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 LETTER DATED JULY, 15, 1994
 FROM ANTON SIMISGALLI TO
 DIANE S. NIXON

HOLMES & NARVER, INC.
 Engineers - Constructors

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TO: John R. Kaiserman, Resident Manager JOB: ~~952~~ NAURU ISLAND ID No. 1953
 FROM: J. Paolozzi, Superintendent-Marine Operations RE: Marine Report-Nauru Island
 DATE: 27 July 1956

The information for this report was obtained while on Nauru Island, from July 23, 1956 to July 25, 1956, inclusive.

The island, in general, appears to be as shown on Hydrographic Office Chart #2179, i.e. size, height and navigational aids.

There are no offshore reefs or shoals, and it is safe for vessels to approach the island in any direction. All harbor facilities are located in the South-western Quadrant (180° to 270°). Completely around the island there is a hard coral shelf, approximately 200-300 feet from the high water mark to seaward, with a possible average of about 100 feet in the vicinity of the cantilever crane. Jetties #1 and 2 are concrete and stone construction and extend to the edge of the shelf. These jetties were built to minimize wave and swell action in that area, and they are not usable for boat landings.

The water depth over the shelf varies from practically dry at low (zero tide) to tide height at any tide phase. The tidal range is about six feet. The gradient of this shelf is about a one foot drop per 100 feet seaward. At the edge of the shelf the sea bottom falls off sharply (45° to 60°). About 150 feet beyond the outer edge of the shelf the average depth is 150 fathoms.

There are four offshore, deep-water mooring buoys available. Two of these mooring buoys are used for general cargo and passenger ships and are adjacent to the boat harbor. The other two are adjacent to the cantilever crane. Two additional buoys, directly under the cantilever crane, are used exclusively in connection with the crane. The cantilever crane is not adaptable for general cargo. It supports a conveyor belt for off-loading crushed phosphate only and has a water and fuel hose attachment for receiving water and fuel oil.

The boat harbor, which appears on the chart between Jetties #1 & 2, is a blasted and dredged basin of concrete construction (saucer-like). The entrance to this basin is about 30 feet wide. Several protruding rocks on either side were noted. These cut the usable channel a few feet less than the estimated 30 feet, and for planning purposes, a 28-foot channel should be planned. The controlling depth in the boat channel at zero tide is about forty-two inches (3½ feet).

The main cargo handling equipment is an electric overhead gantry type (overhead rails) with a 20 ton capacity. The limits of this crane are as follows:

- a. 20 ton lifting capacity
- b. 20 foot reach
- c. 19 foot height over-all (including cargo and slings)
- d. 35 foot clearance between crane supports

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