



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (O)
17TH COAST GUARD DISTRICT
FPO SEATTLE 98771

•3261

Ser 3208
JAN 3 1974

From: Commander, Seventeenth Coast Guard District
To: Commanding Officer, Coast Guard Loran Station St. Paul
Commanding Officer, Coast Guard Loran Station Attu

Subj: Loran C Operations

Ref: (a) LORSTA St. Paul 192145Z DEC 73
(b) LORSTA Attu 192155Z DEC 73
(c) LORSTA Attu 192240Z DEC 73
(d) LORSTA St. Paul 200120Z DEC 73
(e) LORSTA Attu 200300Z DEC 73
(f) LORSTA St. Paul 201005Z DEC 73
(g) CG-222, Appendix C
(h) CCGD17 Supplement to Appendix C, CG-222
(i) Art. 7-1-2, USCG Regulations, CG-300

1. References (a) through (f) indicate an apparent disagreement as to the relationship between the Chain Operational Control Officer and the Commanding Officer of a station in the chain.

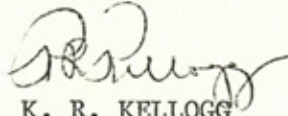
2. The pages comprising reference (g) are general guidelines issued by the Commandant for the operation of loran chains. Reference (h) provides expanded guidelines for operation of the Alaska chain. These expanded guidelines are not intended to supersede reference (g), but rather, complement the instructions contained therein and set forth additional requirements to assist the chain in carrying out its mission. These supplemental instructions are specific with regard to the requirement for COCO to keep informed of the status of equipment in the chain, and to inform CCGD17 of any condition that exists in the chain that impairs the operation or control of the system.

3. Reference (i) states in part: "The responsibility of the commanding officer for his command is absolute, except when, and to the extent, relieved therefrom by competent authority.....". Each Commanding Officer is expected to manage his unit in an efficient and effective manner to insure that the operational mission of the unit is carried out within the guidelines established by the Commandant and District Commander. The adequacy of the Commanding Officer's method of administration of his unit is determined by district staff inspections and the record of the unit's operational performance. Except as provided in references (g) through (h), and the current effective directives and manuals detailed guidance on the internal administration of the unit is not provided by

Subj: Loran C Operations

higher authority, nor is it considered necessary to provide such guidance. Each Commanding Officer is expected to exercise mature judgment in the administration of his unit without additional guidance.

4. Operation of a loran chain, as with all Coast Guard operations, requires teamwork. Harmonious working relations between units in the chain are essential and minor disagreements should be settled at the unit level.



K. R. KELLOGG
By direction

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U.S. COAST GUARD
CG-3883 (REV. 6-69)

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DATE

4 January 1974

PREPARE BY HAND
OR TYPEWRITER

• COMMANDER (oan)
SEVENTEENTH COAST GUARD DISTRICT
FPO SEATTLE 98771

(Fold)

Subj: Loran - C operations

Ref: (a) Your msg 142153Z SEP 73

1. Attu is still engaged in cleaning and adjustment of both transmitters. Complete renewal of wires, replacement of insulator standoffs, etc is expected to be completed within two weeks. A marked improvement in the operation of the transmitters has been noted.

2. Four 10uf capacitors ordered document 3338/0258, priority 3, have yet to arrive. These were shipped 7 December from SUPCEN Brooklyn to CG SUPANNEX Seattle, vice direct to Attu. SUPANNEX Seattle shipped them via Sealand to CG Base Kodiak. Base Kodiak is to air ship to Attu, expected to arrive this date.

3. ~~Synchronous interference on loran C tracks has been increasing. Upon return of the T5-1871/FPN spectrum analyser from PMEL, Attu will investigate the interference.~~

W. J. Inmon
W. J. INMON

*Copy to eee 1/7/74
RKH*

JAN 7 1974

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• COMMANDING OFFICER
USCG LORAN STATION ATTU
FPO SEATTLE 98798

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22 January 1974

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•COMMANDER (oan)
SEVENTEENTH COAST GUARD DISTRICT
FPO SEATTLE 98771

(Fold)

Subj: Loran-C Operations

Ref: (a) Your msg 142153Z SEP 73
(b) My ltr 3262 of 4 JAN 74

1. Four 10uf capacitors noted ref (b) arrived Attu 4 JAN 74.

2. It was noted that the Hot Stick provided for emergency securing of power XFMR breakers in the XFMR cage at the Loran - C transmitter building would not reach the breakers from the cage door and could not be inserted through cage wire. Four holes were cut in the cage wire at appropriate points to permit the insertion of the hot stick to reach these breakers and correct this safety hazard. It is recommended that the XFMR cages at the other Loran C stations be inspected to determine if this situation exists elsewhere.

Reply (if required)

W. J. Inmon
W. J. INMON

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•COMMANDING OFFICER
USCG LORAN STATION ATTU
FPO SEATTLE 98798

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DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

Commanding Officer
USCG Loran Station Attu
FPO Seattle 98798

3262
26 February 1974

From: Commanding Officer, USCG Loran Station Attu
To: Commander, Seventeenth Coast Guard District (oan)

Subj: Loran C operations

Ref: (a) Your 142153Z FEB 74
(b) CCGD17 Supplement to Appendix C, CG 222, article C-3-2c-1(b)

1. It has been noted that various test equipment returned from Alaskan PMEL do not meet the calibration requirements set forth in the equipment technical manuals. Of five multimeters (Simpson 260 and AN/PSM-4) returned from PMEL only one met calibration standards on VDC scale when compared against the AN/USM-182 Oscilloscope. Calibration of other equipment has also been noted to be lacking or believed to be inaccurate.

2. The ERPAL inventory now in progress should be completed and submitted by 1 March 1974. A substantial shortage is expected due to recent overhaul of Loran-C and Loran-A transmitters, and insufficient funds during FY 74. Upon completion of the inventory, a one time increase in subhead 30 will be requested. Additional funds for FY 75 will be required and requested.

3. F.C. #1 has been installed in the R-1735/URR receivers. It was noted on the cover sheet of the field change that description of the field change is incorrect as to the placement of the notch filter in the receiver circuitry. This filter is installed between the "multiple filter" and "53KH2 IF" in lieu of "antenna input jack (j1) and the preselector". Fortunately the installation instructions of the manufacturer were correct.

It was also noted that the recording of the completion of this field change is to be made by submission of EICAM's that "DI" the R-1735/URR receivers and "NI" the modified R-1735A/URR. It is suggested that a DATA CORRECTION to the EICAM system is more appropriate than the above method. Request advise which method of recording the field change is to be used.

4. The URT-17 transmitters continue to be a constant source of failures requiring hours of maintenance and excessive maintenance costs. The URT-23 replacement transmitters should be installed without further delay. Attu understands that the replacement program is being held up due to funding; however, it is believed that the URT-23 has been funded, but the coupler system has not. To our best knowledge, the URT-23 could be utilized with our present couplers until the replacement becomes available.


FEB 28 1974

3262

26 February 1974

Subj: Loran C operations

In summary, communications transmitters are sorely needed, and installation should be expedited as much as practical.


W. J. INMON



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
Commanding Officer
USCG Loran Station Attu
FPO Seattle 98798

3662
18 March 1974

From: Commanding Officer, USCG Loran Station Attu
To: Commander, Seventeenth Coast Guard District (oan)

Subj: Loran C Operations

Ref: (a) Your 142153 SEP 73
(b) CCGD17 supplement to Appendix C, CG 222, art. C-3-2C-1(b)

1. Attu is rapidly approaching the day when only one SAEW or SNEW will be assigned for loran C watchstanding. Replacement of EW's with SA's or SN's from the deck department will all but eliminate the deck dept. Seaman man the radio watch on a regular basis - if also required to man the loran C watch, no one will be left to perform daily station routine and maintenance. Attu needs at least two more EWS. If EWS are not available, the deck dept should be supplemented with additional SAs or SNs.
2. The ERPAL allowance for the AN/FPN-42 XFMR 3AT4, FSN CG 5950-825-7159, is one. Due to the frequent failures of this item and inherent supply problems of isolated station it is recommended that the ERPAL allowance be changed to at least two each.
3. Another example of PMEL "Quality Control" was noted in my letter 10558.1 dtd 14 March 1974 concerning Attu's CGTV-535 oscilloscope recently returned from being "calibrated".
4. It was noted by Attu that the price of transformer 14A6T4, FSN 1N5950-898-7216 used with the AN/FPN-41 timer has increased from \$101.00 as listed in the station ERPAL to \$593.00 as listed in current microfiche.

W. J. Inmon
W. J. INMON

MAR 25 1974



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

Commanding Officer
USCG Loran Station At
FPO Seattle 98798

3262

19 April 1974

From: Commanding Officer, USCG Loran A/C Station Attu
To: Commander, Seventeenth Coast Guard District (oan)

Subj: Loran - C Operations

Ref: (a) Your 142153 SEP 73

(b) CCGD17 supplement to Appendix C, CG 222, art. C-3-2C-1 (b)

1. Attu continues work on the AM/FPN-41 Timers, Timer S/N 7 has so far received the most work on the positive results are evident. Work continues on both timers.

2. Presently, Attu has only one SNEW onboard. An additional SN from the Deck department is presently assigned to Electronics as Loran-C watchstander. The use of Deck department SN's for the radio/ Loran-A watch, Messcook, Station maintenance and various outdoor work projects scheduled for this summer preclude their use as Loran - C watchstanders and necessitates the using of Electronic Technicians as Loran-C watchstanders. The assignment of two SNEW's to LORSTA Attu would help alleviate this problem and release two ET's for equipment maintenance.

C. P. MURPHY
C. P. MURPHY



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

Commanding Officer
USCG Loran Station Attu
FPO Seattle 98798

3262
30 April 1974

From: Commanding Officer, USCG Loran A/C Station Attu
To: Commander, Seventeenth Coast Guard District (oan)

Subj: Loran-C Operations

Ref: (a) Your 142153Z SEP 73

1. Two additional SN's are presently undergoing Loran-C watchstander training and will be placed on the Loran-C watch list when qualified. Four SN's are due for transfer in June and July and at this point no replacements are expected. This will leave Attu with one SNEW and four SN's. Present usage requires four SN/SNEW's for Loran-C watch and two SN's for Radio/Loran-A watch. When the deck force is at full compliment (08) this leaves three SN's for use by the Deck Department and one of these has messcook duties. The two remaining men are not sufficient to handle the duties required of the Deck force on a station the size of Attu. The situation is aggravated by the coming summer work load to be performed by "station personnel" on various SSMR's. In addition the prepeventions for the forthcoming winter season require that more SN's be available for station work. Attu at this time needs over and above its authorized Deck compliment an additional three SNEW's or SN's to help alleviate this problem.

C. R. Murphy
C. R. MURPHY

MAY 2 1974



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:

Commanding Officer
USCG Loran Station Attu
FPO Seattle 98798

• 3262
16 May 1974

• From: Commanding Officer, USCG Loran A/C Station Attu
To: Commander, Seventeenth Coast Guard District (oan)

Subj: Loran-C Operations

Ref: (a) Your 142153Z SEP 73

1. The AN/URT-17A transmitters continue to be a source of failure requiring extensive maintenance and cost.
2. (a) In view of the interservice agreement between the Coast Guard and Air Force regarding the AN/TRC-35- system it is requested that consideration be given to the possibility of increasing this unit's annual SH-30 allocations. Because of the age of the equipment, maintenance and repair costs for the gear inevitably act as a drain on the normal electronics budget.

(b) Finally, the installation of a micro-wave link between the ROF site and the CG Station may further increase this unit's normal electronics operating costs.
3. The ground system for the 625ft., tower is in a complete state of disrepair. Work is scheduled for the summer to repair radials.
4. In spite of repeated warnings and cautioning the M and R crew has, for the second time, accidentally cut a set of cables. These latter provided for the phone-line installed in the present "airport terminal" building. Repaires are being made.

C. R. MURPHY
C. R. MURPHY

Rec

MAY 24 1974

Commanding Officer
USCG LORSTA ATTU
FPO, Seattle, WA 98798
3262

08 August 1974

From: Commanding Officer, USCG LORSTA Attu

To: Commanding Officer, USCG LORSTA St. Paul

Subj; Loran-C Ops

Ref: (a) Your Msg 072052Z AUG 74
(b) CG-222 Appendix - C as amended

1. As per reference (a) the following is a report of circumstances relative to SH7-X failure to blink during the period 071451Z to 071454Z August 74.
2. At 071451Z August 74 SH7-X was observed to exceed the limits of tolerance by the Master station, who commenced blink of the M-X leg and blinked until 071454Z August 74.
3. Neither the LORAN-C watchstander or the Radio watchstander at XRAY heard any radio transmission prior to or during the period of blink from any station in the LORAN net. ~~Strip~~ Charts at XRAY do not indicate any large shifts, spikes or drifts in local tracks prior to, during, or after the period of blink. Both watchstanders were unaware that blink had occurred until shortly after 1454Z when communications were restored. The LORAN-C watchstander did not observe master blink due to inattention to the timer oscilloscope at the time of blink.
4. Comments:
 - a) Communications had been marginal prior to the period of blink and LORSTA St. Paul and LORSTA Attu had been relaying operational traffic via LORSTA Sitkinak.
 - b) Reference (b) requires a 90 minute loss of communications before the Secondary station may assume method DELTA. LORSTA Attu watchstanders are required to maintain a strict oscilloscope watch during such a period but as communications had been established shortly before the period of blink only normal watch procedures were in effect.
 - c) XRAY watchstanders have now been further advised that a strict oscilloscope watch will be maintained at times of marginal communications.


C.R. MURPHY

DEPARTMENT OF
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U.S. COAST GUARD
CG-3 (REV. 6-69)

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29 August 1974

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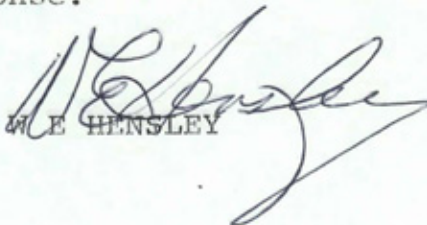
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SEVENTEENTH COAST GUARD DISTRICT
P.O. Box 3-5000
Juneau, Alaska 99801

(Fold)

Subj: LORAN Operations, for period 071451 to 071454Z AUG 74

Ref: (a) My 072052Z AUG 74 to COGARD LORSTA ATTU

1. Enclosed for your review is a copy of the investigation conducted by LORAN STATION ATTU as ordered by COCO in ref (a) and a copy of COCO's response.


W. E. HENSLEY

Reply (if required)

SENDER'S MAILING ADDRESS

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USCG LORAN STATION
FPO Seattle 98793

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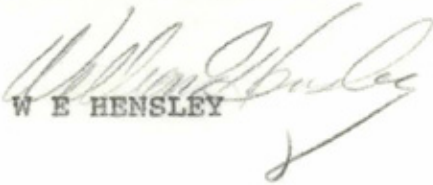
3262
29 August 1974

From: Chain Operational Control Officer
To: Commanding Officer, USCG LORAN STATION ATTU

Subj: LORAN Operations

Ref: (a) Your ltr 3262 dtd 8 August 1974
(b) My ltr 3262 dtd 25 June 1974
(c) CG-222 Appendix C as ammended

1. XRAY watchstanders as well as all other watchstanders in the NORPAC LORAN C chain are required to maintain a strict oscilloscope watch at all times, not just in times of marginal communications.
2. At no time is the timer room to be left unattended. The job of the LORAN C watchstander is to accumulate data from the oscilloscope and readout dials, evaluate that information, take immediate action as required and maintain proper records.
3. The LORAN C watchstander will not be utilized to perform any other duties which may interfere with, or in anyway hinders, the proper accomplishment of those duties.


W E HENSLEY

Copy to CCGD17 (o)