

Chief of Staff

OAN

25 JUL 1963

Chief, Office of Operations

Information on Aleutian LORAN-C Chain; forwarding of

Ref : (a) CCS memo to C of 26 June 1963

1. As requested in reference (a) the following briefing material is submitted for the Commandant's visit to the 17th District approximately 2-8 August 1963.

2. The Aleutian LORAN-C Chain consists of stations at St. Paul, Port Clarence, Attu and Sitkinak. The monitor is located at Adak, although a move to Cape Sarichef was investigated to avoid interference from the USN Communications Facility at Adak. Interference problems have been technically resolved and the monitor will remain at Adak. The Loran Station St. Paul is the master station and exercises control over the Loran Chain and the communications net. Chain communications are conducted primarily by single side band voice radio. Radioteletype is installed, however, and at least one radioman is assigned to each station.

3. The LORAN-C SL2-Z rate assigned to St. Paul and Port Clarence attained 100% usable service time during the month of April 1963. It is believed this is a Coast Guard LORAN-C first and this accomplishment has been forwarded to the Board of Awards for a form of recognition that they consider appropriate. This will be considered by the Board of Awards on 25 July 1963. The other Aleutian rates have maintained a high usable service time and the Attu-St. Paul SL2-Y rate maintained 100% usable service time over a two week period in April 1963.

4. The logistic support of the LORAN-C facilities in the Aleutian Chain by a combination of Coast Guard and commercial aircraft has been approved for planning purposes.

5. FY 1965 ACSI Restrictive Forecast includes a project for the repair of the runway at Sitkinak Loran Station (\$149,000). Coast (CPA) has requested 17th District to re-evaluate this project.

6. The on-air dates and dates of commissioning are as follows:

<u>Station</u>	<u>On-air Dates</u>	<u>Date Commissioned</u>
St. Paul	8 December 1960	162145Z November 1960
Sitkinak	8 December 1960	141930Z November 1960
Attu	Approx. 11 December 1960	152255Z November 1960
Port Clarence	19 December 1961 (low power)	010200Z February 1962

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7. The authorized complements of the stations are as follows:

- a. St. Paul - 1 LT(JG) - 1 HELM - 23 Enlisted
- b. Sitkinak - 1 LT(JG) - 1 HELM - 27 Enlisted
- c. Attu - 1 LT(JG) - 1 HELM - 31 Enlisted
- d. Fort Clarence - 1 LT(JG) - 1 HELM - 32 Enlisted
- e. Adak - 1 HELM - 5 Enlisted (Monitor)

8. A local problem at Fort Clarence is the operation of the tower elevator with the tower energized by LORAN-C transmission. A Dresser-Idaco representative and the Chief, Engineering Division, CGCBI7, were at the station until 25 June 1963. With the elevator less than 300 feet above the ground, depressing the "press to talk" button on the communications hand set in the cab causes the elevator to rise. On at least two occasions the elevator has started to descend for an unknown reason. Presumably a control relay was actuated by a signal having a tone or pulse. The matter of the operational requirement for the elevator to work with the tower energized is being resolved.

9. Although the collocation of the LORAN-A Station Spruce Cape with the LORAN-C Station Sitkinak was planned, this item has been deleted from the budget, because the relocation proved technically unfeasible.

T. J. HUTSON, JR.
Deputy Chief, Office of Operations

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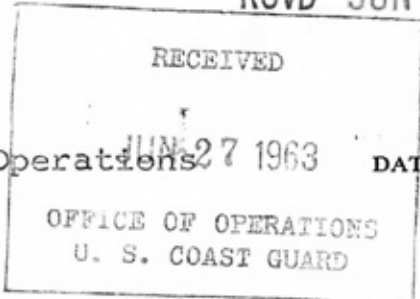
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UNITED STATES GOVERNMENT

Memorandum

RCVD JUN 27 1963 OAN

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TO : Chief, Office of Operations

JUN 27 1963

DATE: CCS-1
26 JUN 1963

FROM : Chief of Staff

SUBJECT: Visit to Loran Stations by the Commandant

1. The Commandant will visit the 17th District about 2 - 8 August and will visit Loran stations at St. Paul and Port Clarence, as well as other District units.
2. It is requested that briefing material covering the subject of the Aleutian Loran C chain in general, and specifically the Loran C stations at St. Paul and Port Clarence, be prepared. Suggested items for inclusion are:
 - a. Dates completed and operational
 - b. Complements
 - c. Support arrangements
 - d. Local problems
 - e. Chain communications and operational performance
 - f. Planned improvements, budget items if any

J. A. Alger, Jr.

J. A. ALGER, JR.

please return →

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