



U.S. COAST GUARD

LORAN STATION

TAN MY

**GENERAL
INFORMATION
BOOK**

1970

LORAN TRANSMITTING STATION TAN MY, REPUBLIC OF VIETNAM
GENERAL INFORMATION BOOK

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CHAPTER I

GENERAL INFORMATION

A. Tan My Loran Station and South East Asia Loran Chain. General Information and History.

During the summer of 1965, the Department of Defense stated a need for a precision navigation system for Southeast Asia. After a study of all available and proposed systems, the U. S. Coast Guard's LORAN-C system was selected.

On 1 December 1965, DOD asked the Coast Guard to install a LORAN-C chain in Southeast Asia. In early January 1966, the Coast Guard Construction Detachment was established in Bangkok, Thailand. The Detachment proceeded with acquisition of land and letting site development contracts. At the same time Coast Guard Headquarters was initiating procurement of prefabricated building, mechanical equipment, and electronic equipment.

The Construction Detachment had obtained sites for the Loran Transmitting Stations at Sattahip and Lampang, Thailand and at Con Son Island, Republic of Vietnam. The site development was well underway when the ship arrived. Construction of the prefabricated buildings was begun as soon as the material was delivered to the sites.

The permanent crew for the stations began arriving in early July. The first were the Section Office Personnel and Electronics Technicians. The Technicians were sent immediately to the stations to begin installations of the electronic equipment.

During July the Construction Detachment obtained a site at Udorn, Thailand for the LORAN-C Monitor Station, and construction began immediately.

On 15 August 1966, the Section Office was commissioned. Loran Transmitting Station Lampang was next on 18 August. Sattahip was commissioned on 29 August and Con Son on 2 September. Loran Monitor Station Udorn was the last; commissioned on 15 September. The Construction Detachment was disestablished on 8 September and the Section got down to the business of stabilizing the system and perfecting the communications system which up to this point had been haphazard at best.

After many tests, alignments and rechecks at all stations, and with the help of Commander, Coast Guard District Fourteen, the Commandant, and the manufacturer, the Southeast Asia LORAN-C chain was declared operational at 0400, 28 October 1966, less than one year after the job had been given to the Coast Guard.

After about two years of operation, chain users desired to improve the chain service by addition of a Zulu slave station. Hence, the site survey and plans were initiated for the Tan My Loran Station.

The desirability of the most rapid possible deployment of the Loran Station caused concerned parties to choose this project for the first operational deployment of an ATLS (Air Transportable Loran Station) unit.

The site at Tan My, Republic of Vietnam was chosen and initial construction commenced in March 1969. After site preparation, the ATLS units were flown by USAF aircraft to DaNang, Republic of Vietnam in June 1969. The units were met by the station's first crew.

Under the direction of USCG Headquarters Engineers, the crew moved the units to the site with the assistance of the U. S. Navy, then commenced assembly of the station. The ATLS "trailers" were assembled into two interconnected groups in about three weeks to form a complete Loran station, and on-air testing commenced in July 1969.

Collapsible "Porta-Kamp" trailers were erected to form living, messing, office, recreation, sick bay, reefer, shop and storage spaces.

Construction and testing were completed and Tan My Loran Station was commissioned on 15 August 1969.

B. Geographical Information

Tan My Loran Station is located at 16.5°N, 107.6°E in the Republic of Vietnam. The station is about one half mile Northeast of the small fishing village of Tan My in the Phu Vang District and Thua Thien Province. It is about six miles Northeast of the ancient imperial capital of Hue.

The Station is located on a point of land into a bay which is separated from the South China Sea by a thin strip of land approximately one half mile East across the bay. North of the station at this point of land, the Perfume River commences its twisting run toward the city of Hue. Excellent roads join all areas.

C. Topographic Information

Tan My Loran Station is nearly perfectly flat. The land was originally reclaimed by levees and is now only a few feet above sea level. The water from the bay borders the station on three sides and enters the perimeter fence at a very high tide. During flooding from the heavy rain, the antenna field fills with water. Station and living areas are several feet higher however.

Land surrounding Tan My is also very flat. The nearest hills and mountains are about ten miles to the South, and to the East.

D. Weather

Tan My experiences a rainy season from October to February, a cool season from March to May, and a hot season from June to September. Cooling sea breezes provide some relief during the hot season, when temperatures consistently go over 100°F. During the rainy and cool season, temperatures often drop into the 60's and sometimes into the 40's. The rainy season brings heavy rains which can last many days with little relief. Numerous typhoons have hit the Tan My area, usually approaching across the South China Sea from the West, and usually in September.

E. Population, Civilian and Military

The closest Military neighbor to the station is Naval Support Activity Detachment, Tan My. This command is a detachment of Naval Support Activity, DaNang and has two locations. The first, an LST Ramp, borders the station across a road to the north. The second site lies across the bay to the East, and shares a common boundary on its South with Eagle Beach, and R&R center for the 101st Airborne Division.

The next neighbors are the Military Assistance Command Province Advisors located in a compound in Hue.

Approximately 20 miles South of the station on good roads are Camp Eagle, headquarters for the 101st Airborne Division, and the military complex at Phu Bai. The Phu Bai complex has large Army and Navy camps.

Civilian neighbors are located at the village of Tan My which starts about 100 yards outside the Northwestern corner of the station. This is a fishing village of about 500 population.

CHAPTER II

OPERATIONS

A. Loran

Tan My Loran Station functions as the Zulu Slave Station in the Southeast Asia Loran C chain on rate SH-3Z. The chain operational control officer is CO, LORSTA SATTAHIP. This chain is unique in that the base lines are very short, MX (Lampang) being 353 miles, MY (Con Son) 407 miles, MZ (Tan My) 454 miles. The base lines are mostly over land rather than water which makes predictability of time difference readings difficult prior to calibration.

B. Communications

This unit has four methods of communicating with the other stations in this chain and the section office in Bangkok.

- a. SSB Voice
- b. SSB RATT
- c. Dedicated DCS teletype
- d. Loran C Hi-speed teletype

This chain is the first to have operational Loran C teletype. It operates on a principle of phase shifting of the cycles with the second through eight pulses at a digital rate. It provides 100% copy up to 1200 miles, and is without a doubt, the most reliable communications system available to the chain. Its primary use is for the operational Loran traffic. LORMONSTA Udorn and the Section Office have receive only capability in this system.

The station is also connected by telephone to the U.S. Forces Communication System. This is a telephone system to all points in Southeast Asia with capabilities for official communications with the Section Office and LORMONSTA Udorn, and local military commands, if you are patient.

C. Vehicles

The station allowance is five:

- a. One M-36C 2½ ton Military Truck
- b. Three M-37B1 Military 3/4 ton pick-up trucks
- c. One Military semi-tractor with 5500 gal water tank trailer

D. Boats

The station has one 14' Boston Whaler and one 16' Boston Whaler with 10, 40, and 85hp outboard engines for transportation and recreation.

CHAPTER III

PERSONNEL

A. Allowance

The station personnel allowance is two Officers and 25 enlisted men as follows:

	1	LT			
		1	CWO (ELC)		
1	ETC	2	ET2	3	ET3
1	ENC	1	SK2	1	EM3
2	ET1	1	HM2	1	EN3
1	CS1	1	EN2	2	FN
1	EM1	1	DC2	5	SN

Security Force personnel. Allowed 25 USAF Security personnel as follows:

1	TSgt	16	Sgt
2	SSgt	6	A1C

Local indigenous personnel:

Eight (8) laborers for station maintenance

B. Administration

Personnel records are maintained on the station. Pay records are maintained by NAVSUPACT DaNang, personnel diary is maintained by the Section Office. Pay call is held twice a month in cash (MPC.)

C. Medical Facilities

The station has a well equipped sick bay and a corpsman assigned.

The 85th Evacuation Hospital is located approximately 20 miles from the station with helicopter evacuation services available from a helo pad 500 yards from the station.

Local Diseases.

a. Malaria: All hands must take malaria pills once a week, and for six weeks following departure from Vietnam.

b. Cholera: All hands must have had a cholera shot within four months of travel to Vietnam.

c. Plague: All hands must have had a plague shot within the last four months prior to travel.

d. Smallpox: All hands must have had vaccination within 1 year of travel.

e. Typhoid-Paratyphoid: All hands must have had basic series or re-immunization within 1 year of travel.

f. Typhus: All hands must have had basic series or reimmunization within one year of travel.

The incidence of certain diseases in Southeast Asia requires that the immunizations listed above be given to protect personnel from diseases.

D. Education and Training

Participation by all hands in Coast Guard Institute and USAFI courses is encouraged.

The station conducts an active training program in subjects related to station operation and personal health and safety.

E. Welfare

Commander, Southeast Asia Section is an authorized CG Welfare Officer with \$1,000 in funds available.

F. Recreation and Morale

Outdoor. Two station boats and other necessary equipment are available for skin diving, water skiing and fishing parties. The station has a basketball court and a large assortment of recreational and exercise equipment. There are excellent beaches in the area: the USN beach at NSAD Tan My is large and relaxing. Plans are underway for a patio with barbecue and a volleyball court. A baseball field is located across from the station.

Indoor. The station recreation rooms have a regulation pool table, card and game equipment, two stereo sets, television set and short wave receiver. Armed Forces television is available to provide stateside programs. Armed Forces radio is programmed and reception is excellent.

Exchanges. Adequate exchange facilities operated by neighboring commands excludes the necessity for a station exchange.

Churches. There are Catholic and Protestant services held at the NAVSUPACTDET Tan My Chapel.

Mail. Mail pickup and station mail call is held daily, but mail service is very slow. Allow about three weeks transit time for a letter, longer for packages. Our mailing address is:

USCG Loran Station
c/o NSAD Tan My
FPO San Francisco 96639

Note: The word "California" is not needed after "San Francisco" and is improper.

G. Rest and Recuperation

During your one year tour at Tan My, a total of 30 days compensatory absence will be accrued (2½ days per month) as compensation for isolated duty. This C.A. may be taken upon arrival back to the States. Some of this C.A. may be taken during the year to go on "R&R". Servicemen in Vietnam are entitled to travel at government expense to several cities in the world and return. The time in these cities belongs to the serviceman to enjoy himself and take a well deserved break from duty. The cities presently available are listed below:

Hong Kong
Manila, Republic of Philippines
Guam (Guamanian personnel only)
Tokyo, Japan
Taipei, Taiwan (Nationalist China)
Bangkok, Thailand
Sydney, Australia
Singapore, Malaysia
Honolulu, Hawaii
Naha, Okinawa

The R&R lasts from 5 to 7 days in the city and is usually one of the high points of the tour.

H. Health and Sanitation

Potable water system. Water is piped from the NAVSUPACTDET Tan My site across the bay to the station from a large shallow well. The water requires very little treatment. Chlorinators add chlorine when the water comes aboard the station and is stored in station tanks for use. A sand filter is also planned for additional treatment in the future.

Sewage system. The station has flush toilets and complete sanitary system, the only one in this area. Two and three "holers" are very popular with other commands. The system includes a septic tank with effluent run off to the bay.

CHAPTER IV

ENGINEERING

A. General Engineering

Power Plant. Four A.G. Schoonmaker generating sets supply station power. These sets combine a Caterpillar D-353 engine with a Kato 250KW generator and some very sophisticated electronic control circuitry designed by the A.G. Schoonmaker Company. Two sets are required to carry the station load.

Ventilation system. All spaces except shops, storerooms, and crew's head are air conditioned by portable units.

Fuel systems. Diesel fuel is carried across the bay from NAVSUPACTDET Tan My by pipeline to the station. It is stored aboard in three 20,000 gallon fuel "bladders". Each generator set has a built-in tank.

Refrigeration system. The mess deck, galley, dry storage and reefers are in inter-connected set of five "Porta-Kamps" manufactured trailers. The reefer trailer contains a chill box, reefer and thaw room. Refrigeration machinery is mounted externally to the sides of the trailer.

Fresh water system. Well water is received aboard by pipeline, chlorinated by chlorinators at the pumphouse and stored in three 13,000 gallon tanks. Service is provided by two electric pumps maintaining pressure on a 60 gallon day tank. Future plans include a larger day tank with an air compressor to maintain pressure, and addition of a sand filter to the treatment system.

Buildings and Structures.

Power Group. Three shelters interconnect in this group. One contains a log office, generator remote control consoles, and power distribution panels. One contains storage for tools and spares, plus two work benches. The last contains storage lockers.

Communications, timer and transmitter group. Fifteen shelters interconnect to form this group:

One communications shelter containing all comms equipment except one ASR teletype.

One shelter containing two timers.

One shelter containing timer control equipment and one ASR teletype.

One office shelter.

One shelter containing a head and pantry with stove, refrigerator, sink, scuttlebutt, hot water.

One shelter exclusively for spare parts storage. Spares and tools are also stored throughout the shelters where there is space to put a locker.

One shelter containing transmitter control equipment.

One shelter for power distribution panels.

Four shelters containing two transmitters.

One shelter for work space and transmitter CO2 fire extinguisher equipment.

Two shelters containing antenna coupler, dummy load and primary water heat exchangers.

Support Area. This area provides living, messing, shop and storage support for the station. It is comprised of 30 "Porta Kamp" Company manufactured trailers and two permanent buildings:

One trailer with CO and Administration Office.

One trailer containing a sick bay.

Four trailers each containing two living quarters with connecting head for Officer/CPO/Sr. USAF quarters.

Thirteen trailers each containing two rooms for quarters. Two men are berthed per room.

Two trailers each containing crew's head with showers and basins. Each also contains a laundry with two automatic washers and two dryers.

One trailer (larger) containing recreation room with pool table, stereo, and card table.

One trailer containing recreation room with easy chairs, TV, stereo.

Five trailers interconnected to form 32-man mess deck, complete galley and scullery, dry stores area, and reefers.

One trailer for general storage.

One trailer containing DC and EM shops.

Pumphouse. This is a permanent building with service pumps, fire pump, chlorinators. Wooden, simple semi-permanent style construction. Asbestos tile roof.

Garage/Maintenance Building. Basically a wooden four stall garage with overhead doors, but two stalls used for additional shop and storage space.

Additional structures include two wooden, sand-filled 25 man personnel bunkers located in support area and one smaller personnel bunker in ATLS area for personnel protection in event of attack by explosive ordnance.

All buildings are protected by sand-filled revetments.

Security Facilities.

Gatehouse. Wooden and concrete construction. Located at main gate to control station access.

Guard Towers. Three guard towers along perimeter with mounted machine guns for observation and station defense.

Fighting Bunkers. Five along perimeter with one more presently under construction. Basically wood, sandbag and concrete construction. Three of these are located at the base of the guard towers. Presently two and on completion of construction, three will have installed machine guns for station defense.

B. Electronic Engineering.

Transmitters: AN/FPN-44

Timers: AN/FPN-46

Communications: Two RF-301 E transceivers. One Loran-C teletype transmitter and three Loran-C teletype receivers. Two AN/URT-23(v) linear amplifier and antenna coupler configurations, two ASR teletype, one KSR teletype.

Antennas.

Two 35' fiberglass whip Loran receiving, 12' Loran-C TTY receiving. Loran-C loop receiving antenna.

Tower: 625' Tylon Loran transmitting.

CHAPTER V

COMPROLLER INFORMATION

A. Commissary

Commissary supplies, dry, fresh, and frozen are requisitioned from NAVSUPACT DaNang. They are transported from DaNang by ship or boat to the LST ramp immediately north of the station. Deliveries are made about every two weeks. In heavy weather this can become longer, so the station maintains a maximum level of supplies. Milk and ice cream are available, as are fresh vegetables. Bread and pastry are baked aboard.

The station mess serves a present total of 61 personnel.

B. Supply

The station receives housekeeping and general stores from NSAD Tan My or NSA DaNang. Vehicle part support is from the USN Seabees in Phu Bai; agreements are presently being expanded to request support also from local Army units. Other supplies are ordered through the Section Office from Honolulu or GSA San Francisco.

Local and in-country support is usually good, as is support from Honolulu. Delivery from GSA is very slow, usually 5 to 9 months.

C. Pay

Station personnel are paid twice a month in cash by pay clerks from NAVSUPACT DaNang. NSA DaNang maintains the pay records. Service is excellent and very few mistakes are made even though the Coast Guard pay records are different from the Navy records.

The pay is in Military Payment Certificates because U. S. "green" money is prohibited in Viet Nam. The "MPC" can be used for PX purchases, bank deposits or U. S. Postal Money Order purchase. Money orders, by MACV directive, must be mailed by the postal clerk immediately following purchase to a point outside Viet Nam.

D. Fuel and Lube Oil

Diesel fuel (DF-2) and gasoline (Mogas) are received from NAVSUPACTDET Tan My. The DF-2 is piped aboard from NSAD storage tanks. The Mogas is received from pumps at the LST ramp adjacent to the station. Billing is monthly on form DD 1149 citing funds obligated by the Section.

Lube Oil (HDO-30) is requisitioned from NAVSUPACT DaNang on milstrip form, using a serial number provided by the Section Office monthly. Delivery is monthly.

CHAPTER VI

ADMINISTRATIVE INFORMATION

A. Reports and Logs

Normal loran, station, radio and engineering logs are maintained by watch and duty personnel.

The station submits 11 monthly reports to the Section, District and Headquarters commands. Nearly 50 regular and special reports are required. Normally these are initially prepared by department personnel, approved after review by the CO and typed by the station Corpsman and Storekeeper.

B. Official Correspondence

All official correspondence is sent from the Commanding Officer via the chain of command.

Standard USCG Directives System file numbers and filing system is employed.

C. Delegation of Authority

The Commanding Officer delegates the authority for administration of the daily routine of the station to the Executive Officer assigned, but on a basis not to interfere in any way with his primary duties as Electronics Material Officer.

The authority for proper operation of the electronics department and operations divisions is delegated to the Electronics Material Officer with normal and proper responsibilities to the CO.

The authority for proper station defense and security is delegated to the USAF Senior Non-Commissioned Officer with normal and proper responsibilities to the CO.

No other positions or final authority are delegated.

D. Station Bills

Administrative, emergency and operations are detailed in the Station Organization Book and occasionally amplified by a system of Commanding Officers' Instructions.

The Loran Station operation bill is promulgated by Commander, Fourteenth Coast Guard District.

E. Flags

The Commanding Officer shares no authority in operation and administration of the station with Vietnamese officials, however the flag of the Republic of Viet Nam is flown in the position of the host country with the U. S. Ensign and USCG Ensign over the station.

CHAPTER VII

GUIDANCE FOR RELIEF PERSONNEL

A. Mailing Address

The station mailing address is:

SN A. B. CEE
USCG Loran Station
c/o NSAD Tan My
FPO San Francisco 96639

Mail delivery is slow. Allow about three weeks for a letter to reach the station, longer for a package.

B. Stamps

Regular U.S. postage is sufficient to send mail from the U. S. to Tan My. Letters mailed from Viet Nam to the states is handled free of charge, but packages require postage and customs declarations.

C. Things to do after receiving orders

After receiving your orders, check in with the nearest medical facility. You are required to receive immunizations and the sooner you get started on them the easier it will be on you. Get your dental work up to date; dental problems can be handled at Tan My or DaNang, but at great inconvenience to you.

Obtain a government drivers' license from your nearest driving examiner. If you report without a license, this will cause a great deal of inconvenience to the station.

Straighten out all your personal affairs. Consult a legal officer concerning powers of attorney to enable your wife or family to carry on in your absence. If you own property or have an individual bank account, a will should be prepared to dispose of your property as you desire in the event of your death.

See your finance officer or storekeeper and set up any allotments you desire. You need very little money here to live, \$30.00 to \$50.00 a month should be sufficient for enlisted men and \$75.00 to \$100.00 a month for officers without a checking account. Only large expenses during the year will be shopping and R&R. The shopping is excellent through the PX system and the Japan PX catalog. 50% can be saved on hi-fi, stereo, camera equipment, china, jewelry, fabrics and curios. Your R&R expenses will vary, but shopping, hotels, sightseeing and entertainment will add up.

While at Alameda, see if you can obtain an issue of Navy utility greens and combat boots. If not, you will have to obtain your issue at Saigon or DaNang.

D. Travel Hints

Enlisted personnel will usually fly from Alameda TRA/SUPCEN directly to Saigon or DaNang, Viet Nam. When leaving Alameda, ask to have your arrival time and flight number sent by message to USCG Activities, Viet Nam (Saigon) or Division 12 (DaNang). When you arrive, you should be met by USCG personnel. If you are not, call the following telephone numbers on the military telephone:

COMCOGARDACTV (Saigon) 8-922-4019
8-922-4270

COMCOGARDIV 12 (DaNang) 8-951-2229

Activities or Division 12 personnel will assist you with further transportation to Tan My. Ask them to help you with conversion of U. S. money into Military Payment Certificates. You must change your money immediately or you will be subject to arrest. Ask also for assistance in obtaining an issue of utility green uniforms and boots.

Transportation will then be arranged for you to fly to Phu Bai where you will be met by station vehicle. If you are not met, ask for a telephone from the passenger service window and call the station using the following procedure:

"Dial operator and ask for "Tan My switch". When you hear an answer, ask for "Coast Guard Station". You will be put through to the station communications center".

Officers will be sent to the Section Office for briefing before transportation to the station. When you depart Honolulu or Alameda, insure that your ETA is sent ahead to the Section. You will be met at Don Muang International Airport in Bangkok by Section personnel. If you fly in on a Military flight, you will be taken by bus to Bangkok Military Air Terminal and you will be met there.

If for some reason you are not met, take the following action:

From Don Muang Airport, change about \$10.00 U. S. in Baht at an airport counter. Take a taxi to the Chao Phya (pronounced CHOW PEEYA) Hotel. Settle fare with driver before entering taxi. Fare is about 40 or 50 Baht (U.S. \$2.00 to 2.50). The Chao Phya is an authorized Military billeting facility for officers. Call the Section Office at 985-2575 or 985-2576.

If it is not a working day, check in the hotel (reservations should have been made), relax and call on next working day.

From Military Air Terminal take the announced bus or walk 3 blocks to the Chao Phya Hotel and call, check in as above.

When you travel to Saigon or DaNang, obtain an issue of utility greens, and if possible have them tailored and name strips applied.

E. Items to carry and not to carry

Bring a camera, but not too much film. Film is available and spoils quickly in the heat and humidity.

Do not bring a firearm, do not ship a firearm. It will be confiscated by Customs. Privately owned firearms are not allowed in Viet Nam or aboard the station. The station has an ample supply of some of the world's finest firearms and will issue you one directly when you report aboard.

Travel as light as you can. You are only allowed 66 pounds on Military aircraft without an excess baggage allowance on your orders. Mail items you won't immediately need in small parcels and they should arrive in about a month. A footlocker or large box shipped over may take 3 or 4 months.

Uniform and Clothing requirements.

1. Officers and CPO's

- (a) Uniforms: Navy utility greens - 4 shirts
4 trousers
Tropical Khaki shirts - 2 each
Khaki trousers - 2 each
Navy utility green cap - 3 each
Overseas hat - 1 each
Combat boots - 1 pair
Brown shoes - 1 pair
Boot socks - 6 pairs

(b) Civilian clothing: (For R&R)

White shirts & suit - optional, may be desired of some R&R cities
Summer slacks (washable) - 3 each
Sport shirts (short sleeve) - 3 each
Shoes - 1 pair Bathing suit - 1 each

- (c) Travel back to CONUS following tour can be accomplished in any uniform, but you may wish to change to Service dress uniform at point of arrival. This uniform may be carried, but it is recommended it be mailed out during or preceding tour. It is not needed and will present a storage problem during the year.

- (d) Travel and TAD in Thailand is tropical khaki long with overseas hat. This is uniform for reporting to Section Office and District Office. Utilities are worn at all times in Viet Nam. Civvies are for R&R and TAD liberty in Honolulu and Thailand.

2. Enlisted personnel

(a) Uniforms:

Navy utility greens - 4 shirts

4 trousers

Navy utility green cap - 3 each

Rank devices for cap and collars - 3 each

Tropical whites for traveling to Viet Nam and in CONUS after rotation.

Commissarymen are encouraged to wear whites on duty.

Combat boots - 1 pair

Black shoes - 1 pair

Boot socks - 6 pairs

(b) Civilian clothes for R&R. Same as for Officers and CPO's.

3. Laundry service is every day, with one day service. In the hot weather, a daily change of clothes is necessary for comfort.

F. Things for New CO to do

In addition to the items above, a new CO is encouraged to study the Commander, Southeast Asia OPLAN and Commander, Fourteenth Coast Guard District OPLAN if copies can be obtained.

A personal letter to the CO can provide information that may update the information contained herein.



SOUTH CHINA SEA



NSAD
TAN MY

LST RAMP

LORAN
STATION

TAN MY

HWY 501
TO PHU VANG

HUE

HWY 1
TO PHU BAI



