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UNITED STATES COAST GUARD

Commander, 14th Coast Guard District

Operations Order  
Com14CGDist No. 32-53

U. S. COAST GUARD

Honolulu, T. H.

JUN 4 - 1953

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OPERATIONS  
AIDS TO NAVIGATION DIV. ANNEX B  
OPERATIONS-SHORE UNITS  
COMMAND AND PERSONNEL RELATIONS

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1. The construction program has been planned for the Government to provide all the materials for the construction of the subject stations with a private contract being let to cover the accomplishment of the work. The contract will be under the cognizance of Commander, 14th Coast Guard District with the Civil Engineering Section providing a qualified officer inspector to control the work progress on the site.

2. To firm up and insure a clear understanding of the responsibilities of all commands, units, and individual personnel concerned with the establishing of the temporary camp and the final permanent stations at Elmo 7, 8 and 9, certain responsibilities are assigned as follows:

a. Commanding Officer, KUKUI

(1) To load all Government furnished materials and equipment assembled at Alameda Supply Center and Sand Island Base.

(2) To provide transportation for this equipment and materials to the respective islands where Elmo 7, 8 and 9 are located.

(3) To be responsible for the off-loading and safe delivery of this equipment and materials to the contractor above the high water mark on the beach as near as practicable to their designated sites on the respective islands.

(4) To assist the auxiliary vessel in off-loading contractor's equipment, materials and personnel and delivering same safely to the beach. In this connection, the KUKUI's LCMs will be required.

(5) To be responsible for the safe handling, preservation, and sorting by stations of all equipment and materials mentioned in subparagraphs (1), (2) and (3) above; and to be responsible only for the safe handling of the materials, equipment and personnel in subparagraph (4) above, when embarked in LCM.

(6) To insure that the Government personnel and contractor's personnel at the respective islands are self-sufficient on the island before the KUKUI departs for another station. This shall include such items as having a reefer in operation; water, food supply, and communications established; and temporary camp equipment available for use.



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(7) To keep Commander, 14th Coast Guard District (c) and appropriate Section Commander advised by message of the KUKUI's arrival, progress, and departure at each island, affirming completion of this phase of the KUKUI's responsibility therefor.

(8) To furnish Commander, 14th Coast Guard District (e) copies of any reports concerning transfer of custody, damage to and loss of equipment and materials and responsibility therefor, whether caused by service personnel, contractor's personnel or others.

(9) Separate instructions will be issued when and as it becomes necessary to remove the contractor's personnel and equipment from the island, as well as excess construction materials.

b. Commander, Marianas Section and Commander, Philippine Section, as applicable.

(1) To be responsible for assistance and/or coordination for logistics support required at the respective site after the departure of KUKUI from the site.

(2) To be responsible for the coordination of the embarkation of the contractor's materials, equipment, and personnel, to insure meeting specified contract time schedules as furnished by the District. (This information will be furnished by separate correspondence after contracts have been established.)

(3) To be responsible for the transportation of the 14th Coast Guard District Civil Engineering Inspecting Officer to the respective sites, preferably with the contractor's superintendent, either on the auxiliary vessel or by some other expeditious means.

(4) To provide transportation for representatives of Commander, 14th Coast Guard District as required during the course of the construction program.

(5) See enclosure 2 regarding transportation for contractor's men and equipment.

c. Auxiliary Vessel (To be assigned by Commander, Marianas Section.)

(1) To transport contractor's personnel, materials and equipment to the respective islands in accordance with contract time schedule (to be furnished by Commander, 14th Coast Guard District) to allow for arrival at the respective islands one to two days prior to the arrival of KUKUI. This will permit the contractor's superintendent and 14th Coast Guard District Civil Engineering Inspecting Officer to reconnoiter the island with a view toward obtaining detailed information on landing beaches, roadways, camp site, etc., so that Commanding Officer, KUKUI can be presented with detailed information upon arrival to enable beginning off-loading operations as soon and as smoothly as possible.



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- (2) To assist KUKUI with unloading operations as required and to remain in the vicinity until released by KUKUI.
- (3) See enclosure 2 regarding transportation for contractor's men and equipment.

d. 14th Coast Guard District Civil Engineering Inspecting Officer (ELMO 7, 8 and 9)

- (1) To confer with the contractor's superintendent at the point of embarkation and become thoroughly familiar with contractor's plan of operation to insure smoothness and efficiency during the initial stages of unloading operations. In this connection, see subparagraph (1) under "Auxiliary Vessel."
- (2) To be responsible, under Commanding Officer, KUKUI, for the coordination of all unloading activities on the beach. In this connection, he shall not be utilized aboard the off-loading vessels unless deemed necessary by unusual circumstances.
- (3) To insure that the contractor checks and receipts for all materials and equipment off-loaded at least by box or item number consistent with master shipping or packing lists available, and that the contractor takes responsibility for and transports same to the site; all of the above to be in accordance with the Materials Responsibility section of the specifications. In this connection the Government may transport some equipment and materials to the site for establishing the Government camp.
- (4) To assume the responsibility for the establishment of the construction camp and the carrying out of the construction contract; however, not to assume responsibility for the military administration or operation of the camp after establishment, or to assume responsibility for the operational functions of the commissioned mobile unit.
- (5) To contact Commander, 14th Coast Guard District direct with correspondence or messages pertaining to the contract, keeping the appropriate Section Commander advised at all times. A separate letter will be written to the Civil Engineering Inspecting Officer by Commander, 14th Coast Guard District (e) regarding his inspection and/or contractual responsibilities.

e. Commanding Officer of the Mobile Unit (ELMO 7, 8 or 9)

- (1) To assume custody and responsibility for mobile portion of the station, outfitting equipment, fuel and commissary stores, including boxes 1000 to 1175.
- (2) To assume responsibility for the military control and operation of that part of the construction camp occupied by Coast Guard personnel as a part of the mobile stage of operations. He shall also be responsible for the mobile trailers and any operational function thereof.
- (3) He shall not assume responsibility in connection with relations with the contractor in regard to the construction contract, but shall assume an active interest in the performance of the work and offer assistance when and as required by the Civil Engineering Inspecting Officer.



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(4) Upon completion and acceptance by the Civil Engineering Inspecting Officer of the mobile construction phase of the contract, he shall accept same from the Civil Engineering Inspecting Officer and assume responsibility therefor. A letter of acceptance shall be written, and forwarded to Commander, 14th Coast Guard District.

(5) Upon completion and acceptance by either the Civil Engineering Inspecting Officer or an appropriate representative of Commander, 14th Coast Guard District of the building construction phase of the contract, he shall accept same from him and assume responsibility therefor. A letter of acceptance shall be written and forwarded to Commander, 14th Coast Guard District.

f. Contractor

(1) To be responsible for receiving Government furnished equipment and materials as delivered on the beach (described in detail under subparagraph a(3) "Commanding Officer, KUKUI.")


(2) To be responsible for unloading contractor's equipment and materials from LCMs onto the beach.

(3) To be responsible for the transportation and handling of materials, construction work, erection and maintenance of his own camp, controlling the comportment of his men and the carrying out of all other terms and requirements of the contract.

3. Matters concerning personnel and commissary supplies have been handled separately.

4. Any further pertinent information and details desired by the above commands, units, and individual personnel can be obtained from Commander, 14th Coast Guard District or from the Civil Engineering Inspecting Officer, who has been furnished with complete details of plans, specifications, methods of carrying out the contract, various problems that may be encountered, etc.

5. Extract from Special Conditions section of specifications for Elmo 7, 8 and 9 are included herein.

  
S. H. EVANS  
By direction



EXTRACTS FROM SPECIAL CONDITIONS SECTION OF SPECIFICATIONS  
FOR  
ELMO 7, 8, AND 9

ELMO 7:

1. TRANSPORTATION FOR CONTRACTOR'S MEN AND EQUIPMENT to Batan Island will be furnished by the Government upon determination of the successful bidder and approval of the contract. Upon determination of the successful bidder, arrangements will be made to establish dates, times, point of embarkation, and method of transportation to be in effect. It is expected that a Government vessel will be utilized for transportation from the point of embarkation to and from Batan Island. If necessary for material requirements, the Government will make arrangements to have a vessel visit Batan once during the construction period. Government aircraft may make infrequent trips to Batan. Space will be available to the contractor for a limited amount of material. Philippine Air Lines makes one trip a week to Batan Island. During the time aboard Government vessel the contractor's men and equipment will be under the jurisdiction of the Commanding Officer of the vessel. The Government will not assume any responsibility for the physical welfare of the contractor's men or for any damage to contractor's equipment and materials while aboard the Government vessel. In this respect, the Commanding Officer of the vessel may require contractor's men to sign waivers releasing the Government from responsibility in case of any accidents or injuries while aboard the vessel. The contractor's men will be required to obey the rules and regulations enforced while aboard the Government vessel. Bunks only will be furnished for the contractor's men, but the contractor will be required to reimburse the vessel for the cost of meals furnished. The contractor's men will be expected to occupy assigned areas of the ship only and to stay clear of all operating areas. In the event it becomes impossible for the Government to fulfill any part of its transportation obligation for contractor's personnel, both to Batan Island at the beginning of the job and from Batan Island at the end of the job, the contractor may be required by the Government to arrange transportation for his men by commercial aircraft where possible. Any expense to the contractor for this reason will be reimbursable at invoice cost upon presentation of certified invoices supported by carrier's statements. Transportation or possession of firearms, dangerous weapons, drugs or alcoholic beverages without approval of the Commanding Officer of the vessel is prohibited by law and may subject violators to prosecution.

2. EMBARKATION POINT

It is proposed to limit the point of embarkation for the contractor's men and equipment to Guam, Philippines (Manila Area), or Okinawa. The approximate date of embarkation will be 3 June 1963. A definite date of embarkation will be established after determination of the successful contractor. Unless other arrangements are made that would be beneficial to the Government, as well as the contractor, upon completion of the work the contractor's men and equipment will be returned to the original point of embarkation.



### 3. GENERAL LOCATION AND VICINITY DESCRIPTION

General location and vicinity maps are shown on the plot plan drawing. The site is located on the island of Batan, Batanes Province, R. P., north of the Philippine Island of Luzon. There is no harbor as such on this island. The best anchorage is at Basco, the capital of the Province, on the west side of the island, where protection is afforded from the prevailing northeast winds and currents. Anchorage is also possible at several points near the site when weather and sea conditions are favorable. There is an unattended airstrip at Basco which accommodates one commercial air flight (Philippine Air Lines) a week. An excellent, hard surface, all-weather gravel road runs from Basco around the southwest end of the island to the site, which is on the southeast end of the island, a distance of approximately 16 miles. An excellent LST landing beach is available at Basco. Also LCM landings are possible through the coral reef at Ivana and Uyuan along the southwest coast of the island. If the opening in the reef has been cleared by local engineers, landing may be possible at the village of Innaibu, one-half mile north of the site. Inasmuch as landing depends upon existing winds and currents, it will be necessary to determine at the time of disembarking which landing spot will be more suitable. Pierced steel planks are being furnished by the Government to assist in getting equipment through the sand at the landing beach.

### 4. CLIMATIC CONDITIONS TO BE EXPECTED

The site is definitely in a typhoon area and construction will be carried out during the main typhoon season. Typhoons that pass through this area are moderately strong. Twenty typhoons were observed over a 10-year period. Mean temperatures range from a minimum of 62 to a maximum of 92 degrees. Average total rainfall annually is 115 inches, with an average of from 11 to 12 inches per month which can be expected during the period of construction. The contractor is therefore cautioned to take more than average precaution in covering and tying down construction material and equipment to protect it from moisture conditions and damage from heavy winds.

### 5. ROUTE FROM THE LANDING AREA TO THE SITE

The District Engineer at Basco should be contacted regarding the transportation of equipment from the landing beach to the site. Past experience has proved this procedure is essential as it is necessary to have local help in keeping the road ahead clear in congested areas and keeping low hanging lines cleared from trucks and trailers. The road from the landing beach to the site is an all-weather gravel surface road. There are some sharp curves around the cliffs along the island, but the road will be passable for all types of vehicles. Two wooden bridges on the public road will require shoring before heavy loads can be taken over them. Contact the local Province engineers on this matter so that they can approve any shoring that is necessary to be done. The contractor will be required to haul materials from whatever landing beach is utilized during disembarking. Upon completion of the hauling, any damage to the road should be repaired. Local speed limits in the area should be observed.



## 6. SITE DESCRIPTION

The site is located approximately one-half mile south from the village of Imnajbu and approximately one-third of a mile north of Imnajbu Point on the southeast coast of Batan Island. The plot plan of the site indicates the location of the center of the ground system (a large coral rock cairn). A witness detail on the plot plan indicates its location as referenced to distant high points on the island. The location of the cairn, as well as the approximate boundary of the property to be occupied by the Coast Guard, were pointed out to the officials of the local native government. The site vegetation is partially heavy brush with some cultivated land. No trees exist in the area, except about 20 small palm trees which should be saved if possible for use in landscaping around the completed buildings. The soil formation is sand interspersed with humus material. All brush is to be cleared from the site. Ground elevations are indicated by contour lines on the plot plan. Water for construction purposes can be obtained by damming up any of the numerous brooks that flow out of the nearby high hills. However, drinking water for the station is to be obtained from a spring source which ends in a brook that crosses the road halfway between Imnajbu and the site. The spring site was visited with two men, the Assistant Province Engineer, a Mr. Amado Mendosa, and the Imnajbu road foreman, a Mr. Pablo Caballero. Their services can be used in locating the exact spring source desired for construction of the reservoir. It will be necessary to clean out the spring area which is in a rather narrow gulley and construct an overflow reservoir as detailed in the drawings. Water will be piped by gravity to the station along any route satisfactory to the contractor and the Government superintending officer.

## 7. RELATIONS WITH LOCAL GOVERNMENT OFFICIALS

The contractor's representative should make it a point to contact the Governor of Batanes Province in Basco (Mr. Ciriaco Abad) in an effort to determine any special requirements as regards contractor's relations with the local people. They shall also work with the Batanes District Engineer in Basco, a Mr. Emilio Cabigao. Agreements can be reached on the obtaining of sand and gravel, route of transportation from the landing area to the site, establishment of camp site, adherence to local wage and labor standards and any other specific relations desired by the local Government officials.



ELMO 8:

1. TRANSPORTATION FOR CONTRACTOR'S MEN AND EQUIPMENT to Panay Island will be furnished by the Government upon determination of the successful bidder and approval of the contract. Upon determination of the successful bidder, arrangements will be made to establish dates, times, point of embarkation, and method of transportation to be in effect. It is expected that a Government vessel will be utilized for transportation from the point of embarkation to and from Panay Island. If necessary for material requirements, the Government will make arrangements to have a vessel visit Panay Island once during the construction period. Government aircraft may make infrequent trips to Panay. Space will be available to the contractor for a limited amount of material. During the time aboard Government vessel the contractor's men and equipment will be under the jurisdiction of the Commanding Officer of the vessel. The Government will not assume any responsibility for the physical welfare of the contractor's men or for any damage to contractor's equipment and materials while aboard the Government vessel. In this respect, the Commanding Officer of the vessel may require contractor's men to sign waivers releasing the Government from responsibility in case of any accidents or injuries while aboard the vessel. The contractor's men will be required to obey the rules and regulations enforced while aboard the Government vessel. Bunks only will be furnished for the contractor's men, but the contractor will be required to reimburse the vessel for the cost of meals furnished. The contractor's men will be expected to occupy assigned areas of the ship only and to stay clear of all operating areas. In the event it becomes impossible for the Government to fulfill any part of its transportation obligation for contractor's personnel, both to Panay Island at the beginning of the job and from Panay Island at the end of the job, the contractor may be required by the Government to arrange transportation for his men by commercial aircraft where possible. Any expense to the contractor for this reason will be reimbursable at invoice cost upon presentation of certified invoices supported by carrier's statements. Transportation or possession of firearms, dangerous weapons, drugs or alcoholic beverages without approval of the Commanding Officer of the vessel is prohibited by law and may subject violators to prosecution.

2. EMBARKATION POINT

It is proposed to limit the point of embarkation for the contractor's men and equipment to Guam, Philippines (Manila Area), or Okinawa. The approximate date of embarkation will be 13 June 1953. A definite date of embarkation will be established after determination of the successful contractor. Unless other arrangements are made that would be beneficial to the Government, as well as the contractor, upon completion of the work the contractor's men and equipment will be returned to the original point of embarkation.



### 3. GENERAL LOCATION AND VICINITY DESCRIPTION

General location and vicinity maps are shown on the plot plan drawing. The site is located on the island of Panay, off the coast of Catanduanes Island, R. P. The island of Panay is governed from the municipality of Bagamanoc on Catanduanes Island. There is no harbor in the area. The only anchorage available is the anchorage at the port of Bagamanoc, just one mile southwest of the site. This anchorage will be utilized in unloading all supplies for the station. In good weather seaplane landings can be made where shown on the vicinity map. Beach landings will be made over the coral reef where shown on the vicinity map. Tide conditions may affect hours available for landing each day. As will be noted landing will be done at the beach in front of the site and no distant hauling will be required at this station. Pierced steel planks are being furnished by the Government to assist in getting equipment through the sand at the landing beach.

### 4. CLIMATIC CONDITIONS TO BE EXPECTED

The site is definitely in a typhoon area and construction will be carried on during the main typhoon season. Typhoon winds can be expected on the average of 2 or 3 times a year. The range in temperatures throughout the year is very small, the mean averaging from 80 to 84 degrees. Average total rainfall annually is 115 inches with an average of from 8 to 10 inches per month which can be expected during the period of construction. The contractor is therefore cautioned to take more than average precaution of covering and tying down construction material and equipment to protect them from moisture conditions and damage from heavy winds.

### 5. SITE DESCRIPTION

The site is located approximately four-tenths of a mile east of Macarilan Point on the northwest corner of Panay Island, Catanduanes Province, R. P. The plot plan of the site indicates the location of the center of the ground system (a large coral rock cairn). A witness detail on the plot plan indicates its location as referenced to nearby trees. The location of the cairn, as well as the approximate boundary of the property to be occupied by the Coast Guard, were pointed out to officials of the local native government at Bagamanoc. The site vegetation is partially heavy brush with pandanus, papaya, and coconut trees. The soil formation is sand interspersed with humus material. All brush is to be cleared from the site and approximately 200 coconut trees and 30 relatively small papaya trees will have to be removed from the ground system and building areas. Removal of these trees should be worked out by the contractor with the local officials from Bagamanoc and the removed trees disposed of as desired by these officials. Large shade trees outside of the ground system area should be left standing where possible.



This applies especially to the landscape areas near the buildings. Trees up the hill to the remote Loran signal receiving antenna should also be removed to leave the area along the baseline extension clear. The trees to remain standing will be at the discretion of the Government superintending officer; however, all brush should be cleared from the entire site area. It will be noted that the ground elevations in the area of the buildings vary from 6 to 8 feet and that the land at the building and trailer site is to be filled in to an average elevation of 8 feet. The availability of a water source at this site is very doubtful, although the contractor will attempt to develop a well where shown on the plot plan. Thus, the Government distillers should be put in operation immediately after landing to provide water for the camp sites, at least until a well or water catchment source has been developed. Materials for this site should be stored on the highest possible ground as heavy rains will cause flooding in the low areas.

#### 6. RELATIONS WITH LOCAL GOVERNMENT OFFICIALS

The contractor's representative should make it a point to contact the mayor of Bagamanoc municipality, a Mr. Ponciano S. Vicente, in an effort to determine any special requirements as regards contractor's relations with the local people. Agreements can be reached on the obtaining of sand and gravel, establishment of camp site, adherence to local wage and labor standards and any other specific relations desired by the local Government officials.



EIMO 9:

1. TRANSPORTATION FOR CONTRACTOR'S MEN AND EQUIPMENT to Angaur Island will be furnished by the Government upon determination of the successful bidder and approval of the contract. Upon determination of the successful bidder, arrangements will be made to establish dates, times, point of embarkation, and method of transportation to be in effect. It is expected that a Government vessel will be utilized for transportation from the point of embarkation to and from Angaur Island. If necessary for material requirements, the Government will make arrangements to have a vessel visit Angaur Island once during the construction period. Government aircraft may make infrequent trips to Angaur Island. Space will be available to the contractor for a limited amount of material. During the time aboard Government vessel the contractor's men and equipment will be under the jurisdiction of the Commanding Officer of the vessel. The Government will not assume any responsibility for the physical welfare of the contractor's men or for any damage to contractor's equipment and materials while aboard the Government vessel. In this respect, the Commanding Officer of the vessel may require contractor's men to sign waivers releasing the Government from responsibility in case of any accidents or injuries while aboard the vessel. The contractor's men will be required to obey the rules and regulations enforced while aboard the Government vessel. Bunks only will be furnished for the contractor's men, but the contractor will be required to reimburse the vessel for the cost of meals furnished. The contractor's men will be expected to occupy assigned areas of the ship only and to stay clear of all operating areas. In the event it becomes impossible for the Government to fulfill any part of its transportation obligation for contractor's personnel, both to Angaur Island at the beginning of the job and from Angaur Island at the end of the job, the contractor may be required by the Government to arrange transportation for his men by commercial aircraft where possible. Any expense to the contractor for this reason will be reimbursable at invoice cost upon presentation of certified invoices supported by carrier's statements. Transportation or possession of firearms, dangerous weapons, drugs or alcoholic beverages without approval of the Commanding Officer of the vessel is prohibited by law and may subject violators to prosecution.

2. EMBARKATION POINT

It is proposed to limit the point of embarkation for the contractor's men and equipment to Guam, Philippines (Manila Area), or Okinawa. The approximate date of embarkation will be 10 July 1953. A definite date of embarkation will be established after determination of the successful contractor. Unless other arrangements are made that would be beneficial to the Government, as well as the contractor, upon completion of the work the contractor's men and equipment will be returned to the original point of embarkation.



### 3. GENERAL LOCATION AND VICINITY DESCRIPTION

General location and vicinity maps are shown on the plot plan drawing. The site is located on Angaur Island, the southernmost island of the Palau Island group, West Caroline Islands. There is a small boat basin on the west side of the island which will be utilized in unloading all supplies for the station. There is a suitable anchorage off the small boat basin and two mooring buoys are established in this area. There is an unattended airstrip on the island which will be utilized by the Government in making an occasional flight to the island. Many all-weather hard surface roads criss-cross the island, one of which leads directly to the site, a distance of  $1\frac{1}{2}$  miles from the boat basin. There is a native village on the south end of the island and a Japanese contract firm, a phosphate mining company, located near the boat basin. Well #6 on the island, a potential source of water for the station, is shown on the vicinity map near the road which leads along the west side of the airstrip. Arrangements can be made with the local District Administrator to obtain water for the camp sites and construction work from existing wells on the island (Well #1 or #2).

### 4. CLIMATIC CONDITIONS TO BE EXPECTED

The site is not in a typhoon area, but an occasional strong typhoon has been known to pass through the area. Storms with winds up to 60 knots are not expected more than once at the most during any year. Mean temperatures range from a low of 73 degrees to a high of 87 degrees. Average total rainfall annually is 145 inches with an average of from 10 to 18 inches per month which can be expected during the period of construction. The contractor is therefore cautioned to take more than average precaution in covering construction material and equipment to protect it from moisture.

### 5. ROUTE FROM THE LANDING AREA TO THE SITE

The District Administrator on the island should be contacted with regard to the route to be used for hauling equipment from the boat landing to the site. The roadway from the boat basin to the site is approximately  $1\frac{1}{2}$  miles long, can be used in all weather and has no bridges along the way. The contractor may be able to make arrangements with officials of the phosphate mining company, through the District Administrator, to rent trucks and other construction equipment needed during the construction period. Investigations into this possibility should be routed through the Trust Territory's District Administrator at Koror.

### 6. SITE DESCRIPTION

The site is located at Ilogual Cove approximately one-half mile northwest of Cape Ngatpokul on the northeast corner of Angaur Island. The plot plan of the site indicates the location of the center of the ground system (a large coral rock cairn). A witness detail on the plot plan indicates its location as referenced to nearby trees and distant objects. The location of the cairn, as well as the approximate boundary



of the property to be occupied by the Coast Guard, were pointed out to the District Administrator's representative. The site vegetation is heavy brush and trees. The soil formation is coral aggregate interspersed with humus material. All brush is to be cleared from the site and all trees will have to be removed from the ground system and building areas, as well as the trees along the baseline extension to the Loran receiving antenna. Removal of these trees should be worked out by the contractor with the local District Administrator's representative and the removed trees disposed of as desired by this official. Large shade trees outside of the ground system areas should be left standing where possible, especially in the landscape areas near the building. The trees to remain standing will be at the discretion of the Government superintending officer. However, all brush should be cleared from the entire site area. The existence of volcanic rock extrusions may require the use of a small amount of dynamite for deep excavations. Ground elevations in the area where the buildings are to be located vary only from 1 to 2 feet. Well #6 is to be pumped and cleaned out and a pumping station installed. In case well #6 does not develop as a suitable water supply, the District Administrator's representative should be contacted with regard to a new location for a well which the contractor would be required to dig at some location near the station. The services of a hydrologist working for the Trust Territory may be made available by the District Administrator for assistance if required in satisfying the water requirements of the contract.

#### 7. RELATIONS WITH LOCAL GOVERNMENT OFFICIALS

The contractor's representative should make it a point to contact the Trust Territories District Administrator's representative, a Mr. C. S. Cohen, in an effort to determine any special requirements as regards contractor's relations with the local people. They shall also work with the local magistrate, a Mr. Gilbert Tulop. Agreements can be reached on the obtaining of sand and gravel, route of transportation from the landing area to the site, establishment of camp site, adherence to local wage and labor standards and any other specific relations desired by the local Government officials.



ELMO 7, 8 AND 9:

1. GOVERNMENT CAMP

The Government will establish and operate a temporary camp at or near the site during the construction period adjacent to, but separate, from the contractor's camp. Government personnel will, for the most part, erect their own camp and put it in operation. However, the contractor will construct a suitable latrine for Government personnel and will assist, if required, in placing camp stove, reefer, etc., in operation.

2. CONTRACTOR'S CAMP

Contractor's personnel shall be established near the site adjacent to, but separate from, the Government camp. The contractor will furnish all necessary camping equipment for his own camp, such as commissary and messing facilities, reefer, water hauling and storage, tents, bedding, lanterns, latrine, etc. This camp will be under the contractor's jurisdiction. Sanitary facilities and placing of the camp site shall be the contractor's responsibility and shall be in accordance with the general conditions of this contract and have the approval of local Government officials and the Government superintending officer. The contractor will be responsible for trash and garbage removal from both camp sites. Garbage dump will be located in agreement with local Government officials.

3. COMMUNICATIONS

It is realized that due to the isolation of the station site, communications will be difficult; therefore, Coast Guard communication facilities, which will be established as soon as possible after the original landing, will be made available to the contractor's representative to enable him to contact his home office or the Contracting Officer as regards official business. All such messages will be cleared through the Government superintending officer.