

TREASURY DEPARTMENT
U. S. COAST GUARD
CG-3883 (4-59)

U. S. COAST GUARD
RAPIDRAFT LETTER

PREPARE BY HAND
OR TYPEWRITER

(Do not use for matters classified
Confidential or higher)

ORIGINATOR - Use for routine correspondence not
requiring action, review, or comment by officers in
the chain of command. Send original and blue copy
to addressee. Retain yellow copy for file.

ADDRESSEE - Reply hereon, re-
turning original to originator. Re-
tain blue copy for file.

(One box must be checked)

☐ REGULAR MAIL ☒ AIR MAIL
☐ CERTIFIED MAIL
☐ SPECIAL DELIVERY
☐ REGISTERED MAIL

Commander
3rd Coast Guard District
Customhouse
New York 4, N. Y.

STAFF SYMBOL AND FILE NO.

OAU
A4-2/CGD3

DATE

2 August 1963

NOTE - Send in window envelope
(size 8 7/8" x 3 7/8").

(Fold)

FROM O

JUSTIFICATION OF ACTIVITIES ABROAD

1. BUREAU BUDGET REQUIRES REPORT OF STUDY OF OVERSEAS ACTIVITIES TO MINIMIZE
EXPENDITURES ABROAD.
2. AIRMAIL REPORT TO ARRIVE HQ BY 15 AUGUST COVERING FOLLOWING ACTIVITIES:
COMMANDER, MEDITERRANEAN SECTION
AIR DETACHMENT, NAPLES. (Need for this unit has been
questioned in particular.)
3. FORMAT AND SCOPE OF REPORT AS PER ENCLOSURE ONE.

Reply (if required)

COPY TO: COMMARSEC,
CGAS NAPLES

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

1. Reports to support continued operation of COMSECSEC office and CGAD, Naples are
submitted as enclosures (1) and (2).

J. H. WAGLINE
Chief of Staff

Encl: (1) Report, O'COMSECSEC
(2) Report, CGAD

OAV ROUTING

| ACTION | INFO. | INIT. |
|--------|-------|-------|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | 8 | 9 |
| 10 | 11 | 12 |

FILE

SENDER'S MAILING ADDRESS

COMMANDANT (SSU)
U. S. COAST GUARD
1300 E. STREET, N.W.
Washington 25, D. C.

Reply hereon and return in win-
dow envelope (size 8 7/8" x 3 7/8").

REPORT OF COAST GUARD UNIT ABROAD

DATE: 7 August 1963

DATE ESTABLISHED: 15 September 1958

NAME OF UNIT: OFFICE OF COMMANDER, MEDITERRANEAN SECTION, U. S. COAST GUARD

LOCATION: NAPLES, ITALY

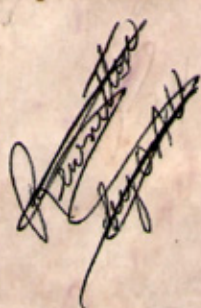
PURPOSE OF UNIT: Exercises operational and administrative control over five Loran Transmitting Stations, two Loran Monitor Stations, and one Air Detachment. Provides technical assistance as required by subordinate units. Maintains liaison with other agencies and armed forces of the United States and with foreign governments thru U. S. diplomatic channels. Arranges for necessary logistic support and for major maintenance projects of subordinate units.

By nature of its location relative to the units under its control, it is able to provide prompt assistance to those units which experience problems beyond their capacity to solve. It is also necessary that periodic inspections be made of subordinate units to insure that they are fulfilling their operational mission within the tolerances established for them. These and other considerations require the maintenance of this office in a foreign location.

ACCOMPLISHMENTS OF UNIT: Maintained control of and provided for services for subordinate units as listed above.

PROPOSED CHANGES: None.

EVALUATION OF ALTERNATIVES: Accomplishment of stated mission of this unit cannot be satisfactorily continued from continental U. S. The requirement for close supervision over the subordinate stations and for liaison with the agencies of the United States Government which require the services of the Loran Transmitting Stations can best be met by continuing this office in its present location. No reduction in personnel or costs are expected in the near future.



REPORT OF COAST GUARD UNIT ABROAD

DATE: 7 August 1963

DATE ESTABLISHED: 15 September 1958

NAME OF UNIT: U. S. COAST GUARD AIR DETACHMENT

LOCATION: NAPLES, ITALY

PURPOSE OF UNIT: Operates two C-123 aircraft to provide logistic support for five Loran Transmitting Stations and two Loran Monitor Stations under the operational and administrative control of Commander, Mediterranean Section. These stations are generally located in areas which are not normally accessible by commercial transportation, and which additionally require a minimum of delay in obtaining equipment necessary to the performance of their assigned mission. Operates aircraft to assist in calibration of loran signals and to insure that operation of the transmitting stations remains within established tolerances.

ACCOMPLISHMENTS OF UNIT: Provides services as listed above.

PROPOSED CHANGES: None. Periodic reevaluation of the requirement for two C-123 aircraft will be made in light of operations being required at the time, with a possibility of reducing the number of aircraft assigned to one.

EVALUATION OF ALTERNATIVES: Logistic support of isolated Loran Transmitting and Monitor Stations would be delayed to an unacceptable degree if commercial transportation, if available, were utilized. Relocation of this unit to continental United States is not feasible due to the increased distance of the activity from the units it services.

A periodic review of the requirement for two aircraft at this unit will be made, with a possible reduction of that number to one. At the present time, however, due to the conduct of both logistics missions and calibration flights, no reduction in aircraft or personnel is considered justified.

*Reviewed
By OAW*

Meeting the Requirements of the European Area for Logistic
Support by Other Than Use of Coast Guard Aircraft

General

During the initial installation checkout, calibration and commissioning of all Coast Guard units in the Mediterranean, the bulk of the transportation and flight check requirements were conducted by the Coast Guard Air Detachment, Naples. The activities of this unit have been reviewed frequently to determine the feasibility of decommissioning this unit in the interests of conserving U.S. funds. The following applies to an analysis of the situation based on experience plus the results of a previous study conducted in this area.

The Coast Guard Air Detachment in Naples can be ^{DE-}commissioned providing that the Coast Guard and/or the Navy is willing to accept a reduced degree of performance with regards to logistic support and other services by Coast Guard units in the Mediterranean. If it is determined that this compromise ^{IN} ~~and~~ service cannot be accepted, then it is necessary to sustain the Coast Guard Air Detachment in order to insure proper support in times of emergency.

Crotone, Italy

This unit is being adequately supported by rail. In view of this successful and reliable operation in the past, it is felt that this service is being performed more effectively by the Italian Rail Service than could possibly be provided by U.S. military air. Accordingly, it is felt that regardless of decisions made regarding the air detachment, the Crotone unit should be continued to be serviced by rail.

Istanbul, Turkey

Istanbul is a major international airport with both U.S. and foreign carriers operating into this airport out of Rome. Accordingly, the first problem is to make cargo available at Rome for further distribution since this cannot be accomplished out of Naples. It should be understood that operating in and out of Istanbul is simplified when conducting a military operation in that, providing a military cargo manifest is provided to Turkish authorities, that customs requirements are waived. The same applies to military personnel for personnel manifests. However, in the absence of these documents while shipping cargo by commercial air, a requirement exists to comply with very detailed and rigorous requirements by Turkish authorities, to move and/or personnel. In these cases, delays up to 48 are not uncommon but are the rule and on occasions as much as a week can go by after receipt of cargo ~~before~~ before it can be released for U.S. consumption. In addition, during times of political instability in Turkey, civil airports are closed to commercial traffic and hence limited military traffic are the only means of sustaining support. In summary, the best means of overcoming the very difficult Turkish customs requirement is by virtue of the simple expedient of using military aircraft.

Rhodes, Greece

Rhodes is supported out of Naples via Athens. Here again, the size and bulk of cargo is limited to the types aircraft operated on these routes. The transport of personnel is no problem. Customs and immigration in this particular area is no problem. Since this unit is simply a monitor station and normally is not the subject of priority regarding on air type materials,

it is felt that Rhodes is not a ~~valid~~ criterion for considering ultimate support requirements.

Marble Arch, Libya

This unit is ^{THE} basis for the ~~ultimate~~ requirement for aircraft. There is no commercial or military air transportation ^{or} any type of other transportation into this facility. To the west, 400 hundred miles away is the Air Force Base, Tripoli. Once arriving here with cargo, it is necessary to transport ^{BY TRUCK} overland by very hot, humid and limited highways. cargo by ~~truck~~. Under these conditions, vehicle requirements are extreme and are expensive and at best are unreliable in view of the unstable political situation plus the presence of nomadic ^{groups} ~~bandits~~ and other people who can interfere with the integrity of the surface caravan. 200 miles ^{east} ~~each~~ of Marble Arch is the port of Bengasi. Here air traffic can be anticipated three times a week during the winter season but very rarely during the summer season. Even when this facility is available, ~~the~~ requirement of Libyan customs and immigration is an ever present threat. Complying with these requirements often is time delaying ~~and~~ consuming and under periods of political instability one will find oneself completely at the ~~mercy~~ mercy of the Libyan officials.

Accordingly, not withstanding all other disadvantages, in the event of an emergency such as personnel evacuation or equipment failure a minimum of 36 hours delay may be anticipated and a routine delay of close to 72 hours would be a normal expectation.

Barcelona, Spain

Barcelona is serviced by ~~military aid~~ ^{AND SCHEDULED MILITARY AID} and also military ~~service~~ ^{SERVICE} transportation as well as frequent commercial flights out of Rome.

Nevertheless, a requirement exists to process military cargo through Spanish authorities in Barcelona, and ~~and~~ the Spanish are much more cooperative than other Mediterranean countries, on occasion there could be unforeseen delays in expediting vital equipment.

Summary

The mission of supporting Coast Guard units in the Mediterranean has been assigned to the Coast Guard. In order to discharge these responsibilities properly, it is ~~being~~ necessary to maintain an active self-supporting aviation unit in Naples, regardless of the cost benefit considerations and to use this air detachment to the greatest degree possible in the execution of Coast Guard missions. This unit historically has flown an average of 275 to 300 hours per quarter since its commissioning and ~~at~~ no time have the percentage of training flights risen above 10 percent. Accordingly, this unit may be evaluated as one of the most productive logistic units operated by the Coast Guard. It is felt that if a savings in funds is desired that there certainly are more appropriate candidates for accomplishing this end than to decommission the highly productive organization at Naples. The one area which may merit consideration is the evaluation of pilot and support personnel required to accomplish the mission which is set forth for the air detachment.

Number of Aircraft Required

C-123 aircraft have many disadvantages when operating in the European area. These disadvantages have previously been documented by previous commanding officers of the Naples Air Detachment. Anytime that a single aircraft is deployed to the outlying areas in the Mediterranean and suffers a discrepancy,

1 may become necessary for a second aircraft to be deployed with tools, parts and personnel to effect these repair since it is not conventional or normal to have adequate repair facilities available for serving C-123 aircraft in remote areas. Accordingly, it is necessary to have two aircraft assigned in order to insure that one aircraft will be operative at all times to meet urgent requirements. Here again it is difficult to emphasize the importance of this feature. Nevertheless, money is not in this case when equated against the cost of maintaining an operative system on a highly reliable basis.

Cdr. C. J. Kelly, U.S. Coast Guard