

RECEIVED

February 15, 1965

211

FEB 15 1965

AIDS TO NAVIGATION
17th CG DISTRICT

Officer-in-Charge
Coast Guard Loran Station
Attu Island, Alaska

Dear Sir:

Tentative arrangements have been made through the 17th Coast Guard District to install a telemetering system in your operations area to monitor the tide gage installed on the pier. This will eliminate, in part, the necessity of sending personnel to the gage to evaluate seismic disturbances that are recorded on the tide gage. To accomplish the installation will require the dual use of the existing telephone line or installing an additional 2-conductor wire, preferably through the existing buried conduit pipe between your building and the pier.

Please advise this office if this is feasible and how much wire will be required. If not feasible, what would be required to make the connection?

Sincerely,

/s/ Horace G. Conerly

Horace G. Conerly
Captain, USC&GS
Chief, Operations Division

cc: ✓ C.O., 17th C.G.
District

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MAR 1 1965

AIDS TO NAVIGATION
17th CG DISTRICT

ing
U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
WASHINGTON, D.C. 20230

O-LLD
OAN-ATC

February 19, 1965

IN REPLY REFER TO: 211

Commanding Officer
17th Coast Guard District
Juneau, Alaska

Attu

Dear Sir:

This is to acknowledge receipt of your letter granting permission to install a telemetering system for the tide gage at Attu. The Officer-in-Charge at Attu has been contacted relative to the installation and has been requested to furnish this bureau with an estimate of the amount of wire required to complete the installation.

The installation date is still tentative and will depend on receipt of components for the system, but probably will be made during the summer of 1965. You will be kept informed.

Sincerely,

Horace G. Conerly
Horace G. Conerly
Captain, USC&GS
Chief, Operations Division

cc: OIC, Coast
Guard Loran
Sta., Alaska

ATTU
File

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
632 SIXTH AVENUE
ANCHORAGE, ALASKA 99501

July 18, 1966

Commander
Seventeenth Coast Guard District
Juneau, Alaska

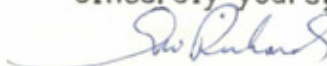
Dear Sir:

Permission is requested for a Coast and Geodetic Survey tide gage party to visit your Attu Loran Station on or about July 26, 1966. The two-man party will be composed of Mr. Nicholas Lestenkof and Mr. William Morris, and they will need meals and quarters. The purpose of their visit is to make our annual inspection of the tide gage and Seismic Sea Wave Warning System. They will also run levels between bench marks and the tide staff. The duration of their visit will probably be three days depending on airplane schedules.

The tide observers at Attu have done an excellent job this past year, and they are to be commended. The records are legible and orderly and they seem to keep the equipment going in spite of its age. Unfortunately, we are unable to get good clock repairs anymore and our present clock equipment leaves a lot to be desired.

You may be interested to know that a new tide gage will soon be installed at Shemya for remoting to Palmer, Alaska. Palmer is the new center of our Alaska Seismic Sea Wave Warning System which will be an integral part of the Pacific SSWWS. I'm sure that the Coast and Geodetic Survey will want to continue tide observations at Attu for a year or more, at least until the new system is perfected.

Sincerely yours,



E. W. Richards
CDR., USESSA
Alaska Field Director

Enclosure: Itinerary

cc: C.O. CG Loran Station

TENTATIVE ITINERARY
C&GS TIDE GAGE PARTY

Mr. Nicolas Lestenkof
Mr. William Morris

ANCHORAGE TO ATTU AND RETURN, WITH STOP-OVERS AT COLD BAY,
UNALASKA, ADAK, AND SHEMA, ALASKA

Lv. Anchorage	Tuesday July 19, 1966	0900
Arr. Cold Bay	Tuesday July 19	1200
Lv. Cold Bay	Thursday July 21	1515
Arr. Dutch Hbr.	Thursday July 21	1645
Lv. Dutch Hbr.	Tuesday July 26	1025
Arr. Cold Bay	Tuesday July 26	1155
Lv. Cold Bay	Tuesday July 26	1240
Arr. Adak	Tuesday July 26	1600
Lv. Adak	Tuesday July 26	1620
Arr. Attu	Tuesday July 26	1900
Lv. Attu	Friday July 29	1930
Arr. Shemya	Friday July 29	1945
Lv. Shemya	Saturday July 30	0900
Arrive Adak	Saturday July 30	1100
Lv. Adak	Tuesday Aug 2	1000
Arr. Cold Bay	Tuesday Aug 2	1230
Lv. Cold Bay	Tuesday Aug 2	1240
Arr. Anchorage	Tuesday Aug 2	1700

AGENCY

PRECEDENCE

U.S. DEPARTMENT OF COMMERCE
ESSA, COAST AND GEODETIC SURVEY
ALASKA FIELD DIRECTOR

ACTION:

INFO.: GOVT. PAID

TYPE OF MESSAGE

SINGLE

BOOK

MULTI-ADDRESS

ACCOUNTING CLASSIFICATION

THIS BLOCK FOR USE OF COMMUNICATIONS UNIT

SECURITY CLASSIFICATION

STANDARD FORM 14 REV. MARCH 15, 1957
GSA REGULATION 24X-203.04
14-303

TELEGRAPHIC MESSAGE

OFFICIAL BUSINESS
U. S. GOVERNMENT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

THIS COL. FOR AGENCY USE

EWR/vw

CFA

DAY LETTER CODE DL

OIC, ACS COMCENTER ANCHORAGE

DIRECTOR, COAST AND GEODETIC SURVEY
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
ROCKVILLE, MARYLAND 20852

R 071930Z

UNCLASSIFIED

COAST GUARD LORAN STATION ATTU REPORT IMPENDING
COLLAPSE OF TIDE STATION DOCK. DAILY READINGS SECURED
FOR SAFETY. RECOMMEND REPLACEMENT OF ATTU STATION BY
SHEMYA. THIS OFFICE WILL RESTORE SHEMYA TO OPERATION
IN MARCH. COAST GUARD PERSONNEL REQUESTED TO SALVAGE
TIDE GAGE IF CONDITIONS PERMIT.

CDR. E. W. RICHARDS, ALASKA FIELD DIRECTOR, U.S. COAST
AND GEODETIC SURVEY

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FEB 9 1967

AIDS TO NAVIGATION
17th CG DISTRICT

PAGE NO.

NO. OF PAGES

NAME AND TITLE OF ORIGINATOR (Type)

ORIGINATOR'S TEL. NO.

DATE AND TIME PREPARED

E.W. Richards, Alaska Field Director 272-6122

February 7, 1967

I certify that this message is official business, is not personal, and is in the interest of the Government.

(Signature)

START MESSAGE ADDRESS HERE

DO NOT TYPE MESSAGE BEYOND THIS LINE

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
632 SIXTH AVENUE, ROOM 302
ANCHORAGE, ALASKA 99501

February 8, 1967

Commander
17th Coast Guard District
P.O. Box 3-5000
Juneau, Alaska

Dear Sir:

An information copy of the Attu Loran Station message (R 062117Z) regarding damage to the pier at Attu was received yesterday. Today, our Adak observer communicated directly with your personnel at Attu. It was determined in the discussion that the damage to the pier is not at the tide house, but on the main pier between the tide house and shore. Apparently the remote gage is still operating.

Omission of the daily routine, which requires attendance by the observer at the gage is satisfactory, but we would like to operate the remote system as long as possible. If collapse of the pier is imminent, we would appreciate having your station or vessel personnel salvage the instruments. This is assuming that it can be done under favorable weather and without undue risk to personnel. If recovery of the equipment is made a GBL will be furnished for the return shipment to Anchorage via Reeves Airway.

Our new Seismic Sea Wave Warning System includes a tide gage at Shemya. Eventually, this gage will be remoted over the tropo-system to our central observatory in Palmer. A gage was installed at Shemya in October 1966 and a storm put it out of operation in late December. However, it will be relatively simple to restore it to operation in early March. This office will recommend that the Shemya tide station should eventually replace Attu. However, we want to use the remote gage at Attu as a back-up as long as possible.

It is with a certain degree of reluctance that the foregoing recommendation was made. Your personnel have done a remarkable job in maintaining and operating the Attu tide station

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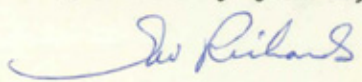
AIDS TO NAVIGATION
17th CG DISTRICT

DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY ALASKA FIELD DIRECTOR	PRECEDENCE ACTION NO. GOVT. PAID TYPE OF SERVICE <input type="checkbox"/> SPECIAL <input type="checkbox"/> REGULAR	CLASSIFICATION STANDARD FORM 14, 1955 EDITION GSA REGULATION 27.101-14 11-303
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for many years. However, the poor condition of the Attu pier coupled with limited communications, make Shemya, which is relatively near by, a more desirable location.

Thank you again for your assistance. We will inform you promptly of our Headquarter's decision in this matter.

Sincerely yours,



E. W. Richards
CDR. USESSA
Alaska Field Director

USESSA
SIC, ACS CENTER ANCHORAGE
DIRECTOR, COAST AND GEODETIC SURVEY
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
ROCKVILLE, MARYLAND 20852

cc:
Attu Tide Observer
C 33.2

COAST GUARD LORAN STATION ATTU REPORT IMPENDING COLLAPSE OF TIDE STATION DOCK. DAILY READINGS SECURED FOR SAFETY. RECOMMEND REPLACEMENT OF ATTU STATION BY SHEMA. THIS OFFICE WILL RESTORE SHEMA TO OPERATION IN MARCH. COAST GUARD PERSONNEL REQUESTED TO SALVAGE TIDE GAGE IF CONDITIONS PERMIT.

CDR. E. W. RICHARDS, ALASKA FIELD DIRECTOR, U.S. COAST AND GEODETIC SURVEY

RECEIVED
FEB 14 1967

AIDS TO NAVIGATION
17th CG DISTRICT

NAME AND TITLE OF ORIGINATOR (Type)	ORIGINATOR'S TEL. NO.	DATE AND TIME RECEIVED
E. W. Richards, Alaska Field Director 272-4122		FEBRUARY 7, 1967

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
632 SIXTH AVENUE, ROOM 302
ANCHORAGE, ALASKA 99501

February 8, 1967
15 February 1967

Commander
17th Coast Guard District
From: Commander Seventeenth Coast Guard District
To: au, Commanding Officer, CGLORSTA ATTU

Subject: Attu Tide Gauge

Ref: An (a) C&GS ltr dtd 8 Feb 1967 u Loran Station message (R 062117Z) regarding damage to the pier at Attu was received. A copy of reference (a) enclosed. The recommendations of paragraph 2 will be followed for the interim operation. Discussion that the damage to the pier is not at the tide house, but on the main pier between the tide house and shore. Apparently the remote gage is still operating.

Omission of the daily routine, w/ A. H. CLOUGH attendance by the observer at the gage is satisfactory. By direction we would like to operate the remote system as long as possible. If collapse of the system is imminent, we would appreciate having your station or vessel personnel salvage the instruments. This is assuming that it can be done under favorable weather and without undue risk to personnel. If recovery of the equipment is made a GBL will be furnished for the return shipment to Anchorage via Reeves Airway.

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