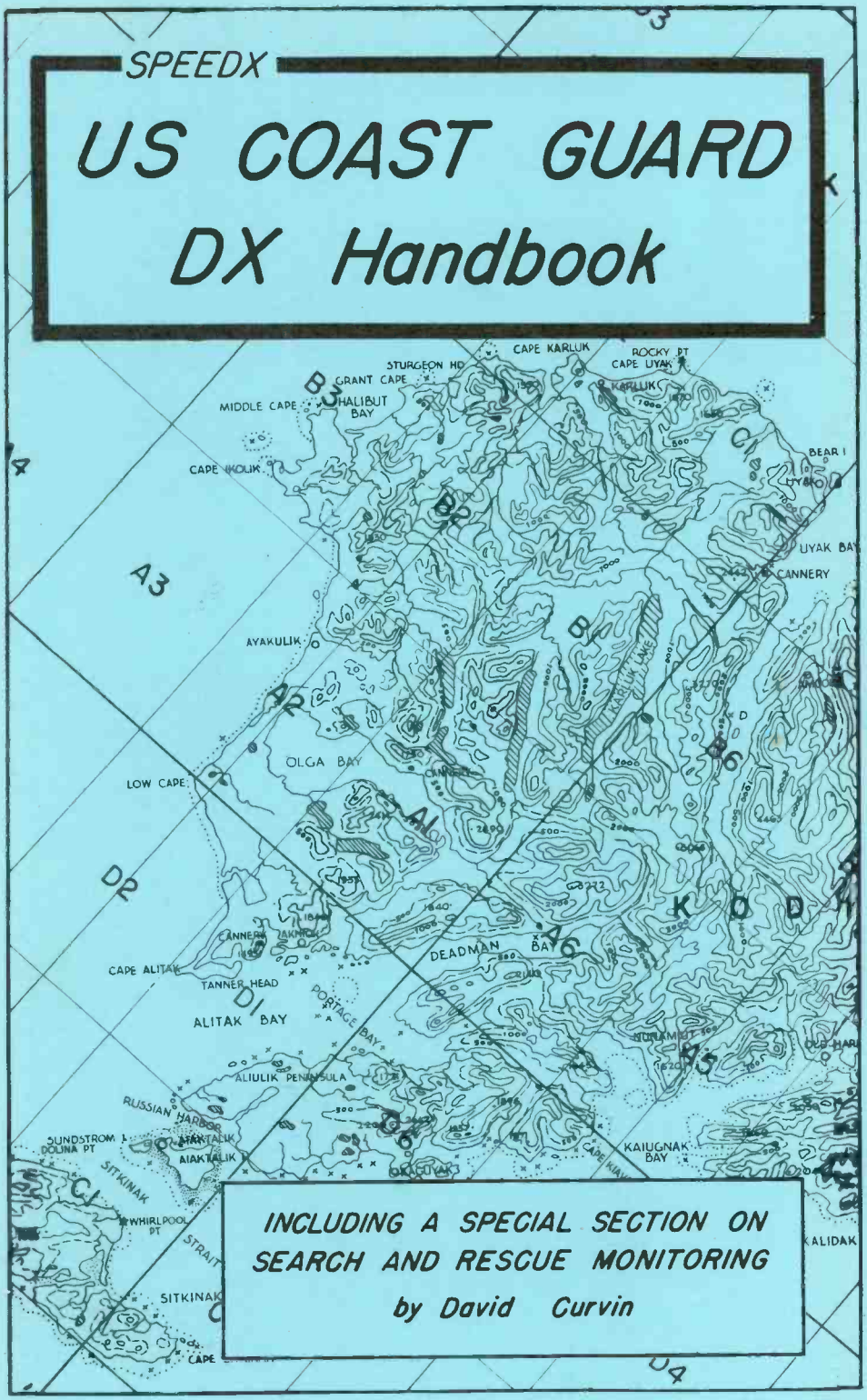
SPEEDX

US COAST GUARD DX Handbook



INCLUDING A SPECIAL SECTION ON SEARCH AND RESCUE MONITORING

by David Curvin

This is not an official Coast Guard publication although some of the material contained in this handbook was researched from such sources. We wish to thank the commanders and staff officers of the following US Coast Guard commands for their assistance in compiling information presented in this reference.

USCG First District	USCG Eleventh District	Eastern Area
USCG Second District	USCG Twelfth District	Western Area
USCG Third District	USCG Fourteenth District	USCG Seventeeth District

Also, we wish to acknowledge the following SPEEDX members or associates who assisted in collecting data for the "Directory" section of this handbook:

Alan Brooks	Don Griffith	Gene Moser
Ken Compton	John Kolb	David Nudelman
Steve d'Adolph	Carl Lease	Wade Smith
Robert French	Warren Martens	Frank Testa
Art Glover	Paul Mayo	Doc Hardester

First Editions of the SPEEDX "US Coast Guard DX Handbook" will be accompanied by an official Coast Guard publication detailing the new AM/TRC-168 portable communications system. These pamphlets have been inserted as a free bonus with the compliments of the US Coast Guard as long as the supply lasts. We are indebted to SPEEDXer Steve Dildine who arranged for this supplement.

In preparing this handbook, we have attempted to provide the most useful and comprehensive reference possible for both the experienced DXer and novice SWL alike. It is hoped that we have been successful, and that we may have been instrumental to some degree in introducing the fascinating maritime facet of the hobby.

73,

Jack White

JACK WHITE, Editor

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For further information on SPEEDX (Society to Preserve the Engrossing Enjoyment of DXing), write to:

SPEEDX • PO Box 321 • Santa Ana CA 92702

COAST GUARD

THE U. S. COAST GUARD

INTRODUCES THE COMMUNICATIONS CENTRAL

AN/TRC-168

A NEW CONCEPT

IN THE FIELD OF

TRANSPORTABLE COMMUNICATIONS SYSTEMS

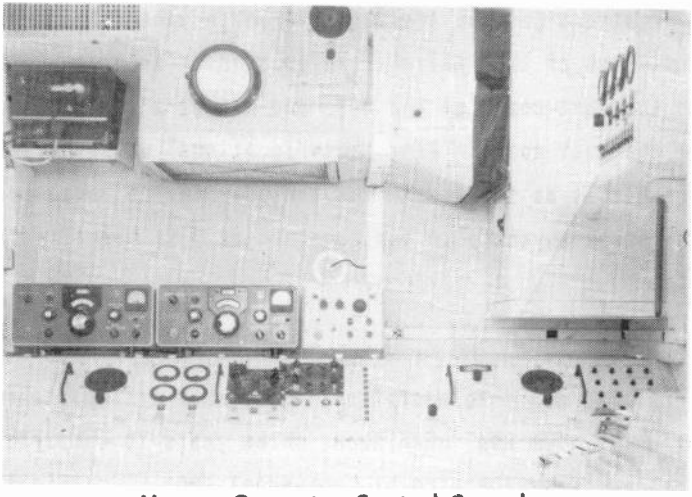
FOR

DIVERSIFIED OPERATIONS

Communications Central AN/TRC-168 with 10kW portable gasoline generator

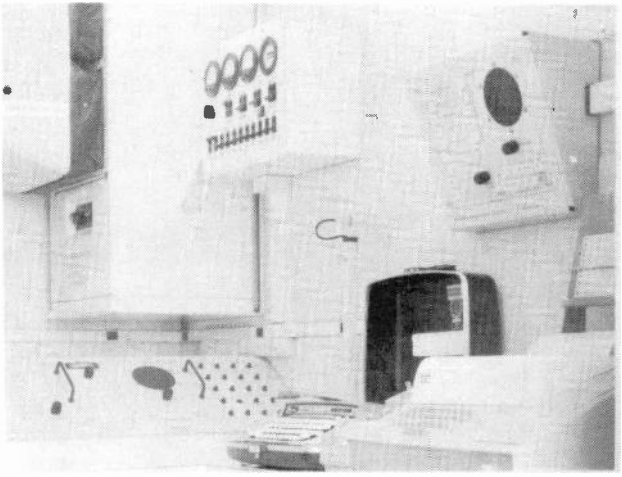
Welcome aboard the newest addition to Coast Guard communications equipment. The Communications Central, designated AN/TRC-168, is designed to meet the expanding communications needs of the Coast Guard in the event of a natural disaster such as flood, hurricane or earthquake and also to provide a portable communications system for such work as law enforcement and oil pollution control whenever and wherever needed.

The Communications Central trailer is thirteen feet long, eight feet wide and eight feet high with a gross weight of approximately 3500 pounds. It is fitted with hydraulic surge-actuated brakes and may be towed on the highway by any suitable vehicle. It may also be carried by C-130 cargo planes or HH-3 helicopters (as a sling load). The electronics equipment contained within the Communications Central will provide the user with frequency communications in voice (AM and Single Sideband), CW and radioteletype emissions.



Master Operator Control Console

In addition, VHF-AM and FM, and UHF communications are available. This equipment will allow the operator to operate on ship-to-shore, local shore-to-shore and air-to-ground circuits simultaneously. The mode of operation can be changed rapidly to meet any change in operating conditions by merely pushing the necessary selector buttons located on the Master Operator Control Console.



Auxiliary Operator Position

Four Communications Central trailers are in service throughout the Coast Guard. Two of the trailers are located at a Coast Guard air station on the east coast of the U.S. and two at a Coast Guard air station on the west coast. From these locations, using Coast Guard C-130 cargo planes as transport, the trailers can be moved quickly to disaster areas anywhere in the continental U.S. maritime area.

From the drafting board to operational use, this transportable communications system has taken about three years to complete. The original concept was generated by Commandant (OC). Coordination of the extensive design and construction effort was accomplished by Commandant (EEE). Actual design was accomplished at the Coast Guard Electronics Engineering Laboratory located at Washington Radio Station. The shelter/trailer portion of the system was built by York-Astro Division of Wickes Industries. The electronics equipment, chosen for reliability and light weight, was installed by Collins Radio Company.

Communications Central Ready for highway towing

SELECTED FREQUENCY LIST

AM or SSB Communications

The Coast Guard, like the US Navy with whom it must maintain 100% communications compatability for security reasons, has many radio installations capable of functioning on nearly any frequency. In addition, to fully implement their various missions requires operations be conducted in several modes (AM, SSB, FM, RATT, CW, FAX, etc) Since only a fairly small number of DXers concern themselves with modes other than voice communications, the following list indicates only AM or SSB channels in use as determined from official sources, the editor's private files, and reports by experienced utilities DXers.

During the 5 year perioc. between 1972 and 1977, the Coast Guard, along with all US maritime stations, will be undergoing a major revision of primary short range radio communications systems to comply with recent FCC regulations. In effect, these rules require that:

1) After 31 December 1977 all radio-equipped vessels operating within US territorial waters must be outfitted to transmit in the VHF/FM marine band (156 to 162 mhz).

2) Only those stations or vessels having communications requirements exceeding the practical 15 to 20 mile range of VHF signals may continue to operate in the 2 to 3 mhz marine band provided:

a) They are equipped with VHF/FM and use it for local transmissions.

b) All voice transmissions in the 2 to 3 mhz band are in the SSB mode (no AM transmitters for this band will be licensed beyond 31 December 1977).

For the Coast Guard this means the addition of many VHF remote transceivers linked to master stations to insure that every inch of territorial water is covered. A construction program to accomplish this is presently under way and scheduled for completion sometime during 1973.

2003	Ship to ship (Gt Lakes only)
2103.5	Port Operations - Surface units
2142	Port Operations - Surface units
2182	International Calling & Distress
2638	Routine - Ship to ship
2662	Routine - Air & Surface units
2667	Routine - Surface units
2670	Calling & Info Broadcast (Open to traffic w/ private vessels)
2678	Routine - Surface units
2686	Routine - Surface units
2694	Routine - Surface units
2702	Routine - Surface units
2704	(Reserved for use only during (trans-oceanic yacht races
2738	Routine - Ship to ship
2749.5	Routine - Shore stations
2810.5	Alaskan LORAN net (0800-1600)
3023.5	Safety - Air units
3067	Traffic w/ other Govt Agencies
3124.4	Tactical - Air & Surface units
3163.5	Traffic w/ other Govt Agencies
3241	Routine - Surface units
3254.5	Routine - Surface units
3402.5	Routine - Surface units
4083.4	Ship to shore (Paired 4382)
4086.6	Ship to shore (Paired 4385.2)
4096.2	Ship to shore (Paired 4394.9)
4382	Shore to ship (Paired 4083.4)
4385.2	Shore to ship (Paired 4086.6)
4394.9	Shore to ship (Paired 4096.2)
4403	Tactical - Air & Surface units
4576.4	Tactical - Air & Surface units
5318.5	Routine - Shore stations
5320	Routine - Surface units
5419	Routine - Air units
5422.5	Routine - Air units
5423.5	Alaskan LORAN net (0000-0800)
5680	Tactical - Air & Surface units
5692	Tactical - Air & Surface units
5696	Tactical - Air & Surface units
6213.5	Routine - Surface units
6230	Routine - Surface units
6730.5	Traffic w/ other Govt Agencies
6835	Traffic w/ other Govt Agencies
7442.5	Alaskan LORAN net (1600-0000)
7472.5	Routine - Shore stations
7531.4	Routine - Shore stations
8035	Traffic w/ other Govt Agencies
8196.4	Ship to shore (Paired 8730.4)
8199.5	Ship to shore (Paired 8733.5)
8228.2	Ship to shore (Paired 8762.2)
8231.4	Ship to shore (Paired 8765.4)
8730.4	Shore to ship (Paired 8196.4)
8733.5	Shore to ship (Paired 8199.5)
8762.2	Shore to ship (Paired 8228.2)
8765.4	Shore to ship (Paired 8231.4)
8980	Tactical - Air & Surface units
8984	Tactical - Air & Surface units
8986	Tactical - Air & Surface units
10370.5	Routine - Shore stations
11195	Tactical - Air & Surface units
11198	Tactical - Air & Surface units
11201	Tactical - Air & Surface units
11228	Traffic w/ Other Govt Agencies
11606	Routine - Shore stations

12151.5	Routine - Surface Units
12345.4	Ship to Shore (Paired 13124.4)
12348.9	Ship to Shore (Paired 13127.9)
12366.4	Ship to Shore (Paired 13145.4)
12427.4	Routine - Surface units
12429.4	Routine - Surface units
13124.4	Shore to ship (Paired 12345.4)
13127.9	Shore to ship (Paired 12348.9)
13145.4	Shore to ship (Paired 12366.4)
13215	Routine - Surface units
15082.4	Tactical - Air & Surface units
15085.4	Tactical - Air & Surface units
15088.4	Tactical - Air & Surface units
16461.4	Ship to Shore (Paired 17256.4)
16496.4	Ship to Shore (Paired 17291.4)
16566.4	Routine - Surface units
16573.4	Routine - Surface units
17256.4	Shore to ship (Paired 16461.4)
17291.4	Shore to ship (Paired 16496.4)

SUPPLEMENTAL BROADCASTS

In addition to its own broadcasts, the Coast Guard arranges with several commercial radio stations to transmit official marine information as follows:

STATION	LOCATION	GMT	FREQUENCY
KOU (a)	San Pedro California	0400 1600	2466 & 2566 khs 2466 & 2566
WCM (b)	Pittsburgh (Irwin) Penn	1530 1630	4377.4 8210.8
WFW (c)	Louisville Kentucky	1630 2330	6147.5 * 4377.4
WOK (b)	St Louis Missouri	0100 1700	4072.4 4072.4
WJG (c)	Memphis Tennessee	0115 2100 2300	2782 6455 6455

(a) Operated by Pacific Telephone & Telegraph Co, PO Box 5868, Los Angeles CA 90055.

(b) Operated by RCA Communications Inc, 66 Broad St, New York NY 10004.

(c) Operated by Warner & Tramble Radio Service, PO Box 166, Memphis TN 38101.

(*) This broadcast deals exclusively with ice conditions and is therefore seasonal.

GREENLAND LORAN STATIONS

The expanding LORAN radionavigational system now includes several stations operated by agencies of other governments. Several are linked in "chains" also containing stations manned by US Coast Guard personnel.

The following stations are owned by Fyrdirektoratet, Copenhagen, Denmark and maintain full communications on 2400 kHz:

CALL	STATION	CALL	STATION
OUW	Orssuiagssuaq	OVR	Frederiksdal
OUZ	Qutdligssat	OVY	Angissoq

MARINE INFORMATION BROADCASTS on 2670 KHZ

The following is a list of regularly scheduled information broadcasts (weather, ice conditions, notices to mariners, etc) and the transmitting CG station. Should there be no pertinent information for broadcast, the station will announce "NO MARINE INFORMATION BROADCAST THIS SCHEDULE.....THE NEXT SCHEDULED BROADCAST FROM THIS STATION IS AT (time).....OUT".

Unscheduled URGENT or MARINE SAFETY broadcasts may be transmitted by these, or other, CG stations at any time for general notification of an immediate hazard. In this event, announcement will be made on 2182 khz of a forthcoming URGENT or MARINE SAFETY broadcast on 2670 khz.

During the period the channel is not in use for information broadcasts, 2670 is utilised as a calling frequency and CG stations might be heard conducting limited traffic or arranging continued communications on another channel.

Further information concerning the stations listed may be obtained from the DIRECTORY SECTION of this handbook, and identified by the notation (2) in the REFERENCE column.

(*) Broadcasts only during the shipping season (approximately 1 April to 15 December).

GMT	STATION
0000	Honolulu HI
0010	Marblehead OH
0020	New York NY
0035	Port Huron MI
	Portage MI
	Plum Island WI
0055	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
0100	Biorka AK
0110	Marblehead OH
0115	Ketchikan AK
0135	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
0145	Ocean Cape AK
0155	Oswego NY
	Tawas MI
0200	San Francisco CA
	Kodiak AK
0210	Marblehead OH
0235	Port Huron MI
	Portage MI
	Plum Island WI
0255	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
0300	Honolulu HI
	San Juan PR
	Humboldt Bay CA
0310	Marblehead OH
0330	Monterey CA
0335	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
0355	Oswego NY
	Tawas MI
0410	Marblehead OH
0420	Charleston SC
	St Petersburg FL
0435	Port Huron MI
	Portage MI
	Plum Island WI
0440	Boston MA
0450	Miami FL
0455	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
0500	Long Beach CA
0510	Ocean Cape AK
	Marblehead OH
0515	Cape Sarichef AK
0520	Portsmouth VA
	Galveston TX
0530	Adak AK
	Westport WA
0535	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
0545	Port Angeles WA
	Attu AK
0550	New Orleans LA
0555	Oswego NY
	Tawas MI
0600	Honolulu HI
	Ketchikan AK
0610	Marblehead OH
0620	Jacksonville FL
0630	St Louis MO
0635	Port Huron MI
	Portage MI
	Plum Island WI
0655	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
0700	Kodiak AK
0710	Marblehead OH
0735	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
0755	Oswego NY
	Tawas MI
0800	Biorka AK
0810	Marblehead OH
0815	Ketchikan AK
0835	Port Huron MI
	Portage MI
	Plum Island WI
0845	Ocean Cape AK
0855	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
0900	Honolulu HI
	Kodiak AK
0910	Marblehead OH
0930	Belle Isle MI *
0935	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
0955	Oswego NY
	Tawas MI
1010	Marblehead OH
1035	Port Huron MI
	Portage MI
	Plum Island WI
1040	Boston MA

GMT	STATION
1055	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
1100	Cape May NJ
1110	Marblehead OH
1120	Galveston TX
1130	Adak AK
	Fort Macon NC
1135	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
1145	Attu AK
1150	New Orleans LA
1155	Oswego NY
	Tawas MI
1200	Honolulu HI
1210	Marblehead OH
1215	Cape Sarichef AK
1220	New York NY
1235	Port Huron MI
	Portage MI
	Plum Island WI
1255	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
1300	Sault St Marie MI
	Biorka AK
1310	Marblehead OH
1315	Ketchikan AK
1335	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
1345	Ocean Cape AK
1355	Oswego NY
	Tawas MI
1400	San Francisco CA
	Kodiak AK
1410	Marblehead OH
1430	Ketchikan AK
	Long Beach CA
1435	Port Huron MI
	Portage MI
	Plum Island WI
1455	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI

GMT	STATION
1500	Honolulu HI
	Humboldt Bay CA
	San Juan PR
1510	Marblehead OH
1530	Monterey CA
1535	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
1555	Oswego NY
	Tawas MI
1610	Marblehead OH
1620	Charleston SC
	St Petersburg FL
1635	Port Huron MI
	Portage MI
	Plum Island WI
1640	Boston MA
1650	Miami FL
1655	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
1700	Fort Macon NC
	Long Beach CA
1710	Ocean Cape AK
	Marblehead OH
1715	Seattle WA
	Cape Sarichef AK
1720	Portsmouth VA
	Galveston TX
1730	Adak AK
	Westport WA
	Baltimore MD
1735	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
1745	Port Angeles WA
	Attu AK
1750	New Orleans LA
1755	Oswego NY
	Tawas MI
1800	Honolulu HI
	Ketchikan AK
1810	Marblehead OH
1820	Jacksonville FL
1830	St Louis MO
1835	Port Huron MI
	Portage MI
	Plum Island WI
1855	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI

GMT	STATION
1900	Sault St Marie MI
	Kodiak AK
	Long Beach CA
1910	Marblehead OH
1935	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
1955	Oswego NY
	Tawas MI
2000	Biorka AK
2010	Marblehead OH
2015	Ketchikan AK
2035	Port Huron MI
	Portage MI
	Plum Island WI
2045	Ocean Cape AK
2055	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
2100	Honolulu HI
	Kodiak AK
2110	Marblehead OH
2130	Belle Isle MI *
2135	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
2155	Oswego NY
	Tawas MI
2210	Marblehead OH
2235	Port Huron MI
	Portage MI
	Plum Island WI
2240	Boston MA
2255	Erie PA
	Marquette MI
	Harbor Beach MI
	Ludington MI
2300	Cape May NJ
	Long Beach CA
2310	Marblehead OH
2315	Cape Sarichef AK
2320	Galveston TX
2330	Adak AK
2335	Buffalo NY
	Charlevoix MI
	Duluth MN
	Two Rivers WI
2345	Attu AK
2350	New Orleans LA
2355	Oswego NY
	Tawas MI

ATLANTIC ICE BROADCASTS

From February or March through mid-summer, Coast Guard Radio Boston (NMF) broadcasts iceberg conditions and sightings for the western North Atlantic and Grand Banks of Newfoundland on the following schedule:

8764 khs (AM) at 0200 and 1400 GMT 8765.4 khz (SSB) at 0130 and 1330 GMT

AIR AND SEA RESCUE COMMUNICATIONS

by David Curvin

Most maritime emergencies seem to be noted originally as "craft overdue", so the Coast Guard is often first notified by telephone. Reporting of emergencies to the Coast Guard by radio usually takes place on 500, 2182, 3023.5 kilohertz or on 121.5, 156.80, and 243.0 megahertz. The 500 khz channel is CW only, and is dedicated for safety communications worldwide. The 121.5 and 243.0 mhz channels are for aircraft use, as is 3023.5 khz. The channels above 100 mhz are, of course, more recently dedicated, and are generally limited to line-of-sight. The 3023.5 khz channel was put into use many years ago and is now used only infrequently. In a recent period of one hundred hours monitoring time which I spent on this channel during best propagation hours, I received only three safety messages...all from "Ocean Station" ships. There was some weak foreign-language communication usage heard at times, though.

This leaves 156.80 mhz (short range-not airborne/special receivers) and that old workhorse 2182 khz. There was, and is, a chance to log new transmitter locations by monitoring this channel, and there is at times exiting action. About 1955, I kept my old SW-54 receiver (R.I.P.) on this channel every moment I was in the house. over a total of about 8 months listening time, I heard some of the most exiting action, and countless transmitters. Recently I have monitored the channel at length and found the same Spanish language rag-chew from dusk to dawn that made me fed up with this channel ten years ago. Of course, the QRN is impossible during thunder storms too.

Coast Guard shore stations and ships use many other channels in the 2 to 3 mhz marine band for many routine and special transmissions both to and from mariners. These frequencies, nets, and services are detailed elsewhere in this volume. The Coast Guard must, however, have its own internal communications nets of all types, and this is the part of Coast Guard operations which few SWLs and DXers are able to monitor, due to the lack of published information.

Getting basics out of the way, much of the Coast Guard long distance traffic is on wire circuits (such as the D.O.D. Autovon) and probably handled by teletype equipment on leased lines. Radioteletype is used to ships...try 2330 khz (West Coast) or 4316 khz (Gulf Coast) if you have equipment capable of receiving at least 100 word-per-minute/narrow shift transmissions. The entire marine radioteletype band of 4140 to 4361 khz could be checked for Coast Guard nets on the East Coast.

Coast Guard air facilities, ships, aircraft, and helicopters (helos) operate on the search and rescue net channels of 3123, 5680, 5692, 5696, 8980, 8984, 8986, and 11201 khz...all SSB. The most active are the 5692 and 5696 khz channels (spoken of as "Five Six" in their radio jargon), as they are available propagationwise almost 24 hours a day. In fact, about the only time they shift to the other frequencies is in time of high radio traffic volume, or poor propagation on the "Five Six" channels. Most transmissions are between air controllers (AC) and search aircraft. The AC may either be on shore or aboard a ship.

A word of caution should be injected here. The Military Airlift Command (formerly "MATS") operates a net of powerful stations located at coastal Air Force bases around the country on 8989 and 11176 khz (among other channels). These will be very easy to confuse with nearby Coast Guard stations for someone with rough dial calibration. If you are looking for one of the Coast Guard channels near them, and you hear

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● ABOUT THE AUTHOR: Mr Curvin is retired from the US Navy, and has nearly 20 years experience in DXing the maritime bands from his home near the Gulf Coast. Among many achievements is a log covering some twelve thousand hours of monitoring distress and emergency frequencies. In this well written article, he passes along considerable interesting and useful information gained from this experience. It is certain that readers will concur in the editor's opinion that David Curvin is without peer in this particular branch of SWLing.

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the received station mention the word "mack" (M.A.C.), you will know whose net you are on. Also you will find sideband spillover from a US Air Force weather relay station in Germany on 5690a khz interferes with reception of the Coast Guard on 5692 khz. Although this station varies in signal strength during the received hours of 0630 to 1130 GMT, at times it will peg your S-meter. Fortunately, it transmits on a five minute per hour basis.

The way the Coast Guard seems to operate is this: An emergency is reported and the duty officer decides whether to send units out to search, or if the position ("posit" in Coast Guard radio jargon) is sufficiently well known that a rescue unit only, can find it without difficulty. In any case, planes and/or ships are vectored into the immediate area in case of further difficulty. If a vessel or person has been missing for some time and a continuing search is in progress, search aircraft will generally take off from their air facilities in order to begin their search patterns (be "on station") at "first light" of dawn. This makes the two or three hours before sunrise on the coast (Atlantic, Gulf, or Pacific) you want to hear, prime DX time, as there are many transmissions at that time concerned with details of the coming day's search effort.

When a search or rescue unit has a target sighted, and several units (planes and/or ships) are needed to converge, they may use the 3123 khz channel for "on scene" communications. This is about the only net channel that can be used for AM Transmissions. SSB is also used on this channel, but all of the higher frequencies mentioned in this net use SSB exclusively.

Search aircraft are assigned an Air Controller (AC) who monitors their flight and search progress. During unsettled propagation conditions, I have heard search planes act as each others' AC because their assigned AC ashore could not be heard on any of the net channels. There seems to be a safety requirement that each aircraft be in contact with their AC (constantly monitoring his channel) and if not possible, to assign themselves an alternate AC...either at a different shore location, aboard ship, or another aircraft. Records are kept of the exact minute when an AC becomes responsible for a certain aircraft, and the exact time when that responsibility ends (the plane lands safely,or reports in contact with an approach controller at an airport, or another AC takes over responsibility). This specific recorded time that an AC has the responsibility for a certain aircraft is called "having the guard".

Search and rescue aircraft identify by the name "Coast Guard" plus a four number assigned ID code. For example, "Coast Guard four six two three". Air Controllers identify their location plus "Air". For example, "Brooklyn Air", or "Long Beach Air". If the controller is aboard ship, they identify as the ship's name plus "Air". For example, "Dauntless Air".

Aircraft report to the AC who "has their guard" on the hour and half hour (while airborne) with position reports and "operation normal" reports. These simply mean "I am still here, and my aircraft has no malfunctions".

Formal notification and communication for record is handled by "priority message", or as it is generally spoken, "priority". These are simply somewhat like telegrams spoken instead of printed. Thay have a formal structure of unit of origin, unit of destination, content, and date/time group. The content will be given according to numbered paragraphs, and will be read back to assure exact reception. If the unit of origin is the commander at the AC location, and the destination is a search craft, it will be details of operations, or information about certain aspects of the search or rescue operations.

I have mentioned in several places that you will hear jargon used on these net stations...this will be jargon which is almost never encountered with the Coast Guard stations in the 2 to 3 mhz band, so if you are not an ex-serviceman, you may be uncertain of the meaning. For example, in the case of the priority messages mentioned before, the date/time group may not be clear. The group will consist of six numbers. the first two will be the date of the month, and the last four will be the time (usually GMT) in hours and minutes that the message was sent. At times you will hear the abbreviation E-T-C (spoken: "Echo-Tango-Charlie"), which means estimated time of completion of the assigned task (search pattern, etc). The acronym "racon" and the code word "squawk" mean radar beacon transponder (formerly known as "IFF blackbox"). This transmitter places a code on radar screens along with the echo from the aircraft. Although the ham acronym for radioteletype is "RTTY", the Coast Guard uses the military designation "RATT". Thus don't be surprised if you hear what sounds like "Coast Guard one four four six, this is Long Beach Air...We are up on rat." I said sounds like; of course he is saying "up on RATT"...meaning their radioteletype system is operating.

The acronym "ADIZ" (spoken: "ay-dhees") means Air Defense Identification Zone, a national boundary area where aircraft are monitored for defense purposes. If you hear the word "uniform" mentioned, it can mean one of four things, depending upon message content. 1) Clothing, 2) The letter "U", 3) a US time zone, or 4) in a

special case under definition two above, it may mean the military UHF radio band (225 to 400 mhz). When the Coast Guard mentions the UHF band with no specific frequency, they will mean 381.8 mhz, as this is their calling channel...all air facilities and aircraft routinely monitor this channel. This UHF frequency is used, along with others, for short range tactical communications...sometimes in place of 3123 khz for "on scene" communications as mentioned earlier. Otherwise, UHF communications gear is used on takeoff and landing for tower and approach control communications. There are a few of the surplus receivers around for this band, but they have about 26 tubes, and the band is strictly line-of-sight anyway.

The Coast Guard uses GMT mostly (code name "Zulu"), but some pilots and controllers use local time-but give it according to the military time zone designators: "Romeo" is EST, "Sierra" is CST, "Tango" is MST, and "Uniform" is PST. The 24 hour clock is used instead of AM and PM, so that 6:30 PM MST would be "Eighteen thirty tango", and 6:30 AM GMT would be "Zero six thirty zulu".

At the beginning I mentioned that the original emergency is reported by telephone. This includes both the coastal "marine operators" on the 2 to 3 mhz band (WOU, WOX, WDR, etc), and the "high seas" operators in New York (WOY), Miami (WOM), and Oakland (KMI). Although I rarely monitor the coastal operators, I have spent many hours monitoring KMI Oakland on their "12 meg" channels of 13151 and 13182 khz. You hear only one side of the conversation unless you have a second receiver with a fantastic antenna for the shipboard stations. I have found a portion, although small, of the calls originating from ships to be emergency calls to the Coast Guard for assistance. I assume these private vessels got into trouble and could not reach anyone on 2182 khz. Small private vessels rarely have the capability for 500 khz CW transmissions. These are termed "12 meg" channels because the ships actually transmit on 12 mhz frequencies. On the Gulf Coast I receive Oakland regularly from about 0130 to sometimes 1530 GMT...even though their beam is facing into the Pacific.

Also, don't be surprised to hear the Coast Guard on any frequency at all...or if you hear them dispatched to auto wrecks!!

Once I was monitoring a private station at about 12425 khz and a powerful Coast Guard station came on a few khz away with urgent calls to a vessel. I found out later that someone had reported hearing a "mayday" on that channel, and since they did not hear any other calls on 2182 khz, the Coast Guard promptly VFO'd their transmitter and attempted to work them on that channel.

In the fall of 1971 I heard a Coast Guard helo dispatched to the scene of an auto wreck on the Tamiami Trail in Florida to bring oxygen equipment. After reading some favorable reports from the Department of Defense (D.O.D.) on Project Mast (Military Assistance to Safety and Traffic), I have an idea of what is in the works. Project Mast is a test program administered by M.A.C. in a number of cities, which uses a military helo, equipment, and men being released from Asian duty, to bring emergency medical assistance to wreck scenes in rural areas or transport victims to hospitals. A peace officer at a wreck scene in the designated rural areas near the project cities can request a MAST helo. It is much faster than ordinary ambulance. I am told that the Coast Guard is keeping an eye on this type of service because when, or if, the MAST project is extended nationwide, the Coast Guard will be responsible for its implementation in limited coastal areas.

Coast Guard search aircraft will give position reports (PRs) in one of three ways. They may give position in relation to known visual landmarks: "One half mile south of Jetty Rocks". They may give position in terms of latitude and longitude. This is determined by LORAN radionavigation aids. Or, they may give position by distance and bearing to a VHF Omnirange (VOR) or Tacan station.

In order to keep up with the action, I recommend the following:

"Coastal Pilot" series of books (CP). Four cover the East Coast, and one each cover the Gilf and West. They contain no maps themselves, but are keyed to standard nautical charts. They contain a running description of every yard of coastline and all visible landmarks. There is no other source like them. They are compiled by the government, and you will be furnished with a yearly revision booklet to keep your copy up to date. The most valuable feature of the books to me is the index of place names. This feature is invaluable when Coast Guard units give position reports in relation to visual landmarks. It saves an hour of hunting on a nautical chart, and even then the landmark might be so small as not to be noted on a chart with few details. However, it is easy to place the landmark from the CP book description of is location.

Nautical charts are available in as many scales as you could want. You can get one which shows a harbor in all details, or one the same size which shows all of the north and central Pacific Ocean, with few details. Standard charts are extremely easy to use with the CP series of books. They are also needed When a Coast Guard unit gives position by latitude and longitude. The charts have accurate latitude

and longitude grids overprinted. All charts bought through the Coast and Geodetic Survey of American waters will be compiled by some agency of the US Government. However, some of the charts sold by the US Naval Oceanographic Distribution Office may be compiled in part by foreign governments.

If search planes are within about seventy miles of the coast, they will give position by the VOR or Tacan radionavigation system. These are two systems operating at about 110 mhs (VOR) and 1000 mhs (Tacan) which are received and displayed on special receivers which give the station identifier (three letter code), distance from the station (Tacan only), and compass bearing from the station. There are hybrid stations known as VORTAC and VOR-DME, which are simply combinations of transmitters at the same site. In order to locate aircraft giving position by this method, you will need some special aeronautical charts. These are known as "Jet Navigation" charts. The charts numbered JN29, JN30, JN44, and JN45 cover the entire US mainland. Each covers about a quarter of the country. Each VOR, Tacan, VORTAC, and VOR-DME station is printed with its ID code and its own compass rose.

When you hear a position report, you can look on your map and find the proper station by its identifier code. Knowing the map scale, you simply lay a straight-edge on the proper compass bearing and extend your line the proper number of miles (to scale) and locate the reporting point.

The actual spoken method, as you will hear it, goes something like this: distance, bearing, and station ID; "Position five zero miles on the one eight zero radial of alpha bravo charlie". Thus you check your maps for a station with the ID of "ABC", and extend the compass radial of 180° (south) for 50 miles. Once you learn this simple procedure, it takes much less time to do it than tell about it. About the only time that you might have any difficulty is when both the AC and the search pilot know the search area well, and both will know what station the pilot is reporting on. Thus the pilot might omit the ID of the station and just give the distance and bearing at reporting time. This makes determination of their location difficult, but if you get experience in monitoring these nets, you can often deduce the general location of the search, if not the exact reporting station ID.

For practice, let's run through a hypothetical emergency, which will be very close to the details of a recent search:

First, let's say you hear of a maritime emergency on late night TV news. About two hours before sunrise you tune to 5696 khz. You will then hear search aircraft reporting to their AC the exact minute that they are airborne and en route to their assigned search area. Since you know the approximate area of the search from the TV news, you will have an idea of which VOR or Tacan (if any) they will use for reporting. At this time you could note on a scratch pad the aircraft callsigns (and possibly the type of aircraft or helo, since this is sometimes relayed on the air from the pilot to the AC) and their AC location. The aircraft may also give the location that it is airborne from if it is not the same airfield as the AC is located on. Also you may note the names of any cutters involved in the search, and possibly their course and position (if given). The aircraft will be giving reports on the hour and half hour as mentioned earlier, and this will keep you informed in a general way of the search's progress.

If the aircraft are reporting by latitude and longitude, it is a simple task to plot their positions on a nautical chart. Let's say that our planes are using the Tacan station nearby to navigate. If you place a transparent plastic overlay on your JN map and note as a dot each position that a plane reports at, it will be easy to transfer the location to a nautical chart - as the JN maps do not have many surface details, that is, nothing to compare with the great details found on Coast and Geodetic Survey charts. Also by plotting each reporting point as a dot, over a period of several hours you will find that if you do not erase the dots (use a grease pencil on the plastic overlay), you can draw a circle or similiar figure enclosing all of the dots and have a fairly good idea of the search area.

During these hours, the AC will be relaying any new information on the search to the pilots. This may include visual characteristics of the target (color, length, type of mast, etc) as they are determined registration, number of persons on board (jargon: P-O-B, "papa oscar bravo"), or may just be information on weather conditions. Finally, one of the search units will locate a probable target and give complete preliminary details after a low pass. At this point if the pilot needs assistance, he will give the exact position and ask for certain, or all, search craft to converge. Shortly after, units at the scene may shift to 3123 khz or 381.8 mhz. However, they will give the AC a running account of their actions, survivors, etc.; also they may at this time call for a cutter to take a vessel in tow.

If the emergency is in the nature of a controllable leak, the aircraft may "drop pumps". These are medium capacity self-powered bilge pumps rugged enough to be dropped into the ocean (in flotation packages). The vessel will pick them up and later return them to a Coast Guard facility.

When all that can be, has been done, the aircraft (or helo) will go back onto its "guard" frequency and report that they are enroute ashore. At this time a "priority message" may be sent, giving "for the record" details of the rescue. If it will be over a thirty minute flight, they will give the usual position and operations normal report at scheduled hour and half hour times until they report "on the deck" (that is-landed), which is more jargon and just means on the ground-not actually aboard a ship. Also aircrew members will probably be relaying the medical condition of evacuees to a doctor through a phone patch at the AC station. The medical officer may divert the aircraft to a certain landing field near a hospital (or helo pad) because of the medical condition of survivors. This is all pretty self-explanitory, and you will be able to tell what is going on from the conversation quite easily.

With the senseless aircraft hijackings taking place to Cuba (and elsewhere), and a get-tough policy in force, there is always the possibility that an aircraft will go down off the East Coast between New England and Miami; or between Miami and Cuba. If so, these nets will be where to find the rescue action.

SUGGESTED REFERENCES

AERONAUTICAL (JN) CHARTS: Available from US Department of Commerce, Coast and Geodetic Survey, Mail Order Sales, Rockville MD 20852. A catalog of Aero Charts and related publications is free.

NAUTICAL CHARTS AND COASTAL PILOT BOOKS: Available from National Ocean Survey, Distribution Division, C-44, Washington DC 20235. United States Nautical Chart Catalogs Numbers One and Two, which also include details of the Coastal Pilot books, are free.

NAUTICAL CHARTS (other than US Territorial Waters): Catalogs of charts and other publications are available free from US Naval Oceanographic Office, Washington DC 20390. Ask for NO Publications 1-N-A and 1-N-B.

US COAST GUARD LIGHT LISTS: For sale by Superintendent of Documents, Government Printing Office, Washington DC 20402.

WEATHER SERVICE FOR MERCHANT SHIPPING: For sale by the Superintendent of Documents, Government Printing Office, Washington DC 20402.

LIST OF RADIODETERMINATION AND SPECIAL SERVICE STATIONS: (ITU List VI) Available from the International Telecommunications Union, Place des Nations, Geneva 20, Switzerland or from GILFER Associates Inc, PO Box 239, Park Ridge NJ 07656. Price quoted on request.

RADIO WEATHER AIDS: US Navy Oceanographic Office Publication 118 (address above).

In addition to the charts and references recommended above, the following texts are suggested reading for the DXer wishing to become more familiar with the maritime services:

ABC's OF RADIO NAVIGATION: by Allan Lytel (Howard W Sams, publisher). An easy to understand basic text.

"RADIO NAVIGATION SYSTEMS FOR AVIATION AND MARITIME USE": by W Bauss (Macmillan Co publishers). A fine detailed and thorough survey of the systems in use throughout the world.

"AMERICAN PRACTICAL NAVIGATOR": Originally by Nathaniel Bowditch (US Navy Oceanographic Office, publisher). The "bible" of nautical navigators for decades with an excellent section detailing the LORAN system.

"JANES FIGHTING SHIPS": Distributed in the US by McGraw Hill Co. This publication is recognized as the leading authority on the navies and coast guards of the entire world. Since the price of a single revised-anually edition is slightly over fifty dollars, it is recommended the DXer become acquainted with his local library.

DIRECTORY OF US COAST GUARD INSTALLATIONS

In this section we have attempted to present the most complete listing of Coast Guard stations as possible by exhausting dozens of references as well as employing the aid of several SPEEDXers for on-the-spot research. The information has been arranged in what we feel to be a form offering maximum convenience to the SWL as follows:

Column 1 — Name of Station.

Column 2 — Type of Installation. Most stations are capable of performing several of the Coast Guard's varied duties, particularly in the field of search and rescue. The service indicated is considered to be the unit's primary function:

AC	Academy	LA	Lite Attendant	RA	Radio Station
AS	Air Station	LB	Lifeboat	RB	Radio Beacon
BA	Base	LK	Lookout	RC	Rescue Coordination
CP	Captain of Port	LO	Loran	RR	Remote Radio Relay
DP	Depot	LS	Lite Station	TN	Training
		MG	Moorings		

Column 3 — Call Sign.

Column 4 — Location and Address. State or Territory abbreviations used are those designated by the US Postal Service. Where necessary, a numbered footnote indicates supplemental information or details.

Column 5 — District Command. The Coast Guard is divided into 12 area districts. The SWL may sometimes find it convenient to correspond either with or through a particular district headquarters; the addresses of which are:

District	Address
First	John F Kennedy Federal Bldg, Boston MA 02203
Second	1520 Market Street, St Louis MO 63103
Third	Governor's Island, New York, NY 10004
Fifth	Federal Building, Portsmouth VA 23705
Seventh	51 Southwest First, Miami FL 33130
Eighth	423 Canal Street, New Orleans LA 70130
Ninth	1240 East Ninth, Cleveland OH 44114
Eleventh	Heartwell Bldg, 19 Pine St, Long Beach CA 90802
Twelfth	630 Sansome Street, San Francisco CA 94126
Thirteenth	618 Second Avenue, Seattle WA 98104 (See footnote #28)
Fourteenth	PO Box 48, FPO San Francisco 96110 (677 Ala Moana Blvd, Honolulu HI 96813)
Seventeenth	FPO Seattle 98771 (PO Box 3-5000, Juneau AK 99801)

Column 6 — Notations and Footnotes. Numbered references are provided for the purpose of supplying additional or more detailed information as follows:

(1) Station maintains continuous watch on all distress frequencies.

(2) Station transmits regularly scheduled marine information broadcasts.

(3) Installation serves as home port for cutters or other vessels.

(4) Correspondence for units stationed in Puerto Rico may be addressed to FPO New York 09550.

(5) Correspondence for these Pacific installations may be addressed through 14th District Headquarters.

Notations and Footnotes (contd)

(6) Correspondence for units operating in Southeast Asia should be directed through the Senior Coast Guard Officer, Box 12, APO San Francisco 96626.

(7) Correspondence for units stationed in Alaska may be directed via the 17th District Headquarters.

(8) Additional call signs for Argentia station: NIK

(9) Balboa Canal Zone station of the US Navy. A laison is maintained with the Coast Guard for the purpose of coordinating search and rescue operations in the Gulf of Mexico.

(10) See "Point Barrow Radio" (note 21).

(11) It is advisable to direct mail through 1st District Headquarters to this particular station.

(12) Additional call sign for Brant Point station: NMI15

(13) Correspondence for Cape Atholl may be directed through the Commander, Eastern Area, Governor's Island NY 10004.

(14) Additional call sign for Eniwetok station: NME

(15) Additional call sign for Gay Head station: NMF14

(16) Guam station of the US Navy. A laison is maintained with the Coast Guard for the purpose of coordinating search and rescue operations.

(17) Station provides communications support for Far Eastern LORAN network.

(18) Laguna Peak Remote station scheduled for service in late 1972.

(19) McMurdo station operated jointly with the US Navy and other civilian agencies engaged in antarctic research.

(20) Scheduled to be in operation by summer of 1973.

(21) Station of the Office of Naval Research, but manned entirely by Coast Guard personnel for the purpose of providing communications support for ice-breakers operating in the Arctic Sea.

(22) Station also IDs as "Pungoteague".

(23) Correspondence may be routed through 7th District Headquarters.

(24) St Mary's River lookout stations operate intermittantly on a seasonal basis. Correspondence should be directed through the Sault St Marie radio facility.

(25) Correspondence for units stationed in the Virgin Islands may be directed through the 7th District Headquarters.

(26) "San Francisco Radio" is scheduled to be relocated in early 1973 to Point Reyes CA 94956.

(27) Remote station scheduled to be in service by mid 1973.

(28) 13th District Headquarters, the Seattle Base, and Seattle Captain of the Port are scheduled to relocate sometime during 1974 at pier 36, Seattle WA 98134.

(29) Westport Radio/NMW sometimes IDs as "Seattle Radio" on high-seas transmissions.

(30) Stations in the British West Indies may be corresponded with via 7th District Headquarters.

(31) Staten Island station also known variously as: "Manhatten Base", "New York Base", or "Governor's Island Annex".

(32) Remote relay station scheduled for operation in late 1972.

(33) Wake Island station of the US Navy used for "trunk" communications with 14th District Headquarters in Hawaii. The Federal Aviation Administration coordinates search and rescue operations in the Wake vicinity.

Notations and Footnotes (contd)

(34) Correspondence for Cape Christian LORAN Station may be directed through 1st District Headquarters.

(35) Correspondence for LORAN units in Japan may be routed via 14th District Headquarters or FPO Seattle WA.

(36) Correspondence for LORAN units in the Ryukyu Islands may be routed via 14th District Headquarters or FPO Seattle WA.

1	2	3	4	5	6
Adak	LO	NMJ21	Adak AK (7)	17	(1)
Adak	RA	NOX	Adak AK (7)	17	(2)(3)
Alameda	TN	NON	Government Island, Alameda CA 94501	12	(3)
Albany	CP		Federal Bldg, Albany NY 12207	09	
Alexandria	DP		Franklin & Union, Alexandria VA 22314	05	(3)
Alexandria Bay	LB	NMD35	Alexandria Bay NY 13607	09	(2)
Alki Point	LS		3201 Alki SW, Seattle WA 98116	13	
Anacapa Island	LS		% USCG Pt Hueneme Station	11	
Anchorage	LB		Anchorage AK (7)	17	
Annapolis	AS	NOH	Annapolis MD 21402	05	
Annapolis	LB	NMX1	Annapolis MD 21402	05	
Annette Island	AS	NOU	Annette Island AK (7)	17	
Annisquam Harbor	LS		Lighthouse Rd, Gloucester MA 01930	01	
Argentia	LO	NJN	Argentia, Newfoundland-FPO NY 09597	01	(1)(8)
Ashtabula	LB	NMD29	Ashtabula OH 44004	09	(1)
Assateague Island	LB	NMN8	% USCG Portsmouth VA	05	(1)
Astoria	AS		Clatsop Airport, Warrenton OR 97146	13	(1)
Atlantic Beach	LB	NMY46	4th & I, Atlantic Beach NY 11509	03	(1)
Atlantic City	LB	NMK3	Huron Ave, Atlantic City NJ 08401	03	(1)(3)
Attu	LO	NMJ22	Attu Island AK (7)	17	(1)(2)
Auke Bay	LB		Juneau AK (7)	17	
Baker Island	LS		Manchester MA 01944	01	
Balboa (9)	RA	NBA	Fort Amador CZ - FPO NY 09580		(1)
Baltimore	CP		Curtis Bay MD 21425	05	
Baltimore	BA	NMX	Pier 4, Baltimore MD 21202	05	(2)(3)
Barber's Point	AS		Oahu HI (5)	14	
Barnegat	LB	NMK4	Barnegat NJ 08005	03	(1)(3)
Barrow (10)	RA	NMT	Point Barrow AK	17	(1)
Bayboro Harbor	LB		St Petersburg FL 33708	07	(3)
Bayfield	MG		Bayfield WI 54814	09	(1)(3)
Belle Chase	AS		Naval Air Station, Belle Chase LA 70140	08	
Belle Isle	LB		Belle Isle MI 48207	09	(1)(2)
Berkley	DP		Berkley Station, Norfolk VA 23523	05	
Biloxi	AS	NOX	Keesler AFB, Biloxi MS 39534	08	
Biloxi	LO	NOQ3	Biloxi MS 39530	08	(1)
Biorka Island	LO	NMJ18	Biorka Island AK (7)	17	(1)(2)
Block Island	LB	NMF28	Entrance to Long Island Sound-RI	01	(1)
Bodega Bay	LS	NMC51	Bodega Bay CA 94923	12	(1)
Bohemia	RR		(See New Orleans/NMG)	08	
Bolinas	RR		(See San Francisco/NMC)	12	
Bonds	LB	NMK5	Beachaven NJ 08008	03	
Boon Island	LS		York ME 03909	01	
Boston	AS	NOS	Logan Airport, E Boston MA 01128	01	
Boston	BA	NMF7	427 Commercial, Boston MA 02113	01	(3)
Boston	RA	NMF	Marshfield MA 02050 (11)	01	(1)(2)
Boston	LB		Hull MA 02045	01	

Brant Point	LB	NMF9	Nantucket MA 02554	01	(1)(3)(12)
Bristol	DP		1 Thames, Bristol RI 02809	01	(3)
Brooklyn	AS	NOP	Floyd Bennett Fld, Brooklyn NY 11234	03	
Buffalo	CP	NMD8	121 Ellicott, Buffalo NY 14203	09	
Buffalo	LB	NMD47	Fuhrmann Blvd, Buffalo NY 14203	09	(1)(2)(3)
Butler's Flat	LS		New Bedford MA 02746	01	
Calcasieu	RB	NMG4	Cameron LA 70631	08	(1)
Calumet Harbor	LB	NMP3	4001 E 98th, Chicago IL 60617	09	(1)
Cape Ann	LS		Thatchers Is,Rockport MA 01966	01	
Cape Atholl	LO	NGC	Cape Atholl Greenland (13)	01	(1)
Cape Blanco	LO		Port Orford (Sixes) OR 97465	13	
Cape Cod Canal	LB	NMF8	Sandwich MA 02563	01	(1)
Cape Christian	LO		Canada (NWT) (34)	01	
Cape Decision	LS	NMJ6	Cape Decision AK (7)	17	(1)
Cape Disappointment	LB	NMW15	Ilwaco WA 98624	13	(1)
Cape Hatteras	LB	NMN13	Hatteras NC 27943	05	(1)
Cape Hinchinbrook	LS	NMJ14	Cordova AK (7)	17	(1)(3)
Cape Lookout	LB	NMN12	North Carolina	05	(1)
Cape May	RA	NMK	Cape May NJ 08212	03	(1)(2)(3)
Cape Neddick	LS		Cape Neddick ME 03902	01	
Cape St Elias	LS	NMJ13	Cape St Elias AK (7)	17	(1)
Cape San Blas	LO	NOQ1	Panama City FL 32401	08	(1)(3)
Cape San Juan	LO	NMR14	San Juan PR (4)	07	(1)
Cape Sarichef	LO	NRW	Unimak Island AK (7)	17	(1)(2)
Cape Spencer	LS	NMJ11	Cape Spencer AK (7)	17	(1)
Carolina Beach	LB	NMN73	Carolina Beach NC 28428	05	(1)(3)
Castle Hill	LB	NMF21	Newport RI 02840	01	(1)
Charleston	BA	NMB	196 Tradd, Charleston SC 29401	07	(1)(2)(3)
Charlevoix	LB	NMD34	Charlevoix MI 49720	09	(1)(2)
Chatham	LB	NMI2	Chatham MA 02633	01	(1)
Chattanooga	DP	NMZ	900 Georgia, Chattanooga TN 37402	02	
Cheboygan	LB	NMP11	Cheboygan WI 53081	09	(1)
Chesapeake	LS	NMN6	% USCG Portsmouth VA	05	
Chicago	AS	NOH	Naval Air Station, Glenview IL 60026	02	
Chicago	CP		610 S Canal, Chicago IL 60607	02	
Chicago	DP	NMP5	94 N Streeter, Chicago IL 60611	02	(1)(2)
Chicago	RA	NMP	Northbrook IL 60062	02	(1)
Chincoteague	LB	NMN70	Chincoteague VA 23336	05	(1)
Cincinnati	CP		Fed Office Bldg, Cincinnati OH 45202	02	
Cleveland	CP		1055 E 9th, Cleveland OH 44114	09	
Cleveland	DP	NMD2	Ft of E 9th, Cleveland OH 44114	09	(1)(3)
Cleveland	RA	NMD	Chesterland OH 44026	09	(1)
Cleveland Harbor	LB		New West Pier Cleveland OH	09	
Coney Island	LS		Ocean Front, Brooklyn NY 11224	03	
Con Son	LO		Con Son, Vietnam (6)	14	
Coos Bay	LA		2250 N Bayshore, Coos Bay OR 97420	13	(3)
Coos Bay	LB	NMW8	Charleston, Coos Bay OR 97420	13	(1)(3)
Coquille River	LB		Bandon OR 97411	13	
Corpus Christi	AS		Naval Air Sta, Corpus Christi TX 78419	08	
Corpus Christi	DP		Corpus Christi TX 78408	08	(3)
Crisfield	LB	NMN35	Virginia	05	
Curtis Bay	LB	NMN33	Curtis Bay MD 21425	05	(3)
Dahlgren	LB	NMN74	Dahlgren VA 22448	05	
Deer Island	LS		Winthrop MA 02512	01	
Delaware	LS	NMK16	% USCG Cape May NJ	03	
Depoe Bay	LB		Depoe Bay OR 97341	13	
Detroit	AS	NOI	Metro Airport, Detroit MI 48242	09	
Detroit	DP		Ft of Mt Elliott, Detroit MI 48207	09	
Detroit River	LS	NMD19	Detroit MI	09	(1)
Diamond Shoals	LS	NMN7	% USCG Hatteras Inlet NC	05	(1)
Dubuque	DP	NMM	Dubuque IA 52001	02	(3)

Duluth	CP		Canal Park, Duluth MN 55806	09	
Duluth	LB	NOO14	1201 Minnesota, Duluth MN 55802	09	(1)(2)(3)
Duluth	LS		End of Ship Canal, Duluth MN 55806	09	
Eastern Point	LS		Gloucester MA 01930	01	
East Tawas	LB	NMD24	Tawas MI 48763	09	(1)
Eaton's Neck	LB	NMY33	Northport NY 11768	03	(1)
Edgemont Key	LS		St Petersburg FL 33706	07	
Eldred Rock	LS	NMJ10	Alaska (7)	17	
Elizabeth City	AS	NOZ	Elizabeth City NC 27909	05	(1)
Eniwetok	LO	NRH1	Marshall Islands (6)	14	(14)
Erie	LB	NMD11	Erie PA 16501	09	(1)(2)
Escanaba	LB	NMP4	Escanaba MI 49829	09	
Execution Rocks	LS	NMY29	Orient NY 11957	03	(1)
Fairport	LB	NMD12	Fairport OH 43927	09	(1)
Faulkner Island	LS	NMY21	% Staten Island Base NY 10301	03	(1)
Fire Island	LB	NMY25	Bay Shore NY (Suffolk) 11706	03	(1)
Fisher's Island	LB	NMY13	Hempstead, LI, NY 11551	03	(1)
Five Finger	LS	NMJ8	Alaska (7)	17	
Fletcher's Neck	LB	NMF33	Maine	01	
Folly Beach	LB		Charleston SC 29412	07	
Fort Bragg	MG		Fort Bragg CA 95437	12	(3)
Fort Macon	LB	NMN37	Morehead City NC 28557	05	(1)(2)(3)
Fort Meyers	LB	NMA15	Fort Meyers FL 33302	07	(1)
Fort Pierce	LB	NMA2	Fort Pierce FL 33450	07	(1)(3)
Fort Point	LS	NMC9	Presidio of San Francisco CA 94129	12	(1)
Fox River	LS		Menasha WI 54952	09	
Frankfurt	LB	NMD39	Frankfurt MI 49635	09	(1)
Freeport	LB	NOY7	Freeport TX 77451	08	(1)(3)
French Frigate Shoals	LO	NRO4	Hawaii (5)	14	(1)
Fuchu	LO	NRT1	Oshima Island, Japan (35)	14	
Galloo Island	LB	NMD48	New York	09	(1)
Galveston	BA	NOY	Galveston TX 77550	08	(1)(2)(3)
Garibaldi	LB		Garibaldi OR 97118	13	
Gay Head	LB	NMI2	Chilmark, Marthas Vineyard MA 02535	01	(1)(15)
Gesashi	LO	NRT2	Okinawa, Ryukyu Islands (36)	14	
Gloucester	LB	NMF13	Hesperus Ave, Gloucester MA 01930	01	(1)(3)
Gloucester	BA	NMK2	King & Cumberland, Gloucester City NJ 08030	03	(1)(3)
Goat Island	LS		Kennebunkport ME 04046	01	
Gold Beach	LB		Wedderburn OR 97491	13	
Grand Haven	LB	NMD43	Grand Haven MI 49417	09	(1)(3)
Grand Isle	LB	NMG15	Grand Isle LA 70358	08	(1)(3)
Grand Marais	LB	NOG3	Grand Marais MI 49839	09	(1)
Graves	LB		Hull MA 02045	01	
Grey's Harbor	LB		E Salmon Ave, Westport WA 98595	13	(1)
Great Egg	LB	NMK29	101 N Point Rd, Ocean City NJ 08226	03	(1)
Green Bay Entrance	LS	NMP10	Green Bay WI 54305	09	
Greenville	DP		PO Box 468, Greenville MS 38701	02	(3)
Guam	RA	NRV	FPO San Francisco 96630	14	(16)
Guard Island	LS	NMJ7	Guard Island AK (7)	17	(1)
Gulfport	MG		Gulfport MS 39501	08	(3)
Halfway Rock	LS	NOE21	Peak Island, Portland ME 04108	01	
Hampton Beach	LB	NMF17	Hampton NH 03842	01	(1)
Harbor Beach	LB	NMD23	Harbor Beach MI 48441	09	(1)(2)
Hatteras Inlet	LB	NMN38	Hatteras NC 27943	05	(1)
Hickman	MG		PO Box 111, Hickman KY 40250	02	
Hillsboro Inlet	LS		Pompano Beach FL 33064	07	
Hobucken	LB	NMN9	Hobucken NC 28537	05	(1)
Hokkaido	LO	NRT9	Mokachibute Japan (35)	14	
Holland	MG	NMD44	Holland MI 49423	09	(1)
Homer	DP		Homer AK (7)	17	(3)

Honolulu	CP		Aloha Tower, Honolulu HI (5)	14	(1)
Honolulu	RA	NMO	Wahiawa HI - FPO San Francisco 96613	14	(1)(2)
Houston	AS		Ellington AFB, Houston TX 77030	08	
Houston	CP	NOY4	9640 Clinton Dr, Houston TX 77029	08	
Houston	DP	NOY9	9640 Clinton Dr, Houston TX 77029	08	
Humboldt Bay	LB	NMC11	Eureka CA 95501	12	(1)(2)
Huntington	CP		502 8th St, Huntington WV	02	
Indian River Inlet	LB	NMK21	Rehoboth Beach DE 19971	03	(1)
Ilio Point	LO	NRO3	Molokai HI (5)	14	(1)
Isla Mona	LS		(See Mona Island PR)		
Islamorada	LB		Islamorada FL 33036	07	
Isle of Shoals	LS		% USCG Portsmouth Harbor NH 03854	01	
Iwo Jima	LO	NRT3	FPO Seattle WA 98781	14	
Jacksonville Beach	RA	NMV	Jacksonville FL 32050	07	(1)(2)
Johnson Island	LO	NRO	Johnson Island (6)	14	
Jonesport	BA		West Jonesport ME 04649	01	(3)
Juneau	RC	NMJ1	Juneau AK (7)	17	(1)
Jupiter	LB	NMA7	Jupiter FL 33458	07	
Kami Seya	RA	NRT	Oshima Japan (35)	14	(17)
Kauai	LO		Hawaii (5)	14	(1)
Keflavik		NRK	Keflavik Iceland-FPO NY 09571		
Kenosha	LB	NMP7	Kenosha WI 53140	09	(1)
Keokuk	DP		PO Box 367, Keokuk IA 52632	02	(3)
Ketchikan	BA	NMJ2	Ketchikan AK (7)	17	(1)(3)
Ketchikan	RA	NMJ	Point Higgins AK (7)	17	(1)
Key West	BA	NOK	Key West FL 33040	07	(1)(3)
Kings Point	TN		Great Neck NY 11024	03	
Kodiak	AS	NOJ	Kodiak AK (7)	17	(1)(2)(3)
Kure Island	LO		Kuri Island HI (5)	14	
Kwajalein	LO	NRH2	Marshall Islands (6)	14	
Laguna Peak	RR		(See Pt Hueneme/NMQ8)		(18)
Lake Tahoe	LB	NMC7	Lake Forest Rd, Tahoe City CA 95370	12	(1)
Lake Worth Inlet	LB	NMA6	Lake Worth FL 33460	07	(1)
Lampang	LO		Lampang Thailand (6)	14	
La Push	LB		La Push WA 98350	13	
Leavenworth	DP		PO Box 305, Leavenworth KS 66048	02	
Lewes	LB	NMK27	Lewes DE 19958	03	(1)
Libby Island	LS		Machias ME 04654	01	
Lincoln Rock	LS	NMJ5	Alaska (7)	17	(1)
Little Creek	LB		Norfolk VA 23518	05	
Little River	LS		Cutler ME 04626	01	
Long Beach	CP	NMQ9	1150 el Embarcadero, Long Beach CA 90802	11	(1)(3)
Long Beach	RA	NMQ	Pt Vincente, San Pedro CA 94431	11	(1)(2)
Lorain	LB	NMD13	Lorain OH 45852	09	(1)
Los Angeles	AS		LA International Airport CA 90304	11	(1)
Los Angeles	LS	NMQ27	Pt Vincente, San Pedro CA 94431	11	
Louisville	CP		600 Federal Pl, Louisville KY 40202	02	
Louisville	LB	NML4	River Rd, Louisville KY 40202	02	(1)(3)
Ludington	LB	NMD41	Ludington MI 49431	09	(1)(2)
Mackinac Island	LB	NMP16	Michigan	09	(1)
Makahueha Point	LO	NRO2	Koloa, Kauai HI (5)	14	(1)
Makapuu	LS		Oahu HI (5)	14	
Manasquan Inlet	LB	NMY49	Point Pleasant NJ 08742	03	(1)(3)
Manhattan	CP	NMY3	Governor's Island NY 10004	03	(1)
Manistee	MG	NMD40	Manistee MI 49660	09	(1)
Marathon	LB		Marathon Shores FL 33052	07	
Marblehead	LB	NMD15	Sandusky OH 44870	09	(1)(2)
Marcus Island	LO	NRV6	Marcus Island-FPO Seattle 98782	14	
Marquette	LB	NOG5	Marquette MI 49855	09	(1)(2)
Martin's Reef	LS	NMP18	Martin MI 49070	09	
Mary Island	LS	NMJ4	Mary Island AK (7)	17	(1)
McMurdo Sound		NDG	Antarctica (6)		(19)
Meadowdale	RC	NOV	Edmonds WA 98020	13	(1)

Memphis	CP		167 N Main, Memphis TN 38103	02	
Memphis	DP	NML7	PO Box 51 Memphis TN 38101	02	(3)
Merrimac River	LB	NMF15	Newburyport MA 01950	01	(1)
Mial Mault Shoal	LB	NMK25	% USCG Lewes DE	03	
Miami	AS	NQM	Opa-Loka Airport, Miami FL 33054	07	
Miami	RA	NMA	Richmond Station, Miami FL 33157	07	(1)(2)
Miami Beach	BA	NCF	100 MacArthur Cswy, Miami FL 33839	07	(1)(3)
Michigan City	LB	NMP2	Michigan City IN 46360	09	(1)
Midway	LO	NRE22	Midway Island-FPO San Francisco 96640	14	
Milwaukie	BA	NMP9	2420 S Lincoln Memorial Dr Milwaukie WI 53207	09	(1)(3)
Milwaukie	CP		(Same as above)	09	
Miyako Jima	LO	NRX4	Miyako Jima, Ryukyu Islands (6)	14	(1)
Mobile	BA	NOQ	PO Box 1788, Mobile AL 36601	08	(1)(3)
Mona Island	LS	NMR10	Mayaguez PR 00708 (4)	07	(1)
Montauk	LB	NMY37	Montauk NY 11954	03	(1)
Montauk Point	LS	NMY38	Montauk NY 11954	03	(1)(3)
Monterey	LB	NMC6	Carmel CA 93921	12	(1)(3)
Moosepeak	LS		Jonesport ME 04649	01	
Morgan City	DP		Morgan City LA 70380	08	(3)
Morich	LB		East Moriches NY 11950	03	
Morro Bay	LB		Morro Bay CA 93442	11	(3)
Munising	LA	NOG4	Munising MI 49862	09	(1)
Mukilteo	LS		Mukilteo WA 98275	13	
Muskegon	LB	NMD42	Muskegon MI 48443	09	(1)
Nantucket	LO	NMI10	Nantucket MA 02554	01	
Nashville	CP		701 Broadway, Nashville TN 37203	02	
Naulo Point	LO	NRX1	Naulo Point, Philippines - FPO San Francisco 96652	14	
Neah Bay	LB	NMW40	Neah Bay WA 98357	13	(1)
New Bedford	MG		State Pier, New Bedford MA 02740	01	(3)
Newburyport	LB		Range Light Marina, Newburyport MA	01	(20)
New Canal	LS	NMG3	West End Blvd, New Orleans LA 70124	08	(1)
New Haven	LB		120 Woodward Ave, New Haven CT 06512	03	
New London	AC	NOA	New London CT 06320	03	(3)
New London	LB	NOU	New London CT 06320	03	(1)(3)
New Orleans	BA	NMG1	PO Box 6009, New Orleans LA 70114	08	(1)(3)
New Orleans	CP	NMG2	New Orleans LA 70130	08	(1)
New Orleans	RA	NMG	Belle Chase LA 70140	08	(1)(2)
Newport	BA		Long Wharf, Newport RI 02840	01	(3)
New York	RA	NMY	East Moriches NY 11950	03	(1)(2)
Niagara	LB	NMD6	Niagara NY 10002	09	(1)
Nipisat	LO		Greenland (13)	01	
Nomaike	LO	NRT4	Nomaike Japan (5)	14	
Norfolk	BA		Naval Amphib Base Norfolk VA 23521	05	(3)
Norfolk	CP	NMN80	Norfolk VA 23501	05	
North Superior	LB	NOG15	Minnesota	09	
Oak Island	LB	NMN72	North Carolina	05	(1)
Ocean Cape	LO	NMJ19	Yakutat AK (7)	17	(1)(2)
Ocean City	LB	NMN17	Ocean City MD 21842	05	
Ocracoke	LB	NMN29	Ocracoke NC 27960	05	(1)
Omaha	DP		9800 N River Rd, Omaha NE 68112	02	
Oregon Inlet	LB	NMN78	North Carolina	05	(1)
Orote Point	LO		Guam - FPO San Francisco 96630	14	
Oswego	LB	NMD4	Oswego NY 13126	09	(1)(2)
Owensboro	DP		Owensboro KY 42301	02	
Paducah	CP		Paducah KY 42001	02	
Pago Pago	BA		American Samoa (5)	14	(3)
Palau	LO	NRV4	Anguar Islands (5)	14	
Paris	DP		Paris TN 38242	02	
Parramore Beach	LB	NMN79	Virginia	05	(1)
Pasagoula	DP		Pasagoula MS 39567	08	(3)
Petit Manan	LS		Milbridge ME 04658	01	
Peoria	DP		PO Box 388, East Peoria IL 61601	09	
Pine Bluff	DP		Pine Bluff AR 71601	02	
Piney Point	LS	NMN32	Piney Point MD 20674	05	

Pittsburgh	CP		301 Stanwix, Pittsburgh PA 15222	02	
Plum Island	LB	NMP15	Plum Island WI 54761	09	(1)(2)
Plymouth	LS		Plymouth MA 02760	01	
Poe Reef	LS	NMD50	Cheyboygan MI 49721	09	(3)
Point Adams	LB	NMW14	Hammond OR 97121	13	(1)
Point Allerton	LB	NMF4	Hull MA 02045	01	(1)
Point Arena	LO		Point Arena CA 95468	12	
Point Arguello	LO	NMQ6	Lompoc CA 93436	11	(1)
Point Au Fer Reef	LS	NMG13	Morgan City LA 70380	08	(1)
Point Barrow	RA	NMT	Pt Barrow AK (7)	17	(21)
Point Blunt	LS		Angel Is (Tiburon) CA 94920	12	
Point Bonita	LS		Ft Barry, Sausalito CA 94965	12	(3)
Point Conception	LS		Lompoc CA 93436	11	
Point Doran	LB		601 14th St, Everett WA 98201	13	(3)
Point Grenville	LO		Moclips WA 98562	13	
Point Heuneme	LS	NMQ8	Pt Heuneme CA 93041	11	(1)
Point Higgins	LB		Ketchikan AK (7)	17	
Point Judith	LB	NMF26	Lighthouse Rd, Pt Judith RI	01	(1)
Point Loma	LS		San Diego CA 92106	11	
Point Montara	LS		Montara CA 94037	12	
Point Pinos	LS		Carmel CA 93921	12	
Point Pleasant	DP		Pt Pleasant WV 25550	02	
Point Retreat	LS	NMJ9	Alaska (7)	17	(1)
Point Reyes	LS	NMC12	Pt Reyes CA 94956	12	(1)
Point Sur	LS	NMC13	Carmel CA 93921	12	(1)
Point Tuna	LS	NMR5	Yabucoa PR (4)	07	(1)
Point Vincente	LS		San Pedro CA 93041	11	
Point Wilson	LS		Port Townsend WA 98368	13	
Pomham Rock	LS		East Providence RI 02914	01	
Ponce de Leon Inlet	LB	NMA3	Ponce de Leon FL 32455	07	(1)
Portage	LB	NOG17	Portage MI 49081	09	(1)(2)
Port Angeles	AS	NOW	Port Angeles WA 98362	13	(1)(2)(3)
Port Aransas	LB	NOY3	Port Aransas TX 78373	08	(1)(3)
Port Canaveral	LB	NMA12	Cape Kennedy FL 32920	07	(1)
Port Clarence	LO	NRW3	Port Clarence AK (7)	17	(1)
Port Huron	LB	NMD22	Port Huron MI 48060	09	(1)(2)(3)
Port Isabel	LB	NCH	PO Box 38, Port Isabel TX 78578	08	(1)(3)
Port O'Connor	LB	NOY5	Port O'Connor TX 77982	08	(1)
Port Ponce	LA	NMR4	Ponce PR (4)	07	(1)
Port Townsend	LB		Ft Warden, Port Townsend WA 98368	13	(3)
Portland	BA	NMF31	259 High St, Portland ME 04101	01	(1)(3)
Portland	CP		259 High St, Portland ME 04101	01	
Portland	CP	NWW44	2805 N Going, Portland OR 97227	13	(1)
Portland	MG		State Pier, Portland ME 04101	01	(3)
Portland	LS		North Portland ME 04107	01	
Portsmouth	BA		Federal Bldg, Portsmouth VA 23704	05	(3)
Portsmouth	RA	NMN	Virginia Beach VA 23456	05	(1)(2)
Portsmouth Harbor	LB	NMF18	Newcastle NH 03854	01	(1)(3)
Potomac River	LA	NMN74	Maryland	05	
Pungo	LB		Virginia Beach VA 23456	05	(1)(22)
Quillayute River	LB		Washington	13	(1)
Quoddy Head	LB	NMF46	Lubec ME 04652	01	(1)
Race Point	LB	NOU5	Provincetown MA 02657	01	(1)
Racine	LB	NMP8	Racine WI 53401	09	(1)
Rio Vista	LA	NMC2	Pescadero CA 94060	12	(1)
Rochester	LB	NMD7	Rochester NY	09	(1)
Rockaway	LB	NMY51	Fort Tilden NY 11695	03	(3)
Rockland	AS	NOE	Rockland ME 04841	01	(1)
Rockland	LB	NMF40	Rockland ME 04641	01	(1)(3)

Sabine	LB	NOY6	Texas	08	(1)
Saginaw	LB	NMD9	Saginaw MI 48605	09	(1)
St Clair Flats	LS	NMD21	St Clair Shores MI 48083	09	(1)
St Clair Shores	MG	NMD52	St Clair Shores MI 48083	09	(1)(3)
St Georges	AS	NOC	Bermuda (23)	07	(1)
St Ignace	LB	NMP17	St Ignace MI 49781	09	
St Joseph	LB	NMD46	St Joseph MI 49085	09	(1)
St Louis	BA	NML	Ft of Iron St, St Louis MO 63111	02	(1)(3)
St Louis	CP		1520 Market St, St Louis MO 63103	02	
St Mary's River #1	LK	NOG10	Michigan (24)	09	
St Mary's River #4	LK	NOG7	Michigan (24)	09	
St Paul Island	LO	NRW2	Alaska (7)	17	(1)
St Petersburg	AS	NOF	600 8th Ave, St Petersburg FL 33701	07	(1)(2)
St Petersburg	BA		1300 Beach Dr, " " 33701	07	(1)(3)
St Simon's Island	LB	NMB2	Brunswick GA 31522	07	(1)
St Thomas	LB	NMR2	Virgin Islands (25)	07	(1)(3)
Saipan	LO	NRV2	Marianas Islands - FPO San Francisco 96636	14	
Salem	AS		Winter Island Rd, Salem MA 01970	01	(1)
San Diego	AS	NOR	2710 N Harbor Dr, San Diego CA 92101	11	(1)
San Diego	BA	NMI	Mirimar Naval Base, S Diego CA 92145	11	(1)(3)
San Francisco	AS	NOB	SF International Airport CA 94128	12	(1)
San Francisco	BA		Yerba Buena Is, San Francisco CA 94130		(1)(3)
San Francisco	CP	NMC17	Pier 45, San Francisco CA 94107	12	(1)
San Francisco	RA	NMC	San Bruno CA 94066 (26)	12	(1)(2)
San Juan	DP	NMR26	San Juan PR (4)	07	(3)
San Juan	RA	NMR	PO Box 2029, San Juan PR 00903	07	(1)(2)
San Luis Obispo	LS		Avila Beach CA 93424	11	
San Mateo Point	LO	NMQ53	San Clemente CA 92672	11	
San Pedro Hill	RR		(See Long Beach Radio/NMQ)		(27)
Sand Island	BA		Oahu HI (5)	14	(1)(3)
Sandusky Bay	LB	NMD16	Sandusky OH 44870	09	(1)
Sandy Hook	LB	NMY52	Fort Hancock NJ 07716	03	(1)(3)
Sangley Point	LO	NRX	Philippines-FPO San Francisco 96652	14	(3)
Santa Barbara	BA		Cabrillo Blvd, Santa Barbara CA 93105	11	(1)(3)
Santa Rosa	LB	NOQ6	Santa Rosa Beach FL 32459	07	(1)
Sattahip	LO		Thailand (6)	14	
Saugerties	LA		Saugerties NY 12477	03	
Sault St Marie	RA	NOG	Sault St Marie MI 49783	09	(1)(2)(3)
Savannah	CP	NMB5	Savannah GA 31401	07	(1)(3)
Scituate	LB	NMF5	Edward Foster Rd, Scituate MA 02066	01	(1)
Scotch Cape	LS	NMJ15	Alaska (7)	14	(1)
Seattle	BA	NMW43	Pier 91, Seattle WA 98119 (28)	13	(1)(3)
Seattle	RA		(See Westport Radio/NMW) (29)	13	(1)(2)
Sentinel Island	LS	NMJ12	Alaska (7)	14	(1)
Sewickley	MG		PO Box 175, Sewickley PA 15143	02	
Shark River	LB	NMY53	Avon-by-the-Sea NJ 07717	03	(1)
Sheffield	DP		Sheffield AL 35660	02	
Sherwood Point	LB	NMP21	Sherwood WI 54169	09	
Shinnecook	LB	NMY41	Hampton Bays NY 11946	03	(1)
Short Beach	BA	NMY54	West Jones Beach NY 12123	03	(1)
Siletz River	LB		860 SW 51st, Lincoln City OR 97367	13	
Sitka	DP		Sitka AK (7)	17	
Sitkinak	LO	NRW1	Sitkinak Is AK (7)	17	(1)
Siuslaw River	LB		Florence OR 97439	13	(1)
Spruce Cape	LO		Kodiak Is AK (7)	17	
Sodus Point	LS	NMD18	Sodus Point NY 14555	09	(1)
South Caicos	LO	NMA5	British West Indies (30)	07	(1)
South Haven	LS	NMD45	South Haven MI 49090	09	(1)
Southwest Harbor	LS	NMF44	Portland ME 04101	01	(1)
Southwest Pass	LS	NMG6	Pilottown LA 70081	08	(1)
Southwest Pass Jetty		NMG5	Pilottown LA 70081	08	(1)

Staten Island	BA		St George, Staten Is NY 10301	03	(1)(3)(31)
Stoney Point	LS	NAY48	New York	03	
Stratford Shoal	LS	NAY23	Stratford NY 13470	03	(1)
Sturgeon Bay Canal	LB	NAP14	Sturgeon Bay WI 54325	09	(1)(3)
Sullivan's Island	LB		Mount Pleasant SC 29464	07	
Swansboro	LB	NAN84	Swansboro NC 28584	05	(1)
Tampa	LB		500 Zack St, Tampa FL 33602	07	(1)
Tacoma	MG		Tacoma WA 98401	13	
Talamputan Island	LO	NRX2	Philippines-FPO San Francisco 96652	14	
Tan Dy	LO		Vietnam (6)	14	
Tarumpitao Point	LO	NRX3	Palawan Is, Philippines-FPO San Francisco 96652	14	
Tawas	LB	NMD29	Tawas MI 48763	09	(2)
Thomas Point	LB	NMN61	Maryland	05	
Trogg's Neck	LS		Fort Schyler NY 10465	03	
Thunder Bay	LB	NMD26	Michigan	09	
Tilghman Island	LA	NAN75	Tilghman MD 21671	05	
Toledo	CP		234 Summit, Toledo OH 43604	09	(1)
Toledo	MG	NMD10	Bayview Park, Toledo OH 43611	09	(1)
Tongue Point	BA		Astoria OR 97103	13	(1)(3)
Townsend Inlet	LB	NMK33	Townsend's Inlet NJ 08249	03	(1)
Tranquillon	RR		Vandenberg AFB CA (See Pt Hueneme)	11	(32)
Traverse	AS	NUT	Naval Air Station, Traverse MI 49684	09	
Tree Point	LS	NMJ3	Alaska (7)	17	(1)
Trinidad	LS		Trinidad CA 95570	12	
Truro	LS		North Truro MA 02666	01	
Two Rivers	LB	NMF12	Two Rivers WI 54241	09	(1)(2)
Tybee	LS	NMB6	South Carolina	07	
Udorn	LO		Thailand (6)	14	
Ulithi	LO	NRV3	Caroline Islands (5)	14	
Umpqua River	LB	NMW9	Winchester Bay OR 97467	13	(1)
Upolu Point	LO	NRO	Hawaii HI (5)	14	(1)
Vicksburg	DP		Vicksburg MS 39180	02	(3)
Wake Island	LB	NRH	Wake Island-FPO San Francisco 96615	14	(33)
Warwick	LS		Warwick RI 02887	01	
Washington	RA	NMH	7323 Telegraph Rd, Alexandria VA 22310	05	(1)
Watch Hill	LS		Westerly RI 02891	01	
Wells Point	LB		Star Island, Suffolk NY 11978	03	
West Chop	LS		Martha's Vineyard MA 02573	01	
Westport	RA	NMW	1002 W Ocean Ave, Westport WA 98595	13	(1)(2)
Whaleback	LS		Portsmouth NH 03801	01	
Willipa Bay	LB		Tokeland WA 98590	13	(1)
Wilmette Harbor	LB	NMP6	Wilmette IL 60091	09	(1)
Windmill Point	LB		Hull MA 02045	01	(1)(3)
Wood Island	LS		Biddeford ME 04005	01	
Woods Hole	BA	NMF2	Falmouth MA 02543	01	(1)(3)
Wrightsville	LA	NMN76	Wrightsville Beach NC 28480	05	(1)
Yap	LO	NRV7	Caroline Islands-FPO Seattle 98781	14	
Yaquina Bay	LB	NMW12	Newport OR 97365	13	(1)

GENERAL CALLS

At times the Coast Guard, as well as other ship or shore stations, will have occasion to transmit a "General Call". This is done when it is unknown what other units may be in the vicinity, or it is desired to reach more than one station. Often the following traffic will be of an important nature, but not necessarily of an emergency classification.

NCG	Any or All Coast Guard Shore Stations
NCU	Any or All Coast Guard Vessels
NDLZ	Any or All Ocean Station Vessels in Pacific
NIDK	Any or All Ships on North Atlantic Ice Patrol
NMMZ	Any or All US Ocean Station Vessels in Atlantic

ROSTER OF US COAST GUARD VESSELS

The size, number, and versatility of craft contained in the US Coast Guard fleet place its overall strength well above that of many the world's navies. There are literally hundreds of vessels ranging from the 378 foot 3000 ton MIDGETT, placed in service during 1972; on down to small outboard-powered skiffs used for flood relief and other duties along the inland waterways. This roster has been compiled to include only those ships roughly greater than 50 feet in length which are capable of radio communications that might be of interest to the DXer.

It has become common practice to refer to any Coast Guard craft larger than a lifeboat as "cutters"...actually, this is not the case. In addition to listing the ship's name, radio call-sign, and home port; the roster also includes the vessel identification number. The 3 or 4 letters preceding the numerals indicate the type of service for which the ship is designed:

WHEC High Endurance Cutter. Ranging in length from 300 to 380 feet and displacing 1700 to 3000 tons. Armament consists of torpedos, a 5 inch deck gun, and smaller weapons. A helicopter is carried. Top speeds range from 18 to 29 knots, and at cruising speed, the endurance is roughly 12000 miles.

WMEC Medium Endurance Cutter. Lengths are around 210 feet with about 1000 tons displacement. Along with smaller weapons, armament is a 3 inch deck gun. A helicopter is carried. Maximum speeds are varied due to engine modifications, but endurances are 6000 miles at 14 knots for most.

WAGB Icebreakers. Lengths are 270 to 300 feet with displacements of 5000 to 8000 tons. No heavy armament. At least one, and often two, helicopters are carried. Endurances of up to 30,000 miles. A new class of icebreaker (385 feet-12,200 tons) is presently under construction. A total of 4 are to be commissioned.

WAGW Meteorological Cutter. Standard cutter class with armament removed and modified for weather observations and studies.

WAGO Oceanographic Cutter. Standard cutter class with armament removed and modified for oceanographic research and surveys.

WPB Patrol Boat. 2 classes in general service: the 95 foot-100 ton displacement "Cape" series, and the 82 foot-67 ton "Point" class. Armament usually consists of a 20mm deck gun and miscellaneous smaller weapons. Ship's complement varies from 8 to 10 officers and men, with an endurance of 1500 miles.

WLB Seagoing Tender. Usually about 180 feet with 1000-1200 tons displacement.

WLM Coastal Tender.

WLI Inland Tender.

WLR River Tender.

WLIC Construction Tender.

Tenders range over a broad span of lengths and displacements based upon the specific requirements; servicing buoys or lights, general maintenance, etc. Configurations usually include booms and winches, and some are equipped with piledrivers.

WAK Supply Ship. At present only one in regular service. The "Kukui" services many of the scattered LORAN installations throughout the Pacific Ocean out of Honolulu.

WTR Training Ship.

WIX Training Bark. Only one remaining in service. The 295 foot-1800 ton "Eagle" is a three-masted square-rigged sailing ship moored at the Coast Guard Academy in New London. Periodically, the ship will sail for Europe with a crew of cadets on a goodwill and training voyage.

The overall length of Coast Guard vessels of less than 100 feet may be learned from the identification number also. These will have a series of 5 numerals following the letter classification...the first 2 numbers indicate the length. Thus, the "Axe" (WLIC75310) is a 75 foot Construction Tender, and the "Elderberry" (WLI65401) is a 65 foot Inland Tender. Ships greater than 100 feet have a 3 digit number following the letters and this rule does not apply.

ABSECON (1)	NBNP	WHEC374	
ACACIA	NODY	WLB406	
ACTIVE	NRTF	WMEC618	Portsmouth NH
ACUSHNET (2)	NNHA	WAGO167	
ALERT	NZUE	WMEC630	Cape May NJ
ANDROSCOGGIN	NRUR	WPEC68	Miami FL
ANVIL		WLIC75301	Miami FL
APALACHEE	NRKC		Baltimore MD
ARUNDEL	NRKQ		Chicago IL
AVOYEL(2)(3)		WMEC150	
AXE		WLIC75310	Mobile AL
AZALEA	NOIT	WLI641	Charleston SC
BALSAM (4)		WLB62	
BARATARIA (1)	NBXL	WHEC381	San Francisco
BARBERRY	NRPM	WLI294	Portsmouth VA
BASSWOOD	NODG	WLB388	
BAYBERRY		WLI65400	San Francisco
BERING STRAIT	NBYG	WHEC382	Vietnam (5)
BIBB	NRDB	WHEC31	Boston MA
BITTERSWEET	NODH	WLB289	Ketchikan AK
BLACKBERRY		WLI65303	
BLACKHAW (4)	NODI	WLB390	
BLACKTHORN (3)	NODJ		Mobile AL
BLUEBELL	NODD	WLI313	Vancouver WA
BLUEBERRY		WLI65302	
BOLLARD			Staten Is NY
BOUTWELL	NRLD	WHEC719	Boston MA
BRAMBLE (4)	NODK	WLB392	Detroit MI
BUCKTHORN		WLI642	
BURTON ISLAND		WAGB283	
BUTTONWOOD	NRPX	WLB306	
CACTUS	NRZH	WLB270	Tongue Pt OR
CAMPBELL	NRDC	WHEC32	Portland ME
CANISTEO	NJVJ		
CAPE CARTER		WPB95309	Eureka CA
CAPE CORAL		WPB95301	Juneau AK
CAPE CORWIN		WPB95326	
CAPE CROSS	NPDZ	WPB95321	Gloucester MA
CAPE CURRENT		WPB95307	
CAPE FAIRWEATHER	NCVB	WPB95314	New London CT
CAPE FOX		WPB95316	
CAPE GEORGE		WPB95306	New Bedford MA
CAPE GULL		WPB95304	Atlantic City
CAPE HATTERAS		WPB95305	
CAPE HEDGE		WPB95311	
CAPE HENLOPEN		WPB95328	Petersburg AK
CAPE HIGGON		WPB95302	San Diego CA
CAPE HORN	NPUF	WPB95322	Woods Hole MA
CAPE JELLISON	NJTB	WPB95317	San Diego CA
CAPE KNOX	NGBO	WPB95312	Norfolk VA
CAPE MORGAN	NFLW	WPB95313	Charleston SC
CAPE NEWAGEN	NKCW	WPB95318	San Diego CA
CAPE ROMAIN	NLBB	WPB95319	Ketchikan AK
CAPE SHOALWATER	NSDT	WPB95324	Miami FL
CAPE SMALL	NCFQ	WPB95300	Hilo HI
CAPE STARR	NJVB	WPB95320	Cape May NJ
CAPE STRAIT	NQDN	WPB95308	Rockaway NY
CAPE UPRIGHT	NPGA	WPB95303	Carolina Bch SC
CAPE WASH	NOBE	WPB95310	Monterey CA
CAPE YORK	NRZV	WPB95322	Brownsville TX
CAPSTAN			Alexandria VA
CASTLE ROCK (1)	NBZF	WHEC383	Portland ME
CATENARY			Gloucester NJ
CHASE		WHEC718	Boston MA
CHATAUQUA	NRUD	WHEC41	Honolulu HI
CHEROKEE (2)	NNGP	WMEC165	Norfolk VA
CHEYENNE	NGXJ		Leavenworth KS
CHILULA (2)	NPIN	WMEC153	Morehead NC
CHINOOK	NRKK		Baltimore MD
CHIPPEWA			Omaha NE
CHOKEBERRY		WLI65304	
CITRUS	NRPQ	WLB300	Kodiak AK
CLAMP		WLIC75302	
CLEAT			Gloucester NJ
CLEMATIS		WLI74286	Corpus Christie
CLOVER	NRPK	WLB292	Sitka AK
COMANCHE	NILA	WMEC202	Fields Landing CA
CONFIDENCE		WMEC619	Kodiak AK
CONIFER	NRPR	WLB301	Portsmouth VA
COOK INLET	NYLW	WHEC384	Portland ME
COSMOS	NRPL	WLI293	St Petersburg
COURAGEOUS		WMEC622	San Juan PR
COURIER	NFKW	WTR410	Portsmouth VA
COWSLIP	NRZJ	WLB277	Portland ME
DALLAS	NPCR	WHEC716	Gov Island NY
DAUNTLESS		WMEC624	Miami FL
DECISIVE		WMEC629	Portsmouth NH
DEPENDABLE		WMEC626	
DILIGENCE	NMUD	WMEC616	Key West FL
DOGWOOD	NRZD	WLR259	Vicksburg MS
DUANE	NRDD	WHEC33	Boston MA
DURABLE		WMEC628	
EAGLE	NRCB	WIX327	New London CT
EASTWIND (6)	NRFB	WAGB279	Boston MA
EDISTO		WAGB284	Boston MA
ELDERBERRY		WLI65401	retersburg AK
ESCANABA	NLUR	WHEC64	New Bedford MA
EVERGREEN	NRXD	WAGO295	Boston MA
FERN	NRPV	WLR304	Dubuque IA
FIR	NRYR	WLM212	Seattle WA
FIREBUSH	NODC	WLB393	Staten Is NY
FORSYTHIA	NOUK	WLR63	Greenville MS
FOXGLOVE	NOYK	WLR285	St Louis MO
GALLATIN	NJOR	WHEC721	Gov Island NY
GASCONADE			Omaha NE
GENTIAN	NRPI	WLB290	Pt Aransas TX
GLACIER		WAGB4	
GOLDENROD	NKOH	WLR213	Keokuk IA
GRESHAM	NODB	WAGW387	Alameda CA
HALF MOON (6)	NBQR	WHEC378	Gov Island NY
HAMILTON	NMAG	WHEC715	Boston MA
HAMMER		WLIC75302	
HATCHET		WLIC75309	
HAVEN		WPB	Pt Townsend WA
HAWSER			Gov Island NY
HOLLYHOCK	NRXT	WLM220	Miami FL
HORNBEAM	NODM	WLB394	Woods Hole MA
HUMBOLDT	NEJL	WHEC372	Boston MA
INGRAM	NRDK	WHEC35	Berkley VA
IRIS	NODN	WLB395	Galveston TX
IRONWOOD	NRPN	WLB297	Homer AK
JARVIS		WHEC725	
JUNIPER	NRZA	WLM224	St Petersburg

KANAWHA			Memphis TN
KAW	NRKB		Cleveland OH
KLAMATH	NRUI	WHEC66	Seattle WA
KNOX			Miami FL
KUKUI	NRCQ	WAK186	Honolulu HI
LAMAR (7)	NJNQ	WTR899	
LANTANA	NRQX	WLR80310	
LAUREL	NRPJ	WLB291	Rockland ME
LILAC	NRWN	WLM277	Gloucester NJ
LINE			Gov Island NY
LOGANBERRY		WLI65305	New Orleans
MACKINAW	NRKP	WAGB83	Cheboygan MI
MADRONA	NRPT	WLB302	Portsmouth VA
MAGNOLIA	NRVA	WLB328	San Francisco
MAHONING	NRKW		Gov Island NY
MALLET		WLB75304	
MALLOW	NODO	WLB396	Astoria OR
MANITOU	NRKA		Gov Island NY
MAPLE	NRXW	WLI234	Buffalo NY
MARIPOSA	NODP	WLB397	New London CT
McCARD	NAYM		Charleston SC
McCULLOCH (6)	NODA	WHEC386	Boston MA
MELLON		WHEC717	
MENDOTA	NRUS	WHEC69	
MESQUITE	NRPW	WLB305	Sturgeon Bay WI
MIDGETT		WHEC726	San Francisco
MINNETONKA	NRUP	WHEC67	Long Beach CA
MODOC (2)	NIJB	WMEC194	Coos Bay OR
MORGANTHAU	NDWA	WHEC722	Gov Island NY
MUNRO		WHEC724	
NARCISSUS	NRWO	WLI238	Portsmouth VA
NORACOMA	NJVR		
NORTHWIND		WAGB282	
OBION			Louisville KY
OJIBWA	NRKM		Buffalo NY
OWASCO	NRVA	WHEC39	New London CT
PAPAW	NRPZ	WLB308	Charleston SC
PLANTREE	NRPY	WLB307	Honolulu HI

POINT ARENA	NJKT	WPB82346	Little Cr VA
POINT BAKER	NIQK	WPB82342	Pt Isabel TX
POINT BARNES	NLVA	WPB82371	Miami FL
POINT BARROW		WPB82348	San Francisco
POINT BATAAN	NAKH	WPB82340	Manasquan NJ
POINT BENNETT		WPB82351	Pt Angeles WA
POINT BONITA		WPB82347	Woods Hole MA
POINT BRIDGE	NDLF	WPB82338	Pt Hueneme CA
POINT BROWER		WPB82372	San Diego CA
POINT BROWN		WPB82362	Little Cr VA
POINT CAMDEN		WPB82373	
POINT CARREW		WPB82374	
POINT CHARLES		WPB82361	
POINT CHICO	NIOO	WPB82339	Pt Bonita CA
POINT COUNTESS	NVOR	WPB82335	Seattle WA
POINT DIVIDE	NRJG	WPB82337	Long Beach CA
POINT DORAN		WPB82375	
POINT EDISTO	NZOM	WPB82344	Gulfport MS
POINT EVANS		WPB82354	
POINT FRANCIS		WPB82356	Sandy Hook NJ
POINT FRANKLIN	NYVC	WPB82350	Cape May NJ
POINT GLASS	NCNK	WPB82336	Seattle WA
POINT HANNON		WPB82355	Jonesport ME
POINT HARRIS		WPB82376	
POINT HARRON	NUEL	WPB82318	Cape May NJ
POINT HEYER		WPB82369	San Francisco
POINT HIGHLAND	NWMO	WPB82333	Norfolk VA
POINT HOBART		WPB82377	
POINT HOPE	NKJK	WPB82302	Pt Arthur TX
POINT HURON		WPB82357	Little CR VA
POINT JACKSON		WPB82378	Woods Hole MA
POINT JUDITH		WPB82345	
POINT KNOLL		WPB82367	New London CT
POINT LEDGE	NDLK	WPB82324	Ft Bragg CA
POINT LOBOS		WPB82366	
POINT LOOKOUT	NELL	WPB82341	Pasagoula MS
POINT MARTIN		WPB82379	
POINT MONROE		WPB82353	
POINT NOWELL		WPB82363	
POINT RICHMOND		WPB82370	Seattle WA
POINT ROBERTS	NFDU	WPB82332	Mayport FL
POINT SAL		WPB82352	
POINT SPENCER		WPB82349	New Orleans
POINT STEELE		WPB82359	
POINT STUART		WPB82358	San Diego CA

POINT SWIFT	NLBI	WPB82312	St Petersburg
POINT THATCHER	NMDS	WPB82314	Norfolk VA
POINT TURNER		WPB82365	Newport RI
POINT VERDE	NZZV	WPB82311	Pt Hueneme CA
POINT WELLS	NTDG	WPB82343	Montauk NY
POINT WHITEHORN		WPB82364	
POINT WINSLOW		WPB82360	San Francisco
POLK	NMBD		Annapolis MD
PONTCHARTRAIN		WHEC70	
POPLAR	NOUF	WLR241	Sewickley PA
PRIMROSE	NRZT	WLI316	Curtis Bay MD
RAMBLER	NRPO	WLI298	Mobile AL
RARITAN	NRPS		Milwaukie WI
RED BEECH	NJLE	WLM686	Gov Island NY
RED BIRCH		WLM687	San Francisco
RED CEDAR	NPDZ	WLM688	Portsmouth VA
RED OAK		WLM689	
RED WOOD	NOTE	WLM685	New London CT
RELIANCE	NJPJ	WMEC515	Corpus Christie
RESOLUTE		WMEC620	San Francisco
ROCKAWAY	NBTM	WAGO377	Gov Island NY
RUSH		WHEC723	Alameda CA
SAGEBRUSH	NODR	WLB399	San Juan PR
SALVIA	NODS	WLB400	Mobile AL
SANGAMON	NPQP		Peoria IL
SASSAFRAS	NODT	WLB401	Cape May NJ
SAUK	NRKS		Gov Island NY
SCIOTO			St Louis MO
SEBAGO		WHEC42	
SEDGE (4)		WLB402	Cordova AK
SHACKLE			Portland ME
SHADBUSH		WLI74287	New Orleans
SHERMAN		WHEC720	Boston MA
SLEDGE		WLIC75303	
SMILAX		WLI313	
SORREL (4)	NRZI	WLB296	Seward AK
SOUTHWIND		WAGB280	
SPAR (4)	NODV	WLB403	Boston MA
SPENCER	NROS	WHEC36	Gov Island NY
SPIKE		WLIC75308	

STATEN ISLAND		WAGB278	
STEADFAST	NSTF	WMEC623	St Petersburg
STORIS	NRUC	WAGB38	Kodiak AK
SUMAC	NTLZ	WLR311	Hickman KY
SUNDEW	NODW	WLB404	Charlevoix MI
SWEETBRIAR	NODX	WLB405	Juneau AK
SWEETGUM	NRQW	WLB309	Mayport FL
SYCAMORE	NTUU	WLR268	Memphis TN
TAMARACK	NRYB	WLI248	S St Marie MI
TAMAROA (2)	NNGR	WMEC166	Gov Island NY
TANAGER	NNGS	WTR885	Alameda CA
TANEY	NRDT	WHEC37	Alameda CA
TERN		WLI80801	Gov Island NY
TUPELO	NRPU	WLB303	Tongue Pt OR
UNIMAK	NBVG	WHEC379	Cape May NJ
VALIANT	NVAI	WHEC621	New Orleans
VENTUROUS		WMEC625	
VERBENA		WLI317	Morehead SC
VICE		WLIC75305	St Petersburg
VIGILANT	NHIC	WMEC617	New Bedford MA
VIGOROUS	NQSP	WMEC627	New London CT
WACHUSETT		WHEC44	
WALNUT	NRYZ	WLM252	Miami FL
WEDGE		WLIC75307	New Orleans
WESTWIND	NLKL	WAGB281	Brooklyn NY
WHITE BUSH	NANL	WLM542	Tongue Pt OR
WHITE HEATH		WLM545	Boston MA
WHITE HOLLY	NAOY	WLM543	Ketchikan AK
WHITE LUPINE	NARO	WLM546	Ogdensburg NY
WHITE PINE	NODE	WLM547	Curtis Bay MD
WHITE SAGE	NAPC	WLM544	Woods Hole MA
WHITE SUMAC	NAED	WLM540	Key West FL
WINNEBAGO	NRUB	WHEC40	Honolulu HI
WINONA	NRUN	WHEC65	Pt Angeles WA
WIRE			Gov Island NY
WOODRUSH	NODZ	WLB407	Duluth MN
WOODVINE	NRPH	WLB289	Gnd Haven MI
WYACONDA			Leavenworth KS
YACONA (2)	NNHB	WMEC168	Tongue Pt OR
YAKUTAT (5)	NBWJ	WHEC380	Vietnam
YANKTON	NRKD		Portland ME
ZINNIA	NRXC	WLI255	New Orleans

FOOTNOTES:

(1) Modified for oceanographic research.

(2) Outfitted as oceangoing tug.

(3) Presently in storage.

(4) Hull reinforced for icebreaking.

(5) Scheduled for transfer to the Vietnamese Navy during 1972.

(6) In reserve status.

(7) Decommissioned, pending disposal.

In 1956, 26 boats of the 82 foot "Point" class were assigned for duty in Vietnam with the US Navy (Coast Guard Squadron 1). These have recently been transfered to the Vietnamese Navy, and a construction program begun in 1965 is presently replacing them.

A Note of Historical Interest to SWLs:

The 5800 ton training ship "Courier" was originally built as a cargo vessel for the US Navy in 1945. After World War II, she was transfered to the Coast Guard. Manned by a full complement of Coast Guard personnel, under the name "Coastal Messenger", and supervised by the US Information Agency, she was the Voice of America relay station at Rhodes from September 1952 until May 1964. When outfitted for this role, the "Messenger" carried the world's most powerful portable broadcast transmitter.

LIGHTSHIP STATIONS

The following is a list of the Coast Guard Lightships stationed in US coastal waters. Vessels are rotated out of service and replaced by another at intervals of 25 to 30 days. In reporting reception of a lightship transmission, it is suggested correspondence be forwarded through the proper district headquarters so that it will reach the ship that was actually in service on the date involved. The call signs shown are those of the station; which each vessel will use while on duty.

LIGHTSHIP STATION	CALL	LOCATION	DISTRICT	
Ambrose Channel	NNBA	New York Harbor	03	(1)
Barnegat	NNBB	New Jersey	03	
Blunt's Reef	NNCB	San Francisco Bay	12	
Boston	NNBC	Massachusetts	01	
Brenton Reef		Rhode Island	01	
Buzzard's Bay		Massachusetts	01	
Chesapeake	NNBF	Virginia	05	(1)
Cross Rip		Massachusetts	01	
Columbia River	NNCR	Oregon	13	
Cornfield Point		Long Island Sound	03	
Delaware	NNBE	New Jersey	03	
Diamond Shoal		North Carolina	05	
Five Fathom Bank	NNBL	New Jersey	03	
Frying Pan Shoals	NNBM	North Carolina	05	
Lake Huron	NNBR	Michigan	09	
Nantucket Shoals	NNBN	Massachusetts	01	
Overfalls		Delaware	03	
Pollock Rip	NNBS	Massachusetts	01	
Portland	NNBT	Maine	01	
San Francisco	NNCS	California	12	
Savannah		Georgia	07	
Scotland		New Jersey	03	
Stonehorse Shoal		Massachusetts	01	
Swiftsure Bank		Washington	13	
Umatilla Reef	NNCL	Washington	13	
Winter Quarter Shoal		Virginia	05	

(1) Indicates permanent structure rather than an anchored ship.

OCEAN STATIONS

A series of 12 "Ocean Stations" have been established along the more heavily travelled sea lanes of the northern hemisphere for the purpose of providing radionavigational aids to both ships and aircraft, collecting weather information, and rendering emergency assistance when required. These stations are actually ships operating within a specific 10 mile square area and the duty is rotated on a 3 to 4 week schedule.

STATION	CALL	POSITION	OPERATING AGENCY (S)
Alfa	4YA	33°00'W 62°00'N	France, England, Holland, Norway (1)
Bravo	4YB	51°00'W 56°30'N	US Coast Guard (2)
Charlie	4YC	35°30'W 52°45'N	US Coast Guard (2)
Delta	4YD	41°00'W 44°00'N	US Coast Guard (2)
Echo	4YE	48°00'W 35°00'N	US Coast Guard (2)
India	4YI	19°00'W 59°00'N	England, Holland (1)
Juliet	4YJ	20°00'W 52°30'N	France, England, Holland (1)
Kilo	4YK	16°00'W 45°00'N	France (3)
Mike	4YM	2°00'E 66°00'N	Norway (1)
November	4YN	140°00'W 30°00'N	US Coast Guard (4)
Papa	4YP	145°00'W 50°00'N	Canada (5)
Victor	4YV	164°00'E 34°00'N	US Coast Guard (4)

(1) Correspondence may be routed through S.A.I.T., 66 Chaussée de Ruisbroek, Brussels 19, Belgium (indicate station and date of reception clearly at top of report).
(2) Direct correspondence through Commander, Eastern Area, Governors Island NY 10004.
(3) Direct correspondence through Societe Nationale d'Affretement, 9 Rue Jacques Bingen, 75 Paris 17e, France.
(4) Direct correspondence through Commander, Western Area, 630 Sansome, San Francisco CA 94126.
(5) Direct correspondence through Ministry of Transport, Ottawa, Ontario.

REPORTING A DISTRESS SIGNAL

Occasionally news accounts relate that a ham or SWL has been instrumental in dispatching aid to a vessel in distress. Thinking that readers of this handbook might someday be confronted with a similiar circumstance, we are presenting the suggested procedure below:

The international distress signal is "MAYDAY" for voice communications, and "SOS" for CW transmissions. These will be repeated three times and then followed by specific information about the vessel and situation. After completing a sequence, the operator will pause briefly to allow a possible incoming message from a responding station. Should the situation require abandonment of the ship, the operator will "key" his transmitter with a pre-recorded message prior to leaving so that search units might have an opportunity to obtain a fix. The lifeboats of nearly every ocean-going craft also are equipped with low-powered VHF transmitters which emit beeps to aid the search units in locating the scene.

Professional radio operators are well trained in the proper procedure, and most likely will calmly report all the necessary details to bring prompt aid; however, inexperienced operators aboard smaller craft may become excited, or feel their services are required elsewhere on board. In this case, it is sometimes quite difficult to determine anything of real value in dispatching assistance.

UPON HEARING A DISTRESS SIGNAL:

● 1. REMAIN CALMLY AT THE RECEIVER, AND ATTEMPT TO DETERMINE AS MUCH OF THE FOLLOWING INFORMATION AS POSSIBLE:

Name of Vessel	Position	Nature of Trouble
Home Port	Course	Number of Persons on Board
Type of Vessel	Speed	Condition of Wind and Sea

It is suggested that this information be written down or transcribed on a tape recorder if possible. Should the transmission be difficult to understand, write down what it "sounds like".

● 2. AFTER BECOMING REASONABLY SURE THE NECESSARY INFORMATION HAS BEEN RECEIVED, OR THAT NOTHING ADDITIONAL WILL BE FORTHCOMING, TELEPHONE THE MOST CONVENIENT OF THE FOLLOWING NUMBERS:

Boston	(617) 223-3642	Cleveland	(216) 522-4412
St Louis	(314) 622-4614	San Diego	(714) 295-3121
New York	(212) 264-8770	Long Beach	(213) 590-2311
Portsmouth	(703) 393-9611	S Francisco	(415) 556-5500
Miami	(305) 350-5611	Seattle	(206) MA2-2902
New Orleans	(504) 527-6225	Honolulu	(808) 536-4336

Alaska (Juneau) (907) 586-2680
Alaska (Anchorage) (907) 277-2131

Actually, any Coast Guard station maintaining continuous radio watch could handle this call, but the above centers have complete intercommunications and are equipped to alert the proper agencies (even other ships that might be in the vicinity) almost anyplace in the world without the complication of relaying.

● 3. WHEN MAKING THE TELEPHONE CALL KEEP THE RECEIVER TUNED TO THE DISTRESS SIGNAL AND IF POSSIBLE, CONTINUE TO MONITOR IT AT THE SAME TIME.

● 4. REMAIN ON THE TELEPHONE UNTIL RELEASED BY THE COAST GUARD OPERATOR...REMEMBER, THIS MIGHT BE THE ONLY LINK BETWEEN THE VESSEL IN DISTRESS AND THE AID IT REQUIRES!!!

For convenience, we have provided a space below for the DXer to pre-record the telephone number of the nearest Coast Guard Rescue Coordination Center from paragraph 2 above. Use large numerals so that it may be read quickly.

Coast Guard EMERGENCY Telephone