

DECLASSIFIED

Authority WVD 978245

By MR NARA. Date 7/16/81

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Chief of Staff

14 JAN. 1960

SER: 0100AN

Engineer-in-Chief
Chief, Office of Operations

LORAN-C, Central Pacific DOOR Chain; recommendation for approval of Final Site Survey Reports

Ref : (a) CO, CG Survey Det. No. 5 ltr of 5 Nov 1959, with enclosed Final Site Survey Reports
(b) CCS Memo of 1 Dec 1959

1. The sites selected by reference (a) for the Central Pacific Chain are approved individually and as a triad. Additionally, the composite DOOR system, which includes this triad and the Northern Pacific triad, is approved as meeting the requirements of the Loran Installation Plan, 1957.

2. The recommendations of the Site Survey Reports, together with the District's endorsement, have been reviewed in accordance with reference (b) and, with one exception, are jointly concurred with subject to the detailed comments of enclosure (1). One other item of enclosure (1) is of major importance. That is the consolidation of the LORAN-A and C station on Sand Island and elimination of the existing LORAN-A station, Johnston Island. The general recommendation that a complete LORAN-C station be constructed on Sand Island is concurred with. A thorough review of the Johnston complex indicates several problems as regards the LORAN-A station on Johnston Island; split station operation, non-compatibility with NIKE-ZEUS program and high future cost of commercial contract logistic support on Johnston Island. Accordingly, enclosure (1) proposes consolidation of LORAN-A and C on Sand Island. The method of funding the LORAN-A portion of the consolidation must be resolved.

3. The one area in which the Offices of Engineering and Operations do not agree concerns the type of quarters to be provided at Upolu Point, Hawaii.

a. It is the opinion of the Office of Operations that only bachelor type quarters should be provided. The District Commander, in his endorsement to reference (a), recommended construction of three duplex family quarters with a reduction in bachelor quarters. Funds were not included in the original estimates for construction or increased maintenance costs for family type quarters. Although the desirability of having key personnel live on the station is recognized it is considered that the disadvantages of providing family quarters for only a portion of the crew coupled with the additional cost outweighs the advantages. Accordingly, the bachelor quarters concept is recommended. The District Commander should try to solve the housing shortage by attempting to induce local contractors to build suitable housing in the general area with a view toward renting to Coast Guard personnel.

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Call Up.

b. It is the opinion of the Office of Engineering that the District's recommendation for family housing at the station should be approved. The number of Loran stations in the Pacific numbers about 26 and almost all are isolated duty stations. It is most undesirable to take action that may also make one station in the populated Hawaiian area an isolated duty station. Lack of family quarters for senior technicians is considered one of the major reasons why they leave the service. This is a good opportunity to attempt to improve the situation. Funds are available from contingencies to cover the additional construction costs. It is recommended that the following quarters be furnished in lieu of the standard large barracks building:

- 1 - Single Quarters, 3 bedroom (for C.O.)
- 2 - Duplex Quarters, 3 bedroom
- 1 - Duplex Quarters 2 bedroom
- 1 - Duplex Quarters, 4 bedroom (for single men)

4. One C-123 aircraft will be stationed at CGAD, Barbers Point, to provide air support. The desirability of Coast Guard air support to Hawaii and Johnston is recognized and, provided no additional aircraft or personnel are required, such support is within the purview of the District Commander. Surface support will be accomplished by existing District units, MSTs or commercial means. Support more often than once every two weeks is not justified.

5. The District Commander requested that the DOOR program provide funds for a new supply building and for limited renovation of an existing building at CGAD, Barbers Point. The requirements for additional storage, personnel billeting and transient spaces are recognized; however, the space requested is considered extreme. Therefore, the request should be returned to the District Commander for additional review and justification.

6. It is recommended that the Final Site Surveys, as amended by enclosure (1), be approved and that the difference regarding the type quarters for Upolu Point, Hawaii, be resolved. Approval for planning purposes should be expedited.

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By MR NARA. Date 7/16/11

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E. H. THIELE

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L. H. MORINE

TREASURY DEPARTMENT
U. S. COAST GUARD
CGHQ 3584 (11/59)

DIRECTIVE CLEARANCE SHEET

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Sheet (1) Detailed Comments on Site Survey
Reports Central Pacific DOOR Chain

TEHawkins:aw 30 December 1959
(Fill in blocks as initialed - do not use for routing)

OFFICE OR DIVISION DESIGNATORS	OAN	OSU	OC	OAV	EEE	ECV	E						
INITIALS OF RESPONSIBLE OFFICERS	<i>WBS</i>	See previous			<i>RS</i>	<i>ECV</i>	<i>E</i>						
INTRA-OFFICE OR DIVISION INITIALS	<i>all</i>	Draft Operation Position attached			<i>mm</i>		<i>JS</i>						

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Authority NR 470-97
By MR NARA Date 7/16/61

Detailed Comments and Recommendations
Site Survey Reports Central Pacific DOOR Chain

1. General

a. All stations should have on-air capability by 1 December 1960.

b. The recommendations of the survey report regarding communications are concurred with in general and will be considered in the preparation of a Communications Plan. This plan should include radio teletype operation between all transmitting stations and the system monitor.

c. Assigned personnel should possess valid security clearance for Confidential prior to departure from CONUS.

d. Recommended personnel allowances are attached.

2. DOOR IV (Upolu Pt., Hawaii)

a. A joint LORAN A and C station is recommended. The type of quarters to be provided has yet to be determined.

b. Acquisition of site should be by out-right purchase, and should include the present LORAN-A Station and proposed access roadway. If out-right purchase is not feasible, a Certificate of Necessity from DOD will be required for construction on leased land.

c. Delay of construction in the cane areas until June or July of 1960 is satisfactory. Construction should not commence at this site until airspace clearance for the antenna has been granted.

d. An affirmative statement from CCGDLI that the Hilo Electric Company has the necessary capability to provide stable power must be obtained before use of commercial power can be recommended. Design will include three engine generators one of which will not be installed or could later be removed if commercial power is determined to be reliable. Design will also include plans for a buried power cable and transformers for eventual use of commercial power.

e. The adequacy of existing crash and fire facilities at the Upolu Airport should be verified in order to determine necessity for separate Coast Guard trailer facility.

f. Recommended Boat and Vehicle Allowance

(1) Boats - none

(2) Vehicles - Two 1 Ton Stake Trucks 4 x 4 (One presently at LORAN-A Station)

One Willy Station Wagon (1 power wagon presently at LORAN-A station will be replaced)

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g. An Output Switching Equipment AN/FPA-3B should be installed with the C-252 Control Indicator in the LORAN-C Equipment Building.

h. After Operational communications requirements have been determined excess communications equipment at the existing LORAN-A station will be removed. Primary communications between the transmitting station and the temporary monitor at Hilo, Hawaii, should be accomplished by radio, employing a frequency in the 7 mc/s band. Secondary communications will be the Islands commercial telephone system.

3. DOOR V (Sand Island, Johnston Island)

a. A joint LORAN-A - C Station on Sand Island is recommended. The attached preliminary drawing shows the proposed layout. The LORAN-A station should be phased out as soon as feasible. Pacific Missile Range, Point Mugu, California, DOD coordinating agency for the Johnston Island area, will be advised of these plans upon approval.

b. Considerable construction may be required in submarine areas and some fill may also be required. A dredging contractor is now mobilized at Johnston Island. A decision should be made on work requirements so that a contract can be negotiated, if necessary, prior to his departure from this area.

c. By letter of 10 December 1959 use of Sand Island was authorized by Secretary of Defense. Airspace clearance is not considered to be a problem as the airstrip is under the control of the Military Services.

d. Arrangements should be made for a temporary LORAN-C station monitor to be located on Johnston Island.

e. As refueling of the station will be required only once or twice a year, the permanent pipe line and mooring dolphins recommended by the District are not required. Use of nylon hose and a booster pump ashore are recommended for fuel oil transfer.

f. Recommended Boat and Vehicle allowance (based on a consolidated A-C station on Sand Island)

- (1) Boats - Two LCVP's with wheeled cradles
Two 16' plastic dinghies with 25 hp motors and trailers

Note: The seaplane ramp should be reconditioned to permit LCVP's to be hauled out of the water on their cradles.

- (2) Vehicles - One $\frac{1}{4}$ T Pickup Truck (existing) (Johnston)
One $\frac{1}{2}$ T Stake Truck, 4 x 2 (Johnston)
One $\frac{1}{4}$ T Jeep, 4 x 4, with trailer (Sand Island)
One Tractor, Wheeled type, multipurpose with winch, blade and fork lift (Sand Island)
Two Bicycles

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4. DOOR VI (Green Island, Kure Island)

a. The District is presently negotiating with the State of Hawaii for a permit for Green Island, Kure. A Certificate of Necessity will be required for construction on this land.

b. As logistic support, except for fuel, will be accomplished by air, construction of the dock as recommended by the District is not required; however a small finger pier should be constructed on the lagoon side.

c. A nylon hose and booster pump are recommended for fuel oil transfer from barge or ship to shore in lieu of the steel pipeline and mooring dolphins recommended by the District. Infrequent fueling does not justify such extensive construction.

d. Recommended boat and vehicle allowance:

(1) Boats - Two 16' plastic dinghies with 25 hp motors and trailers

Note: Furnishing of a self-bailing surfboat as proposed by the District is not recommended as the station will be supported almost exclusively by air.

(2) Vehicles - One 1½ T Stake Truck, 4 x 2

One ¼ T Pickup Truck

One Tractor, wheeled type multi-purpose with blade, winch front end loader and fork lift.

Two Bicycles

One Fire fighting trailer

5. DOOR MONITORS

a. As recommended.

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CONFIDENTIALRecommended Personnel Allowance

<u>1. STATIONS</u>	<u>DOOR IV (5)</u>	<u>V (5)</u>	<u>VI</u>	<u>VIII (6)</u>	<u>IV-R</u>	<u>V-R</u>	<u>V-IR</u>
IT	1	1	1				
RELE	1	1	0	1	0	0	0
BMC	1	1	1				
BM2	0	1	0				
SN	5 (4)	5	5	1	0	0	1
HMI	0	1	1				
CS1	1	1	1				
CS3	1 (2)	1	1				
ETC	0	0	1	0	1	0	1
ET1	2	2	1	1	1	1	1
ET2	3	3	2	1	0 (1)	0 (1)	0 (1)
ET3	4	4	3	1	0 (1)	0 (1)	0 (1)
ENC	1 (3)	1	1				
EN1	1	1	1				
EN2	1 (3)	1	1				
EN3	1	2	1 DC				
DC2	1	1	1				
EM1	1 (3)	1	1				
FN	1	1	1				
CO	1	1	1	0	0	0	0
WO	1	1	0	1	0	0	0
EM	24	27	23	4	2 (1)	1 (1)	3 (1)

2. SUPPORT FACILITIES

a. CGAD, Barbers Point - Three officers and 13 enlisted men as per OAV memo of 4 February 1959 to CPA.

b. District Office - Two officers (1 see trained), 1 civilian electronics engineer and 4 enlisted men.

c. Supply Depot, Sand Island - One enlisted man.

NOTES:

(1) One ET2 and one ET3 temporarily assigned from transmitting station to monitor station during period of monitor activation.

(2) May be deleted if family housing approved.

(3) May be deleted if commercial power used.

(4) Reduced from 5 to 4 if family housing approved.

(5) For combined A-C station.

(6) In addition to existing allowance.

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UNITED STATES COAST GUARD



ADDRESS REPLY TO:
COMMANDANT
U. S. COAST GUARD
HEADQUARTERS
WASHINGTON 25, D. C.

CCS

1 December 1959

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MEMORANDUM

From: Chief of Staff
To: Engineer-in-Chief
Chief, Office of Operations

Subj: LORAN-C, Central Pacific DOOR Chain; Final Site Survey Reports

Ref: (a) CO, CG Survey Detachment No. 5 ltr of 5 November 1959.
(b) Site Survey Reports for DOOR IV, V, VI, and DOOR MONITORS.
(c) CCGDL4 End-1 to reference (a), dated 25 Nov., 1959, ser. 0484.

1. Comments and recommendations concerning the contents of reference (a), (b), and (c) are desired. Inasmuch as some of the material contained therein requires immediate action, sufficient copies of all material has previously been provided to permit concurrent division level work-up of comments and recommendations.

2. Consolidated replies to this memorandum are desired not later than 21 December 1959.

J. A. Hirshfield
J. A. HIRSHFIELD

*6 copies del to E for DIST
6 copies del to O for DIST*

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(ORIGINAL)

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N1

Serial: 0484

25 November 1959

REGISTERED AIR MAIL

FIRST ENDORSEMENT to USCG Survey Detachment No. 5 ltr of 5 November 1959

From: Commander, 14th Coast Guard District
To: Commandant (CCS)

Subj: Loran-C, Central Pacific Door Chain; Final Site Survey Report

1. Forwarded. Recommendations of the site surveys are concurred in subject to the following.

2. DOOR IV

a. Family housing on a rental basis in the area is becoming scarce to the point of soon being nonexistent. Although the unit is not classified as isolated station it is desirable for operational reasons to have key personnel living on station. It is therefore recommended that 3 duplex family quarters be provided in accordance with the attached Plot Plan Drawing No. DOOR IV-005. Three-bedroom units are recommended which would be assigned to the Commanding Officer, the Executive Officer, and the 4 senior enlisted billets. The bachelor quarters should be reduced accordingly.

b. Maturity of the sugar cane which covers the majority of the transmitting antenna area will occur in June or July of 1960. No work can be done on the transmitting antenna or its ground system until the cane has been harvested. The Sugar Company is agreeable to earlier harvesting of the crop if at least 3 months' notice is given and compensation for reduction in crop yield is agreed upon. For this reason it is important that the contract be awarded as soon as possible and phased so that construction may start in the uncultivated areas, and tower erection, transmitter building, ground system, etc., scheduled after harvesting.

c. Acquisition of the additional area required is being covered by separate communication from the District.

d. It is recommended that 2-SN (total of 8-SN) be added to the recommended personnel allowance, making a total of 2 officers and 21 men. This is deemed necessary since this station is not an isolated station and regular leave and liberty is normally granted. This will permit 3-section liberty rather than the 2-section liberty which presently exists. Paragraph E.12. of basic survey report applies.

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By MR NARA. Date 7/19/1

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3. DOCR V

a. (1) The site survey for this unit contemplates the construction of only a partial station on Sand Island, which is about one-mile distant from Johnston Island, with personnel being berthed and messed with Navy contractor on Johnston Island. This would involve many daily boat trips between Johnston Island and Sand Island in order to change watches, provide necessary logistics, etc. Although the distance is not excessive, it is believed that a situation similar to that at Ebeye Island, Kwajalein would exist. At Ebeye it became evident immediately after construction of a partial station that the separation of living quarters and working quarters was most unsatisfactory and a complete station was built on Ebeye within a short time. The same situation has occurred at Wake Island and at three of the Japanese stations where only operating units were initially constructed and personnel quartered with adjacent military commands. Within a year it became imperative that living quarters and galley-messhall also be provided at the site of the operating unit.

(2) The District Commander strongly recommends that a complete station be constructed on Sand Island at this time. If a complete station is not constructed at this time, it is believed inevitable that it will become necessary to provide complete living and messing quarters on Sand Island at an early date and, in such a case, expenditure of large sums of CG appropriated money will be involved.

b. Recommend small boat allowance as 2-LCVP's and 2-16' outboard motorboats, plastic, in lieu of 1-LCVP, 1-26' Motor Cargo Boat, and 1-16' Outboard Motorboat recommended by Survey Detachment No. 5. This recommendation is based on the assumption that personnel for Loran "C" Station will be quartered and subsisted on Sand Island. The need for 2 large cargo and personnel carrying type boats is evident. Uniformity of types will result in easier and more efficient maintenance. Two 16' outboards are needed for quick transportation during good weather as well as recreation for total complement of 29 men.

c. In accordance with the recommendation in subparagraph (1) above, the water catchment system, distillers, etc. on Sand Island must be increased to care for the complete station.

d. There is at present a contract in progress at Johnston Island for the Pacific Missile Range which involves the filling in of a considerable area on the main island. This work is expected to be completed sometime in January 1960. It would be very desirable to be able to award a contract for the necessary fill, slope paving, grading, channel dredging, improvement of dock, and installation of structural and top-loading guy anchors at an early date. In this way, the contractor whose equipment is already at Sand Island might bid and, if successful, carry on the work without the requirement of mobilizing equipment specially for the Coast Guard

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e. Vehicle storage in accordance with the standard plans should be provided on Sand Island.

f. It is proposed that in lieu of nylon hose, fueling from sea be by a permanent submerged 4 to 6 inch steel pipe line laid in a trench from Sand Island to an above water connection at Johnston Island Channel Range Front Light and that mooring dolphins be provided for a fueling ship to moor and pump direct to station storage tanks.

g. It is proposed that the present loran A and the loran C station discussed herein operate under one commanding officer with the following complement:

1 - LT	1 - RELE	1 - BMC	1 - BM2	2- ENL	2 - ET2
8 - SN	4 - ET3	1 - ENC	1 - EN1	1- EN2	1 - EN3
2 - FN	1 - CS1	1 - DC2			

TOTAL - 2 officers and 27 enlisted.

4. DOOR VI

a. Fuel storage for the Kure station will be sufficient for a supply of one year. In order to avoid any possibility of interruption of service, refueling of the station should probably be accomplished at approximately 6 to 9 months intervals. This will be feasible either by Navy oiler or CG WAVP. According to the site survey the most suitable approach for fueling will be at the southeast end of the island. The fueling ship will be required to anchor approximately 1500 feet offshore. A suitable mooring buoy will be required in the anchorage area. As a part of the initial construction, a 4 to 6 inch steel pipeline should be laid on the ocean floor and trenched in to the approximate anchorage area. At the seaward terminus of the fueling line, a 3-pile reinforced concrete dolphin should be installed and the fuel line brought well above high water at the top of the dolphin. The fueling ship can then anchor close by, moor stern to the mooring buoy, and connect to the pipeline by flexible fueling hose. A relay tank should be installed at the shore end of the submarine pipeline and a booster pump pick up the oil from the relay tank and deliver it approximately 4500 feet through an underground pipeline to the main storage tanks. The relay tank could be one of the seven storage tanks provided for by the survey, or it could be a somewhat smaller tank in addition thereto.

b. For logistic support by vessel, a small boat dock is required. Preliminary planning indicates the desirability of an "L" shaped dock approximately 20-foot wide extending some 50 to 75 feet offshore, with the short leg approximately 40 feet in length, located in the sheltered area near the shore terminus of the submarine pipeline. If this were to be constructed of steel sheet piling, it could well be filled with coral in conjunction with the construction of the runway. The dock should be provided with lifting davits for a self-bailing surf boat which should be assigned to the station for support functions as well as for crash boat service in the event of accident to the aircraft during a takeoff or landing. Two (2)

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16-foot Outboard Motorboats are required for recreation use in the lagoon only. Two boats of this type at this remote and isolated island station are required to provide a reasonable degree of safety coverage in the event of motor failure of one boat while operating offshore.

c. Due to the difficulty which will be experienced in landing materials and personnel from the sea during construction, it would be highly advantageous if the contract can be awarded sufficiently early to permit construction of the aircraft runway before the balance of the construction takes place. This preliminary work should include not only the airstrip but the roads, leveling and filling of building areas and pads, blasting and dredging, and other preparatory work. Stabilization of dunes and areas where vegetation is removed should also be included in the preliminary work.

d. It is recommended that the personnel allowance be increased by 1-CS3 to give a total complement of 2 officers and 18 enlisted men.

5. SUPPORT OF DOOR UNITS

a. Air Detachment, Barbers Point

(1) In order to supply logistic support to the DOOR stations in the 14th Coast Guard District, one or more C-123 airplanes are being assigned to Barbers Point Air Detachment. There are no other planes of this type assigned in the Hawaiian Islands, and consequently it will be necessary for the Coast Guard to keep a very comprehensive stock of spare parts on hand at the Air Detachment. Present supply buildings are inadequate even for present uses, and cannot possibly accommodate the large amount of additional spare parts thus required. It is estimated that an additional 5,000 square feet will be required for storing C-123 equipment and spares.

(2) Logistic support of the DOOR stations will be handled mainly by air. This will result in a considerable volume of stores, refrigerated and otherwise, passing through the Air Detachment at Barbers Point. Space for accumulating and handling same does not presently exist. Four (4) walk-in refrigerators will be required - two (2) for chilled foods and two (2) for frozen meats, ice cream, etc. Commissary transit storage for the three DOOR stations plus the DOOR monitor station at French Frigate Shoal and its Loran ALFA host, will require 2,000 square feet of space, while the transit locker for general supplies and handling room will require an additional 2,000 square feet.

(3) Combining the foregoing requirements, a total storage and handling space of 9,000 square feet is a necessity for the efficient support of DOOR

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stations. It is therefore requested that funds in an estimated amount of \$98,000 be provided under the DOOR project for the construction of a supply building, 60' x 150', in the location shown on Drawing 14-BPAD-009. This building will be so designed and located as to accommodate the addition, at a later date (under 14th Coast Guard District's AC&I project for Barbers Point Air Detachment), of a wing to replace the existing temporary quonsets now fully-utilized to house the Air Detachment's present stores and aircraft parts, in order that store-keeping activities of the unit ultimately may be centralized and integrated.

(4) Air Detachment, Barbers Point presently uses the second floor of an existing Navy-owned 2-story wooden barracks building to house Detachment personnel and transients. To provide berthing for increased plane personnel and transients anticipated under DOOR program, the Navy recently made the first floor of the barracks available to the Coast Guard. The entire building is in only fair condition, and the first floor at present is unsuitable for occupancy. Limited renovation is necessary to make it habitable. Funds under the DOOR program in the amount of \$39,000 are requested for this purpose. Location of the building is shown on Coast Guard Drawing No. 14-BPAD-009, attached.

b. Administration. The increased administrative workload incident to the DOOR program will require a few additional personnel billets at the District Office and supporting units. Current workloads in the Comptroller Division, Operations Division, and Personnel Division are considerably in excess of standards normally expected of present authorized personnel allowances. Addition of the DOOR program creates a request for the following additional billets:

(1) District Office, Comptroller Division:

1-SK1 - Pay Records
1-SK3 - Voucher Clerk

(2) District Office, Personnel Division

1-DI2 - Dental Clinic
1-YN3 - Personnel records

(3) District Office, Operations Division

1-LT - Aids to Navigation Section. The officer filling this billet should have previous experience asCO of a Loran Station.

(4) Air Detachment, Barbers Point. Supply Department

1-SK2 and 1-SN for supply activities incident to trans-shipment of supplies to DOOR units and incident to stocking aeronautical supplies and parts for C-123 support aircraft.

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By MR NARA Date 7/16/11

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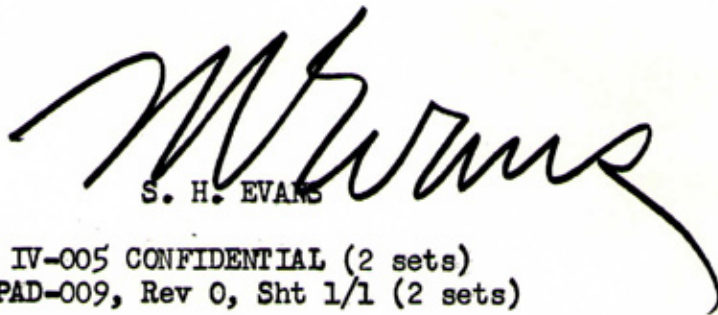
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(5) Supply Depot, Sand Island

1-SN for packaging and handling supplies for trans-shipment to DOOR units.

6. The District Commander considers the basic survey report to be a most comprehensive and thorough report. Survey Detachment No. 5 is commended for their conscientious devotion to duty while assigned to this District.

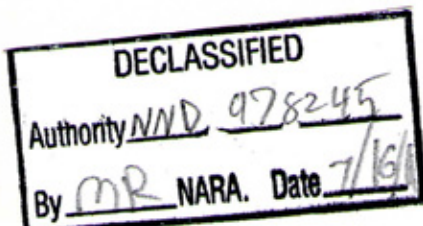


S. H. EVANS

Encl: (1) DWG No. DOOR IV-005 CONFIDENTIAL (2 sets)
(2) DWG No. 14-BPAD-009, Rev 0, Sht 1/1 (2 sets)

DISTRIBUTION:

Same as basic letter and report; two each to be kept by District, and 14 to HQ.



ORIGINAL
UNITED STATES COAST GUARD

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5 November 1959

From: Commanding Officer, U. S. Coast Guard Survey Detachment No. 5
To: Commandant (CCS)
Via: Commander, 14th Coast Guard District

Subj: Loran-C, Central Pacific Door Chain; Final Site Survey Report

Ref: (a) Comdt(OAN) CONFIDENTIAL ltr G08/2-4, Ser No. 06490AN of
14 July 1959
(b) Comdt(OAN) CONFIDENTIAL ltr G08/2-4, Ser No. 07990AN of
22 Sep 1959
(c) Comdt(ECV) ltr Ser No. 2395 of 5 Aug 1959

1. The final Site Survey for the subject Loran-C chain has been completed as directed in references (a) and (b). The surveys were conducted during the period 9 October to 6 November 1959. They cover sites for three Loran-C Stations, one Loran-C System Monitor and two Loran-C Baseline Extension Monitors. Survey reports are enclosed herewith.

2. Sites recommended by this survey are:

DOOR IV - Hawaii Island, Hawaii
(At existing Hawaii Loran-A Station, Upolu Point)

DOOR V - Johnston Island, Central Pacific Ocean
(On Sand Island, one mile northeast of Johnston Island)

DOOR VI - Kure Island, Hawaii
(On Green Island, southeasternmost island)

DOOR VIII - SYSTEM MONITOR - French Frigate Shoals, Hawaii
(At existing French Frigate Shoals Loran-A Station)

DOOR IV-R - (BASELINE EXTENSION MONITOR), Hilo, Hawaii
(At existing Group Office)

DOOR VI-R - (BASELINE EXTENSION MONITOR), Midway Island, Hawaii
(At Naval Station, Midway)

3. Logistic and administrative support requirements were considered as directed by reference (a). Good logistic support can be provided by the District with the addition of the C-123 aircraft and the ATF vessel. Employment of the vessel is being considered separately by the District. Administrative support requirements involve too many factors of which this command is not informed to enable a proper recommendation. It is

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By MR NARA. Date 7/16/01

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requested that the Commander, Fourteenth Coast Guard District, comment on his needs in this matter.

4. The subject of staging and transporting Government-furnished equipment was discussed with the District as directed by reference (c). It is desired that MSTs offload at Sand Island Base. There is sufficient outside storage space. Temporary covered space can be obtained or constructed as required. The contractor should handle all equipment and outfitting. If the contractor is from Honolulu, he can be authorized to stage and embark from Sand Island. If the contractor is from the mainland, it will still be convenient for him to stop in Honolulu to load the Government equipment.

5. Construction of the stations can be accomplished at each site. Problems of transporting to the site, fueling, beach landings, construction methods, land acquisition, dependent housing, etc. must be resolved. These are discussed in detail in the reports with recommendations for resolution.

John J. O'Meara
JOHN J. O'MEARA

- Encl: (1) DOOR IV Site Survey Reports (16) (Two each to be kept by
- (2) DOOR V Site Survey Reports (16) District; 14 to HQ via
- (3) DOOR VI Site Survey Reports (16) separate cover)
- (4) DOOR MONITORS Site Survey Reports (16)

NEED TO BE
IT'S OWNED
OF VARIOUS
AND WILL

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By MR NARA. Date 7/16/11

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SEA: 08090AW
24 Sept. 1959

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From: Commandant
To : Commander, Fourteenth Coast Guard District (dcs)

Subj: Hawaiian LORAN-C Program

Ref : (a) Comdt ltr dtd 13 July 1959, serial 00619OAN
(b) Comdt ltr dtd 14 July 1959, serial 0649OAN
(c) Comdt (O) 042114Z September 1959
(d) CGD14 (dcs) 100002Z September 1959

1. Reference (a) outlined the LORAN-C program in the Fourteenth Coast Guard District and reference (b) established Coast Guard Survey Detachment No. 5 to conduct the final site surveys.

2. References (c) and (d) contain the general plan for conduct of these surveys. The detailed plan is outlined below.

a. Composition of Group

- CER John J. O'Meara (3289) USCG - Headquarters
- ICER David T. Haislip (3643) USCG - Headquarters
- Four commissioned officers to be assigned - Fourteenth Coast Guard District
- Two enlisted to be assigned - Fourteenth Coast Guard District
- Two Hydrographic Office Engineers

b. Planned itinerary and support requirements are contained in enclosure (1). Circumstances may dictate changes to this schedule during the course of the survey. This enclosure is UNCLASSIFIED and cannot be associated with the code name DOOR without classification. Every effort should be made to furnish air support whenever possible to expedite completion of the surveys.

c. A list of equipment to be furnished by Commander, Fourteenth Coast Guard District is contained in enclosure (2). All items should be in good condition and the transits should be in good adjustment. Commandant (ECV) should be advised by message of any items which cannot be obtained locally.

d. The site survey report required by reference (b) will be prepared at the District Office. District clerical and other assistance as necessary to insure expeditious submission of the report is requested.

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Authority NND 978245

By MR NARA Date 7/16/11

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3. Administrative funds necessary for equipment procurement and/or travel, in the amount of \$1,000.00, are being furnished by separate allotment under 20X0240 AC&I, Project 14-0002. Additional funds can be made available upon request.

4. In order that the Commandant may have the benefit of the District Commander's views on the survey reports, immediate submission of the District's endorsement is required. Upon review of the site survey and the District Commander's comments plans and specifications will be developed by Headquarters and forwarded to the District Commander for review and comment. After final approval of the plans and specifications by the Commandant, the construction phase of the program will become a District responsibility.

(S)
L. H. MORINE
By direction
9/1 ✓

- Encl: (1) Itinerary and Support Requirements for Survey Group
- (2) List of Survey Items to be Furnished by CCGD14

Door

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TREASURY DEPARTMENT
U. S. COAST GUARD
CGHQ-3584 (10-54)

DIRECTIVE CLEARANCE SHEET

TEHawkins:aw 15 Sept 1959

(Fill in blocks as initialed - do not use for routing)

OFFICE OR DIVISION DESIGNATION	QAN	OSU	6-13	SEE	ECV	0							
	[Signature]	[Signature]	[Signature]	[Signature]	[Signature]	[Signature]							

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**Itinerary and Support Requirements
for Survey Group**

9 October	Arrive Honolulu; confer with Fourteenth Coast Guard District Staff.
10/11 October	Honolulu to Midway to CG aircraft.
12-19 October	Survey; transportation and logistic support by CG vessel.
21-29 October	Survey; logistic support by local military command and CG vessel
30 October	Johnston to Honolulu by CG aircraft.
2-6 November	Survey; logistic support by CG Loran Transmitting Station, Upolu Pt., Hawaii. Concurrently, transportation to and from French Frigate Shoals by CG aircraft; survey.

ENCLOSURE (1)

LIST OF SURVEY ITEMS
TO BE FURNISHED BY
COGDI

SURVEYING GEAR

1 Set Steel Figures
1 Set Steel Letters
1 Stamping Jig
30 Brass Markers
1 Box Keel
1 Stadia Slide Rule
2 ea Transits w/tripods (1 Theodolite instead of 1 Transit if available)
2 ea Stadia Rods (label identical) (1 1/2' if available)
1 ea Level rod (Philadelphia)
6 ea Range poles 8'
2 ea 100' Steel tapes
2 Sets Chaining pins
2 ea Plum bulbs with extra line
1 Metallic 100' tape
48 Survey stakes ZIZIZI
1 Posthole digger
1 Stake bag
1 Roll Bunting, red iridescent
1 ea Surveyors umbrellas

DRAFTING GEAR

1 Drafting Machine w/case
2 Drafting boards
2 T-squares (metal if possible)
1 roll Tracing paper 30' X 3'
1 roll heavy cloth back paper (30' X 3')
1 roll cross-section paper 30'
1 roll prolific paper 30'
1 roll wrapping paper
1 ea Metal carrying tube for drawings
12 Level books
1 box Pencils
2 Reading Glass Surveyors
3 rolls Drafting Tape
2h, 3h, & 4h Drafting Pencils
1 set drafting Instruments
1 Beam compass
1 3 arm protractor
2 Engineers' Scale
1 Architect Scale
2 360 degree Protractor
2 45 degree

DRAFTING GEAR CONTD

2 30 - 60 degree
2 Erasing shield
Box thumb tacks
Box erasers
Box paper clips
12 colored pencils
Title blocks
6 scratch pads
6 ballpoint pens
Book-Sailing Directions (coast pilot)
Book-Tide & Current tables (current)
Book-Bath Tables (of place log and nature)
1 parallel rule
Book-Surveying Handbook

GENERAL GEAR

1 ea sledge, hand
1 ea claw hammer
3 bag cement (1 each site)
1 ea hatchet
2 ea shovels
1 ea pick (or sharp digging instrument)
2 ea flashlights
1 Asst. nails, including small tacks or nails for survey.
1 roll toilet paper
1 bdl. misc. lumber for survey signals, 2"x4" & 2"x2"
3 ea pails
1 ea hand saw
3 Umbrella tents 10X10
4 cots (1 Aluminum)
1 Field first aid kit
10 Canteens & belts
1 ea 1/25 Speed Graphic camera (film will be furnished by Headquarters)
1 ea Machetes
10 pith helmets
10 Field shoes
1 box Emergency C rations
2 ea Thermos jugs, 2 gal.
4 ea Camp stools
1 Tarp, 12X12
1 Coleman lantern w/mantles & carrying case

ENCLOSURE (2)