

EXPLOSIVE ORDNANCE DISPOSAL TEAM
Training Facilities Branch
Marine Corps Base
Camp Lejeune, North Carolina 28542

EOD/HBR/hbr
8027
5 August 1983

From: Explosive Ordnance Disposal Officer
To: Training Facilities Officer

Subj: After Action Report of Atlantic Intracoastal Waterway Dud Clearance and
Dredging Operation; submission of

Encl: (1) Ordnance Located and Destroyed

1. Background: The Wilmington, N. C. District Army Corps of Engineers announced intentions to dredge the Atlantic Intracoastal Waterway to a mean depth of 12 ft. throughout the G-5 and G-7 section of the N-1 Impact Area. Silting occurs at a rate of approximately one foot per year and is dredged on average once every 3 to 5 years. The Army Corps of Engineers requested EOD Group Two, Fort Story, Virginia to survey the applicable portions of the waterway to identify and remove the explosive dud hazards underwater. Marine EOD Camp Lejeune was requested to provide logistical and technical support. All funding for this and previous dud clearance and dredging operations was provided by the Wilmington District Army Corps of Engineers.

2. Planning: On 1 March 1983, a Planning Conference was held to confirm operational procedures and procure logistical and operational support. Representatives from the following organizations were present:

Wilmington District Army Corps of Engineers
Navy EOD, Group Two, Fort Story, Virginia
EOD Team, MCB, Camp Lejeune
EOD Team, MAG-29, New River

3. Operations:

a. Dud Clearance Operation: On 31 May 1983 a 11 man Navy EOD Team arrived at Camp Lejeune. The men were billeted in the Holiday Inn, Jacksonville, North Carolina. A command post was established at Freeman's Creek Landing, grid coordinates 938304. Access to the command post was controlled by a locked gate at the junction of Freeman's Creek Road and Highway 172. Navy EOD set up and stored their equipment in 2 Seabee Personnel Shelters and 1 five-ton tactical van located at Freeman's Creek Landing. No guard was provided after-hours and no equipment was stolen. Navy EOD boats were moored at the Hurst/Onslow Beach Bridge after-hours. The draw bridge duty kept an watch on the boats. On 1 June 1983 the combined Navy/Marine EOD clearance operation began in the G-5 impact area. Range safety boats blocked the waterway to the north and south of the area being worked by EOD. All boat traffic was stopped between the hours of 0730-1130 and 1300-1530 hours daily, Monday thru Friday. The clearance method consisted of placing a jackstay widthwise through the waterway. Navy EOD divers anchored themselves to the jackstay and swept sections of the waterway using a MK-10 ordnance locator. Marine EOD swept the banks and marsh areas on either side of the waterway. The inland side of the waterway was swept for a minimum distance of 50 meters inland. The ocean side of the waterway was swept for a minimum distance of

EXPLOSIVE ORDNANCE DISTRICT
Training Facilities Branch
Marine Corps Base
Camp Lejeune, North Carolina 28542

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From: Explosive Ordnance District Officer
To: Training Facilities Officer

Subject: After Action Report of Atlantic Intracoastal Waterway and Clearing and
Training Operations; Submission of

Serial (1) - Ordnance Hoisted and Destroyed

1. Background: The Wilmington, N. C. District Army Corps of Engineers supported
theaters to dredge the Atlantic Intracoastal Waterway to a mean depth of 15 feet
throughout the D-5 and D-6 section of the N-1 Inland Area. Dredging operations
were of approximately one foot per year and it desired to dredge an area of 100,000
square feet. The area of 100,000 square feet was divided into 10,000 square foot
to survey the applicable portions of the waterway to identify and remove the
explosive and hazardous material. Marine BUD Camp Lejeune was requested to provide
logistical and technical support. All funding for this and previous dredging
and dredging operations was provided by the Wilmington District Army Corps of
Engineers.

2. Planning: On 1 March 1983, a Planning Conference was held to establish operational
procedures and provide logistical and operational support. Recommended procedures and
following organizational chart were presented:

Wilmington District Army Corps of Engineers
Nav. BUD, Group Two, Fort Story, Virginia
FOD Team, MCB, Camp Lejeune
FOD Team, MAG-28, New River

3. Operations:

a. Inland Operations: On 21 May 1983 a 12 man Navy BUD team arrived at
Camp Lejeune. The team were billeted in the Holston Inn, Jacksonville, North Carolina.
A command post was established at Freeman's Creek Landing, with operations conducted
from the command post. The command post was located at the junction of Freeman's
Creek Road and Highway 172. Navy BUD set up and stored their equipment in 2 separate
Personnel Shelters and 1 five-ton tactical van located at Freeman's Creek Landing.
Guard was provided after-hours and no equipment was stolen. Navy BUD posts were
located at the Hurst/Organon Beach Embankment after-hours. The first night the team
fetched on the posts. On 1 June 1983 the combined Navy/Marine BUD team started
dredging in the 1-5 impact area. Range/safety posts placed the waterway to the north
and south of the area being worked by BUD. All dredging activities were conducted
hours of 0730-1130 and 1300-1700 hours daily, Monday through Friday. The dredging
method consisted of placing a jacksack which was anchored to the waterway with
divers anchored themselves to the jacksack and used a 100 foot cable to pull
a MK-10 ordnance locator. Marine BUD swept the lake and marsh areas located at the
of the waterway. The inland side of the waterway was swept for a minimum distance of
50 meters inland. The ocean side of the waterway was swept for a minimum distance of

100 meters seaward. In addition Marine EOD provided one Marine EOD technician per Navy Dive Team to help identify ground ordnance and assist in radio communication with Range Control. The total number of ordnance items recovered and destroyed are listed in enclosure (1). No major problems were encountered during the EOD Dud Clearance Operation of the Intracoastal Waterway. Operations secured 14 July 1983.

b. Dredging Operation: On 5 July 1983, an additional conference was held to finalize plans for the dredging operation. The Army Corps of Engineers representative, Dredge Contractor, TFAC Officer, and EOD Officer were in attendance. The Dredge "Richmond" arrived on 9 July 1983 and commenced dredging operations the same day. One EOD technician was posted on board for the duration of the dredging operation. His duties consisted of checking impact areas, that the dredge discharge pipe was to be located, for dud ordnance and providing EOD assistance in the event dud ordnance became lodged in the pumping equipment. On 2 August 1983 the dredging operation was completed and the dredge departed Camp Lejeune. No major problems were encountered during the dredging operation of the Intracoastal Waterway. A follow-up survey of the Intracoastal Waterway was conducted by the Army Corps of Engineers to ensure effectiveness of the dredging operation. On 5 August 1983, the Dud Clearance and Dredging Operation of the Intracoastal Waterway was completed.

4. It is recommended that dud ordnance clearance operations be conducted prior to any dredging operations in the G-5/G-7 section of the N-1 Impact Area.

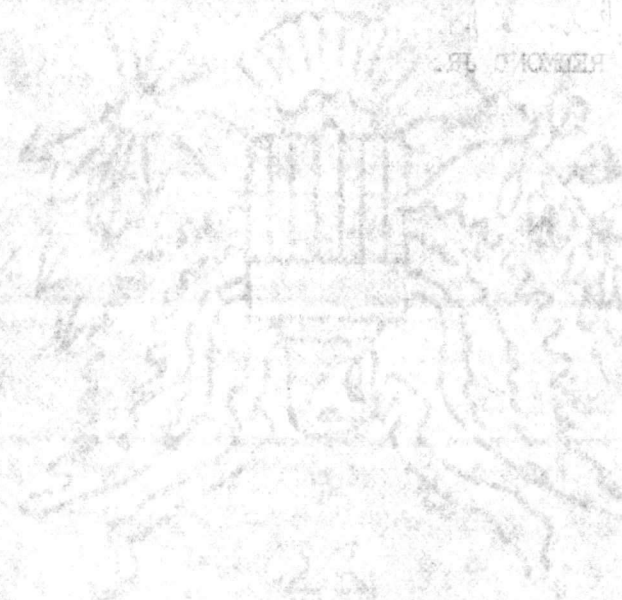
H. B. Redmond Jr.
H. B. REDMOND JR.

100 meters seaward. In addition Marine EOD provided one Marine EOD technician per Navy Dive Team to help identify ground ordnance and assist in radio communication with Range Control. The total number of ordnance items recovered and destroyed are listed in enclosure (1). No major problems were encountered during the EOD Unit Clearance Operation of the Intracoastal Waterway. Operations occurred in July 1983.

b. Pre-dredging Operation: On 2 July 1983, an additional conference was held to finalize plans for the dredging operation. The Army Corps of Engineers representatives, Dredge Contractor, TAC Officer, and EOD Officer were in attendance. The Dredge "Himelrod" arrived on 9 July 1983 and commenced dredging operations the same day. One EOD technician was posted on board for the duration of the dredging operation. His duties consisted of checking impact areas, that the dredge discharge pipe was located for the ordnance and providing EOD assistance in the event ordnance became lodged in the piping equipment. On 2 August 1983 the dredging operation was completed and the dredge departed Camp Lejeune. No major problems were encountered during the dredging operation of the Intracoastal Waterway. A follow-up survey of the Intracoastal Waterway was conducted by the Army Corps of Engineers to assure effectiveness of the dredging operation. On 2 August 1983, the Unit Clearance and Dredging Operation of the Intracoastal Waterway was completed.

It is recommended that all ordnance clearance operations be conducted prior to any dredging operations in the G-5/G-7 section of the I-1 Impact Area.

H. E. RENNOLD JR.
N. F. [unclear]



ORDNANCE LOCATED AND DESTROYED.

<u>ITEM</u>	<u>FOUND IN WATER (NAVY)</u>	<u>FOUND ON LAND (MC)</u>	<u>TOTAL</u>
106mm HEAT	83	14	97
106mm HEP	0	1	1
105mm HE	12	3	15
MK-81 LDGP Prac	0	8	8
MK-82 LDGP Prac	8	20	28
MK-45 ACFT Flare	0	1	1
Ignitor W.P.	0	3	3
2.75" Rocket Prac	1	5	6
2.75" Rocket W.P.	0	1	1
90mm AP	3	0	3
40mm AA	6	0	6
20mm	3	0	3
MK-24 ACFT Flare	1	0	1
M84A1 Fuze	3	0	3
XM592E1 Fuze	1	0	1
TOW Rocket Motor	1	0	1
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TOTALS	122	56	178

ENCLOSURE (1)

ORDNANCE LOCATED AND DESTROYED.

ITEM	FOUND IN WATER (NAVY)	FOUND ON LAND (MC)	TOTAL
10mm HEAT	83	11	94
10mm HEZ	0	1	1
10mm HE	12	3	15
MC-81 100F Trac	0	8	8
MC-82 100F Trac	8	20	28
MC-83 100F Trac	0	1	1
Ignitor W.P.	0	3	3
2.75" Rocket Trac	0	2	2
2.75" Rocket W.P.	0	1	1
Round AP	3	0	3
Round AA	3	0	3
Round	3	0	3
MC-84 100F Trac	1	0	1
MC-85 100F Trac	1	0	1
MC-86 100F Trac	1	0	1
MC-87 100F Trac	1	0	1
MC-88 100F Trac	1	0	1
MC-89 100F Trac	1	0	1
MC-90 100F Trac	1	0	1
MC-91 100F Trac	1	0	1
MC-92 100F Trac	1	0	1
MC-93 100F Trac	1	0	1
MC-94 100F Trac	1	0	1
MC-95 100F Trac	1	0	1
MC-96 100F Trac	1	0	1
MC-97 100F Trac	1	0	1
MC-98 100F Trac	1	0	1
MC-99 100F Trac	1	0	1
MC-100 100F Trac	1	0	1
MC-101 100F Trac	1	0	1
MC-102 100F Trac	1	0	1
MC-103 100F Trac	1	0	1
MC-104 100F Trac	1	0	1
MC-105 100F Trac	1	0	1
MC-106 100F Trac	1	0	1
MC-107 100F Trac	1	0	1
MC-108 100F Trac	1	0	1
MC-109 100F Trac	1	0	1
MC-110 100F Trac	1	0	1
MC-111 100F Trac	1	0	1
MC-112 100F Trac	1	0	1
MC-113 100F Trac	1	0	1
MC-114 100F Trac	1	0	1
MC-115 100F Trac	1	0	1
MC-116 100F Trac	1	0	1
MC-117 100F Trac	1	0	1
MC-118 100F Trac	1	0	1
MC-119 100F Trac	1	0	1
MC-120 100F Trac	1	0	1
MC-121 100F Trac	1	0	1
MC-122 100F Trac	1	0	1
MC-123 100F Trac	1	0	1
MC-124 100F Trac	1	0	1
MC-125 100F Trac	1	0	1
MC-126 100F Trac	1	0	1
MC-127 100F Trac	1	0	1
MC-128 100F Trac	1	0	1
MC-129 100F Trac	1	0	1
MC-130 100F Trac	1	0	1
MC-131 100F Trac	1	0	1
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MC-141 100F Trac	1	0	1
MC-142 100F Trac	1	0	1
MC-143 100F Trac	1	0	1
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MC-171 100F Trac	1	0	1
MC-172 100F Trac	1	0	1
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MC-191 100F Trac	1	0	1
MC-192 100F Trac	1	0	1
MC-193 100F Trac	1	0	1
MC-194 100F Trac	1	0	1
MC-195 100F Trac	1	0	1
MC-196 100F Trac	1	0	1
MC-197 100F Trac	1	0	1
MC-198 100F Trac	1	0	1
MC-199 100F Trac	1	0	1
MC-200 100F Trac	1	0	1

TOTALS

