

SECURITY INFORMATION

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Chief of Staff

OAN

31 December 1952

Chief, Office of Operations

Reports for the Treasury Department's Participation in the Defense History Program¹

1. The enclosed history of LORAN for the period October 1, 1952 to December 31, 1952 inclusive is submitted in compliance with William W. Parsons, Administrative Assistance Secretary, memorandum to the Commandant dated June 5, 1952.
2. Attention is invited to the security classification of the report which imposes certain restrictions on its distribution and the dissemination of information therein.

R. J. HAUERMAN

¹ Transcribed from original document found in Washington DC NARA

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HISTORY OF LORAN

October 1, 1952 – December 31, 1952

(NOTE: This History is a continuation of that previously submitted, covering the period from June 25, 1950 to September 30, 1952. In order to make a coherent narrative, as well as to refer to previous documentation, the paragraph numbers and appendices of this portion are started where those of the previous history stopped.)

V. Loran Installation – October 1, 1952 to

December 31, 1952

24. During this quarter, construction and improvement of “A” priority stations was continued. The old three-station Hawaiian Chain was replaced by a new four-station Chain, and the new three-station Japan-Okinawa Chain completed. Preparations for the construction of four more new stations in the Southwest Pacific were continued.

25. A new Hawaiian Loran Chain with stations at Tern Island, French Frigate Shoals; Makahuena Point, Kauai; Ilio Point, Molokkai; and Upolu Point, Hawaii, was placed in service 25 October 1952. At the same time, the old stations at East Island, French Frigate Shoals; and Niihau were decommissioned. The stations at Kauai, Molokkai, and Hawaii are of the most modern construction and embody many improvements in living conditions over the older Pacific Quonset-type stations. The new Hawaii Chain was intended to begin operations on October 15, 1952, but its opening was delayed for 10 days because the necessary charts had not been distributed by the Hydrographic Office.

26. Towards the end of December, 1952, the new stations at Pusan, Korea, and Nomaïke, Kyushu, Japan were completed and began testing. These new stations will work with the existing station at Okinawa to provide service over the East China Sea, beginning in January, 1953. Both new stations will be supported logistically by the Far East Air Forces, under an agreement for reimbursement by the Coast Guard. The Coast Guard personnel at Nomaïke will be quartered and subsisted at a nearby Air Force base.

27. Preparations for the construction of other new stations at Miyako Jima, Ryukyus; Batan Island and Panay Island, Philippines; and Angaur Island, Palau, were continued with the most activity devoted to the procurement of materials and their stockpiling at Coast Guard Supply Center, Alameda, California. A comprehensive plan for the staging and construction of these stations, drawn up after meetings between cognizant divisions in Coast guard Headquarters and representatives of the 14th Coast Guard District, was agreed to on December 19, 1952 (18).

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28. In November, 1952, when the Treasury Department Budget for Fiscal Year 1954 was reviewed by the Bureau of the Budget, the funds proposed for Loran construction were cut from \$13,521,000 to \$7,797,000, and the latter figure was included in the President's Budget. The result of this cut was to restrict planning for Fiscal Year 1954 to the DOPE Project shown on Chart C of the Appendix. All other Loran construction planned for that year, including a new three-station chain in the Carolines and construction and improvement in Hawaiian Chain, was eliminated. Because of strong possibility that these cuts would delay the Loran Program beyond the five-year period agreed to by the Secretaries of Defense and Treasury in enclosures 9 and 10 of the Appendix, a letter was sent to the Secretary of Defense by the Secretary of the Treasury on December 9, 1952 apprising him of this possibility (19).

COPY

12 December 1952

My dear Mr. Secretary:

Please refer to your letter of 4 June 1951 requesting the Treasury Department to implement the A or peacetime priorities of the Revised Loran Installation Plan, and my reply of 12 July 1951 stating that the Coast Guard would attempt to complete installation of these priorities in a four- or five-year period, contingent upon the provision of necessary funds by the Congress.

You are advised that, as a result of the elimination by the Bureau of Budget of a substantial portion of the funds requested for Loran installation in the Fiscal Year 1954 Budget, the full program planned for that year cannot be carried out. A request for the eliminated funds will be resubmitted in the 1955 and 1956 Budgets but, unless the increased appropriations now required for those years can be obtained, it is doubtful whether the Coast Guard will be able to complete the peacetime Loran program within the five-year period.

Very truly yours,

/s/ John B. Graham

Secretary of the Treasury
Acting

HISTORY OF LORAN

July 1, 1952 – September 30, 1952

(NOTE: This History is a continuation of that previously submitted, covering the period from June 25, 1950 to June 30, 1952. In order to make a coherent narrative, as well as to refer to previous documentation, the paragraph numbers and appendices of this portion are started where those of the previous history stopped.)

IV. LORAN INSTALLATION – July 1, 1952 to September 30, 1952

20. During this period, construction of stations to fulfill the “A” or peacetime priorities of the J.C.S. Loran Installation Plan were continued. Ground was broken for two new stations at Pusan, Korea and Nomaikē, Kyushu, Japan, to work with the existing station at Okinawa in furnishing coverage over the China and Yellow Seas. The construction of a new station on Tern Island, French Frigate Shoals, Territory of Hawaii, was continued. This station will replace the old station on East Island, some seven miles away, in order to provide better logistics and safety for personnel.

21. Site surveys for four new stations to be built in Fiscal 1953 were begun on August 9, 1952, and completed on September 24, 1952. The sites surveyed were Miyaki Shima and Batan Island, Ryukyus; Panay Island, Philippines; and Angaur Island, Palau, Caroline Islands. The first three stations will work together to provide new coverage over the Philippine Sea, and the last station will work with the existing station at Ulithi to extend the present coverage of the Marianas Islands Chain to the southwestward.

22. Perhaps the most significant development during this period was the receipt of a letter from the Chief of Naval Operations, requesting the Coast Guard to submit a plan to the Joint Communications Electronics Committee, Joint Chiefs of Staff, for providing Loran coverage in the North Atlantic and Mediterranean, if war should break out in Europe¹⁶. Such a plan, involving more than 26 new stations, was worked out and sent to the Committee on September 3, 1952¹⁷.

23. In the field of operations, the Coast Guard met and overcame a serious emergency after the Wake Island Loran Station was almost totally destroyed by a typhoon on September 16, 1952. Working under extremely adverse conditions, the 14th Coast Guard District flew in supplies and personnel and had the station back on air on September 26, 1952.

¹⁶ Appendix, enclosure 11.

¹⁷ Appendix, enclosure 12.

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