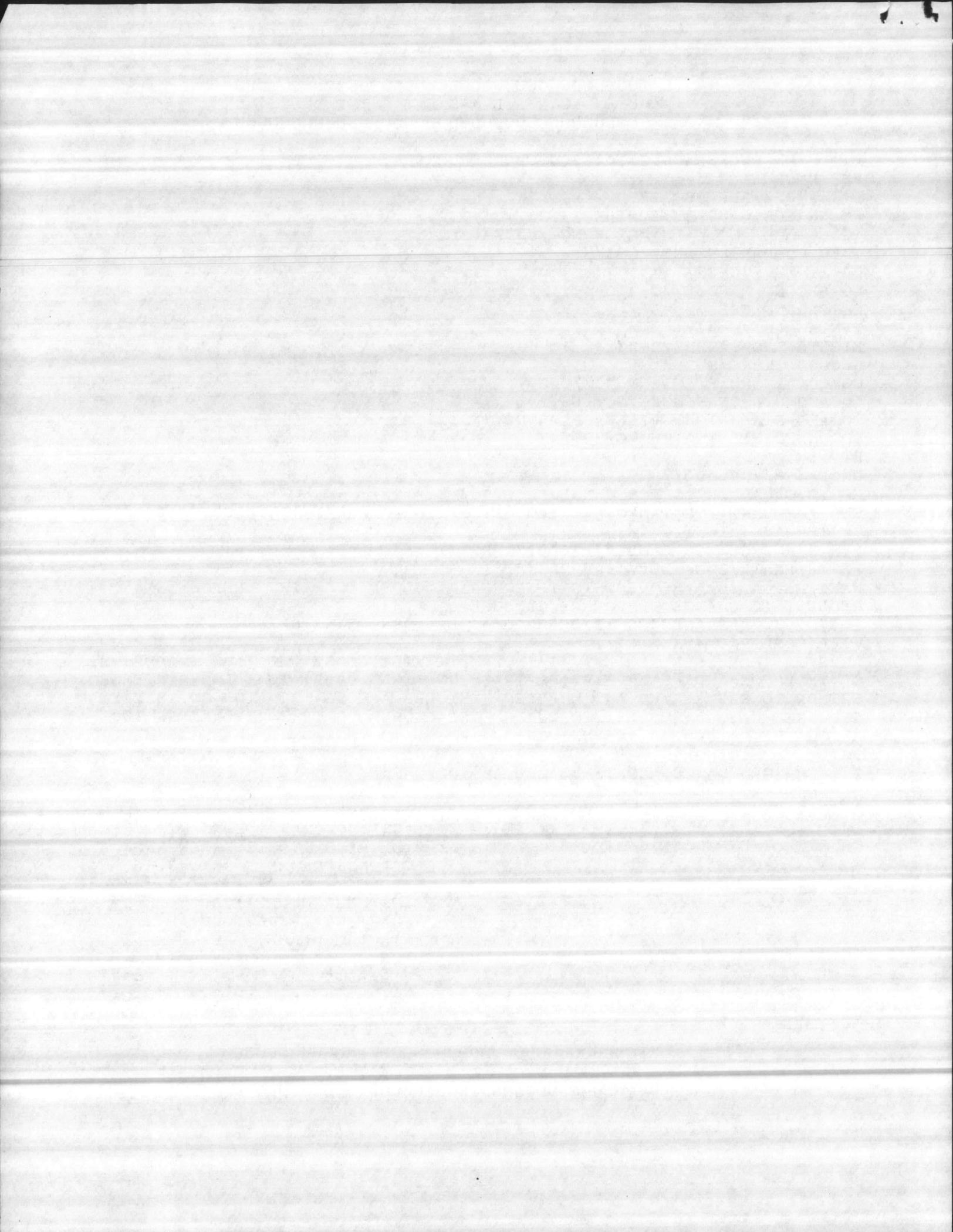
ANY HELP YOU COULD PROVIDE WOULD BE APPRECIATED.

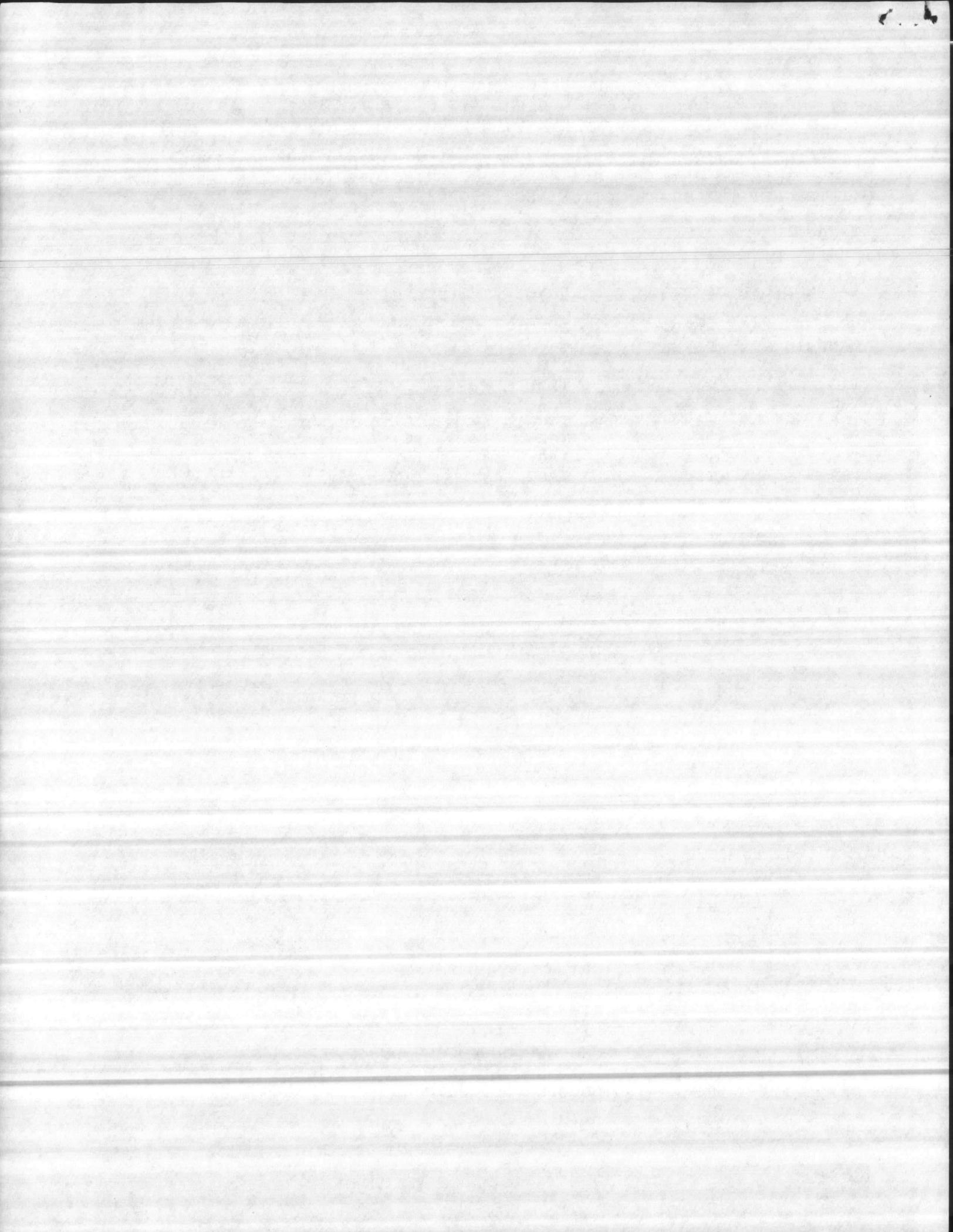
DON

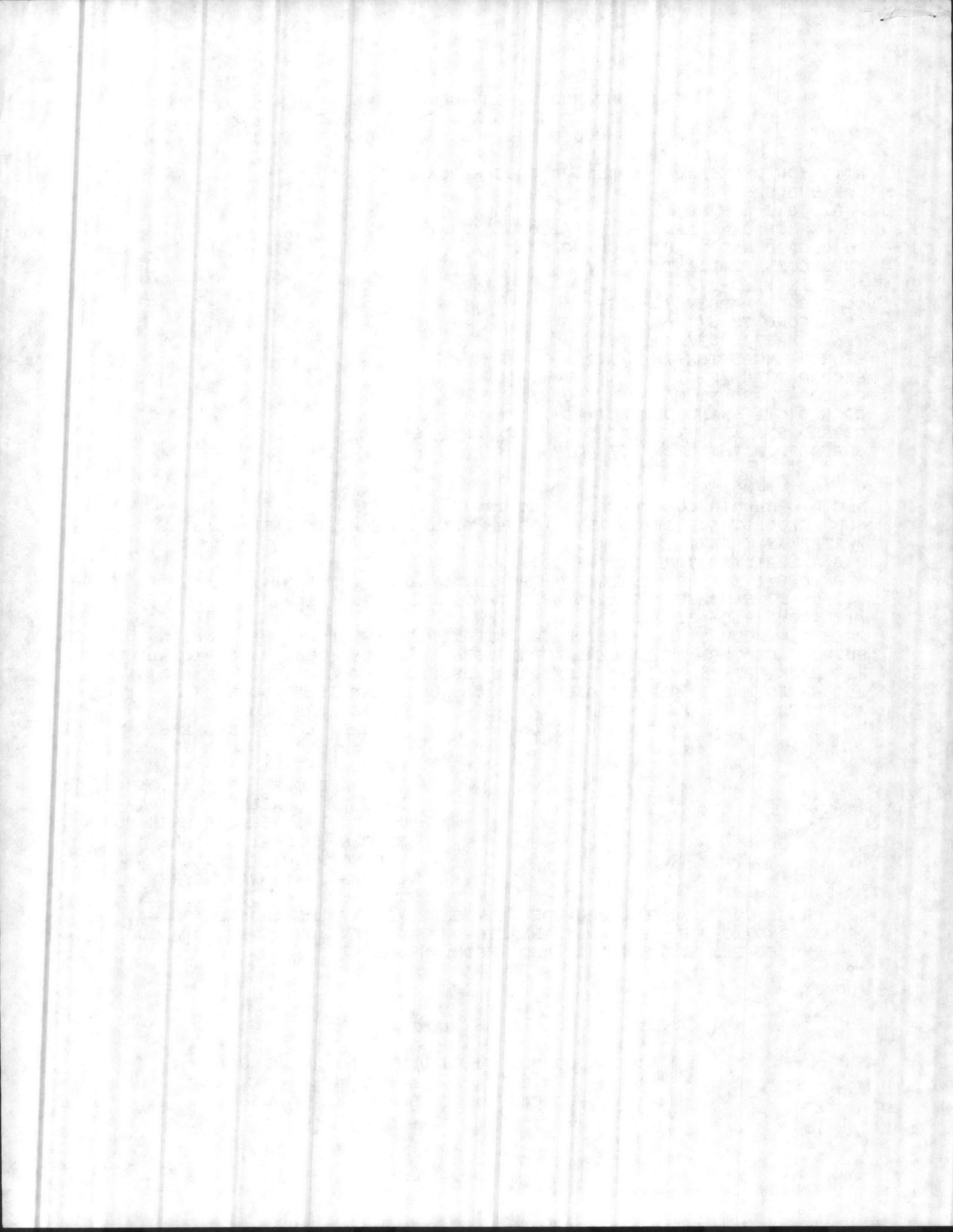
LT COL GARY R OLES@302D MAR DIV
MAJ JEFFREY E LISTER@302D MAR DIV
MAJ JOHN T HORNEY@STDI@MCB LEJUNE
MAJ MICHAEL R RICHARDS@302I MEF
MAJ MARK D MCGRAW@302I MEF

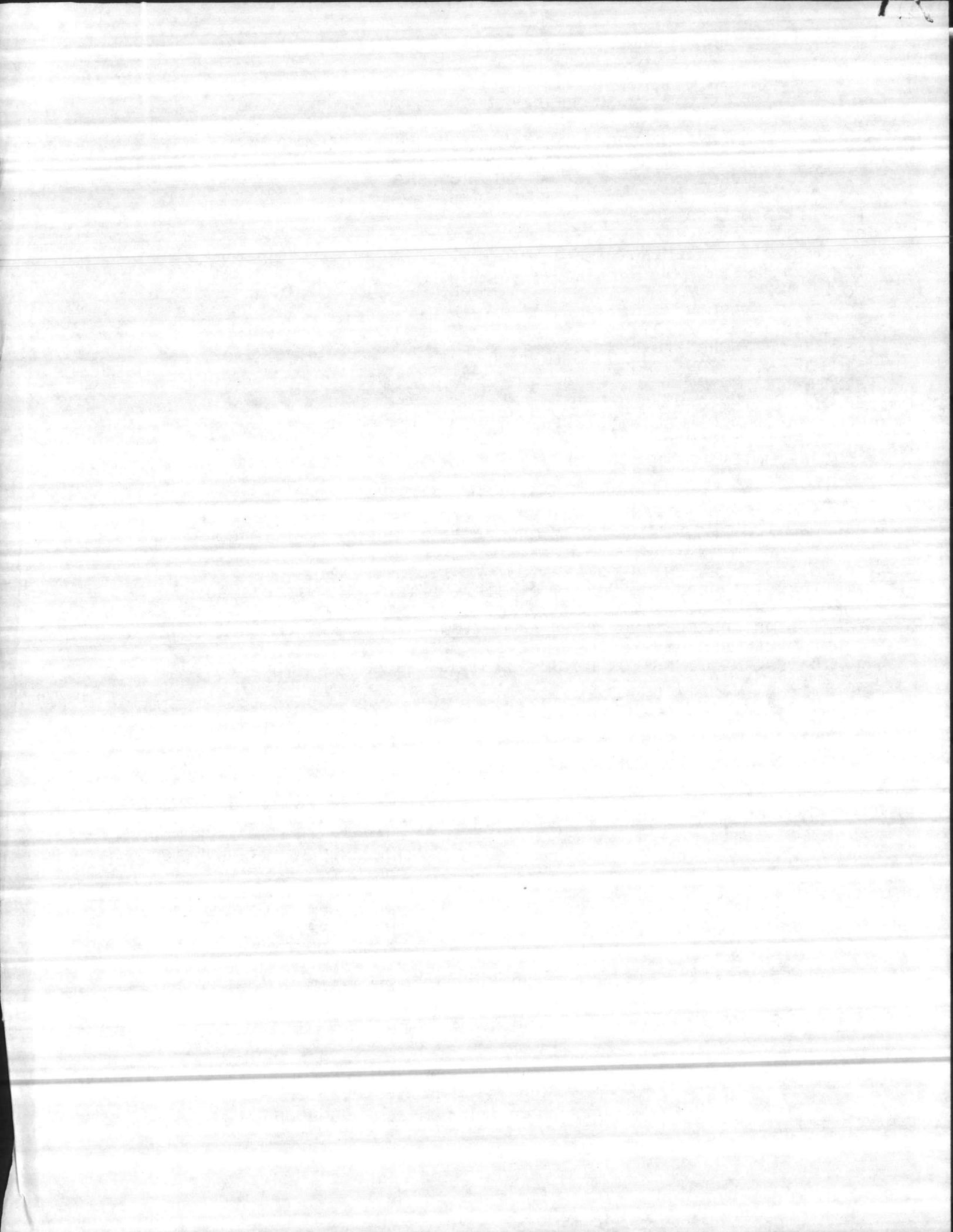
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Bcc:

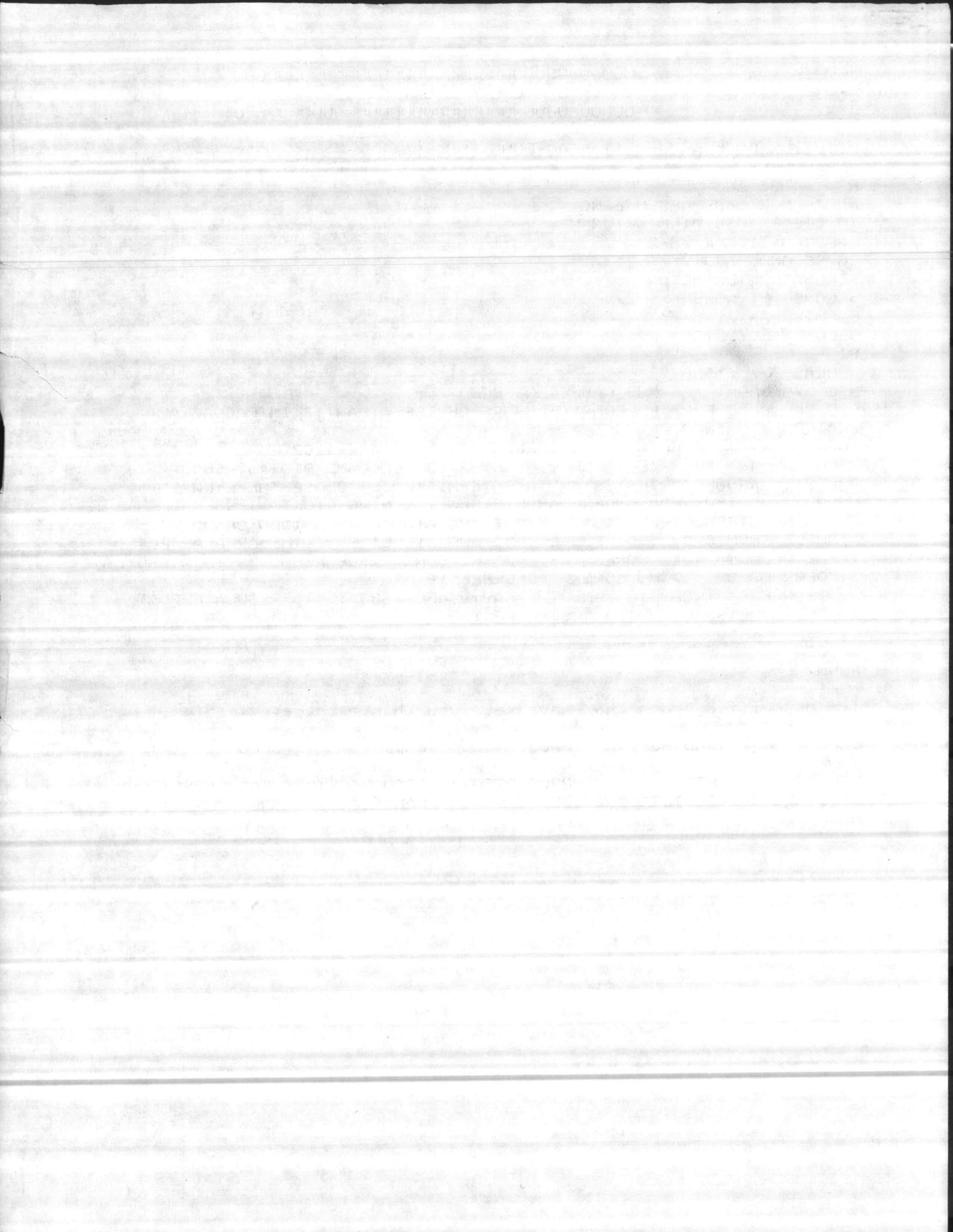
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Memorandum

DATE: 4 Apr 65
FROM: Lt Col M. J. REARDON
TO: Dep AC/S Trng

SUBJ: 1959 Request of Danger Zone Req.

Can't find my copy of our 1959 request either.
Enclosed, however, is the public notice pursuant to it.

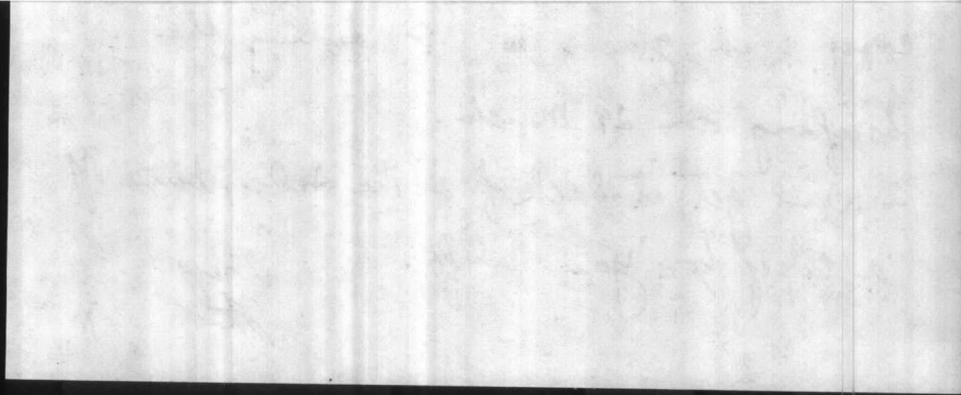
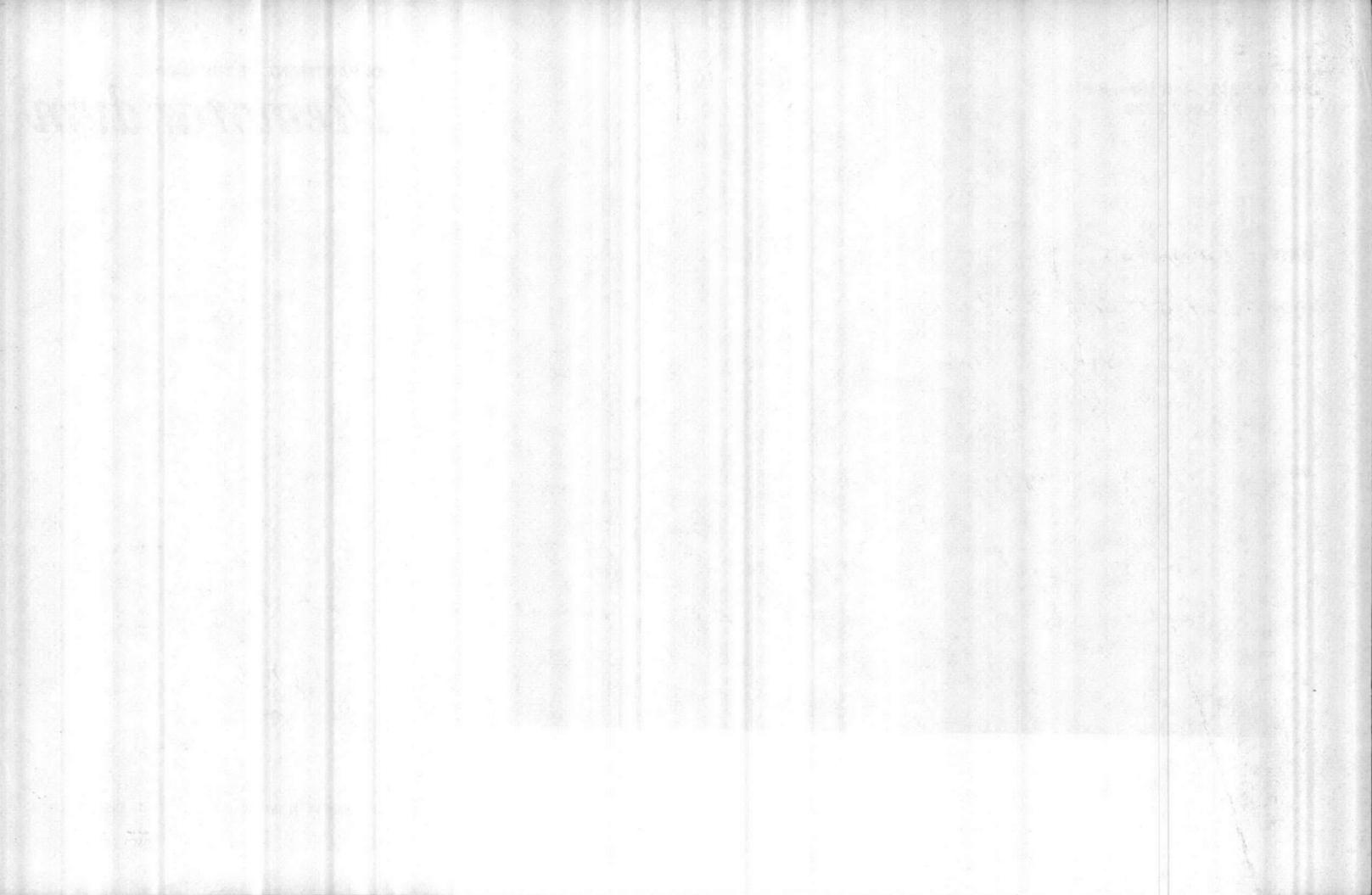
(M)

Col B

- The copy of the 1959 request (TIC) copy was given to CG during the briefing on 29 March.
- Will get it back from the side, burn off a copy for your info.

v reg.
JK

MS



Memorandum

DATE: 4 Apr 55

FROM: LT COL M J REARDON

TO: Dep ACS Trng

SUBJ: 1959 Request of Danger Zone Reg.

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(M)

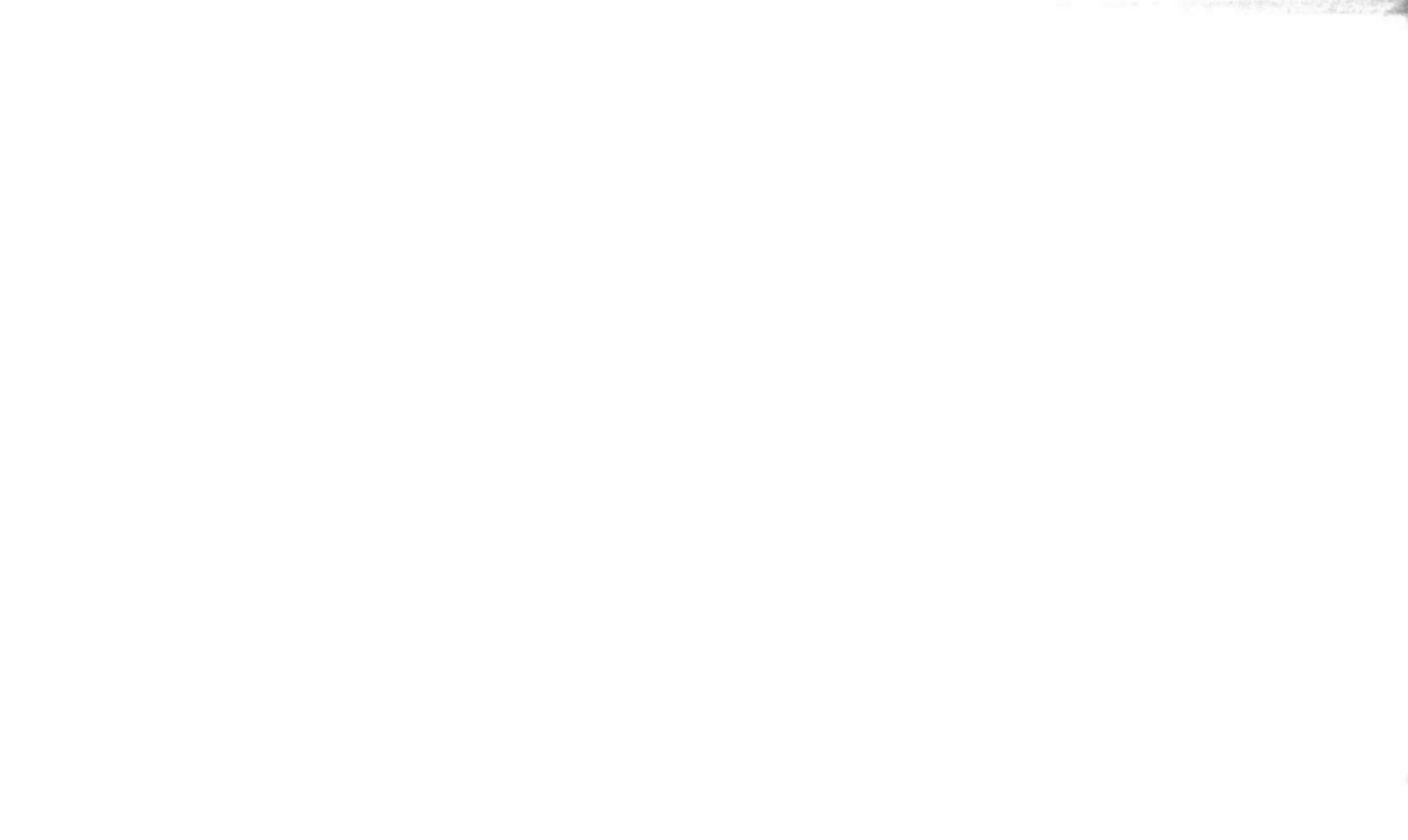
THE UNIVERSITY OF CHICAGO
LIBRARY

Col 2

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- Will get it back from the Aike, burn off a copy for your info.

v reg.
JK

MS



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.

Leonard Edelman Majr CE
H. C. ROWLAND, JR.
Colonel, Corps of Engineers
District Engineer

3 Incls
Maps w/regulations

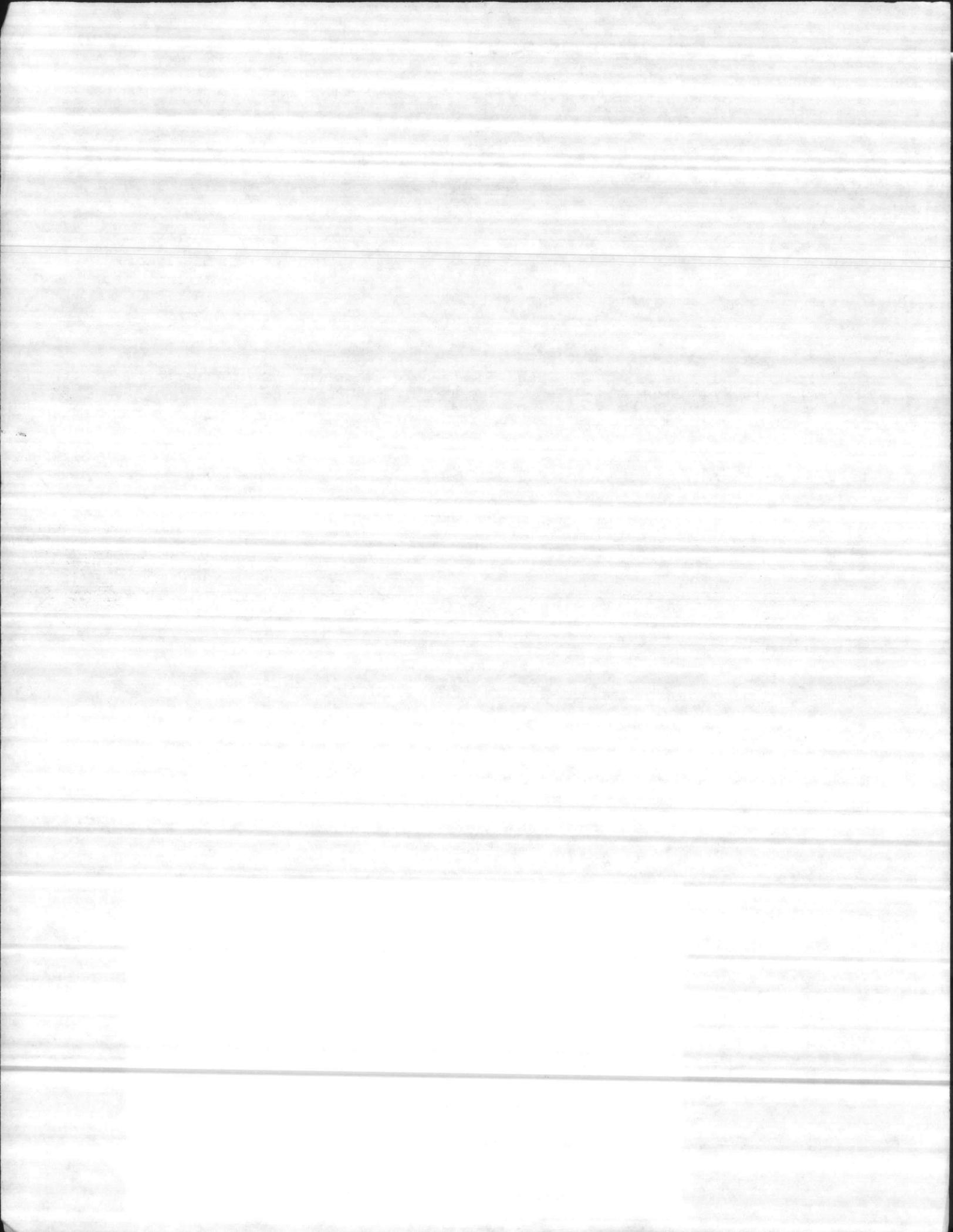
Col 5

0900

- Maj Smith (TAP) is Action Officer on AINW etc/project.
- He staffed etc to I&L + PPO and just got their comments back. He will brief BGan Cook today.
- Both Depts basically recommended
 1. proceed w/ caution
 2. issue must have JAG provide comments.

Incl. 2 E

v resp.
JAC



U. S. ARMY ENGINEER DISTRICT, WILMINGTON
CORPS OF ENGINEERS
308 CUSTOMHOUSE
WILMINGTON, NORTH CAROLINA

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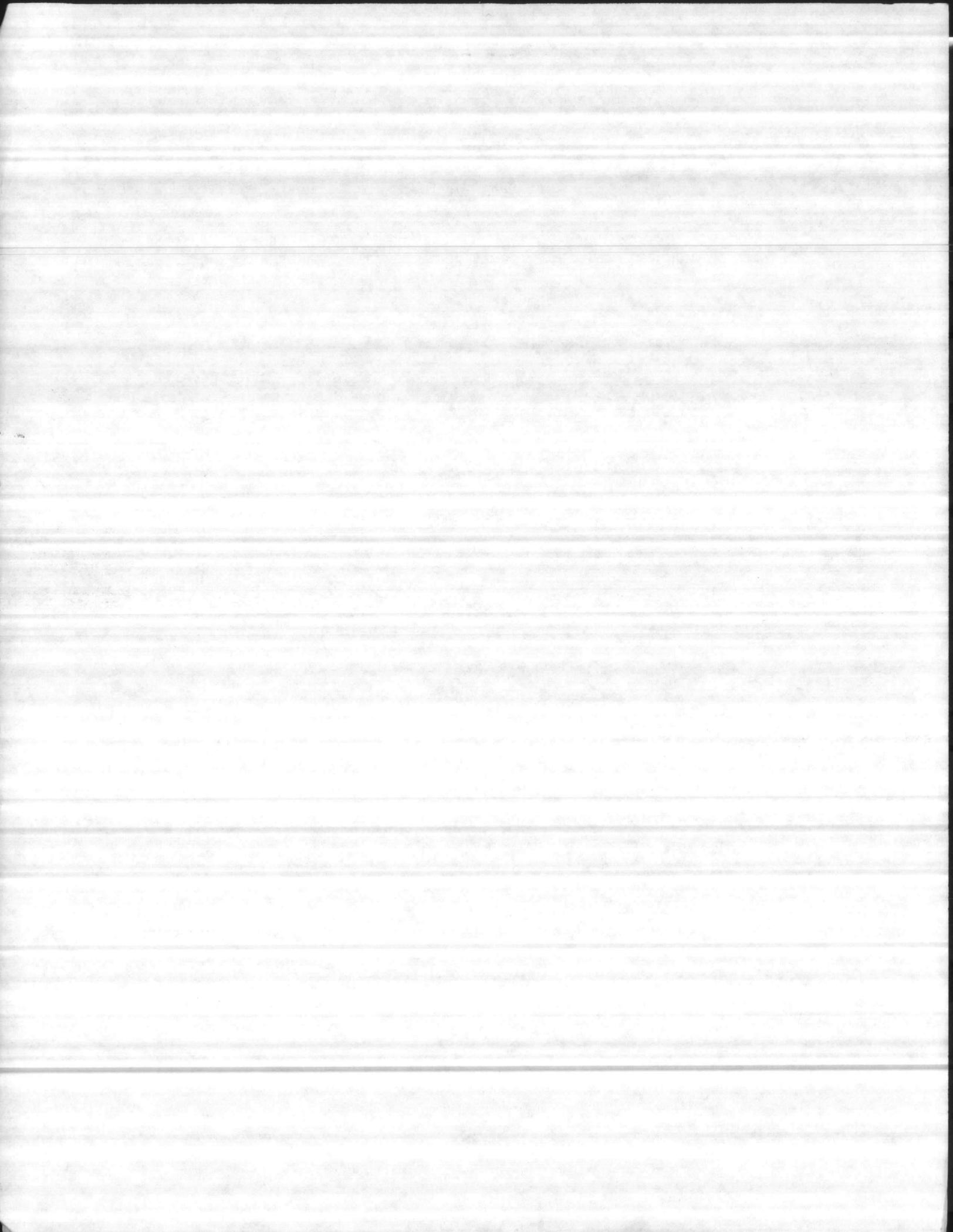
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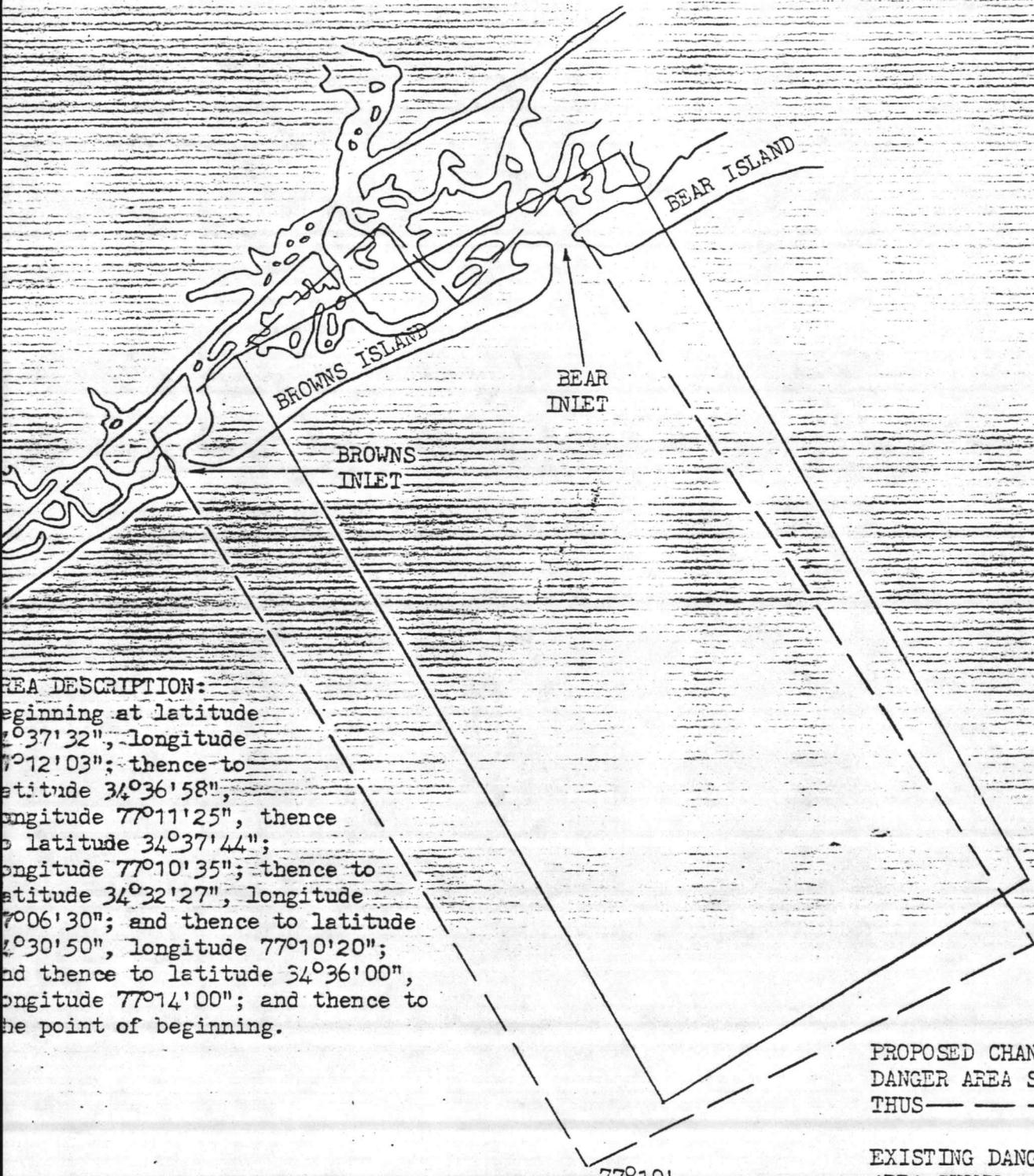
Howard Edelman Majr CE
H. C. ROWLAND, JR.
Colonel, Corps of Engineers
District Engineer

Incl. 2 E



34°40'

77°10'



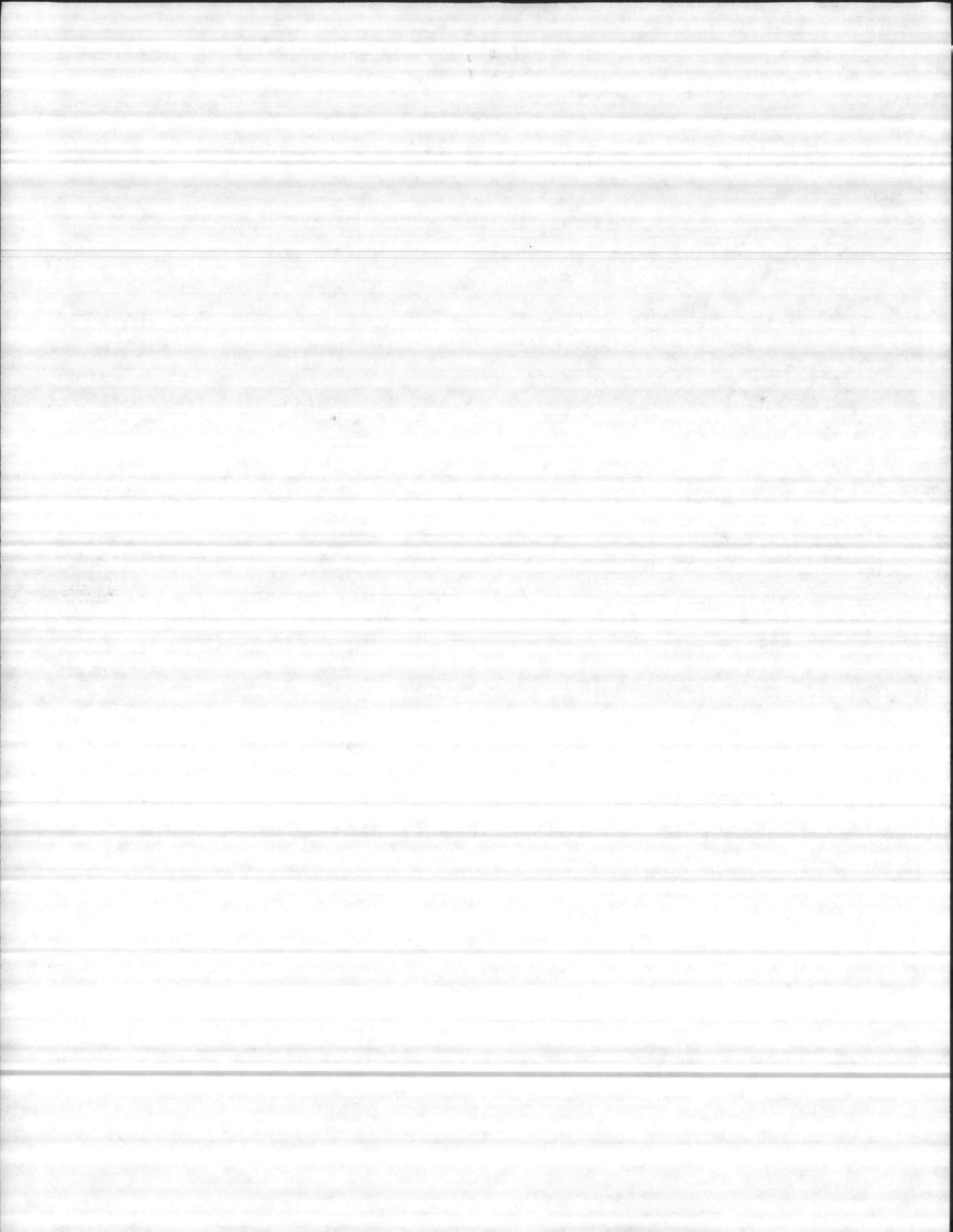
AREA DESCRIPTION:
 Beginning at latitude
 34°37'32", longitude
 77°12'03"; thence to
 latitude 34°36'58",
 longitude 77°11'25", thence
 to latitude 34°37'44";
 longitude 77°10'35"; thence to
 latitude 34°32'27", longitude
 77°06'30"; and thence to latitude
 34°30'50", longitude 77°10'20";
 and thence to latitude 34°36'00",
 longitude 77°14'00"; and thence to
 the point of beginning.

PROPOSED CHANGE TO
 DANGER AREA SHOWN
 THUS ————
 EXISTING DANGER
 AREA SHOWN
 THUS ————

Note - See reverse side for
 regulations to govern this
 danger area.

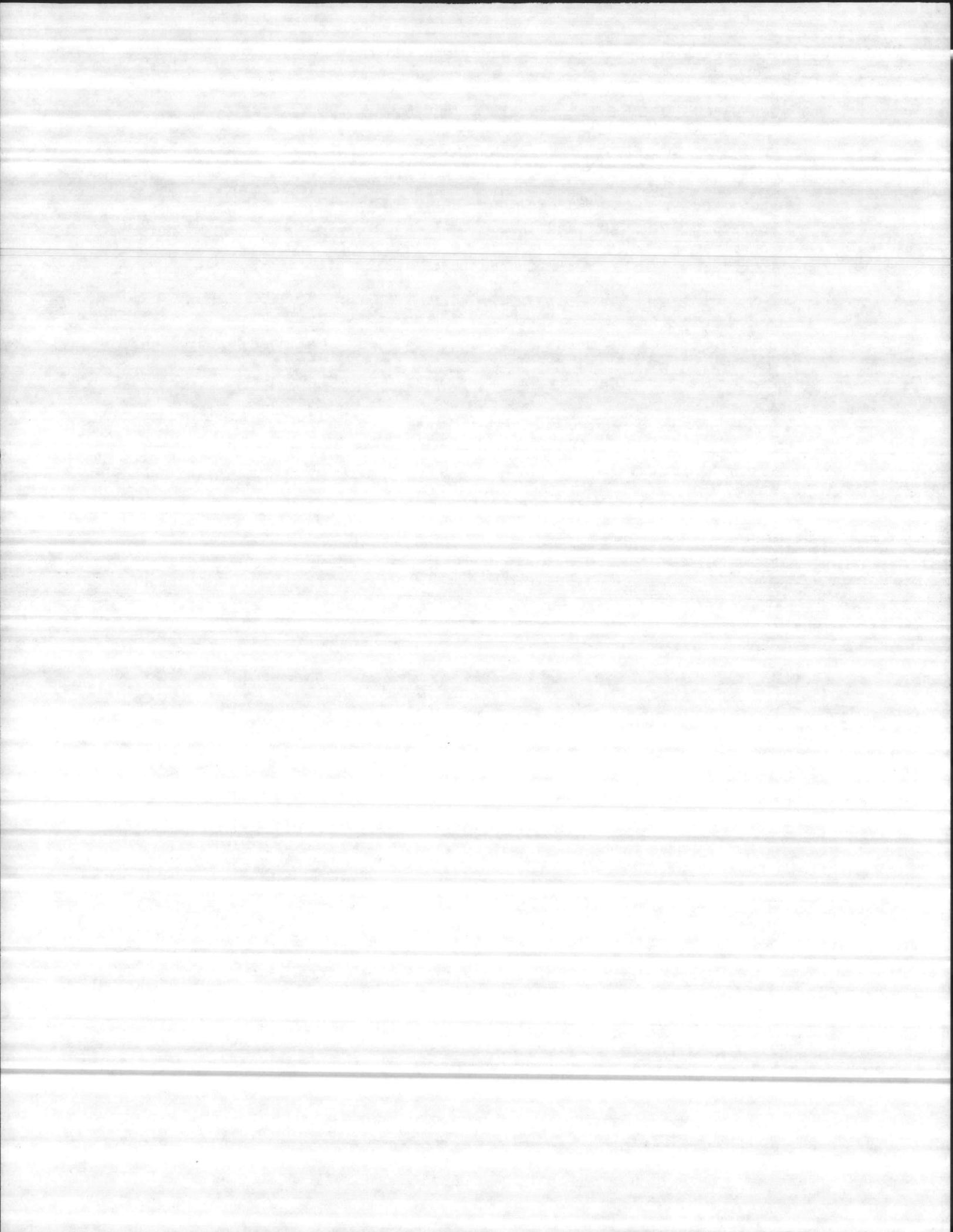
34°30'

77°10'



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.

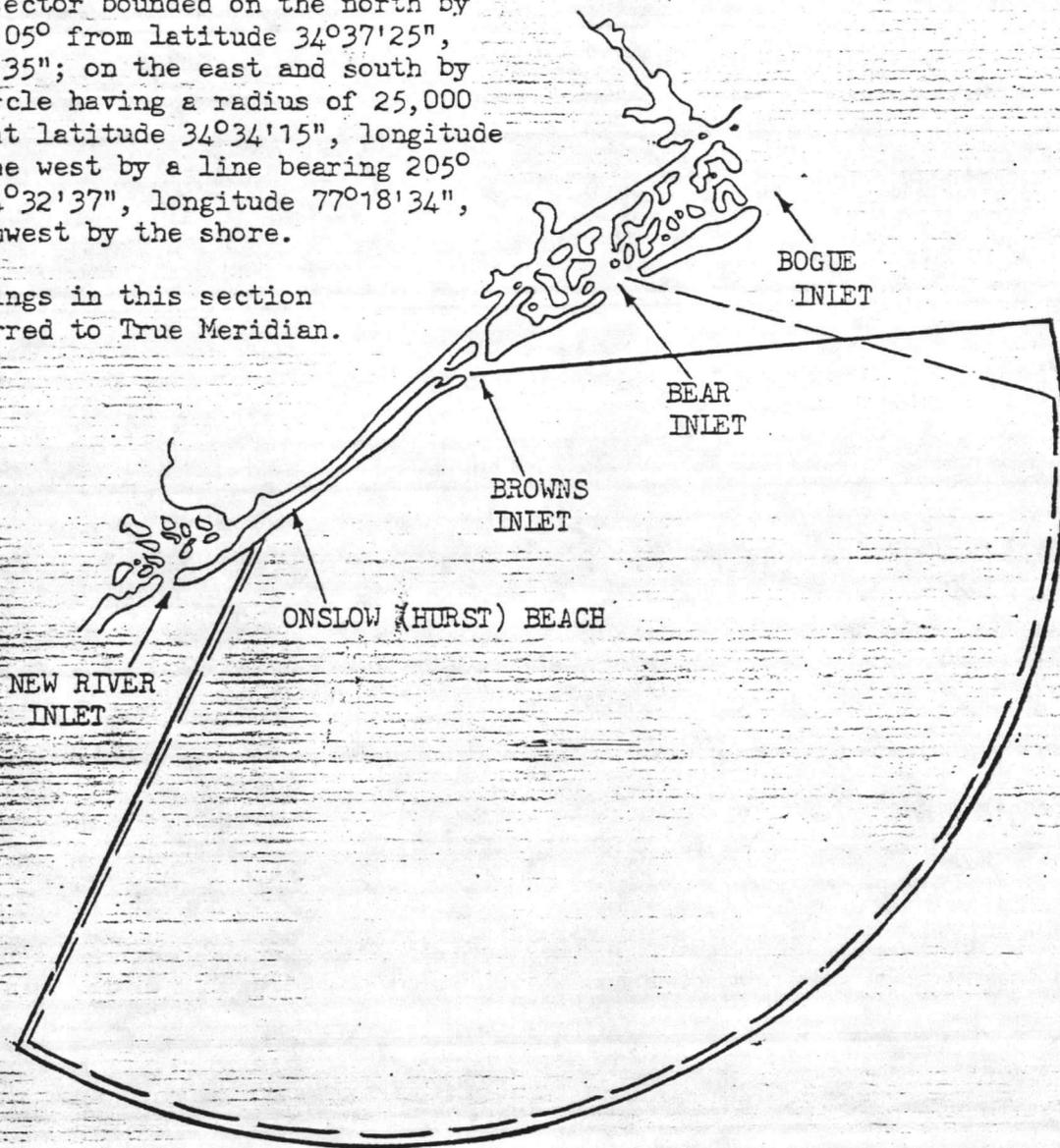


DRAWN FROM MAP AMS EDITION 1
SHEET NI 18-4 SERIES V501
SCALE 1:250,000

34°45'

AREA DESCRIPTION: 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.

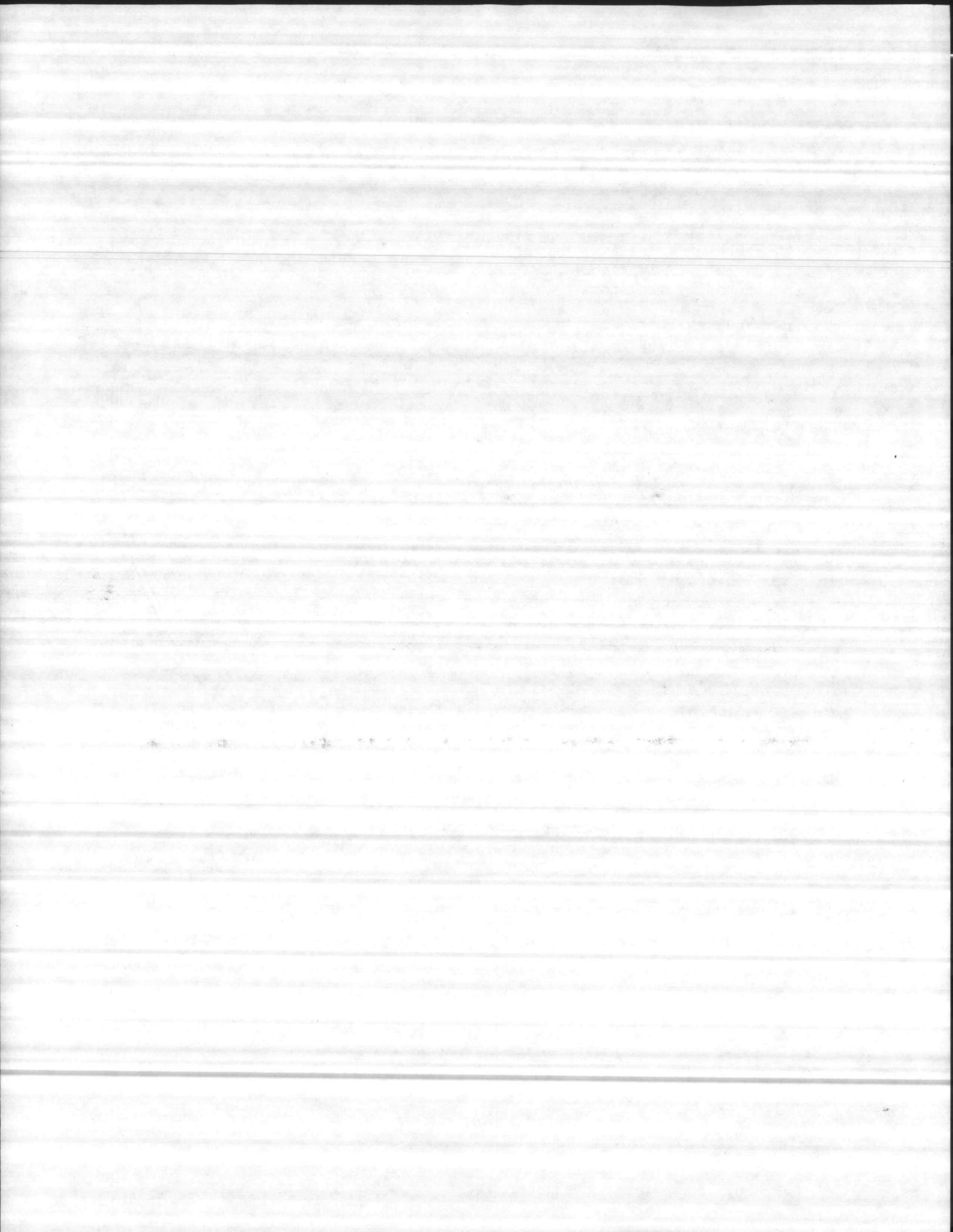


PROPOSED CHANGE TO
DANGER AREA SHOWN
THUS ————

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.

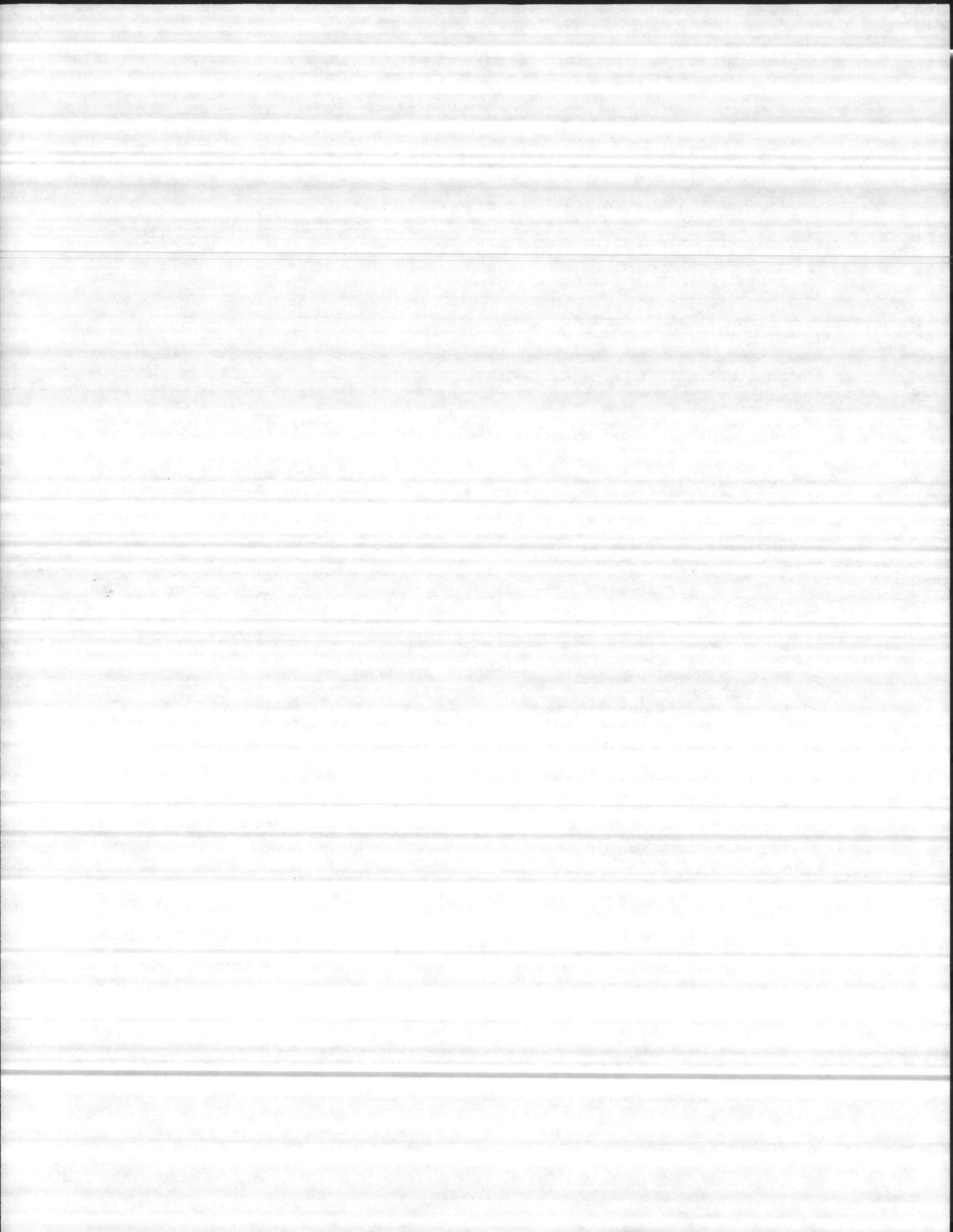
(2) Firing will take place both day and night at irregular periods throughout the year. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector during the periods May 1 to June 5, inclusive, and November 22 to December 15, inclusive.

(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.



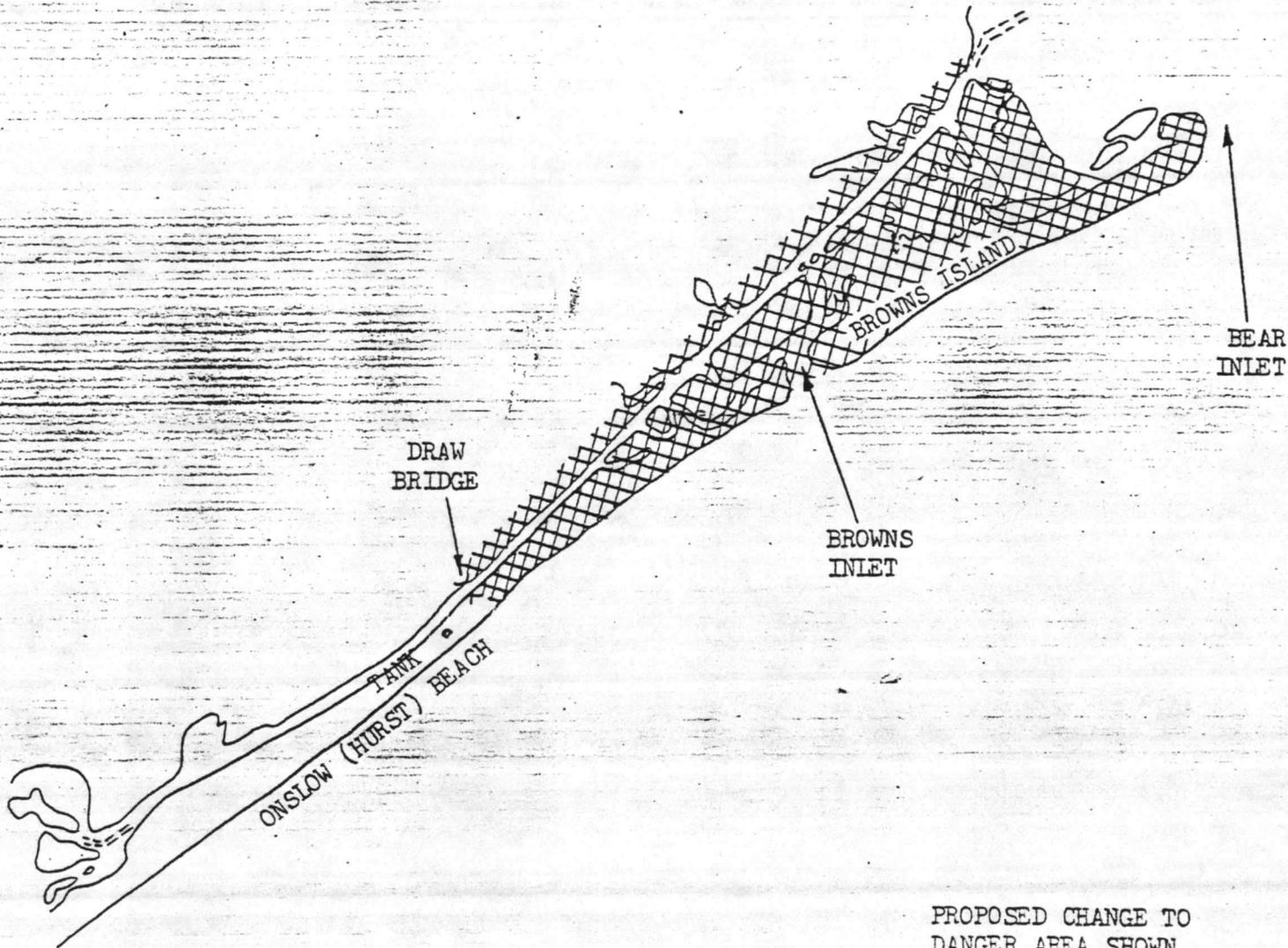
DRAWN FROM C & S CHART 1234
SCALE 1:80,000

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)

11

ATLANTIC COAST SECTOR (Impact and danger area for aircraft bombing and cannon fires)

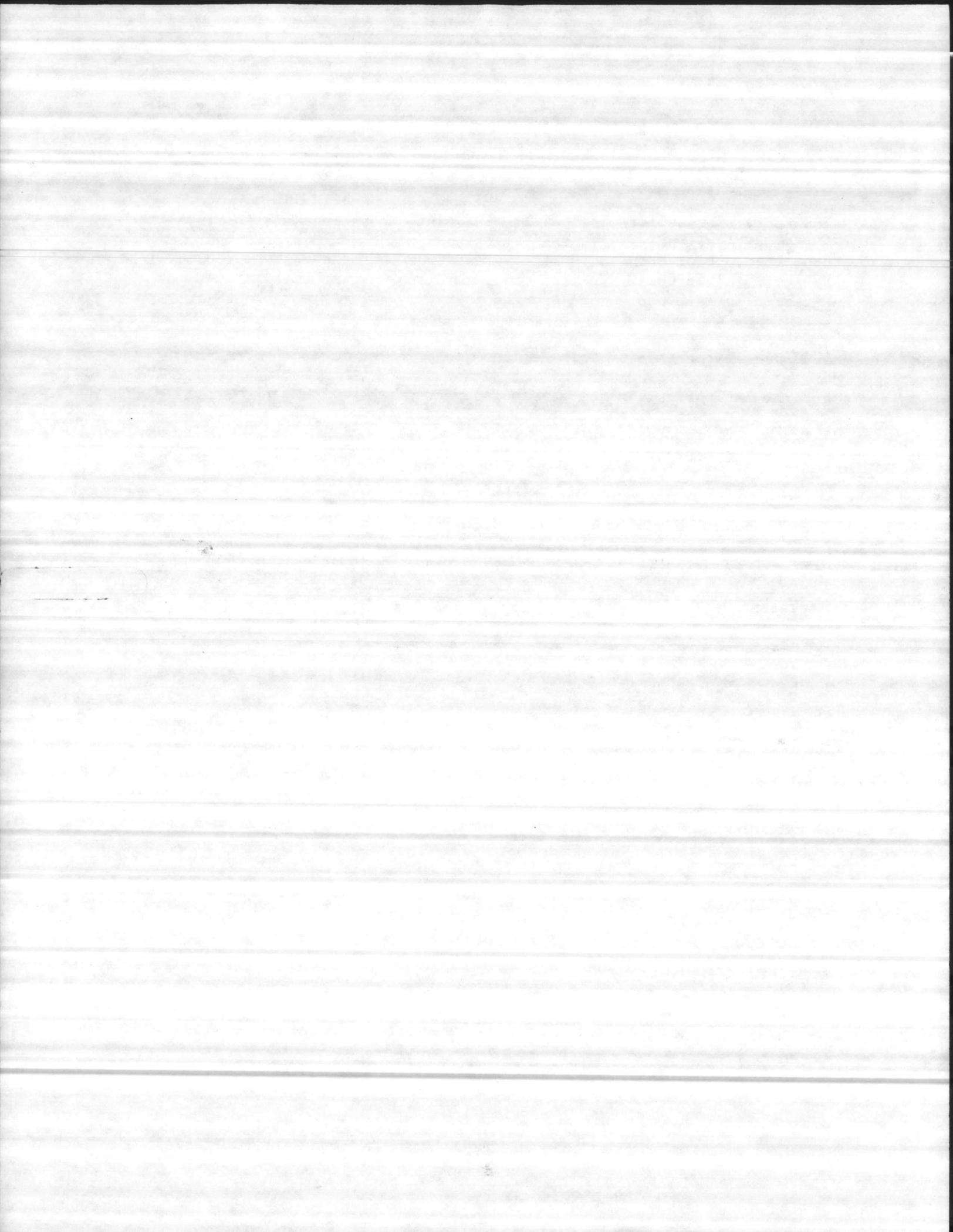
THE AREA. The sector of the Atlantic Coast, to include all inlets, streams, bays, and water, marshes, islands, banks, and shores therein contained, bounded on the North by Bear Creek, on the East and South by the Atlantic Ocean, to the meridian $77^{\circ}16'20''$; thence by this meridian to latitude $34^{\circ}34'31''$; 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 Jordan, 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 Eldg., 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.

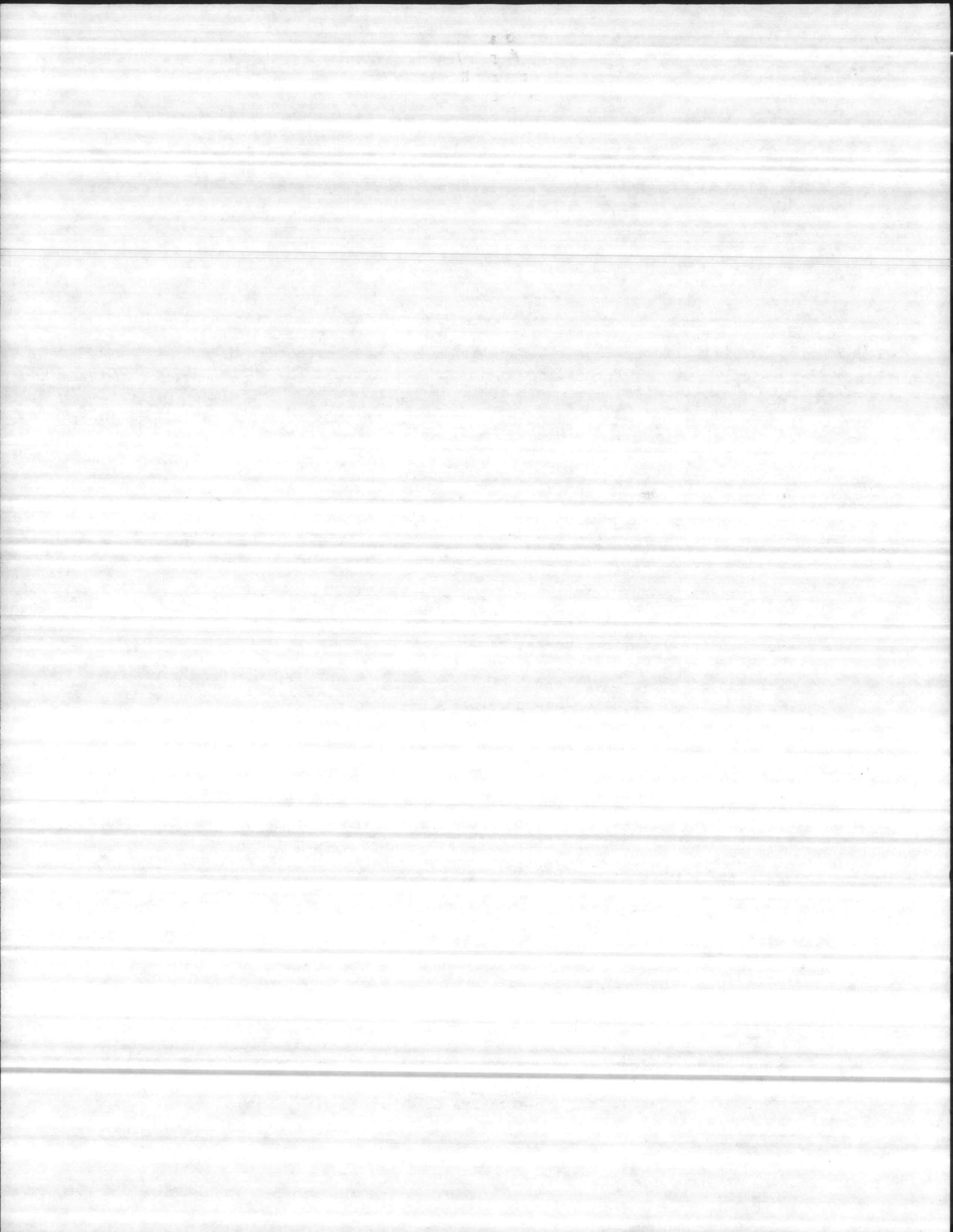
Logan Diving and Salvage, 309 Consolidated Building, Jacksonville 2, Fla.
Gulf Atlantic Towing Corporation, PO Box 4908, Jacksonville 1, Fla.

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.

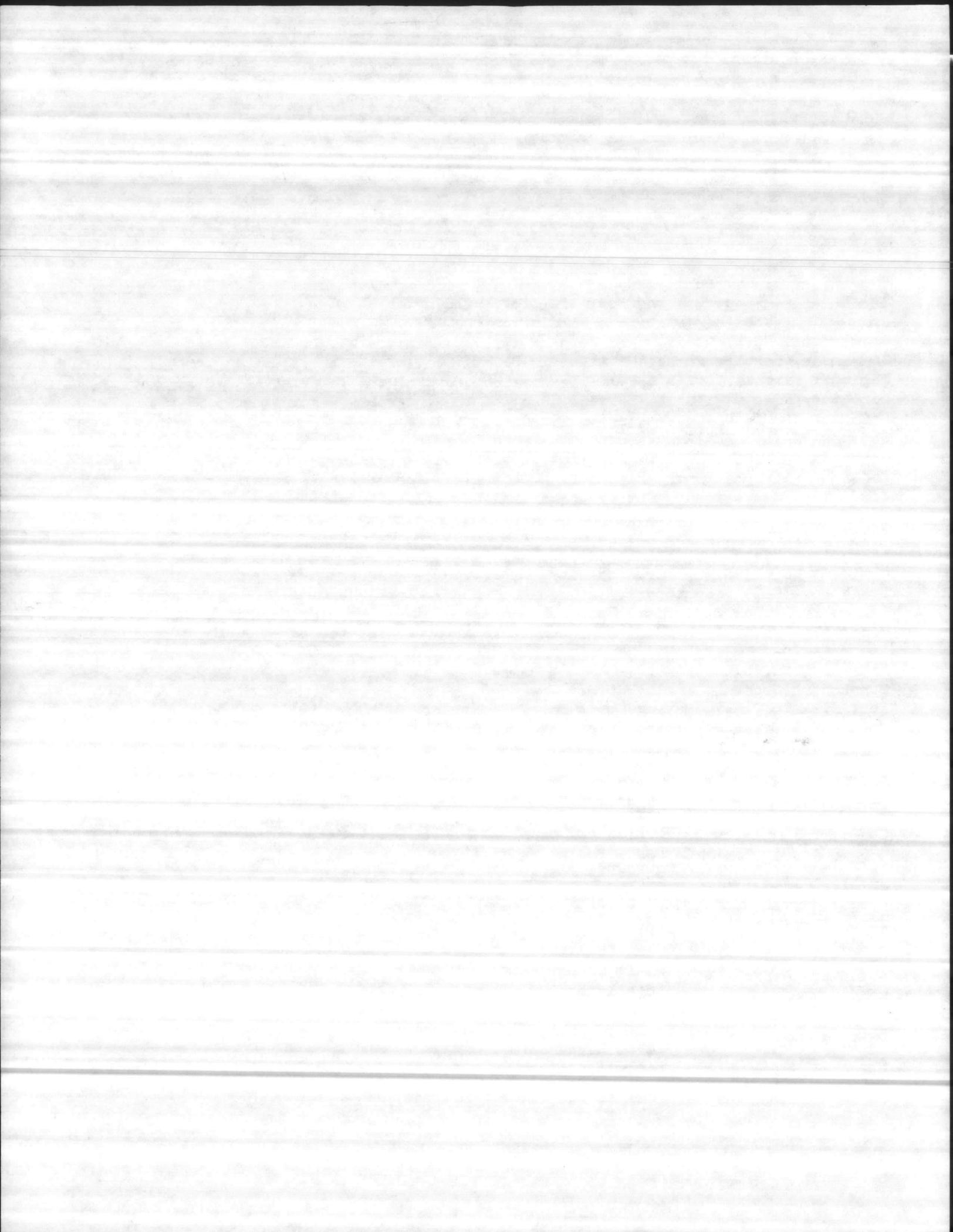
District Engineer, USA Engineer District, Wilmington, N. C.
Steve Wall, USA Engr District, Wilmington, N. C.
Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.
Commander, Service Force, US Atlantic Fleet, Dept of the Army, Washington 25, D. C.
Regional Director, Fish & Wildlife Service, 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 Wks Officer, Marine Corps Base, ATTN: Mr. Sabella (2)
Base Range Officer, Marine Corps Base, ATTN: Capt. Smith (2)

SWANSDORO, N. C.

Mayor	Leslie E. Guthrie
Postmaster	Dexter Smith
Leary Stanley	Dr. J. P. Corbett
Bert Tolson	Harry Moore
John Littleton, Jr.	Jesse T. Moore
Fitzhugh Littleton	W. O. Moore
John Wetherington	M. E. Lisk
J. C. Riggs	Craig Lisk
Tyre Moore	Charlie Baker
Mrs. Lina Smith	V. T. Casper
Kenneth Meadows	Ed Milstead
Carl Ward	Edward Hurst
E. 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	

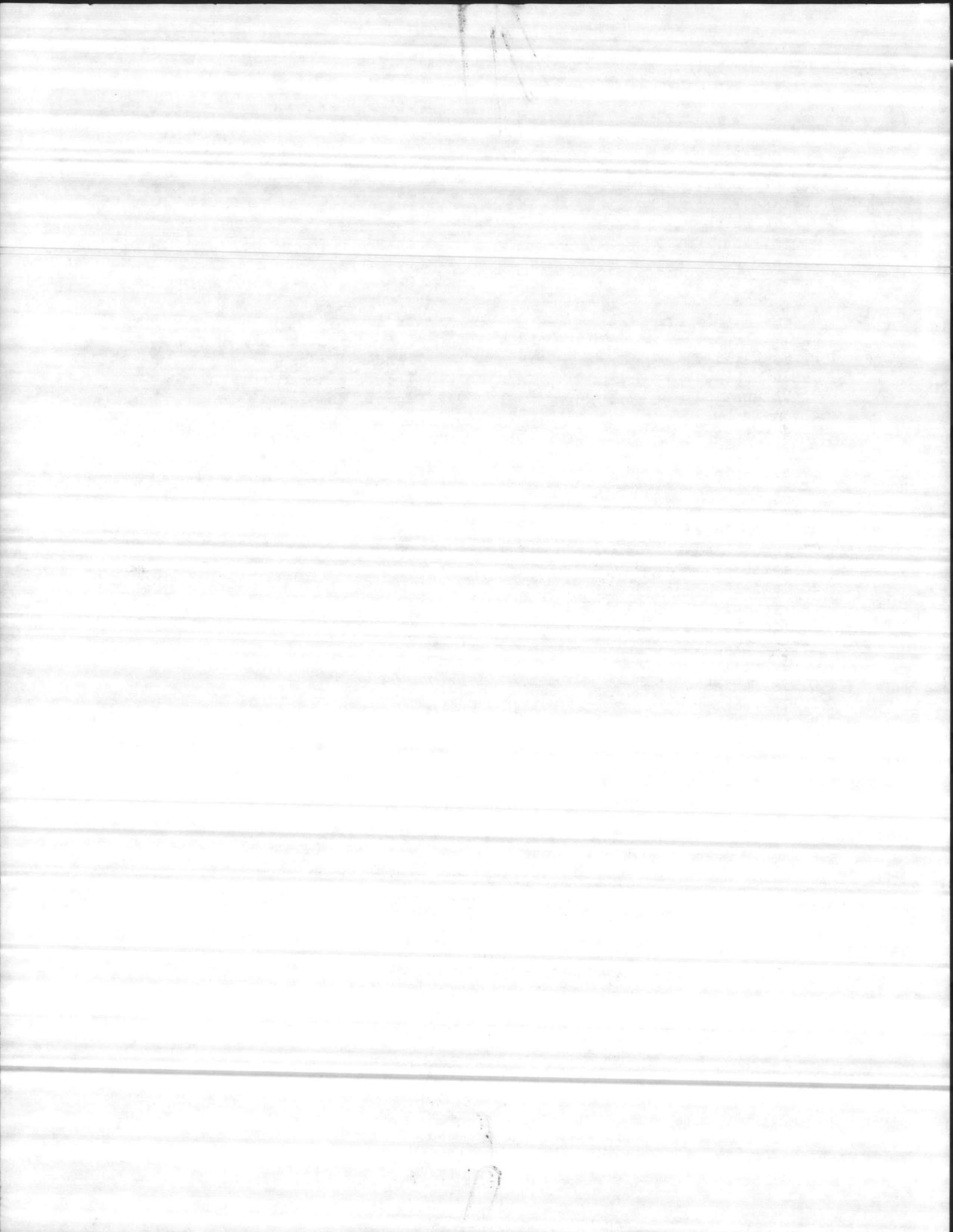


SHEADS FERRY, N. C.

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
Owen Jenkins
Cyrus Lewis
Wilbur Shepard
R. E. Lewis
Clarence Rhodes
Odis Rhodes
Ed Lewis
Harry Lewis
Lennie Everett
Arthur Everett
J. W. Hill
Ollie Marine
J. T. Fulcher
Buck Powell
Will Ansley

JACKSONVILLE, N. C.

Postmaster
Mayor
Chairman, Bd of Co. Comm, Onslow County
G. E. Maulsby
Ramon H. Askew
E. W. Summersill
H. 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.



23 APR 1985

The Honorable Arlen Specter
United States Senate
Washington, DC 20510

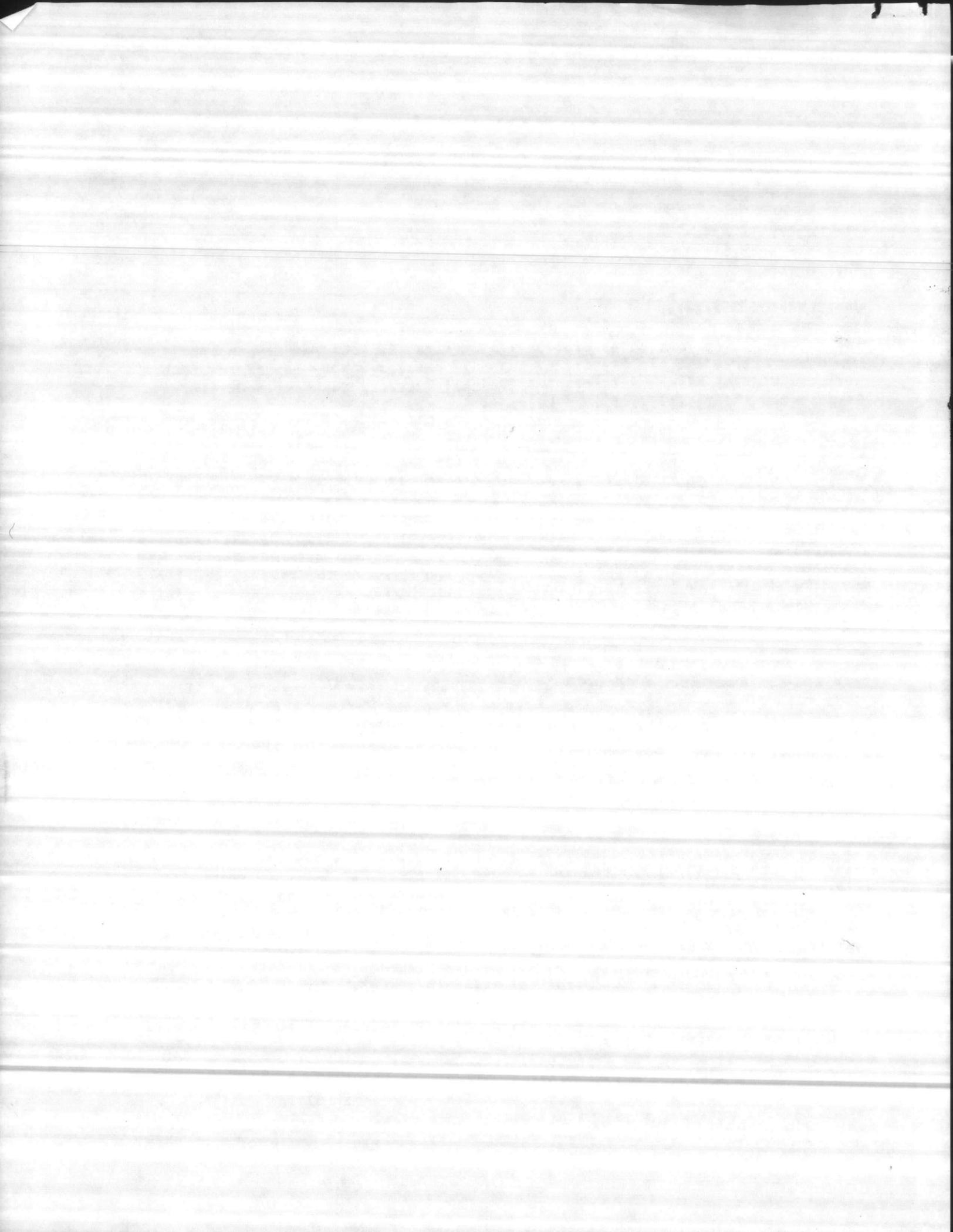
Dear Senator Specter:

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 Speeds 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 these facilities would be prohibitive.

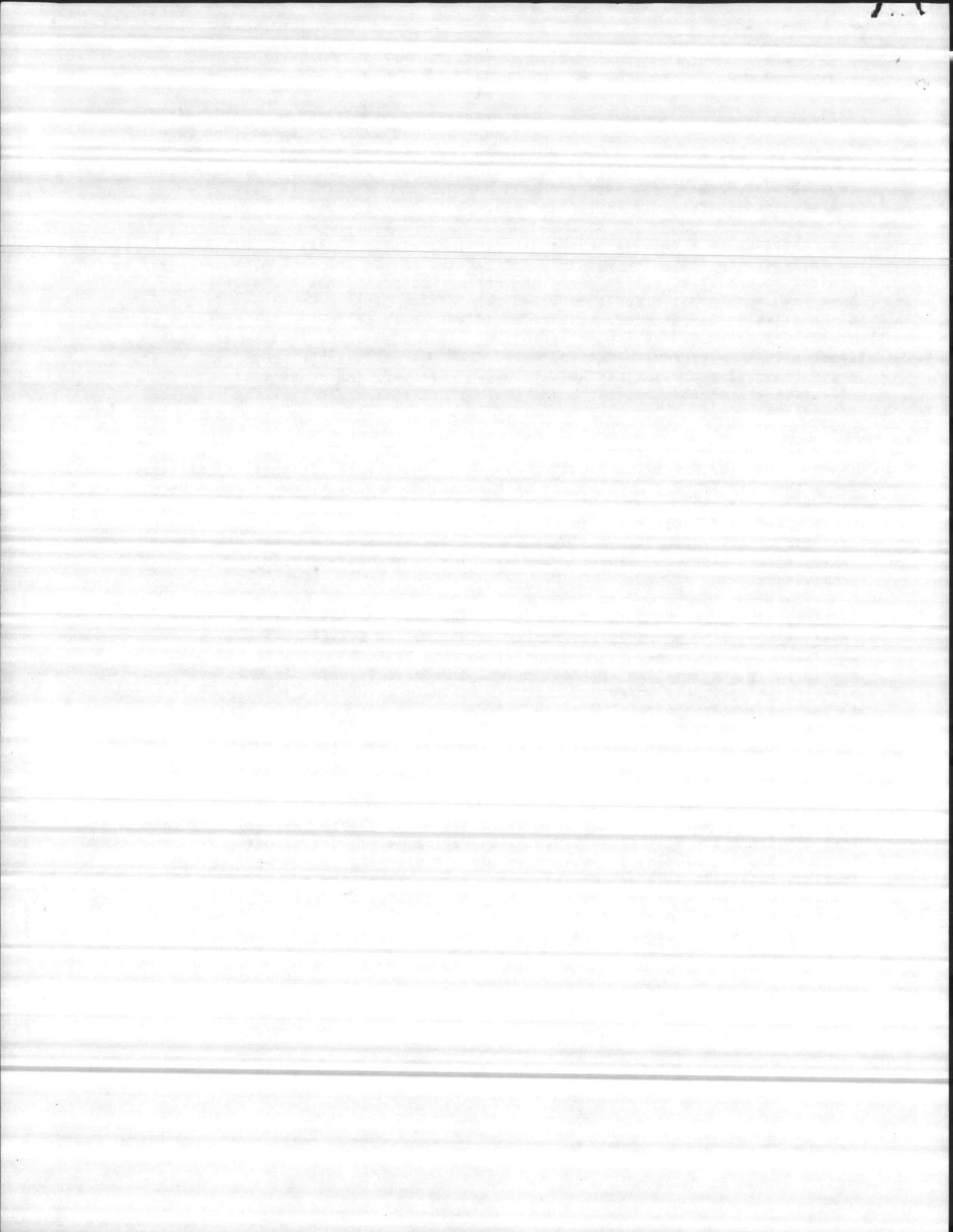
Finally, in regard to Mr. Bridge's suggestion that our use of the Waterway restricts commerce on navigable waters of the United States in a way the Congress never intended, it is relevant to note Title 33 U.S. Code 43 specifically provides for regulations which prevent injuries from target practice on 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

*Drafted: Maj Reardon
Typist: J. Sutherland*





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

IN REPLY REFER TO
1500
RCTL
11 Jan 85

From: Commanding General, Marine Corps Base, Camp Lejeune, North Carolina 28542
To: Chief Regulatory Branch, U. S. Army Corps of Engineers, Wilmington, North Carolina 28402
Subj: CLOSURE OF THE ATLANTIC INTRACOASTAL WATERWAY (AIWW)
Ref: (a) U. S. Coast Pilot 4, Paragraph 204.56

1. Request the AIWW be closed to all boat traffic from 2200 (local) 8 May to 2200, 10 May 1985 at the below points within the Enforcing Agency jurisdiction as defined in the reference:

Camp Lejeune Special Map GC 917278 (northeast of Onslow Beach Bridge) and GC 902266 (north of Riseley Pier).

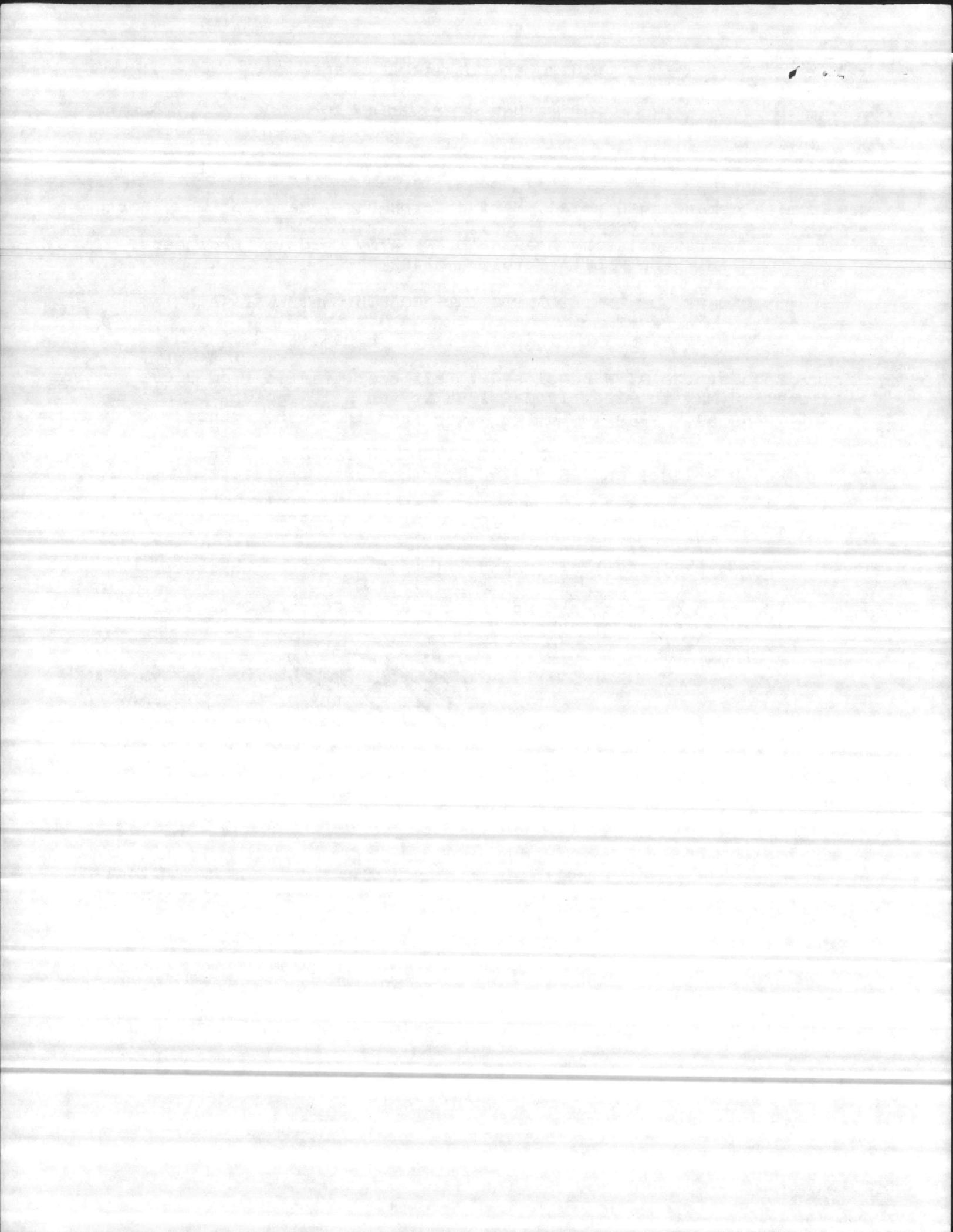
2. This closure is required for training exercises during Solid Shield 85.

3. Upon approval, request appropriate Notices be published.

4. Point of contact is Camp Lejeune Range Control Officer, LtCol. F. J. Cizerle, autovon 484-5803.


F. J. CIZERLE
By direction

55-'85 Supt. Rg.
CG II MAF 262255Z DEC'85

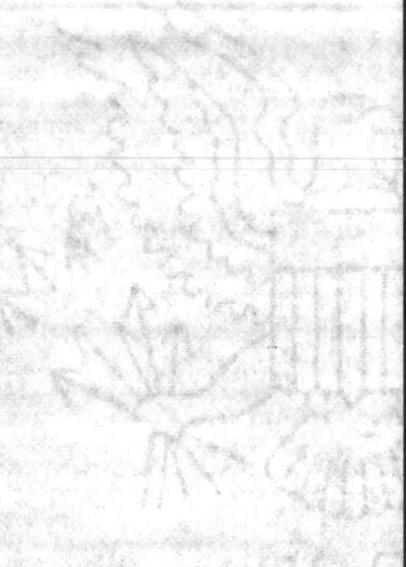


will increase also to justify, although specific training activities occurring during that time might possibly induce increased resources and energy for the United States. It is for these reasons.

Very respectfully,

W. L. WIGBY

Lieutenant Colonel, U.S. Marine Corps



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 $77^{\circ} 26'$.

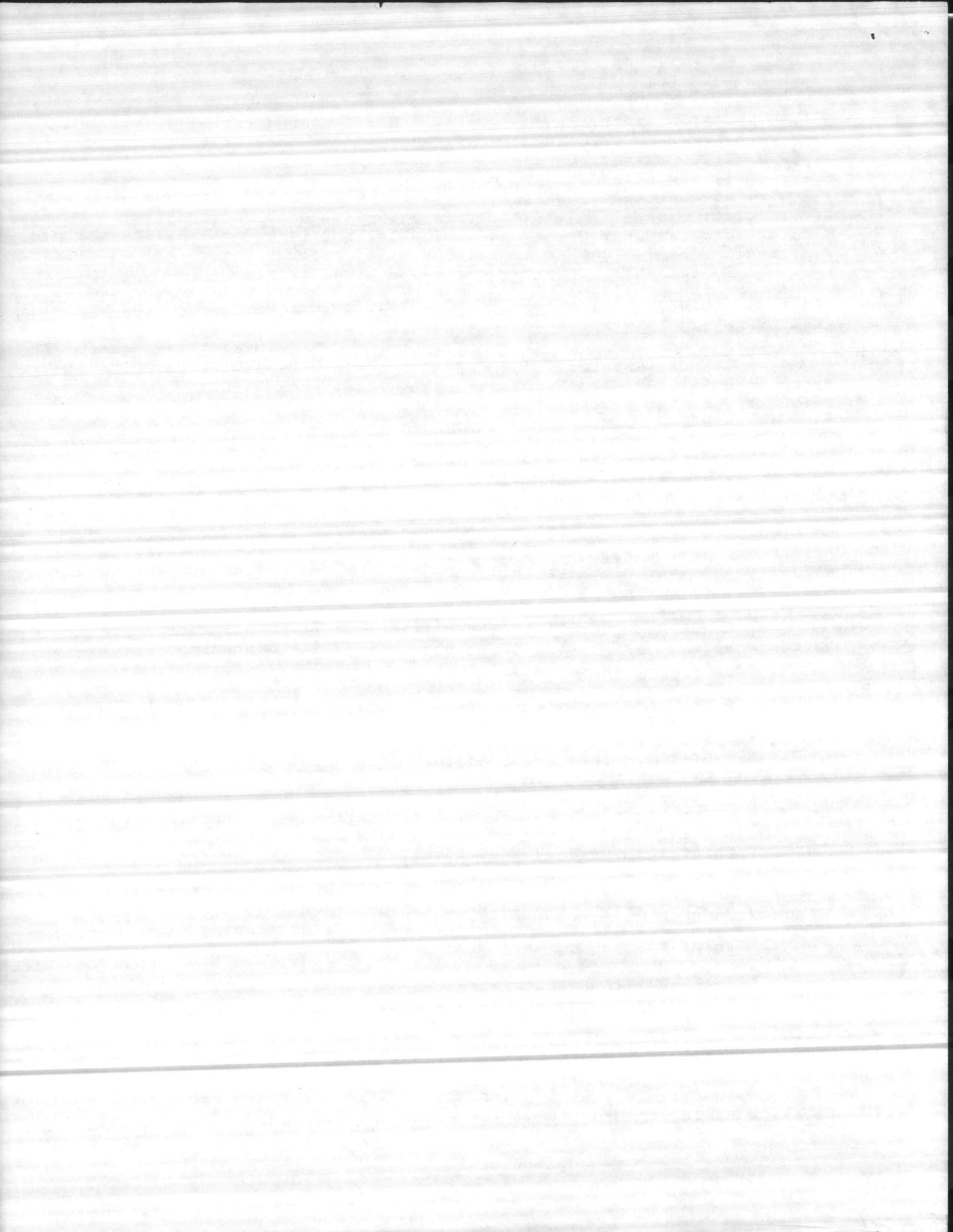
(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(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





UNITED STATES MARINE CORPS

Range Control **4/4/85**

Marine Corps Base
Camp Lejeune, North Carolina 28542

Col S

- Info re: to ongoing position paper (TICKLER 421-85) for CG on AIWW.

- HC Cizerle is working on.

*V resp.
HFC*

IN REPLY REFER TO:

5100
RCTL
4 Apr 85

Lejeune
ine Corps Base,

From
To:

Subject

Enclosure

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.

recom-
nges

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
E. J. CIZERLE

Copy to:
AC/S, Trng and Ops

← Addtl Info:

DIV, FSSG, ITS, MCRS, MCR SSS
AND 2dMAW all working on range data for 50cal and above; to include quantitative info (ie hours + days + nights needed by each unit, by each weapon). This will help formulate options for CG to decide. 😊

Search lights

[Signature]

John Carter
Attn: [unclear]
Camp Lejeune, North Carolina

Staff Judge Advocate (Legal Aide) [unclear]
Camp Lejeune

CAR 2148, COAST PILOT - REVISION

(1) Proposed Subject Revision

Please review the enclosure and provide comments.
Return to [unclear]

~~11~~



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.

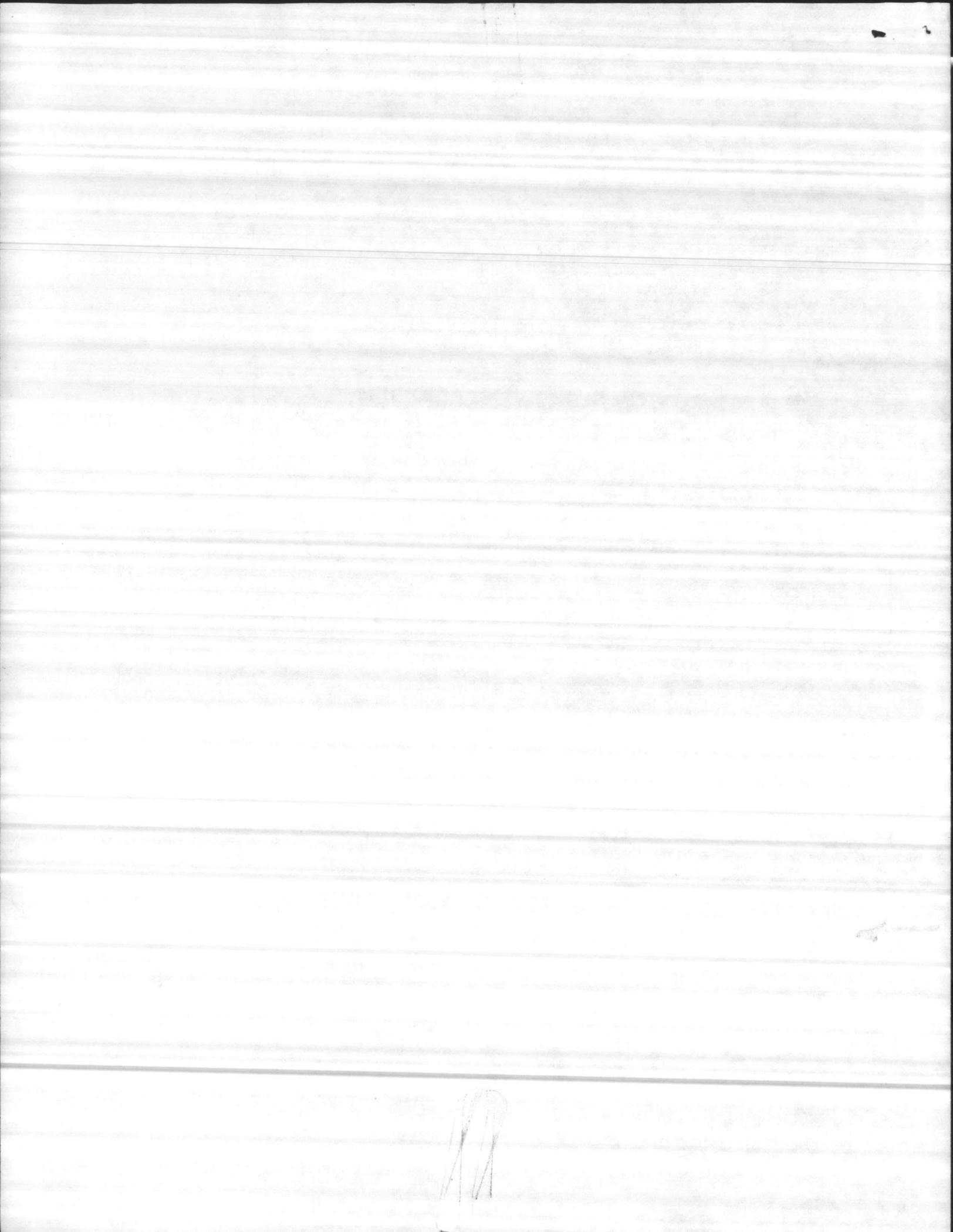
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E. J. CIZERLE

Copy to:
AC/S, Trng and Ops

Search lights



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.

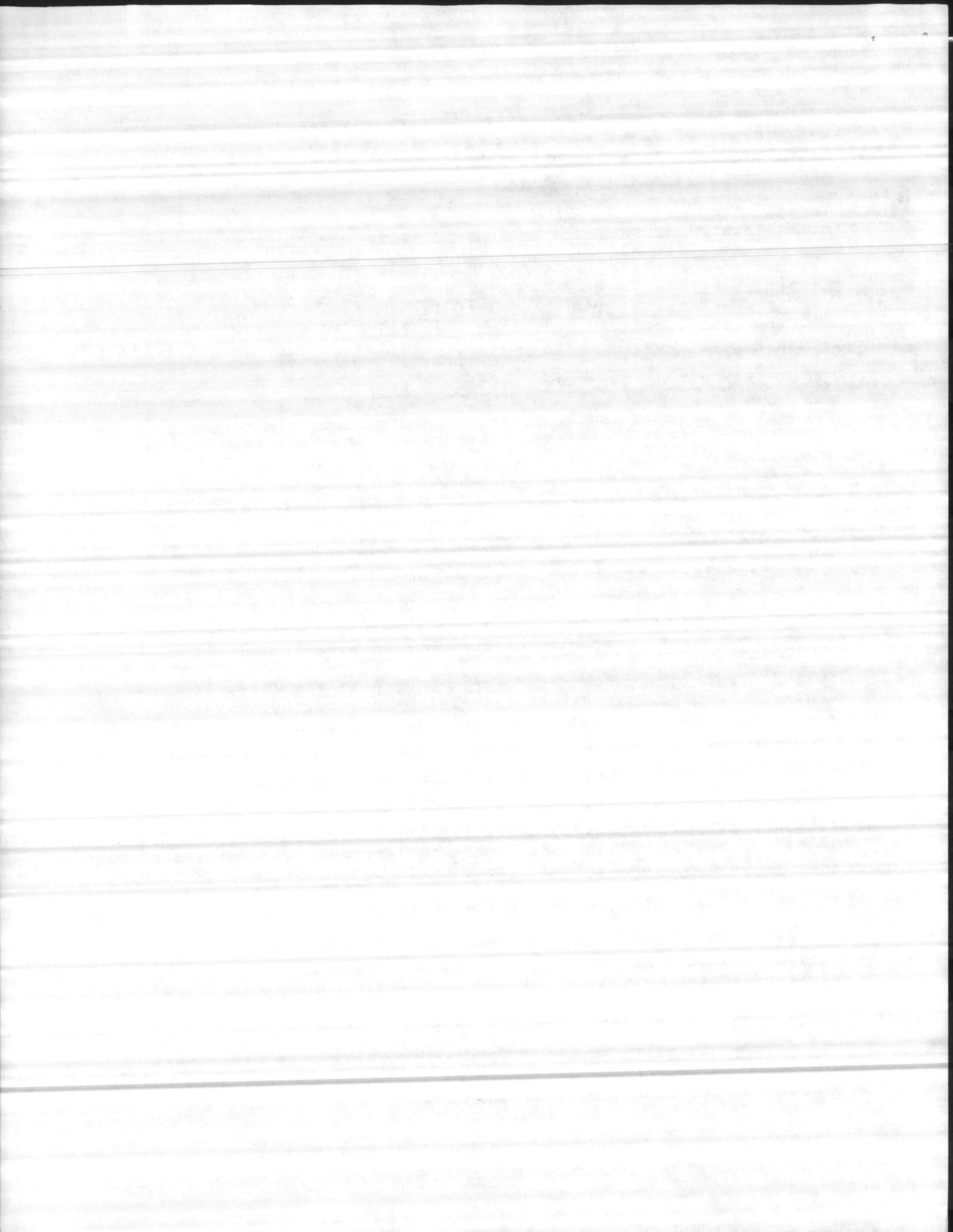
When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(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



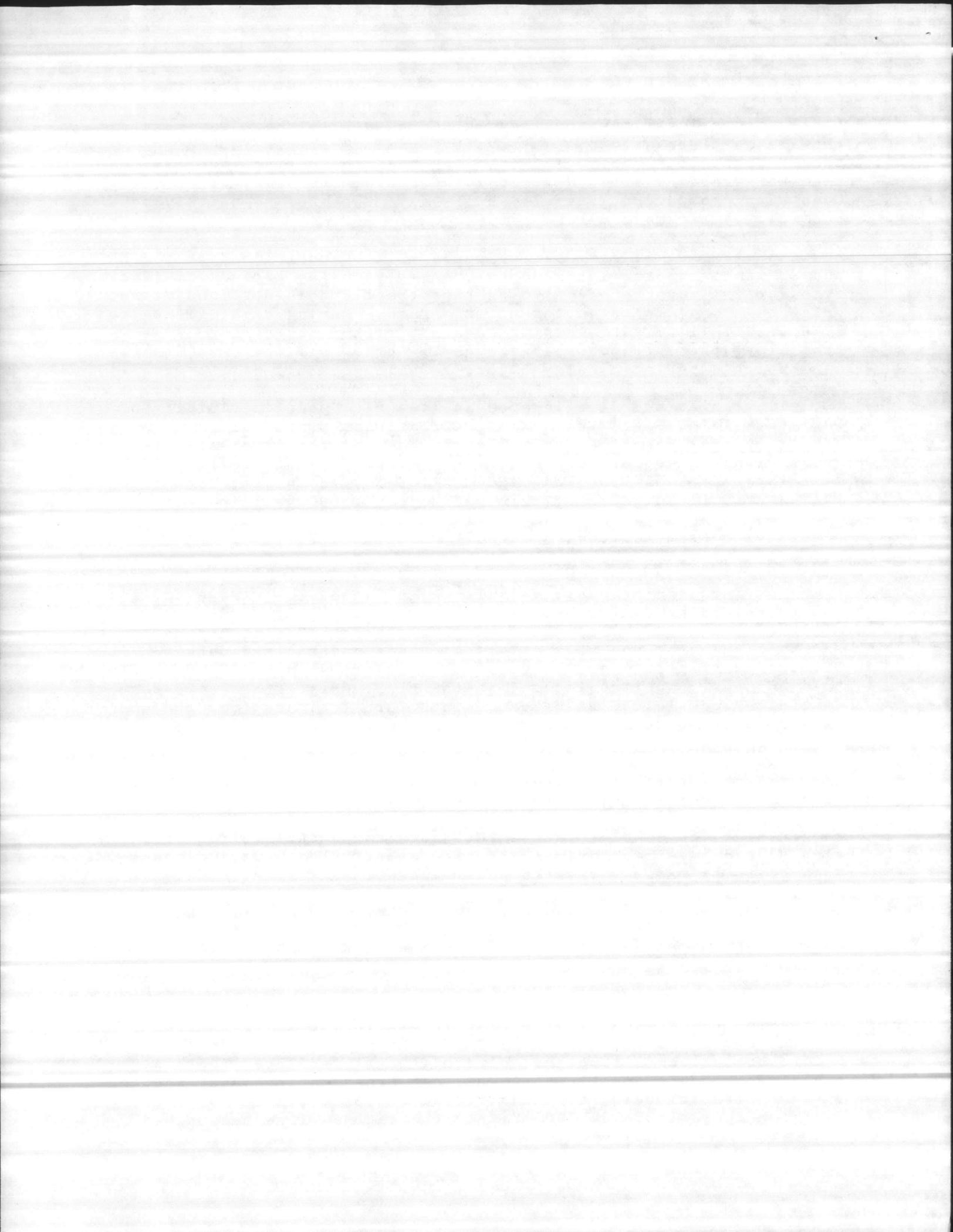
firing operations, the area may be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall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

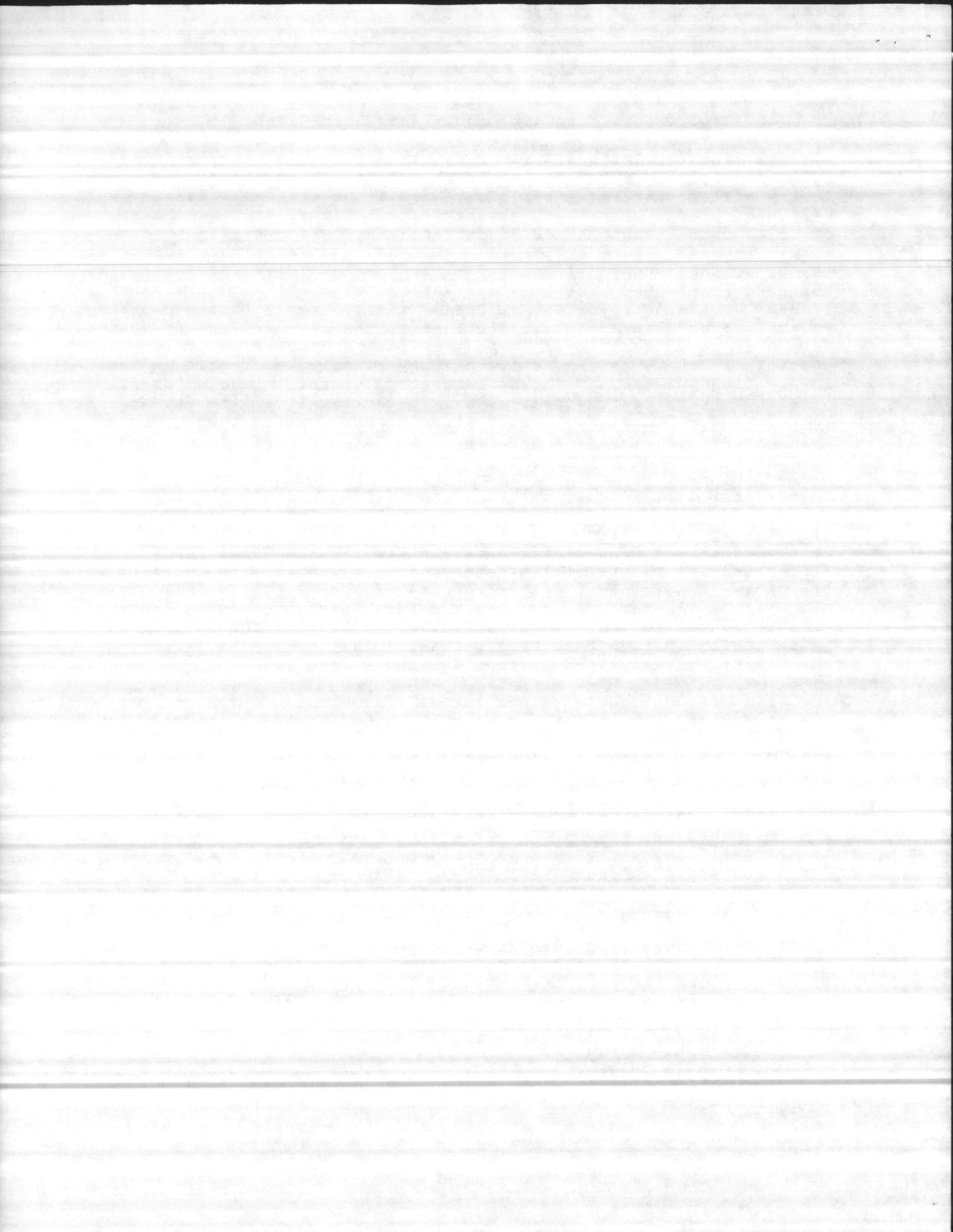
Additionally, U. S. Navy safety boats will be positioned at the NE and SW limits on the Intracoastal Waterway during periods of live fire for the purpose of ensuring that traffice does not inadvertently enter the Danger Area during military use. During night firing red lights will illuminate warning 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.

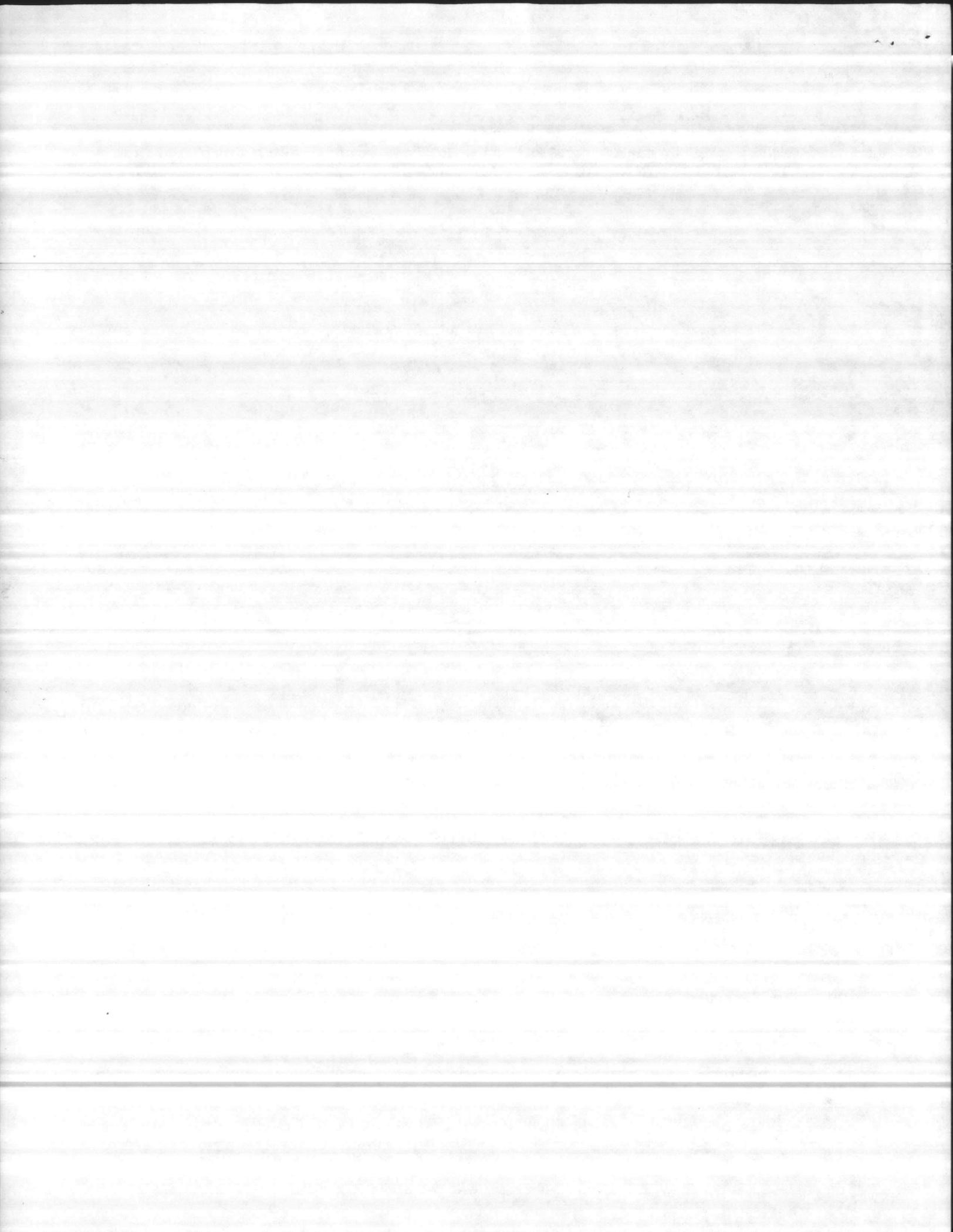
(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through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



Intracoastal Waterway Traffic Problem

*address w. H
General Sisley*

- Range G-5, G-6 and G-7 have been active for large caliber, direct fire (LCDF) weapons for more than 20 years.
- Over the years, practice of closing AIWW for one hour periods to allow live firing evolved, remains current practice.
- Closure effected through Notices to Mariners, published by the U. S. Army Corps of Engineers in Wilmington.
- Enforcement accomplished by the Navy boat crew range safety boats positioned at the north and south boundary of the surface danger zones (SDZ) in the AIW.
- Title 33, U. S. Code, paragraph 3, delegates authority to close Atlantic Coast Sector (ACS) during live firing to CG, MCB, however, same authority does not apply to AIWW.
- Requests for Notices to Mariners, sent by MCB Range Control to U. S. Army COE, have been accepted, published and through legal precedence, effectively closed AIWW during live firing.
- Recent, new LCDF weapon systems added to FMF inventory, utilization of "G" ranges has continued to increase; thereby highlighting disruptive effect of going into a "check fire" every hour for AIWW traffic.
- Local radio, TV, and newspaper media informed of MCB operations over navigable waters and Commanding General's ongoing examination of subject.
- Local community leaders given tour and briefing, and have pledged their support for one of alternative solutions: closure of AIWW for 2 or 4 hour periods, depending upon type live firing training.
- Both Range Control Officer and Staff Judge Advocate have discussed expanded closure of AIWW proposal with COE District Engineer and his regulatory/legal branch. Cooperation and support have been assured.
- During recent, past meeting of the Range Facility Management Committee all users have requested additional LCDF range time. Enclosure (1) for annual LCDF range requirements.
- Costs associated with supported units going off-base to accomplish LCDF weapons training are highlighted as enclosure (2).
- *Per Maj Parker, CMC Legal office, they sent proposal to Tring Feb/Mar 84 time frame; 1) could probably be done 2) timing w/ Land Acquisition; badly (politically) timed.*
- *Package, presently, is at Tring Dept, HOMC, Lt Col M^c Ecraft, POC. Nothing has been done.*

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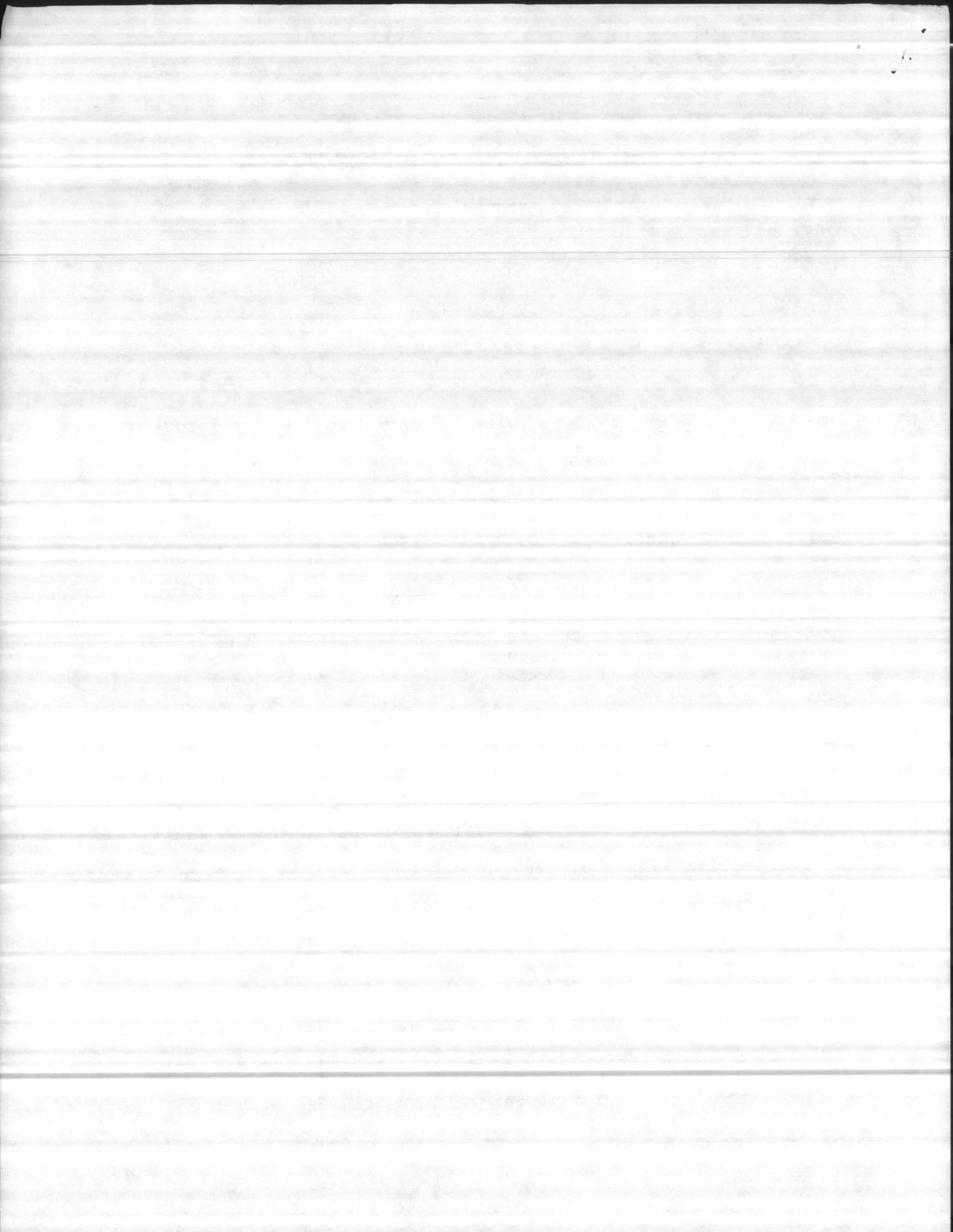
1870
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LCDF RANGE REQUIREMENTS (ANNUALLY)

UNIT	RANGE TIME: HOURS		RANGE TIME: DAYS	
	1 hr	2-4 hrs	1 hr	2-4 hrs
MCAS, 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 MarDiv				
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	1,200	800	120	80 .50 cal 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 approximately 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 trng day provides 3,650 range hours
 - a 365 day year x 12 hr trng day provides 4,380 range hours
 - a 365 day year x 13 hr trng day provides 4,745 range hours
 - (Mon-Fri) a 261 day year x 12 hr trng day provides 3,132 range hours
 - a 261 day year x 13 hr trng day provides 3,393 range hours
 - (Mon-Sat) a 313 day year x 12 hr trng day provides 3,756 range hours



EAST COAST REGIONAL REVIEW BOARD

COSTS ASSOCIATED WITH OFF-BASE TRAINING

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

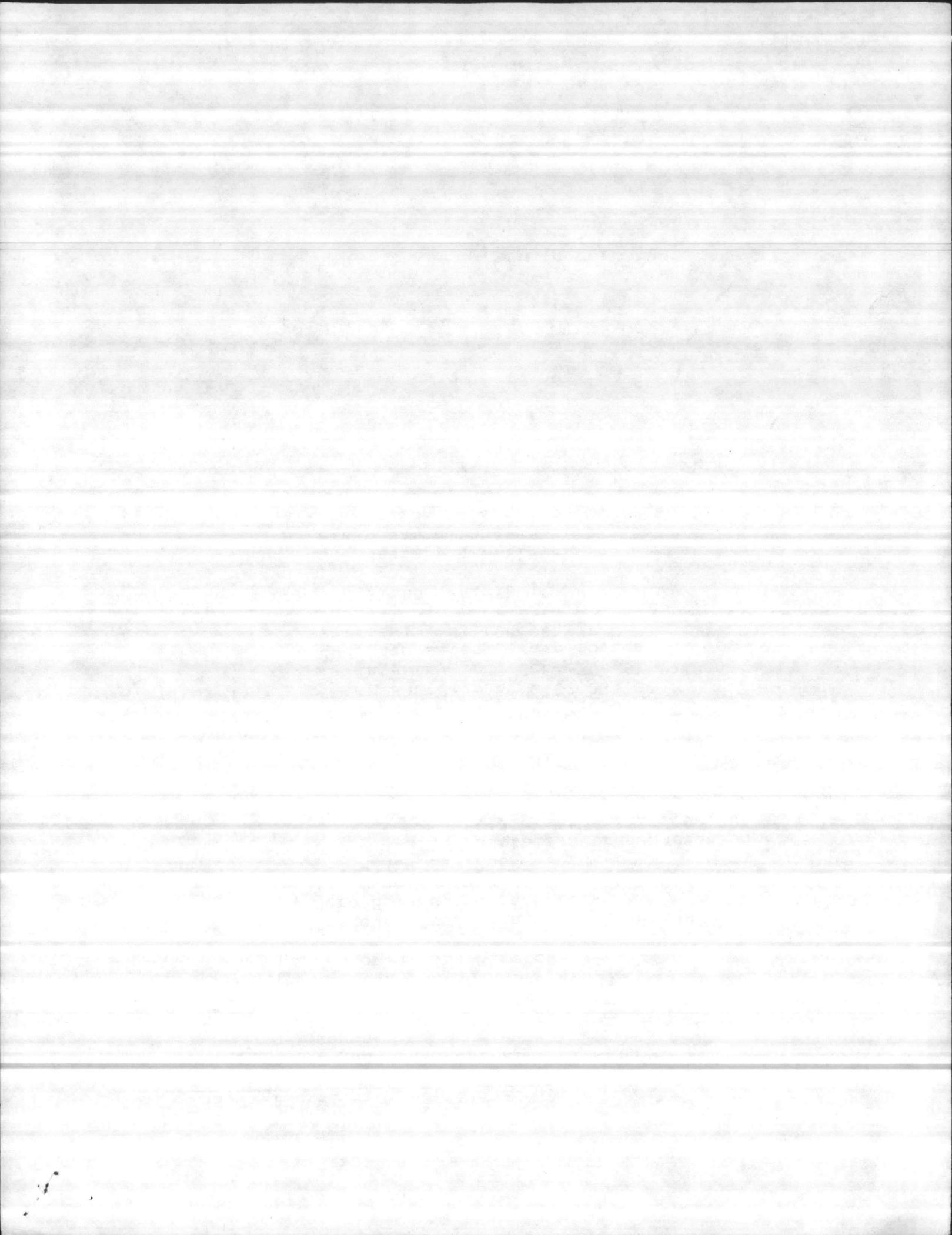
REQUIREMENTS: Increased Range Use
New Tank/LAV Gunnery Range
Improved Unit Firepower

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
- Infantry 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



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

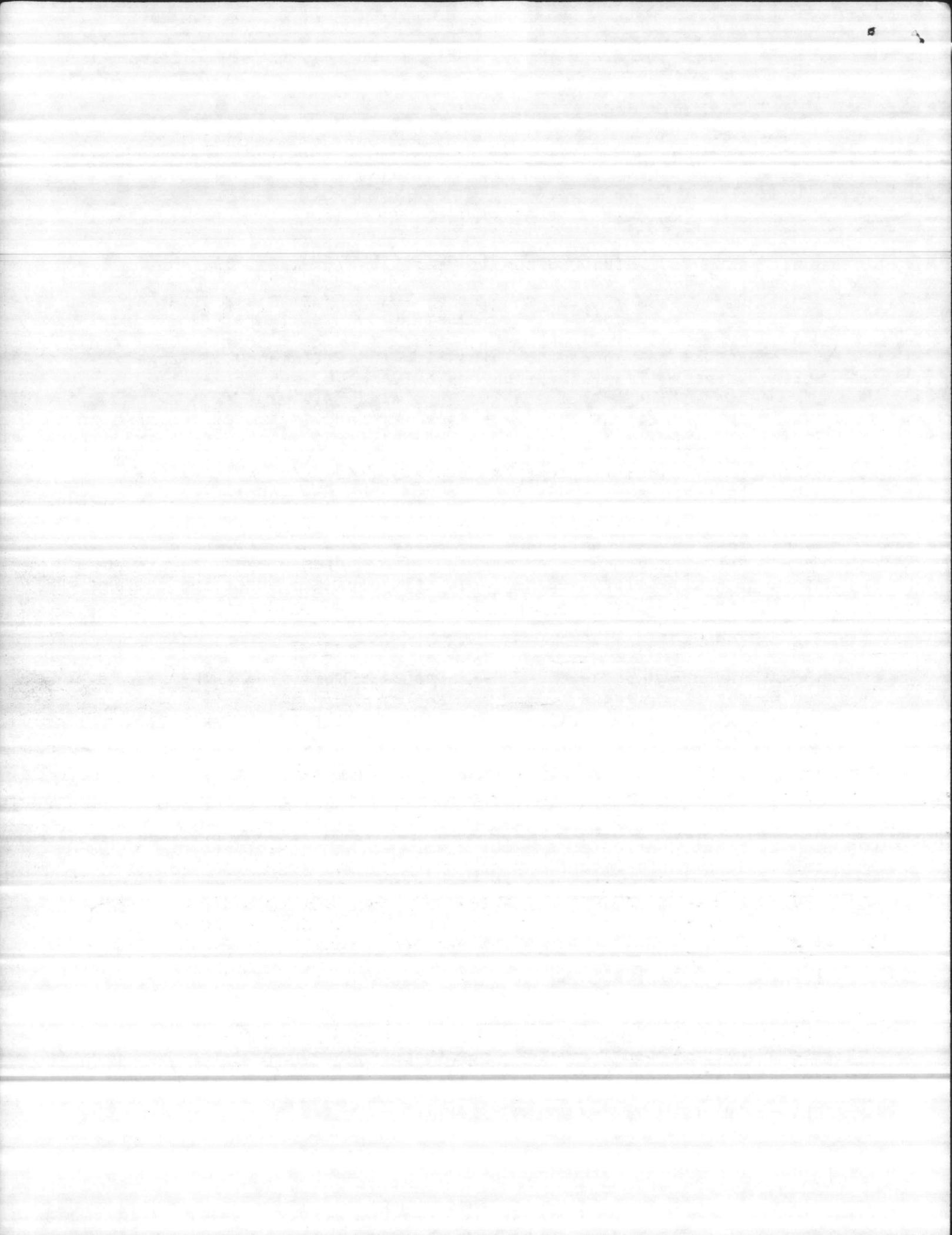
a. Ranges G-5, G-6, and G-7 have been active for LCDF weapons for more than 20 years. Over the years, the practice of closing the AIWW for one hour periods to allow live firing has evolved, and remains the current practice today. This closure is effected through Notices to Mariners, published by the 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 FMP 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.

file
AIWW
the



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

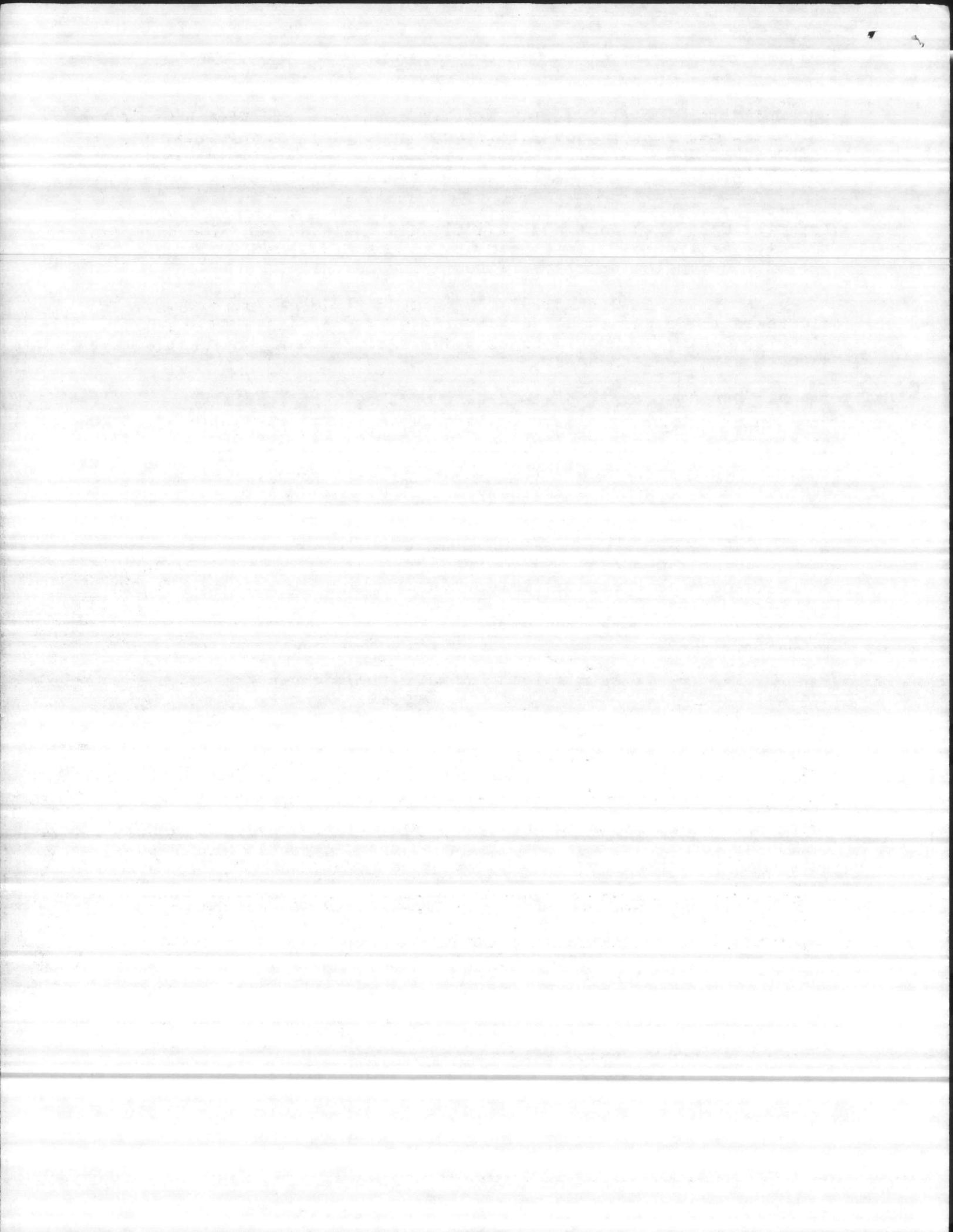
- a. Status Quo
- b. Increase Off-Base Firing
- c. Increase Closure Time of AIWW
- d. Construct New Ranges
- e. Discussion:

(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. FMP 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.

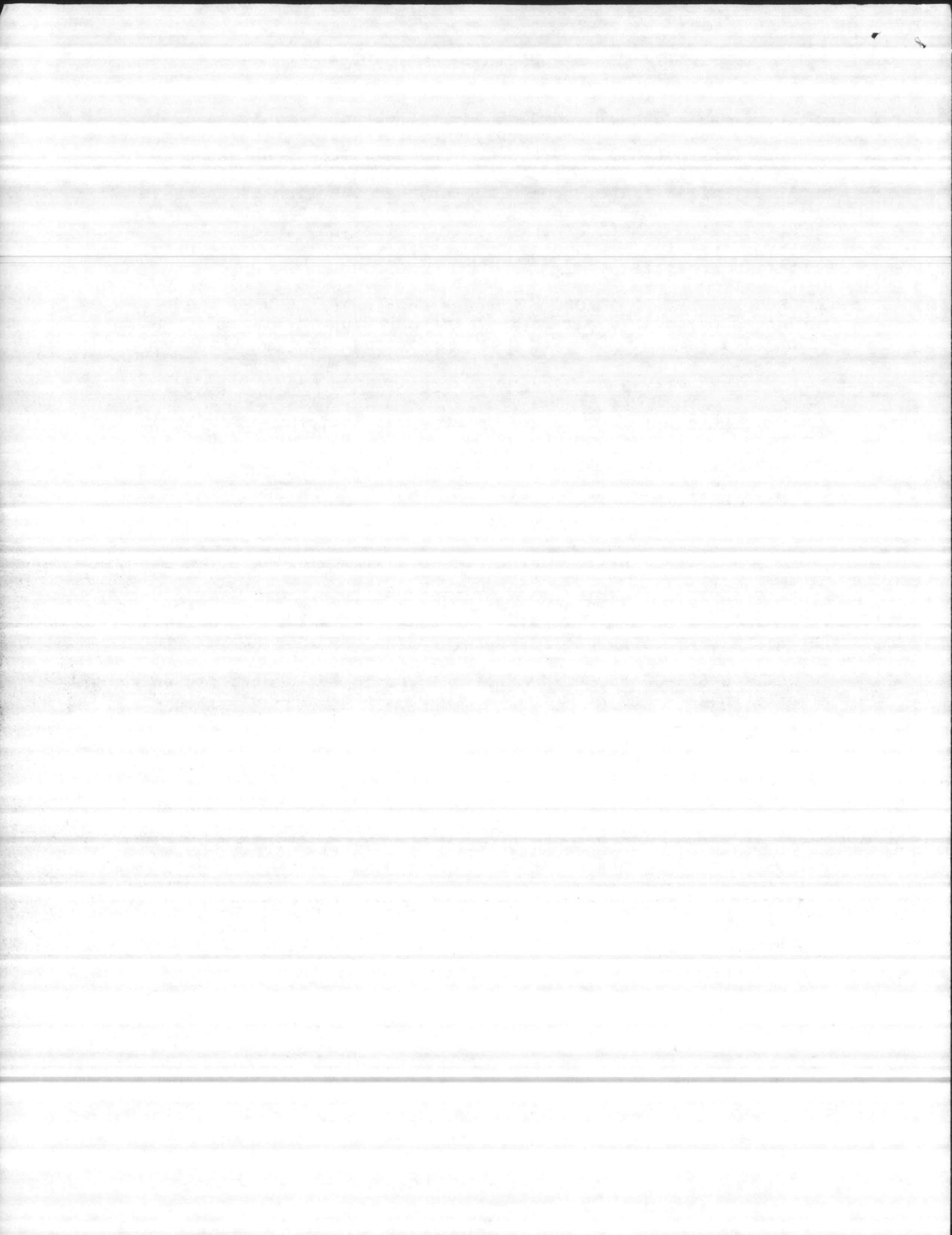
7. RATIONALE FOR RECOMMENDATION: Improved training efficiency and effectiveness -- both in the short and long run -- with minimum impact upon our civilian neighbors and/or supported units. Most adequately solves the problem and supports the MCB mission.

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.

Commanding General's
Decision

Approved

Disapproved

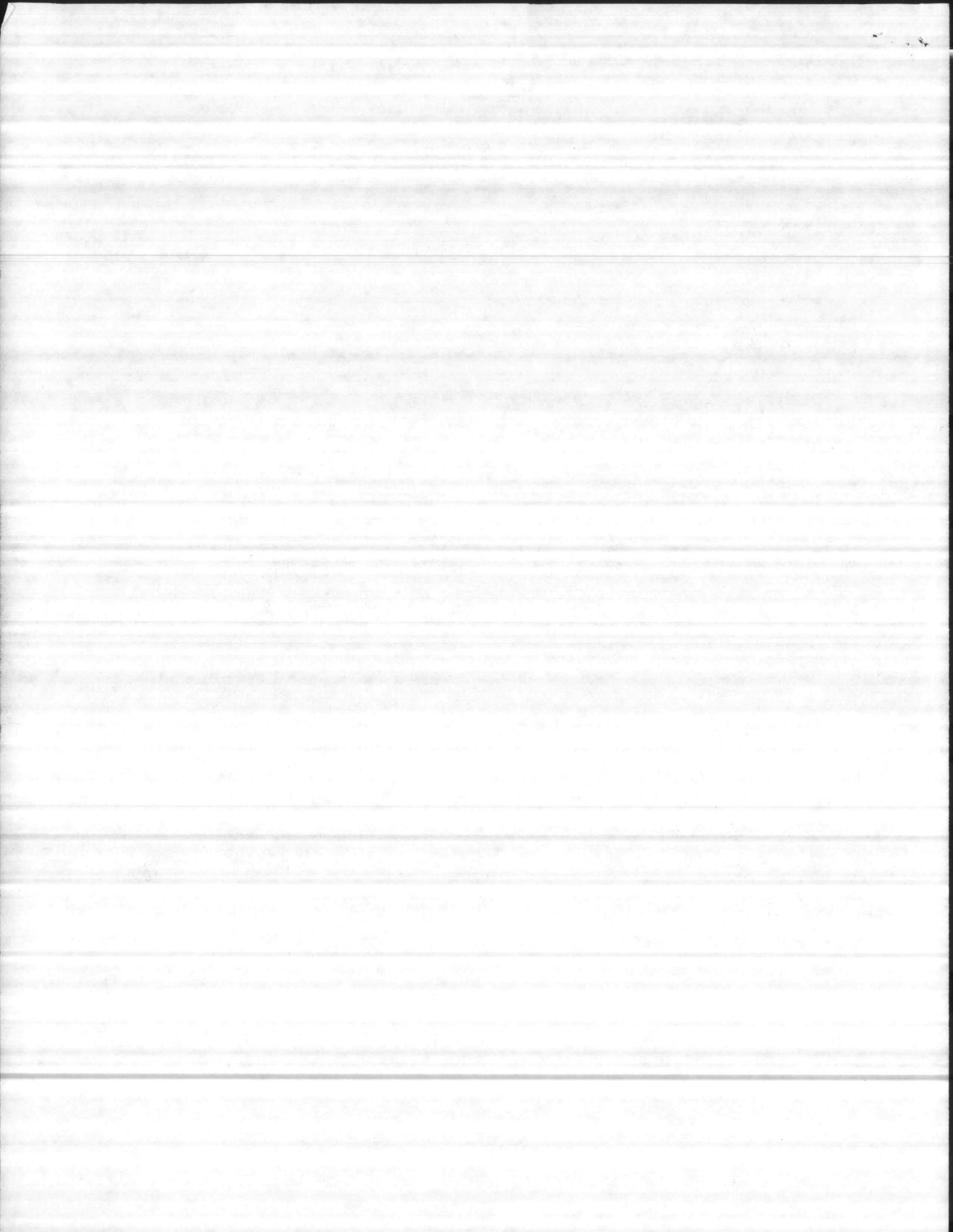
8a.

8b.

8c.

8d.

Revision draft at TAB E
Letter for signature at TAB F



11080 (7)

TRNG/OPS
30 May 85

POINT PAPER

Subj: Intracoastal Waterway Traffic Problem

Encl: (1) LCDF Range Requirements (Annually)
(2) Costs Associated With Off-Base Training

1. Ranges G-5, G-6 and G-7 have been active for large caliber, direct fire (LCDF) weapons for more than 20 years.
2. 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.
3. The closure is affected through Notices to Mariners, published by the U. S. Army Corps of Engineers in Wilmington.
4. Enforcement is accomplished by the Navy boat crew range safety boats positioned at the north and south boundary of the surface danger zones (SDZ) in the AIWW.
5. Title 33, U. S. Code, paragraph 3, clearly delegates authority to close the Atlantic Coast Sector (ACS) during live firing to the CG, MCB, however, the same authority does not apply to the AIWW.
6. The requests for Notices to Mariners, routinely sent by MCB Range Control to U. S. Army COE, have been accepted, published and through legal precedence, effectively closed the AIWW during live firing.
7. With recent, new LCDF weapon systems added to the FMF inventory, utilization of the "G" ranges has continued to increase; thereby highlighting the disruptive effect of going into a "check fire" every hour for the AIWW traffic.
8. Local radio, TV, and newspaper media have been informed of MCB operations over navigable waters and the Commanding General's ongoing examination of the subject.
9. 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.
10. 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.

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11. During recent, past meeting of the Range Facility Management Committee all users have requested additional LCDF range time. Enclosure (1) summarizes annual LCDF range requirements.

12. Costs associated with supported units going off-base to accomplish LCDF weapons training are highlighted at enclosure (2).

11. During recent past meeting of the Range Facility Management Committee all users have requested additional GDF range time. Enclosure (1) summarizes annual GDF range requirements.

12. Costs associated with supported unit camp off-base to accompany GDF weapons training are highlighted at enclosure (2).

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 MarDiv				
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	1,200	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 approximately 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 trng day provides 3,650 range hours
 - a 365 day year x 12 hr trng day provides 4,380 range hours
 - a 365 day year x 13 hr trng day provides 4,745 range hours
 - (Mon-Fri) a 261 day year x 12 hr trng day provides 3,132 range hours
 - a 261 day year x 13 hr trng day provides 3,393 range hours
 - (Mon-Sat) a 313 day year x 12 hr trng day provides 3,756 range hours

ENCLOSURE (1)

LOAD RANGE REQUIREMENTS (ANNUALLY)

LOAD RANGE REQUIREMENTS (ANNUALLY)

UNIT	1 hr	2-4 hrs	1 hr	2-4 hrs	1 hr	2-4 hrs
MEAD (H) WK						
MAC 26	100	60	10	6		
MAC 28	100	60	10	6		
29 TANK						
29 TANK	10	7	2	1		
29 TANK	30	22	4	3		
29 TANK	30	22	4	3		
MOB						
ITS	20	100	10	11		
MOSS	320	192	32	19		
FESE	384	230	3	33		
29 TANK						
29 TANK	880	530	88	53		
29 TANK	210	100	2	19		
29 TANK	320	220	32	26		
29 TANK	800	600	80	60		
29 TANK	1,200	800	120	80		

Totals: 4,682 hrs 3,117 hrs 468 days 312 days

- NOTES:
- 1) LCR = 50 cal NO unless specified otherwise
 - 2) All figures include approximately 2% safety factor
 - 3) Not all figures have been checked for accuracy
 - 4) 1 hr column = AIW closed for one hour periods
 - 5) 2-4 hr column = AIW closed for two and four hour periods
 - 6) Conversion factor: 1 hr = 60 min



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.

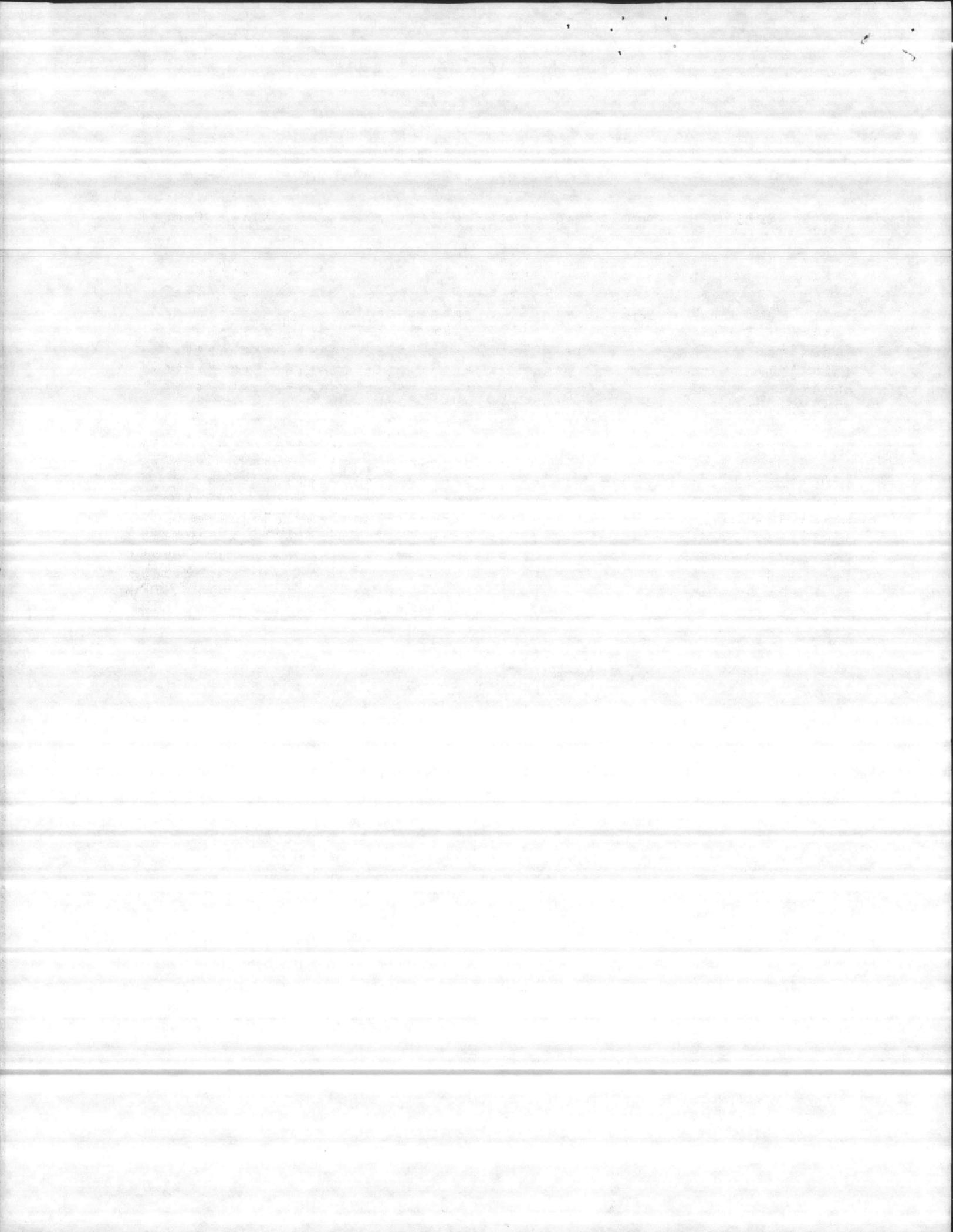
REQUIREMENTS: Increased Range Use
New Tank/LAV Gunnery Range
Improved Unit Firepower

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)



TRNG/OPS
30 May 85

POINT PAPER

Subj: Artillery Firing Restrictions (FAA Airspace, Blast Focus)

1. In the past, artillery firing was restricted by "Blast Focus." During the summer 1984 the CG, MCB directed we "lean forward in the foxhole" on this restriction. Since that time Range Control has continued to increase the daily blast focus (lessen the firing restriction) to the point where, for all practical purposes, no restriction applies. There have been no additional complaints of noise or shock wave damage from either military or neighboring civilian personnel. The revised range SOP has deleted the blast focus requirement.
2. Currently, artillery firing is limited to a maximum altitude of 17,999 feet, as authorized within Restricted Airspace 5306D. Additionally, artillery can only fire from/into areas under a restricted airspace. At Camp Lejeune the Verona Loop training areas are not under a restricted airspace; thereby limiting artillery to the east side of the base. In April 1985 a request for modification to R5306D & R5306E was submitted to cover Verona Loop and to extend the maximum altitude to 29,000 feet (to handle the M198 and 8" high angle firing). COMCABEAST and CG, MCAS, CPNC support this modifcaiton and have forwarded the proposal to the FAA.

POINT PAPER

Subject: Artillery Firing Restrictions (FAA Alpacas, Blast Focus)

1. In the past, artillery firing was restricted by "Blast Focus". During the summer 1984 the OG, MOP directed we "lean forward in the hole" on this restriction. Since that time Range Control has continued to increase the daily blast focus (lessen the firing restriction) at the point where, for all practical purposes, no restriction applies. There have been no additional complaints of noise or shock wave damage from either military or neighboring civilian personnel. The revised range SOP has deleted the blast focus requirement.

2. Currently, artillery firings are limited to a maximum altitude of 17,000 feet, as authorized within Restricted Airspace 21000. Additionally, artillery can only fire from into areas under a restricted airspace. At Camp Deane the 7000 foot training areas are not under a restricted airspace, thereby limiting artillery to the east side of the base. In April 1985 a request for modification to R33000 & R3300E was submitted to cover Verona loop and to extend the maximum altitude to 29,000 feet (to 30,000 feet and 8" high angle firing). COMCABAST and OG, MOPAS, CMC support this modification and have forwarded the proposal to the FAA.

Memorandum

5420/8

FAC

DATE:

FROM: Chief of Staff, Marine Corps Base, Camp Lejeune

TO: Assistant Chief of Staff, Training and Operations

SUBJ: EAST COAST REGIONAL REVIEW BOARD (ECRRB) MEETING ON 4 JUNE 85

Encl: (1) ECRRB Background Information

1. The enclosure provides background information on the subject meeting. The Commanding General has selected for presentation three major issues affecting Camp Lejeune. Background on these issues in point paper format will be developed as shown below and assembled for the Commanding General's briefing package:

a. Intracoastal Waterway Traffic Problem - AC/S Training & Operations.

b. Artillery Firing Restrictions (FAA Airspace, Blast Focus) - AC/S Training & Operations.

c. Private Developments and Recreational Demands for Onslow Beach - AC/S, Facilities.

2. Please provide these point papers to AC/S, Facilities for coordination/submission by COB 28 May 85.

~~CONFIDENTIAL~~

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

5420/9
FAC
22 MAY 1985

MEMORANDUM FOR THE COMMANDING GENERAL
CHIEF OF STAFF *z*

Subj: EAST COAST REGIONAL REVIEW BOARD

Ref: (a) CS Tickler #674-85

1. As requested by the reference, I contacted Colonel Townsend, AC/S, Logistics, MCRD, Parris Island, by telephone on 22 May. The conversation with Colonel Townsend revealed General Olmstead has decided to have the first conference from 1030-1600, 4 June 1985. The morning portion of the conference will be to identify the scope of the encroachment problems and the briefings will primarily be given by the General officers or staff officers as may be desired. The conference will break at 1200 for lunch. The afternoon session will be to define the problems into two categories:

- a. Potential losses and,
- b. Encroachment restrictions.

These two categories will then be broken down into near-term, mid-term or long-term problems. Additionally, it is emphasized that the first meeting would establish common denominators for problems throughout the east coast; i.e., common grounds to fight encroachment problems.

2. General Olmstead has indicated he wants this first meeting to be short; no cocktail party, just a basic meeting to start and establish the problems for the Regional Review Board.

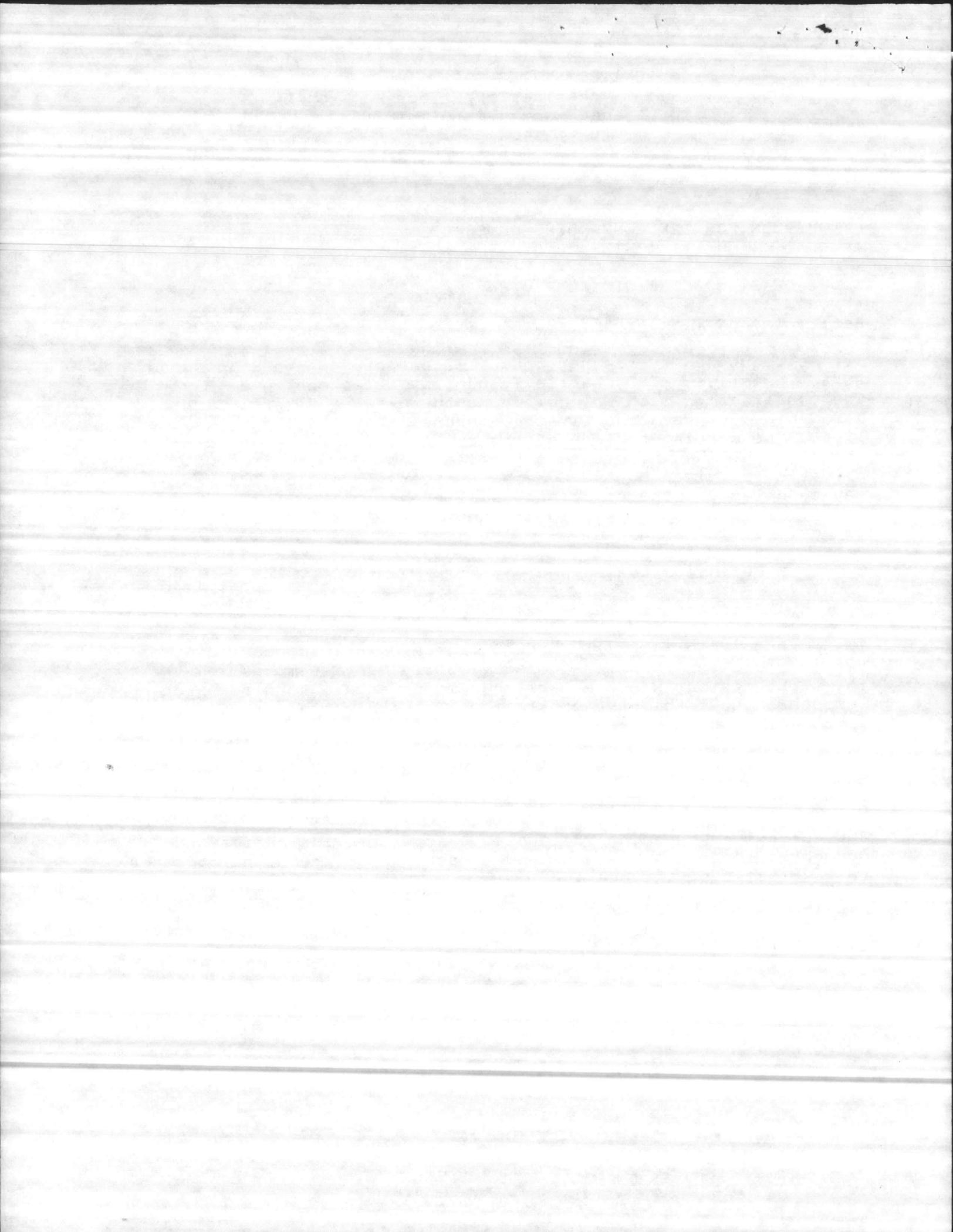
3. Colonel Townsend has requested that we provide coffee and doughnuts for the conference and a recorder or stenotype operator to take notes of the meeting.

Very respectfully,

RAT
R. A. TIEBOUT
AC/S, Facilities

OK
Ken Olmstead called me on this.
Please give me your suggested
talking papers on the 2 or 3 points
that we feel most threatened by. *BT*

Encl (1)



✓ POINT PAPERS FOR CG'S BRIEFING PACKAGE



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

IN REPLY REFER TO:

5420/8
FAC
15 MAY 1985

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Commanding General, Marine Corps Recruiting Depot, Parris Island, South Carolina 29905-5001 (Attn: AC/S Logistics Colonel Townsend)

Subj: EAST COAST REGIONAL REVIEW BOARD

1. As requested, the date of 4 June 1985 is confirmed for the subject conference and the following agenda items are proposed:

a. Current Encroachment and Environmental Issues at Camp Lejeune:

✓ (1) Safety constraints and firing interruptions caused by traffic on the Atlantic Intracoastal Waterway.

✓ (2) Presence of endangered species.

(3) Private development

FAC

✓ (4) FAA airspace ^{LEAA} _{LBI Focus} restrictions on artillery firing.

b. Future Encroachment and Environmental Issues:

(1) Construction of highway bypasses through the base.

FAC

✓ (2) Expanded FAA airspace restrictions on artillery firing.

(3) Public recreational demands for the beaches.

FAC

✓ (4) Private development in noise sensitive areas.

(5) Land use limitations for archaeological and historical protection.

NR

c. Defining Military Training Land Requirements in the Master Planning Process.

FAC

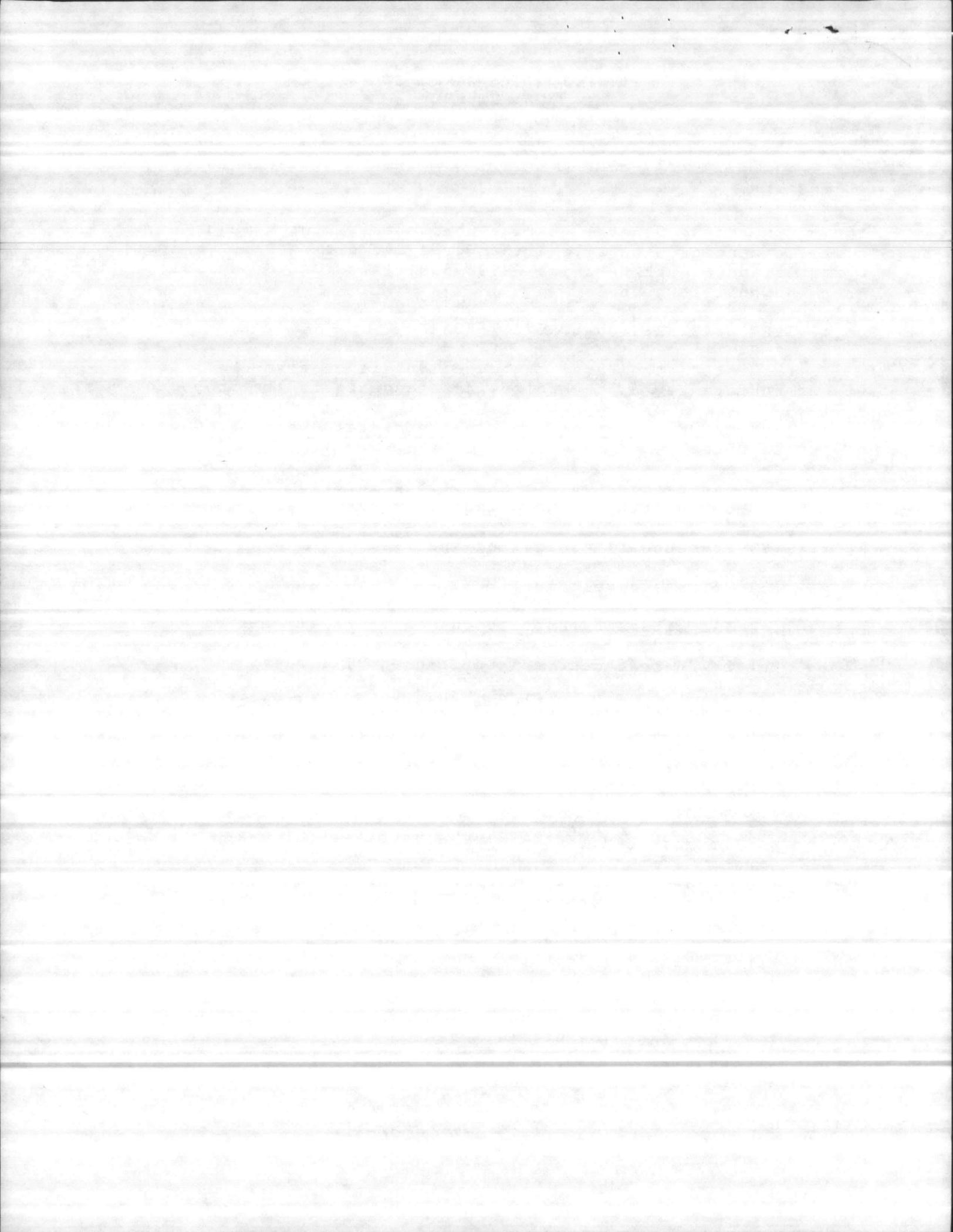
d. Activity Response to Encroachment.

FAC

2. Request that you please let me know as soon as possible the number of attendees and how many will need overnight accommodations.

A handwritten signature in black ink, appearing to read "B. W. Elston".

B. W. ELSTON
By direction





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

IN REPLY REFER TO:
CS
Ser: 666-85
06 May 85

*Hold -
Low priority*

TICKLER PART I

TO: FAC

1. The following has been entered into the Tickler System:

<u>ORIGINATOR</u>	<u>SUBJECT</u>	<u>DUE DATE</u>
Chief of Staff	Ltr from Gen Olmstead	14 May 85

[Signature]
W. W. LINDSAY, Jr.
Major USMC

TICKLER PART II

~~15 May 85~~
DATE

To: Staff Secretary, Marine Corps Base, Camp Lejeune

1. Returned.

XX Completed action attached.

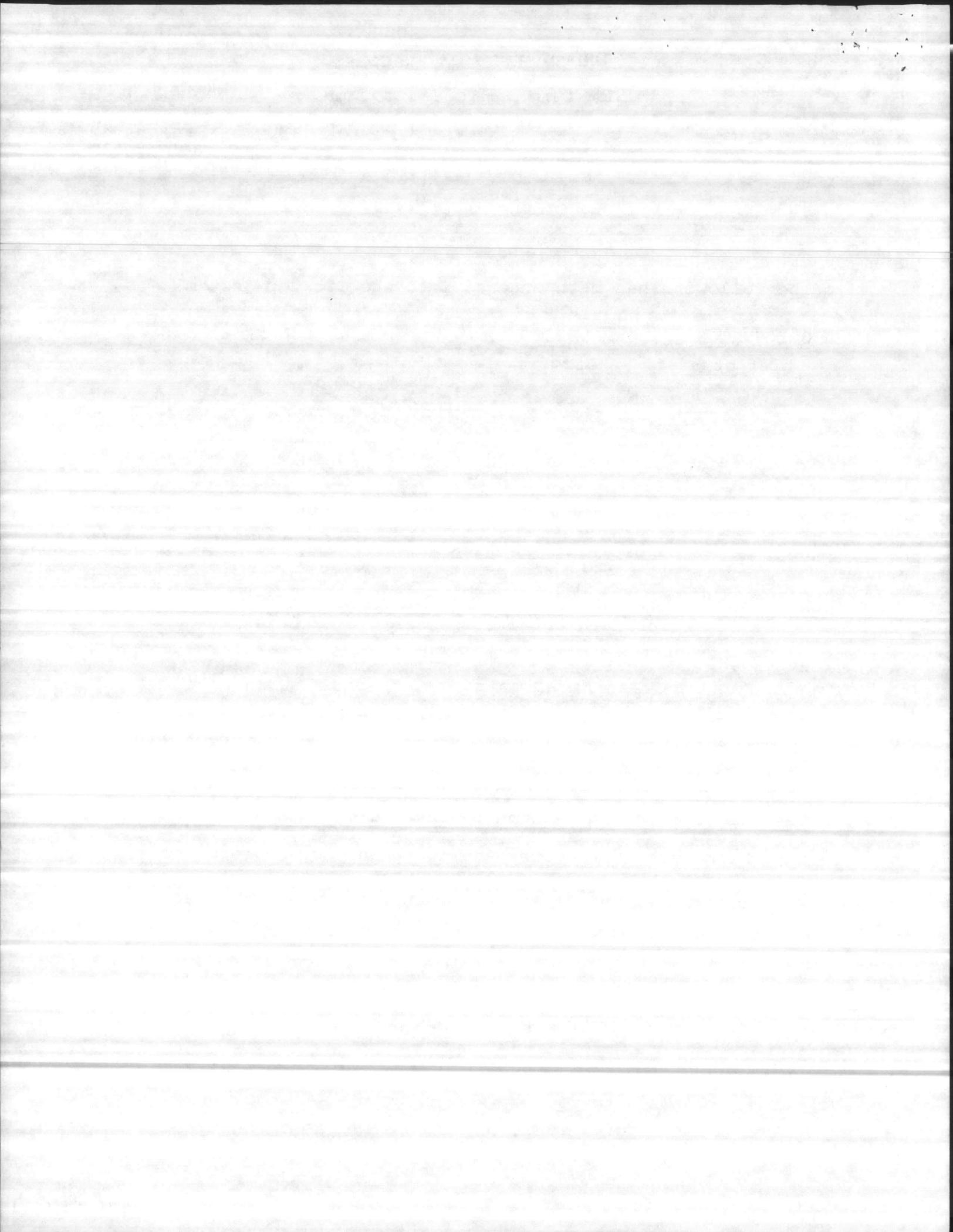
Request extension of due date to _____ because

Request action section be changed to _____.

Signature of section head accepting action required.

B. W. ELSTON
Signature

Agenda items approved by CG this date and forwarded to MCRD Parris Island
by AC/S, Facilities.





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

IN REPLY REFER TO:

5420/8
FAC
15 MAY 1985

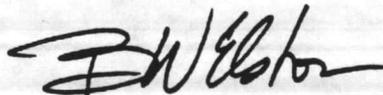
From: Commanding General, Marine Corps Base, Camp Lejeune
To: Commanding General, Marine Corps Recruiting Depot, Parris
Island, South Carolina 29905-5001 (Attn: AC/S Logistics
Colonel Townsend)

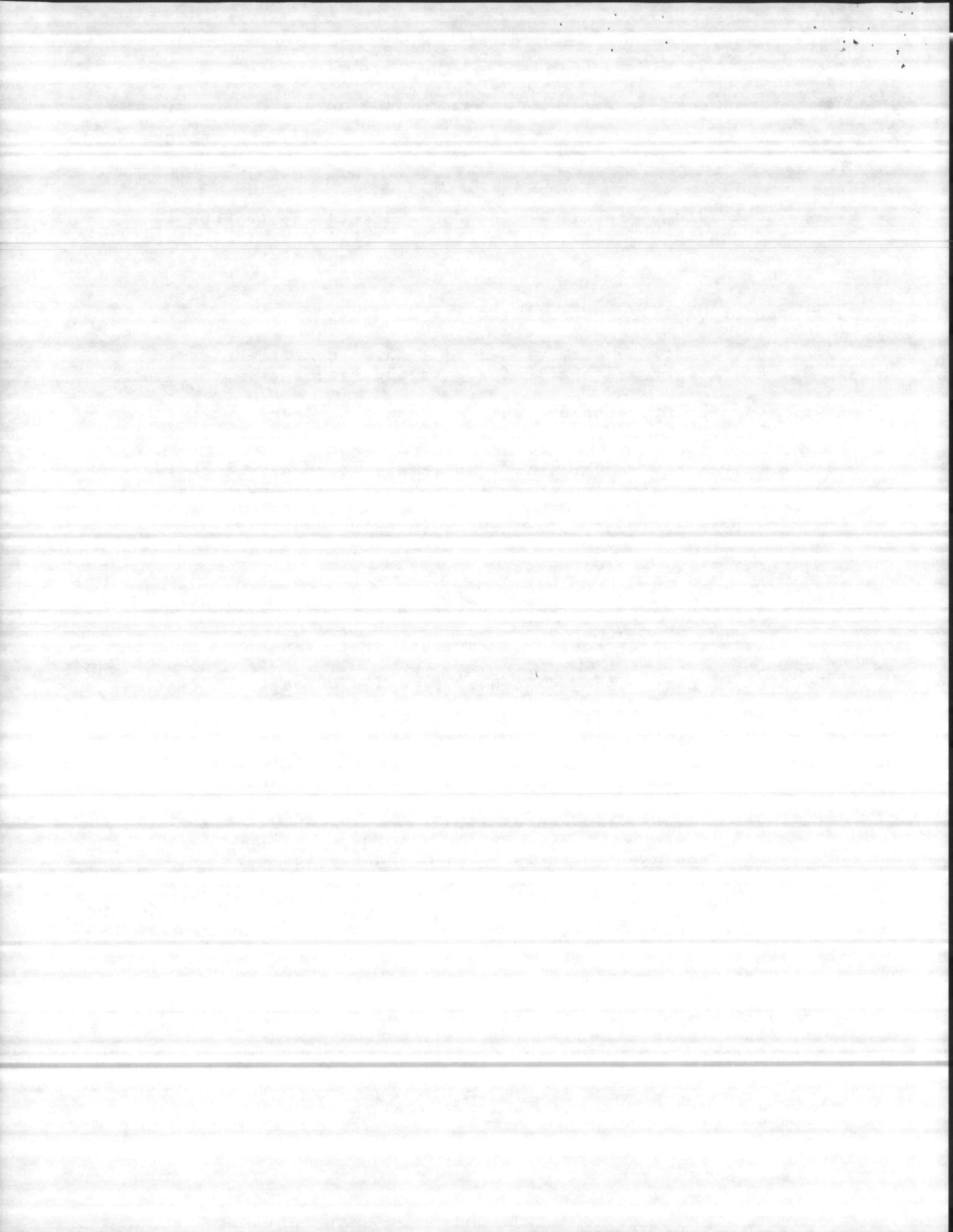
Subj: EAST COAST REGIONAL REVIEW BOARD

1. As requested, the date of 4 June 1985 is confirmed for the
subject conference and the following agenda items are proposed:

- a. Current Encroachment and Environmental Issues at Camp
Lejeune:
 - ✓(1) Safety constraints and firing interruptions caused
by traffic on the Atlantic Intracoastal Waterway.
 - (2) Presence of endangered species.
 - ✓(3) Private development
 - ✓(4) FAA airspace restrictions on artillery firing.
- b. Future Encroachment and Environmental Issues:
 - (1) Construction of highway bypasses through the base.
 - (2) Expanded FAA airspace restrictions on artillery
firing.
 - ✓(3) Public recreational demands for the beaches.
 - (4) Private development in noise sensitive areas.
 - (5) Land use limitations for archaeological and
historical protection.
- c. Defining Military Training Land Requirements in the
Master Planning Process.
- d. Activity Response to Encroachment.

2. Request that you please let me know as soon as possible the
number of attendees and how many will need overnight
accommodations.


B. W. ELSTON
By direction





COMMANDING GENERAL
 Marine Corps Recruit Depot/
 Eastern Recruiting Region
 Parris Island, South Carolina 29905-5001

1 May 1985

*if
 please have
 our people
 begin to work
 up the details
 of this meeting
 and run by
 you approval.*

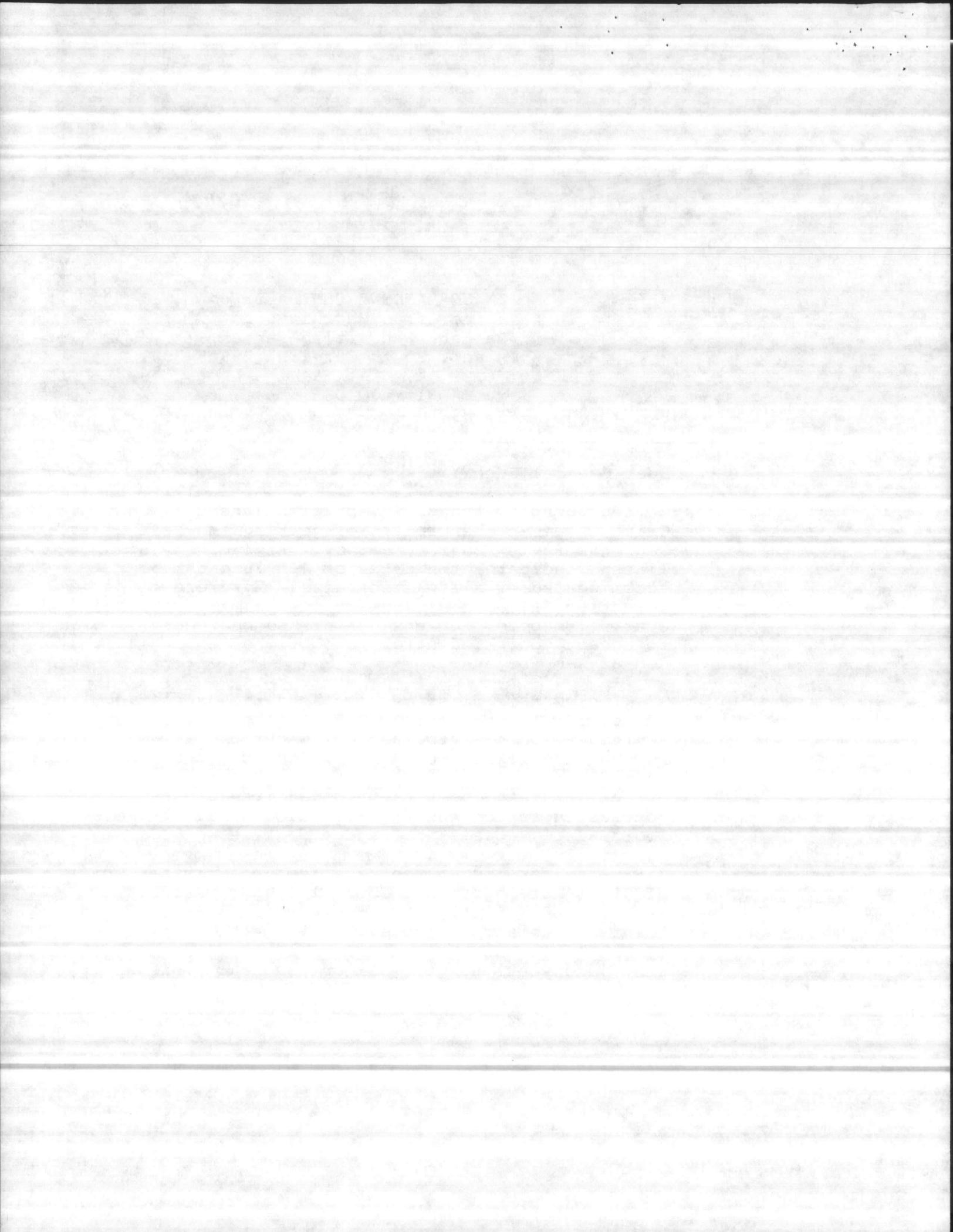
how
 Dear General Buehl:

Pursuant to the direction of Lieutenant General Crist, I am in the process of getting the East Coast Regional Review Board underway. Preliminary staff liaison indicates the dates of 4-5 June can be accommodated by all participants. My present intention is to use 4 June as the primary date and 5 June, if needed, for any unfinished business. I plan to accept your kind offer to host the meeting at the COM at Camp Lejeune.

*also - I would
 like to see the
 ideas mentioned in
 para 2 run
 them
 along*

I view this first meeting as a time to set our course for future efforts. To this end, I solicit your ideas both as to what our major problems are now, or are likely to be in the future, and how we should best tackle them. I think that by establishing a consensus on objectives and best courses of action, our future efforts will be more coordinated, consistent, and effective.

My staff point of contact is our Assistant Chief of Staff for Logistics, Colonel Dave Townsend, (Autovon 832-2511). I would appreciate it if your point of contact would send him a letter or memo by 15 May confirming your availability on 4 June and providing your thoughts for our agenda. This will



provide time to sort out your suggestions, prepare a meaningful agenda, and get back to you in timely fashion.

Warm Regards,

Steve

STEPHEN G. OLMSTEAD
Major General, U. S. Marine Corps

Major General Louis H. Buehl
Commanding General, Marine Corps Base
Camp LeJeune, NC 28542-5001

AC/S, Facilities

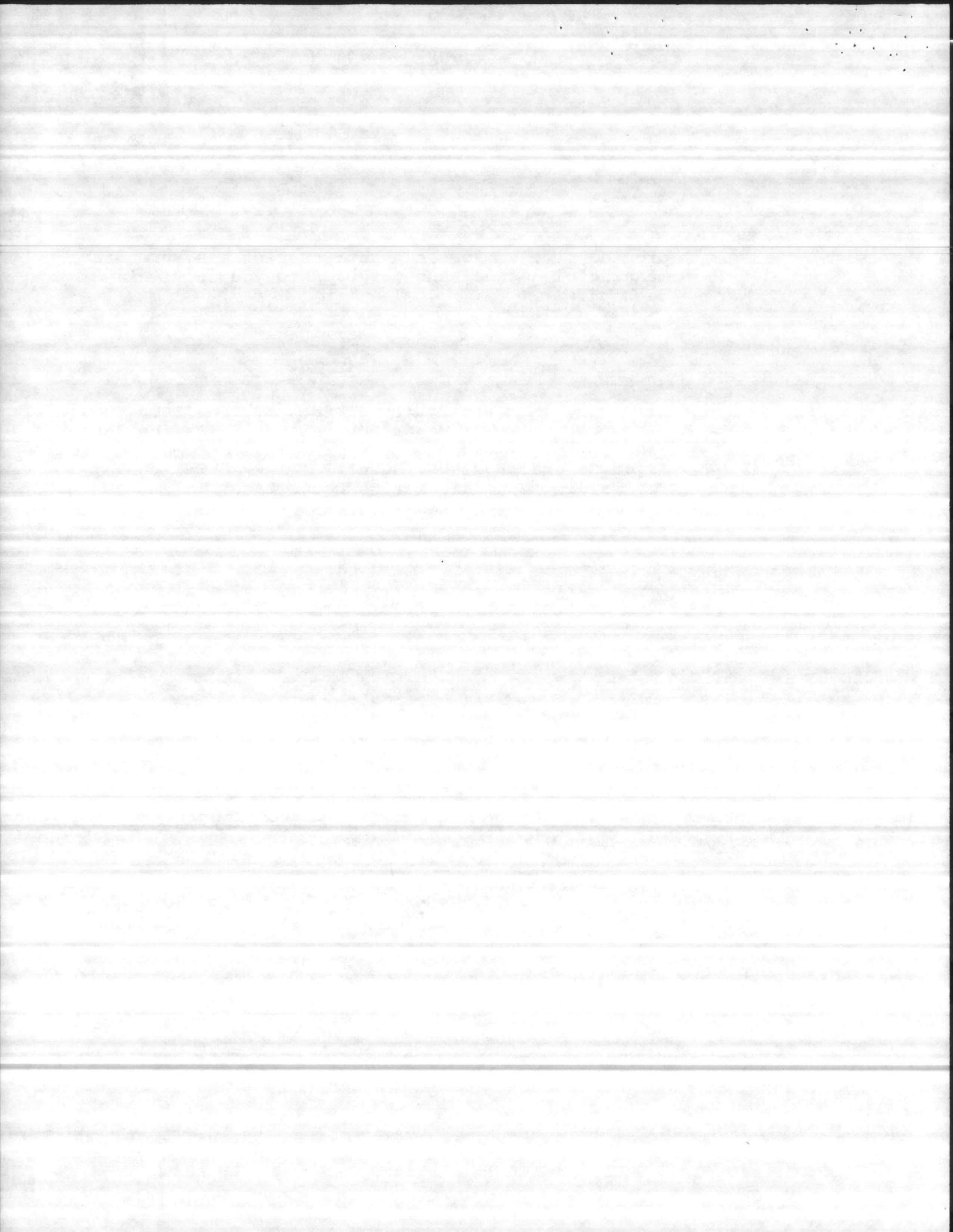
6 May 85

*take Lt's note for action.
Let me know if the 400 June
schedule is feasible.*

666-85

B

14 May 85



4/25

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

5050
FAC
24 APR 1985

MEMORANDUM FOR THE COMMANDING GENERAL
CHIEF OF STAFF

Subj: EAST COAST REGIONAL REVIEW BOARD

Ref: (a) CG's Note dtd 12 April 1985

1. I have established initial liaison with all command points of contact, as per your instructions. Major General Olmstead's representative accepted our offer to host the event, and proposed some time frames for the first meeting. We agreed the period 3-5 June would be the most convenient; anticipating the meeting to last only one day. We expect some official correspondence within days.

2. The Lejeune Room of the Officers' Club has been tentatively reserved from 3-5 June for the conference, and two rooms have been set aside in the Senior Officers Guest House for Major General Olmstead.

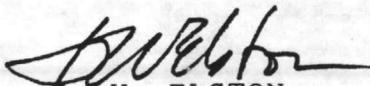
3. We will coordinate any agenda topics with Division and FSSG to present a "Camp Lejeune" position. I will keep you informed.

4. The points of contact for each command are:

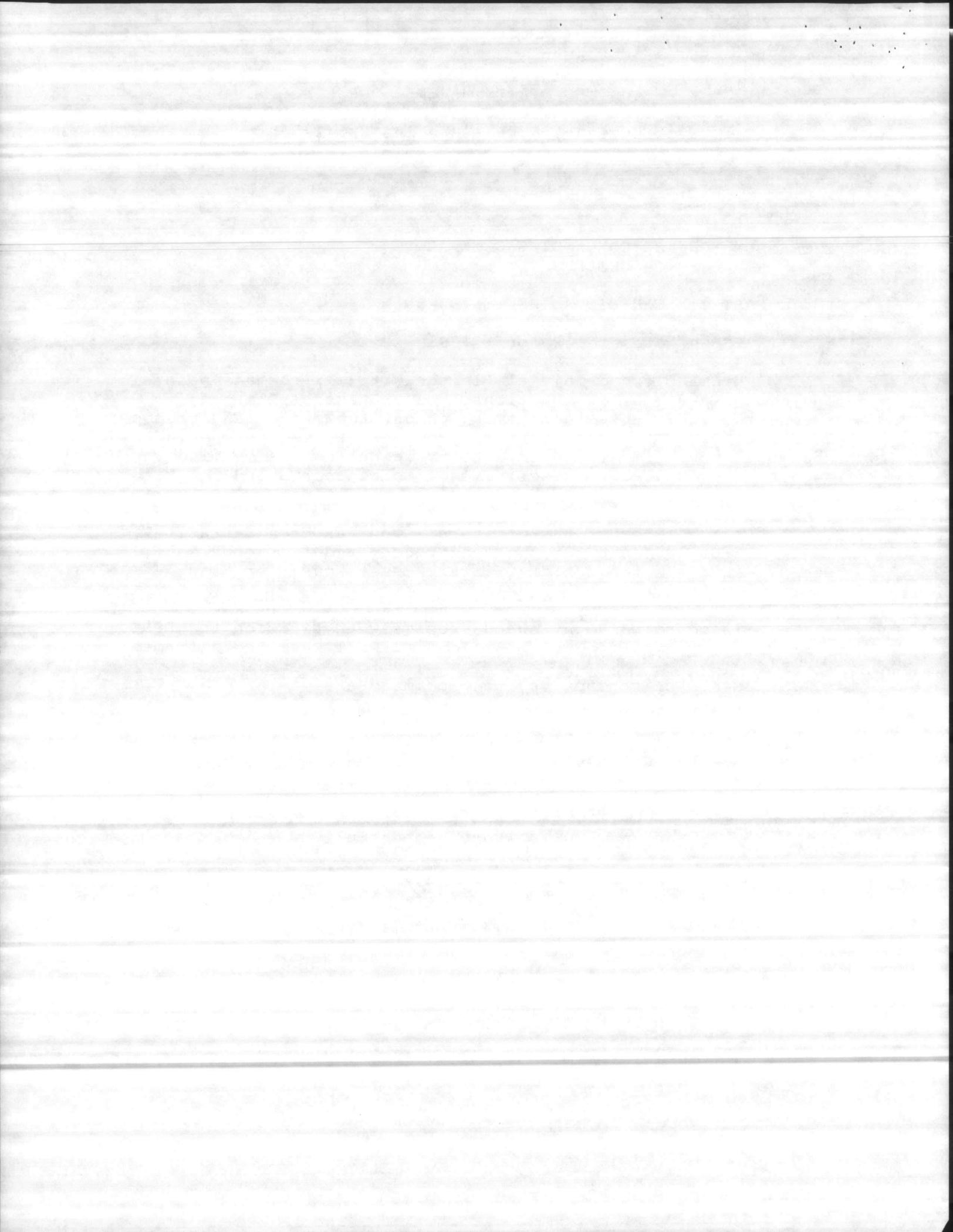
MCRD/ERR, Parris Island: Col Townsend
2d MAW: Col Judkins/Maj Boswell
2d MarDiv: Col Way
COMCABEAST: Col Waddell
2d FSSG: Col Scanlon

Very respectfully,

Thanks/JS


B. W. ELSTON
AC/S, Facilities

*Copy sent to
Col Scanlon*





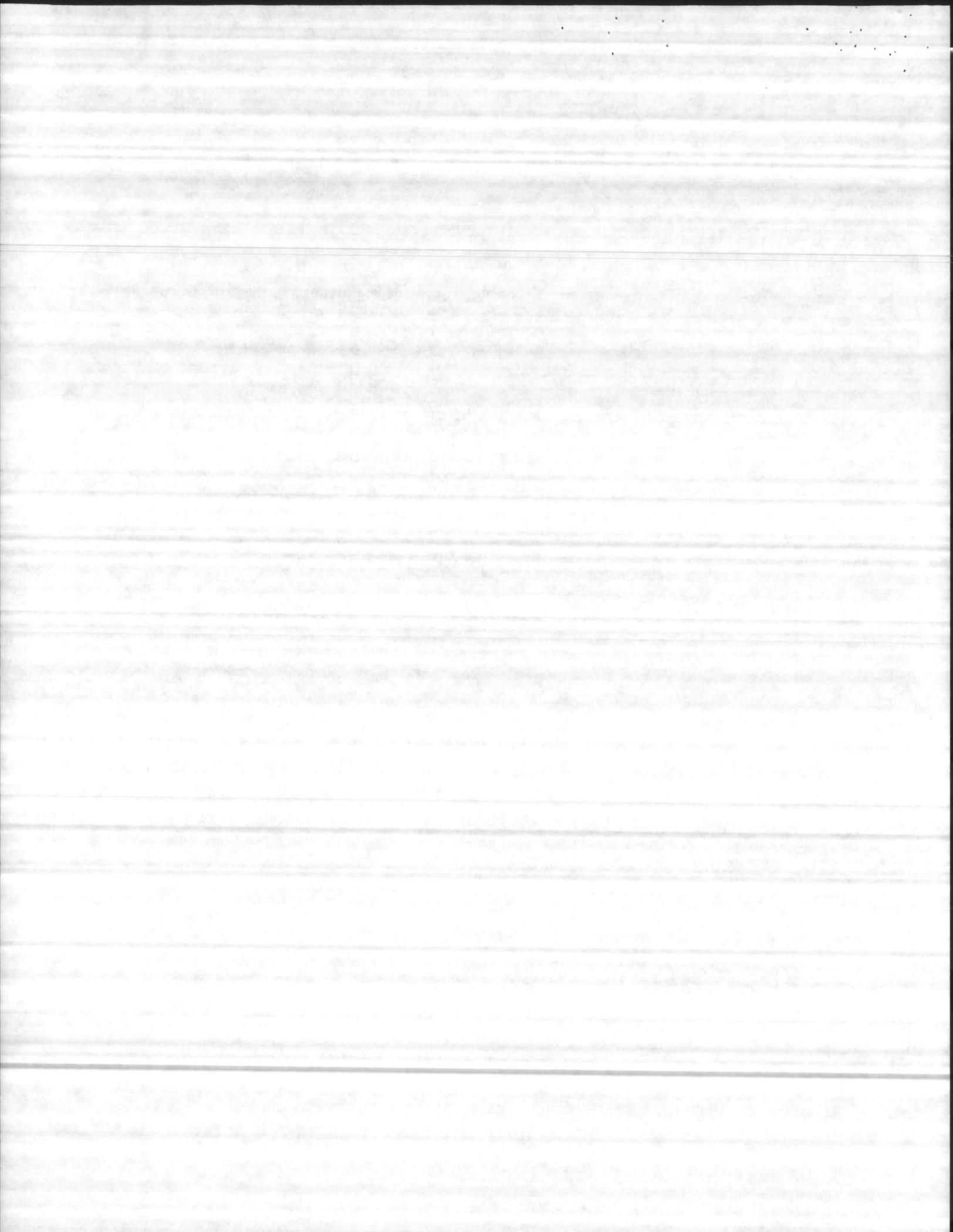
4.12.85

From: Commanding General, Marine Corps Base

To: ACO S ~~Facilities~~

VIA - C/S 7

Please open an active
file and lines of
communication with
the POE at each of the
other commands. We
would be happy to host.
D





5 April 1985

Dear Lou,

Attached is the Charter for the East Coast Regional Review Board which has now been approved by the Commandant. As you can see, we managed to incorporate many of your recommendations.

The Commandant has great hopes for the new organization, as do we all. The establishment of this Board is the first step in getting our act together to meet ever increasing pressures from the civilian sector on our shrinking resources.

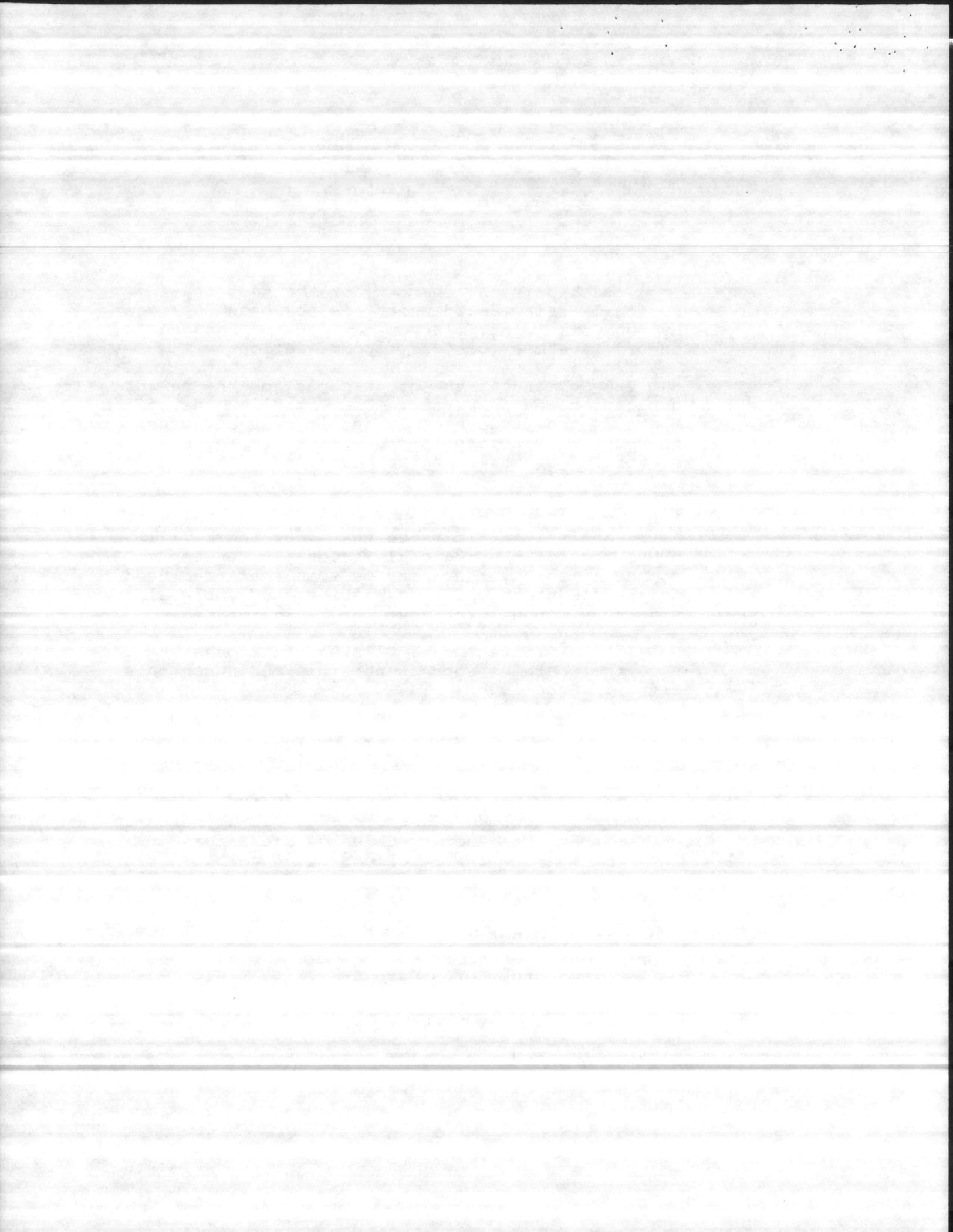
Concurrently, we are putting together a Washington Review Group of which I will be the Chairman. Although it is anticipated that your Board will address most of the regional issues and develop a common approach, there may be some that need Headquarters' attention. The Washington Group will provide that conduit for you.

I have written Steve Olmstead to request he convene the Board as soon as possible to launch this effort. Good luck!

Warm regards,

GEORGE B. CRIST
Lieutenant General, U. S. Marine Corps
Deputy Chief of Staff for
Installations and Logistics

Major General Louis H. Buehl III, USMC
Commanding General
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001



Charter

MARINE CORPS EAST COAST REVIEW BOARD

1.0 Background

The East Coast Regional Review Board is chartered to facilitate the early identification of potential community issues, which if not addressed, may result in a conflict between the military mission of our East Coast bases and the goals of communities in which they are located.

2.0 Mission

Review Marine Corps requirements for land use and compatible air space on a regional basis.

Identify current and potential land use compatibility issues which pose a threat to the viability of military installations.

Study the impact of these issues on East Coast Marine Corps operations.

Resolve local issues.

Formulate Marine Corps policy recommendations and courses of action to the Commandant when local resolution of an issue cannot be accomplished. In such cases, all pertinent information shall be forwarded to the Washington Review Group for final review and recommendation to the Commandant.

3.0 Organization

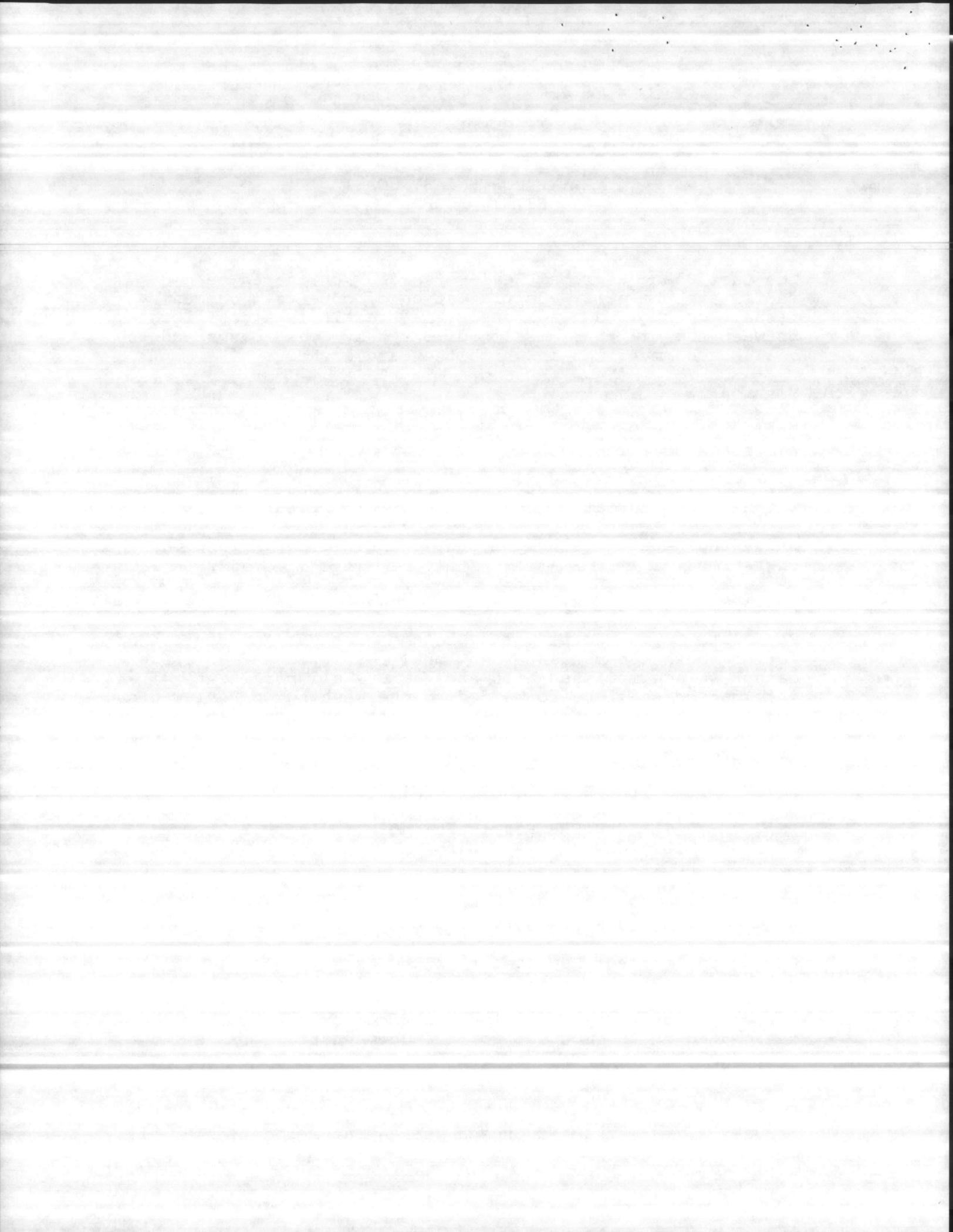
Membership of the Board shall consist of:

- CG, MCRD/ERR Parris Island
- CG, 2d Marine Air Wing
- CG, 2d Marine Division
- CG, COMCABEAST
- CG, MCB Camp Lejeune
- CG, 2d Force Service Support Group

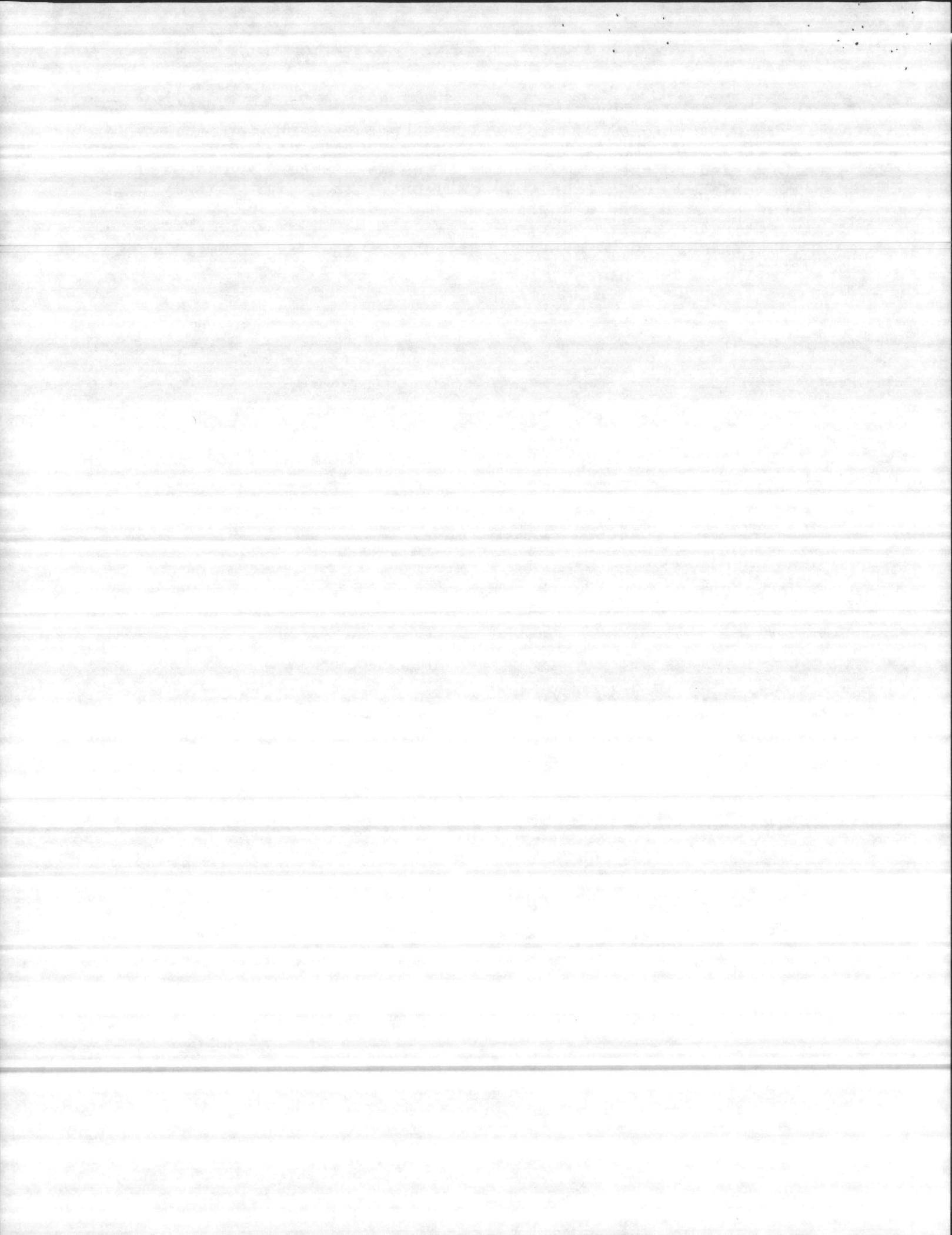
Admission of other Department of the Navy personnel will be at the discretion of the Board by simple majority vote. Chairmanship of the Board will be vested in the most senior member. Legal support will be provided by an attorney designated by the Counsel for the Commandant.

4.0 Procedures

The Board will convene as often as the Chairman deems necessary, but at least once a quarter at a location of his



choice. Official minutes will be kept of each meeting. All minutes, recommendations, and unresolved issues will be forwarded to the Commandant via the Washington Review Group and treated for official use only until such time as they have been reviewed and a course of action decided. A copy of the minutes and recommendations will also be distributed to CG, FMFLANT and commanding officers of affected commands, as appropriate.



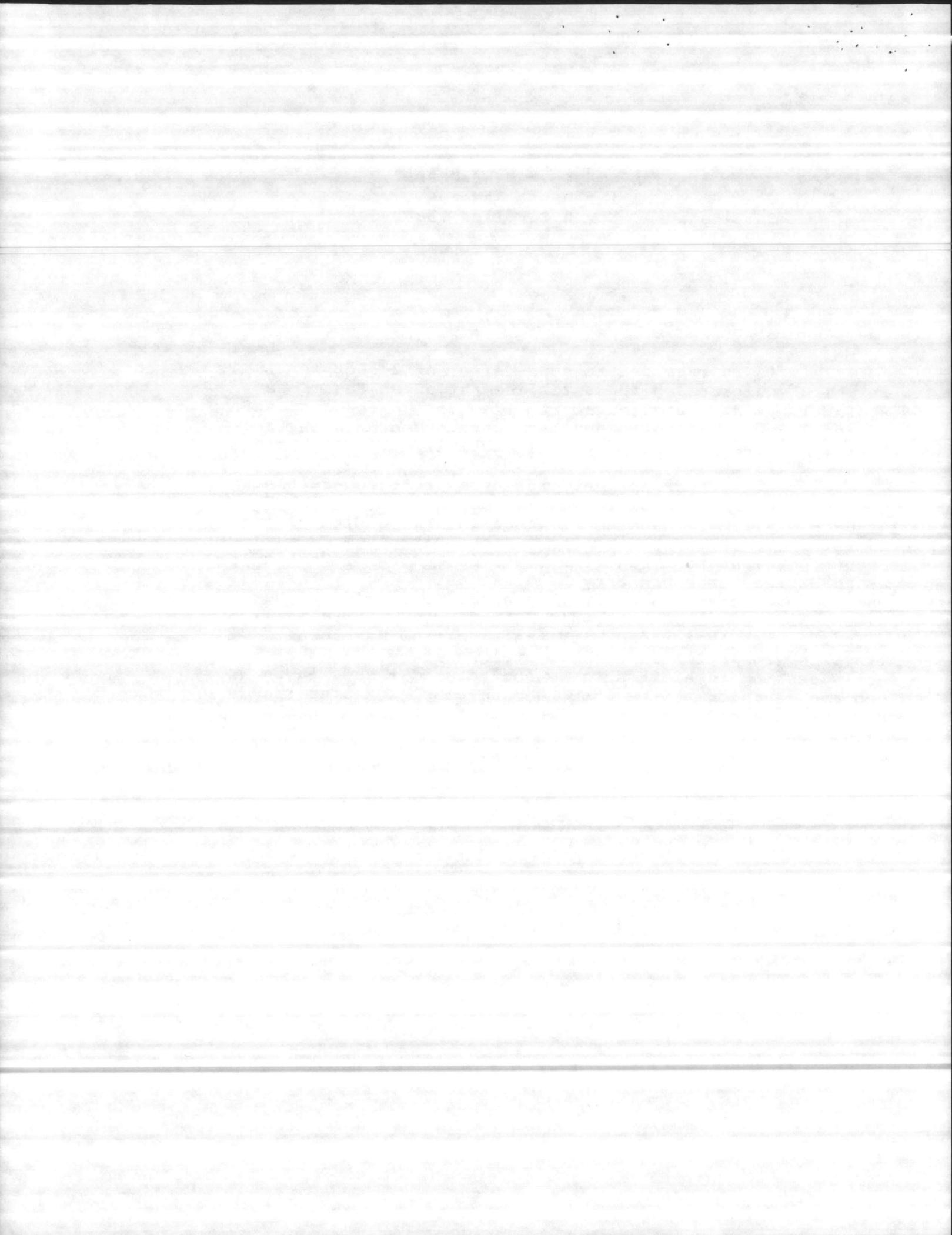
111017

UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 25842-5001
2 November 1984

Dear General Crist:

This is in response to your letter of 24 October 1984 in which you proposed the establishment of an East Coast Regional Review Board. I heartily concur in the proposed Regional Review Board to address encroachment and environmental problems facing East Coast activities.

Presently, encroachment pressures are being felt at Camp Lejeune in several forms. To mention a few, the City of Jacksonville is seeking right-of-way for a U.S. Highway 17 Bypass through Montford Point, the State of N.C. has announced plans to bypass the small community of Verona using Marine Corps property, and extensive commercial real estate development is occurring on the south side of New River Inlet and in the Brown's Island area. There is also significant interference with training from watercraft traveling the Atlantic Intracoastal Waterway. We are presently seeking to address these and related issues in an ongoing revision of the Camp Lejeune Complex Master Plan. However, additional emphasis and staff support should be placed on the encroachment program at all levels along with increased coordination with local community planning.



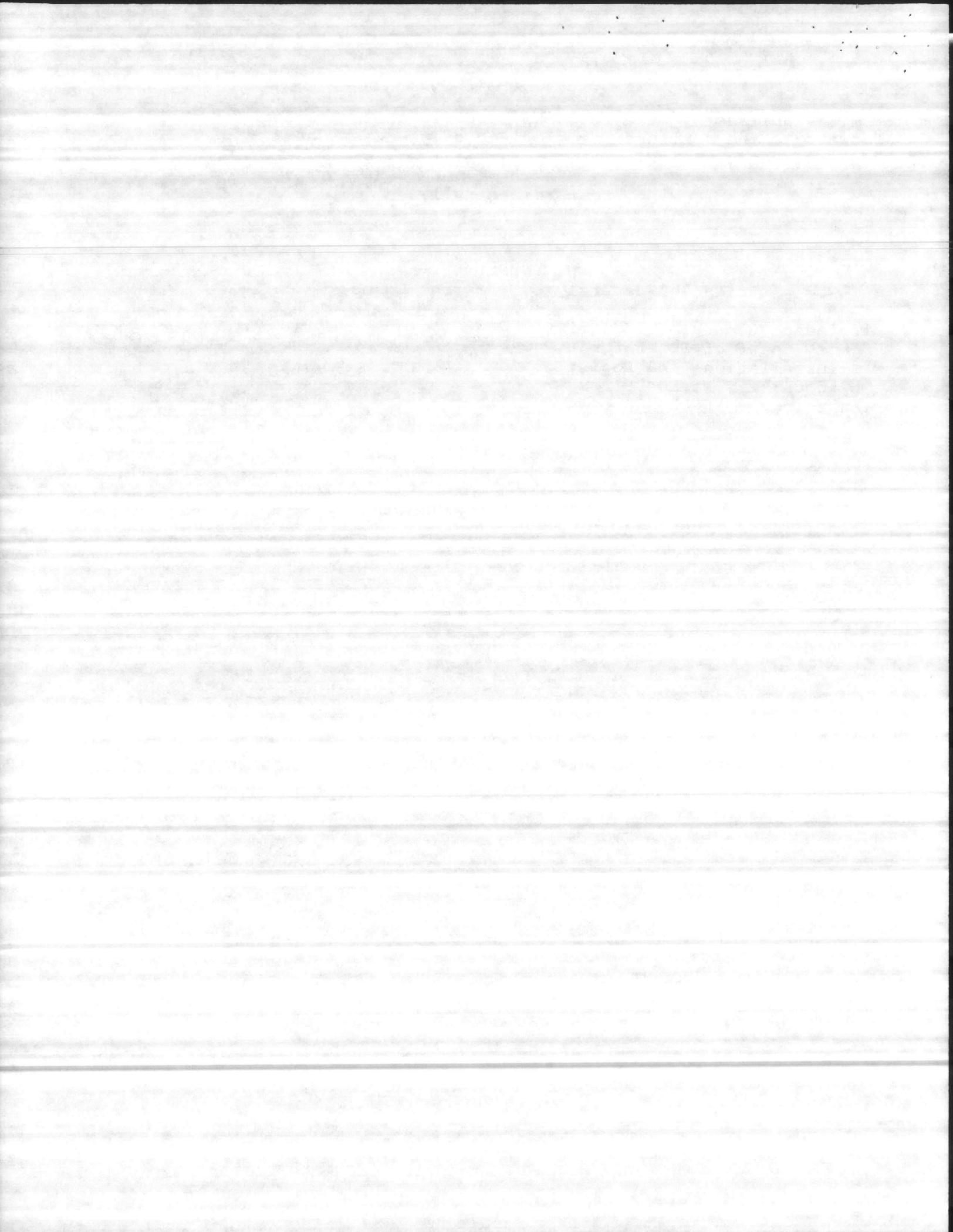
Establishment of a regional forum is timely--I look forward to the continued development of the East Coast Regional Review Board.

Most respectfully,

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

Lieutenant General G. B. Crist
Deputy Chief of Staff for
Installations and Logistics
Headquarters Marine Corps
Washington, DC 20380

Drafter: B. Alexander/Mr. Elston
Typist: H Foster FAC 1Nov84



10-26-87



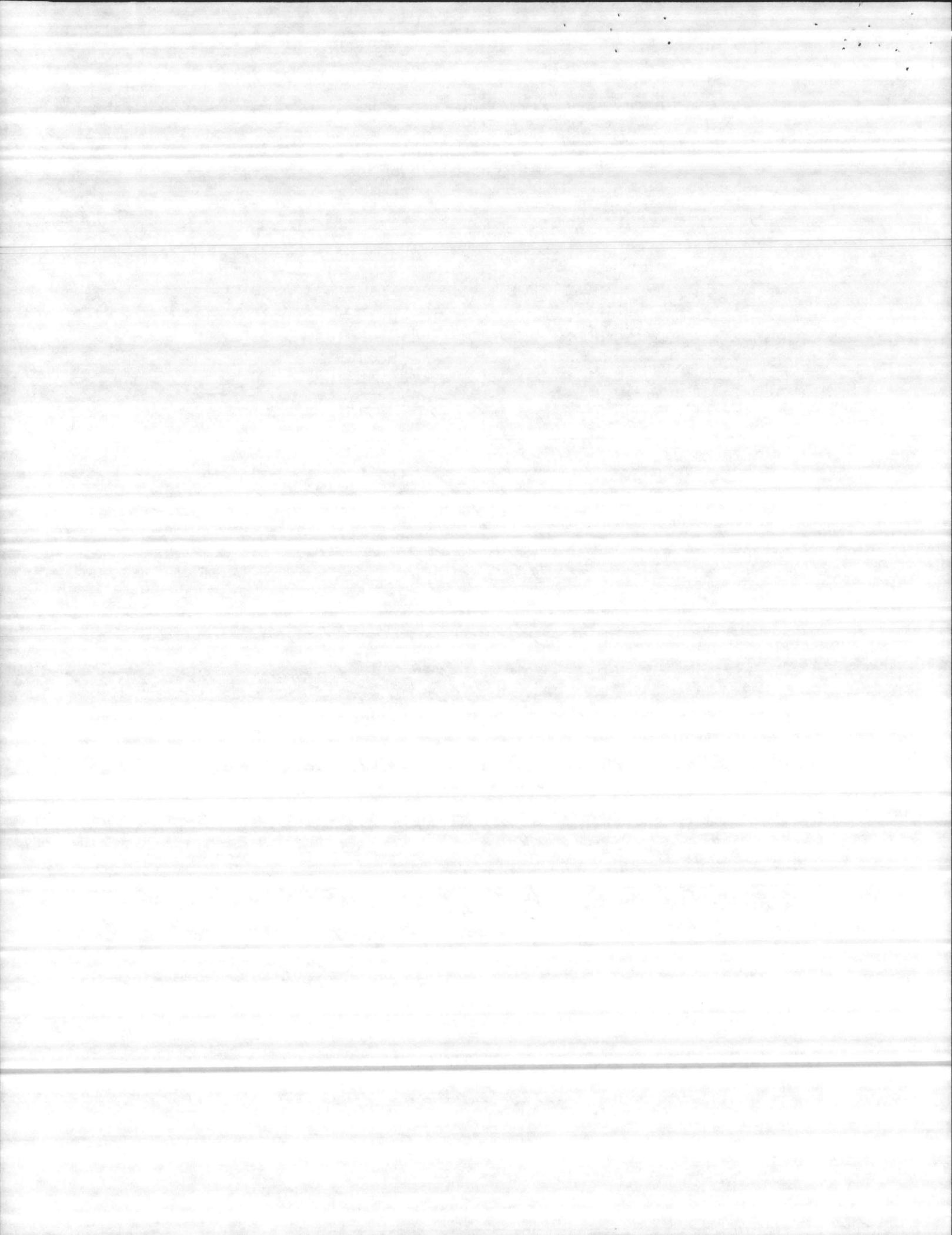
From: Commanding General

ACOS Facilities
via C/S

Prepare short response
please. I concur
such a forum could
be helpful. Cite the
three encroachment cases
we are now contending
with -

- HW ^{II} 17 Sereno
- HW # 24 Byfors
- The developments
around Brown's Island
and new power plant

Like to have 15th week of November, 1987

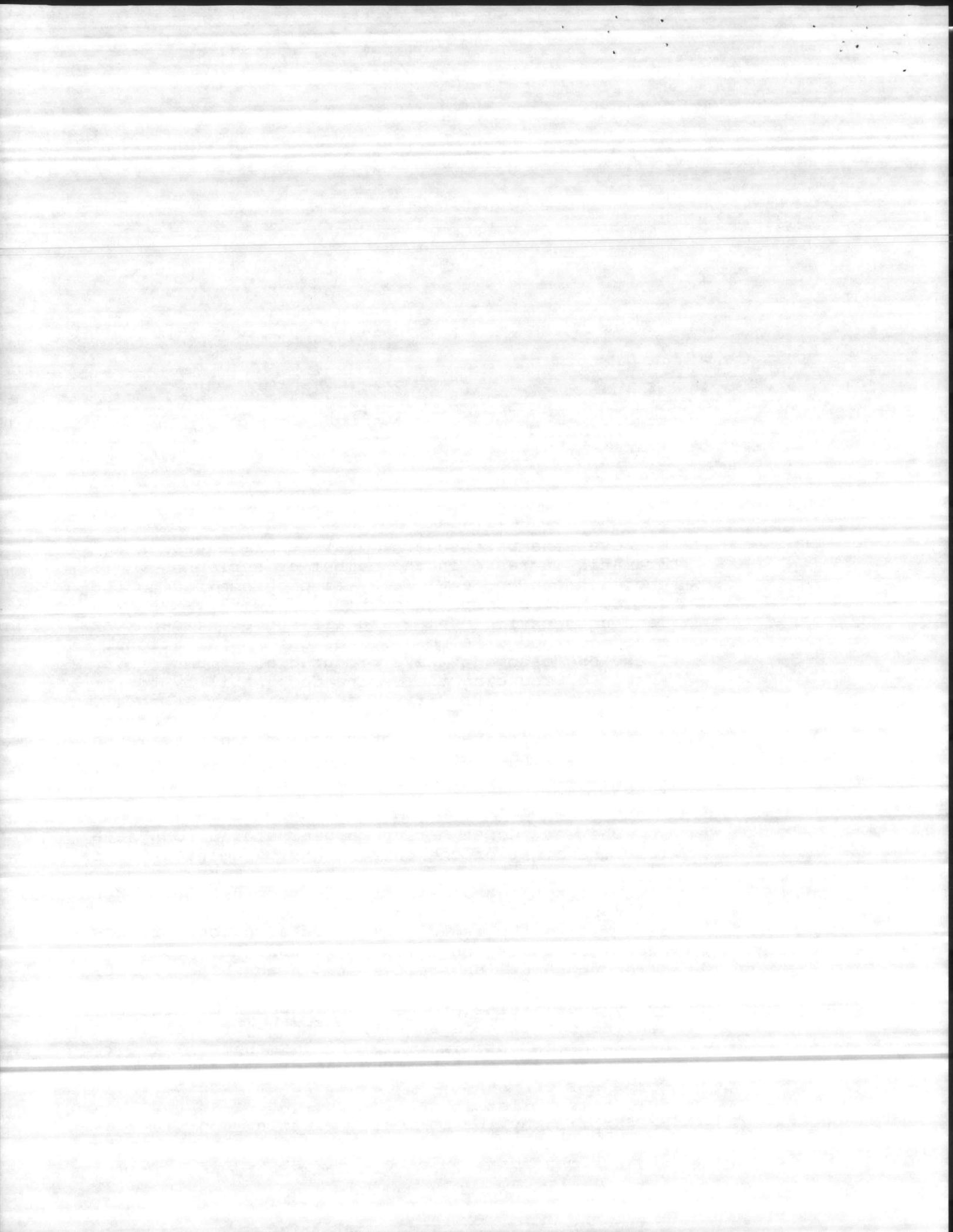




Dear Lou:

Over the past several years there has been a dramatic increase in the number of serious encroachment and environmental problems facing the entire Marine Corps throughout the world. Major land use, environmental and air space encroachments have occurred at almost all of our installations. These encroachments have produced an accumulative effect of reducing the Marine Corps ability to properly train its Marines for their combat role. This very serious trend has been further exacerbated by the emerging requirements for expanded training areas and ranges to support new weapon systems and equipment now being introduced into our operating forces.

The West Coast Marine Corps installations have felt the brunt of the current encroachment pressure to date, but these pressures have now spread to all Marine Corps installations. In recognition of West Coast problems Commanding General, 3rd MAW, recommended the establishment of a regional review board to address on a regional basis the problems of encroachment on their installations and operations. The charter for this board is currently being prepared by my staff. The proposed board would be made up of general officers representing the Major West Coast Marine Corps installations and commands. Initial legal support would be provided by Counsel, Marine Corps Western Bases, but we envision a dedicated full-time billet in the future. Staff support would be supplied by the Community Planning and Liaison Office, COMCABWEST. It would meet at least quarterly and the chairman would be the most senior member.

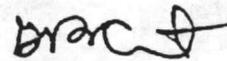


The board's principle function is to identify encroachment issues and formulate recommendations to solve the problems. If help is needed from Headquarters, the board's recommendation would be sent to the Washington Encroachment Group at Headquarters Marine Corps, for resolution.

Since General Kelley has approved the West Coast Regional Review Board establishment, I thought it would be in the best interest of the Marine Corps to explore the development of a East Coast Regional Review Board. If established it would act as an early warning mechanism to avoid many of the major community and environmental issues we now face at our West Coast activities.

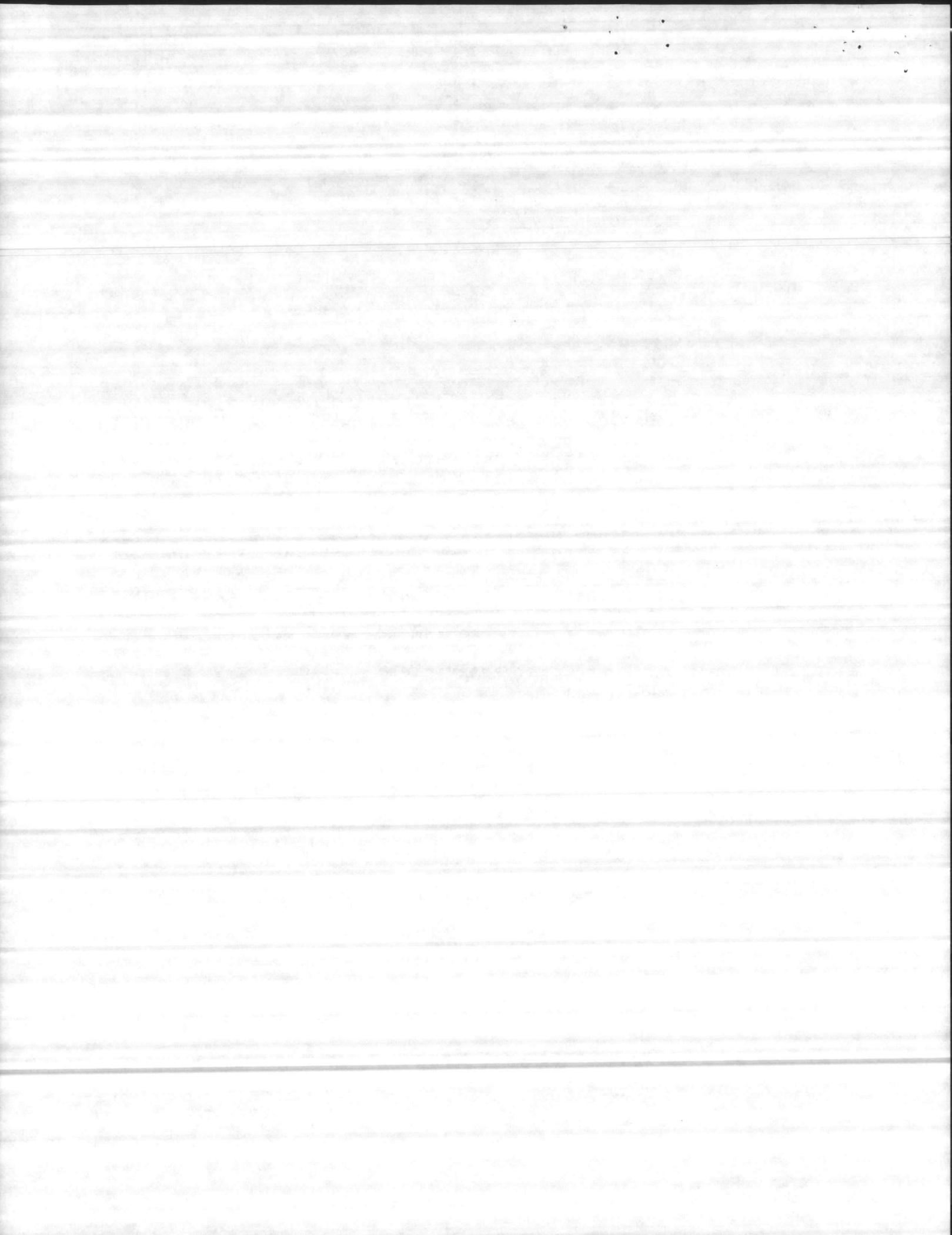
In order to improve the Marine Corps' stance on issues of importance to our installations' continued operations in the future, I request you consider my proposal and provide comments to me by 9 November I can quickly finalize and implement this valuable management tool.

Best Wishes,



GEORGE B. CRIST
Lieutenant General, U. S. Marine Corps
Deputy Chief of Staff for
Installations and Logistics

Brigadier General Louis H. Buehl III, USMC
Commanding General
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001



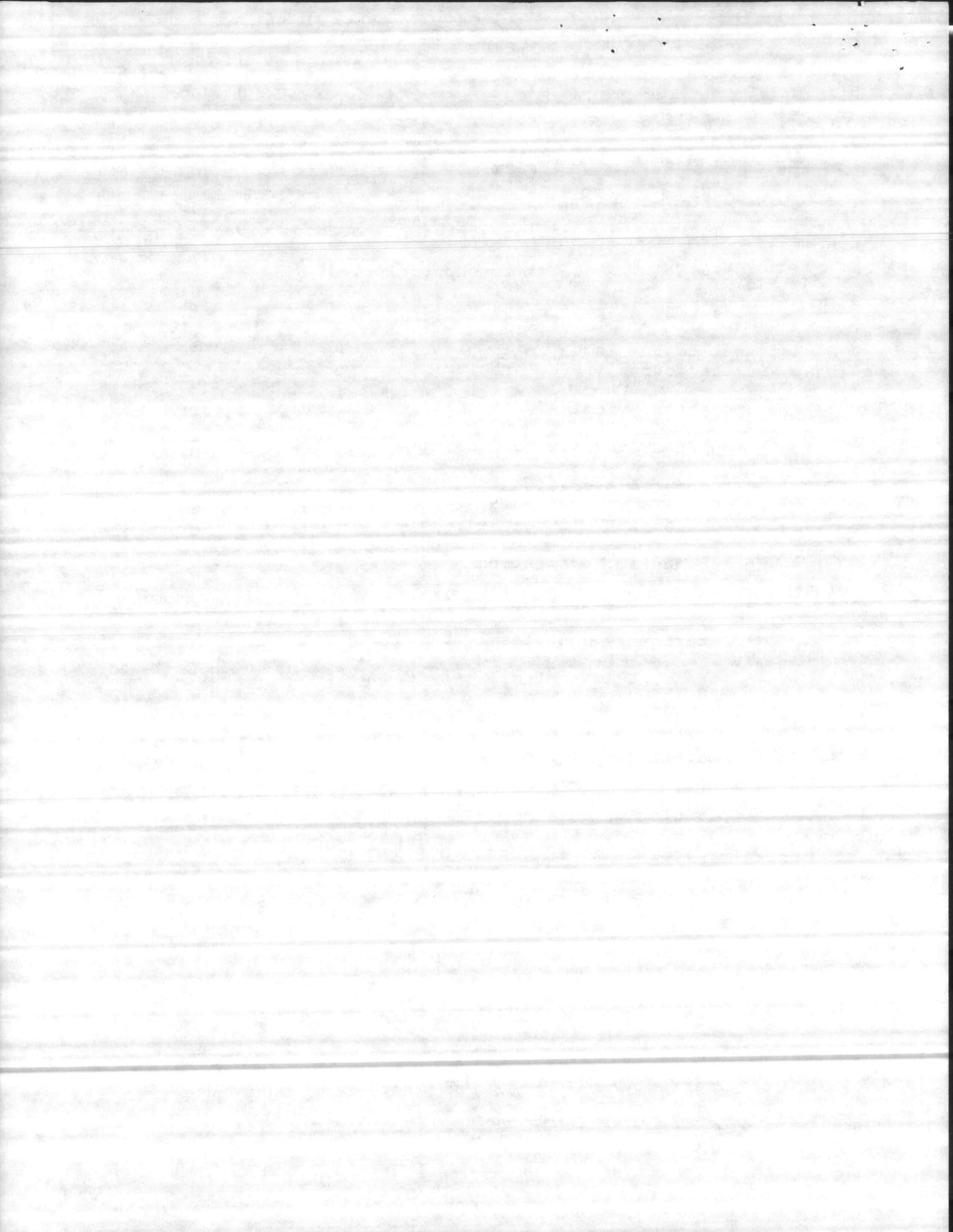
EAST COAST REGIONAL REVIEW BOARD 4-5 JUN 85

FOCUS: Set course for future action.

1. Consensus on objectives.
2. Identify organization/structure for proactive approach.
3. Determine resources to support program.
4. Identify near term/future issues.

Fundamental to the above is an understanding of the "Forces" at work that are the source of the problem:

- Population Dynamics
 - * Shift from Rural to Urban
 - * "Sunbelt" migration
 - * Retirement/Vacation/Recreation trends
- Environmental Legislation
 - * Wetlands, Wildlife, Waste Disposal, Historic Resources
 - * Interagency Consultation Requirements
 - * Attendant loss of military authority over land use issues
- What is happening DOD wide?
 - * Learn from mistakes of others
 - * Knowledge will support development of an encroachment planning strategy
- Vulnerability to encroachment signaled by
 - * Mission change, e.g. away from amphib
 - * Population Growth
 - * Withdrawn Lands
 - * Dependant Infrastructure
 - * Remote Location
 - * Ineffective Community Interface
 - * Ineffective Intergovernmental Coordination



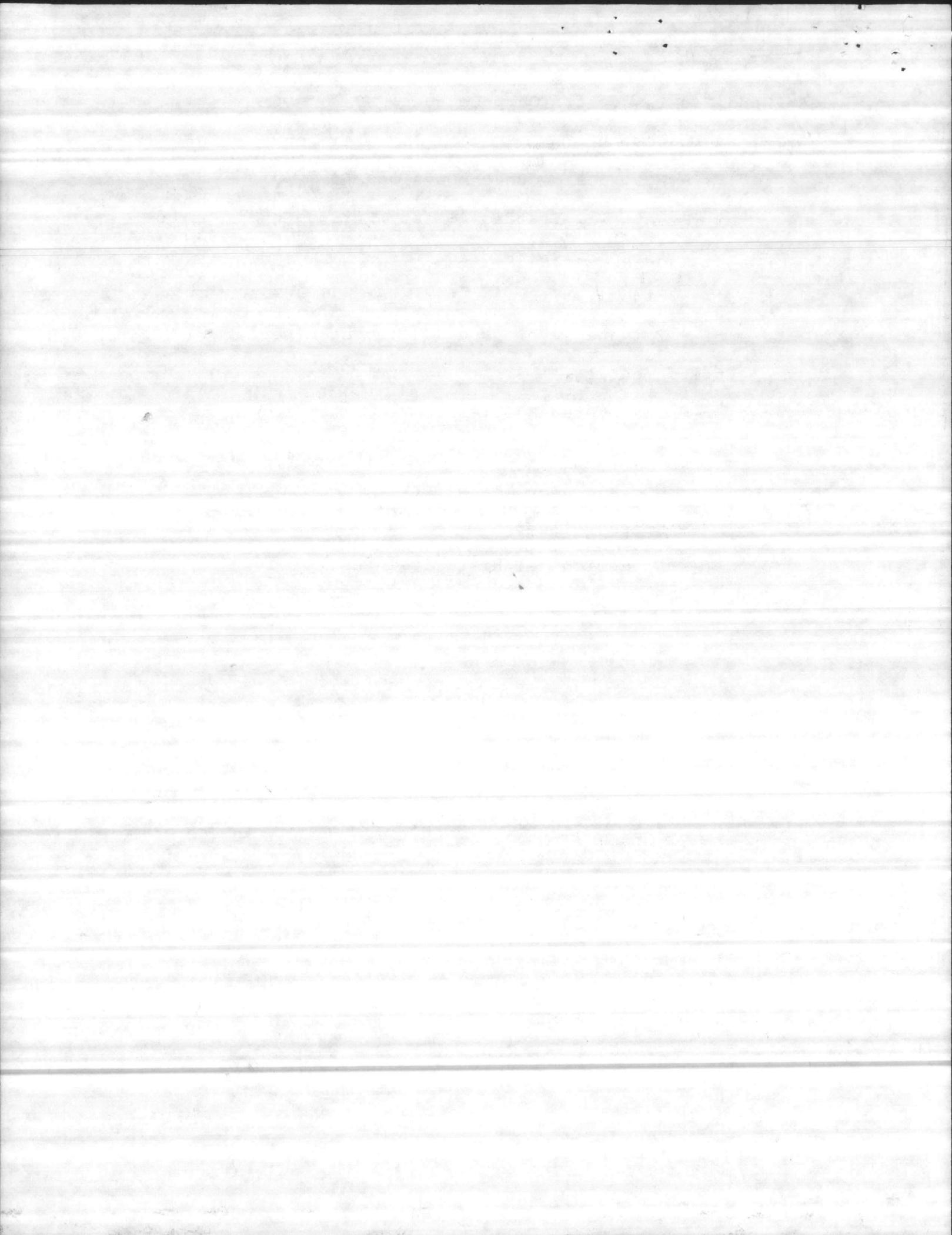
- Land Use Issues for Camp Lejeune, NC

* Encroachment

- West Onslow Beach Development
- Waterway Traffic (Safety/Firing Interruptions)
- Airspace Restrictions
- Highway 17 Bypass (Jax/Verona)
- Private Developments along base perimeter

* Environmental

- Endangered Species
- Pollution Abatement
- Coastal Zone Management
- Noise Pollution
- Archeological/Historical



~~SECRET~~

~~SECRET~~ Intracoastal Waterway Traffic Problem

- ~~Encl:~~ (1) ~~LCDF Range Requirements (Annually)~~
(2) ~~Costs Associated With Off-Base Training~~

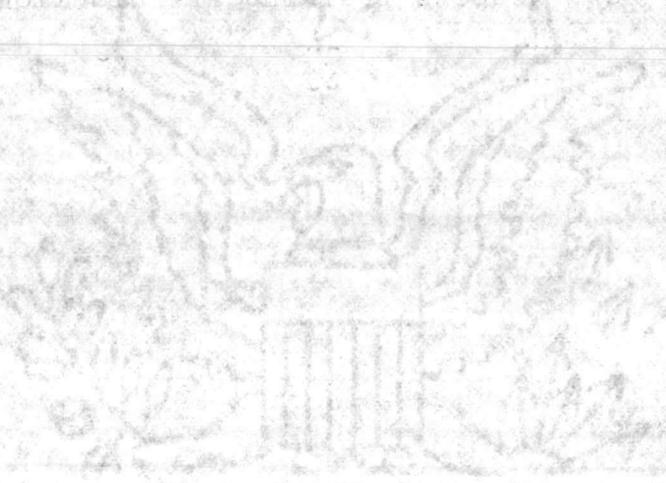
1. Ranges G-5, G-6 and G-7 have been active for large caliber, direct fire (LCDF) weapons for more than 20 years.
2. Over the years, ~~the~~ practice of closing ~~the~~ AIWW for one hour periods to allow live firing ~~has~~ evolved ~~and~~, remains ~~the~~ current practice ~~today~~.
3. ~~The~~ closure ~~is~~ affected through Notices to Mariners, published by the U. S. Army Corps of Engineers in Wilmington.
4. Enforcement ~~is~~ accomplished by the Navy boat crew range safety boats positioned at the north and south boundary of the surface danger zones (SDZ) in the AIWW.
5. Title 33, U. S. Code, paragraph 3, ~~clearly~~ delegates authority to close ~~the~~ Atlantic Coast Sector (ACS) during live firing to ~~the~~ CG, MCB, however, ~~the~~ same authority does not apply to ~~the~~ AIWW.
6. ~~The~~ Requests for Notices to Mariners, ~~routinely~~ sent by MCB Range Control to U. S. Army COE, have been accepted, published and through legal precedence, effectively closed ~~the~~ AIWW during live firing.
7. ~~With~~ Recent, new LCDF weapon systems added to ~~the~~ FMF inventory, utilization of ~~the~~ "G" ranges has continued to increase; thereby highlighting ~~the~~ disruptive effect of going into a "check fire" every hour for ~~the~~ AIWW traffic.
8. Local radio, TV, and newspaper media ~~have been~~ informed of MCB operations over navigable waters and ~~the~~ Commanding General's ongoing examination of ~~the~~ subject.
9. 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.
10. 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.

1. During recent, past meeting of the Range Facility Management Committee all users have requested additional LCDF range time. Enclosure (1) summarizes annual LCDF range requirements. *for* *OK*

2. Costs associated with supported units going off-base to accomplish LCDF weapons training are highlighted at enclosure (2).

1. The Committee has received information that the following individuals are active in the Communist Party of the United States of America (CPUSA) and are active in the field of international relations:

2. The Committee has also received information that the following individuals are active in the field of international relations and are active in the field of international relations:



U.S. DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

FAA Airspace Restrictions on Artillery firing

- Artillery firing is limited to maximum altitude 17,999 feet
- This is authorized within Restricted Airspace 5306D.
- Artillery can only fire from/into areas under a restricted airspace.
- At Camp Lejeune, Verona Loop training areas not under restricted airspace
- Because of above artillery is limited to east side of base

F4A: *Handwritten title or header*

- *Handwritten bullet point 1*
- *Handwritten bullet point 2*
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- *Handwritten bullet point 5*

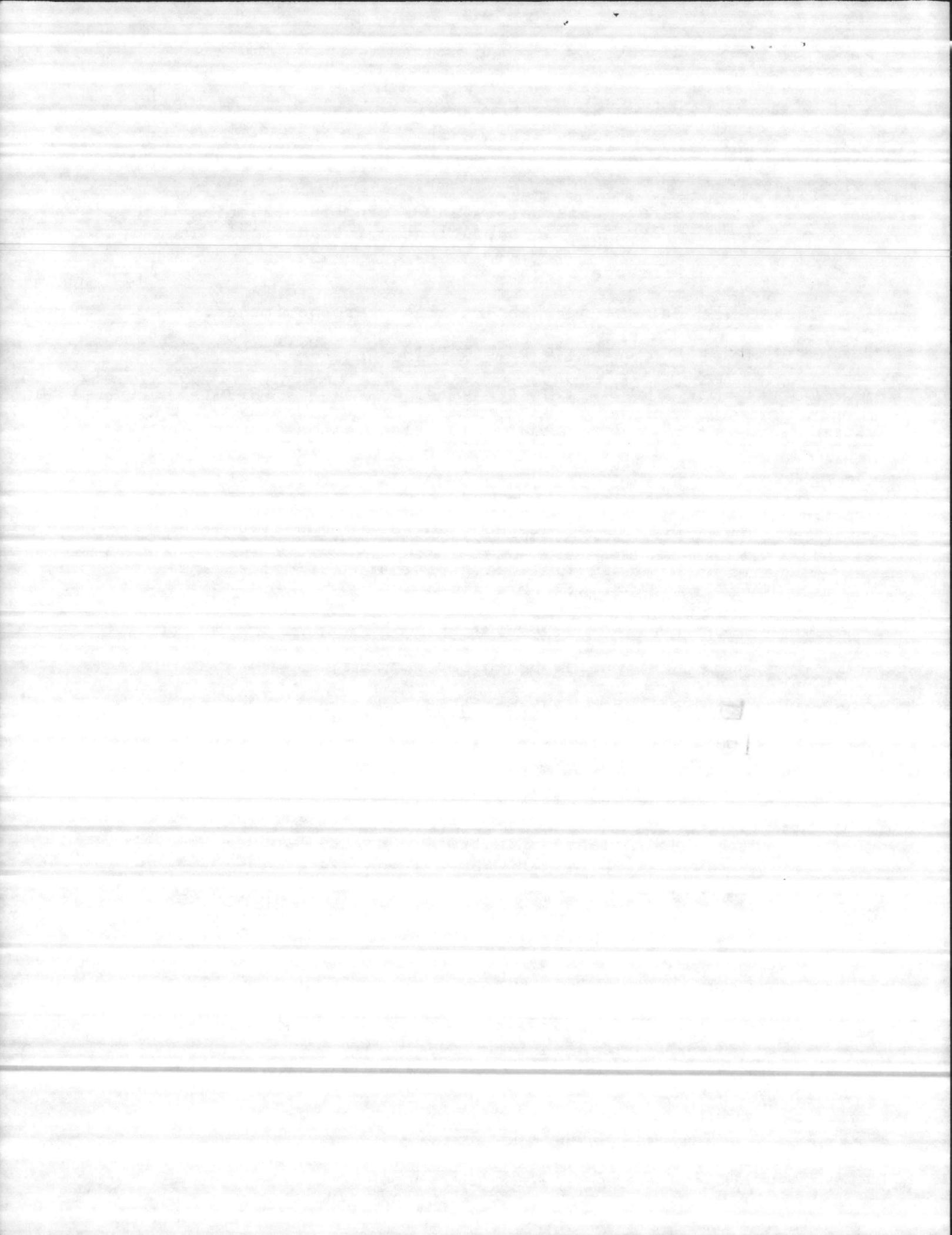
Expanded FAA airspace restrictions of artillery firing

- April 85 request submitted for modification to airspace R5306D and R5306E
- Modification submitted would cover Verona Loop areas
- Modification would extend max altitude to 29,000 feet
- Modification would handle M198 and 8" high angle firing
- COMCAB EAST supports modification
- ~~Request~~ ^{Proposal} forwarded to FAA
- COMCAB EAST 291133Z May 85 to CMC stated in part
--- "after subsequent informal negotiation with FAA, this HQ has officially responded to FAA with counter proposals that would effectively retain the Special Use Airspace (SUA) to accomplish same training as is now being accomplished and would expand upon the airspace ~~overlying~~ overlying Camp Lejeune to accommodate additional gunights and higher altitude artillery firing."

List of Current and Potential Encroachment Problems
Facing East Coast Commanders

- ✓ TRNG & OPNS → + Safety constraints and firing interruptions caused by traffic on the Atlantic Intracoastal Waterway.
- NREA • + Presence of endangered species.
- Facilities • + Private development along base perimeter. ←
- ↓ TRNG & OPNS → + FAA airspace restrictions on artillery firing.
- Facilities • + Construction of highway bypasses through the base.
- ↓ TRNG & OPNS → + Expanded FAA airspace restrictions on artillery firing.
- Facilities + Public recreational demands for the beaches. ←
- Facilities + Private development in noise sensitive areas.
- Facilities + Land use limitations for archaeological and historical protection.
- █ + Population Growth. > - - - - -
 - █ + West Onslow Beach Development. - - - - -
- Alexander • █ + Pollution Abatement including noise.
- Wooten • █ + Coastal Zone Management.
- █ - Continued Use of Port Facilities at Moorehead City when present lease expires.
- █ - Mid-Atlantic Electronic Warfare Range (MAEWR) development and special use air space (MOAs).
- █ - Encroachment on Bombing Ranges and MCALE, Bogue.
- █ - Airspace and Training Route Constrictions/Restrictions.

- MCB CLNC
- █ - 2^d M&F Div
- █ - OTHER



TRNG/OPS
30 May 85

POINT PAPER

Subj: Artillery Firing Restrictions (FAA Airspace, Blast Focus)

1. In the past, artillery firing was restricted by "Blast Focus." During the summer 1984 the CG, MCB directed we "lean forward in the foxhole" on this restriction. Since that time Range Control has continued to increase the daily blast focus (lessen the firing restriction) to the point where, for all practical purposes, no restriction applies. There have been no additional complaints of noise or shock wave damage from either military or neighboring civilian personnel. The revised range SOP has deleted the blast focus requirement.
2. Currently, artillery firing is limited to a maximum altitude of 17,999 feet, as authorized within Restricted Airspace 5306D. Additionally, artillery can only fire from/into areas under a restricted airspace. At Camp Lejeune the Verona Loop training areas are not under a restricted airspace; thereby limiting artillery to the east side of the base. In April 1985 a request for modification to R5306D & R5306E was submitted to cover Verona Loop and to extend the maximum altitude to 29,000 feet (to handle the M198 and 8" high angle firing). COMCABEAST and CG, MCAS, CPNC support this modificaliton and have forwarded the proposal to the FAA.

ACOSTing & ops

BE voted to support our

MEMORANDUM

introduced on 3-6-85

From: President

To: Members of the Board of Directors of The Chamber of Commerce

Date: February 26, 1985

Re: Proposed Changes on the Closing of the Intracoastal Waterway

At the last board meeting, I mentioned to you that I was to attend a briefing concerning certain proposed changes in the closing of the Intracoastal Waterway during training exercises at Camp Lejeune. This briefing was held on Friday, February 15, 1985, and was attended not only by myself but also by members of the Board of County Commissioners, the county attorney, Roger Moore, the county manager, Rick Leary, former Department of Transportation member, Louis Sewell, as well as other representatives of the civilian community.

At the present time the waterway routinely closes for one-hour intervals during live fire training exercises. Under the proposed changes, the waterway would be subject to closure for periods of up to four hours. The purpose of this change is to permit a number of additional training exercises at Camp Lejeune which, without these changes, could only be achieved at other military locations such as Fort Pickett, Virginia, Twenty Nine Palms, California, Fort Bragg, North Carolina, as well as other facilities located other than at Camp Lejeune. There would result significant savings of taxpayer monies if these changes were implemented.

At the present time the base has not put the extended closure periods into effect. Although the Commanding General has jurisdictional control of the Intracoastal Waterway and the legal authority to close navigable waters within the boundaries of the base to ensure safety, he has decided to first give us, the base neighbors, an opportunity to provide comments concerning the impact of such a policy. Since the one hour closure will still be used when adequate to accomplish training objectives, and the two or four hour closure will be infrequent, the impact should be minimal. The base, of course, will continue to publish advance Notices to Mariners and the news media as to live firing times and places.

In view of the above, I believe it would be appropriate for this matter to be discussed at our next board meeting with the end result being the approval of a resolution or policy statement to the base either in favor or not in favor of these proposed changes.

In the interim, should any of you have any questions concerning this matter, please do not hesitate to contact me at 455-3637.

1110267

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.

18 NOV 1952

From: Commanding General, Marine Corps Base, Camp Lejeune
To: Deputy Chief of Staff for Training, Headquarters
1st Marine Corps, Washington, DC 20381-0001

Subject: AUTOMATIC INTERCOMPARATIVE TRAINING (AINT) COURSE

Reference is made to the letterhead memorandum (LHM) dated 10 October 1952, captioned "Automatic Intercomparative Training Course".

The AINT course is a self-paced, individualized training program designed to provide a common base of knowledge and skills for all personnel in the 1st Marine Corps. The course is currently being developed and will be completed by the end of the year.

The AINT course is a self-paced, individualized training program designed to provide a common base of knowledge and skills for all personnel in the 1st Marine Corps. The course is currently being developed and will be completed by the end of the year.

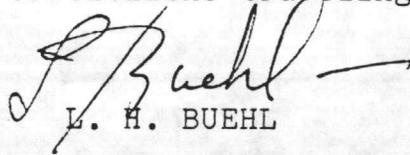
The AINT course is a self-paced, individualized training program designed to provide a common base of knowledge and skills for all personnel in the 1st Marine Corps. The course is currently being developed and will be completed by the end of the year.

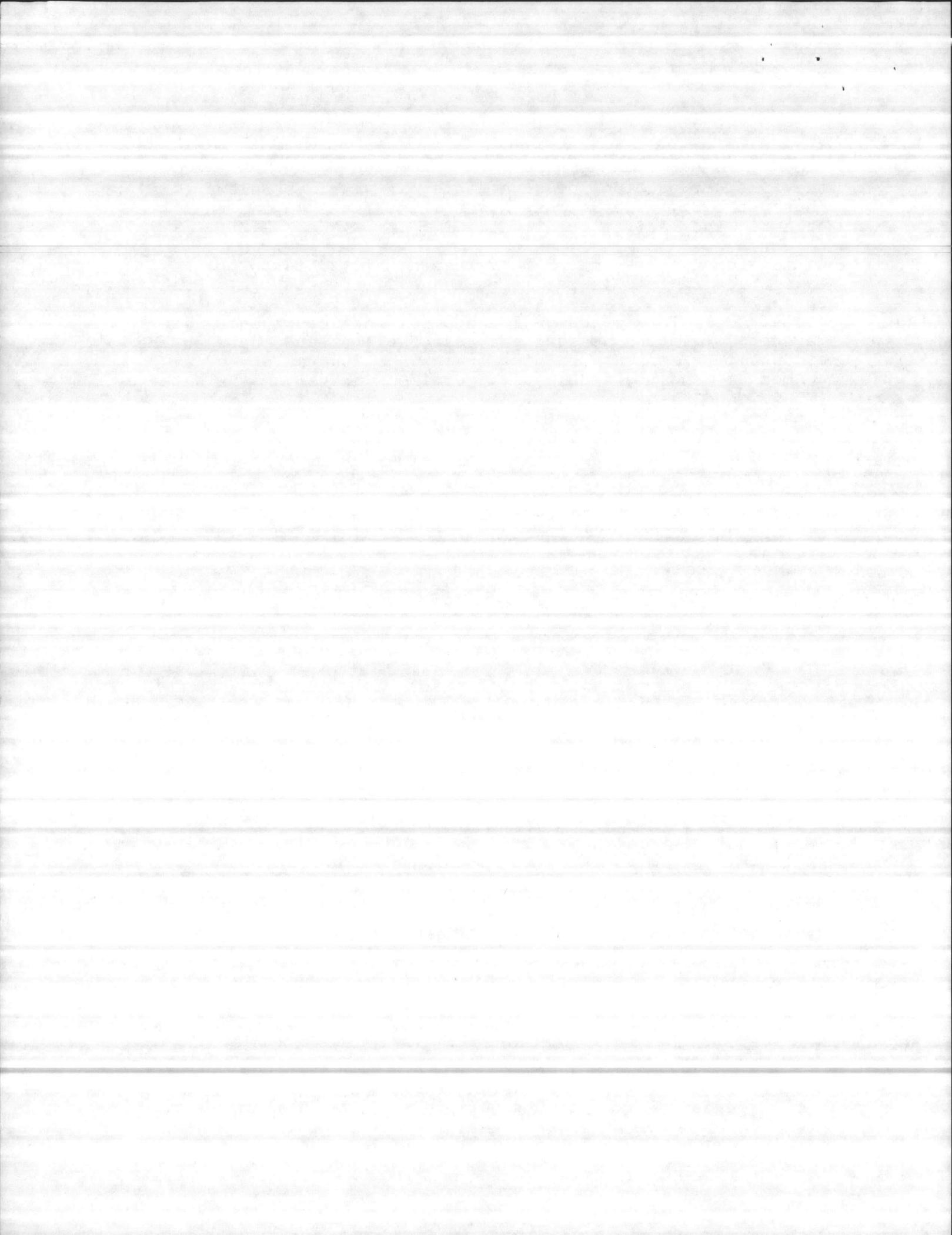
The AINT course is a self-paced, individualized training program designed to provide a common base of knowledge and skills for all personnel in the 1st Marine Corps. The course is currently being developed and will be completed by the end of the year.

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





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

IN REPLY REFER TO:

TRNG/OPS
11102
4 June 1985

From: Commanding General, Marine Corps Base, Camp Lejeune,
North Carolina
To: District Engineer, U.S. Army Corps of Engineers, Wilmington
District
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.

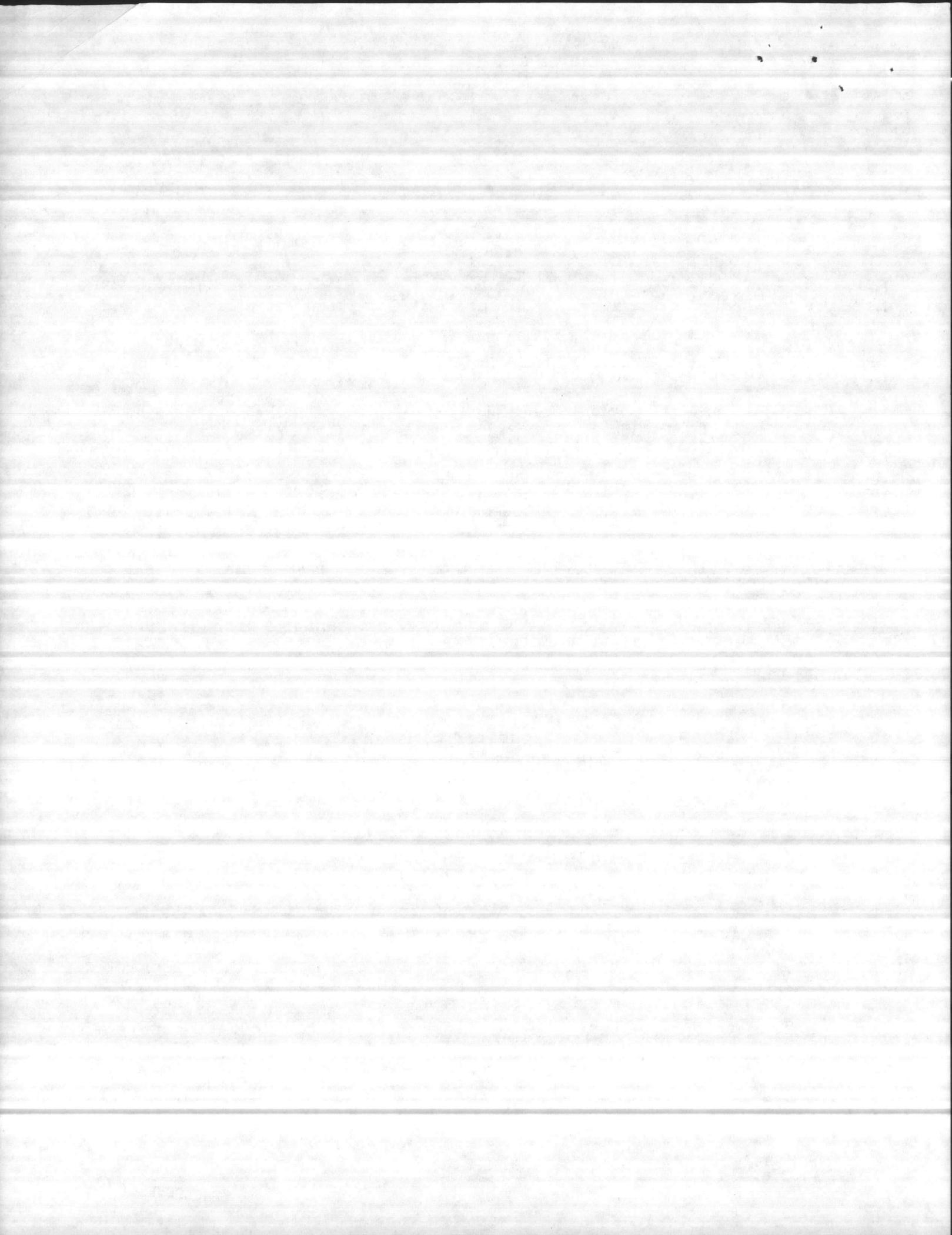
2. The Atlantic Intracoastal Waterway in the Camp Lejeune vicinity separates the mainland from the tidal marshes and barrier islands. For four and one-half miles the Waterway actually crosses 3 training ranges used for live firing exercises for over forty years. These ranges support large caliber direct-fire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

ENCLOSURE (1)



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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.

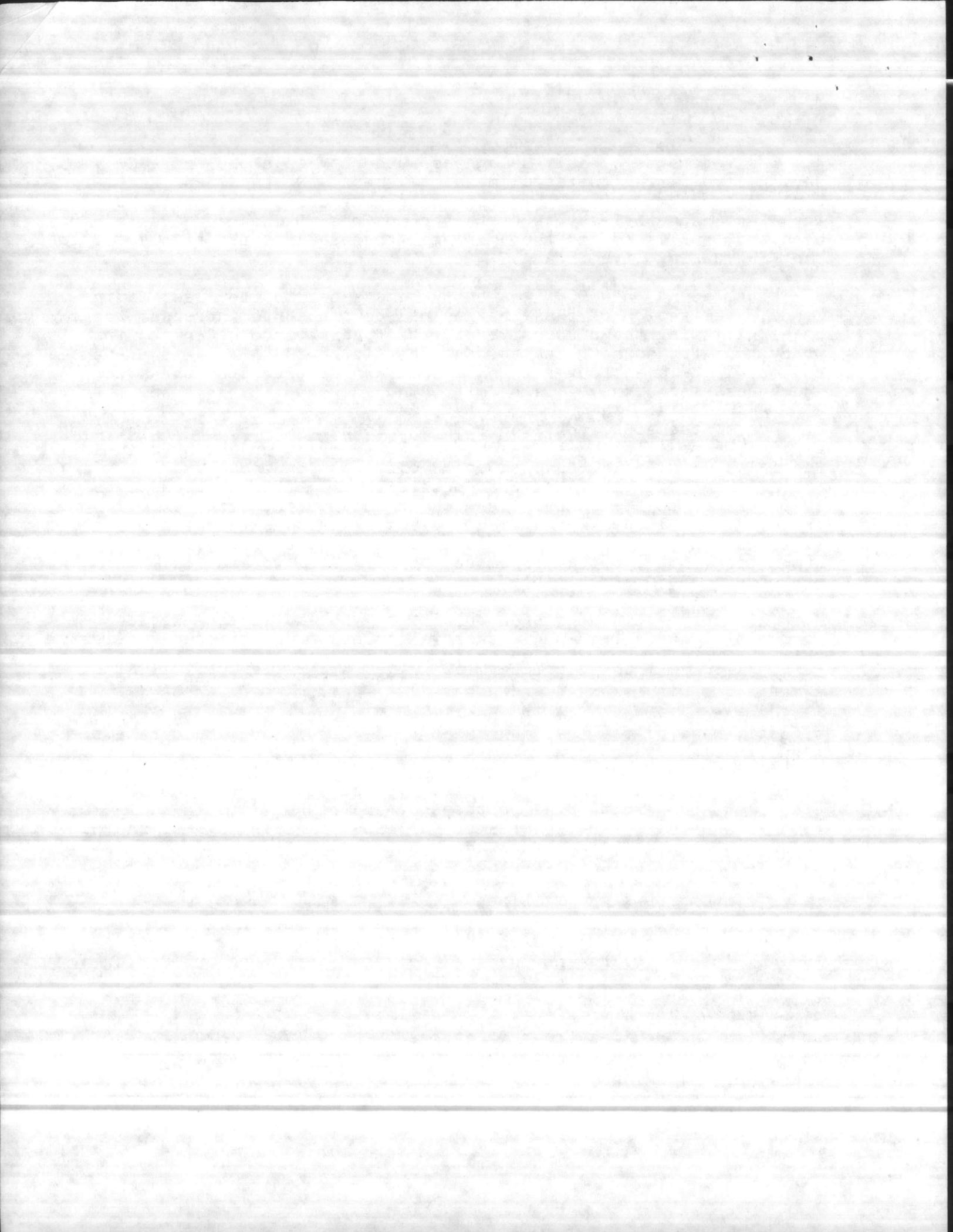
6. Due to the size, configuration and boundary encroachment of Camp Lejeune, repositioning these ranges and their attendant SDZs is infeasible. Similarly, sending units off post to conduct LCDF training is infeasible and cost prohibitive. Of the alternatives available to me to achieve more cost effective 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.

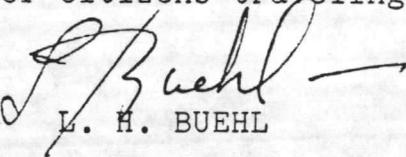
9. Finally, it is relevant to note Title 33 U.S. Code 3 specifically provides for regulations which prevent injuries from target practice on navigable waters such as the Atlantic Intra-coastal Waterway as being in the interest of national defense. There are approximately 76 published danger zones on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

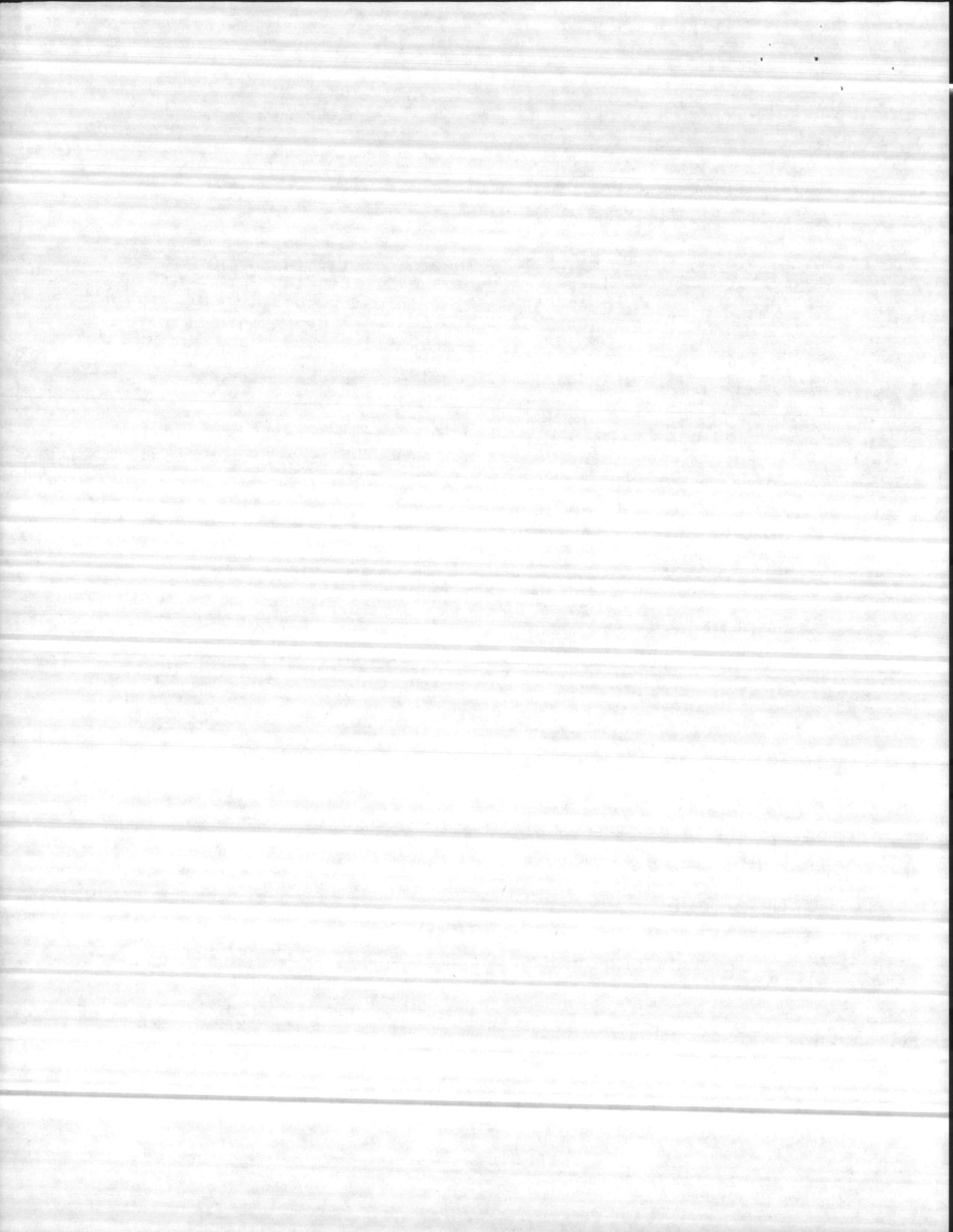


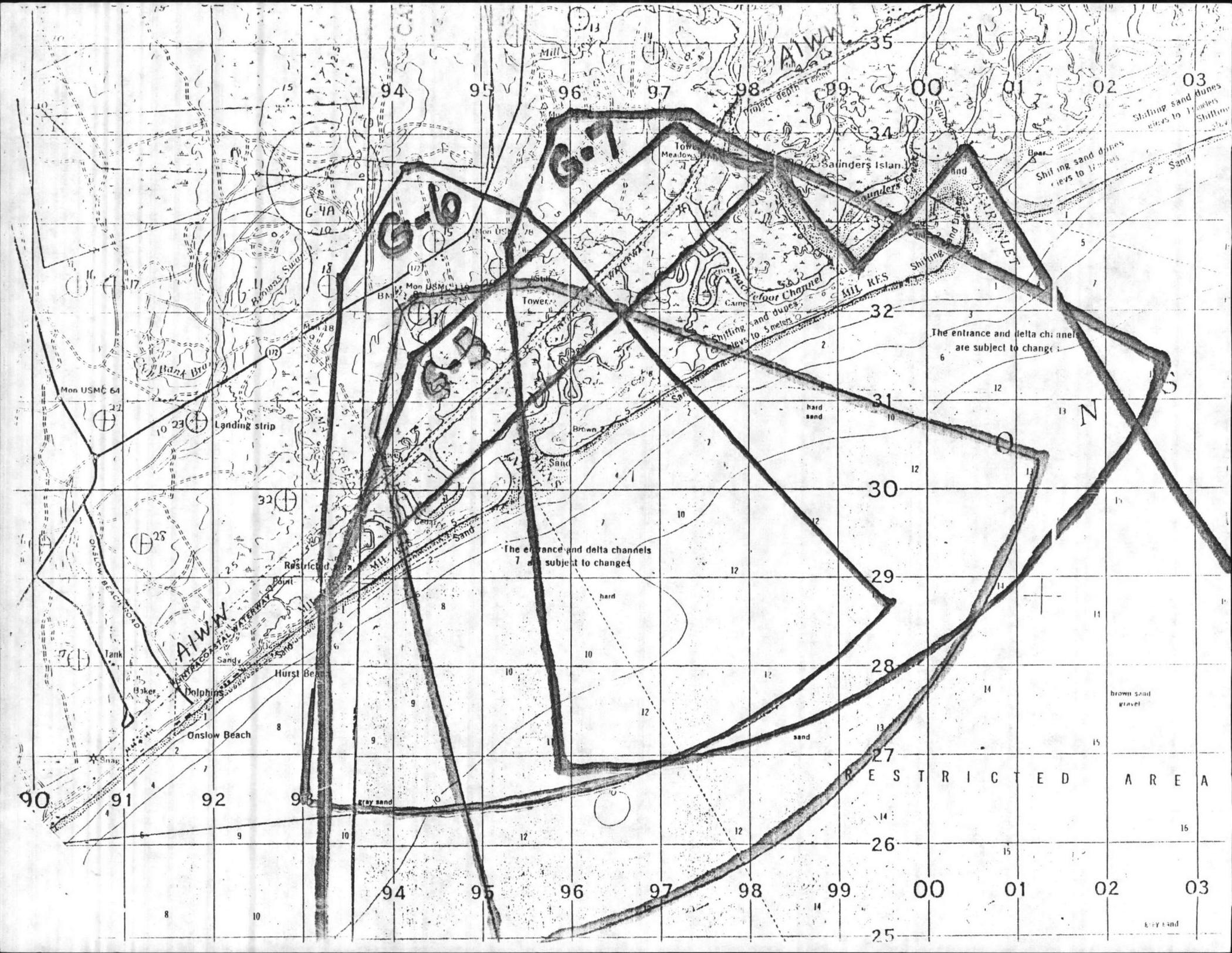
TRNG/OPS
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they include portions of such bodies of water as Delaware Bay, Chesapeake Bay, the Potomac River, Lake Michigan and both the Atlantic and Pacific Oceans.

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





G-6

G-7

G-8

AIWN

Onslow Beach

Landing strip

The entrance and delta channels
are subject to change

The entrance and delta channels
are subject to change

RESTRICTED AREA

brown sand
gravel

sand

hard

hard sand

Shifting sand dunes
rises to 12 meters

gray sand

Shifting sand dunes
rises to 12 meters

N

Mon USMC 64

Mon USMC 64

Mon USMC 64

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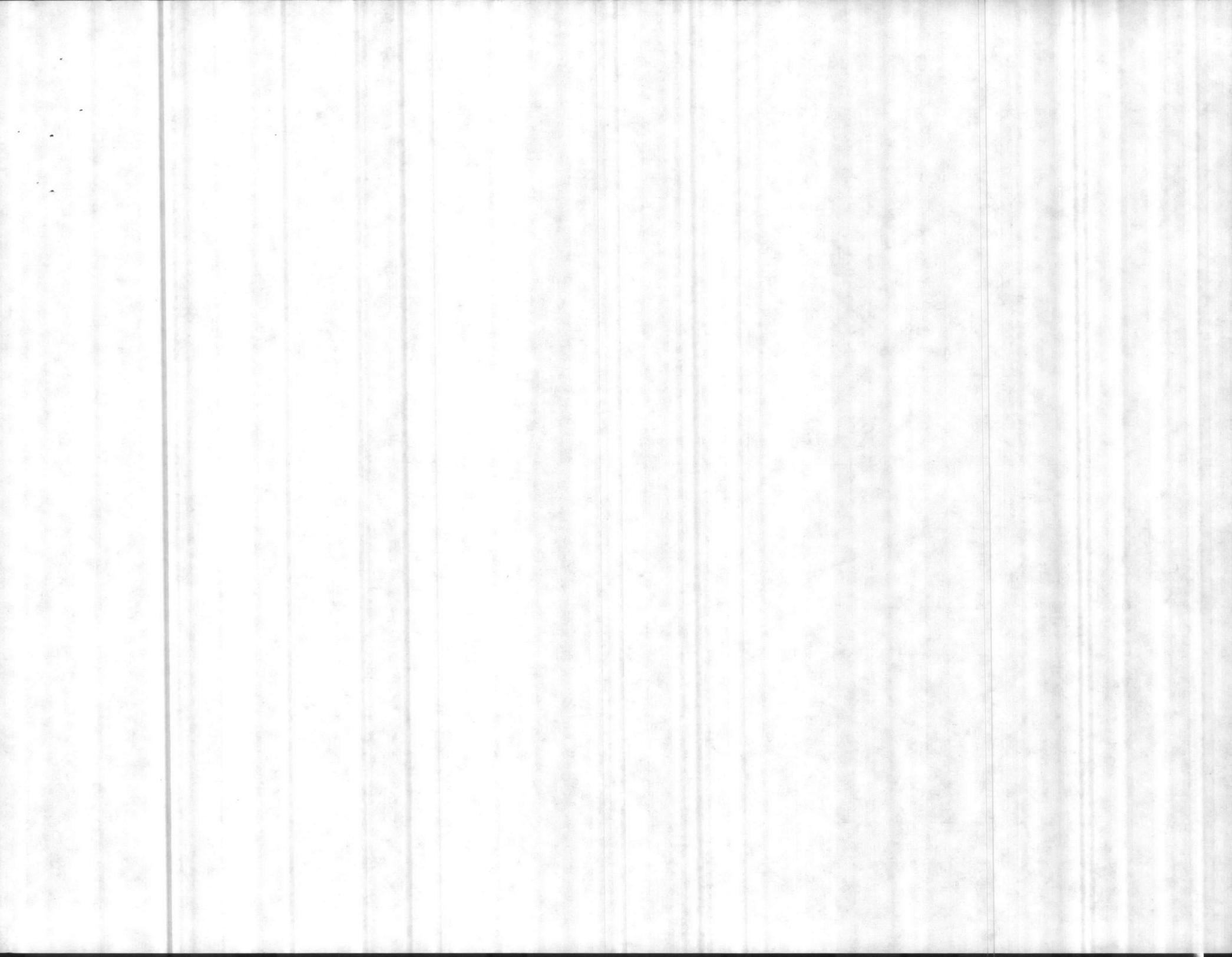
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204.56 New River, N.C., and Vicinity; Marine Corps Firing Ranges. (a) Marine Corps firing ranges at Marine Corps Base Camp Lejeune, North Carolina involving waterways are grouped into four major areas; (1) New River and its eight sectors, (2) Atlantic 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 $77^{\circ} 26'$.

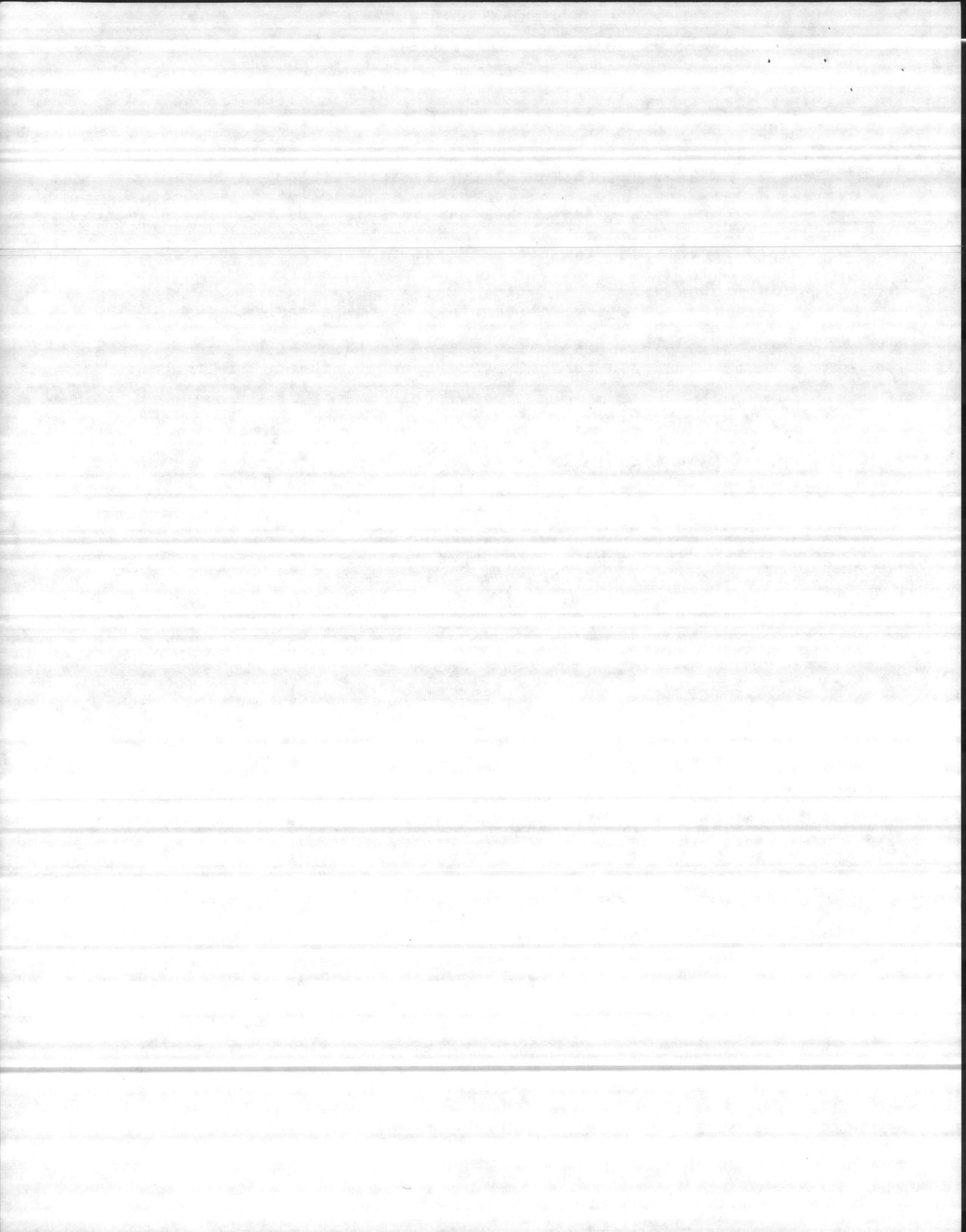
(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(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.

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(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.

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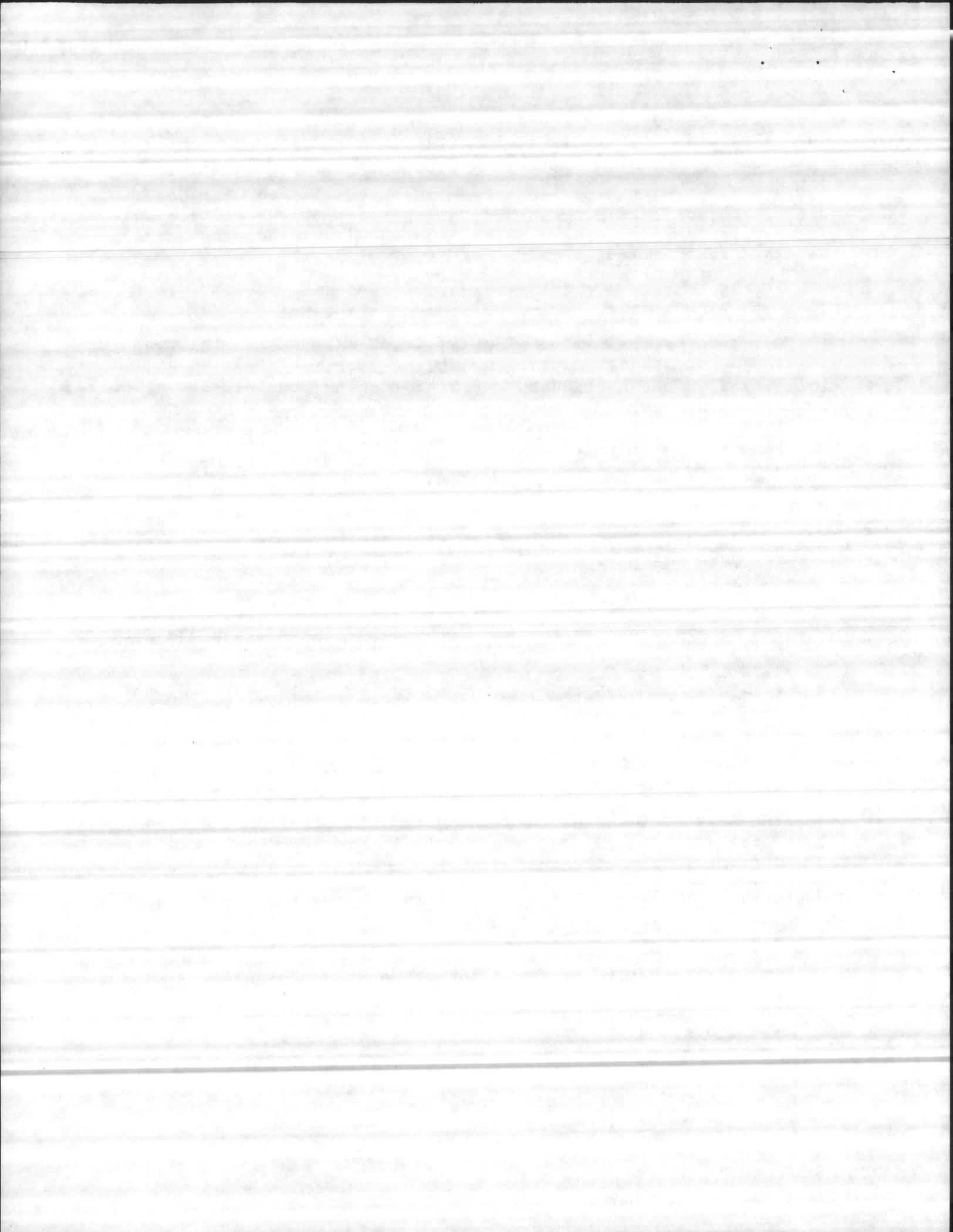
(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(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.

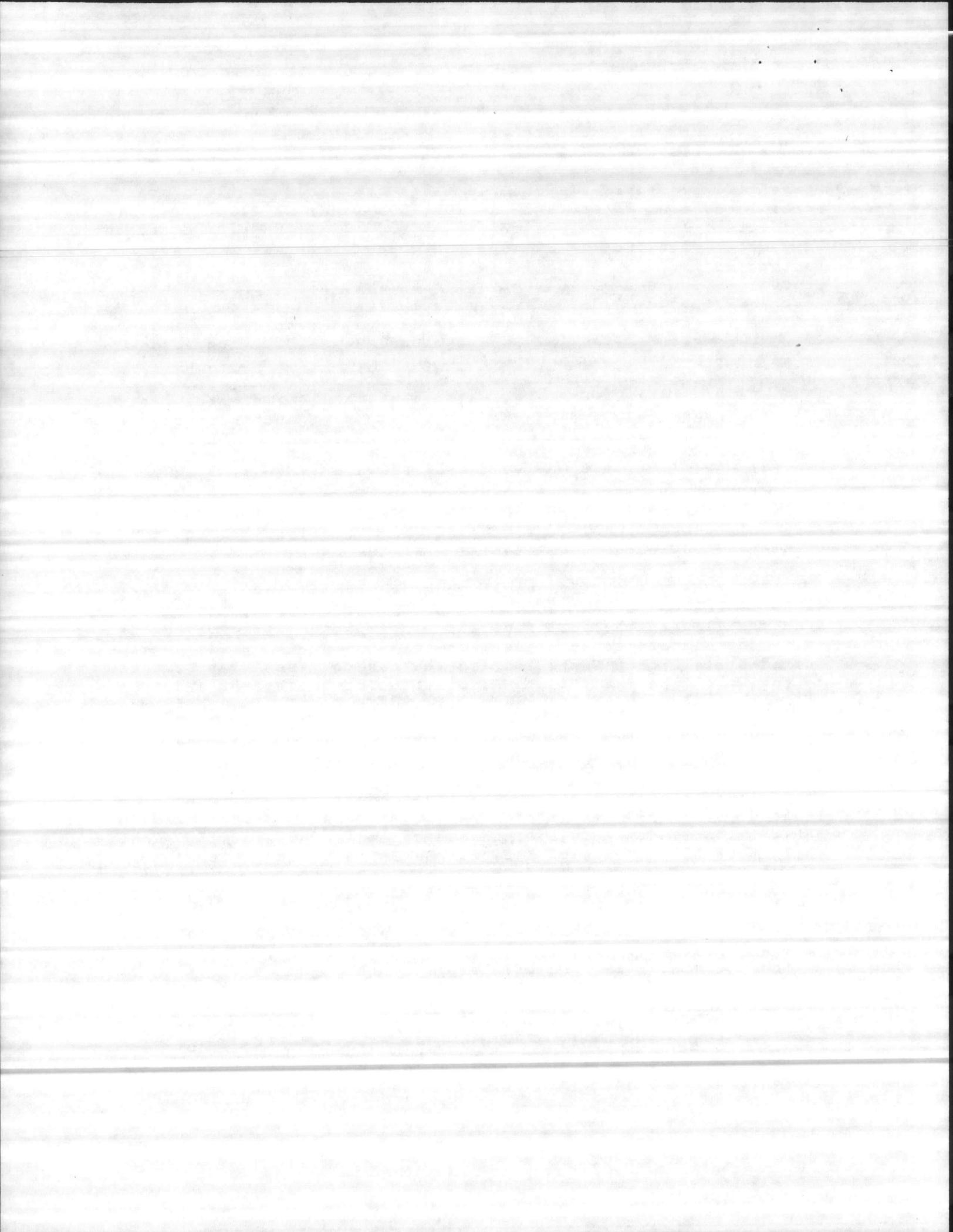
When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(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



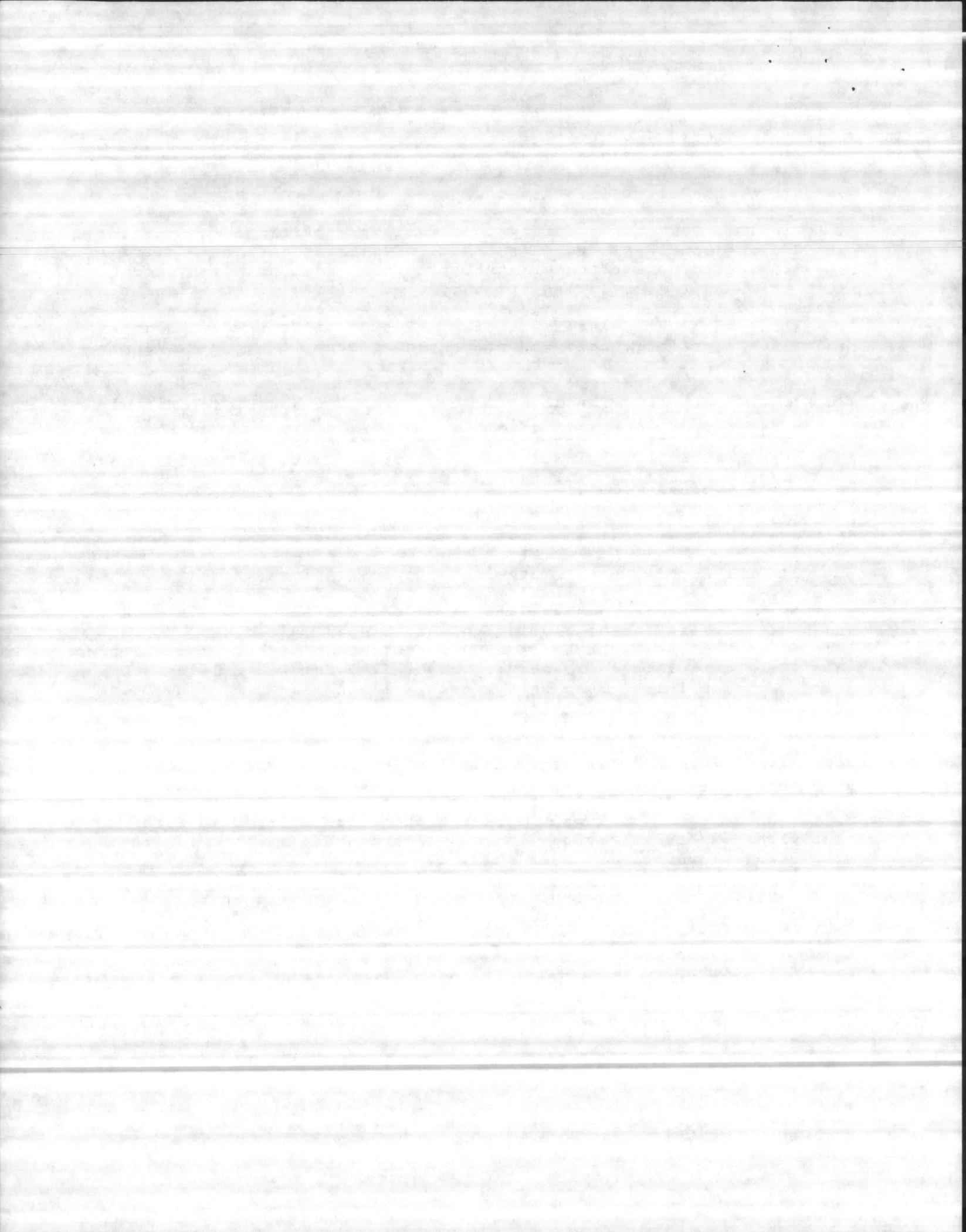
firing operations, the area may be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Watercraft entering the area during live fire may also be warned by siren devices located atop the observation towers. Upon being so warned, vessels shall 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 area, between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway - (i) 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 22-



from this point until the line intersects Bear Creek.

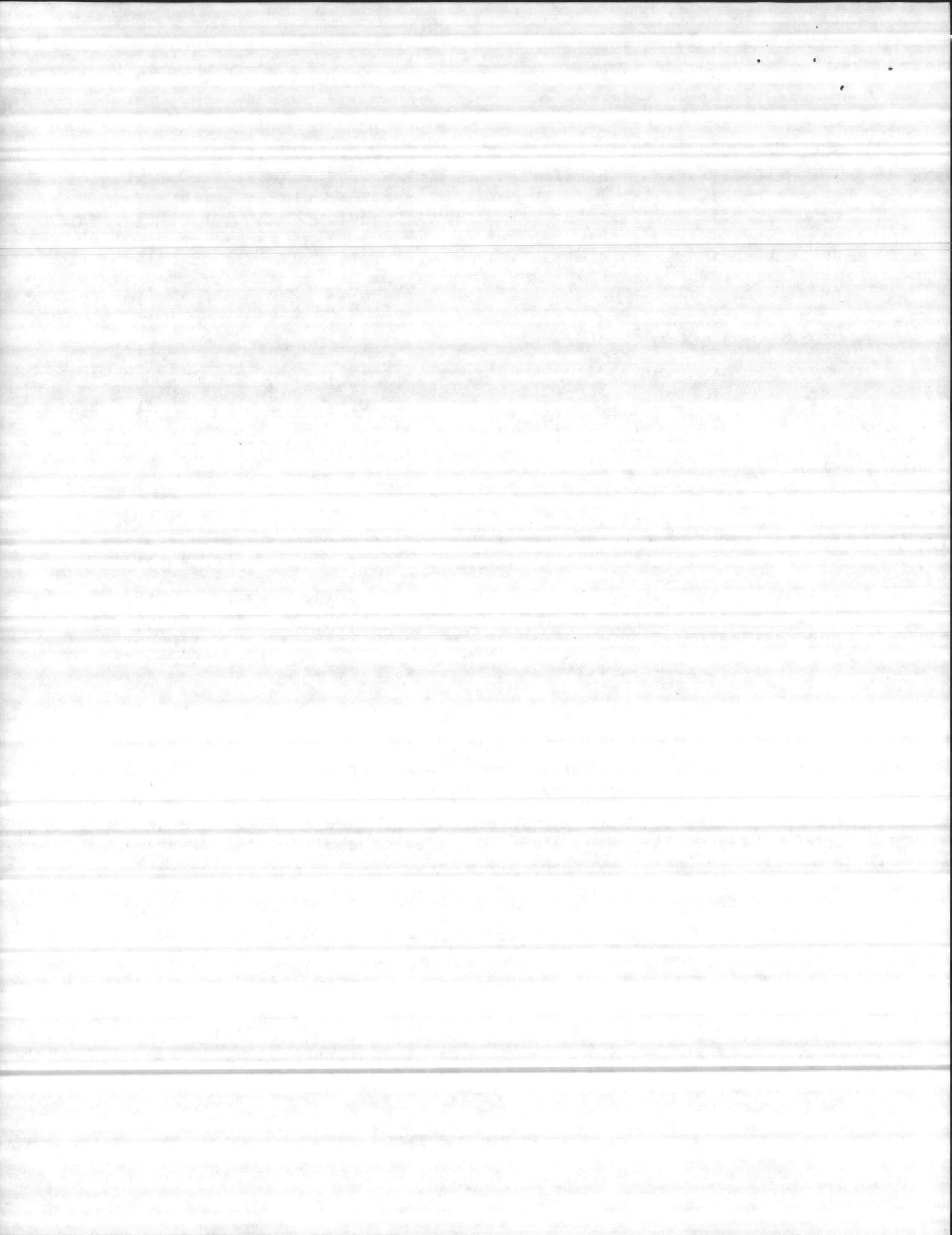
(2) The regulations. (i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area except during military training periods at which times the Atlantic Intracoastal Waterway is closed to commercial and recreational use. Warning of military training will be given through Notices to Mariners 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 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.

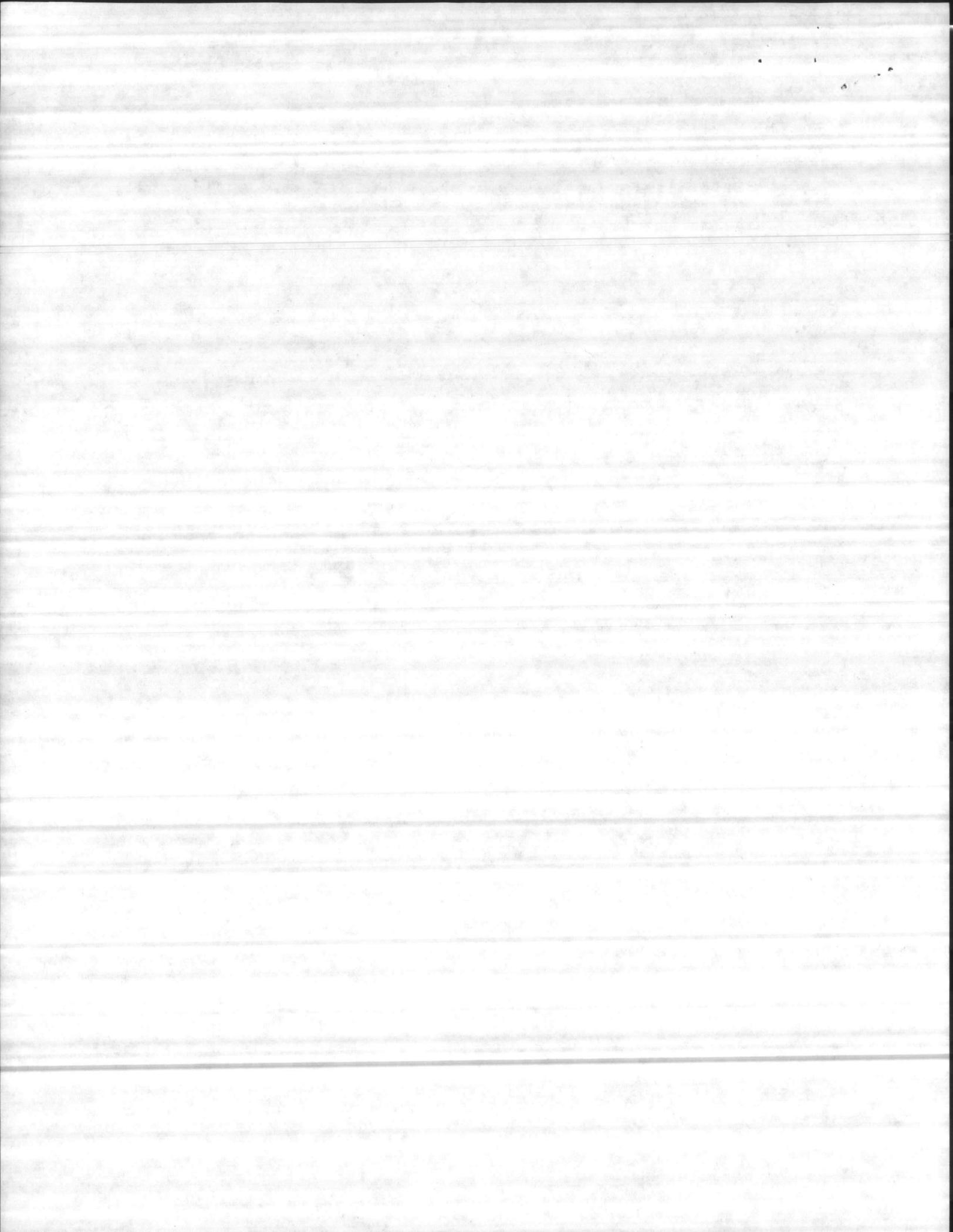
(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean except during military training periods, at which times the channels are closed to commercial and 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.



2. NAVIGATION REGULATIONS

inadvertently entered the area shall immediately leave the area.

(2) Target and bombing areas. The areas described in paragraph (b) (1) and (2) of this section will be used as a target and bombing area for both day and night operations. No use will be made of the area described in paragraph (b) (1) of this section for target and bombing operations during the period 30 days prior to and during the annual duck hunting season as established by the State of North Carolina. Dummy ammunition, waterfilled or smoke bombs, and inert rockets will be used, except during wartime when live ammunition, bombs, and rockets may be used. The areas will be open to navigation except for periods when ordnance exercises are being conducted by naval aircraft. In area B described in paragraph (b) (2) of this section the placing of nets, traps, buoys, pots, fishponds, stakes, or other equipment which may interfere with target vessels operating in the area shall not be permitted. The areas will be patrolled and vessels shall clear the area under patrol upon being warned by the surface patrol craft or when "buzzed" by patrolling aircraft. As a further means of warning vessels of naval aircraft operations in the area described in paragraph (b) (1) of this section, a cluster of flashing red lights at night and a large red flag by day will be displayed from the range observation tower located in the approximate center of the shore side of this area.

(3) Naval Aviation Ordnance test area. The area described in paragraph (c) of this section shall be closed to navigation except for such military vessels as may be directed by the enforcing agency to enter on assigned duties.

(4) Enforcing agency. The regulations in this section shall be enforced by the Commander Fleet Air Norfolk, and such agencies as he may designate.

§204.55 Pamlico Sound and adjacent waters, N.C.; danger zones for Marine Corps operations. (a) Bombing and rocket firing area in Pamlico Sound in vicinity of Brant Island—(1) The area. The waters within a circular area with a radius of 3.0 statute miles having its center on the southern side of Brant Island at latitude 35°12'30", longitude 76°26'30".

(2) The regulations. The area shall be closed to navigation at all times except for vessels engaged in operational and maintenance work as directed by the enforcing agency. Prior to bombing or firing operations the area will be "buzzed" by plane. Upon being so warned vessels working in the area shall leave the area immediately.

(b) Bombing, rocket firing, and strafing areas in Pamlico Sound and Neuse River—(1) The areas. (i) The waters within a circular area with a radius of 1.8 statute miles having its center at latitude 35°04'12", longitude 76°28'00".

(ii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35°00'30", longitude 76°29'50".

(iii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35°04'12", longitude 76°28'24".

(iv) The waters within a circular area with a

radius of 0.5 statute mile having its center at latitude 35°01'42", longitude 76°25'48".

(v) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 34°58'48", longitude 76°26'12".

(2) The regulations. (i) The areas described in paragraph (b)(1)(i) and (ii) will be used as bombing, rocket firing, and strafing areas. Live and dummy ammunition will be used. The areas shall be closed to navigation at all times except for such vessels as may be directed by the enforcing agency to enter on assigned duties. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have been inadvertently entered the danger zones upon being so warned shall leave the area immediately.

(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 danger zones 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.

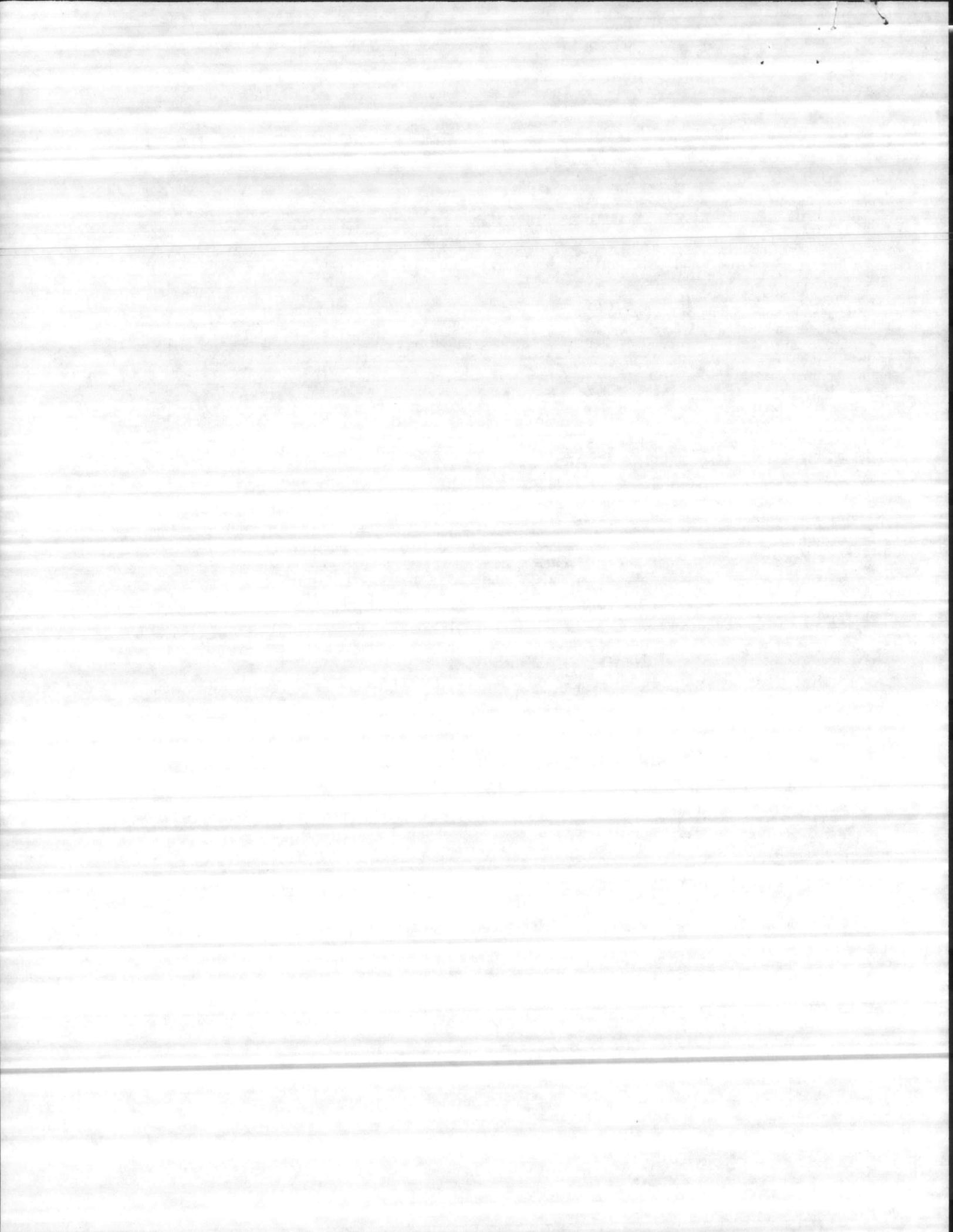
(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(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 201°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'.

(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 French Creek up to longitude 77°20'; and on the north by a line running from Hadnot Point 285°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°22'; and on the northwest by a line running from Paradise Point 243°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°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. 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 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.

(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.

(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 beginning.

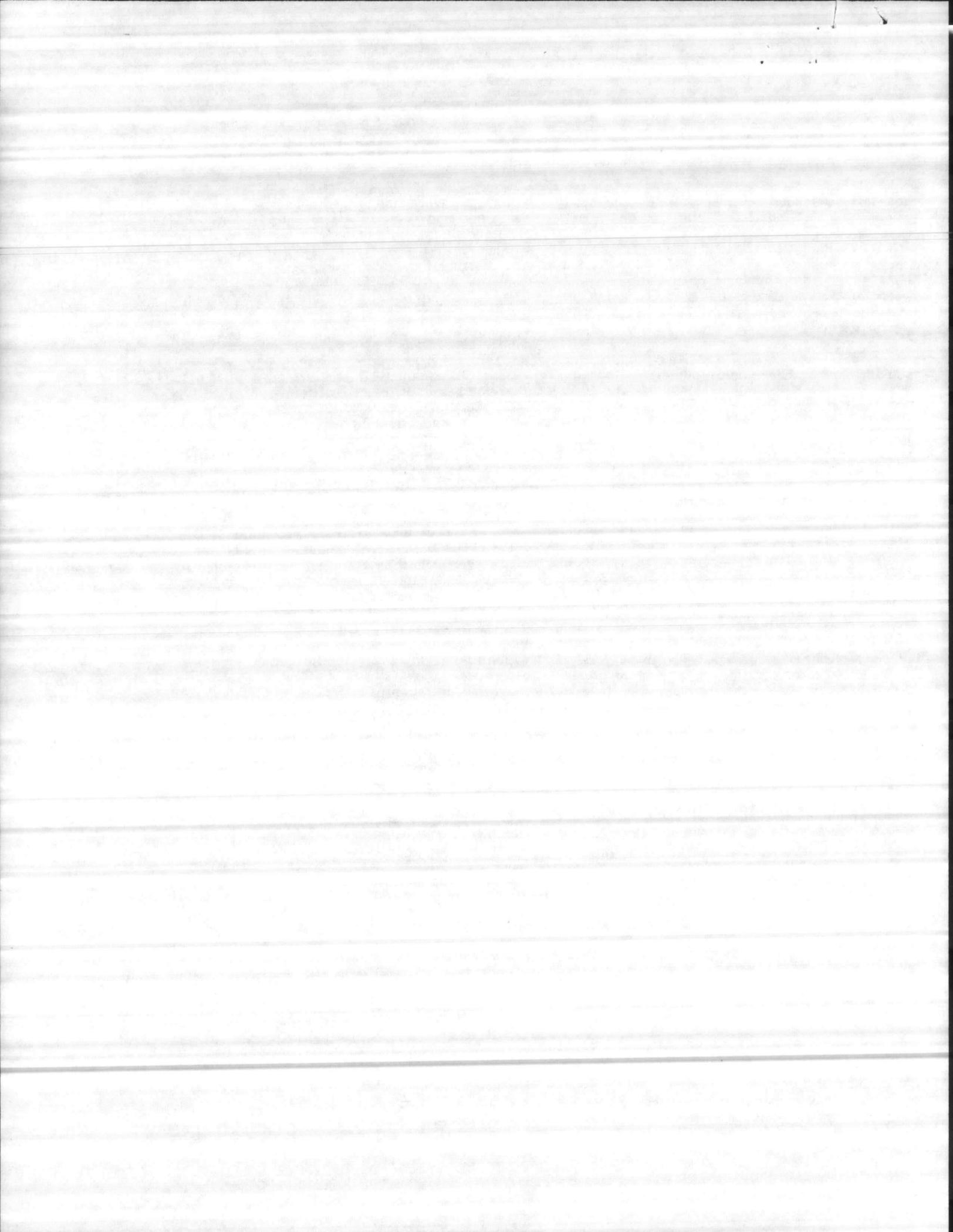
(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, 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, 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°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.

(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°20'07"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 for the convenience and protection of the general public.

(b) Firing over these ranges will normally take place between the hours of 6:30 a.m. and 5 p.m., Monday through Friday, and from 6 a.m. to 12 noon on Saturday, National holidays excepted, and at other times as designated and properly published by the Commanding General, Parris Island Marine Base.

(c) Vessels and other watercraft shall not enter the restricted waters when firing is in progress. At all other times these waters are open to navigation. Safety regulations shall be enforced at all times with the following specific precautions being provided by the Parris Island Marine Base:

(1) At the rifle range—Warning signs indicating the periods when the rifle range is in use will be posted at the entrances to Archers Creek and Ribbon Creek. Also the warning signs will be placed at the corners of the rifle range impact area.

(2) At the pistol range—Warning flag shall be flown from top of a lookout tower with a sentry lookout during actual firing. Also a patrol boat shall be accessible for clearing the area and warning all approaching vessels of the danger zone area and the schedule of firing. During storms or similar emergencies this area shall be opened to vessels to reach safety without undue delay for the preservation of life and property.

(d) The regulations in this section shall be enforced by the Commanding General, Marine Corps Recruit Depot, Parris Island, South Carolina, and such agencies as he may designate.

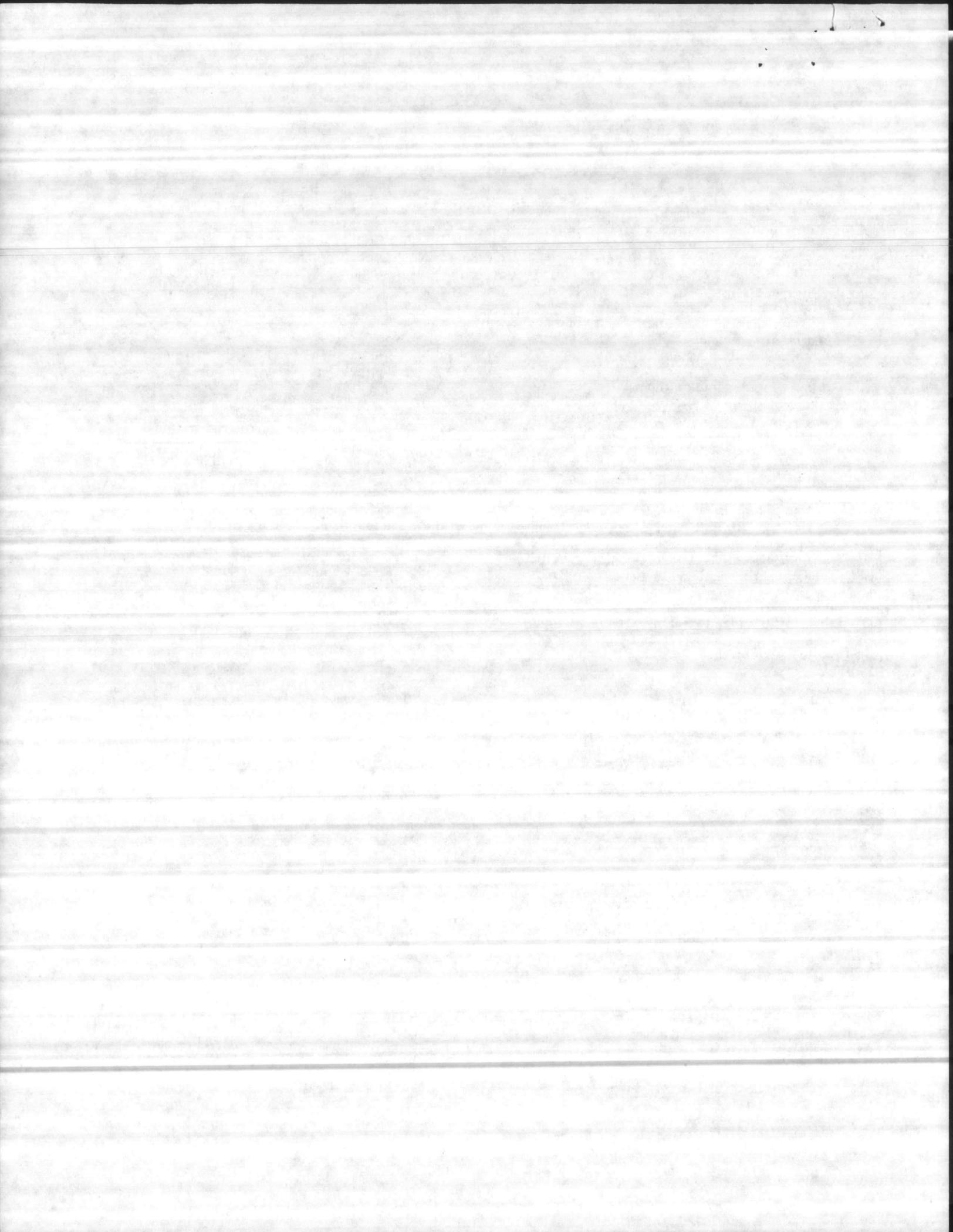
§204.81 Atlantic Ocean off Georgia Coast; air-to-air and air-to-water gunnery and bombing ranges for fighter and bombardment aircraft, United States Air Force. (a) The danger zones—(1) For fighter aircraft. An area approximately 30 miles offshore between Wassaw Sound and Brunswick, Georgia, described as follows: Beginning at latitude 31°55'30", longitude 80°24'00"; thence 90° true to longitude 80°16'00"; thence southwesterly to latitude 31°10'00", longitude 80°43'00"; thence 270° to longitude 80°51'00"; and then northeasterly to the point of beginning.

(2) For bombardment aircraft. An area approximately 70 miles off shore between Savannah Beach and Brunswick, Georgia, described as follows: Beginning at latitude 32°00'00", longitude 79°43'00"; thence 90° true to longitude 79°07'00"; thence southwesterly to latitude 31°10'00", longitude 79°24'00"; thence 270° true to longitude 80°00'00"; and thence northeasterly to the point of beginning.

(b) The regulations. (1) The danger zones shall be open to navigation except when aerial gunnery or bombing practice is being conducted.

(2) Prior to conducting each practice the entire area will be patrolled by aircraft to warn any watercraft found in the vicinity that such practice is about to take place. The warnings will be by "buzzing", i.e., by flying low over the watercraft. Any watercraft shall, upon being so warned, immediately leave the area designated and shall remain outside the area until practice has ceased.

(3) The regulations in this section shall be enforced by the Commanding Officer, 2d Bombard-





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

IN REPLY REFER TO

SAWCO-E

5 July 1985

SUBJECT: Atlantic Intracoastal Waterway (AIWW) 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 (AIWW) 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 AIWW 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 AIWW when the regulations were requested in 1959 and approved in 1961. At the present time, we will continue to announce an

ENCLOSURE (3)

ALABAMA
COTTON FIBRE

THE STATE OF ALABAMA,
COUNTY OF _____

I, _____, Clerk of the Court, do hereby certify that the within and foregoing is a true and correct copy of the _____ as the same appears from the records of the Court.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Court at _____ this _____ day of _____, 19____.

SAWCO-E

5 July 1985

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 1918 or of Section 7 of the River and Harbor Act of 8 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 (NCDCM) 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 NCDCM 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.

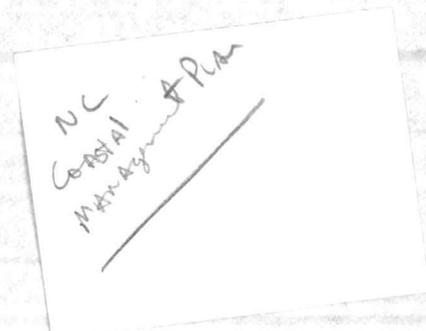
7. I am prepared to assist you in any way I can in meeting your needs and objectives consistent with the above procedures, our mandate in law, and authority granted to me by the Secretary of the Army.

Wayne A. Hanson
WAYNE A. 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



2 July 1965

SUBJECT: Atlantic Intracoastal Waterway (AIW) Traffic Control

appropriate changes in 33 CFR 104 regarding your current request can be made. expected delay of about 1 hour in passage through the area until any

5. Your proposal to expand the alternating AIW 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 2 July 1916 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 apply to the North Carolina Division of Coastal Management (NCDM) that this proposal is consistent with the North Carolina Coastal Management Plan. In 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 the discussion of the nature and severity of the restrictions on public use of the various areas, with special attention given to precise restrictions and conditions of the distances you envision from what is now prescribed in the Code of Federal Regulations. It is anticipated that the NCDM will require further 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 the content or format of details, 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 procedure. Our mandate in law and authority granted to me by the Secretary of the Army.

Wayne W. Hanson
WAYNE W. HANSON
Colonel, Corps of Engineers
Commanding

CR-4 incoming copies

DATE-CNO-11

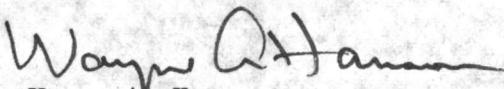
Division of Coastal Management
North Carolina Department of
Natural Resources and
Community Development
P. O. Box 26861
Raleigh, NC 27611-0261

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

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In my letter of 2 July 1985 reference to above, I pointed out that your current routine closures of the AIW for restricted activities are not "extra emergencies" and were therefore not authorized by the current regulations. I also requested additional information to assist me in processing your request to change the AIW to authorize your delay of vessel in the AIW. Under the current regulations, you are responsible for enforcing all sections of 33 USC 204.56, including restricting vessels are not stopped in the AIW except in cases of extra emergencies. I have a similar responsibility to assure that the public rights of navigation are protected by 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 delay. In this regard, I believe that it is imperative that you waive the necessary changes to the CWR to authorize your current practice of delaying the AIW for the regulatory activity exercised. 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 at Mr. Charles W. Hollis, Chief of my Regulatory Branch.


Wayne A. Johnson
Commanding Officer
Colonel, Corps of Engineers



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

IN REPLY REFER TO

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

OFFICE OF THE ARMY
WASHINGTON, D.C.

MEMORANDUM FOR THE SECRETARY OF THE ARMY
SUBJECT: [Illegible]

Commanding General
[Illegible]
[Illegible]

Major General [Illegible]
[Illegible]

[Illegible text block]





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

IN REPLY REFER TO

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.

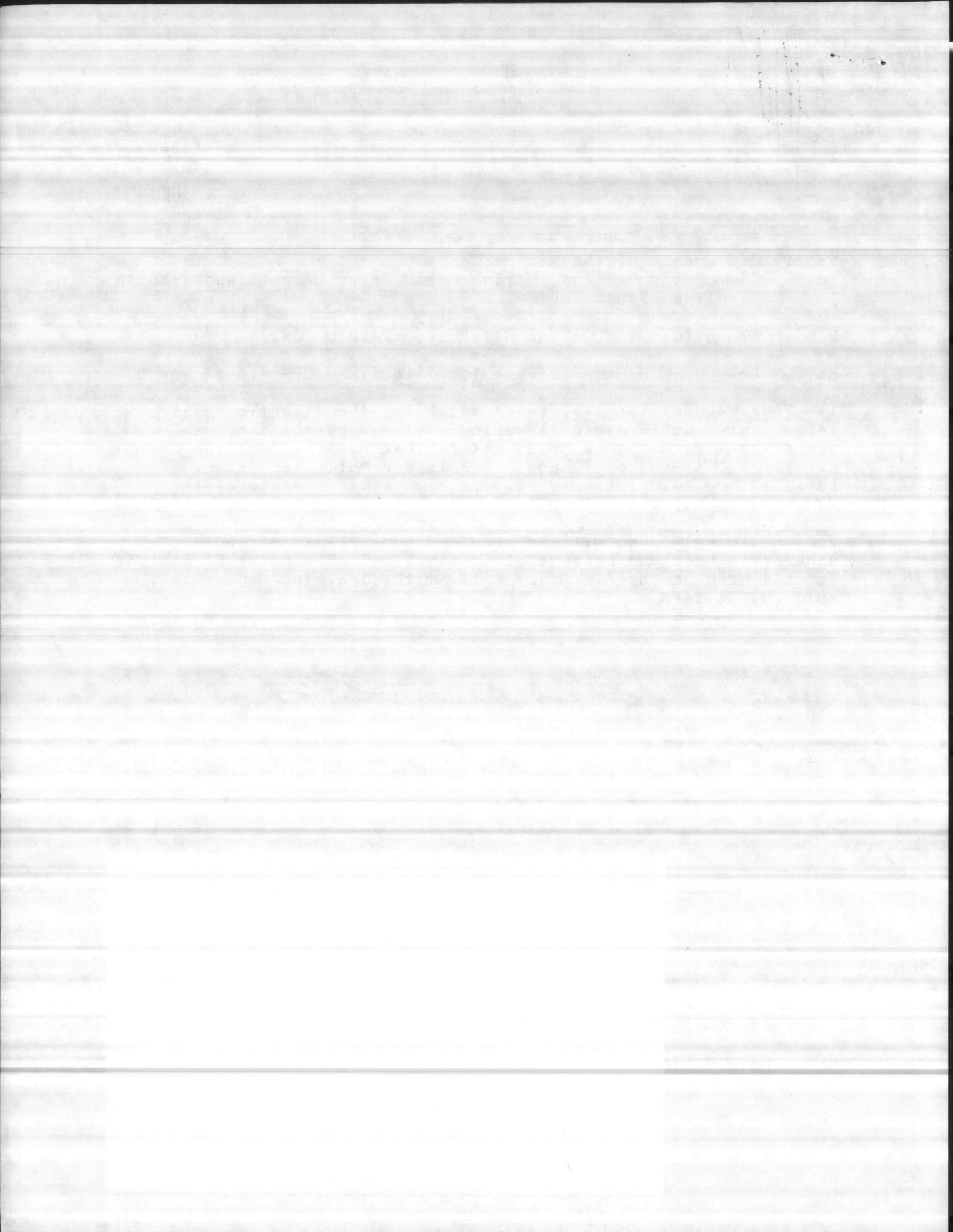
H. E. PIERPAN
Colonel, U. S. Marine Corps
Acting Deputy Chief of Staff for Training

20 Dec 85

CG

Our 18 Nov 85 ltr to CMC laid out the the problems we had uncovered in attempting to close the inland waterway for the 4 hour pd. Among these was the discovery we had no apparent authority to close it at all.

R/f





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

IN REPLY REFER TO

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

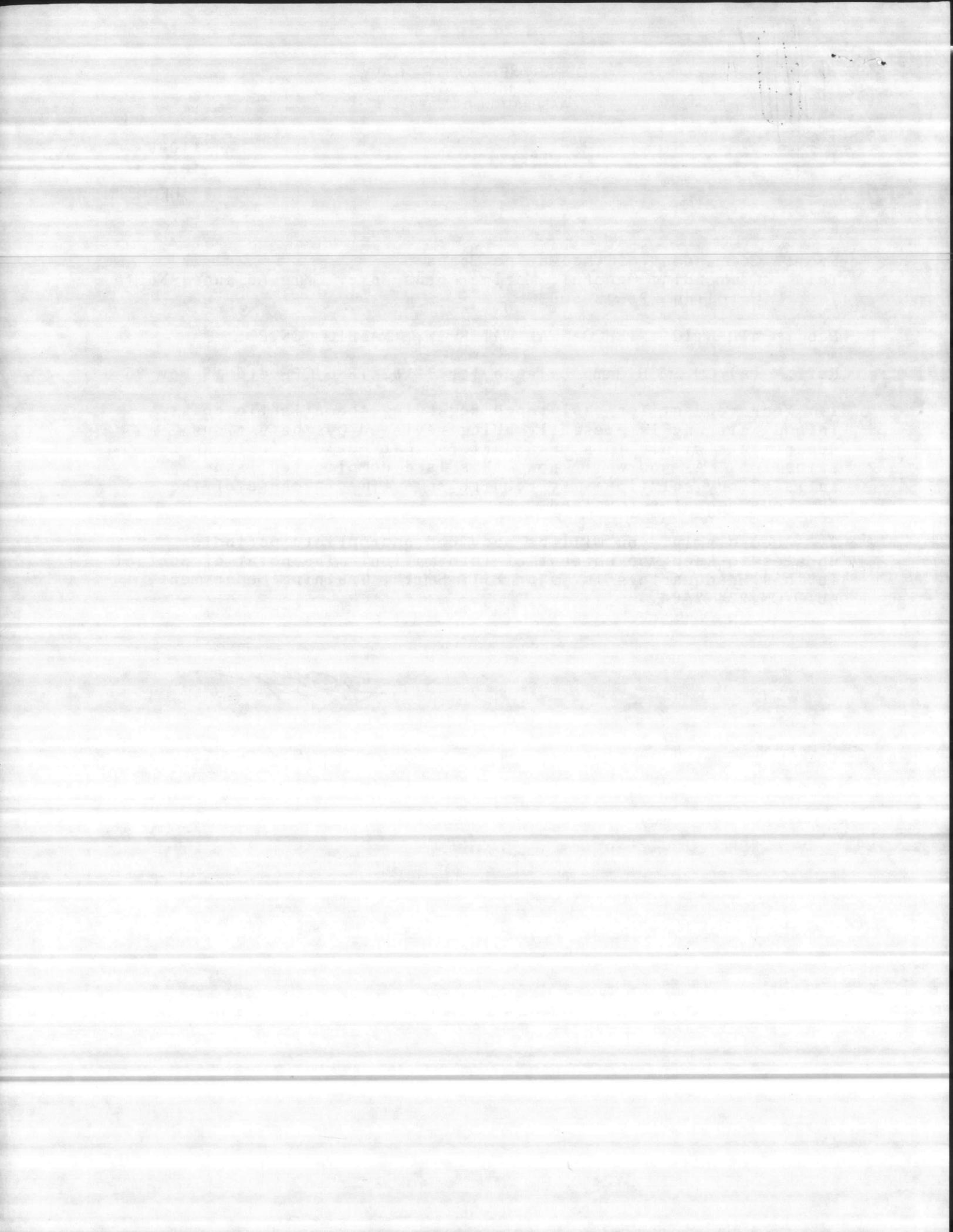
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A handwritten signature in black ink, appearing to read "H. E. Pierpan", is located below the main body of text.

H. E. PIERPAN
Colonel, U. S. Marine Corps
Acting Deputy Chief of Staff for Training

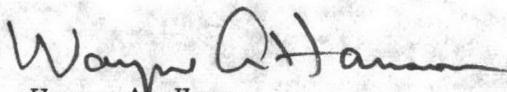


SAWCO-E

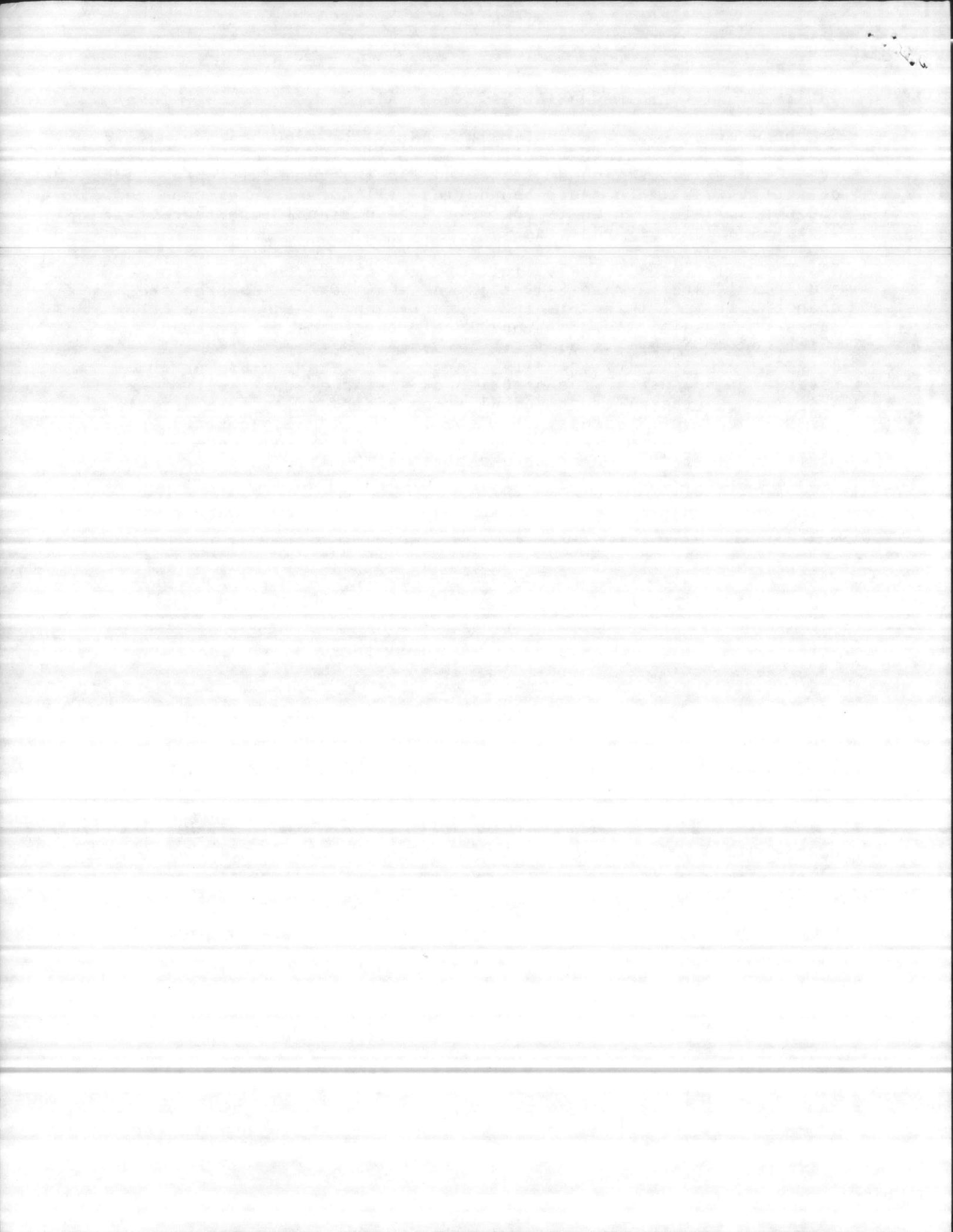
SUBJECT: Standing Operating Procedure for Range Control Operations
(Range Control SOP)

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





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

IN REPLY REFER TO:
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

Handwritten note on a piece of paper:
Hand —
Copy for
me please
JMS





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

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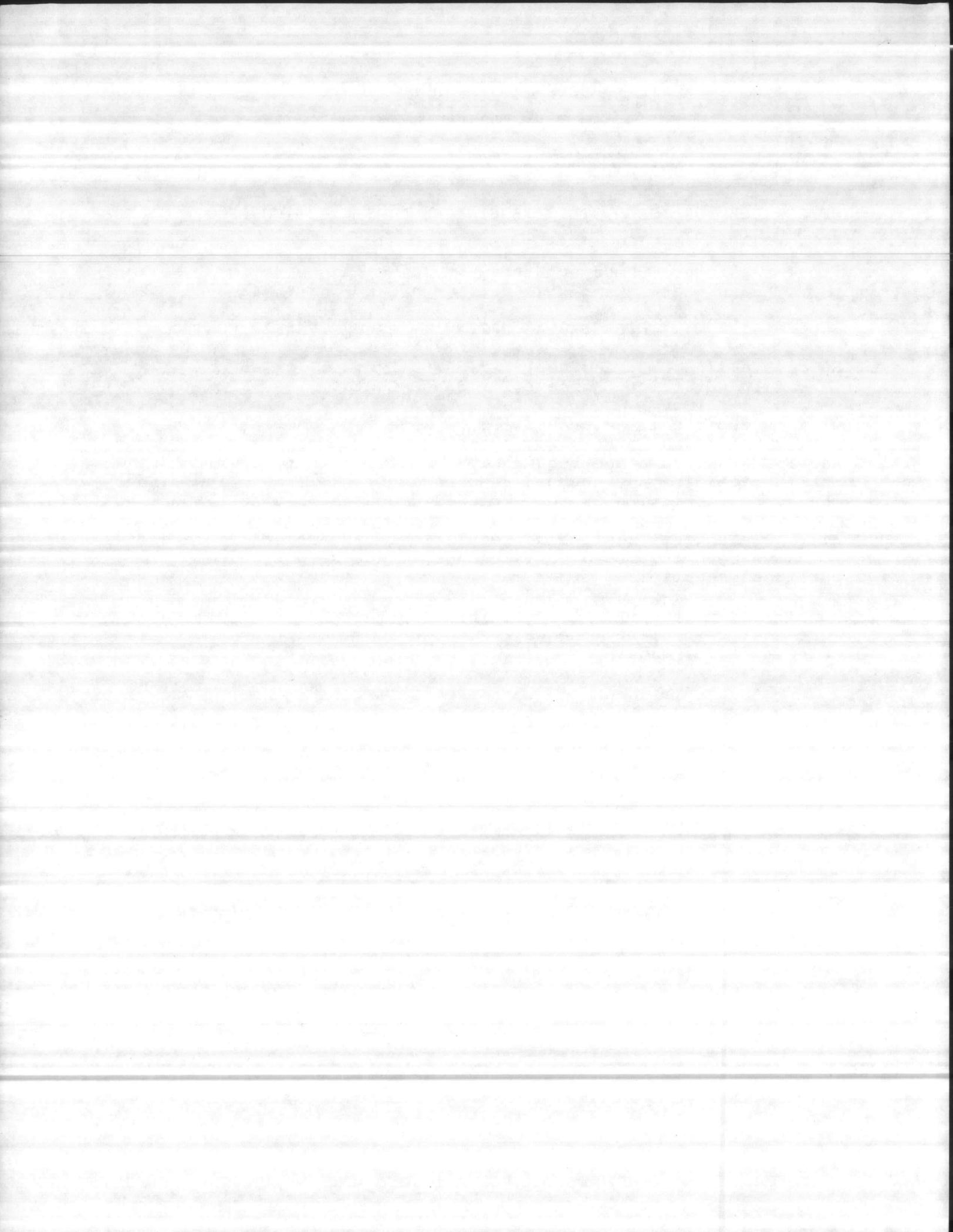
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Respectfully,

A handwritten signature in black ink, appearing to read "J. A. Speicher".

J. A. SPEICHER
Colonel USMC



Note 2

declaration of the Secretary of War of danger zone regulations were not barred by laches notwithstanding lack of diligence where the government did not show prejudice by the delay sufficient to bar the action. *Todd v. U.S.*, 1961, 292 F.2d 841, 155 Ct.Cl. 87.

Where plaintiffs' fishing nets and equipment and property rights in fishing location in Chesapeake Bay were taken by the Secretary of War during wartime by the issuance of danger zone regulations governing navigation in the Bay, plaintiffs were entitled to \$20,000 for the value of their fishing rights plus \$2,400 for the depreciated value of certain nets and \$840 for the value of poles for such nets. *Id.*

Issuance of navigation regulation did not preclude reliance by government on defense of dominant navigation servitude in action for damage to oyster grounds resulting from dredging and pier construction operations. *York Cove Corp. v. U.S.*, D.C.Va.1970, 317 F.Supp. 799.

3. Jurisdiction

Alleged negligence of campground operator to warn sailor, who used campground boat ramp, that water level on navigable lake was high and that power lines hung over lake some 1600 feet from campground did not bear such a significant relationship to traditional maritime activity, as regards sailor's death when mast of boat struck power lines, as to create federal admiralty jurisdiction. *Bendlin v. Virginia Elec. & Power Co.*, D.C.N.C.1978, 449 F.Supp. 934.

§ 5. Abolition of tolls on Government canals, canalized rivers, etc.: expense of operation, repairs to and reconstruction of canals, etc.; Panama Canal excepted

Notes of Decisions

Service charges 4

4. Service charges

This section prohibiting collection of tolls or operating charges for use of certain works on rivers and harbors belonging to United States did not prevent State Harbor Commission from col-

4. Review—Sufficiency of evidence

In prosecution which resulted in conviction for unauthorized entry into military danger zone during naval gunnery practice session, trial court's finding that defendants knew zone was closed to nonmilitary navigation before they entered it was supported by sufficient evidence, including evidence that Navy had routinely distributed a notice of practice schedule, defense mapping agency had transmitted information as a part of its daily radio broadcasts, red warning flag flew atop highest point on eastern half of island, patrol boat intercepted defendants' flotilla before it entered zone and warned lead boat, and another patrol boat warned defendants, and they still did not leave for approximately three hours. *U.S. v. Saade, C.A. Puerto Rico* 1981, 652 F.2d 1126.

5. — Remand

Regulation creating military danger zone off southeastern coast of island of Vieques during naval gunnery practice session was authorized solely by this section expressly restricting power of Secretary of the Army to prescribe target practice regulations by requiring that Secretary ensure such regulations do "not unreasonably" interfere with or restrict the food fishing industry"; therefore, before defendants' convictions of unauthorized entry into military danger zone could be affirmed, further proceedings were required to determine whether regulation unreasonably interfered with food-fishing industry, as contended by defendants. *U.S. v. Saade, C.A. Puerto Rico* 1981, 652 F.2d 1126.

lecting harbor service charge from harbor users even though Army Corps of Engineers contributed to cost of harbor construction where title to nearly all land under water and harbor belonged to Commission or private companies and Army Corps of Engineers did not construct harbor but reimbursed Commission for part of its costs. *Indiana Port Commission v. Bethlehem Steel Corp.*, D.C.Ind. 1981, 534 F.Supp. 858, reversed on other grounds 702 F.2d 107.

WATERS DECLARED NONNAVIGABLE; CHANGE OF NAME

§ 27b. Chicago River, West arm of South Fork of South Branch

The portion of the west arm of the South Fork of the South Branch of the Chicago River, as established by the ordinance of the city of Chicago on July 17, 1911, in the southwest quarter of section 32, township 39 north, range 14 east of the third principal meridian, in the city of Chicago, county of Cook, State of Illinois, lying westerly of a straight line drawn from a point in south dock line of the said west arm 203.94 feet westerly of the point of intersection of the south dock line of the said west arm with the west dock line of the east arm of the South Fork of the South Branch of the Chicago River as established by said city of Chicago ordinance of July 17, 1911, measured along the south dock line of said west arm, thence to a point in the north dock line of the said west arm said point being 278 feet westerly of the intersection of the north dock line of the said west arm with the west dock line of the South Fork of the South Branch of the Chicago River as established by said city of Chicago ordinance of July 17, 1911, measured along the north dock line of said west arm of the South Fork of the South Branch of the Chicago River, is declared to be and is on and after September 1, 1959 to be regarded as a nonnavigable water of the

United States within the meaning of the Constitution. That plans for a suitable bulkhead to waterway shall be submitted to and approved by the States Army, prior to the placing of such fill.

(Pub.L. 86-218, Sept. 1, 1959, 73 Stat. 448.)

Library References

Navigable Waters § 1(2).

C.J.S. Navigable Waters § 7.

§ 53a. Additional portion of Benton Harbor water

The Benton Harbor Canal, from the west line to the west line of Riverview Drive extended north and State of Michigan, be, and the same is hereby declared to be navigable waters of the United States within the meaning of the Constitution.

(Pub.L. 88-88, § 1, Aug. 5, 1963, 77 Stat. 118.)

Library References

Navigable Waters § 1(2).

C.J.S. Navigable Waters § 7.

§ 59b. Bayous Terrebonne and LeCarpé, Louisiana

Bayou Terrebonne west of Barrow Street Intracoastal Waterway in the city of Houma, State of Louisiana, and the same is hereby declared to be navigable waters of the United States within the meaning of the Constitution and laws of the United States.

The right to alter, amend, or repeal this section is hereby reserved.

(Pub.L. 86-226, §§ 2, 3, Sept. 8, 1959, 73 Stat. 455.)

Codification. Section is comprised of sections 2 and 3 of Pub.L. 86-226. Section 1 of Pub.L. 86-226 was not classified to the Code.

§ 59c. East River, New York

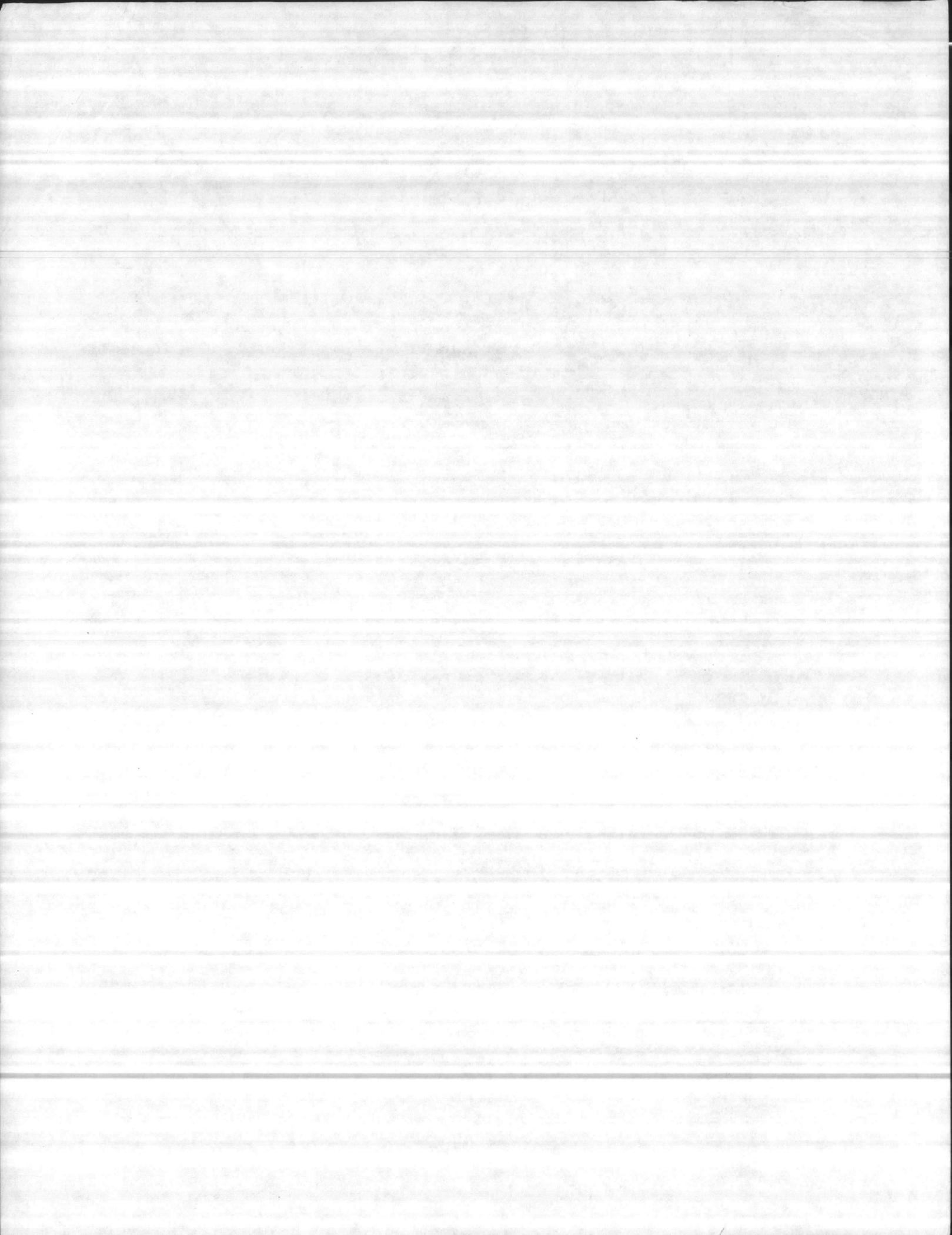
That portion of the East River, in New York City, between the south line of East Seventeenth Street and the north line of East Ninety-Ninth Street, States pierhead line as it existed on July 1, 1965, extended eastwardly, is hereby declared to be navigable waters of the United States within the meaning of the Constitution and laws of the United States.

(Pub.L. 89-298, Title III, § 307, Oct. 27, 1965, 79 Stat. 1118.)

§ 59c-1. East and Hudson Rivers, New York

Those portions of the East and Hudson Rivers, New York, lying shoreward of a line within the United States August 13, 1968, and bounded on the north by the north line of East Ninety-Ninth Street, extended westerly and the south side of Robert Street, extended eastwardly, are hereby declared to be nonnavigable waters of the United States within the meaning of the laws of the United States. Only those portions of the above-described area which are necessary for bulkheading and filling shall be approved by the Chief of Engineers, on the basis of the location and structural stability of the bulkhead and maintain the remaining navigable waters of the East and Hudson Rivers, New York, under the Federal Government for any engineering purposes.

(Pub.L. 90-483, Title I, § 113, Aug. 13, 1968, 82 Stat. 1118.)



in constructed. The term "South and Southwest Passes," as employed in this section, shall be construed as embracing the entire extent of channel in each case, between the upper ends of the works at the head of the pass and the outer or sea ends of the jetties at the entrance from the Gulf of Mexico; and any willful violation of any rule or regulation made by the Secretary of the Army in pursuance of this section shall be deemed a misdemeanor, for which the owner, or owners, agent or agents, master or pilot of the vessel so offending shall be separately or collectively responsible, and on conviction thereof shall be punished by a fine of not less than \$100, nor exceeding \$500, or by imprisonment for not exceeding three months, or by both fine and imprisonment, at the discretion of the court. Mar. 3, 1909, c. 264, § 5, 35 Stat. 818.

Historical Note

Codification. The Department of War was designated the Department of the Army and the title of the Secretary of War was changed to Secretary of the Army by Act July 26, 1947, c. 343, Title II, § 205(a), 61 Stat. 501. Section 205(a) of Act July 26, 1947 was repealed by section 53 of Act Aug. 10, 1956, c. 1041, 70A Stat. 641. Section 1 of Act Aug. 10, 1956 enacted "Title 10, Armed Forces", which in sections 3011-3013 continued the military Department of the Army

under the administrative supervision of a Secretary of the Army.

These provisions were part of section 5 of the River and Harbor Appropriation Act of 1909.

These provisions superseded previous similar provisions relating to the navigation of the South Pass only, contained in Act Aug. 11, 1888, c. 860, § 5, 25 Stat. 424, amended by Act Sept. 19, 1890, c. 907, § 3, 26 Stat. 452.

Cross References

Appropriations for examinations and surveys, see section 725a(b) (18) of Title 31, Money and Finance.
 Felony and misdemeanor defined, see section 1 of Title 18, Crimes and Criminal Procedure.

Notes of Decisions

Constitutionality 1
 Violation of regulations 2

1. Constitutionality

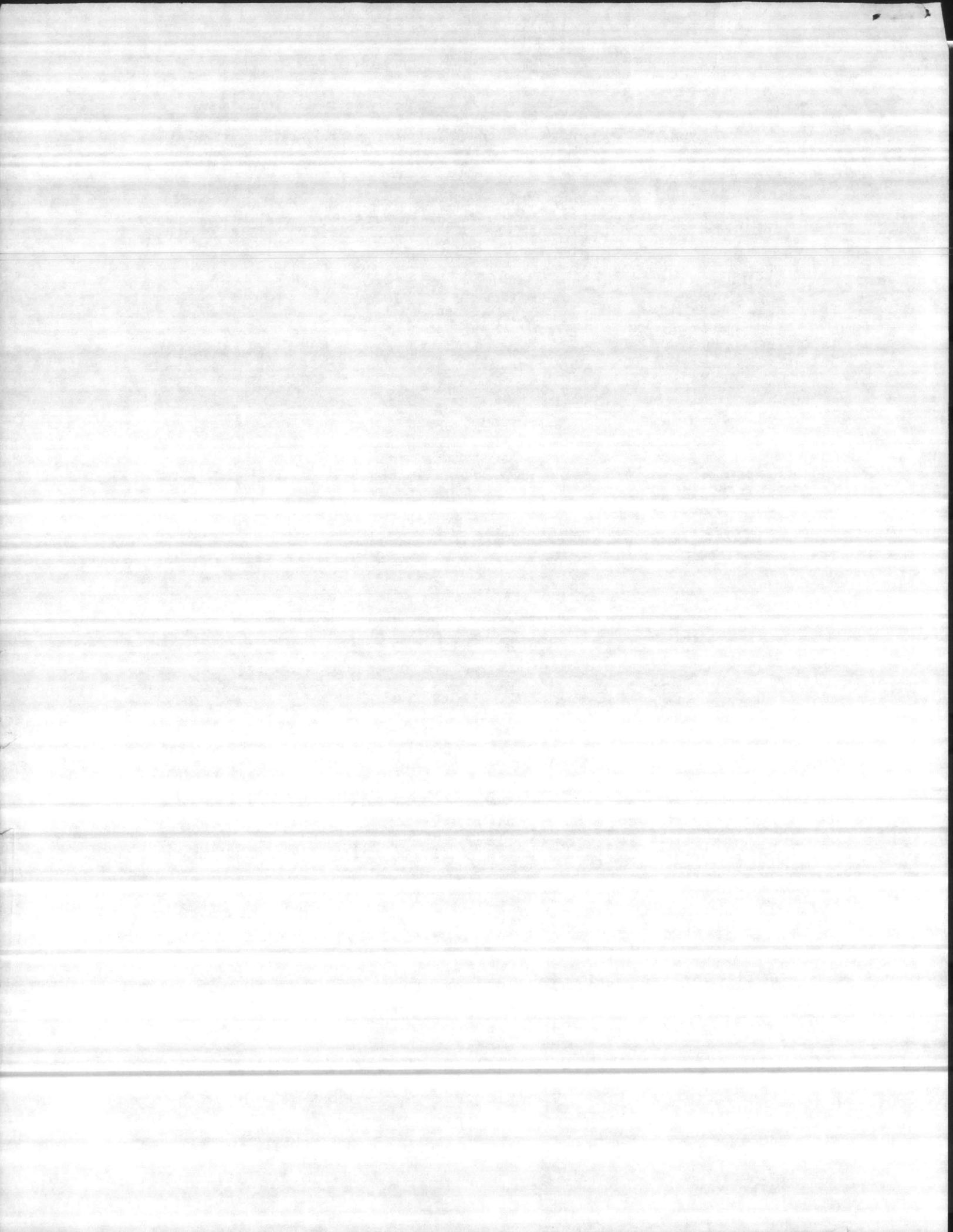
Act Aug. 11, 1888, c. 860, § 5 (superseded by this section), was not invalid as conferring legislative authority on the secretary of war, as he was only authorized to make the rules, and it is the act of congress which declares the violation to be a misdemeanor. U. S. v. Breen, C.C.La.1889, 40 F. 402.

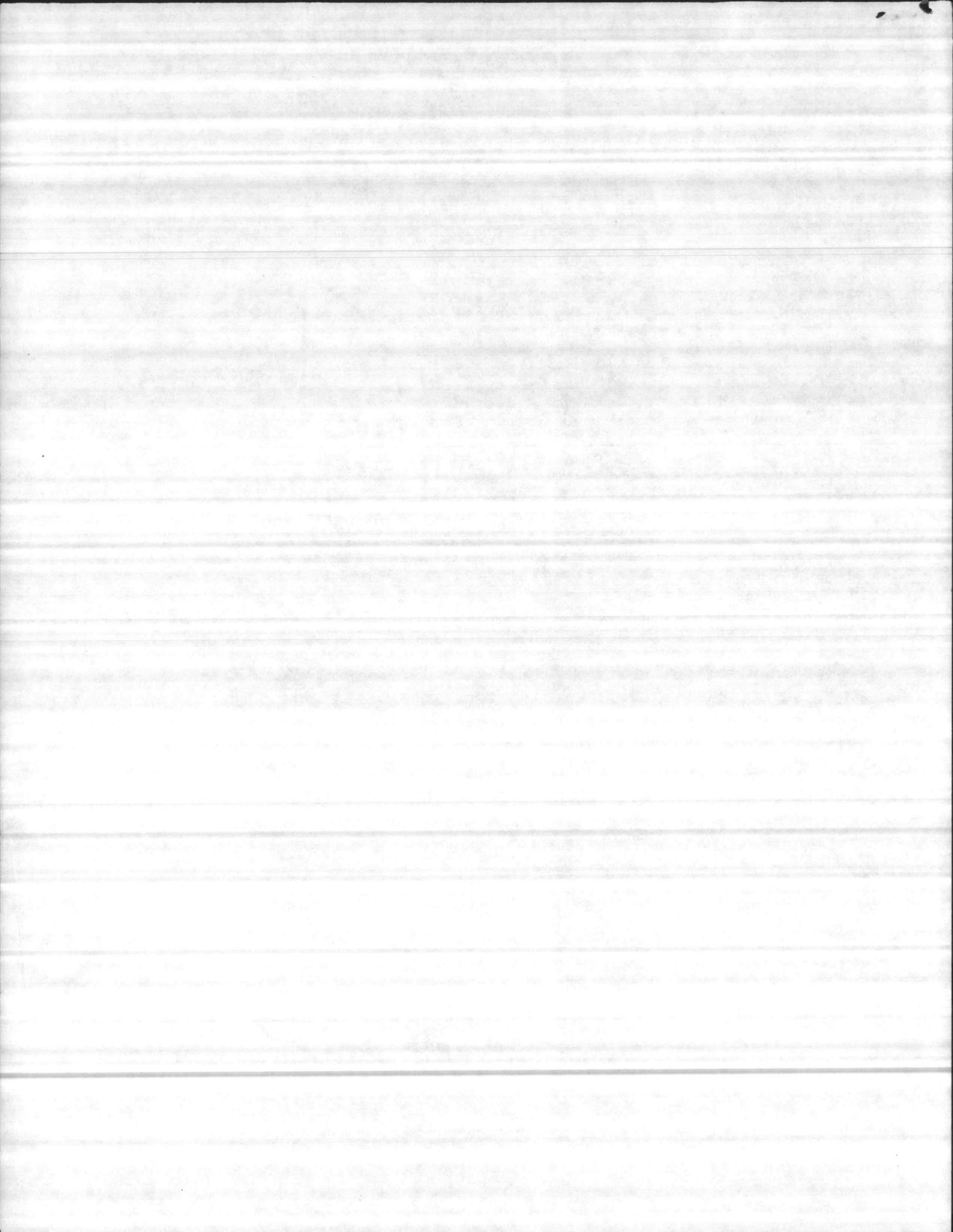
2. Violation of regulations

In action for damages to spur dikes with which vessel collided while navigating Southwest Pass in Mississippi river, instruction that, if navigation became difficult because of fog, pilot was required to anchor, notwithstanding it violated regulation enacted pursuant to this section, and that his failure to anchor would be negligence, was erroneous, since question whether he was guilty of negligence in navigating in fog was for jury. Dampskibsselskabet Atlanta A/S v. U. S., C.C.A.La.1929, 31 F. 2d 961.

§ 3. Regulations to prevent injuries from target practice

Authority to adopt regulations. In the interest of the national defense, and for the better protection of life and property on the navigable waters of the United States, the Secretary of the Army is authorized and empowered to prescribe such regulations as





jurisdiction thereof, the offense shall be deemed and held to have been committed within the jurisdiction in which the offender may be found or into which he is first brought, and shall be tried by the court having jurisdiction thereof. July 9, 1918, c. 143, Subch. XIX, §§ 1-4, 40 Stat. 892, 893.

Historical Note

Codification. The Department of War was designated the Department of the Army and the title of the Secretary of War was changed to Secretary of the Army by Act July 26, 1947, c. 343, Title II, § 205(a), 61 Stat. 501. Section 205(a) of Act July 26, 1947 was repealed by section 53 of Act Aug. 10, 1956, c. 1041, 70A Stat. 641. Section 1 of Act Aug. 10, 1956 enacted "Title 10, Armed Forces", which in sections 3011-3013 continued the military Department of the Army under the administrative supervision of a Secretary of the Army.

The Coast Artillery has been changed to Artillery under authority of Act June 28, 1950, c. 383, Title III, § 506(a).

64 Stat. 269. Section 306(a) of Act June 28, 1950 was repealed by Act Aug. 10, 1956, c. 1041, § 53, 70A Stat. 641. Section 1 of Act Aug. 10, 1956, enacted "Title 10, Armed Forces" which in section 3063 continued the Artillery as a basic branch of the Army.

This section is from subchapter 19 of the Army Appropriation Act for the fiscal year 1919, Act July 9, 1918.

The four paragraphs of this section were, respectively, sections 1 to 4 of said subchapter 19.

The first two paragraphs of this section superseded similar provisions of Act Aug. 8, 1917, c. 49, § 8, 40 Stat. 266.

Cross References

Felony and misdemeanor defined, see section 1 of Title 18, Crimes and Criminal Procedure.

§ 4. Water gauges on Mississippi River and tributaries

The Secretary of the Army is authorized and directed to have water gauges established, and daily observations made of the rise and fall of the Mississippi River and its tributaries.

For the purpose of securing the uninterrupted gauging of the waters of the Mississippi River and its tributaries, as provided for in this section, upon the application of the Chief of Engineers, the Secretary of the Army is authorized to draw his warrant or requisition, from time to time, upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the sum of \$9,600. R.S. § 5252; Aug. 11, 1888, c. 860, § 6, 25 Stat. 424; June 13, 1902, c. 1079, § 9, 32 Stat. 374; Aug. 30, 1954, c. 1076, § 1(15), 68 Stat. 967.

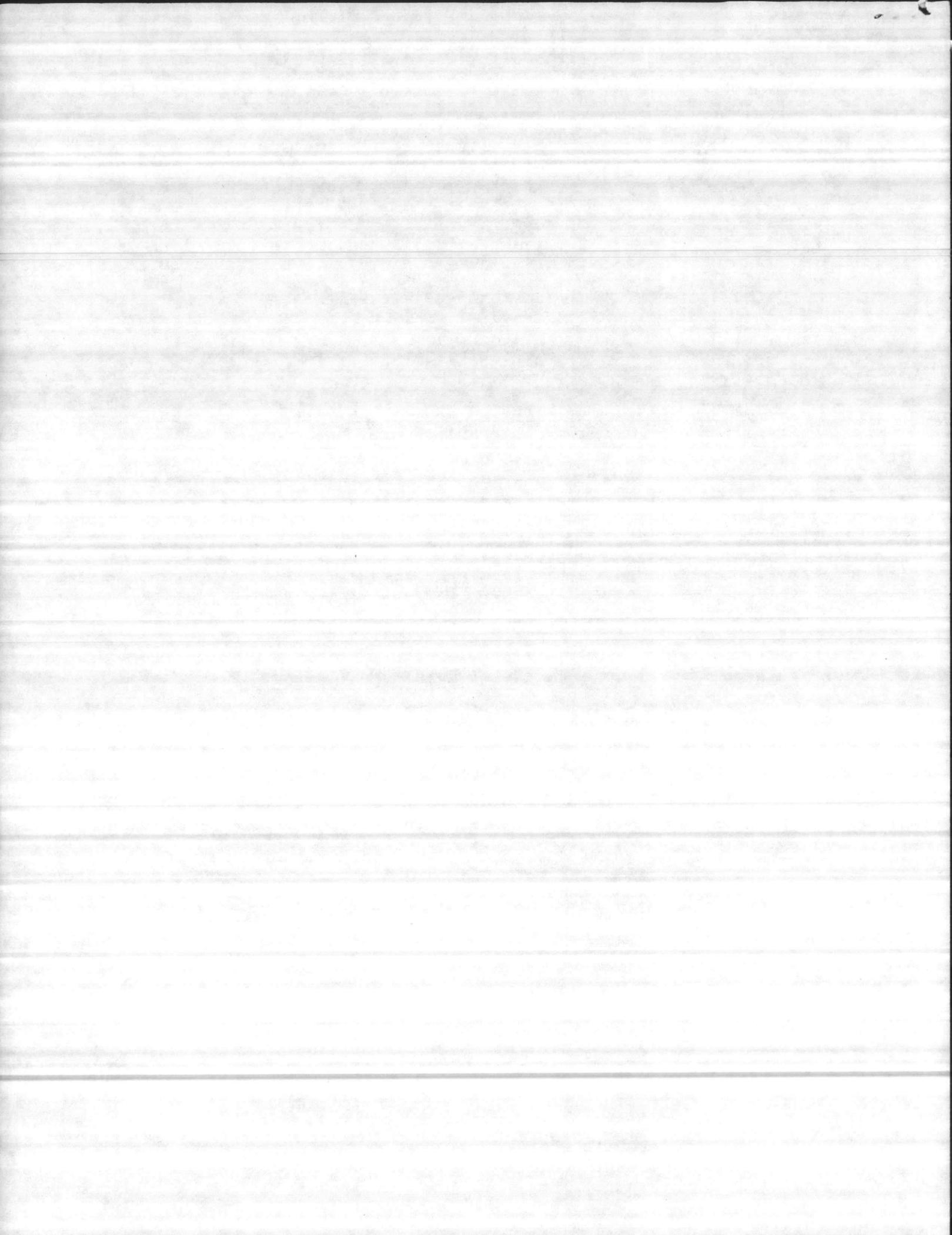
Historical Note

Derivation. R.S. § 5252 was derived from Res. Feb. 21, 1871, No. 40, 16 Stat. 598.

Codification. The Department of War was designated the Department of the Army and the title of the Secretary of War was changed to Secretary of the Army by Act July 26, 1947, c. 343, Title II, § 205(a), 61 Stat. 501. Section 205(a) of Act July 26, 1947 was repealed by

section 53 of Act Aug. 10, 1956, c. 1041, 70A Stat. 641. Section 1 of Act Aug. 10, 1956 enacted "Title 10, Armed Forces", which in sections 3011-3013 continued the military Department of the Army under the administrative supervision of a Secretary of the Army.

The first paragraph of this section is from R.S. § 5252, which, as enacted, authorized and directed the establishment



in Mercer County, State of N.D., D.C.N.D. 439 F.Supp. 483.
 tion of beach between high and low water of ocean is owned by state and is open to whenever it can be reached and used. Asse Island Condemnation Cases Opinion No. 2, Ind.1970, 311 F.Supp. 1039, adhered to Supp. 1170.

liability for damages
 damages for lost profits arising from loss of use of vessel for repairs after its collision or other tort has traditionally been called "detention" and is allowed when profits have been lost, and the amount of such profits is with reasonable certainty; burden of establishing that profits lost is upon the shipowner. County Gravel Co., Inc. v. Thomas Maben, C.A.Miss.1978, 585 F.2d 1306.

lands bordering nonnavigable creek, which flows into navigable river which flowed into navigable river on which dam was built, not within beds of those rivers or subject to riparian easement and government was liable for permanent flooding of lands which previously flooded only in wet season while producing timber in dry season. Goose Creek Club, Inc. v. U.S., 1975, 518 F.2d 579, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632.

Navigation of waters generally

immunity in that Congress retained sovereignty as to river and harbor works; thus regulations enacted pursuant to this section authorizing regulations by Secretary of Army governing navigable waters generally requiring clause in permit that United States shall not be held liable for damage done to works or projects in subsequent operations relating to navigable waters do not violate Federal Tort Claims Act. Boston Edison Co. v. Great Lakes Dredge & Dock Co., C.A.Mass.1970, 423 F.2d 891.

permissive clause, in permit issued by government power company to lay cables under navigable stream, providing that United States should not be liable for damages or injuries to structure authorized which might be caused by or from future operations undertaken for construction or improvement of navigation, which was never negotiated for nor sold, but authorized by Secretary of the Army acting under discretionary authority, was not void as violative of policy. Id.

United States breached no duty with respect to depth and contours of narrow area of channel and it could not be held liable for collision which occurred when inbound vessel exceeded a sheer after passing outbound vessel in area of the channel and veered across the channel and struck a dock and a properly moored tug. Philantankers, Inc. v. M/V Don Carlos, 1981, 526 F.Supp. 34.

Twenty-five mile navigable stretch of Missouri River which was used by small boats only and which resembled traditional maritime activity was not the type of water with respect to which law of admiralty should be held to govern. The Montana courts could plainly exercise jurisdiction over it and apply familiar concepts of

Montana tort law. Adams v. Montana Power Co., D.C.Mont.1973, 354 F.Supp. 1111.

5. Violation of regulations

Federal Tort Claims Act, sections 1346(b) and 2671 et seq. of Title 28, does not waive all governmental immunity in that Congress retained sovereign immunity as to river and harbor works; thus regulations enacted pursuant to this section authorizing regulations by Secretary of Army governing navigable waters generally requiring clause in permit that United States shall not be held liable for damage done to works or projects in subsequent operations relating to navigable streams do not violate Federal Tort Claims Act, sections 1346(b) and 2671 et seq. of Title 28. Boston Edison Co. v. Great Lakes Dredge & Dock Co., C.A.Mass.1970, 423 F.2d 891.

6. Applicable situations

Issuance of navigation regulation did not preclude reliance by government on defense of dominant navigation servitude in action for damage to oyster grounds resulting from dredging and pier construction operations. York Cove Corp. v. U.S., D.C.Va.1970, 317 F.Supp. 799.

Where tug with barge in tow attempted to cross from cove on north side of Chesapeake and Delaware Canal in front of oncoming cargo vessel to south side of canal, regulation prescribed by Secretary of War for navigation of canal that vessels proceeding with the current should have right of way over those proceeding against the current was not applicable, though cargo vessel was proceeding against the tide. Boyer v. Holland-American Line, D.C.Pa.1959, 176 F.Supp. 550.

§ 2. Regulations for navigation of "South and Southwest Passes" of Mississippi River; penalties

West's Federal Forms
 Sentence and fine, see § 7531 et seq.

§ 3. Regulations to prevent injuries from target practice

Air Force. For transfer of certain functions insofar as they pertain to the Air Force, and to the extent that they were not previously transferred to the Secretary of the Air Force and Department of the Air Force from the Secretary of the Army and Department of the Army, see Secretary of Defense Transfer Order No. 40 [App.A. (55)], July 22, 1949.

West's Federal Forms
 Sentence and fine, see § 7531 et seq.

Library References
 Navigable Waters ¶2.
 C.J.S. Navigable Waters § 10 et seq.

Notes of Decisions

- Fishing
 - Generally 1
 - Recovery of damages 2
- Jurisdiction 3
- Review
 - Remand 5
 - Sufficiency of evidence 4

7. Confiscation of private rights and property

Where fishing nets and equipment and property rights in fishing locations in Chesapeake Bay were taken by declaration of the Secretary of War of a danger zone during wartime, the Secretary's action constituted an actual "taking" within U.S.C. A.Const. Amend. 5, where the Secretary permanently deprived plaintiffs of property from which they earned their living and which they had a right to sell or devise. Todd v. U.S., 1961, 292 F.2d 841, 151 Ct.Cl. 87.

Claimants for value of fishing nets and equipment and property rights in fishing locations in Chesapeake Bay allegedly taken by Secretary of War in issuing wartime danger zone regulations governing navigation in the Bay were not barred from recovering compensation on ground of an agreement not to fish more than three-pound nets below the area involved subsequent to 1943. Id.

Where plaintiffs' fishing nets and equipment and property rights in fishing locations in Chesapeake Bay were taken by the Secretary of War during wartime by the issuance of danger zone regulations governing navigation in the Bay, plaintiffs were entitled to \$20,000 for the value of their fishing rights plus \$2,400 for the depreciated value of certain nets and \$840 for the value of poles for such nets. Id.

Claims of plaintiffs for the value of fishing nets and equipment and property rights in fishing locations in Chesapeake Bay which were taken by declaration of the Secretary of War of danger zone regulations were not barred by laches notwithstanding lack of diligence where the government did not show prejudice by the delay sufficient to bar the action. Id.

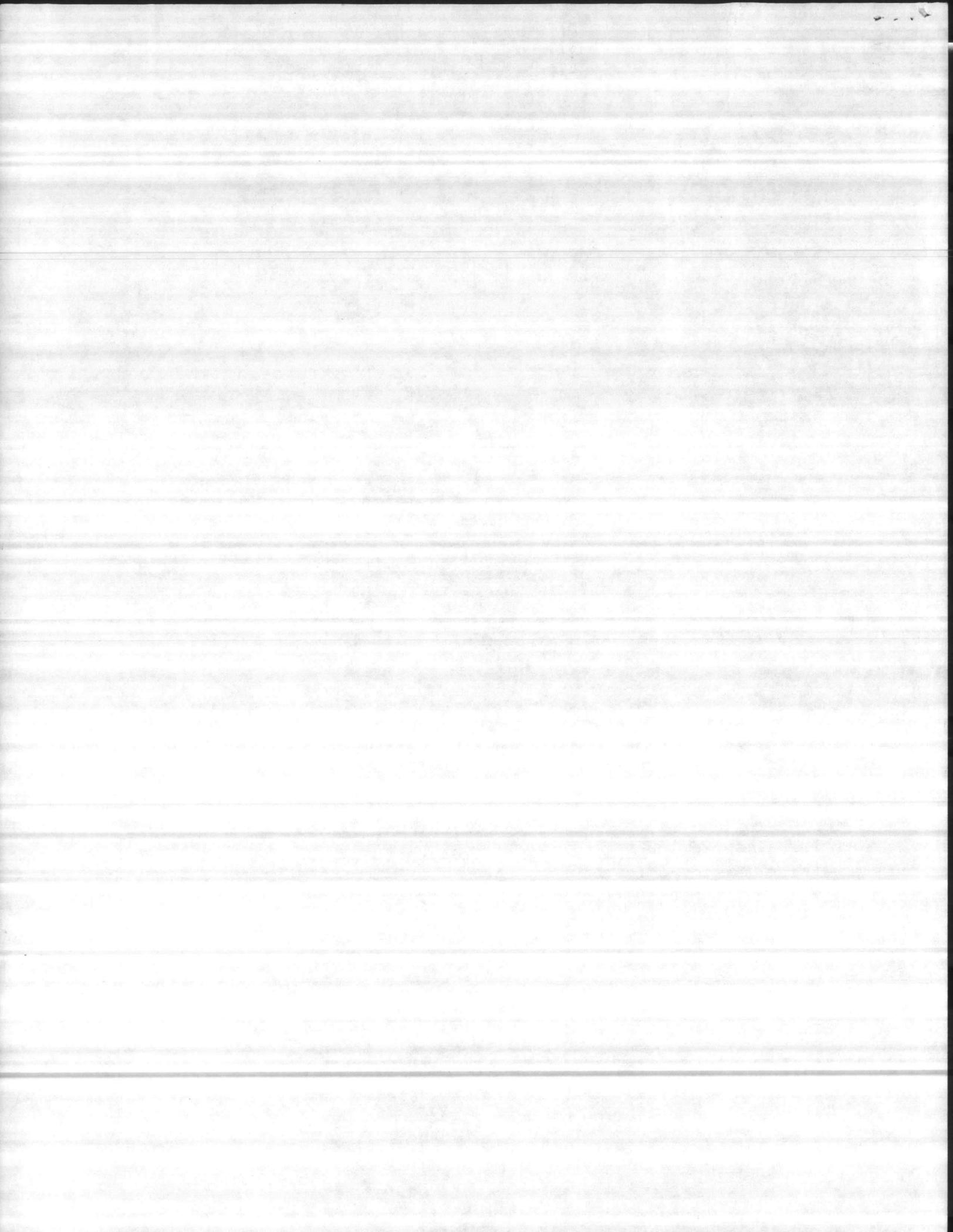
1. Fishing—Generally

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2. — Recovery of damages

Claims of plaintiffs for the value of fishing nets and equipment and property rights in fishing locations in Chesapeake Bay which were taken by



(ii) The areas described in paragraph (b)(1) (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 danger zones 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. [26 FR 9673, Oct. 13, 1961]

§ 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'.

(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 French Creek up to longitude 77°20'; and on the north by a line running from Hadnot Point 285°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°22'; and on the northwest by a line running from Paradise Point 243°30' to Ragged Point.

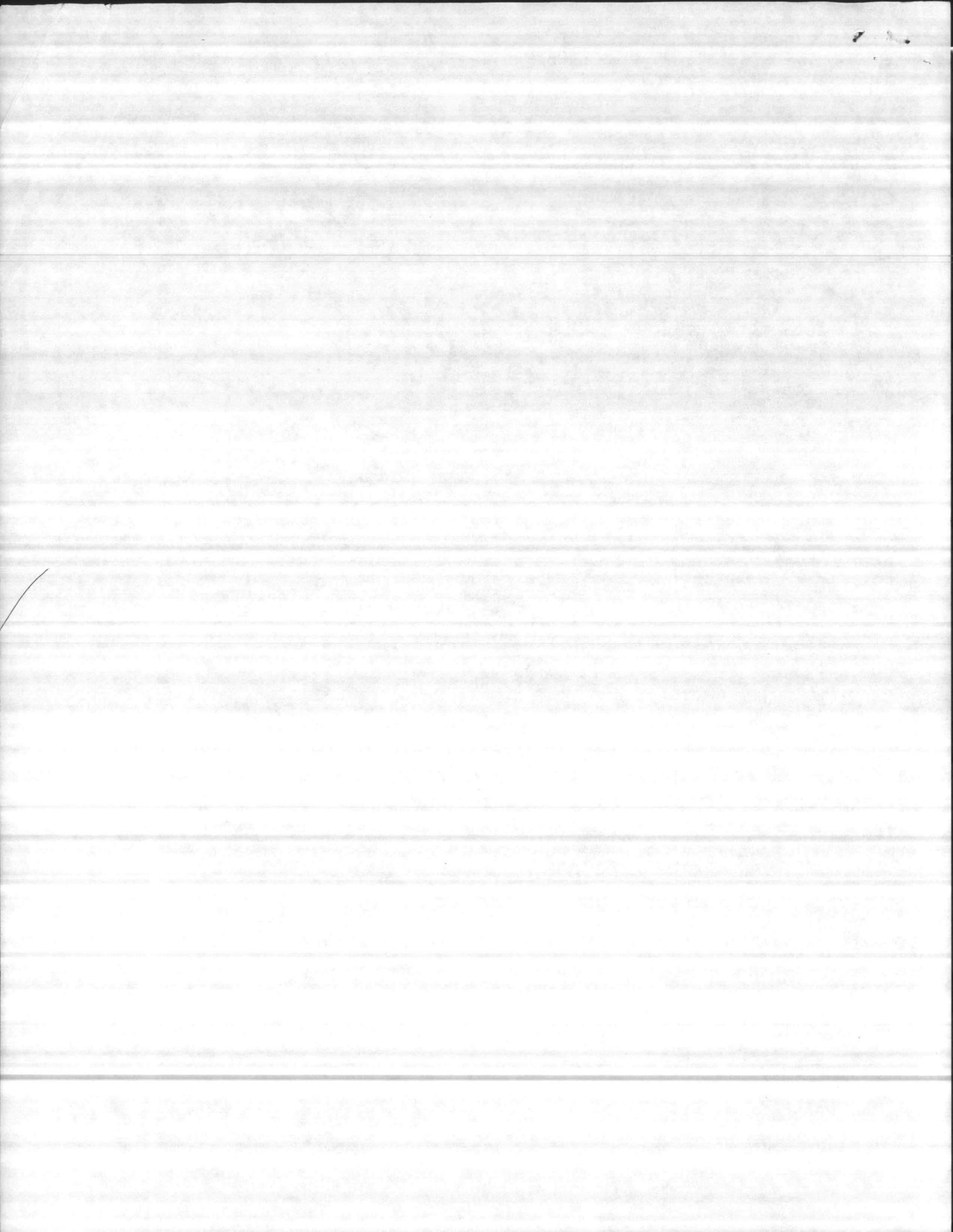
(8) *Jacksonville Sector.* Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude 77°23'30"; and on the north by an east-west line passing through New River Day Beacon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

* * per (a) (c) - apparently the zone is enlarged.

* file



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 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 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.

(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 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 beginning.

(2) *The regulations.* Vessels may proceed along established waterways except during military training peri-

ods. 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, 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°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.

(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.

* per c.2.
lighting altered.
XX flags moved to poles in water.

(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.

[26 FR 9673, Oct. 13, 1961, as amended at 48 FR 41160, Sept. 14, 1983]

§ 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 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:

Latitude	Longitude
32°21'40"	
32°21'51"	80°44'52"
32°21'54"	80°44'38"
32°22'01"	80°44'41"
32°22'08"	80°44'21"
32°22'15"	80°44'15"
32°22'17"	80°44'07"
32°22'20"	80°44'05"
32°22'17"	80°43'52"
32°22'17"	80°43'46"
32°21'44"	80°43'47"
32°21'30"	80°43'28"
32°20'55"	80°43'13"
32°20'21"	80°42'23"
32°20'06"	80°42'24"
32°20'12"	80°42'43"
32°20'18"	80°43'01"
32°20'25"	80°43'22"
32°20'30"	80°43'33"
	80°43'37"

