

DEPARTMENT OF TRANSPORTATION



**COAST GUARD**

COMMANDER  
COAST GUARD ACTIVITIES EUROPE

**STATION  
INFORMATION BOOK**

**ESTARTIT**



UNITED STATES COAST GUARD  
LORAN-C TRANSMITTING STATION  
ESTARTIT SPAIN

I GENERAL INFORMATION

a. Mission

Loran C transmitting station Estartit, Spain is a member of the Mediterranean Loran C Chain and operates as the "Z" secondary station. The mission of this station is to transmit a usable navigation signal 24 hours a day every day of the year. With the present generation equipment, we come very close to meeting this goal. The station is under the administrative control of Commander, Coast Guard Activities, Europe, located in London, England. The Chain Operational Control Officer (COCO) is located at the master station of the chain at Sellia Marina, Italy. Other units of this command are Loran Transmitting Station Sellia Marina, Italy, the Master Station; Loran Transmitting Station Kargaburun, Turkey, the "Y" secondary station; Loran Transmitting Station Lampedusa, Italy, the "X" secondary station.

This station was constructed in 1961-62 and commenced loran operations in October 1962 as an isolated command (no dependents). In 1968 it was designated a non-restricted family station. Few major changes had transpired over the past twelve years until September 1974 when the new Loran Equipment (LRE) was installed, removing the requirement of maintaining a "live" loran timer room watch. The new equipment is more effective, reliable and requires fewer maintenance personnel. The station anticipates being on commercial power prior to July 1984. Presently, electrical power is provided by two Caterpillar Model D397, 1200rpm, 12 cylinder, 415 HP diesel generators and rated at 250KW. These generators produce 120/208 volt, three phase, 60 cycle AC current. The loran transmitting antenna tower is 625 feet high and is visible for miles.

b. Location and Local Community

Loran Station Estartit is located on a mountain overlooking the Mediterranean Sea, 35 kilometers (1 km = .6 miles) northeast of the city of Gerona in the region of Catalonia, Spain. It is a sea coast town and is 133 km (83 miles) north of Spain's industrial capital, Barcelona.

Estartit is a tourist center which thrives on its English, German, Belgium, Dutch and French visitors during the months of May through October. The population of Estartit is 800 but swells to 80,000 during these prime tourist months. This part of Spain is known as the Costa Brava, so named because of its rugged, rocky outline. However, there are numerous delightful interruptions of smooth sandy beaches along the entire length of this otherwise impregnable boundary, forming some of the most beautiful resort areas in the world.

Estartit is surrounded by quaint little farm villages and tourist oriented sea coast towns, La Escala, to the north, still retains its fishing atmosphere which Estartit has lost. La Bisbal, to the west, is world famous for its clay pottery. Nearby Torroella de Montgri offers housing, markets, and various shopping facilities to our married personnel. Serra de Daro boast of freshly baked bread from an old-fashioned wood burning stove. Ampurias is the site of some interesting ruins dating back to the Roman occupation of this region.



The vast majority of the people in Estartit are Catalans. The region of Catalonia once extended from Valencia through Andorra and France to Marseilles and was a powerful kingdom. The Catalans have their own language and reserved person at first, but after the initial reservations, they are warm, likeable people.

The Spaniards, and especially the Catalans are proud of their country and of their heritage. They are friendly, warm and receptive. The relationship between the station personnel and the local inhabitants has always been very good. You can make many friends with the Spanish, especially if you take time to learn the Spanish language. Begin now while you are in the States. You will not regret having done so. It is an exciting experience to learn a new culture, way of life, language and philosophy, but the American must realize that he is the foreigner and must respect the customs and sensitivities of the host population.

#### c. Climate Conditions

Climatic conditions in Estartit are similar to those of mid-coastal areas of the Eastern United States. Temperatures below 32 degrees are rare and summer temperatures seldom exceed 95 degrees. However, on the station hill, the temperature usually stays below 85 degrees due to a constant cool breeze. In winter and early spring the weather is highlighted by an exceptionally strong (30-80 mph) wind, known as the "Tramontana", which blows from the Pyrenees Mountains in the north and lasts for several days at the time, bringing cool air and clear weather.

#### d. Local Military Facilities

Zaragoza Air Base is located approximately 300 miles southwest of Estartit. This is usually a 5-6 hours drive via the Spanish highway system called Autopistas. Torrejon Air Base is located 450 miles southwest of Estartit and is a 12 hour drive. The station currently has interservice support agreements with both bases but utilizes Zaragoza for its primary support. Monthly logistic runs to Zaragoza provide the life line which enable Loran Station Estartit to perform its mission.

## II. THE STATION

#### a. Personnel Allowances

##### Military

LTJG .....	1	HS2 .....	1
CWO4(ELC) .....	1	SK2 .....	1
MKC .....	1	MK2 .....	1
ETC .....	1	ET2 .....	1
ET1 .....	1	ET3 .....	2
MK1 .....	1	MK3 .....	1
EM1 .....	1	FN .....	2
SS1 .....	1	SN .....	3
		Total ...	20

##### Civilian

Interpreter/Clerk-typist .....	1
Assistant Cook .....	1
Janitor/Gardener .....	1
Maintenance Man .....	1
	Total ... 4



## Organizational Structure

### COMMANDING OFFICER

#### Electronics

STO

ETC

ET'S

#### Engineering

MKC

MK'S

EMI

FN

Main. Worker

#### Administration

SS1

HS2

SK2

Clerk Typist

Asst Cook

SN

Janitor / Gardener

#### b. Tour Assignment and Rotation

(1) An accompanied tour is 24 months. Members are entitled to have their dependents and household goods (HHG) moved at government expense. Entry approval for dependents' concurrent travel and shipment of HHG and POV must be requested as per COMDTINST M4600.8. Entry approval may not be granted during the summer months due to influx of tourists and scarcity of hotel accommodations.

(2) An unaccompanied tour is 18 months unless the member is under the Loran Track Program (ET) whereupon it is 12 Months.

(3) Liberty, regular leave, and emergency leave policies: Liberty is granted after the normal working day. Weekends are free for all hands with the exception of the duty section. Regular annual leave may be taken at anytime subject to existing manpower constraints. Leave within non-communist Europe may be granted by the Commanding Officer. If a member of your family is ill or in need of assistance, the American Red Cross must verify that your presence is necessary before emergency leave can be granted. Before departing CONUS, advise your immediate family that in case of emergency, they should request that the American Red Cross wire verification to the Red Cross representative at Torrejon Air Base, Madrid, Spain. This procedure will save valuable time.

(4) Since this is a nonrestricted unit, station members are not entitled to compensatory absence.

#### c. Station Operations

(1) The normal working day is 0800 - 1600. However, this is subject to change as per the discretion of the Commanding Officer. Normally the months of June through August run tropical work hours. Watchstanding consists of a loran watchstander and engineering watchstander. The senior man is also the Officer of the Day.

(2) The work uniform is worn on base and may be worn to and from work. All business off base is done in civilian clothing.

#### d. Station Facilities

(1) Berthing - All personnel serving an unaccompanied tour are provided with their own barracks room complete with bed, desk, and wardrobe locker. Each individual can suit his room to his own taste (within reason of course).



(2) Messing - The galley is presently classified as a Class "E" mess. Present station policy requires that no more than seven people will be on SEPRATS at any one time. This ensures a financially sound messing facility. Breakfast and lunch are served Monday through Friday's with an open gally for the evening meals, weekends, and holidays.

(3) Medical - The station has a sickbay in which the HM provides First Aid and emergency treatments that are within his capabilities.

(4) Commissary/Exchange - The station does not have a commissary but rather active duty members and their dependents are authorized to purchase groceries out of the General Mess stockroom. The General Mess stocks a fairly reasonable selection of canned, boxed, dry, frozen, and chilled goods. Actually many people find themselves shopping on the local economy due to the quality and cost of food stuffs. This is especially true of fresh produce. Personnel purchasing items through the station general mess are required to pay by check in dollars. Checks are made payable to the United States Coast Guard. We maintain a well stocked exchange through Zaragoza Air Base. A good selection of sundry items are maintained at all times and any items stocked by Zaragoza exchange are available on a special order basis. The station exchange does carry a small stock of hard to get uniform items, otherwise uniform items can be ordered through Cape May Training Center, Clothing Locker. Additionally, the station has a Consolidated Club in which liquor, mixed drinks, etc are sold.

(5) Vehicles - The station presently has three government vehicles that are utilized for various functions of station business. Please note Article 4-E-4, of the Coast Guard Personnel Manual requires that all enlisted personnel E-2 through E-6 will have a valid government drivers license for overseas duty.

(6) Pay - Pay records are maintained by the Commander, Coast Guard Activities Europe London, England. Paychecks are mailed every two weeks and are cashed through a local bank payable in either dollars or pesetas.

(7) Professional Training and Education - Normally all personnel who have orders to Estartit are sent to those schools which are necessary before transfer to this station. For MK's, Caterpillar School at the Reserve Training Center in Yorktown, Virginia is usually required as is Loran C School for ET's. The HS is usually sent to Zaragoza Air Base or to the Navy's Environmental and Preventive Medicine Unit in Naples, Italy for specialized training in pest control and water treatment if he is not already qualified.

For officers, Leadership School is usually mandatory. It is strongly urged that prospective commanding officers apply for Spanish language training. Although it is expensive, previous commanding officers have gone through the Berlitz Language School paid for by the Coast Guard. Such training is quite beneficial and not only helps the Commanding Officer in his daily work but also in his role in the community.

All personnel may apply for any school or training while stationed here. Off duty Coast Guard tuition assistance is highly encouraged. Due to the station's non-availability to learning institutions, a wavier may be requested for various correspondence courses.



(8) Communications

(a). Telephone - If calling from the states, the following should be dialed to call the station: Dial 011 or 01 depending on your stateside location and 34 (country code for Spain) + 972-758-148. This station does not accept collect calls.

(b). Additionally this station can receive telegrams via Western Union. See STO for more information upon arrival at station.

(9) Mail: The station's mailing addresses are as follows:

APO - Your name  
USCG Loran Station  
Box 1  
APO New York 09401

INTERNATIONAL - Your name  
Base Americana  
Estartit, Gerona  
Espana

APO mail is received from Torrejon Air Base via rail on Monday, Wednesday and Friday. All classes of mail are also sent on those days via rail to the Madrid Air Terminal at Torrejon Air Base where it is taken by truck to Barajas International Airport and placed on TWA aircraft and flown to AMF JFK daily.

Parcel Post is received in containers approximately twice a month. Average transit time for letters to CONUS is 6-10 days, SAM (Space Available Mail) and PAL (Parcel Air Lift) normally 7-14 days and Parcel Post 30-45 days. It is recommended that parcels not be received through the Spanish Postal System lest they be held by the Spanish Post where customs may be assessed. Due to excessive delays, letters should not be sent international surface.

PROHIBITED USE - The Postal Service may not be used by an individual or agency for commercial business, or to receive or transmit items intended for resale. Personnel authorized to use the Postal Service may not act as intermediaries for persons or organizations not authorized use of the service. Mail received for unauthorized persons or organizations will be returned to sender.

(10) Station Recreational Facilities - At the station, movies are scheduled nightly, with weekend matinees. The station is also utilizing a VHS video tape cassette machine which is currently being funded by the station's morale fund. We have a small exercise room that features a universal gym and other equipment. This is a pool table, ping-pong table, table soccer machine, full size basketball, tennis and volleyball court, a one wall handball court and horseshoe pits. The recreation deck also has a lounge with a fireplace. The station owns a 12 foot Zodiac with outboard motor which is utilized in the summer for water skiing, fishing, diving, and general recreation. The recreation locker contains water skis, baseball equipment and camping gear.



### III THE COMMUNITY

#### a. Housing

(1) All personnel electing the accompanied tour assignment are entitled to Rent Plus allowances. These allowances are governed by the fluctuations in the money exchange rate between the Spanish pesetas and the dollar. (As of 1 March 1983, the exchange rate was 135 pesetas to \$1.00). All allowance figures are contained in the latest change to the appendices of the Joint Travel Regulations.

(2) Temporary Lodging Allowance Information (TLA) - For personnel accompanied by dependents, your sponsor will determine which hotel best fulfills your needs based on the information that you provide. It is important for you to give him enough information to make an intelligent decision. Some factors to be considered are:

a. Does your dependent spouse drive? If not, a hotel as close to the base as possible is desirable.

b. Number of children and ages.

c. Is a restaurant in the hotel or nearby?

Your sponsor should book you in a hotel which does not have a kitchen or cooking accommodations (other than a hotplate) available to occupants. If you stay in a hotel with a room kitchen, you could be declared ineligible to receive TLA. You may be authorized TLA as a new arrival for the purpose of partially reimbursing you for the more than normal expenses incurred in hotel accommodations. TLA is not intended to provide you with complete cost free living or to supplement your income. Entitlement to TLA starts the day of arrival for command sponsored dependents. It is based on the number of dependents on station and is paid for the absence of government quarters and messing until household effects are moved into your quarters. Paid hotel receipts must be maintained for your personal records since TLA is taxable income. Also it is a good policy to keep accurate records in the form of receipts for meals and other moving expenses in order to declare the deductions on your tax forms. TLA rates vary due to the fluctuating peseta exchange value and seasonal prices, yet remain a sufficient amount to defray costs incurred while waiting for adequate housing. (for more information on TLA refer to section M4303 of the Joint Travel Regulations (JTR)).

(3) The seasonal fluctuation in the availability of rentals is very apparent here. Between the months of May and October, rental housing is virtually impossible to find. During any other part of the year, there is no real problem.

(4) The typical rent/moving in costs depends on the type housing you have or the agreement you make between the landlord and yourself. Rents can run anywhere from \$110.00 to \$350 (excluding utilities).

(5) Potability of the local water is questionable. Consequently most everyone (including the locals) use bottled water.

(6) Electrical Information - As of 1 January 1982 the average cost of electricity was \$.07 per kilowatt hour. Electricity in this area is 220 volts AC/50 cycles. The following information about transformers will be helpful in deciding the type and number of transformers you will need to convert your appliances successfully for use on the economy. These transformers can be bought through the station exchange or from departing station personnel.



## Transformer/Voltage Regulator Usage Information Tips:

**Voltage Regulator** - This is an automatic/manual device that will only allow a specified amount of voltage to enter an appliance. When voltage is below designated amount, a warning light or buzzer will warn you that voltage supply is low and if not increased it will automatically trip out and shut off current supply to the appliance. These regulators are hard to find in Spain.

**Voltage Step up/down Transformer** - This is a manual device to step-up or down voltage supply to an appliance. Normally this transformer has no warning device to let you know that either high or low voltage exists. When using this type of regulating device it is extremely important that it be checked frequently to insure that your appliance is receiving only the voltage specified for the particular appliance.

**Tips on how to select the proper transformer** - (1) Determine value of incoming line supply voltage and frequency (50 or 60 Hz current). (2) Obtain the appliances or load equipment voltage and amperes (amps) from the name plate or instruction sheet, multiply the two to obtain VA (VA-volts x Amps) requirement of the load. If the power requirements are listed only in watts, consider this the same as VA. (Electric discharge lighting, such as mercury vapor, fluorescent, etc, should always be sized by volts x amps.) (3) Add all VA requirements of equipment to obtain total load. All components must be of the same voltage rating. Add 10% for high starting current and overload to obtain VA size of transformer. (4) Select transformer from available sources using combination of supply voltage, voltage rating of equipment, total VA rating and type of connecting desired.

Be sure to know the power rating of an appliance before connecting it to transformers. Power ratings on electric appliances are indicated in "watts" or "kilowatts" - one kilowatt equals 1000 watts. On some appliances "amperes" are marked. To find the power rating, multiply the amperes by the volts. An appliance marked 3 amperes 110 volts has a power rating of 330 watts, 3 amperes 220 volts equals 660 watts. Each type of transformer is designed to carry a specific load, a certain number of watts. Its load or wattage rating must never be exceeded. In some instances it may be possible to install one large (5000 watts) transformer between the power inlet to the house and the distribution box, thereby saving the additional expense and inconvenience of many small individual transformers.



### Power Requirements for Some Common Appliances

- 75 watts ... small radios, phonographs, tape recorders, heating pads and sewing machines.
- 300 watts .. large radios, radio-phonograph consoles, projectors without blowers, electric blankets, mixers, warming plates and television sets.
- 500 watts .. floor polishers, refrigerators, hair dryers, blenders, large hi-fi's and tape recorders and  $\frac{1}{2}$  hp motors.
- 750 watts .. large projectors, irons, medium washing machines, percolators, coffee makers and freezers and  $\frac{1}{2}$  hp motors.
- 1000 watts . large washing machines, large percolators, coffee makers, vacuum cleaners, clothes dryers (motor only 1000 watts - heating coil 220-240 volts).
- 1500 & 2000 watts . toasters, roasters, broilers, cookers, fryers, frying pans, grills, hot plates, dishwashers, medium heaters, irons and motor-driven appliances. Most portable heaters.
- 3000 watts . heaters and large air conditioners. This is a good size for kitchens as it will handle mixers, skillets and refrigerators simultaneously.

Never attach an appliance which requires more than the rating of the transformer. When attaching a combination of appliances the total wattage rating must not exceed the rating of the transformer. Do not purchase in local stores any type of transformer with exposed windings or wiring. Where transformers for special purposes are not available through the exchanges, buy on the economy only transformers that conform to local safety standards. Do not use a transformer in a damp or wet place. Transformers should always be kept dry and well ventilated. Never handle or move a transformer when it is plugged in. Unless you want to get the shock of your life, never handle a transformer when your hands or feet are wet. Heat developed by transformers is not detrimental unless it feels very hot to the touch. Overheating may be caused by a defective electrical appliance which can burn out the transformer. Inspection will reveal whether the fault lies in the appliance or the transformer. Both should be inspected by a competent electrician.

### General Guidelines for Input/Output Connections

<u>House Voltage</u>	<u>Transformer In</u>	<u>Transformer Out</u>	<u>Actual Voltage Output</u>
----------------------	-----------------------	------------------------	------------------------------

Most homes in this area seem to fall within the 220-240 volt range. Measure your wall voltage to be sure.

Electrical requirements of U.S. Manufactured Appliances Operated on 50 Hz current  
- A United States manufactured appliance must frequently be modified to some extent when used in other countries. The electricity supplied in the United States is 60 Hz current. Most U.S. manufactured appliances are designated to operate on 50 Hz electrical current, motor speed is reduced approximately 20% and some heating is common. Other electrical components will not be noticeably affected.



Appliances: Household items unique to this area may be purchased from departing personnel, the exchange or from the stores on the economy. Do not buy items just to bring here. It is better to wait and see what your requirements will be after locating your new home. The normal size meter for input into a home varies from 5 amps to 25 amps. Even if you bring all your appliances, you may not be able to use them all due to the amps constraint. Write your sponsor for specific answers to questions you may have and for any special instructions.

Air Conditioners: There are some rather hot days, but usually few in number. Besides, the household current normally can not handle the electrical load.

Automatic Dryers and Washers: Only a gas dryer can be used. The same problem exists with an electric dryer as with air conditioners. An American washer is nice to have, although you will probably be limited to cold water washes due to the absence of large hot water heaters. DO NOT go out and buy a new machine. Bring what you have or obtain a used washer. There are four machines at the station with four dryers for use of all hands.

Phonographs/Tape Recorders: All this type of equipment must have the necessary pulleys changed to handle the speed produced by the 50 Hz. This should be done before you leave the states or all necessary parts should be brought with you. A number of people find themselves buying new equipment that is 50/60 Hz. You will probably listen to more radio, shortwave, and recorded music here than you did in the states.

Refrigerators: Refrigerators work fairly well and are a welcome comfort due to the very small Spanish refrigerators. This is because the European custom is to shop daily for what one needs instead of stocking up. If you have a small freezer, bring it.

Sewing Machines: Many models are built to operate on 25-75 Hz. If you have one, bring it.

Ranges and Ovens: European stoves are small usually having only two burners and a tiny oven. If you have a gas range, convert it to use butane gas. Microwave ovens can be used by all means. Those that gave a dial simply take a new dial. This type of oven is very useful due to low electrical needs.

Televisions: TV's will receive the picture from the one local station (There are two Spanish National Channels (TV1 and TV2)). They must be converted to receive sounds. This can be done in Spain at Zaragoza Air Base.

Appliance Modification Tips: Only to be used if you have determined you will bring these items.

Automatic Washers: Reduce voltage to 100 volts by use of a stepdown transformer. Allowable voltage tolerance is 100-115 volts. For operation at design specification, replace drive motor, pulley and timer motor with 50 Hz components.

Wringer Washers: Reduce voltage to 100 volts by use of a step-down transformer. Allowable voltage tolerance is 100-115 volts. Replace motor with 50 Hz designed components.

Dryer (Gas): Replace voltage to 100 volts by use of a step-down transformer. Replace motor pulley with one specified for 50 Hz current. Convert burner assembly for butane gas. Allowable voltage tolerance is 100-130 volts. For operation at design specifications, replace drive motor with 50 Hz components.



Dryer (Electrical): Provide 220 volt power source for resistance heat circuit. Reduce voltage to 100 volts for all components except resistance heating element specified for 50 Hz current. Allowable tolerance for resistance heat element circuit is 190-220 volts. For all other circuits, allowable tolerance is 100-130 volts. For operation at design specifications, replace drive motor with a 50 Hz component. The design requirements of this appliance entail a wiring harness modification to operate on 3 phase, 50 Hz 220 volt current supply.

Refrigerator: Reduce voltage to 100 volts by use of a step-down transformer. Allowable voltage tolerance is 95-110 volts. Running cycle will be somewhat longer.

Air Conditioner (115 volt models): Reduce voltage to 100 volts by use of a step-down transformer. Allowable voltage tolerance is 90-110 volts.

Air Conditioner (208-230 Volt Models): Reduce voltage, if necessary, by use of a step-down transformer. Allowable voltage tolerance is 170 - 220.

Dehumidifier: Reduce voltage to 100 volts by use of a step-down transformer. Allowable voltage tolerance is 90-110 volts.

Range (Gas): For models requiring electrical current to operate components, reduce voltage to 100 volts by use of a step-down transformer. Models with a letter "G" at third place in model number require burner conversion parts for butane gas other than Natural Gas. Models with a letter "U" at third place in model number have adjustable burner orifices for use on all types of gas supplies.

Range (Electrical): This appliance is specifically designed for 230 volts, 60 Hz single-phase electrical current. Because of the design characteristics, they will not function on 3 phase power sources. These appliances should not be modified since warranties on the product will be void if altered.

Dishwasher: Reduce voltage to 100 volts by use of a step-down transformer. Allowable voltage tolerance is 95-110 volts. Replace timer motor with 50 Hz component.

Telephones: Telephones are considered a luxury here and are very hard to get installed due to the waiting list. Initial installation is quite expensive. You will find out that the Spanish telephone system is nothing like the American Bell System. The quality of service is very poor and telephone costs are double what you would pay in the states.

(7) Fossil fuels in Common Use (for heating purposes):

Butano Heaters: Butano heaters will only heat one room at one time. Contracts for Butano bottles can be made in your local town. You must possess a valid contract to use butano heaters, stoves, hoses, regulators and bottles. Butano dealers will inspect your home to insure adequate ventilation. One butano heater that runs all day long (Never leave a nonvented space heater running at night) will need a refill approximately every three days. Average cost per bottle of butane gas: \$6.50.

Kerosene Heaters: These heaters will also heat only one room at a time. Kerosene can be purchased at the gas station, but you must supply the metal container to carry fuel in. Average cost of Kerosene per liter: \$.70.



Wood: If you have a fireplace, wood can be obtained from vendors who will stop by your house or who can be directed to your house by the portero (caretaker), landlord or neighbor. Average cost per metric ton: \$60.00.

b. Transportation

Privately Owned Vehicles: Contrary to popular belief, POV's (American and foreign) can be shipped to Estartit. Personnel with orders to the station are encouraged to ship their vehicles. The port to which vehicles are to be shipped is Barcelona, Spain, not Cadiz, Spain. Page 259 of the Personal Property Worldwide Consignment Guide, Volume II - Overseas specifically outlines consignment instructions to Barcelona. Unfortunately there have been instances where personnel have been grossly misinformed about shipping their vehicles. This has led to personnel hardships. Please read the following information carefully concerning POV's.

Insurance: Vehicle owners must have a current third part liability insurance policy with a minimum coverage of \$5000 per person, \$1000 per accident for personal injury, and \$5000 for property damage or the equivalent in pesetas. In order to comply with the current Spanish compulsory insurance laws, a person insured with a company licensed to do business in Spain must have in his/her possession the policy, a receipt for payment in full, and certificate of insurance. A person insured with a foreign company (U.S.) which is not authorized by the Spanish government to conduct business must have a certificate of International Insurance (green card) in order to operate a privately owned vehicle (POV) legally in Spain. Many stateside insurance companies are not legally established in Spain and consequently do not have a local representative to receive accident reports and/or settle claims. United Services Automobile Association (USAA), American International Underwriters and New Hampshire Insurance Company are insurance companies authorized to conduct business in Spain. Local representative of these companies are available to assist policy holders.

Additional Card Insurance Information: In considering the requirements of Spanish law, special attention should be paid to the fact that the information contained under the preceding paragraph are the bare legal requirements for the operation of a vehicle in Spain and are in no way to be construed as a recommendation of sufficient insurance coverage. As in the United States, judgements awarded in Spanish courts often far exceed the required minimum coverage. Unlike U.S. policies, it is possible to obtain unlimited liability coverage in Spain for only a modest increase in premium. It is recommended that unlimited coverage or at least greatly increased limits be given serious consideration. Two additional types of coverage not available in the U.S. and not necessarily part of the "standard" insurance contract in Spain are also of interest to personnel buying insurance.

Criminal defense / representation coverage: Provides money for bail if, as a result of an accident, the driver is charged in Spanish court with a crime, for example reckless driving. Bail, particularly if there are serious injuries, tends to be high in these instances and this coverage will provide protection. Without coverage you would have to provide your own bail money. Active duty military members, since they are subject to the UCMJ, may not need this coverage under the Status of Forces Agreement with Spain, the USCG may obtain their release without bail. However, this will result in a "legal hold" during which the member may not leave Spain. Such releases are not generally available to dependents and civilian employees since they are not subject to the UCMJ and the Coast Guard therefore



cannot guarantee their presence in court. This includes wives and other dependents who may be driving a car registered to a military member. Informal efforts on the part of the Coast Guard will be made to obtain a no bail release, but such cannot be guaranteed.

Claims rights coverage: Provides for the cost of representation for you against the other driver who may have caused you damage or injury. With a claims rights clause, you will be timely represented as a plaintiff in Spanish court. You may, of course, find and hire your own attorney if you do not have this coverage. Personnel should check their insurance in these areas. The serious Spanish buyer of auto insurance today is frequently requiring his insurance carrier to provide the full range of services discussed. This in itself is indicative of what is considered truly "adequate" insurance in Spain. It should also be noted that Spanish insurance policies include a provision that the carrier may refuse to honor the terms of the policy, with the exception of compensation for bodily injury, if the insured who is responsible for the accident has been judicially determined to have been under the influence of alcohol, hallucinogens, or other toxic substances.

International Driver's License: You can obtain an International Driver's License from the American Automobile Association, Inc. (AAA). This license is valid for driving in Spain after completion of the driver's test. Although an international license is not a requirement, it can enable you to drive as soon as you pass the driver's test while awaiting issuance of your Spanish license. This license must be renewed annually and is especially important if you plan to drive elsewhere in Europe.

Spanish Driver's License: By agreement with the Spanish government, all U.S. Forces personnel who drive in Spain must have in their possession a valid Spanish driver's license. In order to obtain a Spanish driver's license, the following is necessary:

- (a) Age of 18 years or older.
- (b) A valid stateside driver's license
- (c) Successful completion of a written driver's test.

It must be emphasized that a valid stateside license is a must if you desire to drive. Ensure before departure that yours is not expired. Those who do not have a valid stateside license must take Spanish driving lessons and pass a test in Spanish. A valid Spanish license is mandatory when applying for registration of a privately owned vehicle (POV).

Preparing and Shipping POV: Land transportation to or from the designated port of embarkation for your car is now authorized. You or your designated agent must deliver your automobile to the port shipping authority authorized to serve your new duty station. If delivery is made by an agent, be sure he/she has your written authority to do so. East coast ports are MOT Bayonne, NJ, NSC Norfolk, VA, NSC Charleston, SC and outport Philadelphia, PA. West Coast and Gulf Ports are MOT Oakland, CA, NSC Long Beach, CA and New Orleans, LA. SHIP EARLY! It is easier to get along without a car in the United States than here in Spain. Although the loading port will carry out most of the details necessary to prepare your car for shipment, you should make sure before you deliver it that: (a) motor is in good operating condition; windshield wipers are operating; brakes (floor and hand) are adequate and in good operating condition; all lights are operative and properly adjusted; horn is operative; exhaust system is in sound condition; all glass headlamps, windshield and windows) is unbroken and free from



cracks; body and fenders are free from breaks and tears; battery is fully charged; cooling system contains sufficient antifreeze to prevent freezing in transit, and vehicle is thoroughly cleaned and the surface of the undercarriage does not contain any foreign matter which might harbor insect pests. (b) Before delivery of your vehicle to the port, remove items easily stolen or damaged, such as tape decks, tools, or similar items and ship them with your personal property. The port shipping activity will inspect your vehicle when you deliver it, note its condition in your presence, drain the gasoline tank, disconnect the battery, and load it aboard. You should furnish the port of destination your overseas address as soon as possible so they can notify you when your vehicle arrives. When you pick it up they will: Put enough gasoline in the tank for you to get to a gas station; connect battery, and make a joint inspection with you to note the condition after receipt, for any damage incurred between the time you turned the car over to the port shipping activity and the time you receive the car at the port receiving activity. You must submit a request for shipment on a Motor Vehicle Shipment Application (DD-828) which will be provided by your personal property shipping office. Four copies of your orders, one of which must be certified, must accompany this form to the port shipping activity which will be shipping your car. Clearance to operate CB radios in Spain is difficult. Shipping CB radios is strongly discouraged.

Regulations for Automobiles: Eligible members of the United States Forces on PCS orders in Spain are permitted to import tax free one vehicle which is not manufactured in Spain. One tax free vehicle manufactured in Spain may also be registered. These can be purchased from authorized Spanish dealers.

To import a vehicle to Spain, it must have a valid registration, either from the U.S. or the country from which it is exported in the name of the military member or civilian employee. The registration must be valid for at least 60 days after arrival to allow sufficient time for processing of the Spanish registration.

A POV must meet the minimum standards of exterior appearance that are considered acceptable in the military and civilian community. The importation of a vehicle whose body or motor structure has been modified by other than the manufacturer is prohibited.

Only members of the U.S. Forces in Spain are allowed to operate vehicles registered under the provisions outlined above. This prohibition applies to all visitors, including families of personnel stationed in Spain.

A POV may not be sold until the owner has had the vehicle registered with the Spanish traffic authorities for a minimum of 6 months. Disposal of a vehicle may only be accomplished by either selling it to another member of the forces, shipping it to the U.S., or driving it to your next duty station (if within the European area). Under no circumstances is anyone permitted to abandon a vehicle.

Motorcycles: The same regulations regarding importation, registration, and operation of automobiles apply to motorcycles. If a U.S. Forces member desires to import a non-Spanish motorcycle, he may not additionally import a non-Spanish automobile. There are no provisions for U.S. members to import mopeds (50CC or less engine displacement) into Spain as no Spanish customs clearance nor registration procedures are available and consequently the operation of any of these vehicles in Spain would be illegal. However, mopeds purchased in Spain may be operated on or off base with minimum administrative burden. They are readily available through the station's exchange. U.S. CERTIFIED SAFETY HELMETS ARE MANDATORY EQUIPMENT WHEN RIDING A MOTORCYCLE OR MOPED!



Trailers: Personnel planning to import a trailer weighing under 750 kilos into Spain must insure they are in possession of a certificate issued by the manufacturer which reflects the technical characteristics. This document is necessary for processing of the Spanish registration. U.S. Forces personnel may not import or purchase a trailer weighing over 750 kilos.

Spanish Manufactured Automobiles: For your information the following list of automobiles, manufactured and sold in Spain, is furnished. This list is incomplete and does not endorse in any manner any particular make. There are several models of each make:

Seat (Spanish version of Fiat)	Citroen
Renault	Chrysler (automatic)
Puegot	Ford Fiesta
Simca	

1976 or Newer Automobiles: POV's manufactured in 1976 and after and sold in the U.S. are designed to burn only unleaded gasoline. This may mean better fuel economy and less wear and tear on the engine and exhaust system, but since unleaded gasoline is presently unavailable at most overseas duty stations, you could be in for a real hassle. The 1976 or newer cars must use unleaded gas because they are equipped with catalytic converters. These are devices that fit in the exhaust system, much like a muffler, and reduce exhaust emissions by removing hydrocarbon and carbon monoxide pollutants. Leaded gas poisons the catalyst in these converters, and merely using two or three tankfuls, the effectiveness of the converter will be permanently destroyed. Amendments to Federal pollution control regulations sponsored by the Environmental Protection Agency (EPA) prohibit entry back into the U.S. of 1976 and later model catalytic converter-equipped vehicles that have been driven in an overseas area. This is because the required unleaded gas is not available overseas and leaded gas destroys the catalysts' ability to reduce pollutants. Vehicles are released and permitted entry once conformity with U.S. emission standards have been restored.

The amendments do not apply to 1975 vehicles equipped with catalysts or to 1976 vehicles with catalysts that were shipped overseas prior to 1 March 1976. The amendments also do not apply in overseas areas where unleaded gasoline is available to the member either from exchange outlets, or from commercial sources at reasonable cost. Unleaded gasoline is not known to be available in Spain.

The Department of Defense (DOD), with the EPA approval, has implemented a POV Import Control Program aimed at assisting DOD members in maintaining their vehicle's conformity while overseas. The program is designed to preserve the effectiveness of the POV's catalytic converter with a minimum of cost and inconvenience to the member. POV's covered under the DOD Program may be imported without restrictions. All costs associated with removal/reinstallation will be paid by the member. The member must indicate his decision regarding program participation to the vehicle processing facility. Nonparticipation by a member means DOD can not certify that the member's POV does, or will, conform with emission standards before release in the U.S. This will entail the member posting a bond with the U.S. Customs at the port of entry, in an amount equal to the value of the vehicle, to be recovered within 90 days following action required to re-establish conformity.

Upon delivery of the POV to the U.S. port for shipment, the member will be required to declare his intentions regarding catalyst removal and program participation on the shipment documentation. Military port personnel will advise



on location facilities for catalyst removal. The member will retain removed converter components with the POV for subsequent reinstallation upon his return from overseas. The member must retain copies of receipts for removal to facilitate certification conformity upon return to the U.S.

In order to receive DOD certification of importability at the overseas port, members shipping POV's from overseas ports back to the U.S. must be participating in the program and have an active converter available for reinstallation, or have a new converter available for reinstallation. Retrofit for POV's shipped will be accomplished at the U.S. port of entry using exchange facilities. The member will declare to EPA the state of his POV upon shipment from the overseas port. Retrofit facilities are located at the ports of Philadelphia, Norfolk, Charleston, New Orleans, Long Beach, Oakland, and Seattle. Bayonne is not presently operational.

POV's to be retrofitted at the U.S. port prior to final release by customs will entail the member moving his vehicle to a service facility for retrofit and return to the port for final clearance. Failure to obtain final clearance will be brought to the attention of the EPA and the member's commanding officer for necessary action. While this may cause some inconvenience to the member, it is far less of an inconvenience than having to post a cash bond necessary to obtain release of a nonconforming POV.

The DOD program is not currently applicable to foreign manufactured vehicles. Therefore, members desiring to ship/import foreign manufactured catalyst equipped POV's, must contact the manufacturer to determine steps required to maintain conformity with U.S. emission standards while overseas.

Members who return to the U.S. for discharge will not be given DOD certification of vehicle importability unless the catalytic components are installed/replaced overseas. This is because the services can not insure compliance by such individuals.

Vehicles not required to meet air pollution control standards are vehicles manufactured before the 1968 model year and passenger vehicles with diesel engines manufactured before the 1975 model year. Vehicles designed EXCLUSIVELY for racing may not be licensed for operation on public street or highways. Motorcycles and motor bikes (50CC and above) are required to meet the standards.

Standard passenger cars may not be imported as racing vehicles. If you have any question about the above information you can contact Zaragoza Air Base Traffic Management Office (Autovon 724-2115).

At this time, we feel secure in stating that there is nowhere in the Estartit area that has unleaded gasoline.

Federal Motor Vehicles Safety Standards: Section No. 108 of the National Traffic and Motor Vehicles Safety Act of 1966 specifies that all imported motor vehicle, new or used, manufactured on or after January 1, 1968, must conform to applicable Federal Motor Safety Standards in effect on date of manufacture.

The best evidence on conformance is the original manufacturer's certification label required by Section No. 114 of the Act as implemented by 49 C.F.R. 567. Note should be taken that label must show date of manufacture and vehicle identification number. Format of a typical passenger car label is illustrated here.



Manufactured By  
THE FINE CAR CO., INC  
June 1969

This vehicle conforms to all applicable Federal Motor Vehicle Safety Standards in effect on the date of manufacture shown above. Vehicle Identification No. \_\_\_\_\_.

Some of the standards are as follows: STANDARD NO. 115 --- Vehicle Identification Number --- Passenger Cars (Effective 1-1-69) specifies requirements for an identification number for all passenger cars to facilitate recognition of unauthorized vehicle use resulting in crashes. The number will be sunk or embossed upon either a part of the vehicle (other than the glazing), which is not designed to be removed except for repair, or on a separate plate which is permanently affixed to such a part. The number must be visible from outside the vehicle.

STANDARD NO. 208 --- Seat Belt Installations --- Passenger Cars (Effective 1-1-68); Multipurpose Passenger Vehicles, Trucks and Busses (Effective 7-1-71) requires lap and upper torso restraint belts in each front outboard seat if the windshield is in the head impact area, and lap restraint in every other seating position. From January 1, 1972 to August 15, 1973, passenger cars may be provided with one of three options: complete passive protection system; lap belt protection system with belt warning; or lap and shoulder belt protection with belt warning. From August 15, 1973 to August 15, 1975, there are only two options: complete passive protection system or a head-on passive protection system. Effective August 15, 1975, a complete passive protection system will be required. Requirements and effective dates differ for vehicles other than passenger cars.

Specific Spanish Vehicle Equipment Requirements: Current Spanish traffic laws require installation of front seat belts and an anti-theft device in all vehicles. Additionally, front parking lights must be the same color as the headlights. Front turn signals may be either yellow or white. Rear parking lights must be red. Rear turn signals must be yellow and must be permanently affixed to the body of the automobile. Red brake lights are mandatory. Emergency equipment required in the cars includes an emergency reflector that is in the form of a triangle, and extra bulbs, headlights, etc. Facilities are available at Zaragoza Air Base to modify vehicles to meet the above requirements.

Auto Service Facilities: Service for American and foreign vehicles is limited by the availability of parts. Newer model cars, such as those with rotary engines and special ignition systems, are familiar to most Spanish mechanics. You can order parts through Zaragoza Exchange Garage, Sears & Roebuck, and J.C. Whitney. As a general rule, if you have an American car which requires frequent repair, and you are able to sell it in the States without too great a financial loss, then sell it. If you decide to ship an American vehicle, have it serviced completely, and ship extra low cost, rapid wear parts, such as air filters, oil filters, extra headlights, etc. It would be best to write to your sponsor so that he can give you additional advice.

Used autos in Spain are relatively expensive because they are considered a luxury and are therefore heavily taxed. Consequently if you purchase a vehicle on the Spanish market, you will pay this tax. Ironically, many people stationed here have Spanish cars due to the present condition of the station's access road. They find it convenient to purchase parts locally and then fix their cars themselves with the auto hobby facilities available at the station. Don't let this deter you from shipping your car!



Gasoline Prices: Gasoline is purchased utilizing CAMPSA coupons available only to military members and their dependents. Currently (01JAN82), gas is \$.43 per liter.

Public Transportation: During summer months, buses run frequently between Estartit and the local towns including Gerona, the provincial capital. Buses are also available to other towns along the Costa Brava including Barcelona. Bus transportation is limited in the local area. The Spanish train system, RENFE, is quite good and inexpensive. It provides reliable transportation to other parts of Spain. The European rail system in general is considered to one of the best in the world. Rail travel throughout Europe is unlimited and provides the military member and his family an excellent opportunity to see Spain and Europe.

Air transportation is very expensive especially inter-european flights. Flights from Gerona Airport are generally in-country except during the summer. Barcelona Airport provides air travel all over the world. Iberia is the Spanish National Airline.

c. Schooling: Upon receipt of orders, personnel with school age children are requested to send the child's name, age and grade to this station so that a correspondence course may be ordered (Calvert Correspondence Course). Due to the difficulties in programming a dependent wife-teacher, parents must be prepared to tutor their children themselves. Children in grades nine through twelve must board at the Torrejon Air Force Base High School located 450 miles from Estartit. Children may attend the local schools in Torroella de Montgri and Estartit in the morning only (0900-1200), and then work at home on the Calvert Course. There is an afternoon school session from 1500-1800. However the private schools are very hard to get into and only Catalan is spoken. If you have any additional questions concerning schooling, contact your sponsor.

d. Medical: There are numerous Spanish doctors in Torroella de Montgri, ten minutes driving time from the station; a hospital in Gerona, forty minutes driving time and numerous clinics, hospitals and private practices in Barcelona just two hours away. CHAMPUS is utilized locally for dependent medical care. Dependents are authorized to utilize military facilities located at Torrejon and Zaragoza Air Bases. Military members will normally travel to Zaragoza AB (a five hour auto trip). If you or any member of your family possesses any medical problems of a re-occurring nature, notify this command and your present commanding officer so that it may be determined whether you will experience difficulties in obtaining treatment in Spain. Provide this information immediately upon receipt of your orders. Both Zaragoza and Torrejon Air Bases have dental facilities. All medical emergencies that cannot be handled by Zaragoza or Torrejon are sent to the U.S. Air Force Hospital in Weisbaden, Germany.

e. Community Services:

(1). Churches: Spain is predominately Catholic. For the most part, there are only Catholic churches in this area.

(2). Unemployment in Spain is fairly high. Consequently, prospects for dependent employment while here are slim to none.

(3). Shopping: There are many materials available on the local economy, however, the quality is not quite as good as that found in the States. For example: Spanish shoes differ somewhat from U.S. types, particularly in sizes. Unusual widths are hard to find in local stores. If you have a special brand that



fits you, you should bring a supply with you. Civilian clothing in general is rather expensive on the local market. In this case a mail order catalog will always come in handy. Your Cost of Living Allowance (COLA), which is governed by the exchange rate at the time, will help to defray some of your exorbitant costs. As usual the military member will have no problems finding remembrances of Estartit with all the souvenir shops in the area.

(4). Community Relations: The Spaniards in the Estartit area see very few Americans because our countrymen tend to vacation in the south of Spain. Therefore, the local people form their opinions of America and Americans from the image presented by the Coast Guard personnel stationed here. Consequently, we all have the obligation of promoting a positive American image through our actions and relations with the local population.

The station has many valuable contacts, both civilian and military, in the area. The Spanish La Guardia Civil have been extremely helpful on numerous occasions. They maintain a night guard around the limits of the station, and maintain a command post in Estartit.

The American Committee for Liberty (Radio Free Europe/Radio Liberty) operates a radio station in nearby Pals, broadcasting information on the American way of life to Russia. The radio station personnel and Coast Guard personnel enjoy a mutually helpful relationship.

(5). Jurisdiction of Civil Authorities: The treaty of Friendship and Cooperation between the United States and Spain was signed in 1976 and governs the use of Spanish bases by U.S. Armed Forces. One of the provisions of the treaty stipulates that members of the U.S. Armed Forces and their dependents in Spain are subject to Spanish Law. This includes personnel of visiting ships. This surprises many people who have never been outside the United States, but a moment's thought will show that it could not be otherwise. In the same way that foreign tourists are subject to U.S. Law while visiting our country, we are subject to Spanish Law while in their country. In general, Spanish offenses are similar to those in U.S. law, but it should be noted that Spain puts emphasis on offenses against authority and offenses involving misbehavior in public. In most cases the U.S. and Spain have concurrent jurisdiction, with Spain having the primary right to exercise jurisdiction. The U.S. has the primary right to exercise jurisdiction only for (1) offenses solely against the property or security of the U.S. or against the person or property of a member of the U.S. Forces and (2) offenses arising out of any act of omission done in the performance of official duty. Although Spain often waives jurisdiction and allows the U.S. to prosecute offenders, Spain ordinarily retains jurisdiction over crimes they view with particular seriousness, such as those involving death, drugs, robbery, major auto accidents, the government and police officials, and extreme acts of public disorder or breaches of the peace.

Spanish justice is fair but slow and lengthy legal holds in Spain for U.S. Forces personnel involved are often the result of misdemeanors, misdemeanors and felonies even though jurisdiction may be eventually waived by Spain. The following paragraphs provide additional information that should be taken seriously:

(a). Local Law Enforcement Officials: There are several different law enforcement agencies in Spain, each with a great deal of authority and responsibility. They are all courteous, helpful and well informed. If you should need directions you will find even the busiest official ready to hold up traffic



all the way to Barcelona while he makes sure you get the instructions. Then with a snappy salute and a cheerful "Adios y buen viaje" you are on your way. Among the most commonly encountered policemen are the members of the Guardia Civil. "El Guardia" wears a shiny black three-cornered hat on foot patrol and a helmet when on a motorcycle. In Estartit, the municipal traffic policeman is recognized by a dark blue uniform. Should you be detained by one of these officials, always be courteous and do as they instruct. Spanish government and law enforcement officials are respected and important members of the local communities. They are polite, helpful and understanding, but they expect their requests to be obeyed without argument or disrespect. Insults to, disobedience of, assaults upon, or other confrontations with these officials are consequently rare and will not be tolerated. Spanish prosecutions of these offenses is virtually inevitable.

(b). Serious Traffic Offenses: American drivers are very easily recognized by their cars and license plates. Spanish roads are generally narrow, bumpy, and heavily travelled by trucks, low-powered cars, motorcycles, horse carts and pedestrians. Aggressive, discourteous driving aggravates already dangerous highway conditions and contributes to a bad impression of American drivers. Drunken, reckless or high-speed driving is a primary cause of accidents involving Americans. Spanish prosecutions of these offenses are increasing especially when a Spanish national has been killed or injured. In other cases, loss of driving privileges may result.

(c). Political Activities: As far as the U.S. Forces in Spain are concerned, the structure and procedures of the local and central Spanish Government is an internal matter of direct interest only to Spanish nationals. U.S. Forces members are not expected to participate in local Spanish political activities. Spaniards, as well as citizens of all nations, do not favorably look upon criticisms or derogatory remarks concerning their country by foreigners, who are often uninformed or only partially aware of the political factors involved.

(d). Unique Problems: While courts in the United States have reversed convictions for desecration of our flag, Spain and most other countries in Europe even now consider insults to the flag, national monuments and the state church to be very serious in nature. Such "pranks" as climbing on statues of national heroes, or seizing a Spanish flag as a souvenir, could result in a Spanish jail sentence and a heavy fine. In addition, publicly denouncing the Spanish Government is also a serious crime, for which the host country normally exercises exclusive jurisdiction. Also, offenses such as indecent exposure or "streaking" normally carry very heavy penalties.

(e). Drug Laws: Drugs are such serious business here in Spain that they warrant special attention. Trafficking in drugs may earn a sentence of from 6 months to 20 years in jail. No distinction is made by Spanish courts between marijuana and hashish and the so-called "hard" drugs such as heroin and cocaine when it comes to trafficking. Possession of more than one pound of drugs may carry a minimum sentence of six years and a day in jail. You should also know, for instance that it is not uncommon for a Moroccan hashish dealer, who sells a quantity of the drug, to call Spanish police and tell them of the deal, describe the buyer and even provide them with the buyer's license plate number. He collects from the buyer and the Spanish police. The buyer only collects from the Spanish when he crosses the border; and it may be a collection of years of prison (shades of the movie Midnight Express). Many pages of discussion of this subject can be accurately summed up by saying: "DON'T GET INVOLVED WITH UNAUTHORIZED DRUGS IN SPAIN".



(f). Currency Control. The purchase, sale, exchange or transfer of dollars (dollar instruments) for foreign currencies in Spain by members of the U.S. Forces in Spain will only be done at financial or disbursing offices, U.S. Embassy and Consular Offices and licensed Spanish Currency Exchange Points (Cambios). Acceptance of dollars from Spanish nationals for currency exchange or purchase of goods through U.S. facilities is prohibited. The exportation of more than 70000 pesetas per person per border crossing is also prohibited. The purchase of pesetas by members of the U.S. Forces in Spain from foreign exchange outlets and imported into Spain through the APO or FPO mailing system is prohibited.

(g). Black-Marketeering: Exchange and Commissary for U.S. Forces and U.S. civilian employees in Spain are governed by the treaty between the U.S. and Spain. In addition to the regulations set forth in the U.S., there are further restrictions placed upon the use of these facilities in Spain. The following items are rationed. You will be issued a ration card upon arrival at the station.

1. Gasoline coupons (for purchase of gasoline off-base)
2. Tobacco products
3. Certain alcohol products

U.S. forces and civilian personnel are prohibited from selling these and all other items purchased on the base or imported into the country to any person who is not a member of the U.S. Forces. Penalties for abuse of your privileges can be as severe as total revocation of all privileges. The following are limitations placed on certain items:

Class VI Items (Station Liquor Locker): Five bottles (of any size up to and including imperial quarts) per month of any combination of whiskey, gin, vodka, brandy or liquor 66 proof or above. All other items, including all types of bitters, are ration free.

Campsa Gasoline Coupons: 200 liters per month per registered vehicle. Additional coupons are available to those personnel who heat their homes with kerosene or diesel fuel.

Cigarettes: Five cartons per month with an additional 10 singles per quarter. Each ration card holder may elect to buy boxes of cigars or cans of pipe tobacco and cigarette tobacco in lieu of the authorized ration of cigarettes however the total amount of cigars, cigarettes, or pipe/cigarette tobacco purchased will not exceed the authorized ration for the month.

Drugs are contraband and so are other articles for which Spanish customs taxes have not been paid. Although U.S. Forces and civilian personnel are permitted tax-free importation, it is both a serious Spanish and U.S. offense for these items to be sold or given to local citizens or tourists.

(h). Arrests: Spanish law enforcement officials, such as the Guardia Civil, Agents of the Directorate General of Security and local police may apprehend, arrest and take into custody member of the U.S. Forces and their dependents. If you are arrested, you should immediately identify yourself as a member of the U.S. Forces or a dependent and request that the station Commanding Officer be notified. It is very important that you not resist arrest and be cooperative. Following the arrest of an individual by the Spanish police, a person can be held incommunicado for up to 72 hours before the case must be referred to a Court of Instruction. The court may impose an additional 72 hours



of confinement for investigative purposes. Under the Treaty between the U.S. and Spain, the Spanish authorities will release custody to Coast Guard authorities and the Coast Guard must assure the individual's presence for trial. Pending a determination of jurisdiction, military members will normally be placed in an administrative hold status which may last up to two years. Certain administrative hold time may be credited to the defendant should he or she be convicted and be required to serve a term of confinement.

(1). Spanish Courts: in the event that a military member must stand trial in a Spanish court, he can be assured that he will receive a fair and impartial trial. He will be represented by a Spanish attorney of his choice provided at the expense of the U.S. Government if the case does not involve an insurance company that provides legal representation. A specific provision is contained in the Treaty which requires the Spanish court to provide a U.S. military member accused most of the rights guaranteed by the United States Constitution. Criminal jurisdiction over U.S. civilians and dependents rests completely with Spanish authorities since they are not subject to U.S. military law. Generally, dependents and civilians are solely responsible for the defense of their cases, including obtaining an attorney and providing bail and court cost when required. However, legal assistance is available from the Zaragoza Air Base Legal Office.

The important thing to remember from all the proceeding is that you are a guest of Spain while stationed here and a guest must always comply with the host's rules. If you break the law, you are subject to punishment. While your rights change when you leave the United States, you and your dependents' responsibilities of good behavior do not. Spain not only has a wealth of attractions from a tourist standpoint, but it also has an excellent attitude towards members of the U.S. Forces. To maintain the fine relations enjoyed with Spain and her openly friendly citizens, all U.S. Forces members are expected to conduct themselves in the local communities as individual ambassadors of goodwill. In conclusion, any U.S. Forces member who is polite, discreet, understanding, friendly and law-abiding and who is guided by simple common sense, will not have any difficulty in enjoying, without problems, the full range of spanish life and culture.

(6). Recreational Facilities: Activity in the town of Estartit in the winter is practically nonexistent. However, there are many larger towns nearby and Barcelona offers all the attractions of a large U.S. city. The summer time activities are endless. Sail Boating, water skiing, fishing, swimming, camping, bikini-watching (the beaches feature male or female with or without), dancing and the list goes on. Figuerass, Barcelona and Gerona feature bull fights. Bus tours of the entire Costa Brava also originate in the Estartit area.

(7). Firearm Restrictions: Firearms are strictly controlled in Spain. Hand guns are not allowed. If a military member ships a hand gun with his household goods, he must turn it in to the station's CO and cannot remove it during his tour of duty. Hunting rifles may be used off station subject to Spanish licenses and permits. These are very expensive. Hunting is limited to fowl and small game, so high-powered rifles are discouraged. In any event, write to the CO requesting permission, prior to shipping any firearms. It is highly recommended that firearms not be shipped due to the extreme restrictions, inconveniences and the obvious reasons.



(8). Banking Advice: There are no branches of U.S. banks here. It is strongly suggested that you keep a checking account with a stateside bank. Checks on your U.S. bank payable to U.S. accounts (mortgage, loans, charge accounts, etc.) are easier to audit, are handled faster and are better understood in the States. If you keep a checking account with a stateside bank, be sure to bring extra checks with you. Checking accounts are available for U.S. Military with no minimum deposit required through:

Northeastern Bank of Pennsylvania  
P.O. Box 231  
Scranton, PA 18501

Payments to the General Mess must be made by check although dollars are accepted in certain circumstances. Checks are highly desired by the station exchange for payment although they are optional.

Credit Cards: The most common credit cards accepted in Europe are: American Express, Diner's Card, Visa and Master Card.

Currency Information: The peseta is the monetary unit in Spain. At this time, the value of the peseta is constantly changing (as of 01JAN82 it was 98:1). The following are denominations of Spanish currency. In paper money you will find 100, 500, 1000 and 5000 Peseta notes. In coins the following are found: 1, 5, 25 and 50 Pesetas.

#### IV ARRIVAL INFORMATION

- a. See enclosure (1) for routing instructions.
- b. Animal importation restrictions: Prior to departure from the U.S., the pet must have a valid rabies vaccination (more than 15 days old and less than 3 months), vaccination certificate, health certificate and a customs document from a Spanish Consulate in the U.S. The respective airlines cargo office (usually Iberia or TWA) at the air terminal (Barcelona or Gerona) should be contacted on the day of scheduled arrival of your pet into Spain in order to verify that the pet has arrived.
- c. Personal Effects/HHG Shipments: It takes from 35 to 120 days to receive your personal property/HHG. After you have received orders, contact the nearest military Personal Property Shipping Office. Based on your travel orders, interviewers will explain how much you are entitled to ship or store. Four copies of orders are required for each shipment. For example, if a part of your personal property will be shipped as unaccompanied baggage by express, a part by regular and the remainder to non-temporary storage, a total of 12 copies is required.

Possible Shipments: Automobile  
Personal Property  
Personal Property to non-temporary storage  
Unaccompanied baggage shipment (via air)  
Professional books/equipment

An interviewer at the Personal Property Shipping Office will fill out an application for shipment of personal property (DD-1299), based on the information you give. Be prepared to tell the interviewer what you want shipped, the date and destination. Also be prepared to tell the approximate weight of each shipment. Be sure all information on all the forms is correct as an error could cost you money or delay the shipment.