

OAN  
2 July 1957

From: Commandant  
To: Commander, Fourteenth Coast Guard District (o)  
Subj: Direct radio communications for Loran stations; request  
for additional justification  
Ref: (a) CCGDL4 (o) ltr 10 May 1957 File A6 Ser 18065

1. Reference (a) requested the operational approval of direct communication between Loran transmitting stations, Eniwetok, Kwajalein, and Wake. The justification for such a request was stated that there ~~has~~ been unacceptable delays for message traffic between these stations concerning synchronization difficulties. In addition, it was recommended that it become Coast Guard policy that all Loran stations have the means of communicating directly with paired stations in order to minimize the unusable Loran service time.

2. At the present time, the communication requirements for a Loran station are not restrictive. Primarily, communications must be reliable and reasonably fast between individual Loran stations and its immediate superior. A delay of one hour, if necessary, is considered reasonable. Secondarily, a requirement may exist to provide voice communications between individual Loran stations and the supporting facilities, whether an aircraft or surface craft. Loran stations themselves are divided into three categories for communication purposes. These categories and their requirements are as follows:

- a. Any Loran station that is located where it is authorized to use the communication services of an Armed Forces unit will not require communication equipment other than that needed to enable it to contact the Armed Force Communications Facilities directly and immediately. This may be classified as a category 1 (non-isolated) station for communication purposes. If this station is supplied logistically by Coast Guard aircraft or surface craft it would be desirable, but not necessary, that it have the ability to conduct voice communications with logistic craft.
- b. A Loran station that is located within an area that is not serviced by a nearby Armed Forces communications facilities but is serviced by commercial facilities must have the authority to utilize the communication facilities enabling it to contact its immediate superior. In addition, it should have a standby method of point to point communication with

its immediate superior. Such a Loran station would be classified as category 2 (semi-isolated) as ~~per~~ <sup>for</sup> communication ~~is~~ <sup>purposes</sup>. Again, if this station is serviced by Coast Guard air or surface craft, it would be desirable, to have the ability to conduct voice communications with logistics craft.

- c. A Loran station that is located where there is neither an Armed Forces communication facility ~~nor~~ nor a commercial communication facility in the vicinity must have the capability of being able to contact its immediate superior on a point to point circuit and must have the means to communicate with Coast Guard logistics craft. Such a station may be classified as category 3 (isolated) as ~~per~~ <sup>for</sup> communication ~~is~~ <sup>purposes</sup>. If the military or commercial facilities utilized in categories 1 & 2 cannot provide the required communications with the supporting vessels and aircraft then it will be necessary for the Coast Guard to provide such services.

3. From the above, it is apparent that the present policy does not require a communication circuit between paired Loran stations. In order to justify the referenced request, it is desired that additional justification be furnished in order that a decision can be made. If the present blink code is inadequate to assure proper station synchronization, a suggestion in this regard should be forwarded.

4. It is not completely understood how direct radio communications between paired stations will improve the operation of a given rate to the extent that it would be a factor involving the safe navigation of aircraft and vessels in the Mid-Pacific or any other area. Details in this regard are requested.

✓ F. T. KENNER  
~~G. H. BOWERMAN~~  
By direction

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