

U. S. COAST GUARD LORAN TRANSMITTING STATION
SOUTH CAICOS ISLAND, B.W.I.

ORGANIZATION AND INFORMATION BOOK

1969

ORGANIZATION BOOK

Subj: Letter of Promulgation

1. PURPOSE. To promulgate under one cover, an Organization Book and General Information Book including all station instructions and notices.
2. PUBLICATIONS AFFECTED. The Organization and General Information Book dated 10 October 1968 is hereby superseded and cancelled.
3. ACTION.
 - a. All hands shall become thoroughly familiar with this publication and the instructions and notices contained herein.
 - b. All items of a lasting nature shall be incorporated in this book as instructions. Items useful for only a short period of time will be incorporated as notices and will contain a cancellation date.
 - c. It is the responsibility of every man reporting aboard to read this publication and become familiar with the Instructions and Notices. The Senior Petty Officer will insure that all new men have read this publication prior to departing on liberty.
4. EFFECTIVE DATE. This letter of promulgation is effective 1 July 1969

J. G. FLEISCHMANN

Dist: Standard

ORGANIZATION BOOK

RECORD OF CHANGES

Change Number	Effective Date	Date Entered	SIGNATURE
<u>One</u>	<u>02 June 1969</u>	<u>02 June 1969</u>	<u>J. D. F. c.</u>
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ORGANIZATION BOOK

DISTRIBUTION LIST

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- II. CCGD7 - (2)
- III. COMGANTS - (1)
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ORGANIZATION BOOK

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USCG LORSTA SOUTH CAICOS
South Caicos Is., B.W.I.

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List of Effective Pages

1 June 1969

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Title Page	i	Original
Letter of Promulgation dtd 10/10/68	ii	Original
Record of Corrections	iii	Original
Distribution List	iv	Original
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List of Effective Pages	vi	Change 1
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STATION INFORMATION

South Caicos Island is located at position 21 degrees 30 minute North and 71 degrees 30 minutes West. In relation to other land masses, it is 21 miles west of Grand Turk Island; 95 miles north of Monte Cristi, Dominican Republic; 162 miles northeast of Punta Masai, Cuba; 340 miles northwest of San Juan, Puerto Rico; and 550 miles southeast of Miami, Florida.

South Caicos is the major island of the Caicos group. This group has much the form of a Pacific atoll in that it is a semi-circle of islands. A line of keys to the south encloses the Caicos Bank. This area is generally sandy-bottomed and measures roughly 45 miles east to west and 55 miles north to south at its greatest dimensions. The islands on the northern side have an off-shore reef of living coral, while the southern keys are mostly exposed portions of the reef itself. The major islands starting east and rotating 180 degrees through north to west are: South Caicos, East Caicos, Grand or Middle Caicos, North Caicos, and West Caicos. There are about 800 inhabitants on South Caicos and an estimated 2000 persons scattered in the other islands. Grand Turk has about 2000 inhabitants.

South Caicos is shaped vaguely like a hatchet with the handle to the North and the blade facing west. The most prominent geographical feature is a series of overlapping ridges, reaching a height of about 60 feet rather abruptly. These run along the eastern shore of the island. The central area in the south is extremely flat, giving way to some slight heights in the west. The underlying strata is limestone and similar types of formations. These formations make digging very difficult except where there is any sandy soil of any depth above them.

The vegetation is relatively unimposing. The seaward side facing the prevailing wind is the greenest area, supporting a vigorous growth of palmetto palm trees and coarse Bermuda-like grass. Unfortunately, this type of palm reaches no great height. The reverse slope of the ridges are heavily eroded and, although brushed over to some extent, hardly any soil is visible. Generally speaking, the lowlands immediately west of the ridges are the island's most fertile area, particularly in the southeast corner of the area known as the "plantation area." The flats are more or less sandy waste areas with brush-cover.

There are no good beaches on South Caicos. The eastern coast is precipitous and a large part of the western coast is covered with mangrove swamps. The water offshore is quite clear and drops off very sharply outside the reef. Fish and lobster abound in these waters. There are also sharks and barracudas. There is no fresh water available on the island except that which is caught from rainfall. Most of the rains come in the winter months and are in the form of local, brief, heavy tropical squalls.

The settlement of Cockburn Harbour or East Harbour (either appears to be correct) is located at the southwest corner of the island. It has a rather poor harbor, but is the best one in the islands. Craft of more than ten foot draft cannot come alongside the piers, and any vessel drawing more than twelve or fourteen feet may anchor outside the harbor.

ISLAND HISTORY

The accepted history holds that the Turks and Caicos Islands were discovered by Ponce de Leon in 1512, but it has been suggested, and not without reason, that one of the eastern Caicos Islands might have been the sight of Columbus' first landfall rather than the island of San Salvador to the north. In the decades following their discovery, the islands were ravaged by the Spaniards. The Indians were taken into slavery to Hispaniola to work in the mines there. The Spaniards also cut most of the large trees on the islands. After this period, the Spaniards lost interest in the islands and virtually forgot them until the latter part of the seventeenth century.

In 1678, settlers arrived from Bermuda to develop the salt-ponds on the islands and this industry grew rapidly. The high salinity of the sea-water, the intense sunlight, the low amount of rainfall, and the shallow sloughs of the islands provided a perfect environment for salt production through the evaporation of sea-water. The industry flourished, and salt-ships plied between the islands, Bermuda, and North America. Much of the salt went to Newfoundland fisheries for the preservation of fish.

During the succeeding half century hostilities existed between England, France and Spain almost continually. The Bermudians and Turks Islanders had to go armed to defend themselves against the threat of attack. In 1753, The French invaded the islands but later withdrew. In 1764, they returned. But under the peace that followed the Seven Years War in Europe, they again withdrew. Under the provisions of a treaty signed in Jamaica between Great Britain, France and Spain, the islanders at last became secure in their rights.

In 1776, the government of the Bahamas first asserted its jurisdiction on the islands. They pointed out that the islands really formed the southernmost group in the Bahamian archipelago and should be under Bahamian rule. The islanders, however, feeling closer to their ancestral Bermuda, resisted this annexation. During the American Revolution, large numbers of Tories from the Colonies, especially Georgia, came to the islands to avoid reprisals from the victorious patriots. Finally after various encroachments, the Bahamian government annexed the islands in 1799, over the violent opposition of the inhabitants.

During the 19th century, the islanders tried their hand at other industries; cotton and tomato cultivation, sisal growing, and gathering of bat guano from caves on the northern islands. During this period, salvage was also an important industry. The Turks Island Passage was, at that time, one of the principal routes to the West Indies. Many ships used the passage every year. Apparently a good number did not make it and ended up on coral reefs. This salvage work provided a steady income for the islanders.

In 1848, the islands obtained their independence from the Bahamas and were set up as a Presidency under a royal charter. This period lasted for 25 years and then, due to a general decline in industry and a failure of cotton cultivation, the islands were taken over by Jamaica as a dependency to avoid serious economic failure. Matters have advanced relatively little to the present day. Scant rainfall and serious hurricanes plague the islands periodically. The independence of Jamaica in 1962 placed the islands in a colony status. The affairs of the colony are managed by an Administrator at Grand Turk, the seat of the local government. The islands are on a trial basis with the Bahamas; and, after five years, the Turks and Caicos Islands may merge with the Bahamas.

Although the past has not been very fruitful, the future holds great promise for these islands. Providenciales on the west side of the Caicos Bank, is being developed rapidly by Provident Ltd. and construction of a resort hotel is nearing completion. Here on South Caicos, the British Government has completed and paved the air strip and a second hotel is under construction. The lobster industry is blossoming into a major economic asset to the islands. Tourism is also developing in the islands as facilities improve.

STATION HISTORY AND OPERATION.

The station was built in 1958 by the USN Sea Bees to accommodate power installations for Loran equipment. It is operated by one officer and thirteen men. The station is a link in the Loran chain between San Salvador and Cape San Juan. It operates as a double slave with those stations as masters; Cape San Juan is 3L2 master and San Salvador is 3L3 master. Continuous radio guard on 4050 KCS is maintained between stations to assure proper Loran function and to relay messages from the stations in the chain.

LOCAL CUSTOMS

The town of Cockburn Harbour is situated approximately 10 miles from the station on the opposite end of the island. The islanders are generally a religious and proud people. Station personnel visit the town on liberty, but there is not much in the way of entertainment. The Admirals Arms Hotel and two native bars

offer a source of limited entertainment. The station enjoys good relations with the local government and the towns people.

There are two contracts let each year: one for laborers and one for fuel. The laborers perform mess-cook, laundry-man, and yard-man duties. The fuel is purchased from Caicos Holdings Ltd. and is transported to the station by station personnel on a tank trailer.

INTER-ORGANIZATION

The station is directly under the Commander, Seventh Coast Guard District. Radio communications are maintained with Loran Station San Salvador, Loran Station Cape San Juan, and Radio San Juan, which is net control.

LOGISTICS

Bi-weekly flights of a C-123B originating at USCG Air Station Opa Locka, Florida make up the entire logistics support for this unit. The flight arrives and departs every other Wednesday except for the first flight of the quarter, when the aircraft lays-over at Grand Turk and returns to Miami on Thursday morning. All official mail is sent by logistics aircraft. Personal mail may be sent out in the mailbag with the logistics aircraft, but it may also be sent by private and commercial pilots or passengers who land at South Caicos for fuel or hotel accommodations. These types of flights are frequent and mail goes out regularly. Personal mail may be received by logistics flight or on Bahamas Airways every Monday and Friday. A local charter service, Caicos Airways, provides transportation between the islands and has the inter-island mail franchise.

MEDICAL ASSISTANCE

The assigned Hospital Corpsman performs all routine and emergency medical treatment. Any complicated illness or injury will be evacuated to Miami or San Juan by either Coast Guard aircraft, Caicos Airways, or MATS flight from Grand Turk. There is a Registered Nurse in Cockburn Harbour and a small hospital; on Grand Turk there is a Medical Doctor and a larger hospital.

ENGINEERING PLANT

Station power is provided by three motor-generator sets. Each motor-generator is three phase, sixty kilowatt, four wire, sixty cycle, 120/200 volts @ 1200 RPM, driven by a General Motors 6-71 engine. Each generator is operated periodically to supply station power. A General Electric power distribution panel is installed for each generator.

The refrigeration plant consists of two walk-in types boxes; a chill-box for perishable non-frozen foods and a freeze-box for

perishable frozen foods. There is also a refrigerator in the galley. All refrigeration units are charged with Freon-12.

Air-conditioning is provided in the Loran transmitting room and the watch shack to keep the equipment cool and dust-free. .

TRANSPORTATION

A Dodge Power-Wagon and an International nine-passenger Travel-All provide supply and personnel transportation. A rebuilt Ford truck is used for heavy loads suchs as hauling fuel from town.

MORALE AND RECREATION

The weather is warm and pleasant year-round and it is ideal for out-door recreation. The water is clear and warm and provides an excellent opportunity for water sports. The station has a 16 foot open outboard motor boat and a 14 foot sailboat. The station is large enough for field sports such as football, volleyball, softball, and soccer. A combination tennis-basketball-volleyball court is available on the station. In-door recreation consists of movies, table tennis, billiards, cards, and various others games provided in the recreation locker.

MAIL

The official mailing address of the unit is: Commanding Officer, USCG LORSTA South Caicos, c/o USCG Air Station, Opa Locka Airport, Hanger 103, Opa Locka, Florida 33054.

Personal mail may be received and sent out as described on Page 4 of this Manual by using this address: Your Namr, USCG Loran Station, Cockburn Harbour, South Caicos Island, Turks and Caicos Islands, British West Indies, Via Nassau. When using this address advise your correspondents to use 15¢ U.S. postage as the letters go beyond the continental limits of the U.S. while enroute to South Caicos. Your letters should have 10¢ U.S. postage when sent as they are placed in the nearest mailbox when the private or commercial pilot reaches the United States. It is recommended that no valuables be sent by this method.

USCG LORSTA SOUTH CAICOS
South Caicos Is., B.W.I.

ORGANIZATION BOOK

SECTION A

Mission, Organization, and Responsibilities

ORGANIZATION BOOK

Mission

1. General

a. LORAN is a navigational system for determining position by means of radio signals. The term LORAN is derived from the letters of the words, "LONG RANGE Aid to Navigation." This implies that the distances involved are greater than those obtained by radio finding methods. Over salt water, ranges of 500 to 900 nautical miles may be expected during the day and up to 1400 nautical miles at night. "Sky Waves" are employed for the latter and a table of corrections must be employed.

b. The principle of Loran is based on the difference in travel time (measured in millionths of a second) to the point of observation of radio signals from the transmitting stations spaced several hundred miles apart.

c. Loran stations are constructed in a "chain" which usually consists of three stations, the center one being a double master or double slave paired with each of the others. South Caicos is a double slave, paired with Loran Station Cape San Juan, Puerto Rico on rate "3L2" and paired with Loran Station San Salvador on rate "3L3".

d. This unit maintains a continuous radio guard on 4050 KCS which is the primary Loran Net Frequency. The Loran operation is semi-automatic and a continuous watch on the equipment is not required due to the automatic remote alarms. However, since the radio watchstander must guard his receivers constantly, a close visual check is made of the Loran equipment every 60 minutes. Besides being a Loran watchstander and a communications watchstander, the man on watch checks the generators hourly for proper operation and also makes periodic fire and security checks about the station.

2. Specific

a. The primary mission of this station is to transmit continuous Loran signals maintaining all the required tolerances and standards promulgated by competent authority.

b. The secondary mission of this station is to assist in Search and Rescue cases. This assistance usually consists of conducting ramp and harbor checks for overdue aircraft and yachts. Assistance is also rendered by relaying communications from distressed vessels.

ORGANIZATION BOOK

Responsibilities

1. Commanding Officer

a. The responsibility of the Commanding Officer for his command is absolute, except when, and to the extent, he is relieved by competent authority. He may delegate authority to his subordinates for the execution of details, but such delegation in no way relieves the Commanding Officer of his ultimate responsibility for the safety, efficiency, and well-being of his command.

b. The Commanding Officer shall read and comply with Articles 7-1-1 through 7-1-32 of U.S. Coast Guard Regulations (CG-300).

2. Senior Petty Officer

a. The Senior Petty Officer shall act for, and with the authority of the Commanding Officer. He is responsible for assuming the duties of Officer-in-Charge during any absence of the Commanding Officer.

b. He shall read and comply with Articles 7-3-1 through 7-3-7 and Articles 8-3-1 through 8-3-3 of U.S. Coast Guard Regulations (CG-300).

3. Department Heads

a. The Department Head is the representative of the Commanding Officer in all matters that pertain to the department of which he is in charge and is responsible for the operation and efficiency of that department.

b. He shall read and comply with Articles 8-3-1 through 8-3-3 of U.S. Coast Guard Regulations (CG-300).

c. He is responsible for ensuring that all necessary directives are issued for his department and that they are strictly adhered to. He will personally supervise a preventive maintenance program and will ensure compliance with all safety precautions.

d. He is responsible for the keeping of ample spare parts on hand and for submission of requisitions to avoid foreseeable deficiencies. Requisitions shall be authorized by the Commanding Officer or Senior Petty Officer using Milstrip or Request for Procurement procedures on the quarterly system. In this respect, the department head will keep the Commanding Officer notified of any circumstances which may affect the normal operation of his department.

- e. His responsibilities shall also include:
 - (1) Daily inspection of all logs and records for which his department is responsible.
 - (2) Ensuring the timely submission of all reports for which his department is responsible.
 - (3) Ensuring compliance with all competent instructions.
 - (4) Making periodic inspections of his department.
 - (5) Keeping the Commanding Officer informed of any reports required by higher authority pertaining to his department.

4. Designated Department Heads and Individual Responsibilities

- a. Senior Electronics Technician
 - (1) Primarily, he is responsible for the output of correct Loran signals and for effective and reliable communications.
 - (2) Secondly, he is responsible for the maintenance, operation, and repair of all electronic and electrical equipment of the station.
- b. Senior Engineman
 - (1) Primarily, he is responsible for supplying the station and the Loran equipment with continuous usable power.
 - (2) Secondly, he is responsible for the operation and repair of all mechanical equipment, vehicles, pumps, piping, and storage tanks.
- c. Senior Hospital Corpsman
 - (1) Primarily, he is responsible for the health of the station personnel. He shall report directly to the Commanding Officer concerning any matters of sanitation or the physical or mental health of any station personnel.
 - (2) Secondly, he shall perform the duties of Administrative Assistant as directed by the Commanding Officer.
- d. Senior Commissaryman
 - (1) Primarily, he is responsible for serving the crew the most wholesome food with the funds available. He is also responsible for ensuring strict sanitary procedures at all times.
 - (2) Secondly, he is responsible for ensuring strict accountability of all stores and assisting the commissary officer as directed.

e. Senior Damage Controlman

(1) Primarily, he is responsible for the maintenance of the station buildings and their related fixtures.

(2) Secondarily, he is responsible for the upkeep of all fire-fighting equipment on the station. He will report to the Senior Petty Officer for any duties not specifically assigned to any department.

www.loran-history.info

USCG LORSTA SOUTH CAICOS
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ORGANIZATION BOOK

SECTION B

General Bills

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ORGANIZATION BOOK

Correspondence Bill

1. All official correspondence will be handled in the station office and will be sent via USCG logistics flight.

a. A copy of all correspondence shall be sequentially numbered and maintained in the unit "Day File".

b. The Commanding Officer shall approve all correspondence.

c. All incoming correspondence shall be filed in accordance with the Coast Guard Directives System by file number.

2. The Hospital Corpsman shall be designated in writing as the Mail Orderly.

a. For outgoing mail, he will insure that:

(1) All mail is logged out in the unit Mail Log.

(2) All personal mail is collected and all official mail is sealed and ready for mailing. He will insure that all correspondence has the proper postage and addresses.

(3) All mail is bagged and the mail bag is sealed.

(4) The mail is placed aboard the logistics aircraft and that the loadmaster is aware of its presence. Report its delivery to the Commanding Officer.

b. For incoming mail, he will insure that:

(1) All mail is delivered to the station office.

(2) All mail is logged in the unit mail log.

(3) All personal mail is sorted and delivered to the addressees.

(4) All official mail is placed on the Commanding Officer's desk for inspection. Deliver all paychecks immediately to the Commanding Officer.

c. He shall maintain a file of forwarding addresses for transferred personnel.

d. The Mail Orderly shall be granted a clearance of CONFIDENTIAL in conjunction with his duties of handling official mail.

ORGANIZATION BOOK

Safety Bill

1. The Senior Petty Officer shall be designated in writing as the unit Safety Officer.
2. He shall:
 - a. Hold monthly safety board meetings to discuss safety hazards and violations with the various department heads. As a result of these meetings, lectures will be scheduled to cover the discrepancies mentioned by the safety board.
 - b. A monthly report of the safety board meetings shall be submitted to the Commanding Officer. Once a quarter, a summary report of all safety board meetings will be submitted to Commander, Seventh Coast Guard District (dso).
 - c. Read and post all safety notices promulgated by higher authority and enforce them when applicable to the unit.
 - d. Conduct a weekly safety inspection in conjunction with the Commanding Officer's material inspection.

ORGANIZATION BOOK

Training Bill

1. The Senior Petty Officer shall be designated in writing as the Education Officer.
2. He shall:
 - a. Insure all personnel are afforded the opportunity to participate in the various correspondence courses available.
 - b. Encourage all personnel to complete the appropriate course for advancement in rate.
 - c. Insure that the unit complies with all current directives, especially:
 - (1) USCG Regulations(CG300), Articles 7-1-4 and 7-1-16.
 - (2) Personnel Manual(CG207), Article 5-C-20.
 - (3) Uniform Code of Military Justice, Article 137.
 - (4) Commander, Seventh Coast Guard District OPLAN 1-YR, Appendix I to Annex E.
3. The Education Officer is responsible for the preparation of a monthly training schedule to be submitted for approval five days prior to the new month. The schedule will include:
 - a. Weekly instructions and drills.
 - b. Special daily routines or events (ex. logistics flight)
4. The Education Officer shall insure that each Department Head is giving each man an opportunity to learn various skills while on the job (ex. Supply, Admin., as well as daily maintenance and repair).
5. Schedule tests to be administered by the Commanding Officer.
6. Submit the monthly education report form from the USCG Institute with the applicable corrections entered.

ORGANIZATION BOOK

7. The following drills and lectures should be scheduled monthly:

- | | |
|-------------------------|--------------------|
| a. Fire | G. UCMJ |
| b. Personnel Inspection | h. Generator |
| c. Safety | i. Radio Procedure |
| d. First Aid | j. Morale Meeting |
| e. Hurricane (Seasonal) | k. Safety Meeting |
| f. NBC Warfare | |

8. The following topics should be scheduled periodically to keep personnel familiar with the various topics:

- a. Uniforms/Clothing
- b. Voting
- c. Sanitation and Pest Control
- d. Local laws and customs

ORGANIZATION BOOK

Watch Bill

1. General

a. This unit will maintain a continuous live watch even though the type of Loran operation does not necessitate constant monitoring. The watchstander shall serve as:

- (1) Loran Watch
- (2) Communications Watch
- (3) Engine Room Watch
- (4) Weather Recorder
- (5) Security Patrol

b. The Senior Electronics Technician will qualify as many watchstanders as possible. This will include all electronics technicians, rated men, and non-rated men as determined by their other duties.

2. Qualifications

a. The Senior Electronics Technician shall:

- (1) Assign each prospective watchstander to stand watches with no less than two electronics technicians.
- (2) Personally examine each prospective watchstander, After a letter of qualification has been completed and approved by the Commanding Officer, assign him in the watch rotation.
- (3) Spot-check all watchstanders and refer previously qualified men to additional instruction if it becomes apparent that this is necessary.

b. Each Loran watchstander shall:

- (1) Understand the function of each piece of equipment.
- (2) Be able to interpret the presentation on the timer and transmitter oscilloscopes.

(3) Be able to explain the terms: off-sync, off-air, race rate, blink and how they are represented on the scopes. Be able to determine which station is responsible for these casualties.

(4) Understand the meaning of the trace on the recorder chart.

(5) Demonstrate how to bring a timer back into normal operation from a sync error or off-sync condition.

(6) Be able to switch timers and transmitters and know when it should be done.

(7) Be able to maintain a zero reading on the sync test meter by the adjustment of the fine local delay.

(8) Know how to take time delay readings and what the assigned time delay of this station is.

(9) Know how and when to blink.

(10) Know how and when to switch from B-10 to B-Continuous and vice versa.

(11) Know the proper entries that are made on the recording charts and the use of all stamps.

(12) Know how to fill the recorder pens and how to free a clogged pen.

(13) Know how and when to advance or retard the recording charts to correspond to the correct time and lines on the chart.

(14) Know the proper level of the transmitter high-voltage and how and when to regulate it.

(15) Know what the transmitter output reading on the AN/FPA-3A switching set should read.

(16) Know how to place a transmitter on the line.

(17) Know how and when to reset tripped over-load relays.

(18) Know the codes used for Loran readability.

(19) Know how and when to adjust the oscillator.

(20) Be able to determine the proper output of the transmitter by transmission line current meter.

(21) Be able to recognize when the generators are not operating properly by observing the line voltage and frequency meters mounted on the timer switching unit.

c. Each Communication watchstander shall:

- (1) Be able to set up transmitter for all frequencies normally used.
- (2) Be able to tune the receivers by "keying" the transmitter.
- (3) Know how to use the antenna filter patch panel.
- (4) Know how to operate the "Single-Sideband" equipment.
- (5) Know how and when to take WWV time checks and how to record them in the log.
- (6) Know names, call signs, frequencies, and general locations of units normally contacted.
- (7) Know and use proper radio-telephone procedure and use it at all times, even when talking to commercial radios.
- (8) Be able to set-up and understand the meaning of all parts of a message.
- (9) Know the proper distribution of received messages.
- (10) Know how to keep the radio log.
- (11) Know what action is taken in case of a distress call or when directed to perform a PRECOM or EXCOM search.

d. Each Weather recorder shall:

- (1) Know all types of cloud formations and the proper recording of each.
- (2) Know how and when to record all weather readings.

e. Each Engine-room watchstander shall:

- (1) Know when fresh water or salt water pumps are overheating.
- (2) Know how to adjust generator voltage and cycles.
- (3) Know how to secure the engine if it loses lube oil pressure.
- (4) Know how to check lube oil.

(5) Call an Engineman if the fresh water temperature exceeds 195°F.

(6) Visually check running machinery for abnormal conditions such as water leaks, excessive oil leaks, or fuel leaks.

(7) Listen for any unusual noises.

F. Each Security Patrol shall:

(1) Know the proper handling of small arms that may be used.

(2) Know how and when to conduct a security and fire check.

(3) Know the location of all outside light switches and when they are to be turned on and secured.

(4) Know the proper procedure in case unauthorized persons are encountered or a fire is discovered.

(5) Know how and when to hold reveille.

3. Specific Watch Procedures

a. Prior to relief, a joint check will be made of the following:

(1) Timer scope presentation.

(2) Sync test meter on or near zero.

(3) Alarm switch positions:

(a) Remote alarms; all timers "in".

(b) Horn on output switching unit "on".

(c) Local timer buzzer switch "on".

(d) Buzzer switches on watch room monitor "on".

(4) Recorder for operation and time.

(5) Meter reading on output switching unit.

(6) High voltage on transmitter.

(7) Transmission line output on transmitter.

(8) Output pulse of transmitters on exciters A and B.

(9) Overload relays on transmitters are reset.

(10) Both receivers are checked for proper alignment by keying transmitter.

(11) Volume setting of receivers.

- (12) Antenna filter assembly for proper connections.
- (13) All messages received since relieving watchstander last stood the watch.
- (14) Any pending SAR cases, Commanding Officer's orders, or messages that have not been typed or routed.
- (15) Generator and switchboard readings.
- (16) Status of all logs and records that the watch is required to maintain.
- (17) Cleanliness and orderliness of watch shack.

b. Log records and boards to be maintained in accordance with current instructions are:

- | | |
|-----------------------|----------------------------|
| (1) Radio Log | (5) Personnel Status Board |
| (2) Watchstanders Log | (6) Early Call Board |
| (3) Recorder Charts | (7) WWV Time Check Log |
| (4) Special Orders | |

c. The following checks shall be made hourly:

(1) Equipment Operational Check:

- (a) Timers
- (b) Transmitters
- (c) Communications Equipment
- (d) Recorder Charts
- (e) Recorder Pens
- (f) Generator

(2) Fire and Security check:

(a) The hours and extent shall be in accordance with current instructions. Any irregularities shall be reported to the Commanding Officer immediately.

d. The following checks shall be made every four hours:

- (1) Weather
- (2) Time Delay Readings

f. The following miscellaneous duties shall be carried out at the proper times:

- (1) Colors
- (2) Turn on and secure station lights.
- (3) Delivery of logs to Commanding Officer.
- (4) Morning calls.
- (5) WWV time check.
- (6) Assure that the Engineering Department is notified immediately if any water is caught in the catchment.

g. Watchstanders will become familiar with:

- (1) Aids To Navigation Manual, Loran Systems Operating Instructions (CG 222 Appendix C)
- (2) USCG Communications Manual (CG 223)

h. The Commanding Officer shall be notified:

- (1) Upon delivery or receipt of all messages. At night, he shall be awakened for all messages with a precedence of "Priority" or higher.
- (2) Of any requests made to this unit by radio.
- (3) When any major piece of equipment is inoperative.
- (4) When conditions occur that require a report to a higher authority. A station shall promptly notify the District Commander or his authorized representative through proper channels for information of the paired station, by the most expedient means available. The conditions requiring such action are as follows:
 - (a) Where there has existed continuously for one hour, or intermittantly during the greater part of an hour, any unscheduled impairment of Loran service for any cause whatsoever.
 - (b) When a station is forced to cease transmitting or monitoring and it is believed that the off-air time will be one hour or more.

(c) When Loran signals on a designated rate and frequency are definitely observed to be off-frequency and/or rate for a period of more than one (Ø1) minute without "blinking".

(d) When a condition has been corrected that was previously reported by the station or brought to the attention of the station by the District Commander or his authorized representative.

i. The Senior Petty Officer shall be notified:

(1) At any time the Commanding Officer would be notified if the Commanding Officer is absent.

(2) Of any unauthorized personnel on the station.

j. The Senior Electronics Technician shall be notified:

(1) Upon the failure of any piece of equipment, unless determined immediately by an ET to be routine part failure.

(2) If the watchstander needs a relief.

k. The Senior Engineman shall be notified:

(1) Upon evidence of generator malfunction.

(2) Upon evidence of refrigeration or air-conditioning equipment malfunction.

4. Detailed Instructions

a. Local instructions shall be promulgated for any items contained or omitted from this Bill that the Senior Electronics Technician feels are not adequately covered.

5. Watch List

a. The Senior Electronics Technician shall promulgate the Watch List including other watches and assignments that the Commanding Officer deems necessary in order to avoid conflict in duties.

b. This will be submitted to the Commanding Officer in triplicate at least 24 hours before it becomes effective. It will be posted on the Crew's Bulletin Board, Station Office Bulletin Board, and the Watch-room Bulletin Board.

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ORGANIZATION BOOK

Cleaning & Inspection Bill

1. The station will inspected weekly in accordance with the plan of the day. All hands will stand by their assigned spaces until the inspection is completed. The Department Heads will meet the inspection party when it enters their departmental spaces and will accompany the party during the inspection of his department. The senior man present will call "Attention" if more than one man is present and will report, "Good Morning, Captain. (Name of Area) ready for inspection."

2. The inspection team will consist of:

- a. Commanding Officer
- b. Senior Petty Officer
- c. Hospital Corpsman (Recorder)

3. The inspection party will:

- a. Report to the watch room that the inspection has commenced.
- b. Muster between the station office and the CPO quarters.
- c. Inspect the exterior of the barracks building.
- d. Inspect the commissary spaces.
- e. Inspect the recreation area, dark room, lounge, and movie locker.
- f. Inspect the interior of the barracks including all cubicles, sick bay, armory, crew's head and shower, laundry room, and CPO quarters.
- g. Inspect the station office and Commanding Officer's quarters.
- h. Inspect the exterior of the Commanding Officer's quarters and the Signal Power building.
- i. Inspect the electronic's spaces.
- j. Inspect the engineering spaces and vehicles.
- k. Inspect the DC shop and paint locker.
- l. Inspect the station grounds, catchment, tanks, etc.

Report to the watch room when the inspection is secured.

4. Copies of the inspection report will go to:

- a. Crew's Bulletin Board
- b. Station Office Bulletin Board
- c. Senior Petty Officer Inspection File
- d. Department Heads (ET, EN, DC, and CS)

5. Each Department Head is responsible to see that all discrepancies are corrected prior to the next week's material inspection. Each Department Head shall notify the Senior Petty Officer of all items corrected or to the reason why the item was not corrected.

ORGANIZATION BOOK

Reporting & Transfer Bill

1. Reporting

a. The Senior Petty Officer shall:

- (1) Conduct or appoint someone to give new personnel a general tour of the station.
- (2) Introduce to all Department Heads and present the new personnel to the Commanding Officer.
- (3) Assign berthing space and billet number.
- (4) Show all fire alarms and fire stations and explain the duties of billets.
- (5) Hold a seabag inspection one week after arrival.
- (6) Acquaint man with the local laws and customs.

b. The Commanding Officer shall:

- (1) Hold an informal interview with the man to outline his duties and to answer any questions he might have.
- (2) Review man's service record.

c. The Administrative Assistant shall:

- (1) Receive man's orders, service record, health record, and Personnel Data Card.
- (2) Prepare order's endorsements, service record and personnel diary entries.
- (3) Prepare travel, dislocation allowance, and FSA claims.
- (4) Check on the status of all ID cards, Immunization card, health and service records, Government Vehicle Operator's license. He shall report all discrepancies to the Commanding Officer.
- (5) Insure that the man is given a copy of this publication to read and that he certifies he has done so before proceeding on liberty.

2. Departing

- a. The Senior Petty Officer shall:
 - (1) Assure that all station and town debts are settled.
 - (2) Assure that all station gear and keys have been turned in.
- b. The Commanding Officer shall:
 - (1) Assure proper preparation of orders.
 - (2) Place man's name on log flight manifest.
 - (3) Grant remainder of compensatory absence enroute to new duty station.
- c. The Administrative Assistant shall:
 - (1) Make correct service record entries (ref. Art 4-C-30, CG Personnel Manual, CG 207).
 - (2) Assure that the man has an ID card and shot card.
 - (3) File man's forwarding address in unit file.
- d. The departing man will assure that the above procedures are completed 24 hours prior to departure.

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South Caicos, B.W.I.

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SECTION C

Emergency Bills

USCG LORSTA SOUTH CAICOS
South Caicos Is., B.W.I.

ORGANIZATION BOOK

Defense Bill

1. The active and passive defense of this station shall be in accordance with orders promulgated by higher authority.
2. Under normal conditions the Commanding Officer and the Senior Petty Officer are the only ones required to be familiar with those directives. It shall be at the discretion of the Commanding Officer, or in his absence, the Senior Petty Officer as to when various aspects are to be revealed to subordinates.
3. In any defense posture every man on this station will conduct himself in accordance with the U.S. Fighting Man's Code of Conduct.

ORGANIZATION BOOK

Hurricane Bill

1. Effective planning and action will avoid or minimize loss or damage to property. It will also minimize personal injuries.
2. General:
 - a. The hurricane season in this area normally runs from June through November. Most hurricanes originate to the south and east of the Caicos Islands and are still in the building process as they pass here. The path of a hurricane CANNOT be predicted with any assurance of accuracy. Any hurricane in this area poses a threat to this station, particularly one which assumes a path north of and parallel to a line formed by Puerto Rico, Hispaniola, and Cuba. Implementation of the Hurricane Bill will proceed with the attitude that the hurricane will hit the Caicos Islands until it has been tracked well north and west and is clear.
3. Sources of Information:
 - a. Annex L of CCGD7 OPLAN 1-YR (Heavy Weather Procedures)
 - b. Grand Turk Pan-American Tracking Station (Call sign- Sea Deep Seven; Frequency- 2716 KCS) Pan-Am has a direct line to San Juan, Puerto Rico and they have radar to track these storms. Accurate and up to date information may be obtained from this source.
 - c. Loran Net Radio- Regular hurricane advisories and special CCGD7 information.
 - d. Commercial Radio- WINZ of Miami, Florida is received during the day and regular advisories can be obtained.
4. Readiness Conditions:
 - a. Condition Four* This is a seasonal hurricane condition which is set automatically every year on 1 June and extends through 30 November unless otherwise directed by CCGD7.
 - b. Condition Three: Condition set when weather advisories indicate that a hurricane MAY strike the specific area within 48 hours.
 - c. Condition Two: Condition set when weather advisories indicate that a hurricane WILL PROBABLY strike a specific area within 24 hours.
 - d. Condition One: Condition set when weather advisories indicate that a hurricane WILL strike a specific area within 12 hours.

ORGANIZATION BOOK

5. Station Readiness:

a. Condition Four-

- (1) Make all personnel aware of the general hurricane season and the possibility of a hurricane developing. Schedule instruction on the Hurricane Bill and billet assignments.
- (2) Keep station free of all necessary missile hazards.
- (3) Assure that all equipment is available to set higher conditions quickly.
- (4) It is important to remember that although the hurricanes may not hit these islands, it may prevent regular logistics flights from flying down to South Caicos. The commissary inventory should be increased accordingly during the hurricane season.

b. Condition Three-

- (1) Check all antenna guy-wires for tightness.
- (2) Police area for missile hazards.
- (3) Lash down and secure all outdoor articles and machinery.
- (4) Move outboard motor boat into engineroom and sailboat into the DC shop.

c. Condition Two-

- (1) Top off all vehicle fuel tanks.
- (2) Top off day tanks and cistern.
- (3) Draw fresh water in all available containers and place in all three buildings. Distribute food to all buildings.
- (4) Place needed bedding in Signal Power building.
- (5) Rig catchment for heavy rainfall.
- (6) Rig a lifeline from barracks to Signal Power building.
- (7) Put hurricane shutters in place leaving some leeward windows cracked for pressure relief.
- (8) Park one vehicle in garage and other two in carport.

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ORGANIZATION BOOK

d. Condition One-

- (1) Assure that everything is in readiness.
- (2) All personnel take their hurricane shelter and stand by their stations.
- (3) No person shall leave his assigned shelter after being ordered into them unless specifically ordered to do so by the Commanding Officer. An apparent lull in the storm may only be the "eye", in which case the winds may increase from dead calm to 100 MPH or more, in a matter of a few seconds from the opposite direction.

6. Personnel Assignments:

<u>Signal Power Building</u>	<u>CO's Quarters</u>	<u>Barracks</u>
CO	111-SN	101-BMC
102-EN1	112-SN	104-CS2
103-ET1	115-Extra	106-HM1
105-ET2		107-DC3
108-ET3		113-FN
109-ET3		114-Extra
110-EN3		

7. After the hurricane:

- a. Report to CCGD7 by message the extent of damage and what assistance is required if any.
- b. Send vehicle to town to see if we can be of any assistance.

ORGANIZATION BOOK

Fire Bill

1. Any person discovering a fire shall take immediate action and turn in the alarm. All hands shall know the location of all alarms, the location of all fire stations, and the various types of fire fighting equipment at each one. Proper immediate action ("Fire Fighting First Aid") cannot be overstressed.

2. Remote manual alarms:

- a. Recreation deck, next to the lounge.
- b. Mess deck, next to recreation gear locker.
- c. Galley passageway, next to hot water tank.
- d. Barracks passageway, next to fire station #2.
- e. Barracks passageway, next to CPO quarter's door.
- f. DC shop, west door,
- g. Engineroom, west door.
- h. ET work shop, west door.
- i. Watch room, next to timer room door.
- j. Timer room, behind transmitter #1.
- k. Station office, above Commanding Officer's desk.

3. The station has an automatic fire alarm system based on the heat principle. If the alarm is sounded by the automatic system, the exact location of the fire may not be known. Enroute to your fire fighting stations look for the fire. If the location has not been determined, muster between the Signal Power building and the Commanding Officer's quarters.

4. General Information:

a. In order for a fire to exist, three things are required: heat, fuel, and oxygen. Remove any one and the fire will be extinguished.

b. Classes of Fires:

(1) Class A - Consists of anything that, when burning, leaves an ash (wood, paper, linen, mattresses, etc.). All fire fighting methods available on the station are effective against this class of fire. If the fire is small

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enough, it may be smothered with a jacket, a blanket, or sand. This procedure is the application of "Fire Fighting First Aid".

(2) Class B - Consists of burning liquids(fuel oil, gasoline, paint, etc.). CO₂, dry chemical, foam, or sand are the only effective agents against this type of fire. Water should never be used.

(3) Class C - Electrical fires. First secure power to the fire area. Use CO₂ or dry sand or dry chemical. Never use water. In an emergency, a water fog may be used. However, the area must be de-energized before it is applied.

c. OBA Line Tending Signals -

(1) The code word OATH is a quick way to remember the signals:

<u>CODE</u>	<u>MEANING</u>	<u>SIGNAL</u>
O	OK	1 tug on line
A	Advance	2 tugs on line
T	Take-up	3 tugs on line
H	Help	4 tugs on line

4. Billet Assignments:

- 101- XA (CO) In charge at scene.
- 102-EN1 (103) Operate fresh water pump, secure electrical power, stand-by generators.
- 103-ET1 (102) Relieve watch.
- 104-CS2 (114) Lead out nearest hose from fire main, No. 1 nozzle man.
- 105-ET2 (106) Provide fire axe, lead out back-up hose, No. 2 nozzle man.
- 106-HM1 (105) Provide first aid kit and litter, Back-up man No. 2 hose.
- 107-DC3 (108) Provide OBA, investigator, No. 1 nozzle man if directed.
- 108-ET3 (107) Assist 107, OBA-tender, make necessary closures.
- 109-ET3 (110) Assist 110, place pump nearest scene and hook-up hoses.
- 110-EN3 (109) Operate P-60 pump.
- 111-SN (115) Provide two sections of hose and hook-up to P-60, No. 3 nozzle man.
- 112-SN (113) Provide dry chemical fire extinguisher.
- 113-FN (112) Provide emergency lighting and CO₂ fire extinguisher, assist as directed.
- 114-Extra(104) Assist 104, back-up man No. 1 hose.
- 115-Extra(111) Assist 111, back-up man No. 3 hose.

5. There will be a minimum of one fire drill and/or lecture per month to implement this bill.

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6. For fire fighting and other emergencies, a minimum of seven persons will remain aboard the station at all times.

7. All hands are reminded that immediate and proper action is the best weapon against extensive damage by fire.

8. Duty Section Fire Billets:

OOD - Scene Leader, provide nearest fire extinguisher enroute to fire.

EN - Start fresh water pump.

ET - Relieve watch.

SN - Provide CO₂ fire extinguisher enroute to fire.

Others - Muster at scene and assist as directed.

All personnel will report to scene leader upon completion of the above duties. Scene leader will remain in charge unless properly relieved by XA or CO.

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ORGANIZATION BOOK

Destruction Bill

1. General:

a. If a war were to break out, South Caicos might be considered a valuable asset by the enemy because of its air-strip and harbor. This Bill will outline the duties and procedures of personnel in the event it becomes necessary to destroy the station's equipment to prevent it falling into enemy hands intact.

2. Specific:

a. If it becomes apparent that the station will be captured by an enemy force, the Commanding Officer will order the destruction of all equipment, vehicles and stored supplies, including water, which could be of use to the enemy. The following actions will be carried out as thoroughly as time permits:

(1) Destroy, by burning, all classified matter and instruction books.

(2) Secure power to Loran and communications equipment and ground all parts which might hold a charge. Smash equipment beyond recognition.

(3) Set all generators to run at high speed without lube oil or cooling water.

(4) Set fire to fuel, gas, and all other flammable liquids.

(5) Destroy and burn vehicles.

(6) Destroy all fresh water tanks.

(7) Destroy anything remaining which might be of any use to the enemy such as tools, spare parts, etc.

3. Specific Assignments:

101-BMC	Burn classified material and instruction books.
102-EN1	Seize -up generators and burn vehicles.
103*ET1	Smash Loran equipment and communications equipment,
104-CS2	Prepare commissary supplies for evacuation and dispose of remainder.
105-ET2	Assist 103
106-HM1	Prepare medical supplies for evacuation and dispose of remainder.
107-DC3	Fire fuel dumps and tanks.
108-ET3	Assist 101.
109-ET3	Assist 103.

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110-EN3	Destroy water storage.
111-SN	Assist 101.
112-SN	Assist 104.
113-FN	Destroy roadgrader and roadroller and assist 102.
114-Extra	Report to Commanding Officer.
115-Extra	Report to Commanding Officer.

4. When specific assignments are completed report to the Commanding Officer for further instructions.

ORGANIZATION BOOK

Rescue & Assistance Bill

1. The assistance cases most likely to involve this unit are:
 - a. The crash of an aircraft on or near the island.
 - b. The grounding of a vessel along the reef from East Caicos to South Caicos.
 - c. A hurricane disaster in Cockburn Harbour.
 - d. A large fire in Cockburn Harbour.
2. Specific Assignments:

CO	In charge of Carryall group.
101-BMC	In charge of Power Wagon group.
102-EN1	Provide portable pump; Power Wagon group.
103-ET1	Take charge of station.
104-CS2	Station detail.
105-ET2	Rig boat and trailer to Power Wagon and provide boat equipment; station detail, man the PRC-59.
106-HM1	Provide first aid kit, blankets and water; Carryall group.
107-DC3	Provide fire axes, line, and ladder; Carryall group, man the PRC-59
108-ET3	Assist 105, provide OBA; Power Wagon group, man PRC-59.
109-ET3	Station detail.
110-EN3	Station detail, provide hose.
111-SN	Provide hose and nozzles, foam, and fire box; Power Wagon group.
112-SN	Provide dry chemical and CO ₂ extinguishers, Carryall group.
113-FN	Assist 102, provide emergency lighting, timbers, and shovels; Power Wagon group.
114-Extra	Assist 111.
115-Extra	Assist 105.
3. The boat will be used only if the situation warrants. If the boat is not used, then billets 105 and 108 will report to the Commanding Officer for further instructions. All hands will provide as per billet, load the vehicles, and stand by until dispatched by the Commanding Officer or Senior Petty Officer. The station detail will help load the vehicles and be ready to assist in any way directed by the Commanding Officer or Senior Petty Officer over the PRC-59.

ORGANIZATION BOOK

Radiological Defense Bill

1. Although nuclear weapons are a powerful destructive force, chances for survival are good. In order to minimize loss of life and destruction of property, certain precautions must be taken. It must be remembered that radioactive fallout can adhere to almost any surface. Contamination is the greatest threat to life after the initial shock wave has passed.
2. In case of an attack:
 - a. With warning-
 - (1) Proceed to designated station or shelter.
 - (2) Don protective clothing and prepare shelter.
 - (3) Remain in shelter until otherwise advised or ordered.
 - (4) Do not attempt to look at the fireball of the blast.
 - b. With no warning-
 - (1) Run to nearest shelter (doorway, ditch, bulkhead, etc.)
 - (2) Shield eyes and protect as much of the body as possible.
 - (3) After the shock wave has passed, proceed to shelter.
3. Immediately after a nuclear, biological, or chemical attack:
 - a. Report to assigned shelter.
 - b. If a walking wounded, report to sick bay.
 - c. If exposed, report to the decontamination station.
 - d. Do not smoke, eat, or drink ANYTHING until it has been approved by either the Hospital Corpsman or the Commanding Officer.
 - e. Do not spread rumors. Do not pass information to civilians without approval of the Commanding Officer.
4. All food and water shall be decontaminated and distributed by the Hospital Corpsman and the Commanding Officer.
5. The Commanding Officer or Senior Petty Officer shall put all war plans into effect and make all required reports to higher authority. In the event of absence of orders from higher authority or lack of communications, he shall take the initiative.

USCG LORSTA SOUTH CAICOS
South Caicos Is., B.W.I.

6. At the present time, the only radiological detection instruments or equipment aboard this unit are DT-60 PD's. There is no survey or monitoring equipment. Upon receipt of this equipment, a monitoring program shall be incorporated into this Bill.

7. Specific Assignments:

<u>Barracks</u>	<u>Signal Power Building</u>	<u>Monitor Team</u>
BMC	CO	DC3
CS2	EN1	
HM1	ET1	
ET3	ET2	
ET3	114-Extra	
EN3		
SN		
SN		
FN		
115-Extra		

ORGANIZATION BOOK

Emergency Antenna Bill

1. General:

a. If the Loran receiving antenna were to be carried away by high winds, an emergency antenna would have to be hoisted to maintain Loran operations.

2. Specific:

a. The most likely conditions requiring the implementation of this Bill would be during a hurricane or severe tropical storm.

b. In preparation for this possibility, a ready made antenna shall be on hand and the necessary tackle set aside for hoisting the antenna.

c. This Bill will be carried out only on the specific orders of the Commanding Officer, since the time of its necessity will probably be during the storm itself. Severe weather conditions may delay the execution of the bill itself.

3. Billet Assignments:

101-BMC	In charge; muster on lee side of Signal Power building.
102-EN1	Muster on lee side of Signal Power building.
103-ET1	Provide emergency antenna.
104-CS2	Muster on lee side of Signal Power building.
105-ET2	Relieve the watch.
106-HM1	Provide first aid kit.
107-DC3	Muster on lee side of Signal Power building.
108-ET3	Provide tool roll and PRC-59.
109-ET3	Provide safety belt and work gloves.
110-EN3	Muster on lee side of Signal Power building.
111-SN	"
112-SN	"
113-FN	"
114-Extra	"
115-Extra	"

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SECTION D

Station Instructions

USCG LORSTA SOUTH CAICOS
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ORGANIZATION BOOK

List of Effective Station Instructions

File No.	Subject	Effective Date
1020	Uniforms	10/10/68
1050	Leave, Liberty & Compensatory Absence	10/10/68
1710	Intoxicating Beverages	10/10/68
1710.1	Recreation Gear; use of	10/10/68
1720	Motion Picture Operators	10/10/68
1740	Request Mast	10/10/68
1746	Galley; use of	10/10/68
1752	Local Regulations	10/10/68
5330	Plans of the day	6/1/69 CH. 1
5500	Station Security	10/10/68
8370	Small Arms; use of	10/10/68
11160	Paint Locker	10/10/68
11240	Station Vehicles	10/10/68
11250	Station Small Boats	10/10/68
11380	Logistics Flight Detail	10/10/68

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1020
10 October 1968

COMMANDING OFFICER USCG LORAN STATION INSTRUCTION 1020

Subj: Uniforms

Ref: U.S. Navy Uniform Regulations 1959 (as amended for CG use)

1. Purpose. To promulgate station regulations for authorized uniforms at this station.

2. Directives Affected. All previous instruction are hereby cancelled and superceded.

3. Action.

a. Working Uniform - Officer and CPO

- (1) Work khakis
- (2) Tropical khaki
- (3) Tropical khaki long
- (4) Modifications: Safety shoes or brown canvas shoes may be worn in lieu of brown leather shoes; short socks in lieu of knee-length socks for tropical khaki; T-shirt in lieu of khaki tropical shirt.

b. Working Uniform - Enlisted (E-6 and below)

- (1) Dungarees
- (2) Tropical khaki
- (3) Modifications: T-shirt may be worn in lieu of chambray shirt; safety shoes may be worn in lieu of black shoes.

c. Liberty Uniform in Cockburn Harbour - All Personnel

- (1) Neat, clean civilian attire.
- (2) Tropical white long or tropical khaki long.

d. Aboard station after working hours

- (1) Watchstander must be in proper uniform at all times.
- (2) Neat, clean civilian clothes.
- (3) Athletic attire while engaged in sports.
- (4) Incomplete uniforms are not authorized.

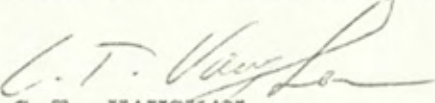
e. Departing South Caicos in Uniform - All Personnel

- (1) Work khakis or clean dungarees may be worn while

COMMANDING OFFICER USCG LORAN STATION INSTRUCTION 1020
10 October 1968

traveling on the logistics flight to Miami. However, once in Miami, personnel must shift to the authorized uniform before departing the Air Station.

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

www.loran-history.info

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1050
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1050

Subj: Duty, Liberty, Leave, and Compensatory Absence

1. Purpose. To promulgate station policy concerning duty sections, and the eligibility of personnel for liberty, leave, and compensatory absence.

2. Directives Affected. All previous Instructions are hereby cancelled and superceded.

3. Action.

a. Duty -

(1) In order to provide sufficient man-power for any emergency which might arise, seven men will remain on the station at all times. These will include a Duty ET, EN, the scheduled watchstanders, Duty OOD, and the Commanding Officer or his representative.

(2) The duty driver shall act as Shore Patrol while in town and will insure the prompt return of the liberty party prior to the expiration time.

(3) Duty Lists - All changes shall be approved by the Senior Petty Officer prior to the ned of the working day.

b. Liberty -

(1) Extreme caution should be used in consuming anything of local origin.

(2) A liberty party shall consist of no less than two (2) persons.

(3) Uniforms, liberty hours, and Shore Patrol are covered in other instructions.

c. Leave -

(1) Regular leave can only be granted upon rotation.

(2) Emergency leave can be granted only by the Commanding Officer when circumstances warrant it.

COMMANDING OFFICER LORAN STATION INSTRUCTION 1050
10 October 1968

d. Compensatory Absence

(1) Compensatory absence is accrued at the rate of $2\frac{1}{2}$ days per month for time actually on the island. This may be taken after it has been earned, with the following limitations:

(a) A minimum of 13 days must have been accrued to cover from log flight to log flight.

(b) Return must coincide with a scheduled log flight.

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1710
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1710

Subj: Intoxicating Beverages; consumption of

1. Purpose. To promulgate station policy concerning the use and possession of intoxicating beverages.
2. Directives Affected. All previous Instructions are hereby cancelled and superceded.
3. Action.
 - a. For the purpose of this Instruction, the following definitions will apply:
 - (1) Intoxicating beverages - Includes all beverages with any alcoholic content.
 - (2) Duty status - Includes OOD, duty ET, duty EN, duty driver/shore patrol, and watchstanders.
 - b. The introduction, possession, or use of intoxicating beverages on board this station is prohibited except by specific authorization by the Commanding Officer. The following exceptions are authorized:
 - (1) Beer Mess
 - (2) Liquor Locker
 - c. The following rules apply to the Beer Mess:
 - (1) No beer is to be consumed prior to the end of the working day.
 - (2) No beer is to be consumed by any person in a duty status.
 - (3) No more than six beers will be consumed by any one person during one day.
 - d. The following rules apply to the Liquor Locker:
 - (1) All intoxicating beverages, other than beer, shall be placed in the Liquor Locker immediately upon their

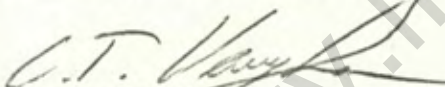
COMMANDING OFFICER LORAN STATION INSTRUCTION 1710
10 October 1968

introduction onto the station.

(2) The Liquor Locker shall be locked at all times and the key shall be in the possession of the Commanding Officer or the Senior Petty Officer.

(3) Personnel may carry a maximum of one quart of liquor to CONUS on permanent change of station orders, leave, or compensatory absence,

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka, Airport, Hanger 103
Opa Locka, Florida 33054

COLORSTAINST 1710.1
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1710.1

Subj: Recreation Gear; use of

1. Purpose. To promulgate station policy concerning the use of the recreation gear.

2. Action.

a. Pool Table -

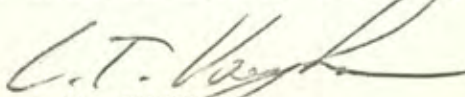
- (1) Do not sit or rest weight on pool table.
- (2) Store balls in rack when not in use.
- (3) Place cue sticks in rack when not in use.
- (4) Clean excess powder and chalk dust from table and deck.
- (5) Do not place or throw objects on pool table.
- (6) Do not throw balls across table.
- (7) Cover table when not in use.

b. Motion picture projector and films are covered in another Instruction.

c. Miscellaneous Equipment -

- (1) All equipment shall be cleaned and replaced after use.
- (2) Assigned storage areas shall be kept clean at all times.

3. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1720
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1720

Subj: Motion Picture Operators; duties of

1. Purpose: To promulgate instructions on the duties of Motion Picture Operators.

2. Directives Affected. All previous Instructions are hereby cancelled and superceded.

3. Action.

a. The senior rated man who is a qualified MPO shall be in charge of the administration of the motion picture operators.

b. He will assure:

(1) That the projector and films are handled properly.

(2) That all incoming film cases are opened and the books are removed.

(3) That all discrepancies are noted when rewinding and/or showing and the necessary repairs are made as soon as possible. He will also assure that the above are logged.

(4) That the necessary reports for each film are completed before the return of the films.

(5) That the Commanding Officer is made aware of needed supplies as soon as the deficiencies are noted.

c. Each MPO shall:

(1) Rewind film and set up projector.

(2) Notify Commanding Officer when film is ready for showing.

(3) See that the Mess Deck is secured after the film.

(4) Log the date film is shown and any discrepancies for each film.

4. Effective Date. This Instruction is effective 10 October 1968.

C.T. VAUGHAN

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1740
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1740

Subj: Request Mast

Ref: (a) U.S. Coast Guard Regulations (CG-300)

1. Purpose. To prescribe the means whereby any member of the crew at this station may make any request, report, or statement to the Commanding Officer which he shall receive personally and consider.

2. Directives Affected. All previous Instructions are hereby cancelled and superceded.

3. Action.

a. Time -

(1) Request masts will be held during the work day.

(2) The above schedule does not prevent a man from going directly to the Commanding Officer if an emergent situation precludes waiting for the scheduled period.

b. Procedure -

(1) At morning coffee break, advise the Commanding Officer that a Request Mast is desired in accordance with Article 7-1-12 of reference (a).

(2) Report to the station office after coffee break.

(3) The Commanding Officer will insure that the Request Mast is private.

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1746
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1746

Subj: Station Galley; use of

1. Purpose. To promulgate station policy to be followed by all personnel when using the station galley.
2. Directives Affected. All previous Instruction are hereby cancelled and superceded.
3. Discussion. Due to the assignment of only one Commissaryman to this unit, it is deemed practical that all hands are allowed to use the galley. It is therefore every individual's responsibility to follow rules that will preserve sanitation and curb infestation by cockroaches, ants, and other pests. The Hospital Corpsman will conduct daily sanitation inspections and will inform the Commissaryman and the Commanding Officer of any discrepancies. He shall also schedule any necessary pest control methods. The Commissaryman is responsible to see that the mess cook follows all sanitary food-service principals.
4. Action.
 - a. Waste Disposal -
 - (1) Glass, metal, wood, paper, and coffee grounds are the only items which will be placed in the garbage cans,
 - (2) All foods are to be placed in the garbage disposal and immediately processed. Some meat scraps may be set aside for the station dogs.
 - b. Storage -
 - (1) No food will be left exposed except during preparation and consumption.
 - (2) Food and drinks are not permitted in the cubicles except food received in the mail, if kept in sealed metal containers.
 - (3) All food in the refrigerator will be covered tightly with wax paper with the exception of fresh fruit.
 - (4) Open tin cans shall not be placed in the refrigerator. Their contents shall be placed in covered containers.

COMMANDING OFFICER LORAN STATION INSTRUCTION 1746
10 October 1968

(5) Milk cartons or other containers which may leak, shall be placed on a tray provided for that purpose.

c. Dishes and Utensils -

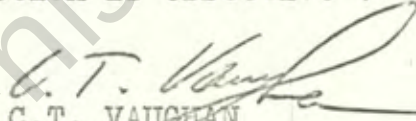
(1) They are to be washed thoroughly and rinsed immediately of all food scraps and then placed in racks to dry.

(2) Sharp knives, glasses, and pointed utensils shall not be placed in the sink with other utensils.

d. The griddle, counter tops, and tables will be thoroughly cleaned of grease, food scraps, and crumbs after use. This is especially stressed when persons prepare their own food.

e. Non-compliance with this Instruction or any subsequent rules will necessitate access to food only at specified meal times.

5. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN

Commanding Officer

Dist: Standard

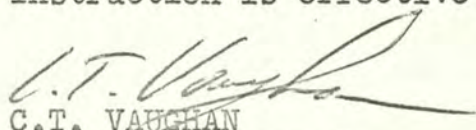
Commanding Officer
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c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 1752
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 1752

Subj: Local Relations

1. Purpose. To promulgate station policy concerning relations with the local inhabitants.
2. Directives Affected. All previous Instructions are hereby cancelled and superceded.
3. Action.
 - a. The Coast Guard is a guest on South Caicos. The local inhabitants are British subjects and the island is a British Crown Colony. You are a representative of the Coast Guard and your country in every action you take. To this end, all local laws and customs will be observed. At all times, you will remain friendly and courteous with the local inhabitants, regardless of the situation. Station personnel will report any incident immediately to the Commanding Officer.
 - b. Before a new man goes on liberty, he will be informed of the local laws and customs. The duty driver/shore patrol will introduce the new man to the on-duty constable in town.
4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

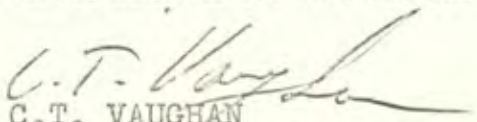
Commanding Officer
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c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 2100
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 2100

Subj: Message Handling

1. Purpose. To promulgate station policy on message handling.
2. Directives Affected. All previous Instructions are hereby cancelled and superceded.
3. Action.
 - a. The Commanding Officer will be notified immediately upon receipt of all messages regardless of precedence.
 - b. The radio transaction shall be recorded in the unit radio log.
 - c. The watchstander shall prepare an original and one copy of the message (Original and two copies on SAR messages) on an Official Message Form (CG-2655). The original shall be filed in the watch room on the message board and one copy shall be routed to the station office for the Commanding Officer's Message Board.
 - d. If the Commanding Officer has retired for the night, he shall be notified of all messages with a precedence of "PRIOR-ITV" or higher.
 - e. In the absence of the Commanding Officer, the only person authorized to release messages from this unit is the Senior Petty Officer.
4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

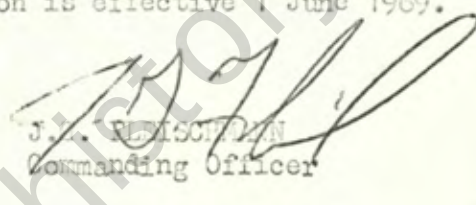
Commanding Officer
USCG Loran Station South Caicos
c/o USCG Air Station
Opa Locka Airport, Hgr. 103
Opa Locka, Florida 33054

COLORSTAINST 5330
1 June 1969

COMMANDING OFFICER LORAN STATION INSTRUCTION 5330

1
Subj: Plans of the Day

1. Purpose. To promulgate that the Plans of the Day to be followed at this unit by all personnel.
2. Directives Affected. All previous Instructions are hereby cancelled and superceded.
3. Effective Date. This Instruction is effective 1 June 1969.


J. L. REISCHMAN
Commanding Officer

Encl: (1) Plan of the Day - Work Day
(2) Plan of the Day - Holidays & Weekends
(2) Plan of the Day - Summer Routine

Dist: Standard

ENCLOSURE (1) TO COLORSTAINST 5330
1 June 1969

PLAN OF THE DAY

- 0600 - Early call for MAA and Cook
- 0630 - Reveille for all hands
- 0700 - Commence serving breakfast
- 0730 - Secure serving breakfast
- 0745 - Secure mess deck. Turn to station work
- 0800 - Colors
- 0945 - Coffee Break (Except Fridays)
- 1000 - Secure from coffee break, turn to station work. MAA call mid-watch watchstander.
- 1150 - Secure from station work
- 1200 - Noon meal (Cook check on early meals for log flight days)
- 1255 - Quarters for all hands
- 1300 - Scheduled drills and/or instructions
- 1315 - Secure from quarters, turn to station work Monday thru Wednesday only. Half-day routine Thursday and Friday.
- 1500 - End of work day. Clean up and secure work spaces.
- 1630 - Evening meal
- 1830 - Liberty party going ashore will be prepared to depart at this time. Liberty party will check out with COD and log out with watch shack.
- 1930 - Movie on recreation deck.
- 2000 - Evening reports. COD will make a tour of the station and check to see if all secure. He will report to XA; if absent, to CO.
- 2400 - Liberty expires in town. Liberty party will be at hotel or the liberty vehicle at this time. Failure to be present will result in suspension of liberty privileges for that person.
- 2430 - Liberty expires at the station. Extensions of liberty will be granted by the CO or XA ONLY and only upon special occasions such parties, dances etc.

ENCLOSURE (2) TO COLORSTA INST 5330
1 June 1969

PLAN OF THE DAY

0800 - Colors Commence open galley
1200 - Secure Open galley
1400 - Main meal
1830 - Liberty party ashore
2400 - Liberty expires in town
2430 - Liberty expires at the station.

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ENCLOSURE (3) TO COLORSTAINST 5330
1 June 1969

PLAN OF THE DAY

0600 - Early call for MAA and Cook
0630 - Reveille for all hands
0700 - Commence serving breakfast
0730 - Secure serving breakfast
0745 - Secure mess deck, turn to station work
0800 - Colors
1000 - MAA call mid-watch watchstander
1150 - Secure from station work
1200 - Noon meal (Cook check on early meals for log flight days)
1255 - Quarters for all hands
1300 - Scheduled drills and/or instructions
1315 - Secure from quarters, End of work day
1630 - Evening meal
1830 - Liberty party ashore
1930 - Movie on recreation deck
2000 - Evening reports
2400 - Liberty expires in town.
2430 - Liberty expires at station.

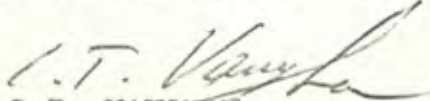
Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 5500
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 5500

Subj: Station Security

1. Purpose. To promulgate station policy concerning unauthorized persons on or near the station.
2. Directives Affected. All previous Instructions are hereby cancelled and superceded.
3. Action.
 - a. For the purpose of this Instruction, "unauthorized persons" are considered to be all persons other than Coast Guard personnel assigned to this unit, official visitors, and the civilian workers.
 - b. The watchstander will make hourly Fire and Security checks from 2400 to 0600. Each check shall be logged in the station log as part of the watch entries.
 - c. All unauthorized persons shall be reported to the Commanding Officer and/or Senior Petty Officer.
 - d. No water, items in the dump, or any equipment on the station grounds shall be taken from the station without the express permission of the Commanding Officer. The Commanding Officer shall also remain the sole authority for allowing local persons to use station tools.
4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 8370
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 8370

Subj: Station Small Arms; use of

1. Purpose. To promulgate station policy for the use of small arms.
2. Directives Affected. All previous Instruction are hereby cancelled and superceded.
3. Discussion. This station has an allowance of small arms and ammunition for both training and recreational purposes. Permission to bring aboard privately owned weapons and ammunition may be granted by the Commanding Officer.
4. Action.
 - a. All small arms and ammunition will be kept in the station armory. The Senior Petty Officer shall be designated in writing as custodian of duplicate keys to the armory. A non-rated man normally will be assigned to keep the weapons and armory clean.
 - b. Firing -
 - (1) Will be done by persons who hold letters of qualification.
 - (2) Will be done only on the station range or areas designated by the Commanding Officer. All expended ammo must be logged out.
 - c. Weapons -
 - (1) Clean and replace after every use (including clips, belts, holster, etc.)
 - (2) Report any malfunction to the Senior Petty Officer or the Commanding Officer.
 - d. Rules -
 - (1) Safety regulations will be followed when handling all firearms. Periodic instructions will be given in the handling and care of firearms.
5. Effective Date. This Instruction is effective 10 October 1968.

C.T. VAUGHAN
Commanding Officer

Commanding Officer
USCG LOR STA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 11160
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 11160

Subj: Paint Locker; use of

1. Purpose. To promulgate station policy on the use of the paint locker.

2. Directives Affected. All previous Instructions are hereby cancelled and superceded.

3. Action.

a. A non-rated man will normally be assigned to be in charge of the paint locker.

b. The paint locker shall be kept locked except in use, daily ventilations, or inspections.

c. A quarterly inventory shall be made to assist in determining the next quarter's requirements.

d. Prior to using any paint, check with the Senior Petty Officer.

e. Specific Rules -

(1) NO SMOKING in the paint locker.

(2) Punch holes in rim of can before stirring paint.

(3) Try not to obliterate markings on the side of the can. Wipe all paint spills off the can with a rag immediately.

(4) All spills are to be cleaned up immediately.

(5) Paint thinner cans are to be tightly sealed when not in use.

(6) Insure proper ventilation when using paint and thinners.

(7) When securing can, be sure lid is firmly in place.

(8) Clean brushes thoroughly and dry them with a clean rag. Hang brush on brush rack, or in a brush container, if available.

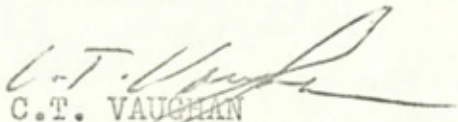
(9) NEVER leave dirty, soiled rags in the paint locker.

f. The Coast Guard Paint and Color Manual shall be the basic

COMMANDING OFFICER LORAN STATION INSTRUCTION 11160
10 October 1968

guide for all procedures concerning paints and painting.

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

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Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 11240
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 11240

Subj: Station Vehicles; use of

1; Purpose. To promulgate station policy concerning the use and operation of station vehicles.

2. Directives Affected. All previous Instructions are hereby cancelled and superceded.

3. Action.

a. The vehicles assigned to this station are to be used for official purposes or authorized morale purposes only. Permission to use a vehicle shall be obtained from either the Commanding Officer or the Senior Petty Officer.

b. Operators shall:

(1) Have a current valid U.S. Government Vehicle Operator's Permit for the vehicle he wishes to operate.

(2) Become thoroughly familiar with the island roads before operating a vehicle off the station.

(3) Not operate a vehicle in any state of intoxication and less than six (06) hours after consuming ANY alcoholic beverages, no matter how small the quantity.

(4) Assure the seat belts are used at all times.

(5) Drive to the left at all times (English traffic rules).

(6) Keep to the extreme left or south side of the airstrip.

(7) Check tires, oil, gas, and water before departing station. Clean front and rear windows.

(8) Consider each intersection in town as a "yield" situation and proceed with caution. Pedestrians, animals, animal-drawn carts and an increasing number of vehicles present sudden hazards from the side roads.

c. Speed -

(1) Maximum speed on the open road is 45 MPH (35 MPH for trucks or with trailer in tow), in town 20 MPH. However,

COMMANDING OFFICER LORAN STATION INSTRUCTION 11240
10 October 1968

when encountering persons or vehicles, reduce speed to 05 MPH until they have passed.

(2) Most of the road has bad spots with coral lumps and washouts. Speed shall also be reduced when encountering bad stretches of road. There are also sharp curves, blind curves, single-lane conditions, and free-roaming animals which require alert driving habits.

e. Passengers -

(1) Military personnel and civilian employees are the only authorized passengers.

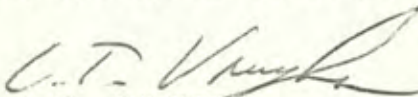
(2) It shall be up to the senior man present to determine if circumstances warrant exception to the above.

f. Maintenance -

(1) The Senior Engineman is responsible for the upkeep of the vehicles. All discrepancies shall be reported to him immediately when they are noticed. He shall maintain all necessary forms and reports.

g. In the event of an emergency or unusual circumstances, personnel are authorized to use their initiative, but they will be held accountable for their actions.

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 11250
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 11250

Subj: Station Small Craft; use of

1. Purpose. To promulgate station policy and rules concerning the use of the station's small craft.
2. Directives Affected. All previous Instructions are hereby cancelled and superdeded.
3. Discussion. The small craft assigned to this station are for recreational uses only. Permission to use either boat shall be requested from the Commanding Officer or Senior Petty Officer. All trips shall be planned and executed so that return is made before sunset.
4. Action.
 - a. Before using boats -
 - (1) Check hull, equipment, riggings, and all working parts.
 - (2) Insure lifejackets, first aid kit, bailer, tools, oars, emergency kit, and radio are on board before departing unit.
 - b. Sailboat
 - (1) No less than two persons, nor more than three.
 - (2) No fishing, swimming, or skin diving from the sailboat.
 - (3) With any rigging malfunction, return to station.
 - (4) Lower sails if you desire outboard assistance; use flares for emergency assistance.
 - (5) Do not proceed outside the reef.
 - c. Outboard Small Boat
 - (1) No less than two persons nor more than six.
 - (2) When swimmers are in the water, the boat shall be anchored and one person shall remain in the boat. Boat crews of two persons shall not go swimming.

COMMANDING OFFICER LORAN STATION INSTRUCTION 11250
10 October 1968

d. Coxswains -

(1) The senior member of the boat party who has been qualified to operate the boat shall be the coxswain. He is responsible for the boat's safety and the safety of the passengers. He will comply with all instructions and rules for boat operation.

(2) He shall report to the Commanding Officer or the Senior Petty Officer upon departure and return of the boat, and shall see that the boat party is logged in and out of the watch room.

(3) He will use extreme caution because of coral formations in these waters.

(4) He will make periodic radio checks while underway. He will insure that the PRC-59 radio set is on in the watch room before departing the station.

e. Qualification -

(1) The Senior Petty Officer shall be responsible for qualifying personnel as designated boat coxswains.

(2) Qualifications may be revoked for the remainder of a man's tour at the station for a violation of good seamanship or any station small boat regulation.

f. General -

(1) Boat recall is the lowering of all flags.

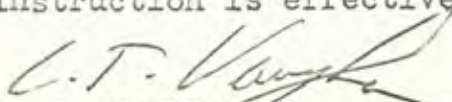
(2) All boats shall return immediately at the approach of a storm. If the storm arises quickly and the boat cannot reach the lee of the point, head for the nearest beach and stay until the storm passes.

(3) If a boat capsizes, stay with the boat.

(4) Use flares in emergency cases.

(5) The boat will remain on the trailer at the station Monday through Friday normally. This will be for necessary maintenance. When the boat is launched on Thursday or Friday, it may remain at Jerry camp until Sunday afternoon. It shall be checked daily while in the water.

5. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTAINST 13800
10 October 1968

COMMANDING OFFICER LORAN STATION INSTRUCTION 13800

Subj: Logistics Flight Detail

1. Purpose. To promulgate policies concerning personnel duties for scheduled logistics flights.

2. Directives Affected. All previous Instructions are hereby cancelled and superceded.

3. Action.

a. Aircraft Detail

(1) Commanding Officer and Senior Petty Officer

(2) Hospital Corpsman (Mail Orderly)

(3) One each of the following: Engineman, Electronics Technician, and Seaman.

b. Specific Duties

(1) Commanding Officer or Senior Petty Officer will sign for off-loaded goods and for registered or certified mail. He will present the station's manifest to the load master for signature.

(2) Hospital Corpsman will insure that the mail is loaded and off-loaded and properly accounted for. He will take a first aid kit to the aircraft.

(3) Engineman will insure that the truck and trailer are ready to depart with all out-going cargo loaded in the trailer. (See Commanding Officer) He will take charge of one CO₂ extinguisher during plane departure. Load and unload cargo.

(4) Electronics Technician will insure a working radio is on the truck. Upon arrival at the airstrip, he will establish communications with the station. Load and unload cargo.

(5) Seaman will help load and unload cargo and will take charge of one CO₂ extinguisher during plane departure.

c. General Procedures

COMMANDING OFFICER LORAN STATION INSTRUCTION 13800
10 October 1968

(1) The local authorities will be notified at least 24 hours prior to the log flight's arrival.

(2) All cargo will be checked prior to off-loading to make sure it belongs to this unit.

(3) Upon return to the station, all supplies will be off-loaded: commissary supplies to the galley and all other general supplies to the carport.

4. Effective Date. This Instruction is effective 10 October 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

USCG LORSTA SOUTH CAICOS
South Caicos Is., B.W.I.

ORGANIZATION BOOK

Section E

Station Notices

USCG LORSTA SOUTH CAICOS
South Caicos Is., B.W.I.

ORGANIZATION BOOK

List of Effective Station Notices

File No.	Subject	Effective Date
3541	Station Fire Alarm System	16 April 1968
11250	Station Small Craft	27 August 1968

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Commanding Officer
USCG LORSTA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTANOTE 3541
16 April 1968

COMMANDING OFFICER LORAN STATION NOTICE 3541

Subj: Station Fire Alarm and Detection System; use of

1. Purpose. To acquaint station personnel with the fire alarm and detection system, and to establish procedures for testing.

2. Discussion. The control box for the system is located in the watch room on the North bulkhead. The lights on the outside of the box indicate the general location of a fire once the alarm has sounded. Zone One is the Signal Power building; Zone Two is the Station Office and the Commanding Officer's Quarters; and Zone Three is the Barracks Building.

3. Action.

a. All station personnel will familiarize themselves with the location of the three fire alarm zones.

b. The watchstander on duty will perform a station alarm test every Monday at 1100.

4. Effective Date. This Notice is effective 16 April 1968.


C.T. VAUGHAN
Commanding Officer

Dist: Standard

Commanding Officer
USCG LORSEA South Caicos
c/o USCG Air Station
Opa Locka Airport, Hanger 103
Opa Locka, Fla. 33054

COLORSTANOTE 11250
27 August 1968

COMMANDING OFFICER LORAN STATION NOTICE 11250

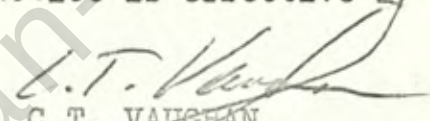
Subj: Station Small Craft; geographical limits of use

1. Purpose. To establish definite boundaries for the operation of the station's small craft.

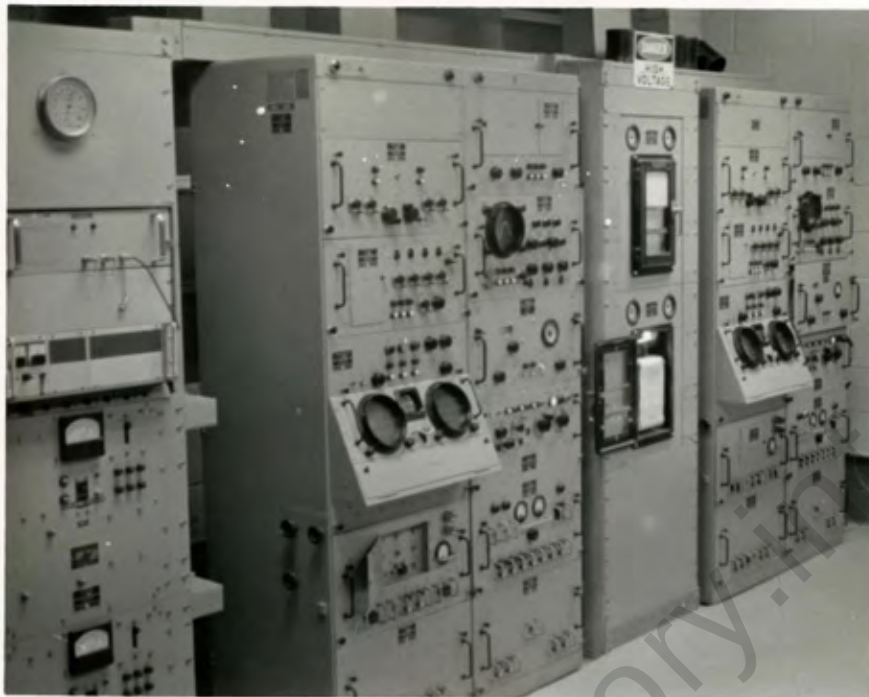
2. Action. The station's small boats shall be operated within FM radio range of the station. The normal boundaries under GOOD weather conditions are:

- a. North - Good Hill Point, East Caicos
- b. South - Limit of reliable radio communications.
- c. East - The reef (Unless otherwise authorized by CO or XA)

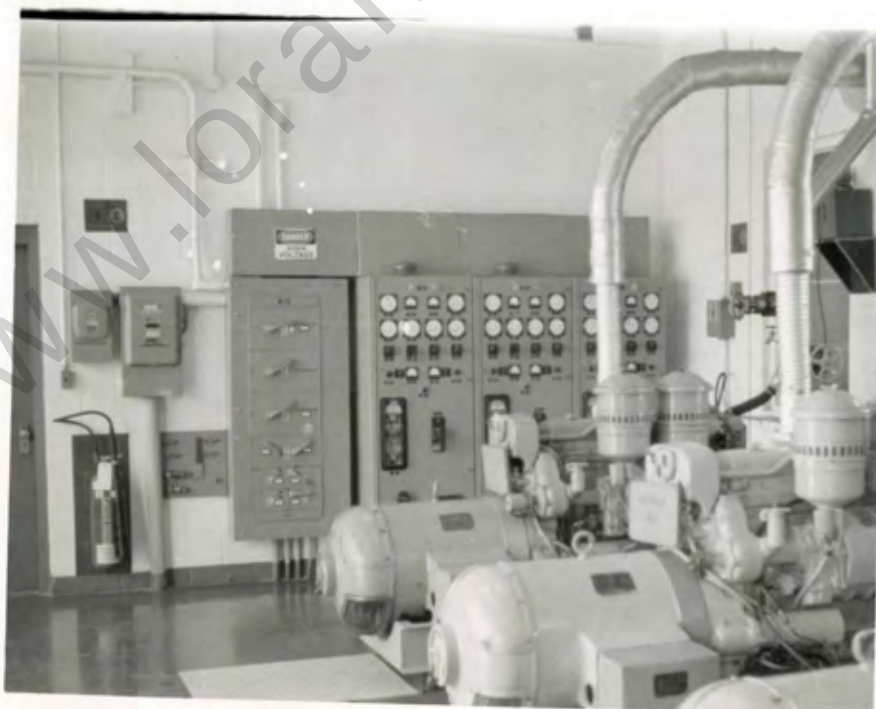
3. Effective Date. This Notice is effective 27 August 1968.


C.T. VAUGHAN
Commanding Officer

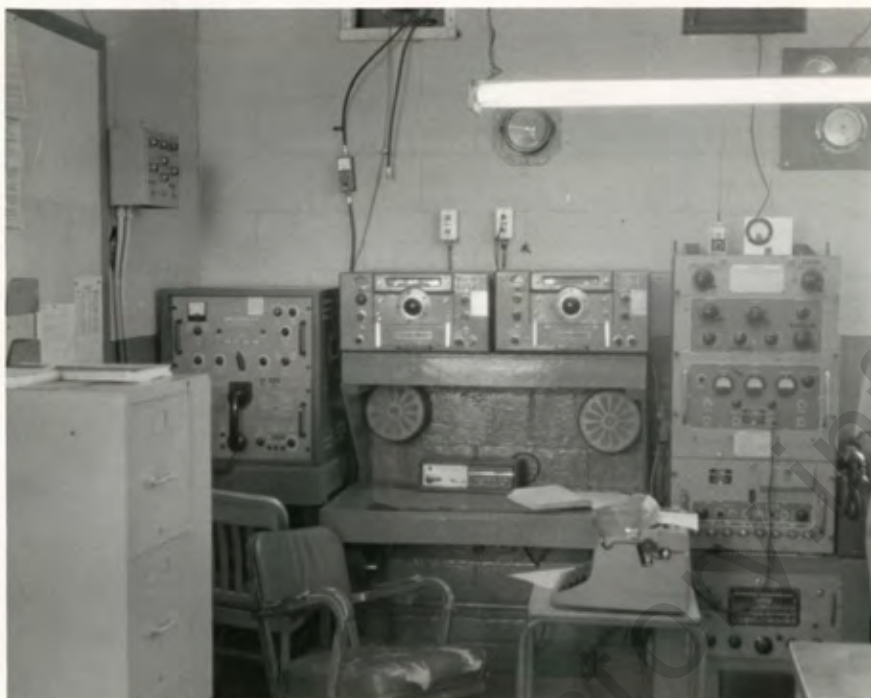
Dist: Standard



LORAN EQUIPMENT



GENERATORS



RADIO ROOM



STATION VEHICLES & FUEL TANKS



WATER CATCHMENT WITH CISTERNS IN FOREGROUND



VOLLEYBALL COURT



LIVING SPACES & OFFICE



ENGINE REPAIR SHOP



THE TOWER