

UNITED STATES COAST GUARD

Address reply to:
C O M M A N D A N T
U. S. Coast Guard
Headquarters
Washington 25, D.C.

12 August 1948

File: CSU-OLN 601, 607

OPERATIONS MEMORANDUM NO. 9-48

Subj: Loran Station Operational Data Reports

1. Forms for subject report are inclosed herewith. They are intended to provide Headquarters and District Offices with an inclusive source of up-to-date information on Loran Stations' operational characteristics. Such a file necessarily will duplicate some data presently available in other sources (letters, reports, etc.), but by presenting all pertinent items in an inclusive folder, it is believed that a more precise evaluation of these units' operational potentials and problems can be formed.
2. In reviewing the reports, District Commanders are requested to fill in item 3(d), Part II, comment by indorsement, retain one copy for district files, return one to the reporting unit, and forward original to Headquarters. All addressees are requested to comment on the form itself (i.e.: does it present a complete and useful description of the units' operational characteristics and problems, and if not, what changes should be made?). It is tentatively planned to have a report of this type submitted by Loran Stations annually to show only changes which have occurred since last preceding report.

/s/ E. G. Rose

E. G. ROSE
By direction

Incl.

- (1) 4 copies of Operational Data Report forms (loran stations only; others 1 ea)
- (2) 3 copies of station location charts (loran stations only)

DIST: (SDL No. 34)
A: b(2 ea.)
B: c(14 ea.); d(2 ea.); b(1ea.)
C: k,1(1 ea.)
D: None

J.S. COAST GUARD
OPERATIONAL DATA REPORT
PART I

20 March

1949

(date)

1. Reporting Unit: Loran TransSta, Folly Beach S.C. 7th Coast Guard District

2. Operations:

(a) Mission, primary (refer OPFAC, Part III, Section A):

- (1) Rate (s): 1H1 and 1H2
- (2) Type of station (slave, monitor, etc.): MASTER (Double) 1H1 and 1H2
- (3) Other stations in chain (list): Slave (1H2) Hobe Sound, Florida;
Slave (1H1) Bodie Island, N.C.; Remote Control Station (Rate 1H1)
Little Kinnakeet, N.C.; Monitor Station, Fort Macon, N.C.

(b) Additional tasks (list any operational or administrative duties performed, or for which the unit is responsible, other than those incident to primary mission, above; indicate amount of work performed under each type of duty listed):

RACON STATION: An average of three (3) hours per day for maintenance.

ROAD MAINTENANCE: As a result of a hurricane in September 1947, approximately three hundred feet of the surfaced road from Folly Beach Township to this Station was carried away. 7CGD/L (ecv) CG 220 of 24 March 1948 states the Coast Guard does not contemplate maintenance of this road. The SC Road Department and Sanitary and Drainage Commission have been contacted and claim this road does not come under thier jurisdiction. Inasmuch as the road is essential to this station, it is necessary for Station Personnel to keep is in repair. Over a period of months it is estimated that an average of not less than three (3) hours per day have been required on this road to keep it passable.

COAST GUARD
NATIONAL DATA REPORT
PART II

20 March 1949
(date)

1. Reporting Unit: CG Loran TransSta, Folly Beach S.C. 7th Coast Guard District
2. Location:
 - (a) Place Name: Folly Island, S.C.
 - (b) Latitude: 32-41-02.79 (N) ; Longitude: 79-53-13.13 (W)
3. Site:
 - (a) Location chart: On inclosure 1, appended, draw in the unit's site and note any other items of special significance to Coast Guard interests in the locality, except those of a higher than "unclassified" security classification.
 - (b) Photos: Obtain, mark "inclosure 2", and append a file of photos of the unit, including, if practicable, an aerial view (oblique) from 1500 feet. (Note: To be augmented as necessary from district files by District Commander reviewing the report. An up-to-date definitive file of photos preferably 8"x10 $\frac{1}{2}$ ", is desired.)
 - (c) Sketch: Prepare, mark "inclosure 3", and append a sketch, 8"x10 $\frac{1}{2}$ ", to some convenient scale, showing boundaries of the site and location of all buildings and other important features. (Note: Name or number buildings in sketch to agree with name or number used in paragraph 4, below.)
 - (d) Status of occupancy of site: (Note: To be filled in by District Commander reviewing the report)
 - (1) Coast Guard-owned (fee simple title)? _____
 - (2) " " " (use and occupation title)? _____
 - (3) Leased? _____
 - (4) Occupied on permit? _____
 - (5) Otherwise occupied, as follows:
Conveyed to the Coast Guard by War Department 24 April, 1945.
 - (e) Physiography: Prepare, mark "inclosure 4", and append a brief summarized description of the physiography of (1) the local region and (2) the unit's site. Include information as to type of soil, evidence of erosion, amount of vegetation, hills, slopes, elevations, cliffs, beaches, waterways, climate and other important physical characteristics. Clearly indicate any features which have special significance to Coast Guard interests in the locality.
4. Structures (except wharves):
 - (a) Prepare, mark "inclosure 5A", "inclosure 5B", etc., and append a "Structure Form" for each structure (except wharves) on the station. (Note: A sample "Structure Form" is attached.)

Loran TransSta, Folly Beach S.C.
(unit)

20 March 1949
(date)

- (b) Berthing and messing capacity of unit as now equipped: none officers;
15 enlisted.
- (c) Maximum berthing and messing capacity of unit, conditional upon provision of additional equipment as listed in "inclosure 6": none officers;
15 enlisted. (prepare, mark "inclosure 6", and append a list of items required by the unit to permit full utilization of available berthing and messing space.)

5. Communications:

(a) Mail:

- (1) Mailing address: CG Loran TransSta, PO Box 79, Folly Beach, S.C.
- (2) Normal routing of mail and method of delivery (fill in only if beyond Continental U. S.):
- (3) Normal frequency of delivery: Twice daily except Saturday and Sunday. Weekdays 9:00 AM and 4:30 PM; Saturday 9:00 AM.
- (4) Normal time-delay in transit and delivery at the unit of mail from Continental U. S. (fill in only if beyond Continental U. S.):

(b) Radio:

- (1) Is voice radio communication equipment installed? Yes
- (2) Is CW radio communication equipment installed? No

(c) Telephone:

- (1) Number (if connection to commercial exchange): Ph No. 8152
- (2) Other connections to outside points: None

(d) Teletype:

- (1) Coast Guard net? No
- (2) Commercial (TWX)? No
- (3) Others (list): No

NTX at Charleston Depot and ASR 7059 at Sullivans Island both may be reached by commercial telephone from this Unit.

6. Transportation:

(a) General:

- (1) Indicate normal method of routing freight and passengers to unit:
Freight: Delivery address; Charleston Depot. Picked up from there by Jeep and trailer attached this Station.

Passengers: Personnel reporting are picked up at RR Sta. Charleston by Units Vehicle. Transfers by same method to Charleston Depot or RR Sta., as ordered.

- (2) Are indicated methods reliable? Yes Adequate? No
 If unreliable or inadequate, indicate why and, if possible, recommend more satisfactory routing: It is believed that this Station should be provided with a light truck or carry-all in addition to the jeep, to adequately meet transportation needs. Recon now assigned is believed beyond economical repair.

(b) Air:

(1) Airfields accessible to unit by vehicle or boat:

<u>Name</u>	<u>Location</u>	<u>Distance from Unit</u>	<u>Via Vehicle or Boat (show which)</u>	<u>Type of Service</u>	<u>Airlines Serving</u>
DELTA AIR LINES	Municipal	30 mi Appr.	Vehicle		
EASTERN AIR LINES	air			Passenger	
NATIONAL AIR LINES	port, Charleston SC			& Freight	

(2) Seaplane landings accessible to unit by vehicle or boat:

<u>Name</u>	<u>Location of Anchorage or Ramp</u>	<u>Distance from Unit</u>	<u>Via Vehicle or Boat (show which)</u>	<u>Type of Service</u>	<u>Airlines Serving</u>
None					

(c) Land:

(1) Highways (cite main roads linking unit with, and distances from unit to, populated centers): Surfaced road (approx. 300 ft washout due to hurricane) Station to Folly Beach (State Road 615 joins SR 700, SR 700 joins US 17) into Charleston SC. Total from Station to Charleston SC 16 miles.

(2) Bus lines (cite bus lines linking unit with, and distances from unit to, populated centers): From Station to Folly Beach Township no service. Folly Beach Township to Charleston; Greyline Tours Inc. Bus service. Four miles from Station to bus service. 12 miles from bus line to Charleston S.C.

(3) Railroads:

(a) Terminals accessible to unit by vehicle or boat:

<u>Name</u>	<u>Location</u>	<u>Distance from Unit</u>	<u>Via Vehicle or Boat (show which)</u>	<u>Type of Service</u>	<u>RR Lines Serving</u>
ACL	Charleston SC	24 mi	Vehicle		
SEABOARD	Charleston SC	17	Vehicle		
SOUTHERN RY	Charleston SC	18	Vehicle		

(b) Unit's RR freight address:

CG Loran TransSta, Folly Beach, S.C. Freight address;

CG Depot, Charleston S.C.

(d) Sea:

(1) Terminals (for ocean-going-vessels) accessible to unit by vehicle or boat

<u>Name</u>	<u>Location</u>	<u>Distance from Unit</u>	<u>Via Vehicle or Boat (show which)</u>	<u>Type of Service</u>	<u>SS Lines Serving</u>
Most of the terminals are under the control of the S.C. Port Authorities Com.		16 miles	via vehicle	Freight Fruit	Waterman SS Co South Atlantic SS Co. United Fruit SS Co

(2) Anchorage (for ocean-going vessels) in vicinity of unit: and others

- (a) Location: Outside dredged channel plentiful
- (b) Controlling depth: 30 feet
- (c) Holding ground: good
- (d) Protection from wind and sea: landlocked-low land

(e) Average sea conditions: smoothe

(f) Distance to landing beach or wharf: varies with choice of anchorage

(3) Wharf at or near unit for landing supplies by boats:

- (a) Location:
- (b) Type of construction:
- (c) Controlling depth of channel:
- (d) Range of tide:
- (e) Length of berth across face: _____; depth of water at MLW _____
- (f) Length of berths alongside: _____; depth of water at MLW _____
- (g) Cargo handling facilities:

(h) Normal routes and methods of moving supplies to storage (indicate distance and type of terrain and roads traversed):

(4) Landing beach at or near unit for landing supplies by boats:

- (a) Location:
- (b) Nature of beach:
- (c) Bottom:
- (d) Slope above and below waterline:
- (e) Usable length:
- (f) Reefs, etc., limiting access:

(unit)

(date)

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(g) Surf and wind conditions affecting use:

(h) Precautions:

(i) Types of boats suitable for landings:

(j) Normal routes and methods of moving supplies to storage (indicate distance and type of terrain and roads traversed):

CG Loran Trans Sta., Folly Beach, S.C.
(Unit)

20 March 19 49
(date)

7. Logistics:

(a) Indicate sources of supply, etc., of following:

	Normal Source	Frequency Of Delivery	Via (Method of Delivery)	Alternate Source	Local Source	Remarks
<u>Meat</u>	Swift & Co Charleston SC					All commissary stores are procured in Charleston, S.C. and Station vehicle delivers same to the Station, with the following exception: Fresh milk, chocolate milk and butter milk are delivered by local concerns with sufficient regularity to insure an adequate fresh supply at all times.

Dry Provisions
Navy Yard, Charleston S.C.
Perlstein & Son, Charleston S.C.

Fresh Frts & Veggies Bay Fruit Co, Charleston, S.C.

Personal Stores
(candy, tobacco, etc.) Navy Minecraft Station, Charleston, S.C. and stores in Folly Beach Township S.C.

Clothing
Navy Yard

Fuel GASOLINE; Esso Standard Oil Co. (Contract)
Kerosene: Purchased through CG Depot Charleston. By Negotiation. (No contract)
Diesel Oil: Purchased through CG Depot, Charleston. By negotiation. (No contract)
Lub. Oil.: Navy Contract: California Oil Co.

Machinery Parts
By requisition to C7CG District

Electronic Parts Requisition: CD Supply Depot, Jersey City.

(b) Indicate source, method, and adequacy of water supply:

Water secured from wells on the Station. A Deming pump driven by 1 1/2 HP electric motor pumps fresh water into two (2) 220 gallon tanks. Pressure system. Fire fighting water supply from separate source and well.

(c) Indicate source, method, and adequacy of electric power supply, including emergency supply: Commercial power obtained from South Carolina Power CO. Negotiations in progress to convert same for three phase to conform with new requirements of anticipated new equipment. Auxilliary power from two (2) 18.75 KVA International PE-205B diesel generators.

(d) Storage space:

	<u>Cu. Ft.</u>	<u>Adequate?</u>	<u>Additional Required</u>
A 10-15 CU FT deep freeze is presently on requisition			deep freeeze.
<u>Frozen Storage:</u>	220 150	yes-with above/	no
<u>Chilled Storage:</u>	210	yes	no
<u>Fresh Frts & Vegs:</u> (except chilled)			
<u>Dry Provisions:</u>	2477	yes	no

	<u>Gallons</u>	<u>How Stored</u>	<u>Adequate?</u>	<u>Additional Required</u>
<u>Drinking Water</u>	440	pressure tanks	yes	no
<u>Diesel Oil</u>	4000.	(2) tanks 3000 & 1000	yes	no
<u>Gasoline</u>	275	tank	yes	no
<u>Kerosene</u>	1190	(3) tanks 750 (2) 220	yes	no
<u>Coal (Tons)</u>	not used			

(e) Fuel requirements, annual; List: Diesel: Estimated 2000 gallons, varies considerably as diesels are used for emergency use only.

Gasoline: 2400 gallons

Kerosene: 5000 gallons

Lub Oil: 110 gallons

(f) Comment on adequacy of existing method of procuring, handling and storing supplies: Adequate and satisfactory.

8. Security:

(a) Describe provisions made and measures being taken to limit access to the unit (fences, gates, security watches, etc.): Station located on end of Folly Island (All this end of island Govt owned) and fenced from ocean to swamp land at other end of Govt property. Ingress and Egress by gate in fence. Gate closed over week end. No security watch due to personnel shortage.

(b) Are these provisions and measures adequate? no If not, explain: Gate is located out of sight range of quarters. Many people disregard Keep-Out signs. No means of communication between buildings and gate so cannot secure gate week days as deliveries by civilian concerns would be impossible. Plans are underway to install an intercom to gate to correct this condition.

(c) Is trespass or attempted trespass by unauthorized persons considered likely? Explain: Sunday past better than two hundred cars attempted to gain entry. This condition gets worse during tourist season. When inter-com is completed Station gate will be closed at all times and opened only for properly identified people on Govt. business.

(d) What means has the unit at hand to defend itself against armed attack, sabotage, etc.? (Small arms, ammunition, etc. List):

<u>Allowed</u>		<u>On Board</u>		<u>Adequate?</u>	<u>Remarks</u>
Pistol Cal.45	6	5	(1) on Reqn.	yes	
Pistol Cal.22	1	0	(1) on Reqn	yes	
Rifle Cal.22	1	1		yes	
Gun Shot 12 gauge	1	1		yes	

(e) What local sources of armed assistance may be depended upon? (U.S. Army or Navy units, etc. List): U.S.Navy

(f) Firefighting equipment at unit:

<u>On Board</u>	<u>Operative?</u>	<u>Adequate?</u>	<u>Remarks</u>
A deep well supply of water used for fire protection. Pressure is supplied by a pump normally operated from commercial electric power but has an auxilliary gasoline engine for emergency purposes. Fire mains are located at strategic points and hose racks installed at hydrants.			

(g) Are fire mains well-located and operative? yes If not, explain:

(Note: Indicate fire hydrants in red on inclosure 3)

(h) What type of fire watch is maintained? Due to small complement on this Station no regular fire watch is maintained. A regular OOD watch is maintained and his duties include Station security. After 2200 local time the Loran Watch is responsible for fire alarm. Entire station is visible from equipment hut.

(i) What firefighting assistance from other sources may be depended upon? Due to the condition of the road from this station to Folly Beach Township it is doubtful if outside help could be depended upon. Distance from station to nearest outside fire fighting aid is approximately four (4) miles.

9. Sanitation and Health:

(a) Drinking water:

(1) What precautions are taken to insure that the supply is fit to drink?

On May 30 1947 an analysis of drinking water supply at this Unit was made by County Department of Health, Charleston S.C. and found to be satisfactory

All Station drinking water is automatically chlorinated and weekly tests are made to determine chlorine content.

(unit)

(date)

- (2) Are these precautions considered effective? yes If not, explain:
An inspector from the County health department, Charleston S.C. is due here within the next few days to make a new analysis of subject water supply. It is anticipated that tests will be made semi-annually.

(b) Garbage:

- (1) How is garbage disposed of? Dry garbage burned. Wet garbage is dumped at marsh edge and is carried away by the tide.
- (2) Is this method satisfactory? yes If not, explain:

(c) Sanitary System:

(1) Are adequate lavatories, bathtubs, showers, waterclosets, sinks, laundry tubs, etc., available and operative? Yes If not, explain: At the barracks there are two wash rooms with one watercloset and one shower each. Four sleeping rooms, three of which have one lavatory. Two PT's sleep in a separate building with one shower, one lavatory and one water closet

(2) How is sewage disposed of? Septic tank and tile drain.

Is this method satisfactory? yes If not, explain:

(d) Refuse matter:

(1) What precautions are taken to prevent propagation and spread of disease germs from refuse matter? Refuse is burned or dumped in the marsh edge where it is carried away by the tide.

(2) Are these precautions considered effective? yes If not, explain:

(e) Insect pests:

(1) What precautions are taken to safeguard personnel against insect pests? Insecticide spray, DDT powder and liquid, roach exterminator are all used. Roaches are very bad here and continuous use of exterminators is required. Due to low swampy lands in this area, mosquitoes are very prevalent. Buildings are screened and spray used to combat same.

(2) Are these precautions considered effective? Yes If not, explain: Precautions are considered adequate except for mosquitoes. It is doubtful if any preventative would be effective except aerial spray at frequent intervals.

(f) Diseases: Prepare, mark "inclosure 7", and append: (1) list of diseases common to the area against which, according to your best knowledge or belief special inoculations or other precautions are necessary. Indicate whether or not such inoculations or other precautions are being carried out; give details of precautions. (2) List of diseases or ailments which occur most frequently among unit's personnel. (Note: If in doubt as to precise medical nomenclature, give best information available.)

(g) Medical aid:

(1) Nearest hospital available for unit's use: Roper Hospital, Charleston, SC

Distant 16 miles via Vehicle

(2) Nearest regularly authorized source of professional medical treatment
CUSTOM HOUSE, Charleston, S.C. USPHS

Distant 17 miles via

Describe employment status of physician (U.S.P.H.S. officer; civilian contract physician, full time or part time, etc.) USPHS;

Civilian Dr. W.J. Ravel

Civilian Dr. S.H. Karesh Dentist (part time)

(3) Nearest regularly authorized source of professional dental treatment
Dr. S. H. Karesh, Dentist, Charleston, S.C.

Distant 17 miles via Vehicle

Describe employment status of dentist: Part time (emergency)

(4) Are services furnished as indicated in (1), (2) and (3) above satisfactory? yes. If not explain:

(5) Location of more convenient facilities for emergency medical or dental treatment (not regularly authorized): none

(6) What facilities and personnel are available at the unit for providing first aid treatment? Medical allowance list for Class Station is maintained. No Hospitalmen are stationed this Unit. Instruction in first aid is routine.

Are these adequate? yes If not, explain:

(7) Are there any sanitary or medical service problems which make it desirable for a sanitary engineer or medical representative to visit the unit? (Indicate nature of problem.) Dental. It is believed that this Unit is visited by a mobile dental unit yearly.

10. Welfare:

(a) Family quarters:

(1) Are government quarters provided at the unit? no. If yes, for how many families? none

(2) Are these adequate? If not, explain:

(3) Are privately owned rental quarters available in the area in quantities sufficient to meet the unit's reasonable needs? Rental quarters are usually available in Folly Beach Township from August through winter months. During remainder of the year (tourist season) rentals run as much as \$50.00 per week. Most rental property here is not adequately heated and in many cases
(b) Recreation: has no hot water provision. Houses generally are planned for summer rental.

(1) What types of recreation and what recreational facilities are available at the unit? (Underscore most popular types).

1. Ping pong table.

1. Pool table. (some balls broken or chipped and cue sticks are needed.

Soft ball equipment. Not used a lot as complement is too small for games.

Dart set (worn out and darts broken)

Fishing (no fishing gear on station)

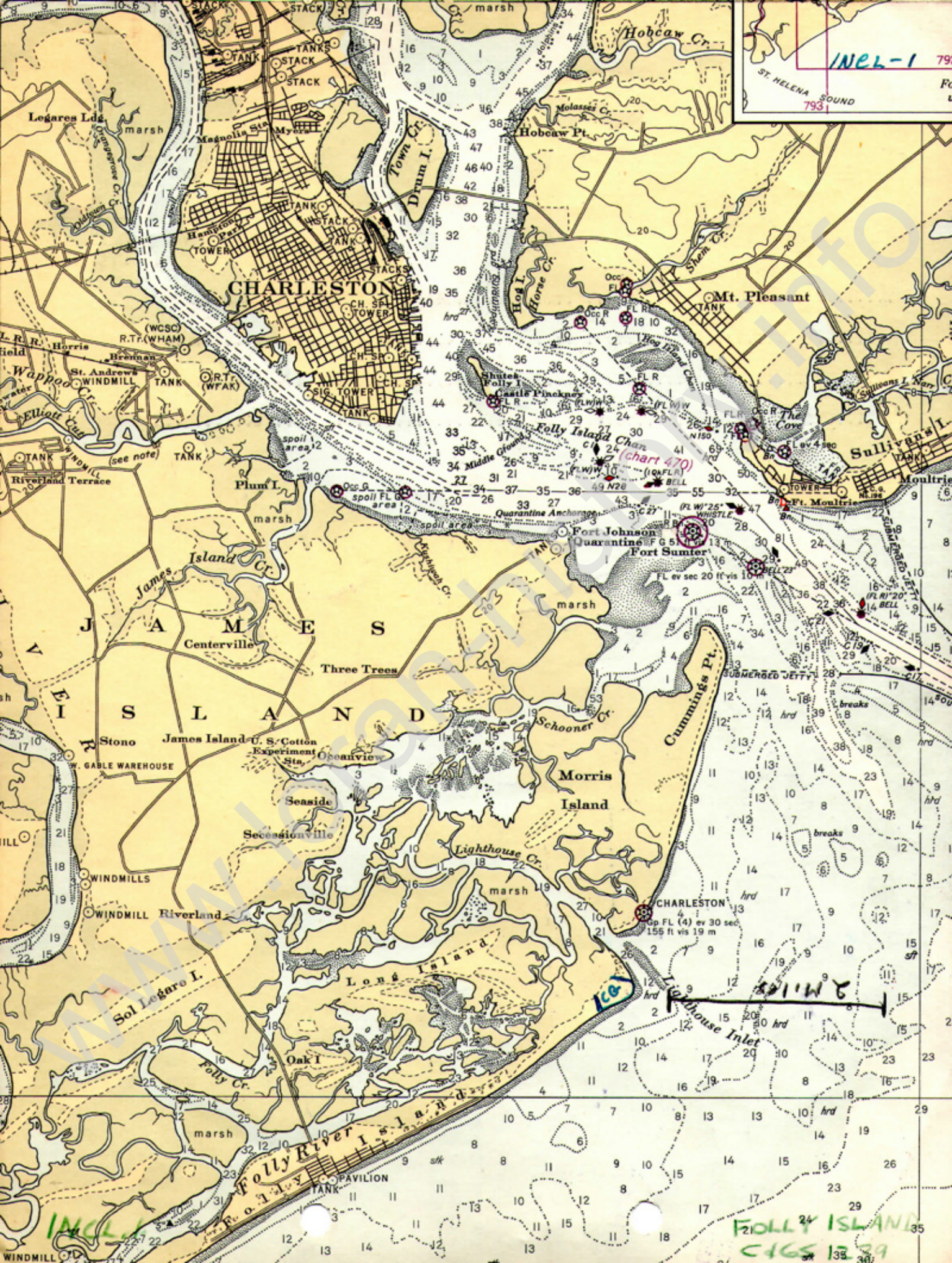
Swimming during summer months

Skating, fish fries, dancing and other recreation available at Folly Beach Township (Located approximately four (4) miles from Station.

- (2) What additional types of recreational facilities, within reason, might be provided to good advantage at this unit?

It is the opinion of the writer that movies would be the best morale booster that could be provided. During the summer season, Folly Beach provides entertainment in the form of a carnival during the summer months and two liquor stores. Aside from this, very little in the amusement form is available other than in Charleston, S.C. which is sixteen miles from the Station and reached by bus. The fare is 60 cents round trip.

- (3) What types of recreation and what recreational facilities are available in the nearby vicinity?



INCL-1 793

ST. HELENA SOUND
793

CHARLESTON

Mt. Pleasant

Logares Ldg

Hobcaw Pt.

Wappoo Cr.

James Island

Fort Johnson
Quarantine

Sullivan's I.

Stono

James Island U.S. Cotton
Experiment Sta.

Morris
Island

Sol Legare I.

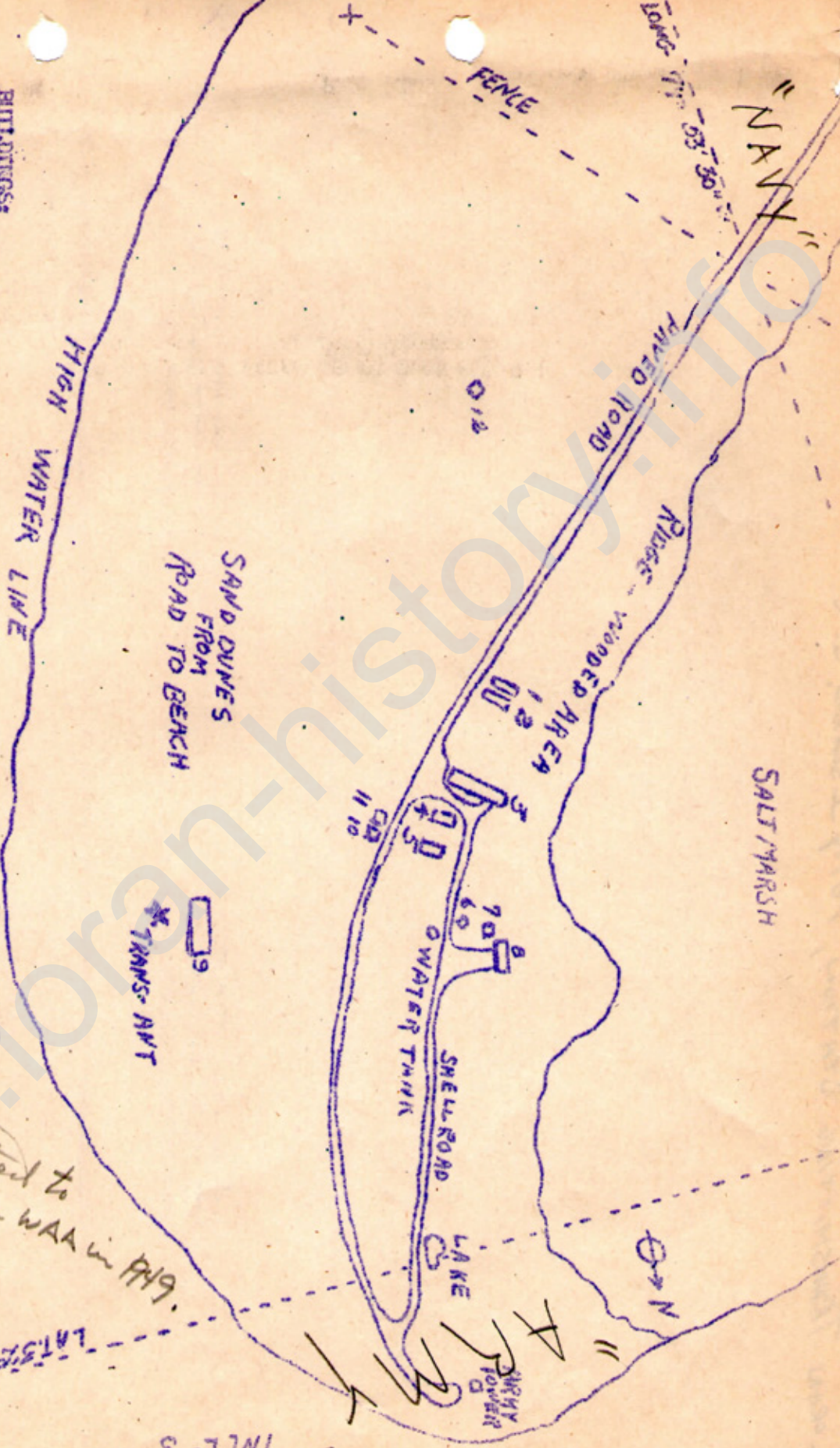
Louis Island

CHARLESTON

INCL-1

FOLLY ISLAND
C165 133 39

- BUILDINGS:**
- | | | | |
|---|----------------------------------|----|----------------------------|
| 1 | STORE ROOM | 8 | GARAGE |
| 2 | ENGINE ROOM: FUEL TANK AND PUMPS | 9 | JOHN EQUIPMENT QUONSET HUT |
| 3 | LIVING & QUARTERS OFFICE GALLERY | 10 | ELECTRICAL STORE ROOM |
| 4 | KITCHEN | 11 | CHRISTIANE LIVING QUARTERS |
| 5 | STORE ROOM | 12 | MOON ROOM |
| 6 | FUEL PUMP HOUSE | | |
| 7 | PAINT STORAGE | | |



Army + Navy reverted to State Park via WAA in 1949.

SCALE 1/4" = 200'

INCL-3

The Coast Guard Loran Transmitting Station is located on the North East end of Folly Island. A paved road from Folly Beach Township to and through the middle of the Station is the only means of ingress and egress. In September, 1947, about three hundred feet of this road was washed away and was repaired by hauling in muck from surrounding area and built up above high water level and about one car width. This work was accomplished by personnel from the Station and with the aid of local citizens and the Sanitary and Drainage Commission. All maintenance on this road since the Hurricane damage was repaired has been done by this Station as State and County authorities claim that this section of road does not come under their maintenance.

On the Station, from the road to the ocean the area is low land and sand dunes and on opposite side of the road a ridge extends the length of the station. This ridge is sandy soil and heavily wooded. Beyond this ridge is marshland which is mostly underwater at high tide.

About three miles from the Station in a South West direction, a groin has recently been built by the State of South Carolina. The beach in the immediate vicinity is building up gradually but insufficient time has elapsed to determine if the Station beach area will benefit. Plans are under way to construct another groin nearer the Station in the near future.

Erosion of the beach area in the vicinity of the Loran antennas is occurring at the rate of about twenty feet per year. On extreme high tides, water inundates the low areas up to the Loran Equipment Quonset. The receiving antenna is in water at high tide.

Folly Island is reached from Charleston by a net of State Highways. It is twelve miles from the business section of Charleston to Folly Beach Township and an additional four miles to the Station.

Due to the low swampy nature of this section, mosquitoes are numerous in all except cold weather.

U. S. COAST GUARD
OPERATIONAL DATA REPORT
STRUCTURES FORM: INCLOSURE #5

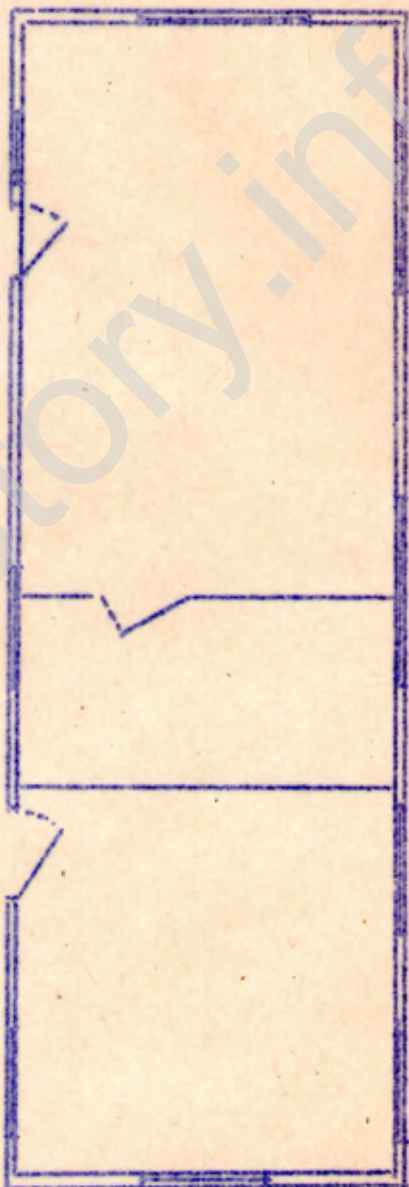
20 March, 1949
U. S. Coast Guard Loran Beacon Sta.,
Folly Island, S. C.

1. Building #1 STORE ROOM
Divided into three rooms.
Front 2600 CuFt Center 800 CuFt Rear 1700 CuFt
 - Building #2 Station power and water supply. 5100 CuFt
 - Building #3 Office 2047 CuFt; Hall 1330 CuFt; Mess hall 3900 CuFt;
Galley 4972 CuFt; Boiler room 520 CuFt; Laundry 700 CuFt;
Freeze locker room 1110 CuFt; Chill locker room 1197 CuFt;
Commissary storeroom 1197 CuFt; Sleeping rooms (4) 1330 CuFt,
1050 CuFt, 950 CuFt and 950 CuFt; Head 490 CuFt; Head 240 CuFt.
 - Building #4 Recreation building front 7173 CuFt; Rear (pool room) 2612 CuFt.
 - Building #5 General Stores and Carpenter Shop. Front (Survey room) 1280 CuFt;
Center (General stores) 5360 CuFt; Rear (Carpenter Shop) 3600 CuFt.
 - Building #6 Fire pump 1536 CuFt.
 - Building #7 Paint locker 1320 CuFt.
 - Building #8 Garage 10504 CuFt.
 - Building #9 Electronics Store-room 1792 CuFt.
 - Building #10 Technicians (supervisory) sleeping quarters 1792 CuFt.
 - Building #11 Loran equipment hut (standard quonset on pilings) 6420 CuFt.
 - Building #12 Racon tower 5 stories. Ground floor 3600 CuFt. second, third and
fourth floors 900 CuFt each. (Racon Equipment spares and stairway).
Top floor Racon Operating equipment 3600 CuFt.
- Buildings 1 to 10 inclusive are temporary war time structures and are not
considered suitable or satisfactory for a permanent Station.
- Building #11 according to present plans will be replaced during this calendar
year.
- Building #12 is in good condition and probably suitable as a permanent
part of the Station.

INCL 5A-1

BLDG 1

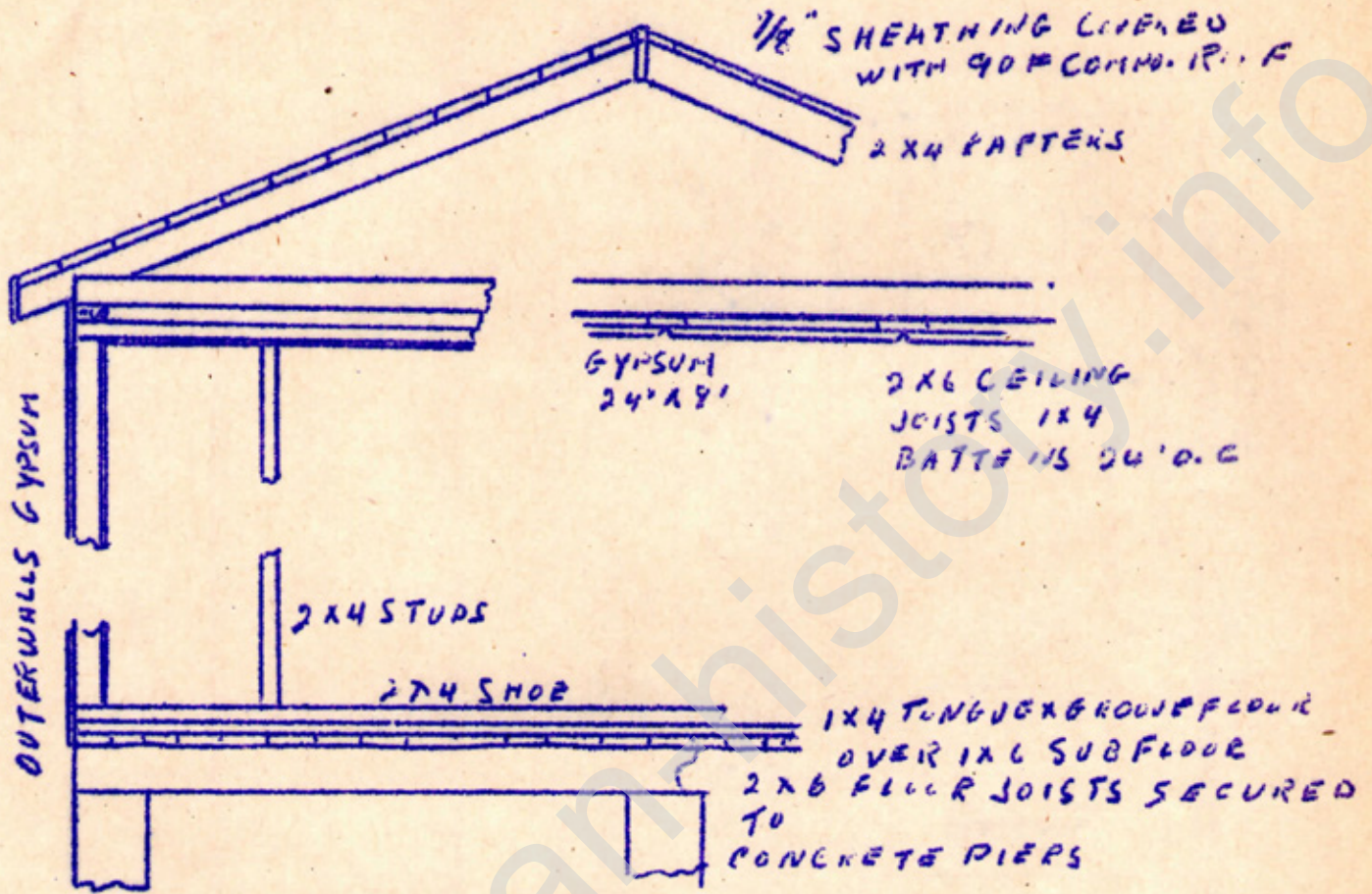
1" = 8'

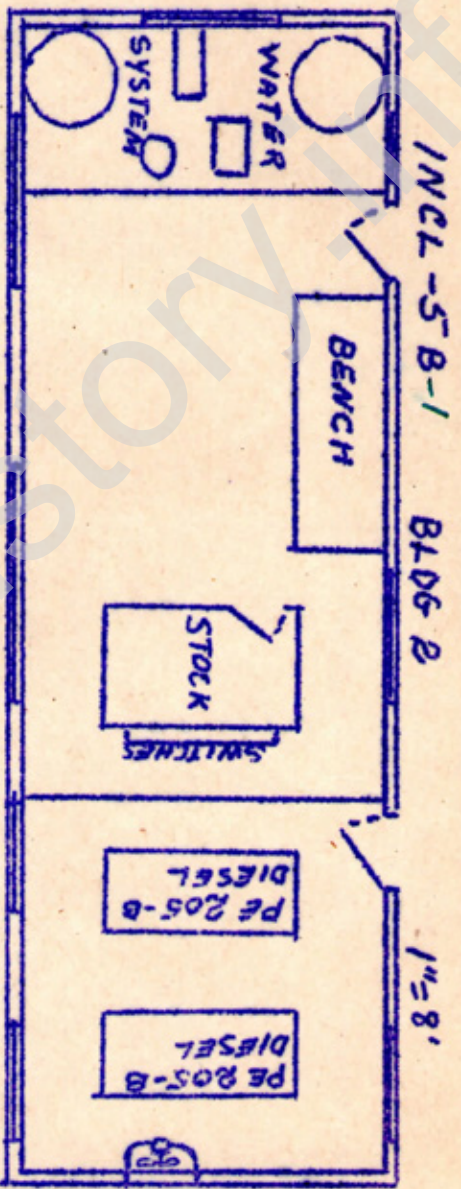


Wood frame structure. 2" X 6" floor joists. 1" X 4" pine flooring over 7/8" pine sub floor. 2" X 4" studing and rafters. Composition roll roofing on pine sheathing. Walls inside and out of gypsum board. Ceiling and partitions of gypsum board.

www.loran-story.info

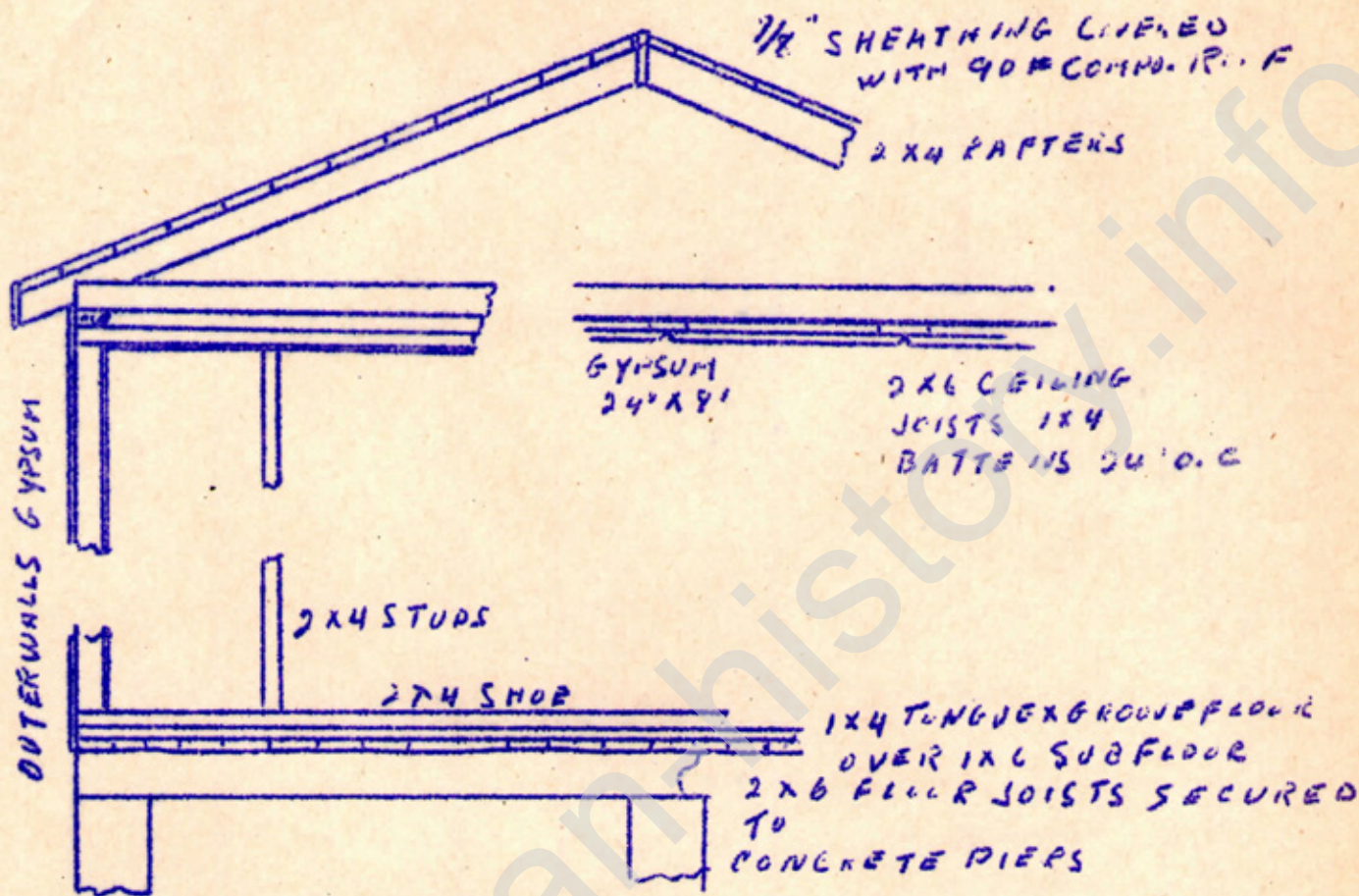
INCL-5A-2

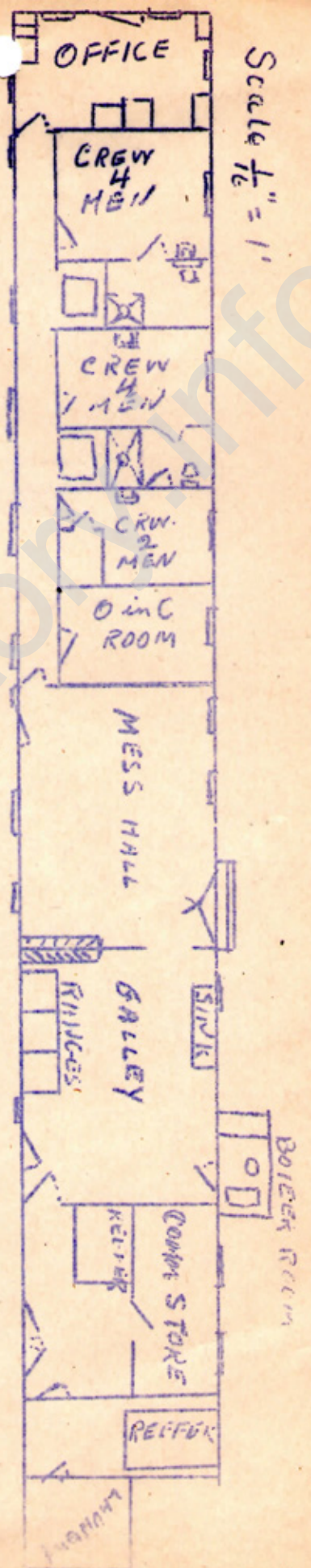




Wood frame structure. 2" X 6" Floor joists. 1 X 4 pine flooring over 7/8" pine subfloor. 2" X 4" studding and rafters. Composition roll roofing on pine sheathing. Walls, ceiling and partitions gypsum board. Outside walls of gypsum board.

INCL 5B-2
BLDG-2



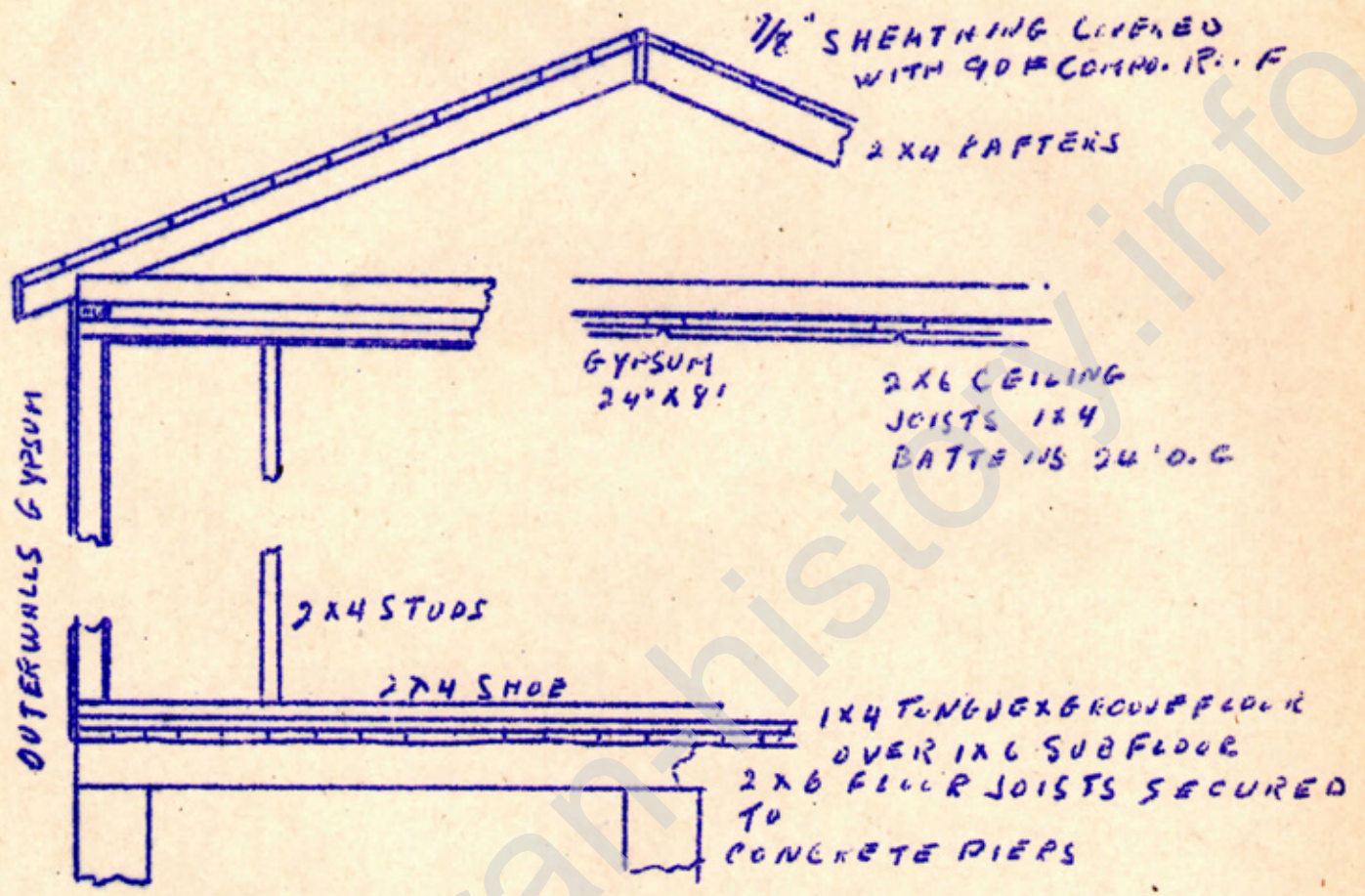


Scale $\frac{1}{8}'' = 1'$

INCL 5 C-1
BLDG 3

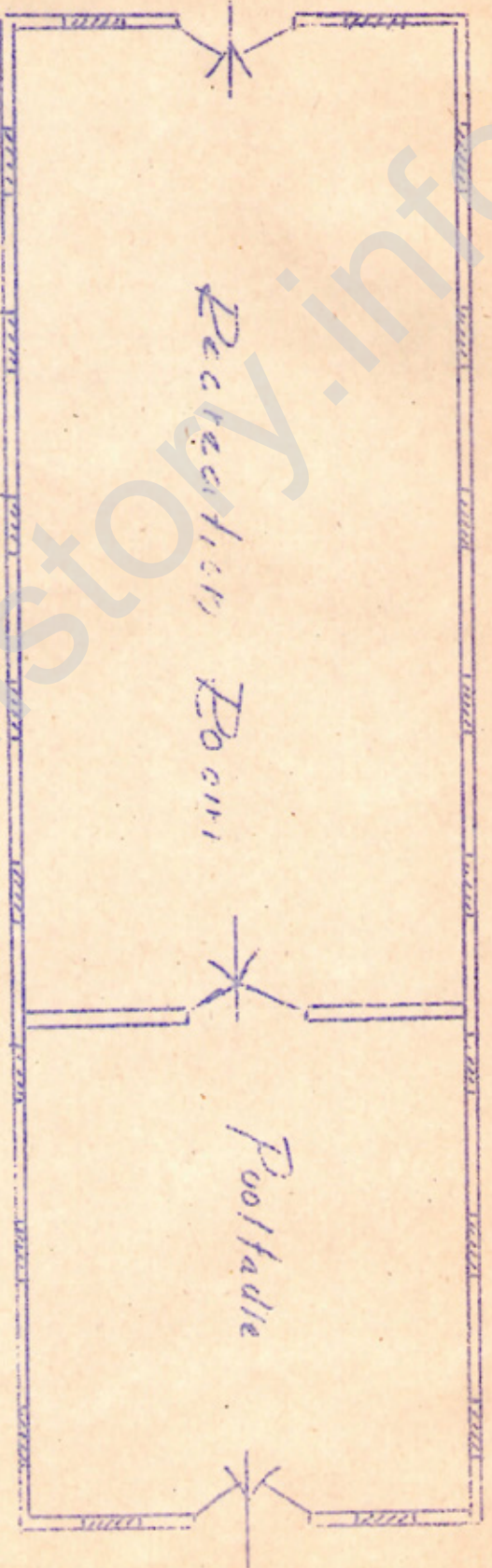
Wood frame structure, 2 x 6 floor joists, 1 x 4 pine flooring over $\frac{7}{8}''$ pine sub floor, 2 x 4 studding and rafters. Composition roll roofing on pine sheathing. Walls inside and out of EYPsum board. Ceiling and partitions of EYPsum board. Galley deck covered with approximately 1 $\frac{1}{2}''$ of concrete.

INCL 5 C 2
BLDG 3

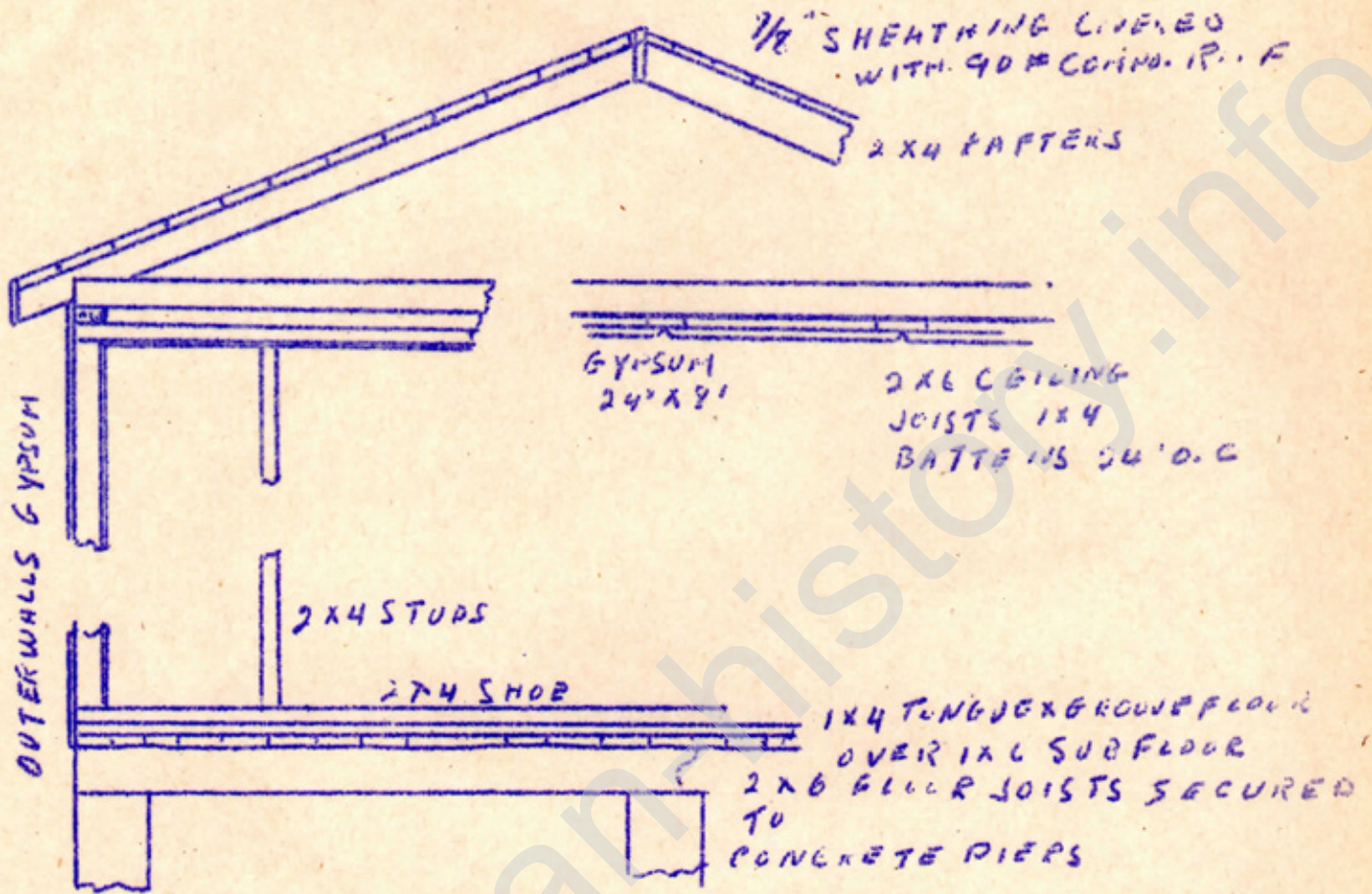


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INCL 5 D-1
BLDG-4



Wood frame structure. 2 x 6 floor joists. 1 x 4 pine flooring over 7/8" pine sub floor. 2 x 4 studing and rafters. Composition roll roofing on pine sheathing. Walls inside and out of gypsum board. Ceiling and partitions of gypsum board.



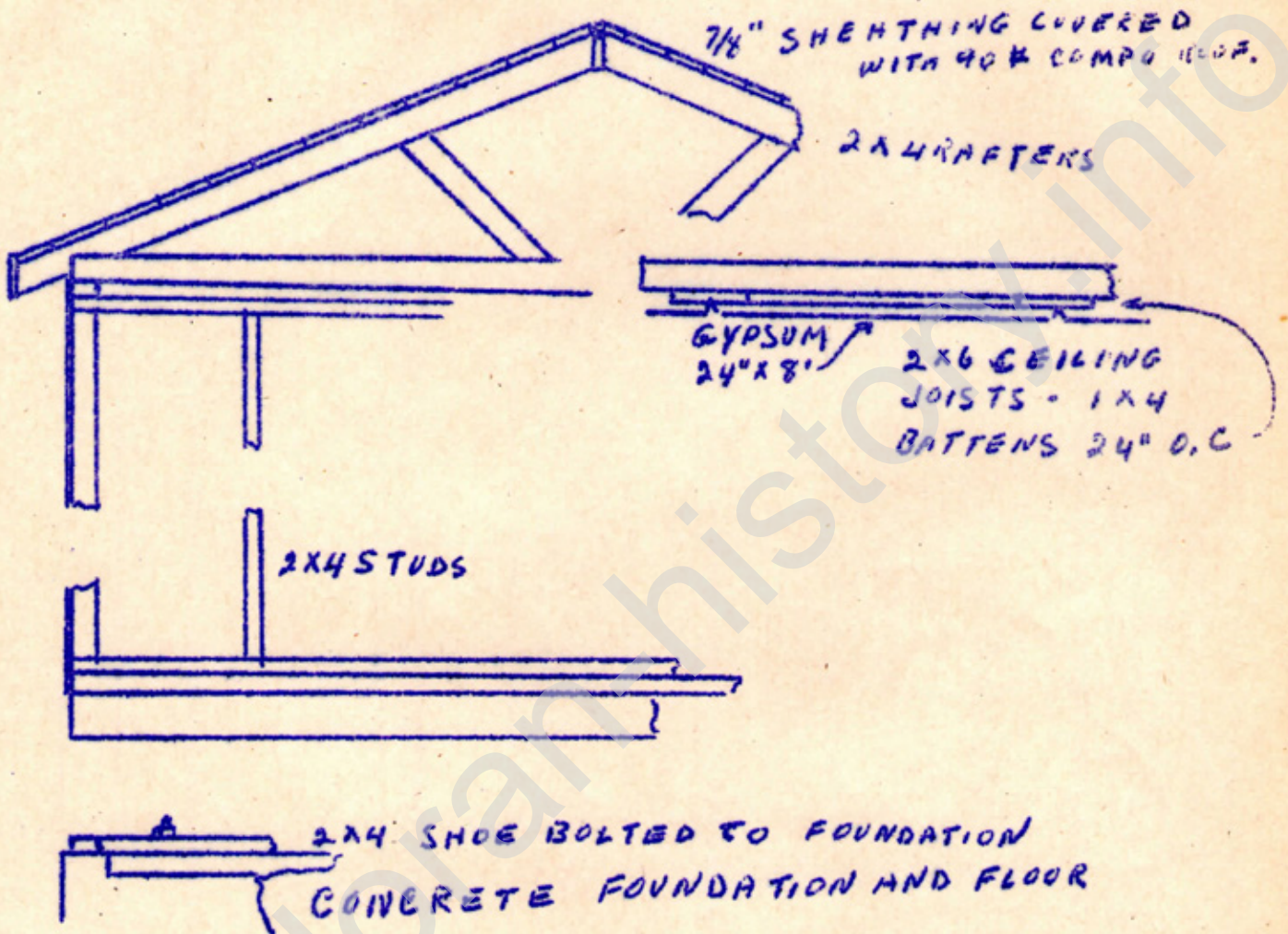
$\frac{1}{8}'' = 1'$



Wood frame structure. Concrete floor. 2" X 4" studding and rafters. Composition roll roofing on pine sheathing. Outside walls of gypsum board. Partitions of wood. No ceiling.

INCL 5 E 1
BLDG-5

INCL 5 E 2
BLDG 5



INCL 5 F 1
BLDG 6

Scale 1/2" = 1'

FIRE STATION: Wood frame building with concrete floor. 2" X 4" studs and rafters
walls of gypsum board. Roof wood sheathed and covered with composition
roll roofing. This building houses deep well pump, electric driven
with auxiliary gasoline supply pump engine.

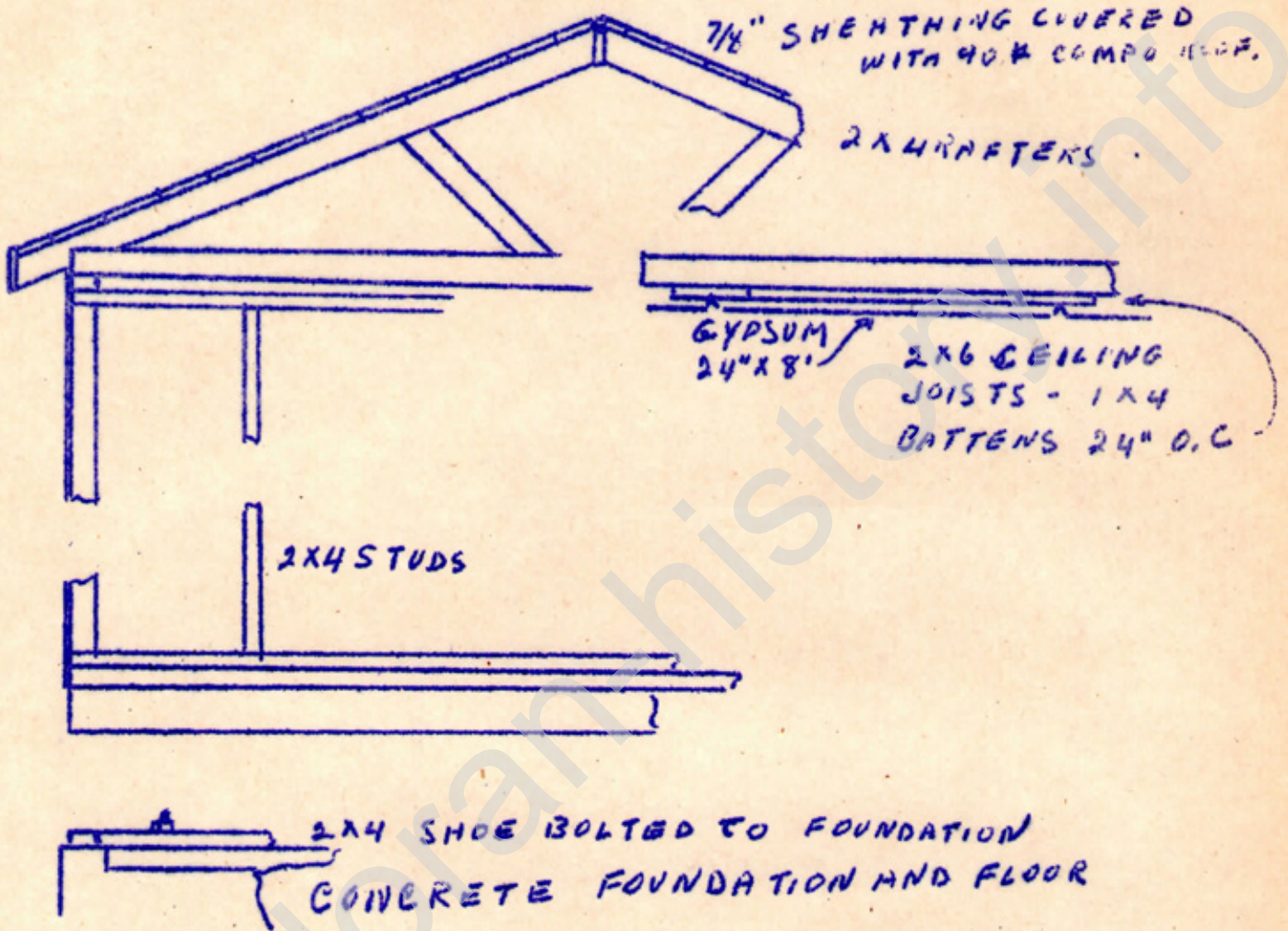
GASOLINE
AUX. ENGINE

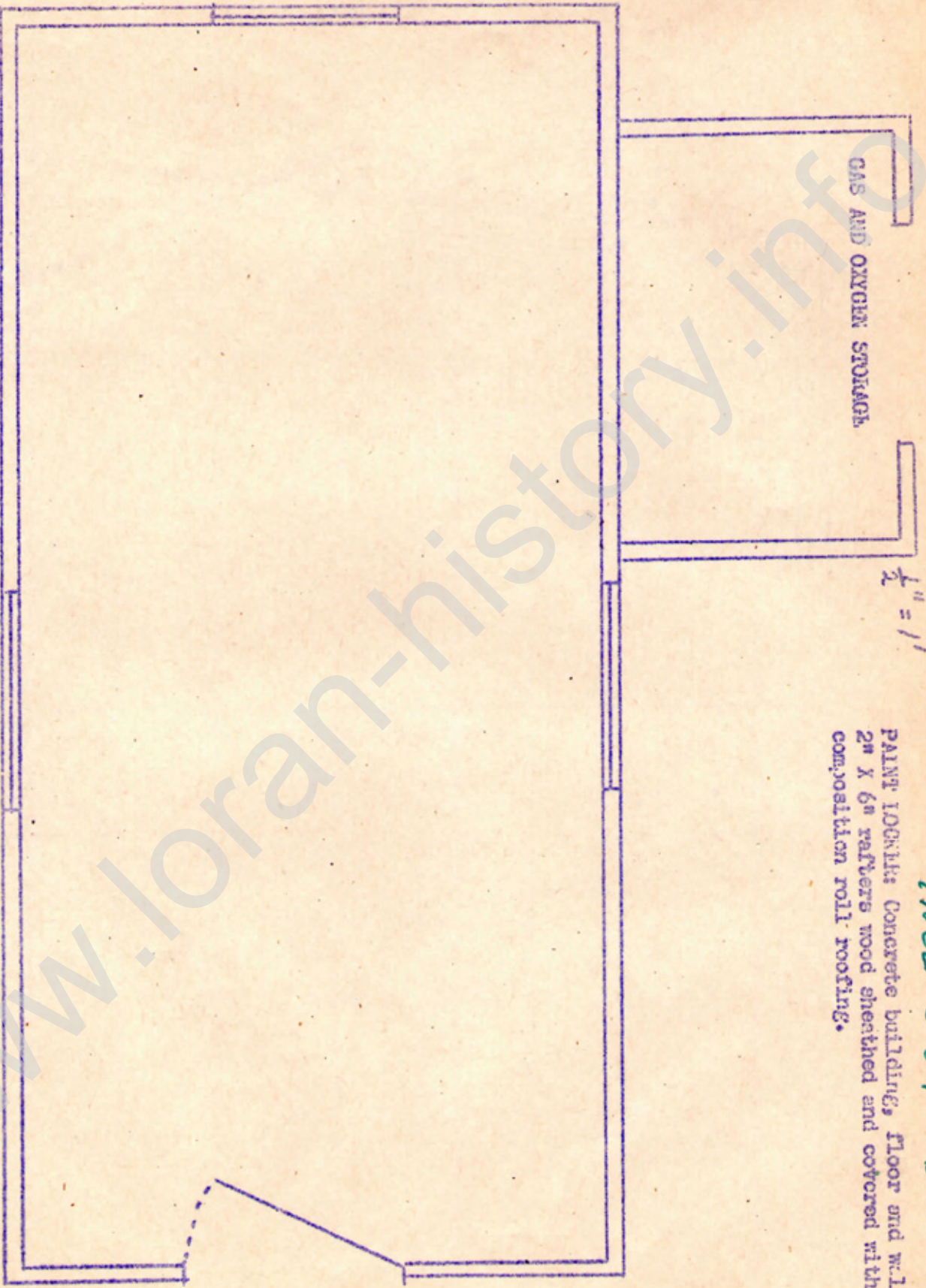


PUMP AND ELECTRIC
MOTOR



INCL 5 F 2
BLDG 6





GAS AND OXYGEN STORAGE

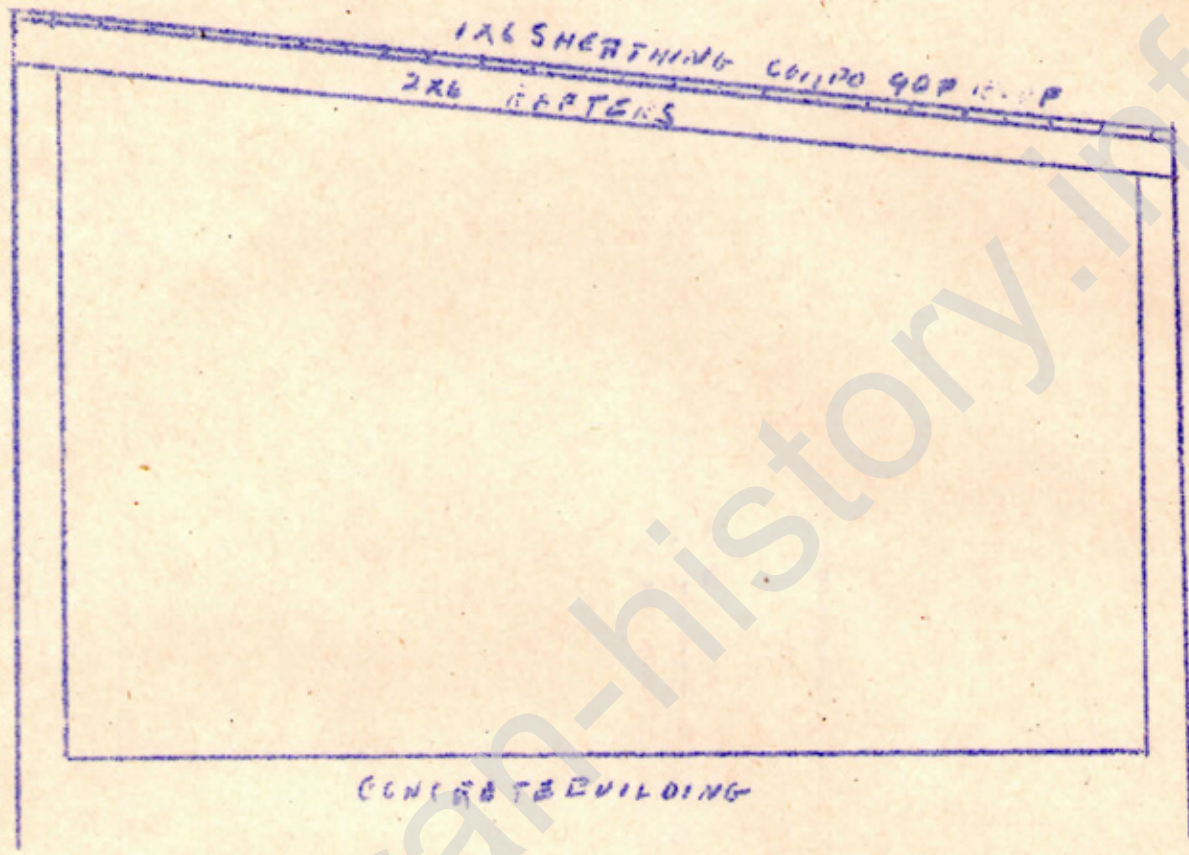
$\frac{1}{2}'' = 1'$

PAINT LOCKER: Concrete building, floor and walls
2" X 6" rafters wood sheathed and covered with
composition roll roofing.

INCL 561 B106-7

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INCL 56-2
BLDG 7



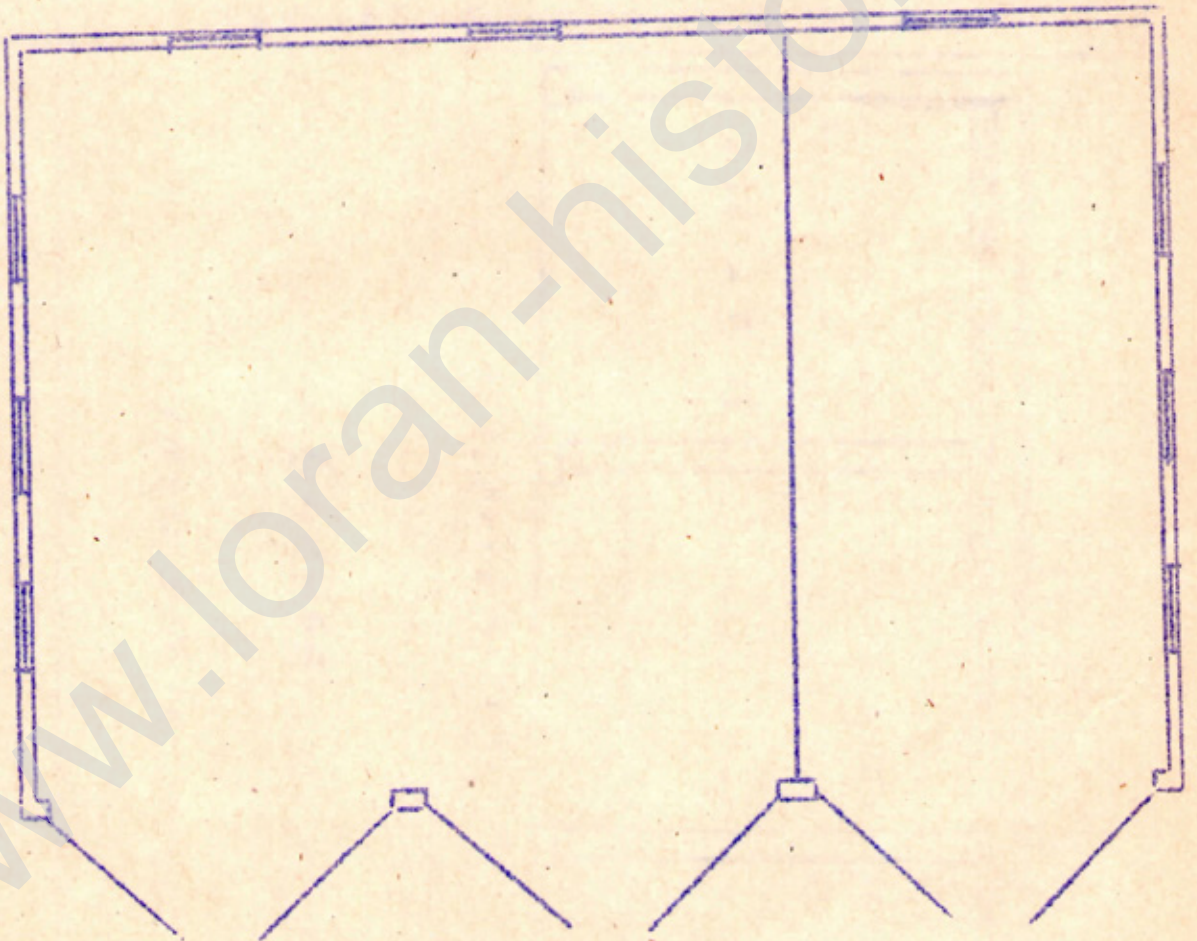
CONCRETE BUILDING

PAINT LOCKER

INCL 56-2

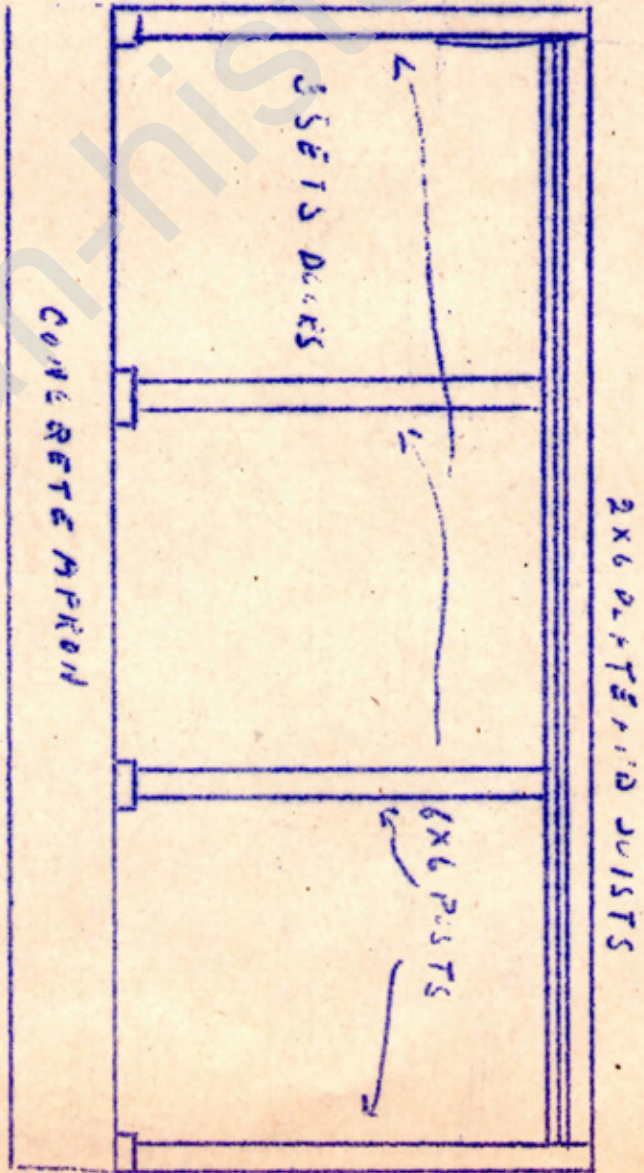
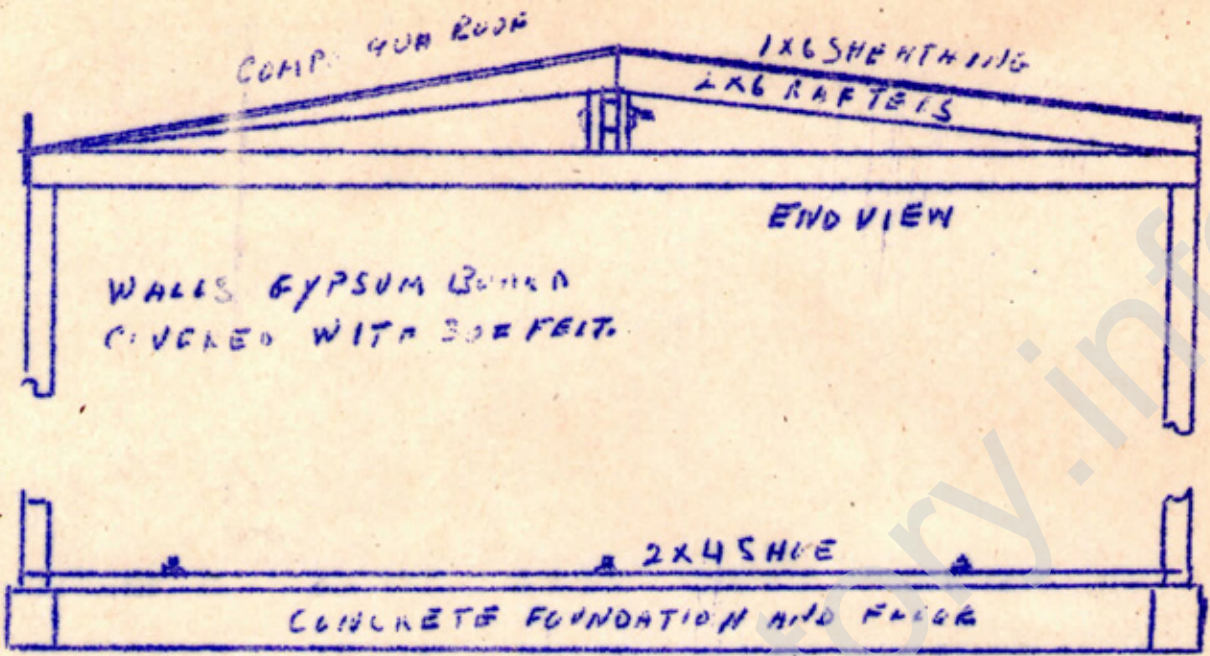
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GAHOK: Concrete floor
2" X 4" studs, 2" X 6" rafters,
7/8" X 6" sheathing covered with
composition roll roofing. W alls
of gypsum board.



1" = 6'

1 NCL 5 H 1
BLDG 8



CHICAGO

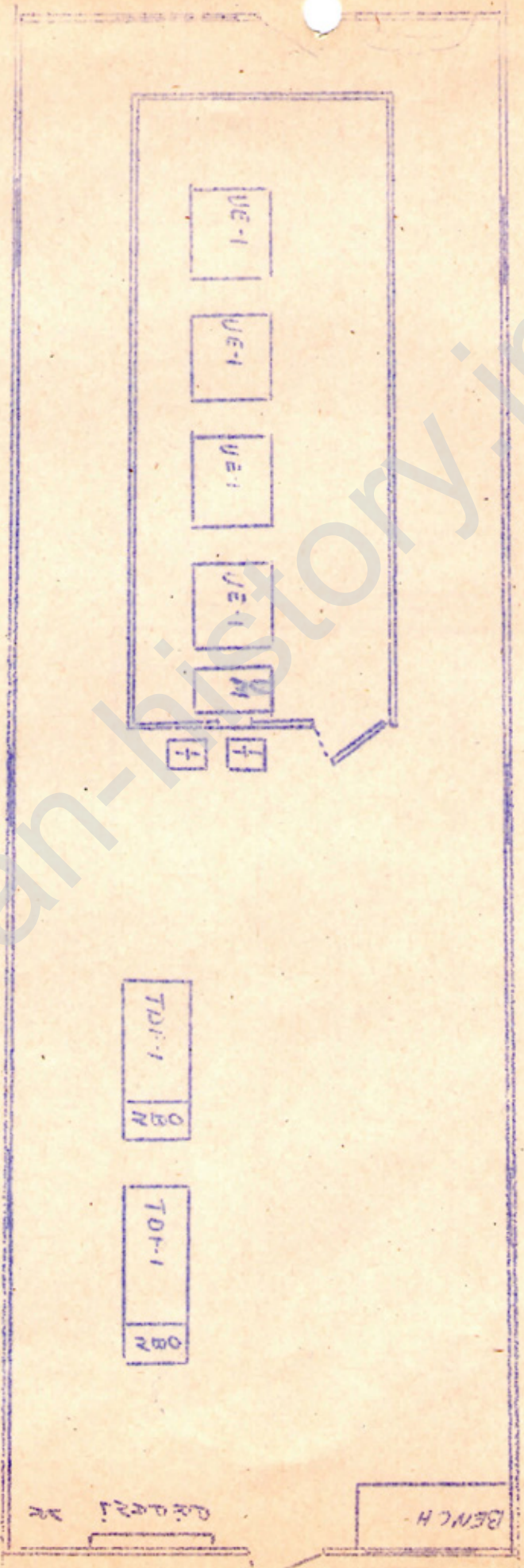
INCL 5 H-2

INCL 5 H 2

BLDG 8

INCL 51
BLDG 9

1" = 6'

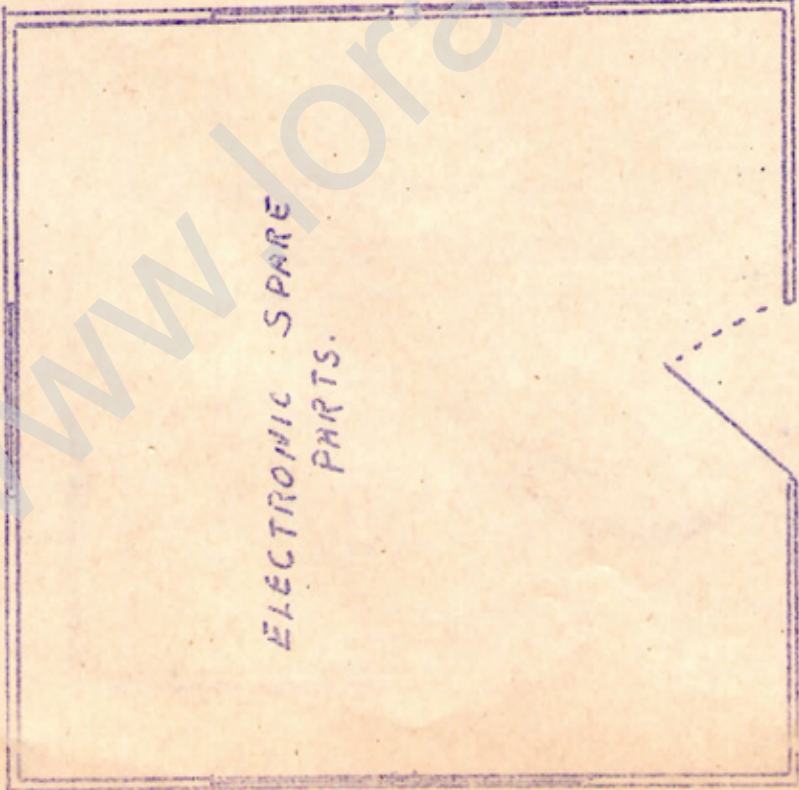


QUARRY HALL supported on 78 6" x 6" creosoted piers. Structural construction. Stringers tied to piers with steel strap on each pier. Insulated walls and ceiling. Inner walls of asbestos. Outer walls corrugated steel. Three steel cables anchored in concrete and passing over building; one at each end and one in middle as additional hurricane protection.

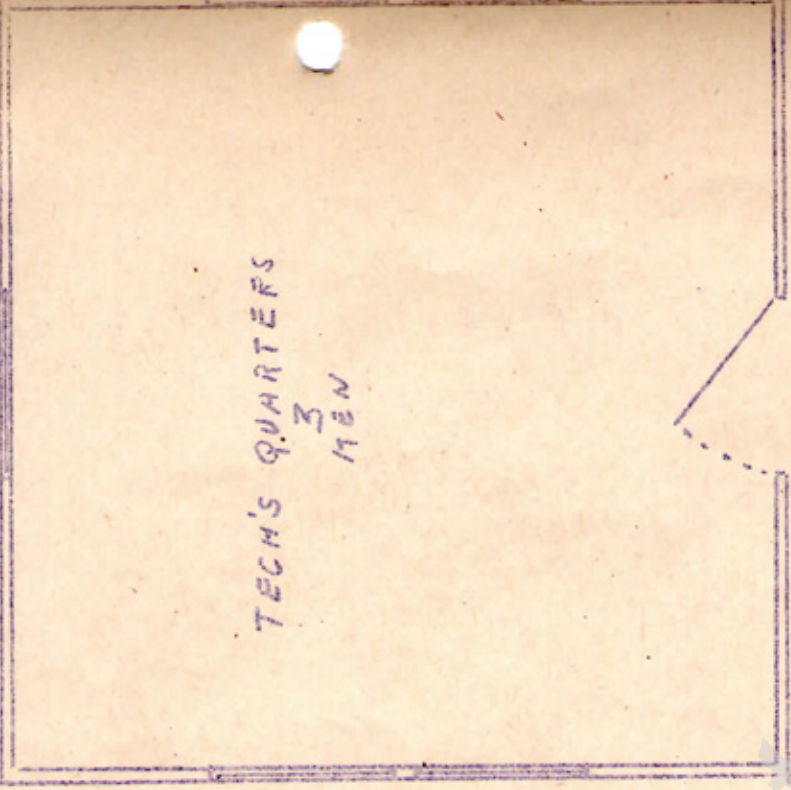
REPAIR

INCL 5 J AND K-1
BLDG 10 AND 11

1/4" = 1'



ELECTRONIC SPARE
PARTS.

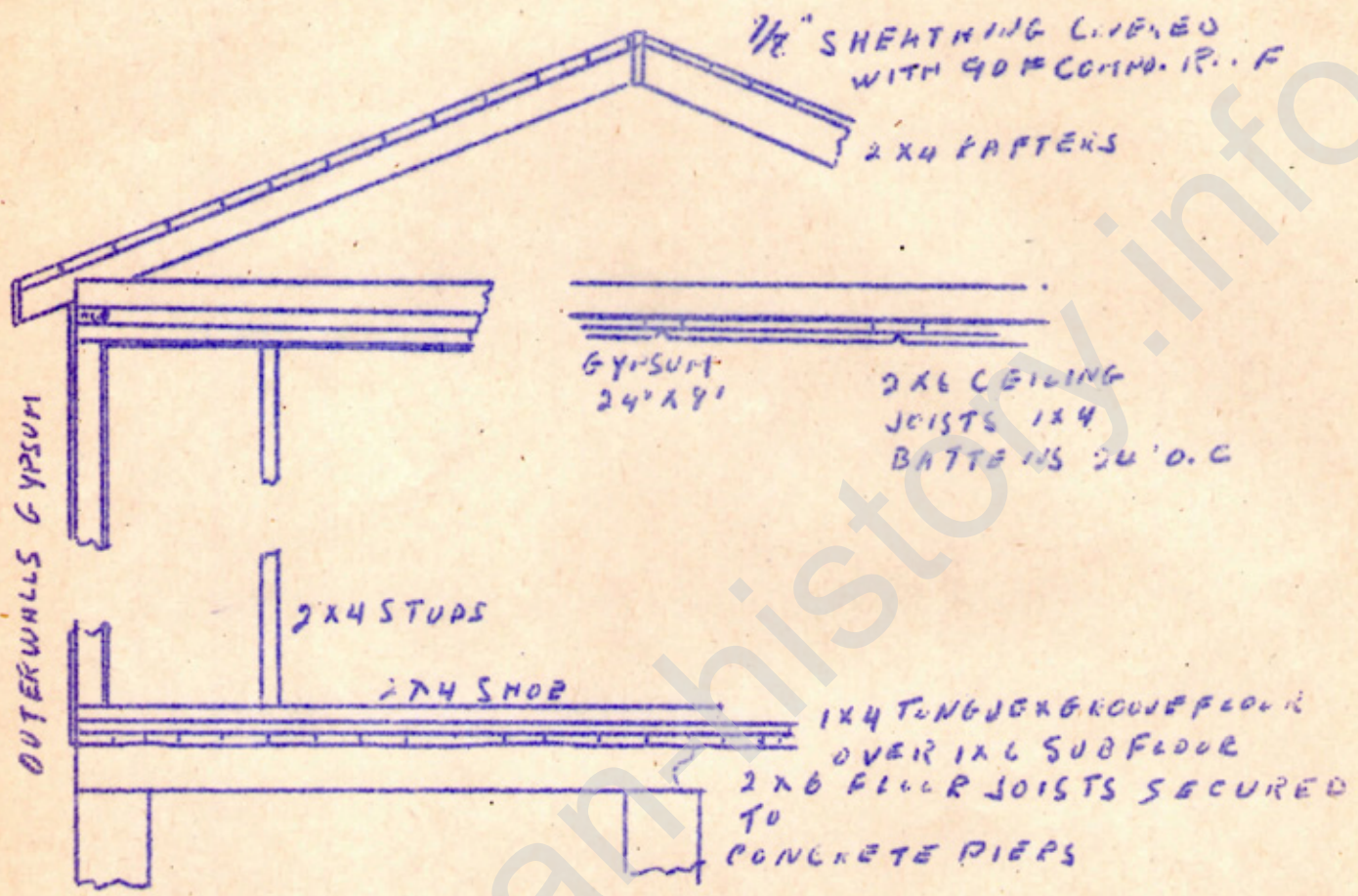


TECH'S QUARTERS
3
MEN

Wood frame structure. 2" X 6" floor joists. 1" X 4" pine flooring over 7/8" sub floor. 2" X 4" studs and rafters. Composition roll roofing on pine sheathing. Outer walls of gypsum board painted. Ceiling of gypsum board.

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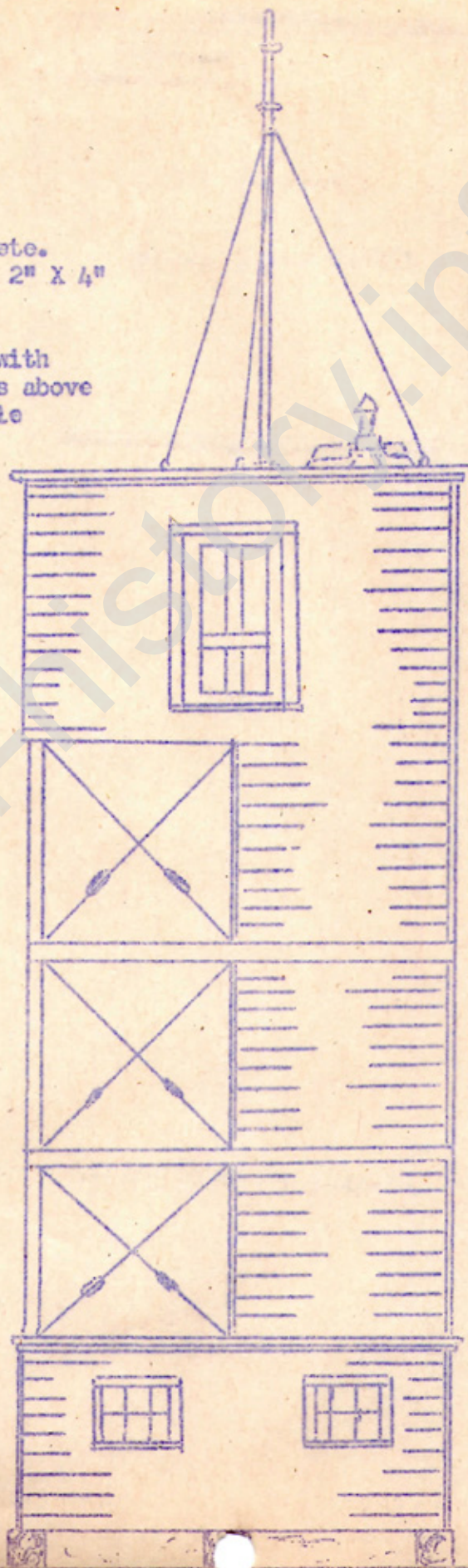
INCL 5 LAND K-2
BLDG 10 AND 11



INCL 5 L-1
BLDG 12

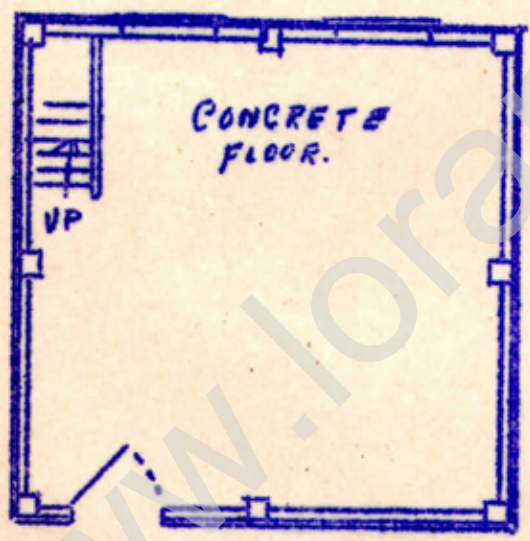
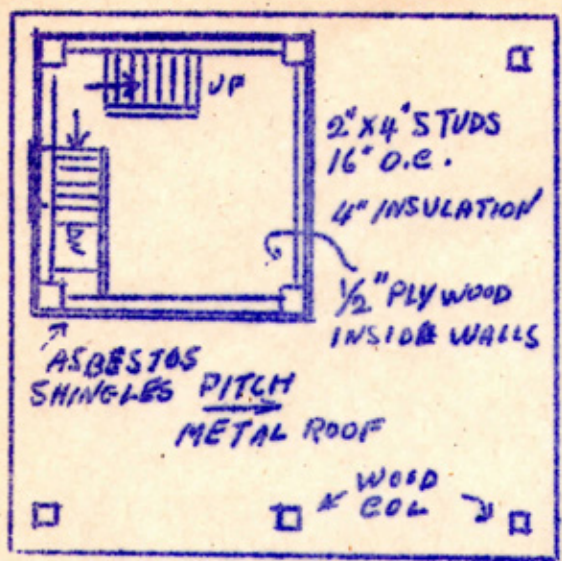
RACON TOWER

Foundation and main deck of concrete.
10" X 10" columns on corners with 2" X 4" studs in between, spaced 16" OC.
Outer walls covered with asbestos shingles. Inner walls of plywood with 4" insulation in walls. All floors above main deck of wood. Roof and scuttle metal covered, Racon operating equipment on top floor.



$\frac{1}{8}'' = 1'$ Racon tower

INCL 5 L-2
BLDG 12



RACON TOWER

1/8" = 1'

INCL 5 L-2

INCLOSURE #6

CG Loran Trans Sta., Folly Beach, S.C.

20 March 1949

All available berthing space at this Station is now in use. There are 14 bunks set up and room for one additional. Three bunks are set up in building #10 and are used by the Supervisory Technicians. This is due to building #10 being closest to Loran equipment hut and easiest accessible at night in cases of equipment failure. Building #10 is equipped with one head and one lavatory. No shower is set up there.

Building #3 houses the mess hall, galley and all other personnel. There are two heads, three lavatories and two showers in this building. It is not considered possible to place additional men in this building due to crowding of personnel. Clothing lockers at this unit are the double door metal lockers and as shelf space is only provided in one side, are not suitable from a space saving standpoint. Due to the smallness of rooms in this building, insufficient of these lockers can be used, necessitating two men stowing clothing in a single locker. Wooden lockers have been secured from CG Depot, Charleston to replace the metal ones and provide one locker per man. They will be installed after being repaired and shelves have been installed.

Double bunks are available for an additional ten men. Mattresses will be required in the event they are used. As these mattresses are larger than issue, mattress covers will be needed. All or a portion of building #4, now used as a recreation building could be converted to house at least ten men, provided showers and sanitary facilities are made available.

Messing facilities are considered adequate for twenty men.

CG Loran TransSta., Folly Beach, S.C.

Diseases common to this area, inoculations required.

Typhoid; Inoculations are given by PSHPs, Charleston, S.C.

Other diseases common to this area;

Common colds
Allergic Rhinitis
Otitis Externa.

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U.S. COAST GUARD
OPERATIONAL DATA REPORT
PART III

20 March 19 49
(date)

1. Reporting unit: CG Loran Trans Sta., Folly Beach, S.C. 7th Coast Guard District

2. Work Load Estimates:

- (a) As applied to work-loads in inclosure 8 of this report, the term "optimum condition" shall mean "work-load imposed by performance of the unit's assigned tasks, including normal maintenance of unit and equipment"; "minimum condition" shall mean "work-load imposed by performance of the unit's assigned tasks, including emergency minor repair of equipment". The latter term shall represent the minimum work-load below which the unit may expect to cease effective operations.
- (b) Prepare, mark "inclosure 8A", "inclosure 8B", etc., and append a Work-Load Estimate sheet for the unit and one for each additional facility attached. In "man-hours/week" column, indicate estimated average work-load in the specific type of activity indicated on left-hand side of sheet. In the "recommended rating structure" column, do not break the rating down into chief, 1c, 2c, 3c; show only the general classification, thus "LT", "EN", etc. (Note: A sample "Work Load Estimate" sheet is attached.)

U.S. COAST GUARD OPERATIONAL REPORT
 WORK LOAD ESTIMATE INCLOSURE #8

20 March 1949
 CG Loran Trans Sta., Folly Beach S.C.

FOR: UNIT

	Optimum Condition (average man hours/week)		Minimum Condition (average man hours/week)	
1. Operational watchstanding:				
(a) Scope	140		140	
(b) Duty ET (supervisory)	168	CCT:(b)(c)	168	CCT:(b)(c)
(c) Duty ET (Maintenance)	71	and (d) 106.5	71	and (d) 104.
(d) Duty ET (Scope)	28		28	
(e) Duty Mechanic	38.5	CCT:(e)(f) 29.5	38.5	CCT:(e)(f) 21.75
(f) Security (OOD)	168		168	
2. Maintenance and repair				
(a) Station maintenance	187.		110.	
3. Station Services	88	CCT:with (f) Item 1	56	CCT:with (f) 34.5 Item 1
(a) Operation of mess				
(b) Stores	4		4	
(c) Drills	30	CCT:with (a) to 15 (f) Item 1	20	CCT:with (a) 10. to (f) Item 1
(d) Correspondence/files/mail	21		21	
4. Ineffective time				
(a) Sick/including travel time	1.4		1.0	
(b) Leave	196		139.2	
(c) Liberty	1205.		735.	
	2345.9	142	1699.7	170.25
Concurrent times	142.0		170.25	
Total man hours.week	2203.9		1599.45	

CG Loran Trans Sta., Folly Beach, S.C.
(Unit)

20 March, 1949

6. Recommended
rating structure:
RATING:

Optimum condition

Minimum condition

ET(Z).....	8.....	6.....
EN.....	1.....	1.....
CS.....	1.....	1.....
SN.....	4.....	2.....
	14	10