

J/AN 40/13/D  
(Agenda Item No. 96)

11 September 1952

JOINT COMMUNICATION-ELECTRONICS COMMITTEE

AIDS TO NAVIGATION PANEL

DIRECTIVE

AMENDMENT TO LORAN INSTALLATION PLAN

Note by the Secretaries

1. On 9 September 1952 the Coordinators, acting for the Joint Communications-Electronics Committee, referred the attached memorandum from the U. S. Coast Guard (OAN-1 dated 3 September 1952) to the Joint Aids to Navigation Panel for study and the preparation of comments and recommendations for consideration by the JCEC.

2. Coordination with the Joint Frequency Allocation Panel should be effected.

T. A. SMITH

L.W. GRAFF

Secretaries

*\*11/25/52 – Deferred*

*\*1/6/53*

Note: \* handwritten

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UNITED STATES COAST GUARD

OAN-1  
September 3, 1952

From: Commandant, United States Coast Guard  
To : Secretary, Joint Communications-Electronics Committee

Subj: CAN-UK-US Agreement on Interim Long Range Navigation Aids  
for the North Atlantic (CCB 367/1); implementation of

Ref: (a) CNO Secret ltr 30 July 1952, Op-341D2/ag, Ser 00188P34.  
(b) CECM-536-52, 11 June 1952.  
(c) CCB 367/1.

1. In reference (a), the Chief of Naval Operations requested the Coast Guard, as the cognizant agency for Loran matters, to take action on reference (b), the implementing memorandum for the recent CAN-UK-US Agreement on Interim Long Range Navigation Aids for the North Atlantic, contained in reference (c). After studying this matter, it appears to the Coast Guard that the most practicable way to accomplish this task would be to amend the Loran Installation Plan (J.C.S. 141/59), which the Coast Guard is now engaged in carrying out. The enclosure to this letter contains such a proposal for the consideration of the Joint Communications-Electronics Committee.

2. The proposal to amend the Loran Installation Plan (J.C.S. 141/59), contained in the enclosure, contains all the measures necessary to implement the CAN-UK-US Agreement (CCB 367/1). These measures may be summarized as follows:

a. The detailed coverage plan required by paragraph 16b of CCB 367/1 is submitted for adoption by the JCEC and later approval by the CAN-UK-US JCECs;

b. After the detailed coverage plan is approved by the CAN-UK-US JCECs, it is proposed that an amendment to the Loran Installation Plan (J.C.S. 141/59), based upon the coverage plan, be issued,

c. When the Loran Installation Plan is amended, it is proposed that a memorandum be sent from the Joint Chiefs of Staff to the Secretary of Defense to serve as a basis for a letter to Secretary of Treasury, requesting that the Coast Guard implement the changes to the Loran Installation Plan necessitated by the adoption of the CAN-UK-US Agreement (CCB 367/1).

3. It is believed that this method of procedure would have several advantages. In the first place, it is considered advisable to have the JCS Loran operational requirements in one plan, rather than divided between the Loran Installation Plan (J.C.S. 141/59) and the CAN-UK-US Agreement on Interim Long Range Navigation Aids (CCB 367/1). Secondly, the Bureau of the Budget and the Congressional Committee dealing with funds for the Loran program are accustomed to the Loran Installation Plan (J.C.S. 141/59) so that the new requirements could be easily explained to them on the

basis of an amendment to that Plan, instead of depending on the Combined Agreement with which they are not familiar.

/s/ A. C. RICHMOND  
Rear Admiral, U. S. Coast Guard  
Acting Commandant

Encl: (1) AMENDMENT OF THE LORAN INSTALLATION PLAN (J.C.S. 141/59)

AMENDMENT OF THE LORAN INSTALLATION PLAN  
(J.C.S. 141/59)

Report by the Joint Communications-Electronics Committee

THE PROBLEM

1. To prepare an amendment to the Loran Installation Plan (J.C.S. 141/59) to take into account the CAN-UK-US Agreement on Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1).

FACTS BEARING ON THE PROBLEM

2. The Loran Installation Plan (J.C.S. 141/59) was approved by the Joint Chief of Staff on 18 May 1951, and on 4 June 1951 the Secretary of Defense forwarded to the Secretary of Treasury for implementation. The Secretary of Treasury replied on 12 July 1951, stating the U.S. Coast Guard would attempt to complete the installations of the peacetime, or A priorities therein over a four to five year period, contingent upon the provision of necessary funds by Congress.

3. The Long Installation Plan (J.C.S. 141/59) is divided into A priorities for peacetime, or in the event of war not involving Europe, and B priorities which will supersede the A priorities in the event of a European war. In the preparation of the Plan, it was assumed that the B priorities will have no budgetary implications until a European war is indicated, and the Secretary of the Treasury was so informed in the letter of 4 June 1951.

4. The CAN-UK-US Agreement on the Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1), approved by the CAN-UK-US JCECs on 9 June 1952, requires the selection and preparation of sites and the stockpiling of Loran ground equipment in readiness for the completion of the fixing cover in the North Atlantic, North Sea and Norwegian Sea, and Mediterranean areas

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upon the outbreak of war. In general, the fixing cover required is duplication of certain B priorities contained in Loran Installation Plan (J.C.S. 141/59). The B priorities that are duplicated (H.O. Misc. Chart 15045a – Enclosure (1) to J.C.S. 141/59) are Indices 14, 15, 17, 18, and 19. In addition, a new index is needed for the fixing cover in the Norwegian Sea.

CONCLUSIONS

5. The provisions of the CAN-UK-US Agreement on Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1) have changed the status of certain B priorities contained in the Loran Installation Plan (J.C.S.141/59), and that Plan should be amended to incorporate these changes.

6. The revision of the Loran Installation Plan (J.C.S. 141/59) should be based upon the detailed plan of fixing cover and specific station sites required by paragraph 16**b** of the Agreement on Interim Long range Navigation Aids for the North Atlantic (CCB 367/1). Appendix “B”, a proposed Interim Loran Plan for the North Atlantic and Mediterranean, contains such a plan for submission to the CAN-UK-US JCECs.

7. Approval by CAN-UK-US JCECs of the plan contained in Appendix “B” will require the changes to the Loran Installation Plan (J.C.S. 141/59) listed in Appendix “A”.

8. The changes to the Loran Installation Plan (J.C.S. 141/59) listed in Appendix “A” should be implemented by the U. S. Coast Guard, the cognizant agency for Loran. Appendix “A”, a memorandum for the Secretary of Defense, requests that the Secretary of the Treasury be requested to undertake this task.

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RECOMMENDATIONS

9. It is recommended that:

a. The Interim Loran Plan for the North Atlantic and Mediterranean, contained in Appendix "B", be adopted and forwarded to the CAN-UK-US JCECs for approval.

b. After approval of the Interim Plan, Annex "A" be issued, with such changes as may be necessary, as an amendment to the Loran Installation Plan (J.C.S. 141/59).

c. When the amendment to the Loran installation Plan (J.C.S. 141/59) is issued, Appendix "A", with such changes as may be necessary, be forwarded to the Secretary of Defense to serve as the basis for a letter to the Secretary of the Treasury, requesting the U. S. Coast Guard to implement the changes to the Loran Installation plan (J.C.S. 141/59), necessitated by the CAN-UK-US Agreement on Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1).

COORDINATION

10. Coordination with the Joint Frequency Allocation Panel should be effective.

NOTE:

Annex "A", Appendix "A", and Annexes "A" and "B" to Appendix "B" are classified as  
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ANNEX "A"

AMENDMENT TO LORAN INSTALLATION PLAN  
(J.C.S. 141/59)

1. Holders of the Loran Installation Plan (J.C.S. 141/59) should correct it as follows to take into account the change required by the CAN-UK-US Agreement on Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1). They should be entered on H. O. Misc. Chart No. 15045a, Enclosure (1) to the Loran Installation Plan:

a. On Chart add new additional coverage, designated as 19A, east of present area 19 to Longitude 20° East. In table at bottom of Chart, insert between Indices 19 and 20:

INDEX	AREA	STATIONS OR COVERAGE	PRIORITY
"19A	Norwegian Sea	" "	" B-6A"

b. Delete present Footnote No. 2 and add new Footnote 2, as follows:

"No. 2- It is desired that the following action be taken now in regard to priorities B-1, B-2, B-3, B-4, B-6, and B6A in order that the coverage may be effected with minimum delay at the outbreak of war:

"a. Detailed site surveys be conducted.

"b. Land rights and entrance agreements be obtained and sites graded.

"c. Loran ground equipment and housekeeping facilities be stockpiled.

"d. Computations be made and charts stockpiled.

"e. Frequencies be obtained for use at the outbreak of war."

APPENDIX "A"

MEMORANDUM FOR THE SECRETARY OF DEFENSE

1. In a memorandum to you, dated 18 May 1951, subject: "Revision of Loran Installation Plan," The Joints Chief of Staff forwarded the Revised Loran Installation Plan (J.C.S. 141/59), requesting that it be transmitted to the Secretary of the Treasury for implementation at the earliest practicable date. The Revised Plan was transmitted to the Secretary of the Treasury by your letter 4 June 1951, and he replied on 12 July 1951, accepting the responsibility for implementation by the U. S. Coast Guard of the A, or peacetime therein over a four – to five –year period, contingent upon the provision of the necessary funds by the Congress.

2. The Loran Installation Plan (J.C.S. 141/59), as sent to the Secretary of the Treasury, is divided into A priorities for peacetime, or in the event of war not involving Europe, and B priorities which will supersede the A priorities in the event of a European war. In the preparation of the plan, it was assumed that the B priorities will have no budgetary implications until a European war is indicated, and the Secretary of the Treasury was so informed in your letter of 4 June 1951. However, the recent amendment of the Loran Installation Plan (J.C.S. 141/59) on \_\_\_\_\_, contained in J.C.S. \_\_\_\_\_, requires the preparation of sites and stockpiling of equipment for certain B priorities, thus giving them a budgetary signification.

3. The B priorities concerned are B-1, B-2, B-3, B-4, B-6 and B-6A, listed in enclosure (1) to the Loran Installation Plan (J.C.S. 141/59) as amended by J. C. S. \_\_\_\_\_. In order that coverage for these priorities may be effected with minimum delay at the outbreak of war, the following preparations must be made at the earliest practicable date:

- a. Conduct detailed site surveys.
- b. Obtain land rights and entrance agreements.
- c. Prepare sites by clearing and grading.

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d. Stockpile Loran ground equipment and housekeeping facilities for the sites selected.

4. It is requested that the Secretary of the Treasury be requested to have the U. S. Coast Guard carry out these preparations as soon as possible under the provisions of 14 U.S. Code, Section 81, (2) and (3) (a), relating to the establishment , operation, and maintenance of Loran for the Armed Forces, assisted as necessary by the Department of Defense.

5. Under the existing security policy regarding the assignment of security classification to navigational aids, this subject is classified as CONFIDENTIAL.

6. Representatives of the Military Departments should be made available to the Secretary of the Treasury to assist in presenting the justification for supplemental appropriations to carry out the provisions of this project.

APPENDIX "B"

INTERIM LORAN PLAN FOR THE NORTH ATLANTIC AND MEDITERRANEAN

Report by the CAN-UK-US JCECs Aids to Navigation Panel

THE PROBLEM

1. To formulate CAN-UK-US Agreement on an Interim Loran Plan to complete the fixing cover in the North Atlantic Region and the Mediterranean at the outbreak of war.

FACTS BEARING ON THE PROBLEM

2. The CAN-UK-US Agreement on the Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1) provides, among other things, that detailed plans be worked out, by the cognizant U. S. agency, to determine the number and location of LORAN sites which would be necessary to provide the required extension to the fixing cover, and to submit these plans to CAN-UK-US JCECs for approval.

3. In general fixing cover is required over the whole of the North Atlantic Ocean north of the Tropic of Cancer and over the Mediterranean. In particular, cover is required over the northern and southern convoy routes between the United Kingdom and the United States and Canada, over the North Sea and Norwegian Sea, and over the Mediterranean Sea.

4. Fixing cover is now provided by existing LORAN stations over the eastern approaches to the United States and Canada, and over the northwestern approached to the United Kingdom. Taking this existing cover into consideration, the CAN-UK-US Agreement will require new cover to be provided over Demark Strait, over the North Sea and the Norwegian Sea, over the Azores and the western approaches to Europe from the United Kingdom to the Straits of Gibraltar, and of the Mediterranean Sea.

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5. Annex "A" hereto indicates the current CAN-UK-US military requirements for new fixing cover at the outbreak of war, and Appendix "B" is a tentative list of stations sites required to provide this cover.

6. The Interim LORAN Plan for the North Atlantic and Mediterranean, contained in Appendix "A" and "B", represents the CAN-UK-US LORAN operational requirements for fixing cover at the outbreak of war and satisfies the requirements of the Agreement on Interim Long Range Navigation Aids for the North Atlantic (CCB 367/1).

### RECOMMENDATIONS

7. It is recommended that:

a. The Interim LORAN Plan for the North Atlantic and Mediterranean, contained in Annexes "A" and "B", to complete the fixing cover in the North Atlantic, North Sea and Norwegian Sea, and Mediterranean areas at the outbreak of war, be adopted.

b. A frequency plan, based on the stations and rates are listed in Appendix "B", be drawn up and cleared for used at the outbreak of war.

### RECOMMENDATION REGARDING PROVIOUS AGREEMENTS

8. It is recommended that no previous documents be cancelled as a result of the agreements contained herein.

### RECOMMENDATION REGARDING RELEASE

9. It is recommended that the Interim LORAN Plan for the North Atlantic and Mediterranean contained herein now be release through the appropriate channels to the remaining Nations\* of the North Atlantic Treaty Organization for planning proposes.

### COORDINATION

10. Coordination with the CAN-UK-US JCECs Frequency Allocation Panels should be be effected.

\* Belgium, Demark, France,  
Iceland, Italy, Luxemburg,  
Norway, and Portugal

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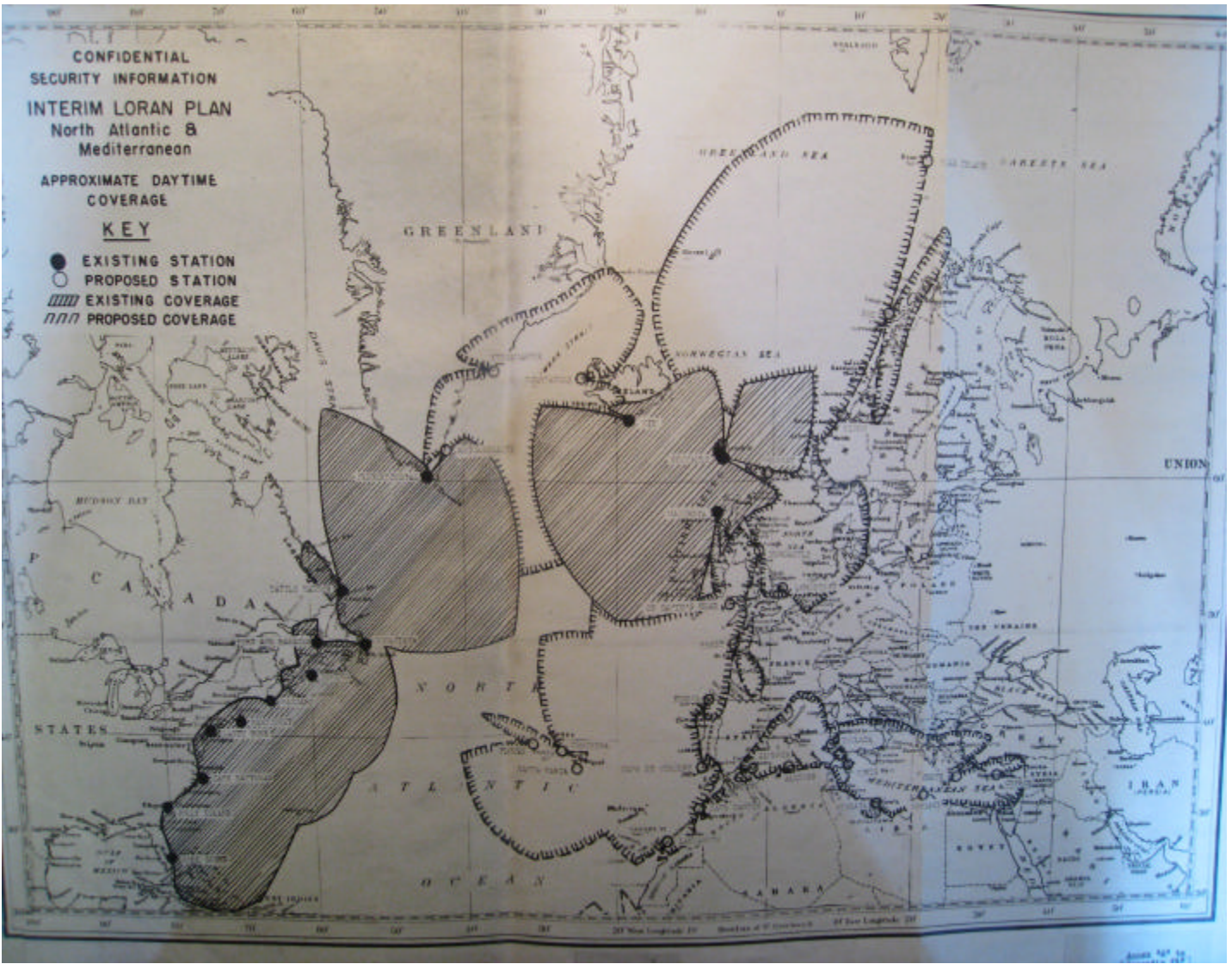
Appendix "B"

**CONFIDENTIAL  
SECURITY INFORMATION**  
**INTERIM LORAN PLAN**  
North Atlantic &  
Mediterranean

APPROXIMATE DAYTIME  
COVERAGE

**KEY**

- EXISTING STATION
- PROPOSED STATION
- ▨▨▨▨ EXISTING COVERAGE
- ▨▨▨▨ PROPOSED COVERAGE



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ANNEX "B" TO APPENDIX "B"

TENTATIVE STATIONS REQUIRED

FOR THE

INTERIM LORAN PLAN FOR THE NORTH ATLANTIC AND MEDITERRANEAN

<u>No.</u>	<u>Station</u>	<u>Type</u>	<u>Rate</u>	<u>Operate By</u>
<u>EXISTING STATIONS</u>				
1	Frederickstal, Greenland	SM		Demark
2	Battle Harbor, Labrador	DS	1L4	United States
3	Bonavista, Newfoundland	DM	1L3	United States
4	Port Aux Basques, Nfld.	SS		United States
5	Demming, Nova Scotia	DM	1H1	Canada
6	Baccaro, Nova Scotia	DS	1H2	Canada
7	Nantucket, Massachusetts,	DM,SS	1H3	United States
8	Sandy Hook, New Jersey	SM	1H0	United States
9	Cape Hatteras, North Car.	DS	1H4	United States
10	Folly Is., South Carolina	DM	1H6	United States
11	Hobe Sound, Florida	SS	1H7	United States
12	Vik, Iceland	SS		Iceland
13	Skovanes, Faroes Is.	SS	1L5	Demark
14	Magersta, Hebrides Is.	SS	1L6	United Kingdom

PROPOSED STATIONS

15	Angmagsslik, Greenland	SM		
16	Kussanartok, Greenland	DS	2H3	
17	Bjartangar, Iceland	SM	2H2	
18	Bear Island	SM		
19	Boe, Norway	DS	1S4	
20	Bioun, Norway	SM	1S3	
21	Bressay, Shetland Is.	SM		
22	Newcastle, Wales,	DS	1S2	
23	Lowestoft, England	SM	1S1	
24	St. David's Head, England	SM		
25	Brest, France	DS	2H5	
26	Ferrol, Spain	SM	2H4	
27	Cape St. Vincent, Portugal	SM		
28	Cape Kantin, Fr. Morroco	DS	2H0	
29	Lanzarote, Canary is.	SM	2H1	
30	Flores, Azores	SM		
31	Terceira, Azores	DS	2H7	

32	Santa Maria, Azores	SM	2H6
33	Almeria, Spain	SM	
34	Algiers, Algeria	DS	2L7
35	Teulada, Sardinia	SM	2L6
36	Tunis, Tunisia	SM	
37	Misrata, Tripolitania	DS	2L5
38	Bengasi, Libya	DM	2L4
39	Crete	DS	2L3
40	Cyprus	SM	2L2