

DEPARTMENT OF TRANSPORTATION



COAST GUARD

COMMANDER
COAST GUARD ACTIVITIES EUROPE

**STATION
INFORMATION BOOK
LONDON**



**DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD**

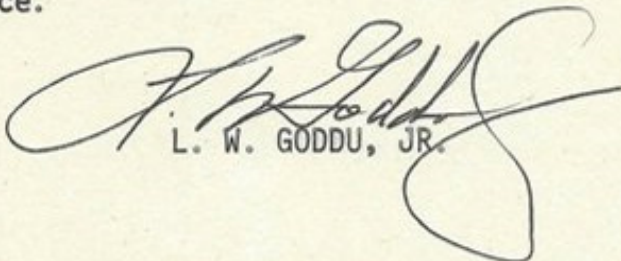
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5450
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LETTER OF PROMULGATION

1. This booklet is intended to provide detailers, processing centers, major commands and prospective crewmembers with a general guide as to the conditions that are to be found at Coast Guard Activities, Europe London England. The information has been provided by the personnel at the station so as to make it as pertinent as possible.
2. Personnel in receipt of orders to COGARD ACTEUR should insure that a Navy Sponsor Notification Form (NAVPERS 1330/2) is sent to their new unit as soon as possible. Besides the specific information that will be provided by each unit through the sponsor program, additional information may be found in ACTEURINST 1300.2 series which is held by all district offices and major commands. This instruction is continually updated so as to provide the most recent information on each unit in Activities, Europe.
3. The importance of proper preparation and processing for an overseas assignment cannot be overemphasized. Personnel who are ill-suited or improperly prepared for their assignment may find the going quite rough when they arrive. On the other hand, personnel who take the time to prepare and have been processed appropriately will find their assignment a most rewarding experience.


L. W. GODDU, JR.

I. GENERAL INFORMATION

A. Mission

1. Coast Guard Activities, Europe is a special regional command with headquarters in London. Its area of responsibility encompasses all of western Europe, the Mediterranean basin, and much of the North Atlantic Ocean. The mission of the command is four-fold.

a. The operation of electronic aids to navigation as directed to support United States interests.

b. Assisting the Commandant to discharge the Coast Guard's responsibilities to the United States maritime industry.

c. Assisting the Commandant to maintain liaison with a wide range of organizations in order that information may be obtained and exchanged.

d. Maintaining plans for and readiness to conduct emergency operations, including service within the Department of the Navy when so directed.

2. In terms of effort and involvement the primary task of Commander, Coast Guard Activities, Europe is the operation of the three Loran-C systems serving the North Atlantic - European area. These systems are the North Atlantic, Norwegian Sea and the Mediterranean Sea Chains.

B. Location

The offices of the Commander, Coast Guard Activities, Europe are located in the U.S. Embassy, Grosvenor Square, London. This location is easily accessible through the varied transportation available to the military member in London. The offices of the Senior Military, Commander, CINCUSNAVEUR/USCOMEASTLANT are located across the street at 7 North Audley. That building also houses the Commander, U.S. Naval Activities, UK. A small exchange is located in the Navy building as well as cafeteria and dental facilities for support of military personnel stationed within the London area. Through inter-service support agreements we utilize the Navy's resources for communication, disbursing, transportation and legal support. Issuance of ration cards (required in UK) and receipt and shipment of household effects are also handled by NAVACTS UK.

C. Background/History. The Coast Guard first arrived in Europe during World War II at the request of the State Department to handle the influx of U.S. Merchant ships and seamen. Numerous MMDs were established

in England and European ports. After the war the MMD functions declined until now only the Merchant Marine Detail in London and the Marine Inspection Office in Rotterdam, The Netherlands, remain. MIO Rotterdam was established in 1975 to meet the needs of overseas construction and routine inspection of U.S. Flag vessels and is the first Marine Inspection Office to be established outside of the United States.

Loran A stations were established in the 1950s to meet a NATO request. These stations are all manned by Host Nation personnel except one, Estaca de Vares in Spain. Since Spain is not a member of NATO, the station is manned by U.S. Coast Guardsmen.

Loran C was introduced in the late 1950s to meet a Joint Chiefs of Staff requirement for coverage in the Mediterranean. A section office and an airstation at Naples were established to support the Mediterranean chain that extends from Spain to Turkey. The Mediterranean Section office and the Air Station have since been closed and all support functions for the Mediterranean Chain have been taken over by the London Office. Liaison representatives are located at Naples, Italy and Torrejon, Spain, to ensure the smooth flow of supplies to the stations.

The North Atlantic and Norwegian Sea Loran C Chains were established in the early 1960s to meet additional military requirements. A section office was initially established at Copenhagen, Denmark, but has since closed and support functions are handled through the ACTEUR office in London.

One unusual feature of the North Atlantic and Norwegian Sea Loran C chains is that the majority of the stations are not U.S. Coast Guard manned. These are operated by agencies of the governments of the countries in which the stations are located. Those agencies, referred to as Host Nation Operating Agencies, provide personnel, logistics support except for electronics components, administer the stations, perform the maintenance work, and develop budgets. The U.S. Coast Guard, through Commander, Coast Guard Activities, Europe, exercises operational control, provides technical assistance for electronics and plant maintenance, provides electronic logistics support, and approves budgets developed by Host Nation Operating Agencies. In each case the relationship is formalized in country-to-country agreements between the United States and the Governments concerned.

International affairs have always been an integral part of the work at Activities, Europe. Liaison extends not only with the local governments of the countries in which our stations are located, but to private and international agencies as well. Numerous contacts are maintained with such groups as Lloyds of London, IMCO (InterGovernmental Maritime Consulting Organization) and more recently with companies involved in North Sea oil exploration.

II. ACTIVITIES EUROPE DETAILS:

A. Complement:

Captain	-	1		
Commander	-	4		
Lieutenant Commander	-	6		
Lieutenant	-	2		
CWO (f&s)	-	1		
CWO (elc)	-	1		
CWO (mach)	-	1		
ETCS	-	1	YNC	- 1 *SKC - 1
*TT1	-	1	YN1	- 2 **SK1 - 4
*RM3	-	1	YN2	- 2 SK2 - 1
SN	-	1	YN3	- 1

NOTE:

*SKC, TT1 and RM3 are at Naples

**1-SK1 at Torrejon

B. ACTEUR Units:

1. Coast Guard manned units are:

- a. ACTIVITIES EUROPE Office - London, England
- b. Marine Inspection Officer - Rotterdam, the Netherlands
- c. Loran C Detail, Keflavik, Iceland
- d. Loran C Monitor Station, Shetland Islands, United Kingdom
- e. Loran C Transmitting Station, Kargabarun, Turkey
- f. Loran C Transmitting Station, Simeri Crichi, Italy
- g. Loran C Transmitting Station, Lampedusa, Italy
- h. Loran C Monitor Station, Rhodes, Greece
- i. Loran C Monitor Station, Sardinia, Italy
- j. Loran C Transmitting Station, Estartit, Spain
- k. Loran C Transmitting Station, Sylt, Germany
- l. Loran A Transmitting Station, Estaca de Vares, Spain
- m. CG Support Group, Naples Italy
- n. CG Liaison Representative, Torrejon, Spain

2. Host Nation manned units are:

- a. Loran C Transmitting Station, Cape Race, Newfoundland
- b. Loran C Monitor Station, St. Anthony, Newfoundland
- c. Loran C Transmitting Station, Angissoq, Greenland
- d. Loran C Transmitting Station, Sandur, Iceland
- e. Loran C Transmitting Station, Ejde, Faroe Islands (Denmark)
- f. Loran C Transmitting Station, Jan Mayen, Norway
- g. Loran C Transmitting Station, Bø, Norway
- h. Loran C Monitor Station Keflavik, Iceland

3. Host Nation NATO Loran A stations are not under the control of Coast Guard Activities, Europe.

C. Enclosure (1) shows the ACTEUR geographical area of responsibility.

D. Office Routine:

Office hours are from 0800 - 1630 daily. Duty is on a weekly basis and is stood at home, on call, after normal working hours. Contact with the Coast Guard Duty Officer after hours is established by contacting the CINCUSNAVEUR Duty Officer who can patch the call to the CG Duty Officer's home phone. Civilian clothing (coat and tie) is worn in the office; however, a full seabag of uniforms should be brought for dress functions and visits to the various stations.

E. Mail:

The mailing address for ACTEUR is:

1. U.S. Mail:

Commander,
U.S. Coast Guard Activities Europe
Box 50
F.P.O. New York 09510

2. International Mail:

Commander,
Coast Guard Activities, Europe
Box 50
7 North Audley Street
London W1Y 1WJ

F. Travel:

Personnel reporting for assignment to duty in ACTEUR normally travel via Cat "Z" directly to London or "MAC" transportation to U.S. Air Force Base, Mildenhall, then by train to London. Personnel traveling via either method should furnish a message at the earliest possible date stating the estimated time of arrival, including flight number and the number, sex and ages of accompanying dependents. This information is required in order to arrange for hotel reservations and to provide transportation from the airport or train when required.

III. GENERAL INFO

A. TLA

TLA (Temporary Lodging Allowance) is authorized for the first

sixty days after arrival. This allowance is based on actual expenses incurred during ten day periods. TLA is not payable to the member on the date of arrival due to his being in a travel status; however, it is payable for dependents on this date. The allowance is paid at the end of each ten day period. It is intended to supplement regular allowances (BAQ and BAS) and is limited to an average daily reimbursement equal to the maximum per diem rate.

B. COLA/HOLA

COLA (Cost of Living Allowance) and HOLA (Housing Allowance) are authorized, starting the day after TLA has been stopped, at rates specified in the JTR.

C. Housing:

1. The period authorized for TLA while waiting for household effects to arrive is generally spent looking for an apartment or house to rent. Houses or apartments normally rent for a somewhat higher price than those in the U.S., however the HOLA payment tends to off-set the noticeable difference in rent. Apartments and houses are small by U.S. standards and due to a British law frequently rented either partially or fully furnished. This is not to be construed that storage within the U.K. for a portion of your household effects is authorized at government expense. This is not the case. Arrangements with the landlord as to disposition of furniture in the house or apartment is the responsibility of the individual concerned.

2. NAVACTEUR has a housing referral office which maintains a listing of available rentals. Additionally, the American Embassy Wives Club keeps a similar listing. Normally, the main concern is locating an area which is served by British rail, Metro or London Tube Service. Transportation throughout the UK is very efficient and the service to London from most areas is very good. However, some areas are quite removed from these services and would present a problem in commuting to and from work.

D. Schools:

Another concern, provided the member has school age children, is to locate within an area near an American School. There is no requirement that a child must attend an American school, however it seems important to most children in Jr. High or High School that they should attend an American school. There are two schools operated under USDESEA in the general London area: West Ruislip AB and High Wycombe. Children may be enrolled in a British school if desired. Arrangements with the British school in this case is the member's responsibility, however ACTEUR handles funding and payment for schooling. Parents with children who are not furnished transportation to and from school may, provided there is no available public transportation, and there is more than 1 mile distance from the home to school, be reimbursed for transporting children

to and from school. This reimbursement is also made by ACTEUR.

E. Economy:

Shopping on the local economy is a completely different experience and most find an unusual variety of familiar items. The prices are generally higher on the economy than in the Exchanges and Commissary on all but a few items. Those who shop frequently on the economy are often misled into thinking the prices are low because they are in sterling not dollars, for example, one valued at £1.95, is often misconstrued to mean \$1.95 instead of the actual cost of about \$4.00. Military Exchanges and Commissaries are available for items not generally found on the economy. The larger Exchanges stock considerable amounts of appliances, clothing and material which are more expensive when bought locally. U.S. currency is used at all U.S. exchanges. Facilities for changing money from dollars to pounds or vice versa are readily available.

F. Electrical:

The electrical current is 240 volt, 50 cycle and must be converted by means of a transformer in order to use most U.S. manufactured appliances. Transformers are available from either someone leaving or from one of the local exchanges. American television sets do not work in the UK and cannot be converted to work without undue expense, therefore it is advisable not to ship an American manufactured television with your HHE. Most find British televisions are available from rental agencies at reasonable prices.

G. Automobiles:

Private autos shipped from CONUS usually arrive at Felixstowe, which is on the coast some three hours from London by train. Automobiles may be driven without payment of road tax for the first year and are subject to an annual inspection if the car is over three years old. Used autos being shipped to the UK should be placed in good working order prior to shipping in order to hold major repairs to a minimum during your tour. Replacement parts for general overhaul items are hard to obtain and are often priced out of reach on the economy.

All forms for road tax and inspection of vehicles are available from NAVACTEUR.

Enclosure (2) has some important information on automobiles with catalytic converters.

H. The Sponsor Program will provide additional specific information on housing, cost of living, etc. once your orders are issued and a

sponsor is assigned. It is important that your request for sponsor be forwarded as early as possible to provide adequate time to send your information packet.

Activities Europe Instruction 1300.2 Series provides details on reporting and travel procedures and is held by all Training Centers and District Offices.

COMPTROLLER

1975 MODEL AUTOMOBILES WITH CATALYTIC CONVERTERS

Members should be aware to potential problems associated with the use of

1975 POV's within oversea areas and subsequent importation of such vehicles into the U.S. Over 60 percent of the 1975 model motor vehicles to be sold in the U.S. or through exchange services overseas, whether of domestic or foreign-make, will be equipped with catalytic converter emission control systems. The use of leaded fuel will, in time, destroy the effectiveness of the catalytic converter. While unleaded fuel will be available in the U.S., Canada, and Mexico, it will not generally be available elsewhere.

There are no indications that domestic auto manufacturers intend to market converter removal or by-pass kits for use overseas on U.S. autos. Some foreign manufacturers with U.S. outlets intend to make such kits available. Federal regulations prohibit alteration of emission control systems by dealers in the U.S. Individual owners may wish to make personal arrangements for modification upon arrival overseas. If so, the following can be done:

A. GM and AMC vehicles - catalytic pellets may be drained from the converter, stored while overseas, and then replaced upon return to the U.S. A special vibrator/vacuum machine is required for removal and replacement. GM advises that its overseas dealers will have this equipment.

B. Ford vehicles - the converter unit may be removed, with a short segment of exhaust pipe substituted while operating on leaded fuel overseas.

C. Chrysler Vehicles - the converter unit may be removed, however, since the converter unit includes attached segments of extended exhaust pipe, the converter must be replaced with a specially configured exhaust pipe part.

Manufacturers advise that all the above modifications can be done without adverse effect on vehicle performance. Problems associated with the restricted fuel tank filler neck are minimal. Replacement standard sized filler necks (for Chrysler, Ford and AMC vehicles) may be installed once overseas or a specially designed funnel-like adapter (for GM vehicles) may be used for fueling. Members shipping foreign-made vehicles equipped with catalytic converters should consult with a dealer on specific accommodations for oversea use provided by the manufacturer.

EPA proposed amendments to federal regulations to be promulgated in early 1975, and effective 30-60 days later will prohibit the shipment of any motor vehicle equipped with a catalytic converter into the U.S. once that vehicle has been driven within an oversea area until conformity with U.S. emission standards is restored. EPA has informally advised that motor vehicles manufactured before the changes to federal regulations become effective will not be barred from free admission into the U.S., either before or after the changes become effective, as long as such vehicles were originally manufactured to conform with U.S. standards.

The Military Traffic Management Command is developing a DOD program to assist members in meeting import requirements unique to catalytic converter equipped POV's. Current plans are to implement the DOD program about the time the new federal regulations become effective. The program which will provide for the facilities, materials, and services required, will not be a means of circumventing importation requirements, but will only assist in satisfying the requirements. Members, shipping POV's, model year 1975 and after, into the U.S. from overseas can expect to encounter some personal inconvenience and expense.