



U.S. COAST GUARD

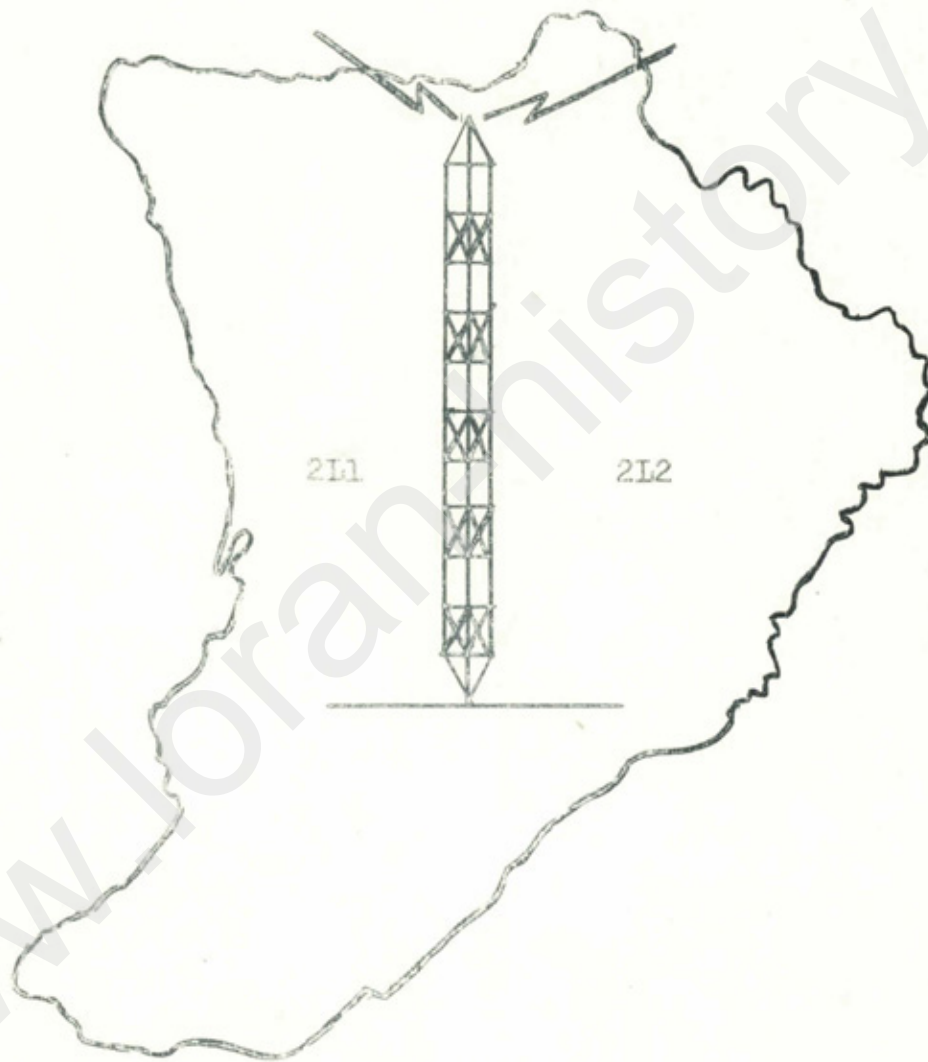
LORAN STATION

PALAU

**General
Information
Book**

1969

COAST GUARD
LORAN STATION PALAU



GENERAL INFORMATION BOOK

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CHAPTER I

GENERAL DESCRIPTION

A. Geographical Location: Coast Guard Loran Station Palau is located on the northern coast of the island of Angaur, which is the southern most of the Palauan Island Chain. The island is 3.8 square miles in size and lies 7 miles south of the next closest island of the chain. The island of Angaur lies 730 miles south west of Guam, and 320 miles south west of Yap. It is 420 miles above the equator making it the southern most Loran Station in the world. The following page contains a rough sketch of the island.

B. Topography and Weather:

1. Topography: The island of Angaur is predominantly jungle with a dense rain forest covering the whole of the island. The coast is rugged with coral outcroppings, and beaches are of coral, with minor exceptions. There are no mountains or hills, but the western end of the island is elevated 200 ft. above the east. One main road encircles the island about the coast with subsequent roads traversing the middle section of the island. The 7300 foot runway is used as a primary means of travel across the center of the island.

2. Weather: The Loran Station is located on what may be the coolest part of the island due to the northerly winds which blow most of the year. The average temperature during the day is about 89 degrees and at night a comfortable 78 degrees. There are but two seasons, wet and dry, which corresponds with summer and winter, the latter being the dry season. During the dry season most of the station water is pumped from a well on the island while during the rainy season a water catchment system from the station roofs is utilized. The average yearly rain fall on Angaur is about 140 inches.

C. Brief History of Palau, Angaur, and Station:

1. History of Palau

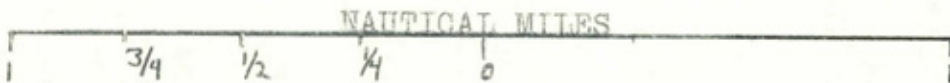
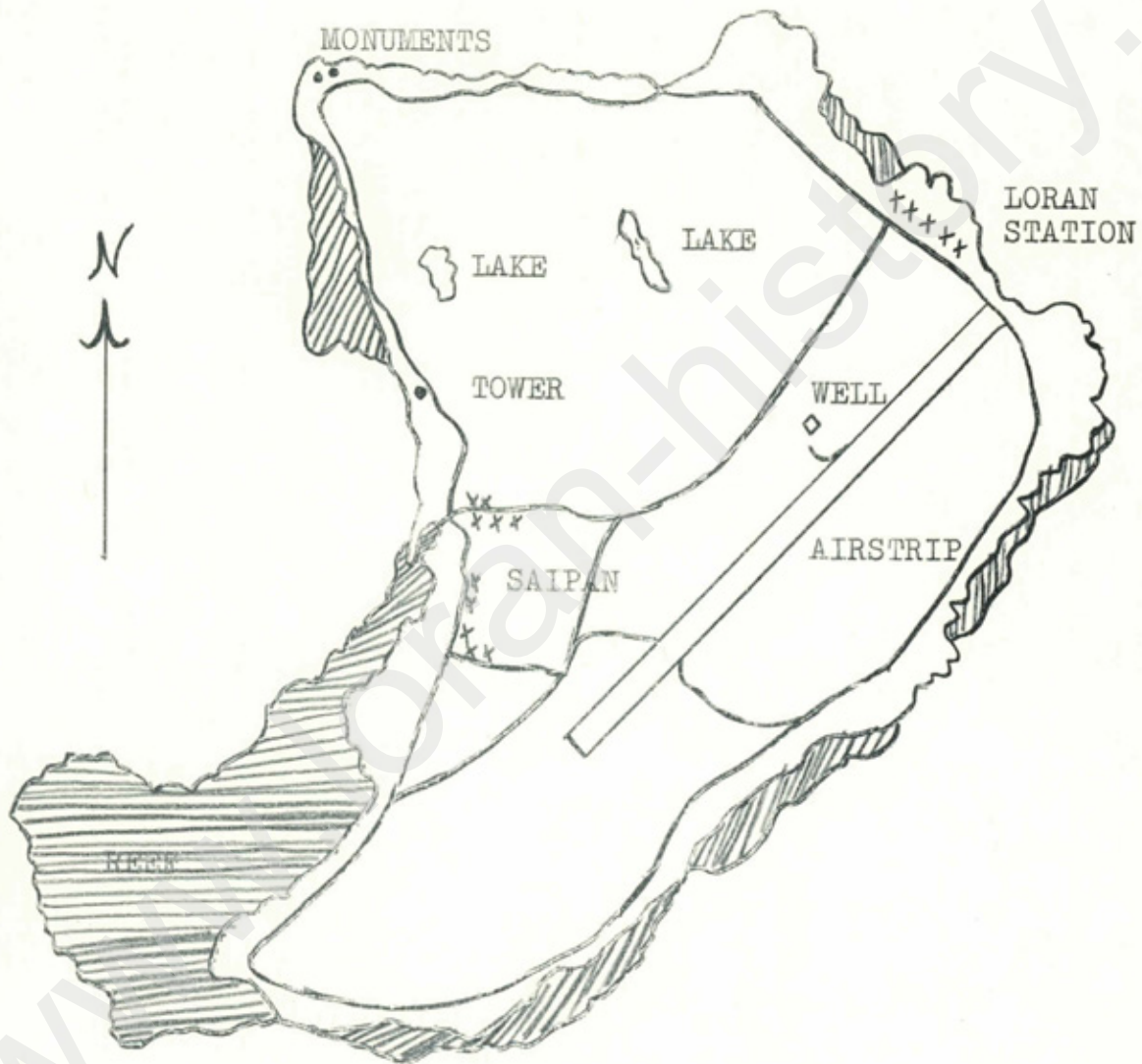
A. Spanish Period: Palau was first discovered by the Spanish in 1543, but no attempt was made to administer the island until more than three centuries later. Direct administration by Spain was established in 1885. Except for introduction of a Catholic Mission and their termination inter-village warfare, the Spanish had little effect upon the area. Palau, together with the rest of the Carolines was sold to Germany in 1899.

B. German Period (1900-1914): The principal concern of the German government was the increase of the economic potential of the Palaus without disturbing the aboriginal chieftainship structure any more than necessary.

ANGAUR ISLAND

LAT 6° 53' 52" N
LONG 134° 08' 19" E

NATURAL SCALE 1:30,000



Using the technique of indirect rule through traditional native authority, Germany succeeded in laying the ground work for future economic expansion. It was not able, however, to realize the benefits there from prior to the occupation of these islands by the Japanese forces early in World War I. Together with other German islands, the Palaus became part of a league of Nations Mandate granted to Japan.

- C. Japanese Regime (1914-1945): Three distinct periods of Administration must be recognized during the time these islands were held by Japan: (1) a period of Japanese Naval Administration, 1914-1922, in which conscientious efforts were made to develop the island by working through native institutions; (2) a period of civilian rule under the South Seas Bureau, 1922-1945, marked by intensive economic expansion, rapid colonization and increasingly direct rule; and (3) the war-time period during which the Japanese controls over the native population deteriorated, due to the pressure of military defense and the attrition of food supplies.

During their regime, the Japanese made conscientious efforts to observe the conditions of the League of Nations Mandate. Free public and elementary and vocational schools were established. Medical facilities and services were expanded. Efforts were made to stimulate increased cash-crop production by islanders. Firmly believing that the natives only hope for survival lay in rapid westernization of all ways of living, much time and money was expended selling "westernism" to Palauans. The old native ways were discouraged and discredited.

In the early 30's, increased extension of Japanese efforts in mining, plantation agriculture and commercial fishing were made. Since the supply of local manpower was inadequate, Japanese, Okinawan and Korean colonist were introduced. Within a few years there were one and a half times as many colonist in Palau as there were natives.

Economic expansion was curtailed by warfare conditions which substituted a strict and unpopular military regime. As the war progressed, the Japanese forces found their energies consumed with maintenance of military security and subsistence for troops and colonist. In this vacuum situation, traditional authority structures re-emerged and a strong nativistic anti-foreign reaction developed in most Palauan communities.

- D. Post War Period: War had a devastating effect upon islanders. Some were in a state of mental shock. Others were so filled with fear that they trusted no one. They had almost no medical care or treatment, and schools had been non-existent for years. Trade was ruined. Many of the people had been displaced from their homes and gardens and fishing grounds, and in some areas there was a lack of food.

In 1946 the United States agreed to administer the former Japanese-Mandate islands of the Caroline, Marshall and Mariana groups as a trusteeship of the United Nations. This was approved by the Security Council of the United Nations on 2 April 1947.

Six districts were formed out of the island groups with a district administrator and a staff in charge of each group. These offices are staffed by both United States Civil Service personnel and local inhabitants. Angaur Island is located in the Palau group, and the district headquarters is located in Koror.

2. History of Angaur:

- A. Population: Most recent census figures report the population of Angaur to be approximately 425. The Palauans have a long history of racial mixture and most persons display Polynesian Melanesian and Malayan features in varying blends. As elsewhere in lower Micronesia the most characteristic physical type is a slender person of medium height, reddish to dark brown skin color and curled hair. In recent years there has been considerable Japanese and American admixture.
- B. Towns: Saipan is the only town on the island and is located approximately one mile from the station. There is no local transportation with the exception of station vehicles.
- C. Administration: Angaur is a municipality of the Palau District, and as such has its own magistrate for administration of the local government. The Magistrate is a Palauan chosen by local elections once a year. He also has a secretary and one elected policeman to help carry out the administration of the island. The island of Angaur is represented in Koror at the Congress of Micronesia by a representative who is also elected annually.

Villages were traditionally ruled by a council of ten or more chiefs, each representing one of the ranking clans in the community. This situation still exists on Angaur, as there are eighteen clans who in turn are ruled by high chief of the island. As is the case in the rest of the Palauan Islands, the chiefs of the clans are chosen through the mothers line. The chiefs of the clans on Angaur are formed into a council which in turn advises the Magistrate on matters concerning the village, the planning of economic activities, and the apprehension and punishment of law-breakers.

- D. Religion: Prior to the advent of Catholic Missionaries in the last decade of the 19th century, Palauans practiced with regional difference a form of clan-ancestor worship. More recently Lutheran, Protestant, and Seventh Day Adventist missions have also been established in Palau. There is a Catholic Priest stationed on Angaur and for the most part the population is Catholic; although, traditional ancestor worship persists in secret and in a form diluted with Christian elements.
- E. Economic Development: Prior to the war years there was an abundance of coconut trees on the island, and coconuts were exported in a small quantity. However, the trees were killed by the coconut beetle and are just starting to grow back. As the soil is too poor to produce any other type of crop in quantity, the island has no type of food stuff to export. Fishing has not yet developed on a commercial basis, with the exception of small local catches being sent to the fish processing plant in Koror.

During the early 1950's the Japanese were allowed to return to Angaur to continue running a phosphate mine they had built during the war. The island has a large deposit of phosphate and this proved to be extremely valuable in economic assets. The Japanese entered into a contract with the Angaur people to provide a trust fund for each clan depending on the amount of land they contributed to the mining adventure. When the Japanese ceased mining operations in 1955, the Angaur people had a little over \$1,500,000 invested in United States Banks. This trust fund is administered by the Trust Territory, and the interest is divided annually to the clans.

- F. Education: All Angaur children are required to attend elementary school up to the eighth grade. There is a local elementary school which is staffed by Trust Territory in Koror. Children are afforded an opportunity to continue their studies at a high school in Koror, or at some of the larger islands in the Trust Territory. They may also attend civilian schools in Guam by being sponsored by local military personnel on Guam.
- G. Language: Palauan is a highly inflected language which is reputedly part of the Malayan branch and is structurally like the languages of the Philippines. Approximately 80 percent of the population under twenty five is literate in English, and Japanese is widely spoken by persons between the ages of twenty and forty five.

3. Station History:

- A. The Loran Station was first established in 1954 on the Southern tip of the island, and in 1959 the station was transferred to the Northern point close to its present location.

After being destroyed in 1965 by a Typhoon the station was moved to where it now stands. The present station is of concrete block or typhoon proof construction, which was completed in 1966. There are a total of five buildings in use unfortunately not air-conditioned.

- B. Public Relations: Being the only permanent military tenants within the Palauan Islands, it falls upon the personnel of Lorsta Palau to set an excellent example in both conduct and proficiency in the highest tradition of the Coast Guard. The Commanding Officer is responsible to assure there is maximum co-ordination and co-operation among the Trust Territory; the native inhabitants and the Coast Guard.

CHAPTER II

OPERATIONS

- A. Aids to Navigation: The station's primary duty is transmission of a Loran "A" signal on Rate 2L1, which takes president over all other situations as they may arise. Palau is the low powered slave of Yap on Rate 2L1 and the station is also designated as a monitor for 2L2, which is paired between Yap and Guam.

The station is responsible for the maintenance of no other Aids to Navigation in the area as there are no others.

- B. Communications: The communications facility is housed within the loran building and most traffic is relayed to Yap via single side band on 2686. There is no direct communications with the District Administrator in Koror except for emergencies on 2182, all routine communication must be relayed to Yap for further transmission to Koror. The station call sign is NRV-4.
- C. Search and Rescue: Although this station has no specific duties outlined as to SAR, just as any Coast Guard Unit it has a moral obligation to the public to assist in any rescue within the capabilities of the station, and to notify higher authority if not able to effect the rescue. LORSTA Palau has one 16' O/B with a 40 hp. engine which may be used when called upon, for SAR work.
- D. Vehicles and Boats: The station presently has two M-37B-1 trucks manufactured by Dodge, and used for the majority of the station work. They are used for, on and off loading aircraft, as well as for routine maintenance work. The trucks are also used for liberty purposes but under strict supervision and not for general joy riding. There is also a Ford Tractor present which is used primarily for the task of cutting grass.

The station has one 16 foot outboard powered by a 40 H/P Johnson engine which is used primarily for recreation. The boat is maintained in a boat house at the station and is trailered to and from the boat basin for each use.

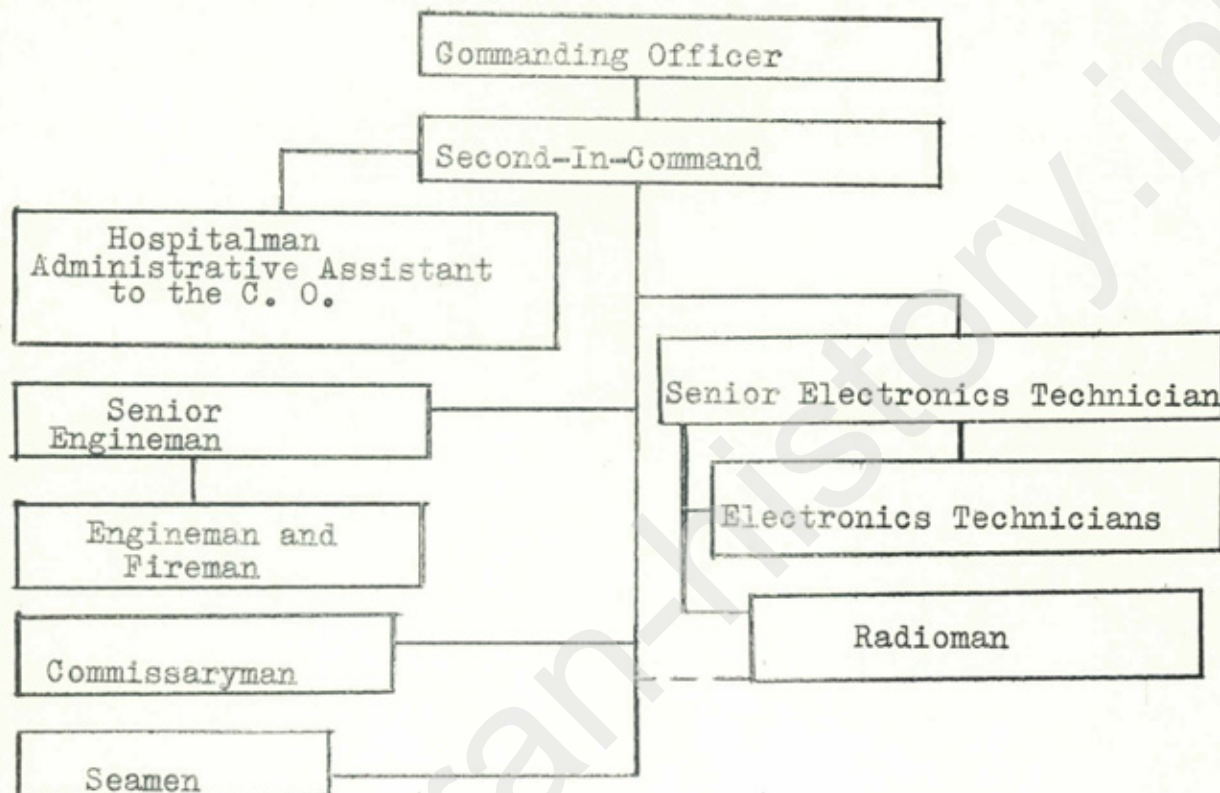
- E. Air Operation: Due to the isolation of Angaur the only competent emergency help must be provided by the station. All incoming and outgoing aircraft are met by a fully trained crash and rescue team, utilizing the most modern and effective fire fighting equipment available to the station. Personnel are constantly trained and prepared to act on a moments notice of emergency both day and night.

CHAPTER III

PERSONNEL

A. Station Organization:

The following is a general chart showing the basic organization of Loran Station Palau:



B. Station Personnel and Assignments:

<u>Allowance/Rate</u>		<u>Primary Duties</u>	<u>Collateral Duties</u>
1	BMC	Second-In-Command Executive Petty Officer Deck Dept. Head	Station Watch Officer Crypto Board Member Witnessing Officer Alt. RPS Custodian Alt. Narcotic Custodian Safety Officer
1	CS1	Station Cook & Baker Commissary Dept. Head	Station Watch Officer Narcotics Board Member
1	EN1	Engineering Dept. Head	Station Watch Officer

<u>Allowance/Rate</u>	<u>Primary Duties</u>	<u>Collateral Duties</u>
1 ET1	Electronics Dept. Head	Station Watch Officer
1 HM2	Medical Dept. Head Administrative Assistant to the Commanding Officer	Narcotics Inventory Board Member Mail Orderly
1 ET2	Electronics Maintenance and Repair	Loran Watchstander
1 RM2	Electronics Maintenance and Repair	Loran Watchstander
2 ET3	Electronic Maintenance and Repair	Loran Watchstander
1 EN3	Engineering Dept. Asst.	Loran Watchstander
1 SN	Deck Dept. Asst.	Loran Watchstander
1 FN	Engineering Dept. Asst.	Loran Watchstander

C. Indigenous Personnel Allowance: Loran Station Palau has an indigenous personnel allowance of three(3). One (1) indigenous employee is assigned as a maintenance man and two (2) as senior cooks. In addition three other indigenous personnel are employed by station personnel for general custodial work.

D. Station Description: The station consist of five (5) concret buildings, two of which enjoy a connecting roof line. Building No. 1 is the CO's quarters and station office, consisting of two bedrooms, head, sitting room, kitchen and office. All personnel and administrative functions are handled at the station office and all records are maintained here.

Building No. 2 is the barracks building and consist of 15 bedrooms, sick bay, a hot locker, head, and the washroom. All enlisted personnel are bearthed in the barracks building and storage of all personal items is left to the hot locker. The sick bay is located midway in the building and consists of two rooms, one a general examining room and the other a wash room and head for sick bay. The station washroom is located across from sick bay and all personnel's clothes are washed here by indigenous workers.

Building No. 3 is connected to the barracks by a concret roof, and consist of a galley, commissary storeroom, head, mess deck, exchange, and the supply office.

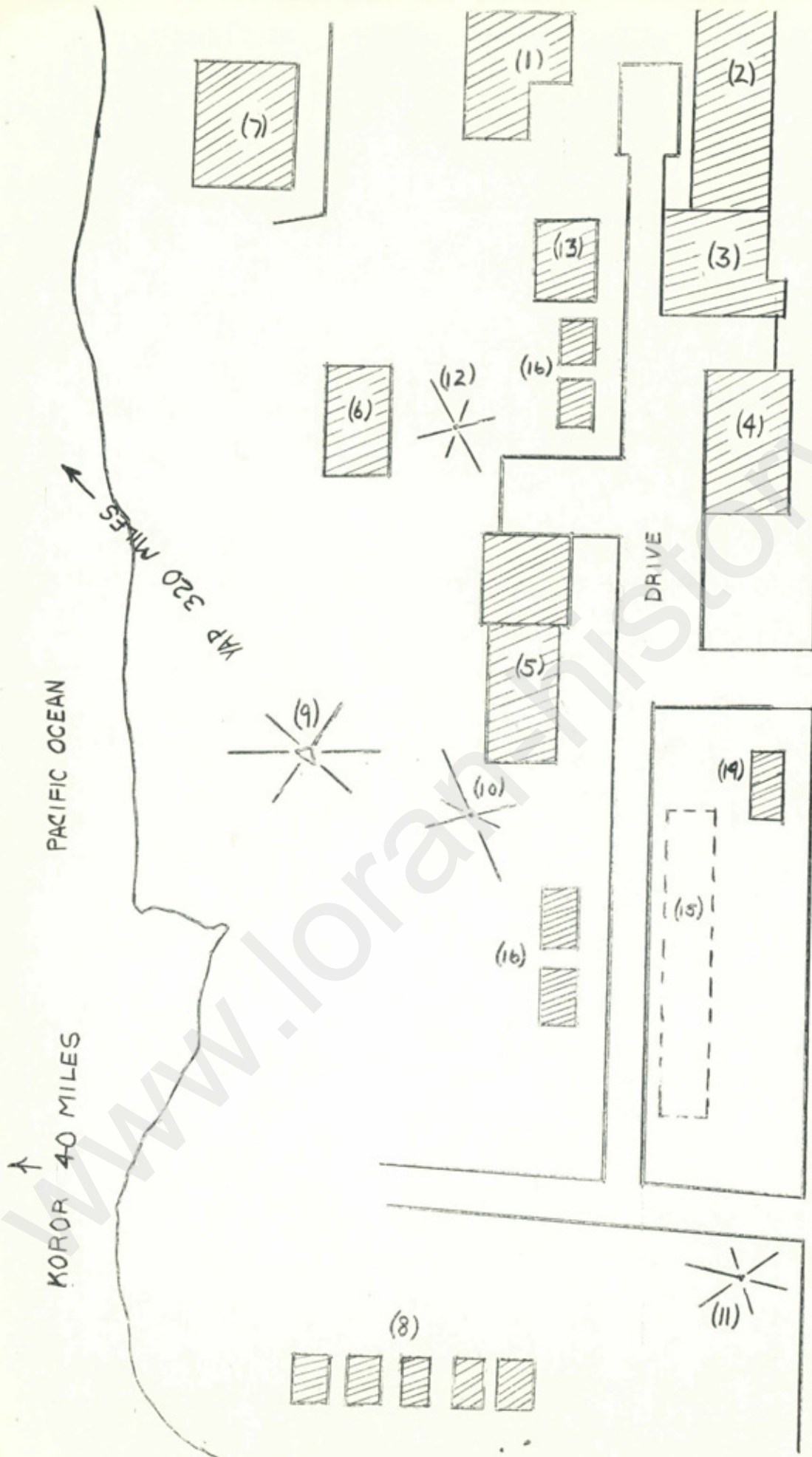
The galley and commissary storeroom are joined together providing an area where the CSI with the help of the indigenous worker may prepare all meals and serve them on the mess deck, which opens to the galley. The supply office is centrally located within building no. 3 and serves as the BMC's office, as well as handling all supply functions. The exchange, and beer and soda mess are connected to the mess deck and both are open for operation during prescribed periods during the day.

Building No. 4 is adjacent to No. 3 and consist of three garages which house the engineering shop, bosn locker, and provide ample room for the storage of station vehicles. The engineering shop is also used for the storage of all tools and mechanical spare parts, as well as providing areas in which the EN1 may carry out his daily activities. The Bosn locker provides spaces for storage of all station maintenance and supply material and is the usual parking place for the station tractor.

Building No. 5 is the signal-power building and is across from the garages. The signal-power building consist of the power house, in which the PE-205 power units are operated and the loran building. The loran section consists of a spare parts room, office, head, and the timer room. All loran functions take place here. All electronic spare parts are stored in the storeroom, and all records are kept in the ET's office.

Presently under construction by station personnel is a sixth building which will be the recreation building. This building will be used to show nightly movies and house any other social functions. On the following page is a graphic description of the station with the location of all pertinent structures displayed.

- E. Medical Facilities: Medical facilities on Angaur are limited to the abilities of the station HM2 and a native nurse. If the occasion arises a patient may be transported via boat to the Trust Territory Hospital in Koror or air medical evacuation to Guam via the Air Force Emergency Team stationed there. On occasion the station is visited by service doctors on the weekly log flight and opportunity is presented for full medical treatment at this time.
- F. Training and Education: All personnel attached to the station are encouraged to participate in the correspondence instruction provided by the Coast Guard. In addition a weekly lecture is given on each Wednesday afternoon to all hands, on a designated pertinent subject. All loran watch standers receive subsequent to this, two lectures of one half hour duration each week on electronic techniques. Station emergency drills are conducted each Friday morning, and a free Friday afternoon study period is afforded to all those who participate in correspondence courses.



LORSTA PALAU
LEGEND

1. CO QUARTERS
2. BARRACKS
3. GALLEY
4. S/P BULD.
5. GARAGE
6. S/P BULD.
7. GAS STORAGE
8. FUEL OIL STORAGE
9. LORAN TRANS. ANTENNA
10. COMMS. ANT.
11. LORAN REC. ANTENNA
12. COMMS. ANT.
13. PUMP HOUSE
14. BOAT HOUSE
15. OLD STATION
16. WATER TANKS

AIRSTRIP 1/4 MILE →

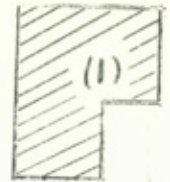
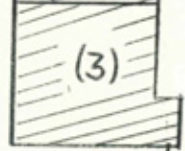
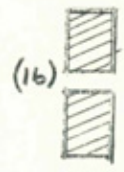
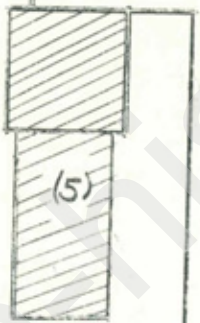
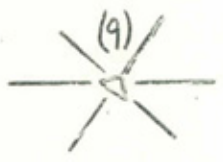
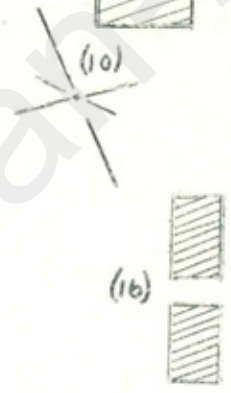
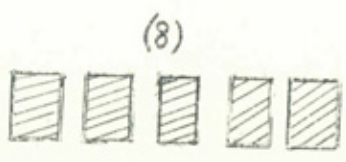
BOATBASIN 1/2 MILE →

MAP 320 MILES ←

PACIFIC OCEAN

KOROR 40 MILES ↑

DRIVE



G. Morale and Welfare:

1. Outdoor Recreational Facilities: Angaur maybe one of the last true tropical island paradises as it is totally undisturbed by modern conveniences. The island provides a wealth of natural outdoor facilities. One of the most obvious is water sports, the 16 foot outboard is available at all times, during liberty hours, for water skiing, fishing, and general pleasure boating. The island presents excellent opportunities for skin diving and some of the best, and most colorful sea shells available are to be found here. Artifact hunters are afforded ample opportunity for picking up relics of the WWII era kept from battles fought here some twenty years ago. Because of the climate, baseball and touch football are always planned events the year around and the natives often join in. The air strip at almost any time of the year can become the center for a local "Rock-Out" providing fun and enjoyment for station personnel as well as the local population.

2. Indoor Recreation: The station is equipped with a pool table and ping pong table located on the mess deck and each night a first rate movie is shown for the enjoyment of both the station personnel and local inhabitants.

3. Mail: The loran station receives mail service once a week on the Coast Guard log flight from Guam which arrives each Thursday. On the average it takes 5 to 10 days for a letter to travel either way, depending on the day it was mailed and its receipt in Guam. Mail service to this extent is very good comparatively, and since there is no other way of receiving or sending mail it is undoubtedly the best available. Stamps may be purchased on the island or through the mail orderly in Guam. Packages are sent to Guam to be posted and mailed there and as conditions now prevail there is very little difficulty with any mail delay.

4. Exchange: There presently is an exchange operator at the station, operating a small exchange where necessities may be purchased. All products are purchased through the larger Navy Exchange in Guam affording good savings on a good many items of foreign origin, on a special order basis.

5. Family Facilities: There are absolutely no facilities for family living on Angaur, and being a restricted station dependents are not authorized.

6. Motorvehicles: A motorcycle may be purchased in Guam for shipment to Angaur but due to the bad roads a car is most impractical and the Coast Guard will not ship it for you. A motorcycle affords some degree of freedom and diminishes the dependence on station vehicles, but only good riders should attempt the roads here as they often times do not exist.

7. Churches: The only church on the island is a catholic church and is attended to by the local priest. Masses are held daily and may be attended by station personnel at anytime. These services are held in Palauan; however the priest speaks English and frequently hears confessions, etc. for station personnel. Protestant services may also be held from time to time by protestant missionaries residing in Koror. Religious consuling or service may be obtained from him at anytime.

H. Health and Sanitation:

1. Potable Water Supply: During the rainy seasons the station water is supplied by a rain catchment system utilizing the station building roofs. While in the dry season a well located about midway on the island is used. Both systems provide ample water, with periodic samples sent to Guam for testing.

2. Sewage System: The present system employed at the station is that of a septic tank. All lines from the station drains into a central septic tank, where waste is settled; the liquid then continues its flow out to sea. The system is adequate, with only minor problems during the rainy season.

CHAPTER IV

GENERAL ENGINEERING

- A. Power Plant: All power for the station as well as loran use is manufactured at the station by the use of four International Harvester PE-205 power units. Two units are under power at all times supplying 115 volts to all power outlets, while the others remain in a ready standby status. Fuel oil for the units is provided by pipe line from the eight 4200 gallon fuel storage tanks at the far end of the antenna field.
- B. Electrical System: Presently the electrical system is not grounded causing sudden excitement every so often.
- C. Water System: All water from the roofs run into a central system where it is pumped into other holding tanks and the pressure tank for station use. The well is also equipped with a pump and direct piping to the cystem so that during dry seasons well water may be pumped directly into the station water system.
- D. Heating and Air-Conditioning Systems: Needless to say the station is not equipped with a heating system. An air conditioning system has as much chance of being installed here as the writer has in getting promoted. We may very well get a heating system before an air conditioning system if all goes normal. This is probably the only sore spot of the whole station and one soon gets accustomed to the heat.
- E. Refrigeration System: The station has as its primary cold storage, two walk in reefers units which provide ample storage space for all perishable produce, and frozen foods that the station may need.
- F. Electronic Engineering: Possibly the most prominent structure in the Palauan Islands is the stations 125 foot loran transmitting tower. The tower was at one time 129 feet but in October of 1968 it was cut to its present height. The station also contains a loran receiving antenna, and two communications antenna. All electronic engineering functions are handled by station personnel with section help if it is requested. All loran transmitting equipment is duplicated, with one complete set in operation at all times while the other is in a ready standby status. Instaneous switching allows a steady continuous signal to be emitted even in the event of a primary malfunction in any of the equipment.
- G. Airstrip: Located approximately $\frac{1}{4}$ mile from the station is a 7300 x 145 foot runway which, with exception of Guam, is the best in the Pacific.

CHAPTER V

ADMINISTRATION AND SUPPLY

- A. General: The CO is responsible for administration and supply of all areas of the Loran station.
- B. Administration: All necessary paper work and some not so necessary is handled in the station office by the CO and the administrative assistant. The station is responsible for all service record entries and personnel matters which directly effect those men stationed there. With the exception of the personnel diary entries and pay records, which are handled by the section office, all records are maintained at the unit.
- C. Supply:
1. Commissary Supply: All commissary supplies are received on the Coast Guard log flight each week. Canned goods are ordered and received from the U. S. NAVAL SUPPLY DEPOT, GUAM for months at a time, while fresh fruits, milk, ice cream and other perishables are ordered and delivered on a weekly basis.
 2. Housekeeping Supplies: General Services Administration, Agana Guam, and U. S. Naval Supply, Guam are normal sources of supply. Coast Guard particular items are obtained from Supply Depots at Sand Island, Hawaii, and Alameda, California.
 3. Electronics Supply: Parts are ordered from Coast Guard Supply Depot Honolulu, and Coast Guard Supply Center Brooklyn. The ETI is responsible for all timely electronic supply orders.
 4. Personnel Supply: All personnel reporting to Loran Station Palau are supplied through the offices of the Commandant and arrive via Coast Guard Aircraft from Guam.
 5. Fuel Supply: Fuel oil and gasoline is delivered to Angaur via LCM from Mobil Gas, Koror. The fuel is pumped to the station by use of a portable station pump through a permanently installed pipeline from the boat basin.
 6. Coast Guard Supply: Once a week on Thursday a C-123 is dispatched from the section office on the task of supplying both Yap and Palau Loran Stations. Each quarter one of the bouy tenders attached to the section will bring supplies of a nature not conducive to air transport, and twice annually the CGC KUIKI arrives with those supplies forwarded from Honolulu.

CHAPTER VI

GUIDANCE FOR RELIEF PERSONNEL

- A. Mailing Address: The below listed mailing address is the only address which will insure prompt delivery.. Although mail may be sent to Angaur via the U. S. Post Office in Koror it may take as long as a month to arrive.

Commanding Officer
USCG Loran Station Palau
USCG Activities, Code 1
Box 76
FPO San Francisco 96637

- B. Travel to and From: Travel to Base Alameda will be by personnel's own initiative while from Alameda to Guam personnel will be booked aboard MAC or commercial flights by the Coast Guard. From Guam to Angaur all personnel will fly via C-123B Coast Guard Aircraft. The flight from Alameda to Guam is approximately 13 hours, while from Guam to Angaur is a five hour trip. Transit quarters are available both in Alameda and Guam and all personnel will be booked in advance by the Coast Guard office in each location.

While traveling it is recommended that most luggage be sent ahead in ample time to reach the station before arrival. Due to the distance involved anything sent at the time of departure will arrive much later than you will.

- C. Clothing: Short sleeve shirts and shorts are recommended civilian attire, and current policies allow suitable civilian clothing to be worn during all hours of liberty. Bathing suits and sports wear are the most useful clothing and to bring a suit or jacket is pure folly. It is always summer on Angaur.
- D. Pay: Personnel are paid the last Thursday of each month, in cash, it is advisable to have a bank account or allotment to retain excess cash, to avoid the possibility of loss.
- E. Beer and Soda Mess and Exchanges: All bills for both the beer and soda mess and the exchange accrue each month and are payable on pay day. A deposit of thirty dollars is required, which is used to defray the cost of stock piling supplies for a three months period and is refunded upon rotation.
- F. Laundry: Presently all laundry is handled by an indigenous worker. An additional worker may be procured to clean, and straighten each room for \$5.00 a month.
- G. General: For those ordered to LORSTA PALAU, feel free to write the CO at the before mentioned address, with any specific questions that you may have.

SUPPLEMENT I

WATCH LIST FOR THE WEEK OF ANY TIME

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
0800	ET3	ET3	ET2	ET3	ET3	SN	FN
1600	SN	SN	RM2	SN	SN	RM2	SN
0000	ET3	ET3	ET2	ET3	ET3	ET2	ET3
GAR- BAGE	SN	SN	SN	SN	SN	SN	SN
ET	ET3	ET3	ET2	ET3	ET3	ET2	ET3
EN	FN	EN3	EN1	FN	EN3	EN1	FN
SWO	HM1	CS2	ET1	HM1	CS2	ET1	HM1

SWO.....DISHES AND REC DECK CLEAN BEFORE RACK

1600.....MAKE SECURITY ROUNDS AT 2400
TAKE REEFER READINGS

0000.....RELIEVE 1600 WATCH FOR EVENING GHOW
TAKE REEFER READINGS
MAKE COLORS NIGHT OF WATCH AND MORNING AFTER WATCH
WAKE COOK AT 0600 ON WORK DAYS

APPROVED BY

JOHN J. BROWN LTJG
COMMANDING OFFICER

