

LORAN STATION BATTLE HARBOR

Station Fire 26 FEB 1950 correspondence

Retrieved from NARA during Sept 2017
and

Posted to www.loran-history.info

APR 2018

by the LHI Team

Note: The Board of Investigation report is missing.

UNITED STATES COAST GUARD



ADDRESS REPLY TO

Commanding Officer
LTS Battle Harbor, Lbdr.
AND REFER TO

CG AIR FACILITY
ARGENTIA, NFLD.

CO
EXEC
OPS
COMM

SUPPLY
PERS
C27 February, 1950
MOBILE
FILE

To: Commander, First Coast Guard District
From: Commanding Officer, LTS Battle Harbor, Labrador.

MAR 1 1950

Via: Representative, Commander, 1st CG District, Argentia, Nfld.

Subj: Damage to LTS Battle Harbor by fire; Report of

1. The following is a chronological account of the events relating to subject matter: All times are plus three and one half zone local time.

1143 - Dowd, Daniel J. passed down passage way to Loran shack and noticed nothing unusual.

1145 - MURRAY, Paul (272-365)ET3 in passing engine room on way to loran shack thought he smelled smoke, looked in the work shop and engine room but could see no signs of smoke or fire so continued on way to loran shack and relieved watch. He did not mention the incident.

1146 - BUCKLESS, Roy R. (285-122)SN was relieved by MURRAY, in passing engine room also detected smell of smoke, investigated, but could see no signs of smoke or fire in engine room or work shop. He continued on to messhall for late chow. He did not mention incident.

1200 - LEPINE, Armand A. (273-325)SN passed down passage way, also thought he smelled smoke. He looked into the engine room but not the work shop, could see nothing wrong, so continued on to loran shack. He did not mention incident.

1215 - 1545.7z Power failure, complete black out. Power safety alarm in EN quarters signaled engine failure. WILKEY, Robert J. (269-801)ENCA started for engine room immediately meeting ROBINSON, Claude A. (217-541)ETC in galley, both entered passageway but were unable to continue more than about seventy-five feet before being forced back by dense smoke. ROBINSON returned to quarters section and passed the alarm to Commanding Officer and those members of the crew attending a special movie showing. WILKEY, meanwhile, had continued to the engine-room outside, the south side of the passageway being covered with snow drifts, he crossed over to the north side and succeeded in reaching the outside door to the entrance to the work shop. Upon opening the door he was met by a solid wall of flame, so closing the door he returned to assist in moving fire equipment. The Alarm being passed all hands carrying every available type of fire fighting equipment forced their way through waist high snow on south side of passageway, there being no clear access to the north side due to smoke filled passageway, Upon arrival at the scene I found smoke issuing from every crack in the passageway and buildings at the eastern end of the station. Flames had already broken through the roof of the engine room and connected passage way and were being fanned by a NW wind of 35 knots velocity forcing the flames and dense smoke down the short (about 80 foot) passage to loran shack, and making any attempt to salvage equipment or spare parts, in the opinion of the C.O. excessively dangerous, so was not attempted. Some personal gear was salvaged through the rear door to the technicians quarters. The men on watch had


no indication of a fire until the outside door leading into the passageway had been opened, but were busy with the aid of a battle lantern making the necessary adjustments to the loran equipment in preparation to going back on the air. The door was opened to allow some light to enter and the passage was found to be filled with smoke. An attempt was made to sound the alarm but the power being off the alarm was useless, as was the telephone due possibly to the shorting of the wires. The equipment room was immediately filled with smoke forcing the operators to the outside. Men were dispatched to the isolated hut where the dynamite is stored for dynamite to blast the passage way. The fire fighting equipment on hand being of no use on a fire of such magnitude (i.e., hand CO2's, hand water extinguishers, and water buckets). When the necessary equipment was assembled, the flames forced by the high wind and blowing directly towards the loranshack group had made the saving of these buildings impossible. Therefore the first charge of dynamite was placed on the fire side of the fire wall in the passage way. An attempt was made to salvage some stores from the storeroom by way of an outside window but here again dense smoke was a deterring factor and flames had already reached the passage entrance to the storeroom. The blast shattered the passage way but to make certain another charge was placed on the opposite side of the fire wall in case it should not stop the flames. A hole was made into the passage to enable ROBINSON to close the metal door in the fire wall. The wall aided by hand extinguishers and the blast held the fire. A message was sent by messenger to the Marconi station in the village of Battle Harbor notifying the appropriate authorities. Emergency quarters were set up in the Mess hall with an oil stove for heat and a temporary arrangement to enable food to be prepared on the galley range. All water lines were drained and water for cooking and drinking secured from the well by bucket and line.

2. An examination of the damage reveals that all of the station from the fire wall east is a total loss. This includes a storeroom with a quantity of provisions, stationery supplies, recreational gear and GSK stores. The engine room with power plants and tools, spare parts, and various equipment stored there. The carpenter shop and tools, technicians quarters with some personal gear. Loran shack, all equipment and spare parts. Only the antenna tuning unit and transmitting antenna were left standing. The receiving antenna of course was not touched since it is located at the opposite end of the station.

3. No personnel were injured and adequate temporary quarters have been set up. Provisions on hand will last approximately three weeks, and more will be secured before that time.

4. It is my belief that everything possible that could have been done under the circumstances was done, and I have no complaint to make of the actions of any of the personnel attached. While it is true that the men passing the engine room and thought they smelled smoke should have reported it (as instructed in Station Order NO. 1), they did investigate and seeing nothing wrong, thought no more of it.

5. Outside of salvage of some tools and fittings, nothing is being done pending an inspection by a board of inquiry, or investigation.


Louis E. Price
LTJG USCG
Commanding

U. S. COAST GUARD

REF 59 DE DEPAC 8 OP A TRAF 262030Z	OPOP BEDJD BEGD DEPJG 333 SSU NJN1 NJN2 GR 97 DT CPI OAN EEE ECV PS CO
FROM	FM CG AIR FACILITY ARGENTIA
ACTION	TO CCGD ONE
IN FORM	INFO COMEASTAREA - COMDT COGARD - CG RAD DONAVISTA, NEWFOUNDLAND CG RAD FREDERICKSBARHL GREENLAND

TEXT
OPERATIONAL PRIORITY

FOLLOWING RECD FROM BATTLE HARBOR VIA CANADIAN NATL TELEGRAPH ST
 JOHNS QUOTE BATTLE HARBOR LORAN EQUIPMENT COMPLETELY DESTROYED
 BY FIRE X NO PERSONNEL INJURED X POWER PLANT COMMA STORE ROOM COMMA
 AND LORAN SHACK COMPLETE LOSS X FIRE HALTED AT FIRE WALL X GALLEY
 COMMA BOILER ROOM COMMA QUARTERS AND RADIO SHACK UNTOUCHED X REQUEST
 ASSISTANCE WHEN POSSIBLE X EMERGENCY QUARTERS BEING SET UP IN
 UNDAMAGED PORTION OF STATION X RADIO UNUSABLE X COMMUNICATE THROUGH
 MARCONI STATION BATTLE HARBOR X HAVE WALKIE TALKIE FOR POSSIBLE
 PLANE CONSERVATION X SIGNED L E PRICE COMMANDING OFFICER X UNQUOTE
 DT 262030Z

26/2044Z FEB DEPAC

OPERATOR'S RECORD AND DATE

RRVC 1958

1167(5)

OFFICIAL INITIALS

U. S. COAST GUARD

TREASURY DEPT.

REP 61
HEADING

PP BERJB BEPJC DEGD 333 C

FROM BEPAC 9

P 262127Z

M CCGD ONE REP ARGENTIA NFLD

ACTION
INFORMATION

TO BERJB/CCGD ONE BOSTON MASS

INFO BEPJC/CONDT CG WASHINGTON DC

DEGD/COMEASTAREA NEW YORK

GRNC

TEXT

PLAN FLIGHT TOMORROW MONDAY WX PERMITTING TO BATTLE HARBOR TO
MAKE NECESSARY DROPS OF PROVISIONS AND TO ASCERTAIN DETAILS
OF SITUATION AND OTHER IMMEDIATE REQUIREMENTS IF POSSIBLE

25/2131Z FEB BEPAC

OPERATOR'S RECORD AND DATE

RRUC 1958

OFFICIAL INITIALS

1166(2)

U. S. COAST GUARD

TREASURY DEPT.

REP 23
HEADING

UPOP BIDJB DEPJG DEGD 333

FROM DEPAK 3

RIP 271011Z

MTH CGAF ARGENTIA NF

ACTION
TO DEBJB/CCGDONE

INFO DEPJG/COMDT COGARD

DEGD/COMASTAREA

FORM GRNC

OPERATIONAL PRIORITY

TEXT

PDYSA CGNO 48304 CDR HENTHORN DEPARTED 1010Z FOR BATTLE HARBOR TO
ASCERTAIN SITUATION AND MAKE EMERGENCY DROPS IF NECESSARY

27/1020Z

FEB DEPAK

ALAC 1950
OPERATOR'S RECORD AND DATE

OFFICIAL INITIALS

□

1164(5)

U. S. COAST GUARD

TREASURY DEPT.

SEP 26

OPOP DEBJB DEPJC DECD 333

HEADING

DE DEPAC 6

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OP 27 1257Z

FM CGAF ARGENTIA WFLD

TO DEBJB/CCGD ONE BOSTON MASS

INFO DEPJC/COMDT CG WASHDC

DECD/COMSEASTAREA NYK NY

CHNC

TEXT

C
O
OAV
OSU
CPI
ECV
OAN

PDYSA CGNO 48304 CDR HENTHORN LANDED 1141Z GANDER X STARBOARD ENGINE
CUTTING OUT X WEATHER PRECLUDES FLIGHT TO BATTLE HARBOR TODAY

CFN PDYSA 48304 1141Z

27/1259Z FEB DEPAC

OPERATIONAL PRIORITY

OPERATOR'S RECORD AND DATE

ANDA 1959

OFFICIAL INIT

TREASURY DEPT.

U. S. COAST GUARD

BEP 49			
PP/RR BEPAB BEPJC 222			
HEADING			
DE BEBJB 14		C O OSU 7-12	
F	RP/R 271316Z	OAV	
R	FM CCCD ONE	CPI	
O		EDV	
M		CAN	
A	TO BEPAB/CCAF ARGENTIA NF		
C			
T			
I			
N			
F	INFO BEPJC/COMDT COGARD		
O			
R			
M			
		GRNC	TEXT

ESTABLISH COMMUNICATION WITH BATTLE HARBOR VIA COMMERCIAL RADIO
FACILITY AND ASCERTAIN IMMEDIATE NEEDS THAT CAN BE SUPPLIED BY
AIR DROP X TAKE APPROPRIATE ACTION AND ADVISE

27/1519Z FEB BEBJB

1175 (s)

U. S. COAST GUARD

TREASURY DEPT.

BEP 91 BEPAC 44 HEADING RR BEBUB BEPJC 22	
FROM FDE BEPAC 12 R271818Z FM REP CCCDONE ARGENTIA	C O OSU CPI OAN ECV OAV
ACTION TO BEBUB/CCGD ONE	1087-12 COG
INFORM INFO BEPJC/COMDT COGARD GRNC	

TEXT

BATTLE HARBOR STATED ONLY IMMEDIATE REQUIREMENT IS SMALL GAS DRIVEN POWER PLANT TO OPERATE HEATING BOILER GALLEY AND RADIO SINGLY ALSO TWO 24 INCH STILLSON WRENCHES X HAVE REQUESTED OF THEM VOLTAGE AND POWER REQUIREMENTS X HAVE OBTAINED ONE GAS GENERATOR FROM NAVY ONE POINT FIVE KW 60 CYCLE 115 VOLT AC WHICH WILL BE DROPPED FIRST OPPORTUNITY X COMMERCIAL RADIO STATION AT BATTLE HARBOR UNDERSTOOD TO BE ABOUT FIVE MILES FROM LORAN STATION SO COMMUNICATIONS AT PRESENT IS SLOW X WILL DROP EXTRA WALKIE TALKIE EQUIPMENT TO ATTEMPT ELIMINATE INCIDENT DELAY BETWEEN COMMERCIAL AND LORAN STATION X PLAN FLIGHT TOMORROW WEATHER PERMITTING X A SECOND GENERATOR MAY BE DESIRABLE

CFN 24 60 115 AC

OPERATOR'S RECORD AND DATE

ANDA 1950

271821Z FEB BEPAC

OFFICIAL INITIALS

□

1195 (s)

CO, CGLTS, Battle Hrbr, Lab. to
Comdr., First CG District

Ind-1
Rep., C1CGD
Argentina, Nfld.

PERSONNEL DIVISION
RECEIVED

CG-601
MAR 8 1950
2 March, 1950

1st C. G. DISTRICT

From: Representative of Comdr., 1st CG District, Argentina, Nfld.
To: Commander, First Coast Guard District

Subj: Damage to LTS Battle Harbor by fire; Report of

1. Forwarded.

2. There is no available means of holding a Board of Investigation concerning the fire, before the arrival of a vessel at Battle Harbor, which, with normal ice conditions expected may not occur before late spring. If a board at that time is desired it is requested that it be convened by Commander, First Coast Guard District, with personnel attached to the ship which goes to Battle Harbor.

J. A. GLYNN

TREASURY DEPT.

U. S. COAST GUARD

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FM CONTROLLER OF RADIO DEPT OF TRANSPORT

TO COMDT COGARD

TEXT

TORBAY ONOSPHERE STATION ADVISES TODAY QUOTE BATTLE HARBOUR
LORAN STATION DESTROYED BY FIRE DONAVISTA ALSO NOT TRANSMITTING
UNQUOTE.

TOR 0100Z 3RD MAR AL

OPERATOR'S RECORD AND DATE

..... RECVD WU NR 1

OFFICIAL INITIALS

□

U. S. COAST GUARD

OFFICIAL DISPATCH

ASU
TRANSMIT
4/12

DATE 3 MARCH 1950

FROM

COMMANDANT

TO (FOR ACTION)

CONTROLLER OF RADIO, DEPARTMENT OF TRANSPORT
OTTAWA, ONTARIO, CANADA

TO (FOR INFORMATION)

	SECRET
	CONFIDENTIAL
	RESTRICTED
	URGENT
	PRIORITY
	ROUTINE
XXXX	DEFERRED
	MAILGRAM
	ACKNOWLEDGE
	URGENT
	PRIORITY
	ROUTINE
	DEFERRED
	MAILGRAM
	ACKNOWLEDGE

MAIL TO

TELEPHONE TO

MESSENGER TO

OUTGOING HEADING

031916

TEXT

YOUR TELEGRAM RE BATTLE HARBOR X EVERY EFFORT BEING EXERTED TO RESTORE
STATION TO OPERATING CONDITION AS SOON AS POSSIBLE X LORAN RATES 1L3 AND
1L4 SECURED PENDING RESTORATION BATTLE HARBOR X PUBLIC NOTICES OF LORAN
SERVICE STATUS HAVE BEEN DISSEMINATED.

L. H. BAKER
CAPTAIN, USCG
ASSISTANT CHIEF, OFFICE OF OPERATIONS

J. L. LATHROP
LT., USCG

CC: RER

TOD-031916/NTX 69/MR

OPERATOR'S RECORD

OFFICE OF ORIGIN:

(OAN)

INITIALS OF RELEASING OFFICER:

TIME RELEASED:

135513

UNITED STATES COAST GUARD

ADDRESS REPLY TO
Loran Transmitting Station
Battle Harbor, Labrador
AND REFER TO

CG AIR FACILITY
ARGENTIA, NFLD.

CO
EXEC
OPS
COMM
ENG

SUPPLY
PERS
OR
MORALE
FILE

13 March, 1950



From: Commanding Officer, LTS Battle Harbor,
To: Commander, First Coast Guard District
Via: Coast Guard Representative, 1st CG District, Argentia, Nfld.

Subj: Analysis of possible point of origin and cause of recent fire; report of

Ref: (a) C1CGD/D 091638Z March, 1950
(b) My letter of 27 February, 1950, on subject matter

1. A careful study of the facts pertaining to the recent fire, reveals, that its point of origin must have been in the engine room, the connected work shop or the adjoining passage way. The reason for the seeming vagueness is that these three are really one building, and when I arrived at the scene the flames were already breaking through the roof of the passage way and the adjoining work shop and engine room. Since I arrived at the scene within one minute after the alarm, the fire would have to have been burning for some time in order to fill the passage with heavy smoke and burn through the roof.

2. The probable cause of the fire is much more difficult to determine. There was an oil stove in the work shop, but since this was on a Sunday, there was no work being done in the shop and the stove was not burning. There were shelves of regular engineers supplies, tools, spare parts, and the like in the work shop, but no especially combustible materials. There were two outboard motors in an attic like space above the engines where they are always stowed for the winter months, also a special tank for lubricating oil, but these were not within range of the heat from the engine exhausts. On my regular weekly inspection of the area the day before, I found it to be clean and free of oil soaked rags or other dangerous materials.

3. In the entrance way to the work shop there was an empty oxygen and acetylene cylinder and a safety can with two gallons of gasoline. This particular space is well ventilated however and the snow, that drifts through the cracks, had been cleaned out the morning of the fire. All other oils, gasoline, and the like are stowed on an outside platform some thirty feet from the buildings, being to windward, this was not reached by the flames.

4. It is the belief of the ETC, ENCA and myself, that the most probable cause of the fire was the wiring, or rather the type of wiring used and the apparent abandon with which it was run anywhere and everywhere. This situation was one of the things that I was going to request that the District have corrected this next summer. It looks as though every year new lines have been added, and some of the replaced old ones just left hanging loose. This has been remedied wherever encountered, but the whole station should be rewired, and conduit should be used where appropriate.

5. The above is the best explanation of the cause and point of origin of the recent fire that I am able to make from the facts and conditions known to me.

Louis E. Price
Louis E. Price, LTJG USCG

TREASURY DEPT.

U. S. COAST GUARD

DEP 110
HEADING

RR DEBJB DEPJC DECD 333

FS

OAN

EEE

ECV

CB

08U

FROM DEPAC 19

R 161942Z

FM CCGD ONE REP ARGENTIA NF

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M

TO DEBJB/CCGD ONE

INFO DEPJC/COMDT CG HEADQUARTERS

DECD/COMEASTAREA

GRNC

TEXT

ALL LORAN EQUIPMENT TRANSPORTED TO BATTLE HARBOR X FINAL TRIP WITH
THREE DRUMS GASOLINE COMPLETED THIS DATE X BILLS FROM EASTERN
PROVINCIAL AIRLINES WILL BE FORWARDED AS SOON RECEIVED X APPROXIMATE
TOTAL COST TWO THOUSAND THREE HUNDRED DOLLARS CANADIAN

16/1945Z MAR

DEPAC

OPERATOR'S RECORD AND DATE

RRLA 1950

OFFICIAL INITIALS

□

1609

U. S. COAST GUARD

TREASURY DEPT.

DEP 80 RR DEEDB DEPAJ 222
 DE DEPAJ 7
 HEADING 171220Z HIPS U LINE NJN1 NJN2 TAMA CR 37 BT

FS
 CAN
 EEE
 ECV

FROM
 ACTION
 INFORMATION
 FM LTS BATTLE HARBOR

TO CCGD ONE

CB
 OSU

INFO COMDT COGARD- LTS BONAVISTA NFLO- LTS FREDERICKSDAHL GRULD
 COMINTICEPAT

TEXT

7-12

ALL LORAN EQUIPMENT RECEIVED IN GOOD CONDITION X INSTALLATION
 SEVENTY FIVE PERCENT COMPLETED X EXPECT TO HAVE SIGNALS ON AIR
 FOR TEST PURPOSES 19 MARCH X IF SATISFACTORY OPERATION EXPERIENCED
 STATION WILL RESUME REGULAR OPERATION 20 MARCH BT 171220Z

CFN 19 20

17/572 MAR DEPAJ

OPERATOR'S RECORD AND DATE

APR 1950

OFFICIAL INITIALS

□

TREASURY DEPT.

U. S. COAST GUARD

DEP 36 HEADLINE DE A NJN 191620Z NIPS W NJN1 NJN2	OAN EEE C LINE OAME GR 39 HT
FROM ACTION INFORM	FM CG RADIO BATTLE HARBOR LABRADOR ECV FS
	TO CCGD ONE CS OSIR CC
	INEO CG RAD BONAVISTA NEWFOUNDLAND -- CG RAD FREDERICKSDAHL GREENLAND -- COMDT COGARD -- REP CCGD ONE AT ARGENTIA

TEXT

OPERATIONAL PRIORITY

OPERATION ON RATE 1L3 SATISFACTORY X RESUMED SERVICE THAT RATE
 OFFICIALLY 1530Z X TEST CONTINUING ON RATE 1L4 MASTER APPARENTLY
 CANNOT SEE SLAVE SIGNAL X AM ATTEMPTING TO ERECT SEPERATE TRANSMITTER
 ANTENNA FOR THIS RATE X WILL ADVISE RESULTS BT 191620Z

CFN 1L3 1530Z 1L4

19/1722Z MAR DEPAC

OPERATOR'S RECORD AND DATE

RRYA 1950

OFFICIAL INITIALS

□

16470

U. S. COAST GUARD

TREASURY DEPT.

BEP 27 RR BEPAC BEPJC BEGD 333
 DE BEB JB 09
 HEADING
 NPN 1 NJN
 A HIPS 201445Z NJN W LINE SLUG OAME GR 10 BT

FROM
 ACTION
 INFORMATION

FM CCGD ONE

OAN

EEE

TO CGRAESTA BATTLE HARBOR

C

ECV

FS

INFO COMDT COCARD - COMEASTAREA - CG REP CCGDONE ARGENTIA

OSU

OC

TEXT

REUR 191620Z WELL DONE FOR LIEUT FISHER AND STATION CREW BT 201445Z

REF

OPERATION ON RATE AL3 SATISFACTORY X --ETC---

CFM 191620Z

20/1446Z MAR BEB JB

OPERATOR'S RECORD AND DATE

LA 1950

OFFICIAL INITIALS

□

CO, CGLTS, Battle Hrbr, Lab. to
Comdr., First CG District

Ind-1
Rep., CLOGD
Argentina, Nfld.

CG-606
23 March, 1950

From: Representative of Comdr., 1st CG District, Argentina, Nfld.
To: Commander, First Coast Guard District
Subj: Analysis of possible point of origin and cause of recent fire;
report of

Forwarded.

Ind-2

4 April, 1950
File: o - 601

From: Commander, First Coast Guard District
To: Commandant (OSU)

Forwarded, with inclosure. A formal board of investigation will be held
when tender visits this location in the Spring.

Incl:

Letter (original) of CO LTS,
Battle Harbor, 27 February, 1950,
with 1st indorsement of Rep. 1st CGDist.
Argentina dated 2 March, 1950.

L. B. OLSON

1. A careful study of the facts of the fire, reveals, that its point of origin must have been in the vicinity of the work shop or the adjoining passage way. The reason for this conclusion is that these were really one building, and when I arrived at the scene the flames were breaking through the roof of the passage way, which was the work shop and engine room. Since I arrived at the scene about one minute after the alarm, I was in order to fill the

2. The above is the best explanation of the cause and point of origin of the recent fire that I am able to make from the facts and conditions known to me.

203961

COMDR., 1 CGD, Boston, Massachusetts
dli-123

RECEIVED APR 28 1950 (7)

26 Apr 1, 1950

From: Commander, First Coast Guard District
To: Captain William B. Chiswell, U. S. Coast Guard
Subj: Fire at Coast Guard Loran Transmitting Station, Battle Harbor,
Labrador on 26 February, 1950; convening order for board of
investigation
Refs: (a) Article 900, Coast Guard Courts and Boards
(b) Article 909, Coast Guard Courts and Boards
(c) Article 884, Coast Guard Courts and Boards

1. A board of investigation consisting of yourself as sole member is hereby ordered to convene at the Coast Guard Loran Transmitting Station, Battle Harbor, Labrador, or such other place as practicable, as soon as practicable for the purpose of inquiring into the fire which occurred at that station on 26 February, 1950.

2. Among other things the board will examine and inquire into the nature and extent of the fire; the nature and extent of damages caused by the fire; the nature and extent of personal injuries, if any; the cause of the fire; whether or not any personnel were negligent, and if so, who; and the nature and extent and estimated cost of necessary repairs and replacements resulting from the fire.

3. The proceedings of the board will be in accordance with Coast Guard Courts and Boards, 1935 (as amended). Upon completion of the inquiry, the board will submit in quadruplicate a record of its proceedings, which record will include appropriate findings of fact, opinions, and recommendations.

4. The executive officer, USCGC SORREL is directed to furnish the necessary clerical assistance.

L. B. OLSON

CC:
HQ (OSU) ✓
CGLTS, Battle Harbor
SORREL
Personnel

26725

ROUTING SHEET

CONTROL NUMBER

86301

TIME OF RELEASE

FROM: BUDGET DIVISION, PLANNING & CONTROL STAFF

IMPORTANT

1. This request must be forwarded promptly so that the Chief, Budget Division may take final action on the matter without unnecessary delay. If this request is referred to an office not listed in the following routing, call 5308. If it is necessary to delay submitting a recommendation on this request, detach carbon copy of form, note reason for delay, and return copy to Chief, Budget Division.
2. Final action on allotting funds and approving or disapproving expenditures will be taken by the Chief, Budget Division. Letters, dispatches, etc., to this effect will be prepared for his signature.

BUDGET DIVISION
RECEIVED

1950 MAY 12 14 31

ORIGINATOR OF REQUEST

DATE OF REQUEST

DISTRICT: 1st District

UNIT: LIE, Battle Harbor

25 April 1950

LETTER IDENTIFICATION

DISPATCH DATE-TIME GROUP

REQUISITION IDENTIFICATION

IDENTIFICATION OF OTHER REQUEST FORMS

APPROPRIATION & SUBHEAD

AMOUNT REQUESTED

SUBJECT

Proj ECV-50-45

ROUTING
ORDER

ROOM
OR
STATION

OFFICE OR
DIVISION

DATE OF
RECEIPT

DATE OF
RELEASE

Replace four buildings and construct one additional
Quonset Hut for spare parts allowance of equipment

RECOMMENDATIONS AND INITIALS

\$60,000

1.

6-3

CB

\$ 7,000.00

Referred to CBU, ECV. \$55,000, under subhead (43), and \$6,000, under subhead (42), have previously been allotted for the restoration of this station.

C. B. ARRINGTON
Chief, Budget Division

2.

7-12

GH6-1

5/25

Forwarded approved. There is a requirement for the continuing operation of this station.

R. M. ROSS
Chief, Aids to Navigation Div.

2a.

GH6-6

5/26

6/2

Unit is operationally necessary. Approval recommended subject to Engineering review.

S.H. EVANS
Acting Assistant Chief, Office of Operations

3.

5-1

ECV

DO NOT FILE - RETURN TO BUDGET DIVISION - STA. 6-3

Commander, First
Coast Guard District

Boston 13, Massachusetts
Boston, Massachusetts

31 May, 1950
File: d11 - 123

From: Commander, First Coast Guard District
To: LT Robert J. Carson, U.S. Coast Guard

Subj: Fire at Coast Guard Loran Transmitting Station, Battle Harbor,
Labrador on 26 February, 1950; convening order for board of
investigation.

Refs: (a) Article 900, Coast Guard Courts and Boards
(b) Article 909, Coast Guard Courts and Boards
(c) Article 884, Coast Guard Courts and Boards

1. A board of investigation consisting of yourself as sole member is hereby ordered to convene at the Coast Guard Loran Transmitting Station, Battle Harbor, Labrador, or such other places as practicable, as soon as practicable for the purpose of inquiring into the fire which occurred at that station on 26 February, 1950.

2. Among other things the board will examine and inquire into the nature and extent of the fire; the nature and extent of damages caused by the fire; the nature and extent of personal injuries, if any; the cause of the fire; whether or not any personnel were negligent, and if so, who; and the nature and extent and estimated cost of necessary repairs and replacements resulting from the fire.

3. The proceedings of the board will be in accordance with Coast Guard Courts and Boards, 1935 (as amended). Upon completion of the inquiry, the board will submit in quadruplicate a record of its proceedings, which record will include appropriate findings of fact, opinions, and recommendations.

4. The executive officer, USCGC SORREL is directed to furnish the necessary clerical assistance.

L. B. OLSON

CC:
HQ (OSU)
CGLTS Battle Harbor
SORREL
Personnel

3519⁽¹⁵⁾

Commander, First
Coast Guard District

Boston, Massachusetts

31 May, 1950
File: dli - 123

File: dli - 123

From: Commander, First Coast Guard District
To: Captain William B. Chiswell, U.S. Coast Guard

Subj: Fire at Coast Guard Loran Transmitting Station, Battle Harbor,
Labrador on 26 February, 1950; convening order for board of
investigation; cancellation of

Ref: (a) CCGD1 letter, 26 April, 1950 (dli-123)

Reference (a) is hereby cancelled and the board of investigation con-
sisting of yourself as sole member is hereby dissolved.

1. A board of investigation consisting of yourself as sole member
is hereby ordered to convene at the Coast Guard Loran Transmitting
Station, Battle Harbor, Labrador, on 26 February 1950, for the purpose of
investigating the fire which occurred at the station on 26 February 1950.
L. B. OLSON
CC: HQ (OSU)
CGLT, Battle Harbor
SCREL
Personnel

2. The purpose of the board will be to determine and identify the
cause of the fire, the extent of the damage, and the extent of personnel injuries.
The board will also determine the extent of the damage to the station and
the extent of the damage to the personnel. The board will also determine the
cause of the fire, the extent of the damage, and the extent of personnel injuries.
The board will also determine the extent of the damage to the station and
the extent of the damage to the personnel.

3. The executive officer, CGLT SCREL is directed to provide the
necessary logistical assistance.

CC: HQ (OSU)
CGLT, Battle Harbor
SCREL
Personnel

3520 (S)

7/17/50
File

OSU

23 August 1950

GH6-6/123

Chief, Legal Division

Chief, Office of Operations

B/I 3532, covering fire at CG Loran Transmitting Station, Battle Harbor,
Labrador on 26 February, 1950

Forwarded. This office concurs with the proceedings, findings of fact, opinions,
and recommendations of the Board.

15/
R.J. MAUERMAN

www.loran-history.info

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as

WEF/C OSU

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