FIRST ENDORSEMENT on E memo 11153/170 to CCS Serial 00174EEE of 3 Mar 1964

From: Chief, Office of Operations
To: Chief of Staff

Subj: General information concerning Atlantic Ocean Loran-C Planning

1. At present, negotiations with the Portuguese for CART sites are at a standstill. The Department of State has recently advised us that the Portuguese government is equating our Loran-C sites to a change in U.S. position on African colonial policies. The U.S. position is firm. We are informed by State, however, that there is considerable military and civil support for Loran-C in Portugal, and that success in negotiations will probably come in time. There is general agreement that neither additional pressure nor use of a NATO approach would help, and that such moves would probably hinder our efforts. In order to meet our 1965 operational dates, we must be surveying on site by late April 1964. DOD is aware of this situation.

2. Other than in an area roughly bound by 35 to 45°N and 30 to 55°W, coverage desired by DOD can be given from Spanish sites, and State informally has advised that this might be a back up negotiating position. Politically, however, Spain is currently no easier to get along with than Portugal.

3. Of the siting proposed in the basic memorandum, I would rate the locations in order of decreasing desirability as III B, III and III A. DOD would like both Bay of Biscay and Gibraltar coverage, and III B offers the best compromise while III A automatically rules out the Bay of Biscay due to the II - III baseline extension projection into that area. Site III B is not necessarily expected to pose political problems but may be operationally difficult due to its proximity to the U. S. Naval Radio facility at Rota, Spain. Monitoring can determine how difficult operations might be. I have no comment on the proposed CART stations' power and tower plans as long as the Office of Engineering guarantees producing required Loran-C coverage. Linking the North Atlantic and East Coast U. S. chains is considered both desirable and necessary.

4. I concur in the service area probe proposed in paragraph 6 of the basic memorandum, and on use of the Commandant's aircraft for this purpose. Another benefit accrues in that the receiver can be used on the return flight from Europe off Newfoundland, off-loaded in Argentina (a routine stop) and used in the Cape Race Loran-C transmitting station site selection and in the monitoring required for the proposed St. Anthony's, Newfoundland (near Belle Isle) Monitor station with Battle Harbor, Labrador, as a secondary choice. The Canadian site selection is currently planned by both Coast Guard and DOT for late April 1964.
5. An additional benefit of this flight would be the availability of the aircraft and competent personnel to demonstrate Loran-C to selected Portuguese and Spanish officials who are or could be supporters of our program. Flights of this type in the past have been most effective.

6. I recommend that appropriate arrangements be made for the flight.

W. D. Shields