

UNITED STATES COAST GUARD
LORAN-A TECHNICAL ASSISTANCE DETAIL, MANILA

BACKGROUND. LORAN, an acronym formed from Long Range Aid to Navigation is an electronic system operating in the 1.7 - 1.9 Mhz range which provides all weather, precise, long range (approximately 1200 miles) navigation capability by measuring the time difference between pulsed signals.

The Philippine Loran System consists of five stations which provide precise (within 1% of the distance of the receivers from the stations) all weather navigation capability in the Philippine Sea and South China Sea. Major vessels and larger aircraft transiting these areas use loran. Loran is used to update other navigation systems. A skilled navigator can obtain a fix in approximately 30 seconds. The Loran-A receiver is relatively inexpensive (some being available for \$250) and are expected to become even more so. There is no bar to use of the system by any nation. Loran station personnel are tasked to guarantee the integrity of the signals.

Coast Guard Section, Philippines was established in 1946 under the control of the Commander, Fourteenth Coast Guard District to direct and coordinate functions within the geographical limits of the Section. This included the operation of loran stations located at Batanes Island, Naulo Point on Luzon, Talampulan Island in northern Palawan, Tarumpitao Point on southern Palawan, and Catanduanes on Little Panay Island. To this end, the Section Commander exercised operational and military jurisdiction over the subordinate commands within the Section, administrative control, responsibility for logistic support, military readiness, liaison with other agencies, and such public information services as directed. The Coast Guard Air Station, with Grumman Albatross HU-16 aircraft provided air logistic support to the Section units and functioned as a supply and receiving depot.

In April, 1971, the U. S. Coast Guard Loran Stations were turned over to the Government of the Philippines in accordance with the United States/Government of the Philippines Memorandum of Agreement dated 10 October 1970. The U. S. Coast Guard Air Station was disestablished, and the HU-16's were turned over to the Government of the Philippines for use by the Philippine Air Force. It was understood, but not documented, that one of these

aircraft would be utilized for transportation, to the Loran Stations, of U. S. Coast Guard advisory personnel. The Section Office at Sangley Point was closed, and the Commander, U. S. Coast Guard Section, Philippines was relocated in the ATO Building, Seafront Compound. The primary function of the Philippine Section was to provide until 31 December 1974 the technical consultants, administrative assistance and the necessary spare parts or replacement equipment for the operation of the five loran stations located in the Philippines.

At the time of the relocation of the Section Office in Manila, Commander Coast Guard Section, Philippines was also assigned duties as Commander, Coast Guard Squadron Three, CTU 70.8.5, which was homeported at Subic Bay. Coast Guard Squadron Three was established in 1967 under Commander, Cruiser Destroyer Group Seventh Fleet and consisted of high endurance cutters assigned to Market Time Patrol off the coast of the Republic of Vietnam. In accordance with the Vietnamization plan, four Coast Guard high endurance cutters were turned over to the Vietnamese Navy. Upon turnover of the final high endurance cutter, the Squadron was disestablished on 31 January 1972.

The Commander, Coast Guard Section, Philippines has also, since May of 1972, functioned as Merchant Marine Detail Officer, Manila. The Merchant Marine Detail, Manila handles merchant marine safety affairs under the direction of the Consul General and Commander, Fourteenth Coast Guard District.

On 31 May 1973, Coast Guard Section, Philippines was disestablished.

On 1 June 1973, the following units were established:

SENIOR COAST GUARD OFFICER, PHILIPPINES who also functions as MERCHANT MARINE DETAIL OFFICER, MANILA.

Subordinate to Senior Coast Guard Officer, Philippines, COMMANDING OFFICER, LORAN-A TECHNICAL ASSISTANCE DETAIL, MANILA was established to provide support for the Philippine Coast Guard Loran chain previously provided by Commander, Coast Guard Section, Philippines. In addition, the Detail provides administrative and staff support to Senior Coast Guard Officer, Philippines.

OPERATING BUDGET. The annual budget for the Loran-A Technical Assistance Detail, Manila is:

Operating Funds	\$ 75,000.00
Cash payment to the Philippine Coast Guard	25,000.00
Individual salaries, housing and dependents schooling	175,000.00

It is noted that a savings of approximately \$2,500,000.00 a year resulted upon turnover of the loran stations.

PERSONNEL ALLOWANCE. The Loran-A Technical Assistance Detail, Manila has an authorized allowance of four officers and eight enlisted men. This allowance may be strictly defined as: Commanding Officer, one officer and two enlisted men working as clerical/supply support, the remainder (8) working as advisors to the Philippine Coast Guard Loran Chain. One enlisted advisor will be deleted without replacement on 30 June 1973, leaving seven advisors.

Three indigenous civilians are employed as clerical/supply specialists.

ASSISTANCE PROVIDED TO THE PHILIPPINE COAST GUARD LORAN CHAIN. The following man-days were spent at the Philippine Coast Guard Loran Stations:

Calendar Year 1972: 601 md

CY 1973: 435 md

TRANSPORTATION AND LOGISTICS. In the past, transportation has been extremely difficult to obtain. Since 23 May 1972, there have been no flights provided by the Philippine Government. The Philippine Coast Guard advises that this situation is expected to continue in the future due to untrained pilots, condition of planes, lack of spare parts, and higher priority missions. Advisory personnel travelling to and from the loran stations since the 23d of May have had to use commercial transportation as set forth below:

Batan Loran Station. Philippine Air Lines flies from Manila to Basco, Batanes once a week. Reservations must be made and tickets purchased up to one month in advance to insure a seat on the aircraft. The round trip cost for one passenger is \$38.20. It is approximately one hour by vehicle from the Basco airport to Batan Loran Station.

Naulo Point Loran Station. This is the only station that can be reached by vehicle. Travel time is approximately six hours.

Catanduanes Loran Station. Philippine Air Lines flies regularly to Virac, Catanduanes. Normally, reservations must be made and tickets purchased two weeks in advance. Round trip cost to Virac is \$21.51. From Virac, a jeepney is utilized to cross the island to Bagamanoc (approximately three hours at a cost of \$10.42), and then a banca boat is hired to cross the bay to the loran station.

Tarumpitao Loran Station. Philippine Air Lines flies to Puerto Princesa, Palawan, daily. Reservations must be made and tickets purchased two weeks in advance. Round trip cost is \$33.68. Prior to the flight, by telegram, an aircraft is chartered from Puerto Princesa to Tarumpitao at a cost of \$65.00 an hour or a total of \$390.00 for the round trip. (This cost includes pick up of personnel when trip is completed.)

Talampulan Loran Station. A charter aircraft is utilized to Busuanga Island at a cost of \$314.00 round trip from Manila. From Busuanga Island, a banca boat is hired to the loran station, the trip taking about 45 minutes.

Logistic support from NSD Subic and supplying activities within the CONUS is adequate. NSD Subic fills approximately 40% of all electronic requirements, and those requisitions forwarded on to the states are filled within a 30-45 day period. The problem area begins once the supplies are staged at Commander, Philippine Loran Stations Headquarters, Sangley Point. Due to poor logistics (non-existent for up to three months at times), the Philippine Coast Guard is unable to deliver the supplies to the various stations within a reasonable time. In addition to supplies, late delivery of pay resulting from the poor logistics support is also a problem. It was expected upon the turnover of the USCGC REDBUD (RPS KALINGA) that the supply logistics problem would be alleviated. However, since arrival, she has been unavailable due to engineering casualties, prohibiting her use.

COMMUNICATIONS. Philippine loran chain communications is generally good. There is no communication between Batan Loran Station and Miyako Jima, Japan on 2H4. Inquiries were made as to the possibility of the 9 megacycles Philippine Loran station working frequency being

utilized by Miyako Jima. The Philippine Government is in agreement, and the Japanese Maritime Service Administration advises that they are now in a position to discuss this with the Japanese Radio Regulatory Bureau. It was recommended over one and a half years ago that direct contact be made between the Philippine and Japanese governments to alleviate this problem. Nothing further has been heard from the Japanese Government, and the Philippine Government has not initiated any thing more on the matter.

TRAINING. Training of Philippine Loran Station personnel consists of on-the-job training and recommended procedural information disseminated by Coast Guard Advisors. Due to the general low level of training received by the Filipinos, much time during visits is spent in actual repair of equipment in lieu of in an advisory capacity. Eventually, through on-the-job training, it is hoped that the Philippine personnel will be able to handle more of their repair responsibility. The Philippine Coast Guard has sent thirty personnel to Governors Island, New York for Loran-A training, with fifteen receiving an instructor training course. Detail personnel have completed installation of the equipment for the Philippine Coast Guard Loran-A school, located at Sangley Point, Cavite City. Commencement date of the first class is unknown. The classes are to be conducted by Philippine Coast Guard personnel trained at Governors Island. If Detail personnel are available, plans are to assist with the initial classes.

MATERIAL CONDITION OF STATIONS. The general condition of the stations, disregarding electronic and engineering machinery, is considered satisfactory.

POWER GENERATORS AND ELECTRONICS EQUIPMENT. The overall condition of the power generating equipment is good, but regular assistance from Detail personnel is necessary due to a general disregard for preventative maintenance, routine engineering checks and log keeping. Major overhauls have been accomplished at all five stations with Detail personnel assistance. All engines on a station are overhauled during the same period to enable Philippine Coast Guard personnel to gain more knowledge and, hopefully, be able, in the future, to carry out 5000 hour overhauls and major overhauls without assistance. The next major overhauls will be due after expiration of the Loran Turnover Agreement.

Philippine Loran Station percentage of usable time since turnover is 99.60. This is an increase since January, 1972 when it was 99.43. The minimum required by the U. S. Coast Guard manned station is 99.7%.

PERSONNEL AND ADMINISTRATION

Dependent Assistance. Due to the large number of dependents whose sponsors are stationed outside the Philippines, this office is involved daily with dependents assistance. The problems most oft encountered are, in order of frequency:

- (1) Transportation to CONUS
- (2) Visas and passports
- (3) Non-receipt of allotment or money
- (4) Sponsor not communicating.

There are no statistics available in this area, as assistance ranges from a thirty-second telephone referral to one or two months of message traffic, letters and accomplishing of various forms. Out of country message traffic dealing with dependent assistance accounts for one-half of that originated by this office.

Notification of the Next of Kin of Casualties. These cases have been infrequent. The preferred method of notification would be personal contact. However, due to geographical location and transportation difficulties, only one of the next of kin was contacted by personal visit. Commercial telegraph service has proved to be reliable. None of these cases have involved a death.

Identification Cards. The following identification cards have been issued:

	<u>1972</u>	<u>1973</u>
Active	12	15
Dependent	84	107
Retired	7	0

Leave. Commandant Instruction 1050.8 was published on the basis of Commander, Coast Guard Section, Philippines letter 1320 of 17 March 1972. There has been a marked reduction in leave problems since dissemination of this instruction.

Emergency Leave. In accordance with current Coast Guard policy, personnel are processed coming in and

departing the Philippines while on emergency leave. Processing consists of endorsement of orders and insuring passport and visa requirements are met. A total of 50 personnel were processed during 1972 and 51 in 1973. The one problem area specifically associated with emergency leave is personnel arriving without funded orders as required by the Coast Guard Personnel Manual. These cases are few, however, much time is wasted while awaiting cost accounting information from member's parent command.

Regular Leave. No figures are available on the number of Coast Guard personnel visiting the Philippines on regular leave, as reporting to the Detail office for briefing is not a servicewide requirement. Twelve personnel in 1972 and four in 1973 were returned to parent commands as unauthorized absentees, their regular leave having expired. Lack of individual and command attention seem to be the cause of the problem with regular leave - lack of funds for return to parent command prior to expiration of leave. Most personnel do not check in for space available transportation until about one week prior to expiration of leave. An estimate would be that two of three persons on leave request an extension of their leave due to lack of funds for commercial return and failure to check in for space available transportation in a timely manner. The inception of martial law has posed no problem for Coast Guard personnel on leave who have complied with all pertinent instructions. Departure clearances are no longer required for Philippine citizens who are members of the United States military on active duty or their immediate dependents.

Separations. Since 1 January 1972, this office has processed seven discharges from the service. Current policy of the Coast Guard is to transfer Filipino Coast Guardsmen to this office just prior to their expiration of enlistment for discharge.

Processing of Filipino Enlistees. The Chief Yeoman assigned has been designated as Coast Guard Representative at Navy Recruiting Detachment, Subic Bay. This is a collateral duty. Enlistments since 1 January 1972 were:

<u>Quota</u>	<u>Enlisted</u>	<u>Date</u>
10	10	31 January 1972
5	5	22 May 1972
5	5	25 September 1972
5	4	6 November 1972
5	5	19 March 1973
<u>30</u>	<u>29</u>	

Although no guidance has been received as to the future of this program, as can be seen from the above, no quotas have been received since March, 1973.

Overseas Marriages. The Coast Guard Personnel Manual outlines current Coast Guard policy regarding overseas marriages. In part, Coast Guard personnel, prior to marriage to a Philippine national in the Philippines, are required to obtain approval from:

a. Senior Area Commander. In this case, Commander U. S. Naval Forces, Philippines. Approval for marriage is a somewhat lengthy process. Forty-five days would be considered a minimum for approval after submission of completed application.

b. Senior Coast Guard Unit Commander in the Area. It is noted Coast Guardsmen who are Philippine nationals are not required to obtain approval as listed above, however, all Coast Guardsmen are required to obtain approval from Senior Coast Guard Officer, Philippines.