

THE COAST GUARD IN EUROPE

By CAPT Curtis J. Kelly, '44

Curt Kelly—an outstanding officer and great guy—gives us a comprehensive and intimate view of what goes on within Coast Guard Activities, Europe.

So you want to come to London! Well the line forms on the right and stretches around the corner. Everyone seems to want to come and no one wants to go home after they get here. Why? Lots of reasons. First of all it's a challenging and interesting assignment. Second, the Coast Guard Headquarters for Europe is located in the pleasant accommodations of the American Embassy on historic Grosvenor Square in the heart of London. Third, you work in a great country, steeped in history and tradition and populated by some of the finest,

most courteous, kindest people you can imagine and many are in the same family tree as ourselves. They speak the same language and you can understand most of it if you don't get hold of a Cockney or a Scotsman from the northern provinces or even perhaps a Welshman from one of the areas that speaks only the old tongue. Fourth, this is one of the great transportation crossroads of the world and the jumping off spot for the old, historic and exciting cities of Europe.



About the Author

CAPT Kelly served as Commanding Officer, Coast Guard Activities, Europe, from June 1971 to June 1973. He was awarded the Meritorious Service Medal for superior performance in this job. Prior to that he served for three years as a highly respected and well-loved Commandant of Cadets at the Academy. A career aviator, CAPT Kelly has served at half a dozen Coast Guard Air Stations throughout the country, commanding the one at St. Petersburg, Fla., before coming to the Academy. He and his wife Mary have a daughter Pamela who is married to LTJG James Marthaler, '70, a son Curtis, Jr., at the University of Maryland, and a younger daughter Deborah. CAPT Kelly retired recently in San Diego, Cal., upon completion of 30 years commissioned service.

Living in Europe

When one comes to London, and most parts of Europe, he finds living accommodations are different but comfortable once he adds a few goodies to satisfy his American tastes. Electrical power is 240 volts and 50 hz. (cycles) so you go into the transformer business. You will not find closets in the bedrooms so you buy a few. It gets a bit chilly much of the time so you get some woollies out. It rains quite a bit but seldom hard so you get a broolly (umbrella) and keep it with you. Gasoline is expensive on the economy but there is an arrangement for buying at the Exchange gas station with gas coupons at stateside prices or a tad better. Some people buy smaller cars while others keep the big American jobs and neither have any trouble getting around England or Europe for that matter unless you tackle some of the remote hinterlands. There's little trouble driving on the left side. One can easily live on the economy as far as most meats (there is a shortage now just like the U.S.), fruit and vegetables. There's a special monetary allowance to take some of the sting out of food costs as well as high housing costs. There are some small exchanges and commissaries to add the special American type items.

Once a newcomer gets past his familiarization tour of London with visits to the Tower of London, Westminster Abbey, Houses of Parliament, Buckingham Palace, St. Paul's Cathedral, Windsor Castle, etc., he settles down in his day to day routine with transportation. Trains, buses and the underground are a way of life with a traditional queue symbolizing the orderliness and discipline of the Englishman plus the quick but polite rebuke to the queue-breaker, "I say there, old man, we don't do that over here, you know." It's a remarkably efficient system even with frequent strikes and does a wonderful job serving the urban and suburban needs of the 8,000,000 population.

What Do We Do In Europe?

The U.S. Coast Guard in Europe! What the bloody hell do you do over here? You're not guarding our coasts or chasing rum runners are you? That's a question often asked. I've quickly developed a comprehensive but concise summary which goes something like this:

1. We operate an extensive string of Loran-C Stations throughout the North Atlantic, Europe and the Mediterranean.

2. We operate Merchant Marine Details in London, Rotterdam and Bremen to assist the U.S. State Department in problems involving U.S. Mariners and all other aspects of Maritime Safety involving U.S. flag carriers.

3. We are involved in the growing areas of international liaison with foreign governments and industries in areas of Coast Guard missions and interests.

4. As an element of the Staff of the Commander in Chief, U.S. Naval Forces Europe we advise on U.S. Coast Guard matters and actively pursue a program of maintaining the military readiness required by the Commandant.

First, The Merchant Marine Details (MMDs)

Having said the above mouthful, someone inevitably asks, "Are you chaps new in the city?" This is usually good for raising the bristles on my neck but having learned from the British the great quality of personal self-control (I've never seen a fight over here, very few arguments and very few drunks) I usually tell them how we came over during World War II. There actually were Coasties over here during the Battle of Britain and a few are still around who lived through the London blitz. We actually came over at the request of the U.S. State Department when there were hundreds of ships and thousands of U.S. Merchant Mariners in the U.K. for the buildup for the invasion of the European Continent. There were a number of Merchant Marine Details established at various U.K. ports, such as Cardiff, Liverpool, Southampton, etc. Once the

Continent opened up, Antwerp, Le Havre, Marseille, Trieste, Naples and Athens were added. (It goes without saying that there were numerous other Coastguardsmen involved in multifarious operations associated with the invasion of Europe.) From this beginning, the Coast Guard in Europe has expanded, contracted and changed in many ways but today is the most active and most extensive it has ever been. Further, the Coast Guard role in Europe appears to be headed for further expansion.

To illustrate how we've changed over the years, following World War II there were MMDs in London, Antwerp, Trieste, Bremerhaven, Naples and Athens; all at the request of the State Department. Following the closing of the Suez Canal and the dramatic decline of the U.S. Merchant Marine there was a period of adjustment when there were closings and consolidations leaving MMDs only at London, Bremen and Rotterdam. That's what we have today and that's likely what we'll keep for a while.

Loran Enters the Picture

In the middle 50's, NATO expressed a need for Loran-A in Europe and an arrangement was worked out for the Coast Guard to build and place in operation a series of stations beginning in Greenland and extending through Iceland, Norway, the U.K., France, Spain and Portugal. Some of these were operated continuously and others placed in standby status. All were manned by the host nations after receiving training at schools in the U.S. That is all but one station. Spain was not and still is not a member of NATO so the U.S. Coast Guard agreed to man it. *That's the only Loran-A station we man in Europe.* For several years it was in a standby status but was placed in full operation in the mid sixties to meet an ICAO requirement for civil aircraft flying the congested and lucrative north Atlantic air routes. We also still maintain one

officer, full time on the London Staff as a technical advisor to NATO on Loran-A.

In 1958 the Coast Guard was asked to install Loran-C in the Mediterranean by the U.S. Joint Chiefs of Staff. We built stations in Italy, Turkey and Libya and established a Section Office and Air Station in Naples and very shortly thereafter added a station in Spain. Control units were added in Rhodes and Sardinia and the Coast Guard was established for keeps in the Med. Over 250 of the Coast Guard's most sophisticated technical rates were bled off to Europe and many to isolated duty. None of these places were exactly garden spots even though the names were exotic. Matratin, Libya was on the edge of the Libyan desert, supported by air and over 500 miles from the closest respectable pub.

More Loran

So with the MMD functions either on the decline or maintaining the status quo, the Loran business was dominating the scene. This became more so in 1960 when the Coast Guard received a JCS requirement to add Loran-C coverage in the North Atlantic and Norwegian Sea. Again this was for military users. The cold war showed all prospects of getting hot and there was urgency to perform very difficult feats in a very hostile environment. Stations were built in Greenland, Canada, Iceland, Norway, the Faero Islands, Jan Mayen Island and Germany. A Section Office was opened in Copenhagen, Coast Guard Liaison Office, Northern Europe (CGLONE) and control stations in Iceland and Norway. The latter was later relocated to the Shetland Islands, U.K. This time the host nations manned all but 3 and Coastguardsmen everywhere can be thankful for this blessing. We manned the control stations in Keflavik and the Shetlands and the transmitting station in Germany. The German station on the Island of Sylt originally met all of the criteria of



The American Embassy, Grosvenor Square, London, Headquarters of Coast Guard Activities Europe.

isolation and desolation often found at most Loran stations but has emerged as one of the most popular resort locations in Northern Europe. It also features very active groups of the Free Body Cults (nudist beaches to you lads over 30). It's one of our better stations and a family station. Incidentally, we now have USCG family stations at Keflavik; Sylt; Shetlands; Estartit, Spain; Simeri Crichi, Italy; Rhodes and Sardinia.

Changes of the Sixties

Thus, our operations had grown from a handful of Coastguardsmen in London in the early forties to almost 300 (with an equal number of host nations personnel) in the early 60's and had thus reached our high water mark with Loran operations dominating the picture. A status quo was maintained more or less through the sixties. Several events did start to alter the picture gradually. The MMDs were supervised out of London which in turn was a Headquarters Unit.

The Loran Stations were under the Section Offices which in turn were under the 3rd Coast Guard District in New York. This was a very unwieldy arrangement and in 1964, the entire European operation was placed under London which remained and still is a Headquarters Unit. The new title of Commander, Coast Guard Activities, Europe was added and CGLONE, Copenhagen closed with London absorbing the duties with an expanded staff.

When ACTEUR picked up its new name it also picked up a position on the Navy Staff as an advisor on Coast Guard affairs. Time has shown that this move was of questionable value, not entirely necessary and often tends to detract from the fact that ACTEUR is an independent command, reporting directly to the Commandant and entirely responsible for carrying out the Coast Guard role in Europe. Relocation to the American Embassy in 1971 has been an assist in making this relationship more

realistic.

In 1969, King Idris of Libya was overthrown by Colonel Qadhafi who immediately asked all foreigners to leave. This triggered off a series of events. Our Libyan station was closed and reconstructed two years later on the small Italian island of Lampedusa, 85 miles off the Tunisian coast. Unlike the Libyan station, Lampedusa could be supported by surface and commercial air. This led to the closure of the Naples Air Detachment in 1972. The overall Coast Guard cutback in 1973 resulted in the closure of the Section Office in Naples after 15 years of operation. A small logistics support staff remains in Naples and a logistics liaison petty officer in Madrid to insure the proper flow of supplies to the Med. units.

Inspection of American Flag Vessels Overseas

The MMD situation maintained the status quo until 1970 when the overseas construction of U.S. flag vessels began. Sealand Corporation commenced the construction of 8 large, fast container ships; 3 in Rotterdam; 3 in Bremen and 2 in Emden, Germany. The inspection requirements for U.S. Coast Guard certification far exceeded the capabilities of the MMDs, hence technical personnel from the Marine Inspection Office, New York were assigned to each of the yards for the duration of construction. Technical supervision has remained with New York while the administrative supervision of personnel has been under ACTEUR. The construction program for these beautiful, 120,000 shp, 946 ft. vessels (which cross the Atlantic with 1100 containers in 5 days at 33 kts) will conclude in early 74 and hence the end of an era. But this does not appear to be the case.

There is a pipe laying barge for use in the booming North Sea Oil industry under construction in Hamburg and LNG vessels in Marseille. There are indications that the Coast Guard is

gradually but surely moving into the overseas inspection of American flag vessel construction notwithstanding a paucity of qualified inspection personnel. There are more and more U.S. flag vessels, oil rigs and support vessels being attracted to the North Sea and like many other vessels already here, will need U.S. Coast Guard inspection to maintain their U.S. Coast Guard certification. This they want and they don't want to return to the U.S. to get it. So there will be growing pressure to inspect overseas. This may initially be handled out of the U.S. but I feel that eventually there will be a need for a permanent group of inspection personnel in Europe, under ACTEUR.

Loran-C Expansion

Another recent event which could change the scene is called MYSTIC MISSION. This was a demonstration to NATO countries of the tactical use of Loran-C for air and ground operations. Techniques developed and proven in Viet Nam could obviously be used to strengthen the capability of NATO forces in Europe. The MYSTIC MISSION demonstrations were held 1 May 1972 and could well lead to expanded Loran-C in Central Europe. Undoubtedly the U.S. Coast Guard would become involved in the installation and possibly operation of any new stations.

International Affairs

While there has been expansion in some areas and contraction in others, the one area where there has been constant and steady growth has been in international affairs. This has had a direct impact upon ACTEUR because the home of one of the largest international organizations is in London. This is the Intergovernmental Maritime Consultative Organization, better known as IMCO. This is a specialized agency of the United Nations with the special responsibility of safety of life and property at sea. This happens to be the name of the game in

the U.S. Coast Guard so we find our personnel highly qualified to serve on U.S. delegations to IMCO.

Since the founding of IMCO in 1958, Coast Guard personnel at all levels have developed a distinguished reputation for their contributions in the international arena. The Commandant often either heads or is a member of U.S. delegations which meet every 2 years for the Assembly. The Vice-Commandant and/or Chief, Office of Merchant Marine Safety play a similar role in the Maritime Safety Committee meetings twice a year. Coast Guard personnel are represented in all of the subcommittees of IMCO which may convene as often as twice or more each year. ACTEUR has a steady stream of visitors and keeps in close touch with IMCO and all U.S. delegations. Staff members provide administrative support to Coast Guard participants and occasionally provides a staff member to the delegation. This actively spawns widespread relationships with other countries and our international involvement is not only irrevocable but growing. I have mentioned IMCO but there are a host of other international organizations such as the International Association of Light-house Authorities (IALA) which add to our international involvement.

What Do We Do Today?

So all of this gets us to where we are today and what do we do today? Essentially ACTEUR is a district without operational units assigned but with a large Loran operation and extensive international liaison. We have a staff of 31 people including 4 British civilians. Our technical staff are well educated and professionally sophisticated people.

LORAN

We do business on a day-to-day basis with 4 foreign countries: Canada, Iceland, Norway and Denmark. This is a pleasant relationship and in each case we are talking to expert professionals. The host nations do not have the rotation

problem that we have and so by virtue of their sustained tenure (many have served on Loran Stations 12-15 years) they probably are the best qualified Loran technicians in the world. Some of them would like to serve in the so-called sunny latitudes that the U.S. Coast Guard mans and I would like to find a way to do it. They would probably make excellent instructors at our schools, too.

Our Loran Section works closely on technical problems, operational assessment of the system, support problems, chases down frequency interference problems and tries to keep the oldest Loran equipment in the Coast Guard working at the high standard required for modern weaponry. Most of the Med. equipment was essentially "BREAD BOARD" equipment when it was installed and was intended for a 5-year life span. It's been there 15 years and it looks like 5 more to go.

With the addition of cesium beam oscillators at our stations, the 100 khz. frequency became stable enough to transmit very accurate time. This brought a new category of user; namely, scientists, laboratories and the space program. We were on special alert during the Apollo space shots to insure uninterrupted time references. Although the military are the primary users of Loran-C in the navigation mode, we counted some 20 odd users recently with whom we stay in contact.

With the advent of a low cost Loran-C receiver (\$3-5,000 vs \$25-30,000 formerly), developed with Coast Guard funding, there is a new breed of navigation users emerging. Norway and Iceland are good examples of countries who are evaluating Loran-C, hopefully to interest their vast fishing fleets. They now use DECCA which is a very accurate system but does not have the long range of Loran. The booming North Sea oil industries have also made overtures regarding the possibilities in their areas of interest.



Loran C Stations in the North Atlantic and Europe.

Civil Engineering

The Civil Engineering Section has a real challenge. First of all, there is a family of "tall towers", (650' and 1325'). These towers are in all cases located in very difficult, and sometimes hostile, environments. There is ice, sleet, snow, gale force winds and better. Our people take tender care of these babies and are expert in knowledge of their care. Once a year our engineers climb them all the way to the top and check every detail.

In addition we operate our own city power works, starting with vast amounts of diesel fuel and going through diesels, then electric generators, then complex power distribution equipment and then to the very sophisticated Loran equipment. Reliability with aging equipment is one of our miracles. The civil engineers also must keep the physical plant looking sharp, take care of water systems, roads, garbage disposal, trash, sewage and all the creature comforts. We have never had the benefit of support vessels, such as KUKUI was, or support depots, so we do it all by contracts with foreign labor. This is time consuming, frustrating, expensive and not entirely up to U.S. standards. But that is the challenge and it does not make for a dull existence.

Administration

Our administrative people keep all of our Coasties flowing back and forth to the stations. We pay them, handle all personnel problems including keeping them out of foreign jails. At isolated stations, there is a turnover every year so it keeps things busy. We provide VIP transportation in London and that in itself is a remarkable accomplishment at times.

There is a real problem of support using everything from air drops at Jan Mayen, to Italian ferries at Lampedusa. Most of our support comes from the Supply Center, Brooklyn and if there is no one else who thinks these folks do a good job—we do. And what is more we are impressed with the way they are trying even when they screw things up.

Operations and Communications

Our operations people control no operational units except transients. These include icebreaker visits to Europe for R&R, Cadet cruises, flight calibration aircraft and Coast Guard VIP itineraries. They also ride herd on the vast communications network of radio stations, teletype nets and telephone circuits that it takes to control Loran-C chains. As if this wasn't enough, there is the added burden of keeping war plans, contingency plans, logistics plans, etc., in consonance with Coast Guard and Navy plans for our area.

Merchant Marine Detail

The MMD officer is constantly on the phone with foreign agencies who need to know about U.S. Coast Guard requirements for entering U.S. ports, the certification of safety equipment, boating safety, oil pollution, etc. He is also active in the IMCO forum, following the oil picture in the North Sea and assisting U.S. merchant seamen.

We plan and monitor a budget of some \$2,000,000 annually including host nation budgets and work to establish priorities for the funds we have.

More Liaison

In addition to our international liaison previously discussed regarding IMCO, we spend a lot of time telling people about the U.S. Coast Guard. No one in the world has an organization in the maritime field that encompasses such vast areas of jurisdiction as the U.S. Coast Guard. Many countries of the world would give their hat and shirt to have an organization like ours.

The U.K. is a prime example of the fractionization of duties. Taking the U.S. Coast Guard as a reference, Search and Rescue is provided by Her Majesty's Coast Guard, an agency with limited facilities who coordinates operations. The Royal Navy provides ships and the Royal Air Force provides aircraft. The Royal National Life-Boat Institute (RNLI) provides coastal lifeboat service. RNLI is a unique and wonderful organization operated from voluntary contributions with a paid, professional staff supervising. Lifeboats are a community function with volunteers around a nucleus, professional crew. They all do a fine job.

Trinity House

Aids to Navigation are under the cognizance of Trinity House, a wonderful organization with a charter from Henry VIII. Prince Philip is the Master of Trinity House. The Deputy Master is a professional who serves as Chairman of the Board of a group of "Elder Brethren". They collect fees from all users of their aids to navigation in the U.K., Ireland, the Channel and the Straits of Gibraltar. This is their prime source of revenue. Unlike the U.S. Coast Guard they also operate pilot services for all U.K. ports and manage retirement homes and services for aged mariners.

Annually, Trinity House traditionally hosts a luncheon for the Lord Mayor and the Sheriffs of London. This is a magnificent event complete with spectacular dress, the mace, jewel encrusted pendants of office and with

many of the Who's Who of London attending. Prince Philip is usually present. There is always *one American*. This is not the Ambassador, nor the Defense Attaché, not the senior U.S. military official. It's the Commander, U.S. Coast Guard Activities Europe! This is a privilege and an honor which we treasure very much and is a measure of our very close and pleasant relationship with Trinity House.

Trinity House, incidentally, is a fine, historic organization which struggles very hard to strike that happy balance between preserving its historical traditions and heritage on the one hand and moving boldly but cautiously into modern technology. This is something I can recommend highly for our U.S. Coast Guard and in particular for our Academy.

Department of Trade and Industry (DTI)

The Department of Trade and Industry (DTI), encompasses many of the duties associated with our Office of Merchant Marine Safety; vessel inspection; licensing of Merchant Seamen; dangerous cargoes; hovercraft development; safety equipment, etc. Because of these interests they are also our counterparts in IMCO. The Head of their Marine Division which encompasses the maritime interests is not a sailor and has never been to sea. He's a brilliant administrator who has proven himself in other fields and a person of considerable culture and prestige. He shows all indications of being one of the best ever and is presently having a good, hard look at our U.S. Coast Guard to see if there is a way to at least begin to tackle the fractionalization of maritime interests in the U.K. I wish him lots of luck because he has a difficult, unpleasant task ahead.

Lloyd's

It would be inappropriate to talk about London and maritime interests and the U.S. Coast Guard without

mentioning Lloyd's of London. To begin with this is not an insurance company or a string of banks. It's a great, historic organization that had its beginning in "Lloyd's Coffee House" back in 1688 and the times of Charles II. In those days there were no insurance companies as we know them today so ventures were insured by individuals who signed their name at the bottom of the insurance policy and were called "underwriters". Underwriters hung around the old coffee houses and particularly Mr. Lloyd's. Customers looking for insurance knew they could find underwriters at Lloyd's and today it's essentially the same. Lloyd's provides a magnificent, historic forum where customers and underwriters get together to have insurance written. Their specialized departments represent interests in everything, from ships and aircraft to Betty Grable's beautiful and glamorous dancing legs. (To you lads under 30, Betty Grable is a beautiful hunk of anatomy who really knew how to decorate a calendar or locker door for us under 30 guys in WWII).

Lloyd's Register of Shipping is an independent organization but closely related to the historic forum of Mr. Lloyd. The custom of old were information was collected and catalogued regarding the characteristics and construction of individual ships is perpetuated and expanded today. In reality, Lloyd's Register of Shipping (LRS) is a merchant vessel classification society much like our American Bureau of Shipping (ABS). This interest in vessel inspection and construction provides common ground for Lloyd's/U.S. Coast Guard interests.

It is interesting to note that our ABS has considerable freedom to perform classification work in the U.K. but LRS does not enjoy the same privileges in our country. They seek to correct this situation and it seems fair enough to me. I would predict that this change will be brought about and that we shall see work being conducted by Lloyd's

Register of Shipping in our country in the not too distant future.

It's always a treat to visit Lloyd's where the famous "LUTINE" bell sounds two strokes for good news and one stroke for bad. Mementoes which they display of Lord Nelson's escapades are a distinctive part of the treasures of Great Britain.

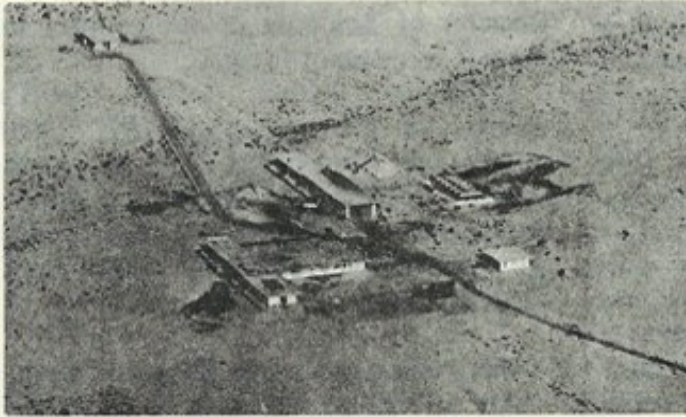
Other Nations Examine Reorganization

All of this narration is to show the variety of agencies who perform the same functions that we do in the U.K. and to show some of the organizations who have common interests with us. In spite of all of the above, the U.K. would still like a law enforcement agency to enforce federal laws on territorial waters (besides the Royal Navy). Their situation in Iceland at the present in the cod war is another indication of their need for a U.S. Coast Guard type organization to help out in fishing disputes. They also have the same sort of problem with oil pollution surveillance.

Several countries are having a good hard look at the consolidation of various agencies into one centralized organization to carry out their interests in law enforcement and safety at sea. Denmark is the most recent country to move in this direction. They have taken their Lighthouse Service, Lifeboat Service, Hydrographic Office and Pilot Service and combined them into one Service. It's not called the Coast Guard though. It's the Royal Danish Administration of Navigation and Hydrography.

What's In The Future

First of all, we will continue with the programs of today. I think it's just a matter of time before an overseas Marine Inspection Office (OCMI) is formulated to meet the needs of overseas construction and routine inspection of U.S. flag vessels. There likely will be expansion of Loran-C into central Europe to meet the needs of NATO. There will be a growing family of civilian users of Loran-C which



Coast Guard Loran Station in Libya. Those who manned it were not reluctant to leave when the Libyan Government closed it down in 1970.

may result in foreign countries installing their own transmitting stations to supplement our own. The fishing industry, oil exploration and development, and hydrographic agencies will be primarily the interested users. Our intensive involvement in IMCO and international conferences will breed further need for political, technical and liaison expertise overseas. Efforts now underway to engage NATO in the funding of the Loran-C system in Europe plus a growing program of phasing in of indigenous employees at certain stations may cut back on some Coast Guard enlisted billets overseas but we will continue to carry the brunt of the technical, operational and support requirements. We're in Europe for a long while and have a very important and distinguished role to play.

Do We Need a Flag Officer in London?

The answer is no. Captains have handled the job with distinction in the past and could continue to do so in the future. Are there advantages to having a flag officer? The answer to this one is yes. There are a number of reasons. First and most important it would have a great impact in military, Embassy and U.K. circles of asserting the independence of the command and enhancing the presence of the Coast Guard overseas in an important role. It would place the Coast Guard at a higher

stratum in the hierarchy of counterpart contacts and would place them in a day to day working arrangement with people of other organizations who perform at top policy making and top decision making levels. It would provide a host of improved relationships which we don't have now and could be very important and even vital in the future. It would provide a prestigious representative for the Commandant at international meetings, conferences or ceremonies. It would serve to emphasize the permanency of our presence overseas and lend power to our periodic struggles with critical Coast Guard interests. I could add more but I think my feelings are clear and this is not all based on opinion. These are facts based on my experience in escorting our own visiting flag officers on official calls and observing flag officers of other services (generals in AF & Army), who are permanently assigned in London. It is my prediction there will be a Coast Guard Flag officer stationed in London.

I close all this discussion realizing how privileged I've been to be able to serve in the Coast Guard in Europe as the top man. It's got to be the most pleasant assignment I've ever had and I've enjoyed the opportunity of making my contribution to the long and distinguished role of the Coast Guard in Europe. If you want a piece of the action, the line forms to the right and stretches around the corner.