

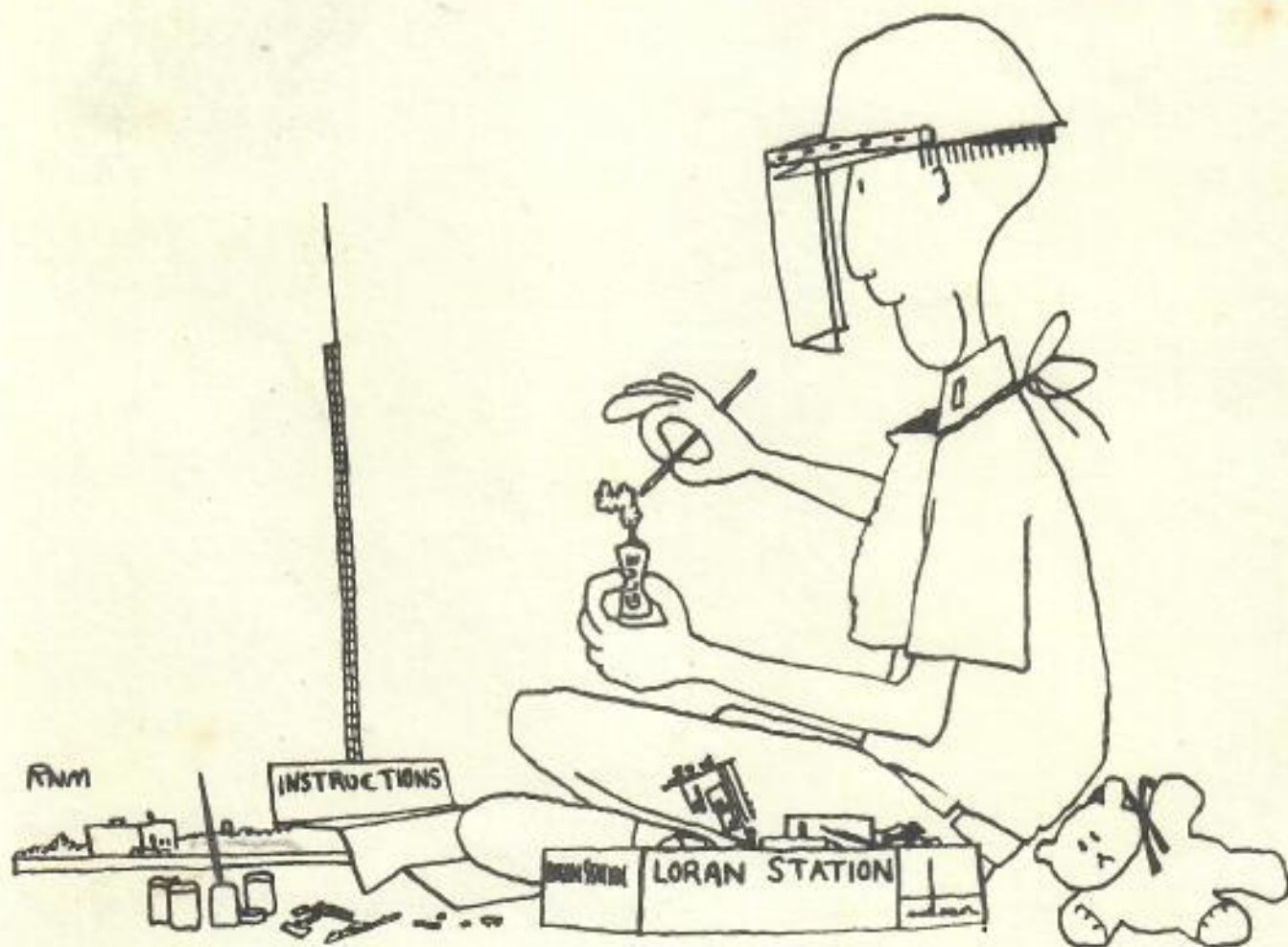


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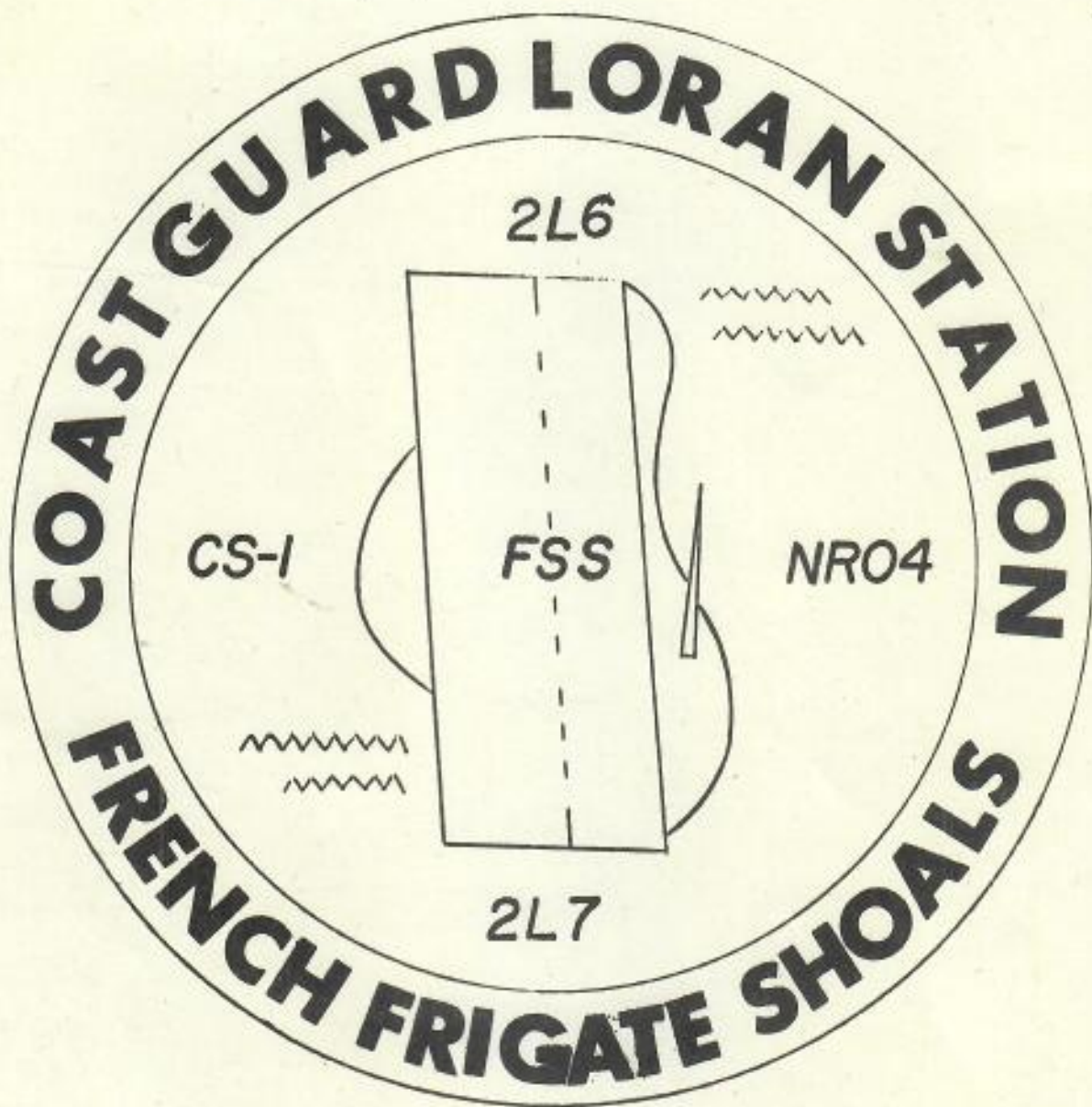
COAST GUARD

1975

Loran Station **FRENCH FRIGATE SHOALS**



General Information Book



GENERAL
INFORMATION
BOOK

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CHAPTER I

GENERAL INFORMATION

A. GEOGRAPHY AND CLIMATE:

French Frigate Shoals is located 500 miles West-Northwest of Honolulu, Hawaii. Tern Island, the home of French Frigate Shoals Loran Transmitting Station, makes up just one part of the ten or so little islands which comprise the whole of French Frigate Shoals. The Shoals in turn comprise the approximate middle portion of the finger-like extension called the Hawaiian Archipelago which extends to Midway and Kure Islands. As is true of the Archipelago the shoal area began as a result of volcanic action, which while erupting from its ocean bed, continued to spew lava upwards until it broke the surface, extending the crater many hundreds of feet above the ocean. With the volcano finally extinct, the ocean began the continuing process of erosion, wearing away the crater, finally all but removing it. The only portion of it still remaining is La Perouse Pinnacle, the 122 foot sentinel and land mark of the area. As the ocean was wearing the crater away, the denizens of the deep which in death form coral were building up the small islands which comprise the Shoals. What might have been a volcanic crater eighteen miles across is now only a scattered group of sand and coral islands. The excellent weather that is the rule is a redeeming factor in the isolation of French Frigate Shoals. Brilliant sunshine prevails with occasional rain squalls. When winter comes the squalls get longer and more frequent. Prevailing trade winds of 15 knots keep the station comfortable and free of flies and mosquitoes. The temperature is generally in the 70's during the day with cooler nights.

B. TOPOGRAPHY:

Tern Island, in its original state, resembled a small crescent approximately 100 feet long and 80 feet wide. Early in World War II, the Navy decided to establish a U. S. base of operations, sufficient to provide a landing strip for carrier aircraft, for the invasion of Midway. The Seabees started construction by bulldozing the island out of coral rock, reshaped the island into its present carrier-like appearance, and placed steel pilings around the perimeter of the island. Thus, Tern Island was transformed into its present state: the length of the runway and island is 3,100 feet and the width 410 feet. Mean elevation is approximately 9 feet above sea level.

Vegetation is sparse, although there are scattered bushes and patches of grass. There are five horsetail pines that provide some shade as well as a "fall-out" area for the numerous species of birds that inhabit the island.

C. ADMINISTRATION:

Officially, Tern Island and French Frigate Shoals are part of the City and County of Honolulu, Hawaii. However, French Frigate Shoals is included as part of the Hawaiian Islands National Wildlife Refuge which is administered by the Bureau of Sport Fisheries and Wildlife, U. S. Department of the Interior. The Refuge was established in 1909 by President Theodore Roosevelt under Executive Order 1019. The Refuge exists today to provide sanctuaries for endangered species of birds, turtles, seals, and other marine life and to maintain the native wildlife of the islands.

D. STATION HISTORY:

1. DISCOVERY:

A Frenchman is responsible for the discovery of this area, hence the natural evolution of the name. Jean Francois de Galup, Comte de la Perouse, a famous explorer of the Hawaiian Pacific Area, literally stumbled across the Shoals while on a voyage in the Pacific. On 6 November 1786, Le Comte was sailing briskly along in his flagship, the BROUSOLE, accompanied by the ASTROLABE. Two days prior, the ships had come upon Necker Island and were continuing west. To quote from his narrative of the events, "Since our departure from Monterey, we had never experienced a finer night, or a more pleasant sea; but this tranquillity of the water was among the circumstances which had nearly proved fatal to us. Toward half past one in the morning we saw breakers at the distance of two cable lengths ahead of my ship. From the smoothness of the sea they made scarcely any noise, and some foam was perceptible only at distant intervals. The ASTROLABE was a little farther off, but she saw them at the same instant as myself. Both vessels immediately hauled on the larboard, and stood with their heads south-southeast; and as they made way during the maneuver, our nearest distance from the breakers could not, I conceive, be more than a cable's length." The Comte made a very careful survey of the area the next day and on that day christened it "Basse des Frigates Francais", the shoal of the French Frigates, "it had nearly proved the final termination of our voyage."

There is no record of any earlier inhabitants of this area. Necker Island, the island discovered two days earlier by de Galup, was inhabited by early Polynesians and relics of religious ceremonies have been found. Evidently these islands were never used for any purpose until the twentieth century. The only inhabitants seem to have been birds and seals. Both these former residents still predominate. Until this century, French Frigate Shoals was just a passive witness to the passing of time. (The name was adopted officially by the United States Geographic Board on 1 October 1924.) The Provisional Government of Hawaii leased the area for twenty five years in 1894. On 13 July 1895, it formally was made a part of the Republic of Hawaii by Captain J. A. King. In 1898 it was included among the islands

acquired by the United States when Hawaii became a territory. In 1909, it was made a part of the Hawaiian Islands Bird Reservation; a function it still serves. A 1923 survey of the islands indicated that the total area of the group comprised 46 acres, 17 of which were covered with sparse grass and other low vegetation, a total of six species of herbs and vines. The highest elevation was twelve feet. The population consisted of thousands of sea birds, most of them terns. It was on this 1923 expedition that the islands were given their present names. Tern Island derived its name from the White Tern which can be found roosting in the Horsetail Pines on the island. Some of the other islands names are East Island, Shark Island, Whale Island, and Disappearing Island. The shoals form a rough crescent with La Perouse Pinnacle in the center.

2. ISLAND CONSTRUCTION:

Tern Island's history began with the advent of World War II. The Japanese were the first to discover the tactical possibilities of controlling this area. They used the Shoals as a submarine rendezvous and for refueling seaplanes. The seaplanes continued eastward for nuisance raids on the big islands and to locate the ships of our Navy. There were also big plans to build a launching pad here for another attack on Pearl Harbor. Our Navy, at the same time, was developing plans for the invasion of Midway. Admiral Nimitz ordered two destroyers and two AVPs ahead to scout the shoals and establish a U. S. base of operations, sufficient to provide a landing strip for carrier aircraft. Two months after the second attempt - unsuccessful this time - on Pearl Harbor on 4 March 1942, three Japanese submarines cruised into the area to find the AVPs resting at anchor with our seaplanes in the air controlling the Shoals. No further Japanese activities were reported in this area. During the construction, the crew remained anchored off the south shore in barges. Navy Seabees arrived, and transformed Tern Island to its present state.

3. ESTABLISHMENT OF THE PRESENT STATION:

About the time the Navy decided to leave, the Coast Guard began its Pacific Loran program. In August 1944 we built and established the Loran Transmitting Station which is famous in legend and song; French Frigate Shoals - reputed to be the most isolated Loran Station ever built. The first station was located on East Island, about six miles southeast of Tern Island. This patch of coral is 1800 feet long and 330 feet wide, just enough room for the buildings and antennas. East Island was supplied logistically by sea with mail drops by PBV aircraft. The crew was rotated every six months if they desired and sent to another station to finish their year of isolated duty. On April Fools Day 1946 a tidal wave struck the island. Quite fortunately, no personnel casualties were suffered although the station itself was damaged severely. The station was rebuilt and continued to operate without incident until 1950 when in August the entire station was

evacuated due to typhoon warning which proved to be a false alarm. In 1952, the Coast Guard, recognizing the superiority of Tern Island over East Island, leased Tern Island from the Hawaiian Aeronautical Commission for an indefinite period. In March of that year the specifications of this station were accepted and shortly thereafter construction was started on the new French Frigate Shoals Loran Station. The contractor was C. W. WINSTEAD LTD. This station was built using the existing abandoned structures as the nucleus of the base with those additions particular and peculiar to a loran station being added. During station rehabilitation projects the crew has found old newspapers dating from 1942 to 1944. On 14 October 1952 the station was accepted and placed in commission. After it was certain that everything was functioning properly, the East Island site was decommissioned. This occurred on 6 November 1952. One antenna pole of the abandoned station is still standing. A visit to this island is in order during a tour of duty. It will be the only time station personnel will refer to Tern Island as "home". Due to its landing strip and location, Tern Island has been utilized by other government agencies. On 15 December 1960, the Pacific Missile Range established a tracking site on the east end of the island. It remained in active operation until late in 1962 and was completely disestablished in August 1963. The Atomic Energy Commission set up an observation post during tests in 1962, which has since been disestablished. Station rehabilitation work was accomplished by the M&R Detachment from Coast Guard Base Honolulu during 1964. Many of the 1952 buildings were replaced by sturdy concrete block buildings and the sea wall was reinforced. During the predawn darkness of 1 December 1969 the island was hit by heavy waves which washed completely over Tern Island. The station crew and their three dogs (Ferd, Dummy, and Runt) were rescued from the roof of the SP building by a helicopter from the New Zealand Frigate HMS WAIKATO on the morning of 2 December and taken to Midway and then to Honolulu. The damage was repaired and the station was operational on 15 January 1970. Thus it was determined that this station required rehabilitation which commenced in June 1972, and was completed in August 1973. The new barracks subsistence building and the signal power building are constructed on a raised foundation of approximately four feet to prevent a reoccurrence of the 1969 flood.

CHAPTER II

OPERATIONS

A. AIDS TO NAVIGATION:

1. LORAN:

French Frigate Shoals serves as the double pulse master transmitting station for Loran A rates 2L6 and 2L7 with the respective secondary stations located at Kauai and Johnston Islands. Output power is approximately 800 KW. The 125 foot antenna (aluminum transmitting) is located east of the signal power building. The Loran A receiving antenna is located some 1000 feet east of the transmitting antenna. In addition, French Frigate Shoals serves as the cross rate monitor for Loran A rate 2L5 for Kauai and Upolu Point transmitting stations.

French Frigate Shoals serves as the system area monitor (SAM) for the Central Pacific Loran C chain, rate S-1 with stations at Johnston Island (Master), Upolu Point on the island of Hawaii (XRAY), and Kure Island (YANKEE). SAM is responsible for maintaining continuous readings of the MASTER-XRAY and MASTER-YANKEE legs and insuring that readings remain within critical tolerances with regard to pulse transmission, timing, and shape. If an out-of-tolerance exists, SAM initiates corrections to the respective stations to regain in-tolerance conditions. There are three receivers on station, and the receiving antenna is located on the roof of the new signal power building.

2. RADIOBEACON:

A radiobeacon keying FSS on 320 KHZ transmits continuously. The radiobeacon antenna is located approximately 500 feet east of the loran transmitting antenna.

B. COMMUNICATIONS:

Primary communications are furnished with two AN/URT-17A transmitters. Radio teletype equipment provides rapid communication with Radio Honolulu (NMO). A high frequency transceiver is installed for ship/shore traffic and is used to maintain communications with the Central Pacific Loran chain. Portable FM transceivers are utilized for small boat communications.

C. LAW ENFORCEMENT AND INTELLIGENCE:

French Frigate Shoals is located in the Hawaiian National Wildlife Refuge which is closed to all marine traffic and fishing. The station is responsible for notifying the District Office with regard to any vessel seen in the vicinity of the leeward islands.

D. SEARCH AND RESCUE:

A continuous radio guard is maintained on 2182 KHZ. The station is to conduct search and rescue operations, to render assistance to persons, vessels and aircraft in distress to the fullest extent possible, regardless of primary tasks.

E. VEHICLES AND BOATS:

The station is provided with an M37 cargo truck and a John Deer tractor with front loader and rear fork lift. An Ansul cart with dry chemical fire extinguishing agents is provided primarily for aircraft crash drills. Small boats are limited to a 14 foot SKM Boston Whaler with a 20 HP outboard, and a 16 foot SKB Boston Whaler with a 40 HP outboard.

C. MEDICAL FACILITIES:

Station sickbay can provide treatment for a number of injuries and illnesses of a limited nature. Certain immunizations may also be administered. Personnel requiring emergency medical care beyond station capabilities must be sent into Honolulu for medical TAD. In most cases, medical TAD is not authorized unless an emergency situation prevails.

D. TRAINING AND EDUCATION:

The training board is comprised of the FMO, who acts as the chairman, the department heads, and the HMI. The training board submits a monthly training schedule to the Commanding Officer for approval. Station drills, lectures, and departmental instruction are included in the monthly training schedule. Department heads administer the training within their respective departments and submit a monthly breakdown of departmental training conducted to the Commanding Officer.

The Commanding Officer is the educational services officer (ESO), and is responsible for indoctrination of station personnel regarding educational opportunities available. The ESO administers end-of-course tests, and service-wide examinations.

Professional correspondence courses through the Coast Guard Institute and the Navy are available for both officers and enlisted men.

E. MORALE AND WELFARE:

Due to the temperate climate, swimming, skin diving, and water skiing are year-around activities. Scuba diving is permitted only if the individual is an accredited diver with qualification card. The station has no diving equipment, but interested personnel can order fins, snorkel, and masks through the exchange at Base Honolulu. Fishing is not encouraged in that the station is located in the Wildlife Refuge.

An outdoor recreation court adjacent to the barracks building provides playing courts for tennis, volleyball, badminton, and basketball. Night lights permit use of the court at any time of the day. The "Playboy Club of the Pacific" is located on the beach area behind the recreation court and, with a roofed porch, provides a lounge where the crew can have a beer or two and play a little pool.

Indoor recreation is limited to pool, shuffleboard, and ping pong. The station library is well stocked with a vast variety of paperbacks. The station receives Times, Newsweek, Sports Illustrated, True,

Playboy, as well as the Navy Times and the daily Honolulu paper for diversified reading.

The station dark room is available for photography enthusiasts who desire to develop, print, and enlarge their own photos and film. At the present time, the materials on hand are for black and white film only.

The station also has an amateur radio station with the call sign KH6ABH. Under usual conditions, it is not difficult to complete phone patches to the mainland for anyone desiring to call family, relatives, or sweethearts.

A movie is shown nightly on the mess deck, but plans are being made to erect an outdoor screen to allow for outdoor viewing on the more tropical evenings. Movies are supplied through the Naval Motion Picture Service, and are generally fairly recent full length features.

Mail is delivered and sent out weekly with the logistics flight. Stationery and stamps are available through the station exchange. Personal registered and insured mail as well as packages are mailed for the station by the comptroller at Base Honolulu. The postage costs are paid for by the Canteen fund which in turn bills the individual.

The Canteen is a cooperative fund composed of the personal funds of station personnel. The money is used to purchase items for the station exchange as well as beer and soda. Individual accounts are kept recording deposits and all other transactions.

The station exchange stocks primarily toilet articles, film, and other various small items, which are ordered through the exchange at Base Honolulu. Special items may also be ordered through Base Honolulu. Mail ordering can be done through PACEX, Pacific-Mail Order System, Sears, Montgomery Wards, as well as thru the neighboring exchanges in Honolulu.

Beer and soda are stocked in a reefer on the mess deck. Members mark a tally board each time a beer or soda is taken. Beer is only permitted during off duty hours. Hard liquor is not permitted.

F. BERTHING FACILITIES:

The barracks building has central air conditioning on the mess deck and individual air conditioning units in rooms. The Commanding Officer and CWO each have separate bedrooms while sharing a bath and living room. The BMC and ETC have similar accommodations. The remainder of the crew are in separate wing with each man having a private room.

G. CLOTHING:

Uniform for officers and chief petty officers is working khaki long, with shorts permitted during the summer months. Uniforms for E-6 and below is dungarees, work shoes and chambray shirts during the winter months, with "hemmed up" shorts and tee shirts during the summer. Blue baseball caps are standard for E-6 and below and optional for officers and chiefs. Tennis shoes are optional attire for all personnel. Officers and chief petty officers will also be required to have tropical khaki long and tropical white long with ribbons for official occasions. Uniforms for E-6 and below for official occasions is tropical white long with ribbons.

It is highly recommended that a more than adequate supply of uniforms, especially dungarees, be purchased prior to reaching the station. The Canteen is able to order most uniform items through the Base Exchange or the small stores issue at Base Honolulu. However, delivery is slow, and often requests for odd sizes cannot be filled.

Civilian clothing is authorized during off duty hours. Bermuda shorts, light summer clothing, and bathing suits are recommended. During the winter, temperatures remain mild, but heavy winds make a sweater or windbreaker necessary during the evenings. Wellington boots and tennis shoes are recommended footwear.

H. PERSONAL EFFECTS:

Incoming personnel are advised to ship their personal effects six to eight weeks prior to their arrival on station to avoid arriving ahead of their personal effects. Smokers are advised to bring 3 weeks supply of cigarettes or tobacco, as these items must be ordered by the individual through the Canteen. Hobbies are encouraged, space permitting. Stereo equipment is recommended. Under good atmospheric conditions, a radio with a strong receiver is able to tune in the stronger Honolulu radio stations. Many personnel find a portable tape recorder helpful in corresponding with relatives.

I. COMPENSATORY LEAVE:

Compensatory leave is accrued at the rate of 2 1/2 days per month while on isolated duty. Present station policy permits a man to take a maximum of 14 days compensatory leave between the end of his sixth month on station and the end of his ninth month on station. Compensatory leave will be granted as requesting, providing personnel strength does not drop below 10% of authorized strength and no hardship is placed upon operational responsibilities.

CHAPTER IV

ENGINEERING

A. SIGNAL POWER BUILDING:

The signal-power building is the location of the engine room, and the loran receiving and transmitting rooms. Electronic and engineering store rooms, and offices are also located in this building. Similar to the barracks building, the SP building is constructed on a raised foundation four feet in height.

B. GENERAL ENGINEERING:

Station power is supplied by one of three Caterpillar 353 engines. Each Caterpillar engine is equipped with a Kato 250 generator. The remaining two Caterpillars are in a standby status. Each generator can supply a continuous output of 250 KW at 1400 engine RPM. The normal station load ranges from 140 to 180 KW.

Each generator has a separate switchboard in the control room thus permitting any combination of generators to be started, paralleled, or stopped. Automatic shutdown devices are installed in the event of low lube oil pressure, high cooling water temperatures, and engine overspeed. The overspeed and the lube oil alarms are reset manually while the water temperature alarm is reset automatically. In the event of fuel oil pressure failure, the engine will also shut down. All engines are equipped with woodward governors.

Preventive maintenance checks are conducted every 500, 1000, and 2000 operating hours as well as monthly, quarterly, and semi-annually.

C. ELECTRICAL SYSTEM:

Main circuit breakers for the entire station are located in the engine room control booth. Each building on station as well as each building section also has a main control panel and a supporting panel. Therefore electrical power may be secured to any building on the station from any one of three locations.

D. AIR CONDITIONING AND REFRIGERATION SYSTEM:

A central air conditioning unit supplies the mess deck and galley areas of the barracks building. Two central A/C units are available to supply the loran receiving and transmitting rooms in the SP building, with one unit operating at any given time. In that only one A/C unit can operate at a time, the operating unit must be secured before the standby unit, including the sump heater, can be energized. The area

beneath the raised floor in the loran receiving room and transmitting room is designed to serve as a cold air duct for the refrigerated air. All centralized A/C units operate with Freon 22. Individual bedrooms have General Electric window type units. There are four walk in reefer units on station: number one and two chill boxes, and number one and two freezer boxes. All four units use Freon 12 for operation.

E. FUEL OIL SYSTEM:

There are five 27,000 gallon capacity fuel oil storage tanks located on the west end of the island. Tanks are stripped weekly and painted annually. A fuel oil transfer pump in the engine room transfers fuel oil to the day tank (also located in the engine room) for engine operation. Soundings are taken weekly on the fuel oil storage tank in use. Fuel oil is consumed at an average rate of 300 gallons per day.

F. FRESH WATER SYSTEM:

Fresh water collection comes from two sources, rain water catchment, and distillation of sea water. Rain water drain-off from the roofs of the SP and barracks buildings and the recreation court is collected in a catchment tank. The water then is pumped into one of eight raw water tanks.

A HJ120 evaporator (rated daily output of 900 gallons of fresh water) is located in the engine room and utilizes heat from the engine cooling water to produce fresh water. The fresh distillate is then pumped into a 100 gallon receiving tank in the engine room. From the receiving tank, the distillate is then pumped to one of the raw water storage tanks.

There are five 20,000 gallon capacity tanks and five 10,000 gallon capacity fresh water tanks on station. One 10,000 gallon and one 20,000 gallon tank are treated water tanks and supply water to the barracks and SP building. The remaining tanks are raw water tanks. Water from these tanks is filtered and chlorinated before it is pumped into the treated tanks. All water pumps are located in the pumphouse adjacent to the SP building.

G. SANITATION:

At this unit waste disposal is accomplished by a water-treatment/carriage system, whereby the wastes materials are ariated and broken down by inverse, bacterial decomposition. After this process is completed, they are passed out of the system thru an overboard discharge.

H. POTABLE WATER:

Filtration, chlorination and micro-pore testing are strictly controlled, logged and reported. Because of the large and varied demands for fresh water aboard this unit, all personnel are constantly aware of the needs to conserve this basic necessity.

I. FIRE FIGHTING:

Both the SP and barracks building have two fire main systems with water pressure readily available. A salt water system with fire mains located at strategic locations on the exterior of the buildings, is designed for outside uses. A fresh water system connected to the raw water tanks is used inside both buildings. Fresh water mains are located in both wings of the barracks, and the engine room. Dry chemical and CO₂ extinguishers are located in the engine room, loran receiving and transmitting room, and the galley.

Smoke detection devices are present in bedrooms with heat detection devices present in all remaining spaces. A flame detection unit is installed in the engine room.

The station is divided into eight zones: the master fire alarm panel is located in the loran receiving room. Whenever a detection device is activated, the master panel indicates the zone where the alarm has been tripped. Fire horns are activated in all spaces. The loran watchstander will pass over the station sound powered telephones the zone and the location of the fire.

As a secondary means of fire fighting, an Ansul cart equipped with dry chemical extinguishing agents and light water is available. Primary use of the Ansul cart is aircraft crash emergencies.

ELECTRONICS ENGINEERING:

A. LORAN A:

French Frigate Shoals is a high power, double pulse master operating on rates 2L6 and 2L7. Four AN/FPN-30 Loran A timers provide timing and monitoring functions. A highly stable 100 HZ reference is generated by two rubidium vapor atomic oscillators. Timer switching is accomplished by loran switching group AN/FPA-2.

Two T-325A/FPN transmitters and two GCF-T-138A amplifiers, with a rated power of 800 KW, supply the 125 foot aluminum tower. Transmitters are switched by the GCP-RWL-1403 B auxiliary switching unit.

B. LORAN C:

Three AN/SPN-30 Loran C receivers are installed to monitor rate S1.

Envelope and cycle time delays are recorded on three AN/USH-9 recorders. The receiving antenna is located on top of the old signal power building.

C. RADIOBEACON:

This station transmits the characters FSS continuously on 320 KHZ. Two T-801A/FRN transmitters provide a maximum of 1.5 KW to a modified cage L antenna. Local monitoring of the signal is provided by the BZ-54/GRN alarm/monitor.

D. COMMUNICATIONS:

Five R-1735/URR strip receivers and one Collins 651-S-1A receiver are installed for monitoring various frequencies. Two teletypewriters, with associated equipment, provide rapid radioteletype communications with COMMSTA Honolulu and other loran stations. Two AN/URT-17A 1 KW transmitters are installed. FM sets are provided for portable and emergency drill communications. All operational traffic is conducted on single sideband, with the majority of message being sent and received via TTY.

E. TEST EQUIPMENT:

A wide variety of general and special purpose test equipment is on board. Calibration services are provided by EST Honolulu.

F. SPARE PARTS:

A 90 day supply of maintenance parts are stored in the signal power building. Parts and supplies are ordered from Navy sources and USCG SUPCEN Brooklyn.

CHAPTER VI
ADMINISTRATION

A. GENERAL:

The Commanding Officer, assisted by the executive officer or the administrative officer and the administrative assistant to the Commanding Officer, is responsible for the proper preparation, handling, maintenance of correspondence, reports, publications, and directives, records and files of the unit.

All required directives, forms, publications, records, and files for the command shall be maintained in accordance with current directives by the station office except those required for a specific department which shall maintain them in accordance with current directives.

B. REPORTS AND LOGS:

Required reports for the command including references, responsibilities, and submission scheduled are promulgated in the Reports Required Index (FFS PUB-2). All reports and logs to be submitted shall be reviewed and endorsed by the Commanding Officer.

C. OFFICIAL CORRESPONDENCE:

All official correspondence of the command shall be in accordance with appropriate regulations and directives. The Commanding Officer shall endorse all official correspondence. In his absence, the executive officer shall endorse all official correspondence. Correspondence files are maintained by the station office.

All incoming official correspondence, directives, and publications are initially routed to the Commanding Officer, or his designee who shall determine what should be seen by the various station personnel.

D. DELEGATION OF AUTHORITY:

The Commanding Officer is charged with the responsibility of insuring the proper performance of the command in carrying out its assigned missions. When the regularly assigned Commanding Officer is not available for duty, the commissioned officer or commissioned warrant officer who is next in line shall assume command. A warrant officer or petty officer who is next in line to succeed to command shall assume command with the authority of an officer-in-charge. During the temporary absence of the regularly assigned Commanding Officer, the standing orders and routine of the command shall not be changed, except as may be required by the situation or by orders of competent authority.

The commissioned warrant officer in the electronics field specialty is designated as EMO, but has the same status and authority of an executive officer in accordance with Coast Guard Regulations. The EMO is responsible for effectuating the policies and orders of the Commanding Officer, and shall keep the Commanding Officer informed of all matter pertaining to the command. In the absence of the EMO, the senior chief petty officer will be designated as the executive petty officer who shall assume the responsibilities and authority in accordance with Coast Guard Regulations.

Department heads are delegated the authority to enable them to carry out their assigned responsibilities. The next senior petty officer becomes acting department head during the absence of the regularly assigned department head.

D. STATION BILLS:

Administration and emergency action organization is provided by numerous station bills. Administrative bills have been promulgated in the following categories: paperwork management, supply, communications, inspections, cleaning and maintenance, station equipment such as boats and vehicles, and utilities and sanitation.

Emergency action plans are grouped as either Disaster Control Recovery Plans (DCRP) or Defense Preparedness Plan (DPP). The DCRP is designed to maintain operational status of the station to the fullest extent possible in the face of disaster, reduce the probability of damage, minimize effects, and initiate recovery. The following areas are incorporated into the DCRP:

1. Alarm Signals
2. Shelters
3. Fire Bill
4. Aircraft Emergency and Ground Bill
5. Power and Electronics Aton Failure Bill
6. Boat Emergency Bill
7. Hurricane and Heavy Weather Bill
8. Tidal Wave Bill
9. Evacuation Bill

D. DELEGATION OF AUTHORITY:

The DPP is designed to promulgate station readiness organization in the event of attack, a declaration of war, or an increased defense posture. The following areas are incorporated into the DPP:

1. GENERAL QUARTERS:

To defend the station in case of a surface attack by a small armed party and to enable the command to carry out emergency destruction of classified material.

2. NBC DEFENSE BILL:

To delineate action to be taken in the event of a nuclear, biological, chemical attack or accident, to enable the station to perform its assigned mission and provide maximum safety to station personnel.

E. SAFETY:

The safety board, comprised of the EMO who acts as chairman, department heads, and the IMI, and other station interested personnel, meets monthly to discuss station safety improvements. Unsafe practices and conditions are discussed, and the appropriate action is recommended. A written report of the conditions and recommendations is submitted to the Commanding Officer. Upon approval of the submitted report by the Commanding Officer, the appropriate department heads are instructed to correct the discrepancies and to notify the Commanding Officer when corrective action has been completed.

CHAPTER VII

GUIDANCE FOR RELIEF PERSONNEL

A. MAILING ADDRESSES:

Personal mail should be addressed as follows:

Name of Individual
USCG Loran A/C Station
Box 48
FPO San Francisco, CA 96610

Incoming personnel desiring additional information are encouraged to address their inquiries to the Commanding Officer.

B. STAMPS:

Airmail stamps may be purchased through the station exchange. The comptroller at Base Honolulu will prepare parcels and letters to be registered and insured for mailing, and bill the canteen. Postage charges are then deducted from an individual's account.

C. FAMILY FACILITIES:

In that French Frigate Shoals is a restricted duty station, no family facilities are available.

D. RECOMMENDATIONS AFTER RECEIPT OF ORDERS:

Due to the remoteness of the station and the fact that logistics flights with mail are on a weekly basis, it is often difficult to handle one's personal affairs in a prompt fashion. Therefore, it is recommended that after receipt of orders to French Frigate Shoals, incoming personnel consider the following suggestions:

All incoming personnel must pass an overseas physical which includes a medical and dental examination. Any possible medical or dental problems should be resolved before arrival on station. After arrival on station, personnel are not sent into Honolulu for medical treatment unless problems of an emergency nature arise.

Those personnel requiring eye glasses should bring at least two pair. If the lens prescription is known, glasses can be ordered.

Personnel requiring prescription medicine, i.e., allergy shots, etc., should notify the command well in advance of arrival to enable the medicine to be ordered. Such personnel should bring with them

an adequate supply in the event that the needed medicine is not on hand upon their arrival.

Financial obligations are most easily handled through allotments. It is recommended that allotments be made for loan repayments, insurance premiums, etc., to insure their timely payments. Married personnel find that an allotment to the wife is the most convenient means of providing the family with money. Personnel are advised to file for their allotments early enough so that the allotment payments will have begun by the time the member arrives on station. The man's present unit or district finance office can provide all the required information on allotments, as well as initiate the allotment requests.

Personnel may consider giving a power-of-attorney to their wives or next of kin to expedite any legal problems that could arise during their tour. Through a power-of-attorney, the individual acting in one's absence is free to acquire and dispose of one's personal funds and possession's as directed and sign legal documents on his behalf. The individual is free to restrict the use of the power-of-attorney to any degree he desires. A power-of-attorney can be obtained at no cost through the district legal office.

E. RECOMMENDATIONS FOR THE PROSPECTIVE COMMANDING OFFICER:

The prospective Commanding Officer (PCO) finds himself in a unique position upon receiving his orders. In most cases, the PCO will have approximately 22 months commissioned service upon his arrival. He is going from a position on his previous unit of limited responsibility to his tour at French Frigate Shoals of total responsibility. Loran school and district orientation prior to his arrival on station provide a great deal of helpful information but seemingly never enough. Change of command procedures can be accomplished within a week; however, during this period, the PCO will be familiarizing himself with station routine and instructions, reviewing past correspondence, conducting inventories, and examining the material condition of the station. Once the change of command is completed, the new CO may very well find himself in a daze and unaware of the administrative procedures he must follow as Commanding Officer.

To minimize the possibility of such a situation occurring, it is strongly recommended a PCO have a working knowledge in the following areas prior to his arrival on station:

1. COMMISSARY ADMINISTRATION AND OPERATION:

The appropriate chapters of the Comptroller's Manual Vol 4 (CG-264) concerned with commissary operation should be thoroughly reviewed. Examination of the commissary operation on your present unit will also be helpful.

2. PLANT PROPERTY ADMINISTRATION:

Again, the appropriate chapter of the Comptroller's Manual Vol. 4 (CG-264) should be reviewed.

3. SUPPLY ADMINISTRATION:

Familiarity with SH 30 funding is a must. Any knowledge of the federal stock system and procurement procedures (milstrip, RFP, and standard work order, etc.) is helpful.

4. PERSONNEL ADMINISTRATION:

A thorough understanding of the Personnel Manual (CG-207) is required, especially those sections pertaining to transfer, advancements, and enlisted service records.

5. OFFICE ADMINISTRATION:

The Correspondence Manual (CG-199) which outlines the formats for all official correspondence, should be familiar to a PCO. The Paperwork Management Manual (CG-416) provides information regarding station files, retention of reports and letters, and filing of instructions and notices.

6. CLASSIFIED MATERIAL CONTROL:

It is essential that a PCO understand the handling and administration of classified material. A thorough understanding of OPNAVINST 5510.1C is recommended strongly.

7. MANUAL FOR COURTS MARTIAL:

Instances will arise when the Commanding Officer must invoke non-judicial punishment and/or court martial proceedings upon the personnel of his command. An understanding of the Commanding Officer's responsibilities and restrictions, especially with regard to NJP, cannot be minimized.

Upon receipt of orders to French Frigate Shoals, it is recommended that the PCO write the Commanding Officer requesting specific information not covered in this booklet. Copies of the station organization manual, station publications, and instructions are available if requested.

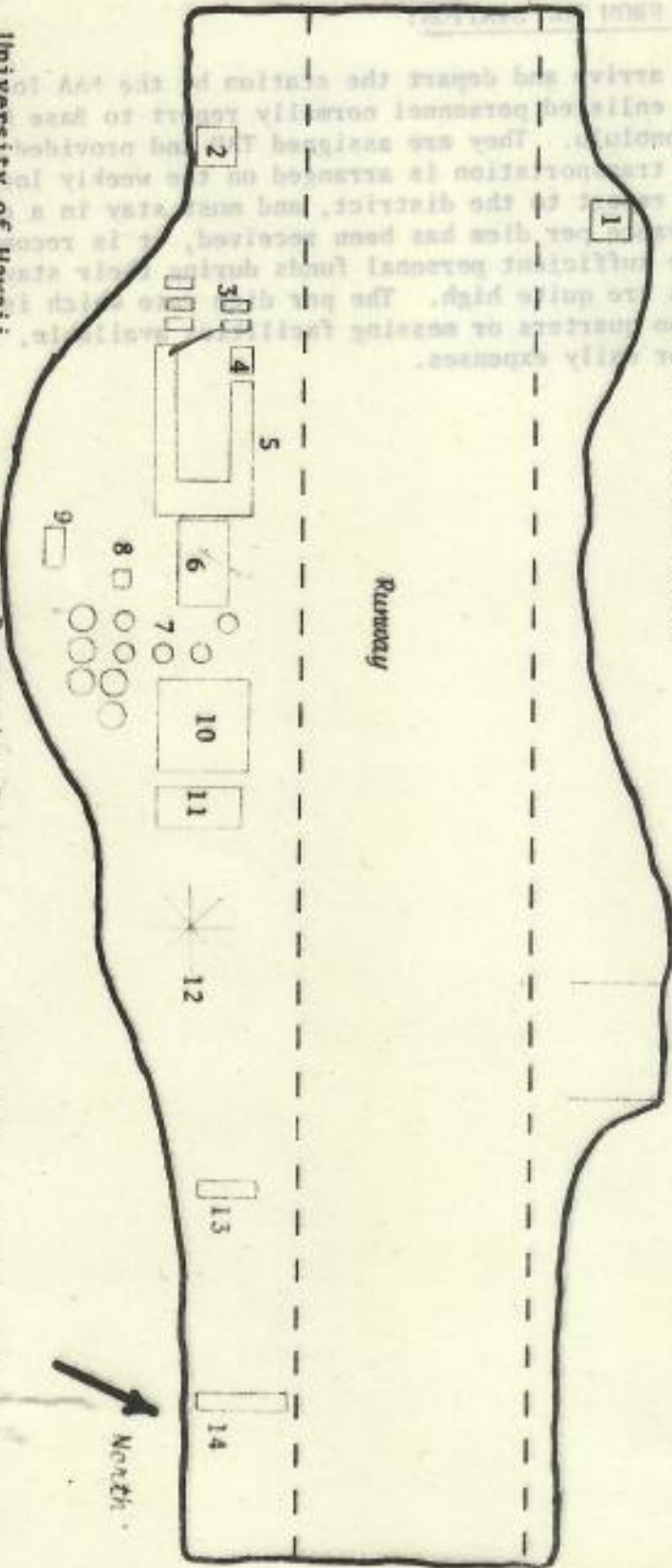
The final suggestion for the PCO is to enjoy his brief stay in Honolulu. It will be a while before he will return to Honolulu for the Commanding Officer's Conference.

F. TRAVEL TO AND FROM THE STATION:

All personnel arrive and depart the station by the FAA logistics flight. Incoming enlisted personnel normally report to Base Honolulu upon arrival in Honolulu. They are assigned TAD and provided quarters at the Base until transportation is arranged on the weekly logistics flight. Officers report to the district, and must stay in a commercial hotel. Unless advance per diem has been received, it is recommended that officers have sufficient personal funds during their stay in Honolulu as prices are quite high. The per diem rate which is presently \$31 per day with no quarters or messing facilities available, is a good estimate to use for daily expenses.



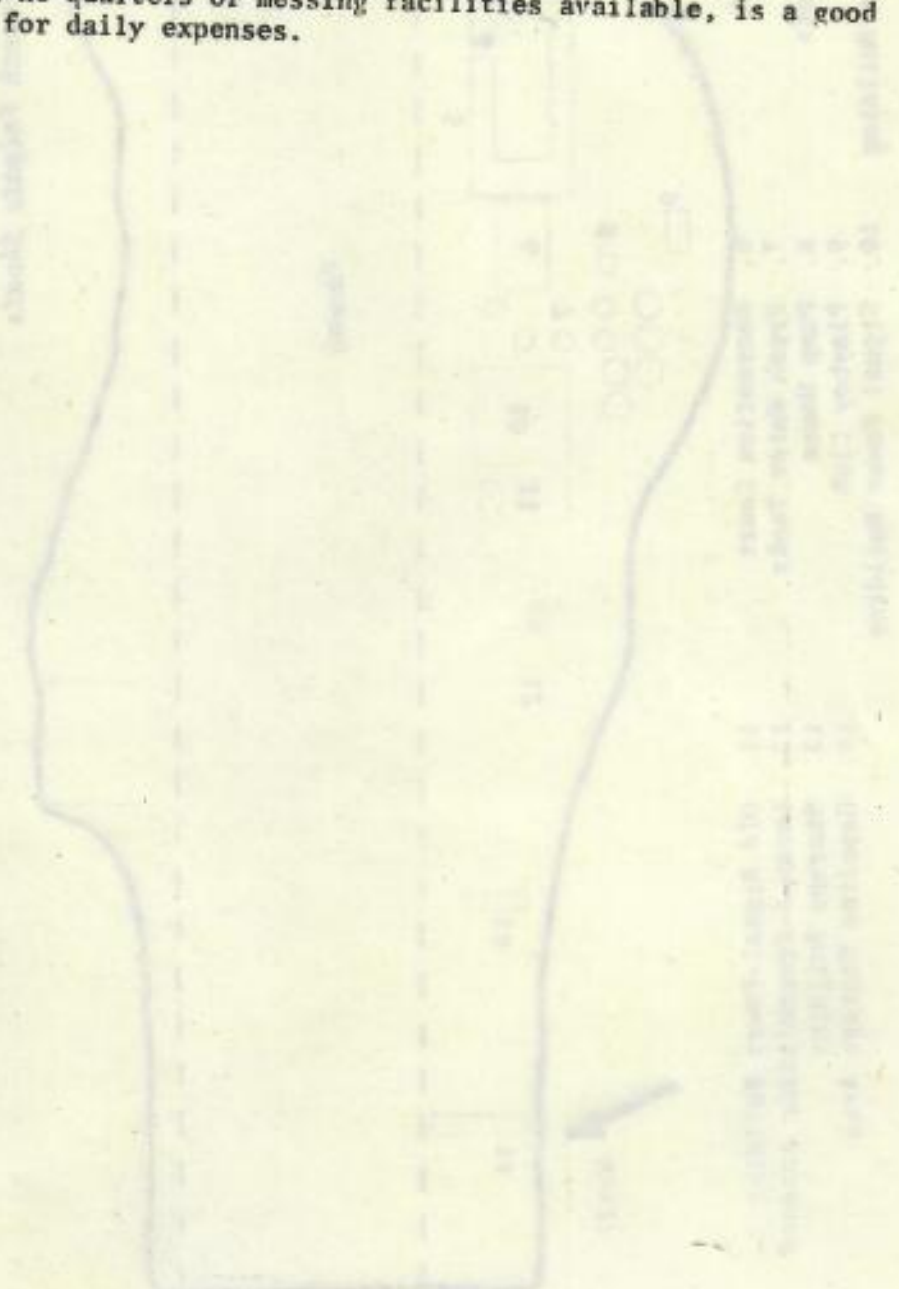
French Frigate Shoals



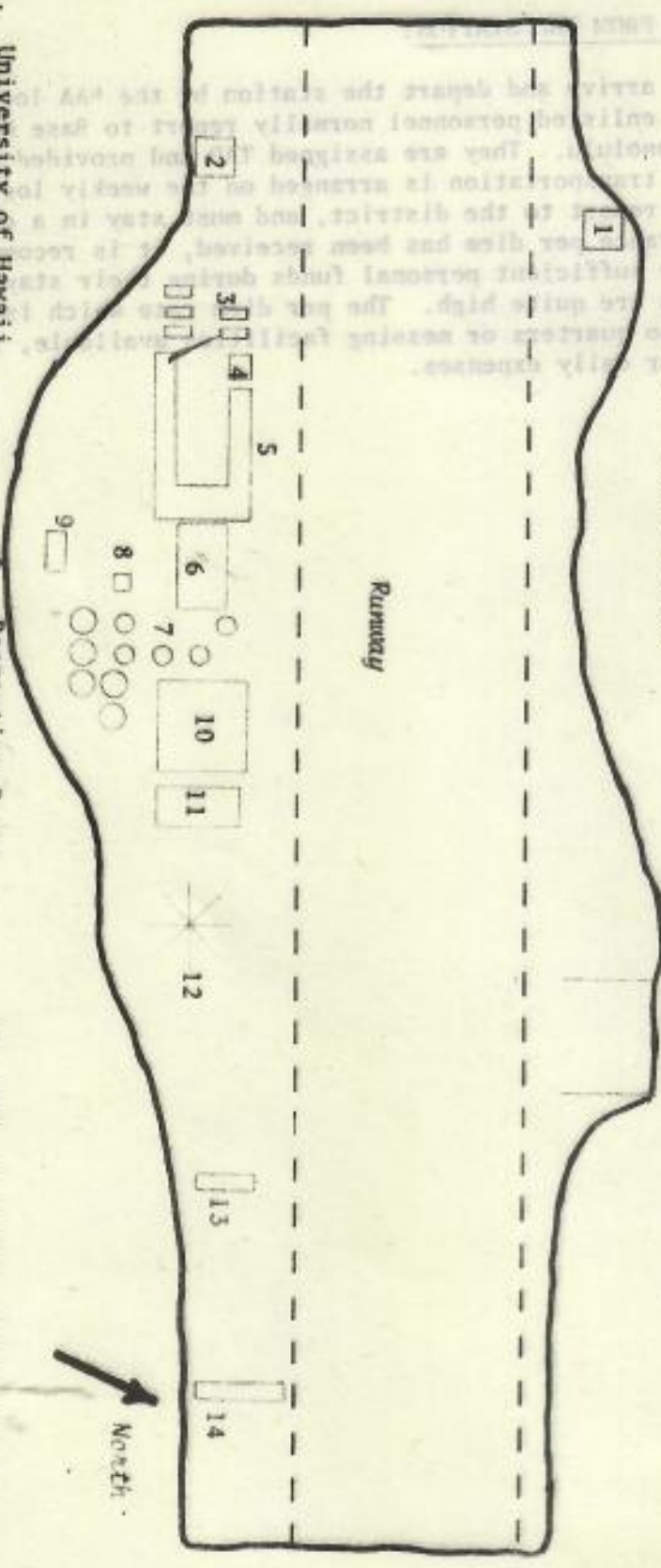
1. University of Hawaii
2. Boat House
3. Fuel Oil Storage Tanks
4. Garage
5. Barracks-Subsistence Building
6. Recreation Court
7. Fresh Water Tanks
8. Pump House
9. Playboy Club
10. Signal Power Building
11. Old Signal-Power Building
12. Loran-A Transmitting Antenna
13. Storage Building
14. Gasoline Storage Area

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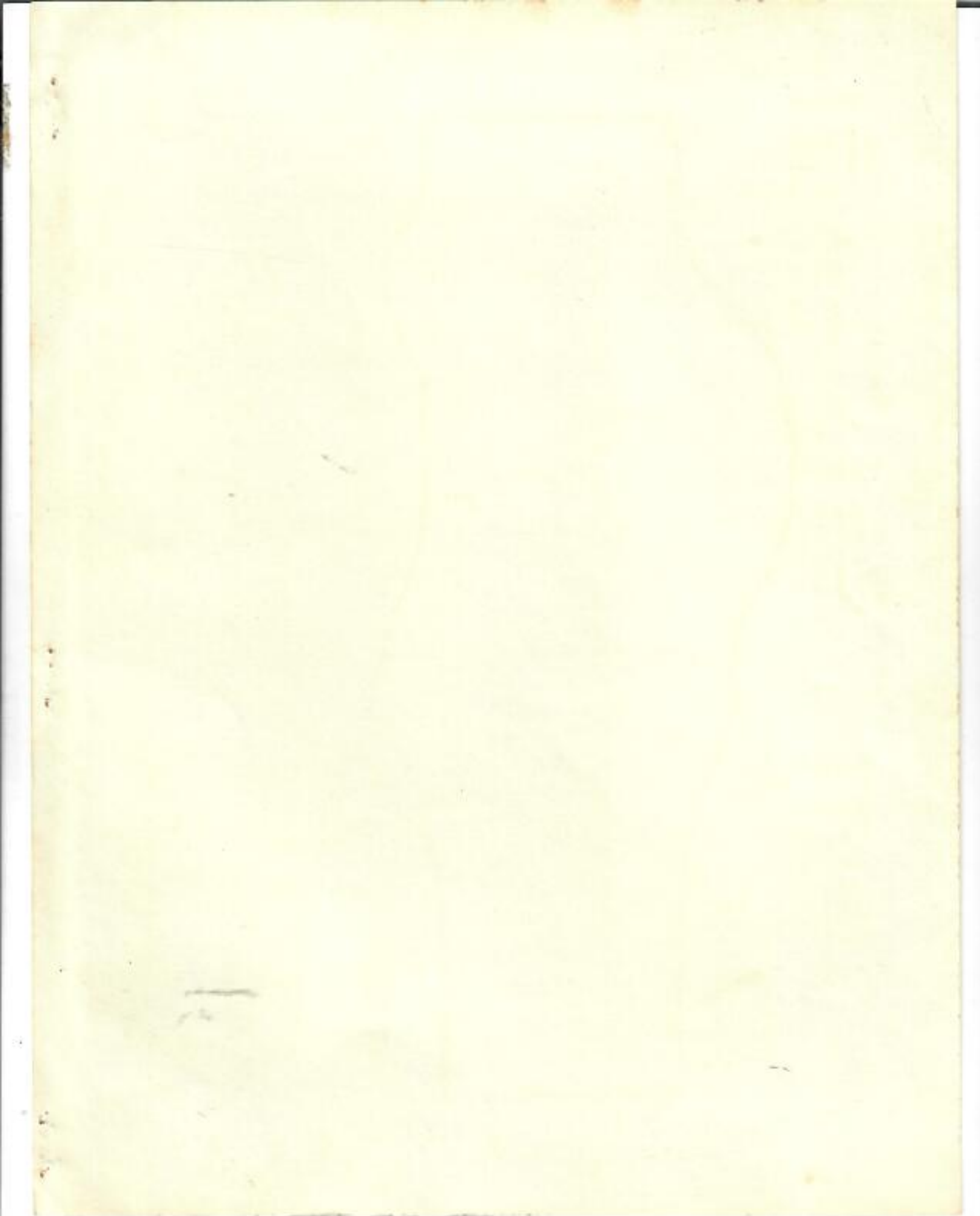


French Frigate Shoals



1. University of Hawaii
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JUNE 19, 1978



UNITED STATES COAST GUARD

LIBRARY OF
GEORGE H. BALAZS

FRENCH FRIGATE

SHS



ITEMS IN THE LOCAL NEWS:

(Master - continued)

SHARK ISLAND DISASTER

The arrival of the *Butterwood* the other week brought a lot of excitement, not all of it was bargained for. In addition to providing us with some much-needed supplies, a much needed extra EY (Eric Timberlake), returning Mr. Klapotaky with his newly acquired high-level bus license - taking away two old heads (Vic Doseh and John Tambic) and vacationing Wendall Bishop, it provided us with some perilous excitement that was totally unexpected.

The C.O. of the *Butterwood* and a Warrant officer from the same ship wanted to go fishing for a couple of hours. So, Jerry Carretti took them out in one of the 16 foot Boston Whalers - the one with the brand new motor. Well, the whole thing turned into a disaster near Shark Island - east of FFS - as the sea became rough, water broke over the boat and fishing lines fouled the propeller. Unable to get the motor started and taking on water, the boat eventually capsized, leaving our cook and the two officers in rather dire straits. They clung to the bottom of the boat as well as possible - all efforts to right it were thwarted, due in part to the anchor effect that the hanging motor had on it. The boat soon began drifting with the dangerous current - moving rapidly away from Shark Island. At one point it got hung up on a reef. The officers got a little cut up when that occurred. After being stranded in the water for quite some time and with no communications with anybody (the portable radio died after the immersion), a decision had to be made. Apparently the *Butterwood's* skipper wanted to stay with the boat - an admirable gesture, but considering the circumstances, not really wise. Common sense told Carretti to head for the island before the current carried them helplessly into no man's land. They reached agreement on this and in an

"every-man-for-himself" situation, the officers in their life jackets and Carretti minus a life jacket and weighted down by heavy boots, laboriously made their way to Shark Is. It was a harrowing experience, especially for our cook who had some doubts whether he'd make it.

Fortunately EY1 Knight heard the last frantic radio transmission and rescue parties were sent out. Chief Benner and SN Oliver went out with the *Butterwood's* small boat crew and later assistance was provided by EY1 Roberts and NKE2 Knight in our other 16 footer. Eventually the *Butterwood* herself had to make the actual pick-up of the survivors and the boat.

Major loss in the ordeal was the Evinrude motor which was stowed aboard the *Butterwood* and taken directly back to Honolulu for repairs. Also lost was the portable radio and the anchor. There was some damage to the boat itself as well. But the important aspect was no loss of lives, which could easily have happened.

RETURN OF GEORGE BALAZS

George Balazs, the well-known expert on wildlife of the Hawaiian Islands, returned to the Shoals for a two-week period, primarily to conduct research on sea turtles. In his island hopping excursions to Whale-Skate, Trig, East, and even Gin Is, he has found a good number of turtles. He's set up a camp site on East Island to make detailed observations.

NIGHT OPERATIONS AND EVENTS IN THE FROGS:

NEWS FROM THE AIRWAYS

Friday evening, one of those rare and exciting instances of long-distance radio communications occurred on the UFRAN net. Everything was quiet and peaceful and routine on 12.205 MHz at 7:30, when lo and behold a slightly garbled, but intelligible transmission came across "French Frigate Shoals French Frigate Shoals this is South Pole Station Antarctica." Sure enough, we were picking up the South Pole! A couple of the civil service people stationed there for scientific study of the region had happened to be twisting the dial of their radio receiver to hear what kind of exotic transmissions they could pick up, when they came across these strange communications between a Kure Oscar 7 whatever that was, and French Frigate Shoals. They found our LORAN buiter so fascinating that after listening for a while, they decided to try to talk to us. Well, we ended up conversing for about 20 minutes and ~~able~~ able to inform them just exactly what a Kure Oscar 7 was, not to mention of course what a French Frigate Shoals was. We exchanged all sorts of information about our respective isolated duties. They spend a full 12 months down there just as we do. Currently it is mid-winter at the South Pole, and total darkness for 24 hours. When asked about the weather they replied that "temperatures are in the minus category." I guess when it gets that cold the varying degrees of freezing make little difference. They are supplied by a C-130 on a bi-monthly basis. They hope to be visited soon by the Coast Guard icebreakers - Glacier and Polar Star, and are looking very forward to that. They were reaching us via 1000 watts of power radiated from a rhombic antenna aimed at New Zealand. When asked just exactly where their position could be located on a map, our friend down there at the mike succinctly replied "We are situated at the hole in the bottom of the globe."

VISITORS TO INVADE WEST

It was reported to us by George Ralass a couple of nights ago, that some of the Honolulu radio stations were running a news story about a fisherman who has stated intentions to head out to French Frigate Shoals in order to do some fishing - which of course is illegal in these protected waters. "or whatever reason he wants to do this is kind of beyond our imagination, although the whole thing might just be a hoax. There has been no further information on this, so until we hear anything further, it can be considered an idle threat."

SOFTBALL GAME RECAPS

It was another hotly contested ball game out on the French Frigate Shoals diamond, Wednesday, with Chief Penner's team edging out a 13-11 victory over John Roberts' squad. On a particularly hot early afternoon, we had a good breeze blowing from east to west, which played havoc with a number of fly balls hit up into the "jet stream." Several high fly balls started towards dead center only to wind up curving sharply to left, followed in hot pursuit by Bruce "Tex" Tilden or "Boats" Roberts, the left fielders of each team. They were able to flag down most of them in gazelle-like fashion. However, errors, as usual, played a key role in this contest.

Chief's team jumped out to a quick 3-0 lead in the first inning taking advantage of the big hole up the middle due to the lack of a shortstop. (In this case, both squads were forced to play without one key fielding position due to lack of sufficient players - Roberts elected to dispense with a shortstop, Chief went without a second baseman). Al Jones smashed a home run to right field. With another run in the 2nd, Chief had a 4-0 advantage and perhaps a rout was in the making. Not so. Roberts team came back with a vengeance, plating 5 runs in the top of the fourth, to accompany the solo they got in the 3rd. Kiscuss and strange plays were the keys to this stanza. On one play, Roberts daftly avoided a tag at third, nearly slipping a disk in the process, and John Edmond clouted a 4-bagger that eluded a slipping Tilden in left. After all this, the score was 6-4. Chief & Co. tied it up with 2 in the bottom half, only to lose the lead again in the top of the 5th. One run scored for a 7-6 tally. Roberts' lead also proved to be short-lived as Chief's charges knocked across two runs to assume an 8-7 margin.

Late in the game problems were created by missing players making phone patches, and so the tense battle ended in a rather anticlimactic 13-11 verdict with various players from one team filling in for others on the opposite side.

Some other highlights, or low-lights, depending on your point of view: Tilden's skidding slip on the gravel and miss of the fly ball, Clark's mud-stomping pursuit of a fly ball in center, Culver's and Clark's centerfield collision, Boats' sitting catch

of a sinkingline drive, and Carretti's short shortstop position - played so short that Chief almost scraped his arm on him when delivering pitches from the "mound."

Anyway, it was an entertaining game, marked with some very good and some equally bad plays. Yet another tune-up for the still unbeaten FPS softball team ready to take on the next buoytender.

ROBERTS	0	0	1	5	1	0	3	1	--	11
CHIEF	3	1	0	2	2	2	0	3	--	13

the lineups by position:

<u>Chief</u>	<u>Roberts</u>
1B Mr. Heggars	1B Brown
2B none	2B T. Knight
ss Carretti	ss none
3B Stevens	3B Culver
P Chief	P Villanueva
lf Tilden	lf Roberts
cf Jones	cf Clark
rf McMillan	rf Edmond

SEAVER PITCHES W66 NO HITTER

Cincinnati Reds' ace righthander Tom Seaver finally pitched the gem that had so narrowly eluded him through the years. He hurled a 4-0 no-hitter against the St. Louis Cardinals. The crowd at Riverfront Stadium went wild as batter after batter hit the dust as Seaver struck out 4 and walked 3. There were a few fielding plays that saved it for him. Second baseman Joe Morgan made a diving stop of a hard grounder by the Cards' Keith Hernandez and threw him out. Ray Knight, a late inning defensive replacement for Pete Rose, took a high bouncer from the bat of Jerry Morales at third and his strong throw caught the speedster by a whisker at first. Seaver had 5 previous one-hitters.

INTERNATIONAL AFFAIR

INTERNATIONAL EAGLE PROMOTION...ON 10 MAY ,78, THE U.S. POSTAL SERVICE ANNOUNCED THE FUTURE ISSUANCE OF A NEW 14¢ INTERNATIONAL SURFACE RATE POST CARD THAT WILL FEATURE THE IMAGE OF THE COAST GUARD TRAINING BARQUE, EAGLE IN COLOR. THE ANNOUNCEMENT AND UNVEILING OF THE ARTWORK TOOK PLACE AT THE COAST GUARD ACADEMY, NEW LONDON, CONNECTICUT. A "FIRST DAY OF ISSUE" WILL BE HELD IN SEATTLE, WASHINGTON ON 4 AUGUST 78, IN CONNECTION WITH THE EAGLE'S VISIT THERE AND THE 188TH ANNIVERSARY OF THE COAST GUARD. THE POSTAL SERVICE HAS INDICATED THAT THE NEW CARD WILL BE THE FINEST PIECE OF POSTAL STATIONERY EVER PRODUCED BY THE U.S. GOVERNMENT WITH SOME 22 MILLION EAGLE POST CARDS BEING PRINTED.

EAGLE POSTAL CARD
POSTMASTER, SEATTLE, WASHINGTON
98109

CHECK OR MONEY ORDER
SEND SELF ADDRESSED ENVELOPES
WITH YOUR ORDERS UP TO 200 CARDS
14 CENTS EACH ORDERS WILL BE
ACCEPTED THROUGH AUG 4 1978,

COLD WATER DROWNING

A NEW PAMPHLET TITLED "COLD WATER DROWNING---ANEW LEASE ON LIFE" WILL BE WIDELY DISTRIBUTED BY THE COAST GUARD'S OFFICE OF BOATING SAFETY. THE PAMPHLET EMPHASIZES THE FACT THAT MANY PEOPLE WHO ARE BELIEVED TO HAVE DROWNED IN COLD WATER MAY NOT BE DEAD, AND RESUSCITATION TECHNIQUES SHOULD STILL BE PERFORMED. IT INCLUDES INFORMATION ON HYPOTHERMIA SYMPTOMS AND RESUSCITATION TECHNIQUES.

A LIMITED NUMBER OF COPIES ARE AVAILABLE FOR DISTRIBUTION UPON REQUEST BY WRITING:

COMMANDANT (G-BAE-4),
U.S. COAST GUARD,
WASHINGTON, D.C. 20590.

INTERNATIONAL AFFAIRS

FRENCH FRIGATE SHOALS FARWELL... AN OPERATING FACILITY CHANGE ORDER HAS BEEN ISSUED FOR THE DISESTABLISHMENT OF THE FRENCH FRIGATE SHOALS LORAN-A FACILITY, AND THE ESTABLISHMENT OF A CG LORAN-C MONITOR STATION IN HONOLULU, HAWAII. COMMANDER, FOURTEENTH DISTRICT HAS BEEN AUTHORIZED TO ESTABLISH CG LORMONSTA HONOLULU AS A DISTRICT UNIT UPON SATISFACTORY COMPLETION OF NECESSARY PREPARATION OF THE FACILITY WILL REPLACE THE LORAN-A TRANSMITTING/LORAN-C MONITORING STATION FRENCH FRIGATE SHOALS AS THE SERVICE AREA MONITOR(SAM) AND PRIMARY CONTROL STATION FOR THE CENTRAL PACIFIC(CENPAC) LORAN-C CHAIN AS SOON AS PRACTICABLE. LORSTA F.F.S. WILL BE DISESTABLISHED UPON TERMINATION OF THE HAWAIIAN LORAN-A SYSTEM.

HANG GLIDING

THERE ARE 12 USHGA REGION IN THE UNITED STATES. IF YOU WANT SOME INFORMATION ON HANG GLIDING, FOR ONE DOLLAR THE USHGA WILL SEND YOU A FREE PACKET FOR YOUR REGION THAT WILL INCLUDE A LIST OF SCHOOLS, DEALERS, SITES, HANG GLIDING CLUBS AND PUBLICATIONS, AS WELL AS A LIST OF BOOKS ON THE SUBJECT. YOU WILL ALSO GET A SHEET DESCRIBING THE USHGA SAFETY PROGRAM, A DESCRIPTION OF THE HANG/RATING PROGRAM FOR PILOTS, A FORM FOR ORDERING THE BOOK AND PUBLICATIONS LISTED AND A MEMBERSHIP APPLICATION.

U.S. HANG GLIDING ASSOC.
P.O. BOX 66306
LOS ANGELES, CALIFORNIA

900 66

DO YOU KNOW THE DIFFERENCE

BETWEEN DISCERNMENT AND JUDGMENT?

ILLUSTRATION NUMBER ONE

*ON THE WAY HOME FROM CHURCH ONE MEMBER OF A FAMILY COMMENTED, "BASED ON THE MAN THEY APPOINTED TO TEACH OUR CLASS IT WOULD APPEAR THAT OUR CHURCH HAS SOME SERIOUS SPIRITUAL NEEDS. HE HAS MAJOR PROBLEMS IN HIS MARRIAGE, HIS CHILDREN HAVE REBELLED, AND HIS DRESS AND HAIR STYLE OFFEND MANY IN THE CHURCH.

CHECK THE RIGHT ANSWER:

- ~~-----~~ THIS FAMILY MEMBER WAS JUDGING.
- ~~-----~~ THIS FAMILY MEMBER WAS DISCERNING.

*A CHRISTIAN IS NEVER TO JUDGE ANOTHER. GOD WARNS THAT ANYONE WHO DOES WILL BE JUDGED HIMSELF (MATTHEW 7:1,2). BUT THE CHRISTIAN IS MIGHTY IN SPIRIT HAS ABILITY TO MAKE WISE DISCERNMENTS.

THE ROOT MEANING OF DISCERNMENT

THE FOLLOWING GREEK VERBS DESCRIBE THE SCOPE AND ACTION OF DISCERNMENT: "AS UNDER OR UNTO CHRIST"

DOKIMÁZŃ TO TEST, TO EXAMINE; TO INTERPRET, TO DISCOVER; TO APPROVE; TO PROVE, TO DEMONSTRATE

ANAKRĪNŃ TO ASK QUESTIONS, TO EXAMINE; TO EVALUATE, TO SCRUTINIZE, TO INVESTIGATE; TO SEARCH OUT

DIAKRĪNŃ TO MAKE A DISTINCTION (BETWEEN PERSONS); TO WEIGH THOROUGHLY EACH PART

THE ROOT MEANING OF JUDGMENT

THIS GREEK VERB IS USED IN SCRIPTURE TO DESCRIBE THE SCOPE AND ACTION OF JUDGMENT: "AS UNDER OR UNTO CHRIST"

KRĪNŃ TO PASS JUDGMENT ON, TO SENTENCE; TO MENTALLY OR JUDICIALLY CONDEMN; TO CONCLUDE, TO DECIDE, TO DETERMINE

*BASED ON THE ABOVE DEFINITIONS, IF THE FAMILY MEMBER IN ILLUSTRATION NUMBER ONE WAS INVESTIGATING THE SPIRITUAL NEEDS OF THE CHURCH, HE WOULD BE DISCERNING. BUT IF HE WAS CONCLUDING THAT THERE WERE SPIRITUAL NEEDS WITHOUT TAKING PROPER STEPS TO RESOLVE THEM, HE WOULD BE JUDGING. THE FACTORS ON THE FOLLOWING PAGE INDICATE WHICH HE WAS DOING.

DISCERNMENT VS.

JUDGMENT

1. ONE WHO DISCERNS THOROUGHLY EXAMINES HIMSELF BEFORE EVALUATING THE ACTIONS OF OTHERS.

"BUT LET EVERY MAN PROVE (DOKIMAZO) HIS OWN WORK...." GALATIANS 6:4
 "BUT LET A MAN EXAMINE (DOKIMAZO) HIMSELF....." I CORINTHIANS II:28
 "FOR IF WE WOULD JUDGE (DOKIMAZO) OURSELVES WE WOULD NOT BE JUDGED." I CORINTHIANS II:31
 "EXAMINE (DOKIMAZO) YOURSELVES...." II CORINTHIANS 13:5
 "PROVE YOUR OWN SELVES."

ONE WHO JUDGES CONDEMNS OTHERS FOR THEIR VISIBLE PROBLEM BUT FAILS TO REALIZE THAT THEIR ATTITUDES STEM FROM A ROOT PROBLEM WHICH HE HIMSELF HAS NOT YET OVERCOME.

"THEREFORE THOU ART INEXCUSABLE, O MAN, WHOEVER THOU ART THAT JUDGEST (KRINO): FOR WHEREIN THOU JUDGEST ANOTHER, THOU CONDEMNEST THYSELF; FOR THOU THAT JUDGEST DOEST THE SAME THINGS." ROMANS 2:1
 "BUT WHY DOST THOU JUDGE (KRINO) THY BROTHER? OR WHY DOST THOU SET AT NAUGHT THY BROTHER? FOR WE SHALL ALL STAND BEFORE THE JUDGMENT SEAT OF CHRIST." ROMANS 14:10

2. ONE WHO DISCERNS CHECKS THE ACCURACY OF ALL THE FACTS AND RELATED FACTORS BEFORE REACHING A CONCLUSION.

"BUT HE THAT IS SPIRITUAL JUDGETH (ANAKRINO) ALL THINGS, YET HE HIMSELF IS JUDGED OF NO MAN." I CORINTHIANS 2:15
 "PROVE (ANAKRINO) ALL THINGS; HOLD FAST THAT WHICH IS GOOD." I THESSALONIANS 5:21
 "BELOVED, BELIEVE NOT EVERY SPIRIT BUT TRY (ANAKRINO) THE SPIRITS, WHETHER THEY ARE OF GOD." I JOHN 4:1

one who judges forms opinions on first impressions or hearsay, then looks for EVIDENCE MAY BE OUT OF CONTEXT.

"JUDAS (KRINO) NOT ACCORDING TO THE APPEARANCE BUT JUDGE RIGHTEOUS JUDGMENT." JOHN 7:24
 "DOTH OUR LAW JUDGE (KRINO) ANY MAN BEFORE IT HEARD HIM...."
 "SPEAK NOT EVIL ONE OF ANOTHER, BRETHREN. HE THAT SPEAKETH EVIL OF HIS BROTHER AND JUDGETH (KRINO) HIS BROTHER, SPEAKETH EVIL OF THE LAW, AND JUDGETH THE LAW..." JAMES 4:11

3. ONE WHO DISCERNS DEALS AS PRIVATELY AS POSSIBLE WITH THE PROBLEMS OF OTHERS.

"IS IT SO THAT THERE IS NOT A WISE MAN AMONG YOU? NO, NOT ONE THAT SHALL BE ABLE TO JUDGE (DIATREZO) BETWEEN HIS BRETHREN BUT BROTHER GOETH TO LAW WITH BROTHER, AND THAT BEFORE THE UNBELIEVERS."

ONE WHO JUDGES PUBLICLY EXPOSES THOSE HE CONDEMNS. THIS MAY CAUSE OTHER TO CONDEMN HIM FOR HAVING THE SAME ROOT PROBLEM SUCH AS PRIDE, LACK OF LOVE, OR A CRITICAL SPIRIT, ETC.....

"JUDGE (KRINO) NOT, AND YE SHALL NOT BE JUDGED: CONDEMN NOT, AND YE SHALL NOT BE CONDEMNED: FORGIVE, AND YE SHALL BE FORGIVEN."

LUKE 6:37

* THE MEMBER OF THAT FAMILY IN ILLUSTRATION NUMBER ONE JUDGED ACCORDING TO APPEARANCE AND GAVE A BAD REPORT TO THOSE WHO WERE NOT DIRECTLY INVOLVED WITH THE PROBLEM. IF HE WERE DISCERNING HE WOULD HAVE PRIVATELY INVESTIGATE ALL THE FACTS AND FACTORS BEFORE DISCUSSING IT WITH OTHERS.....



B O K S I R S T O S D S K L E A R N
 R O U C L S P A W H E R C A N C H A
 A P R O U V E E G M S T A K E S I Y
 R H U B O L E I A E J O J W B V A D
 A C E S A P T G T E V A K L I E W M
 F A C A S D D O B I C S C U N N T O
 F F N T D O M A P K L L A N G T G I
 L E A M I S T U P E O I L L O U N T
 E K H R T H O O S T R Y B D A R E A
 E N G H O I T R F E L B M A G E E L
 N G O L R A C E T N O M C I B N R U
 G C N E R K R A E L F A O O A C
 S H I I C Y O O E N I A M Y R A R E
 A L I A N T U P E G T L T S E D U P
 F I R P O N P E A E S N S S O N S S
 A T E R S O I L W H E T T E L U O R
 F O R T U N E W A W E E B U I N A M
 S T A K O N R O T Y B B R A G A S E M

ANTE
 BET
 BINGO
 BLACKJACK
 CARDS
 CHANCE
 CHIPS
 GROUPIER
 DARE
 DICE
 DRAWING
 FARO

FATE
 FLIER
 FORTUNE
 GAMBLE
 GAME
 GUESS
 HEAD OR TAILS
 JACKPOT
 LAS VEGAS
 LOTTERY
 MONEY
 MONTE CARLO

TICKETS
 TOSS-UP
 TRACK
 TWENTY-ONE
 VENTURE
 WAGER
 WINNING

ODDS
 PLAY
 POWER
 POTLUCK
 PROBABILITIES
 RAFFLE
 RISK

ROULETTE
 SPECULATION
 STAKES
 SWEEPSTAKE
 ..

DO NOT FOLD PAPER UNTIL YOU
HAVE DECIDED WHICH PERSON
YOU REALLY ARE:

- | | |
|-----------------------------|--|
| 1. THE VAIN PERSON | 1. ONE WHO LOVES THE SMELL OF HIS OWN FARTS |
| 2. THE AMIABLE PERSON | 2. THE ONE WHO LOVES THE SMELL OF OTHER
PEOPLES FARTS |
| 3. THE PROUD PERSON | 3. ONE WHO THINKS HIS FARTS ARE EXCEPTIONALLY
FINE |
| 4. THE SHY PERSON | 4. ONE WHO RELEASES SILENT FARTS THEN BLUSHES |
| 5. THE IMPUDENT PERSON | 5. ONE WHO BOLDLY FARTS OUT LOUD AND THEN
LAUGHS |
| 6. THE SCIENTIFIC PERSON | 6. ONE WHO FARTS REGULARLY BUT IS TRULY
CONCERNED ABOUT POLLUTION |
| 7. THE UNFORTUNATE PERSON | 7. ONE WHO TRIES AWFULLY HARD TO FART BUT
SHITS INSTEAD. |
| 8. THE NERVOUS PERSON | 8. ONE WHO STOPS IN THE MIDDLE OF A FART. |
| 9. THE HONEST PERSON | 9. ONE WHO ADMITS HE FARTED BUT OFFERS A
GOOD MEDICAL REASON. |
| 10. THE DISHONEST PERSON | 10. ONE WHO FARTS THEN BLAMES THE DOG |
| 11. THE FOOLISH PERSON | 11. ONE WHO SUPPRESSES A FART FOR HOURS
AND HOURS |
| 12. THE THRIFTY PERSON | 12. ONE WHO HAS SEVERAL GOOD FARTS IN
A ROW |
| 13. THE ANTI-SOCIAL PERSON | 13. ONE WHO EXCUSES HIMSELF AND FARTS IN
COMPLETE PRIVACY |
| 14. THE STRATEGIC PERSON | 14. ONE WHO CONCEALS HIS FARTS WITH LOUD
LAUGHING |
| 15. THE SADISTIC PERSON | 15. ONE WHO FARTS IN BED THEN FLUFFS THE
COVERS OVER HIS BED PARTNER |
| 16. THE INTELLECTUAL PERSON | 16. ONE WHO CAN DETERMINE FROM THE SMELL
OF HIS NEIGHBORS FARTS PRECISLY THE LAST
FOOD HE CONSUMED |
| 17. THE ATHLETIC PERSON | 17. ONE WHO FARTS AT THE SLIGHTEST EXERTION. |
| 18. MISERABLE PERSON | 18. ONE WHO WOULD TRULY LOVE TO, BUT CAN'T |
| 19. THE SENSITIVE PERSON | 19. ONE WHO FARTS AND THEN STARTS CRYING. |



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

Movie Schedule

17 JUNE TO

22 JUNE

DATE

- 17 SPARKLE 9684 P1 ALSO THE BAUXY ADVENTURES OF TOM JONES
18 PSYCHO SISTERS II 9698 31
19 THAT'S ENTERTAINMENT PART II 9700 8
20 THE LAST GUERRILLA 9701 9
21 PSYCHIC KILLER 9704 8
22 THE BLUE BIRD 9711 20

HINTS FOR THE WEEK

1. REMEMBER TO TRY TO USE LESS WATER NO MATTER WHAT IT IS FOR. THE LIFE YOU SAVE MAY BE YOUR OWN.
2. REMEMBER TO TURN OFF THE TAPE PLAYER AFTER YOU USE IT.

HAWAIIAN-STYLE WORK SCHEDULE

8 A.M. ----- SUPPOSED TO START WORK
8:14 ----- WE SHOW UP
8:15 ----- WE TALK STORY
8:45 ----- BOSS SHOWS UP
8:46 ----- WE START WORKING
9-9:17 ----- READ PAPER IN DAJOHN
10-10:20 ----- COFFIE BREAK
11 A.M. ----- CHEW CRACKED SEED
12 NOON ----- KAU-KAU TIME
1-1:45 ----- REST UP FROM LUNCH
3-3:25 ----- KIM CHEE BREAK
4-5 P.M. ----- TALK STORY AN GOOF OFF
5 P.M. ----- AT LAST! PAU NANA TIME!!!



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:



THE
DAY
IS HERE....



THE TIME IS NOW....

WRITE OUT THAT SUGGESTION
YOU'VE BEEN THINKING ABOUT

DON'T SLEEP ON
YOUR IDEAS



SUGGEST SOMETHING USEFUL TODAY!

MISSING

1. ONE BLUE HAT WITH THE LETTERS A W ON THE FRONT OF IT
LAST SEEN-UNKNOWN. IF FOUND PLEASE GIVE IT TO
BM1 ROBERTS
2. ONE PAIR OF GLASSES - GOLD COLORED FRAME FOTUGRAY LENSES
LAST SEEN 0800 SUNDAY IN HEAD . IF FOUND PLEASE GIVE
TO
SA EDMOND

EDITORS AND WRITERS FOR THIS PAPER ARE

1. ET3 JOHN CLARK
2. ET3 BILL STEVENS
3. SA JOHN EDMOND



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS

1978

FRENCH FRIGATE

SHS





DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

NEWS AND SPORTS and ITEMS OF INTEREST

COAST GUARD TO THE RESCUE

The Coast Guard was called upon once again to remedy a sticky situation - actually it was an oily situation. The problem arose when a British oil carrier met up with an oil company dock - something had to give, and in this case the result was the spilling of some 85,000 gallons of fuel, crude oil and gasoline into the Mobile River in Alabama. The Coast Guard responded to this calamity with its characteristic speed and it looks as though they will have the spill cleaned up within a couple days. A Coast Guard spokesman says the bulk of the spill has been contained and the harbor will be re-opened to traffic as soon as the cleanup ends.

"PYRAMID OASIS"
MIXED

A proposed plan to convert the barren sand near the Great Pyramid in Egypt into a sprawling tourist trap game did not gain such favor with environmentalists, and apparently not with Egyptian President Sadat either as sources have learned that he has cancelled the foreign-financed project.

SONICS:
Biting the Bullets

The Seattle Supersonics grabbed a 2 to 1 lead in the championship series with a 93-92 victory over the Washington Bullets.

AL UNSER WINS HIS 3rd INDY

Al Unser fought off a last-ditch charge by pole sitter Tom Sneva to win his third Indianapolis 500. Unser overtook leader Davey Crosetti at the 190 mile mark and locked on though he was off on a Sunday cruise until the final 20 laps of the race, during which Tom Sneva in his powerful Cosworth V-8, which had enabled him to attain speeds high enough for the top spot in the qualifications, made his rocket-like stretch run. Sneva, who finished second in last year's 500 and was destined to do the same this year, gave it a good shot-dismalizing a 33 second deficit to just 8 seconds when Pat Vidan waved the checkered flag for Unser.

Al joined a select group of race drivers who have captured three Indy titles. Only A.J. Foyt, Wilbur Shaw, Louis Meyer, and Henri Sorel have turned the trick.

Tom Sneva of course was second, Gordon Johncock third, and Steve Kinisloff fourth. Janet Guthrie, the first woman to compete in the Indy, accomplished her personal goal of finishing among the top ten. She finished eighth.

NBA UPDATES:

Seattle and Washington are now tied up at 1-1 in the title series, as the Bullets shot to a 120-116 overtime triumph. It now has been transformed into a best of three series, with game 3 slated for the Kingdoms in Seattle.

CEDENO vs DUGOUT ROOF

Houston Astros star center-fielder, Cesar Cedeno punched out the dugout roof after failing to come through with a hit in a clutch situation vs San Francisco. The roof got the best of it as Cedeno came away not only with an injured right hand, but also an injured wallet which will now be \$5000 thinner, due to a fine levied by the Astros for the injury-inducing tantrum.

SONICS SWEET TITLE:

Seattle is now within one victory of realizing an impossible dream - the NBA title. Last night boosted by the heroics of Gus Williams, Jack Sikma, and veteran Paul Silas, the Sonics beat Washington to grab a 3-2 series lead. Three 3 sunk pressure free throws in the waning seconds to ice it. Fred Brown hit for 26 points and Dennis Johnson 24 to pace the winners.

SPORTS QUESTION OF THE WEEK:

Who is the only major league baseball player to attain the coveted 30 home run 30 stolen base season three times?

ANSWER:

Robby Bonds, who has played for the Giants, Yankees, Angels, and White Sox.



PSALM 92

IT is good to give thanks to the Lord and to sing praises to Thy name. To declare Thy loving kindness in the morning, and Thy faithfulness by night; for Thou, O Lord, hast made me glad by what Thou hast done. I will sing for joy at the works of Thy hands, IT good to give thanks to the Lord!

THIS WEEK HINTS ON

A. TRY TO COOK YOUR FRENCH FRIES IN VEGETABLES OIL, YOU WILL FIND THAT YOUR FRIES WILL NOT BE GREASY ALSO THEY WILL TASTE BETTER. (VEGETABLE OIL IS NON- FATTANING)

B. CLEANING , IF YOU FIND THAT YOUR ROOM ALWAYS GETS A LOT OF SAND ALL OVER THE FLOOR. THE WAY TO STOP SO MUCH COMING IN IS TO TAKE OFF YOUR SHOES AT THE DOOR. THEN WALK IN AND PUT YOUR SHOES IN A CORNER.

C. MED. FOR THOSE OF YOU WHO GET CUTS TAKE CARE OF IT RIGHT AWAY BECAUSE IF YOU DON'T YOU MAY CATCH TETANUS THEN THAT PART WILL BE BE SAVE.

the editor, ^{and} ED
AK



Movie Schedule 31 MAY - 14 JUNE 78

- | | | | |
|----|----------------------------|------|------|
| 31 | DRIVE HARD, DRIVE FAST | 8340 | P 17 |
| 1 | WEST WORLD | 9318 | P 13 |
| 2 | DRAGON FLY | 9638 | P 17 |
| 3 | THREE DAYS OF THE CONDOR | 9584 | P 13 |
| 4 | CONRACK | 9381 | P 27 |
| 5 | REPORT TO THE COMMISSIONER | 9505 | P 11 |
| 6 | MAN ON A SWING | | |
| 7 | RACE WITH THE DEVIL | 9599 | P 9 |
| 8 | 10 LITTLE INDIANS | 9501 | P 1 |
| 9 | LEADBELLY | 9629 | P 19 |
| 10 | FIGHTING MAD | 9693 | 21 |
| 11 | SARA T. | 8382 | 7 |
| 12 | A SMALL TOWN IN TEXAS | 9692 | 9 |
| 13 | THE BIG RIP OFF | 8366 | P 23 |
| 4 | THE CALIFORNIA KID | 8368 | P 13 |
-



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:



DON'T KILL YOURSELF. IT'LL PROBABLY
BURN OUT DURING RE-ENTRY.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

I'd like to know how often this paper will be put out. I appear to have the makings of a good one.

ED.- Thank you. The PFS Press will be printed on a weekly basis.

THE LEVELING OF PFS
Opposition-

It has recently been brought to my attention that there are plans in the works to completely demolish all the buildings and facilities here at Tern Island once the LORAN station is closed down. Apparently it is desired to return the island to its natural state by burying all of the equipment and the structures.

It seems to me that this is an awful waste. Not only is such an undertaking costly in terms of demolition expenditures, but also wasteful in terms of the needless destruction of usable facilities that are still rather new.

I would favor a plan to preserve many of the existing buildings for use by future visitors to the island for study purposes. Surely they could be put to good use.

-Disgruntled

BACK TO NATURE

The plan to restore Tern Island to its natural state marks one of the few occasions where I've seen people show a genuine concern for the environment and the wildlife. After all this is a wildlife sanctuary, is it not therefore fitting that once the strategic usefulness of Tern Island has run its course, that it should be

Letters to the Editor are encouraged by one and all

returned to its rightful owners in its original condition? Why should old dilapidated structures be allowed to rot and decay, and the new ones soon to follow the fate of the old ones?

The argument is made that it is too costly to dismantle and bury the station, but how can one assign a monetary value to the preservation of our wildlife? It is invaluable and irreplaceable.

The buildings here are actually of dubious value in the long run. They would demand more maintenance attention than could be rendered during the sporadic visitations from Fish and Wildlife personnel.

I say, in the name of nature, a hearty YES to those who desire to return Tern Island to its natural state.

Dr. B.A. Geaney

ED.- Well, there you have it. Two sides of the coin. What do you think?

BEACH PICK-UP

Mr. Meggers' idea is a good one. With just a casual minimal effort - whenever we stroll out on the beach - we could have most of the unsightly and dangerous debris picked up and rid of.

ED.- The fact you save may be your own.

RAFT RAFTURE

That new raft is great! It adds so much to the "old swimming hole! Now we've got something to swim out to, relax on, dive from. Superb! And it's got "wall to wall" carpeting (almost). Petitions will soon be circulated to propose moving "the cage" out onto the raft.

ED.- Bear in mind that it must clear District first.

RAIN RUE

Why so much rain lately? We can't save it all and it's just making the runway soggy, the rec court soaking, and the spirits sinking. When will it cease?

ED.- Why don't you ask the clouds?

FLOPPY FEVER

I for one, would like to see Victor Desch's floppy hat adopted as official CG headwear for isolated LORAN stations. Look at the advantages:

1. Camouflage protection from bombing birds.
2. Comfort (just ask Vic)
3. It is the ultimate in "class and envy of all.
4. Looks sharp with a crew pinned to it.

ED. - Bear in mind, this must be cleared with Commandant.

DOGGONE, HE'S GONE

Now that Chuck Georger is gone, who will the dogs follow?

ED.- Whoever has the Pop Tart.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

UNDER 100

100	99	98	97	96	95	94	93	92	91	
90	89	88	87	86	85	84	83	82	81	F
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70	69	68	67	66	65	64	63	62	61	I
60	59	58	57	56	55	54	53	52	51	C
50	49	48	47	46	45	44	43	42	41	A
40	39	38	37	36	35	34	33	32	31	T
30	29	28	27	26	25	24	23	22	21	E
20	19	18	17	16	15	14	13	12	11	
10	9	8	7	6	5	4	3	2	1	



1978

1. THE FOLLOWING PEOPLE HAVE EXAMS ABOARD:
EM2 MCMILLAN CLEP TEST AND EM1 EOCT
SA EDMOND SN EOCT
TK1 BROWN GED
2. HAPPY RELATED BIRTHDAYS TO SN COSTA (4 JUN) AND BM1 ROBERTS (5 JUN).
3. GEORGE BALAZS WILL BE CAMPING ON EAST IS CONDUCTING TURTLE STUDIES. LORAN WATCHSTANDERS ARE TO MONITOR CH 23 FM AND THE C3 PROVIDED. GEORGE WILL CALL AT 1700 DAILY AND ONCE SOMETIME BETWEEN 0500 AND 0700. NOTIFY ME IF A CHECK IN IS MISSED.
4. MY THANKS TO ETC DENNER, SV CULVER, BM1 ROBERTS AND MK2 KNIGHT FOR THEIR ASSISTANCE IN WED. INCIDENT. I'M VERY THANKFUL THAT SSI CARRETTI WAS RETURNED TO US SAFE. WE'D HAVE HATED BEING ON AN EXTENDED DIET.
5. SR. LIFESAVING LECTURES WILL BE HELD NEXT WEEK AT 1900 ON THE MESSDECK AS FOLLOWS:
MON SMALL CRAFT SAFETY AND USE OF BACKBOARDS- READ CH 3 AND 12
UP TO-NECK AND SPINE INJURIES
TUE ARTIFICIAL RESP. - READ CH 11.
WED FIRST AID- READ CH 12
THU JOB OF A LIFEGUARD- READ CH 7. DISCUSS FINALS
PRACTICE THIS WEEKEND 1030 AND 1600. CLASS WILL BE ON USE OF MASK, F, S AND RESCUE OF SUBMERGED VICTIM ALSO REVIEW- READ CH 6 AND 9
TO DATE WE HAVE COVERED MATERIAL IN CH 1-5 AND 12 ALL STUDENTS SHOULD READ THESE CH.
FINAL WRITTEN WILL BE ON 12 JUN, PRACTICE ON 17 AND 13 JUN AT 1030 AND 1600 BOTH DAYS. EVERYONE HAS TO TAKE IT DURING THOSE TIMES SO PLAN WHICH TIME AND BE READY
6. OUR THANKS TO MR K FOR ALL THE THINGS HE ACCOMPLISHED IN HONO, AND CONGRATS ON GETTING NOT ONLY HIS GENERAL BUT ALSO HIS ADVANCED TICKET. PHONE PATCHES ARE BEING MADE 1500 WEEKDAYS, ANYONE INTERESTED SHO'LD CONTACT MR K AT 1430 EA DAY.
7. BM1 ROBERTS WILL BE REPAIRING THE WHALER ANYONE INTERESTED IN FIBERGLASS TECHNIQUES W IS WELCOME TO WATCH.
8. ANYONE WITH ARTICLES FOR OUR STATION NEWSPAPER SHOULD GET THEM INTO SA EDMOND, ET3 CLARK OR ET3 STEVENS.
9. PLEASE STOP RAINING ON THE WEEKENDS!

THE MANAGEMENT

WORD RECO

100	99	98	97	96	95	94	93	92	91
90	89	88	87	86	85	84	83	82	81
80	79	78	77	76	75	74	73	72	71
70	69	68	67	66	65	64	63	62	61
60	59	58	57	56	55	54	53	52	51
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20	19	18	17	16	15	14	13	12	11
10	9	8	7	6	5	4	3	2	1

A.M.F.V!



John Handley
1975
KFS
LORAN

7/23/78



- Edmond -
DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
LIBRARY OF
GEORGE H. BALAZS

RENCH
FRIGATE

SHS



News

FOURTH FLASHBACK

4th continued

Well it may not have been the most memorable of all 4ths of July that most of us have experienced, but then again, it may have been the most unique...a 4th of July spent in isolation. We celebrated it as best as we could considering the circumstances, and all in all, it was a good day.

It opened on a rather sour, or should we say wet, note. Dark clouds alighted in silently, but ominously, and soon we were inundated by a healthy squall. It k.o.ed the softball "diamond" for the day, and seriously puddled the tennis court which had been slated for heavy duty with the WPS Doubles Tennis Tournament. However, like most tropical storms, it passed as quickly as it came, and with the return of the bright sunlight, the moisture on the court was soon lifted just as were our gloomy spirits - and our tennis tournament began. The fact that it was a ~~two~~ team field assured it of being more than a one-day affair, but at least a couple of contests were played out to their conclusion.

One of the major highlights of the day was the barbecue - featuring thick T-bone steaks cooked over a sizzling charcoal fire in the official WPS barbecue. We had some delicious potato salad to accompany the steaks and it was all topped off by the superb pies baked by Jerry Carretti and Mr. Heggens. In the true festive spirit, we even broke out our last barrel of ice cream.

One of the few detriments to the whole proceeding was the sudden irritating presence of numerous flies - relentless flies that knew no self-restraint even in the face of massive successful swatting. The harrassment was especially bothersome to the tennis players who at times did more successful swatting of flies than balls. Chief Penner looked like a victim of St. Vitus' Dance during a particularly savage fly attack.

As twilight turned into evening, a great fulfilled volleyball game ensued. Actually it would be more correct to say "games" since once we got going, nobody wanted to stop. There were a lot of laughs, many good volleys, and lots of one-sidedness in the match-ups(it's funny how it just never seems to be equal). Chief's constant bellowing reminder to "set up the front, set up the front" was undoubtedly the deciding factor which led his squad on a victory streak. Our fondness for jungle rules led to lots of spine-tingling spikes and net-crashing acrobatics. The only major casualty of the escapades was Doc who suffered a jammed finger and had to depart.

The holiday culminated in a display of colorful, if sparse, series of fireworks - made possible by the use of our pyrotechnics supply. Ptl Roberts led us in their deployment and we literally had a blast. Several of us took turns at shooting them off. The only incident of note here occurred while the Chief was exhibiting his one-handed parachute flare launching technique, and the resulting equal and opposite reaction turned out to be more exciting than the upward-going rocket. A couple of near-flying birds almost suffered heart-failures during the course of the show, and so did we when one errant flare came excruciatingly close to the fuel tanks.

Yep, it was a day to remember,
July 4, 1978 on French Frigate Shoals.

BOAT ALMOST READY

The deck crew under the leadership of Ptl Roberts has just about completed the repair work on the wrecked Poston whaler. The fiberylassing went smoothly thanks to Roberts' expertise, and also with some fine woodworking being done by SF Mike Costa it's starting to look seaworthy again.

WELCOME'S NEW ARRIVALS

A CARNIVAL ATMOSPHERE

A French Frigate Shoals Welcome to newly arrived crew members, SF David Leadford and SA James Robinson. Congratulations - you are now one of the select group of people privileged to man this strategic station and one of the elite who will be able to say "I did time on French Frigate Shoals"

Also, a welcome back to FI Wendall Bishop... ah, home sweet home - a return to this island paradise, away from the rat race, right?

FAREWELLS

French Frigate Shoals Farewells went out to SN Robert Culver - who left on the buoytender bound for Ocean City, and to SN Bruce Tilden who left for Gunnery Mate school at Governor's Island after a stop in Texas for some rest and relaxation. They will both be missed, and we wish them luck at their new stations.

FFS TENNIS DOUBLES TOURNAMENT

The 4th of July French Frigate Shoals Doubles Tournament is now history - and it seemed to point out the need for better balance in team selection should another similar tourney be staged. The team of Chief and Stevens swept all the laurels in a surprisingly easy tournament win. The Chief's pin-point accurate corner drives, coupled with some off-games by a few of the other players probably were the major factors in the outcomes. At any rate, they paired well as a team - Stevens strong at the net and Chief strong from the back line. As a result they beat Mr. Feggara-Al Jones 6-0, 6-0, Tommy Knight-John Clark 6-1, 6-1, and in the Championship match, 6-1, 6-0 over John Roberts-Bruce Tilden. Other teams competing were Charles Knight-John Edmond and Joe Villanueva-Robert Culver.

Perhaps next we can organize a singles tournament.

There was kind of a carnival atmosphere lent to the whole scene here during the first weekend after the Buttonwood arrived. The buoytender had just left us with mail and new additions to our recreational gear and of course a new supply of ice cream, a microwave oven, and other assorted odds and ends, so the spirits were high. In addition to this we had a visit from the "Easy Rider." George Palass and his entourage came ashore for a day and a night. Included among the group was a young woman researcher who ventured out very cautiously, as though a sheep among wolves.

On the mess deck at one point we had virtually a 3 ring circus in action. Some were using the new dart board, others, the new bumper pool table. Even conventional pool was being played. Video tapes were being watched, and everyone else was either sitting and eating, fixing something to eat or just standing around and talking. Anytime there's something a little out of the ordinary here, it's noteworthy.

COMING UP: COAST GUARD DAY

On Aug. 4, we will celebrate Coast Guard Day, and hopefully it will be another good day of festivities. To help make it so, we have a pig and a keg of beer on hand. The time is here to start getting some ideas for things to do. Maybe we could have a big bonfire out on the beach in the evening and a couple of the guys get their guitars and have some music.

Pig, beer and song? Well, it's a far cry from wine, women and song, but then beggars can't be choosers.

Several days ago, word of a hurricane began to spread - and just trying to imagine this place under assault from a hurricane is enough to turn one's blood to ice. However, there soon was no immediate reason to worry, for Hurricane Fico, as it was dubbed, posed no immediate threat to our homestead. It was located somewhat northeast of the main Hawaiian Islands, moving westerly at a pace of 12 knots, with winds in the 90-110 knot range. The big island was bracing itself for some tidal wave activity.

PLANE DAY - July 19

It was an event that one bosun bird will never forget - well, never remember either for that matter. Fico careening smash into the windshield of Harry Clark's plane marked his dramatic exit from the world.

The plane arrived shortly before noon carrying two passengers - Commander Green from District, and a TT to work on the teletype. It also brought mail, movies, and some various supplies.

Upon leaving, it carried, in addition to the Commander and the TT (no, not a singing group), Terry Knight - departing on leave, and Tex Wilden - departing for the sweltering heat of his home state - never to return here. Also included in the bargain for Harry was his nicely smashed windshield, a "battle scar" from old PFS.

BOAT DAY - July 13

Well, this time there was no perilous excitement surrounding the visit by the Buttonwood (I guess they didn't want to go fishing), just a routine stop for unloading of supplies and personnel. The buoy tender was supposed to arrive on Wednesday the 12th, but due to an unforeseen SAR case, it was supposed to be delayed until Thursday. This delay kept Bob Culver in somewhat of a cold sweat as he wondered if he'd make it to the church on time - but it arrived and carried him happily away.

The exchange was badly in need of a transfusion, and this was provided by the Buttonwood in the form of two much-awaited for exchange orders. So Chief got his beef, Cook got his beef jerky, and Jarvy even got his belongings which had finally finished their world tour. So, all is well.

AND MEANWHILE... THE LORAN KEEPS TICKING...
... LIKE CLOCKWORK...

Let's pause here in order to give a little pat on the back to the valiant RT's whose efforts have produced successful LORAN operations.

There is the nearly flawless performance of the LORAN-A - really amazing considering the track records of some other less efficient stations. RT1 Knight's conscientious dedication and the help from his assistants, RT2's Clark and Stevens have helped to bring this about. Then we have the dedicated efforts of RT3's Jones and Timberlake, who have taken on a heavy workload with all the LORAN-C monitor equipment and comm transmitter and have things working in fine order. Of course, all this is under the capable auspices of RTC Penner and our RTC, Mr. Klapetsky.

WANTED:

Your contributions to this publication. Now we don't mean money (although we won't refuse it), what we want is for participation. The more people involved, the more in depth the coverage can be in many areas. So, think about it. If you have a certain area of interest or expertise and want to share it, write something up and give it to either editor and publisher John Edmond, or to assistant editors John Clark and Bill Stevens... or better yet, come and join us on this venture... the French Frigate Shoals Press! Also, your suggestions for improvements in this publication are solicited.

COOKING WITH MICROWAVE ENERGY

- # COOKING TAKES PLACE FROM ALL SIDES OF THE FOOD AT ONE TIME, AS WITH OVEN HEAT DURING ROASTING.
- # FOOD COOKS FROM THE OUTSIDE IN, AS WITH ALL OTHER COOKING. ENERGY ALSO PENETRATES THE FOOD TO COOK IT MORE RAPIDLY THEN BY CONVENTIONAL METHODS.
- # SMALLER PORTIONS OF ODD-SHAPED FOODS WILL COOK MORE RAPIDLY THEN LARGER AREAS (SUCH AS LEG AND WINGS OF A TURKEY).

TECHNIQUES

- # COVERING THE FOOD
YOU'LL HAVE TO DECIDE WHETHER OR NOT YOU WANT NATURAL TO REMAIN IN THE FOOD. IF YOU DO, COVER THE FOOD WHILE IT COOKS WITH A UTENSIL COVER, WAXED PAPER, OR PLASTIC WRAP. IF YOU WANT THE MOISTURE TO ESCAPE, COOK FOOD UNCOVERED. IF YOU WANT MOISTURE OR FAT TO BE ABSORBED-AS WITH CRACKER-BASED APPETIZERS OR BACON COOK ON PAPER TOWELS.

YOU CAN COVER FOOD LOOSELY WITH PAPER TOWELS OR WAXED PAPER TO CONFINE SPATTERING. DISCARD PAPER AFTER EACH USE.

- # STIRRING, ROTATING
THE STIRRING TECHNIQUE IS DIFFERENT FROM THE ONE YOU USE IN CONVENTIONAL COOKING-HERE YOU STIR FROM THE OUTER EDGE OF THE CONTAINER TO THE CENTER. THIS IS BECAUSE FOODS COOK ON THE OUTSIDE AREAS FIRST; THE CENTER IS THE LAST TO BE HEATED. CERTAIN ITEMS-CASSEROLES, SAUCES, SOUPS, AND ITEMS WITH SOME DEPTH-SHOULD BE STIRRED ONCE OR TWICE DURING COOKING. OTHER ITEMS-SUCH AS ROASTS, POULTRY, OR CAKES- REQUIRE ROTATING TO ASSURE EVEN COOKING RESULTS.
THE TIMER CAN BE SET TO REMIND YOU TO STIR OR ROTATE FOOD. IF TOTAL COOK TIME IS 6 MINUTES AND YOU SHOULD STIR THREE TIMES, SET TIMER TO 2 MINUTES. EACH TIME THE TIMER RINGS, OPEN DOOR AND STIR FOOD, FROM OUTSIDE EDGE TO CENTER. TO START COOKING AGAIN, CLOSE THE DOOR, RESET TIMER, AND PUSH COOK-BUTTON.

* JUDGING DONENESS

SINCE FOOD SURFACES DO NOT BROWN AS THEY DO IN CONVENTIONAL COOKING, YOU WILL NEED TO LEARN TO JUDGE THE DONENESS OF SOME FOODS IN A NEW WAY. YOU WILL FIND DONENESS CRITERIA FOR EACH FOOD CATEGORY IN VARIOUS SECTIONS OF THE COOKBOOK. MICROWAVE-COOKED FOODS ARE GENERALLY REMOVED FROM THE OVEN WHEN SLIGHTLY UNDERDONE. COOKING IS COMPLETED IN THE FEW MINUTES BETWEEN THE MICROWAVE OVEN AND THE SERVING TABLE.

* STANDING TIME

THE NECESSARY STANDING TIME VARIES WITH THE TYPE AND DENSITY OF THE FOOD AND WILL RANGE FROM 2 OR 3 MINUTES FOR SOME VEGETABLES TO 15 OR 20 MINUTES FOR ROASTS AND CASSEROLES. STANDING TIME ALLOWS THE FOOD TO COMPLETE COOKING AND THE HEAT TO EQUALIZE BY CONDUCTION.

YOUR SAFETY FIRST

THOUGH SIMPLE TO USE, IT IS NOT A TOY. RESPECT IT AS AN ELECTRIC COOKING APPLIANCE. BECOME FAMILIAR WITH MICROWAVE ENERGY, ITS USES AND LIMITATIONS.

OVEN DAMAGE THAT WOULD ALLOW THE MICROWAVE ENERGY TO ESCAPE MAY CAUSE BODILY INJURY.

PRECAUTIONS TO AVOID POSSIBLE EXCESSIVE MICROWAVE ENERGY

- (A) DO NOT ATTEMPT TO OPERATE THIS OVEN WITH THE DOOR OPEN SINCE OPENDOOR OPERATION CAN RESULT IN HARMFUL EXPOSURE TO MICROWAVE ENERGY.
- (B) DO NOT PLACE ANY OBJECT BETWEEN THE OVEN FRONT FACE AND THE DOOR OR ALLOW SOIL OR CLEANER RESIDUE TO ACCUMULATE ON SEALING SURFACES.
IT IS IMPORTANT NOT TO DEFEAT OR TAMPER WITH THE SAFTY INTERLOCKS.
- (C) DO NOT OPERATE THE OVEN IF IT IS DAMAGED. IT IS PARTICULARLY IMPORTANT THAT THE OVEN DOOR CLOSES PROPERLY AND THAT THERE IS NO DAMAGE TO THE:
 - (1) DOOR (BENT)
 - (2) HINGES AND LATCHES (BROKEN OR LOOSEMED)
 - (3) DOOR SEALS AND SEALING SURFACES.
- (B) THE OVEN SHOULD NOT BE ADJUSTED OR REPAIRED BY ANYONE EXCEPT PROPERLY QUALIFIED SERVICE PERSONNEL.

- # ARCING IN THE OVEN DURING OPERATION MAY OCCUR FROM USE OF METAL OR METAL-DECORATED UTENSILS. ARCING IS DENOTED BY A LOUD SNAPPING OR CRACKING NOISE AND MAY BE ACCOMPANIED BY BRIGHT FLASHES. CONTINUOUS ARCING CAN DAMAGE THE UNIT.
- # USE THE PROPER UTENSILS WHEN COOKING WITH THE OVEN. IMPROPER OPERATION CAN RESULT IN COSTLY DAMAGE TO THE OVEN.

MATERIALS TO AVOID

- # METAL UTENSILS
METAL UTENSILS ARE NOT RECOMMENDED BECAUSE THE METAL SHIELDS THE FOOD FROM MICROWAVE ENERGY ON THE BOTTOM AND SIDES, CAUSING UNEVEN COOKING RESULTS. METAL UTENSILS WILL ALSO CAUSE ARCING AND DAMAGE THE APPLIANCE.
- # METAL DECORATION
METAL-TRIMMED OR -BANDED DINNERWARE, CASSEROLES, ETC; SHOULD NOT BE USED. THE METAL TRIM INTERFERES WITH NORMAL COOKING AND MAY DAMAGE THE DISH.
- # CENTURA TABLEWARE
CORNING GLASS DOES NOT RECOMMEND THE USE OF ITS CENTURA TABLEWARE FOR MICROWAVE COOKING.
- # WOOD
WOODEN BOWLS AND BOARDS WILL BECOME DRIED OUT WHEN USED IN THE MICROWAVE OVEN AND MAY SPLIT OR CRACK.
- # OTHER
AVOID USING BROWN PAPER, CRACKED, FLAWED, OR DEFECTIVE UTENSILS, INCLUDING OVENPROOF GLASSWARE.

CAUTION: DO NOT USE METAL TIES ON ANY PAPER OR PLASTIC BAGS; THE TIES BECOME HOT AND COULD CAUSE A FIRE.

MATERIALS TO USE

- # PLASTIC WRAP MAY BE USED AS A COVER. LAY THE PLASTIC WRAP LOOSELY OVER THE DISH AND PRESS IT TO THE SIDES. THE DISH SHOULD BE DEEP ENOUGH SO THAT PLASTIC WRAP WILL NOT TOUCH THE FOOD. AS THE FOOD HEATS, IT MAY CAUSE THE WRAP TO MELT WHEREVER IT TOUCHES THE FOOD. PLASTIC DISHES, CUPS, SEMI-RIGID FREEZER CONTAINERS, AND PLASTIC BAGS ARE USABLE FOR SHORT COOKING OPERATIONS. USE WITH CARE AS SOME SOFTENING OF THE PLASTIC CAN OCCUR WITH HEAT FROM THE FOOD.
- # PAPER TOWELS, WAXED PAPER, PAPER NAPKINS, AND PAPER PLATES ARE USABLE. WAXED PAPER CUPS AND PLATES ARE USABLE IF COOKING TIMES ARE NO LONGER THAN 4 TO 5 MINUTES. WAX ON UTENSIL MAY MELT-FROM HEAT WITH LONGER COOKING TIMES.



A P I N Y K S U H U B B R I A R D N
 B A M N A H G F A V L O G G A R A A
 Z M A L I N O I S T I R U P I M Y I
 S R L H A S A A P S O Z O I R A R T
 A E T A P C L U E C H O S E E D B A
 V Z E R H U L T K E H I B L D E F M
 U U S R K I G R I F F O N G A H I L
 K A E I T J K B N L D S W G L M D A
 E N B E E N O U G R P H L R E S A D
 E H O R P T L L E K R E P P I H C S
 S C X U P E V L S R E T N I O P H H
 H S E T I T I M E D V Q U A R T S E
 O R R N N E J A D E E A R R E D H E
 N B A L W N N S A B I R E T N I U P
 D P C T D S E T T E R R I E R E N D
 S F T G L A S I Y E T T A R P E D O
 C O L L I E A F O R E S C O R E I G
 R O Y C E C B F L G R E A T D A N E

AFGHAN
 AIREDALE
 BASENJI
 BEAGLE
 BORZOI
 BOXER
 BRIARD
 BULL MASTIFF
 CBOW
 COLLIE
 CORGI

DACHSHUND
 DALMATIAN
 DOBERMAN
 GREAT DANE
 GRIFFON
 HARRIER
 HUSKY
 KEESHOND
 KUVASZ
 LHASA APSO
 MALINOIS

MALTESE
 PEKINGESE
 POINTER
 PUG
 PULI
 RETRIEVER
 ROTTWEILER
 SALUKI
 SCHIPPERKE
 SCHNAUZER
 SETTER
 SHEEP DOG
 SHIN TZU
 SPANIEL
 TERRIER
 VIZSLA
 WHIPPET

KNOW YOUR UNIFORM CODE OF MILITARY JUSTICE

THE FRENCH FRIGATE SPECIALS EXCHANGE: BAYWAIN BARRREL OF THE

UNDER ARTICLE 3, THE COMBAT CENTRAL PACIFIC HAS JURISDICTION TO TRY YOU FOR ANY OFFENSE COMMITTED WHILE SUBJECT TO THIS CODE.

UNDER ARTICLE 7, ALL OFFICERS, WARRANT OFFICERS, NON COMMISSION OFFICERS AND PETTY OFFICERS ARE SUBJECT TO COURT MARTIALS, FRAYS AND DISORDERS AMONG OTHERS.

"The Exchange Is Open!"

With that familiar call, it seems all the world is set in motion. Dogs bark and cavort down the corridor, people leap to their feet, everyone drops what he's doing immediately - because they all know the store that gives you more - that proverbial baywain barrrel of the Central Pacific - offering the largest selection of top-drawer merchandise west of the main islands and east of 'Ihwey - is about to open its magical door!

With the arrival of the most recent buoytender, what had degenerated into the Compa Stand has now been restored to a confectioner's delight. The shelves are now bursting forth with famous name brand candy. Just look at this line-up:

- Reese's Peanut Butter Cups (makes your mouth water just to pronounce those words)
 - Baby Ruth's
 - Butterfingers
 - Snickers
 - Milky Ways
 - M&M's Plain
 - M&M's Peanut
 - and of course - our old trusty standby - Willy Wonka's Compa!
- each bar only 20 cents - a mere pittance!

Spotlight Buy-Of-the-Week: Bob Wolf All-Pro Running Shoes - size 8 1/2
light blue - grip-tight soles - airflow ventilation
the new "bedroom slipper look" for maximum comfort. only \$12.95

Get your Tide laundry soap while it lasts (Grime doesn't pay) \$.70/box
Combs \$.15 Swirring trunks - size 32 - shocking orange \$10.75

Reminder: get your special orders in now for next buoytender shipment.
High quality low-noise "Fuji Film" cassette tapes - 60 minutes of
recordability for only \$1.10

Crest toothpaste - Crest the Crusfighter only \$.70/tube

We have plenty of 15 cent stamps

FFS T-shirts, patches, and lighters are on special order by the exchange
in Honolulu. We will try to find out when they will be ready.

The FFS Exchange - One convenient location to serve you. Friendly service.
We're the People (and Dog) Pleasers.

our motto: If it's not in the FFS Exchange, it's not worth owning.
Just ask Cruiser and Tiger.