



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

Address reply to:  
Commanding Officer  
CG Loran Station  
Attu Island, Alaska  
99501

10550/9670  
26 November 1969

From: Commanding Officer, U.S. Coast Guard Loran Station, Attu Island, Alaska  
To: Commander, Seventeenth Coast Guard District(0)

Subj: Loran C Rate SL2 Yankee Slave Nighttime Shift to Delta Operation;  
report of

Ref: (a) CCGD SEVENTEEN 191903Z NOV 69  
(b) CCGD SEVENTEEN 251950Z NOV 69

RECEIVED

DEC 4 1969  
AIDS TO NAVIGATION  
17th CG DISTRICT

1. In accordance with reference (a), Yankee went into Delta control at approximately Master sunset time, and remained so until after Yankee sunrise, for the test period of five (5) nights.
2. During the test periods, it was noted that, (1) the number of CDA and ETA inserted was much reduced compared with method Bravo, (2) the track of Yankee synchronization was much smoother at the Slave than at the Master, (3) the timer readings for Yankee Envelope and Cycle were much nearer to the standard numbers and remained so, and (4) there was no difficulty encountered in accepting Delta control.
3. Enclosure (1) is a graph showing the results of Master-Slave comparative envelope readings. Sadly, for this period of time in November, only one day, 21 November, is representative of the difficulties experienced during a large part of the previous 40 to 50 days. During this particular date the Master saw large negative excursions of Yankee envelope. The Master-Slave comparative cycle readings were very close, with no deviation between Master and Slave. It will be noted that had Yankee been in method Bravo during the night of 21 November, several large ETA would have been issued, some blink incurred, and again several ETA re-issued to regain the previous track. No doubt also CDA would have been issued due to the large ETA causing a change in the cycle track. It is felt that for the night of 21 November a more constant, true Loran C service was provided, with much greater time, using method Delta than would have been possible using method Bravo.
4. Reference (b) authorized a continued test program for another 30 day period. There should be no difficulty in maintaining the present mode and method of operation for this period. Continued comparative readings with the Master will show if the Delta method of operation is really required during the winter months. It has been locally passed from ET crew to ET<sup>crew</sup> that November is an exceptionally bad month for Loran C operations.

  
J.S. McNUTT

Encl: (1) Comparative Envelope Graph

Copy to: CGLORSTA's St. Paul, Port Clarence, Sitkinak